

## 3.2 CIRCULATION

### EXISTING CIRCULATION SYSTEM

The City of Carson is served by the existing network of roadways, shown in Exhibit 3.2-1, *Existing Carson Street Network*. The existing network is essentially a modified grid system of north/south and east/west roadways. The primary north/south roadways are Figueroa Street, Broadway, Main Street, Avalon Boulevard, Central Avenue, Wilmington Avenue, Alameda Street and Santa Fe Avenue. The primary east/west streets are Alondra Boulevard, Gardena Boulevard, Artesia Boulevard, Albertoni Street, Walnut Street, Victoria Street, University Drive, Del Amo Boulevard, Carson Street, 223<sup>rd</sup> Street, Sepulveda Boulevard and Lomita Boulevard. The characteristics of each of these roadways, plus some additional collector streets, including Master Plan street classifications, number of lanes, roadway widths, and right-of-way dimensions, are described in Table 3.2-1, *Street Classification and Characteristics*.

#### Relationship to the Regional Roadway System

Regional access to the City of Carson is provided primarily by the Arteria Freeway (SR-91) to the north, the Long Beach Freeway (I-710) to the east, the Harbor Freeway (I-110) to the west, and the San Diego Freeway (I-405). Access to the freeways are provided via an extensive freeway ramp system connecting the City's major arterials to the freeways.

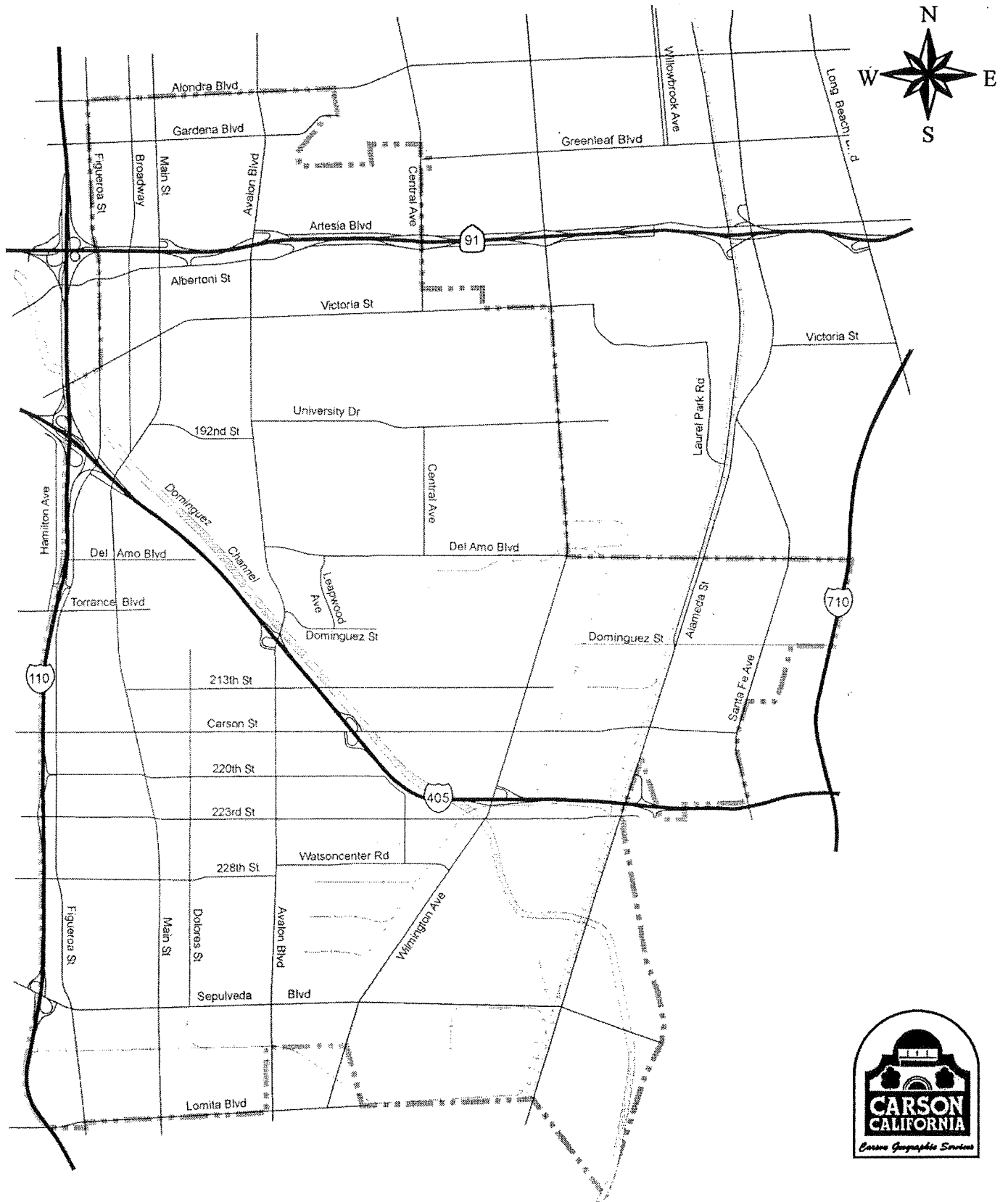
#### Existing Daily Trip Volumes

The characteristics of key arterial roadways in the City of Carson have been summarized in Table 3.2-1, *Street Classifications and Characteristics*, and daily roadway traffic volumes and traffic flows are shown in Exhibits 3.2-2 and 3.2-3, respectively. The existing daily traffic volumes were obtained by the City of Carson as a part of the City's traffic count program. The counts were collected in 1996.

### MASTER PLAN OF STREETS

The current Carson Master Plan of Streets was adopted in 1982 as part of the City's General Plan and is shown on Exhibit 3.2-4, *Master Plan of Highways*. The City's Master Plan of Highways designates roadways as one of five street classifications according to function. The five classifications are:

- Local Streets;
- Collector Streets;
- Secondary Highways;



# Existing Carson Street Network

## Carson General Plan Update

Exhibit 3.2-1



**Table 3.2-1  
STREET CLASSIFICATIONS AND CHARACTERISTICS**

Street Name	Segment	Classification [1]	No. of Lanes Each Direction [2]	Right-of-Way (feet) [3]	Roadway Width (feet) [3]
192nd Street	Main Street to Avalon Boulevard	Collector	1	80	64
213th Street	Main Street to Avalon Boulevard	Collector	1	50 - 60	24-40
213th Street	405 Freeway to Wilmington Avenue	Collector	1	50 - 60	40
213th Street	Avalon Boulevard to 405 Freeway	Secondary Highway	1	50 - 70	24 - 30
214th Street	Figueroa Street to Main Street	Collector	1	60	30 - 36
220th Street	Vera Street to Wilmington Avenue	Collector	1	50 - 60	24 - 40
220th Street	Figueroa Street to Lucerne Street	Collector	1	46 - 60	32 - 40
223rd Street	West City Limit to East City Limit	Major Highway	2	42 - 116	28 - 84
228th Street	West City Limit to Avalon Boulevard	Collector	1	33 - 60	28 - 40
234th Street	Figueroa Street to Main Street	Collector	1	60	36
Acarus Avenue	Vera Street to Carson Street	Collector	1	60	40
Alameda Street	Lomita Boulevard to Del Amo Boulevard	Major Highway	1	50 - 145	44 - 114
Albertoni Street	Figueroa Street to Sudbury Drive	Secondary Highway	2	100	84
Albertoni Street	Sudbury Drive to Central Avenue	Collector	2	60	34
Alondra Boulevard	Figueroa Street to East City Limit	Major Highway	2, 3 [5]	100	80
Artesia Boulevard (East)	Avalon Boulevard to Central Avenue	Collector		48	34
Avalon Boulevard	South City Limits to Alondra Boulevard	Major Highway	2	47 - 150	28 - 130
Bonita Street	Watson Center Road to Carson Street	Collector	1	57 - 80	35 - 60
Broadway	Main Street to Alondra Boulevard	Major Highway	2	100	30 - 80
Carson Street	West City Limit to Santa Fe Avenue	Major Highway	2	83 - 100	44 - 86

Circulation

**CARSON GENERAL PLAN UPDATE • EXISTING CONDITIONS REPORT**

<b>Street Name</b>	<b>Segment</b>	<b>Classification [1]</b>	<b>No. of Lanes Each Direction [2]</b>	<b>Right-of-Way (feet) [3]</b>	<b>Roadway Width (feet) [3]</b>
Central Avenue	Del Amo Boulevard to North City Limits	Major Highway	2	40 - 100	20 - 84
Del Amo Boulevard	West City Limit to East City Limit	Major Highway	1, 2 [5]	100 - 108	44 - 90
Dolores Street	Sepulveda Boulevard to 213th Street	Collector	1	50 - 80	18 - 60
Dominguez Street	Wilmington Avenue to Santa Fe Avenue	Collector	1, 2 [5]	66 - 84	30 - 68
Figueroa Street	South City Limits to Alondra Boulevard	Major Highway	2	100	40 - 84
Gardena Boulevard	Figueroa Street to Avalon Boulevard	Secondary Highway	2	60 - 80	16 - 64
Grace Avenue	228th Street to 213th Street	Collector	1	55 - 60	23 - 40
Lomita Boulevard	West City Limit to City West of Avalon Boulevard	Major Highway	2	100 - 182	80 - 84
Lomita Boulevard	Wilmington Avenue to Alameda Street	Major Highway	1	100	22 - 82
Lucerne Street	Watson Center Road to 220th Street	Collector	1	50 - 80	26 - 60
Main Street	Lomita Boulevard to Alondra Boulevard	Major Highway	2	80 - 100	40 - 84
Martin Street	Carson Street to 213th Street	Collector	1	50 - 60	28 - 40
Moneta Avenue	228th Street to 214th Street	Collector		60	40
Santa Fe Avenue	405 Freeway to Del Amo Boulevard	Secondary Highway	2	80 - 112	44 - 84
Sepulveda Boulevard	West City Limit to East City Limit	Major Highway	1, 2, 3 [5]	50 - 100	36 - 88
Torrance Boulevard	West City Limit to Main Street	Secondary Highway	2	60 - 80	42 - 52
Turmont Street	Avalon Boulevard to Central Avenue	Collector	1	60	36 - 40
University Drive	Avalon Boulevard to Wilmington Avenue	Secondary Highway	1, 2 [5]	100	80
Vera Street	Carson Street to 213th Street	Secondary Highway	1	60	21
Victoria Street	West City Limit to Wilmington Avenue	Major Highway	1, 2 [5]	66 - 100	20 - 84

**Circulation**

Street Name	Segment	Classification [1]	No. of Lanes Each Direction [2]	Right-of-Way (feet) [3]	Roadway Width (feet) [3]
Walnut Street [4]	Figueroa Street to Main Street	Collector	1	50	30
Walnut Street (East)	Avalon Boulevard to Central Avenue	Secondary Highway	2	80	64
Watson Center Road	Avalon Boulevard to Wilmington Avenue	Collector	1	80	60
Wilmington Avenue	Lomita Boulevard to Victoria Street	Major Highway	2	66 - 145	26 - 105

Notes:

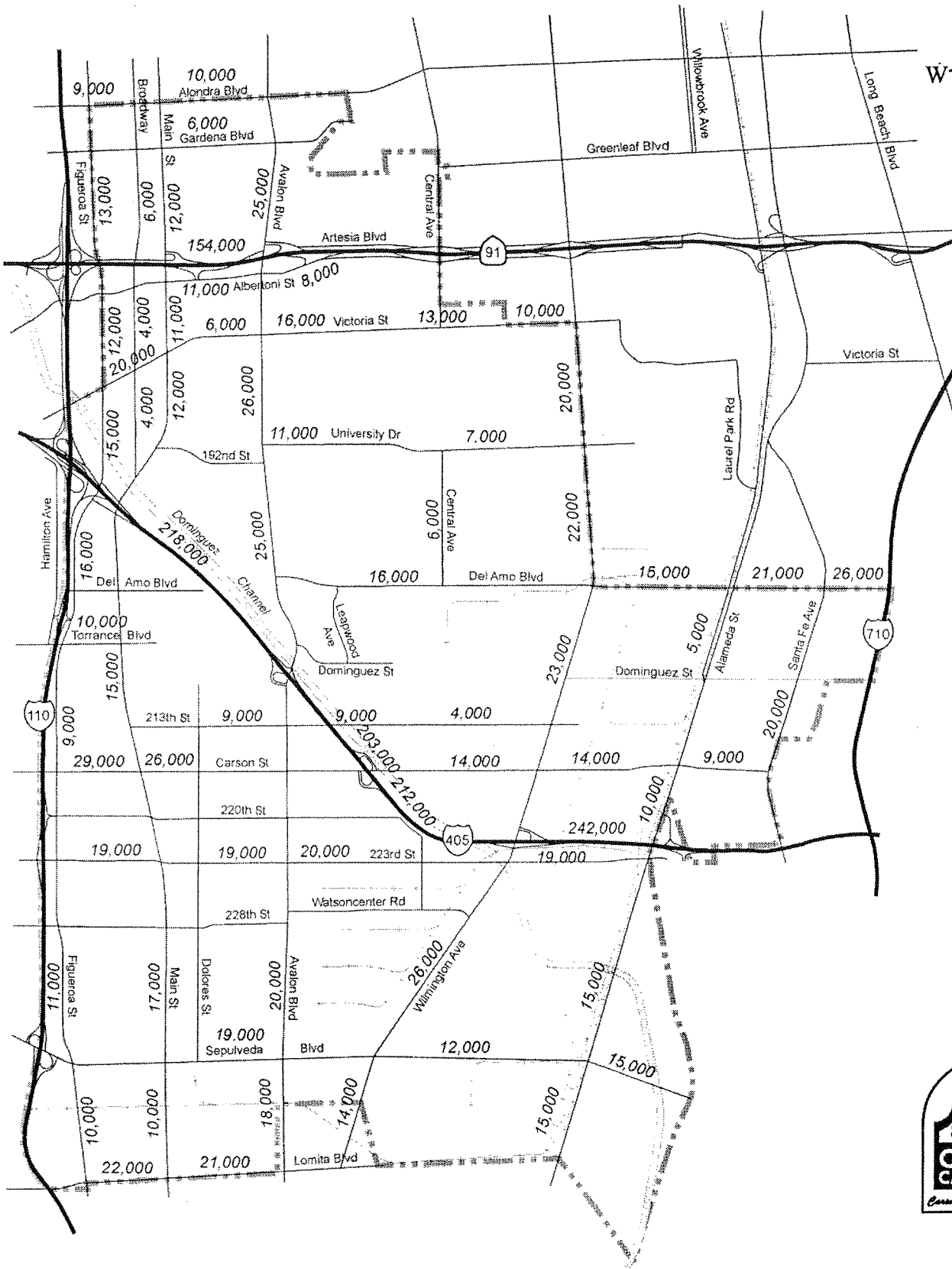
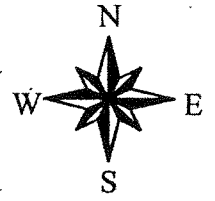
[1] - Source; City of Carson Master Plan of Highways, amended May 17, 1982.

[2] - Source; South Bay COG Subregional Model Database and field observation.

[3] - Source; LA County Roads Department, Classification of Road Surfaces Database.

[4] - Downgraded to Collector Street per Resolution No. 85-020, General Plan Amendment on February 4, 1985.

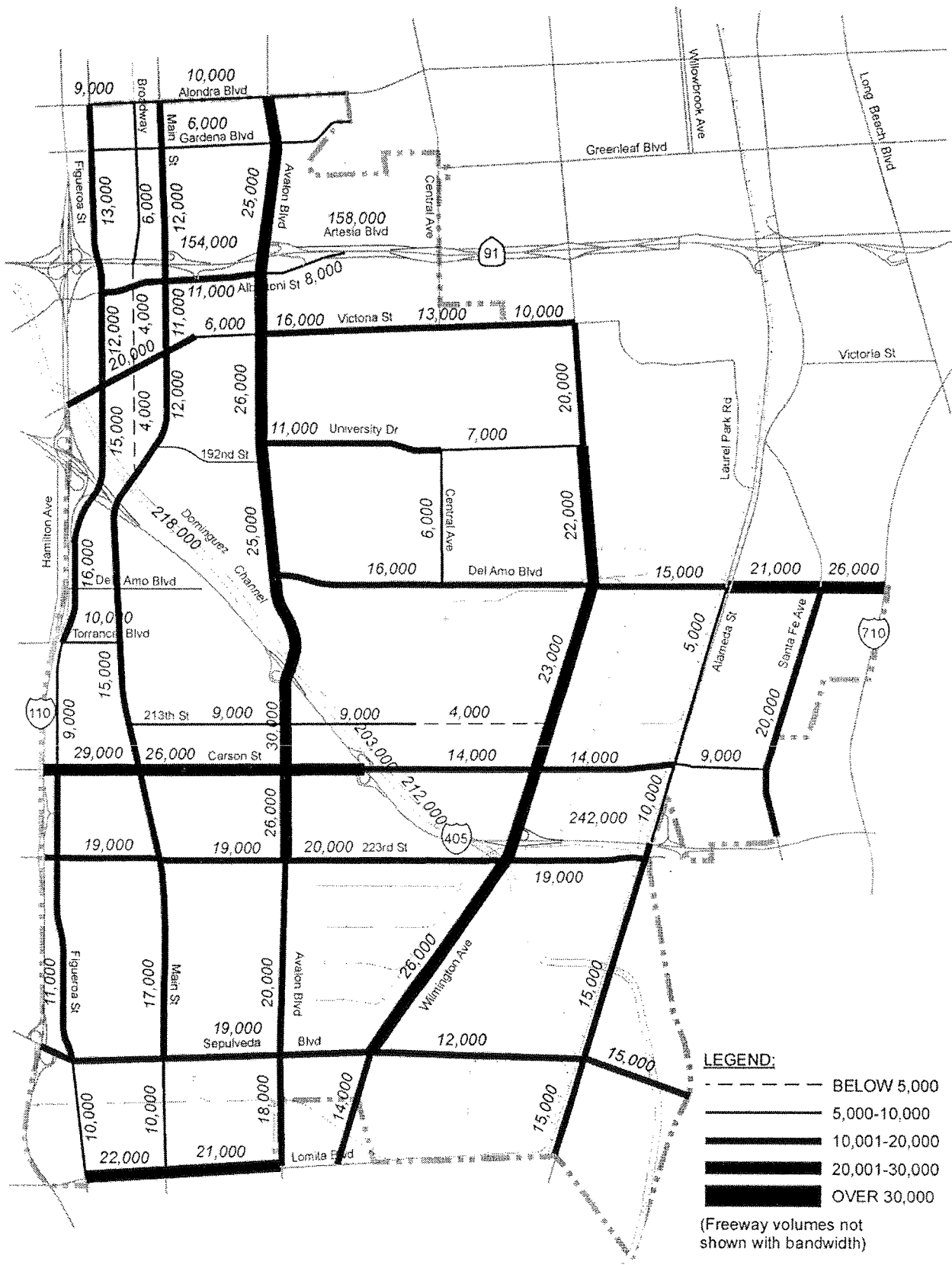
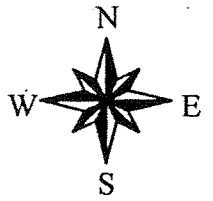
[5] - Number of lanes varies.



# Daily Traffic Volume

## Carson General Plan Update

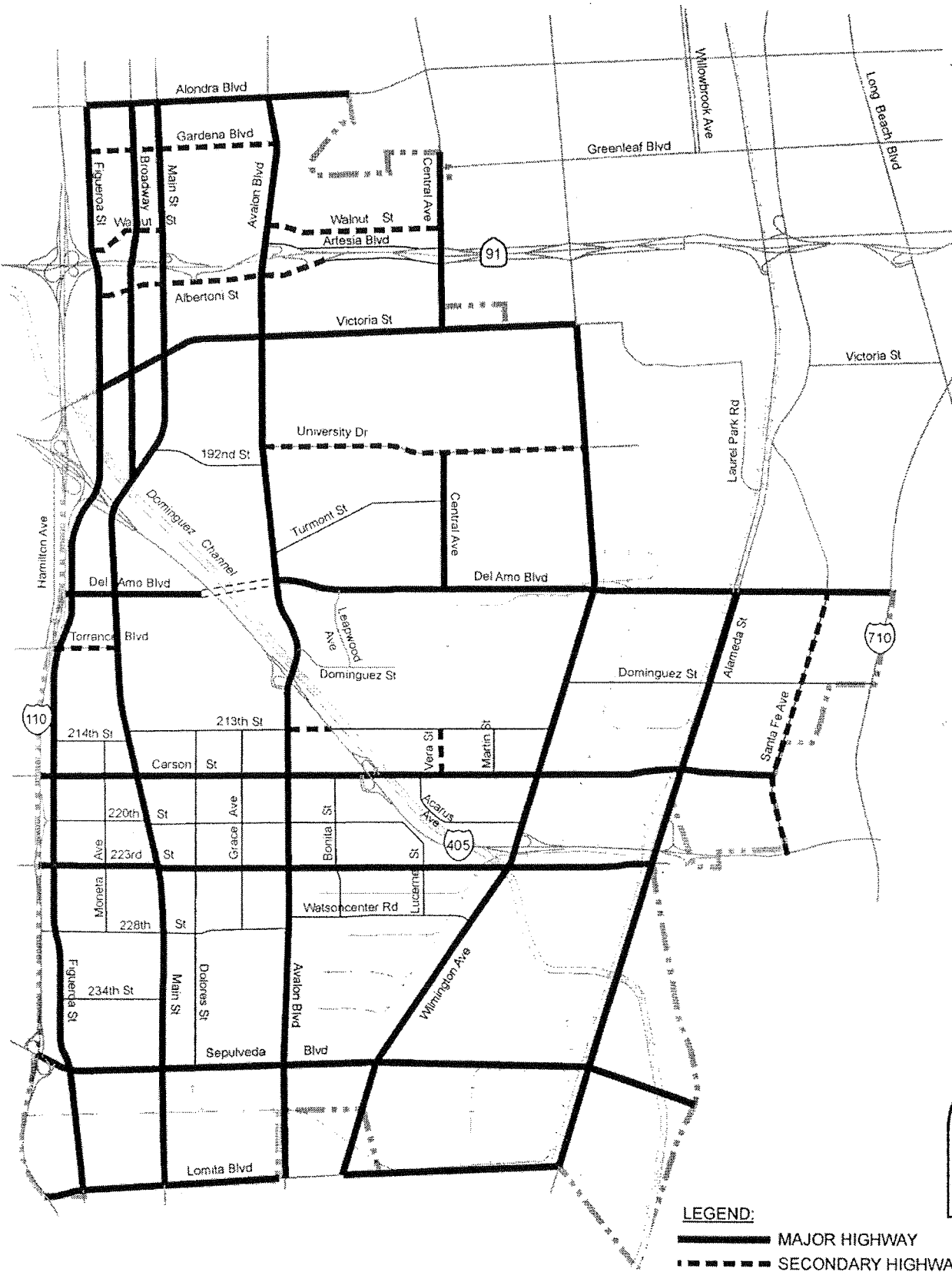
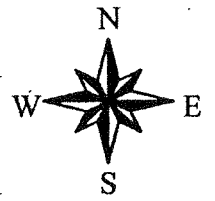
Exhibit 3.2-2



# Traffic Flow Map

## Carson General Plan Update

Exhibit 3.2-3



# Master Plan of Highways Carson General Plan Update

Exhibit 3.2-4

- Major Highways; and
- State Highways.

The function and a brief description of each classification is provided in the following paragraphs.

### **Local Streets**

Local Streets principally provide vehicular, pedestrian and bicycle access to property abutting the public right-of-way. Cross-sections of Local Streets vary, depending upon the abutting land uses, parking requirements, street trees and other considerations. Local Streets can be expected to carry less than 1,500 vehicles per day. All streets in Carson, unless otherwise classified, are Local Streets.

Where both sides of the street are served equally in residential areas, the common right-of-way width for a Local Street is from 48 feet to 60 feet, with a 36- to 40-foot pavement width.

In multi-family areas where there is a significant parking demand throughout the day, a minimum of 40 feet of pavement may be required to provide two moving lanes of traffic in addition to street parking on both sides.

In commercial and industrial areas, a minimum pavement width of 40 feet is considered necessary. In industrial areas, consideration of the predominant type of trucking, and whether or not maneuvering of trailers must be provided, may require a pavement width of 44 feet or more.

### **Collector Streets**

The Collector Street is intended to serve as an intermediate route to handle traffic between local streets and arterials. In addition, Collector Streets provide access to abutting property. Collector Streets are anticipated to carry traffic volumes ranging between 2,000 and 5,000 vehicles per day, but some Collector Streets may carry up to 10,000 vehicles per day. A Collector Street may have one or two through lanes in each direction and curb parking is often provided. The primary function of the Collector is to "collect" vehicles from the local street system and transport them to the arterial system as efficiently as possible. The following roadways have been classified as Collectors in the City of Carson:

- 192<sup>nd</sup> Street;
- Dominguez Street;
- Leapwood Avenue;
- Turmont Street;
- 213<sup>th</sup> Street;

- 214<sup>th</sup> Street;
- Main Street;
- 220<sup>th</sup> Street;
- 223<sup>rd</sup> Street;
- 228<sup>th</sup> Street;
- Watson Center Road;
- 234<sup>th</sup> Street;
- Moneta Avenue;
- Dolores Street;
- Grace Avenue;
- Bonita Street;
- Martin Street; and
- Lucerne Street.

### **Industrial Collector Streets**

There are certain Collector Streets that serve industrial areas, including entrance, interior and loop streets, which generate high traffic volumes by employees during peak hours. Additionally, these streets accommodate industrial truck loading and unloading. These industrial streets should provide a minimum right-of-way of 84 feet, with the exception of minor interior industrial streets with less traffic flow, such as industrial cul-de-sacs, which should provide a minimum right-of-way of 64 feet.

### **Secondary Highways**

Secondary Highways are similar to major highways in function. They connect traffic from collectors to the major freeway system, as well as move large volumes of automobiles, trucks and buses. In addition, Secondary Highways link principal elements within a City to other adjacent regions, and handle intra-city trips in other adjacent regions. Secondary Highways carry approximately 10,000 to 25,000 vehicles per day. Four to six through lanes are provided, along with single or double left-turn lanes at major signalized intersections. Curb parking is often prohibited during peak periods. Secondary Highways in Carson require a minimum right-of-way of 80 feet. The following roadways have been classified as Secondary Highways in the City of Carson:

- 213<sup>th</sup> Street;
- Gardena Boulevard;
- Walnut Street;
- Albertoni Street;
- University Drive;
- Torrance Boulevard;
- Santa Fe Avenue; and
- Vera Street.

## Major Highways

Major Highways function to connect traffic from collectors to the major freeway system, as well as to provide access to adjacent land uses. They move large volumes of automobiles, trucks and buses, and link principal elements within a City to adjacent regions. Major highways handle inter-city vehicular trips in the magnitude of 25,000 or more vehicles per day. Typically, curb parking is prohibited during peak periods. Raised medians to separate opposing traffic flows are typical. Separate left-turn lanes at major signalized intersections are required with double left-turn lanes often being provided. Separate right-turn lanes, which may also serve as bus loading areas, are provided at locations where warranted by high turn volumes. Major highways in Carson require rights-of-way of 100 feet or more. The following roadways have been classified as Major Highways in the City of Carson:

- Alameda Street;
- Wilmington Avenue;
- Avalon Boulevard;
- Main Street;
- Figueroa Street;
- Alondra Boulevard;
- Victoria Street;
- Del Amo Boulevard;
- Carson Street;
- 223<sup>rd</sup> Street;
- Sepulveda Boulevard; and
- Lomita Boulevard.

## State Highways

State highways (or freeways) are controlled access, high speed roadways with grade-separated interchanges that are intended to expedite movement between distant areas in the region. Planning, design, construction and maintenance of freeways in California are the responsibility of the State of California, Department of Transportation (Caltrans). As a result, freeways fall outside the jurisdiction of the City of Carson. The freeway system serving the City of Carson includes the Redondo Beach/Artesia Freeway (SR-91), the Long Beach Freeway (I-710), the San Diego Freeway (I-405) and the Harbor Freeway (I-110).

Alameda Street will become a state road once the Alameda Corridor is completed.

## BICYCLE ROUTES

The following bicycle definitions, which are recognized statewide per Caltrans standard, are identified in the City's existing Circulation Element.

### **Bicycle Route**

A bicycle way designated within a public right-of-way. The purpose of the bicycle route is primarily that of transportation, allowing the bicyclist to travel from one point in the City to another. A "shared bicycle route" is a street identified as a bicycle facility by BIKE ROUTE signage only. No special markings on the pavement are provided. Per Caltrans standards, these routes are referred to as Class III bike facilities.

### **Bicycle Lane**

A bicycle facility where a portion of the paved roadway area is marked as a lane for use by bicycles. It is identified by BIKE LANE signage, pavement marking and lane line markings. Usually, special ordinances are necessary to legally define the exclusive use of bicycle traffic and to exclude mopeds and infringement by motor vehicles. Per Caltrans standards, these routes are referred to as Class II bike facilities.

### **Bicycle Path**

This type of facility is a special path for exclusive use by bicycles that is completely separated from the motor vehicle traffic by space or a physical barrier. Per Caltrans standards, these routes are referred to as Class I bike facilities. They are often provided in recreational areas, such as parks or along the beach.

### **Existing Bicycle Route System**

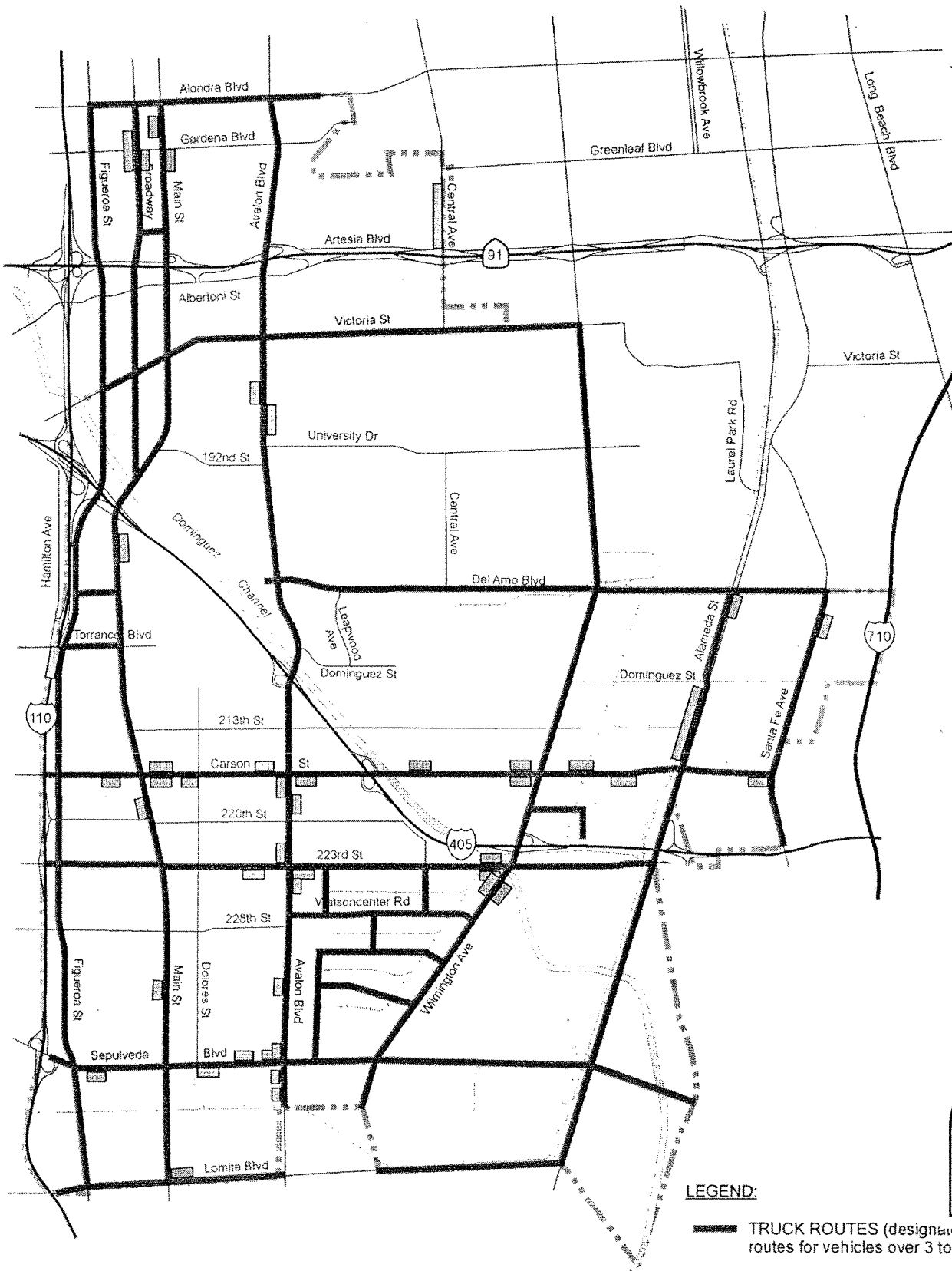
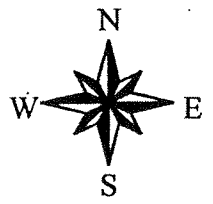
Based upon a bicycle route field survey conducted by Meyer, Mohaddes Associates in April 1999, the following roadway segments have Class II bike facilities:

- Dolores Street between Sepulveda Boulevard and 213<sup>th</sup> Street;
- Avalon Boulevard between Del Amo Boulevard and University Drive;
- Central Avenue between Del Amo Boulevard and University Drive;
- University Drive between Avalon Boulevard and Wilmington Avenue;
- Turmont Street between Avalon Boulevard and Central Avenue; and
- Del Amo Boulevard between Avalon Boulevard and Wilmington Avenue.



## **TRUCK ROUTES**

### **Truck Routes and Parking Zones**

The City of Carson has designated truck routes and truck parking zones in specific area where vehicles in excess of three tons may travel and park. These truck routes and parking zones are shown in Exhibit 3.2-5, *Truck Routes and Truck Parking Zones*.



**LEGEND:**

-  TRUCK ROUTES (designated routes for vehicles over 3 tons)
-  TRUCK PARKING ZONES



# Truck Routes and Truck Parking Zones

## Carson General Plan Update

Exhibit 3.2-5

## TRANSIT FACILITIES

Public transportation in the City of Carson is provided by the Carson Circuit, Torrance Transit and the Los Angeles County Metropolitan Transportation Authority (MTA) bus lines. Following are brief descriptions of the lines and routes served in the project area.

### Carson Circuit Transit System

- **Route A** (Cal State Dominguez Hills) serves the northern Carson area in the vicinity of Cal State Dominguez Hills. Route A operates on Victoria Street between Avalon Boulevard and Wilmington Avenue, Wilmington Avenue between Victoria Street and Del Amo Boulevard, Del Amo Boulevard between Avalon Boulevard and Wilmington Avenue, and Avalon Boulevard between Victoria Street and Del Amo Boulevard.
- **Route B** (Keystone) serves the southwestern Carson area in the vicinity of Carson High School. Primary routes served by Route B include Main Street between 213<sup>th</sup> Street and 234<sup>th</sup> Street, 213<sup>th</sup> Street between Main Street and Avalon Boulevard, and on Carson Street between Moneta Avenue and Avalon Boulevard.
- **Route C** (Scottsdale) primarily serves the Avalon Boulevard corridor between Del Amo Boulevard to the north and Sepulveda Boulevard to the south.
- **Route D** (Metro Blue Line 1) and **Route G** (Metro Blue Line 2) serve the central Carson area from Avalon Boulevard to the eastern City border. Route D travels in a clockwise pattern while Route G travels in a counterclockwise route. Both lines operate on Del Amo Boulevard between Avalon Boulevard and Santa Fe Avenue, in a circuitous pattern from Del Amo Boulevard to the Avalon Boulevard/Carson Street intersection, and Avalon Boulevard from Del Amo Boulevard to Carson Street.
- **Route E** (Turmont) serves the area just south and west of Cal State Dominguez Hills. Primary routes served by Route E include Avalon Boulevard between Victoria Street and Del Amo Boulevard, University Drive between Avalon Boulevard and Wilmington Avenue, and Turmont Street between Avalon Boulevard and Wilmington Avenue.
- **Route F** (Business Center South) serves the south central Carson area. Primary routes served by Route F include Bonita Street between 213<sup>th</sup> Street and Watson Center Road, 213<sup>th</sup> Street between Avalon Boulevard and Martin Street, and Wilmington Avenue between Watson Center Road and 233<sup>rd</sup> Street.

- **Route H** (Hemingway Park) serves the north central Carson area. Primary routes served by Route H include Avalon Boulevard between Alondra Boulevard and Del Amo Boulevard and Alondra Boulevard between Avalon Boulevard and the northeastern City border.

#### **Gardena Municipal Bus Lines**

- **Line 3** operates between Compton and the South Bay Center in Torrance. In the Carson area, the primary routes served by Line 3 include Gardena Boulevard between Vermont Avenue and Avalon Boulevard, Avalon Boulevard between Alondra Boulevard and Gardena Boulevard, and Alondra Boulevard between Avalon Boulevard and Wilmington Avenue.

#### **MTA Bus Lines**

- **MTA Line 53** operates between Cal State Dominguez Hills and Downtown Los Angeles. In the Carson area, the primary route served by Line 53 is Central Avenue near Cal State Dominguez Hills.
- **MTA Line 127** operates between Cal State Dominguez Hills, Compton, Paramount, Bellflower and Downey. In the Carson area, the primary route served by Line 127 is Avalon Boulevard between Cal State Dominguez Hills and Alondra Boulevard, and Alondra Boulevard between Avalon Boulevard and Wilmington Avenue.
- **MTA Line 130** operates between Redondo Beach and the Fullerton park and ride lot located on Orangethorpe Avenue. In the Carson area, Line 130 traverses Victoria Street between Vermont Avenue to the west and Central Avenue to the east.
- **MTA Line 202** operates between Wilmington and the Rosa Parks/Imperial/Wilmington Station in Willowbrook. In the Carson area, the primary route served by Line 202 is Avalon Boulevard between Lomita Boulevard and Carson Street, Carson Street between Avalon Boulevard and Alameda Street, and Alameda Street between Carson Street and Del Amo Boulevard.
- **MTA Line 205** operates between Willowbrook and San Pedro. In the Carson area, Line 205 runs along 192<sup>nd</sup> Street between Main Street and Avalon Boulevard, Avalon Boulevard between 192<sup>nd</sup> Street and Del Amo Boulevard, Del Amo Boulevard between Avalon Boulevard and Wilmington Avenue, and Wilmington Avenue between Del Amo Boulevard and the SR-91 Freeway.

- **MTA Lines 446/447** operate between downtown Los Angeles and San Pedro. In the Carson area, Lines 446/447 travel along Avalon Boulevard between the northern and southern borders of the City.

#### MTA Metro Rail Lines

- **Metro Blue Line** operates between Long Beach and Downtown Los Angeles. In the Carson area, the closest Blue Line stations are Artesia and Del Amo. The Artesia station is located at 1920-1/2 Acacia Avenue in Compton. The Del Amo station is located at 20220 Santa Fe Avenue in Los Angeles.
- **Metro Green Line** operates between Redondo Beach and Norwalk. While the Green Line does not run through Carson, the Green Line does connect with the Blue Line at the Rosa Parks (Imperial/Wilmington) station located at 11651 Wilmington Avenue in Los Angeles.

#### Torrance Transit Bus Lines

- **Route 3** operates between downtown Long Beach and the Redondo Beach Pier. In the Carson area, primary routes served by Route 3 include Carson Street between Vermont Avenue and Avalon Boulevard, Avalon Boulevard between Carson Street and 223<sup>rd</sup> Street, 223<sup>rd</sup> Street between Avalon Boulevard and Dolores Street, Dolores Street between 223<sup>rd</sup> Street and Sepulveda Boulevard, and Sepulveda Boulevard between Dolores Street and Wilmington Boulevard.
- **Route 6** operates between the Metro Blue Line Artesia Station and the Del Amo Center Transit Terminal Park and Ride. In the Carson area, primary routes served by Route 6 include Victoria Street between Vermont Avenue and Central Avenue, Central Avenue between Victoria Street and Walnut Street, and Walnut Street from Central Avenue east to the Metro Blue Line Artesia Station.

### AIRPORT FACILITIES

The skies above Carson are heavily occupied by aircraft originating and departing from a number of airports located in Southern California. The airports nearest to Carson which handle the greatest amount of air traffic are as follows:

- **Los Angeles International Airport (LAX)** – It is the fourth busiest airport in the world and in 1995 served 53.9 million annual passengers. Planes arrive and depart at a rate of one per minute. This airport is located 12.7 miles northwest of the City of Carson.

- *Long Beach Airport* – In 1995, the Long Beach Airport served 400,000 passengers. Planes arrive and depart at a rate of 1.5 every two minutes. This airport is located 13 miles southeast of the City of Carson.
- *John Wayne Airport* – It is ranked tenth nationally in terms of air traffic and served 7.2 million annual passengers in 1995.
- *Ontario Airport* – In 1995, 6.4 million annual passengers were served at the Ontario Airport, which is experiencing a three percent growth rate that is projected to continue. This airport is located 70 miles east of the City of Carson.
- *Burbank Airport* – In 1995, 4.9 million annual passengers were served at this airport.

## CIRCULATION ELEMENT

The Circulation Element was adopted in December 1981 through the adoption of Resolution No. 81-253. The Circulation Element is available for review at the City of Carson, Community Development Department.

Goals and objectives included in the Element are summarized below and include:

- Support planned land uses and relate transportation to these uses.
- Promote the efficient transport of goods and the effective movement of all segments of the population.
- Efficiently use existing transportation facilities.
- Protect environmental quality and support the wise and equitable use of economic and natural resources.
- Reduce congestion on City streets.
- Minimize non-local traffic within neighborhoods.
- Correct localized traffic operational problems.
- Ensure all Carson streets and their drainage systems are in good repair.
- Ensure adequate street improvements.
- Provide special commercial vehicle routes to minimize disturbance to residential neighborhoods and to schools.
- Conform to, and support, the regional transportation plan.
- Encourage the development of mass transit facilities within the City and the surrounding areas.
- Promote street improvements and the coordination of local circulation with regional facilities.
- Ensure adequate access to all developments to protect the safety of vehicular and pedestrian circulation patterns.

- Repair streets as necessary through the implementation of an on-going capital improvement program.

The Circulation Element also discusses five separate street classifications, as summarized below.

*Major Highways.* Major Highways carry in excess of 16,000 vehicles per day. These roadways require at least two travel lanes in each direction and rights-of-way of 100 feet or more.

*Secondary Highways.* Secondary Highways carry 6,000 to 15,000 vehicles per day. The minimum right-of-way for these roadways is 80 feet.

*Collector Street.* Collector Streets carry 2,000 to 5,000 vehicles per day. The minimum right-of-way is 60 feet for these streets.

*Local Streets.* Local Streets carry less than 1,500 vehicles per day. Their rights-of-way range from 48 to 58 feet.

### **State Highways**

State Highways include: the San Diego (I-405), Harbor (I-110), Long Beach (I-710), and Redondo Beach/Artesia Freeways (SR-91).

### **Bicycle Facilities**

The Circulation Element also contains a separate section entitled Bicycle Facilities. The Bicycle Facilities Section of the Circulation Element was adopted in December 1981 through the adoption of Resolution No. 81-253. The Bicycle Facilities Section of the Circulation Element is also on file at the City of Carson, Community Development Department.

The Bicycle Facilities Section does not contain any goals and policies per se, rather it discusses the types of bicycle routes in the City and their locations.

There are three types of bicycle routes in Carson, as summarized below.

*Class I.* Class I bicycle routes are located on graded and surfaced pathways on completely separated rights-of-way designated for the exclusive use of bicycles.

*Class II.* Class II bicycle routes are located on existing public streets but are designated for the exclusive or semi-exclusive use of bicycles.

*Class III.* Class III bicycle routes are within a shared right-of-way which must accommodate both motorists and bicyclists.

The Bicycle Facilities section of the General Plan also identifies a priority implementation program for the development of bicycle facilities in the City.

### SCENIC HIGHWAYS ELEMENT

The Scenic Highways Element was adopted in December 1981 with Resolution No. 81-253. The Scenic Highways Element is available for review at the City of Carson, Community Development Department.

Goals and programs included in this Element are summarized below:

- Require the architectural review of buildings and signs in redevelopment areas, the Civic Center and other sensitive areas.
- Require the undergrounding of utilities in new developments
- Provide parkway trees along local streets and highways.
- Provide landscaped median dividers on selected streets and highways.
- Expand the City's underground utility districts wherever economically feasible.
- Abate nonconforming billboard signs.
- Promote the establishment of adequate signage through the City.