



# BEACH BOULEVARD

MULTI-MODAL MOBILITY ACTION PLAN



FEBRUARY 2014

This study was funded in part by the California Department of Transportation's Community Based Transportation Planning (CBTP) grant program.

THIS PAGE INTENTIONALLY LEFT BLANK

# ACKNOWLEDGEMENTS



## **ADMINISTERED BY**

The City of Buena Park  
Joel Rosen, Community Development Director  
Jay Saltzberg, Planning Manager

## **CONSULTANT TEAM**

RRM Design Group  
DKS & Associates

THIS PAGE INTENTIONALLY LEFT BLANK

# TABLE OF CONTENTS

## 1 INTRODUCTION

Purpose of the Plan	1
---------------------	---

## 2 MULTI-MODAL MOBILITY STRATEGIES

Introduction	9
Pedestrian Mobility Plan	10
Bicycle Mobility Plan	20
Transit Mobility Plan	24
Vehicular Mobility	28
Parking Strategy	32
District Identity Plan	36

## 3 BEACH BOULEVARD BEAUTIFICATION

Priority Area	47
Proposed Median Modifications	49
Before & After Concepts	52
Estimate & Budget of Cost for Phase I	56

## 4 IMPLEMENTATION

Cost Estimates & Phasing	61
Funding	64
Action & Implementation Strategies	70



# *INTRODUCTION*



---

THIS PAGE INTENTIONALLY LEFT BLANK



## 1.1 PURPOSE OF THE PLAN

The purpose of the Buena Park Multi-Modal Mobility Plan is to provide guidance to create a safer multi-modal network within the City's Entertainment Zone and connectivity to commercial, retail, and neighborhood streets. Funded through a Caltrans Community-Based Transportation Planning Grant, the Beach Boulevard Mobility Action Plan aims to improve the walkability, safety, and aesthetics of Beach Boulevard by promoting separated vehicle and pedestrian traffic. The focus of the plan is the creation of a "livable community" through multi-modal choices: a place where residents and visitors share a safe, convenient, and healthy alternative for getting through and around the area.

The following goals were derived to guide the development of the Plan:

- Promote safe pedestrian circulation across/along Beach Boulevard while maintaining traffic flow
- Assess benefits/constraints for pedestrian bridges across Beach Boulevard
- Develop better wayfinding to Knott's Berry Farm, other attractions, and the Buena Park Mall
- Better integrate and leverage transit strategies
- Improve bicycle route connectivity and opportunities

## PROJECT AREA / EXISTING CONDITIONS

This section discusses the existing conditions pertaining to vehicular and pedestrian facilities, bicycle access, safety factors, turning movements, and cross-street connections within the study area.

### Beach Boulevard from Orangethorpe Avenue to Stanton Avenue

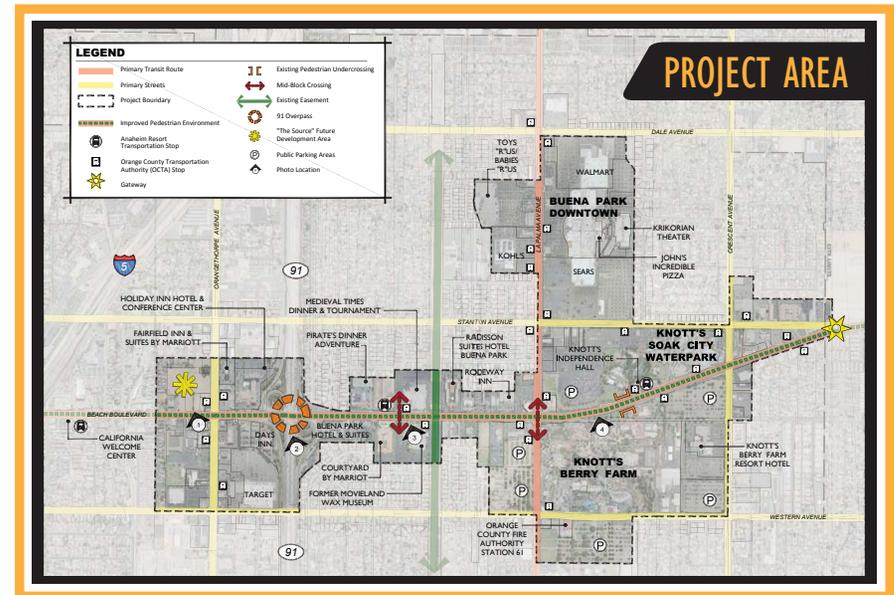
This north-south aligned, eight-lane state highway crosses under the 91 FWY, continuing south through La Palma Avenue, to the south City boundary at Stanton Avenue and Beach Boulevard. Visitors to Buena Park are often bound for Knott's Berry Farm and other destinations within the area, such as Pirate Dinner Adventure, Medieval Times, the Buena Park Downtown retail stores, Krikorian Theater, and area hotels. Beach Boulevard operates as the community's primary "Urban Arterial" street intended to carry large volumes of traffic, including regional and inter-county traffic. The speed limit on Beach Boulevard is posted at 45 miles per hour (mph); however, traffic speeds exceed the posted speed at times. OCTA identifies Beach Boulevard as a Smart Street corridor, which synchronizes the signal lights regionally for efficient traffic flow along the boulevard.

### La Palma Avenue

La Palma Avenue is an important east-west arterial street that runs roughly parallel to Interstate 91, from the study area's east boundary at Dale Avenue to the west boundary of Western Avenue. La Palma Avenue has six vehicular lanes with little room available to add effective Class II bike lanes. The east segment of La Palma Avenue, between Dale Avenue and Beach Boulevard, has the potential to serve as a Class III bike route to connect bicycle users to Knott's Berry Farm and the Buena Park Downtown Mall; however, vehicular traffic increases on La Palma Avenue, west of Beach Boulevard, making it less viable for a Class III bike facility option.

### Beach Boulevard and La Palma Avenue Intersection

Pedestrian mobility is primarily focused on the improvements along sidewalks and



access within ½ mile of the intersection of La Palma Avenue and Beach Boulevard. This intersection receives the largest volume of pedestrian crossing and activity, primarily due to Knott's Berry Farm, but also because it is the primary transit corridor. The high vehicular traffic volumes and speed along Beach Boulevard and La Palma Avenue, along with the expansive crosswalks, makes this area a challenge for creating a more desirable walking experience for pedestrians.

## DOCUMENT OVERVIEW

A central concept of the Beach Boulevard Multi-Modal Mobility Plan is the enhancement of pedestrian mobility within the Plan Area to improve safety and connectivity for all ages and abilities. Strategies include a focus on efficient vehicle and bus traffic flow and significant improvements to bicycle and pedestrian facilities. This document contains four chapters organized as follows:

- Chapter 1 - Project Overview: provides an overview of the project and project background, the community outreach process, and a review of existing conditions.
- Chapter 2 - Multi-Modal Mobility Strategy: discusses pedestrian, bicycle, transit, vehicular and parking mobility strategies, as well as district branding, identity, and wayfinding concepts. This chapter is an implementation-oriented guide developed with the intention to provide a prioritized set of mobility enhancement projects, aimed at solving current circulation and parking problems that exist within the Plan Area. Pedestrian and vehicular conflicts, poor vehicular circulation between attractions, and inadequate pedestrian circulation in the area are some of the issues that are addressed. Another deficiency in the Plan Area, specifically along Beach Boulevard, is the lack of direct vehicular access from property to property. This issue, compounded with the fact that there is only one at-grade pedestrian crossing along Beach Boulevard, encourages tourists and residents to drive vehicles from location to location, instead of parking once and walking to each venue, resulting in additional traffic on an already very busy street.
- Chapter 3 – Beach Boulevard Beautification: provides specific recommendations of the first phase streetscape improvements recommended on Beach Boulevard, from the 91 Freeway south to the La Palma intersection. The concepts are based on multiple design concepts completed over the past few years. The beautification plan provides a safer, walkable pedestrian corridor, while creating an attractive entryway to the Entertainment Zone with additional trees, gateway signs, parkway and sidewalk setback enhancements, improved bus stops and seating areas, and median landscape improvements. All components for proposed plan elements outlined in this document will need to be further designed and engineered to meet the requirements of the City of Buena Park’s Planning and engineering codes, California Department of Transportation (Caltrans) requirements, and other applicable agency roadway design manuals.
- Chapter 4 - Implementation: identifies estimated cost of improvements, funding programs, and outlines projects for near-, mid-, and long-term implementation within the study area.



## COMMUNITY ENGAGEMENT

In an effort to engage the community and develop strategies to best serve residents, employees, and visitors to the area, the City and RRM Design Group developed creative strategies to gather input and truth test design concepts. As opposed to a typical workshop outreach approach, the planning team went out to the community and gathered input using fun and interactive exercises.

### Stakeholder Interviews

At project inception, the planning team conducted a series of one-on-one or small group meetings with various stakeholders, such as decision makers, City staff, agencies, landowners, merchants, builders, developers, public interest groups, neighborhood organizations, etc. The purpose of these meetings was to listen to the issues and observations from a wide range of interested parties about their vision for the Plan Area. The information and input gathered from these meetings helped to provide a foundation for the existing conditions and opportunities and constraints maps that were later used to gain additional feedback from the community at large.

### Informational Brochure and Questionnaire

A brochure/ questionnaire was created to be distributed at community events, as well as, to hotels, entertainment venues, and retail locations. The brochure included a summary of project (i.e., description, goals and map, City contact information, and a questionnaire with a series of questions that could be mailed in or dropped off). The information collected also proved invaluable in the development of the concepts presented in Chapter 2 of this document.

### Silverado Days

The first event took place over a three-day, community-wide fair (Silverado Days) in October 2012. The planning team set up a table and utilized the “planning van” to introduce the project and gain an understanding of the opportunities and constraints of the area. A large scale plan view drawing was provided as a base, and small groups of participants were asked to communicate their ideas and issues by placing scale model figures of cars, people, bridges, bicycles, and transit at locations within the project area. The information was then documented and used as the basis for many of the recommendations within this document.





ABOVE: STATE OF CITY ENGAGEMENT



TOP LEFT AND ABOVE: SILVERADO DAYS PUBLIC OUTREACH

### Additional Community Events

Project exhibits were presented at a number of additional community events to introduce the project to individuals that may have not attended previous outreach events. They also presented improvement concepts being considered for further truth testing with the community and stakeholders. City staff and RRM Design Group representatives engaged event participants to review project concepts, generally receiving positive comments regarding potential mobility improvements, and also answered questions regarding the plan process. Exhibits presented included:

- Project area and existing conditions
- Project improvement concepts

- Pedestrian flow diagram

Events included the Candy Caneland and Craft Faire and the Buena Park State of the City Address. Approximately 300 people attended the State of the City event hosted by the West Orange County Regional Chamber of Commerce, which represents the communities of Buena Park, Stanton, and La Palma.



# *MULTI-MODAL MOBILITY STRATEGIES*

2

---

THIS PAGE INTENTIONALLY LEFT BLANK

## INTRODUCTION

The Multi-Modal Mobility Action Plan is the City of Buena Park's guide to improve circulation and links to local facilities for pedestrians, bicyclist, transit use, and automobile traffic in and around the City's Entertainment Zone (E-Zone) and collector streets to Beach Boulevard. This chapter identifies key opportunities for safer pedestrian circulation improvement options, bike facility network in and around the study area, increased transit services, and explores opportunities for better vehicular circulation and parking during events. The multi-modal transportation options outlined in the following pages are not considered separate systems, but they are to work in concert to create transportation efficiency and mobility choices for access throughout the City.

The goal for expanding transportation and mobility options creates a more livable and walkable community with a variety of choices for both residences and visitors to the E-Zone. These multi-modal networks will help reduce the sole dependency on vehicle trips in and around the study area. Whether arriving by car, bus, or bicycle, walking is the final mode to most destinations. The proposed mobility options include support infrastructure like traffic signalization technology upgrades, crosswalk improvements, pedestrian bridges street crossings, and coordination with private owners for alternative vehicular circulation routing. These proposed multi-modal improvements will require intricate coordination to implement through various funding sources, incremental public works projects, and strategic alliances with various private and agency stakeholders.

The City of Buena Park has been currently implementing some of these improvements, such as ADA curb ramps and truncated domes at public sidewalk intersections. Current plans are underway for exploring the option for a greenway trail along the Southern California Edison Transition Line Corridor. The City is moving forward with its first phase street beautification project along Beach Boulevard, which is outlined in greater detail in Chapter 3 of this document. OCTA finished their District Four Bikeway Strategy, which identifies regional bikeway facilities connecting Buena Park with neighboring city networks.



PEDESTRIANS ALONG LA PALMA AVENUE AT BEACH BOULEVARD INTERSECTION

## MULTI-MODAL MOBILITY GOALS

- Improve special event circulation and access
- Improve pedestrian walkability and safety
- Enhance Beach Boulevard aesthetics
- Improve destination quality and identity
- Expand transportation and mobility options
- Complete Street goals to provide facilities for transit riders, automobiles, bicyclists, and pedestrians of all ages and abilities

## PEDESTRIAN MOBILITY PLAN

Buena Park is dedicated to improving walking as a form of transportation that is safe, accessible, and healthy for all ages and abilities.

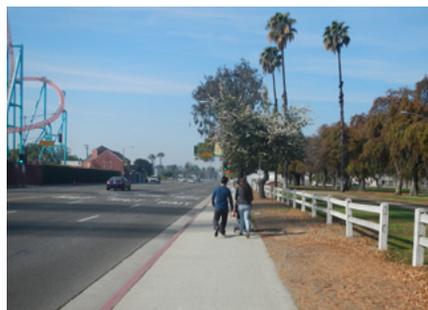
One of the primary challenges in the E-Zone is the high volume of pedestrian traffic going to and from Knott's Berry Farm, at the Beach Boulevard and La Palma Avenue intersection. The conflicting pedestrian and vehicular traffic volumes requires innovative circulation approaches to improving safe and efficient circulation. Short-term solutions like re-striping crosswalks and an audible pedestrian signal countdown system could be implemented with moderate cost. More effective and long-term solutions will require multiple action items like alternative pedestrian drop-off areas and intricate pedestrian bridge crossings over Beach Boulevard and La Palma Avenue for safe pedestrian crossings and efficient vehicle traffic flow.

The development of the Edison Transmission Line corridor into a greenway trail creates a linear spine through town, connecting pedestrians to schools, parks, future bike networks, employment districts, and transit stops. The proposed greenway also offers a Beach Boulevard mid-block bridge crossing opportunity.

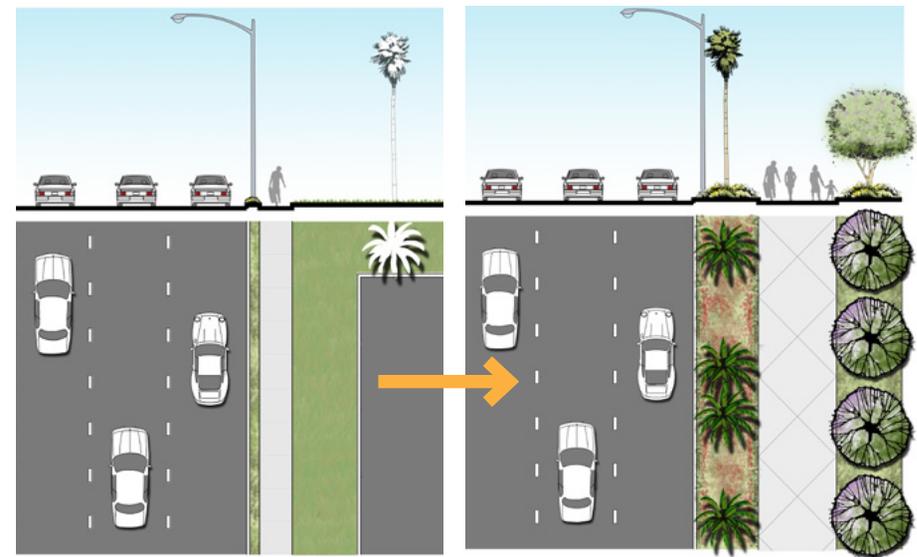
The City can incorporate some of the following proposed facilities when identifying capital improvements, including new development and redevelopment, as well as incorporating them into existing or new policies.



EXISTING CONDITIONS



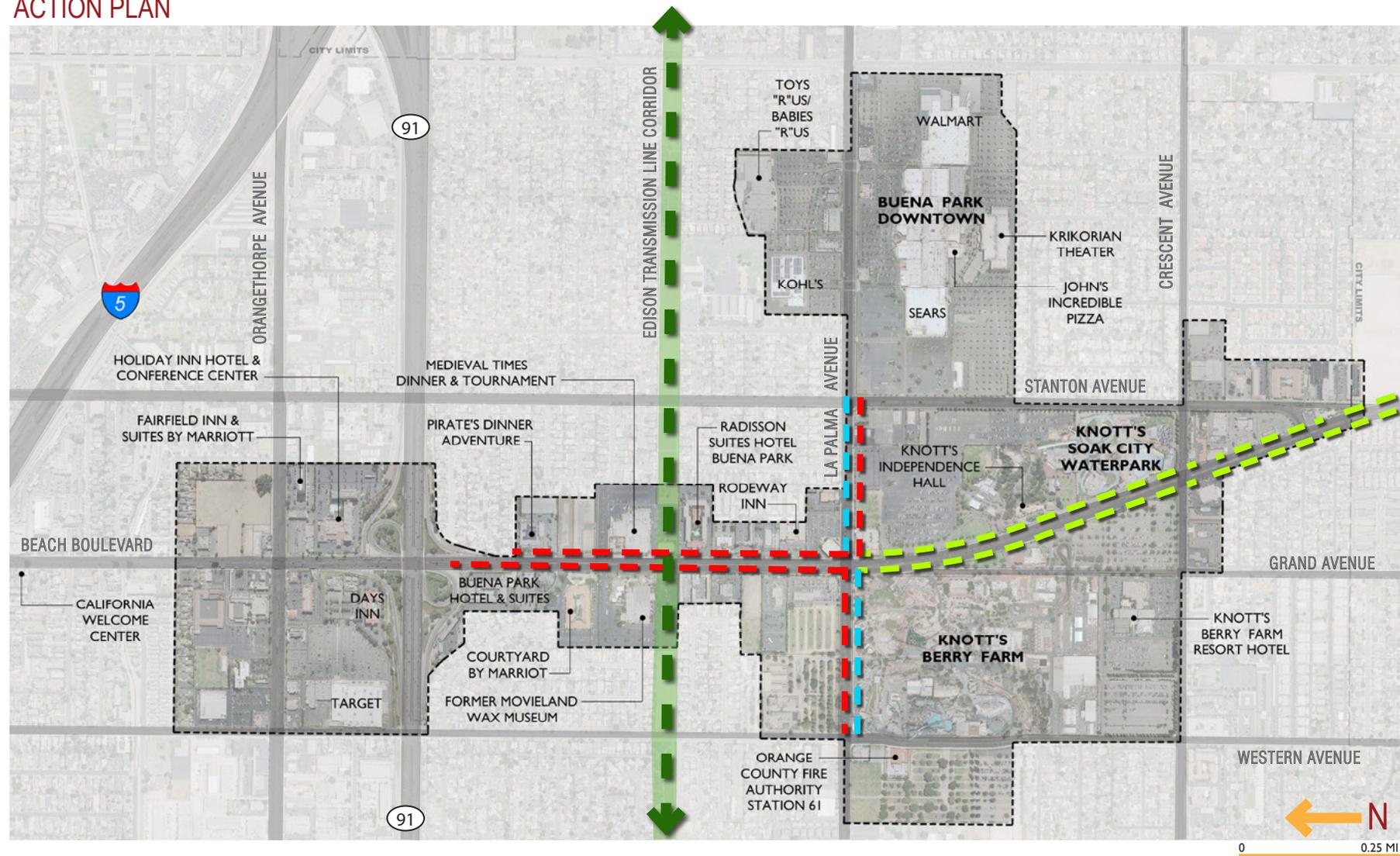
- **Create and add buffers to sidewalks:** Planted parkway strips provide a barrier between pedestrians on the sidewalk and moving traffic, creating a more comfortable walking environment. First phase Beach Boulevard Beautification in Chapter 3 provides design concepts for pedestrian facility enhancements.
- **Shorten pedestrian crossings:** Reduced crossing distances create a safer walking environment by reducing the time that pedestrians are exposed to potential conflicts with cars and bicyclists. Road diets, refuge islands, and curb extensions are examples of devices to use where right-of-way space is available.
- **Sidewalk amenities:** Providing shade trees, lighting, benches, covered bus shelters, and other site furnishings along the sidewalk makes walking more enjoyable.
- **Restripe pedestrian crossings:** Restriping pedestrian crossings with ladder, zebra, or continental striping patterns make the pedestrian space more visible to vehicle approaching intersections.



EXISTING SIDEWALK SETTING ON BEACH BOULEVARD

PROPOSED PARKWAY & SIDEWALK (EXPANDED SETBACK)

# ACTION PLAN



- - - - PROPOSED SIDEWALK & LANDSCAPE IMPROVEMENTS - 1
- - - - PROPOSED SIDEWALK & LANDSCAPE IMPROVEMENTS - 2
- - - - PROPOSED LANDSCAPE IMPROVEMENTS
- - - - PROPOSED CLASS I MULTI-USE PATH EDISON TRANSMISSION LINE CORRIDOR

## PEDESTRIAN MOBILITY PLAN

### CROSSWALKS

The Multi-Modal Mobility Plan includes recommendations for new marked pedestrian crossings at the Beach Boulevard and La Palma Avenue intersection. The proposed crosswalks will help to achieve several objectives. Marked crosswalks will improve pedestrian safety by increasing visibility, channelizing pedestrian crossings, reducing 'jay-walking,' and providing a visual cue for drivers to reduce speeds. According to workshop participants, crosswalk enhancements are most urgently needed at Beach Boulevard and La Palma Avenue and Beach Boulevard and Medieval Times. The La Palma Avenue crossing has the highest pedestrian crossings in the City, due to Knott's Berry Farm. The La Palma Avenue and Beach Boulevard intersection is very wide, with no available room



BEACH BOULEVARD AND LA PALMA AVENUE INTERSECTION

for pedestrian refuge median islands, or the ability to extend curbs to shorten the crossing time. Equally limiting to the improvements, is the high number of vehicular right turns from southbound Beach Boulevard to westbound La Palma Avenue.

### CROSSWALK TREATMENTS

The vehicular speeds on Beach Boulevard will limit the ability to safely design unit concrete pavers in the crosswalks. Contrasting light-colored concrete could give more contrast at intersection crosswalks. If the continued use of asphalt paving is preferred in the crosswalk for safety, decorative design treatments should be supplemented with high visibility crosswalk striping like the "continental" treatment (striping bars) recommended. Crosswalks are generally a minimum of 8 ft wide; however, 15 ft wide crosswalks are recommended for the Beach Boulevard and La Palma Avenue intersection.

- Add pedestrian countdown at signals to all crossing faces
- Ensure bus stops have 5'X8' landing area for ADA compliance
- Ensure pedestrian signal crossing times are compliant with the latest requirements of California Manual on Uniform Traffic Control Devices (CA MUTCD)

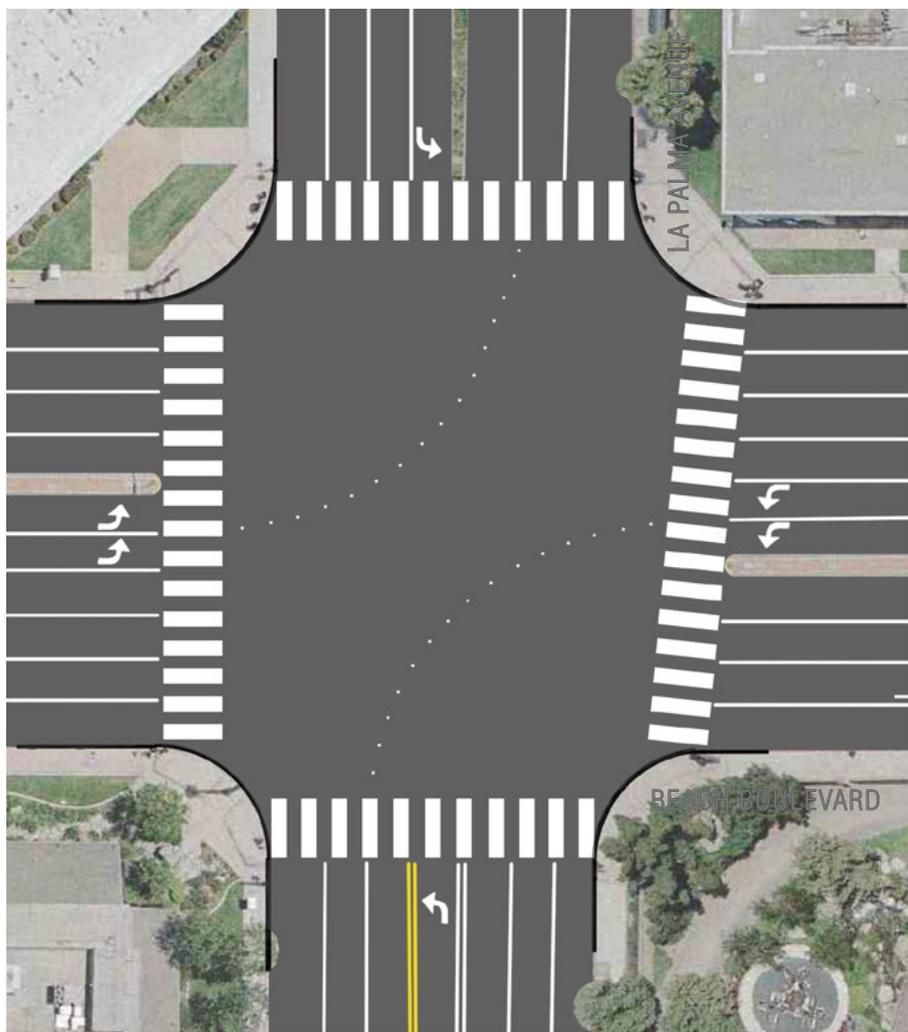
### PEDESTRIAN DETECTION TECHNOLOGIES

As part of an effort to identify pedestrian enhancements that would improve visibility and safety of pedestrians at the Beach Boulevard and La Palma Avenue intersection, we have summarized a variety of technologies used in other areas of the country for automated pedestrian detection:

**Ultrasonic** - Two types of ultrasonic sensors exist including the following:

- Pulse, which measured the distance or presence of objects by sending a pulsed ultrasound wave, and measuring the time the wave comes back to the sensor
- Continuous waves output continuous ultrasonic waves and use Doppler

### POTENTIAL INTERSECTION CROSSING TREATMENTS



BEACH BOULEVARD AND LA PALMA AVENUE INTERSECTION CROSSWALK STRIPING



BEACH BOULEVARD AND LA PALMA AVENUE PEDESTRIAN CROSSWALK TREATMENT USING CONCRETE

principles for detection

- Ultrasonic technologies have some limitations: detecting pedestrians that wear natural fibers and changes in weather would affect the speed the sound waves travel.

#### Microwave-Radar

- Microwave radar works similar to ultrasonic sensors. A unit would emit a microwave and detectors would trace and detect how fast the wave returns to the sensor. Unlike ultrasonic waves, microwaves can operate in different weather conditions and typically require less processing. This technology is currently deployed in cities such as Portland, OR, Las Vegas, NV, and Tucson, AR.



LAS VEGAS MICROWAVE SENSOR (PHOTO:TIME\_ANCHOR: FLICKR)

#### Infrared

- Infrared sensors are already in use for both vehicles and pedestrian detection. Some infrared sensors use a combination of heat and motion. Infrared technologies cannot determine direction or number of pedestrians and may not be as efficient with stationary objects or persons.

#### Piezoelectric

- Piezoelectric occurs when electrical properties of particular materials are changed under mechanical stress. A pedestrian ramp is equipped with a sensor mat and conducts electricity when a pedestrian steps on the ramp.

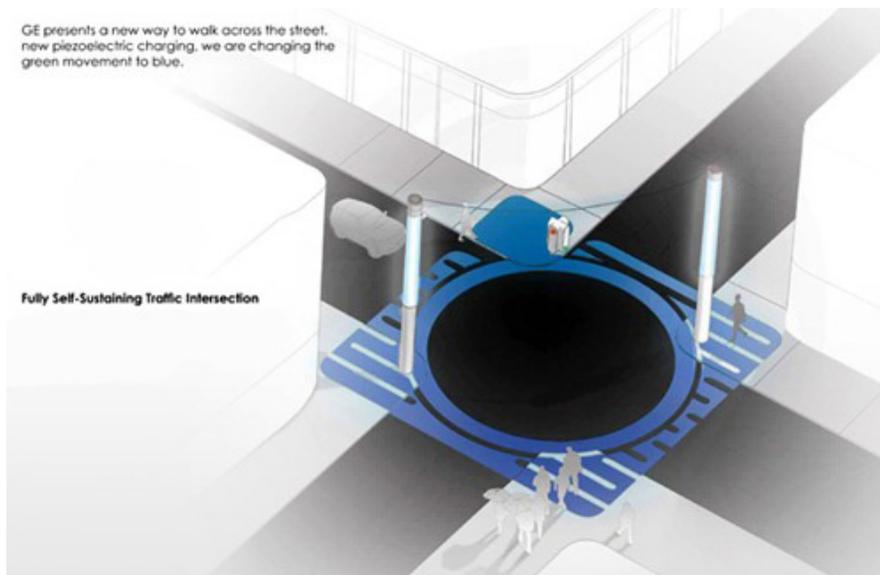
#### Video Image Processing

- Video detection usually involves processing an image to determine what is stationary versus what is moving. Video detection can be either shape or motion-based. Shape-based would rely on recognizing a particular pattern. Motion-based would detect a motion or pattern of movement.
- Some challenges with video detection include the detection of false positive calls because of a variety of lighting conditions, pedestrians, contrast, and sight lines. Video detection would also require more processing than other technologies.

#### Laser Scanners

- Laser scanners emit infrared laser pulses, and then detect the pulses as they return to the unit. Laser scanners tend to be more accurate than other technologies. Additionally, multiple laser scanners can be connected and analyzed with a computer to further analyze surroundings.

The capital cost for the individual sensors and related software ranges from \$800 to \$3,000. In a field application, multiple sensors are required at one intersection. Additional costs include installation, calibration, wiring, and maintenance.

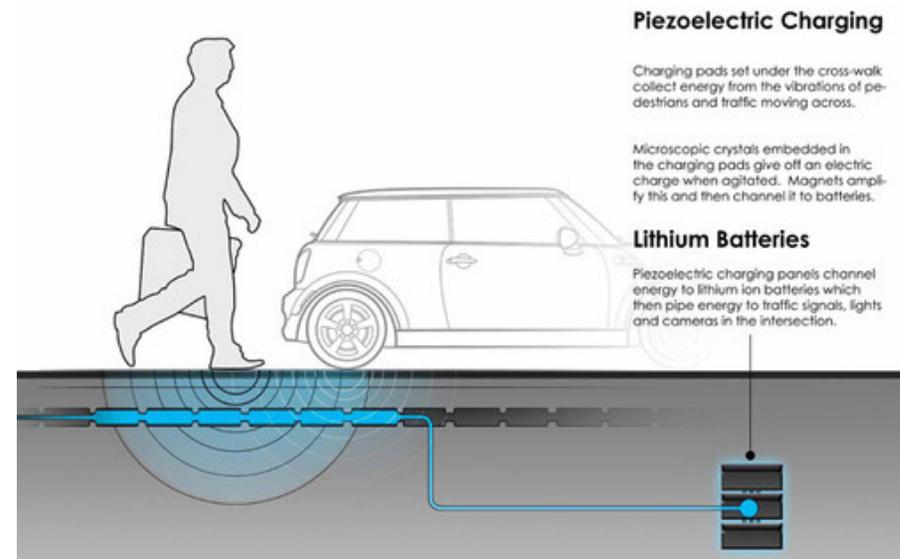


PIEZOELECTRIC CROSSWALK TECHNOLOGY (PHOTOS: MECHANICAL ENGINEERING BLOGSPOT)

### AUDIBLE PEDESTRIAN CROSSING TECHNOLOGIES

The intersection of Beach Boulevard and La Palma Avenue currently has pedestrian push buttons to send pedestrian calls to the traffic signal for crossings of all four approaches. Consideration should be given for the installation of audible pedestrian signals. Audible pedestrian signals involve providing an integrated device that provides audible tones and vibrotactile surfaces, typically serving pedestrians who are blind or have vision impairment. However, research has found that audible pedestrian signals improve pedestrian crossing performance, in terms of reduction in crossings during the DON'T WALK phase. They reduced delay and significantly increased crossing completed before the signal changed. These benefits were documented for not solely blind pedestrians; it was also determined that sighted pedestrians begin crossing faster.

While the installation of audible pedestrian signals may not solve the congestion



levels currently being experienced at the Beach Boulevard and La Palma Avenue intersection, it could help to improve connectivity and walkability through the Entertainment Zone.

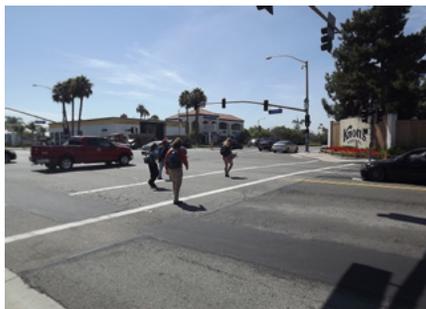
The capital cost for the individual signal indications ranges from \$400 to \$600. In a field application, multiple signal indications are required at one intersection. Additional costs include installation, calibration, wiring, and maintenance.

## PEDESTRIAN MOBILITY PLAN

### PEDESTRIAN BRIDGE CROSSINGS

Throughout the various planning and outreach efforts of the E Zone and the Beach Boulevard Corridor in Buena Park, a consistent analogy is revealed each time that there is a need for pedestrian bridges to cross Beach Boulevard and La Palma Avenue. The high volume and speed of traffic, long pedestrian crossing distances, and the sheer number of pedestrian crossings, especially during Knott's Berry Farm events, emphasizes the need for a safer crossing solution.

This document examines the locations where bridge crossings would work in tandem to provide safer pedestrian access across Beach Boulevard. The two pedestrian bridges proposed at the Beach Boulevard and La Palma Avenue intersection would

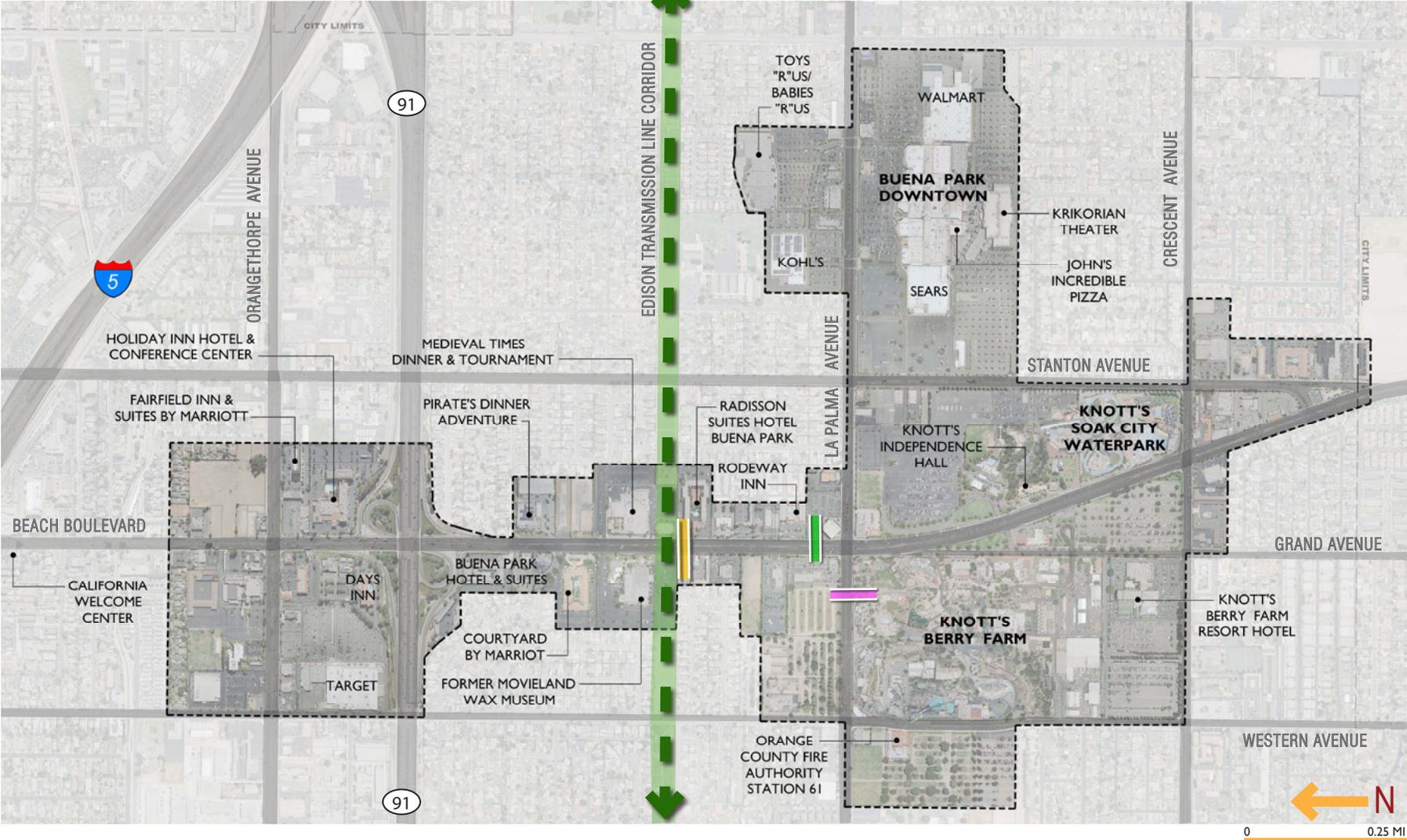


EXISTING CONDITIONS



ABOVE: EXAMPLES OF PEDESTRIAN BRIDGES (UNKNOWN SOURCES)  
(DANA POINT PEDESTRIAN BRIDGE BY PSOMAS)

# ACTION PLAN



- PROPOSED PEDESTRIAN BRIDGE - 1
- PROPOSED PEDESTRIAN BRIDGE - 2
- PROPOSED PEDESTRIAN BRIDGE - 3
- PROPOSED CLASS I MULTI-USE PATH  
EDISON TRANSMISSION LINE CORRIDOR

alleviate the traffic congestion and provide safer crossings at the busiest intersection in the City. A third pedestrian bridge, along the Edison Transmission Line corridor, would serve both as a regional greenway trail mid-block crossing of Beach Boulevard and support pedestrian access within the E Zone. These bridges, along with pedestrian sidewalk improvements, would also support the goal of making the E Zone a more walkable area, supporting the efficiency of the event shuttle service stops and elevating the number of vehicle trips. Bridge structure designs could become iconic landmarks, creating a sense of arrival for the E Zone and the City of Buena Park.

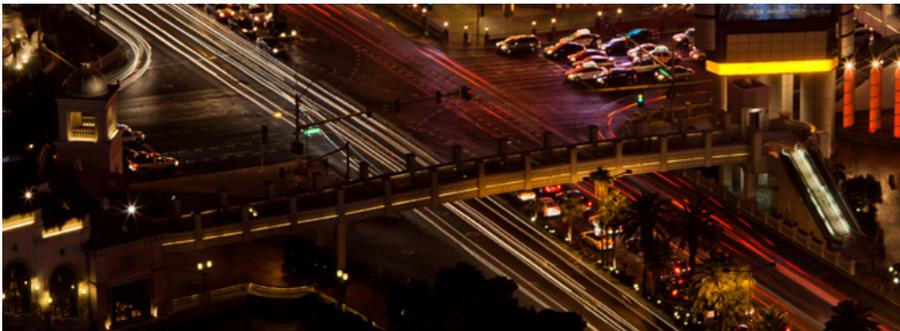
A more detailed feasibility analysis will be needed to further evaluate the bridge locations, spans, overall footprint, structure type, and cost. Most important, is the early collaborative outreach with private owners, adjacent to the bridge superstructure locations.

Selection of type of pedestrian bridge is dependent on a number of key factors:

#### Type of structure

- Steel
- Precast concrete
- Cast-in-place concrete
- Combination of steel and concrete (steel frame and concrete deck)

A steel structure would enable a more aesthetically-varying and pleasing design.



PEDESTRIAN BRIDGE LAS VEGAS, NEVADA (PHOTO BY THOMAS HAWK)

However, it may require more maintenance due to susceptibility of corrosion. On the other hand, concrete structures usually need less maintenance. Precast construction can facilitate faster construction. Not all components can be comprised of precast concrete, such as access stairs.

#### Design issues

- Span
- Intermediate supports
- Vibration due to pedestrian traffic

#### Seismic issues

- Seismic performance criteria
- Fault magnitude and distance
- Seismic analysis methods

#### Access ramps

1. Access/Exits:
  - a. Straight stairs
  - b. Corkscrew ramps
2. Elevators

A corkscrew-type access would enable a smaller footprint; it would be useful where space is premium.

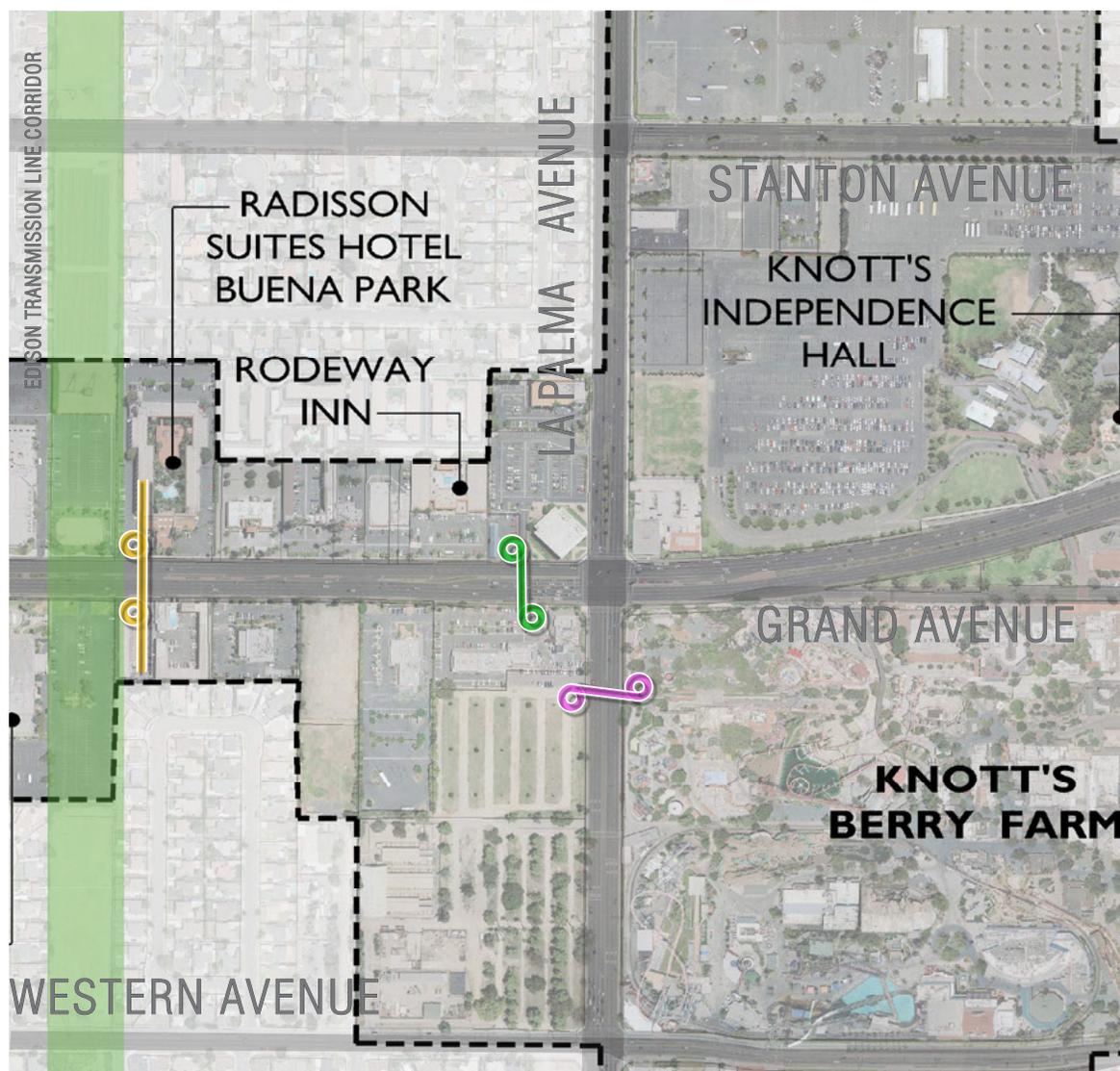
#### Aesthetics

The bridge structure may be designed to blend with the surroundings or create a signature structure that stands out, yet is architecturally pleasing.

#### Right-of-Way

The “touchdown” locations will require right-of-way acquisitions, depending on the locations chosen. Difficult negotiations may be expected due to high commercial value of the location.

## ACTION PLAN



- PROPOSED PEDESTRIAN BRIDGE - 1
- PROPOSED PEDESTRIAN BRIDGE - 2
- PROPOSED PEDESTRIAN BRIDGE - 3

- EDISON TRANSMISSION LINE CORRIDOR
- PROPOSED MULTI-USE PATH

### Constructability

- Vertical clearance
- Horizontal clearance
- Utility relocation
- Traffic signals

### Construction impacts

The proposed locations are next to the amusement park and have busy traffic situations, both vehicular and pedestrian. The following are some of the issues that may need to be addressed:

- Noise and vibration
- Traffic detours
- Lane reductions and closures
- Air quality
- Restriction on construction periods

### Maintenance issues

- Lighting
- Drainage
- Painting

### Cost considerations

The bridge cost is expected to vary between \$800/sq ft to \$1,200/sq ft, depending on the type of structure chosen, including provisions for elevators, access stairs, and/or ramps.

## BICYCLE MOBILITY PLAN

### BICYCLE FACILITIES

There are no formal bicycle facilities in the study area including on-street, off-street, and/or bicycle support facilities such as designated bicycle routes. However, OCTA's 1st and 2nd District Bikeways Collaborative Plan shows regional connections to Buena Park with off-street and on-street bicycle facilities. Supervisorial District Bikeways Collaborative is a coordinated planning effort involving many agencies, including OCTA, the County of Orange, Caltrans, and the cities of Anaheim, Brea, Buena Park, Fullerton, La Habra, and Placentia. As a result of this planning effort, strategies have been developed that identify ten regional bikeway corridors that connect major activity areas, such as employment centers, transit stations, colleges, and universities. It also provides an implementation toolbox of bikeway treatments and enhancements, as well as information on bikeway funding resources. Many of the corridors build on existing and proposed bikeways identified in the 2009 OCTA Commuter Bikeways Strategic Plan (CBSP).



STANTON AVENUE CORRIDOR



DALE STREET CORRIDOR



LA PALMA AVENUE CORRIDOR



CRESCENT AVENUE CORRIDOR



MULTI-USE TRAIL IN EDISON POWER LINE EASEMENT, LA PALMA



EDISON POWER LINE EASEMENT, BUENA PARK

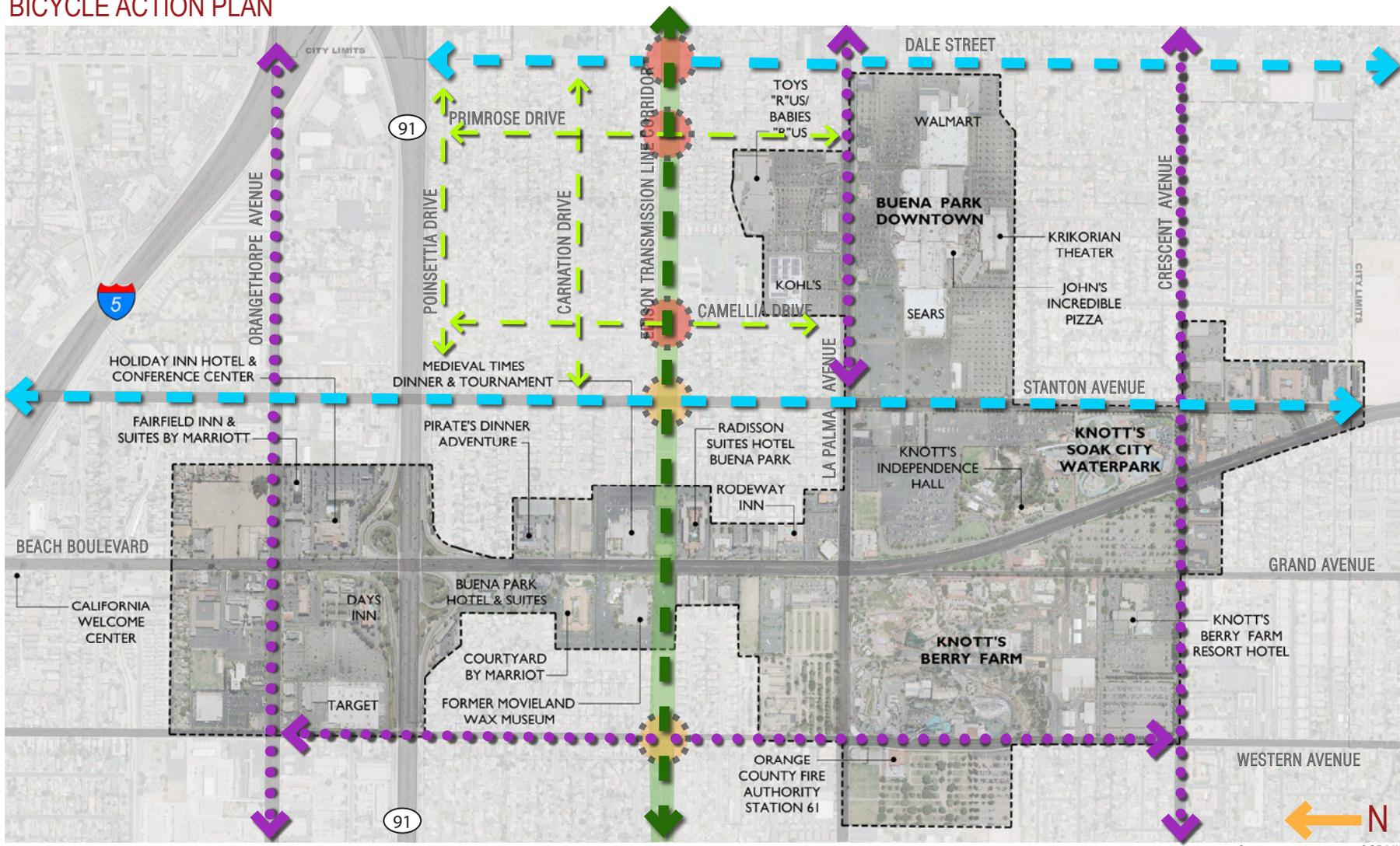


BEACH BOULEVARD NEIGHBORHOOD ACCESS POINT



DALE STREET NEIGHBORHOOD ACCESS POINT

# BICYCLE ACTION PLAN



- POTENTIAL CLASS I MULTI-USE PATH  
EDISON TRANSMISSION LINE CORRIDOR  
(UNDER STUDY)
- POTENTIAL CLASS II
- POTENTIAL CLASS III
- PEDESTRIAN SIGNALIZED AT GRADE  
CROSSING  
NEIGHBORHOOD ACCESS POINT
- NON-SIGNALIZED MID-BLOCK  
CROSSING  
NEIGHBORHOOD ACCESS POINT
- BIKE-FRIENDLY STREET

## BICYCLE FACILITY TYPES

Based on bike facilities proposed in this document, the following types of bicycle classifications are as follows:

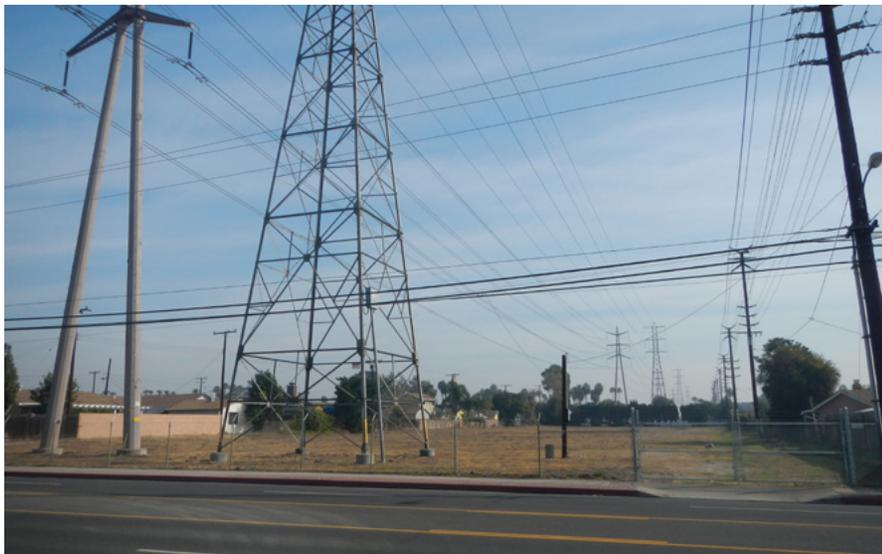
- A Class I bike path consists of a completely separated right-of-way (off-street) designated for the exclusive use of bicycles with crossflow traffic minimized.
- A Class II bike lane provides a restricted right-of-way (on-street) designated for the exclusive or semi-exclusive use of bicycles with through-travel by motor vehicles or pedestrians prohibited, but with crossflow by pedestrians and motorists permitted. Vehicle parking can be allowed to the right of a bike lane if sufficient right-of-way width exists.
- A Class III bikeway identifies a right-of-way (on-street) designated by signs or permanent markings, and shared with pedestrians or motorists.
- A Multi-Use Path provides a restricted right-of-way (off-street) designated for use of non-motored transportation, but not designated for the primary use of bicycles.
- A Bicycle Boulevard or Bike-Friendly Streets are low speed neighborhood streets which have been optimized for bicycle traffic. Bicycles share the travel way; however, it is primarily used by local traffic only.



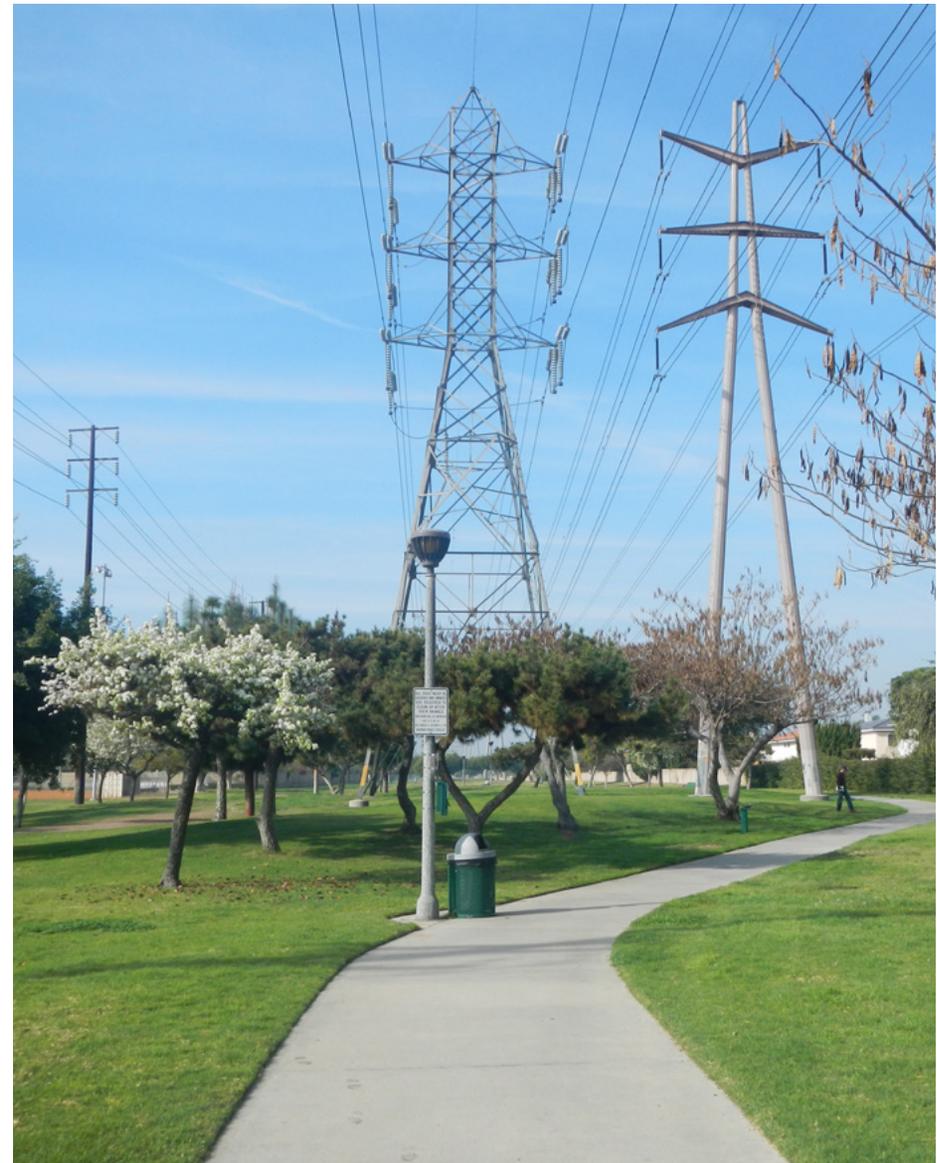
CLASS III BIKE ROUTE (SHARED LANE)

## PROPOSED NETWORK

The California Edison Transmission Line Corridor is a potential Class I multi-use trail opportunity. The City of Buena Park has initiated a master plan for this corridor in 2014. The corridor links adjacent neighborhoods to schools, employment centers, the E-Zone corridor, and eventually connects to the existing trail along the Edison Transmission Line Corridor in the City of La Palma, west of Valley View Street. The Edison Transmission Line Corridor trail will require safe design of at-grade arterial and neighborhood street crossings. Proposed Class II bike facilities proposed for Dale Avenue and Stanton Avenue also show on the OCTA Fourth District Bikeway Plan. To provide additional bike connectivity, Class III Bike Routes are proposed for Crescent Avenue, Western Avenue, and Orangethorpe Avenue. The plan also identifies several neighborhood streets as bike-friendly streets or Bike Boulevard connections to the other potential Class I, Class II, and Class III bike facility networks.



EDISON TRANSMISSION LINE CORRIDOR MULTI-USE TRAIL  
CITY OF BUENA PARK, CALIFORNIA



EDISON TRANSMISSION LINE CORRIDOR MULTI-USE TRAIL  
CITY OF LA PALMA, CALIFORNIA

## TRANSIT MOBILITY PLAN

Currently within the entertainment district, transit service is provided by Orange County Transit Authority (OCTA), Los Angeles Metropolitan Transit Authority (Metro), and Anaheim Resort Transit (ART). The transit action plan highlighted on the next page identifies existing OCTA and ART transit stops and recommendations for consideration on proposed OCTA transit stop changes and proposed entertainment zone shuttle stop locations.

### OCTA ROUTES

Several OCTA bus routes serve the E-Zone. These routes include Route 29, which typically operates from approximately 4:30 a.m. to 12:00 a.m. on weekdays. This route is a northbound/southbound route, which starts in La Habra and terminates



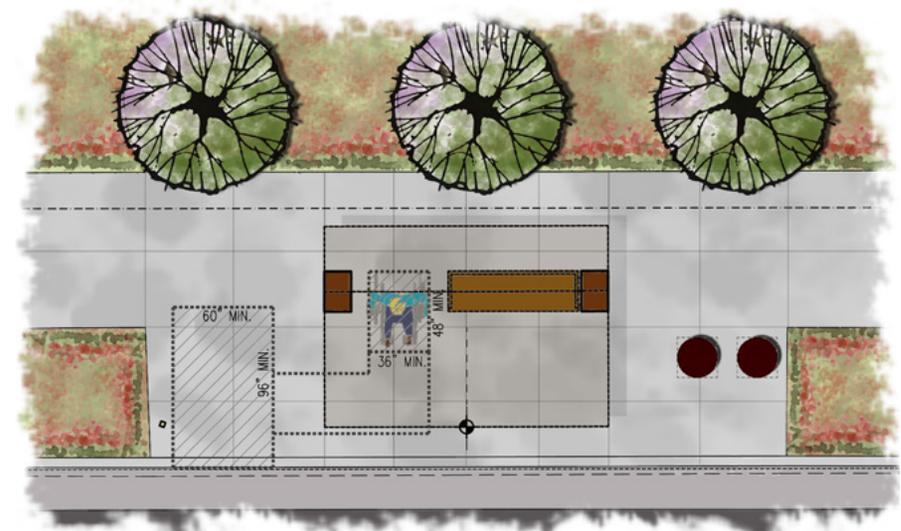
EXISTING CONDITIONS



in Huntington Beach. Route 38 also travels through the E-Zone, and typically operates between 4:00 a.m. and 12:00 a.m. This is an eastbound/westbound route, which starts in Lakewood and terminates near the Anaheim Hills.

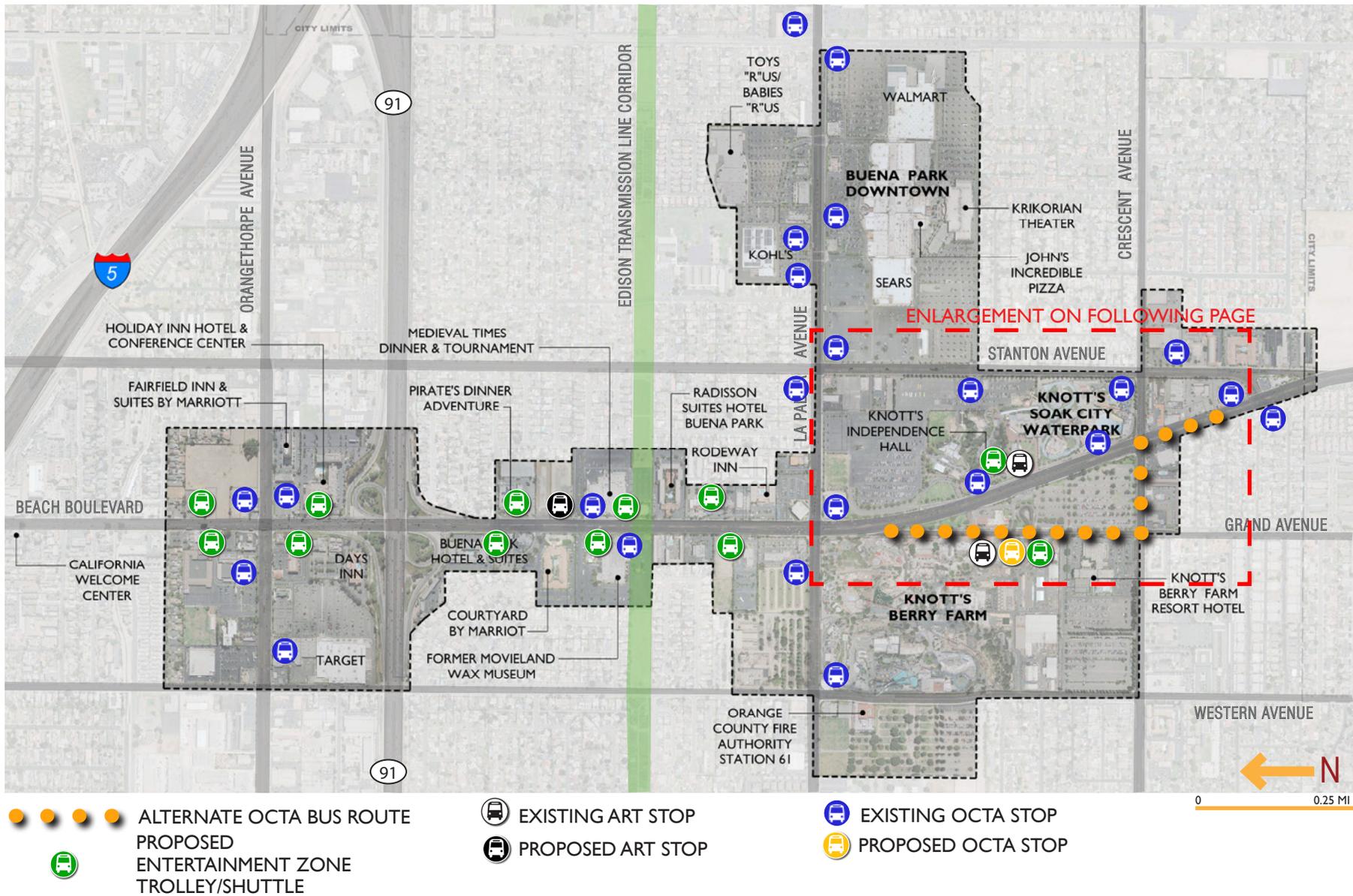
During field observations, it was noted that several OCTA bus routes are temporarily rerouted during the Halloween Haunt. The routes affected include route 29 southbound and 38 eastbound/westbound, from September 21 through October 31, between the hours of 5:00 p.m. and 2:00 a.m. The re-route only takes place Thursday through Sunday.

In order to promote transit ridership to Knott's Berry Farm, to minimize the number of vehicles and facilitate ease of use, a relocation of the southbound Beach Boulevard OCTA bus stop from north of La Palma Avenue to northbound Grand Avenue is recommended. This would require a re-routing of the OCTA bus on Grand Avenue south to Crescent Avenue, where transit vehicles could turn east to re-connect back to southbound Beach Boulevard. Review of boarding and lighting information indicates a nominal negative impact to ridership with improved access



TYPICAL BUS STOP SHELTER LAYOUT PLAN WITH ADA BUS ACCESS

# TRANSIT ACTION PLAN



to transit for park visitors.

### ART ROUTES

There is one Anaheim Resort Transportation (ART) Shuttle Stop on Beach Boulevard located north of La Palma Avenue, in between the Pirates Dinner Adventure and Medieval Times. Additional ART Shuttle stops are located on the east side of Beach Boulevard, south of La Palma Avenue, on northbound Grand Avenue (adjacent to the Knott's Berry Farm visitor entrance). ART service does not appear to be affected by the Halloween Haunt.

### ENTERTAINMENT ZONE SHUTTLE

With the improvement in the economy and the expansion of the Entertainment Zone to include the new mixed-use development at Beach Boulevard and

Orangethorpe Avenue called "The Source," there would be substantial benefits to developing a circulating shuttle network between The Source (to the north) and Knott's Berry Farm (to the south), with strategic stops along the route. The transit action plan highlights in green, potential circulator shuttle stops that would serve all the land uses within the Entertainment Zone and provide service to patrons visiting the area without vehicles. It also highlights connecting hotels, restaurants, shopping, and entertainment businesses in a network that would improve mobility and decrease the number of vehicle trips on Beach Boulevard.

Currently along Beach Boulevard, there are several areas that contain benches, seemingly appropriate for a shuttle stop. However, the development of shuttle areas located off Beach Boulevard in combination with new development, or developed through agreements with businesses, may provide a better experience and connect visitors with the front doors of businesses along the routes.

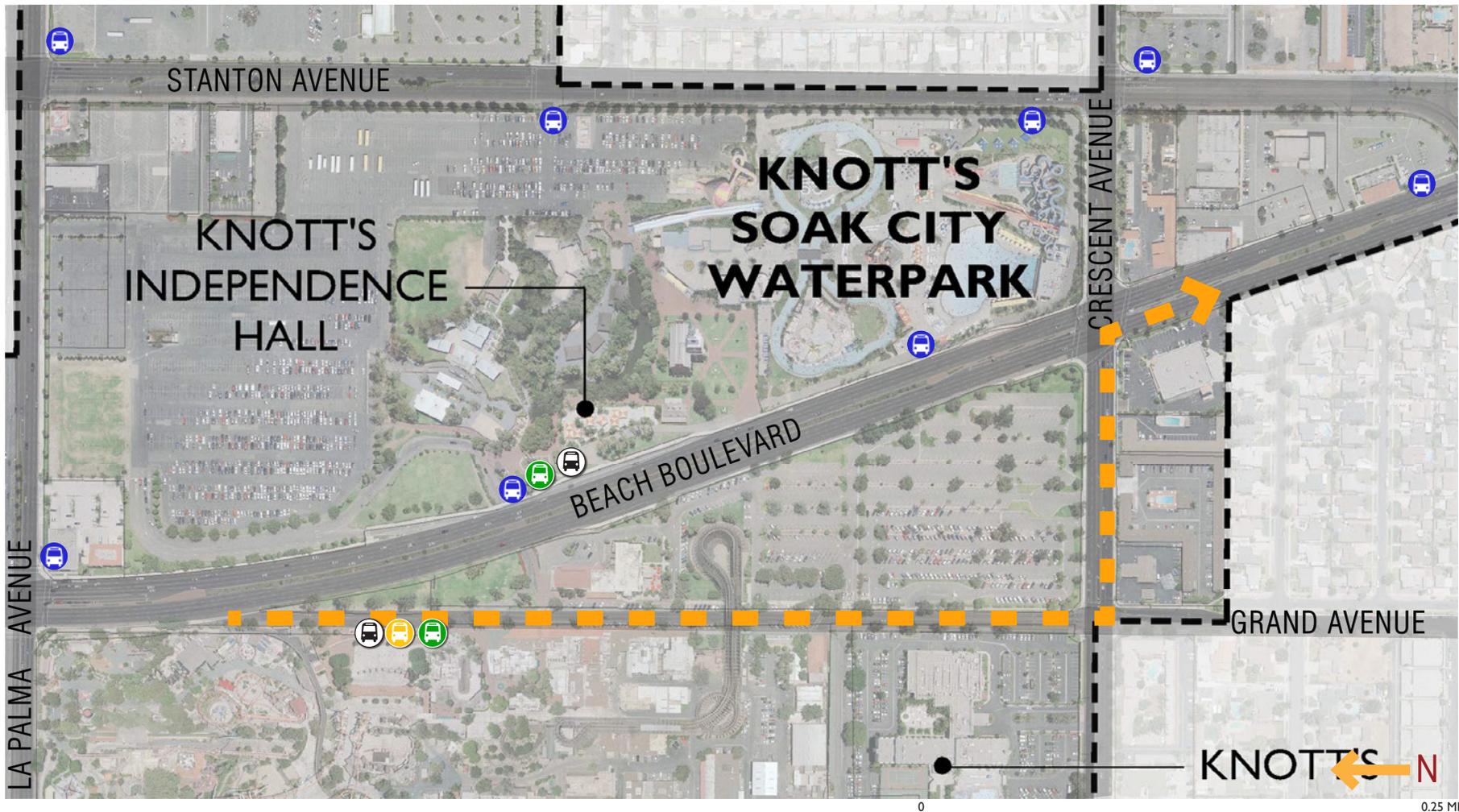


EXISTING CONDITIONS



PEDESTRIANS AT DISNEYLAND BUS STOP DROP OFF ZONE

# TRANSIT ACTION PLAN



■ ■ ■ ALTERNATE ONE-WAY OCTA BUS ROUTE

-  EXISTING ART STOP
-  EXISTING OCTA STOP
-  PROPOSED OCTA STOP

 PROPOSED ENTERTAINMENT ZONE TROLLEY/SHUTTLE

## VEHICLE MOBILITY PLAN

Existing bicycle, pedestrian and traffic volumes, and roadway lane geometries were collected to better understand travel patterns in the Entertainment Zone district.

Beach Boulevard provides six travel lanes between Orangethorpe Avenue and the 91 Freeway, and up to eight travel lanes with additional left-turn lanes south of the 91 Freeway. Western Avenue provides four travel lanes and Stanton Avenue provides between four and five travel lanes. Orangethorpe Avenue provides between five and six travel lanes with additional left-turn lanes. La Palma Avenue provides between six and seven travel lanes. Crescent Avenue provides four travel lanes, with some sections containing a two-way, left-turn lane.

During the Halloween Haunt, Buena Park Police and Knott's Berry Farm Staff

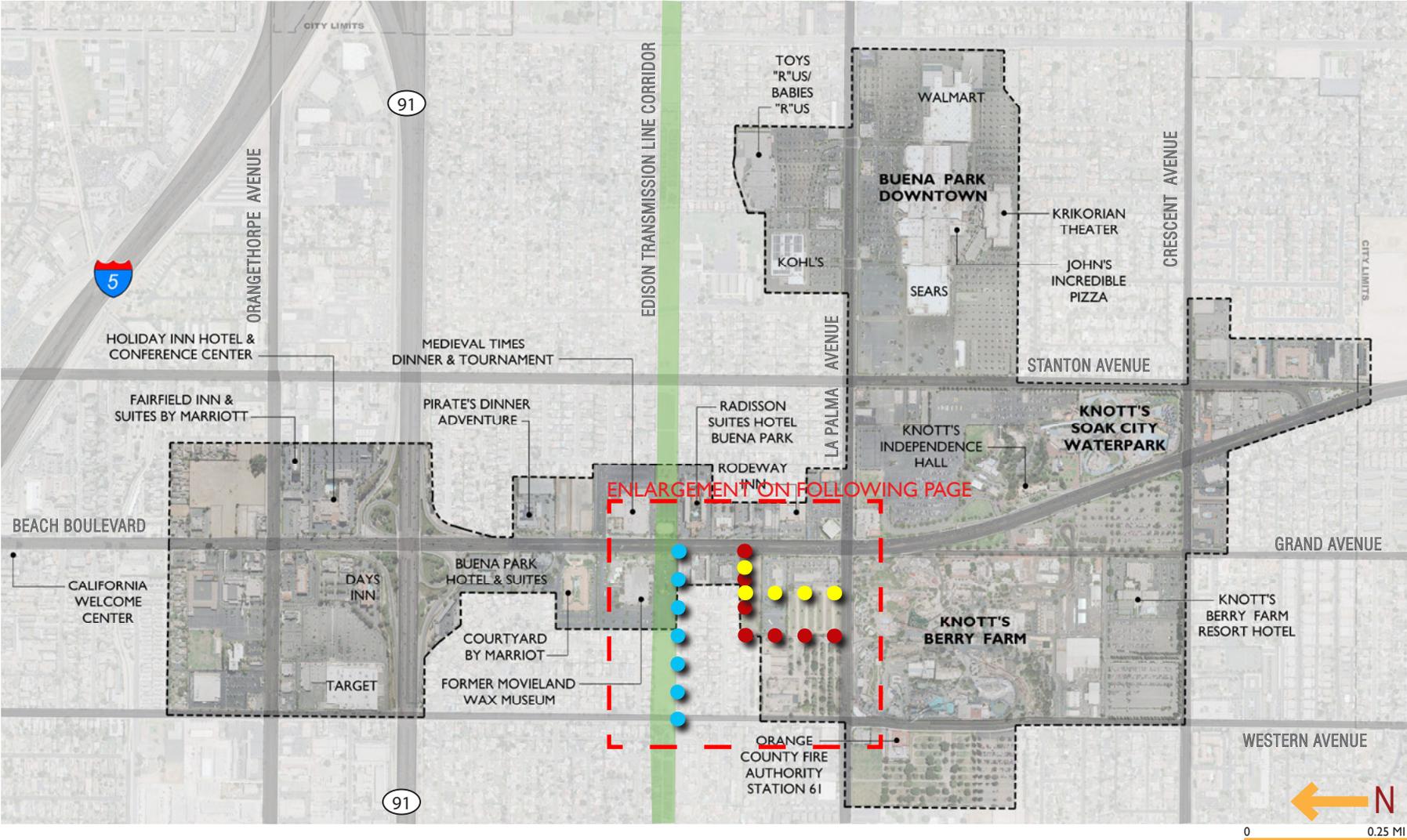


EXISTING CONDITIONS



ABOVE: PEDESTRIANS WALKING ALONG DISNEYLAND TAXI & VEHICLE ONE-WAY DROP-OFF ZONE

# VEHICULAR ACTION PLAN



- **VEHICLE ROUTE OPTION 1**  
 VEHICULAR ACCESS WITH DESIGNATED PEDESTRIAN DROP OFF
- **VEHICLE ROUTE OPTION 2**  
 VEHICULAR ACCESS WITH DESIGNATED PEDESTRIAN DROP OFF
- **VEHICLE ROUTE OPTION 3**  
 VEHICULAR ACCESS WITH DESIGNATED PEDESTRIAN DROP OFF

work together to control and re-direct traffic to available parking areas. There are a number of temporary traffic control changes on La Palma Avenue, Beach Boulevard, and Western Avenue that help to meet the heavy vehicle demand associated with this popular event.

However, with the substantial amount of traffic traveling north and south on Beach Boulevard, there still exists times when southbound traffic on Beach Boulevard destined to Knott's Berry Farm, backs up past the La Palma Avenue intersection, blocking local business driveways and making it difficult for regional traffic to move through the area safely. Vehicles have been observed using the southbound Beach Boulevard curb lane as a drop-off zone when vehicles are backed up past the intersection. This not only creates more congestion, but it also increases the number of pedestrians that need to cross the west leg of La Palma Avenue to reach the park, furthering the problem. Additionally, significant vehicle queues

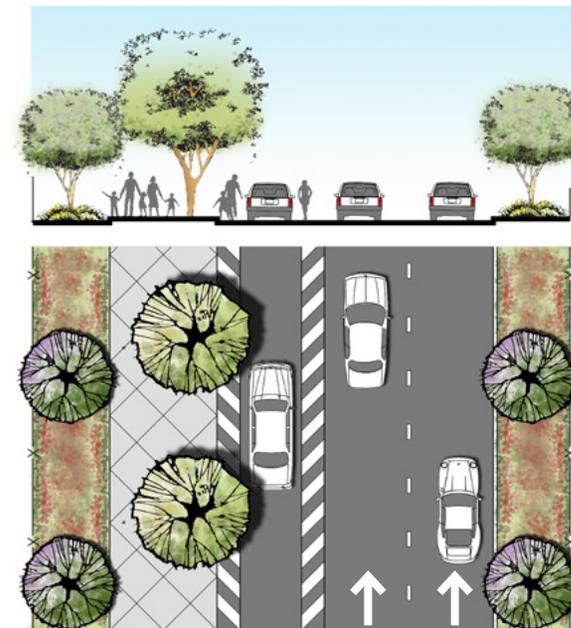
are observed on La Palma Avenue near the Beach Boulevard intersection. Consequently, there would be substantial benefits from identifying additional vehicle connections within the Entertainment Zone, not necessarily to be used for regional traffic, but for providing vehicles access to alternative parking or drop-off areas that are away from Beach Boulevard.

The Vehicle Action Plan graphic highlights two potential alternative vehicle access scenarios that would minimize the number of vehicles traveling through the Beach Boulevard and La Palma Avenue intersection, and minimize drop-offs in that immediate area.

Option 1 shows the use of the existing Edison easement between Beach Boulevard and Western Avenue to provide a potential pedestrian drop-off zone with connection to the shuttle circulator and some potential parking adjacent to the



EXISTING CONDITIONS



EXAMPLE OF ONE WAY CIRCULATION PEDESTRIAN DROP-OFF ZONE

## VEHICULAR ACTION PLAN



- VEHICLE ROUTE OPTION 1**  
VEHICULAR ACCESS WITH DESIGNATED PEDESTRIAN DROP OFF
- VEHICLE ROUTE OPTION 3**  
VEHICULAR ACCESS WITH DESIGNATED PEDESTRIAN DROP OFF
- VEHICLE ROUTE OPTION 2**  
VEHICULAR ACCESS WITH DESIGNATED PEDESTRIAN DROP OFF
- P** EXISTING EVENT PARKING AREAS

vehicle access. This could be operated only during events such as the Halloween Haunt or be designed to be open at all times. Additionally, this could be designed in combination with a park influence and provide a recreational area for nearby residents.

Option 2 shows a vehicular connection on city-owned property between the Sagan Restaurant and McDonald's to the west, to connect with a north/south connection to the dirt parking area on the north side of La Palma Avenue (currently used by Knott's Berry Farm employees). Similar to Option 1, this would provide an opportunity for vehicles wishing to drop-off visitors at the Entertainment Zone a place that eliminates the need to drive through the Beach Boulevard/La Palma Avenue intersection. Pedestrians would cross La Palma Avenue at the existing signaled, mid-block crossing and vehicles could exit to the west on La Palma Avenue to Western Avenue.

Option 3 vehicle circulation route alignment supports the possible location of the proposed pedestrian bridge crossing of La Palma Avenue near the Beach Boulevard intersection. The exiting vehicles would turn right (northbound) onto La Palma Avenue.

## PARKING STRATEGIES

Within the Entertainment Zone, there is a significant amount of parking in the immediate vicinity of Knott's Berry Farm and Buena Park Downtown. The previous parking study by Gibson Transportation titled Existing Condition Parking Summary was completed in August 2009. It documented approximately 7,408 parking spaces owned by Knott's Berry Farm, approximately 5,700 parking spaces serving the Buena Park Downtown area, another 1,000 parking spaces serving uses adjacent to Beach Boulevard between La Palma Avenue and the Edison easement, and approximately 1,600 spaces serving uses adjacent to Beach Boulevard between the Edison easement and SR-91. A majority of the parking in the study area is privately held, which currently makes the available parking less likely to be taken advantage of.



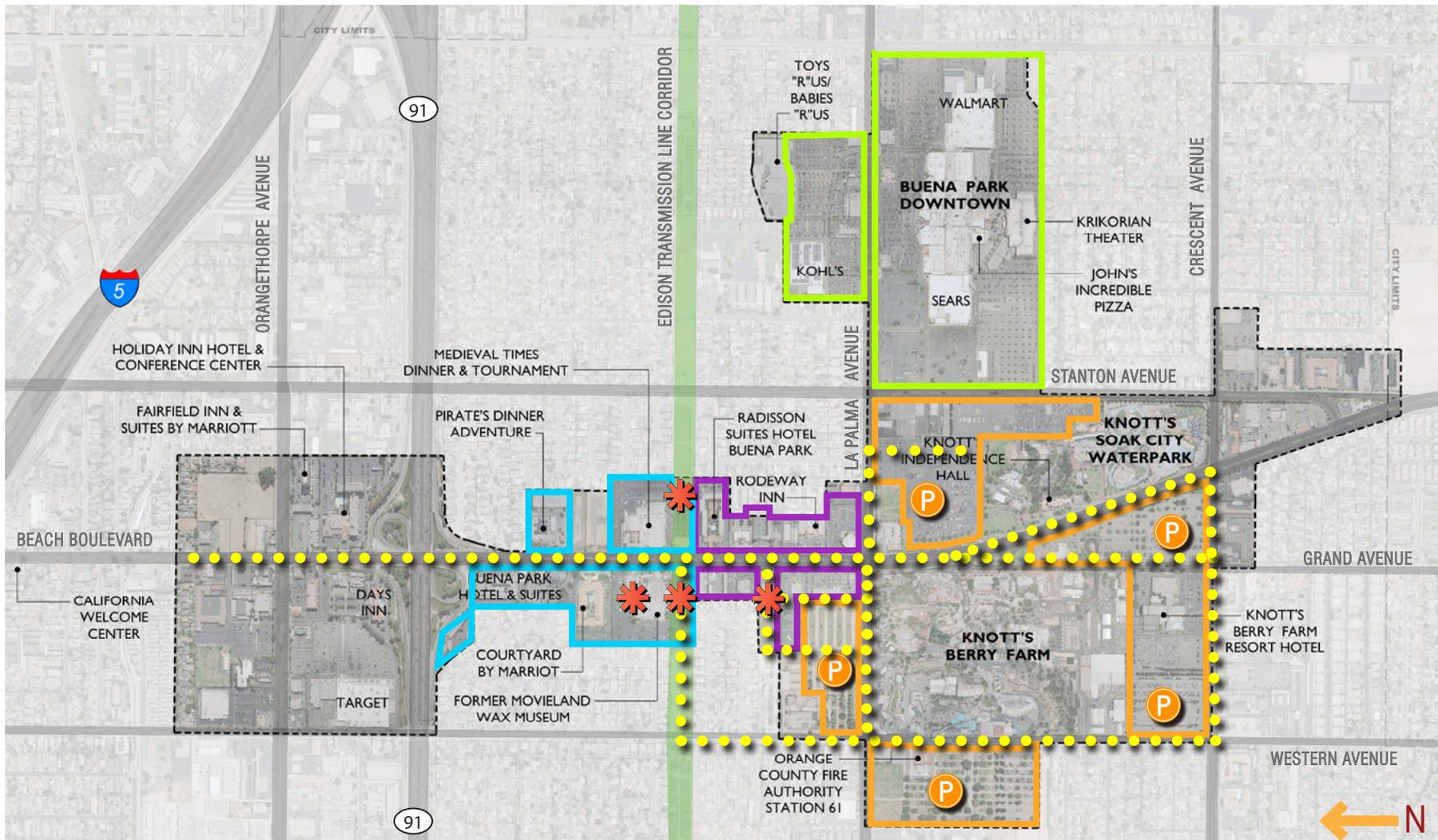
EXISTING CONDITIONS

These studies have shown that based on observations taken in June 2009, during typical weekday and weekend peak periods, parking overall in the Entertainment Zone approaches 34% occupancy during the weekday and 45% occupancy during the weekend peak.

However, with the economy picking up and development activity increasing, the need to address accessible parking is an important part of improving the destination attraction of the Entertainment Zone. Additionally, observations during Halloween Haunt have shown that available, accessible parking is sometimes difficult to find along the corridor. Consequently, we have identified some potential sites along the corridor to serve the parking needs within the Entertainment Zone, as well as strategies to reduce parking needs within the corridor.

### POTENTIAL PARKING WITHIN THE CORRIDOR

- The old Movieland site is located on the west side of Beach Boulevard and provides an opportunity to combine future development potential with a parking facility that could serve as a catalyst for activity in that area. This site is sometimes used as overflow parking for the Medieval Times facility on the east side of Beach Boulevard.
- The Edison easement (west of Beach Boulevard) is immediately south of the old Movieland site and provides another opportunity for additional parking. Possibly limited to surface parking because of the power transmission line overhead, a surface parking lot could be combined with a potential circulation connection through to Western Avenue, and/or a park element serving the surrounding residential area adjacent to Western Avenue.
- The Edison easement (east of Beach Boulevard) is adjacent to the Medieval Times facility where they train/run the horses that participate in the show. Surface parking within the easement already exists. However, similar to the west side of Beach Boulevard, additional parking could be implemented further to the east within the easement.



- KNOTT'S PARKING**  
(7,408 SPACES)
- NORTH PARKING**  
(1,633 SPACES)
- CENTRAL PARKING**  
(1,016 SPACES)
- RETAIL PARKING**  
(5,698 SPACES)
- P **EXISTING EVENT PARKING AREAS**
- ✱ **POTENTIAL PARKING OPPORTUNITIES**
- **POTENTIAL ENTERTAINMENT ZONE ROUTE**

0 0.25 MI

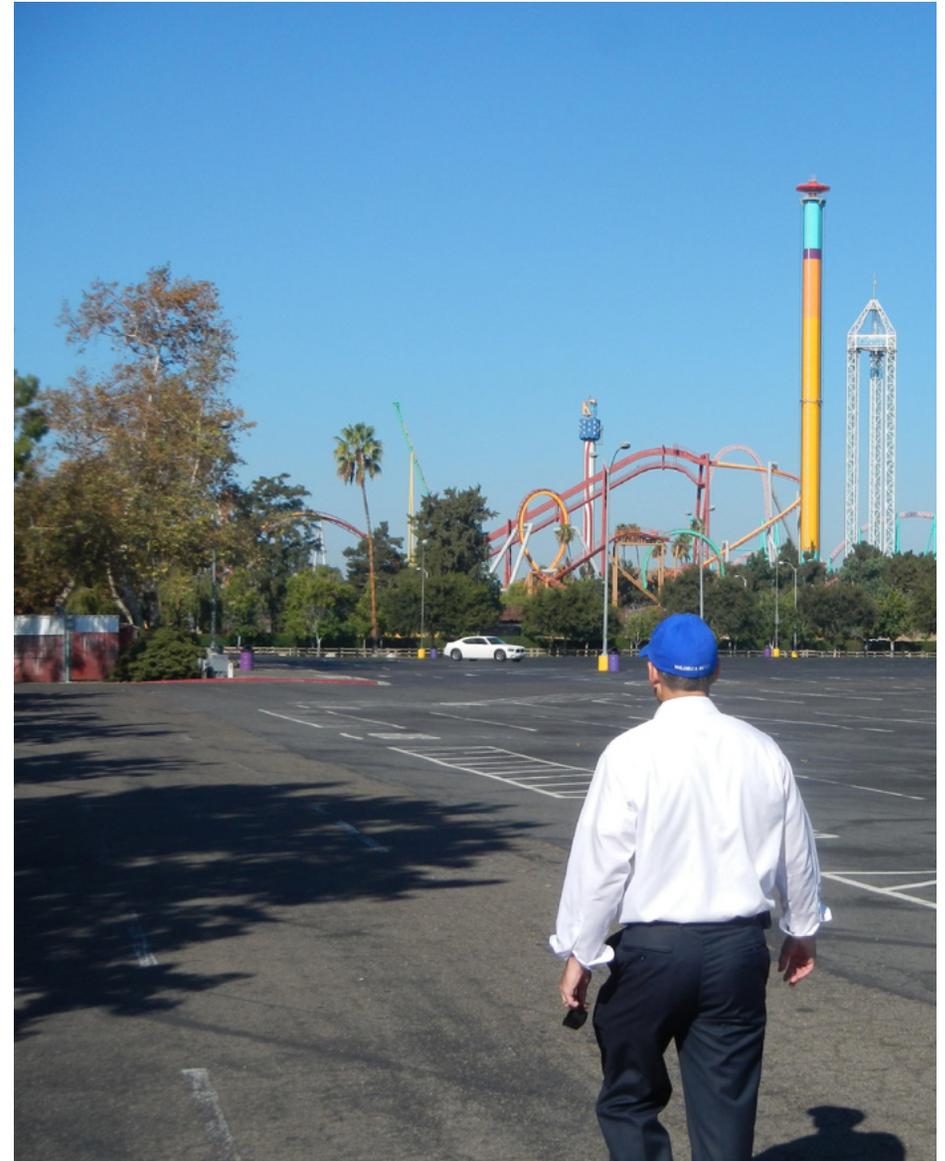
- The vacant lot on the west side of Beach Boulevard, between Sagan Restaurant and McDonald's, provides an interim opportunity for additional parking and a drop-off connection for Knott's Berry Farm visitors until the site is redeveloped. See the Vehicle Mobility section for more information.

### PARKING REDUCTION STRATEGIES

The Entertainment Zone circulator shuttle previously discussed can facilitate the need for less parking within the corridor, while providing easy connectivity to parking facilities on the periphery or outside the study area. Shuttle access at The Source could provide alternative pedestrian access to the Entertainment Zone and help alleviate vehicle trips and parking. There is also a significant amount of parking available near the Beach Boulevard and Orangethorpe Avenue intersection that could be leased or shared at certain times of the day or year. The Shuttle's route can be modified during peak events. Appropriate wayfinding signage, whether temporary or permanent, and the use of social media will need to be integrated to inform people of where potential shuttle stops and parking can be found when they travel to the Entertainment Zone.



EXISTING EVENT PARKING AREA



EXISTING EVENT PARKING AREA



EXAMPLE CLEAR PATHWAY DELINEATION THROUGH PARKWAY AREAS



EXAMPLE PEDESTRIAN WALKWAY THROUGH PARKING LOT



EXAMPLE OF SAFE PEDESTRIAN WALKWAY THROUGH PARKING AREA



EXISTING BEACH BOULEVARD CORRIDOR

## DISTRICT IDENTITY PLAN

The City of Buena Park has numerous opportunities to enhance the experience and increase safety along Beach Boulevard and La Palma Avenue, two major corridors within the study area. The portion of Beach Boulevard that runs through the study area is classified as a Principal Highway, with wide right-of-way, high traffic counts, and substantial pedestrian movement. Improvement opportunities along this corridor include major gateways, intersection crosswalk enhancement, median enhancement, expanded setback opportunity, private parcel landscape, lighting enhancements, and Caltrans enhanced edge treatments.

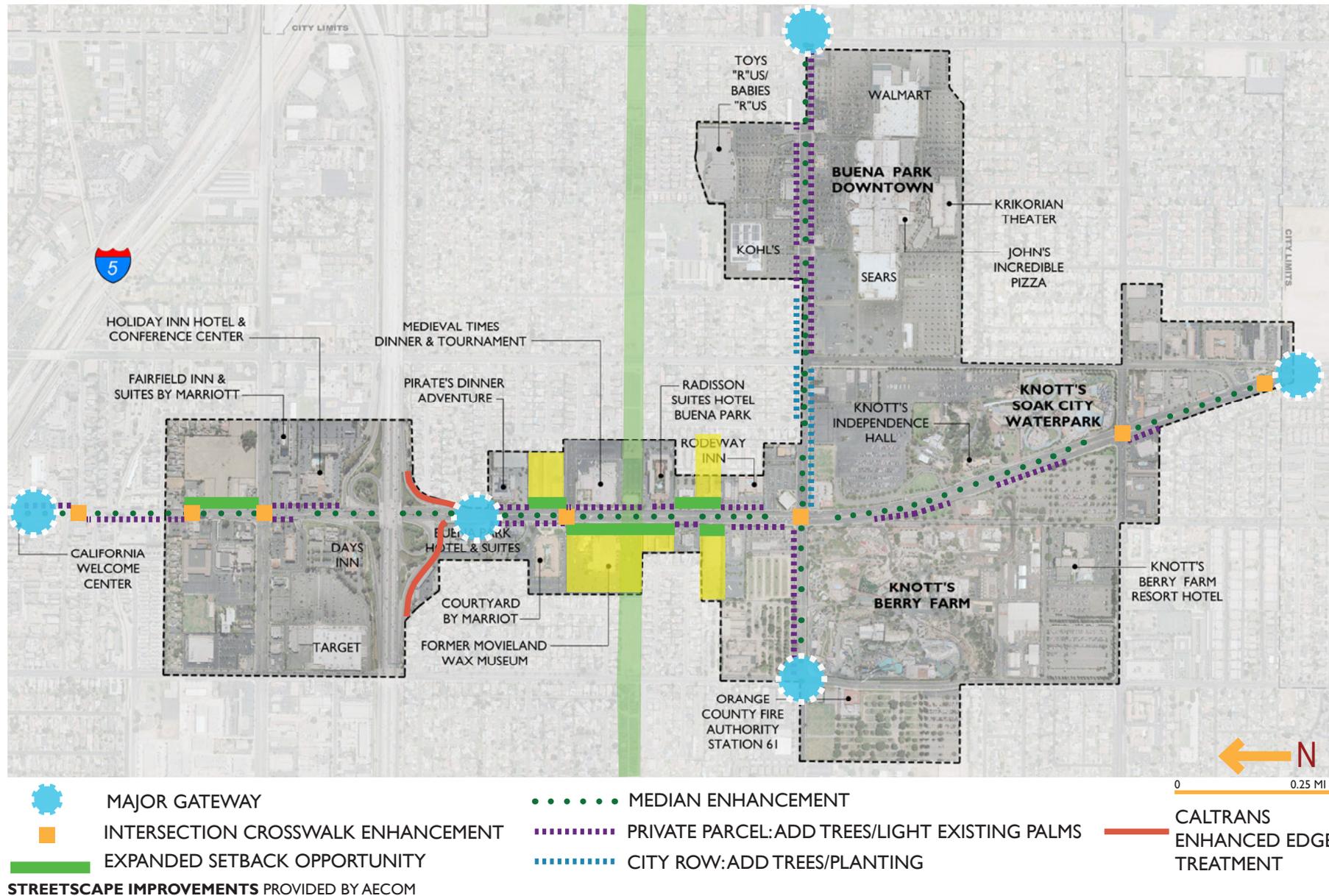


PROPOSED EXPANDED SIDEWALK SETBACK

La Palma Avenue is designated as a Primary Highway, with a smaller right-of-way and less vehicular traffic than Beach Boulevard. Improvement opportunities suggested for La Palma Avenue include major gateways, intersection crosswalk enhancement, private parcel landscape and lighting enhancements, and city right-of-way planting.

These improvements better improve the pedestrian and vehicular experience, safety, and wayfinding along the corridor. Sample plant palettes, site furnishings, lighting, and signage suggested for these corridors can be seen in the following pages. Streetscape improvements and elements exhibits are provided by AECOM.

# STREETSCAPE OPPORTUNITY DIAGRAM



## PREVIOUS STUDY TAKE-AWAYS



- Make use of existing/new **landscape setbacks**



- Create iconic **gateways**



- Develop **Buena Park** branding and identity elements specific to the corridor



- Establish **consistency** through the corridor



- Improve the **pedestrian** experience

STREETSCAPE IMPROVEMENTS PROVIDED BY AECOM

# BEACH BOULEVARD BEAUTIFICATION

## PLANT PALETTE



STREETSCAPE IMPROVEMENTS PROVIDED BY AECOM

## BEACH BOULEVARD BEAUTIFICATION

### SITE FURNISHINGS



STREETSCAPE IMPROVEMENTS PROVIDED BY AECOM

## BEACH BOULEVARD BEAUTIFICATION

### LIGHTING



STREETSCAPE IMPROVEMENTS PROVIDED BY AECOM



# DISTRICT IDENTITY PLAN

## SIGNAGE + IDENTITY

scale + visibility + identity



Gateway Monument (front view)



Gateway Monument (back view)

STREETSCAPE IMPROVEMENTS PROVIDED BY AECOM

# DISTRICT IDENTITY PLAN

## SIGNAGE + IDENTITY

highly visible + highly unique + identifiable



Digital Messageboard (in expanded setback at City-owned property)



Digital Messageboard (Rear View)



Major Vehicular Wayfinding (in expanded setback at City-owned property)



Banner

STREETScape IMPROVEMENTS PROVIDED BY AECOM



Minor Vehicular Wayfinding (in Caltrans ROW or cross-street)



Pedestrian Wayfinding (in 8' right-of-way)



*BEACH BOULEVARD BEAUTIFICATION  
IMPROVEMENTS: PHASE 1*

3

---

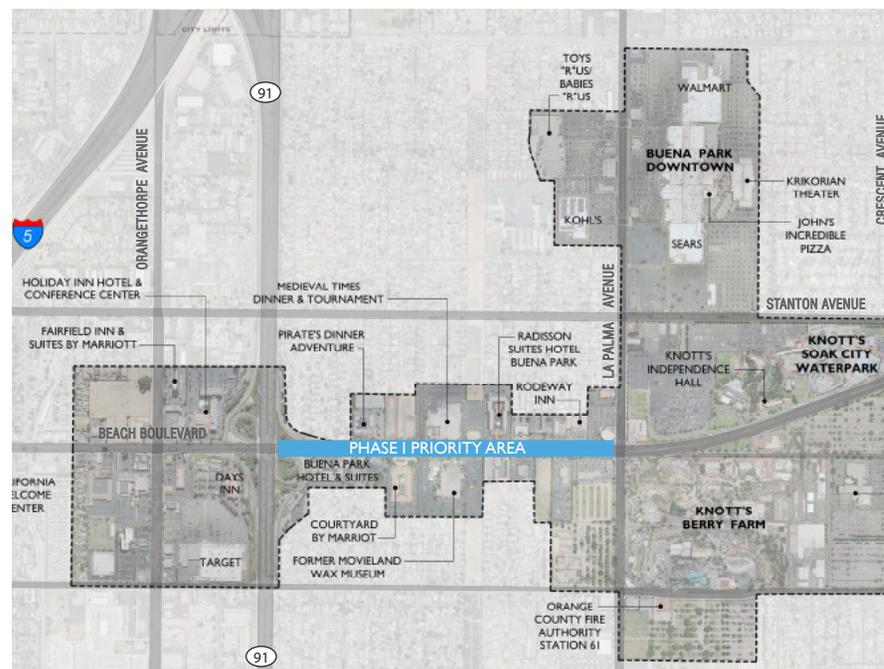
THIS PAGE INTENTIONALLY LEFT BLANK



EXISTING PHASE I PRIORITY AREA CORRIDOR

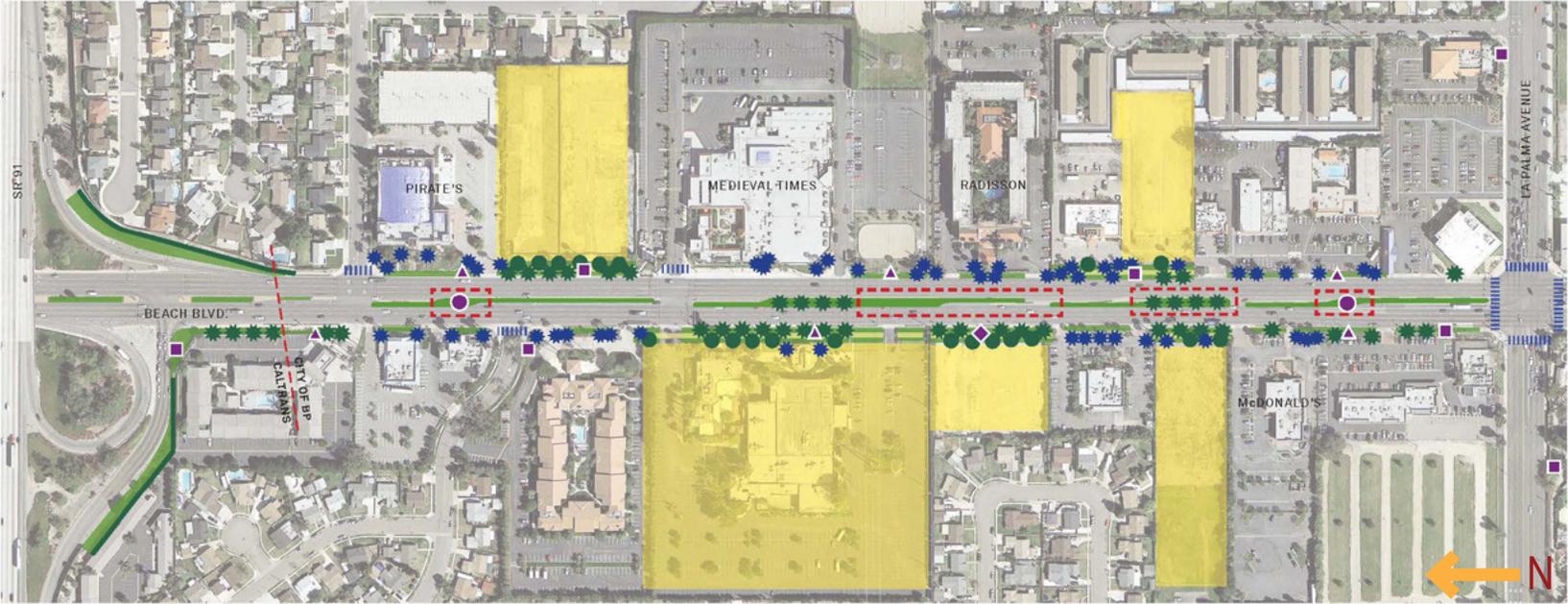
## INTRODUCTION

The Beach Boulevard improvements for Phase 1 extend from the 91 Freeway south to La Palma Avenue and are now underway as first implementation efforts of this document. These enhancements will improve the pedestrian and vehicular experience and increase safety along the Beach Boulevard corridor. Planting will be replaced or enhanced throughout Phase 1. Some existing clusters of palm trees are to remain and be lit, while other palms and canopy trees are proposed along the sidewalk edge. Suggested median adjustments occur throughout the Phase 1 area. These adjustments include widening segments of the median to encompass planting and signage, adding planted medians, and adjusting median lengths to change where left-hand turn pockets occur. Enhanced sidewalk setbacks,



embellished crosswalk paving, and wayfinding signage will all increase pedestrian safety along Beach Boulevard. Gateway monuments, major and minor vehicular wayfinding, and pedestrian wayfinding are all planned signage types within the Phase 1 area. Wall and fence treatment is also planned near the northern end of the corridor. The following pages outline the improvements along the Phase 1 area, as well as where the median improvements will occur. Streetscape improvement and element exhibits are provided by AECOM.

PRIORITY AREA: BEACH BOULEVARD FROM SR-91 TO LA PALMA AVENUE



- |  |   |  |  |
|--|---|--|--|
|  | NEW OR ENHANCED PLANTING                |  | PROPOSED MEDIAN ADJUSTMENTS                          |
|  | ENHANCED SETBACK                        |  | SIGNAGE: GATEWAY MONUMENT                            |
|  | WALL/FENCE TREATMENT                    |  | SIGNAGE: MAJOR VEHICULAR WAYFINDING OR DIGITAL BOARD |
|  | PROPOSED CANOPY TREES                   |  | SIGNAGE: PEDESTRIAN WAYFINDING                       |
|  | PROPOSED PALM TREE CLUSTERS             |  | SIGNAGE: MINOR VEHICULAR WAYFINDING                  |
|  | EXISTING PALM TREE CLUSTERS (TO BE LIT) |  | ENHANCED CROSSWALK PAVING                            |

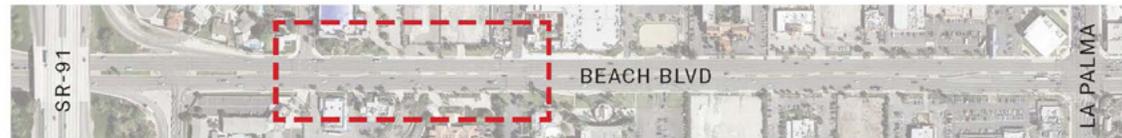
STREETSCAPE IMPROVEMENTS PROVIDED BY AECOM

# PRIORITY AREA: PROPOSED MEDIAN MODIFICATIONS

## AZALEA DRIVE TO MEDIEVAL TIMES PARKING SIGNAL



KEY MAP



STREETScape IMPROVEMENTS PROVIDED BY AECOM

PRIORITY AREA: PROPOSED MEDIAN MODIFICATIONS

EDISON TRANSMISSION LINE CORRIDOR TO MCDONALD'S



KEY MAP



STREETSCAPE IMPROVEMENTS PROVIDED BY AECOM

## PRIORITY AREA: PROPOSED MEDIAN MODIFICATIONS

### MCDONALD'S TO LA PALMA AVENUE



STREETSCAPE IMPROVEMENTS PROVIDED BY AECOM

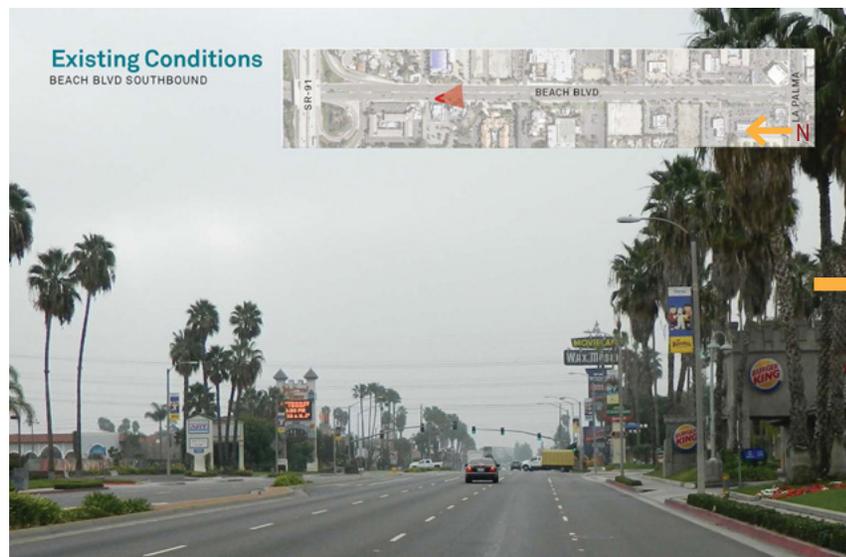
## BEFORE & AFTER CONCEPTS

The Phase 1 improvements to Beach Boulevard will bring a unifying identity to the busy and wide corridor. The photo simulations of the 91 Eastbound off-ramp show gateway improvements, which include fence enhancements with vine planting, colorful shrub planting, new wayfinding signage, and enhanced median planting in the distance. The upgrades add color, direction, privacy, safety, and an inviting quality to Buena Park when compared to the current conditions.

The Beach Boulevard southbound photo simulations display the envisioned enhancements for the Phase 1 improvements. Colorful planting, canopy trees, and palm trees are planned for the corridor medians and parkways. Expanded medians and parkway buffers are shown in the perspectives for increased pedestrian safety and for streetscape elements. The sidewalks are also widened to encourage pedestrian movement. Gateway monuments, updated streetlight banners, pedestrian wayfinding signage, and vehicular wayfinding signage are all planned

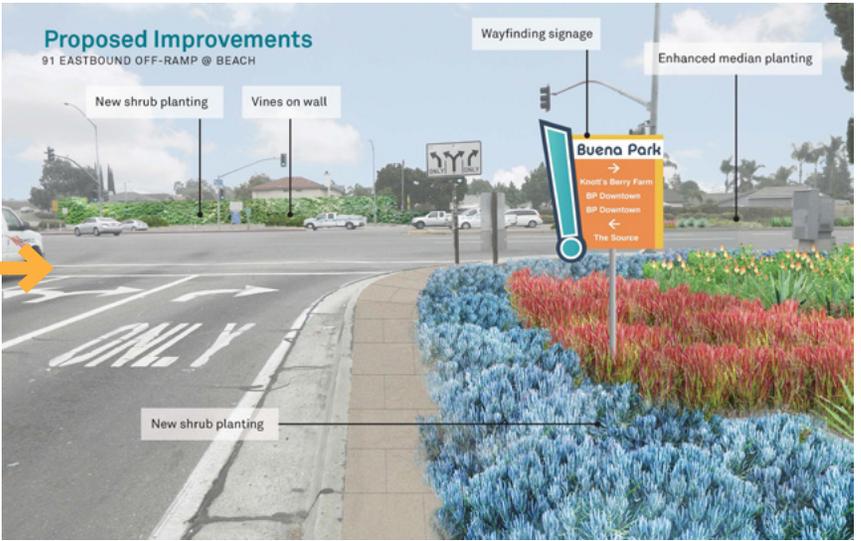
for Beach Boulevard, which can be seen in the photo simulations. The night rendering of Beach Boulevard shows the pedestrian, signage, and palm lighting that is proposed for the corridor, which creates an active and lively streetscape.

Preliminary cost estimates for different segments of the Phase 1 area are shown on pages 61-63. They are designated by the 91 Freeway Interchange Improvements within the Caltrans right-of-way, and the Beach Boulevard Improvements within the City of Buena Park's right-of-way. Improvements from La Palma Avenue to Stanton Avenue would be completed in a separate phase. Streetscape improvements and cost estimate for Phase I exhibits are provided by AECOM.



STREETSCAPE IMPROVEMENTS PROVIDED BY AECOM

# BEACH BOULEVARD BEAUTIFICATION



STREETSCAPE IMPROVEMENTS PROVIDED BY AECOM

# BEACH BOULEVARD BEAUTIFICATION



STREETSCAPE IMPROVEMENTS PROVIDED BY AECOM



STREETScape IMPROVEMENTS PROVIDED BY AECOM

## PRIORITY AREA: ESTIMATE OF PROBABLE COST



### SR-91 Interchange (Caltrans)

Demo	\$10,000
Planting/irrigation	\$180,000
Fences	\$60,000
Signage	\$8,000
General Cond. /GC Profit	\$54,000
Contingency/Escalation	\$61,000
<b>TOTAL SR-91 AREA</b>	<b>\$373,000</b>

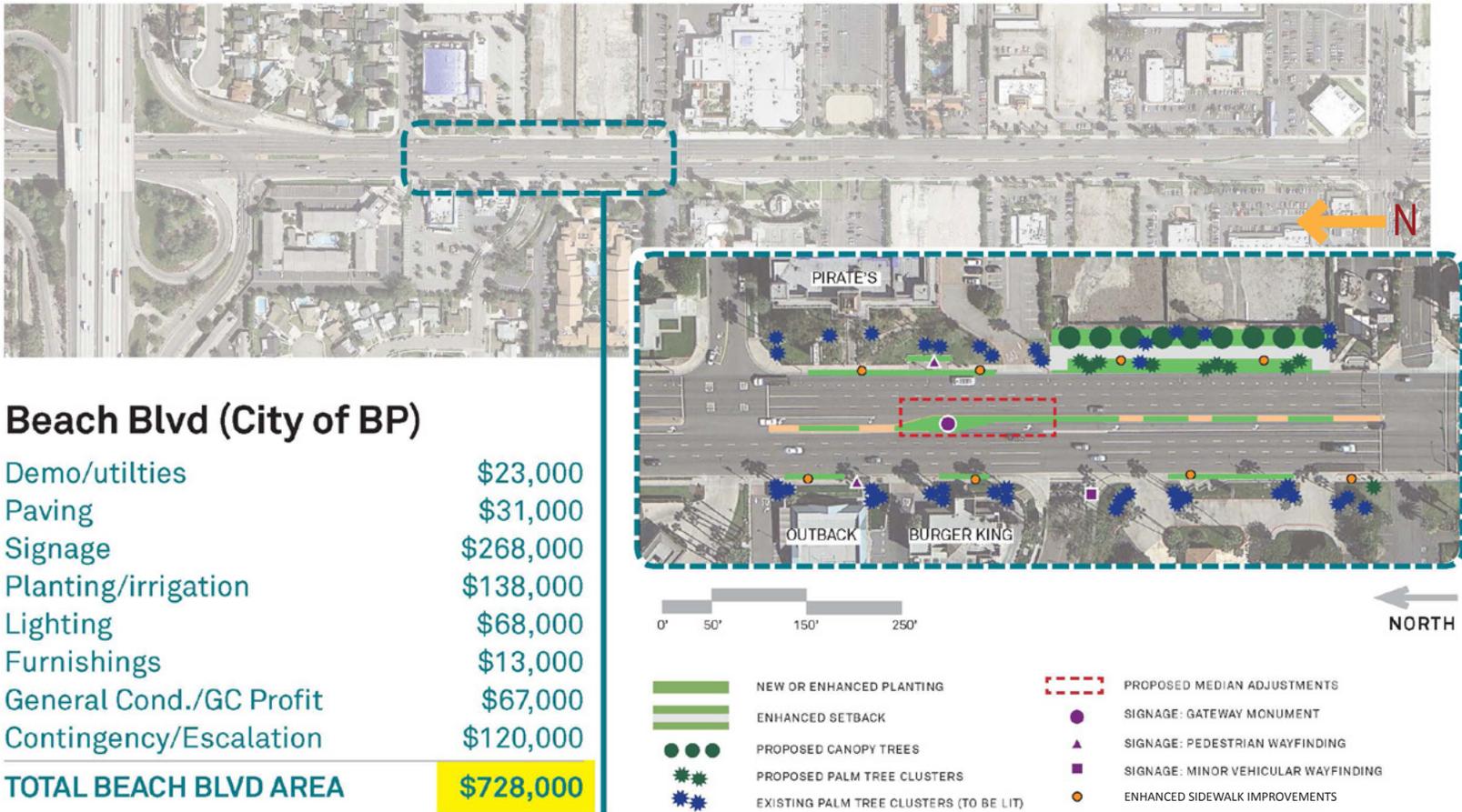
### Beach Blvd (City of BP)

Demo/utilities	\$131,000
Paving	\$253,000
Signage	\$607,000
Planting/irrigation	\$869,000
Lighting	\$307,000
Furnishings	\$103,000
General Cond./GC Profit	\$280,000
Contingency/Escalation	\$503,000
<b>TOTAL BEACH BLVD AREA</b>	<b>\$3,053,000</b>

Does not include annual maintenance costs.

ESTIMATE OF PROBABLE COST PROVIDED BY AECOM

PRIORITY AREA: BUDGETED IMPROVEMENTS (PHASE 1)



BUDGETED IMPROVEMENTS (PHASE I) PROVIDED BY AECOM



*IMPLEMENTATION*

4

---

THIS PAGE INTENTIONALLY LEFT BLANK

## COST ESTIMATES & PHASING

### NEAR-TERM IMPLEMENTATION

Implementing the various components outlined in this plan will likely take years. Although projects are prioritized, the City will implement planned facilities based on opportunities, such as when street right-of-way improvement projects are planned and implemented, private development occurs, or other street projects are taking place. AECOM's plan is underway to complete Phase 1 of the Beach Boulevard project in the next two years.

Prioritizing capital improvement projects can include sensitive analysis and coordination which can be challenging to forecast. The city can use internal evaluation criteria to ensure that projects which support multi-modal transportation projects receive priority.

Projects are prioritized into three categories: short-term, medium-term, and long-term. Criteria used in order to prioritize these projects include:

- Links to other transportation modes
- Preferences expressed by the public outreach efforts

Beach Blvd - Phase 1 Beautification Enhancements - SR-91 Interchange to La Palma					
Improvement	Units	Unit Cost	Total Units Needed	Estimated Cost	Comment
Demo/Utilities	Lump Sum	\$141,000	1	\$141,000	
Planting/Irrigation	Lump Sum	\$1,049,000	1	\$1,049,000	
Fences	Lump Sum	\$60,000	1	\$60,000	Along Caltrans Right-Of-Way
Signage	Lump Sum	\$615,000	1	\$615,000	
Paving	Lump Sum	\$253,000	1	\$253,000	
Furnishings	Lump Sum	\$103,000	1	\$103,000	
Lighting	Lump Sum	\$307,000	1	\$307,000	
<b>Estimated Construction Subtotal</b>				\$2,528,000	
General Cond./GC Profit				\$334,000	
Contingency/Escalation				\$564,000	
<b>Estimated Total for Beach Blvd. Beautification</b>				<b>\$3,426,000</b>	

Note: Cost Estimate does not include right-of-way or routine maintenance costs.

- City staff prioritization
- ADA upgrades
- Destinations served
- Completion of a network
- Safety improvements
- New private development
- Connectivity with adjacent City bikeway network

Stanton Ave Mobility Improvemnts - Beach Blvd. to Orangethorpe Ave.					
Improvement	Units	Unit Cost	Total Units Needed	Estimated Cost	Comment
Curb Ramps			0		All Intersection Completed
Truncated Domes	Each	\$400	1	\$400	Crescent Ave Intersection (southeast corner)
Crosswalk Striping	Each	\$1,500	2	\$3,000	(1) Crescent Ave Intersection (1) La Palma Ave. Intersection
Class II Bike Lane Striping and Signs	Mile	\$50,000	1.65	\$82,500	Crescent Ave. to Orangethorpe Ave.
<b>Estimated Construction Subtotal</b>				\$85,900	
General Cond./GC Profit				\$8,590	
Contingency/Escalation				\$18,898	
<b>Total for Stanton Ave.</b>				<b>\$113,388</b>	

La Palma Ave Mobility Improvemnts - Dale Ave. to Stanton Ave.					
Improvement	Units	Unit Cost	Total Units Needed	Estimated Cost	Comment
Audible Pedestrian Countdown System	Each	\$7,000	1	\$7,000	System for La Palma and Beach Intersection
Truncated Domes	Each	\$400	4	\$1,600	(4) Crescent Ave Intersection
Crosswalk Striping	Each	\$3,000	2	\$6,000	La Palma and Beach Intersection
Class III Bike Route Signs	Mile	\$300	14	\$4,200	Posted signs each signalized intersection both directions
<b>Estimated Construction Subtotal</b>				<b>\$18,800</b>	
General Cond./GC Profit				\$1,880	
Contingency/Escalation				\$4,136	
<b>Total for Western Ave.</b>				<b>\$24,816</b>	

## MID-TERM IMPLEMENTATION

Dale Ave Mobility Improvemnts - Crescent Ave. to Pointsettia Dr.					
Improvement	Units	Unit Cost	Total Units	Total Cost	Comment
Curb Ramps	number	\$3,500	0	\$0	All Intersections Completed
Truncated Domes	number	\$400	2	\$800	La Palma and Dale Intersection
Crosswalk Striping	Each	\$1,500	2	\$3,000	Crescent Ave. and La Palma Intersections
Bus Stop Shelter	number	\$1,500	0	\$0	
Class II Bike Lanes	Mile	\$50,000	1.11	\$55,500	Crescent Ave. to Poinsettia Dr.
Bikeway Signs	Each	\$200	22	\$4,400	
<b>Estimated Construction Subtotal</b>				<b>\$63,700</b>	
General Cond./GC Profit				\$6,370	
Contingency/Escalation				\$14,014	
<b>Total for Upgrades</b>				<b>\$84,084</b>	

Crescent Ave Mobility Improvemnts - Dale Ave. to Western Ave.					
Improvement	Units	Unit Cost	Total Units Needed	Estimated Cost	Comment
Remove Curb Ramp	Each	\$3,500	1	\$3,500	remove existing curb ramp on northeast corner where ped xing is currently prohibited
Truncated Domes	Each	\$400	6	\$2,400	Grand Ave. Intersection
Crosswalk Striping	Each	\$1,500	4	\$6,000	Crescent Ave. and La Palma Intersections
Class III Bike Route Signs	Mile	\$5,000	1	\$5,000	Crescent Ave. to Orangethorpe Ave.
<b>Estimated Construction Subtotal</b>				<b>\$16,900</b>	
General Cond./GC Profit				\$1,690	
Contingency/Escalation				\$3,718	
<b>Esitmated Total for Crescent Ave.</b>				<b>\$22,308</b>	

Western Ave Mobility Improvemnts - Crescent Ave. to Orangethorpe Ave.					
Improvement	Units	Unit Cost	Total Units Needed	Estimated Cost	Comment
Curb Ramps and Truncated Domes			0		All Intersection Completed
Crosswalk Striping	Each	\$1,500	2	\$3,000	Crescent Ave. and La Palma Intersections
Class III Bike Route Signs	Mile	\$5,000	1.35	\$6,750	Crescent Ave. to Orangethorpe Ave.
<b>Estimated Construction Subtotal</b>				<b>\$9,750</b>	
General Cond./GC Profit				\$675	
Contingency/Escalation				\$2,145	
<b>Esitmated Total for Western Ave.</b>				<b>\$12,570</b>	

## LONG-TERM IMPLEMENTATION

Edison Transmission Line Trail - Dale Ave. to Valley View St.					
Improvement	Units	Unit Cost	Total Units Needed	Estimated Cost	Comment
Curb Ramps and Truncated Domes	Each	\$4,000	20	\$80,000	
Residential Street Crossings	Each	\$15,000	6	\$90,000	Flashing beakon and striping
Bike/Ped Signalized Crossing of Artieial and Collector Street	Each	\$120,000	4	\$480,000	(1) Stanton (1)Western (1) Knott's (1) Valley View
Pedestrian Bridge Crossing (Bridge #1)	Each	Varies	1	Varies	Bridge crossing over Beach Boulevard varies with design. Range \$5.5 mil to \$7 mil
Decomposed Granite Pedestrian Path	Mile	\$105,000	2.50	\$262,500	Dale St. to Valley View St.
Class I Paved Bike Path	Mile	\$950,000	2.50	\$2,375,000	Dale St. to Valley View St.
<b>Estimated Construction Subtotal</b>				\$3,287,500	
General Cond./GC Profit				\$328,750	
Contingency/Escalation				\$723,250	
<b>Estimated Total for Edison Transmission Line Trail</b>				<b>\$4,339,500</b>	Beach Boulevard Bridge crossing cost range not

Note: Cost estimate does not include right-of-way and additional lease cost to Southern California Edison

Orangethorpe Ave Mobility Improvements - Dale Ave. to Valley View St.					
Improvement	Units	Unit Cost	Total Units	Estimated Cost	Comment
Curb Ramps			0		All Intersection Completed
Truncated Domes	Each	\$400	2	\$800	Stanton Intersection (southeast corner)
Crosswalk Striping	Each	\$1,500	3	\$4,500	(1) Stanton Ave Intersection (1) Beach Blvd. Intersection (1) Western Ave Intersection
Class III Bike Route Signs	Mile	\$5,000	3	\$15,000	Dale Ave. to Valley View St. Intersections and Mid-block
<b>Estimated Construction Subtotal</b>				<b>\$20,300</b>	
General Cond./GC Profit				\$2,030	
Contingency/Escalation				\$4,466	
<b>Estimated Total for Orangethorpe Ave.</b>				<b>\$26,796</b>	

Pedestrian Bridge - Rang of Cost					
Improvement	Width	Span	Sq. Foot Unit Cost	Cost Range	Comment
<b>BRIDGE STRUCTURE #1</b> Over Beach Blvd.	12'	180'	\$3,500	6.5 to 8.5 Million	Bridge cost will vary dependent on materials and level of details for making it an iconic bridge
<b>BRIDGE STRUCTURE #2</b> Over La Palma Ave.	12'	180'	\$3,500	6.5 to 8.5 Million	Bridge cost will vary dependent on materials and level of details for making it an iconic bridge
<b>BRIDGE STRUCTURE #3</b> Over Beach Blvd. Edison Transmission Line Trail	12'	200'	\$2,500	5.5 to 7.5 Million	Edison Transmission Line Trail Bridge crossing over Beach Blvd.
<b>BRIDGE 3 - Ramps</b> Edison Transmission Line Trail Connection	10'	600'	\$500	2.5 to 3.5 million	Two sets of 300'(+/-) long ramps from the trail connecting to the bridge structure each side

## FUNDING

Funding the proposed improvements outlined in this document will involve funding programs from every level depending on the specific project focus. The following list of sources are some of the federal, state, and local government agency programs focused on transportation and multi-modal enhancements for pedestrian and bike facilities. Many of the funding programs require a match from the applicant agency. Additional web sites are also available to keep up with current changes to each program.

### FEDERAL FUNDING PROGRAMS

#### SAFETEA-LU

The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) sets the framework for spending federal transportation revenue. SAFETEA-LU expired with the federal fiscal year in 2009; however, Congress has extended its provisions until a new bill can be passed. Many of the programs described in this section may remain once there is a new transportation bill.

SAFETEA-LU currently contains four major programs that fund bikeway, pedestrian, and trails projects: Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), Transportation Enhancement Activities (TE), and Congestion Mitigation and Air Quality Improvement (CMAQ), along with other programs such as the National Recreational Trails Fund, Section 402 (Safety) funds, Scenic Byways funds, Transportation, Community, and System Preservation Program (TCSP), and Federal Lands Highway funds.

SAFETEA-LU funding is administered through the California Department of Transportation (Caltrans), and OTCA, and varies depending upon the program.

Each of the four main program's funding processes are outlined in detail below.

Generally, Caltrans distributes funding through each district's Local Assistance Program. This funding source is allocated through the Call for Projects (CFP) program. The CFP is a competitive process by which these discretionary funds are distributed to regionally-significant projects every other year. There are seven categories in which projects are competitively ranked, including categories for bikeways improvements and pedestrian improvements. The CFP process is part of the larger Los Angeles County Transportation Improvement Program.

The federal government apportions STP funding to each state based upon total lane miles of the Federal-aid highways, vehicle miles traveled on the Federal-aid highways, and highway users's tax payments within that state. Each state has its own method for distributing these funds to each jurisdiction. In California, 10% of funds is set aside in California's Surface Transportation Improvement Program as TE funding. Of the remaining funds, 27.5% goes to Caltrans for discretionary use (Caltrans programs it) and 62.5% is divided among each region by population for the Regional Surface Transportation Programs (RSTPs).

As mentioned above, TE funds come from the set aside in the STP funding. The TE program is a reimbursable capital-improvement program, where eligible projects must impact the surface transportation system. California typically has about \$75 million per year in TE funds. Caltrans divides the TE funding, allocating three-quarters to the Regional Transportation Planning Agencies. These projects are available to local agencies and administered by Caltrans.

State statutes established the Regional Surface Transportation Program to program the 62.5% leftover STP funding after TE and Caltrans set asides. Caltrans apportions approximately \$320 million annually to each region, and about 76% of these RSTP funds must be spent within the 11 urbanized areas in California with populations of 200,000 or more. Regional projects such as roadway construction, rehabilitation, bicycle and pedestrian walkways, among others, are eligible for this type of funding.

The CMAQ program (separate from the STP) funds transportation projects or

programs that will contribute to the attainment or maintenance of air quality standards for ozone and carbon monoxide. Federal funds are apportioned to each State according to the severity of these problems. Caltrans apportions funds to the various Metropolitan Planning Organizations (MPOs). SCAG, the MPO for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties, apportions these funds to the various County Transportation Commissions (CTCs). The CTCs then determine how funds are allocated. Metro programs these funds to itself and other agencies or jurisdictions through the Call for Projects or other Metro board actions.

Caltrans distributes Highway Safety Improvement Program funds through the Local Assistance program; more details follow in the separate HSIP section below.

Additional information is available at these web sites:

<http://www.dot.ca.gov/fedliaison/safetealu.shtml>

<http://safety.fhwa.dot.gov/safetealu/>

[http://www.metro.net/projects/call\\_projects/](http://www.metro.net/projects/call_projects/)

[http://www.bikeleague.org/resources/reports/pdfs/lab\\_cmaq.pdf](http://www.bikeleague.org/resources/reports/pdfs/lab_cmaq.pdf)

[http://www.bikeleague.org/resources/reports/pdfs/section\\_402.pdf](http://www.bikeleague.org/resources/reports/pdfs/section_402.pdf)

### Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP), a SAFETEA-LU program, aims to achieve a significant reduction in traffic fatalities and serious accidents through the implementation of infrastructure-related highway safety improvements. These improvements may be on any public road or publicly-owned bicycle and pedestrian pathway or trail, and can include the use of devices such as traffic signals, curb extensions, crosswalks, among others. In 2009, \$1.296 billion in funds were available nationwide. For the state portion, SAFETEA-LU allows each state to use HSIP funds for education and enforcement activities, as long as those activities are consistent with the State's Strategic Highway Safety Plan (SHSP). California completed its SHSP in September 2006, and created an Implementation Plan in April 2008. Applications are submitted electronically, and must demonstrate that

the proposed engineering improvements will increase the safety of the proposed project area. These are calculated in the application program using Crash Reduction Factors with accompanying financial values. Project areas that have a prior history of injuries or fatalities are more likely to be funded.

Additional information is available at these web sites:

<http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

[http://safety.fhwa.dot.gov/safetealu/fact\\_sheets/ftsht1401.cfm](http://safety.fhwa.dot.gov/safetealu/fact_sheets/ftsht1401.cfm)

[http://www.bikeleague.org/resources/reports/pdfs/highway\\_safety\\_improvement\\_program.pdf](http://www.bikeleague.org/resources/reports/pdfs/highway_safety_improvement_program.pdf)

### Community Development Block Grants (CDBG)

The CDBG entitlement program allocates annual grants to larger cities and urban counties to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low- and moderate-income persons. Every year, the local governments receive federal money for a wide variety of community improvements in the form of CDBG funds. Bicycle and pedestrian facilities are eligible uses of these funds. CDBG funds only pay for projects in areas of economic need. COGs are not eligible to receive CDBG funds and no match is required.

Additional information is available at the following site:

<http://www.hud.gov/offices/cpd/communitydevelopment/programs/>

### Economic Stimulus Funds (American Recovery and Reinvestment Act of 2009)

Starting in 2009, the federal government has given significant funds to local governments for a wide array of projects, many transportation-related. Bikeways, trails, and pedestrian improvements have been eligible. Some of these have been funded by Transportation Investment Generating Economic Recovery (TIGER) grants. Other projects have been funded by the Energy Efficiency and Conservation Block Grant Program, administered by the California Energy

Commission. Altogether, \$37.3 million is available for EECBG grants. Projects that have completed environmental review and design, deemed to be “shovel ready” have been favored. These have been short-term programs with expiration dates. As of September 2011, 16,711 grants have been awarded in California, totaling over \$22.53 billion. Nationally, there is \$275 billion available in the form of federal contracts, grants, and loans.

Additional information is available at these web sites:

<http://www.recovery.gov>

<http://www.dot.gov/documents/finaltigergrantinfo.pdf>

<http://www.energy.ca.gov/recovery/blockgrant.html>

### Recreational Trails Program

The California State Parks and Recreation Department administers Recreational Trails Program (RTP) funds. RTP annually funds recreational trails, including bicycle and pedestrian paths. Cities, counties, districts, state agencies, federal agencies, and non-profit organizations may apply, excluding Councils of Governments. A 12% match is required. Federal, state, local, and private funds may be used to match the grant. There is no limit to the grant request; however, there are different requirements within the grant application depending on whether the project requires more or less than \$100,000.

Additional information is available at these web sites:

[localservices@parks.ca.gov](mailto:localservices@parks.ca.gov)

<http://www.parks.ca.gov/>

<http://www.fhwa.dot.gov/environment/rectrails/>

### SAFE ROUTES TO SCHOOL (SRTS)

As of 2006, the federal Safe Routes to School program offers grants to local agencies and others for facilities and programs. Non-traditional agencies may apply, such as school districts, Council of Governments, health departments, non-

profit organizations, education departments, hospitals, and federally-recognized Native American tribes, but they must partner with a City/County/Metropolitan Planning Organization/Regional Transportation Planning Organization that serves as the responsible agency. Bikeways, sidewalks, intersection improvements, traffic calming, and other projects that enhance bicycle and pedestrian safety to elementary and middle schools are eligible. Safety education, enforcement, and promotional programs are also eligible. Caltrans administers this grant and releases the funds in multi-year cycles through its district offices. The funds are distributed to each Caltrans district according to school enrollment. Local jurisdictions, school districts, and other agencies compete for these funds. This program will have to be reauthorized with the upcoming federal transportation bill. Federal Cycle 3 was completed in June 2011.

Additional information is available at the following web site:

<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

### Transportation, Community, and System Preservation Program (TCSP)

TCSP is another SAFETEA-LU program that provides federal funding for projects that improve the efficiency of the transportation system, reduce the impact on the environment, and generally investigate the relationships between transportation, community, and system preservation. Eligible projects include improving conditions for bicycling and walking, better and safer operations of existing roads, new signals, and development of new programs. States, MPOs, and local jurisdictions are eligible to apply for the discretionary grants. Grantees must annually report on the status of the project and the degree to which the project is attaining the stated goals. The report must include quantitative and qualitative assessments.

Additional information is available at this web site:

<http://www.fhwa.dot.gov/tcsp/index.html>

### Rivers, Trails, and Conservation Assistance Program (RTCA)

The Rivers, Trails, and Conservation Assistance Program is the community assistance arm of the National Park Service. RTCA provides technical assistance to communities in order to preserve open space and develop trails. The assistance that RTCA provides is not for infrastructure, but rather building plans, engaging public participation, and identifying other sources of funding for conservation and outdoor recreation projects.

Additional information is available at these web sites:

<http://www.nps.gov/ncrc/programs/rtca/index.htm>

[http://www.nps.gov/ncrc/programs/rtca/contactus/cu\\_apply.html](http://www.nps.gov/ncrc/programs/rtca/contactus/cu_apply.html)

### STATE FUNDING PROGRAMS

#### Transportation Development Act (TDA) Article 3 (SB821)

TDA Article 3 funds, also known as the Local Transportation Fund (LTF), are used by cities within Los Angeles County for the planning and construction of bicycle and pedestrian facilities. Each city in Orange County receives TDA Article 3 funds from Metro, according to population. TDA Article 3 funds may be used for the following activities related to the planning and construction of bicycle and pedestrian facilities:

- Engineering expenses leading to construction
- Right-of-way acquisition
- Construction and reconstruction
- Retrofitting existing bicycle facilities to comply with the Americans with Disabilities Act (ADA)
- Route improvements, such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings, and bicycle-friendly drainage grates
- Purchase and installation of bicycle facilities, such as improved intersections, secure bicycle parking, benches, drinking fountains, changing rooms, rest

rooms, and showers adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals accessible to the general public

#### Bicycle Transportation Account (BTA)

The State Bicycle Transportation Account (BTA) is an annual statewide discretionary program that is available through the Caltrans Bicycle Facilities Unit for funding bicycle projects. Available as grants to local jurisdictions, the BTA emphasizes projects that benefit bicycling for commuting purposes. Agencies may apply for these funds through the Caltrans Office of Bicycle Facilities. Applicant cities and counties are required to have an approved bicycle plan that conforms to Streets and Highways Code 891.2 to qualify and compete for funding on a project-by-project basis. Cities may apply for these funds through the Caltrans Office of Bicycle Facilities. A local match of 10% is required for all awarded funds. Every year \$7.2 million is allocated for bicycle projects statewide. The Non-motorized Transportation Plan establishes a regional network from which local plans can build upon for local serving bicycle and pedestrian routes. Once a jurisdiction has an approved bicycle plan that meets the requirements of the Street and Highways Code 891.2, they may apply for the Caltrans grant.

Additional information is available at these web sites:

<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>

<http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>

#### Safe Routes to School (SR2S)

The Safe Routes to School (SR2S) program is separate from the federal Safe Routes to School Program. This program, initiated in 2000, is meant to improve school commute routes by improving safety to bicycle and pedestrian travel through bikeways, sidewalks, intersection improvements, traffic calming, and ongoing programs. This program funds improvements for elementary, middle, and high schools. A local match of 10% is required for this competitive program, which allocates approximately \$24.25 million annually, or \$40 million to \$50 million

in two-year cycles. Each year, the state legislature decides whether to allocate funds to the program. Caltrans administers SR2S funds through its district offices. Applications for Cycle 10 funds are due in March.

Additional information is available at this site:  
<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

### Office of Traffic Safety (OTS)

The California Office of Traffic Safety (OTS) seeks to reduce motor vehicle fatalities and injuries through a national highway safety program. Priority areas include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, traffic records, roadway safety, and community-based organizations. The OTS provides grants for one to two years. The California Vehicle Code (Sections 2908 and 2909) authorizes the apportionment of federal highway safety funds to the OTS program. Bicycle safety programs are eligible programs for OTS start-up funds. City and county agencies are eligible to apply, as well as COGs. There is no set maximum for grants and no match is required; however, contributions of other funds may make projects more competitive.

Additional information is available at these web sites:  
[http://www.ots.ca.gov/Grants/Apply/Proposals\\_2011.asp](http://www.ots.ca.gov/Grants/Apply/Proposals_2011.asp)  
<http://www.dot.ca.gov/hq/traffops/saferesr/>

### Environmental Enhancement and Mitigation Program (EEMP)

EEMP funds are allocated to projects that offset environmental impacts of modified or new public transportation facilities, including streets, mass transit, park-and-ride facilities, transit stations, tree planting to mitigate the effects of vehicular emissions, off-road trails, and the acquisition or development of roadside recreational facilities. Every year \$10 million dollars is available, with individual grants limited to \$350,000. Cities, counties, COGs, state agencies and non-profit organizations may

apply. No match is required; however, additional points will be given for matching funds. The State Resources Agency administers the funds.

Additional information is available at the below site:  
<http://www.resources.ca.gov/eem/>

### Proposition 40

Funds for this grant program are to be allocated for projects pursuant to the Roberti-Z'berg-Harris Urban Open Space and Recreational Grant Program and are to be used for:

- High priority projects that satisfy the most urgent park and recreation needs, with emphasis on unmet needs in the most heavily-populated and most economically-disadvantaged areas within each jurisdiction;
- Projects where funding supplements, rather than supplants, local expenditures for park and recreation facilities, and does not diminish a local jurisdiction's efforts to provide park and recreation services;
- Block grants allocated on the basis of population and location in urbanized areas;
- Need-basis grants to be awarded competitively to eligible entities in urbanized areas and in non-urbanized areas.

Eligible projects include:

- Acquisition of park and recreation lands and facilities
- Development/rehabilitation of park and recreation lands and facilities
- Special Major Maintenance of park and recreation lands and facilities
- Innovative Recreation Programs

Bike paths and recreational trails are eligible uses of this money. Cities, counties, and recreation and parks districts may apply for these funds, but not COGs. The maximum grant request is \$250,000 per project and no match is required. The

California State Parks Department administers the funds.

Additional information is available at this site:  
<http://www.parks.ca.gov/>

### Proposition 84 - Statewide Park Program

The Statewide Park Act awards grants on a competitive basis to the most critically-underserved communities across California, for the creation of new parks and new recreational facilities. Altogether, \$368 million will be given in two funding cycles. The first funding cycle in 2009 awarded \$184 million. The deadline for the second cycle ended in June 2011; the third cycle has not yet been announced. Grants range from \$100,000 to \$5 million. No match is required. Bikeways and trails can be funded through this program. They do not have to be in a park. The creation of new parks in neighborhoods, where none currently exist, will be given priority. These new parks will meet the recreational, cultural, social, educational, and environmental needs of families, youth, senior citizens, and other population groups. Cities, counties, and districts with a park and recreation director, COGs, joint power authorities, or nonprofit organizations are eligible to apply for these funds. The California State Parks Department administers the Statewide Park Program funds.

Additional information is available at the following site:  
<http://www.parks.ca.gov/>

### Proposition 84 – Urban Greening Project Grants

In 2006 California voters passed Proposition 84 to expand recreational facilities and fund environmental quality projects. Of this, \$70 million was set aside to fund urban greening projects that reduce energy consumption, conserve water, improve air and water quality, and reduce global warming gases. This money will be dispersed in three funding cycles. The first cycle ended in April 2010. Cities, counties, and non-profit organizations (but not COGs) are eligible to apply for these funds. No

matching funds are required, but they are encouraged. Bike paths and recreational trails are eligible uses of this money. The State of California Strategic Growth Council administers this program.

Additional information is available at these web sites:  
[http://www.resources.ca.gov/bonds\\_prop84\\_urbangreening.html](http://www.resources.ca.gov/bonds_prop84_urbangreening.html)  
[http://sgc.ca.gov/urban\\_greening\\_grants.html](http://sgc.ca.gov/urban_greening_grants.html)

### Caltrans Disabled Rights Court Settlement

Caltrans has reached an agreement to settle a class action suit brought by Californians for Disability Rights and the California Council for the Blind. The Court decision was finalized in April 2010. The agreement calls for Caltrans to spend \$1.1 billion over the next 30 years, removing barriers to disabled pedestrians along state highways and at Caltrans park-and-ride facilities. Caltrans will administer the funds. The funds will be dispersed annually in the following amounts:

- \$25 million for the first 5 years
- \$35 million for the next 10 years
- \$40 million for the following 10 years
- \$45 million for the last 5 years

Additional information is available at the below web site:  
<http://www.dot.ca.gov/hq/paffairs/news/pressrel/09pr28.htm>

### Transportation Planning Grant Program

The Transportation Planning Grant Program has two grant programs, which can aide the planning and development of bicycle and pedestrian facilities. The Environmental Justice Context Sensitive Planning Grant is to promote the involvement of low-income and minority groups in the planning of transportation projects. The program requires a local match of 10% with a 5% in-kind contribution maximum. The Community Based Transportation Planning program funds coordinated transportation and land use planning projects that encourage

community involvement and partnerships. These projects must support livable and sustainable community concepts. The Office of Community Planning, part of Caltrans Division of Transportation Planning, is responsible for managing the program and receives approximately \$3 million annually for each program. Grants are available up to \$300,000 for the Community Based Transportation Planning grant, and \$250,000 for the Environmental Justice Context Sensitive Planning Grant. MPOs, Regional Transportation Planning Agencies, cities, counties, and transit agencies are all eligible to apply for funding.

Additional information is available at the below web site:  
<http://www.dot.ca.gov/hq/tpp/grants.html>



EXISTING BEACH BOULEVARD PARKWAY AND SIDEWALK CONDITION

## ACTION AND IMPLEMENTATION STRATEGIES

This chapter outlines the implementation program for the Mobility Plan. The implementation program includes the following components:

- An overview of the ways a mobility plan can improve livability and bring about economic investment and desired physical improvements;
- A description of various “tools” or implementation approaches available to the City of Buena Park to achieve the Plan objectives;
- A review of potential funding mechanisms for implementation of key Plan initiatives;
- An Implementation Action Plan and summary of recommendations;
- A description of potential incentives the City can use to further the Plan goals, attract economic development, and beautify Beach Boulevard.

### HOW A MOBILITY PLAN CAN IMPROVE LIVABILITY AND BRING ABOUT PRIVATE ECONOMIC INVESTMENT

An effective implementation plan typically involves investment by both the public and private sectors. Whereas development of the Beach Boulevard mobility improvements envisioned for the plan may be “kick started” by various public sector initiatives, the ultimate goal of this type of planning effort is to attract private investment. Broadly speaking, there are two major ways that a municipality can facilitate private development:

- By creating a “conducive development environment” that is consistent with prevailing market demand for various land uses. This strategy may include the following types of actions or policies:
  - Zoning that is responsive to market needs;
  - Allowing increased density through specialized “form and standard-based” development standards to encourage redevelopment of underutilized and dilapidated properties;
  - Streamlined permitting and entitlement processes;

- Area-wide infrastructure and “amenity” (e.g., streetscape and landscape) investments;
  - Marketing of Beach Boulevard to both consumers and prospective business tenants;
  - Technical assistance to Beach Boulevard area businesses;
  - Enhanced code compliance to improve the visual appeal and function of the urban environment.
- By providing direct or indirect financial incentives to area businesses, property owners, and key development projects, the incentives can involve the following types of initiatives:
    - Providing a development incentives program;
    - Waiving or reducing various local fees and taxes;
    - Investing in site or project-specific infrastructure;
    - Reviewing impact fee structures in order to promote and facilitate development opportunities along Beach Boulevard.

## AVAILABLE IMPLEMENTATION APPROACHES OR “TOOLS”

### Streamlined Permitting and Entitlement

Expediting approval of development proposals that are consistent with the goals established by the Plan can provide an incentive for implementation of Plan improvements linked with development. Developers consistently cite this type of provision as a key factor in selecting the communities where they will pursue projects.

### Area-wide Infrastructure Investments

Area-wide “amenity” investments in the form of streetscape improvements, such as street trees, street furnishings, lighting and banners, and sidewalk crosswalk improvements will “set the table,” creating an upgraded urban environment to



EXISTING EVENT PARKING AREA

encourage new private investment.

### Marketing Program

Marketing initiatives can improve Beach Boulevard's prospects with respect to attracting both investors (i.e., new development) and consumers (i.e., revitalization of existing uses). A key thrust of the overall plan's implementation should be to elevate the image and market “identity” of Beach Boulevard. The following types of marketing activities are appropriate for the Plan area:

- Establish a marketing committee representing a broad spectrum of interested stakeholders (e.g., property owners, business owners, developers, City staff, area residents).

- Identify the key “messages” and “audiences” for the marketing campaign.
- Prepare a marketing action plan incorporating the types of programs outlined below, and reflecting the specific input and priorities of the marketing committee.
- Develop graphic materials and color palettes to support the identified marketing messages.
- Provide oversight and guidance during preparation of streetscape, signage, and other physical improvements that reinforce the “flavor” and desired theme of Beach Boulevard. As a potential supplement to permanent improvements, a pole banner or similar program could be implemented on a seasonal basis to expand consumer recognition of Beach Boulevard and the Entertainment Zone as a “place,” and to support specific special events.
- Implement a print media advertising campaign to: a) expand general consumer awareness of the Entertainment Zone and b) promote specific special events. Where appropriate, the print media campaign can be supplemented by radio advertising.
- Implement a direct mail campaign to existing businesses along Beach Boulevard to encourage their participation in planned improvements.
- Involve code enforcement to assist with beautification and marketing goals.

It should be emphasized that marketing programs of this nature are typically most effective when supported by both the public and private sectors. Whereas it is likely that the City would have a role in facilitating the initiation of a Beach Boulevard marketing program, it is anticipated that the business community would be responsible for long-term management of the effort. Potential funding mechanisms for the indicated marketing program are described below.

#### Land Assembly

Development of largely built-out areas are facilitated by land assembly efforts of the public sector. A public entity purchases small parcels of land for assembly

into market-ready development sites that can be resold to private developers. On Beach Boulevard in Buena Park, this function was carried out by the redevelopment agency development sites.

#### Project-specific Infrastructure Assistance

There may be specific development projects for which it is advantageous for the City to provide financial assistance for the development of on-site or project-specific infrastructure. A common example of this arrangement is the development of a public/private parking structure to serve a private retail shopping center or entertainment venue. These arrangements are typically negotiated on a case-by-case basis (reflecting the specific public benefits that can justify the public investment) and are subject to a development agreement.

#### POTENTIAL PRIVATE SECTOR INVOLVEMENT IN CARRYING OUT PLAN INITIATIVES

There are several key roles the private sector can play in the implementation of the Plan:

- Development of key opportunity sites in response to market demand and the various incentives offered by the City of Buena Park;
- Beach Boulevard Street Beautification, consistent with the design guidelines included in the Plan that is implemented as new development, is proposed; (See Phase I Beach Boulevard Beautification Plans in Chapter 3.)
- Leadership in the planning and implementation of a comprehensive marketing effort for Beach Boulevard;
- Leadership in beautification, and quality recognition by creating a “beautification awards” program that would apply to architecture site improvements, landscaping, maintenance, and historical preservation; and
- Preliminary options are underway for establishment of a PBID.



TOP: KNOTT'S MARKET PLACE  
BOTTOM: BEACH BOULEVARD



INDEPENDENCE HALL