

Pacific Coast Highway Corridor Study



Setting

- Average daily traffic = 17,000 - 64,000
- Volumes highest at northern end of corridor
- Serves various travel markets
- Diverse land use patterns
- Unique peak-hour characteristics
- Heavy bike, pedestrian, and vehicle use
- Safety is a key concern
- Interest in complete streets concepts
- Institutional barriers exist



Background

- 2012 - Coastal cities request Pacific Coast Highway Corridor Study (PCH Corridor Study)
- 2013 - OCTA, corridor cities, and Caltrans develop scope of work
- 2014 - OCTA and Caltrans receive federal planning grant
- 2014 - 2015 - PCH Corridor Study conducted
- 2016 - City Council presentations and wrap up

Objectives

- Identify broad range of multi-modal transportation strategies
- Enhance regional mobility
- Recognize the unique nature and specific needs of corridor cities



Purpose and Need

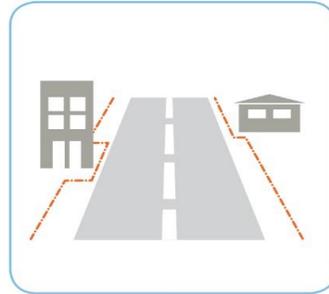
Need



1. Safety conflicts between vehicles, bicycles, and pedestrians



2. High travel time and delay due to traffic congestion and heavy volumes of pedestrians crossing the highway



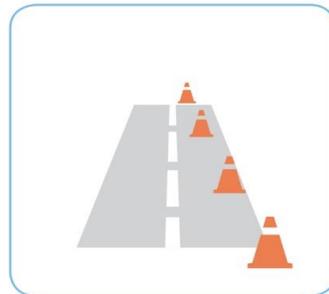
3. Constrained ROW – limited improvement opportunities



4. High volumes of visitors and recreational users – leads to unique travel patterns and peaking characteristics



5. Inconsistent aesthetic treatment of improvements compared to the scenic character of the corridor



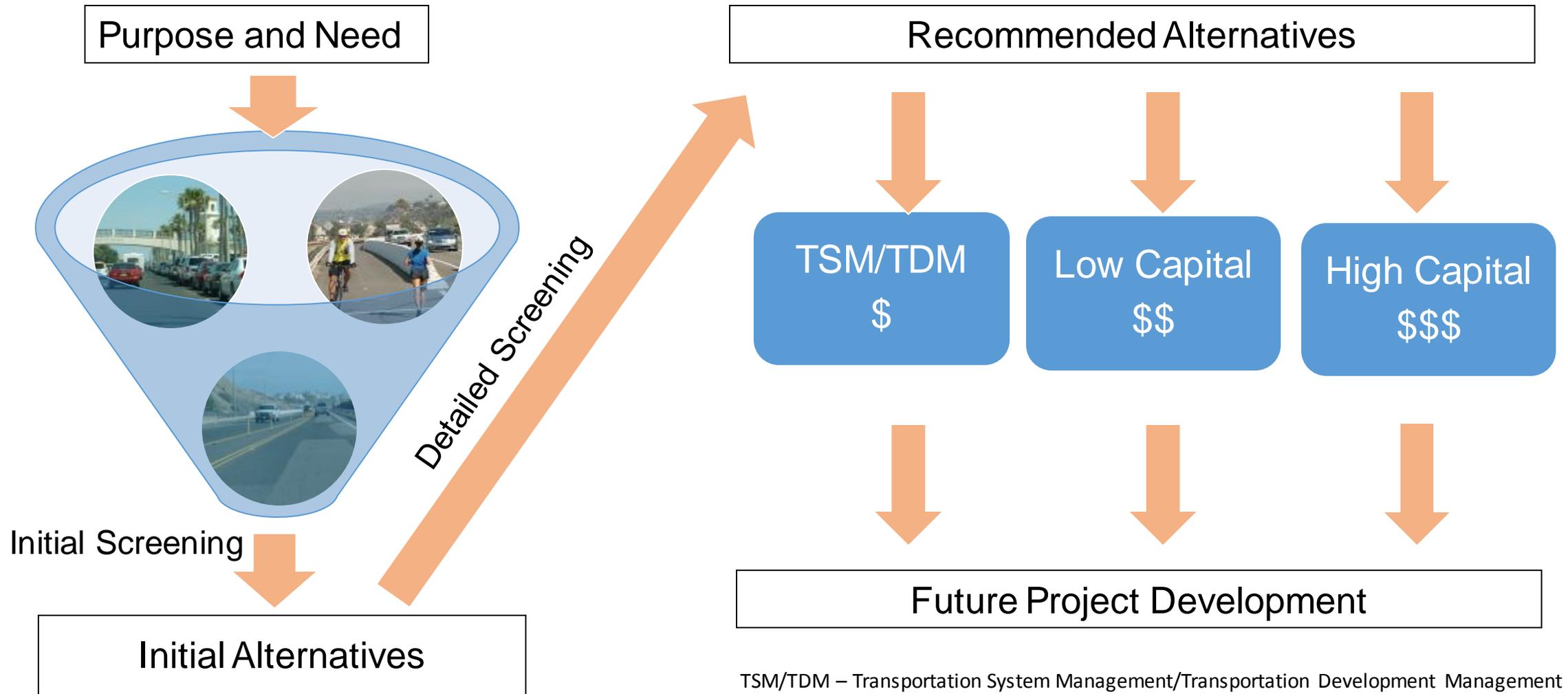
6. Frequent interruption and closures due to events and incidents – limited parallel options

Purpose

- Improve safety and mobility for all users
- Strengthen continuity of traffic flow
- Increase effectiveness of public transit
- Accommodate and encourage aesthetic enhancements as part of the improvements
- Maintain operations during closures
- Encourage use of parallel routes
- Greater use of intelligent transportation systems

ROW – right-of-way

Alternatives Development



TSM/TDM – Transportation System Management/Transportation Development Management

Sample Improvement Options

Corridor-Wide Improvements

Need:

Traffic congestion and heavy pedestrian volumes add to delay for corridor users

Alternative (Recommendations):



• TSM/TDM
(Traffic management program)



• Low Capital
(Signal synchronization)



• High Capital
(Transit hubs and signal priority)

Sample Improvement Options

Subarea - Seal Beach

Need:

Bicyclists (Main Street to Seal Beach Boulevard) face potential conflicts between parked cars/bus stops and moving vehicles within a narrow roadway

Alternative (Recommendations):



- TSM/TDM
(Signage to guide cyclists to parallel routes)



- Low Capital
(Lane width reductions to accommodate bike lanes)



- High Capital
(Relocate on-street parking, install bike lanes)

Next Steps

- City council briefings
- Finalize PCH Corridor Study
- Lead agencies start project development

