

Beach Pedestrian Path

City of Long Beach

Presented by Eric Lopez
Tidelands Capital Projects Program Manager

Transportation and Infrastructure Committee
February 13, 2013

BACKGROUND

EXISTING BIKE PATH

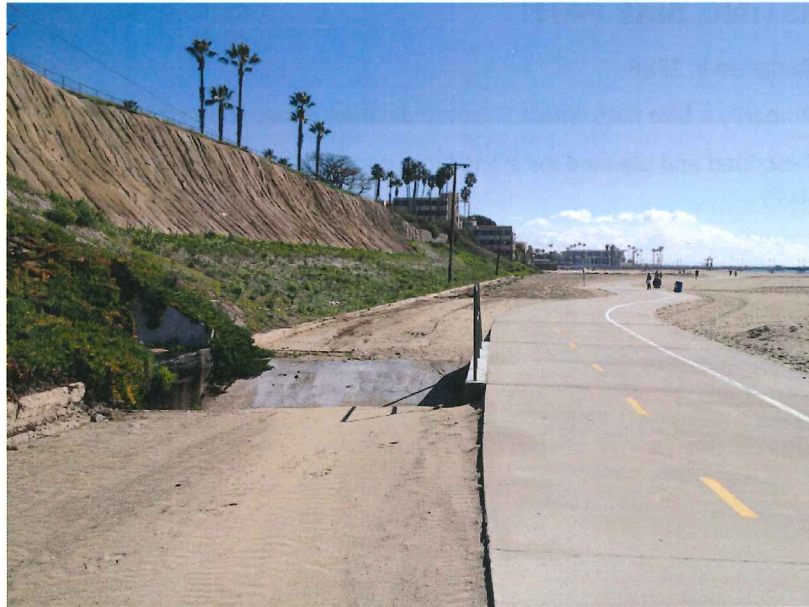
- Designed in 1986
- Primarily a bike path with a 5-foot pedestrian designation (seaward)
- Described and planned for in the City's certified Local Coastal Program (LCP)



EXISTING CONDITIONS



EXISTING CONDITIONS



EXISTING CONDITIONS



EXISTING DEMAND

Long Beach Bike Program
Annual Bike Count Data

Loc #	Streets	2008 Total	2009 Total	2010 Total	2011 Total	2012 Total
2	Beach Bike Path at Belmont Pier	792	386	581	489	541
5	2nd Street & Bayshore	271	541	478	259	526
3	SGR at Willow	362	382	322	377	409
7	MBL & Anaheim	188	185	278	331	339
8	4th Street & Junipero	126	159	267	239	301
9	Atherton & Bellflower	228	242	222	98	288
29	Carson & Woodruff	180	70	183	111	207
11	1st Street & Linden	113	217	248	151	202
19	Carson & Atlantic	50	70	56	41	145
1	LA River Path at Willow	143	163	214	156	136
14	1st Street & Temple	116	127	160	117	133
6	Iron Triangle (7th/PCH/Bellflower)	67.5	77	124	56	124
12	Studebaker & Willow	60	132	157	48	109
4	Broadway & Pine	62	130	170	78	109
		2758.5	2881	3460	2552	3569

- Bike counts are conducted on Thursday (7am – 9am), Thursday (4pm - 6pm) during recognized peak travel hours and Sunday (12pm – 2pm)
- Counts shown are for locations throughout the City where 5-years worth of data are available. Other locations (not shown) have only 1 to 2 years of data available.
- When looking at ALL location (shown & not shown) year over year, the beach bike path has the overall highest bike count & traffic volume

EXISTING DEMAND

Long Beach Bike Program Annual Pedestrian Count Data

Streets	2009 Total	2011 Total	2012 Total
MBL & Willow	1283	2243	2483
Broadway & Pine		1272	2257
1st Street & Linden	948	874	1382
MBL & Anaheim	1727	1337	1338
4th Street & Junipero		1146	1279
2nd St & Nieto			1023
14th and Pacific			850
Beach Bike Path at Belmont Pier		657	615
1st Street and Temple	289	222	548
2nd Street & Bayshore	856		373
2nd Street & Orange	381	289	366
Carson & Woodruff	187		351
Atherton and Merriam way			334
6th and Redondo			323
Atherton & Palo Verde	127		308
Iron Triangle (7th/PCH/Bellflower)		128	307
Carson & Atlantic		269	300

Streets	2009 Total	2011 Total	2012 Total
Bixby & Orange	271		246
6th Street and Junipero	475		229
Orange & Artesia			195
2nd Street & Marina		230	190
Vista & Park	136	180	172
Atherton & Bellflower	255		162
Alamitos & 3rd Street (Thu AM count)			160
Studebaker & Willow	51	12	94
LA River Bike path at Willow	70		86
Bixby & Pacific			37
Daisy & Burnett	91	95	36
San Gabriel River Bike Path at Willow	12	27	25
Anaheim & Clark	41		22
Studebaker & Marina	91		22
Queensway Bridge (Sun count)			15
Long Beach & Artesia			0
South & Myrtle			0

- Similarly, ped counts are conducted the same time as bike counts
- The Beach Pedestrian path ranks 8th as one of the highest pedestrian traffic zones only outranked by areas in Downtown, Retro Row, and Belmont Shore

7

LOCAL COASTAL PROGRAM

- ❑ Local Coastal Program (LCP) is an element of the General Plan. It is a long-range planning document and received required approvals from:
 - Planning Commission (12/20/1979)
 - City Council (2/12/1980)
 - California Coastal Commission (7/22/1980)
- ❑ The LCP has been periodically revised and acknowledges the need to balance recreational use of coastal resources with the requirements for protection and preservation
- ❑ The LCP was developed with extensive public input.

8

BACKGROUND

PROPOSED PEDESTRIAN PATH

- Described and planned for in the City's certified Local Coastal Program and in the Department of Parks, Recreation and Marine 2003 Strategic Plan (**Strategy 4.4 Improve Beach Facilities, Amenities, and Concessions**)
- It is a formal policy of the LCP to increase pedestrian and bicycle access opportunities along the coastal zone as described in **Transportation and Access General Policies** and **LCP General Strand Policies Use and Access** section.
 - The LCP recommended construction of the existing bike path between Alamitos Avenue and 54th Place, and also recommends that *"A pedestrian walkway should be constructed adjacent to the above-mentioned bike path from Alamitos Avenue to 54th Place."*

– Local Coastal Program, 1979
- California Coastal Commission's Public Access Plan (1999) calls for public access along the coastline.
 - The "California Coastal Trail" is envisioned as a continuous passage along the entire length of the State's shoreline. It is intended to provide a trail system for a variety of uses (i.e. pedestrians, bicyclists, and the mobility impaired).

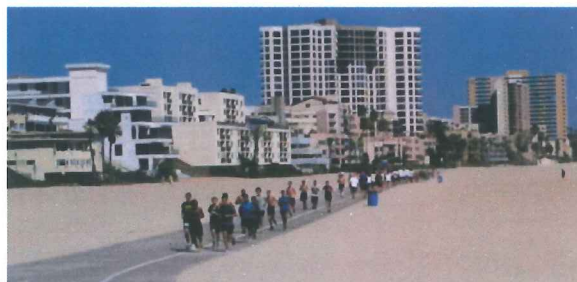
–Public Access Plan, 1999

9

BACKGROUND

PROJECT PURPOSE

- Improve safety
- Relieve congestion
- Encourage greater use of our beach & support pedestrian activity
- Promote more active and healthy lifestyles
- Improve mobility and travel options for all users



10

OUTREACH

1. March 8, 2012 – Belmont Shore Residents Association
2. April 18, 2012 – Peninsula Residents Association
3. June 13, 2012 – Meridian Condominium Owners Association
4. June 14, 2012 – Belmont Shore Residents Association
5. July 6, 2012 – Provided Concept to Bluff Park Association and Surfrider Foundation
6. July 12, 2012 – Parks and Recreation Commission
7. August 9, 2012 – Belmont Shore Residents Association
8. September 27, 2012 – Sustainable City Commission
9. October 1, 2012 - Surfrider Foundation
10. October 5-6, 2012 - Long Beach Marathon Expo
11. October 11, 2012 – Alamitos Beach Neighborhood Association
12. November 14, 2012 – Marine Advisory Commission (MAC)
13. November 14, 2012 - Belmont Heights Community Association

11

PUBLIC COMMENTS

- The project has received approximately 400 letters of support from individuals to date
- Staff has also received a few letters of opposition to the project
- Significant design changes to the proposed project have been made as a result of public input.

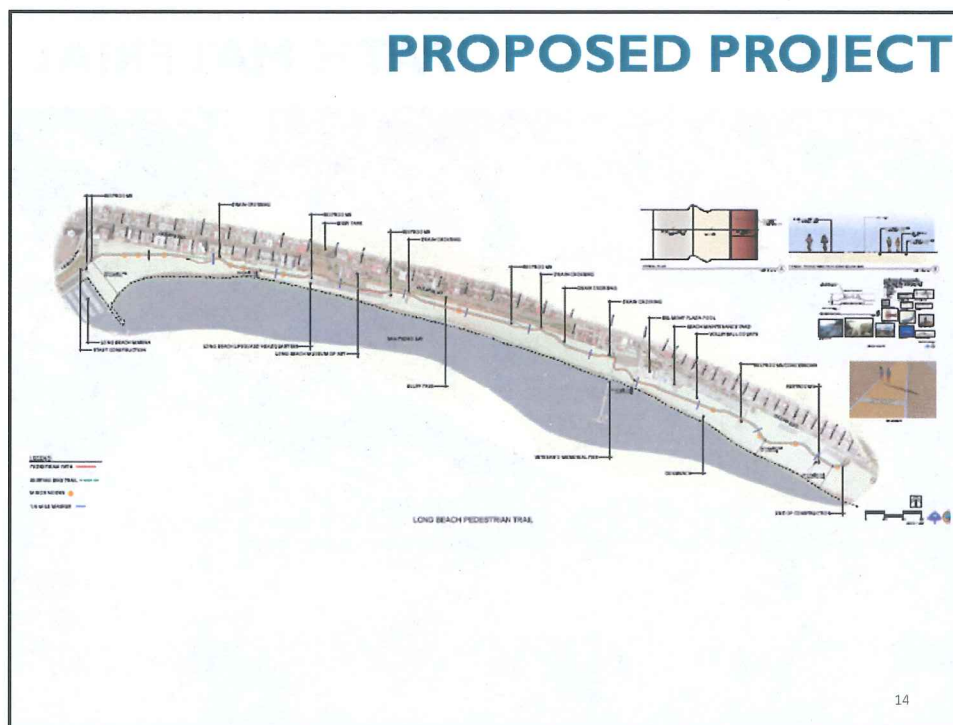
12

DESIGN CHANGES

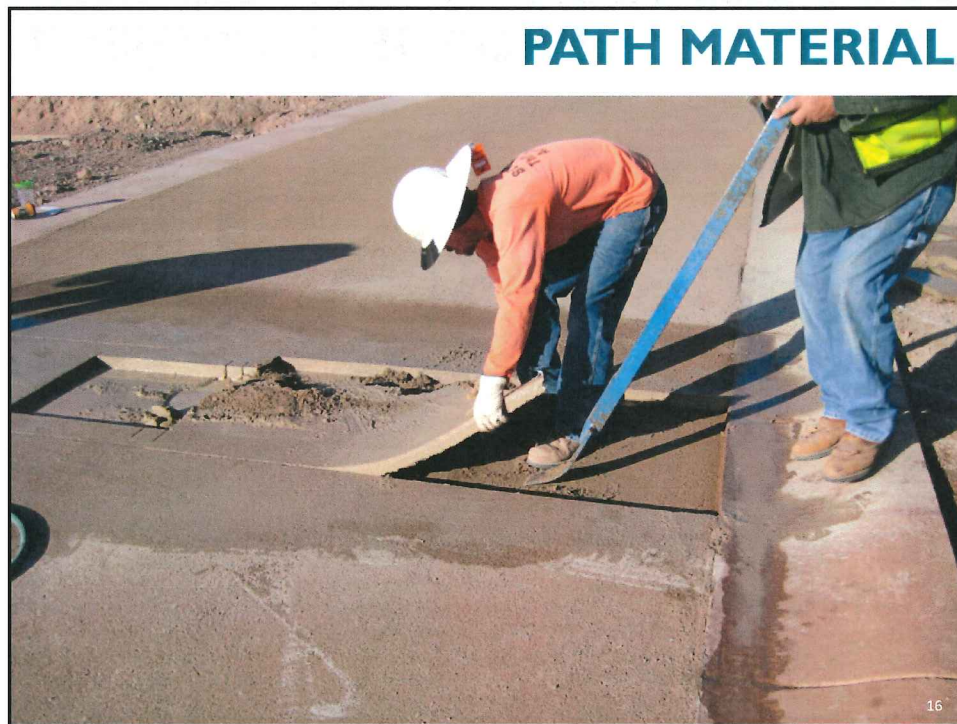
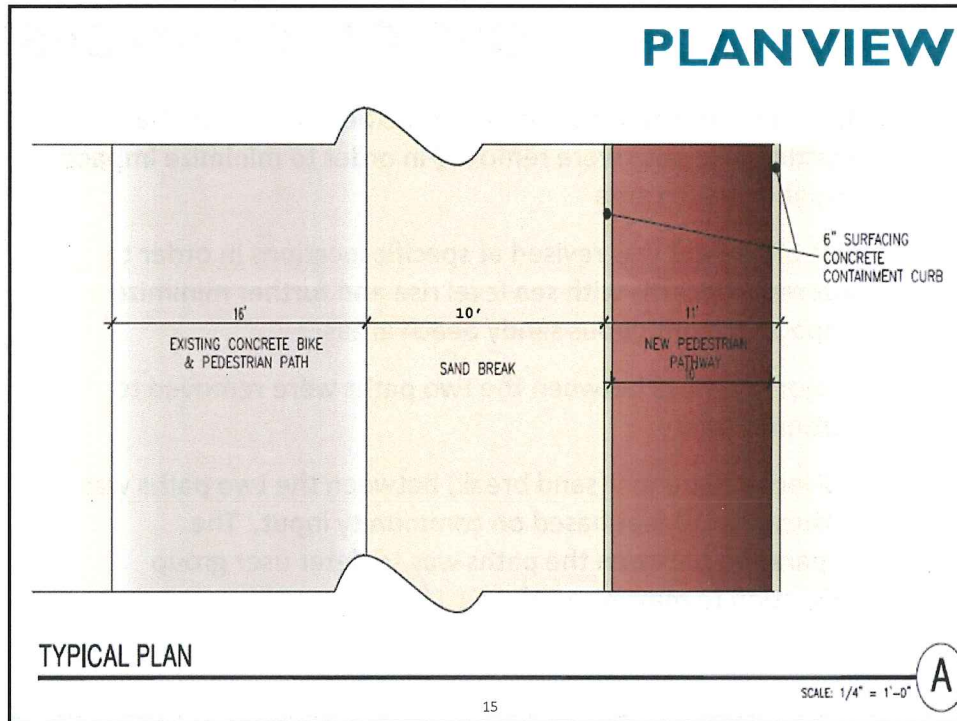
- ❑ Concrete connections from all of the beach stairs to the existing bike path were removed in order to minimize impacts to sandy beach area
- ❑ The alignment was revised at specific locations in order to address concerns with sea level rise and further minimize impacts to contiguous sandy beach areas
- ❑ Major crossings between the two paths were removed to optimize safety
- ❑ 15-foot separation (sand break) between the two paths was reduced to 10 feet based on community input. The separation between the paths was to deter user group migration to maximize safety

13

PROPOSED PROJECT



14



LAKE MERRITT, OAKLAND



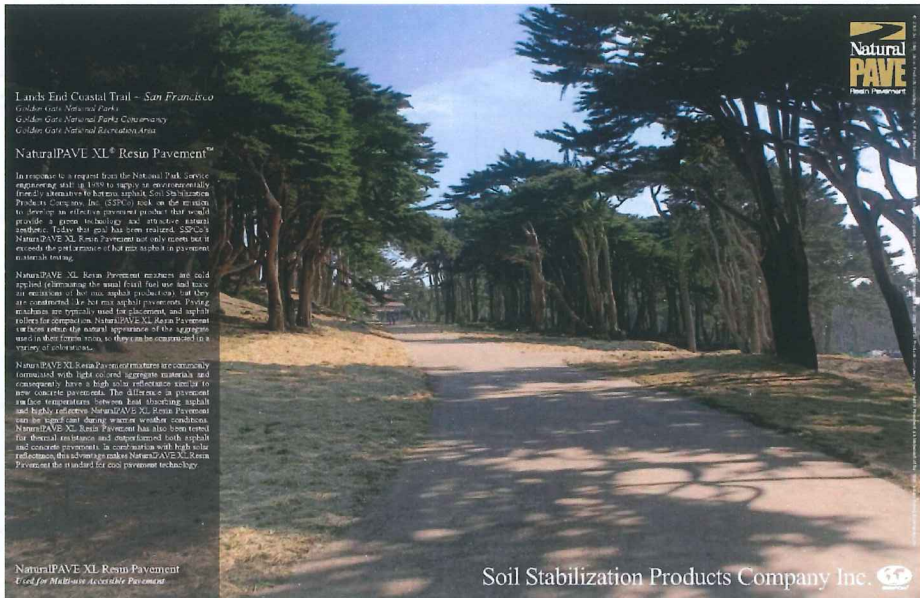
Solar Reflectance

The NaturalPAVE[®] XL Resin Pavement[™] specimens pictured below have solar reflectance measurements that help in meeting or exceeding the minimum Solar Reflectance Index (SRI) of 29 to qualify as high albedo pavement materials. Use of such pavement materials reduces heat absorption and reduces air required for a LEED[®] Green Building Certification (Green Building Certification from the USGBC, as per Credit SS 7.1 (Heat Island Effect) for light-colored high albedo pavement.



The greater the solar reflectance value, the less heat energy absorbed by the pavement.

LANDS END COASTAL TRAIL SAN FRANCISCO



Lands End Coastal Trail - San Francisco
Golden Gate National Park
Golden Gate National Park Conservancy
Golden Gate National Recreation Area


NaturalPAVE[®] XL Resin Pavement[™]

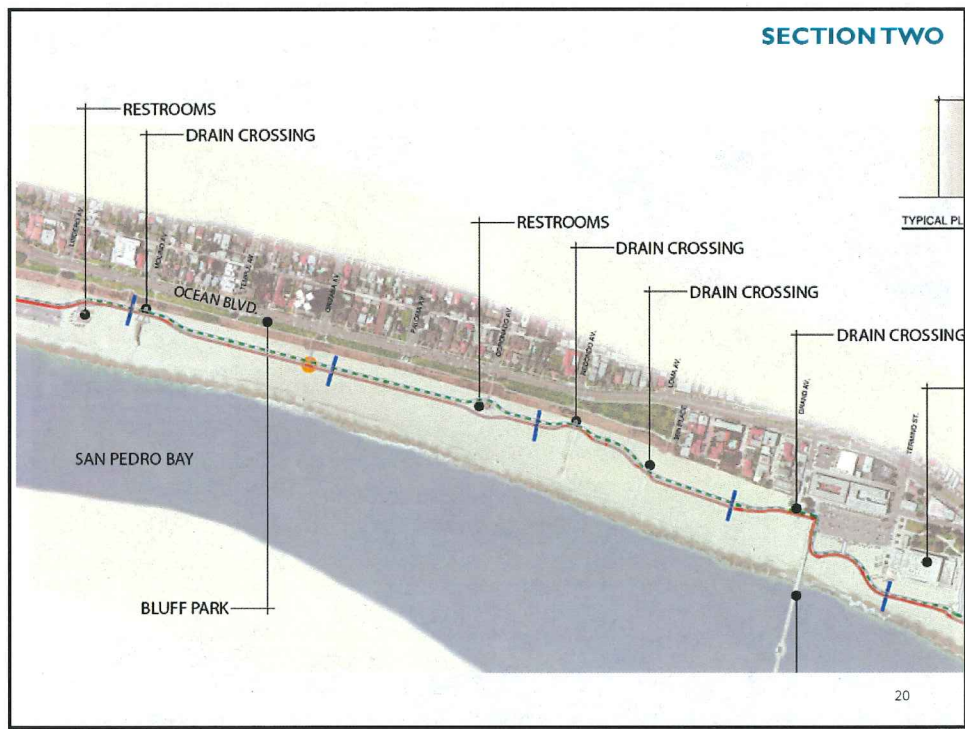
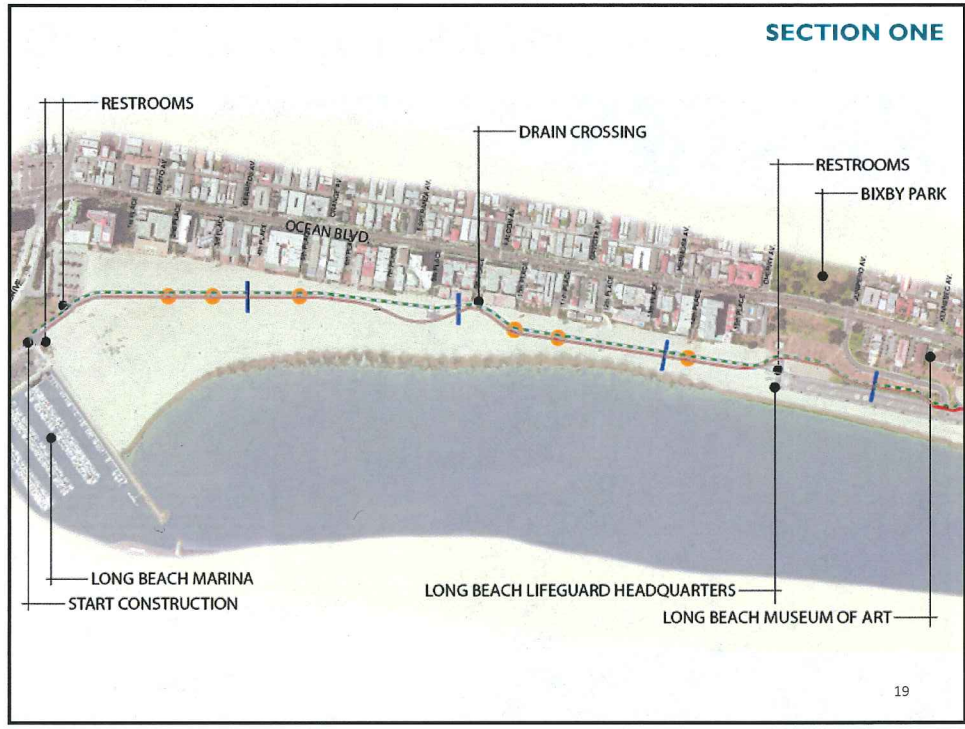
In response to a request from the National Park Service engineering staff, a team to supply an environmentally friendly alternative to hot mix asphalt (HMA) was formed. Products Company, Inc. (PCI) took on the mission to develop an alternative pavement product that would provide a green technology and attractive natural appearance. Today that goal has been realized. PCI's NaturalPAVE XL Resin Pavement not only meets but it exceeds the performance of hot mix asphalt in pavement applications.

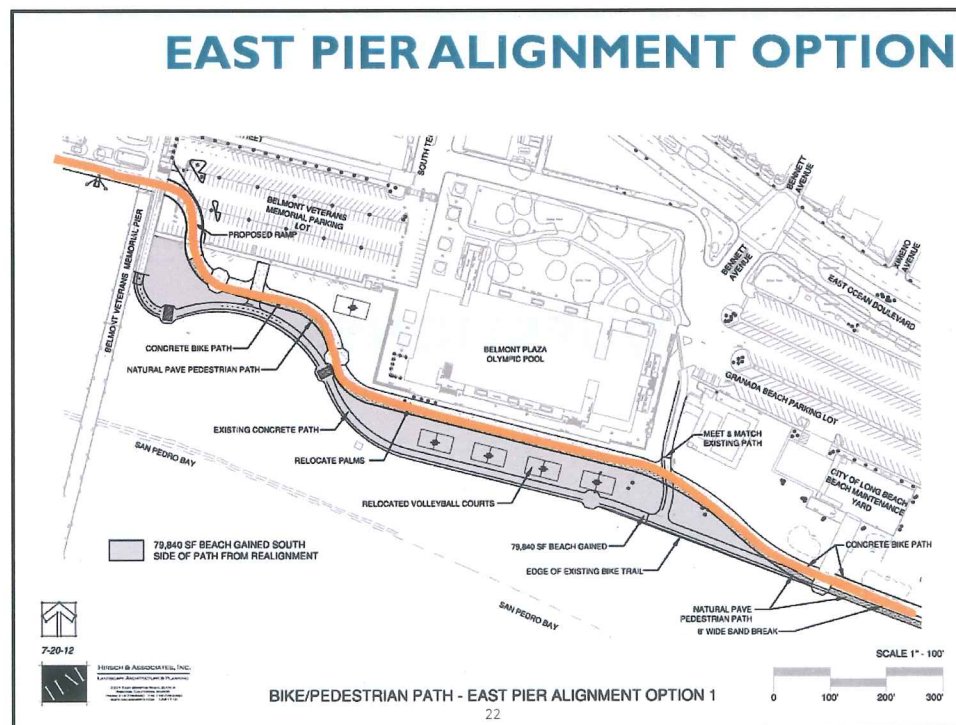
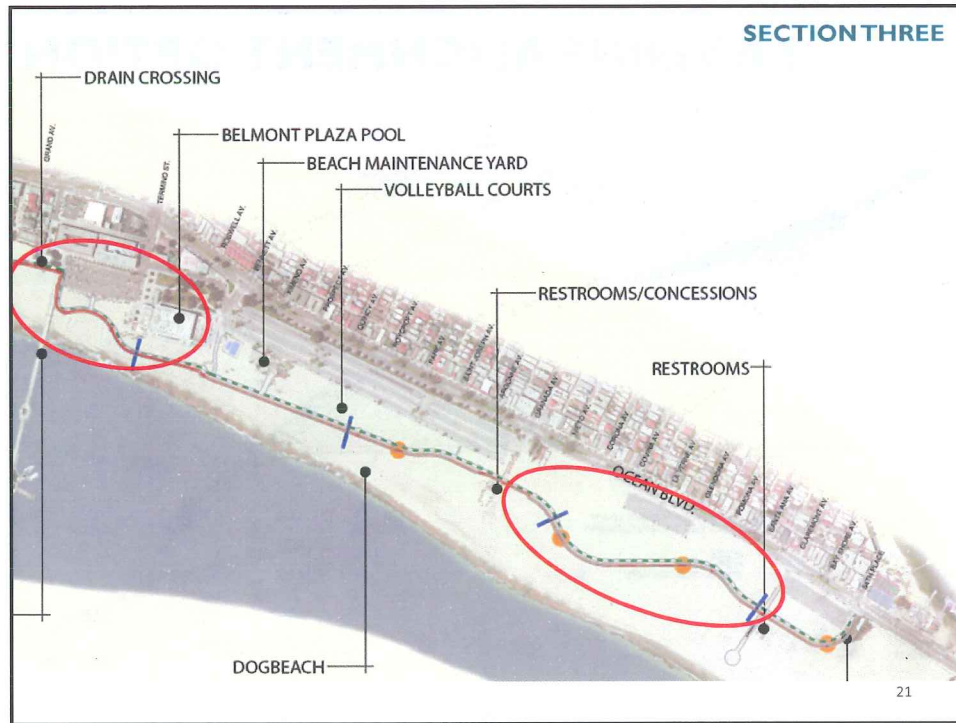
NaturalPAVE XL Resin Pavement mixtures are cold applied (eliminating the usual fossil fuel use and toxic air emissions of hot mix asphalt production) and they are contained. As hot mix asphalt pavements, Paving machines are typically used for placement and high rollers for compaction. NaturalPAVE XL Resin Pavement can be placed and done in a variety of conditions. NaturalPAVE XL Resin Pavement has also been tested for thermal resistance and temperature (both asphalt and concrete pavements). In cold weather with high solar reflectance, this technology makes NaturalPAVE XL Resin Pavement the standard for cool pavement technology.

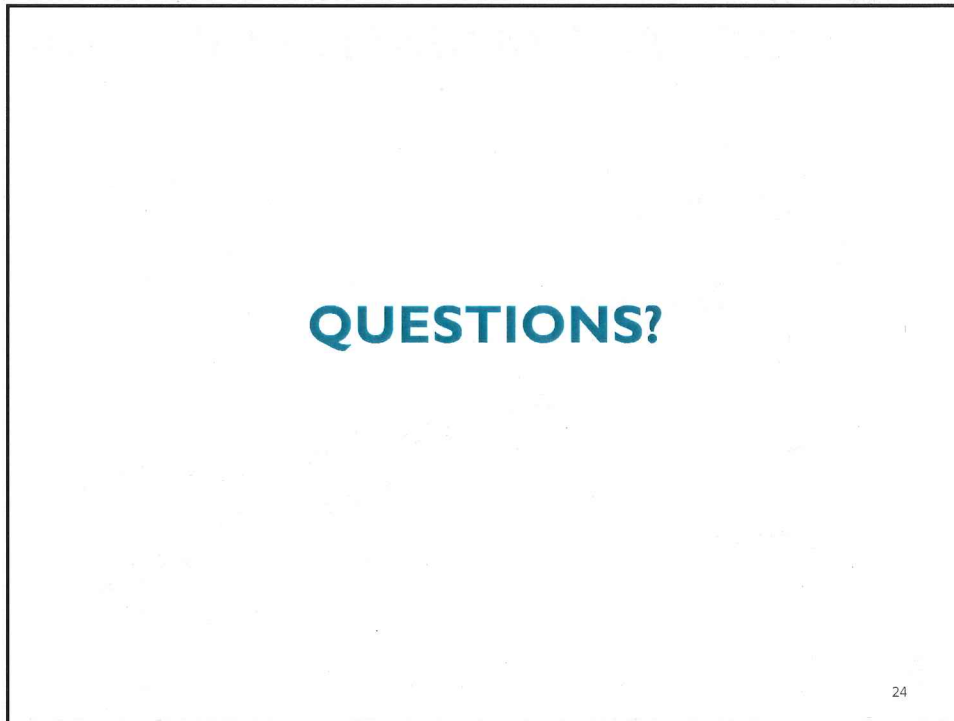
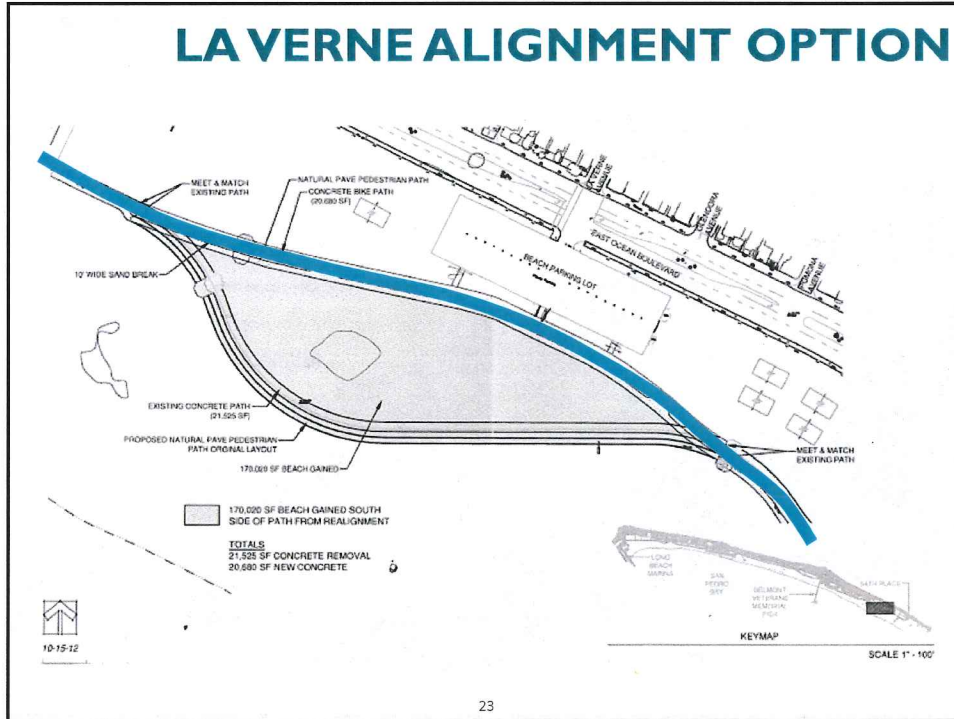
NaturalPAVE XL Resin Pavement
Cool for Millions. Affordable Pavement.



Soil Stabilization Products Company Inc. 







Beach Pedestrian Path

Presented by Eric Lopez
Tidelands Capital Projects Program Manager

TidelandsCIP@longbeach.gov