

December 13, 2022

C-23

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Increase appropriations in the Capital Projects Fund Group in the Public Works Department by \$225,000, offset by grant funds from the California Department of Transportation (Caltrans) Active Transportation Program; and,

Increase appropriations in the Capital Projects Fund Group in the Public Works Department by \$225,000, offset by a transfer of grant funds from the Caltrans Active Transportation Program from the Capital Grant Fund. (District 1)

DISCUSSION

City Council approval is requested to increase appropriations in the Capital Projects Fund Group in the Public Works Department for planning and environmental phase of the Pacific Avenue Cycle Track Project (Project).

On May 31, 2016, the City Manager executed a Master Agreement (Agreement) with California Department of Transportation (Caltrans) under the authority of Resolution No. RES-07-0097, formalizing the terms and conditions of the administration of federal-aid projects. The Agreement specified each agency's role regarding the funding.

On March 24, 2021, the California Transportation Commission awarded the City of Long Beach (City) grant funding for the Project, which will transform 1.6 miles of the high-stress Class III (shared lane) bike route on Pacific Avenue from Ocean Boulevard to Pacific Coast Highway into to an attractive and comfortable curb-separated Class IV cycle track, landscaped where possible, to serve Long Beach's residents and commuters (the Project connects to two Metro A Line stations and the Downtown Transit Mall). Inconsistent active transportation infrastructure and gaps along the route currently deter bicycle and pedestrian travel, resulting in barriers to employment and recreational opportunities.

The project limits were identified in the 2020 Long Beach Vision Zero Action Plan as the fourth most dangerous corridor for bicyclists and pedestrians based on a five-year comprehensive collision analysis. Additionally, all census tracts within the project vicinity are designated as fully disadvantaged, per the CalEnviroScreen 3.0 threshold.

The implementation of innovative pedestrian and bicycle infrastructure along Pacific Avenue will improve safety, mobility, multi-modal connectivity, and equity for bicyclists of all ages and abilities. The proposed project will add 1.6 miles of curb-separated bike lanes, 21 bus islands, three protected intersections, and high-visibility crosswalks throughout the corridor. The

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improvements prioritize pedestrian and bicyclist safety while promoting multi-modal connectivity and encourage mode shift, which reduces vehicular traffic and air pollution impacts. The Project will also include a non-infrastructure component that provides bicycle and pedestrian safety education, implements interactive activities that model desired safety behaviors and practices, and presents targeted messaging.

The new infrastructure transforms the route into a complete streets corridor that directly serves disadvantaged communities and creates a backbone of Long Beach's low-stress active transportation network. The Pacific Avenue Cycle Track will utilize engineering best practices to provide a model for future local and regional network improvements. This project represents a key corridor that advances Long Beach's commitment to becoming "The Most Bicycle Friendly City in America," and moves the City closer to its vision of achieving a 30 percent bicycle mode share by 2047.

The grant from the Caltrans Active Transportation Program will fund 90 percent of the total cost of the Pacific Avenue Cycle Track Project. The remaining 10 percent will be matched by the City. The grant includes funding in phases for the environmental review, design, construction, and a non-infrastructure phase of the project. The recommendation is for the first phase of the project, the environmental review phase, which will be led by the Public Works Department.

This matter was reviewed by Deputy City Attorney Vanessa Ibarra and Budget Management Officer Nader Kaamouh on November 28, 2022.

TIMING CONSIDERATIONS

City Council action is requested on December 13, 2022, to ensure the timely completion of the Project in accordance with the Project schedule and the Active Transportation Program expenditure timelines.

SUSTAINABILITY

The Project proposes to improve bicycle and pedestrian access of the Pacific Avenue corridor from Downtown Long Beach to the Pacific Coast Highway by creating better multi-modal connections through a curb-separated cycle track, narrowing of pedestrian crosswalks, improving 21 bus stops, and supporting mass transit stations. The Project will also create two curb-protected intersections by providing additional concrete separation for bicyclists using the parking-protected bike lane couplet on Broadway and Third Street. Additionally, curb-separated bike lanes provide an opportunity to incorporate bioswales and landscaping. Downtown Long Beach will be more accessible by walking, biking, and mass transit, better connecting recreational, employment, and retail opportunities, and reducing the City's dependence on motor vehicles for local trips.

FISCAL IMPACT

The total cost of the Project is currently estimated at \$8,332,000 which includes environmental review, a non-infrastructure phase, design, construction, construction management,

inspection, labor compliance, and project oversight. The City was awarded \$7,498,000 of grant funds from the Caltrans Active Transportation in multiple phases. The remaining cost will be matched by the City, which is part of the grant 10 percent match requirement. The cost for the first phase, the environmental review phase, is \$254,152. The first phase will be funded with \$225,000 grant from the Caltrans Active Transportation; the remaining \$29,152 represents the City's match supported by Measure M, which is currently appropriated in the Capital Projects Fund Group the Public Works Department. Staff will return to the City Council at a later date for approval of additional grant funding appropriation for the next phases and when match funds have been identified.

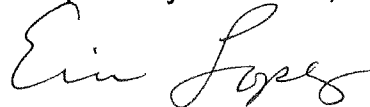
An appropriation increase in the amount of \$450,000 is requested in the Capital Projects Fund Group in the Public Works Department. Of this amount, \$225,000 will be offset with Cycle 5 Active Transportation Program reimbursement grant revenue received from Caltrans. The remaining \$225,000 is a technical appropriation to allow for the transfer of the grant funds from the Capital Grant Fund, a fund within the Capital Projects Fund Group.

This recommendation has no staffing impact beyond the normal budgeted scope of duties and is consistent with existing City Council priorities. This recommendation could result in a positive impact on local jobs by improving multi-modal commuting opportunities to and from employment.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



ERIC LOPEZ
DIRECTOR OF PUBLIC WORKS

APPROVED:



THOMAS B. MODICA
CITY MANAGER