

COMPLETE STREETS CHECKLIST

PROJECT TITLE:	Beach Blvd Corridor Study
PROJECT PHASE/STATUS:	
PROJECT LOCATION:	Beach Blvd - Stanton
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 Stanton. Obstructions such as street lights, signs and fire hydrants do provide 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 bike lanes and there are no share the road signs present. There are no bike facilities on Beach Boulevard, however parallel to Beach is a proposed 1.34 mile Class I bikeway along Union Pacific. There is a continental crosswalk at the Orangewood Rd / Beach Blvd intersection.

- 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 Union Pacific, 1/2 mile west of Beach Boulevard, has a proposed Class I bike lane from Garden Grove Blvd to Cerritos Ave. Western Ave, west of Beach, also has a Class II bike lane running from Chapman Ave to Ball Rd, with proposals to fill in any gaps. Dale St, 1/2 mile east of Beach Boulevard, has a proposal for a Class II bike lane from Katella Ave to Ball Rd. There are several crossing streets that have Class II bike lanes proposed. These intersections include Lampson Ave, Chapman Ave, Orangewood Ave, Katella Ave, and Cerritos Ave. Cerritos Ave currently has Class II bike lanes to the west of Beach Boulevard, though they do not directly intersect Beach.

- 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 Stanton was obtained through the June 2019 Beach Boulevard Corridor Study Baseline Conditions Report. There are high pedestrian volumes at the Beach Boulevard and Katella Ave intersection in Stanton, with an AM pedestrian volume peak of 148 and PM peak value of 289. The busiest bus stop along Beach Boulevard are at the intersections of Garden Grove Boulevard, Katella Ave, and Chapman Ave. Northbound buses have 127 weekday daily boardings at Garden Grove, 139 at Katella Ave and 162 at Chapman Ave. Southbound buses have 100 boardings at Garden Grove, 177 at Katella Ave, and 159 at Chapman Ave.

- 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. There are no bike lanes on Beach. Route 29 (North) on Beach/Garden Grove has no bus pullout. Bus stop 2177 for Route 20 (South) does not have a shelter, bench, trash can, or bus pullout. Bus stop on Beach/Katella does not have a shelter or pullout. The bus stops along Route 29/529 do not have bus pullouts

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

Beach Boulevard is roughly 2.9 miles in Stanton, running north and south from Garden Grove Boulevard to Starr St, and serves as a major arterial regional roadway. The posted speed limit is 45 mph. Traffic counts along Beach Boulevard in Stanton vary from a low of 64,600 vehicles a day at Katella Ave to a high of 77,600 vehicles a day at Lampson 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 Stanton, with many community-serving and regional destinations. There is an amusement park (Adventure City) for children aged 1 to 9 in the northern end of the City. Stanton Park and the Norm Ross Sports Complex is located just south of the Katella Ave / Beach Boulevard intersection. The southern end of the city features a Walmart Neighborhood Market and the Stanton DMV. There are a variety of dining options along the project area including both fast food and dine in options. There are several pharmacies and gas stations located along the project route as well. In the future, the City of Stanton intends to add 3 new developments, which include residential, commercial, and an outpatient clinic.

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 50, accessed from Katella Ave connects to Long Beach and Orange. Bus Route 54, accessed from Chapman Ave connects to Orange. Bus Route 56, accessed from Garden Grove Boulevard connects to Orange as well.

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

There are approximately 22 transit stops along Beach Blvd within the City of Stanton. 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)

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).

The City of Stanton is not a high collision area. According to TIMS data there have been roughly 45 Pedestrian Collisions along Beach Boulevard in Stanton from January 1 2015 to December 31 2018. Chapman Ave saw 12 collisions, Katella Ave saw 7, and Garden Grove Boulevard saw 5. During that same time span 23 bicycle collisions were reported in the project area. The Cerritos Ave and Katella Ave intersections saw 5 collisions each.

- 2 What accommodations are included for people walking, bicycling, and using transit in the proposed project design?

Based on the Beach Boulevard Corridor study Class II bike lanes have been proposed for Lampson Ave, Chapman Ave, Orangewood Ave, Katella Ave, Cerritos Ave, and Dale St.

- 3 Describe the applicable design standards or guidelines utilized for the active transportation design elements.

The project area is consistent with ADA for sidewalks. There are no bicycle facilities on Beach.

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?