

COMPLETE STREETS CHECKLIST

PROJECT TITLE:	Beach Blvd Corridor Study
PROJECT PHASE/STATUS:	
PROJECT LOCATION:	Beach Blvd - Buena Park
LEAD AGENCY:	Orange County Transportation Authority
CHECKLIST COMPLETION DATE:	
PROJECT MANAGER NAME:	
PROJECT MANAGER SIGNATURE:	
CONTACT AGENCY:	

In accordance with the Orange County Transportation Authority (OCTA) Pedestrian Action Plan, this checklist has been developed to ensure consideration of complete streets accommodations in projects, and is required for completion by OCTA project managers at initiation of key project phases.

EXEMPTION

Is the project exempt from the Checklist? If so, provide discussion based on Checklist Guide. If not, then prepare remaining questions.

No

A. EXISTING CONDITIONS

Project Area

- 1 What accommodations for bicycles and pedestrians are now included in the current facility and on facilities that it intersects or crosses? Please provide specifics for the items listed.

Pedestrian accommodations along Beach Boulevard include crosswalks, signage and continuous sidewalks along the entire stretch of road in Buena Park. There is a missing segment of sidewalk in front of the Knott's Berry Farm entrance on Beach Boulevard, from the Knotts Pedestrian Tunnel to Grand Ave. Sidewalk is also missing between Cameron Drive and Durango Drive. There are missing Pedestrian Crossing at the I-5 and SR-91 ramps as well as at the Los Coyotes Drive intersection. There are some landscaped buffers, though they reduce the width of some sections of sidewalk. There is a pedestrian island north of I-5 and a bulb out on 9th St. There is also a mid-block crossing at Knott's Berry Farm underground crossing between Crescent Avenue and La Palma Avenue. Obstructions such as street lights, signs and fire hydrants present obstacles for pedestrians along some sections. Curb ramps and truncated domes are installed at intersections and crosswalks. The City of Buena Park has a .23 mile Class II bike lane on Beach Boulevard between Stage Rd and Craig Ave. Beach Boulevard does not feature share the road signs.

- 2 If there are no existing pedestrian or bicycle facilities, please identify the closest nearby/parallel facilities.

A Class I bikelane is proposed for Rosecrans Ave, the street that seperates Buena Park and La Mirada.

- 3 Describe pedestrian, bicycle, or transit uses or needs in the project vicinity which you have observed or of which you have been informed.

Information for the City of Buena Park was obtained through Google Earth/Street View and the June 2019 Beach Boulevard Corridor Study Baseline Conditions Report. There are high pedestrian volumes at the Beach Boulevard and Orangethorpe Ave intersection in Buena Park, with a peak AM pedestrian volume of 171 and PM peak value of 349. This intersection has low biking volumes with a peak AM volume of 4 and a peak PM volume of 5. The busiest bus stop along Beach Boulevard are at the intersections of La Palma Ave and Crescent Ave. Northbound buses have 69 Weekday Daily Boardings at La Palma Ave and 7 at Crescent Ave. Southbound buses have 151 Boardings at La Palma Ave and 17 at Crescent Ave. The Buena Park Metrolink Station Boarding Zone 1 has an average of 34 Daily Boardings.

- 4 What existing challenges could the proposed project improve for bicycle, pedestrian, or transit travel in the vicinity of the proposed project?

Most bus stops do not have bus pullouts, except for one at Beach Boulevard and Crescent Avenue, and some bus stops do not have shelters.

- 5 Please describe the overall context of the project area:

Beach Boulevard is roughly 7 miles in Buena Park, running North and South from Stanton Ave to Rosecrans Ave, and serves as a major arterial regional roadway. The posted speed limit varies from 35 to 50 mph. Traffic counts along Beach Boulevard in Buena Park vary from 48,600 vehicles a day at La Miranda Boulevard to 60,700 at Artesia Boulevard. Forecasted traffic volume for the Project Corridor shows a median growth rate of about 4% and an average growth rate of about 6%.

- 6 What trip generators (existing and future) are in the vicinity of the proposed project that might attract bicyclists or pedestrians, employees, students, visitors, tourists or others?

Beach Boulevard is a major commercial corridor for the City of Buena Park, with many community-serving and regional destinations. Knott's Berry Farm is located in Southern end of Beach Boulevard, as well as many lodging options. The Buena Park Civic Center and Police Department is located near the I-5 on Beach. This area also has a handful of car dealerships. The northern end of the city features a H-Mart, a Korean Supermarket at the La Miranda Ave / Beach Boulevard intersection. There are a variety of dining options along the project area including both fast food and dine in options. There are several pharmacies located along the project route as well. The Buena Park Metrolink station is a Multimodal Transportation Hub, that connects to Los Angeles. Buena Park will be adding hotel and office space to the corridor in the future, as well as 3 mixed-use developments that will have commercial, retail, restaurants, 3 hotels, and a residential component. The City also intends to expand its entertainment zone.

Transit Amenities

- 7 Is there transit service (bus or rail) in the project area? If yes, please describe briefly.

Routes 29, 29A, 38, 42, and 529 travel along Beach Blvd. LA County Metro Bus Route 460 also runs along Beach. Route 29 runs from La Habra to Huntington Beach, Route 38 runs from Lakewood to Anaheim Hills, Route 42 runs from Seal Beach to Orange, Metro Route 460 runs from Anaheim to Los Angeles, and Bravo Route 529 from Edinger Ave to Orangethorpe Ave. The Anaheim transportation network operates the Buena Park Line connecting the Anaheim Resort Area to the Buena Park Entertainment Zone. Bus Route 21, accessed from Artesia Blvd and Commonwealth Ave connects from Buena Park to Sunset Beach. Bus Route 25, accessed from Artesia Blvd connects to Fullerton and Huntington Beach. Bus Route 30, accessed from Orangethorpe Ave connects to Cerritos and Anaheim. Bus Route 38, accessed from La Palma Ave connects to Lakewood and Anaheim Hills. The Buena Park Metrolink Station connects to Bus Routes 21, 24, 25 and 29 as well as the Metrolink to Los Angeles.

- 8 Are there transit stops? If yes, does the stop need to be moved or removed?

There are approximately 12 transit stops along Beach Blvd within the City of Buena Park. No, stops do not need to be moved or removed.

- 9 Are the transit stops designed consistent with the *OCTA Bus Stop Safety and Design Guidelines* ? (Y/N)

Yes

- 10 Are transit stops accessible? (Y/N) If no, will this project bring the bus stops in compliance with accessibility requirements? (Y/N)

No, there are missing sidewalks and sidewalk obstructions North and South of Beach.

- 11 Will construction activities cause bus detours, closures, delay, or impact bus service operations? If so, have these impacts been coordinated with OCTA Transit Department? (Y/N)

No

B. PLANS, POLICIES AND PROCESS

Plans and Public Comments

1 Is the project consistent with the City's General Plan Circulation Element and applicable Bicycle, Pedestrian, or Active Transportation Plans? Y/N

Yes

2 Do any state or federal policies call for incorporating bicycle and/or pedestrian facilities into this project? (Y/N)
No

3 Is the proposed project consistent with the following OCTA planning documents:
OCTA Regional Bikeway Collaborative Studies? (Y/N; list applicable)

Yes

OCTA Non-Motorized Metrolink Accessibility Strategy? (Y/N)

Yes

OCTA Commuter Bikeways Strategic Plan (or more recent applicable document)? (Y/N; list applicable)

Yes

4 Has this project been presented to the OCTA Bicycle and Pedestrian Subcommittee or a city equivalent? (Y/N)
If Yes, attach meeting minutes or a summary of comments received.

N/A

5 What effort has been made to solicit input on bicycle, pedestrian and transit accommodations at public meetings?

Through the Beach Boulevard Corridor Study's outreach efforts, numerous public meetings were held along the project corridor. These meetings included City Council meetings, community group meetings, and other public events.

How does the project address public comments received at the public meetings identified above?

Feedback from these meetings and other outreach events, as well as the project survey findings have been culminated into the Final Beach Boulevard Corridor Study Report.

6 The OCTA Planning Division can provide a no cost review of active transportation/transit accommodation for the project. If a review has been conducted, which recommendations have been incorporated?

A number of active transportation and transit accommodations have been incorporated into the final Beach Boulevard Corridor Study recommendations, including Transit Signal Priority Treatments, Pedestrian Scrambles, and Protected Bikeways to name a few examples.

C. THE PROJECT

Project Design

1 Describe three-year summary of collisions involving bicyclists and pedestrians in the project vicinity.
Provide source(s).

The project corridor is a high collision area for vehicles and pedestrians. According to TIMS data there have been roughly 26 pedestrian collisions along Beach Boulevard in Buena Park from January 1 2015 to December 31 2018. The 91 Freeway interchange had the most collisions with 7, with La Palma Ave, 9th St and Franklin St having 2 collisions each. During that same time span, 19 bicycle collision were reported in the project area. The La Palma Ave and Artesia Blvd. intersections each had 2 collisions.

2 What accommodations are included for people walking, bicycling, and using transit in the proposed project design?

Based on the Beach Boulevard Corridor study pedestrian crosswalks should be added at the I-5 and SR-91 ramps and Los Coyotes Drive. Sidewalk segments should be filled in from the Knotts Pedestrian Tunnel to Grand Ave and Cameron Drive to Durango Drive.

3 Describe the applicable design standards or guidelines utilized for the active transportation design elements.

The project area is consistent with ADA.

Hinderances to Active Transportation

4 Will the proposed project remove an existing bicycle, pedestrian, or transit facility, or block or hinder bicycle, pedestrian, or transit movement? (Y/N) If yes, please describe the situation.

No

5 Will the proposed project reduce the width of existing bicycle or pedestrian facilities, such as sidewalks? (Y/N) If yes, please explain why this is unavoidable.

No

6 If the proposed project does not incorporate bicycle and pedestrian accommodations, or would hinder bicycle or pedestrian travel, list the reasons why the project cannot be re-designed to provide for these accommodations.

Cost: (What would be the cost of including the bicycle and/or pedestrian facility?)

Right-of-Way: (Please explain the analysis that led to this conclusion?)

Other: (Please explain.)

Construction & Maintenance

7 What is the bicycle and/or pedestrian facility's proportion of total project cost?

8 How will access for bicyclists and pedestrians be maintained during project construction?

9 What agency will be responsible for ongoing maintenance and have maintenance costs been identified?