

COMPLETE STREETS CHECKLIST

PROJECT TITLE:	Beach Blvd Corridor Study
PROJECT PHASE/STATUS:	
PROJECT LOCATION:	Beach Blvd - Westminster
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 in Westminster include crosswalks, signage and continuous sidewalks along the entire stretch of roadway, aside from one section on the southbound lane of Beach Boulevard between Rockwell Ave and Elmore Way where the sidewalk is not accessible and a goat trail has developed. Obstructions such as street lights and fire hydrants do provide obstacles for pedestrians along some sections. Curb ramps and truncated domes are installed at intersections and crosswalks. The entire stretch of Beach Boulevard does not have any marked bike lanes and there are no share the road signs present. There are continental crosswalks at the Bolsa and McFadden intersections. There is a portion of Beach Blvd in Westminster that is Unincorporated Orange County. This Unincorporated area is missing a section of sidewalk from Darwin Ave to Harhay Ave.

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

There are no bike facilities located on Beach Boulevard, but Hoover Street, 1/2 mile west of Beach Boulevard, features a Class I bike lane from Westminster Blvd to Bolsa Ave, with a proposal to extend it to McFadden Ave. There is also a proposed Class I extension between Wyoming St to Garden Grove Blvd on Hoover St. Hoover St currently has a Class II bike lane running from Westminster Blvd to Garden Grove Boulevard. Newland Street, 1/2 mile east of Beach Boulevard in Unincorporated Orange County, features a Class II bike lane from Hazard Ave to Bolsa Ave, with a proposal to extend the lane from Heil Ave to Trask Ave. There are several crossing streets that have Class II bike lanes proposed. These intersections include Trask Ave, Westminster Blvd, Hazard Ave, McFadden Ave, and Edinger Ave. Heil Ave currently has Class III bike lane existing West of Trask Ave.

- 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 Westminster 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 Bolsa Ave intersection in Westminster, with a peak AM pedestrian volume of 110 and PM peak value of 243. This segment features a peak AM bicyclists volume of 1, and peak PM bicyclist volume of 17. The busiest bus stop along Beach Boulevard are at the intersections of Westminster Ave, Bolsa Ave, and McFadden. Northbound buses have higher ridership numbers with 244 Weekday Daily Boardings at Westminster, 187 at Bosa and 133 at McFadden. Southbound buses have 200 Boardings at Westminster, 109 at Bolsa, and 36 at McFadden.

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

All bus stops do not have bus pullouts. Missing sidewalks and sidewalk obstructions need to be filled in or removed.

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

Beach Boulevard is roughly 3.5 miles in Westminster, running north and south from State Route 22 to Edinger Ave/Heil Ave, and serves as a major arterial regional roadway. The posted speed limit is 45 mph. Traffic counts along Beach Boulevard in Westminster vary from 74,500 vehicles a day at Westminster Ave to 77,500 vehicles a day at Bolsa Ave. 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 in the City of Westminster, with many community-serving and regional destinations. There are 2 car dealerships (Honda and Lexus), a Costco and Walmart located at the Northern End of Beach Boulevard. The Westminster Memorial Park Mortuary is located at the Madison Ave intersection. A Toyota dealership located at Elmore Way and a RV dealership near Bolsa Ave, There are a variety of dining options along the project area including both fast food and dine in options. There are several pharmacies and gas stations located along the project route as well.

Transit Amenities

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

Routes 29, 29A, and 529, travel along Beach Blvd. Route 29 runs from Whittier Blvd to PCH, and Bravo Route 529 from Fullerton to Huntington Beach. The following bus stop while not directly located on Beach Boulevard, intersect Beach and provide valuable connections. Bus Routes 60, accessed from Westminster connect to Long Beach and Tustin. Bus Route 64, accessed from Bolsa, connects to Huntington Beach and Tustin. Bus Route 66, accessed from McFadden connects to Huntington Beach and Irvine. Bus Route 70, accessed from Edinger Ave, connects to Seal Beach and Tustin. Bravo Route 560 can be accessed from Westminster Boulevard and connects to Long Beach and Santa Ana.

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

There are approximately 25 transit stops along Beach Blvd within the City of Westminster. 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 near bus stops south of Trask, and between Elmore Way and Rockwell Ave.

- 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).

Beach Boulevard in the City of Westminster is a high collision area for both pedestrians and bicyclists. According to TIMS data, there have been roughly 22 Pedestrian Collisions along Beach Boulevard in Westminster from January 1 2015 to December 31 2018. Westminster Boulevard and 21st Streets each saw 4 collisions. During that same time span 25 Bicycle Collision were reported in the project area. The McFadden intersection saw 5 collisions and the 11th Street and Trask Ave intersections saw 3 collisions each.

- 2 What accommodations are included for people walking, bicycling, and using transit in the proposed project design?
Based on the Beach Boulevard Corridor study sidewalks should be constructed in the missing section between Darwin Ave and Harhay Ave in Unincorporated Orange County. Class II bike lanes have been proposed for Edinger Ave, McFadden Ave, Hazard Ave, Westminster Ave, Trask Ave, and Newland St. A Class I bike lane is also proposed for Hoover St.
- 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?