



BEACH BLVD

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Beach Boulevard Corridor Study Final Report

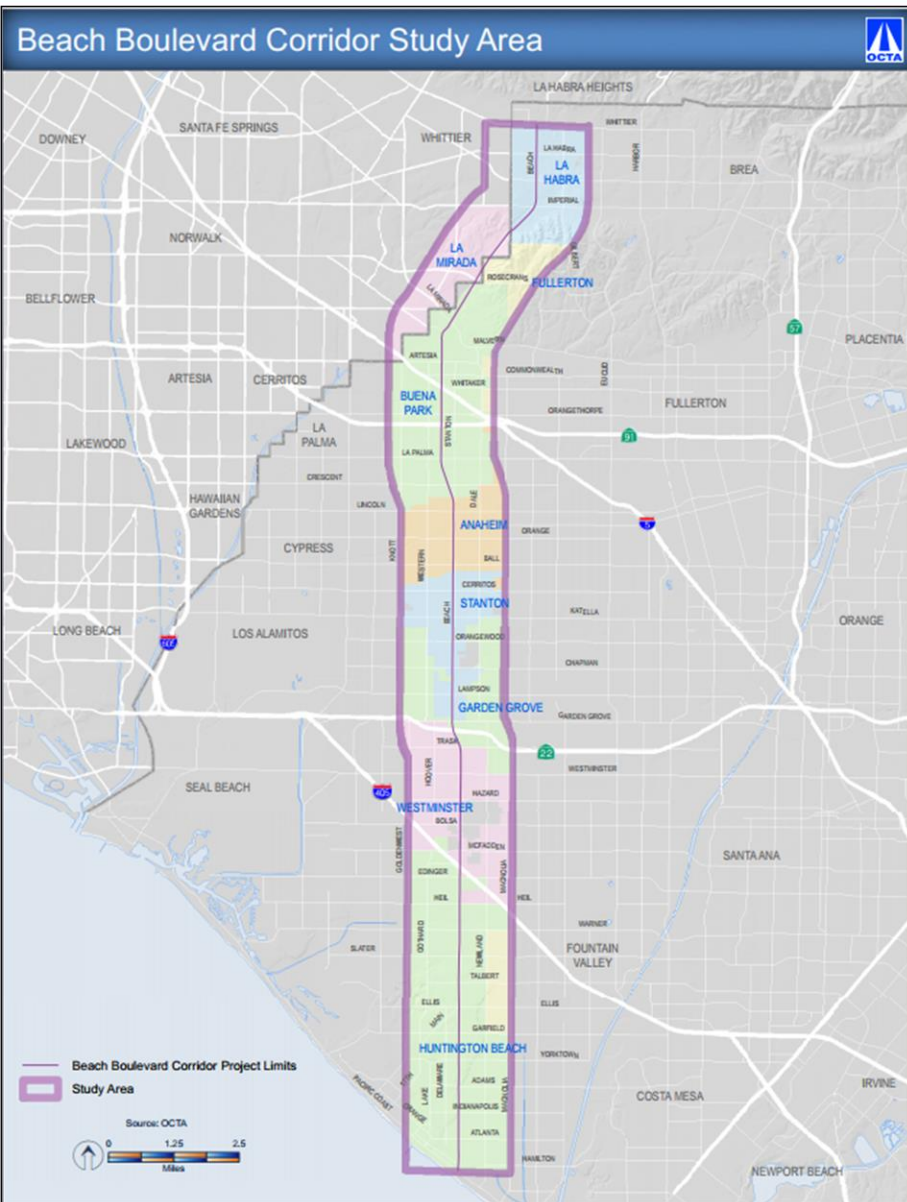
Project Overview

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- Develop a multimodal transportation vision
- Collaborate with Caltrans and corridor cities/agencies
- Identify constraints/opportunities to improve mobility
- Support local land-use objectives and help address transportation needs
- Prepare solutions and concepts for use by cities and agencies

Corridor Overview

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- 21-miles, from Pacific Coast Highway to Whittier Boulevard
- Study area covers 1.25-mile radius on either side
- Crosses nine cities and unincorporated county areas
- Typically six to eight lanes
- Daily traffic volumes range from 30,000 to 85,000
- Interconnects with four freeways
- 22 OCTA bus routes (25 total)

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Purpose

- To identify and recommend feasible multimodal transportation improvements to facilitate mobility and connectivity for travelers of all modes along Beach Boulevard

Need

- To address existing and anticipated future demands for local and regional travel along Beach Boulevard, including vehicular throughput, active transportation connectivity and transit operations, and to complement local land use types



Outreach Approach

- Partner with corridor agencies
- Online survey
- Community events/pop-ups
- City/organization presentations
- Mailing/flyer distribution
- Onboard bus customer outreach
- Digital media

Feedback

- 2,300 surveys collected
- Phase 1
 - Improvement opportunities
- Phase 2
 - Habits and usage

Toolbox Development

- List of improvements or elements by mode of travel
- Conducted preliminary assessments
- Established tiers of toolbox elements
- Classified local vs. regional implementation
- Assessed impacts of each element
- Identified corridor segments where element could be applied



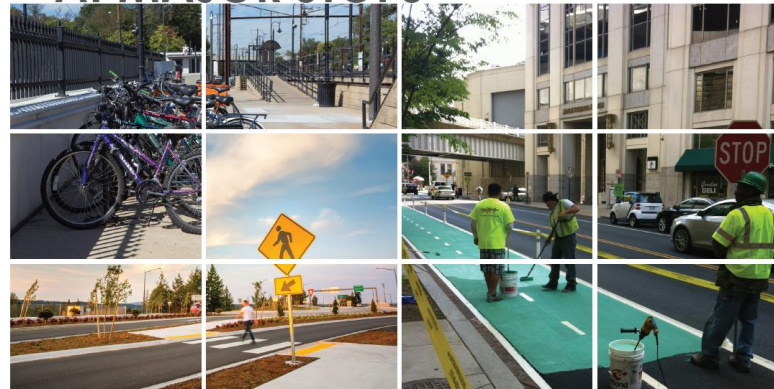
#	Transit Elements	Tier	Local/ Regional
T1	Bus stops/stations amenities	1	L
T2	Transit signal priority treatments	2	R
T3	Transit preferential treatments	2	R
T4	Dedicated transit lanes (for BRT)	2	R
T5	First-last mile improvements at major stops	1	L

Tier 0: Lowest cost/least complicated, easiest to implement
 Tier 1: Low cost/generally less complicated, shorter implementation lead time
 Tier 2: Mid cost/moderately complicated, longer implementation lead time
 Tier 3: High cost/complicated, longest implementation lead time

BRT – Bus Rapid Transit

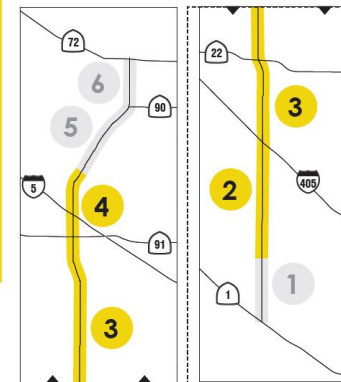
LOCAL PROJECT  Transit

FIRST-LAST MILE IMPROVEMENTS AT MAJOR STOPS



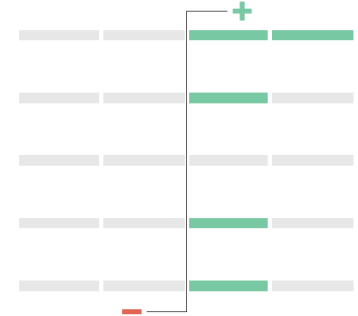
The first and last mile of a transit user's trip is the portion of the trip to and from the transit stop or station that they must complete on their own. Strategies that can improve the first and last mile experience can include improvements that are oriented towards bicyclists, pedestrians, and rideshare/vanpool users. Improvements can increase ridership, provide a better active transportation network for those connecting to transit or not, can encourage carpooling, and help improve safety and local connectivity.

LOCATION KEY



MEETING GOALS

- 1 Improve travel time, reliability and convenience of transit.
- 2 Reduce impediments to walking and biking along and across corridor.
- 3 Maintain vehicular throughput and access to and from regional freeways network.
- 4 Provide a safe and accessible environment for all user groups.
- 5 Support local land use planning with improved mobility options.



DESIGN CONSIDERATIONS

- / Consistency with Caltrans, OCTA, and local jurisdiction active transportation plans
- / Consistency with ADA design guidelines
- / Cost to design, implement and maintain improvements
- / Potential need to acquire right-of-way or physical constraints at stations and areas leading to stations that would undergo first-last mile treatments
- / Coordination of designs and amenities across jurisdictional lines to maintain connectivity

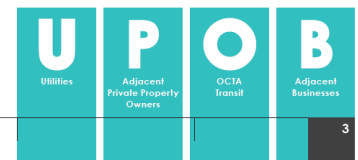
TYPICAL APPLICATIONS

- / Locations with major transit service and barriers to walking, biking, or taking rideshare to stops
- / Areas with high transit ridership but low levels of walking or biking to stops and stations
- / Stops near major destinations or nearby transfer locations

COST RANGE

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COORDINATION NEEDED



- Cutsheets were prepared for each toolbox element and contained information on:
 - Consistency with goals
 - Locations
 - Coordination needed
 - Design considerations
 - Typical applications
 - Range of costs

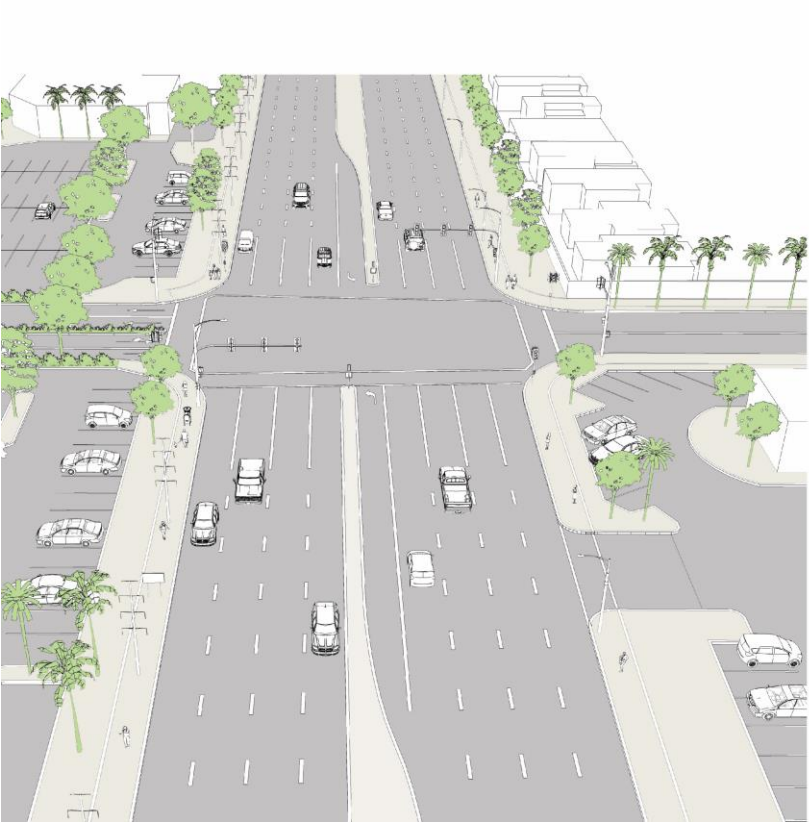
2 BEACH BOULEVARD CORRIDOR STUDY

- Illustrative examples of implementation of toolbox items
- Five sample locations selected
 - Major intersection
 - Minor intersection
 - Freeway ramp terminus intersection
 - Six-lane roadway segment
 - Eight-lane roadway segment

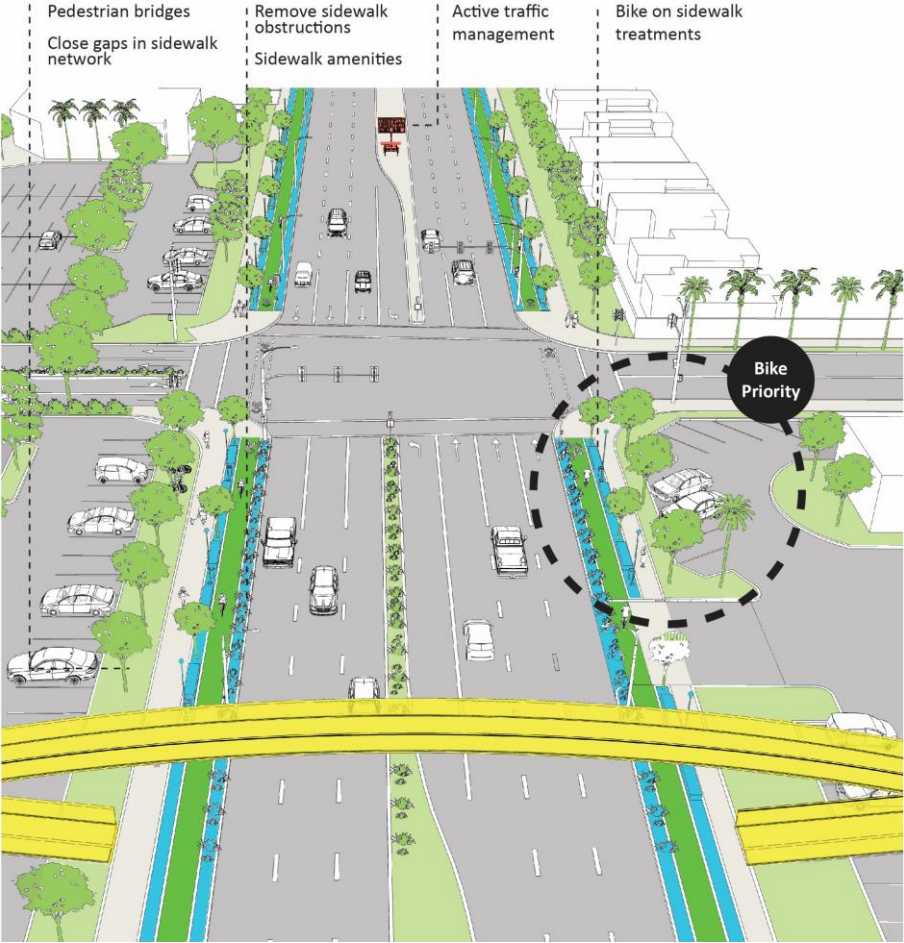


Eight-Lane Roadway Segment Case Study

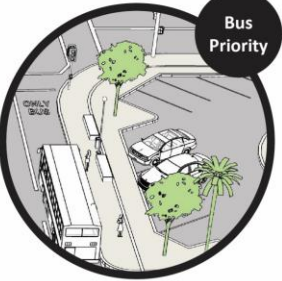
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8-Lane Roadway - Before



8-Lane Roadway - After



HELP TRANSFORM BEACH BOULEVARD
AYÚDENOS A TRANSFORMAR BEACH BOULEVARD | GIÚP CẢI THIỆN BEACH BOULEVARD

Join us to share how to improve Beach Boulevard at these local events.
Acompañenos para conocer los objetivos del estudio en estos eventos locales cerca de usted.
Tham gia cùng với chúng tôi để tìm cách cải thiện Beach Boulevard tại các địa điểm công cộng sau đây.

<p>Saturday, May 4, 2019 <i>Sabado, 4 de mayo de 2019</i> Thứ Bảy, ngày 4 tháng 5 năm 2019 11:00 AM - 3:00 PM La Habra Citrus Fair 321 E La Habra Blvd La Habra, CA 90631</p>	<p>Thursday, May 9, 2019 <i>Jueves, 9 de mayo de 2019</i> Thứ Năm, ngày 9 tháng 5 năm 2019 9:00 AM - 10:30 AM Westminster Senior Center 8200 Westminster Blvd Westminster, CA 92683</p>
<p>Saturday, May 18, 2019 <i>Sabado, 18 de mayo de 2019</i> Thứ Bảy, ngày 18 tháng 5 năm 2019 9:00 AM - 11:00 AM West Anaheim Youth Center 320 S Beach Blvd Anaheim, CA 92804</p>	<p>Saturday, May 18, 2019 <i>Sabado, 18 de mayo de 2019</i> Thứ Bảy, ngày 18 tháng 5 năm 2019 12:00 PM - 3:00 PM Bella Terra (Next to REI) 7777 Edinger Ave Huntington Beach, CA 92647</p>

Provide feedback on how best to improve the corridor and share your opinion on existing conditions.
Proporciona comentarios sobre la mejor manera de mejorar el corredor y Comparte tu opinión sobre las condiciones existentes

Xin đóng góp ý kiến để cải thiện tuyến đường tốt nhất và chia sẻ ý kiến của bạn về tình trạng hiện tại

- OCTA to be a resource to cities and agencies
- Help identify, apply for and administer grants, and other funding opportunities
- Coordinate with Caltrans and other responsible agencies
- Provide information and resources to support outreach activities

OCTA – Orange County Transportation Authority