

CALIFORNIA COASTAL COMMISSION

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March 14, 2011

Mr. Nick Sramek, President
Board of Harbor Commissioners
Richard D. Steinke, Executive Director
Port of Long Beach
925 Harbor Plaza
Long Beach, CA 90831-1155

Re: Requirement for separated Bicycle and Pedestrian access lanes as component of Gerald Desmond Bridge Replacement Project.

Dear Mr. Sramek and Mr. Steinke,

Over the past several months staff of the Coastal Commission have been holding discussions with staff from the Port of Long Beach relating to the inclusion of separated bicycle and pedestrian access as a component of the design and construction of the Gerald Desmond Bridge Replacement Project. These discussions have been fruitful and we commend Port staff for their willingness to achieve a mutual resolution of this matter. We are pleased to see that the Request for Proposals for design and construction of the bridge are required to include separated bicycle and pedestrian lanes in the bid submittals. We remain concerned, however, because we have not yet seen any confirmation that the separated bicycle and pedestrian lanes will be a mandatory feature of bridge construction.

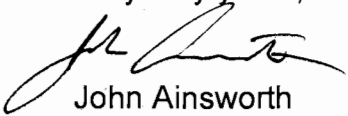
The California Coastal Act provides for the protection and expansion of public access to and along the shoreline and recreational opportunities. We believe that safe bicycle and pedestrian access over the Gerald Desmond Bridge is necessary to provide a direct link between the coastal cities of Long Beach and San Pedro as well as the highly popular cycling route along the western edges of the Palos Verdes Peninsula. We also note that earlier this month the City of Los Angeles adopted the 2010 Los Angeles Bicycle Plan which includes a future bicycle route over the Vincent Thomas Bridge in the Port of Los Angeles. While we realize that the bicycle route over the Vincent Thomas Bridge may be dependent on construction of a replacement bridge in the future we note that the Gerald Desmond Bridge Replacement Project will take place much sooner. Inclusion of separated bicycle and pedestrian lanes will provide further incentive to include similar lanes on the Vincent Thomas Bridge.

We also believe that safe, separated bicycle and pedestrian access over the Gerald Desmond Bridge and, ultimately, the Vincent Thomas Bridge would provide the preferred route for the future completion of the California Coastal Trail (CCT), which is envisioned as a continuous interconnected public trail system along the California coastline. Goals and objective of the CCT include providing a continuous trail as close to the ocean as possible and maximizing ocean views and scenic coastal vistas. The trail is recognized as both a

statewide and national resource. It is now designated as California's Millennium Legacy Trail. The California Legislature has recognized it as a part of the statewide trail system.

In conclusion, we want to reiterate our appreciation for the efforts that Port staff has put forth to achieve the inclusion of separated bicycle and pedestrian lanes in the final construction of the Gerald Desmond Bridge Replacement Project. We request that the Port of Long Beach Board of Harbor Commissioners take whatever action is necessary to make the Gerald Desmond Bridge accessible to cyclists and pedestrians by requiring that separated lanes be a mandatory component of bridge construction. Thank you very much for your cooperation in this matter.

Very truly yours,



John Ainsworth
Deputy Director

cc: Robert Kanter, Port of Long Beach
Matt Goldman, Port of Long Beach
Michael Miles, Caltrans
Ron Kosinski, Caltrans
Peter Douglas
Gary Timm
Al Padilla
Tami Grove
Mark Bixby