

COMPLETE STREETS CHECKLIST

PROJECT TITLE:	Beach Blvd Corridor Study
PROJECT PHASE/STATUS:	
PROJECT LOCATION:	Beach Blvd - La Habra
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 La Habra. There is a missing segment of sidewalk from Westridge Plaza to SR 90 and a missing segment South of Imperial Highway. Roughly half of the sidewalks in La Habra have landscaped buffers. 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. There is an existing Class III bikelane on Beach Boulevard between Gregory Ln and El Portal Dr.

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

There are currently no bike facilities located on Beach Boulevard in La Habra. The San Gabriel Trail, which is a Class I bike facility, runs along the Coyote Creek from Hillsborough Dr to Imperial Hwy is 350 feet west of Beach Blvd. Lambert Rd has an existing Class III facility on the west side of Beach Blvd and a Class II Bike lane to the east of Beach. The Union Pacific right of way has a proposed Class I bike lane to the west of Beach Blvd, with a proposal to also extend the bike lane to the east. There is a proposal for a Class II bike lane on Beach Boulevard running from Imperial Hwy to Gregory Ln. La Habra Blvd also has a proposal for a Class II bike lane that will intersect Beach Boulevard. There are existing Class III bike lanes that are intersecting Beach on Gregory Lane and El Portal Drive.

- 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 La Habra was obtained through Google Earth/Street View and the June 2019 Beach Boulevard Corridor Study Baseline Conditions Report. There are high pedestrian volumes on the State 90 and 72 intersections in La Habra, with a peak AM pedestrian volume of 69 for SR 90 and 63 for SR 72. The PM peak values are 127 for SR 90 and 104 for SR 72. These intersection have low biking volumes with a peak AM volume of 1 at SR 90 and 11 at SR 72. The peak PM volumes are 3 for SR 90 and 18 for SR 72. There is currently no weekday daily boardings data available for the City of La Habra.

- 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.

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

Beach Boulevard is roughly 2.3 miles in La Habra, running north and south from Hillsborough Drive to State Route 72, and serves as a major arterial regional roadway. The posted speed limit varies from 45 to 50 mph. Traffic counts along Beach Boulevard in La Habra vary from 34,700 vehicles a day at Lambert Rd to 48,800 vehicles a day at State Route 90. Traffic Volumes are expected to grow by 24%, the highest in the corridor.

- 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 La Habra, with many community-serving and regional destinations. Westridge Plaza shopping center is located in southern end of Beach Boulevard and includes many big box stores such as Walmart, Lowe's and Kohl's. The northern end of the city has a Costco at the La Habra Boulevard/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.

Transit Amenities

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

Routes 29, 129, 143, and Foothill Transit Route 285 travel along Beach Blvd. Route 29 runs from La Habra to Huntington Beach, Route 129 runs from La Habra to Anaheim, Route 143 runs from La Habra to Brea, Foothill Transit Route 285 runs from La Habra to Industry. The NTS 4 route runs from Imperial Hwy to the Norwalk Metrolink Station

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

There are approximately 28 transit stops along Beach Blvd within the City of La Habra. 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 is missing sidewalk south of Imperial. There are sidewalk obstructions throughout.

- 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 6 pedestrian collisions along Beach Boulevard in La Habra from January 1 2015 to December 31 2018. The Imperial Hwy intersection had 3 collisions. During that same time span 6 bicycle collisions were reported in the project area. The Lambert Rd intersection 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 the missing sidewalk section between Westridge Plaza to SR 90 should be constructed. Class II bike lanes have been proposed for Beach Blvd and La Habra Blvd. A Class I bike lane has been proposed for the Union Pacific right of way.

- 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?