

**COMPLETE STREETS CHECKLIST**

PROJECT TITLE:	Beach Blvd Corridor Study
PROJECT PHASE/STATUS:	
PROJECT LOCATION:	Beach Blvd - Huntington Beach
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 Huntington Beach include continuous sidewalks, crosswalks, and signage along the majority of the road. The sections of Beach Blvd that do not include sidewalks are 21306-21190 Beach Blvd, Driftwood Dr to Indianapolis Ave, and Taylor Dr to Sterling Dr. Sidewalks are wider from Garfield Ave to Adams Ave. There is also a pedestrian island at State Route 1. There are signalized intersections without pedestrian crossings on the I-405 and SR22 ramps. Curb ramps and truncated domes are present along all sidewalks. Obstructions such as street lights, signs and fire hydrants present obstacles for pedestrians along some sections. The entire stretch of Beach Boulevard does not have any marked out bike lanes, but there are share the road signs present.

- 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 Newland Street, Lake Street and Gothard Street feature Class II bike lane running parallel to Beach Boulevard. Newland Street is approximately 1/2 mile east from Beach Boulevard. Lake St and Gothard St are approximately 1/2 mile west of Beach Blvd. There are several crossing streets that have Class II bikelanes. These intersections include Atlanta Ave, Indianapolis Ave, Adams Ave, Yorktown Ave, Garfield Ave, Main St, Talbert Ave, Slater Ave, Warner Ave, and Heil Ave. Hamilton Ave has a proposed Class II bike lane. There is a Class III bike line on the east side of Pacific Coast Highway.
- 3 Describe pedestrian, bicycle, or transit uses or needs in the project vicinity which you have observed or of which you have been informed.

During our site visit on Tuesday October 22, 2019 from 11am to 1pm, Beach Boulevard was not used by many pedestrians and bicyclists. Throughout the entire stretch within Huntington Beach, a total of 10-15 people were observed walking on the sidewalks. Other than a few bus stops, where 1 or 2 people were waiting for the bus, the bus stops were mainly empty. No one was observed riding their bike on Beach Boulevard, though 5 people were using their bikes on the sidewalks. The sidewalks along Beach Boulevard are large, almost 13 feet in some places. The Beach Boulevard Corridor Study mentions there are high pedestrian volumes on the Pacific Coast Highway and Warner Ave intersections in Huntington Beach, with a peak AM pedestrian volumes of 66 for Pacific Coast Highway and 134 for Warner Ave. The PM peak values are 254 for Pacific Coast Highway and 300 for Warner Ave. There are high biking volumes on the Pacific Coast Highway and Edinger Ave intersections in Huntington Beach, with a peak AM pedestrian volumes of 43 for Pacific Highway and 8 for Edinger Ave. The PM peak values are 60 for Pacific Coast Highway and 23 for Edinger Ave. The busiest bus stop in the Study Corridor is at Pacific Highway and 1st Street with 117 Average Weekday 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 and some bus stops do not have shelters. Bike Storage facilities could be added at the Pacific Coast Highway/1st Street Transportation hub.

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

Beach Boulevard is roughly 5.84 miles in Huntington Beach, runs north and south from the Pacific Coast Highway to the Interstate 405, and is serves as a major arterial regional roadway. The posted speed limit varies between 40 and 50 mph. Huntington Beach has both the highest and lowest AADT along the study corridor, ranging from 29,400 at the Pacific Coast Highway to 83,600 the Interstate 405. 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 Huntington Beach, with many community-serving and regional destinations. The Huntington State Beach is located at the Southern End of Beach Boulevard. There is a Walmart located near the Atlanta Ave intersection. The Huntington Beach Hospital is located at the Newman Ave intersection. 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. Pacific Highway and 1st Street is a multimodal Transportation Hub, as is the Goldenwest Transportation Center/Park and Ride. Huntington Beach will see 2 new car dealerships added in the future, as well as the expansion of an existing dealership in the study corridor. There will also be a child learning center built. The City is also looking to increase the retail, office, and hotel space in the corridor. 738,000 sq ft of retail space and 112,000 sq ft office space will be added. 350 hotel rooms will be added to the City, as well as 2,1000 dwelling unit.

## Transit Amenities

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

Routes 29 and 29A travel along Beach Blvd. Route 29 runs from La Habra to Huntington Beach. Bus Route 1 accessed from the Pacific Coast Highway runs from Long Beach to San Clemente. Bus Route 70, accessed from Edinger Ave, runs from Sunset Beach to Tustin. Bus Route 72, accessed from Warner Ave, runs from Sunset Beach to Tustin. Bus Route 76, accessed from Talbert Ave, runs from Huntington Beach to John Wayne Airport. Bus Route 178, accessed from Yorktown Ave, runs from Huntington Beach to Irvine. The Surf City Shuttle operates between May and September on weekends and holidays. The OC Flex also operates in some ares of Huntington Beach. The City Loop and Coastal Loop operate in the project corridor between the Pacific Coast Highway and Center Ave. The Goldenwest Transporation Center has transfers from Routes 29 and 529 to Routes 29, 66, 70, 211, and 701.

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

There are approximately 50 transit stops along Beach Blvd within the City of Huntington Beach. 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 at Talbert & Ellis, Indianapolis & Atlanta, and Atlanta & PCH. Yes, project will bring the stops into compliance.

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).

According to TIMS data there have been roughly 135 Pedestrian Collisions along Beach Boulevard in Huntington Beach from January 1 2015 to December 31 2018. The Talbert Ave intersection had 9 collisions, and both Garfield Ave and Warner Ave have 5 collisions each. During that same time span 79 Bicycle Collision were reported in the project area. Ellis Ave intersection had 5 collisions and both Yorktown Ave and Edinger Ave had 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 there are proposed Class II bike lanes for Edinger Ave and Hamilton Ave. There are signalized intersections without Pedestrian Crossings at the I-405 and SR 22 ramps. Sidewalk gaps should be filled in from 21306-21190 Beach Blvd, Driftwood Drive to Indianapolis Ave, and Taylor Drive to Sterling Dr.

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

The project area is consistent with ADA for sidewalks. There are no bicycle facilities on Beach.

**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?