

# CITY OF LONG BEACH R-35

DEPARTMENT OF PUBLIC WORKS

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April 20, 2010

HONORABLE MAYOR AND CITY COUNCIL  
City of Long Beach  
California

## RECOMMENDATION:

Adopt Plans and Specifications No. R-6829 for the Broadway and Third Street Protected Bikeway; award the project to and authorize the City Manager to execute a contract with C.T. & F., Inc., in an estimated amount of \$639,594, plus a 10 percent contingency in the amount of \$63,960, if necessary and if funds are available, and to execute any necessary amendments thereto. (Districts 1 and 2)

## DISCUSSION

In an effort to provide sustainable transportation alternatives in downtown, the City of Long Beach requested authority from the Federal Highway Administration (FHWA) to install a separated bikeway on Broadway and 3<sup>rd</sup> Street between Golden Avenue and Alamitos Avenue as a sanctioned experiment. This separated bikeway was designed as a pilot project to create an attractive transportation alternative for travel into downtown, including the 79 percent of downtown workers who drive alone to work each day, and to create a more livable environment for the increasing number of residents who make downtown their home. FHWA granted approval for the experiment on June 9, 2009 and at the state level, the California Traffic Control Devices Committee (CTCDC) granted approval on September 24, 2009.

This contract will include traffic signal improvements, installation of temporary painted striped islands to separate the bike lane from automotive traffic and the installation of small asphalt berms to delineate curbside parking. Parking will be preserved on both sides of the street, and one traffic lane will be eliminated. If the one-year experiment is deemed successful, the City may choose to install a landscaped median to replace the temporary painted islands. Exhibit A is a vicinity map of the area, Exhibit B shows a typical cross-section of the completed project, and Exhibit C shows a before and after photo rendering of the completed project after installation of the landscaped median.

The project was advertised for bids on February 4, 2010, and bids were opened on March 3, 2010. In addition to placing an advertisement for bids in the *Long Beach Press Telegram*, bid documents were made available through the City's weblink at, <http://www.PlanetBids.com>. In a continuing effort to increase participation of local businesses and Small Business Enterprises (SBEs), Minority Business Enterprises

(MBEs), Women Owned Business Enterprises (WBEs), and Disadvantaged Business Enterprises (DBEs), bid documents were also sent to several trade publications and plan rooms catering to these groups within the construction industry. For this bid, forty-four firms were notified via automatic e-mail notice including three located in Long Beach. Nine sets of bid documents were purchased by prospective bidders and one bid was received. There were no local, SBE, or DBE registered firms that submitted bids. C.T. & F., Inc., of Bell Gardens, California, a WBE firm, is the lowest responsible bidder.

In accordance with the California Environmental Quality Act, Categorical Exemption 19-10 was issued for this project. The proposed pilot project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) through Section 15304.(h) Minor Alterations to Land. The Class 4 exemption is applicable when the condition of public or private land will be altered to a minor degree and there will be no impact to existing mature trees. In the CEQA Guidelines, the exemption cites the creation of bicycle lanes on existing rights-of-way as an example of a minor alteration to public land.

This matter was reviewed by Deputy City Attorney Linda Trang on March 16, 2010, and Budget Management Officer Victoria Bell on March 17, 2010.

### SUSTAINABILITY

The installation of separated bike lanes in downtown Long Beach will encourage residents, employees, and visitors to the downtown to travel to and through downtown by bicycle rather than by car, eliminating pollution and greenhouse gas emissions, while promoting a more healthy and active lifestyle. Separated bike lanes will also contribute to the livability of Long Beach. Over 30,000 people reside in downtown, and that number has been increasing by an average annual rate of almost 2 percent as a result of all of the new residential development that is occurring.

### TIMING CONSIDERATION

City Council action on this matter is requested on April 20 2010, to authorize commencement of this Public Works project. Construction is projected to begin in May 2010 and should take approximately 120 working days.

### FISCAL IMPACT

The contract award is for an estimated amount of \$639,594, plus a 10 percent contingency of \$63,960, if necessary and if funds are available. Total project cost including design, overhead and construction management will be \$852,579. Sufficient Traffic Mitigation funding exists within the Capital Projects Fund (CP) in the Department of Public Works (PW).

HONORABLE MAYOR AND CITY COUNCIL

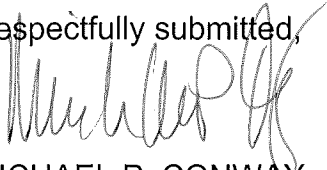
April 20, 2010

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SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



MICHAEL P. CONWAY  
DIRECTOR OF PUBLIC WORKS

MPC:MAC:SG:db

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Exhibit A: Vicinity Map

Exhibit B: Typical cross-section of completed project

Exhibit C: Photo rendering of completed project

APPROVED:



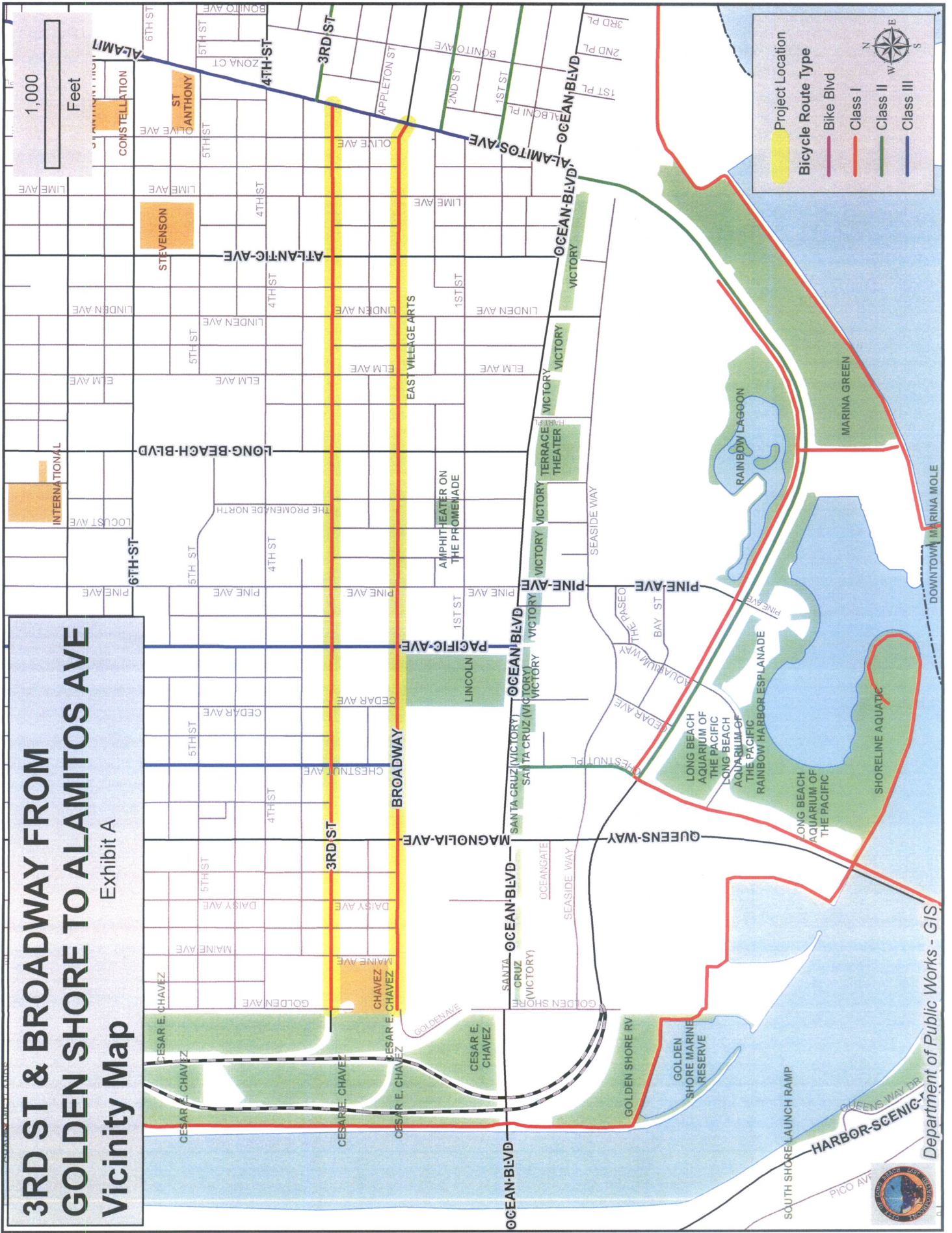
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PATRICK H. WEST  
CITY MANAGER

# 3RD ST & BROADWAY FROM GOLDEN SHORE TO ALAMITOS AVE

Exhibit A

Vicinity Map



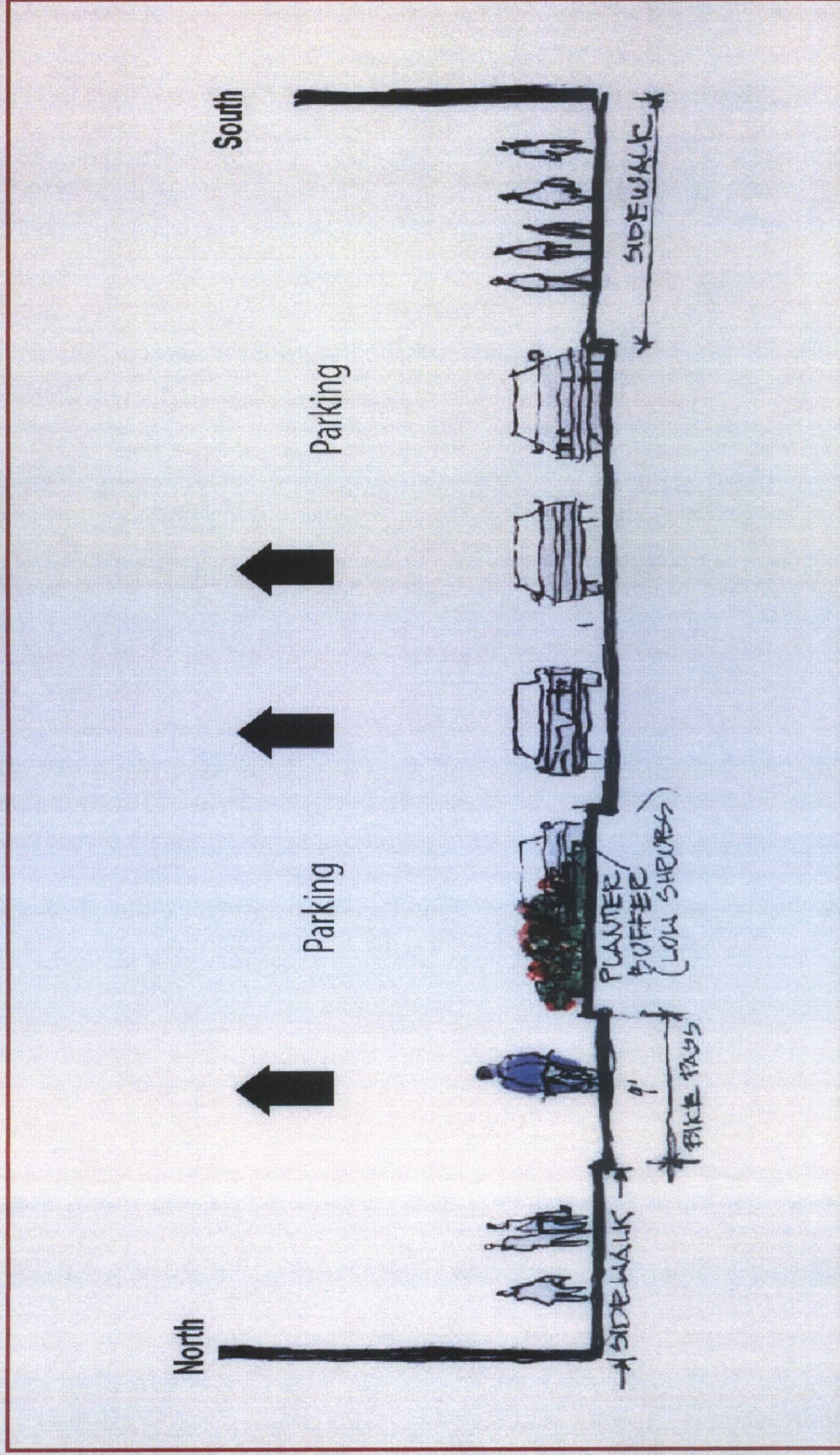
**Project Location**

**Bicycle Route Type**

- Bike Blvd
- Class I
- Class II
- Class III



# Exhibit B – Separated Bikeway, 3rd & Broadway



# Exhibit C – Separated Bikeway, 3<sup>rd</sup> & Broadway

