

COMPLETE STREETS CHECKLIST

PROJECT TITLE:	Beach Blvd Corridor Study
PROJECT PHASE/STATUS:	
PROJECT LOCATION:	Beach Blvd - Anaheim
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 Anaheim. There is a Continental Crosswalk at the Ball Rd / Beach Blvd intersection. There is one major sidewalk obstruction, a section of missing sidewalk from Stanton Ave to the Anaheim City limits. Smaller 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. The entire stretch of Beach Boulevard does not have any marked out bike lanes and there are no 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 Western Ave, 1/2 mile west of Beach Boulevard, has a Class II biklane from Ball Rd to Orange Ave. There is a proposal to extend that Class II bike lane past Lincoln Ave in Buena Park. Dale Ave, east of Beach, also has a Class II bike lane proposed that will run from Ball Rd past Lincoln Ave into Buena Park. There are several crossing streets that have Class II bike lanes proposed. Ball Rd currently has a Class III bike lane, but there is a proposal to replace that with a Class II bike lane. Both Orange Ave and Lincoln Ave have proposals in place for Class II bike lanes as well.

- 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 Anaheim was obtained through Google Earth/Street View and the June 2019 Beach Boulevard Corridor Study Baseline Conditions Report. There is no pedestrian or bicycle volume data currently available along Beach Boulevard for the City of Anaheim. The busiest bus stop along Beach Boulevard are at the intersections of Ball Rd and Lincoln Ave. Northbound buses have 99 Weekday Daily Boardings at Ball Rd and 113 at Lincoln Ave. Southbound buses have 130 Boardings at Ball Rd and 215 at Lincoln Ave.

- 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 along this segment of Beach Boulevard do not have bus pullouts or shelters.

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

Beach Boulevard is roughly 1.4 miles in Anaheim, running north and south from Starr St to Stanton Ave, and serves as a major arterial regional roadway. The posted speed limit is 45 mph. Traffic counts along Beach Boulevard in Anaheim vary from 62,500 vehicles a day at Ball Rd to 66,700 vehicles a day at Lincoln 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 for the City of Anaheim, with many community-serving and regional destinations. There are many lodging options on the Southern end of Beach Boulevard. The West Anaheim Medical Center is located at the Orange Ave / Beach Boulevard intersection. The northern end of the City features a Walmart Neighborhood Market at the Lincoln Ave / 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. In the future, the City of Anaheim has approved 2 mixed-use developments that will consist of commercial and residential. The City intends increase its commercial, retail, and hotel space in the corridor.

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 La Habra to Huntington Beach, and Bravo Route 529 from Edinger Ave to Orangethorpe Ave. Bus Route 42, which runs perpendicular to Beach Blvd and is accessed from Lincoln Ave, will connect you to Seal Beach and Orange. Bus Route 46, which runs perpendicular to Beach Blvd and is accessed from Ball Rd will connect you to Long Beach and Orange.

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

There are approximately 15 transit stops along Beach Blvd. within the City of Anaheim. 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 a missing segment of sidewalk on Stanton Ave, less than 1/2 mile from bus stops at Beach and Lincoln.

- 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 Anaheim is a high collision area for vehicles and pedestrians. According to TIMS data there have been roughly 9 pedestrian collisions along Beach Boulevard in Anaheim from January 1 2015 to December 31 2018. Lincoln Ave had 4 collisions and Orange Ave had 2. During that same time span, 22 bicycle collisions were reported in the project area. The Ball Rd intersection had 11 collisions, Orange Ave had 4 and Stonybrook Dr had 3.

- 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 should be filled in from Stanton Ave to the Anaheim City Limits. Class II bike lanes have been proposed for Ball Ave, Orange Ave, Lincoln Ave, Dale Ave, and Western Ave.

- 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?