



## Legislation Text

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**File #:** 17-0348, **Version:** 1

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**TO:**

Honorable Mayor and Members of the City Council

**THROUGH:**

Mark Danaj, City Manager

**FROM:**

Stephanie Katsouleas, P.E., Public Works Director  
Anne McIntosh, Community Development Director  
Erik Zandvliet, P.E., City Traffic Engineer

**SUBJECT:**

Review of Polliwog Park Pedestrian and Bicycle Path Alternatives for Safe Routes to School Grant (Community Development Director McIntosh).

**DISCUSS AND PROVIDE DIRECTION**

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**RECOMMENDATION:**

Staff recommends for City Council to discuss and review the information regarding the Polliwog Park and pedestrian and bicycle path alternatives for Safe Routes to School Grant and provide direction.

**FISCAL IMPLICATIONS:**

This project is fully funded with a Federal Safe Routes to School grant in the amount of \$490,600. No general funds will be used for this project.

**BACKGROUND:**

In October 2012, Manhattan Beach applied for and received a Federal Safe Routes to School grant to improve pedestrian facilities and access in proximity to five schools. This Cycle 3 grant award provides up to \$490,600 for a variety of safety measures, including the following:

- Pedestrian activated crosswalk warning beacons,
- Radar feedback signs,
- Curb extensions,
- ADA-compliant curb ramps,
- Red flashing "STOP" beacons on stop signs (during daytime hours),
- Walkway enhancements,
- Enhanced pedestrian pathway,
- Enhanced signage and markings, and
- Bike path markings and facilities.

The Cycle 3 grant project is currently being designed by Wheeler & Gray Consultants, and is about 90% complete. Staff plans to bid the projects this fall, with construction planned for this winter.

## **DISCUSSION:**

On February 7, 2017, the City Council reviewed the status of this grant and directed staff to proceed forward with all design elements and features with the exception of the proposed bike path on the west side of Redondo Avenue along Polliwog Park. Concerns were raised at the meeting about the amount of landscaped area that would be affected by the bike path. In response, staff has developed three alternatives that help address those concerns, which are now before City Council for consideration. If one of the alternatives is preferred, the project design will be modified accordingly.

The three alternative designs are shown in Attachment 3 and described below:

### **Alternative 1: Original Bike Bath:**

Construction of a dedicated 12-foot wide bikeway as a meandering two-way bicycle path located 15 to 50 feet west of the existing sidewalk. Estimate construction cost: \$32,200.

#### **Pros:**

- Large separation between pedestrians and cyclists
- Two-directional bike travel
- Discourages speeding on meandering path

#### **Cons:**

- Partially subdivides a portion of the turf area
- Adds an additional paved path through the park
- Does not provide widened sidewalk for pedestrians

### **Alternative 2: Partially Separated Bike Path**

Construction of a dedicated 12-foot wide bikeway adjacent to and west of the existing sidewalk for a portion of the length, and as a meandering path at the south end to avoid existing trees. There would be a small buffer between the sidewalk and the bikeway. Estimated construction cost: \$31,800.

#### **Pros:**

- Separation between pedestrians and cyclists
- Two-directional bike travel
- Less intrusion into turf area than original design

#### **Cons:**

- Partially subdivides a portion of the turf area
- Adds an additional paved path through the park
- The existing sidewalk would not be widened

### **Alternative 3: Parallel Bike Path/Sidewalk**

Construction of a 15-foot wide sidewalk and bikeway parallel to curb of Redondo Avenue with physical delineation between pedestrians and bicyclists. Estimated construction cost: \$55,000.

#### **Pros:**

- Minimal intrusion into the turf area
- Paved passenger side access to vehicles parked along curb
- Potential to widen existing sidewalk

**Cons:**

- Minimal separation between pedestrians and cyclists
- Requires removal of two small trees, one large tree and a utility relocation.
- Possible overflow of pedestrians onto bike path; bikes may need to be walked

**POLICY ALTERNATIVES:**

Do not consider any of the three options listed above and do not install a bike path along the eastern edge of Polliwog Park

**PROS:** The City would not need to expend grant funds and Polliwog Park would not be impacted by construction activities.

**CONS:** The pedestrian and bicycle safety improvements would not be installed, and students who bike to school would not have a dedicated pathway separate from pedestrians.

**PUBLIC OUTREACH/INTEREST:**

The grant project application was prepared in consultation with the respective school administrators. The Safe Routes to School grant application was presented to the Parking and Public Improvement Commission and City Council at a public meeting in 2011. Status reports of these projects have been presented to the Manhattan Beach Unified School District board on two separate occasions. At their most recent meeting on July 18, 2017 meeting, it was the consensus of the Board to construct the original design. The design was also presented at a City Council public meeting on February 7, 2017.

**ENVIRONMENTAL REVIEW**

The City has reviewed the proposed activity for compliance with the California Environmental Quality Act (CEQA) and has determined that there is no possibility that the activity may have a significant effect on the environment; therefore, pursuant to Section 15061(b)(3) of the State CEQA Guidelines the activity is not subject to CEQA. Thus, no environmental review is necessary.

**LEGAL REVIEW**

The City Attorney has reviewed this report and determined that no additional legal analysis is necessary.

**Attachment:**

1. Polliwog Park Bikeway Alternatives