



# STUDEBAKER CORRIDOR COMPLETE STREET PROJECT

2<sup>nd</sup> Street to Los Coyotes Diagonal /  
Carson Street

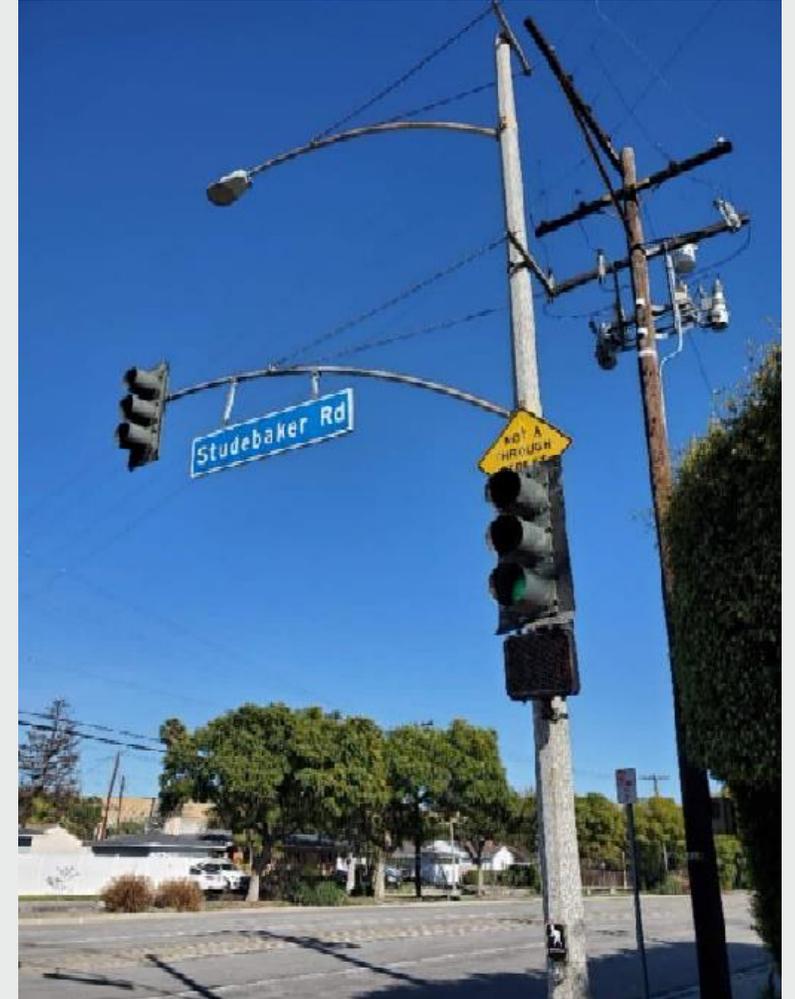
# STUDEBAKER CORRIDOR COMPLETE STREET PROJECT

Previous Council Update December 6, 2022

“The target is to finish the design this fiscal year, get the project out to bid in Spring or Summer, and [we’re] looking at Fall as a target to kick off construction.”

“[We] anticipate to continue securing funds for the project; that will be part of the next fiscal year budget development process.”

- Eric Lopez, Director of Public Works



# STUDEBAKER CORRIDOR COMPLETE STREET PROJECT

## Project Overview

### Safe Streets Long Beach Plan:

Primary Goal: Eliminate Fatal and Severe Crashes on City Streets

Keystone Action 2.1: Reduce illegal speeding by narrowing roads

### Bicycle Master Plan:

Primary Goal: Design bikeways comfortable for people of all ages and abilities

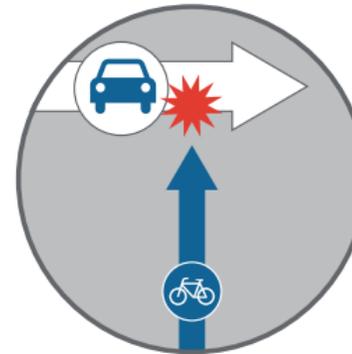
Strategies 1.1, 1.2: Expand protected bikeway network, focus on intersections and bridges (pg. 74)

### Studebaker Project Goals:

- ✓ Calm traffic near schools and parks
- ✓ Close gaps in Long Beach's protected bikeway network
- ✓ Add sustainable urban greening
- ✓ Expand transit and pedestrian amenities
- ✓ Reduce greenhouse gases
- ✓ Connect libraries and parks to the City's fiber-optic network

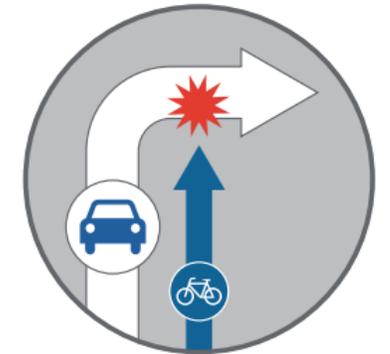
## Separated Bikeways Reduce Risk of Most Common Bicycle Collisions

**Bicyclist proceeding straight and motorist proceeding straight** includes both broadside and hit from behind (i.e., rear-end over-taking);



- ▶ 29% of reported bicyclist collisions and 41% of fatal and serious injury collisions involving bicyclists

**Bicyclist proceeding straight at an intersection and motorist turning right;**

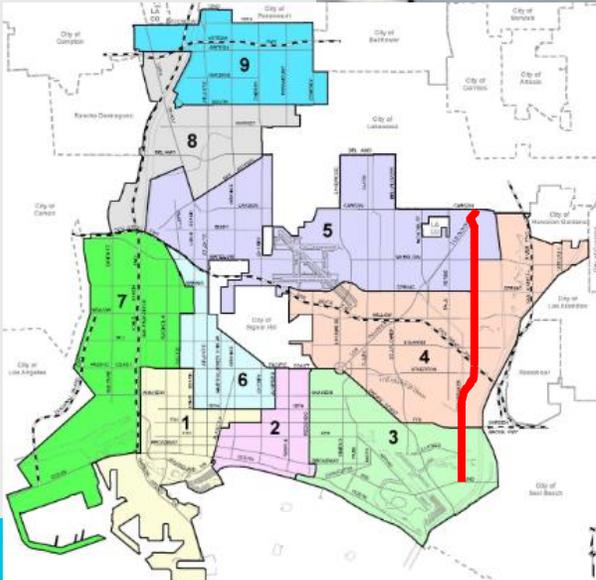
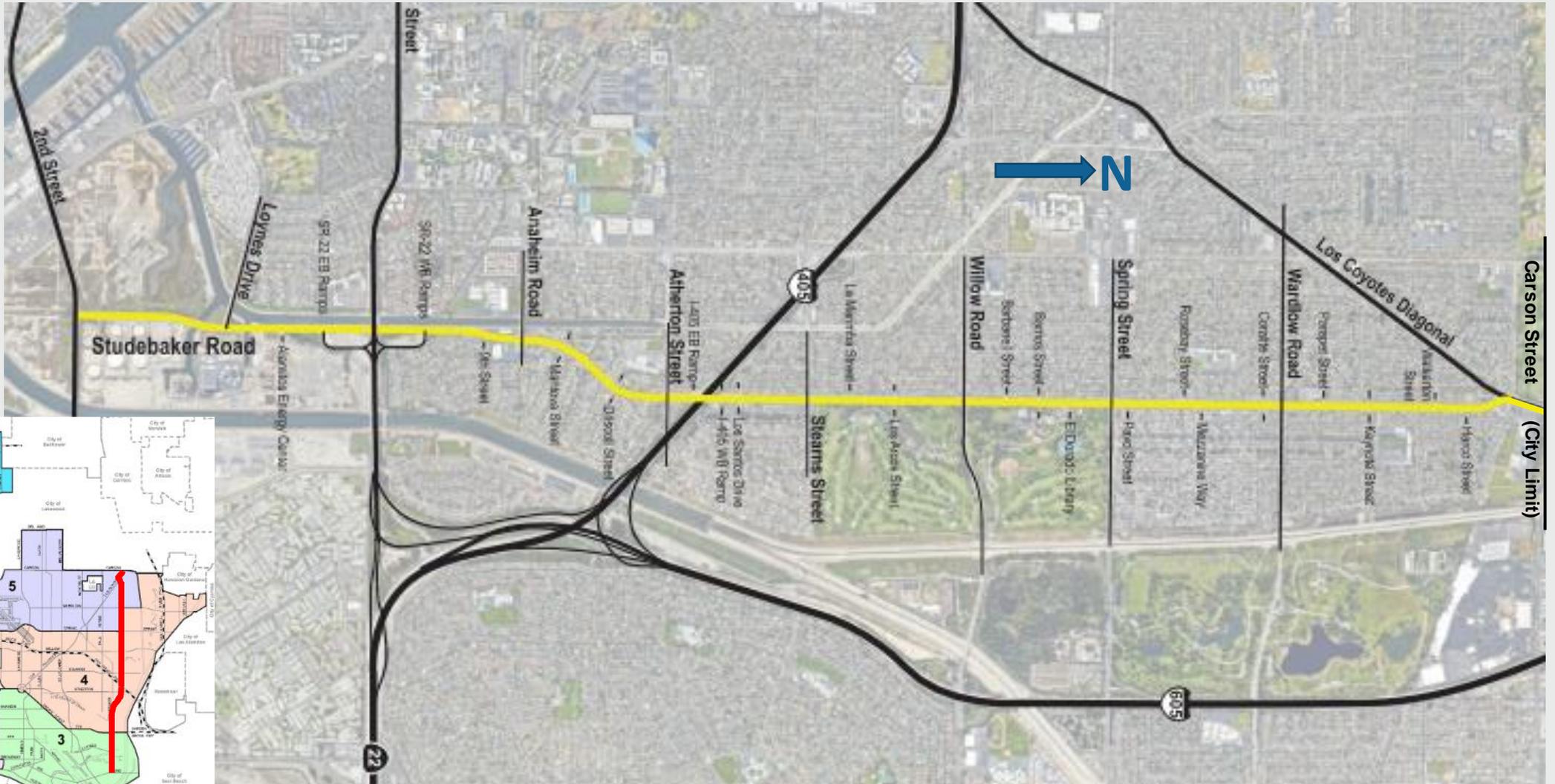


- ▶ 20% of reported bicyclist collisions

Safe Streets Long Beach Plan, Figure 8:  
Common Collision Types Involving Bicyclists and Motorists

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## Project Location and Project Limits



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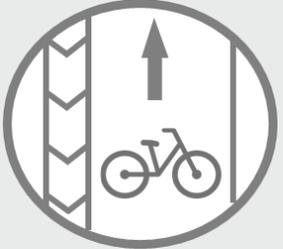
## Project Features



Roadway Improvements



Landscape/Irrigation Improvements



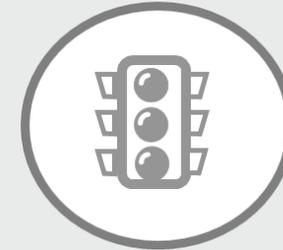
Class IV Bikeway



Fiber Optic Communication



Bus Stop Improvements



Traffic Signal Improvements



Curb Enhancements & Protected Intersections



ADA Improvements

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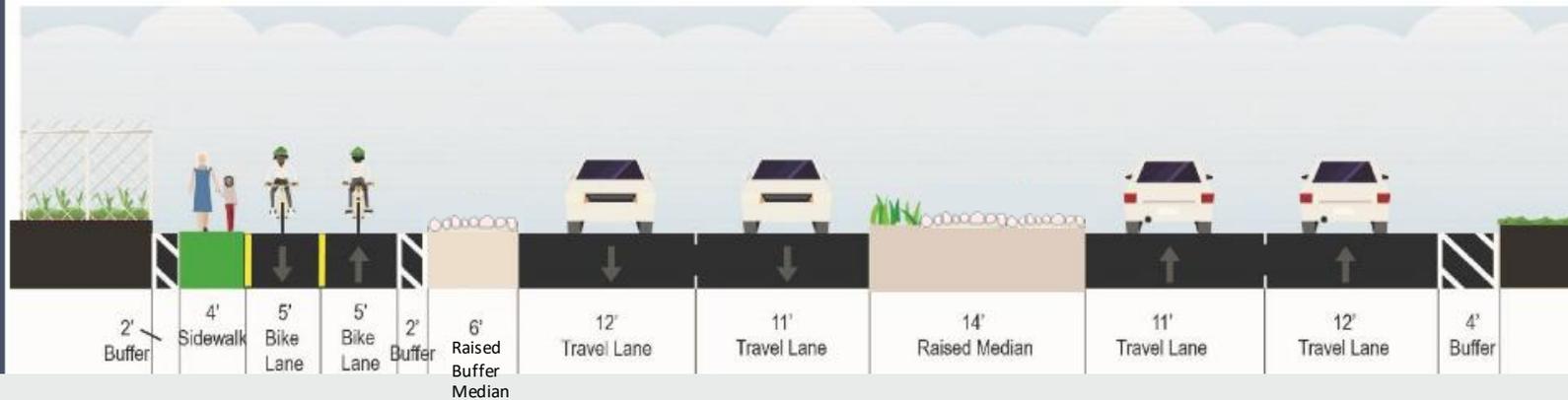
Typical Section – 2<sup>nd</sup> Street to north of Loynes Drive



Existing Condition



Corridor Plan



# STUDEBAKER CORRIDOR COMPLETE STREET PROJECT

## Typical Section – Stearns Street to Spring Street



Existing  
Condition



Corridor Plan



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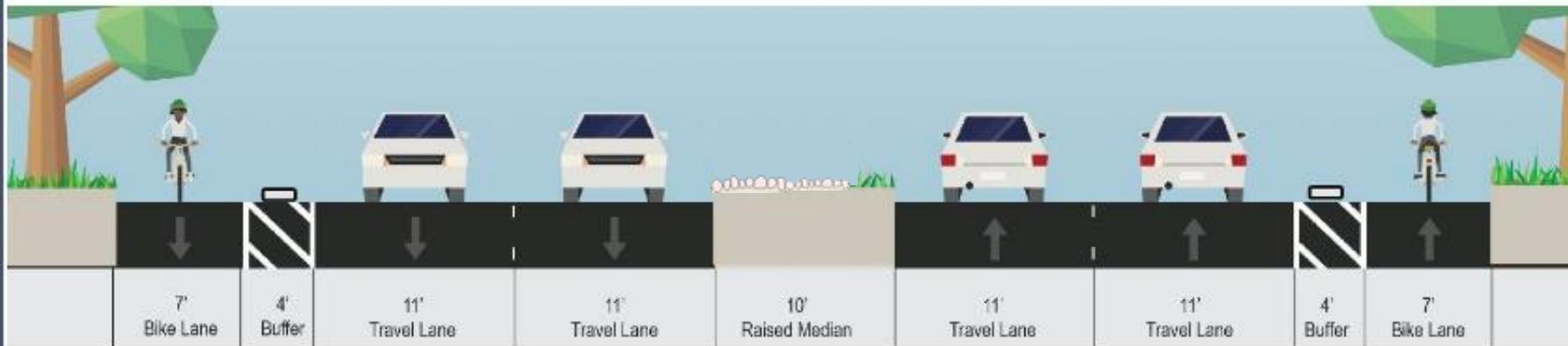
## Typical Section – Spring Street to Wardlow Road



Existing  
Condition



Corridor Plan



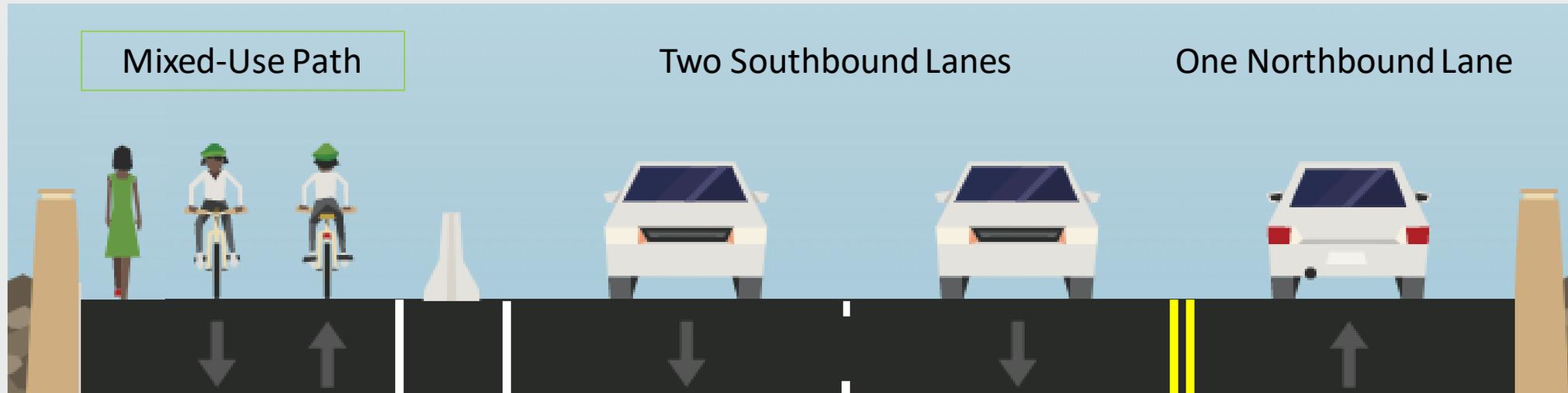
# STUDEBAKER CORRIDOR COMPLETE STREET PROJECT

Intersection Rendering – SW Corner of Studebaker Rd & 2nd St (looking north)



# STUDEBAKER CORRIDOR COMPLETE STREET PROJECT

Rendering – Studebaker Rd (looking north) overcrossing at SR-22/7<sup>th</sup> St



# STUDEBAKER CORRIDOR COMPLETE STREET PROJECT

## Landscape Rendering – NB Studebaker between 2nd Street & Loynes

- Meandering jagged rock hardscape in a wave back and forth in median
- Tree & shrub placement in “wave pockets” on outside of median
- Green street rock swale between bike lane
- Concept Rendering – Final Design Pending



# STUDEBAKER CORRIDOR COMPLETE STREET PROJECT

Intersection Rendering – SB Studebaker at Anaheim Rd (looking north)





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## Re-Configured T-Intersection Concept at Los Coyotes Diagonal – Landscape Rendering



# STUDEBAKER CORRIDOR COMPLETE STREET PROJECT

## 90% Engineer's Cost Estimate

Construction Tasks	Estimate
General Items (Mobilization, Survey, Traffic Control, etc.)	\$3,563,500
Removals and Demo	\$3,134,400
Pavement Improvements	\$8,250,600
PCC Improvements	\$6,848,000
Drainage and Water Quality	\$2,069,000
Utilities	\$125,500
Striping and Signage	\$894,500
Traffic Signals, Lighting and Fiber	\$6,307,300
Landscape and Irrigation	\$2,299,200
Cost Escalation (mid-point construction)	\$1,008,000
<b>Estimated Base Construction Cost</b>	<b>\$34,500,000</b>

With Contingency	
10% Contingency & Design Development	\$3,450,000
<b>Total Estimated Construction Cost</b>	<b>\$37,950,000</b>

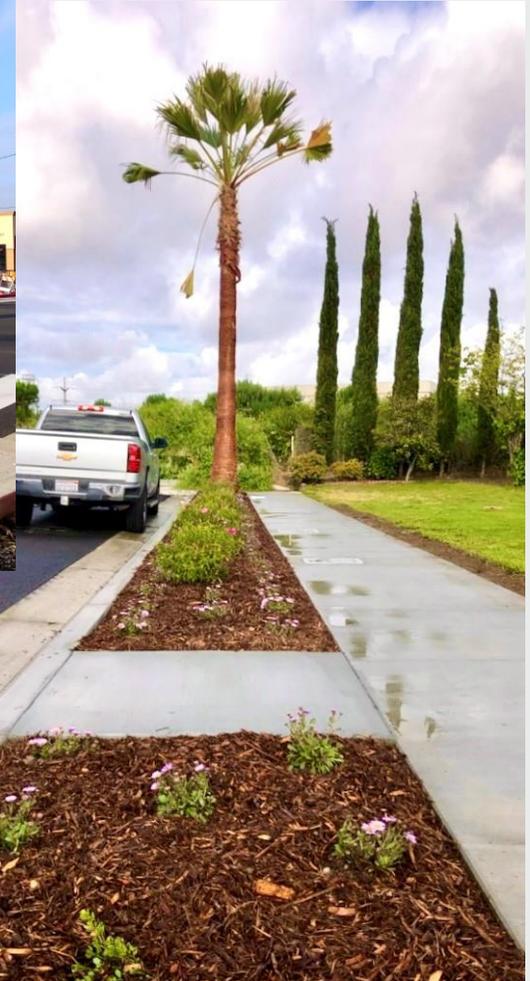
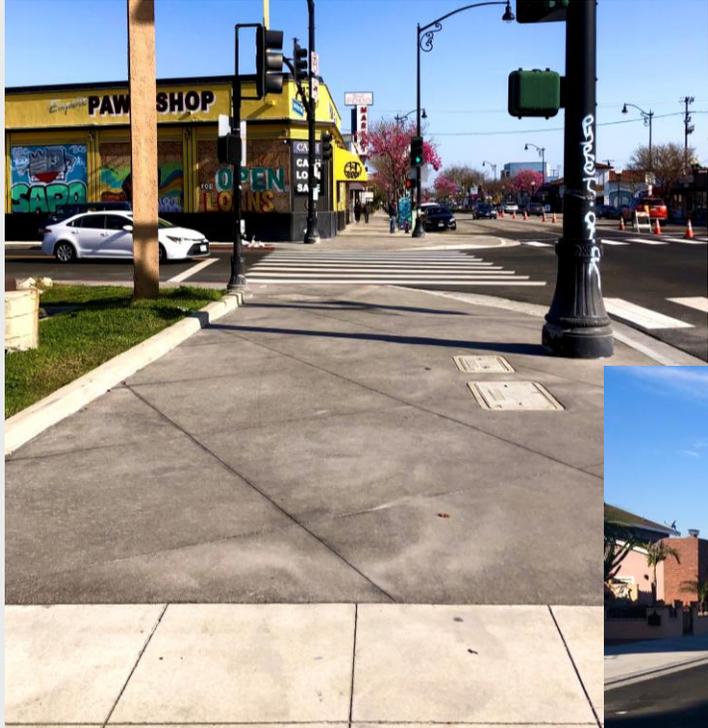
# STUDEBAKER CORRIDOR COMPLETE STREET PROJECT

## Corridor Project Comparisons

	Studebaker Road	Artesia Great Boulevard	Market Street
Total Estimated Construction Cost & Contingency	\$37,950,000 (\$45m – 49m fully loaded)	\$36,217,830 (\$43.9m fully loaded)	\$12,721,925 (\$15.7m fully loaded)
Project Length	5 Miles	3.25 Miles	2 Miles
Const. Cost per Mile	\$7.6 Million/Mile	\$11.1 Million/Mile	\$6.4 Million/Mile
Number of Lanes	4 Total (2 North / 2 South)	4 Total (2 East / 2 West)	2 Total (1 East / 1 West)
Project Scope Highlights	<ul style="list-style-type: none"> <li>• Full Depth Remove existing pavement &amp; Place new asphalt section (south of Loynes)</li> <li>• Cold Mill Remove existing pavement &amp; Place new asphalt section</li> <li>• Construct new medians</li> <li>• New irrigation and landscaping at new medians</li> <li>• New traffic signal poles</li> <li>• Fiber optic installation</li> <li>• Class 1 multi-use bicycle &amp; pedestrian lane with median buffer (south of Anaheim)</li> <li>• Class 4 bicycle lane (north of Anaheim) &amp; Bus transit platforms</li> <li>• Re-align / Construct new LCD / Studebaker intersection</li> </ul>	<ul style="list-style-type: none"> <li>• Cold Mill Remove existing pavement &amp; Place new asphalt section or overlay</li> <li>• Remove existing medians &amp; Construct new medians</li> <li>• New irrigation and landscaping at new medians</li> <li>• New street lighting poles and traffic signal poles</li> <li>• Fiber optic installation</li> <li>• Class 4 bicycle lane &amp; Bus transit platforms</li> </ul>	<ul style="list-style-type: none"> <li>• Cold Mill Remove existing pavement &amp; overlay</li> <li>• New irrigation mainline and landscaping at parkway</li> <li>• No median irrigation/landscaping</li> <li>• New street lighting poles and traffic signal poles</li> <li>• Fiber optic installation (conduit only)</li> <li>• Class 2 bicycle lane, with areas of Class 4 bicycle lane</li> </ul>

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## Market Street Project - Progress Photos



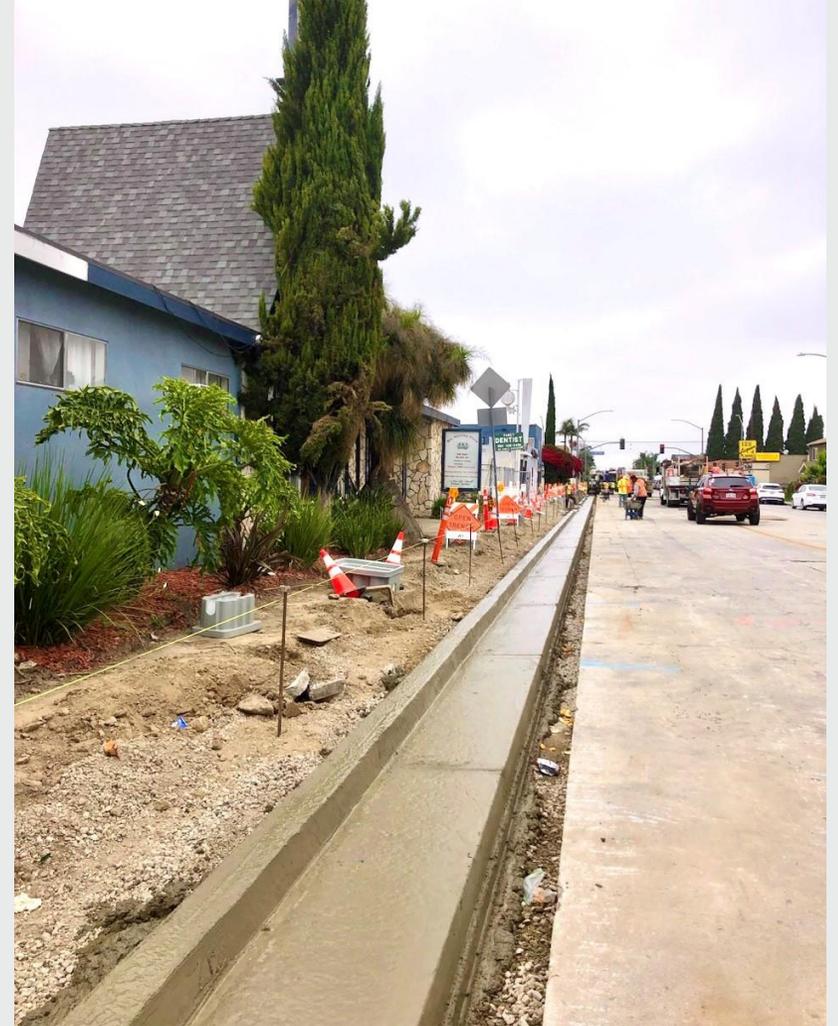
Phase 1 – LA River to  
Long Beach Blvd

# STUDEBAKER CORRIDOR COMPLETE STREET PROJECT

## Market Street Project - Progress Photos



**Phase 2 – Long Beach Blvd  
to Atlantic Ave**



# STUDEBAKER CORRIDOR COMPLETE STREET PROJECT

## Artesia Great Blvd Project - Progress Photos



# STUDEBAKER CORRIDOR COMPLETE STREET PROJECT

## Project Funding Snapshot

Funding Source	Currently in Budget	Pursuing / In Process	Prospective
MTA MM5509.05	\$8,750,000	-	-
Measure A	\$8,500,000	-	-
Measure R	\$4,100,000	-	-
Measure M	\$2,348,279	-	-
Prop C	\$1,023,000	-	-
STPL-5108(206)	-	\$6,665,000	-
OCTA Settlement	-	\$6,500,000	-
Clean California Grant (GWMA)	-	\$2,000,000	-
Congressman Garcia Earmark Recommendation	-	\$5,000,000	-
Measure W (Potential match for Clean California)	-	\$2,000,000	-
FY24 CIP Corridor Funding	-	-	TBD
Traffic Impact / Development Fees	-	-	TBD
Previous FY CIP Funding (unencumbered)	-	-	TBD
<b>Total</b>	<b>\$24,721,279</b>	<b>Up to \$22,165,000</b>	

# STUDEBAKER CORRIDOR COMPLETE STREET PROJECT

## Project Summary

- ☑ Update and provide enhancements to the major corridor, Studebaker Road, which almost entirely encompasses the City's limits in the north to south direction and as the major roadway alternative to the heavily congested I-605 Freeway that runs parallel and adjacent
- ☑ Increasing traffic efficiency and reliability for north-south general purpose traffic flow along Studebaker Road and enhance connectivity between major trip generators and transportation facilities on this key major corridor including Marina Pacifica to the south, CSULB to the west, El Dorado Regional Park to the east, and the City of Lakewood to the north
- ☑ Upgrade traffic signals and provide intersection capacity enhancements along Studebaker Road
- ☑ Improve speed and reliability for buses, including upgraded transit bus stops integrated with pedestrian and bicycle lane
- ☑ Improve safety for pedestrians and bicyclists by reducing pedestrian crossing distance by installing protected intersections and by installing protected bike lanes along the corridor



**Thank you**

**Eric Lopez, Director**  
Department of Public Works