



# Beach Boulevard Corridor Study

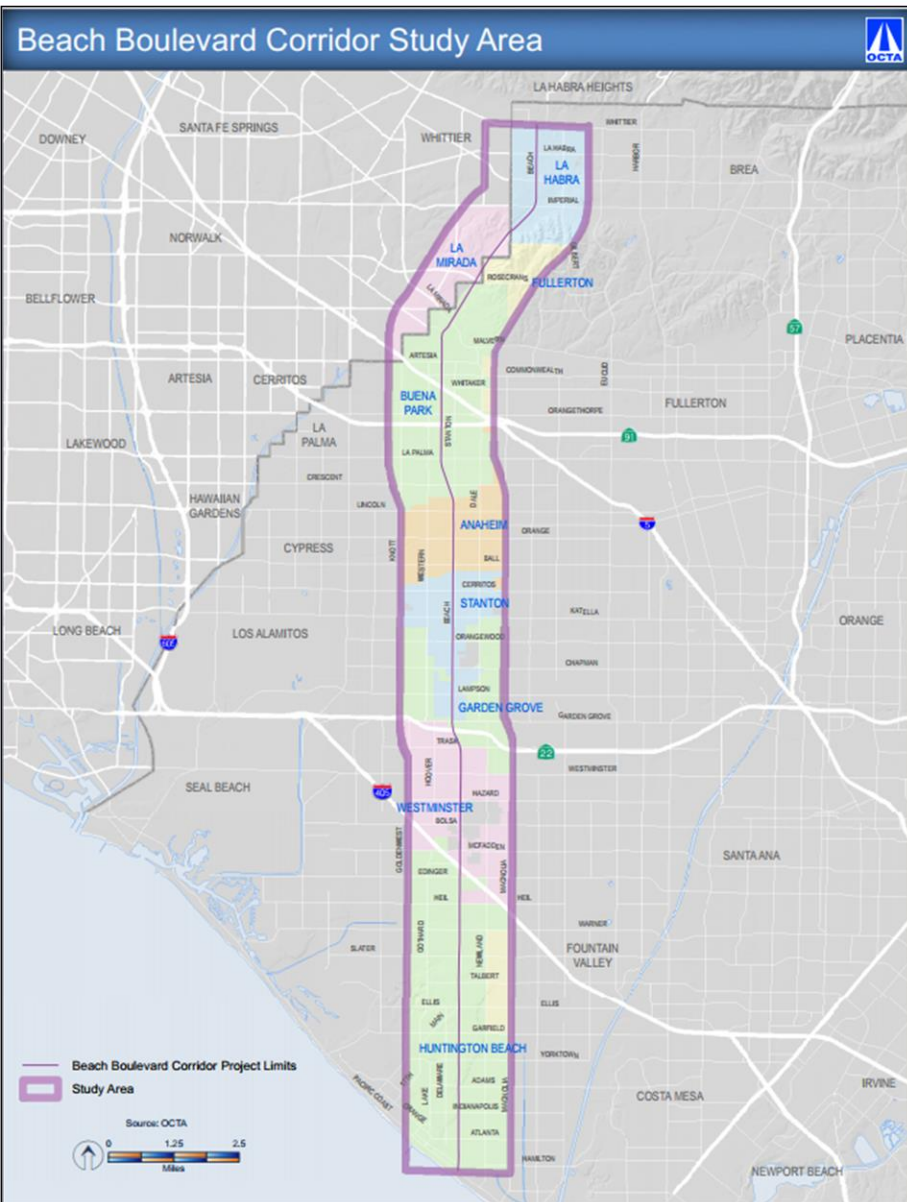
# Project Overview

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- Develop a comprehensive multimodal transportation vision for Beach Boulevard
- Collaborate with corridor cities/agencies and Caltrans
- Identify constraints/opportunities to improve and enhance local and regional mobility
- Coordinate local land use objectives with transportation solutions
- Prepare concepts for future project implementation efforts and identify potential policy revisions

# Corridor Overview

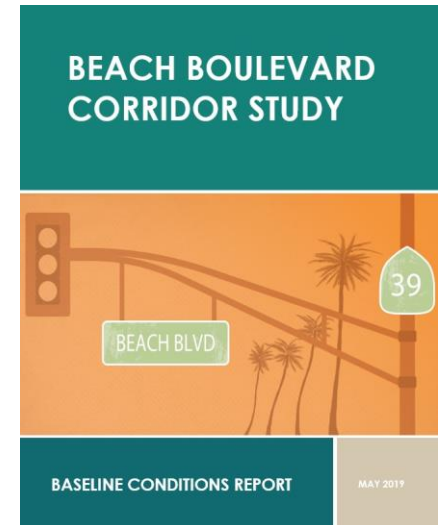
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- Beach Boulevard is generally a state highway facility
- 21-miles long, from Pacific Coast Highway to Whittier Boulevard
- Study area includes 1.25-mile buffer on either side
- Crosses nine cities and unincorporated county areas
- Typically 6-8 lanes
- Daily traffic volumes range from 30,000 to 85,000

# Study Approach

- Document existing and future conditions
- Identify study purpose and need
- Develop range of potential improvement concepts
- Conduct high-level and detailed analysis to determine preferred concepts
- Prepare conceptual designs, cost estimates and implementation strategies for recommended elements
- Maintain ongoing community engagement through outreach events and surveys
- Consider state policies and disruptive technologies





# Purpose and Need

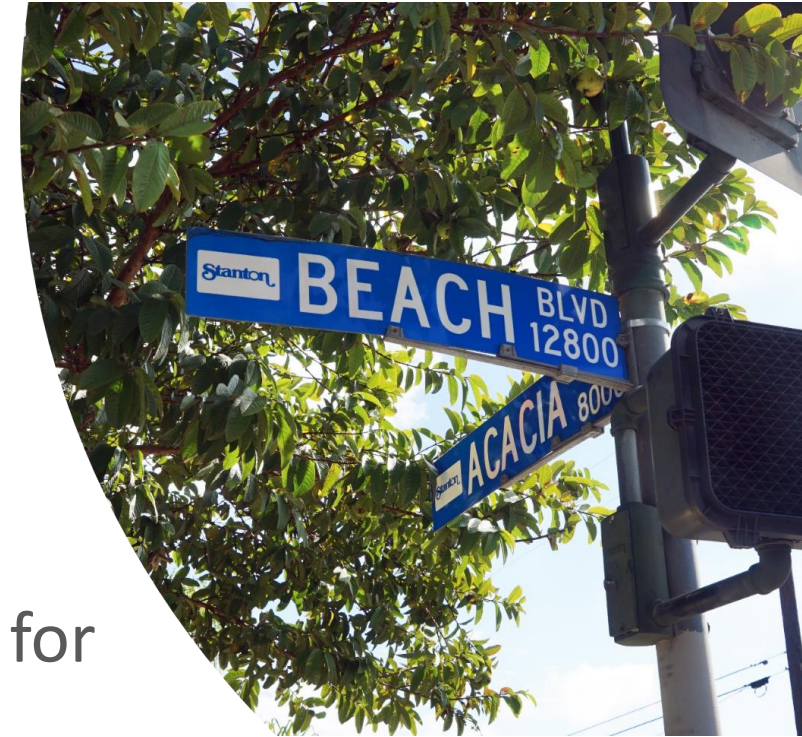
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## Purpose

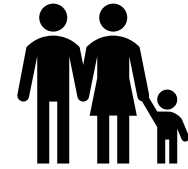
- To identify and recommend feasible multimodal transportation improvements to facilitate mobility and connectivity for travelers of all modes along Beach Boulevard

## Need

- To address existing and anticipated future demands for local and regional travel along Beach Boulevard, including vehicular throughput, transit operations and active transportation connectivity, and to complement local land use types



- Initial list of potential improvements by mode of travel
- Preliminary assessments of:
  - Consistency with purpose/need
  - Costs
  - Ease of implementation and other risk factors
  - Consistency with Caltrans
- Established tiers of toolbox elements
- Identified local vs. corridor/system implementation



# Draft Concepts By Mode

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#	Pedestrian Concepts	Tier	Local/ Corridor
<b>P1</b>	Close gaps in sidewalk network	0/2	L
<b>P2</b>	Remove sidewalk obstructions	2	L
<b>P3</b>	Sidewalk amenities	1	L
<b>P4</b>	Pedestrian scrambles	2	L
<b>P5</b>	Pedestrian refuge islands	2	L
<b>P6</b>	Countdown pedestrian signal heads	1	L
<b>P7</b>	High-visibility crosswalks	0	L
<b>P8</b>	Realign crosswalks at freeway ramps	1	C
<b>P9</b>	Corner/sidewalk bulbs	2	L
<b>P10</b>	Mid-block signalized pedestrian crossings	2	L
<b>P11</b>	On-street parking/loading zones	3	C



#	Bicycle Concepts	Tier	Local/ Corridor
<b>B1</b>	Protected bike lanes (on Beach Boulevard)	3	C
<b>B2</b>	Close gaps in bicycle network (on parallel streets)	0	L
<b>B3</b>	Painted Bike Lanes (on Beach Boulevard)	1	L
<b>B4</b>	Bicycle preferential treatments	1	L
<b>B5</b>	Bike on sidewalk treatments	0	L

Tier 0: Lowest cost/least complicated, easiest to implement

Tier 1: Low cost/generally less complicated, shorter implementation lead time

Tier 2: Mid cost/moderately complicated, longer implementation lead time

Tier 3: High cost/complicated, longest implementation lead time

# Draft Concepts By Mode

BEACH BLVD



#	Vehicular Concepts	Tier	Local/ Corridor
<b>V1</b>	Advanced traffic signal timing/ITS	2	C
<b>V2</b>	Active traffic management	3	C
<b>V3</b>	Access management (remove driveways)	2	L
<b>V4</b>	On-street parking/loading zones removal	1	L
<b>V5</b>	Eliminate mid-block median breaks	2	L
<b>V6</b>	Pedestrian bridges	3	L
<b>V7</b>	Adjust interchange ramp locations/configurations	3	C
<b>V8</b>	Alternative intersection configurations	3	C



#	Transit Concepts	Tier	Local/ Corridor
<b>T1</b>	Bus stops/stations amenities	1	L
<b>T2</b>	Transit signal priority treatments	2	C
<b>T3</b>	Transit preferential treatments	2	C
<b>T4</b>	Dedicated transit lanes (for BRT)	2	C
<b>T5</b>	First-last mile improvements at major stops	1	L

Tier 0: Lowest cost/least complicated, easiest to implement

Tier 1: Low cost/generally less complicated, shorter implementation lead time

Tier 2: Mid cost/moderately complicated, longer implementation lead time

Tier 3: High cost/complicated, longest implementation lead time

BRT – Bus Rapid Transit



# Next Steps

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- Detailed assessment of effectiveness of each toolbox element
- Solicit input and feedback from public through next round of outreach and surveys
- Prepare conceptual layouts, cost estimates
- Identify potential funding sources and implementation plan
- Deliver final report by February 2020
- Provide support to cities/county and Caltrans as they look to implement new projects per this study