

COMPLETE STREETS CHECKLIST

PROJECT TITLE:	Beach Blvd Corridor Study
PROJECT PHASE/STATUS:	
PROJECT LOCATION:	Beach Blvd - Garden Grove
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 Garden Grove. Curb ramps and truncated domes are installed at intersections and crosswalks. The entire stretch of Beach Boulevard does not have any bike facilities.

- 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 Hoover Street, 1/2 mile west of Beach Boulevard, has a Class I bike lane proposed from Garden Grove Blvd to Chapman Ave. Western Ave, west of Beach, has a Class II bike lane running from the City of Stanton to Western Ave, and has been proposed to be extended to Garden Grove Boulevard. Dale Street, 1/2 mile east of Beach Boulevard, has a proposed Class III bikelane from Garden Grove Boulevard to Katella Ave. Lampson Ave and Chapman Ave have Class II bike lanes.

- 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 Westminster was obtained through Google Earth/Street View and the June 2019 Beach Boulevard Corridor Study Baseline Conditions Report. There are high bicycle volumes at the SR 22 Westbound Intersection at Beach Boulevard in Garden Grove, with a peak AM bicycle volume of 8 and PM peak value of 39. There are no bus stops along Beach Boulevard within the City of Garden Grove.

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

RRFB's could be added to the on/off ramps on SR 22.

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

Beach Boulevard is roughly 0.5 miles in Garden Grove, running north and south from Garden Grove Boulevard to Trask Ave, and serves as a major arterial regional roadway. The posted speed limit is 45 mph. There is currently no Annual Average Daily Traffic Information available for Beach Boulevard in the City of Garden Grove. 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?

Garden Grove does not have much access to Beach Boulevard, but the SR 22 Westbound Intersection is located on Beach Boulevard. However the neighboring cities of Stanton and Westminster do have several amenities such as the Walmart, Stanton DMV, Costco, and fast food restaurants that can be accessed from Garden Grove.

Transit Amenities

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

Route 56 can be accessed from Garden Grove Blvd and runs from Garden Grove to Tustin. Route 29 can be accessed from the City of Stanton or the City of Westminster that runs up and down Beach Boulevard connecting La Habra to Huntington Beach.

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

Routes 29, 29A, and 56 run along Beach Boulevard. Routes 29 and 29A, which run from La Habra to Huntington Beach, both have stops at Beach Blvd and Trask Ave. Route 56, which runs from Garden Grove to the City of Orange, has stops at Beach Blvd and Garden Grove Blvd.

- 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)

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 5 Pedestrian Collisions along Beach Boulevard in Garden Grove from January 1 2015 to December 31 2018. 3 collisions occurred at the SR 22 interchange and the other 2 at the Garden Grove Boulevard intersection. During that same time span 6 Bicycle Collision were reported in the project area. The SR 22 interchange saw 4 collisions and Garden Grove Boulevard saw 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 a Class II bike lane has been proposed for Western Ave and a Class III bike lane has been proposed for Dale St.
- 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?