



### Long Beach's \$5 Million Beach Path Boondoggle

Why is a new pedestrian beach path needed now?

What type of cyclists use the path: beach cruisers, cardio/lycra-style cyclists?

What type of pedestrian use the path: roller bladers, joggers, walkers?

When is the path "overcrowded" – Weekly? Monthly? Seasonal?

What has *changed* to justify the need for an expanded beach path?

How will a separated path with 10' of sand between the lanes prevent accidents?

Slow, fast, & faster bicyclists and rental buggies will share the same **bicycle** path.

Pedestrians, joggers, roller bladers and everyone else will be on the **pedestrian** path.

What data has the City collected to record & analyze user conflicts on the path?

What's the history of Fire Department/EMT/Police Department responses?

How does the City currently manage the use of the existing path?

What information is given to visitors or bike rental services for beach path use?

Why isn't improved signage being tested? On the path? At access points?

What about new striping and paint on the path?

Why doesn't the City implement and test "best practices" for a shared-path use?

What alternatives were studied?

What alternative path routes did the City consider and how much would they cost?

Did the City consider street lane closures on the weekend? Or path use restrictions?

Were marathon route and race-training route alternatives studied?

San Pedro Bay Ecosystem Restoration Study

"Infrastructure" and "recreation" are elements of this comprehensive study.

Why can't this project wait until the study is completed and the data is analyzed?

City of Santa Monica: \$362,000 contract awarded in November 2012

Their solution? Re-striping and new path signage to prevent user conflict and collisions.



### Beach Bike Paths

Department: Parks, Recreation & Marine  
 Contact: Sandra Gonzalez, (562) 570-3210

Separated beach paths?  
 10-15' of sand between the paths?  
 Major construction needed at the pier to facilitate converging paths?

**FY 12 Program Information**

**Program Number PR8010/PW8410**

**Estimated Schedule for FY 12**

**Program Description**

A new pedestrian beach walking path and new lighting enhancements are needed. New lighting will include security lighting along the beach bike path.

Design: June 2012  
 Bid: August 2012  
 Contract/Permit: October 2012  
 Construction: September and complete in January 2013

Existing path to be converted to exclusive use for cyclists?

**Work to be initiated in FY 12**

Design and construct a pedestrian beach walking path along the beach.

**FY 12 New Funding**  
 Measure D Oil Revenue

\$5,000,000  
**Total \$5,000,000**

**Program Historical Summary**

Funding Sources	Inception through FY 11 Budget	Inception through FY 10 Actuals	Actual FY 11 Expenditures	FY 11 Carryover
Measure D Oil Revenue	\$0	0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>FY 12 New Funding</b>				<b>\$5,000,000</b>
<b>Total Adopted Budget</b>				<b>\$5,000,000</b>

Our City Council voted for the city's Capital Improvement Budget for 2012 in late 2011. This item was buried on page 27 of a 132 page document. This budget was discussed and reviewed prior to approval by the City Council. When asked, most Council representatives admit that they did not see this item or understand what they were approving.





# Existing Conditions

## BEACH PEDESTRIAN PATH PROJECT

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This image is included with the city's permit application to the Coastal Commission.







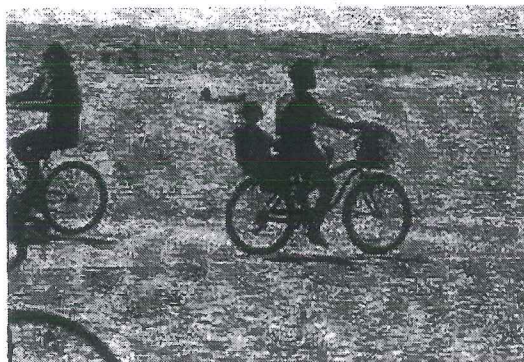
# SANTA MONICA Mirror

## Santa Monica Beach Bike Path Improvement Contract Approved For \$362,000

TUESDAY, 20 NOV 2012, 9:00:00 AM  
PARIMAL M. ROHIT

Improved signage and striping are in store for the Beach Bike Path thanks to a consent calendar item that was unanimously approved last Tuesday by the City Council. The anticipated improvements are expected to cost upwards of \$360,000; California-based Sterndahl Enterprises, Inc. was awarded the contract.

Sterndahl Enterprises earned the contract for \$362,481 after the previous vendor, Excel Paving, failed to come to terms with City Hall on the project.



Mirror Archives  
Santa Monica's Beach Bike Path will be improved with new signage and striping.

The signage and striping project was originally supposed to be completed in conjunction with the resurfacing of Beach Parking Lot 4S. In July, Excel Paving completed the parking resurfacing. However, according to City staff, "the striping and signage improvements on the Beach Bike Path were not completed by Excel Paving because ... a reasonable price for work within the project budget" could not be negotiated. Accordingly, Excel Paving "decided to bid the project separately."

City Hall solicited bids for the project in September. Five companies responded, including Unispec Construction, Inc. (\$296,967.50), Sterndahl Enterprises (\$329,528), PCI (\$387,644), Chrisp Company (\$438,188.10), and J&S Striping (\$445,000).

The approved contract amount includes a 10 percent contingency for unforeseen increases in budget. According to City staff, the engineer's estimate for the signage and striping project was \$270,000.

"This project will install striping and signing on the Beach Bike Path from north City limit to south City limit, a distance of approximately three miles," City staff stated in a report. "The purpose of the signs and striping is to delineate the right of way and the shared use of the path between pedestrians and bicyclists... (and) will also enhance safety at pedestrian crosswalks where there is a potential for collisions between pedestrians and bicyclists."

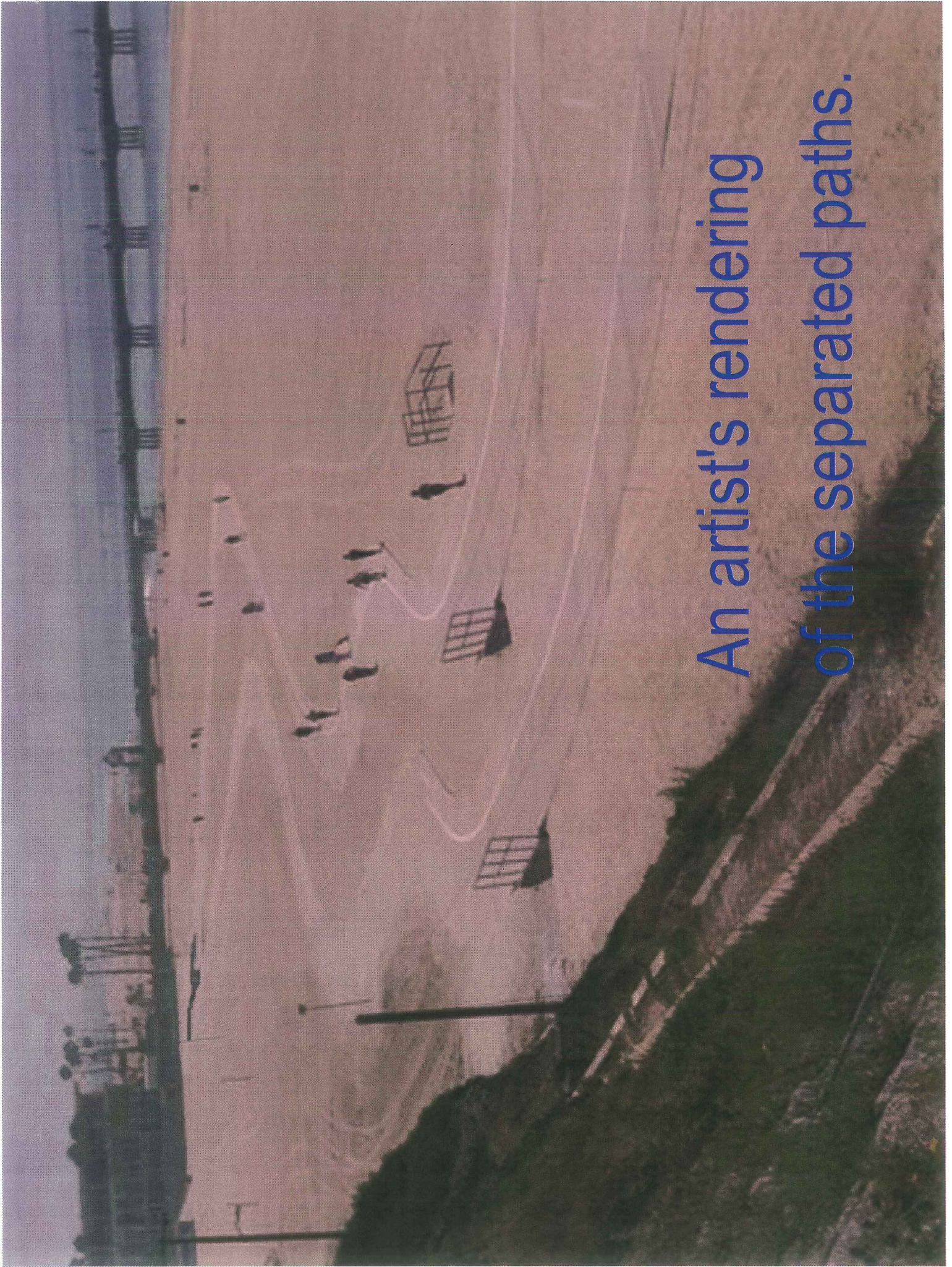
Other beach communities manage their beach paths without building new, wider paths for users....

Dept. of Comm. + Cultural Services

12/1/2012 3:11 PM







An artist's rendering  
of the separated paths.







Preserve our Sand Beach  
in Long Beach!

Path users can share  
the path without  
conflicts when they  
understand the rules,  
use courtesy and  
common sense.

A \$5 million dollar  
separated path  
is NOT the solution!





