

COMPLETE STREETS CHECKLIST

PROJECT TITLE:	Beach Blvd Corridor Study
PROJECT PHASE/STATUS:	
PROJECT LOCATION:	Beach Blvd - Fullerton
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 Fullerton. Roughly 90% of the sidewalk network in Fullerton has a landscape buffer. 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 currently no bikelanes in the City of Fullerton that cross Beach Boulevard. The San Gabriel Trail, a Class I facility, runs along the Coyote Creek is west of Beach Boulevard.

- 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 Fullerton was obtained through Google Earth/Street View and the June 2019 Beach Boulevard Corridor Study Baseline Conditions Report. There currently is no information available for pedestrian and biking volumes for the City of Fullerton. The only bus stop along Beach Boulevard are at the intersections of La Palma Ave and Crescent Ave. There is only 1 bus stop in Fullerton along Beach Blvd and it has no information on weekday boardings.

- 4 What existing challenges could the proposed project improve for bicycle, pedestrian, or transit travel in the vicinity of the proposed project?

The lone bus stop in Fullerton along Beach Blvd does not have a shelter, bench, trash can bus pad, or bus pullout.

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

Beach Boulevard is roughly 1,500 feet in Fullerton, running north and south from Hawks Pointe Drive to Rosecrans Avenue, and serves as a major arterial regional roadway. The posted speed limit is 55 mph. There are currently no traffic counts available for the City of Fullerton along Beach Blvd. 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 sandwiched between the City of La Mirada in Fullerton. In the City of Fullerton there are no major attractions along Beach Blvd, but there are several dining options located in the adjacent cities. The Fullerton Park and Ride, located on Orangethorpe Ave, is a Bus Hub for the area.

Transit Amenities

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

There currently is only 1 bus stop located in the City of Fullerton on Beach Blvd, just south of the Somerset Drive intersection. The stop serves Bus Route 29, which connects La Habra to Huntington Beach running along Beach Blvd. The Fullerton Park and Ride has connections to Bus Routes 25 (Fullerton-Huntington Beach), 26 (Fullerton-Yorba Linda), 30 (Cerritos-Anaheim), 33 (Fullerton-Huntington Beach), 35 (Fullerton-Costa Mesa), 460 (Anaheim-Los Angeles), and 721 (Fullerton-Los Angeles).

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

There is only 1 transit stop along Beach Blvd within the City of Fullerton. No, stop does 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)

Yes

- 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 no pedestrian or bike collisions along Beach Boulevard in Fullerton from January 1 2015 to December 31 2018.

- 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 no proposed projects in the study area.

- 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?