City of La Habra
Complete Streets Master Plan

January 2019

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La Habra Blvd, La Habra

Executive Summary

The La Habra Complete Streets Master Plan sets out a vision for active and safe streets that reflect the character of the community, and appropriately respond to their surrounding context. The goal of the plan is to adopt an intentional approach to transforming La Habra streets over time to be better for people. Complete Streets for La Habra is not intended to be a drastic design overhaul of all streets, but instead a thoughtful approach which balances needs for users of all ages and abilities, and provides a comfortable network of paths which connect people from their homes to community destinations like schools, places of work, parks, grocery stores, restaurants and entertainment. Maintaining a good level of mobility for vehicles and trucks while elevating the needs and experience for those walking, biking, rolling and using transit is a key focus.

The formation of this plan comes at a time when communities in La Habra and the greater region are faced with complex issues, including declining community health, particularly in children, caring for the aging population, a growing opportunity gap between high- and low-income families, decreased safety on roads, and environmental concerns. Although Complete Streets are not an be-all end-all solution to the challenges La Habra faces, they have a number of benefits that directly impact these areas of community concern. Some potential Complete Streets benefits include:

- Improved Health
- Improve Mobility for Older Adults
- More Equitable Streets
- Improved Safety on Streets
- Improved Environmental Conditions
- Improved Local Economy
- More Livable Communities
- Eased Congestion and More Mobility Options
- Long-term Investment, Reduced Future Costs

This plan is the product of a collaborative process, and is a credit to the many hours invested by community members, stakeholders and City Staff. The La Habra residents and stakeholders identified key themes of their concerns and priorities, which can be grouped into the following categories:

- Policy and Education Element of Plan
- Safe Routes to School
- Wayfinding
- Tactical Urbanism and Incremental Implementation
- Crossings Frequency/Location
- Speed of Cars
- Main Arterials as Barriers
- Residential Streets Too Wide
- Events that Activate the Street
- Do Not Forget Senior Community Members
- Transforming Blank Walls to Reflect Community Character
- Bike and Pedestrian Collisions
- Community Destinations with Activities for Families
- Focus on La Habra Blvd/ Lack of Downtown Area
- UPRR Trail an Important Opportunity
- Missing/Obstructed Sidewalks

The local understanding provided by residents and stakeholders is a critical component to the development of the plan, and is essential to fully understand how those who use La Habra streets now experience them. Recommendations laid out in the plan respond to a combination of input from the community with data analysis of local existing conditions to identify particular areas of need. Data analysis examined the overlay of different conditions on La Habra streets, including MPAH Classification, Public Transit, Bikeways, Connectivity, Traffic Volumes, Collisions, Land Use, Schools/Parks, and Health among others.

The six major themes of the Complete Streets Vision are a product of the engagement, existing conditions and barriers and opportunities analysis:

- Connecting Communities and Activities
- Safe and Slow Streets
- Downtown Heart
- Walkable Neighborhoods
- Major Roads
- Open Streets

The engagement process was also used to identify site specific improvements that represent community priorities. These local preferences have been incorporated into the prioritization of proposed project in Chapter 4. A range of projects have been proposed as a part of the Complete Streets Master Plan, falling into the following categories:

- Downtown Core
- Safe and Slow Streets
- Walkable Neighborhoods
- Safe Crossings
- Major Streets
- Open Streets

The projects proposed respond to their unique context, considering factors such as ADT, consistency with the Bikeway Master Plan, adjacent uses such as schools, access to parks, future UPRR trail access, improved connectivity, safe routes to school and others. Some projects can be implemented in the short-term, while others in the long-term. Implementing street projects incrementally will allow the City to continually improve the approach to this type of project, learning from early projects and using those lessons to improve the projects that come next. An incremental approach will also create space for greater community engagement around each process, allow time for consensus building with residents, businesses and other stakeholders, and result in streets that are more reflective of the community they serve.

Being sensitive to the needs of the community that a street belongs to will be important to negate and respond to any consequences or concerns associated with changes to that street such as unhappy street users or impact on housing costs and threat of displacement. The plan uses tools set out in the Orange County Complete, Streets Initiative Design Handbook. Tools immediately related to delivering the plan are identified in Chapter 5. In carrying forward the La Habra Complete Streets Master Plan, the Design Handbook will continue to serve as an important resource for implementation. The plan further sets out locally focused implementation measures such as the adoption of a Complete Streets Policy and the use of Open Street Events to build local interest and consensus.

Mayor James “Mr. La Habra” Gomez

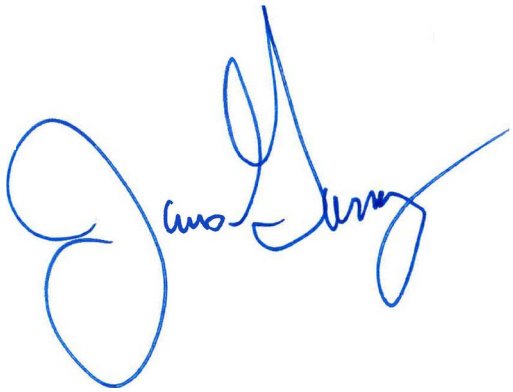
Foreword

I am pleased to present the La Habra Complete Streets Master Plan. The development of the Complete Streets Master Plan is an effort on behalf of the City of La Habra and St. Jude Medical Center to re-orient city streets towards people, and make them safe, accessible, and enjoyable for all users. Through balancing the needs of different users of the street, we hope to integrate physical activity into the public spaces that are our streets.

The Complete Streets Master Plan outlines a vision for the streets within the City of La Habra, and provides a prioritized list of Complete Streets projects which further the realization of that vision. The vision, goals, and in many cases, the project sites themselves have been identified and refined through a collaborative process with residents, stakeholders, and City Staff across different departments. The Complete Streets Master Plan is a tool for the City to guide the implementation of measures that will make getting around La Habra safer, easier, healthier and more enjoyable. The plan includes an assessment of existing conditions as well as Toolbox and Implementation Measures to support implementation of identified projects.

The La Habra Complete Streets Master Plan is closely linked back to the Orange County Complete Streets Initiative Design Handbook. The Master Plan has been developed to respond directly to conditions in La Habra, yet is supported by the design foundation laid out for all Orange County municipalities in the OCCSI Design Handbook.

The Complete Streets Master Plan is a living document, that should be incorporated into La Habra’s existing plans and policies but should also be updated over time as the different projects and programs are implemented, to respond to any lessons learned. The plan is envisioned as a tool which can change as the character of the city streets change themselves.



Heather Ave, La Habra

1. Introduction

N Euclid St, La Habra

1.1 Context & Background

The City of La Habra is located in Orange County's northernmost corner adjacent to the Orange-Los Angeles County line. Originally a cattle ranch astride a striking valley landscape the area became the largest avocado center in Southern California before being developed as a bedroom community connected to Los Angeles, firstly by railroad and then by roads linked to the freeway system. Despite the challenges of regional accessibility and connectivity that result in vehicle movements dominating the key boulevards linking through the city to the adjacent freeways and destination retail hubs within the city, the City of La Habra has qualities in its landscape, urban form and community that make it an attractive place to live, work and play.

The Opportunity

While certain streets are dominated by automobile traffic the existing network of streets could be enhanced to be more sensitive to the adjacent land uses and functions, as well as to encourage walking and bicycling. A comprehensive Complete Street Master Plan offers the opportunity to reassess the movement and place function of each street, and to propose a network of streets that encourages active transportation, improves connectivity and a healthy, sustainable community.

The Project

As a first step to enhancing the streets of La Habra and the long-term well-being of the community the City wishes to prepare a Complete Streets Master Plan.

The Master Plan should take account of and integrate other initiatives being pursued in La Habra, the existing conditions and initiatives being proposed in adjacent jurisdictions.

To ensure that the Master Plan meets the needs of local people, the project will include engagement with La Habra communities to understand their needs and aspirations.

The key goals of the project are to:

- Prevent and reduce obesity by assisting the City of La Habra in supporting residents to increase physical activity.
- Integrate the OCCOG Complete Streets Design Manual and the La Habra Bikeways Master Plan into the comprehensive Complete Streets Master Plan, with an active transportation focus.

The Outputs

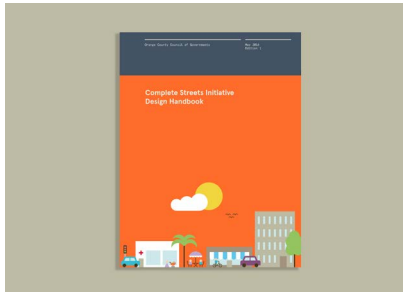
The Complete Streets Master Plan is envisioned as a roadmap that builds on existing plans and initiatives being undertaken by the City of La Habra and as a document complimented by the Orange County Complete Streets Initiative Design Handbook (OCCSI).

The Master Plan will:

- Analyze the existing streetscape conditions within the city
- Propose a streetscape vision
- Illustrate the vision with a selection of feature and city-wide projects
- Outline an implementation strategy

The ambition is that the document will help the City of La Habra prioritize and implement Complete Streets projects, from the adoption of robust Complete Streets Policies, the engagement of the community through initiatives such as tactical urbanism and open street events to the construction of comprehensive Complete Streets projects.

The OCCSI Design Hanbook can be downloaded from:
www.occog.com/occog-complete-streets/



OCCOG CSI Design Handbook

Brio Park, S Euclid St

N Harbor Blvd / E Whittier Blvd

1.2 What are Complete Streets?

For decades, planners and engineers have been planning our public street infrastructure for the automobile, prioritizing safe and efficient travel for vehicles on the roadways system, and creating wide, fast streets with minimal infrastructure provided to other travel modes. Streets have traditionally been planned "from curb-to-curb", focusing on vehicle throughput, rather than planning from "building front to building front", focusing on providing great streets for all users. A Complete Streets approach recognizes that streets need to serve all users of the transportation system.

Complete Streets consider all users and providing safe accessibility for all does not mean all streets should accommodate all modes, rather, implementation needs to focus on who will use the street and prioritize those modes accordingly. It also means that the variety of non-automobile users must be recognized, and addressed through inclusive street designs that accommodate the ages and abilities of all users.

Complete Streets have added focus, especially in California, with implementation of the California Complete Streets Act (AB 1358) 2008. AB 1358 requiring the circulation element of General Plans to take a multi-modal perspective, stating that streets, roads, and highways must "meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan." This bill requires a circulation element to plan for all modes of transportation where appropriate, including walking, biking, car travel, and transit. The Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled.

The National Complete Streets Coalition definition of Complete Streets is:
"Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a Complete Street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations."

OCCOG CSI Movement Corridor

OCCOG CSI Residential Street

OCCOG CSI Shared Street

Approach

In La Habra, the range of street users is wide, and includes bicyclists, pedestrians, persons with disabilities, transit users, truck drivers, and motorists. A Complete Streets approach considers who uses different streets and prioritizes modes accordingly.

Complete Streets can be applied as a standalone project to improve transportation facilities along a street, however Complete Streets can also be applied as a network-based approach. A network-based approach means a more comprehensive view to achieve the goal of providing residents with the ability to safely and comfortably traverse a city, regardless of transportation mode. A network-based approach allows for greater flexibility in the application of Complete Streets principles in places where context means that some users may not be able to be accommodated adequately along a particular street.

For instance, a single street may not be able to accommodate the needs of all users due to constrained space available within the public right-of-way, however considering the street as part of a network may help identify parallel routes where a different balance of transportation modes can be achieved to accommodate non-automotive users. The transportation facilities of different streets then work together as a larger network to provide safe and efficient trips for all modes.

Complete Street networks are inclusive. This means they accommodate all ages and abilities. They are comfortable and welcoming for all, including children, older adults, and people with disabilities.

Complete Street networks are appropriate to their function and context. Every street within a Complete Street network looks different, according to the role of a particular street, its context, and the needs and desires of the community it serves. What it takes to make a street "complete" varies depending on many factors, so there is no single definition. However, ingredients may include sidewalks, bicycle lanes, special bus lanes, comfortable and accessible transit stops, adequate truck routes and loading zones, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more.

A Complete Streets approach can be applied to both new road projects (e.g. as part of new development areas), and also to retrofit existing roads.

The different scales and types of urban form found across La Habra will influence the type of Complete Street solutions implemented. For example, the rectilinear street grids found in some communities are very different to the curving roads and cul-de-sac of others, so the resulting design approaches are likely to look different too.

1.3 What are the Benefits of Complete Streets

There are several pivotal issues facing La Habra that the implementation of Complete Streets will help to improve. These include a declining community health, particularly in children, an aging population, a growing opportunity gap between high- and low-income families, decreased safety on roads, and environmental concerns. Complete Streets have a number of benefits that directly impact these areas of community concern.

Improving health

A street network that does not incorporate a Complete Streets approach limits children and adults the opportunity to choose more active mobility, such as walking and biking. Complete Streets networks provide opportunities for increased physical activity by incorporating features that promote regular walking, bicycling, and transit use which supports healthier lifestyles.

Helping older residents

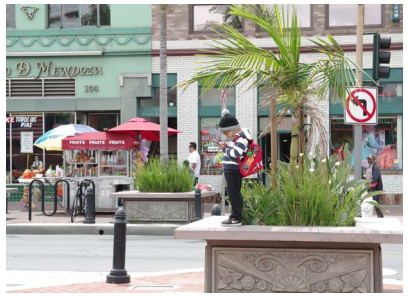
Complete Streets can help improve mobility for older residents in various ways. For example, new infrastructure that slows down vehicles creates a better driver and pedestrian environment through more easily navigated streets, increased visibility, and additional multi-modal options to choose from.

Enabling equitable streets

The development of Complete Streets creates an opportunity for more equitable streets as these corridors are planned, designed, and maintained to be for everyone regardless of age, race/ethnicity, income, or educational background. Creating a safe and functional place for all residents to walk, ride bicycles, or take public transportation helps populations that suffer disproportionately from poor street design through a decreased risk of illness or harm.

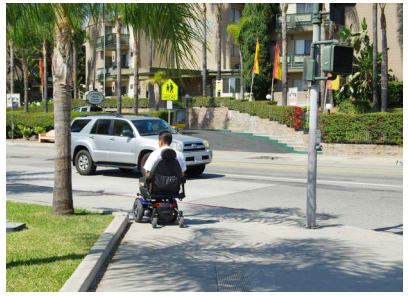
Increasing safety on streets

With Complete Streets, the provisions for non-motorized users and the number of non-motorized travelers increases. This improves safety indirectly, as more people walking and biking reduces risk per trip. Changes in street infrastructure to be more complete also create long-lasting speed reduction which benefits the safety of all road users – motorists, pedestrians, and bicyclists.



4th St Santa Ana, Santa Ana

La Habra Fiesta, La Habra



La Habra Blvd, La Habra

Improving the environment
Certain places within La Habra experience a high pollution burden which means that the community is vulnerable to multiple sources of pollution. Complete Streets that help communities shift from driving to walking, biking, or transit results in a reduction of greenhouse gas emmissions and a measurable improvement in the environment.

Revitalizing the economy
A balanced transportation system that includes Complete Streets can bolster economic growth and stability by providing accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations.

Creating livable communities
Streets are an important part of the livability of our communities and should be designed to be for everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, local resident or visitor. More than half of Americans recently surveyed would like to walk more and drive less. Increased bicycling and walking are indicative of vibrant and livable communities.

Easing congestion
Implementing Complete Streets increases opportunities for safe travel choices that can ease traffic congestion such as walking, bicycling, and taking public transportation. A comprehensive approach to transportation planning and design will increase transportation choices and encourage efficient use of current roadways by offering alternatives to the automobile, especially during peak travel times.

Investing for the future
Integrating sidewalks, bicycle lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later. Careful planning will ensure that effective measures can be implemented at little or no extra cost. On a project-by-project basis, any additional money spent on Complete Streets can be considered part of a long-term investment in the financial and physical health of the community.

Complete Streets projects can also serve to make street environments more prepared for self-driving technology. Improved road safety is a key argument used to promote the development of AV technology. Clearer separation by mode (ie. bike lanes) and well-marked pedestrian facilities such as crosswalks or safe routes to school zones can help self-driving vehicles understand their environment and operate more appropriately. Decaying infrastructure and signage is a challenge for introducing self-driving technology, which relies on LIDAR to detect physical environment conditions. Complete Street projects are an opportunity to promote readiness for this emerging technology.

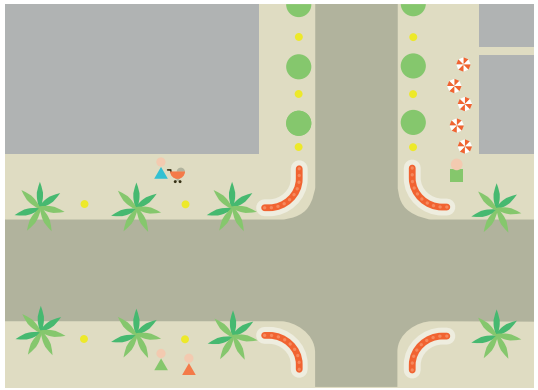
W 4th St / N Sycamore St, Santa Ana

1.4 Strategic Complete Streets Design Principles

The OCCOG Complete Streets Initiative (2016) developed a set of ten overarching goals which complement the delivery of Complete Streets. These are based on best practice in urban design. They apply across all street types and should be considered from the onset. Each goal will have a different level of influence on transportation outcomes depending on the position of the street within the movement and place matrix (refer page 29 2.3 Streetscape Types in this document) and its relationship to the layered network.

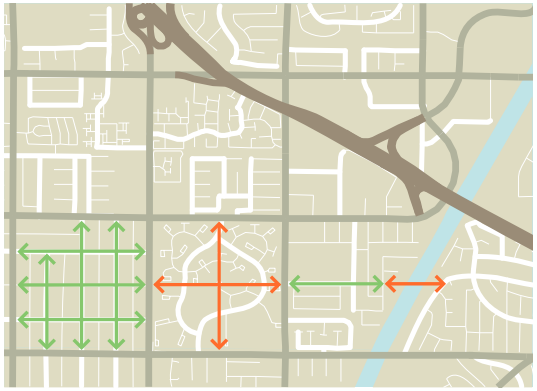
Create safer cities

Safety is a vital part of a successful urban environment. More than 1.2 million people are killed each year in traffic crashes worldwide, making traffic fatalities one of the leading causes of death. The publication, Cities Safer by Design, emphasizes two ways to improve traffic safety in cities. First, by building and retrofitting urban environments to reduce the need for individual vehicle trips; and second, by reducing vehicle speeds in areas where cars, pedestrians, and bicyclists mix.



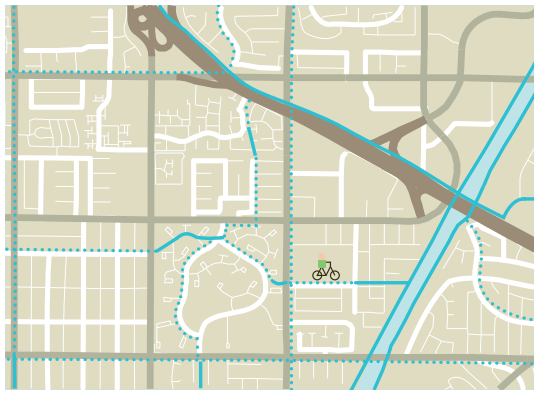
Reinforce walkability

Well-defined pedestrian-oriented streets are essential for walkable (and bikeable) neighborhoods. Clear, consistent routes that make areas permeable and connect key destinations help reduce travel distance to schools, jobs, services, and entertainment by providing more through-routes in all directions, thus facilitating travel by walking or cycling, and minimizing and discouraging dependency on car use.



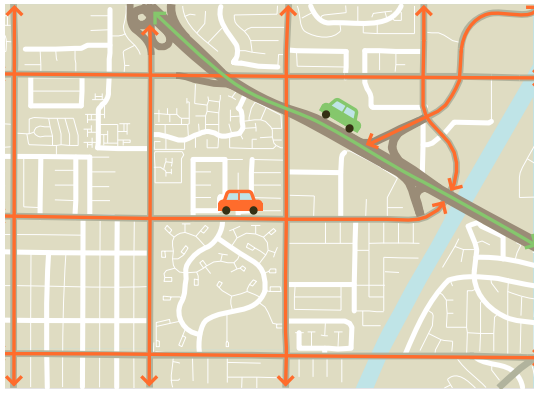
Ensure connectivity

Places need to be easy to get to and be integrated physically and visually with their surroundings. This requires attention to how to get around by foot, bicycle, public transportation and car. Good connectivity provides access to key destinations for pedestrians and discourage car use by making local trips easier and more pleasant by foot than by car.



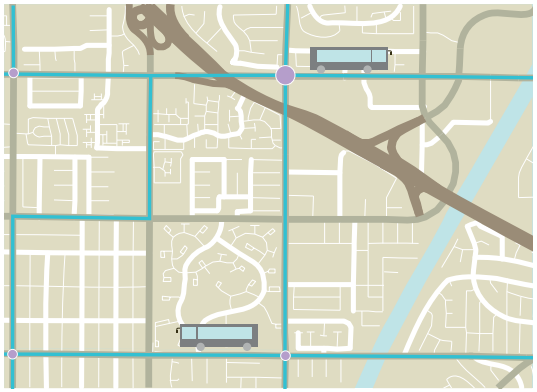
Improve bicycle networks

It is essential to facilitate the planning and construction of networks of streets and paths that are safe and attractive for all kinds of bikeway users: Complete Streets design should accommodate all types, levels, and ages of bicyclists.



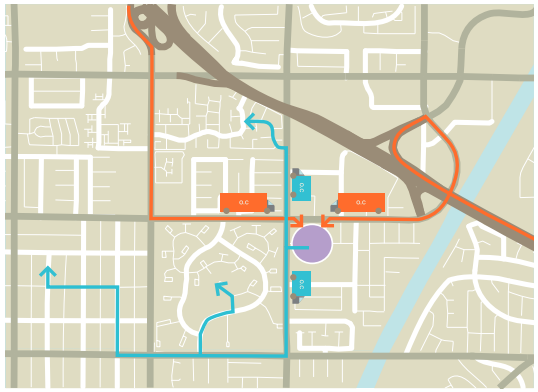
Maintain vehicular mobility

Streets need to be suitable for automobiles, but this should not be at the expense of pedestrians and bicyclists. On streets with mixed traffic, careful design of roads, parking, and servicing arrangements, can make spaces comfortable for all users, whether on foot or in a car. Organizing traffic, simplifying complicated intersections, and optimizing signals can reduce peak congestion, but also prevent speeding at other times.



Integrate transit networks

High quality public transit carries more people and experiences fewer crashes than private vehicle travel. Research shows that a bus rapid transit system can reduce traffic deaths and severe injuries by 50 percent. For transit to make substantial gains, it must be seen as a positive choice compared to driving. This requires both improving transit options and removing incentives to drive.



Effective truck and goods movement

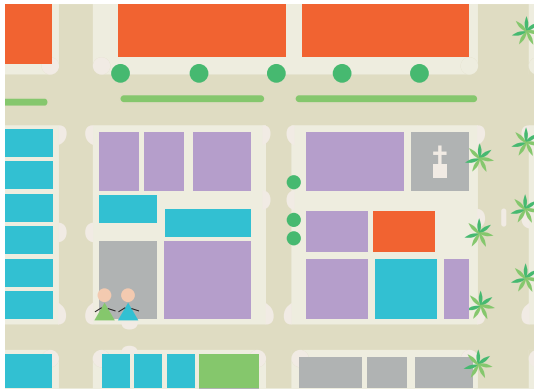
Goods movement is a critical piece of the transportation system, supporting a strong economy and providing residents and businesses with the products they need. In developed economies, every business and person relies on the trade of goods and services.

Design for sustainable streets

Street design can help meet sustainability objectives and provide environmental benefits. Adopting strategies that can be used to prevent urban heat island effects, as well as to reduce CO_2 and the amount of water used, and still maintain the health, appearance, and function of the landscape.

Promote streets as public spaces

The creation of public open space is essential to the health of residents and the physical environment. Research has shown that residents within a three-minute walk of open space utilize that space more often than those who live further away. Open space is critical to increased physical activity and a connection to the physical environment.



Promote Context Sensitive Design and neighborhood character

Context Sensitive Design is an approach to develop better and improved ways of designing roads, highways, and other transportation facilities that are integrated with their environment and are more consistent with the needs of the communities they serve, thereby achieving planning and design excellence.

1.5 Study Objectives

La Habra Complete Streets Master Plan objectives

Streets are for more than just getting vehicles from A to B, Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a Complete Street. The benefits are far reaching for residents, visitors and businesses, and cover public health, safety, the economy and livability of the City of La Habra.

The objectives of the Complete Streets Master Plan are to:

- Encourage the community to adopt a more active and healthy lifestyle by introducing Complete Streets that are safe, attractive and comfortable to use.
- Make it easier, and safer, to cross on foot and by bicycle the busy, major, arterial roads that bisect the city.
- Slow traffic speeds and reallocate unused road space for walking, bicycling and other community uses by the implementation of road diets.
- Create a network of comfortable and safe streets for all users by traffic calming streets through local neighborhoods and around key destinations such as schools, parks, and community facilities.
- Stimulate economic growth and public safety by increasing and spreading foot traffic. More people on the street makes neighborhoods safer, more vibrant and attractive, as well as creating opportunities for local businesses in downtown areas.

Vista Park, Long Beach

W Commonwealth, Fullerton

Rosemead Blvd, Temple City

1.6 Study Vision

A vision is a road map, indicating both what the City wants to become and guiding transformational initiatives by setting a defined direction for growth. To guide the outcome of this project and to shape the future of the City's Complete Streets initiative a working vision statement has been crafted. This is the starting point and will evolve as this plan is implemented and evaluated.

Working vision

- A safe environment for all users, of all ages and ability – designed for safe and comfortable movement of young people and older adults, thereby effectively creating a suitable environment for all community members.
- People-oriented streets, with destinations and activities for families.
- Thriving downtown core that serves as the economic and symbolic heart of the City.
- Improved connections across fast arterials, creating connections from isolated areas to walkable destinations.
- Barriers turned into opportunities for community connection, both physically Union Pacific Rail Road (UPRR) and symbolically (community murals on sound walls).
- Reclaim streets as places which reflect the community, culture and context of the neighborhoods they serve.
- Empower residents as champions of Complete Streets – give local community an ongoing role in driving implementation.

Forest Ave, Laguna Beach

Orange Ave / 2nd St, Long Beach

Del Prado, Dana Point

"A healthy community as one that meets the basic needs of all residents, ensures a safe and sustainable environment, provides for economic and social vitality, fosters efficient development patterns and includes a systematic approach with robust public engagement. Vibrant, livable communities provide opportunities to thrive economically, environmentally and culturally, but must begin with health." (The California Planning Roundtable)

1.7 Related policy and documentation

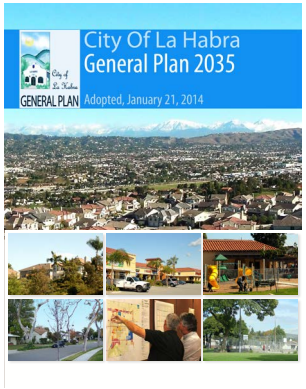
The City of La Habra sets forth a vision for community health in its City policies and vision documents. The City's approach to community health is a comprehensive understanding to the multiple factors that go into wellbeing beyond health on an individual basis, taking into account physical environment, access to healthy foods, education on health, mobility and economic security. This health-centric approach to planning for the future is a strong message that is carried throughout policy documents reviewed for the development of a Complete Streets Plan.

La Habra Complete Streets Plan aims to keep community health at the core of proposed street improvements, and further the vision and goals set out in existing policy documents.

Key documents reviewed include:

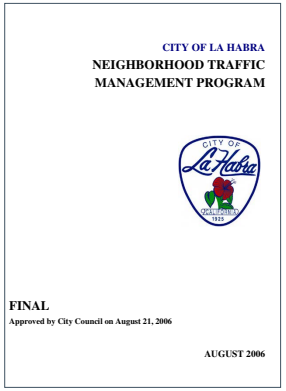
- La Habra 2035 General Plan
- Climate Action Plan
- La Habra Bicycle Master Plan
- Move More Eat Healthy
- Conditions of Children in Orange County (22nd Annual Report)
- SCAG RTP/SCS
- 7 Year Capital Improvement Plan
- Neighborhood Traffic Management Plan
- Complete Streets Safety Assessment

Summaries of documents reviewed can be found in Appendix A.



Key Takeaways from Document Review

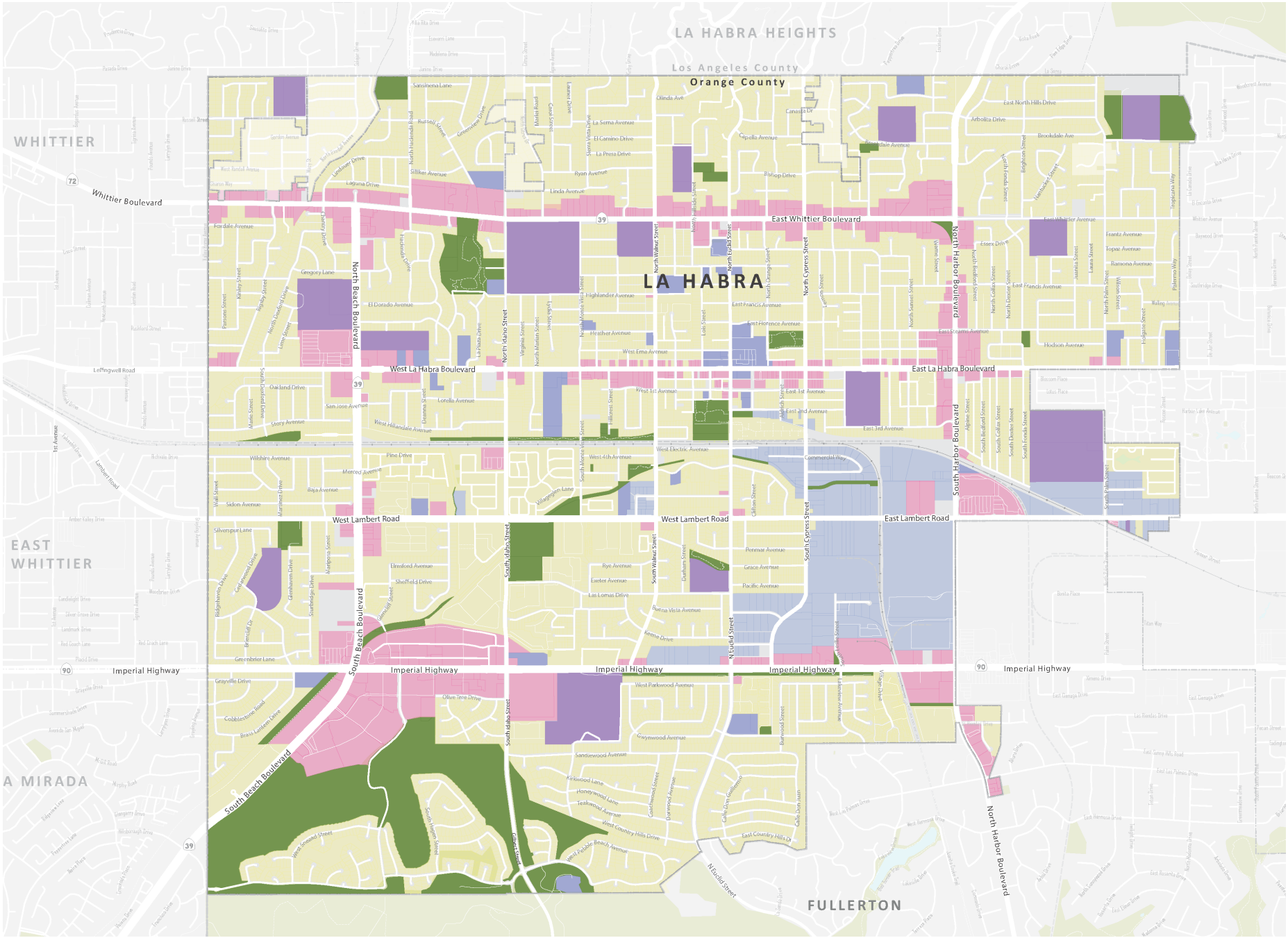
- Community Health is interwoven into City vision, principles, policy and planning. Health is defined beyond physical/individual health to also encompass safety, sustainability, economic and social vitality, equity, and built environment. La Habra envisions becoming a more livable community through an approach that keeps health at the center.
- Concern for health is strengthened through poor health among young members of the community, with 29.6% of 5th grade students in La Habra City School District at health risk due to body composition, and 22% of children below 18 receiving CalFresh (2016).
- Currently, arterials are strongly car-oriented and discourage active trips. Land use patterns play an important role in inhibiting use of alternative modes.
- The City has no clearly defined downtown that acts as a functional or symbolic core of the city.
- Movement towards developing a core/heart to the City will improve health through creating a more walkable city while improving economic health and opportunities.
- Arterials create barriers between neighborhoods. Greenways and open space within the city are discontinuous.
- Complete Streets is included in the General Plan, but there is no comprehensive policy for Complete Streets: RN 1.11 Complete Streets. “Implement Complete Street improvements and maintenance as funding becomes available.”
- Develop La Habra Blvd between Walnut St and Cypress St as symbolic and functional downtown – focus on walkability, mixed use, businesses that meet daily needs and engages the street.
- Redevelopment at concentrated nodes along corridors (Whittier Blvd and La Habra Blvd) with higher-density, pedestrian-oriented environments at key intersections.
- Improve neighborhood connectivity through greenway networks, linking residents with activity centers, schools and parks.
- The UPRR trail will serve as the back-bone to the network of neighborhood greenways and will close the gap in the OC Loop.
- The Bicycle Master Plan proposes adding an additional 15.2 miles of bikeways to the existing 18 miles of infrastructure.
- Plans and visioning documents focus on healthy modes of transportation and built environment oriented towards pedestrians – however, majority of 7 Year Capital Improvement Projects continue to be car-oriented.


CITY OF LA HABRA
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

FINAL
Approved by City Council on August 21, 2006

AUGUST 2006

2. Understanding



La Habra Land Use Map

2.1 Understanding La Habra

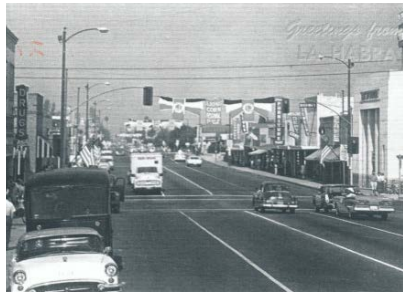
History/Background

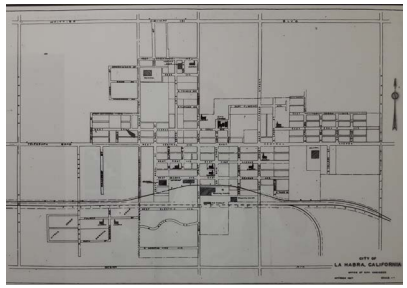
The City of La Habra is located strategically in Orange County's northernmost corner. Originally established as a cattle ranch in the 1830's the name refers to the "Pass through the hills", a natural pass to the north first discovered by Spanish explorer's in 1769. The 7.3 square mile bedroom community is conveniently located within an hour's drive of many beaches, mountain, and desert recreation areas. Founded in 1896 the first post office was established in 1898 in the Coy's Store at the corner of Central Ave (now La Habra Blvd) and Euclid St. The City was incorporated in 1925. By 1928 it was the largest avocado center in Southern California and by 1950 the population reached nearly 5,000.

Now, with a population of just over 60,000 the major employer is CVS Pharmacy followed by major retailers such as Wal-Mart, Target, and Costco, as well as the City of La Habra. The City offers a distinctive and well-rounded program of civic, recreational, social and cultural services to its residents, including 20 parks, a children's museum, community theatre, tennis center and diverse community center. A number of signature events such as the annual Corn, Citrus and Tamale Festivals attract thousands of residents and visitors alike, with a series of open air concerts animating locations across the City during the summer.

With no freeways within the city boundary the original pattern of streets remains largely intact, with the only the infrequently used Pacific Electric Railway bisecting the City. Established as part of the "Red Car" mass transit system the La Habra – Yorba Linda line travelled through one of the most sparsely populated areas of Greater Los Angeles. It was not originally intended for passenger service unless a connection to Corona was completed. Despite this, the route was opened in 1911 for service but closed down in 1938 due to low ridership.

Today, the closest operating train stations for regional rail are Metrolink stations at Buena Park and Fullerton, a 30-minute drive away and poorly connected by transit. The proposed light-rail line from East Los Angeles to the adjacent City of Whittier is a long way off. The project is not scheduled to break ground until the 2050's as of yet.



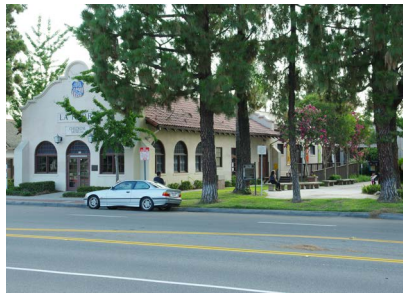


2.2 Character Areas

Downtown La Habra

The downtown civic area including the City Hall, Library, Historical Museum, Community Theatre, two main parks which host large community events and afterschool programming, Post Office, Police Station and the Community Center draw in residents from all over the community to the downtown. However, these destinations are not well connected to each other, and folks arrive by car and often will park multiple times in the small downtown area to avoid walking/ crossing Euclid St and La Habra Blvd.

Small stores come up to the street with parking in the rear, however customer traffic is low. Business type in this downtown area may be a contributing factor to low customer attraction. Several storefronts, in what should be the most strategic location for local businesses, are vacant. Along the corridor there are strip malls with parking out in front. Street parking on La Habra Blvd appears to have low utilization (target for downtown streets is 80% utilized). Long stretches between crossings on La Habra Blvd and Euclid St cause low connectivity in the downtown core. Traffic from cars on La Habra Blvd is moderate.



Residential grid

The residential grid near the downtown of La Habra is an older part of the City. Short gridded blocks and denser development makes the area walkable with links between residential areas and local parks. The housing in the area is a mix of small single-family homes and low-rise multifamily apartments. It is more common to see families out walking in these neighborhoods. Homes are mixed in with churches and schools and some retail/commercial/services as well. Vacant lots are mixed in with houses and neighborhoods abut the UPRR with various forms of separation between railroad right-of-way; chain link fences, block walls or no barrier at all.

Residential Streets are wide with on-street parking[1], cars parked in short driveways occasionally obstruct sidewalks. Trees line the streets, flowering and fruit trees reach over backyard gates into alleyways, which also serve as routes for cars, bikes and pedestrians. Many homes have chairs set out on the front porch which are occupied by family members in the early evening.

Hillside residential

Newer, larger homes congregate in the hills to the north and south of the City. The streets are meandering, wide and hilly, homes are larger and further apart from each other making walking to destinations more difficult. Schools and parks are occasionally mixed in to residential streets but there are few stores or businesses.

1. There is no overnight on-street parking in La Habra.

Walled and gated communities

South of the UPRR, straddling Lambert Rd is where a high concentration of these communities are found. The type of housing ranges from trailers to multifamily, duplexes to large stand-alone homes. These communities are characterized by the walls they put up towards arterial streets, turning their back towards the community outside of them. Many of these neighborhoods have limited access points, and meandering roads internally, limiting both walkability and connectivity to the outside community. The walking environment surrounding these neighborhoods is notably poor, trapping pedestrians between fast moving traffic and a brick wall for blocks at a time. These blocks of fortified communities not only restrict movement for those within, but also function as a barrier to connectivity for the surrounding community.

Recently incorporated communities

The north end of La Habra has a number of communities that were incorporated in 2018 which often do not have pedestrian amenities that relate to their surrounding neighborhoods, such as sidewalks. These neighborhoods often do not have pedestrian amenities that relate to their surrounding La Habra neighborhoods, such as sidewalks.

Retail and commercial hubs

Located at conjoining arterials are large retail and commercial hubs consisting of big box stores among expansive parking lots. There are poor pedestrian and bicycle access into the complexes, although some include pedestrian-scale plazas at supermarkets, for example the Plaza at Northgate Gonzalez Market. Vehicle access to hubs is prioritized with controlled access from arterials.

Retail and commercial corridors

Whittier Blvd, sections of Harbor Blvd and La Habra Blvd have long stretches of commercial destinations drawing many trips from both local and surrounding communities. And a mixture of strip malls with small to mid-sized stores with hubs such as Northgate on Whittier Blvd, Costco on La Habra Blvd and Palm Court/La Habra Marketplace on Imperial Hwy.

Industrial zone

The industrial area abuts residential neighborhoods and is populated with distribution warehouses, auto garages, and office space. Some streets do not have sidewalks or other bicycle and pedestrian facilities. The presence of high truck volumes in these areas are a potential hazard to pedestrian and bicyclists in these locations. CVS distribution is a major jobs center and has high truck traffic volumes coming in and out.

Rail road corridor

Wide empty right-of-way (ROW) primarily consisting of rocks/dirt and a single track that stretches the length of the City and beyond into neighboring communities. Guadalupe Park spans from Idaho St to Walnut St. Apart from connecting the trail, there are no crossings for pedestrians between segments. There also is no crossing at the trail beginning on Idaho St.

Despite the lack of orientation toward pedestrians and bicyclists, the ROW is currently used as an alternative to streets for people walking and biking, particularly with older school children. The ROW currently provides informal connectivity despite the risks faced by by walking and cycling along this corridor.

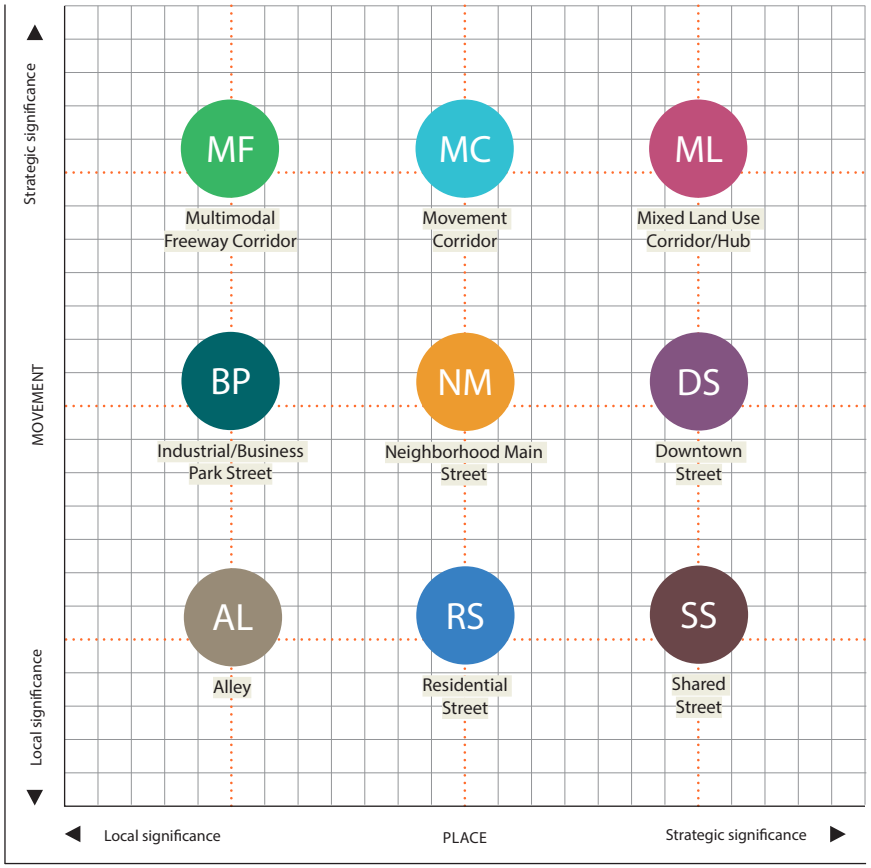
The City is pursuing the ability to buy easements from the UPRR to install a new bikeway from the east to west city limits.

2.3 Streetscape types

The OCCSI identifies nine broad types of streets and roads in Orange County and maps them according to how 'local' or 'strategic' in significance they are in terms of movement and place functions, taking into account the mix and balance of transportation modes, the nature of the built environment/aesthetic quality, and the character of different places. These streets represent the diversity of Orange County's roads. Within the City of La Habra examples of most of the street types can be found apart from the multimodal freeway corridor and shared streets (which only exist within private developments).

Shared streets appear to exist in places like the Brio Community where streets such as S Costa Blanca Court off E Bridenbecker Avenue don't have sidewalks. In these locations, pedestrians share the pavement with cars.

Orange County Complete Streets Initiative street types and the Movement and Place Axes



Street type not found in La Habra

Multimodal Freeway Corridors

OCCSI, “This category includes freeways and toll roads. These are high volume and high-speed traffic environments, with controlled access points via freeway interchanges. They are essential for movement of general automobile traffic and trucks across the county. The surrounding built environment tends to be single land use, and buildings are physically separated from the road behind a landscape zone or walls.”

Although there are no freeways going through the City of La Habra, it is served by the CA-60 Pomona Freeway, the CA-57 Orange Freeway, the CA-91 Riverside Freeway, the I-5 Santa Ana Freeway, and the I-605 San Gabriel River Freeway.

Movement Corridor

OCCSI, “Movement corridors are in all cases physically separated from the road, with landscape zones, and/or sound barrier walls. Surrounding land uses may vary from place to place, but tend to be single use. They are high volume and fast-moving traffic environments and are typically heavily used commuter routes and often also transit routes, truck routes, and emergency routes. They have limited vehicle access points in between major intersections.”

Movement corridors can be found on the major arterials such as Beach Blvd, Imperial Hwy, Harbor Blvd where the land use is single use and there is minimal interaction between the road and adjacent activities. They are also located on some of the secondary arterial where sound walls separate the residential areas from the street, such as S Idaho St, W Lambert Rd, La Habra Blvd and Whittier Blvd.

Mixed Land Use Corridor / Hub

OCCSI, “Mixed land use corridors / hubs are typical of many areas in Orange County. They are streets which carry high volumes of general automobile traffic, and are often transit routes, truck routes, and emergency routes. However, they also present a mix of uses with retail and other business uses in shopping centers or large, continuous strip malls.”

The entire length of Whittier Ave heading east from Harbor Blvd, plus the majority of the Imperial Hwy falls into this category. Other locations include the intersections of Beach Blvd with La Habra Blvd and Lambert Rd, plus Harbor Blvd with Whittier Blvd, La Habra Blvd and Imperial Hwy, where commercial hubs are located.

Industrial / Business Park Street

OCCSI, “Industrial or business park streets serve commercial zones with large buildings set back from the road behind parking and landscaped areas. The streets are designed for automobile priority and are largely used by traffic accessing specific businesses located in the area.”

The majority of this street type can be found in the industrial areas located in the south eastern corner of the City around the CVS distribution center on Harbor Blvd and the Kaiser Permante Medical offices on Imperial Hwy. Their extent is pretty limited and serves mainly warehouse / manufacturing type facilities rather than offices.

Neighborhood Main Street

OCCSI, “Mixed use main street attracting people from across the neighborhood or city. Streets are generally already designed for a mix of transportation modes including pedestrian and sometimes bicycle movement. Buildings are usually two to three stories in scale and positioned at the back of the sidewalk. Uses include shops, workplaces, and recreation facilities. May also feature small individual strip malls.”

La Habra does not have many neighborhood centers outside the downtown area around city hall. However there are number of smaller strip malls and street sections located on La Habra Blvd that have a more neighborhood feel about them. These include the sections between N Valencia St and N Sunset St, and between S Dexter St and S Fonda St, as well as around the Monte Vista St junction.

Downtown Street

OCCSI, “Mixed use street in the heart of a downtown area, typically attracting visitors and workers from across the City and the County. Streets are generally already designed for a mix of transportation modes including pedestrian and transit, and often bicycle movement. Buildings are four or more stories in scale and positioned at the back of the sidewalk. Uses include shops, workplaces, and recreation facilities.”

However, the downtown heart of La Habra does not essentially meet the criteria of the OCCSI specification with regards to building height (which is limited to three stories or less) and density of development around city hall. At the moment its extent is pretty much restricted to between the La Habra Community Center and Cypress St.

Alley

OCCSI, “Alleys are at the rear of buildings and have low traffic volumes. They are primarily used to access parking, deliveries, garbage storage/ collection and emergency access. There are two alley scenarios:

- Residential – in residential areas where adjacent land use is predominantly single family or multi-occupancy housing.
- Commercial – in an urban downtown area, where adjacent land use is predominantly retail”.

Commercial and residential alleys are largely restricted to the older street grid blocks in the downtown area either side of La Habra Blvd. For example and alley runs between S Walnut St and S McPherson Ave to behind the premises on La Habra Blvd. It serves parking and delivery access to the commercial premises to the north and residential homes to the south. Parking is not allowed in alleys in La Habra. A similar layout can be found to the north of La Habra Blvd for a similar extent.

Residential Street

OCCSI, “Street serving a residential area, as well as schools and local community facilities. Low to moderate traffic volumes. Streets are predominantly automobile focused. Land use is predominantly residential in the form of single family or multi-occupancy housing.”

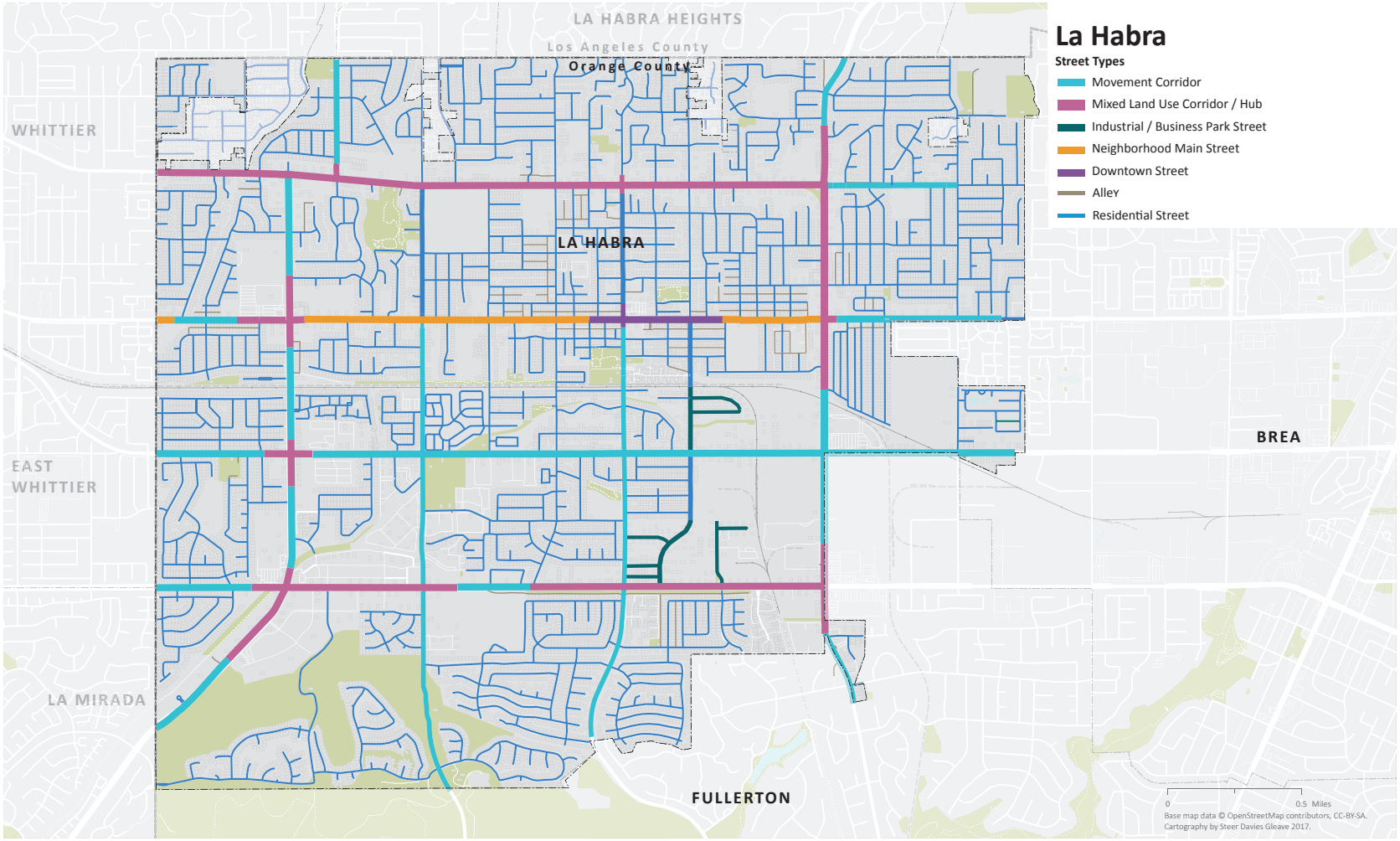
The majority of streets across La Habra are residential, varying from those on busy arterials to those in secluded neighborhoods with very little through traffic. In certain areas the on-street parking is an issue due to limited off-street parking, and in others the streets are more open due to lower housing density and the presence of off-street parking.

Shared Street

OCCSI, “Busy mixed-use street in the heart of a district center, typically attracting visitors and workers from across the City and the County. Already designed for a mix of transportation modes with provisions for walking and biking. Buildings are typically three stories in scale and positioned at the back of the sidewalk. Uses tend towards shops and recreation facilities. Sometimes used for open street events.”

There are no true shared streets within the City of La Habra, though certain developments such as Creekside Village exhibit the characteristics of pedestrians and cars sharing the same space.

Map of street types across La Habra



2.4 Streetscape Quality

The Pedestrian Environment

Across the City of La Habra most of the streets have sidewalks that are maintained to a good standard. The sidewalk either abuts the curb or is separated from it by a narrow landscaped strip. Generally, the widths appear to be adequate for the expected pedestrian use, though in certain locations, such as downtown mixed-use area, the width may be inadequate for the levels of pedestrian activity and the street furniture required.

There are instances of poor maintenance and in certain locations cracking, and heaving, of the sidewalk has been caused by tree roots. In addition, there are a limited number of streets where there are no sidewalks, on one or both sides of the streets. In certain instances, this is because it is an industrial area where sidewalks were not designed in at the outset, and others where the local community does not want sidewalks, such as in some of the unincorporated areas of the City. Where sidewalks are missing it often leads to an abrupt end in the pedestrian route with the pedestrian forced to walk in the street.

Typically, the majority of sidewalks are unobstructed, however there are locations where utility poles and cabinets, bus shelters with advertising panels and other street furniture physically obstruct movement and impair visual sight lines. In other locations, inconsiderate residents park their automobile such that it extends across the sidewalk. In these instances, this is often caused by insufficient set-back of the garage to allow off-street parking.

Most of the sidewalks are accessible with curb cuts installed at intersections, and pedestrian priority recognized at vehicle driveways by the sidewalk material extending as a level surface across the vehicle entrance. However, crossing the arterial network across the City of La Habra appears to be a significant challenge for pedestrians. The combination of long crossings, limited crossing times, and right turns on red means that the conditions do not favor the young, elderly, or mobility impaired. Even where school crossings have been installed in accordance with the MUTCD requirements, the lack of sidewalk on one side of the street negates their purpose.

Russell-Sharpless Crosswalk

Macy-Russell Crosswalk

Street tree planting provides much needed shade for pedestrians, creating a comfortable walking environment. However, street trees are not prevalent, and where they are present they may lack continuity or be a species that the shade provided is inconsequential. Street lighting is not designed for pedestrians and therefore the levels of night time illumination are of little comfort to people walking along, or crossing the street, at night.

There is no signage and wayfinding appropriate for pedestrians making it difficult for pedestrians and transit users, without smart phones, to understand what the City has to offer and to enable them to find their way to and from key destinations. Although seats and bins are provided at certain locations, such as transit stops, they are not at regular intervals along key routes and at destinations.

The lack of active frontages along certain arterials creates an intimidating environment for pedestrians, especially where it is reinforced by sounds walls, solid perimeter security and gated developments. Even a well landscaped sidewalk cannot make up for the lack of interaction between a development and the street.

The Bicyclist Environment

The majority of streets within the City of La Habra have not been designed specifically for bicyclists, although by their very nature are open for use by all bicyclists. However, the form of the road pattern across the City can make it difficult for bicyclists wanting to use the quieter, less busy, residential streets to get around the City. Within certain residential neighborhoods bike routes with signs have been installed to identify those connections, but often bicyclists are 'forced' onto the higher speed arterials to move across the City.

Where bike lanes are provided within the City of La Habra they are restricted in their length and do not always form part of a wider network. This is an issue that the recently completed Bicycle Master Plan and the Complete Streets Master Plan will address over time. The bike lanes are unbuffered to the traffic or to parallel parking, which means that in locations where the width of the parking zone is narrow, wider vehicles extend into the bicycle lane, thereby reducing the effective width of the bicycle lane.

Bicycling on sidewalks is prevalent across the City, particularly on the arterial network where no bicycle lanes are provided. With low numbers of pedestrians in many areas there appears to be little potential conflict, but the potential for conflict will increase in busier downtown areas. The surface conditions across the city for bicycling are good, though the levels of street lighting would appear to be insufficient to illuminate road bicyclists sufficiently. Bicycle parking facilities are very restricted with no obvious locations apart from schools and certain of the retail developments. Off road trails are limited to the UPPR Trail, which when extended will provide a key link running through the center of the City.

The Transit User Environment

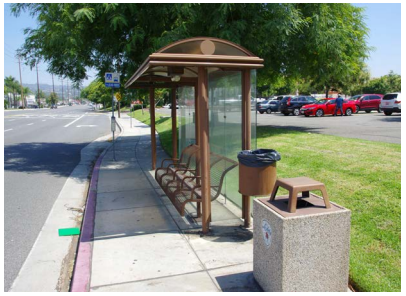
The environment for a transit user is poor. Given that the majority of transit stops are located on the arterial network, passengers in the first instance are obliged to wait alongside what, at times, may be very busy and congested arterial roads. Where the buses are infrequent, this results in extended waiting times in an unpleasant, and polluted environment.

Each transit stop is marked by a sign that indicates the service number at the very minimum. Bus route information and timings may also be provided. However, no real-time information on the service, or information on the locality is provided as would be found on a high-quality transit stop.

Often seating and trash cans are provided alongside the stop, but the seating itself may not be in good condition. At certain stops, a shelter may be installed providing increased comfort during the heat of the day. At some stops, the shelter itself reduces the width of the sidewalk, and at others advertising panels obscure sightlines. Specific stop lighting is not provided.

Interchange between services may be difficult, especially where large arterial intersections have to be crossed. Also, it appears that no consideration has been given to how pedestrians and bicyclists, can access these transit stops through first and last mile enhancements.

At some stops the shelters reduce the amount of space on the sidewalk and the end panels may obscure sightlines.



The Motorist Environment

La Habra's street network, and development form, has been designed with the automobile in mind; with residential streets that are typically wide enough to allow for two lanes of traffic and on-street parking and arterials that are multi-lane and designed for high levels of service. At peak hours, specific arterials become congested for short periods of time. Street lighting is sufficient, with signage indicating key destinations and restrictions such as truck routes, street sweeping, parking, etc.

On-street parking does not appear to be an issue except in communities where there are apartments without enough off-street parking and where homes are occupied by multiple families. Within commercial areas there appears to be large amounts of off-street parking which may reach capacity at certain times of the week or for particular events.

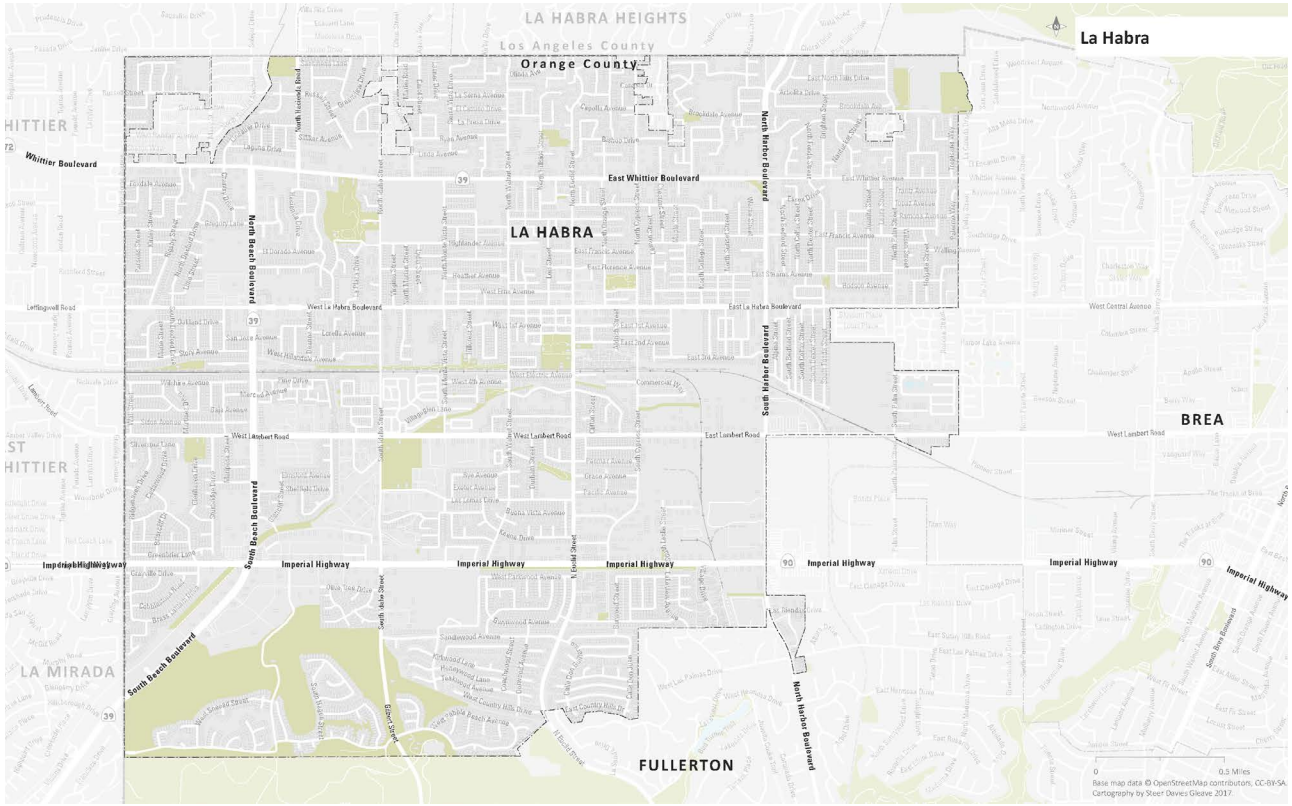
Speed appears to be an issue along both arterials where drivers are notified of their speed, and in residential neighborhoods when local residents use signs to ask drivers to respect their neighborhood and slow down. Traffic calming interventions have been installed in certain neighborhoods, ranging from an ineffectual sign with no supporting physical measures, to traffic islands, speed bumps/lumps and raised tables.

Around schools' signage, speed limits, yellow crosswalks, and raised crossings all aim to make the motorist more aware that they are entering a school area and need to take extra care.

2.5 Data Analysis

The following themes were analyzed and mapped for the City of La Habra. Understanding different factors of significance spatially provides a fact-based foundation for decision-making on Complete Streets.

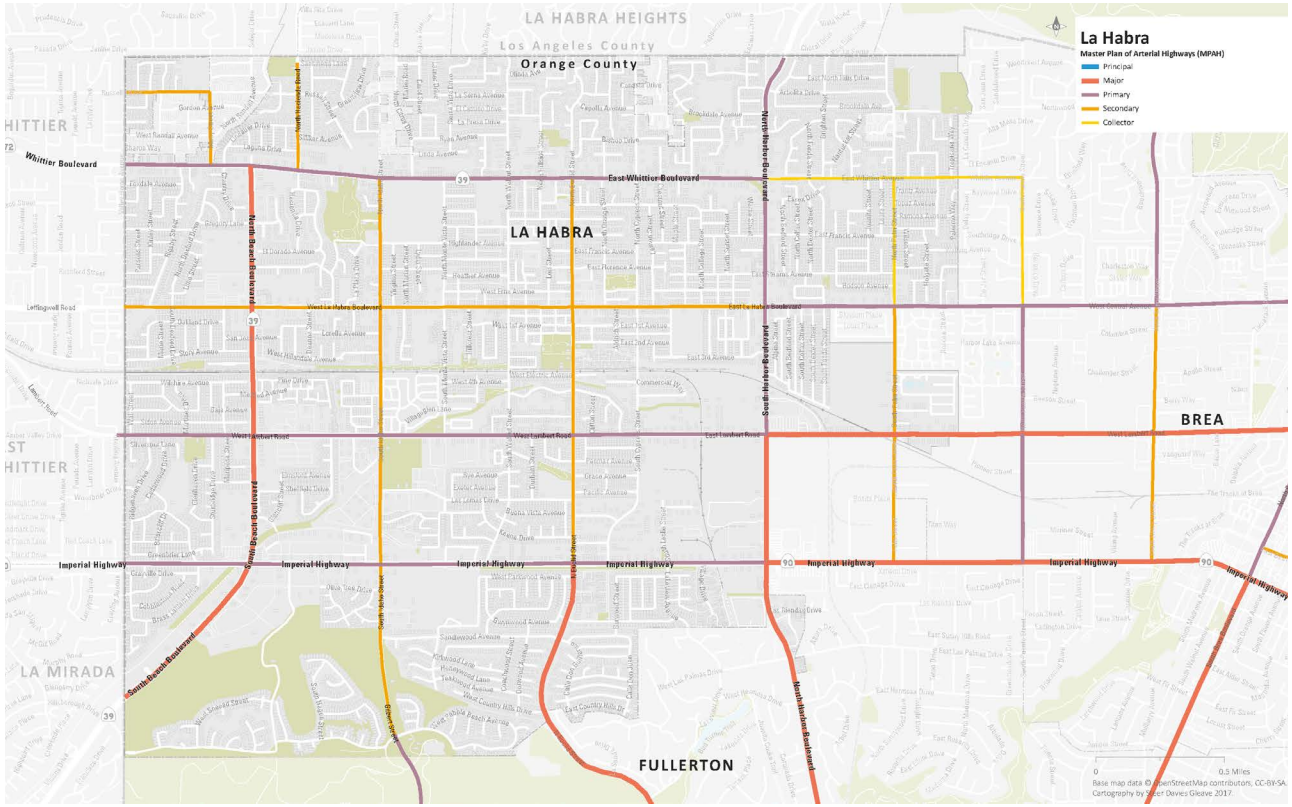
- MPAH Classification
- Truck Routes
- Public Transit
- Bikeways
- Connectivity
- Traffic Volumes
- Collisions
- Commute Mode
- Work Destinations
- Land Use
- Schools and Parks
- 8-80 cities
- Disadvantaged Communities
- Health



MPAH Street Classification

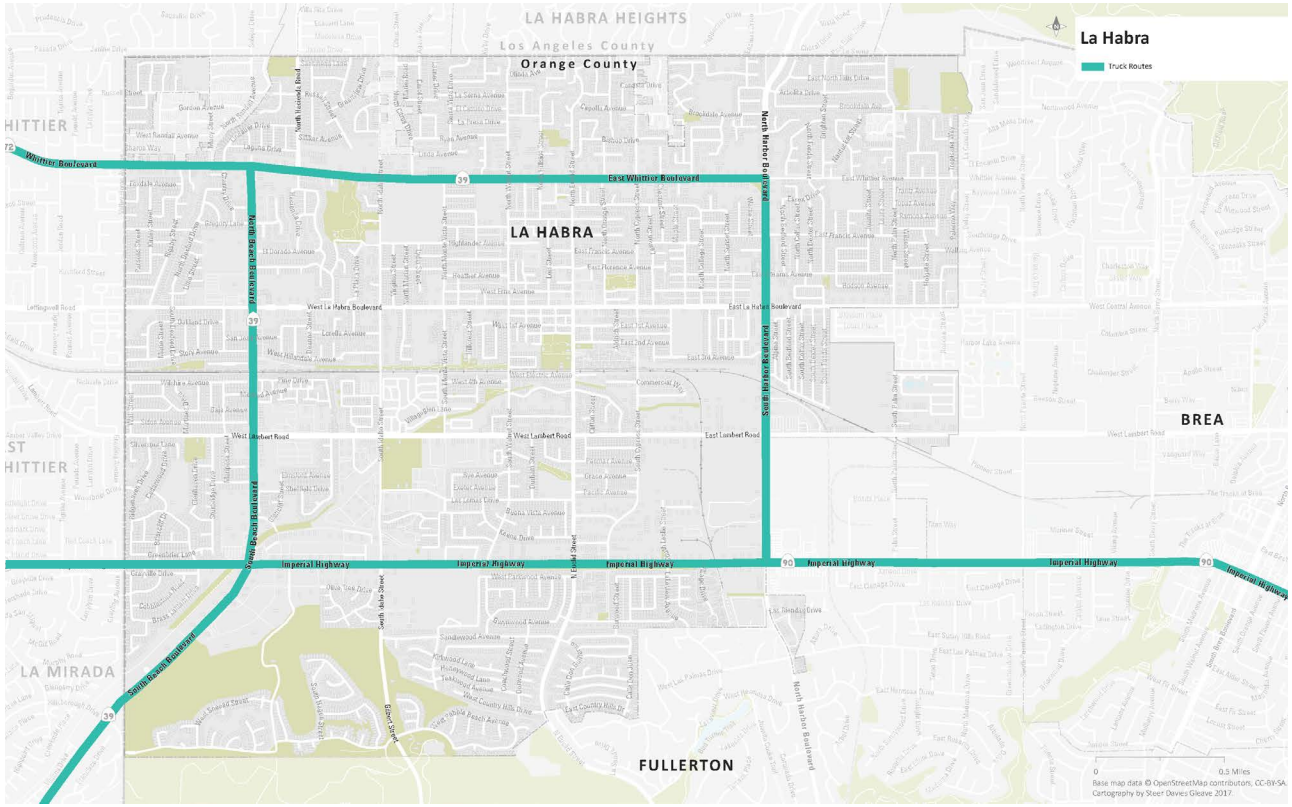
The urban form of the city is defined by a rectilinear grid of arterial streets, however within this grid there are various types of street layout; some areas are highly connected with a grid of local streets within the larger scale arterial street grid, while others are largely self-contained with cul-de-sacs along a spine route. The City does not include any freeways, however does include several strategic arterial roads, which provide good vehicular connections, but also create barriers to active transportation modes. The most significant arterials in terms of scale of roadway are Beach Blvd and Imperial Hwy. Whittier Blvd, Lambert Rd, Harbor Blvd, La Habra Blvd, Euclid St, and even parts of Idaho St are also significant arterials. La Habra has an active railroad operated by the Union Pacific Railroad. There is a UPPR easement which bisects the City east-west; this is something of a barrier to north-south movement at a local level, however it is noted that work is being undertaken to create multi-use trail facilities along this corridor.

Through traffic is focused on the main arterials running north-south and east-west through the City. Heavy travel is particularly focused to primary and major arterials forming a square with Beach Blvd, Whittier Blvd, Harbor Blvd, and Imperial Hwy, as well as Lambert St which bisects the square.



Truck Routes

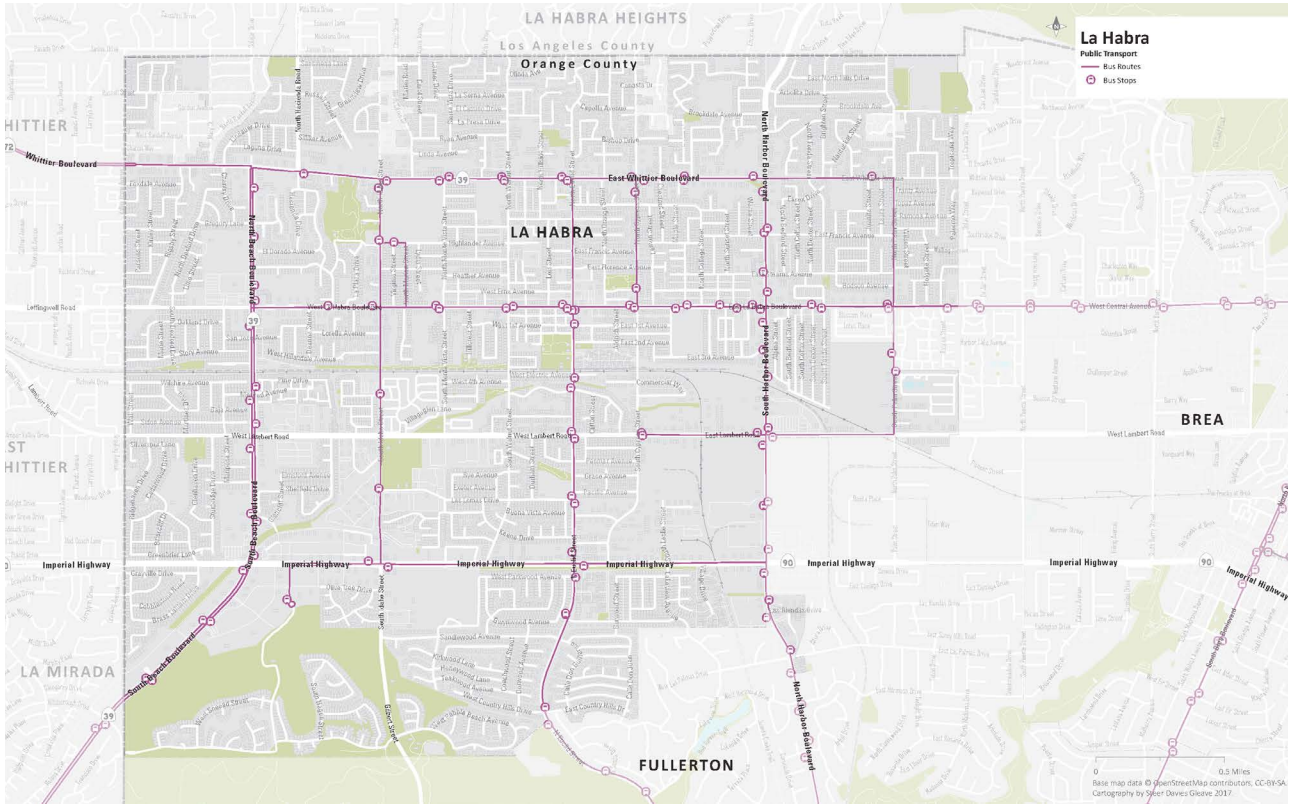
Trucks are limited to the square of highly traveled arterials of Beach Blvd, Whittier Blvd, Harbor Blvd, and Imperial Hwy. Anecdotally, the City experiences a high number of truck route violations, particularly on Lambert Rd (between Harbor Blvd and Beach Blvd) and Harbor Blvd (north of Whittier Blvd).



Public Transit

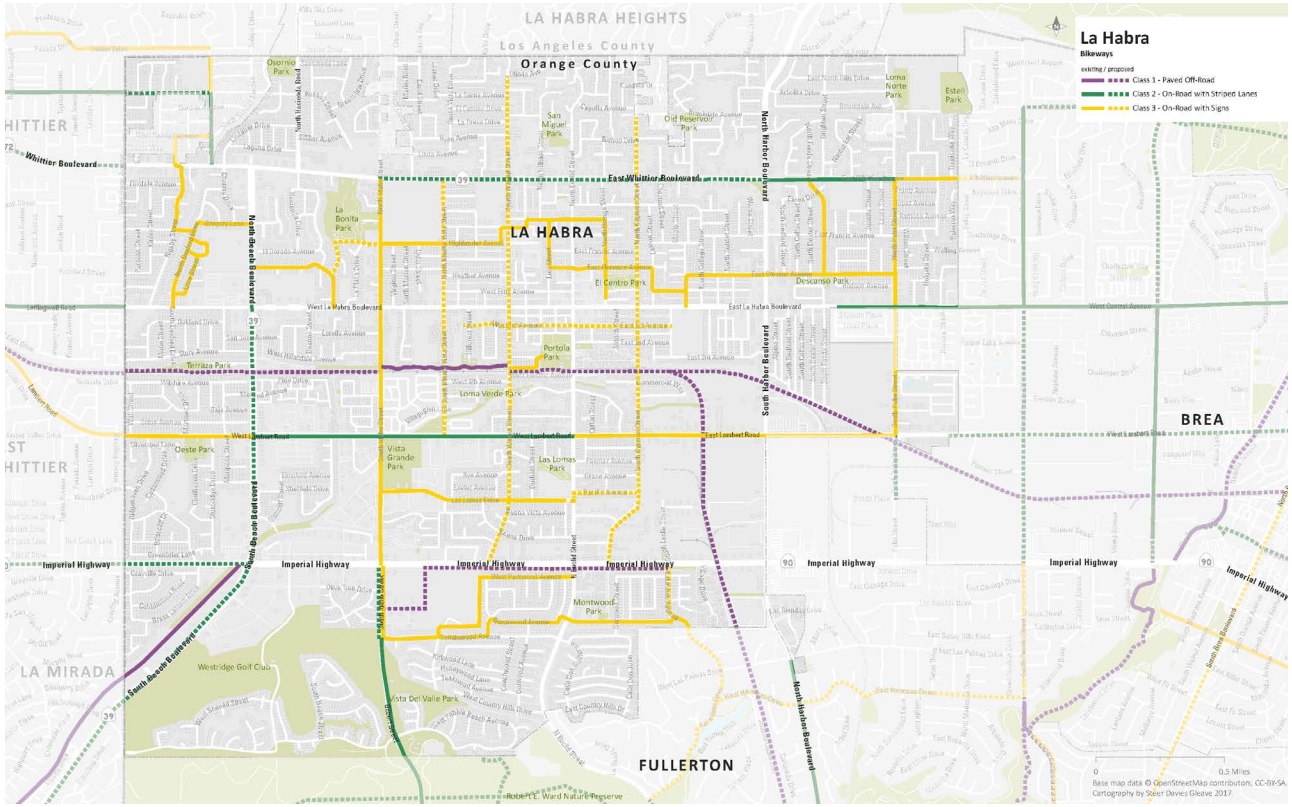
Despite good coverage within the City, infrequent service is a key barrier with stops and routes on most main arterials with the exception of Lambert Rd. Public transit has good connectivity to Orange County but few connections to LA County in the north and west. La Habra is served by the following transit operators:

- OCTA
- Foothill Transit



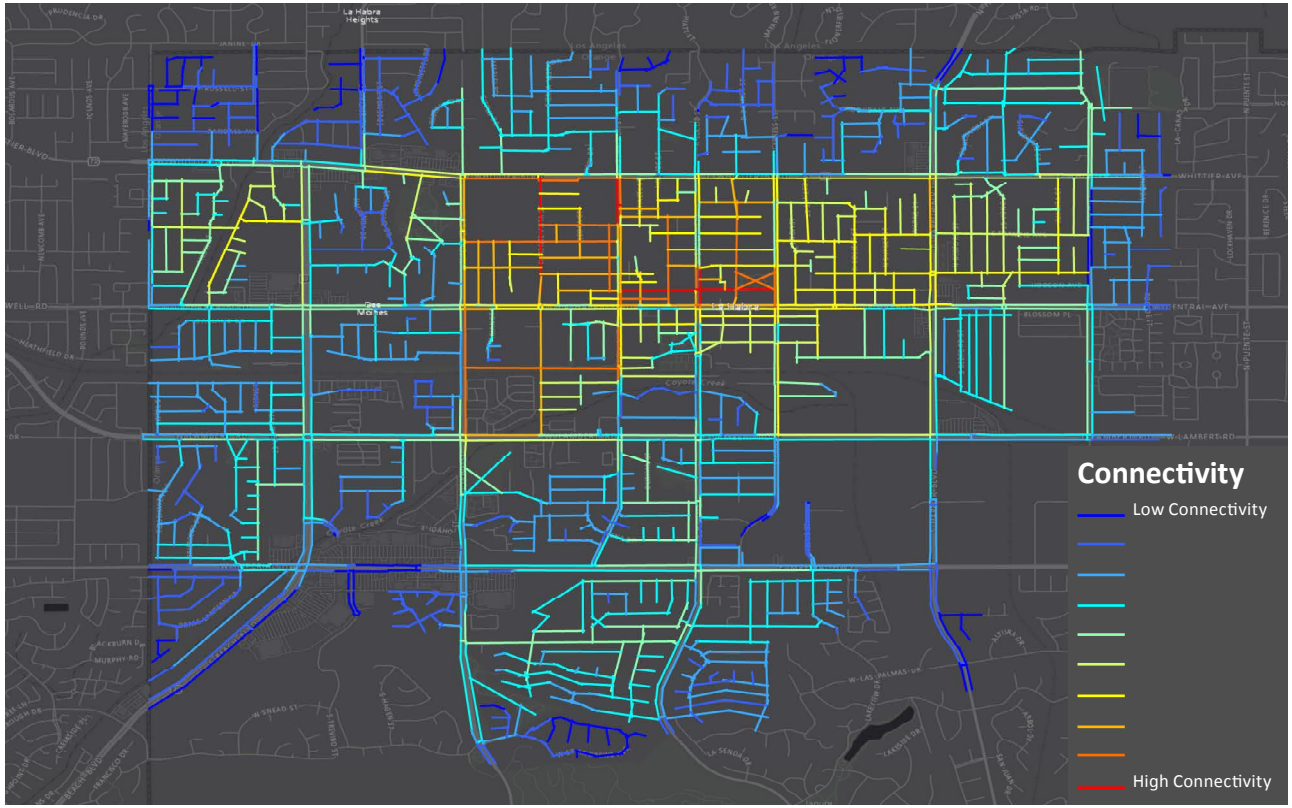
Bikeways – Existing and Proposed

The proposed bikeway network provides good connectivity with the networks of surrounding cities, in particular a future connection to the OC Loop and to Whittier and Brea bikeway along the UPRR right-of-way. La Habra Blvd and Coyote Creek were identified by the community as areas of need for bike infrastructure, however they face significant barriers to implementation from ROW constraints to high traffic volume. La Habra's existing and planned bikeways focus enhanced safety bike infrastructure through arterials while providing a network of neighborhood bike routes to create connections in between.



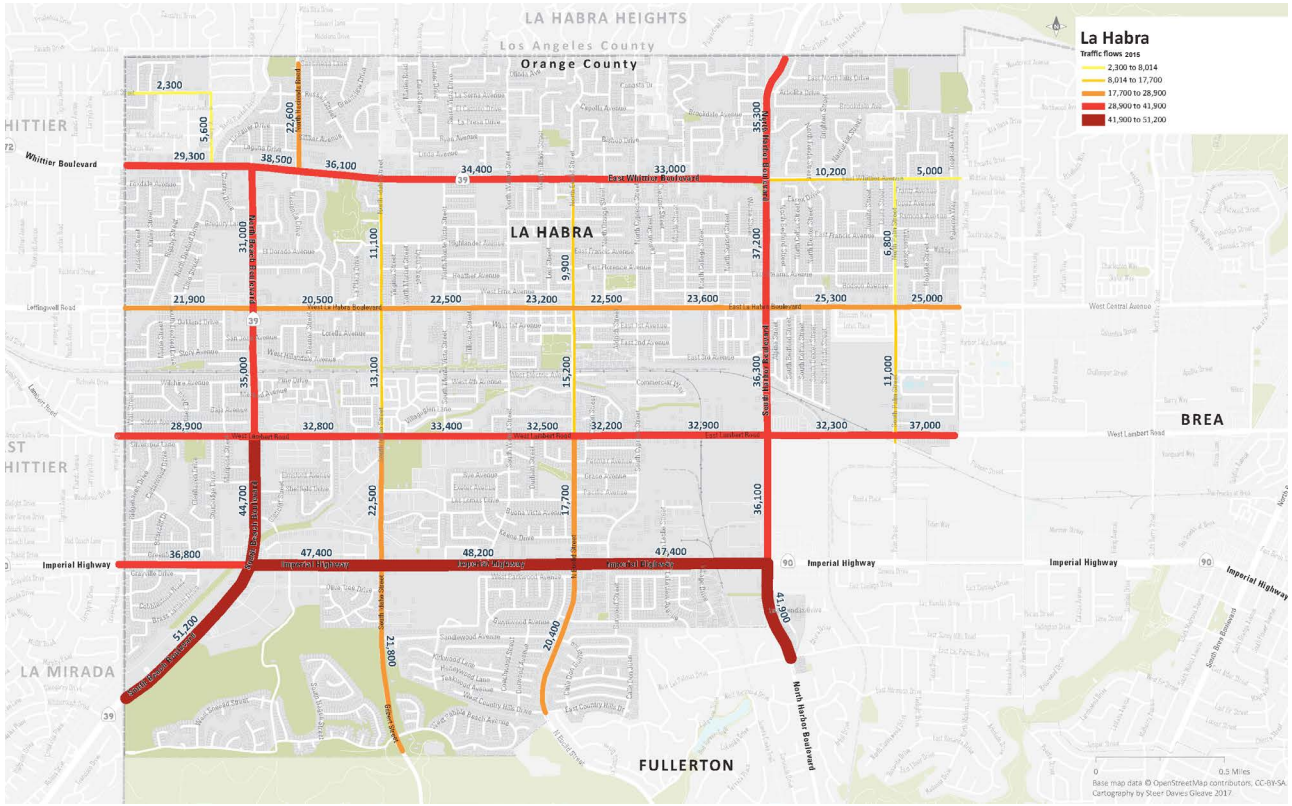
Connectivity Analysis

Connectivity is a measure that takes into consideration the number of neighboring sidewalk segments that are directly connected to a particular street segment or a space, by accounting for the number of immediate neighbors. This is a local measure meaning that it considers the segments in relation to their surroundings and not the entirety of the network. Understanding this data-driven representation of connectivity in the City of La Habra is directly related to challenges identified in the La Habra 2035 General Plan, specifically the discontinuous network between neighborhoods and active spaces such as parks or greenways.



Traffic Volumes

High traffic volumes are concentrated on the key arterials which form a box around the city, and on Lambert Rd. Southern routes in the City including South Beach Blvd and Imperial Hwy experience the highest traffic volumes. La Habra Blvd and internal streets experiences lighter traffic flows than external and southern most streets. La Habra Blvd is at a traffic flow threshold where traffic calming could be a feasible strategy.



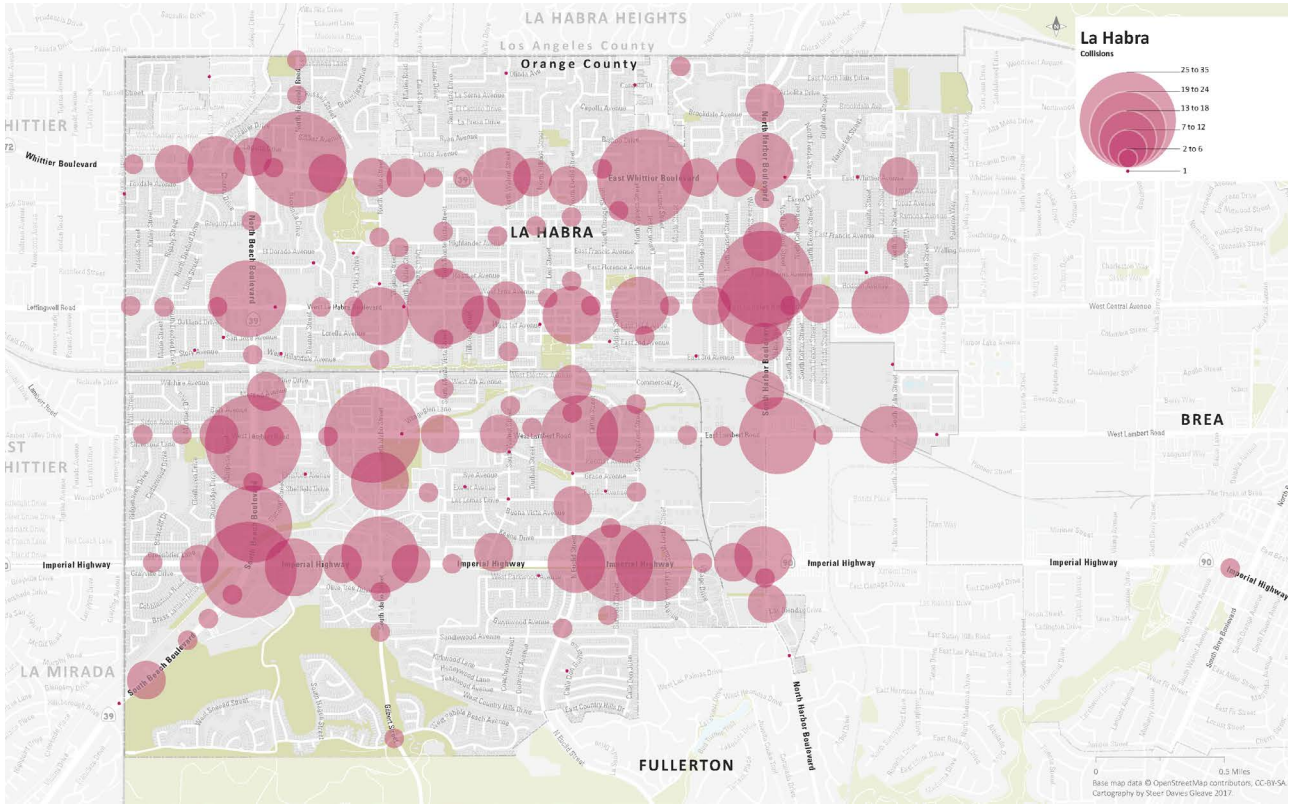
Collisions

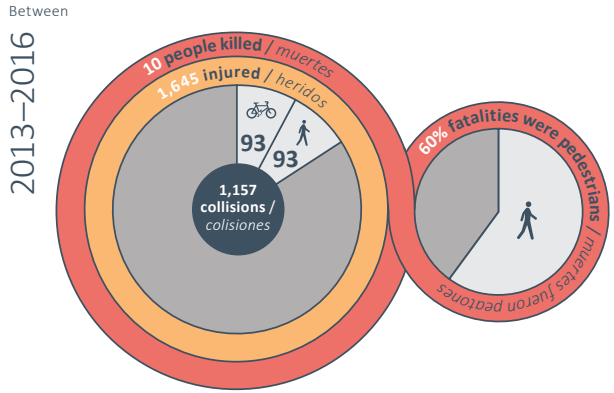
Collisions are clearly focused on arterial streets with higher traffic volumes, with specific locations along the route experiencing a notably higher number of collisions than others.

Between 2013-2016, there were 1,157 collisions, 93 bike and 93 pedestrian, with 10 people killed and 1,645 injured. Crossing the street was a prevailing factor in pedestrian collisions; locations of multiple street crossing collisions can be identified and evaluated for safety improvements.

Some key figures:

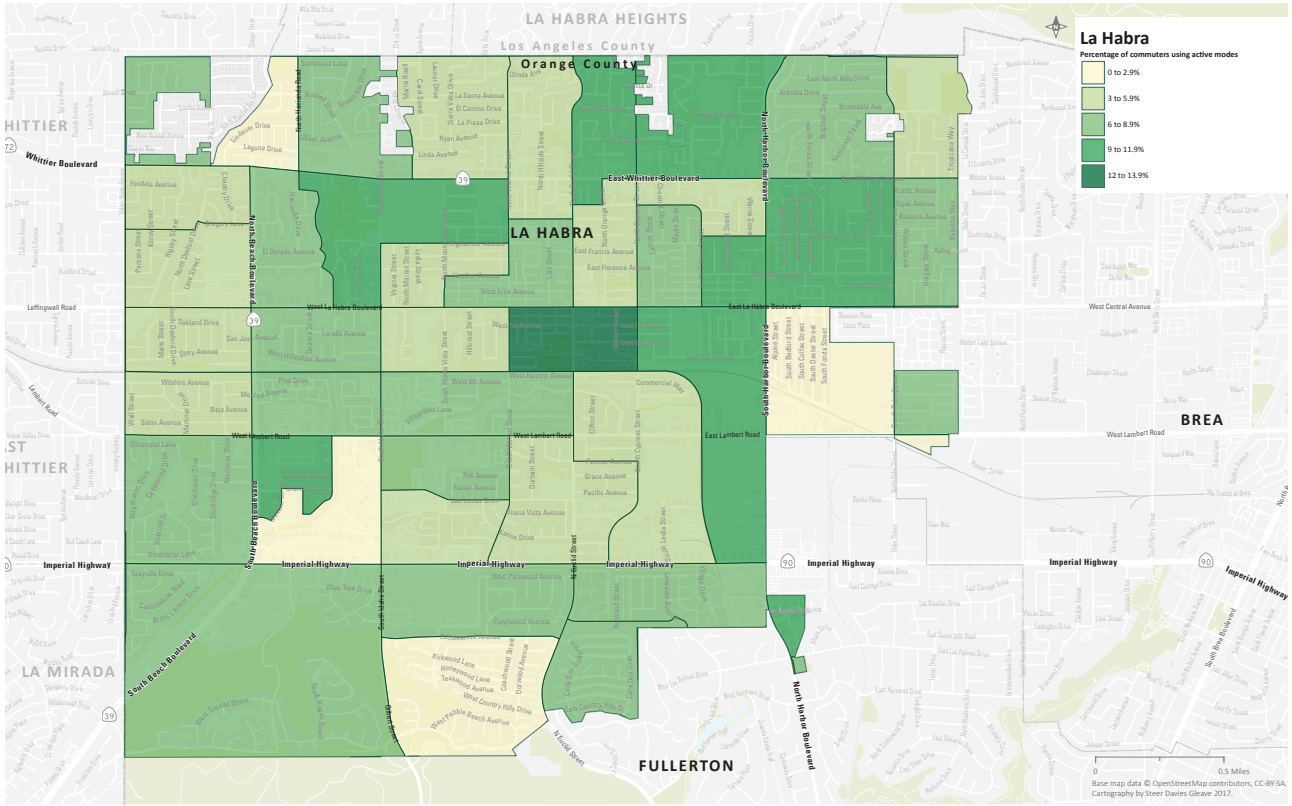
- The number of annual pedestrian collisions in La Habra has more than doubled between 2013 and 2016 from 15 to 31 collision between people and cars every year.
- The vehicle driver is at fault in 67% of car-pedestrian collisions in La Habra.
- 6% of car-pedestrian collisions were fatal, while 12% resulted in severe injury.
- 65% of car-pedestrian collisions in La Habra occur while the pedestrian is crossing in a crosswalk or at an intersection.
- 51% of car-pedestrian collisions occurred in the day time.





Commute Mode

La Habra has sections of the City with notably high active transportation mode splits, particularly in areas that overlap with other issues of concern such as low income, health and environmental justice.

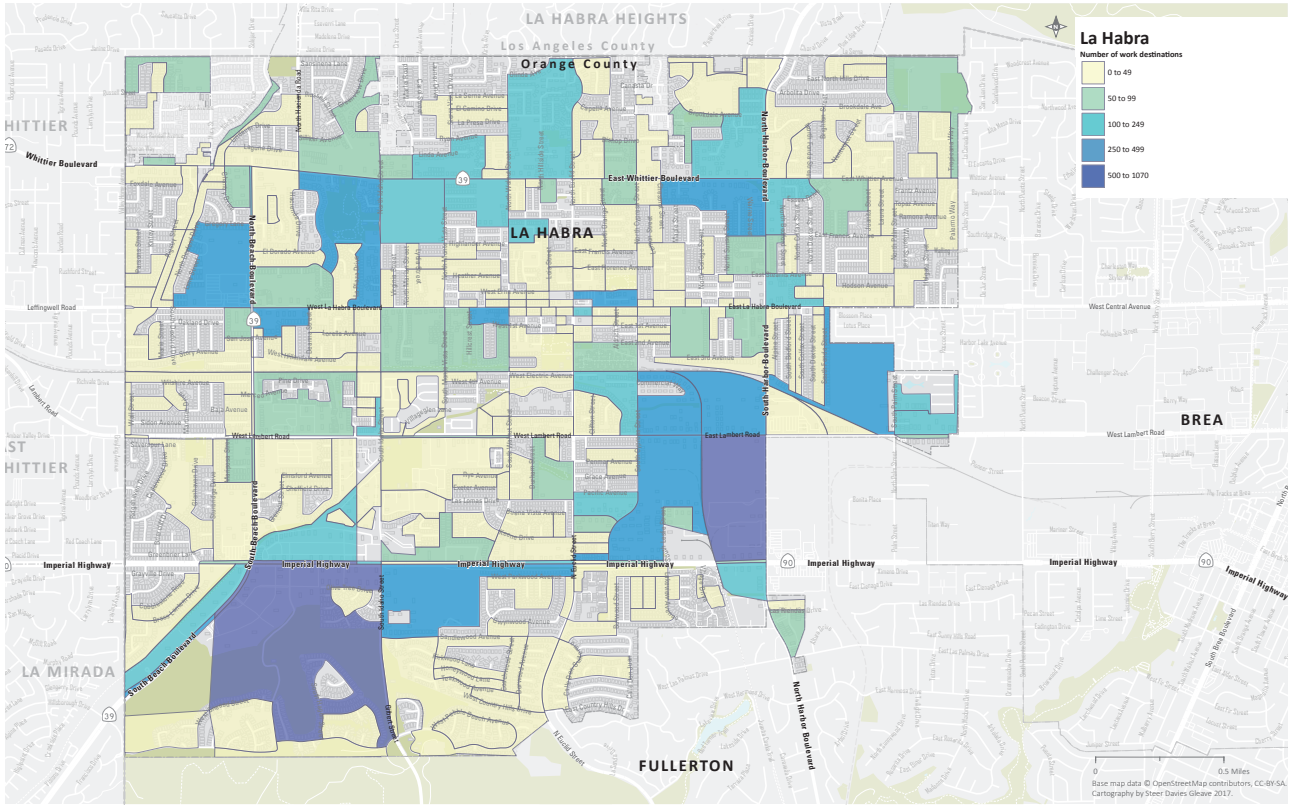


Work Destinations

There are over 14,850 daily work trips made to locations within the City of La Habra. Areas that generate a high number of work trips are shown in the following map. Understanding the daily flow of workers into La Habra for work is important for understanding movement within the City.

Work Destinations within the City were determined using LEHD Origin-Destination Employment Statistics (LODES) data:

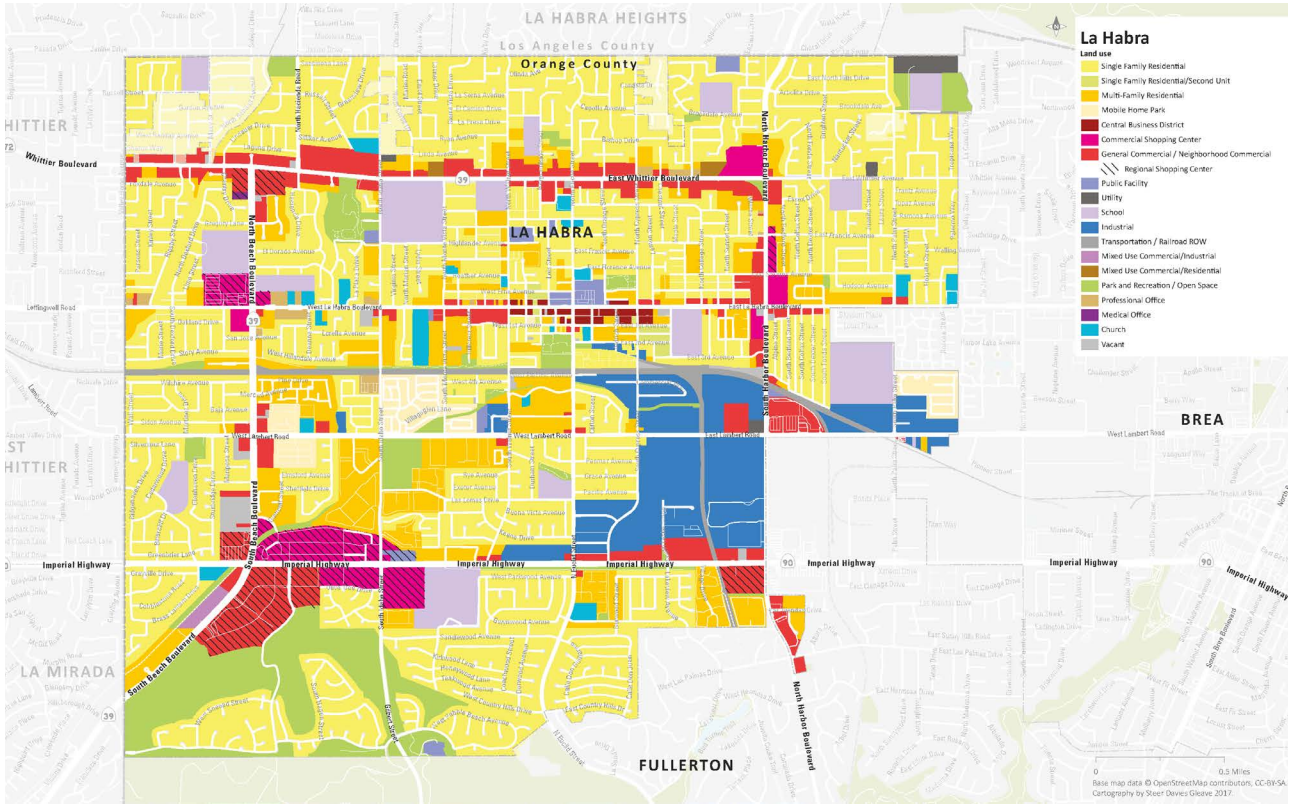
- Data representing Home-to-work O-D (origin destination) flows.
- LODES data is annual, covers 90% of all US workers, census block level detail (compare this to regional household (HH) travel surveys which account for less than 1% of all HH, or Census journey to work data which covers about ~17% of population, or ACS 2.5% of HH with significant data suppression).
- Data was narrowed to only trips which end in the City of La Habra.



Land Use

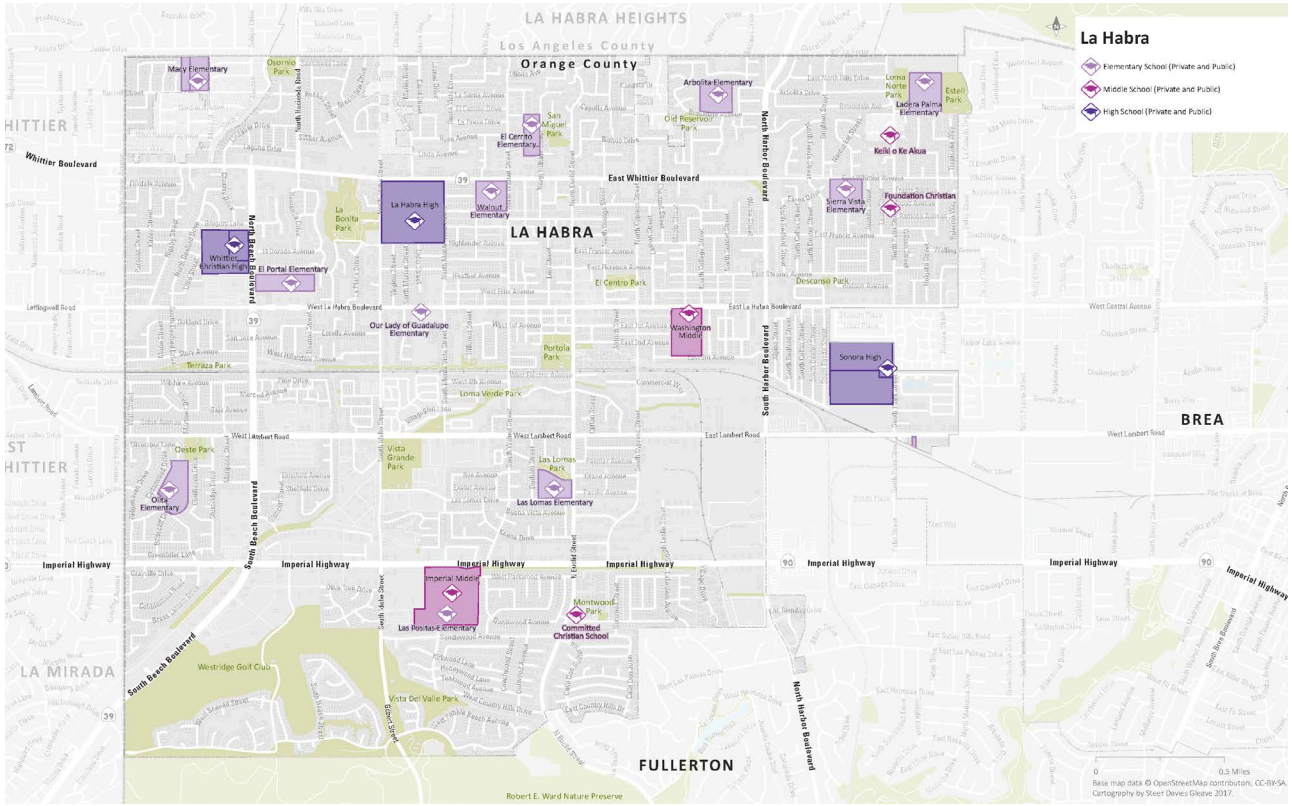
A large proportion of the City's land use is residential, however there are significant areas of other land uses including retail, entertainment, leisure, and business/industrial areas. Key retail destinations in the City include Westridge Shopping Plaza, La Habra Marketplace, Imperial Promenade, La Habra Town Center, Northgate Market, and North Hills Plaza.

Activity centers focused at intersections and main arterials, with activity centers along Whittier Blvd and on La Habra Blvd between Walnut St and Cypress St.



Schools and Parks

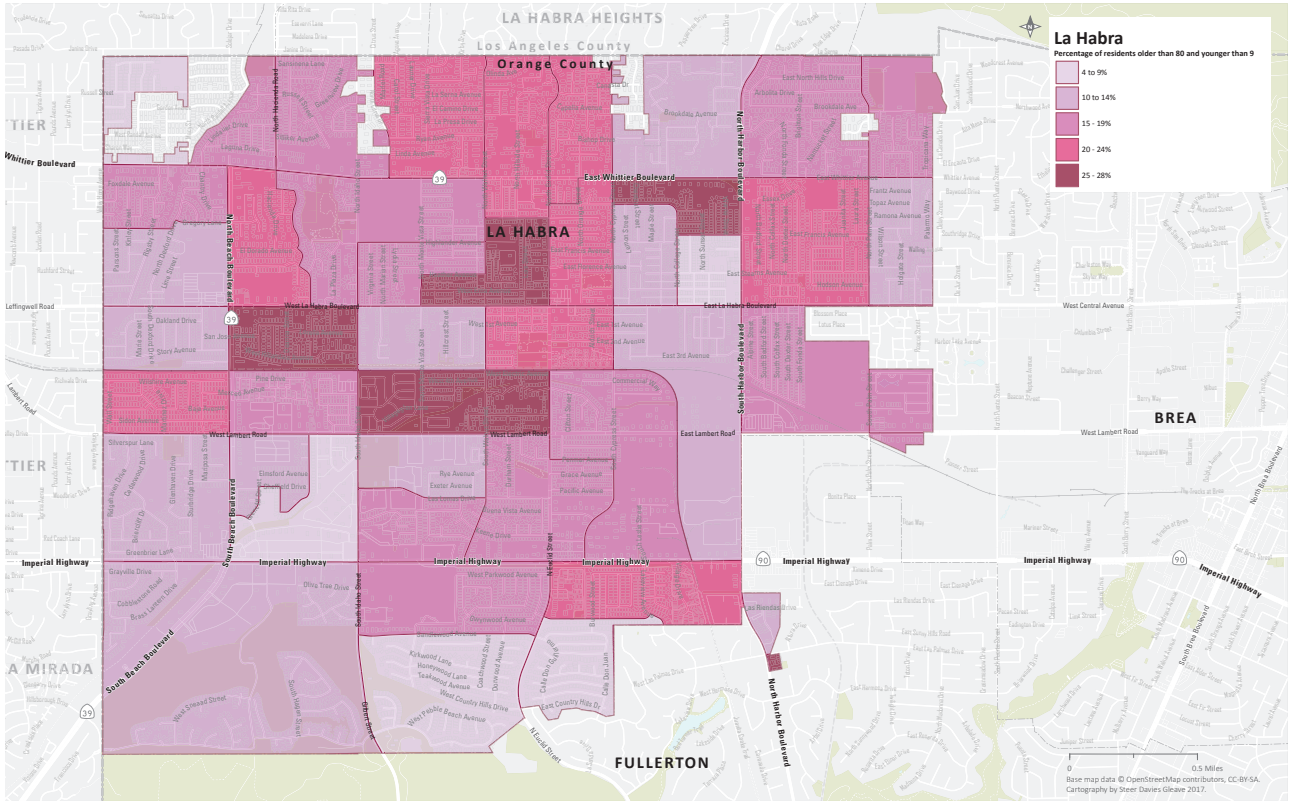
Creating safe and healthy connections between home, school and parks is a part of the City's long-term vision. With a youth population impacted by unhealthy body composition, pedestrian environments and access to green spaces that encourage active lifestyles are important to improving health in children.



8-80 Cities

8-80 cities is the concept of a former parks commissioner for the City of Bogota, Gil Penalosa. The idea is to create cities that are safe and accessible for both an 8-year-old and an 80-year-old. By focusing on designing for the most vulnerable user, the outcome is streets and shared public spaces that are good for everyone. The 8-80 concept is a litmus test to determine the quality of street/public space how suitable to that road is to the most vulnerable users.

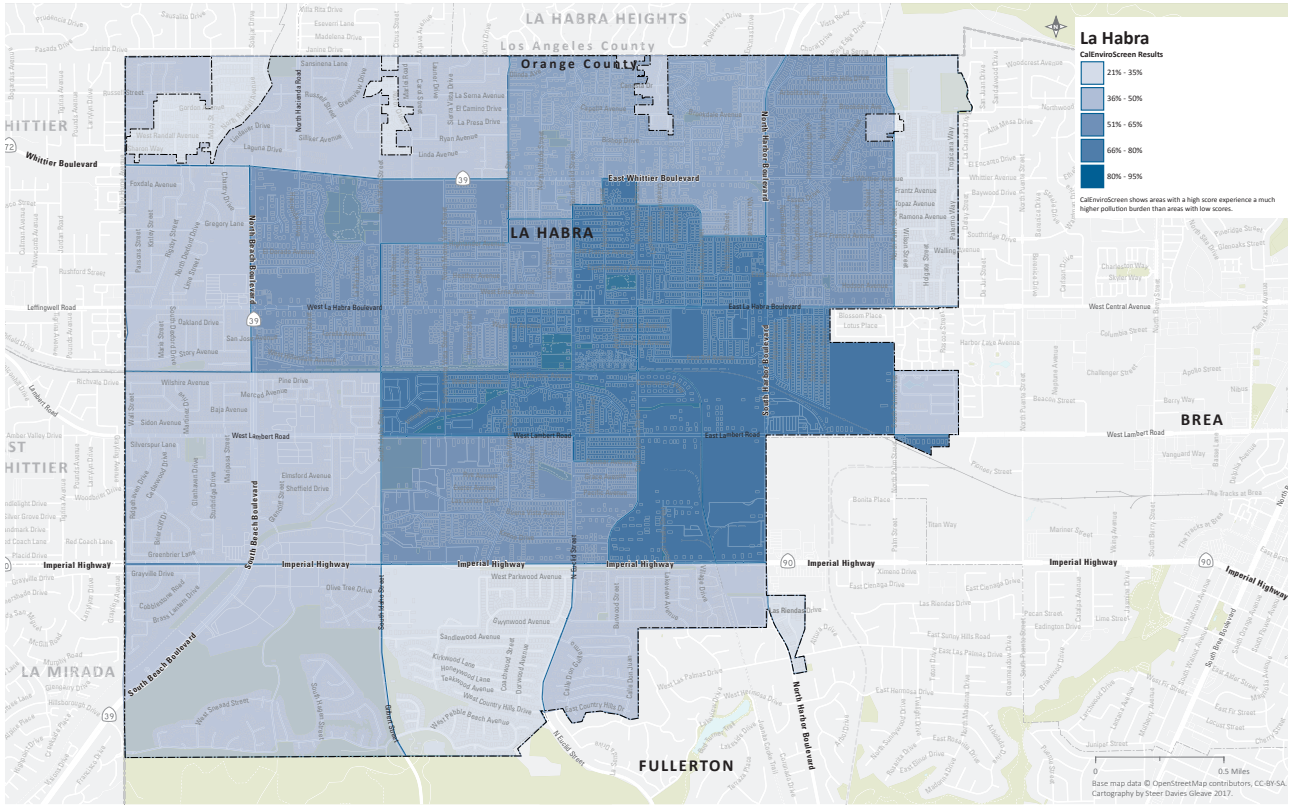
The map shows the percentage of the population below the age of 8 or above the age of 80 within each subarea of the City.



Disadvantaged Communities

CalEnviroScreen is a state-level tool used to help identify California communities that are disproportionately burdened by multiple sources of pollution. In accordance with SB 535 Disadvantaged Communities, the areas identified through this metric are specifically targeted for investment of proceeds from the State's cap-and-trade program.

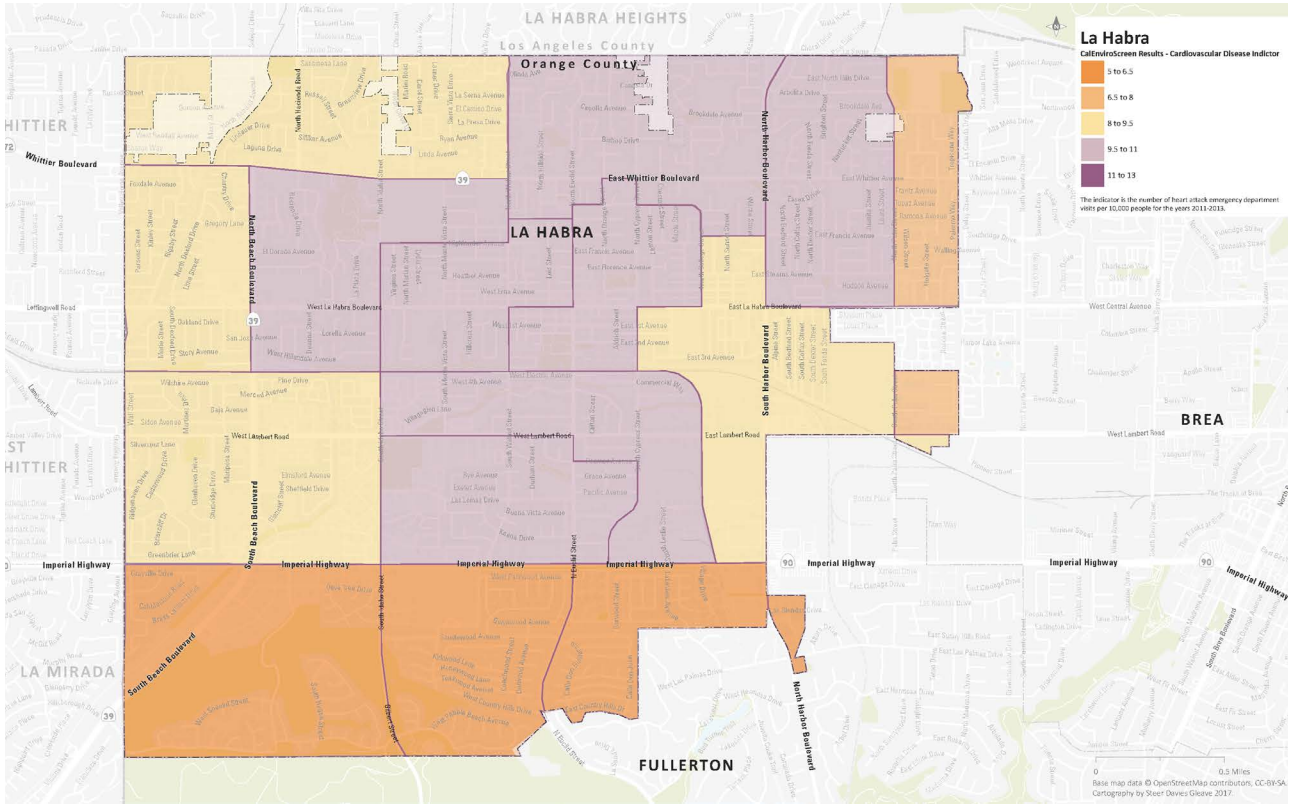
In La Habra, the industrial area is highlighted as an impacted area, while the residential neighborhoods to the north abutting the industrial uses is also significantly impacted.



Health

In terms of health, one of the key problems affecting communities across the US is the prevalence of obesity in both adults and children. Statistics show that in North Orange County the proportion of overweight and obese adults has increased from 55% to 61% between 2007 and 2012. Additionally, 79% of adults in North Orange County below the poverty level are overweight or obese. These statistics reinforce the need for the Complete Streets to consider all La Habra communities, with specific consideration given to low-income residents.

In the La Habra City Elementary School District, around 29.6% of 5th grade school children are at health risk due to body composition. This is higher than in Orange County overall, where the comparable figure is 17.7%. Complete Streets must therefore incorporate measures that specifically encourage active transportation by children in La Habra to support efforts to reduce health risks.



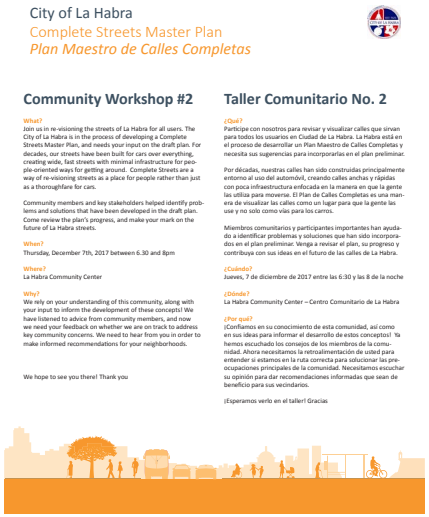
2.6 Community Engagement

To get an insight into the community's goals and understanding of opportunities/strengths outreach events were organized to engage with the following groups:

Stakeholders - through workshops with folks from Health and School focused interest groups.

Staff - through an on-site WALKshop where constraints were identified and potential strategies were discussed.

Community members - through an interactive workshop where participants were introduced to Complete Streets concepts and their benefits, and helped the project team by identifying their concerns in their community and where they would like to see more Complete Streets.



City of La Habra
Complete Streets Master Plan
Plan Maestro de Calles Completas

Community Workshop #2

What?
Join us in re-visioning the streets of La Habra for all users. The City of La Habra is in the process of developing a Complete Streets Master Plan, and needs your input on the draft plan. For decades, our streets have been built for cars over everything, creating wide, fast streets with minimal infrastructure for people-oriented ways for getting around. Complete Streets are a way of re-visioning streets as a place for people rather than just as a thoroughfare for cars.

Community members and key stakeholders helped identify problems and solutions that have been developed in the draft plan. Come review the plan's progress, and make your mark on the future of La Habra streets.

When?
Thursday, December 7th, 2017 between 6.30 and 8pm

Where?
La Habra Community Center

Why?
We rely on your understanding of this community, along with your input to inform the development of these concepts! We have listened to advice from community members, and now we need your feedback on whether we are on track to address key community concerns. We need to hear from you in order to make informed recommendations for your neighborhoods.

We hope to see you there! Thank you

Taller Comunitario No. 2

¿Qué?
Participe con nosotros para revisar y visualizar calles que sirvan para todos los usuarios en Ciudad de La Habra. La Habra está en el proceso de desarrollar un Plan Maestro de Calles Completas y necesita sus sugerencias para incorporarlas en el plan preliminar.

Por décadas, nuestras calles han sido construidas principalmente entorno al uso del automóvil, creando calles anchas y rápidas con poca infraestructura enfocada en la manera en que la gente las utiliza para moverse. El Plan de Calles Completas es una manera de visualizar las calles como un lugar para que la gente las use y no solo como vías para los carros.

Miembros comunitarios y participantes importantes han ayudado a identificar problemas y soluciones que han sido incorporados en el plan preliminar. Venga a revisar el plan, su progreso y contribuya con sus ideas en el futuro de las calles de La Habra.

¿Cuándo?
Jueves, 7 de diciembre de 2017 entre las 6:30 y las 8 de la noche

¿Dónde?
La Habra Community Center – Centro Comunitario de La Habra

¿Por qué?
¡Confiamos en su conocimiento de esta comunidad, así como en sus ideas para informar el desarrollo de estos conceptos! Ya hemos escuchado los consejos de los miembros de la comunidad. Ahora necesitamos la retroalimentación de usted para entender si estamos en la ruta correcta para solucionar las preocupaciones principales de la comunidad. Necesitamos escuchar su opinión para dar recomendaciones informadas que sean de beneficio para sus vecindarios.

¡Esperamos verlo en el taller! Gracias

Communication Channels

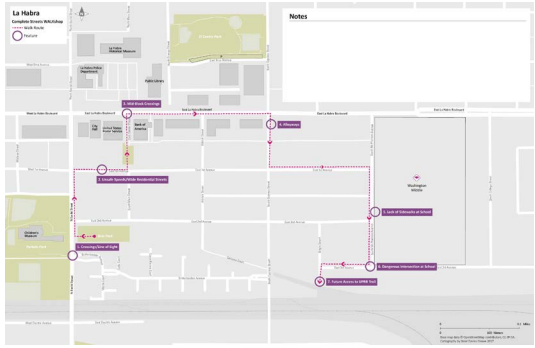
Steer produced text for the outreach materials, which were then distributed by City of La Habra Staff Members. In addition, City staff and other supporting stakeholders circulated the invitations through email to contacts. City and Steer staff promoted the outreach sessions through announcements and fliers at other events including Our Lady of Guadalupe Church's La Fiesta event, at the La Habra Collaborative Move More Eat Healthy committee, and at the Family Resource Center.

Stakeholder Workshops

Workshops included stakeholders focused on Health and Education fields within the community. Participants were presented with the background on Complete Streets and nearby examples, and existing conditions in La Habra with supporting maps. Participants were then asked to brainstorm key issues in the City related to Complete Streets, and how broader community goals should be incorporated into the Complete Streets plan.

Stakeholders came from following organizations:

- St. Jude
- La Habra Collaborative
- OCHCA
- La Habra Art Walk
- La Habra Chamber of Commerce
- LHCSD
- Whittier Christian



Staff WALKshop

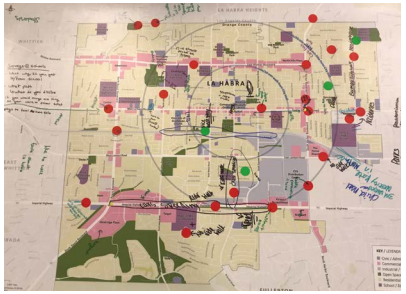
The project team was accompanied by City Staff for a WALKshop around the key center area of La Habra. The WALKshop aimed to identify opportunities and constraints and point out real life examples of the challenges faced by pedestrians, bicyclists and transit users as well as the places that Complete Streets improvements could be applied.

Community Workshop #1

The first workshop was aimed at introducing the concept of Complete Streets, identifying opportunities and constraints using local knowledge from local community members, and beginning to understand the preferences of the La Habra community.

The first community workshop was structured as follows:

- Sign in / display board review
- Introduction
- Workshop kick-off
- What are Complete Streets?
- Setting the scene
- Break out group sessions
- Wrap up



Community Workshop #2

At the second Community Workshop, residents were presented with the concepts of the draft plan and asked for feedback on the identified objectives of the Master Plan, as well as three Complete Street concepts – Downtown Heart Complete Street, Safe and Slow Road Diet, and Open Street Events. Over 50 participants attended the second workshop.

The workshop was structured as follows:

1. *Background on Complete Streets* - what are they and why are they important in La Habra
2. *How has the plan been developed up to this point* - past Community Workshop and Stakeholder Engagement process
3. *What were key themes that came out of that engagement process* - which ones are the priorities for La Habra
4. *Developing the vision of the plan* - what are the constraints and opportunities
5. *What are the objectives of the Master Plan*
6. *Master Plan Key Themes*
   a. Downtown Heart – Complete Street
   b. Safe and Slow Streets – Road Diets
   c. Traffic Calmed Neighborhoods
   d. La Habra Crossings – Connected Communities
   e. Open Streets Events
7. *Workshop Activity*
   a. Downtown Heart – Complete Street
   b. Safe and Slow Streets – Road Diets
   c. Traffic Calmed Neighborhoods
   d. La Habra Crossings – Connected Communities
   e. Open Streets Events

For the Workshop Activity, participants were asked to review the following themes:

- La Habra Blvd – Downtown Heart – provide feedback on various cross-section options
- Idaho St – Road Diet – provide feedback on various cross-section options
- Open Streets – review concepts and provide feedback on programming, partners and outreach channels.[2]

2. Participants chose to divide between La Habra Blvd and Idaho St activity – though anecdotally were excited

Community Engagement Themes

This table summarizes the themes of engagement feedback by Strategic Complete Street Design Principles (outlined in section 1.4).

	Policy and Education	Safe Routes to School	Wayfinding	Tactical Urbanism / Incrementalism	Crossing Frequency /Locations	Speed of Cars	Main Arterials as Barriers	Residential Streets Too Wide	Events that Activate the Street	Do Not Forget Senior Community	Blank Walls to Murals	Lighting	Bike and Pedestrian Collisions	Community Destinations/ Family Activities	La Habra Blvd/No Downtown	UPRR Trail Opportunity	Missing/Obstructed Sidewalks
Reinforce Walkability	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Safer Cities	•	•	•	•	•	•	•	•		•	•	•	•				•
Bike Networks	•	•	•	•	•	•	•		•			•	•			•	
Context Sensitive Design	•	•	•	•	•	•			•	•	•			•	•		
Streets as Public Space			•	•		•		•	•	•	•	•		•	•		
Ensure Connectivity	•	•	•		•		•	•								•	•
Transit Networks	•	•															
Vehicular Mobility	•	•															
Truck Movement																	
Sustainable Design																	

Community Engagement Themes

Some of the prominent themes that came out of the outreach period are detailed in the following section where observations and views made by the community and stakeholders are summarized.

Policy and Education Element of Plan
Stakeholders recommended there be a marketing/education element to plan. The plan should also outline policies the City can adopt to promote Complete Streets.

Affecting how residents perceive their community can be done through design, by making a place feel good, but also needs to be supported by non-design measures; policy, education and long-term strategy for continued implementation.

Safe Routes to School
Key concerns by stakeholders and parents related to kids accessing their school by foot/bike/skate:

- Speed
- Long pick up drop off lines for parents
- Parents are worried about safety – other drivers and own child's cognition are key concerns
- At times, parents doing school drop-off are the ones creating an unsafe environment through their driving
- Buses are limited
- School district does not allow biking to school until 5th grade; skating to school prohibited

Safety in the community is less of a concern with crime, and more of a concern with speeding cars and dangerous streets/intersections. School officials liked the example of Rosemead Blvd in Temple City, and felt that the configuration would provide a safe street for students to walk along.

OCHCA and the City of La Habra are working to conduct walkability audits with students at LHCSD schools and create maps of safe routes to school for each school. The La Habra City School District is very happy about the Safe Routes to School (SRTS) program and audits, and will be an important partner for the City and OCHCA for developing SRTS plans and implementation efforts. The Complete Streets Plan should acknowledge and support the work OCHCA is doing on SRTS in the City.

There may be lessons to be learned from local schools where many students already walk (Las Positas/Imperial Elementary/Middle School).

The LHCSD is being reconfigured based on a 10 min walk radius to encourage more students to walk to schools. School boundary reconfiguration could be an opportunity to encourage behavior change in school trips. Neighborhood schools will be:

- Walnut
- Las Lomas
- Las Positas

The School District wants to hold off implementation measures around school walkability until the 2018-2019 school year when school reconfiguration goes into effect.

Wayfinding
Both stakeholders and community members at the public workshop expressed strong support for improving wayfinding for pedestrians within the City. Wayfinding, they felt, could be focused and prioritized in the downtown area of La Habra, to support areas that the community wants to make more walkable. Young people participating in the workshop were excited about the idea of incorporating facts about the City into the wayfinding scheme.

Tactical Urbanism and Incremental Implementation
Stakeholders felt that it was important to identify a starting point for plan implementation and a path towards full implementation.

During the WALKshop, participants discussed the possibility of using tactical urbanism to introduce temporary Complete Street treatments during events that brought large numbers of people to the streets. During events at Portola and Brio Park, traffic calming and pedestrian oriented measures such as extra crossings and traffic circles could be tested at these events when high numbers of pedestrians are present. Demonstrations could be used to get drivers and residents used to and to have a positive view of potential long-term interventions.

Crossings Frequency/Location
La Habra Blvd and Harbor Blvd intersection has high volumes of student cross traffic between Washington Middle School and Sonora High School. This intersection was identified as a concern in every one of the outreach sessions. Stakeholders asked whether there was a case for crossing scrambles at specific intersections where many students are crossing, specifically calling out the La Habra Blvd/Harbor Blvd intersection, and the intersection at Whittier Blvd/Idaho St where La Habra High students cross for lunch.

Low frequency of safe crossings on arterials reduces connectivity for those wishing to cross. At times, crossings are missing on secondary arterials such as Cypress St, Euclid St, Walnut St and Idaho St at areas where pedestrians want to cross, for example at Cypress St and 1st Ave to access Washington Middle School.

In places where crossing are not located where they are conducive to desire lines, residents cross fast busy streets at unmarked locations. This was observed on the WALKshop when participants observed pedestrians crossing Euclid Street at E 1st Ave and E 2nd Ave (and points between), without walking to the signalized crossing at E Bridenbecker. Another location of concern pointed out in the WALKshop midblock access from the south side of La Habra Blvd to the north side of the street where the Library, El Centro/Lions Park and the Historical Museum are.

Speed of Cars
Stakeholders and parents are concerned that drivers are not following lower speed limits and signs in school zones.

Students from Imperial Middle School worry about the speed on Imperial Hwy. One student who lives north of Imperial Hwy is not allowed to walk to school as her parents are concerned with her crossing the fast street.

Cars are speeding on community serving roads such as Cypress St, Euclid St, Walnut St and Idaho St, as well as on residential streets. City staff noted that although there may be a perception of frequent speeding, this may not be the case in reality when speed checks are undertaken.

Main Arterials as Barriers
Parents have barriers from perception of fast traffic, and are unwilling to let children cross arterials on their own. Fast traffic and infrequent safe crossing opportunities create barriers between neighborhoods and reduce connectivity between areas across the arterials.

Residential Streets Too Wide
Residential streets like 1st Ave are intended to be neighborhood serving but are out of scale. Wide streets lead to cars speeding where kids may be playing.

Events that Activate the Street
Community events are a good way to get a large number of residents together, and can be focused around active use of streets to build support for Complete Streets and culture for active transportation.

An Open Streets/Ciclovia event (the practice of closing streets temporarily to automobiles so pedestrians and cyclists can use them for a range of activities) connecting La Habra to Whittier and Brea could be an opportunity to promote the connection between the three communities that the UPRR trail will provide, and generate community support for active transportation and active streets. Event could be one-time or re-occurring, potential to have a mix of large Ciclovia event combined with more frequent, smaller open streets events.

There is a desire for food fairs, farmers markets, and community gardens. Shutting a specific street for a farmers' market every so often could simultaneously explore an alternative use to a street while providing residents with access to healthy foods.

Ciclovias are events which temporarily close streets to car traffic and instead invite community members to bike, roll and walk in the streets. Events typically include entertainment, food, and booths for local businesses or organizations.

Do Not Forget Senior Community Members
Stakeholders suggested focusing on walkability for older adults. There were concerns about wide, fast arterials with short crossing signals were especially pronounced barriers for folks with limited mobility. Some suggestions included mapping the locations of assisted living facilities in the City, and conducting outreach to elderly residents during the annual Senior Week. Maps of walkable destinations in proximity to specific assisted living homes could be a resource offered to seniors.

Transforming Block Walls to Reflect Community Character
There is local precedent for transforming block walls in La Habra to have meaning/connection to community members; a resident transforms the block wall near next to a local school with chalk murals that change seasonally for the students to see as they arrive at school.

Young people in La Habra expressed excitement over the idea of community-based murals. They thought that this art could be used to reflect the history of the City, facts about La Habra, or the culture of residents who live here. Any changes to block walls related to adding art work would be subject to Planning Approval.

Lighting
Better lighting is important to making residents feel safe on the streets. Particularly, community members felt that lighting in Guadalupe Park could be improved and that the lighting of pedestrian infrastructure in particular locations could be enhanced.

Bike and Pedestrian Collisions

Stakeholders displayed a strong reaction to the collision map, and believe that the community was not aware of the extent of collisions in the City. They were interested to further understand the data related to pedestrian collisions and also look at the proximity of incidents to school. Looking at the map of impacts of collisions, stakeholders identified safety as a key message for promoting Complete Streets in the community.

Community Destinations with Activities for Families
There are a lack of family destinations within the City. It is important for residents to have places that they can go to with their families. Community events are very positive and create temporary destinations, however having permanent destinations is important.

Focus on La Habra Blvd/Lack of Downtown Area

La Habra Blvd is part of the Wellness Corridor and should be a focus for Complete Streets.

Stakeholders noted that the businesses in downtown La Habra are suffering. On the WALKshop, participants also found that the businesses on La Habra Blvd in downtown core are not attracting numbers of people to shop downtown.

UPRR Trail an Important Opportunity
Creating connections between the UPRR trail and residential neighborhoods will dramatically improve connectivity between areas of the City north and south of the railroad right-of-way (ROW). While the railroad is currently a barrier dividing the two halves of the City, it is already used by pedestrians as an informal walking connection as observed on multiple site visits and confirmed by speaking with residents.

Currently, Guadalupe Park that runs along the railroad ROW still has barriers between residential areas/destinations and the trail. With the development of the full trail, it should be a goal to improve permeability into the community abutting the trail.

Missing/Obstructed Sidewalks
Families frequently use back alleys for walking, as they are more safe and accessible than sidewalks on streets at times. Stakeholders pointed out that often times obstructions in the street make it impossible for parents with strollers to pass. Sometimes the obstructions are cars parked in driveways that are too short to accommodate the length of the vehicle. The group discussed how each small barrier adds up to a large barrier.

Residents expressed their safety concerns about missing sidewalks, especially around schools. Stakeholders brought up how walking environments in Fullerton back alleys were improved and whether it would be a good model to look at for La Habra. However, this 'model' would have to be modified to accommodate the existing access to private garages.

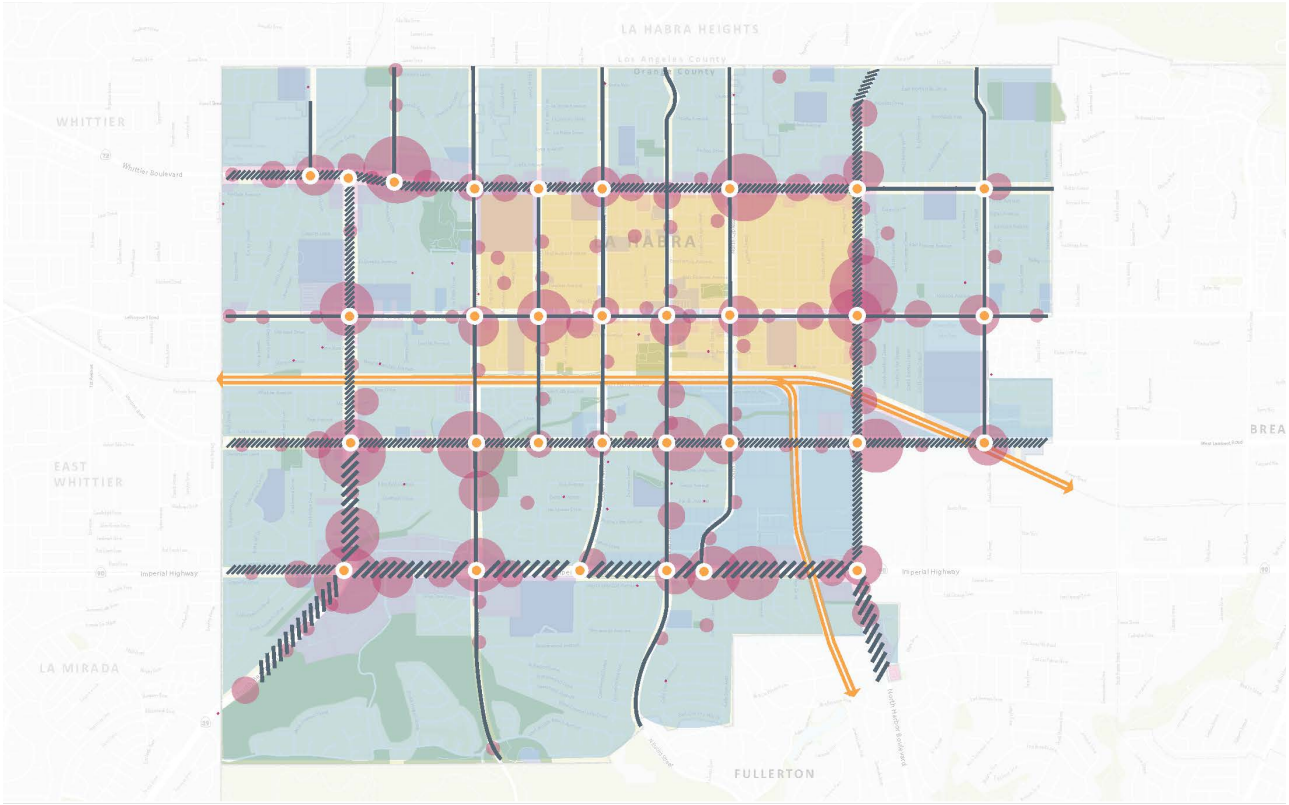
Potential enhanced access route to Our Lady of Guadalupe Church and School.

2.7 The Challenge

Introduction

As a result of the background studies, community and stakeholder outreach, and analysis of the collected material a number of key challenges were identified that need to be addressed in the Complete Street Master Plan for the City of La Habra. These challenges in particular were cited by members of the community as to why they were discouraged from walking and bicycling in their neighborhoods and across the City. They include:

- Crossing Arterial Intersections
- Crossing Major and Primary arterials (with greater than 42,000 ADT)
- Crossing Major and Primary arterials (with greater than 29,000 ADT)
- Living with Secondary and Collector Arterials (with greater than 8,000 ADT) and key local streets
- Living in poorly connected neighborhoods
- The Union Pacific Railroad as a perceived barrier/safety concern
- Concerns for pedestrian safety, kids on the streets, walking at night and other safety concerns
- Pedestrian countdown needs at most city intersections

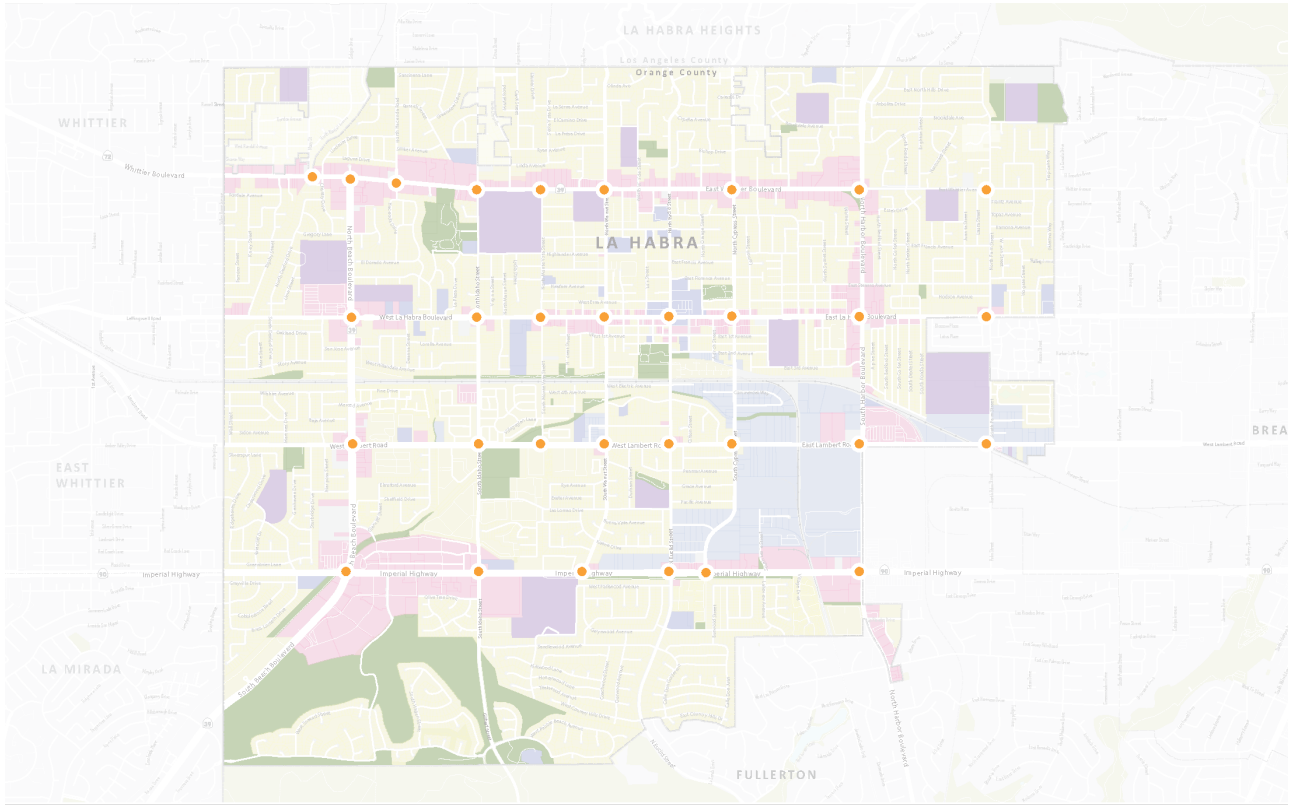


Crossing Arterial Intersections

Intersections are the most challenging aspect of street design in an urban environment. Vehicle capacity constraints at these nodes within the roadway network govern the width of roadways as they pass through them. Often road widening occurs at intersections in order to increase vehicle capacity and decrease delays. However, people on foot may avoid difficult crossings or subject themselves and their children to considerable risks while crossing a street at a poorly designed intersection.

At one extreme, pedestrians have to walk over 142 feet and ten lanes of traffic to cross south Beach Blvd at Imperial Hwy while crossings of around 100 feet over six lanes of traffic are typical of many of the major intersections found in the City of La Habra. With no island refuges, pedestrians have to cross within one complete cycle that can last between 100 and 120 secs. Countdown pedestrian signals are provided at the majority of these junctions which enable pedestrians to assess the available time to cross. Fortunately, channelized right turns (or pork chops) are not provided as these can create unsafe, high speed turns.

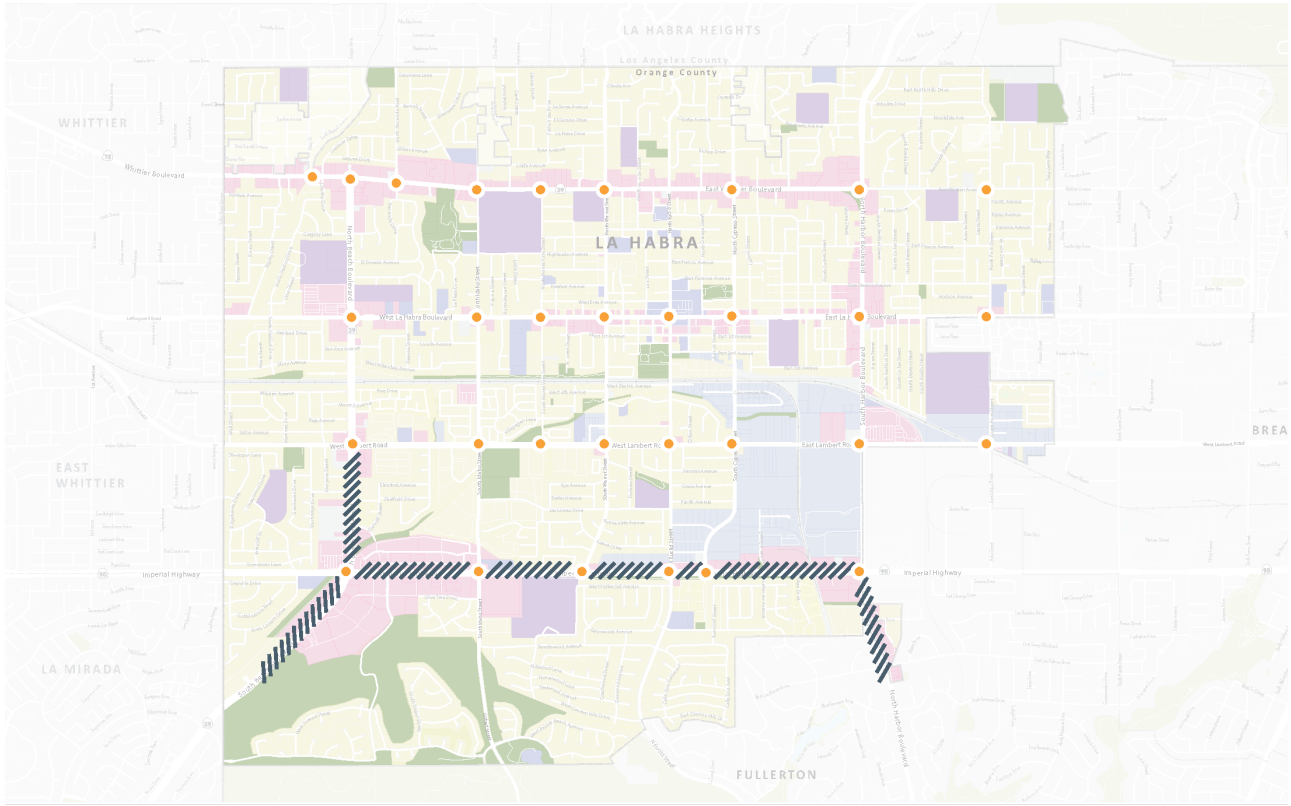
Overall, the major intersections across the City of La Habra are seen as a perceived and actual barrier to the safe movement of pedestrians and bicyclists between communities and activities either side of the arterial street network.



Crossing major and primary arterials (with greater than 35,000 ADT)

Within the City of La Habra are sections of Beach Blvd, Harbor Blvd and the Imperial Hwy that have volumes of traffic of 37,300 ADT. These streets act as major connectors to adjacent cities and freeways, as well as to the City itself. They are typically six lane divided highways with multiple turning lanes at key intersections. They are also designated truck routes and transit corridors. With no curb side stopping and posted speed limits of 45 mph they are considered high volume and speed corridors especially at peak times where vehicle through put is seen as paramount. Most developments are set back from the highway with limited access points and off-street parking.

These arterials are seen as physical and mental barriers, separating communities and neighborhoods from each other, and limiting crossings to signalized intersections where heavy turn volumes and multiple signal phases discourages pedestrian and bicycle movements. Using an automobile to cross the street, whether to move between stores on either side of Imperial Hwy, or to take children to school by car, is therefore seen as the safer, and easier option to cross from one side to the other. However, due to the high volumes and demand for vehicle movement along these highways there is less likelihood that space can be reallocated to create a more Complete Street.



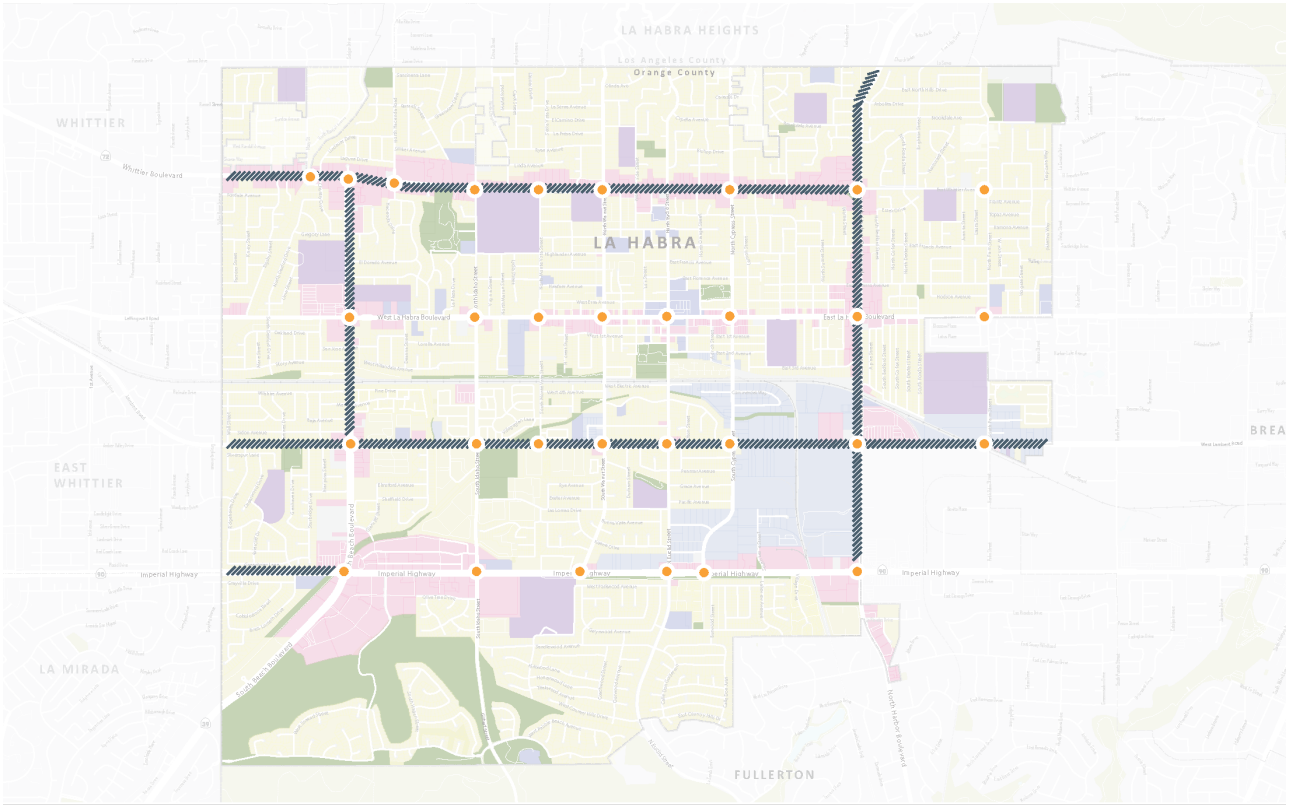
Crossing major and primary arterials (with greater than 29,000 ADT)

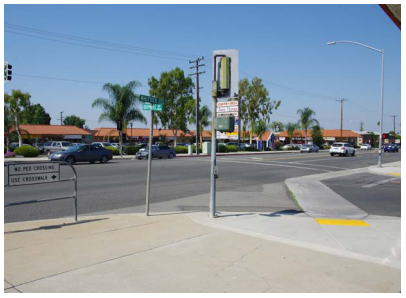
The remaining sections of Beach Blvd and Harbor Blvd within the City of La Habra carry lower volumes of traffic as the traffic dissipates across the network, and are joined with Whittier Blvd and Lambert Rd that carry up to 36,000 ADT.

Beach Blvd remains a six-lane divided highway, although Harbor Blvd reduces in scale down to a four-lane divided highway, with both allowing on street parking. Whittier Blvd is also a four-lane divided highway with extensive on street parking related to the mixed land uses on either side of the street. However, although posted speed limits are reduced down to 40 mph on Whittier Blvd all three highways are still truck and transit routes.

Lambert Rd acts as major connector to adjacent cities and freeways, as well as to the City itself, however is smaller in scale being a four-lane divided highway with on-street parking where space allows and a Class II bicycle lane in both directions. It carries transit, but is not a designated truck route and has posted speeds of 40 mph.

The reduced volumes of traffic and/or crossing distances lessens the perception of separation between communities and activities either side of the highway. However, the adverse impact of this separation is likely to be felt by greater numbers of people as the level of commercial and residential activity either side of the street is greater. Due to the lesser volumes of traffic and available space these streets have a greater potential for the reallocation of space to create a more Complete Street.



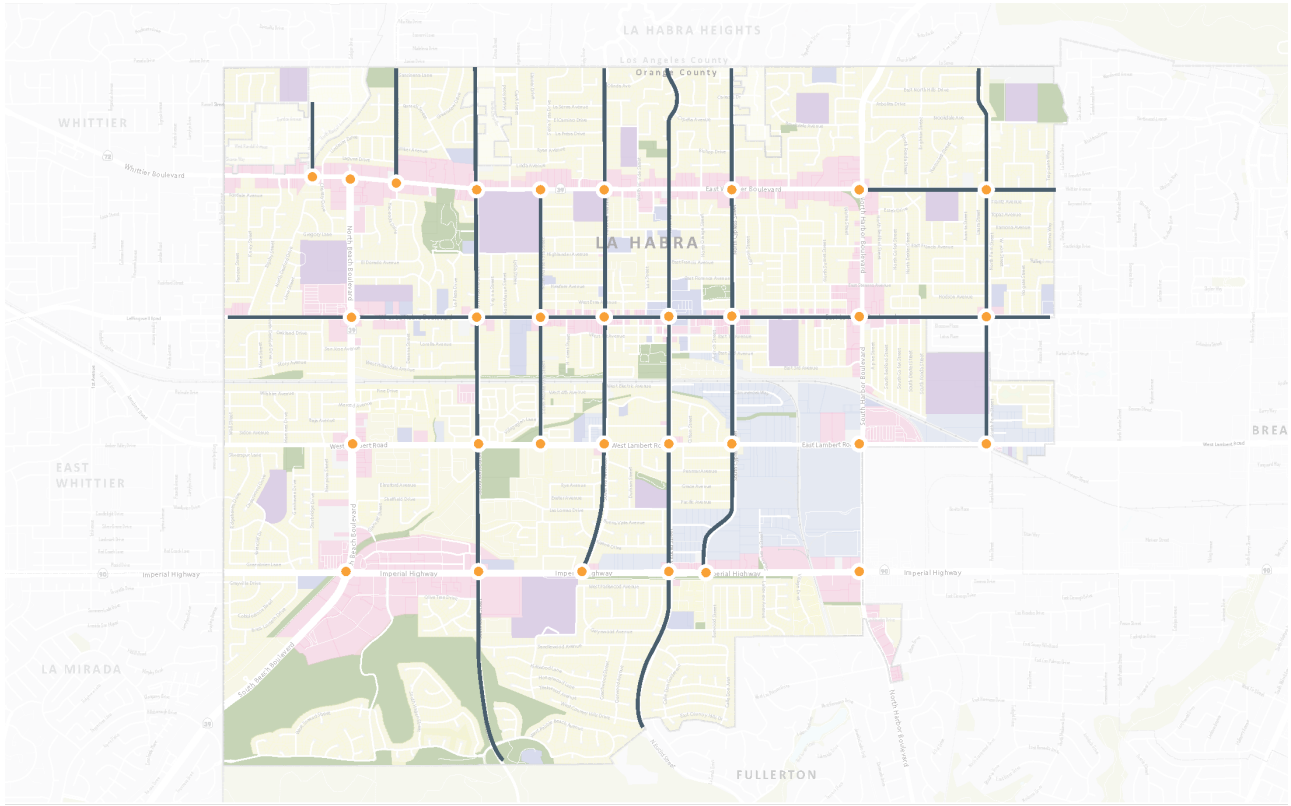


Living with collectors (with greater than 8,000 ADT) and key local streets

Outside the main arterial box formed by Imperial Hwy, Beach, Harbor and Whittier Blvd (and excluding Lambert Rd) the remaining arterials that accommodate less than 29,000 ADT and serve a much more local function. Together with the key local streets of Walnut and Cypress Sts, which stretch across the City, these streets enable local access to and from the heart of the community.

La Habra Blvd is the widest, and most significant secondary arterial through the heart of the City. It is four-lane divided, allows on-street parking, carries transit and has posted speeds of either 35 or 40 mph. Euclid St and Idaho St vary in scale from four-lane divide to two-lane undivided, with and without on street parking. Posted speeds are typically 35 mph. The remaining secondary and collector arterials are typically either two-lanes divided or undivided streets with significantly less traffic volumes.

These streets are typically in the heart of the La Habra community with potentially high pedestrian volumes, frequent parking turnover, key transit routes and bicyclists all competing for the available road space. Although they may be difficult to cross at peak times due to traffic volumes or excessive speed, they could present less of a barrier to movement across the City. They are the streets with the greatest potential for change, whether through comprehensive Complete Street and road diet schemes or through focused interventions at key locations.

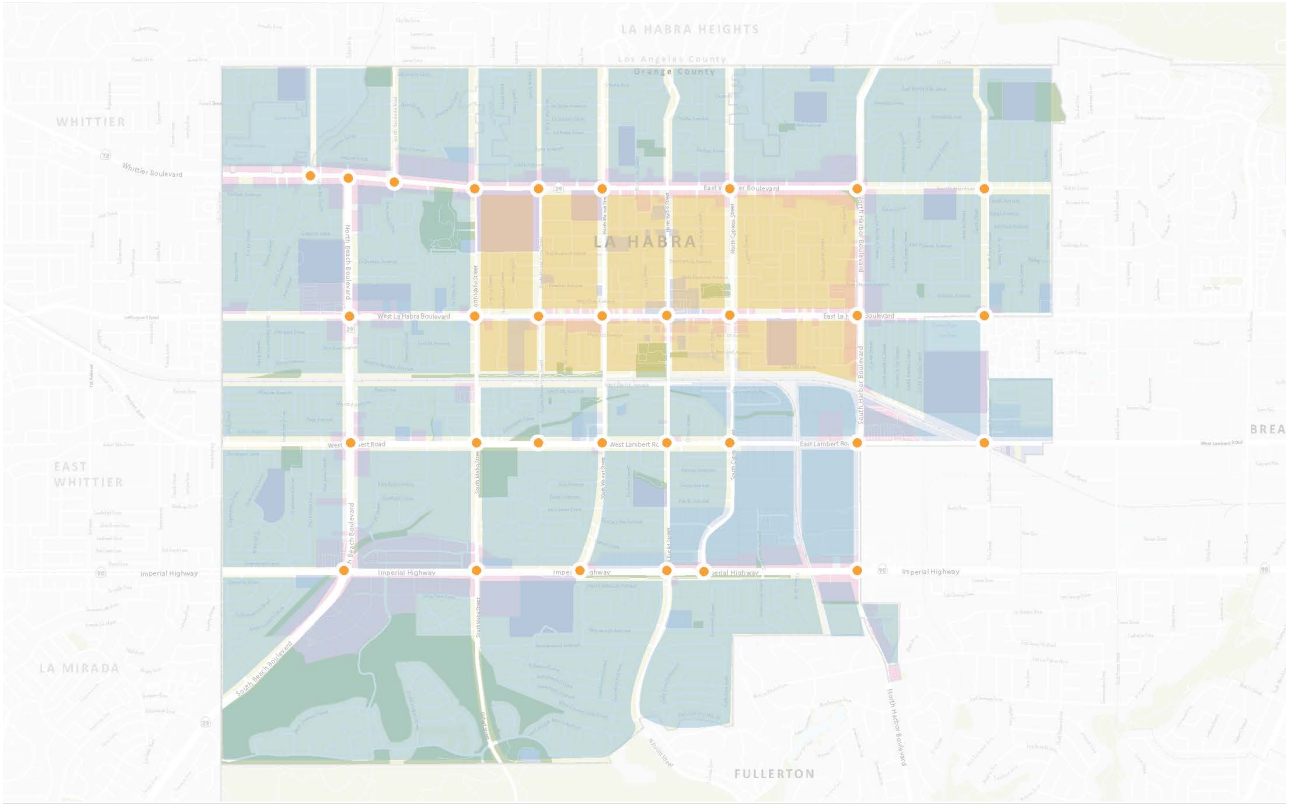


Living in Poorly Connected Residential Neighborhoods

The analysis of residential neighborhoods across the City of La Habra showed that the more organic layout of the residential streets in the outer suburbs has resulted in a less connected network of streets with limited points of access to the half mile arterial grid network as opposed to the greater connectivity experienced in grid layouts.

This results in longer walking, and bicycling paths to reach arterial crosswalks, transit stops and neighborhood destinations such as schools, churches and parks. This in turn is likely to discourage people from walking and bicycling for short journeys, and to use their cars instead.

In addition, restricted numbers of entrances and exits to the arterial network results in certain streets experiencing higher vehicle flows than others in the neighborhoods as well as potentially attracting cut through traffic from drivers avoiding congested intersections. Inconsiderate behavior can result in excessive speeds and a lowering in the safety and quality of the residential area.

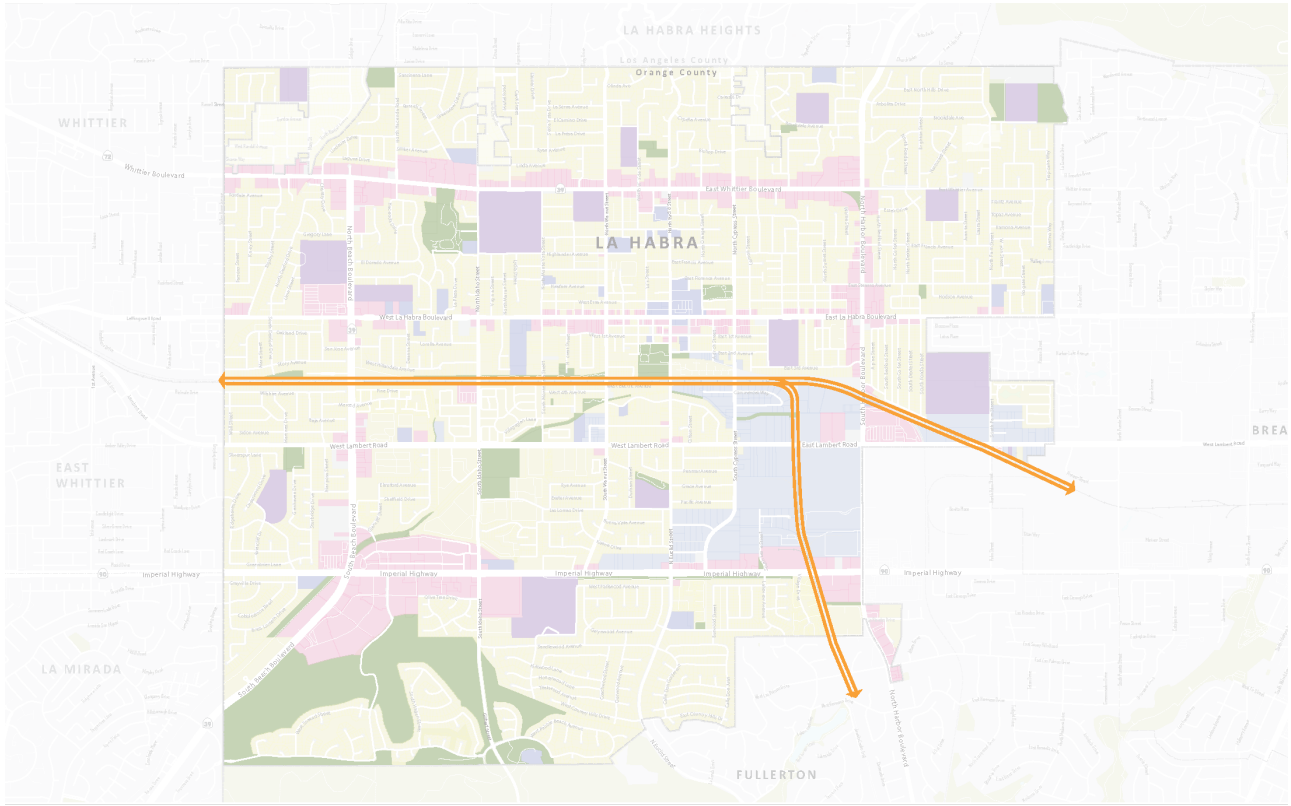


The Union Pacific Rail Road (UPPR)
Running through the center of the City of La Habra, the UPPR is a major constraint as well as an opportunity. For north-south movements formal crossings are restricted to eight road crossings that relate to the main street grid of La Habra. The railroad therefore acts as a north-south barrier between the communities on either side of it, breaking the street grid pattern and forcing development on either side of the tracks to turn their backs on the corridor.

Although east-west movement is currently limited to Guadalupe Park which runs on the north side of the rail road between Idaho and Walnut St plans are in place to extend access alongside the UPRR for its entire length in the City of La Habra. Limited crossing facilities are currently provided at Guadalupe Park across Walnut St and Monte Vista St.

Currently the railroad corridor is used informally by children and workers moving across the City, presumably because the numbers of streets and intersections that need to be crossed is far less than if moving along the parallel arterials of La Habra Blvd and Lambert Blvd.

The community expressed a clear desire for the existing Guadalupe Park to be enhanced, the existing trail to be extended either side across the City and for street crossings to be enhanced and access to adjacent neighborhoods to be opened up to the trail. The City is currently working on a project for Guadalupe Park.

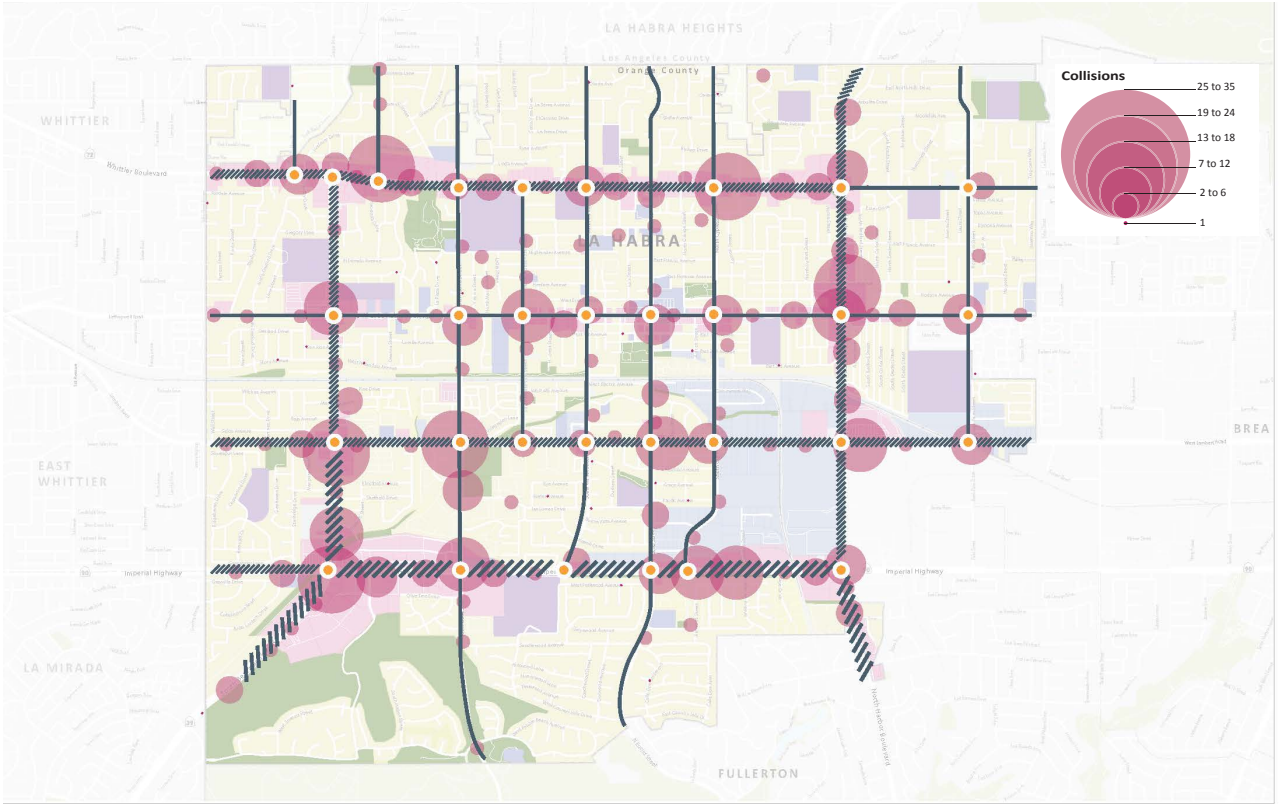


Safety Concerns

A consistent underlying concern expressed by the community was the concern for the safety of their children, family and friends, on the streets of La Habra. Whether it was from crossing an intersection, a major arterial or a residential street, residents mentioned that the streets were unsafe due to speeding traffic, inconsiderate driving and poor-quality streetscape. Whether or not these concerns are confirmed by surveys and data, the perception (real or not) leads to a reluctance in the parents to allow their children to walk to and from school as well as other activities, thereby leading to more cars on the streets and lower levels of physical activity.

A map of collisions across the City bears out the fact that there are more collisions at intersections and along arterials and the below figures highlight the numbers of pedestrians and bicyclists involved.

However, lowering injuries and fatalities remains a critical goal for our cities, and as speed plays such a pivotal role in crashes and the severity of their outcomes, the City, in accordance with State speed law, should utilize speed control mechanisms where applicable to influence behavior, lower speeds and in turn potentially reduces injuries and fatalities.



Pedestrian survival when hit by a vehicle.

20mph
9 out of 10 pedestrians survive when hit by a vehicle traveling at 20mph

30mph
5 out of 10 pedestrians survive when hit by a vehicle traveling at 30mph

40mph
1 out of 10 pedestrians survive when hit by a vehicle traveling at 40mph

Rosemead Blvd, Temple City

3. Complete Streets Master Plan

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3.1 Introduction

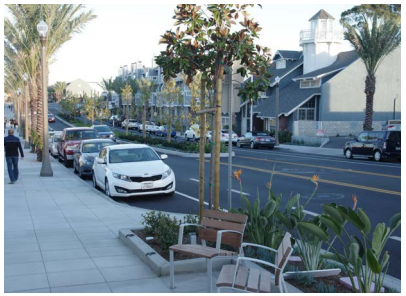
Imagine a walkable and bikeable city with a thriving Downtown in the heart of La Habra. Imagine a city where people of all ages and abilities can move around safely and easily without having to drive every time they need to get somewhere. A city where there are choices on how you can move around and where people are physically active on a daily basis.

Imagine city streets that are easy to cross, where children are safe walking and bicycling to and from school along well-lit and shaded streets. Streets where cars are no longer dominant, where people feel comfortable to walk and talk, and children to play.

A Complete Streets vison and approach is a means to an end. A chance to build on the inherent qualities within the City of La Habra and create a public realm that is unique, diverse and accessible.

S Harbor Blvd, Anaheim

Rosemead Blvd, Temple City



Del Prado, Dana Point

Main Street, Yorba Linda

To address the challenges raised by the background analysis and community engagement six major themes have emerged around which the Complete Street Vision for La Habra is built:

Connecting Communities and Activities
A city that is connected not only for automobiles but also for pedestrians, bicyclists and transit users. Want to walk to school and cross Whittier Blvd without having to walk up to half a mile to reach the nearest signalized intersection? Want to access a store across the road without having to drive across the street? Feel that you can let your children walk to school safely and that you don't need to drive them to and from school every day? Want to bicycle along the UPRR trail to Whittier or Brea?

Safe and Slow Streets
Neighborhoods where through streets are safe and easy to cross, and where drivers are respectful of speed limits and the local community. Want your children to be able to walk and bicycle to their friend's house in the adjacent neighborhood? Or jump on a bike and head downtown along a street with bike lanes rather than driving? Want to walk along a tree lined street to La Habra 300 Bowl as part of your weekly exercise regime?

Downtown Heart
A downtown destination that people of all ages and abilities can enjoy. Want to cross the street easily between City Hall and the Library? Want to walk down a tree lined street and grab lunch before finding a shady spot on La Habra Blvd to meet a colleague? Want to meet family friends at the Children's Museum before relaxing in Brio Park? Want your business to thrive in a landscaped downtown environment that attracts residents and visitors?

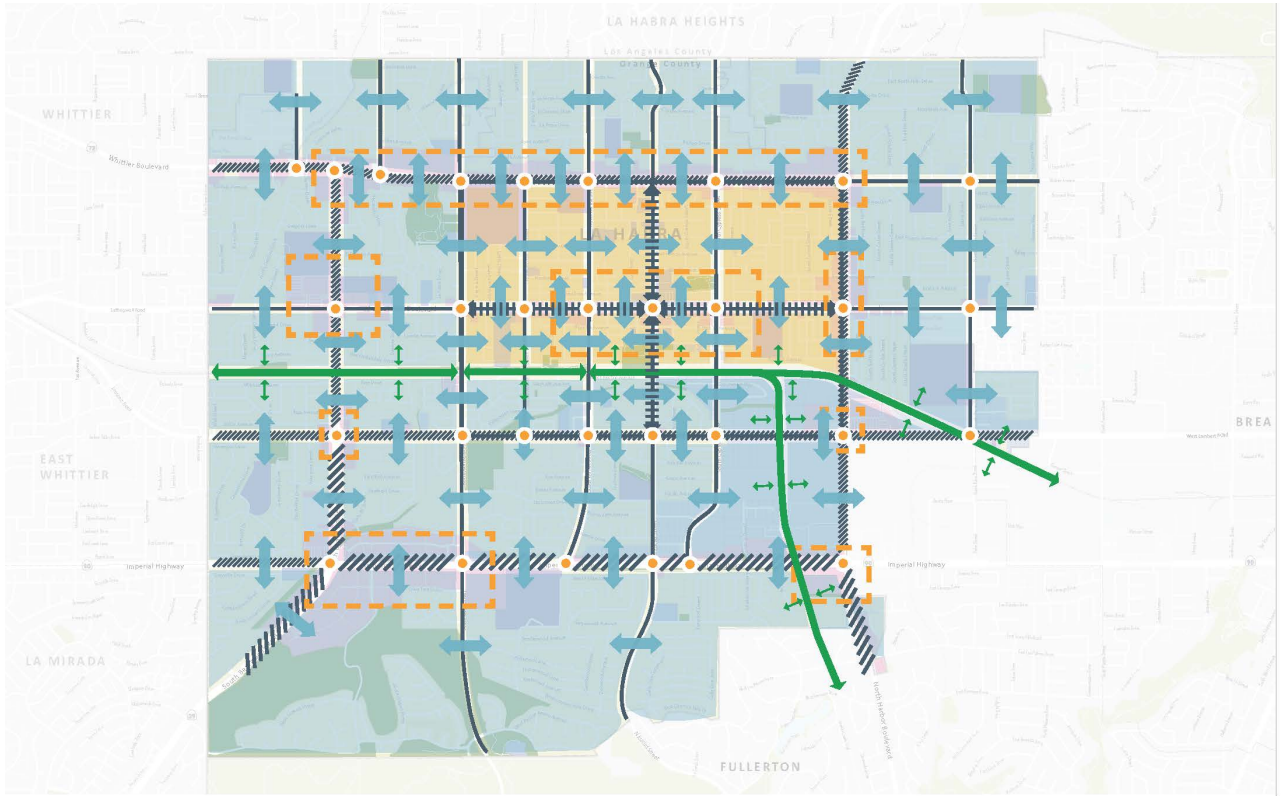
Walkable Neighborhoods
Residential neighborhoods where traffic has been calmed and where there are more people on the street, either playing, walking to transit, school, work or to the shops. Want to walk your dog and enjoy being outside? Want to play on the street and walk to school safely? Want to reduce the numbers of automobiles cutting through your Neighborhood to avoid congestion on the major roads?

Major Roads
Streets that have to maintain their automobile priority across the city, serving both the City of La Habra and regional destinations, can still be enhanced to make them safer and more attractive to pedestrians, bicyclists and transit users. Need to walk to the nearest bus stop on Imperial Blvd, or to the closest shops at Palm Court? Want to walk along Whittier Blvd to visit Northgate Market to get your lunch before heading back to La Habra High School? Want to bicycle along Lambert Rd to work at CVS?

Open Streets
The streets of La Habra make up a significant percentage of open space in the City of La Habra. While certain streets may be clogged with traffic at peak times many of the streets are underutilized for much of the day. Want to hold a neighborhood block party on the 4th of July? Or organize an open streets event / ciclovia across the city to adjacent communities? Or open up the streets in the heat of downtown for a summer street market that attracts local residents and visitors from afar. These are all activities that can share the street at appropriate times and bring street life back into the City of La Habra.

3.2 Final Vision / Concept Plan

The overall concept is illustrated in the adjacent plan and each of the themes is described in more detail below. Individual projects that can be developed in detail and implemented to achieve this vision are listed in Chapter 4 together with some featured projects.



Legend

- La Habra Crossings – Connected Communities
- Safe and Slow Streets – Road Diet
- Downtown Heart – Complete Street
- Walkable Neighborhoods
- Major Streets
- Commercial/Downtown

3.3 Connecting Communities and Activities

Introduction

Reconnecting communities either side of busy arterials and streets is seen as a priority to encourage people to walk and bicycle within the City of La Habra. Frequent crossings reinforce walkability and have the potential to encourage more people to walk and bicycle. The concept plan graphically represents where the outer and inner residential areas can be reconnected to each other, the downtown core and the commercial areas.

The goal is to encourage more people to walk for local trips of up to one mile within the City of La Habra by making road crossings more direct, safe and comfortable.

The goal has the following primary objectives:

- To enhance existing intersection crosswalks
- To provide mid-block crosswalks at regular intervals to enhance pedestrian connectivity
- To encourage increased numbers of residents and workers to walk and bicycle for local trips
- To improve pedestrian and bicyclist safety
- To enhance the health and well-being of the local community

Intersections

For City streets to meet the needs and demands of everyone using them, intersections—both large and small—need to function as safely and efficiently as possible. Good intersection design, however, goes beyond making streets safer. Well-designed intersections use street space to bring people together and invigorate a city, while making traffic more intuitive, seamless, and predictable for those passing through.

Crosswalks at intersections should be designed to offer as much comfort and protection to pedestrians as possible. Where possible crossing distances should be reduced to enable pedestrians to cross the street more quickly. They should also be clearly striped and lit to enhance their visibility. Perpendicular curb ramps are preferred over diagonal curb ramps.

Midblock Crosswalks

Currently, crosswalks are mainly located at major intersections and key junctions, with long stretches without any safe means of crossing. Pedestrians and bicyclists are therefore often 'forced' to deviate from a more direct route, so in order to follow a more direct route they may decide to cross in an unsafe or unprotected location. Appropriate midblock crosswalks should therefore be located at regular intervals according to the existing and potential pedestrian network to facilitate more direct access.

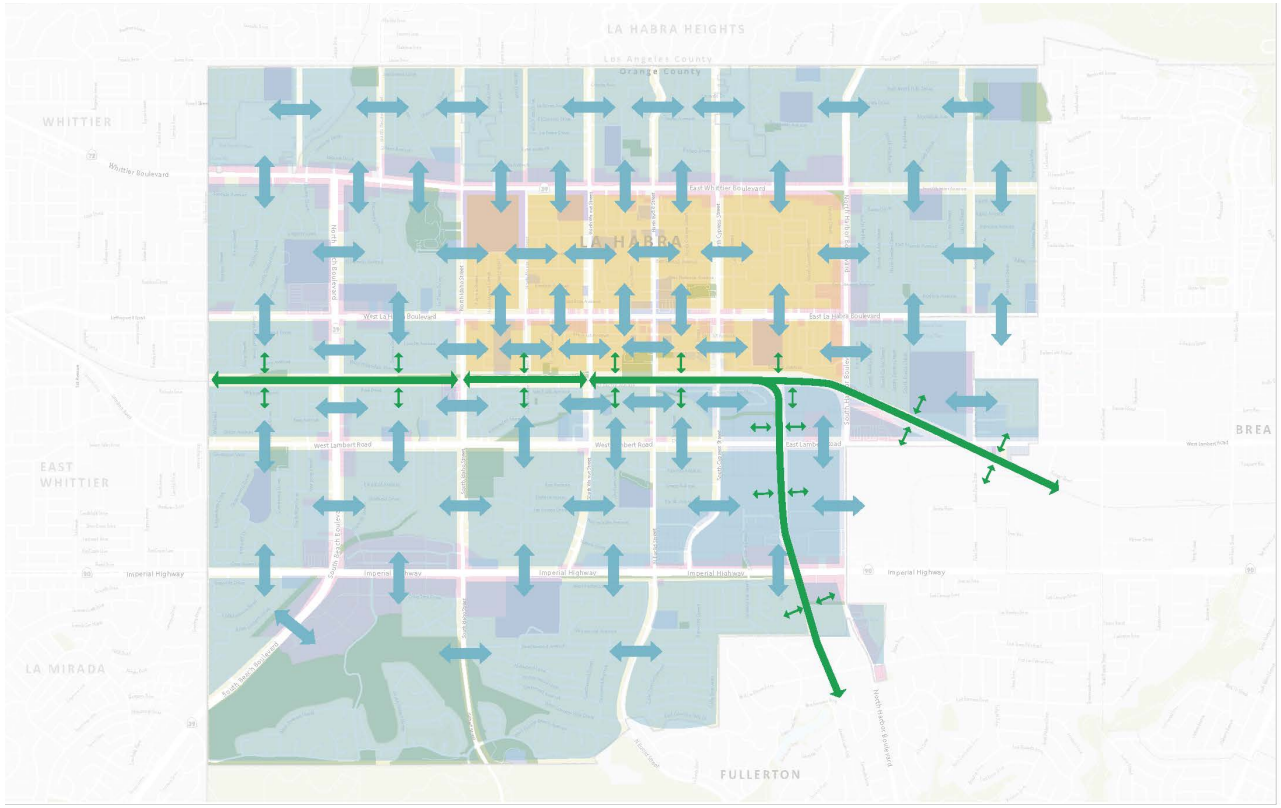
Del Prado, Dana Point

W Commonwealth Ave, Fullerton

Union Pacific Rail Road Trail

The UPRR runs through the heart of La Habra and once the proposed trail is completed it will provide a backbone of connectivity across the City providing direct, safe and comfortable crossings are installed across the separating streets.

Greenway Trail, Whittier



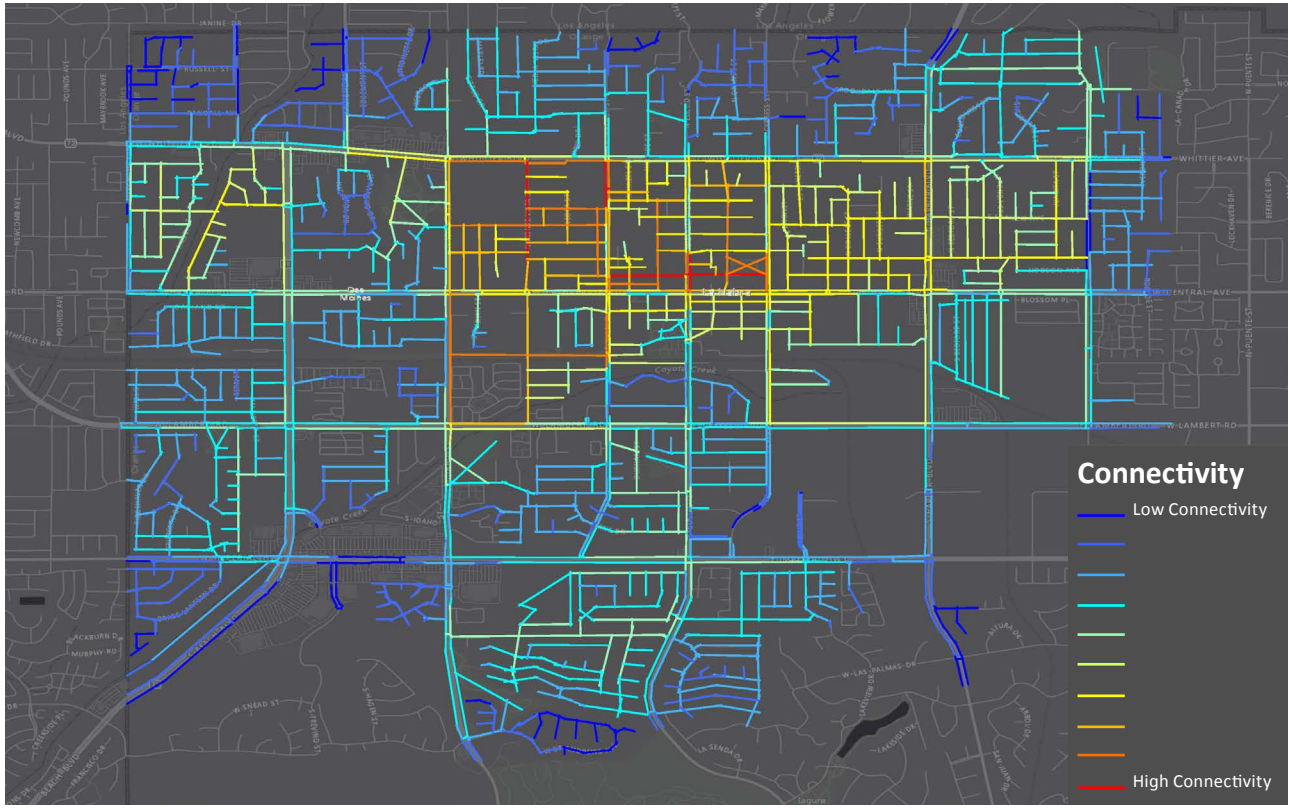
Legend

- La Habra Crossings – Connected Communities
- UPPR Corridor
- UPPR Crossings

Existing Connectivity Analysis

The connectivity analysis measures the relationship of a street segment to other streets in its network of proximity. The measurement provides a quantification of the ease and ability for a person on any given street segment to access locations on nearby streets. This is represented visually as a connectivity "heat map" where areas in red are the most connected while those in dark blue are the least.

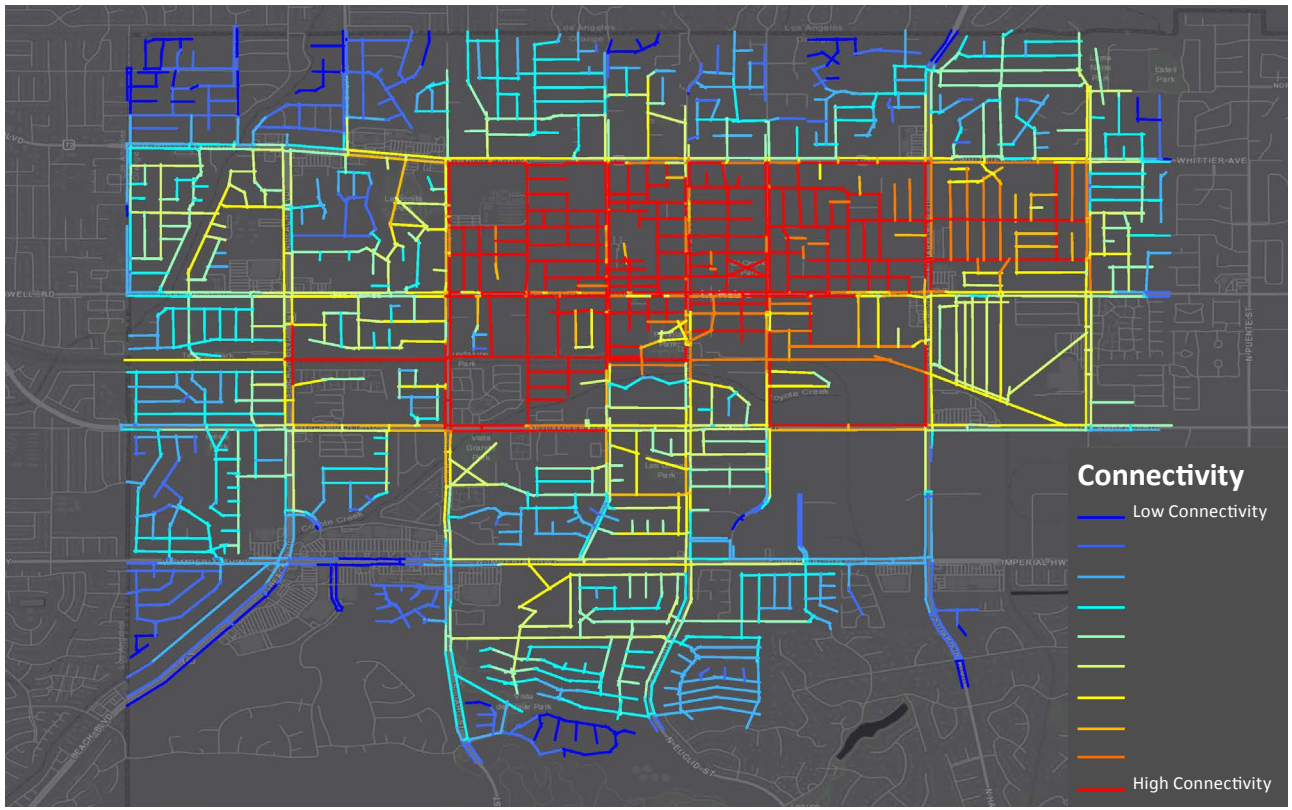
The analysis of connectivity with current conditions in La Habra found few streets with high connectivity in the core grid area of the City. Connectivity is highest within the grid in the center of the City, roughly bounded by Idaho St, Whittier Blvd, Beach Blvd, and the UPRR ROW, while the bordering neighborhoods, which have more limited access points and are more circuitous internally, tend to have poorer connectivity.



Connectivity Analysis after midblock crossings added

Additional crossings have been recommended projects as part of the Complete Streets Master Plan. To test the impact of recommended crossing projects, a connectivity analysis was conducted with all recommended crossing projects added in. The impact of added crossings is starkly portrayed in the connectivity heat map. Improved connectivity within the core center of the city is most dramatically improved, where large areas of streets that were previously of a middle-level of connectivity are shown to have the highest levels of connectivity. Improved connectivity within neighborhoods outside of the core experience a lower impact from added crossings, reinforcing the barriers to walkability caused by limited neighborhood entrances and circuitous street network, however small improvements to connectivity are also observed. The UPRR trail addition helps connectivity from northern sections jump to some areas south of the ROW, whereas the corridor acts as a barrier between north and south neighborhoods with existing conditions.

The dramatic improvements to connectivity are achieved by the implementation of the mid block crosswalk projects, to support existing intersection crosswalks, as a network rather than implementing crossings one by one. To meaningfully improve walkability and connectivity for La Habra residents, the City should consider approaching crossing projects in this manner.



3.4 Safe and Slow Streets

Introduction

During community and stakeholder engagement concerns were raised about excessive vehicle speeds along certain streets, mainly arterials, passing through residential neighborhoods, adjacent to schools and other community facilities such as parks and churches. Traffic collisions also tend to be located along these streets. A program of road diets or street layout reconfiguration can be implemented to improve the livability of the neighborhoods by reducing the impact of traffic, which would promote safe and pleasant conditions for all street users. This goal has four primary objectives:

- To reduce speeds
- To enhance the neighborhood environment
- To improve driver behavior
- To improve pedestrian and bicyclist safety

Purpose

Road Diets take multi-lane undivided roads and transform them into a roadway with fewer through lanes and one center turn lane. Often this is a conversion of a four-lane, undivided road into three lane road (one being the turn lane), and the addition of bicycle lanes on either side.

A Road Diet can enhance safety by including a protected left-turn lane for mid-block left-turning motorists, reduce crossing distances for pedestrians using bulb outs, and reducing travel speeds so that collision severity is decreased. Additionally, a road diet provides an opportunity to allocate excess roadway width to other purposes, including wider sidewalks, bicycle lanes, on-street parking, transit stops, or a planted central median. The provision of a center turning lane also helps mitigate the queues that form behind turning traffic.

The Federal Highways Association published the Road Diet Informational Guide in 2014 to assist local authorities, engineers, and road designers through the process of determining where road diets are appropriate. To determine if a road diet is appropriate, designers should identify what they are trying to achieve, as this will impact the configuration of road diet chosen.

In the case of the City of La Habra certain streets already exhibit the characteristics of a road diet such as west Lambert Rd which has a central median, turn lanes, bike lanes and on-street parking, and Whittier Ave which has the above characteristics but without a planted median. There does exist the opportunity to enhance these examples as well as extend the approach and design principles to other streets in the City.

Ocean Park Blvd, Santa Monica

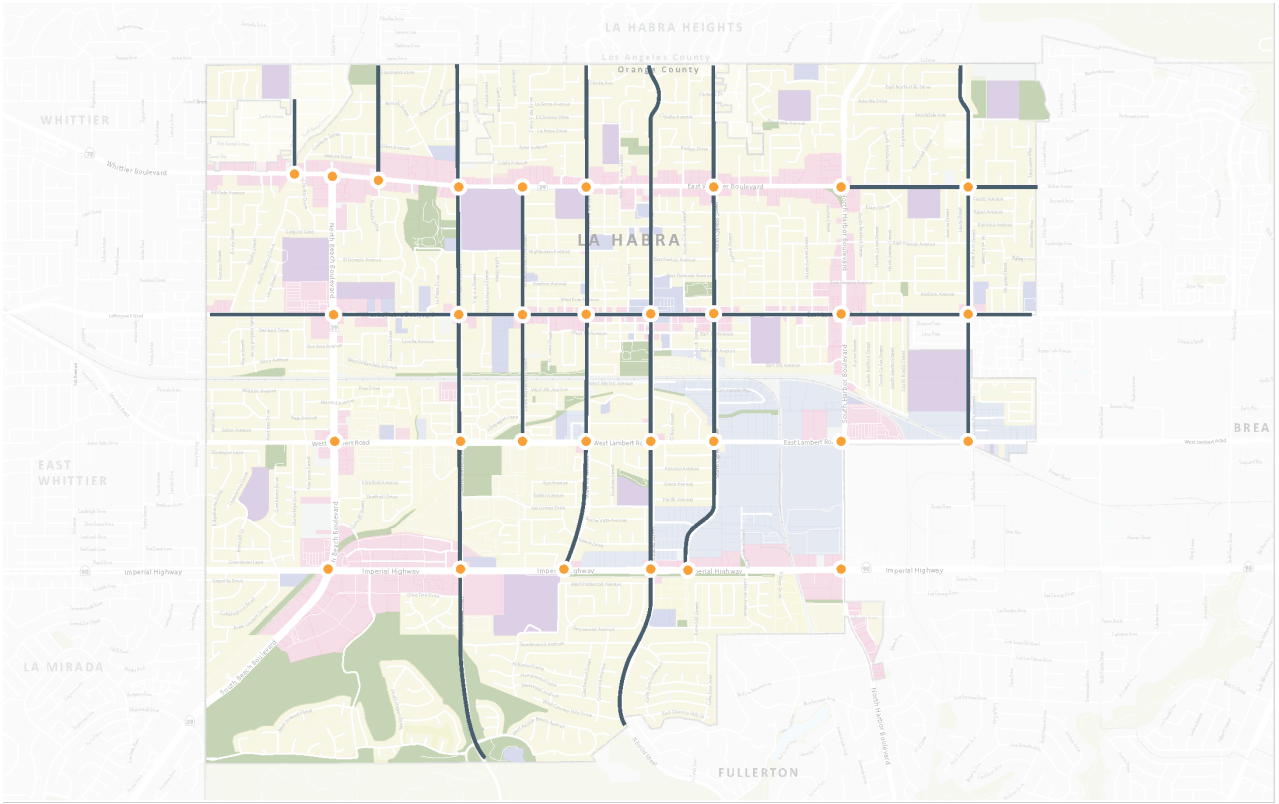
S Gilber St, Anaheim

Objectives

The most fundamental road diet goal is to reduce the speed of vehicular movement and improve safety for all roadway users. With reduction of speed, the following objectives may also be realized:

- Increased safety/decreased severity of injury in traffic collisions
- Improved 'feel' of the street
- Connection of communities on either side of the street due to shorter crossing distances
- Equitable balance among transportation modes
- Improved air quality and noise levels
- Encouragement of shopping and economic development
- Decreased fuel consumption
- Continued accommodation of motor vehicle traffic

While the negative effects of automobile traffic cannot be completely eliminated, road diets can encourage automobile drivers to operate safely and with increased consideration for other road users. Changes to some of these streets will need to take into account the requirements of the MPAH.



Legend

Safe and slow streets

Intersection

Broadway, Costa Mesa

Ocean Ave, Seal Beach

Considerations

While road diets have gained support in many communities, they are also a source of controversy among some merchants and residents. These constituents feel that reducing auto lanes or replacing them with bike lanes creates traffic congestion, makes it more challenging for customers to access businesses, and may negatively impact property values.

Traffic studies have consistently shown that road diets will not worsen congestion under the appropriate conditions—streets with less than about 20,000 daily vehicle trips. While the FHWA advises that roadways with ADT of 20,000 vpd or less may be good candidates for a road diet, streets should be evaluated for feasibility. For example, Pasadena, CA has an implementation threshold of 25,000 ADT.

When any new traffic management approach is introduced, issues, concerns, and questions are bound to arise. Design decisions related to traffic can have far-reaching impacts. Lives, economic well-being, and urban livability are directly affected.

The City of La Habra is acutely aware that such design concepts should be subjected to rigorous testing and evaluation before being implemented. In particular the following issues should be considered when looking at this approach:

- Slower traffic
- Safety
- Impact on traffic volumes, distribution, and operations
- Existing street and surrounding context
- Sharing the road – impact of transit stopping when only one through lane
- Impacts on commute times
- Impacts on bicycling
- Impacts to on-street parking
- Community expectations

The full extent of these issues needs to be weighed before implementing a road diet or street reconfiguration plan.

3.5 Downtown Heart

Introduction

During community and stakeholder engagement concerns were raised about the absence of a thriving downtown area for La Habra, and the barriers pedestrians face when they try to walk around the City center. Defined as the corridor between Walnut St and Cypress St, centered at La Habra Blvd and Euclid St, this central commercial area is supported by City Hall, a Police Station, library, Community Center, Post Office, the La Habra Children's Museum, Child Development Center and Depot Theatre. Extending the center further east to Harbor Blvd, and west to Idaho St, and potentially on to Beach Blvd, this corridor has long term potential as the downtown spine for La Habra. To the north and south along Euclid St the Heart of La Habra can be easily connected to Lambert St and Whittier Blvd.

The redesign of these streets will be key to be more 'complete' and will give the Downtown area a sense of place and reinforce its role as the heart of the La Habra community. A program of Complete Streets to reallocate, and or rebalance, pavement and sidewalk space will enhance the attractiveness of the city center and create a walkable downtown neighborhood.

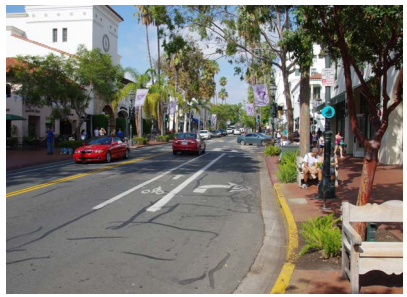
This goal has four primary objectives:

- To develop and enhance the attractiveness of the downtown neighborhood
- To encourage local residents, workers and visitors to walk and bicycle within the downtown core
- To improve pedestrian and bicyclist safety and comfort
- To facilitate the use of streets for alternative activities such as open street events.

Purpose

A comprehensive Complete Street project for downtown La Habra can help transform a wide, daunting thoroughfare such as La Habra Blvd into a corridor where all users benefit. Although such streets may have significant traffic volumes at peak hours they appear oversized for the majority of the day. They are difficult to cross and separate communities and businesses either side. They prevent the very city life that the City of La Habra wishes to promote. For example, the addition of a central median, cycle tracks, bulb-outs, planting and street furniture with frequent, well-designed pedestrian crossings will promote higher pedestrian and bicycling volumes and activity. This in turn will benefit local businesses and City attractions.

W. Center St Promenade, Anaheim



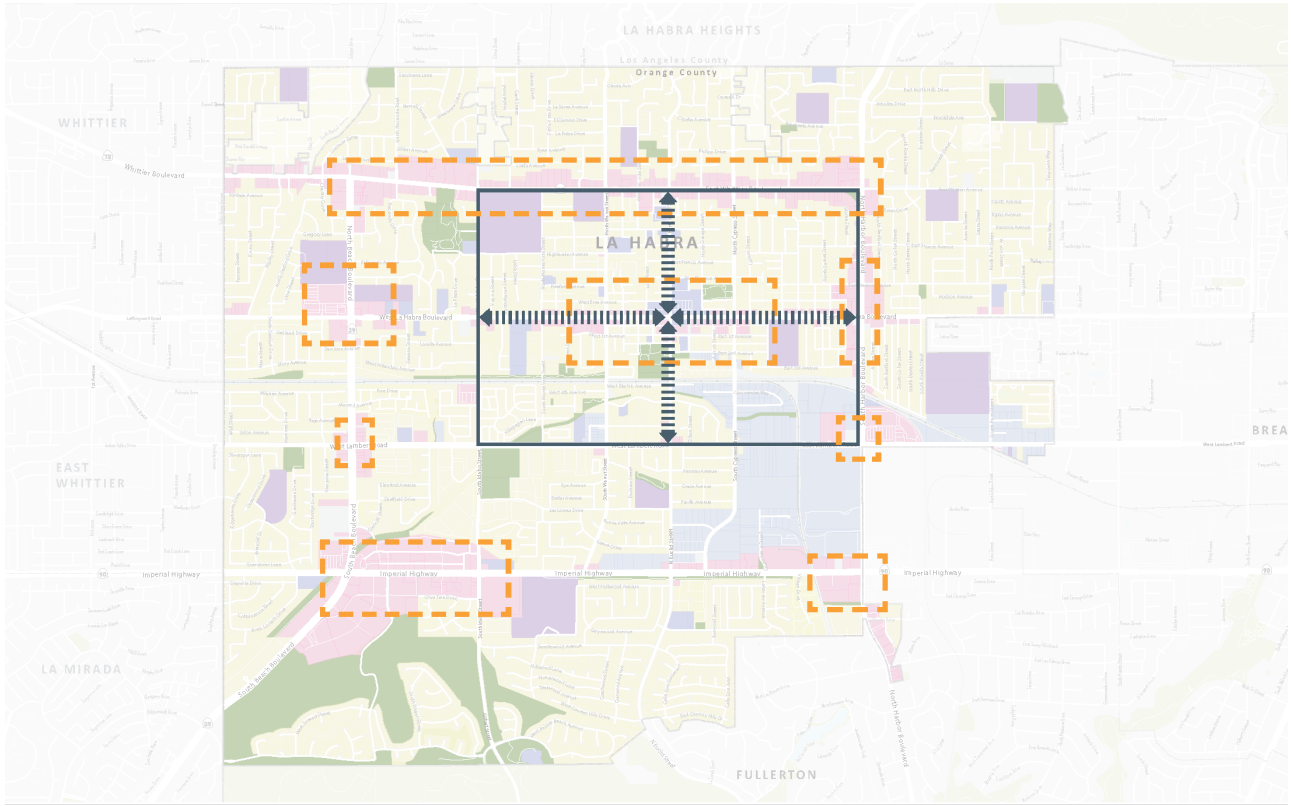
State St, Santa Barbara

Objectives

The most fundamental Complete Street goal is ensuring a street, or network of streets, is planned, designed, operated and maintained to provide safe mobility for all users. With the creation of a Complete Street the following objectives may also be realized:

- Enabling equitable streets
- Increasing safety
- Improving the environment
- Creating livable communities
- Easing congestion
- Revitalizing the economy
- Helping older residents
- Improving health

The reallocation of excess road space to other uses and functions other than the automobile will see a dramatic change in the appearance of Downtown La Habra, and together with redevelopment of adjacent land, create a revitalized Downtown Heart for all.



Legend

Downtown Heart – Complete Street

Commercial/Downtown

Lancaster Blvd, Lancaster

Culver Blvd, Culver City

Considerations

While Complete Streets have gained support in many communities where the economic and community benefits have been positive, they are also a source of controversy among some merchants and residents. These constituents feel that reduction in on-street parking, or auto lanes, and the introduction of bike lanes will negatively impact local businesses or property values.

However, studies have shown that increased walking and bicycling in downtown locations can help to support local businesses through increased local spending, especially when combined with mixed use developments and increases in density. Rather than driving to the nearest mall or shopping center, resident and workers walk to their local stores and facilities and spend their money locally.

While a Complete Streets approach can be applied as a standalone project to one street the City of La Habra will adopt a network based approach as set out in the OCCOG Complete Streets Initiative Design Handbook. A network-based approach allows for greater flexibility in the application of Complete Street principles in places where some users may not be able to be accommodated adequately along a particular street.

The City of La Habra is acutely aware that such design concepts should be subjected to rigorous testing and evaluation before being implemented. In particular the following issues should be considered when looking at this approach:

- Lower posted speed limits
- Safety
- Impact on traffic volumes, distribution, and operations
- Existing street and surrounding context
- Impacts on businesses and community facilities
- Impacts on bicycling
- Impacts on on-street parking
- Community expectations

The full extent of these issues need to be weighed before implementing a Complete Street plan.

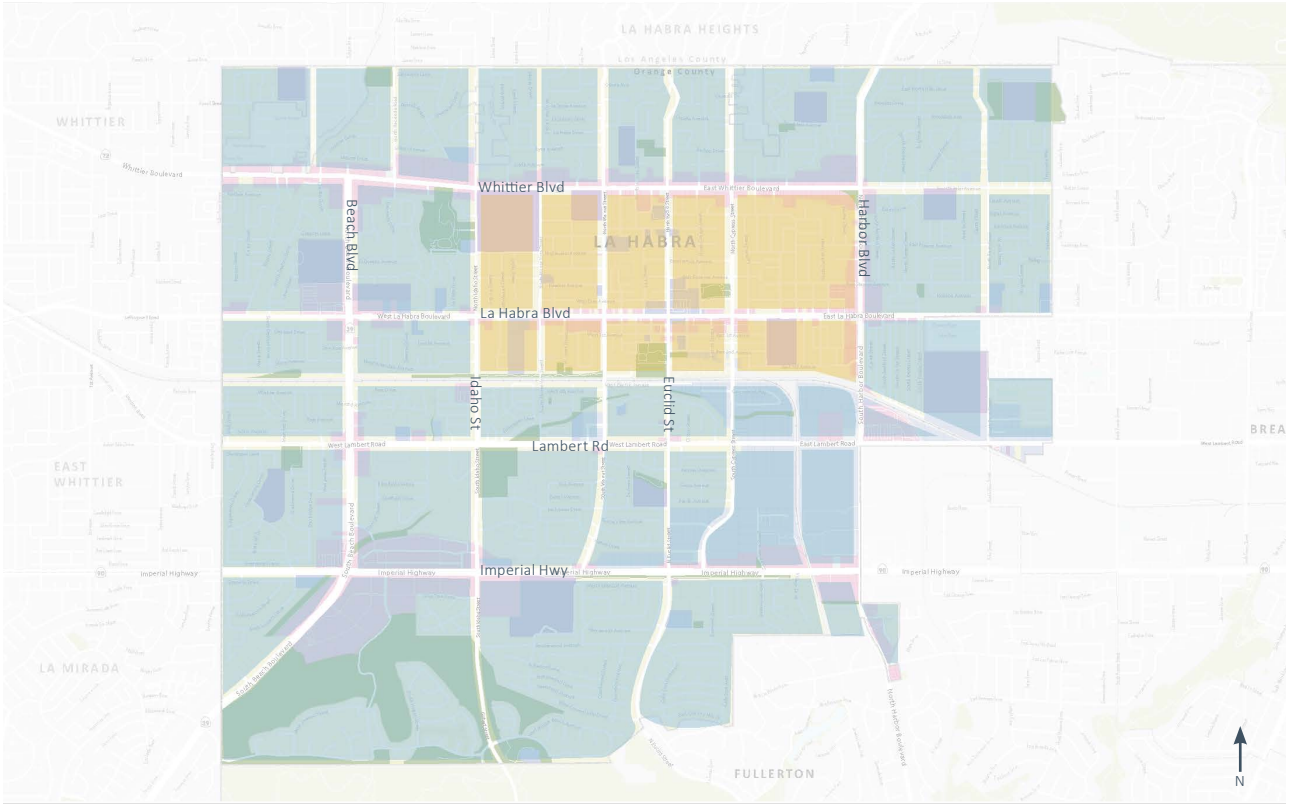
3.6 Walkable Neighborhoods

Introduction

During the community and stakeholder engagement concerns were raised about traffic cutting through residential neighborhoods to avoid congestion on the arterial network and key intersections. Concerns raised include excessive speed, increased volumes and safety of the local residents. Such concerns were also raised in residential neighborhoods immediately surrounding schools where traffic at the start and end of the school day also create similar issues to do with traffic volumes and speed. Due to the City's desire for a systematic approach to handling such neighborhood traffic requests the City has been working with residents on The Neighborhood Traffic Management Program (NTMP), a city-wide initiative to treat traffic calming issues. The main goal is to improve livability by reducing the impact of traffic, which promotes safe and pleasant conditions for all street users.

This goal has four primary objectives:

- To reduce speeds and cut-through traffic volumes
- To enhance the neighborhood environment
- To improve driver behavior
- To improve pedestrian and bicyclist safety



Legend

Downtown Neighborhoods

Outer Neighborhoods

Longfellow St, Santa Monica

Purpose

Traffic calming is a traffic management approach that is now being implemented in many U.S. cities. The following definition is quoted from An Illustrated Guide to Traffic Calming by Hass Klau (1990):

"A full range of methods to slow cars, but not necessarily ban them, as they move through commercial and residential neighborhoods. The benefit for pedestrians and bicyclists is that cars now drive at speeds that are safer and more compatible to walking and bicycling. There is, in fact, a kind of equilibrium among all of the uses of a street, so no one mode can dominate at the expense of another."

S. Melrose St, Anaheim

Objectives

The most fundamental traffic-calming goal is to reduce the speed of vehicular movement. With reduction of speed, the following objectives may also be realized:

- Improved 'feel' of the street
- Enhanced aesthetic values and sense of nature
- Equitable balance among transportation modes
- Increased safety/decreased severity of injury in traffic collisions
- Improved air quality and noise levels
- Decreased fuel consumption
- Continued accommodation of motor vehicle traffic

While the negative effects of automobile traffic cannot be completely eliminated, traffic calming can encourage automobile drivers to operate safely and with increased consideration for other road users.

Considerations

When any new traffic management approach is introduced, issues, concerns, and questions are bound to arise. Design decisions related to traffic can have far-reaching impacts. Lives, economic well-being, and urban livability are directly affected.

The City of La Habra is acutely aware that such new design concepts should be subjected to rigorous testing and evaluation before being accepted as part of the City's standard engineering and transportation planning tool kit. Particular considerations include:

- Traffic Safety
- Impact on traffic volumes, distribution, and operations
- Slowing emergency response times
- Restricted access for garbage trucks, delivery trucks and other large vehicles
- Increasing commute times
- Impacts on bicycling
- Lack of proven design standards
- Liability

The full extent of these trade-offs need to be weighed before implementing a traffic calming plan.

3.7 Major Roads

Introduction

There are a number of major roads in La Habra that create significant barriers to pedestrian and bicycle movement due to their scale and high volumes of traffic. The largest, Whittier Blvd, Beach Blvd, Harbor Blvd and Imperial Hwy, effectively create a 'box' around the heart of La Habra with slightly smaller Lambert Rd subdividing the 'box' in an east-west direction. These roads provide for cross city and regional traffic movement, as well as for movement within the city. Auto movement will be maintained as a priority around the 'box' but with Complete Street interventions to enhance safety, connectivity and comfort for other users such as pedestrian, bicyclists and transit users.

This goal has four primary objectives:

- To enhance the connectivity of communities and commercial areas
- To enhance the streetscape environment for users other than drivers
- To improve pedestrian and bicyclist safety
- To recognize the land-uses and activities either side of these major roads and design the street accordingly

Purpose:

Minor interventions along these major roads will make significant differences to the quality of the streetscape environment as well as reduce the safety concerns of local residents. Such interventions are necessary to encourage walking and bicycling within the City and to make the use of transit more attractive.

The purpose is not to reduce number of travel lanes but to reallocate space where possible to provide for bicycle lanes to increase safety for bicyclists and bulb-outs to shorten crossing distances.

Introduction of signalized crossing will reconnect communities and businesses on either side of these busy roads and improve the safety conditions for pedestrians and cyclists crossing the street.

Environmental improvements along these roads, such as treatment of sound walls to make them less monotonous, provision of missing sidewalks, enhancement of street lighting for pedestrians and tree planting to provide shade are all examples of interventions that will increase the walkability of the City without impacting on traffic flows.

Objectives:

The most important objective of these Complete Street interventions is to enhance the walkability along and across these streets for all members of the community whilst taking into account the movement priority along these roads. With this in mind the following objectives may also be realized:

- Increased safety/decreased severity of injury in traffic collisions
- Improved 'feel' of the street and enhanced access to transit
- Connection of communities on either side of the street due to shorter crossing distances
- Increased walkability and consequential health benefits from walking
- Encouragement of local shopping and economic development
- Decreased fuel consumption due to greater numbers of residents walking

While the negative impact of these major streets on La Habra cannot be completely eliminated minor interventions can contribute to encouraging to more people to walk and cycle.

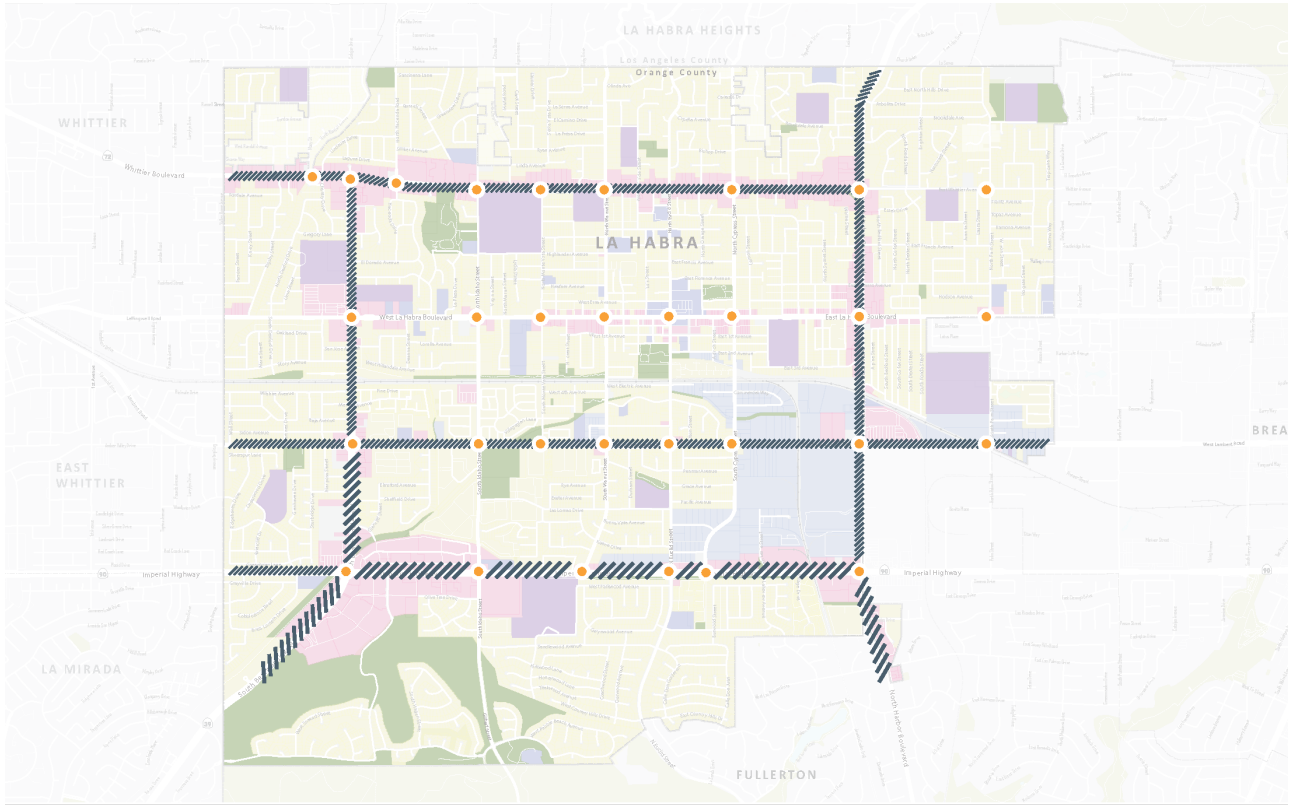
Considerations:

These roads have significant traffic volumes of between 29,000 and 51,000 ADT, and therefore any interventions will have to consider the potential impact on traffic flows and volumes.

The City of La Habra is acutely aware that such design concepts should be subjected to rigorous testing and evaluation before being implemented. In particular the following issues should be considered when looking at Complete Street interventions along these major streets:

- Safety
- Impact on traffic volumes, distribution, and operations resulting from increased numbers of signalized crossings
- Connectivity benefits of increased numbers of signalized crosswalks
- Existing street and surrounding context
- Impacts due to construction of missing sidewalks
- Impacts due to introduction of bike lanes
- Impacts of any changes of on-street parking
- Impacts on commute times
- Community expectations
- Impacts of any greening initiatives such as street tree planting

The full extent of these issues need to be weighed before implementing a road diet or street reconfiguration plan.



S Bristol St, Santa Ana

Pacific Coast Hwy, Corona Del Mar

3.8 Open Streets

What are Open Street Events?

Open Street events typically involve a strategic and temporary closure of a street to car traffic and re-orients that space towards people by encouraging participants to walk, bike, roll or take part in a number of activities and special programming.

These events aim to build a culture around active transportation and build community support for more people friendly streets. They are low cost, low risk, high visibility initiatives, which provide a compelling and reoccurring insight to the value of streets to the community were they more oriented towards people.

Improving built and social environments is essential to encouraging physical activity and improving health and quality of life; temporary events which enhance environment provide a window for participants into the potential benefits of Complete Streets.

The popularity of Open Street Events started with Ciclovía in Bogotá, Colombia in the 1970s which opened up roads usually occupied by cars to people walking and on bikes. The event is now a weekly occurrence with 75 miles of car-free streets.

The City of La Habra has a precedent for events as being a gathering force among community members. Events have a strong track record of bringing out residents in large numbers, and providing a level of comfort to where parents will let their kids roam. This existing channel which the City is able to use to bring large number of community members together is an ideal tool to create community support and involvement around Complete Streets.

Goals for La Habra Open Streets

How can Open Street Events be used to support the implementation of Complete Streets?

- Build confidence and support for Complete Streets, with community members, elected officials, businesses, city staff etc.
- Establishing the precedent for streets that people of all ages and abilities can enjoy and use comfortably
- Demonstrate planned permanent Complete Street interventions to inform residents of changes, build support and collect feedback
- Facilitate increased interactions between neighbors, improve health, strengthen community ties
- Improve community perceptions of safety, an important factor when encouraging more people to walk in their community, neighborhoods or parks

Implementing Complete Streets Events In La Habra

For La Habra, two different types of Open Street events should be implemented to support Complete Streets program: more regular, small scale, local Open Street Events, and a less frequent but larger scale Ciclovia.

Local: La Habra Streets for People Events

Streets for People events should be more localized and strategic events.

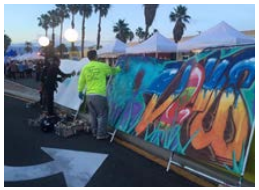
Event Characteristics:

- Smaller Scale Location
- Within La Habra City limits
- Promote local businesses/community spaces
- Partner with Move More Eat Healthy
- More frequent (ie. annual or semi-annual)

> Many of the best, most authentic and enduring destinations in a city, the places that keep locals and tourists coming back again and again and that anchor quality, local jobs, were born out of a series of incremental, locally-based improvements. One by one, these interventions built places that were more than the sum of their parts — Project for Public Spaces

Activities


Food trucks/vendors


Art


Art


Live music/performances


Wellness/farmer's market


Ciclavia


Sports


Crafts

Crafts


Games


Outreach booths


Food truck/vendors


Local businesses

Bike Safety/lessons


Games


Live music


Sports


Dance

Photos from: SCAG, LA Great Streets, Here LA, LA MÁS

Tactical Urbanism

Complete Streets Demonstrations


Public space furniture


Information Signage


Furniture / moveable seating


Movable shade


Traffic Circle


Custom parklet


Stencilling/street marking


Vegetation/Trees/Median


High-Vis Crossings

Wayfinding

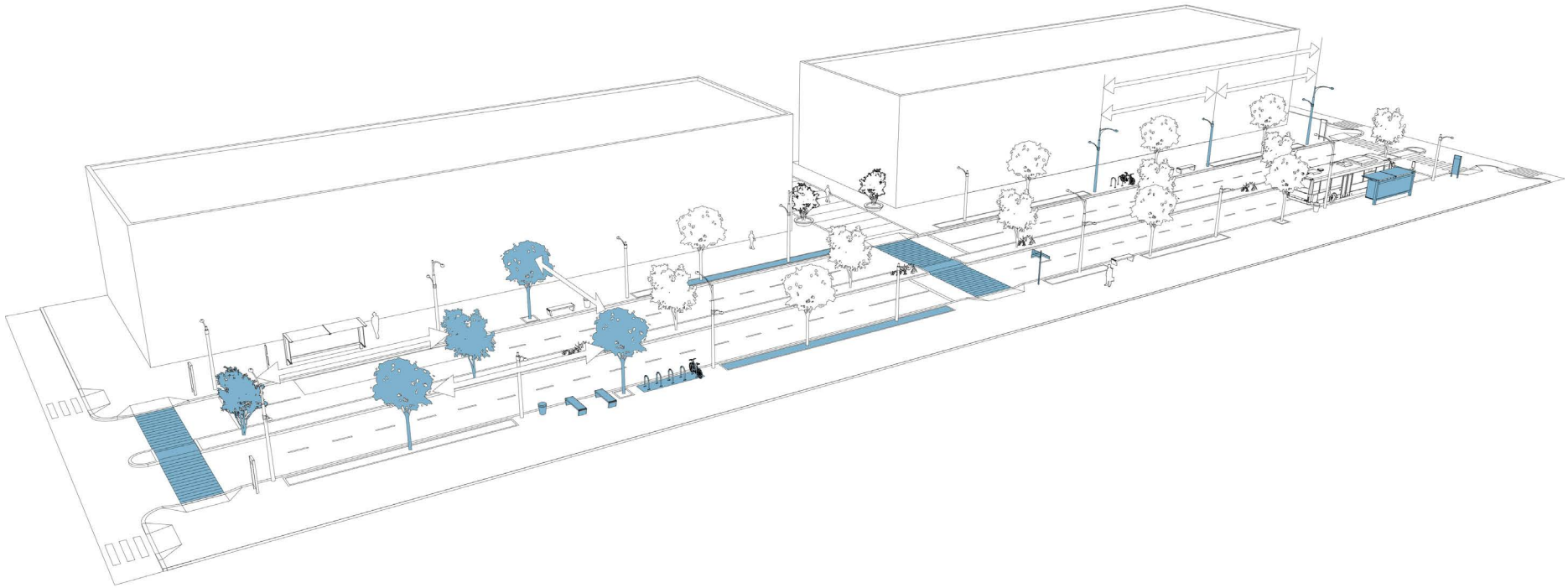

High-Vis Crossings

Custom Parklets


Curb Extensions

Temporary Bike Lane


Storefront improvements



4. Projects

4.1 Introduction

To implement the Complete Streets Vision within the City of La Habra, a number of recommended projects for each of the six major themes has been developed.

These projects aim to fulfill the goals set out in each vision theme, through tangible and achievable actions. These projects are the meeting point between overarching vision and desired community outcomes, and the practical and tested design elements outlined in the toolbox. Projects proposed take into account local context, balancing consideration of local destinations, safe access to schools and parks, importance of the Bikeway Master Plan, and constraints from existing street demand on a high level.

The recommended projects should be considered as a whole system of Complete Streets improvements that work together to alter user treatment and experience of the street; as is such, it is important to recognize that singular projects implemented in isolation may not powerfully contribute to the City's goals in the same way.

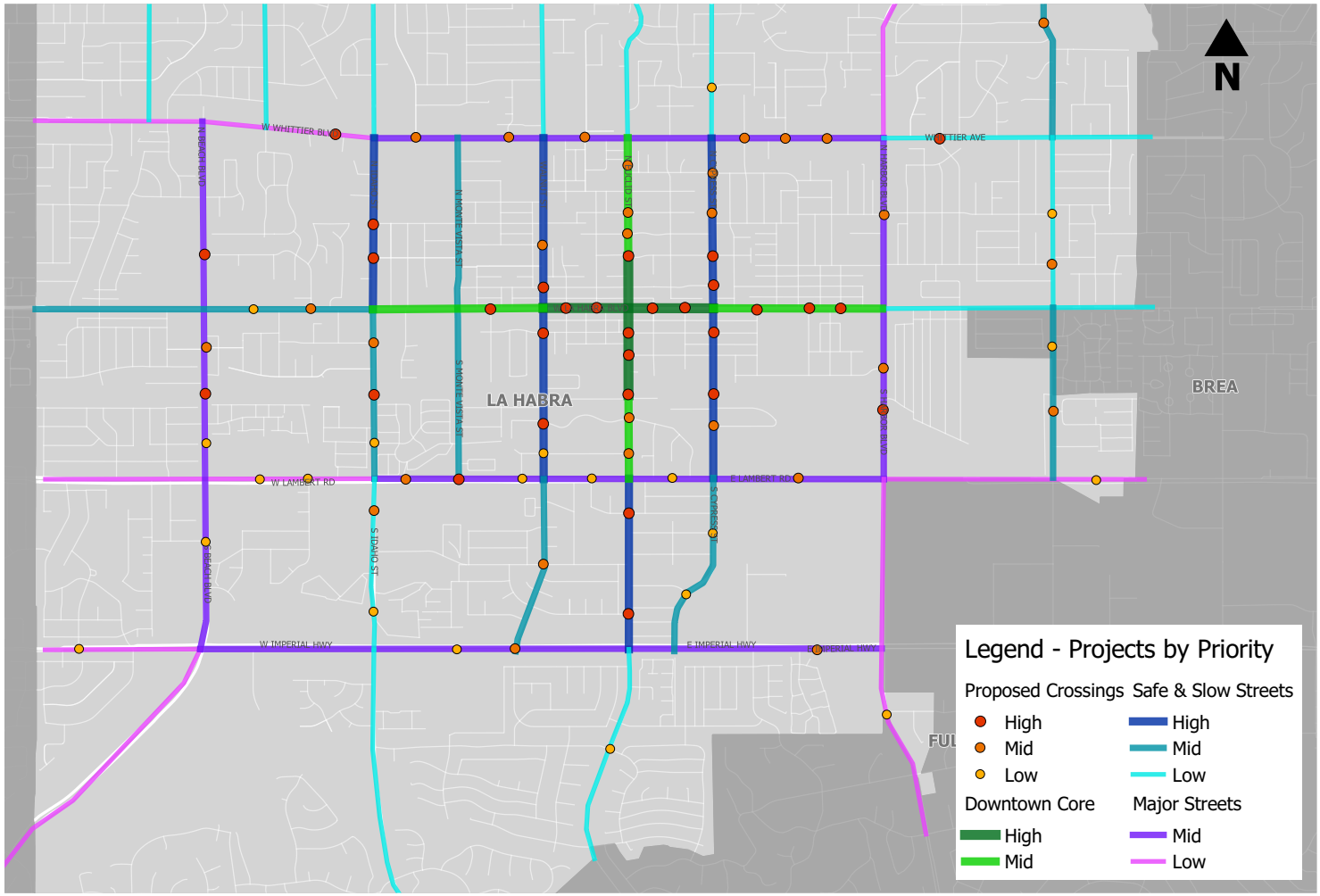
It is important as the City moves forwards with implementation to diligently study the feasibility and impacts of treatments.

Key Themes

1. Downtown Core
2. Safe and Slow Streets
3. Walkable Neighborhoods
4. Safe Crossings
5. Major Streets
6. Open Streets

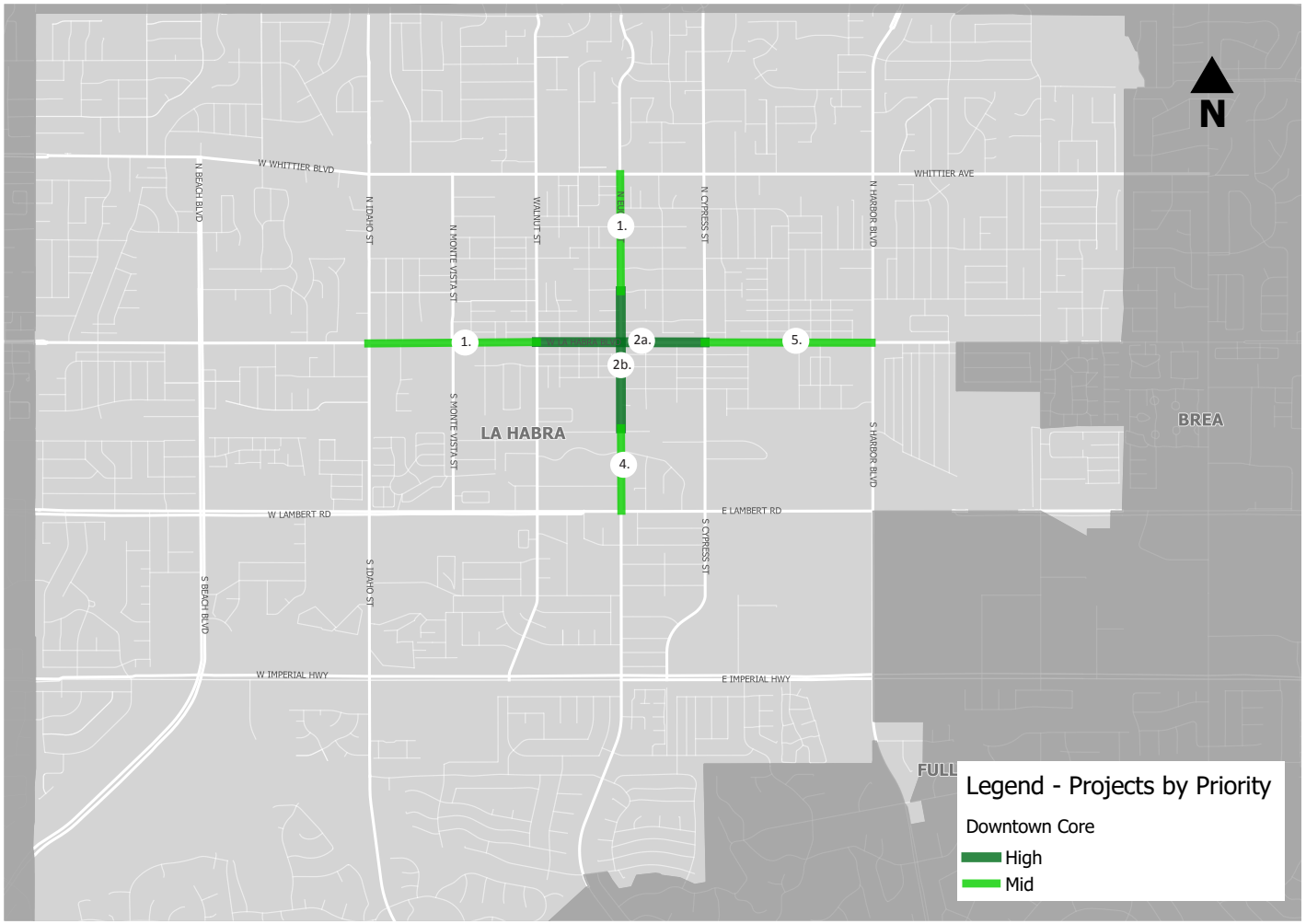
Project Location and Priority

Based on existing conditions analysis, city documents and plans, and the input of the community, a number of potential Complete Streets projects have been identified. These potential projects have been ranked based on their importance to local movement, identification by the community, and implementation feasibility. Projects are consistent with key city documents such as the Bikeway Master Plan, take into account data such as collisions, and are sensitive to key neighborhood destinations such as schools and parks. The follow section breaks down potential projects by theme and provides a description for each.



4.2 Downtown Core

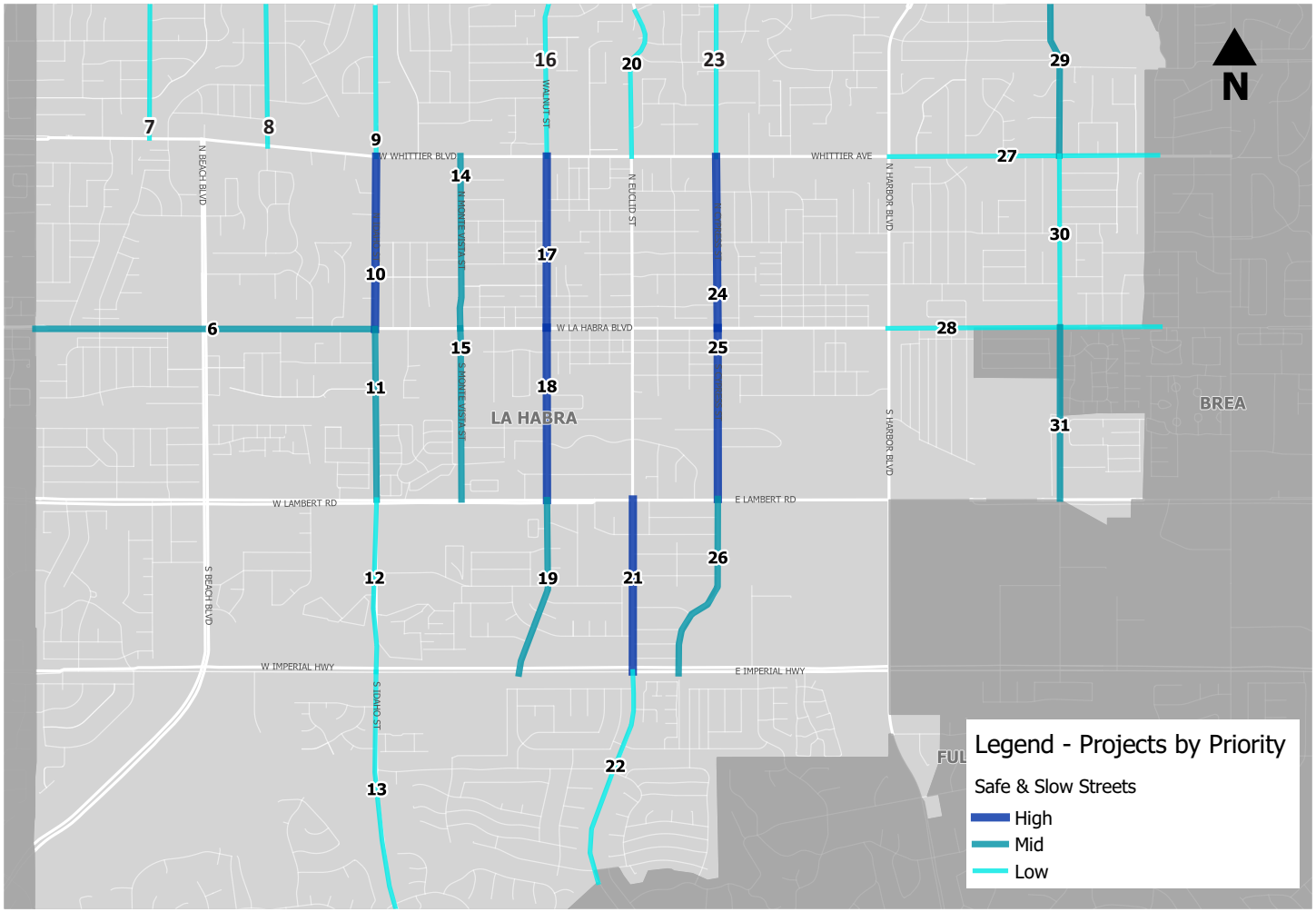
The focus of these projects is to develop a downtown streetscape for the City of La Habra that reflects its position at the heart of the community. The aim is to create an attractive, comfortable and accessible downtown that serves the needs of the community as well as visitors from further afield. Connections across La Habra Blvd and Euclid St will be enhanced, and walking and bicycling conditions improved so that people are able to move around easily and safely on foot or bicycle if they so wish. As the downtown area strengthens the Complete Streets interventions can extend along La Habra Blvd to the east and west, and along Euclid St to the north and south.



ID	Project Name	Description	Sensitivity	Timeline	Priority
Downtown Heart					
1	La Habra Downtown: La Habra Blvd (between Idaho St and Walnut St)	Extension of downtown area towards the West via La Habra blvd; gateway area to slow cars coming into downtown, over time develop with similar uses to the downtown core	On-street parking, traffic volumes, access to properties, emergency services	Mid Term	2
2a	La Habra Downtown: La Habra Blvd (between Walnut St & Cypress St)	Complete Street core of downtown La Habra, with easy connectivity and access for pedestrians and bicyclists to key attractions in downtown either side La Habra Blvd	On-street parking, traffic volumes, access to properties, emergency services	Short Term	1
2b	La Habra Downtown: Euclid St (between Florence Ave & UPRR)	Complete Street core of downtown La Habra, with easy connectivity and access for pedestrians and bicyclists to key attractions in downtown either side Euclid St	On-street parking, access to properties, emergency services	Short Term	1
3	La Habra Downtown: Euclid St (between Whittier Blvd & Florence Ave)	Creation of high quality Complete Street connection beween the Downtown area and the mixed land use along Whittier Blvd	Intersection with Whittier, more restricted ROW, access to residential properties. On street parking.	Mid Term	2
4	La Habra Downtown: Euclid St (between UPRR & Lambert Rd)	Creation of high quality Complete Street connection beween the Downtown area and the residential neigborhoods along Lambert Rd	Intersection with Lambert Rd	Mid Term	2
5	La Habra Downtown: La Habra Blvd (between Cypress St & Harbor Blvd)	Extension of high quality Complete Street corridor along La Habra Blvd to include commercial areas and schools	On street parking, access to properties, emergency services. Intersection with Habor Blvd	Mid Term	2

4.3 Safe and Slow Streets

The focus of these projects is to develop a network of key streets where traffic speeds are lowered so that people of all ages and abilities can cross then easily and safely, and travel along then by foot or bicycle to local schools, community facilities, work or just to their neighbors. Using techniques such as road diets and traffic calming the street design will take into account the requirements of the communities through which they pass. By making the streets safer, and more attractive, local people will be encouraged to either walk or cycle in their local area.

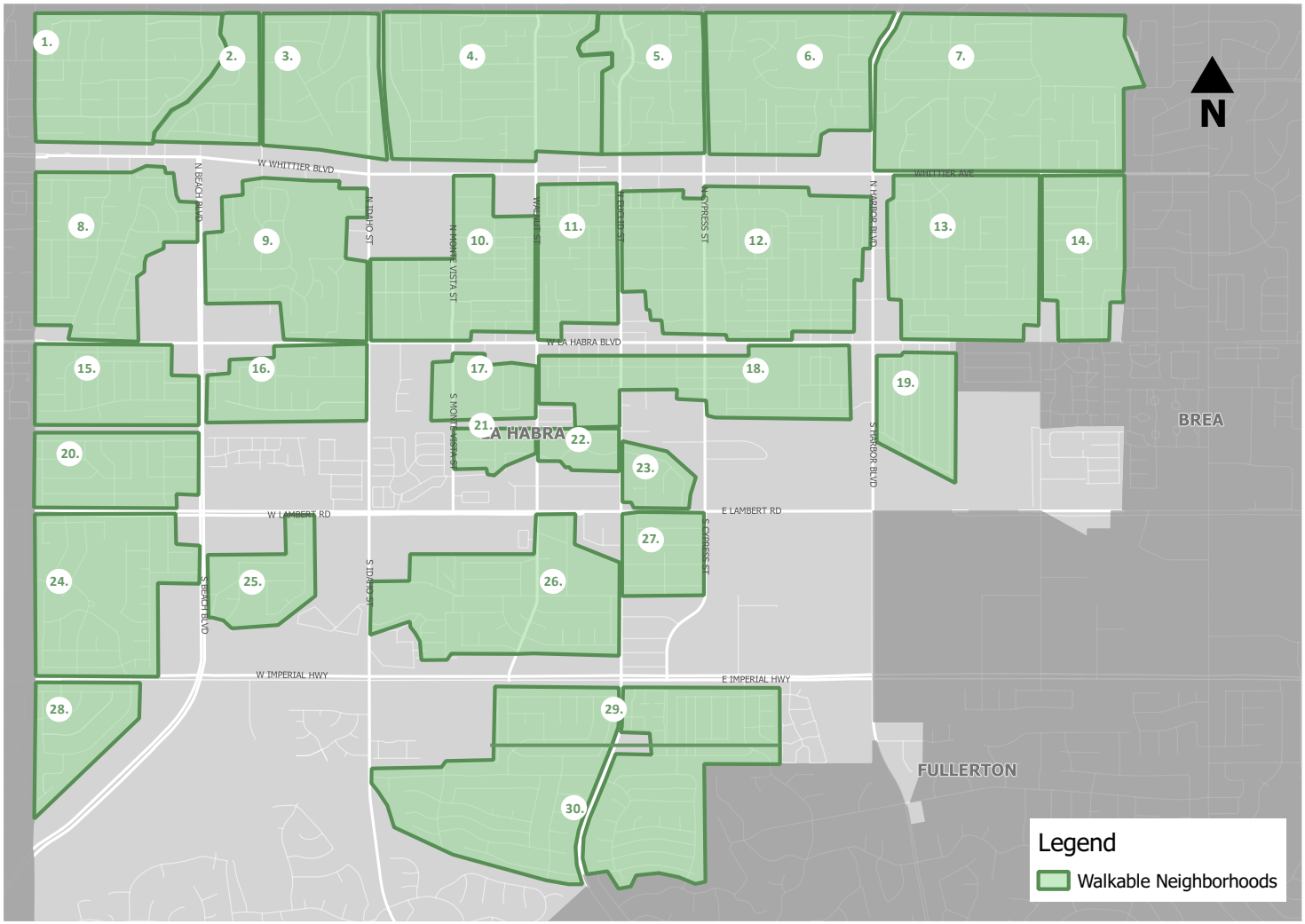


ID	Project Name	Description	Sensitivity	Timeline	Priority
Safe and Slow Streets					
6	La Habra Blvd (between CL West & Idaho St)	Introduction of streetscape elements to recognise pedestrian and bicyclist activity around commercial and community uses on La Habra Blvd and to announce approach of Downtown area.	On-street parking, access to commercial properties and community buildings such as churches, care homes, emergency services. Intersection with Beach Blvd	Mid Term	2
7	Macy St (between CL North & Whittier Blvd)	Residential street connecting neighborhood and elementary school to the city.	Portions of Macy St have missing sidewalks	Mid Term	3
8	Hacienda Rd (between CL North & Whittier Blvd)	Medium traffic-level route in/out of La Habra from County of LA to the North. Connects to La Habra Heights City Hall. Interventions to manage speed and improve connectivity between either side.	Traffic volumes, speed	Long Term	3

ID	Project Name	Description	Sensitivity	Timeline	Priority
Safe and Slow Streets					
9	Idaho St (between Silliker Ave & Whittier Blvd)	Street to residential area traffic calmed adjacent to Northgate Market and Church to enhance pedestrian connectivity.	Speed; access to market and church; possible loss on-street parking	Long Term	3
10	Idaho St (between Whittier Blvd & La Habra Blvd)	Traffic calmed road with focus on safe access to La Habra High School and La Bonita Park. Potential to orient this street more towards its local context than its southern extensions, bike facilities.	School, on-street parking, access to properties, emergency services. Intersections with Whittier Blvd and La Habra Blvd.	Short Term	1
11	Idaho St (between La Habra Blvd & Lambert Rd)	Higher volumes of traffic but calmed and improved pedestrian facilities and safety measures improved crossings, lighting, shade. Emphasis on access points to UPRR trail/Guadalupe Park, bike facilities.	On-street parking, access to properties, emergency services. Intersections with La Habra Blvd and Lambert Rd.	Mid Term	2
12	Idaho St (between Lambert Rd & Imperial Hwy)	Can be implemented with construction of Grande Vista Park to encourage park access by foot. Improved pedestrian facilities: crossings, lighting, sidewalk/obtructions, shade), bike facilities.	On-street parking, access to properties, emergency services. Intersections with Lambert Rd and Imperial Hwy.	Long Term	3
13	Idaho St (between Imperial Hwy & CL South)	Extension median planting and bike facilities.	Higher traffic volumes south of Imperial Hwy.	Long Term	3
14	Monte Vista St (between Whittier Blvd & La Habra Blvd)	Improve pedestrian facilities, widen sidewalks improve lighting and shade; bike facilities.	On-street parking, access to properties, emergency services. Intersections with Whittier Blvd and La Habra Blvd.	Short Term	2
15	Monte Vista St (between La Habra Blvd & Lambert Rd)	Improve pedestrian facilities, widen sidewalks improve lighting and shade, bike facilities, access to UPRR trail/Guadalupe Park.	On-street parking, access to properties, emergency services. UPRR trail/Guadalupe Park. Intersections with La Habra Blvd and Lambert Rd.	Short Term	2
16	Walnut St (between CL North & Whittier Blvd)	Residential street calmed to reduce speeding; bike facilities.	On-street parking, access to properties, emergency services. Intersection with Whittier Blvd.	Mid Term	3
17	Walnut St (between Whittier Blvd & La Habra Blvd)	Calmed street with focus on safe crossings for school children and residents, bike facilities.	On-street parking, access to properties, emergency services. Intersection with Whittier Blvd and La Habra Blvd. Walnut Elementary School.	Short Term	1
18	Walnut St (between La Habra Blvd & Lambert Rd)	Calmed street, improved pedestrian facilities and safety measures improved crossings, lighting, shade. Access to UPRR trail/Guadalupe Park; bike facilities.	On-street parking, access to properties, emergency services. UPRR trail/Guadalupe Park. Intersections with La Habra Blvd and Lambert Rd.	Short Term	1
19	Walnut St (between Lambert Rd & Imperial Hwy)	Calmed residential neighborhood Street, bike facilities.	On-street parking, access to properties, emergency services. Higher Traffic Volumes between Lambert Rd and Imperial Hwy.	Mid Term	2
20	Euclid St (between CL North & Whittier Blvd)	Residential street calmed to reduce speeding, missing sidewalks added where possible.	On-street parking, access to properties, emergency services. Community re missing sidewalks. Intersection with Whittier Blvd.	Long Term	3
21	Euclid St (between Lambert Rd & Imperial Hwy)	Traffic calmed street, slowing cars as they approach/transition out of downtown La Habra, bike facilities. Planting of central median.	On-street parking, access to properties, emergency services. Higher volumes of traffic between Lambert Rd and Imperial Hwy. Access to industrial areas. Sound walls	Short Term	1
22	Euclid St (between Imperial Hwy & CL South)	Minor traffic calming interventions due to minimal relationship between residential and street. Bike facilities and crossings.	High volume of traffic entering/leaving the city by Euclid St. Intersection with Imperial Hwy. Sound walls.	Long Term	3
23	Cypress St (between CL North & Whittier Blvd)	Residential street calmed to reduce speeding; bike facilities.	On-street parking, access to properties, emergency services. Unincorporated community. Intersection with Whittier Blvd.	Mid Term	3
24	Cypress St (between Whittier Blvd & La Habra Blvd)	Traffic calmed road with focus on safe crossings for residents, slowing cars as they approach the downtown core of La Habra; bike facilities. Access to El Centro Lions Parks.	On-street parking, access to properties, emergency services. Intersection with Whittier Blvd and La Habra Blvd.	Short Term	1
25	Cypress St (between La Habra Blvd & Lambert Rd)	Safe crossings, well lit, calmed streets, neighborhood focused context; bike facilities. Access to UPRR trail.	On-street parking, access to properties, emergency services. Access to industrial area. Intersection with La Habra Blvd and Lambert Rd.	Short Term	1
26	Cypress St (between Lambert Rd & Imperial Hwy)	Enhanced street at junction between residential neighborhood and indutrial area. Addition missing sidewalks.	On-street parking, access to properties, emergency services. Access to industrial area. Higher Traffic Volumes between Lambert Rd and Imperial Hwy; Intersection of Lambert Rd and Imperial Hwy.	Long Term	2
27	Whittier Ave (between Harbor Blvd & CL East)	Redesign of street to reallocate road space not required due to low traffic volumes. Bike favcilities, median planting etc. Safe routes to school.	On-street parking, access to properties, emergency services. Intersection with Harbor. Sierra Vista School.	Long Term	3
28	La Habra Blvd (between Harbor Blvd & CL East)	Potential road diet on east-most segment of La Habra; extend downtown character east through residential neighborhood. Bike facilities.	On-street parking, access to properties, emergency services. Intersection with Harbor Blvd.	Mid Term	3
29	Palm St (between CL North & Whittier Blvd)	Residential street calmed to reduce speeding and improve school access; Bike facilities.	Missing sidewalks in unincorporated areas. On-street parking, access to properties, emergency services. Intersection with Whittier Blvd.	Short Term	2
30	Palm St (between Whittier Blvd & La Habra Blvd)	Residential neighborhood focused street; Bike facilities.	On-street parking, access to properties, emergency services. Intersection with Whittier Blvd and La Habra Blvd.	Mid Term	3
31	Palm St (between La Habra Blvd & Lambert Rd)	Street with main emphasis/focus as safe and easy access to Sonora High School by foot or bicycle; Bike facilities.	Only part of street is in La Habra. On-street parking, access to properties, emergency services. Access to school and industrial areas.	Mid Term	2

4.4 Walkable Neighborhoods

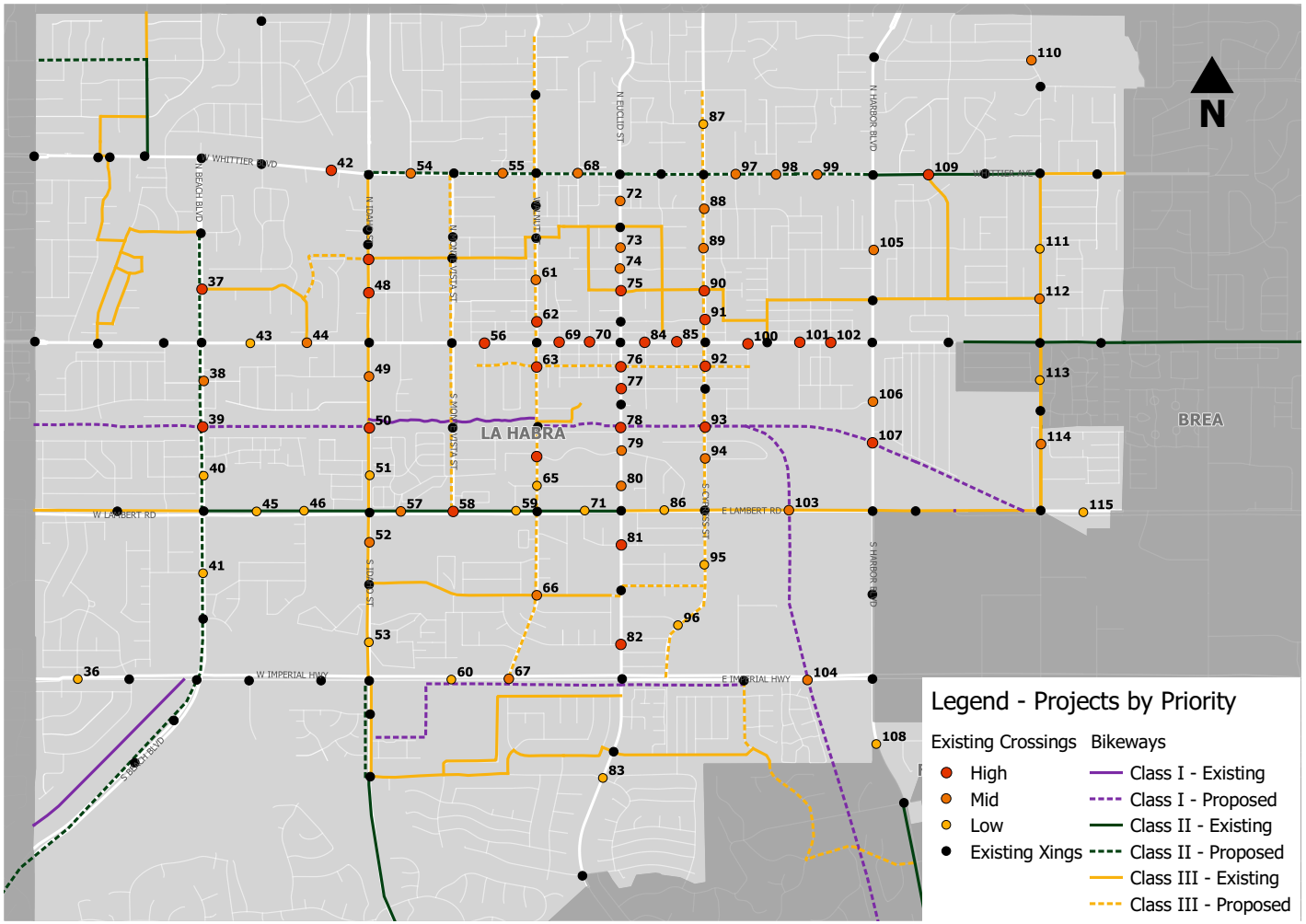
The focus of these projects deal with some of the key issues faced by certain neighborhoods of cut through traffic attempting to avoid congestion on the main arterials and key intersections. Unnecessary vehicles can be discouraged and slowed by traffic calming interventions that also reinforce the sense of place and 'ownership' of the Neighborhood. The return of families using the streets actively for play as well as getting to and from school and work is seen as a major goal of these projects.



ID	Project Name	Description	Sensitivity	Timeline	Priority
Walkable Neighborhoods					
32-1	Russell St area	Gateway features, and elements to calm traffic on long straight sections street especially if missing sidewalks not implemented	School, Missing sidewalks, especially in adjacent unincorporated areas, potential cut through on Russsell Street	Ongoing	2
32-2	Lindauer Dr area	Gateway features, and elements to calm traffic on long straight sections street especially if missing sidewalks not implemented	8-80, Limited sidewalks, potential cut through along Lindauer Drive	Mid Term	2
32-3	Greenview Dr area	Gateway features and limited interventions	8-80, limited through routes	Mid Term	2
32-4	El Camino Dr area	Gateway features and limited interventions, focus on north south cut through streets	8-80, north Walnut Dr cut through	Mid Term	2
32-5	Capella Ave area	Gateway features and limited interventions, focus on north south cut through streets	8-80, north Euclid Ave cut through	Mid Term	2
32-6	Brookdale Ave Area	Gateway features and limited interventions, focus on east west cut through streets	School	Mid Term	2
32-7	Ladera Palma area	Comprehensive traffic calming scheme to calm traffic and create walkable neighborhood	8-80, Disadvantaged community, school	Short Term	1
32-8	Rigsby St area	Gateway features and limited interventions, focus on north south cut through streets	8-80 (North part), school	Mid Term	2
32-9	La Bonita Park Neighborhood (delimited by Beach Blvd, Whittier Blvd, Idaho St, La Habra Blvd)	Comprehensive traffic calming scheme to calm traffic and create walkable neighborhood	8-80, Disadvantaged community, school, Significant amount of cut through traffic from Hacienda Rd.	Short Term	1
32-10	La Habra High School area	Comprehensive traffic calming scheme to calm traffic and create walkable neighborhood	8-80, Disadvantaged community, schools	Short Term	1
32-11	Lois Street area	Comprehensive traffic calming scheme to calm traffic and create walkable neighborhood	8-80, Disadvantaged community	Short Term	1
32-12	Francis Ave area	Comprehensive traffic calming scheme to calm traffic and create walkable neighborhood	Disadvantaged community, 8-80, school	Short Term	1
32-13	Sierra Vista area	Comprehensive traffic calming scheme to calm traffic and create walkable neighborhood	8-80,Disadvantaged community, school	Short Term	1
32-14	Holt Dr area	Limited interventions		Long Term	3
32-15	Story Ave area	Limited interventions	Limited enrty / exit points	Long Term	3
32-16	Lorella Ave area	Gateway features and limited interventions, focus on access streets	8-80	Mid Term	2
32-17	Hillcrest St area	Gateway features and limited interventions, focus on cut through streets	Disadvantaged community	Mid Term	2
32-18	Downtown/Washington MS Neighborhood (delimited by Walnut St, La Habra Blvd, Harbor Blvd, UPRR)	Comprehensive traffic calming scheme to calm traffic and create walkable neighborhood	8-80, Disadvantaged community, school. Narrow sidewalks, cars speed down wide neighborhood streets	Short Term	1
32-19	Colfax St area	Gateway features and limited interventions, focus on cut through streets	8-80, Disadvantaged community,	Short Term	2
32-20	Martinez Dr area	Gateway features and limited interventions, focus on cut through streets	8-80	Mid Term	2
32-21	Loma Verde Park area	Gateway features and limited interventions, focus on cut through streets	8-80, Disadvantaged community	Mid Term	2
32-22	West Olive Ave area	Gateway features and limited interventions, focus on cut through street	8-80, Disadvantaged community	Mid Term	2
32-23	East Olive Ave area	Gateway features and limited interventions, focus on cut through streets	Disadvantaged community	Mid Term	2
32-24	Olita school area	Gateway features and limited interventions, focus on cut through streets	School	Mid Term	2
32-25	Sheffield Drive area	Limited interventions		Long Term	3
32-26	Los Lomas School area	Gateway features and limited interventions, focus on cut through streets	School, Disadvantaged community	Mid Term	2
32-27	Rosecrest Ave area	Gateway features and limited interventions, focus on east west cut through street	Disadvantaged community	Mid Term	2
32-28	Brass Lantern Dr area	Limited interventions		Long Term	3
32-29	Calvary Chapel area	Gateway features and limited interventions, focus on cut through streets	8-80, school	Mid Term	2
32-30	Country Hills Dr area	Limited interventions		Long Term	3

4.5 Safe Crossings

In order to encourage more people to walk and cycle across the city the crossing of many streets needs to be made more direct, safer and more comfortable. These projects will focus on making key intersections safer and easier to cross, as well as introducing crossings on key routes to and from schools, community facilities and work places. Ultimately it will be easier to walk and bicycle between adjacent neighborhoods, neighborhood centers and downton La Habra.



ID	Project Name	Description	Sensitivity	Timeline	Priority
Connecting Communities					
35	Existing Crossings Safety Assessment and Upgrade Program			Ongoing	
36	Imperial Hwy (at Briercliff Dr)	Neighborhood street opens up to Imperial on north side of street where no sidewalk/no crosswalk to sidewalk on south side of Imperial Hwy. Issue raised during community input.	Highest traffic volumes on Imperial Hwy. Implement with Imperial Major Streets projects.	Long Term	3
37	Beach Blvd (at El Portal Dr)	Supports BMP connecting bikeway on El Portal to bike lane on Beach Blvd.	High traffic volumes on Beach Blvd. Implement with Beach Blvd major streets projects or earlier with BMP/SRTS importance.	Mid Term	1
38	Beach Blvd (at San Jose Ave)	Improve connectivity between neighborhoods across Beach Blvd; Terraza Park access route.	High traffic volumes on Beach Blvd. Implement with Beach Blvd major streets projects.	Long Term	2
39	Beach Blvd (at UPRR)	Important for UPRR connectivity and safety; supports BMP.	High traffic volumes on Beach Blvd. Implement with UPRR Trail project.	Mid Term	1
40	Beach Blvd (at Baja Ave)	Opening neighborhood access to Beach through Baja to improve neighborhood connectivity; access to OCTA 29/29A bus.	High traffic volumes on Beach Blvd. Implement with Beach Blvd major streets projects.	Long Term	3
41	Beach Blvd (at Sheffield Dr)	Improve neighborhood connectivity across Beach Blvd.	High traffic volumes on Beach Blvd. Implement with Beach Blvd major streets projects.	Long Term	3
42	Whittier Blvd (at La Bonita Park)	Improve park and Northgate access. Pedestrian access across Whittier Blvd at north entrance to La Bonita missing & heavy foot traffic from La Habra High School students.	High traffic volumes on Whittier. Implement with Whittier Blvd major streets projects or earlier with SRTS/park access importance.	Mid Term	1
43	La Habra Blvd (at Presbyterian Church)	Connection between apartments/residential and churches/businesses. Importence as gateway to downtown, begin to slow traffic on La Habra Blvd.	Implement with La Habra Safe & Slow Streets.	Mid Term	3
44	La Habra Blvd (at El Portal Dr)	Consistent with BMP; La Bonita Park & El Portal Elementary School access; Importence as gateway to downtown, begin to slow traffic on La Habra Blvd.	Implement with La Habra Safe & Slow Streets.	Mid Term	2
45	Lambert Rd (between Park La Habra and View Park Mobile Homes)	Connectivity between residential areas, mobile home parks.	High traffic volumes on Lambert; walled off neighborhoods reduces through connectivity to community beyond; implement with Lambert Rd major streets projects.	Long Term	3
46	Lambert Rd (at Whitebook Dr)	Connects multiple higher density residential neighborhoods; proximity to bus stops.	High traffic volumes on Lambert Rd; implement with Lambert Rd major streets projects.	Long Term	3
47	Idaho St (at Hanline Way & Highlander Ave)	Slows traffic and serve students at La Habra High School; BMP, SRTS and park access importance.	Idaho St is 2 lanes instead of 4 north of La Habra Blvd; Implement with Idaho Safe & Slow Streets.	Short Term	1
48	Idaho St (at Heather Ave)	Neighborhood connectivity and SRTS importance.	Idaho St is 4 lanes instead of 6 north of La Habra Blvd; Implement with Idaho Safe & Slow Streets.	Short Term	1
49	Idaho St (at Lorella Ave)	Residential conectivity; improved pedestrian safety from wider/faster street South of La Habra blvd.	Idaho St is 4 lanes south of La Habra Blvd; Implement with Idaho Safe & Slow Streets.	Mid Term	2
50	Idaho St (at UPRR)	Important for UPRR connectivity and safety; supports BMP.	Idaho St is 4 lanes south of La Habra Blvd; Implement with UPRR Trail project.	Mid Term	1
51	Idaho St (at Maryglen Ln)	Connectivity improves across Idaho St for walled communities.	Idaho St is 4 lanes south of La Habra Blvd; Implement with Idaho Safe & Slow Streets.	Mid Term	3
52	Idaho St (at Woodlake Village)	Improve park access from surrounding communities to Vista Grande Park.	Idaho St is 4 lanes south of La Habra Blvd; Implement with Idaho Safe & Slow Streets/park development.	Mid - Long Term	2
53	Idaho St (at Auburn Wy)	Connection from residential to commercial hubs on Imperial.	Higher traffic volumes on Idaho St nearing Imperial; Implement with Idaho Safe & Slow Streets.	Long Term	3
54	Whittier Blvd (at Citrus Dr)	Improved La Habra High School Access.	High traffic volumes on Whittier Blvd; Implement with Whittier Major Streets projects or earlier with SRTS importance.	Mid Term	2
55	Whittier Blvd (at Kirby Dr)	Improve connectivity across Whittier Blvd for businesses and residential areas.	High traffic volumes on Whittier Blvd; Implement with Whittier Major Streets projects.	Mid Term	2

ID	Project Name	Description	Sensitivity	Timeline	Priority
Connecting Communities					
56	La Habra Blvd (at Hillcrest St)	Importence as transition into downtown La Habra; frequent crossings to slow down traffic, ease pedestrian access across La Habra (outside of old Northgate - connection to potential new development?).	Implement with corresponding La Habra Downtown project.	Mid Term	1
57	Lambert Rd (at Patriciaglen Ln)	Northern access point to Vista Grande Park from Lambert Rd.	High traffic volumes on Lambert Rd; access point to Vista Grande currently closed; channel is a physical barrier; walled off trailer park a barrier to connectivity through the residential block to park access point; implement with Lambert Rd major roads project or park development.	Mid - Long Term	2
58	Lambert Rd (at Monte Vista St)	Supports the BMP through providing safe transition from Monte Vista St bikeway to Lambert bike lanes; connects high density housing south of Lambert Rd to UPRR via comfortable walking & biking routes.	High traffic volumes on Lambert Rd; bicycle safety calls for near term implementation.	Short Term	1
59	Lambert Rd (near Mountain View Ave)	Public works/industrial sites on the north side of street; residential multifamily housing on the South side.	High traffic volumes on Lambert Rd; implement with Lambert Rd major streets projects.	Long Term	3
60	Imperial Hwy (at Del Sur Ave)	With opened gate access to school field, crossing creates connections from residential area to recreation area.	Highest traffic volumes on Imperial Hwy; gate currenly closed; channel as a barrier; implement with Imperial Hwy major streets projects.	Long Term	3
61	Walnut St (at Florence Ave)	BMP consistent, connecting bikeways on Walnut and Florence; crossings are strategically located at closer proximity when nearing downtown.	Implement with corresponding La Habra Downtown project.	Short Term	2
62	Walnut St (at Erna Ave)	Crossings are strategically located at closer proximity when nearing downtown.	Implement with corresponding La Habra Downtown project.	Short Term	1
63	Walnut St (at 1st Ave)	Crossings are strategically located at closer proximity when nearing downtown; connections to Portola Park.	Implement with corresponding La Habra Downtown project.	Short Term	1
64	Walnut St (at Olive Ave)	Crossings are strategically located at closer proximity when nearing downtown; park access to Loma Verde Park.	Implement with corresponding La Habra Downtown project.	Mid Term	1
65	Walnut St (at Mountain View Ave)	Connectivity across industrial area.	Higher traffice volumes in section of Walnut St nearing Lambert Rd; implement with Walnut Safe & Slow Streets.	Mid Term	3
66	Walnut St (at Las Lomas)	BMP consistent; important for La Lomas Elementary Access.	Higher traffice volumes in section of Walnut St nearing Lambert Rd; implement with Walnut Safe & Slow Streets.	Mid Term	2
67	Imperial Hwy & Walnut St	BMP has bikeway feed into Imperial but no crossing makes for dangerous transition.	Highest traffic volumes on Imperial Hwy; bicycle safety calls for nearer implementation.	Mid Term	2
68	Whittier Blvd (at Hillside St)	Connecting businesses and residential neighborhoods beyond across Whittier Blvd.	High traffic volumes on Whittier Blvd; implement with Whittier Blvd major streets projects.	Mid Term	2
69	La Habra Blvd (at Hazel Ave)	Downtown core of La Habra; frequent and comfortable pedestrian access across La Habra Blvd; slow traffic.	Implement with corresponding La Habra Downtown project.	Short Term	1
70	La Habra Blvd (at Lois St)	Downtown core of La Habra; frequent and comfortable pedestrian access across La Habra Blvd; access to Community Center; slow traffic.	Implement with corresponding La Habra Downtown project.	Short Term	1
71	Lambert Rd (at Rosecrest Ave)				3
72	Euclid St (at Pinehurst Ave)	Residential connectivity; Crossings are strategically located at closer proximity when nearing downtown.	Implement with corresponding La Habra Downtown project.	Mid Term	2
73	Euclid St (at Rose Ave)	Residential connectivity; Crossings are strategically located at closer proximity when nearing downtown.	Implement with corresponding La Habra Downtown project.	Mid Term	2
74	Euclid St (at Francis Ave)	Residential connectivity; Crossings are strategically located at closer proximity when nearing downtown.	Implement with corresponding La Habra Downtown project.	Mid Term	2
75	Euclid St (at Florence Ave)	Consistent with BMP; Residential connectivity; Crossings are strategically located at closer proximity when nearing downtown.	Implement with corresponding La Habra Downtown project.	Short Term	1

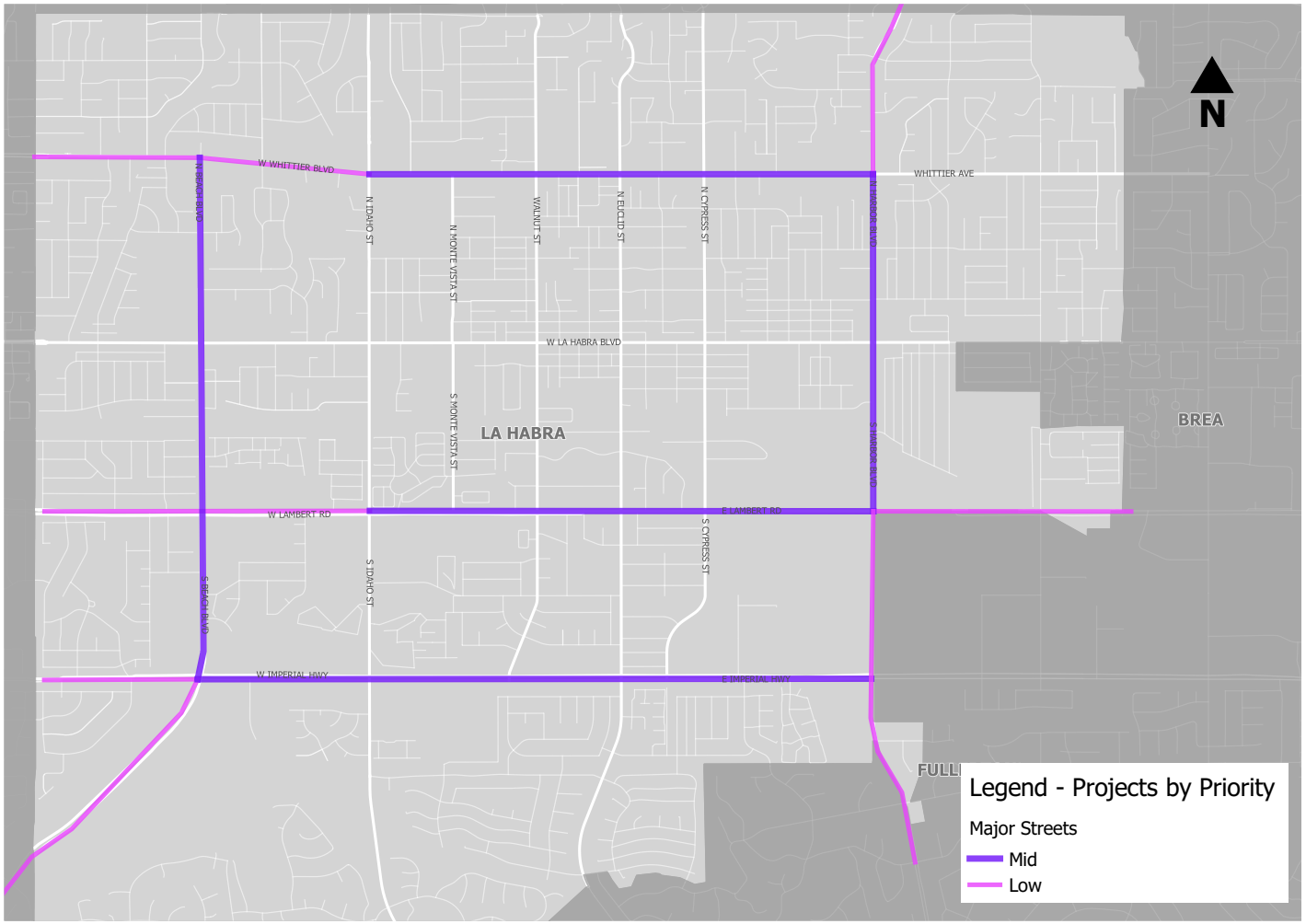
ID	Project Name	Description	Sensitivity	Timeline	Priority
Connecting Communities					
77	Euclid St (at 2nd Ave)	Important for Portola and Brio park access; Residential connectivity; Crossings are strategically located at closer proximity when nearing downtown.	Implement with corresponding La Habra Downtown project.	Short Term	1
78	Euclid St (at UPRR)	Connection from UPRR trail "spine" to downtown La Habra; Important for UPRR connectivity and safety; supports BMP.	Implement with UPRR Trail project.	Mid Term	1
79	Euclid St (at Olive Ave)	Residential connectivity; connection from neighborhoods to future UPRR; crossings are strategically located at closer proximity when nearing downtown.	Implement with corresponding La Habra Downtown project.	Mid Term	2
80	Euclid St (at Mountain View Ave)	Industrial area and residential area connections.	Implement with corresponding La Habra Downtown project.	Mid Term	2
81	Euclid St (at Rosecrest Ave)	Slow traffic in anticipation of Las Lomas Elementary; improved Las Lomas safety/access of importance to the communtiy.	Higher traffice volumes in section of Euclid St between Lambert Rd and Imperial Hwy; school safety/community concerns calls for near-term implementation.	Short Term	1
82	Euclid St (at Keene Dr)	Slow traffic in anticipation of Las Lomas Elementary; improved Las Lomas safety/access of importance to the communtiy.	Higher traffice volumes in section of Euclid St between Lambert Rd and Imperial Hwy; school safety/community concerns calls for near-term implementation.	Short Term	1
83	Euclid St (at Saddlewood Ave & Calle Don Guillermo)	Improving pedestrian access across Euclid St for hillside residents.	Higher traffic volume section of Euclid St; implement with La Habra Safe & Slow projects.	Long Term	3
84	La Habra Blvd (at Main St)	Downtown core of La Habra; frequent and comfortable pedestrian access across La Habra Blvd; access to civic areas; slow traffic.	Implement with corresponding La Habra Downtown project.	Short Term	1
85	La Habra Blvd (at Aldrich St)	Downtown core of La Habra; frequent and comfortable pedestrian access across La Habra Blvd; access to civic areas; slow traffic.	Implement with corresponding La Habra Downtown project.	Short Term	1
86	Lambert Rd (mid-block between Euclid & Cypress)	Connections across Lambert Rd for residential community.	High traffic volumes on Lambert Rd; implement with Lambert Rd major streets projects.	Long Term	3
87	Cypress St (at Bishop Dr)	Improving pedestrian access across Cypress St for residential.	Implement with Cypress Safe & Slow Streets.	Long Term	3
88	Cypress St (at Pinehurst Ave)	Crossings are strategically located at closer proximity when nearing downtown.	Implement with Cypress Safe & Slow Streets.	Mid Term	2
89	Cypress St (mid-block between Pinehurst Ave & Francis Ave)	Crossings are strategically located at closer proximity when nearing downtown.	Implement with Cypress Safe & Slow Streets.	Mid Term	2
90	Cypress St (at Florence Ave)	Consistent with BMP; Residential connectivity; Crossings are strategically located at closer proximity when nearing downtown.	Implement with Cypress Safe & Slow Streets.	Short Term	1
91	Cypress St (at Erna Ave)	Crossings are strategically located at closer proximity when nearing downtown.	Implement with Cypress Safe & Slow Streets.	Short Term	1
92	Cypress St (at 1st Ave)	Important for Washington School Access; Consistent with BMP; Residential connectivity; Crossings are strategically located at closer proximity when nearing downtown.	Implement with Cypress Safe & Slow Streets.	Short Term	1
93	Cypress St (at UPRR)	Important for UPRR connectivity and safety; supports BMP.	Implement with UPRR Trail project.	Mid Term	1
94	Cypress St (at Park Industrial Dr)	Industrial area connections	Implement with Cypress Safe & Slow Streets.	Mid Term	2
95	Cypress St (at Grace Ave)	Industrial area connections	Implement with Cypress Safe & Slow Streets.	Long Term	3
96	Cypress St (at Foundation Ave)	Industrial area connections	Implement with Cypress Safe & Slow Streets.	Long Term	3
97	Whittier Blvd (at Chestnut St)	Improved connections across Whittier Blvd commercial corridor; connections between commercial hubs.	High traffic volumes on Whittier Blvd; Implement with Whittier Blvd major streets projects.	Mid Term	2
98	Whittier Blvd (at Stonewood St)	Improved connections across Whittier Blvd commercial corridor; connections between commercial hubs.	High traffic volumes on Whittier Blvd; Implement with Whittier Blvd major streets projects.	Mid Term	2
99	Whittier Blvd (at Ellie St)	Improved connections across Whittier Blvd commercial corridor; connections between commercial hubs.	High traffic volumes on Whittier Blvd; Implement with Whittier Blvd major streets projects.	Mid Term	2
100	La Habra Blvd (at S McPherson Ave)	Washington Middle School access; importence as transition into downtown La Habra; slowing traffic.	Implement with corresponding La Habra Downtown project.	Mid Term	1

ID	Project Name	Description	Sensitivity	Timeline	Priority
Connecting Communities					
101	La Habra Blvd (at College St)	Washington Middle School access; importence as transition into downtown La Habra; slowing traffic.	Implement with corresponding La Habra Downtown project.	Mid Term	1
102	La Habra Blvd (at Sunset St)	Gateway to downtown La Habra; importence as transition into downtown La Habra; slowing traffic.	Implement with corresponding La Habra Downtown project.	Mid Term	1
103	Lambert Rd (at Railroad Tracks)	BMP consistent; planned multiuse trail; crossing essential for safety and connectivity.	High traffic volumes on Lambert Rd; implement with trail construction.	Long Term	2
104	Imperial Hwy (at Railroad Tracks)	BMP consistent; planned multiuse trail; crossing essential for safety and connectivity.	Highest traffic volumes on Imperial Hwy; implement with trail construction.	Long Term	2
105	Harbor Blvd (at Francis Ave)	Improved connections across Harbor Blvd for businesses and residential communities behind.	High traffic volumes on Harbor Blvd; implement with Harbor Blvd major streets projects.	Long Term	2
106	Harbor Blvd (at 3rd Ave)	Washington Middle School access; improved connections across Harbor Blvd between downtown neighborhood and commercial/residential East of Harbor.	High traffic volumes on Harbor Blvd; implement with Harbor Blvd major streets projects or sooner because of SRTS access.	Mid Term	2
107	Harbor Blvd (at UPRR)	Important for UPRR connectivity and safety; supports BMP.	Implement with UPRR Trail project	Mid Term (UPRR construction)	1
108	Harbor Blvd (at Las Riendas Dr)	Improved connectivity to residential neighborhood.	High traffic volumes on Harbor Blvd; implement with Harbor Blvd major streets projects.	Long Term	3
109	Whittier Ave (at Fonda St)	BMP has bikeway feed into Whittier Ave bike lane but no crossing makes for dangerous transition.	High traffic volumes on Whittier Ave but lower than Whittier Blvd; bicycle safety calls for near term implementation.		1
110	Palm St (at Arbolita Dr)	Residential safety; safe school access for neighborhood students.	Speeding on Palm St; Implement with Palm Safe & Slow Streets or earlier as a part of SRTS.	Mid Term	2
111	Palm St (at Francis)	Improved connectivity across residential neighborhoods.	Implement with Palm Safe & Slow Streets.		3
112	Palm St (at Stearns)	Improved connectivity across residential neighborhoods.	Implement with Palm Safe & Slow Streets.		2
113	Palm St (at Skywood St)		In City of Brea.		3
114	Palm St (at Lake Park Way)	Crossing between community for older adults and Sonora High School; improved safety and access for older adults and student aged youth.	Implement with Palm Safe & Slow Streets or earlier as a part of SRTS.	Mid Term	2

La Fiesta 2017 Our Lady of Guadalupe

4.6 Major Streets

On certain streets the primary role will still be to move traffic through and across the City. However there are complete interventions that can be made on these streets that will make it easier for local residents to walk and bicycle around the city. These include the addition of bicycle lanes where space and traffic volumes allow, addition of sidewalks were they are missing, the planting of street trees to provide much need shade for those that need to, or want to, walk, as well as the improvements to crossings highlighted above.



ID	Project Name	Description	Sensitivity	Timeline	Priority
Major Streets		Order – Whittier Blvd, Lambert Rd, Beach Blvd, Harbor Blvd, Imperial Hwy			
116	Whittier Blvd (between CL West & Idaho St)	Bikeway Class II Bike Lanes (not included in BMP - gap); increased number of crossings	High Traffic Volumes	Mid Term	3
117	Lambert Rd (between CL West & Idaho St)	Bikeway Class II/Class II; increased number of crossings	High Traffic Volumes	Long Term	3
118	Imperial Hwy (between CL West & Beach Blvd)	Bikeway Class II Bike Lanes; increased number of crossings, add sidewalk	High Traffic Volumes	Long Term	3
119	Beach Blvd (between Whittier Blvd & Imperial Hwy)	Bikeway Class II Bike Lanes; increased number of crossings	High Traffic Volumes	Long Term	2
120	Beach Blvd (between Imperial Hwy & CL South)	Bikeway Class II Bike Lanes; increased number of crossings	High Traffic Volumes	Long Term	3
121	Imperial Hwy (between Beach Blvd & CL East)	Increased number of crossings; off-road bike path	High Traffic Volumes	Long Term	2
122	Whittier Blvd (between Idaho St & Harbor Blvd)	Bikeway Class II Bike Lanes; increased number of crossings	High Traffic Volumes	Mid Term	2
123	Lambert Rd (between Idaho St & Harbor Blvd)	Bikeway Class II/Class II; increased number of crossings	High Traffic Volumes	Long Term	2
124	Harbor Blvd (between CL North & Whittier Blvd)	Increased number of crossings	High Traffic Volumes	Long Term	3
125	Harbor Blvd (between Whittier Blvd & Lambert St)	Increased number of crossings	High Traffic Volumes	Long Term	2
126	Harbor Blvd (between Lambert St and CL South)	Increased number of crossings	High Traffic Volumes	Long Term	3
127	Lambert Rd (between Harbor Blvd & CL East)	Bikeway Class II; increased number of crossings	High Traffic Volumes	Long Term	3

4.7 Open Streets

In addition to physical interventions on streets there are initiatives that the City will undertake to demonstrate the value of using the streets for more than just driving along. Using existing events already underway, such as movies and concerts in the park, the opening of the streets to residents could be made more extensive to demonstrate the benefits of complete streets through tactical urbanism. The health benefits of exercise could also be promoted and Ciclovia's held. Schools could be encouraged to use the streets as an outdoor classroom and local residents shown the benefits of traffic calming through temporary interventions.

ID	Project Name	Description	Sensitivity	Timeline	Priority
Open Streets					
	Downtown Heart of La Habra	Event focused on the visioning of downtown. Many activities and elements to activate the streets	Access to premises / residences during event	Short Term	1
	Euclid St Parks	Complete Streets demonstrations to create pedestrian link between parks during existing events like concerts and movies in the park	Access to premises / residences during event	Short Term	1
	Neighborhood traffic calming demonstration fund	Neighborhoods can apply for funding to demonstrate desired traffic calming infrastructure	Neighborhood champion required	Mid Term	2
	School-based events	Led by students focusing on school access. Follow up activity to OCHCA walk audits where students learn about, propose, and install temporary measures to improve school access and safety	Schools champion required, identification suitable location for temporary installation	Mid Term	2
	Whittier-La Habra Ciclovia	Event promoting UPRR trail and Whittier Greenway extension. Promote new facilities, active living and connection between both communities	Access to premises / residences during event	Mid Term	1

4.8 Featured Projects

The following pages sets out a number of the potential projects in more detail. Projects were ranked by priority based on a couple of factors including consistency with Bike Master Plan, residents identifying location in outreach meetings, perception of feasibility, and relationship to other proposed projects. Projects are assigned to priority brackets (where 1 is the highest priority, 2 mid-level, and 3 lowest.) A project of priority level 1 is not the #1 priority of all projects, rather it falls into the highest priority category along with a number of other projects. The Safe Crossing project examples are chosen to demonstrate a range of solutions which make it easier for residents to cross busy streets across the city. They include a new signalized crossing on Whittier Blvd by a refurbished McDonalds drive thru, a mid block crossing to connect La Habra City Hall with the library in advance of a more comprehensive complete project along La Habra Blvd, a raised crosswalk for school children moving between La Habra High School and farm, and enhancing access to Guadalupe Park for people on the other side of s Idaho St. For n Idaho St, La Habra Blvd and s Euclid St, a number of options of how-to develop Complete Street alternatives are shown. These demonstrate how space can be allocated for different modal priorities. The walkable neighbourhood examples demonstrate types of traffic calming interventions, and their extent, that could be introduced into a particular area. Finally an open street, or Ciclovia, is proposed to promote the extension UPRR Greenway towards Whittier and Brea.

Whittier Boulevard Signalized Crossing

Project Code: 97 (refer to page 107)

Type: Safe Crossings and Connectivity

Location: Whittier Blvd with N Stonewood St

OCCOG Street Classification: Mixed Land Use Corridor / Hub

Timescale: Mid-term

Priority: 2

Cost: Medium ($50k-500k)

Issues / Opportunities:
The connection between commercial and residential areas either side of Whittier Blvd is very poor on this section of Whittier Blvd. There are no crossings between N Cypress St and N Harbor Blvd, a distance of 2,568 feet or nearly half a mile.

Significant collision cluster [any peds crossing street away from crossings?].

Introduction of signalized crossing should reduce potential of pedestrians crossing street away from existing crossings. It would reduce distance to crossing at N Cypress St 1170 feet and to 1398 feet to crossing at Harbor Blvd.

The addition of a further two crossings, such as at the entrance to the housing development Cervetto and Chestnut St, would further reduce walking distances to crossings, encourage walking and enhance pedestrian safety.

Improvements:
Introduction of a signalized crossing at Whittier Blvd with N Stonewood St as part of an overall scheme to improve connectivity across Whittier Blvd.

Bulb outs and central median to reduce crossing distances.

Tree planting to provide shade and to gateway feature on boulevard.

Potential for seats, trash cans, bike racks, wayfinding etc to be located in bulb-outs.

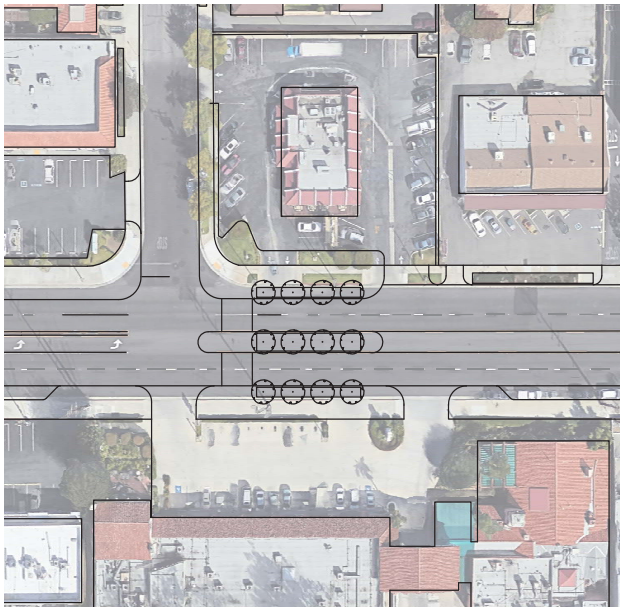
Enhanced street lighting at crossing.

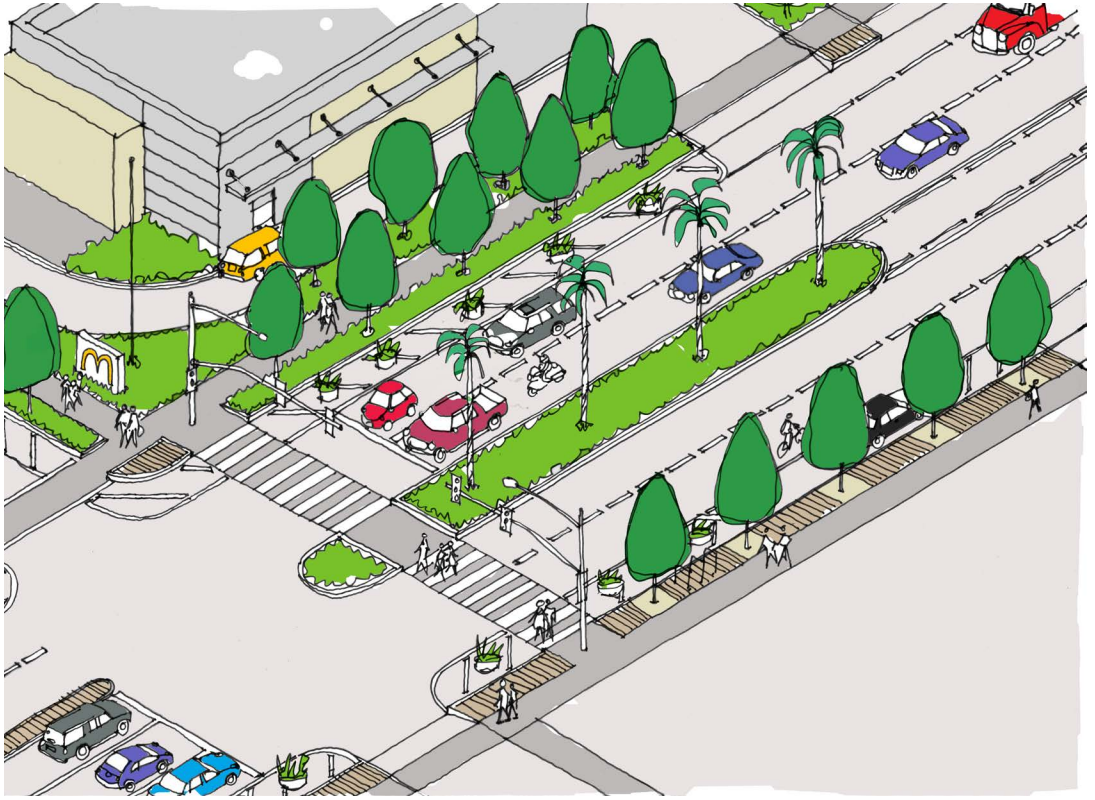
Sensitivities:
- Traffic flow along Whittier Blvd – signal timings.
- Vehicle turning movements into N Stonewood St.
- Access to adjacent businesses.

Whittier Blvd, La Habra

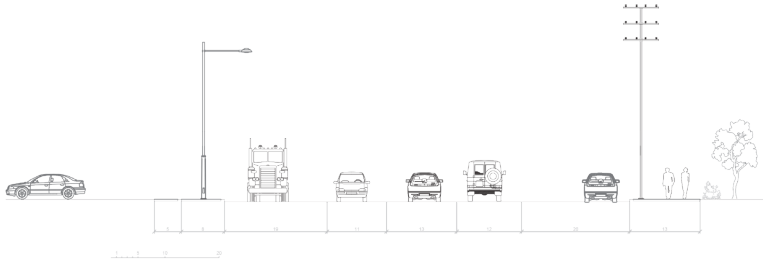
W Commonwealth Ave, Fullerton

Potential Crossing - Whittier Boulevard

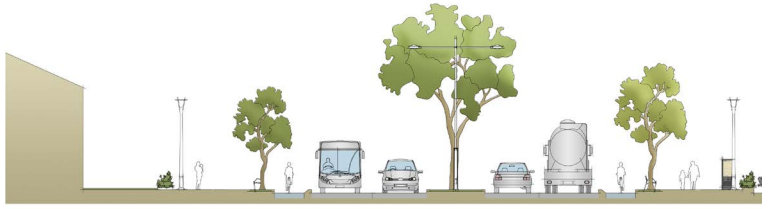




Existing cross section - Whittier Boulevard



Typical section for a Mixed Land Use Corridor / Hub from the OCCSI Handbook



La Habra Boulevard Signalized Mid-Block Crossing

Project Code: Alternative to / In advance of 84 (refer to page 107)

Type: Safe Crossings and Connectivity

Location: La Habra Blvd between City Library and Bank of America

OCCOG Street Classification: Downtown Street

Timescale: Short Term

Priority: 1

Cost: Medium ($50k-500k)

Issues / Opportunities:

- The connection between the commercial and civic institutions either side of La Habra Blvd is poor within the downtown core. There are no crossings between Euclid St and Cypress St, a distance of 1,248 feet or nearly quarter of a mile.
- The lack of crosswalks across La Habra Blvd discourages people from walking between institutions located either side of La Habra Blvd, such as the library, City Hall and Community Center.
- Addition of a mid-block crossing would reduce the distance to crossing at Euclid St to 640 feet and to 608 feet to the crossing at Cypress St.
- An alternative would be to add in two signalized crossings at S Main St and Aldrich St as part of a comprehensive Complete Street project.

Improvements:

- Introduction of a mid-block signalized crossing on La Habra Blvd between City Library and Bank of America.
- Bulb outs and central median to reduce crossing distances.
- Tree planting to provide shade and a gateway feature on the boulevard.
- Access route to Library improved to enhance connectivity.
- Potential for seats, bins, bike racks, wayfinding etc to be located in bulb-outs.
- Enhanced street lighting at crossing.

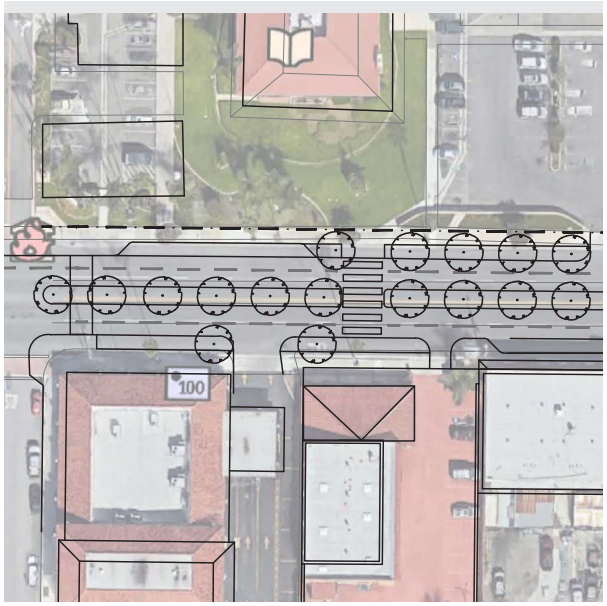
Sensitivities:

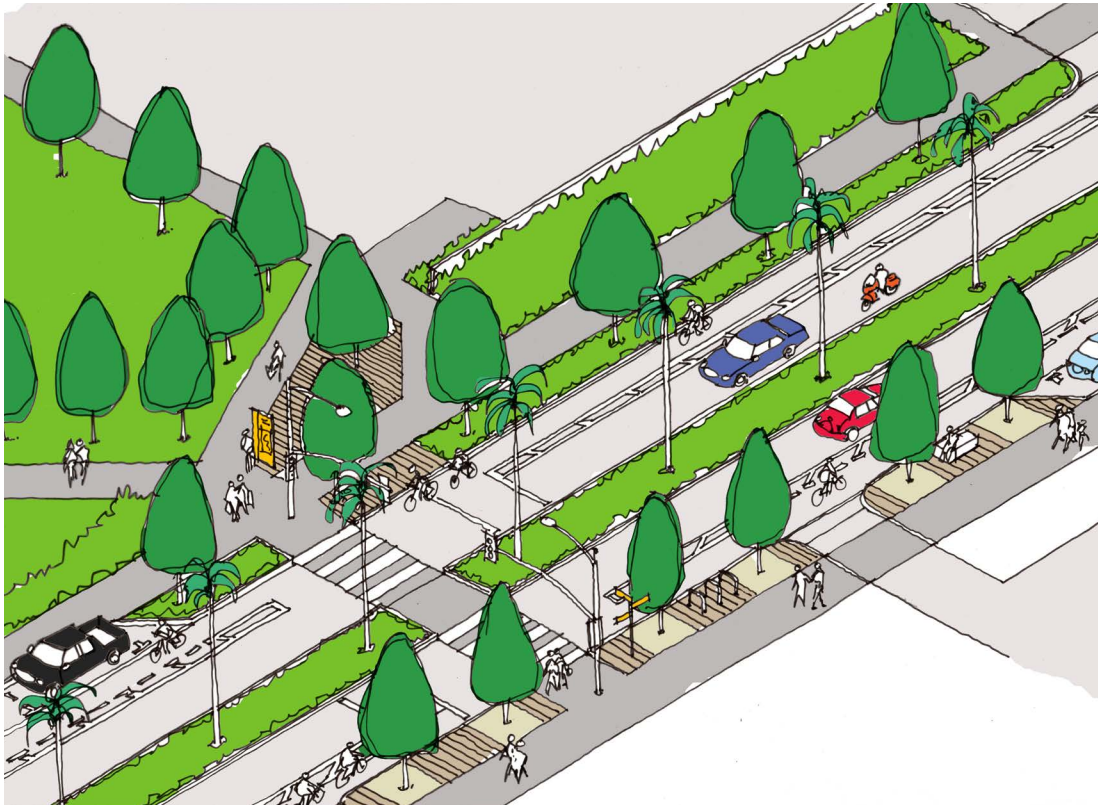
- Traffic flow along La Habra Blvd – signal timings.
- Vehicle turning movements at Bank of America
- Loss of on-street parking
- Loss of street capacity due to lane loss

La Habra Blvd, La Habra

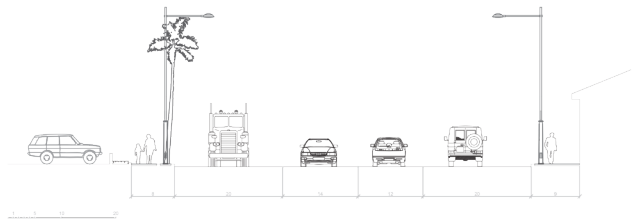
Rodeo Dr, Beverly Hills

Potential - La Habra Boulevard

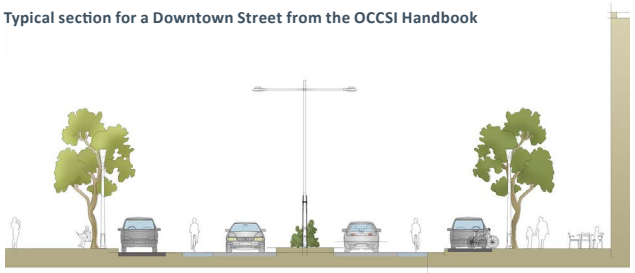




Existing cross section - La Habra Boulevard



Typical section for a Downtown Street from the OCCSI Handbook



North Idaho Street Raised Crosswalk/ Table

Project Code: North of 47 (refer to page 105)

Type: Safe Crossings and Connectivity

Location: North Idaho St between La Habra City FFA Farm and La Habra High School.

OCCOG Street Classification: Residential Street

Timescale: Short Term

Priority: 1

Cost: Low ($10k-50k)

Issues / Opportunities:

- Busy school crosswalk between school and farm.
- Minimal interventions to slow auto speeds and highlight location of crosswalk.
- Changes to crosswalk should be undertaken as part of a more comprehensive traffic calming / road diet initiative along north Idaho St, as covered in Featured Project 10.

Sensitivities:

- Traffic flow along North Idaho St.
- Vehicle turning movements into La Habra City FFA Farm.
- Loss of on-street parking in parental pick up / drop off zone for school students.

Improvements:

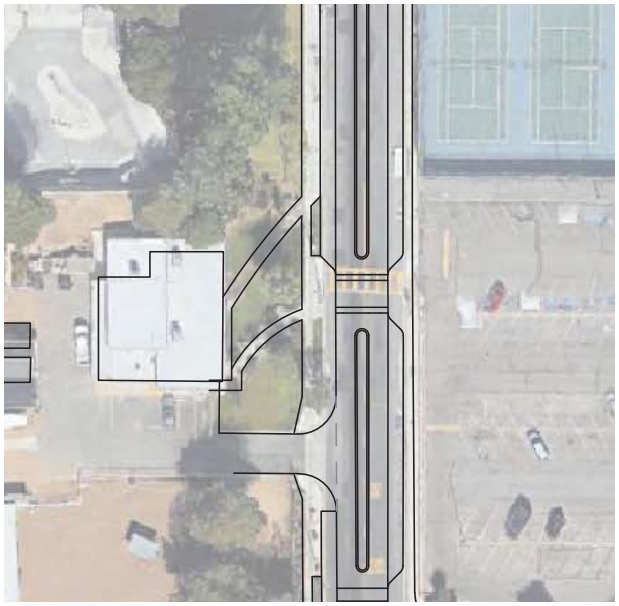
- Introduction of raised crosswalk.
- High visibility crosswalk markings.
- Tree planting to provide shade and gateway feature.
- Potential for seats, trash cans, bike racks, wayfinding etc to be located on bulb-outs.
- Enhanced street lighting at crossing.

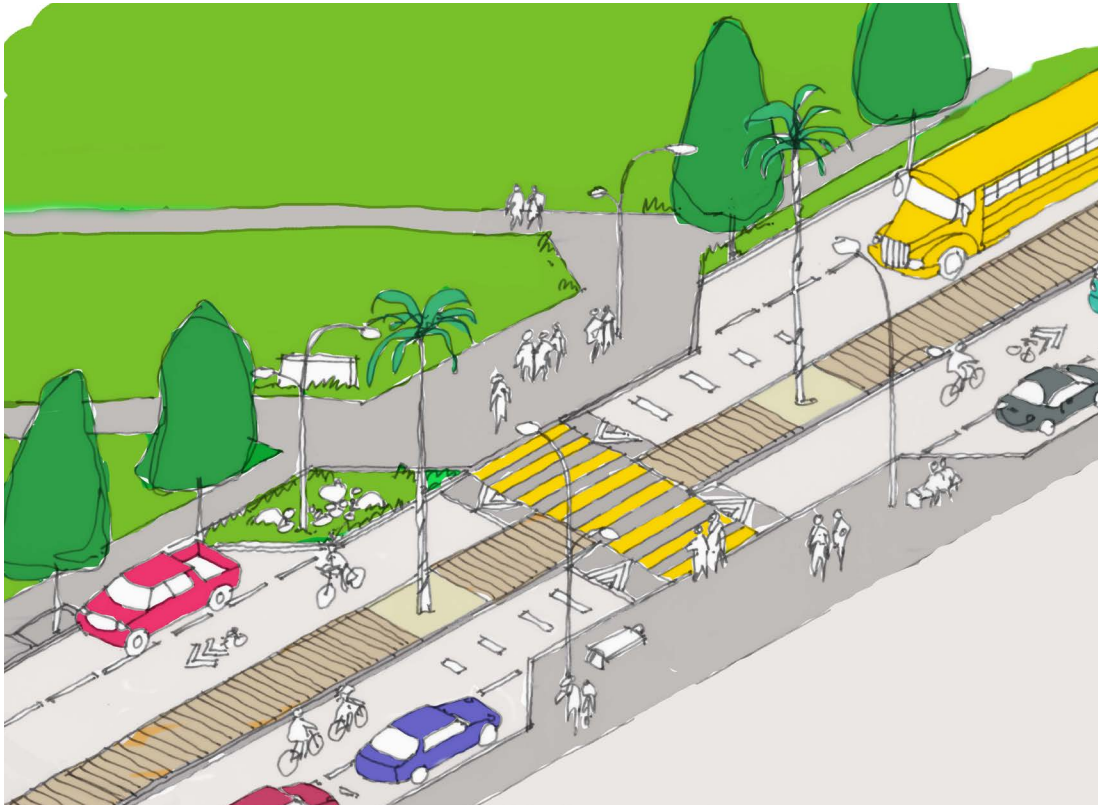
Idaho St, La Habra

Walnut St, La Habra

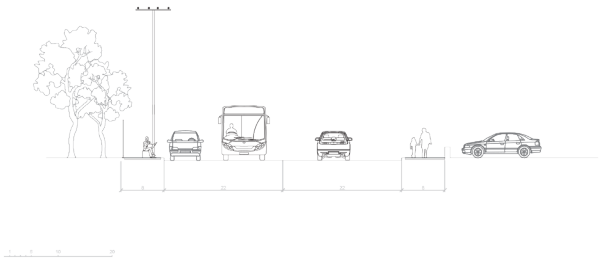
Main St, Huntington Beach

Potential Crossing - North Idaho St

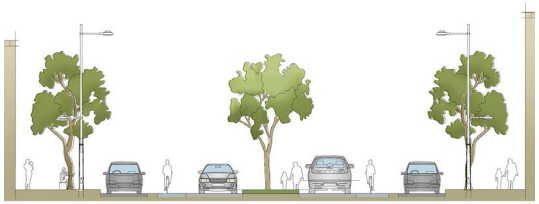




Existing cross section - North Idaho St



Typical section for a Neighborhood / Residential Street from the OCCSI Handbook



South Idaho Street UPRR Crosswalk

Project Code: 50 (refer to page 105)

Type: Safe Crossings and Connectivity

Location: South Idaho St at UPRR

OCCOG Street Classification: Residential Street

Timescale: Mid Term

Priority: 1

Cost: Medium ($50k-500k)

Issues / Opportunities:

- No crosswalk of south Idaho St provided at the end of the existing Guadalupe Park
- Closest signalized crossing at La Habra Blvd, 1,200 feet away or Lambert Rd 1,300 feet to the south.
- Implementation of crosswalk should be undertaken as part of a more comprehensive traffic calming / road diet initiative along south Idaho St.

Improvements:

- Introduction of signalized crosswalk.
- High visibility crosswalk markings / artwork.
- Potential for seats, trash cans, bike racks, wayfinding about the UPRR / Guadalupe Park to be located on bulb-outs.
- Enhanced street lighting at crossing.

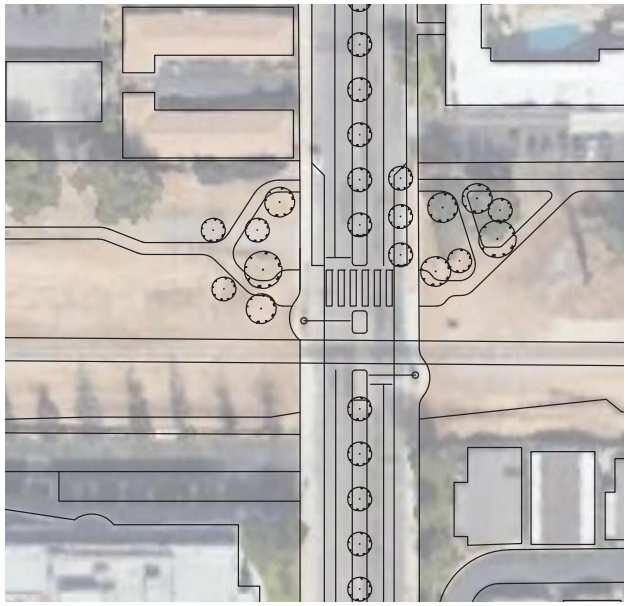
Sensitivities:

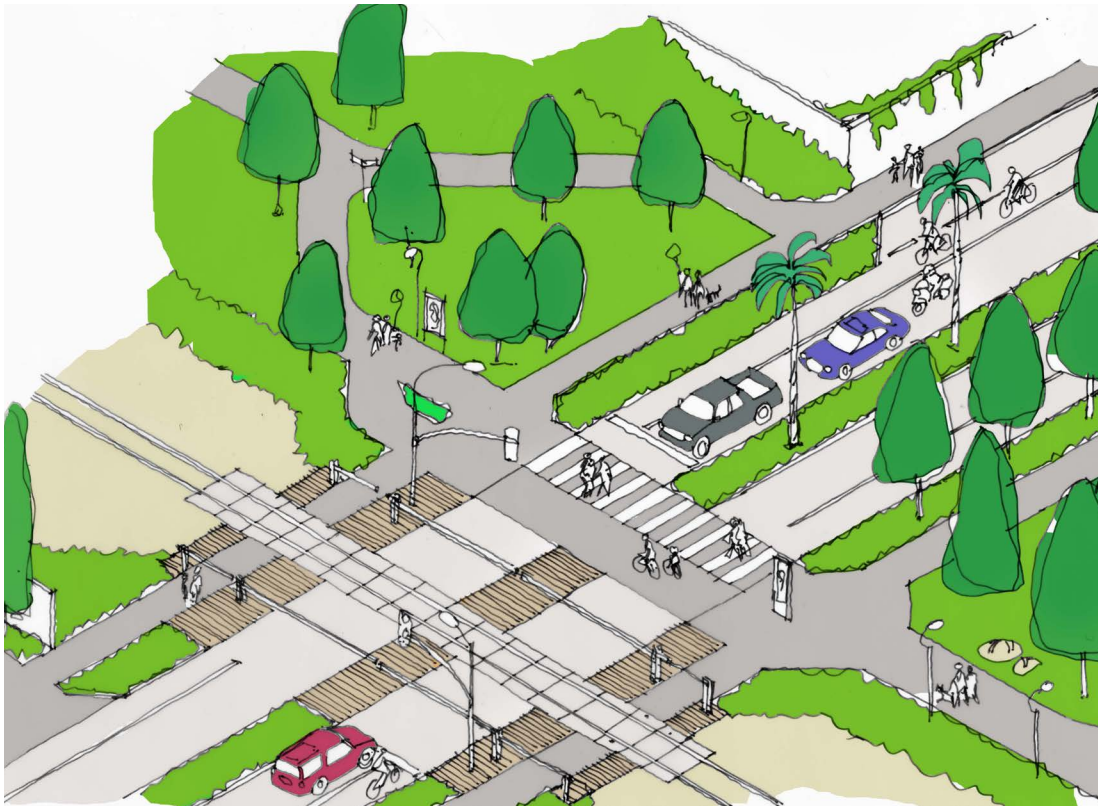
- Traffic flow along south Idaho St.
- Rail Road requirements.

La Habra Blvd, La Habra

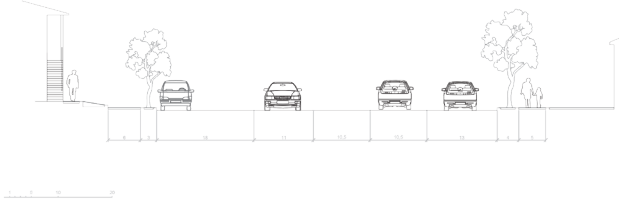
Greenway Trail, Whittier

Potential Crossing - South Idaho St

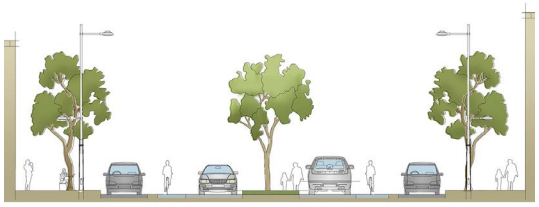




Existing cross section - South Idaho St



Typical section for a Neighborhood / Residential Street from the OCCSI Handbook



North Idaho St

Project Code: 10 (refer to page 105)

Type: Safe and Slow Streets

Location: North Idaho St between Whittier Blvd and Lambert Rd - Highlander Ave section

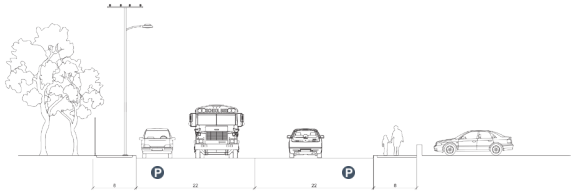
OCCOG Street Classification: Residential Street

Timescale: Short Term

Priority: 1

Cost: High ($500k-2m)

Existing Plan



Existing - Cross-section

Idaho St, La Habra

Issues / Opportunities:

- Limited visible crosswalks.
- Potential conflict between north south auto movement across City through residential neighborhoods.
- Large numbers of students from La Habra High School on street
- Parental drop-off / pick-up congestion.

Improvements:

- Introduction of road diet and traffic calming features to:
- Slow traffic speeds
- Make crossing the street safer / easier
- Organisation on street parking

Sensitivities:

- Loss of on-street parking
- Access to residential properties / drives
- Emergency and service access

Herondo St, Redondo Beach

Ocean Park Blvd, Santa Monica

Gilbert St, Anaheim

Broadway, Costa Mesa

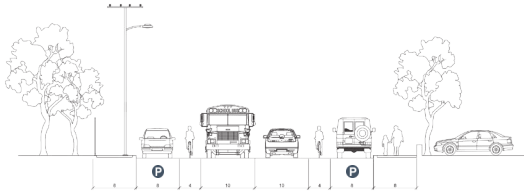
Precedent Images

	Features	Considerations
Option 1 Auto priority	On street parking retained One lane of traffic each direction Median Class III bike sharrow	Refuge for pedestrians, trees Minimal protection for bicyclists
Option 2 – Auto and Bicycle Priority	On street parking retained One lane of traffic each direction Median Class II bike lane	Refuge for pedestrians, trees Enhanced protection for bicyclists
Option 3 – Landscape Priority	On street parking one side One lane of traffic each direction Central reservation Bike lane one side, sharrow other	For school drop off / pick up Refuge for pedestrians, trees Varied protection for bicyclists

Option 1 - with central median, parking & Class III bike facility (sharrow)

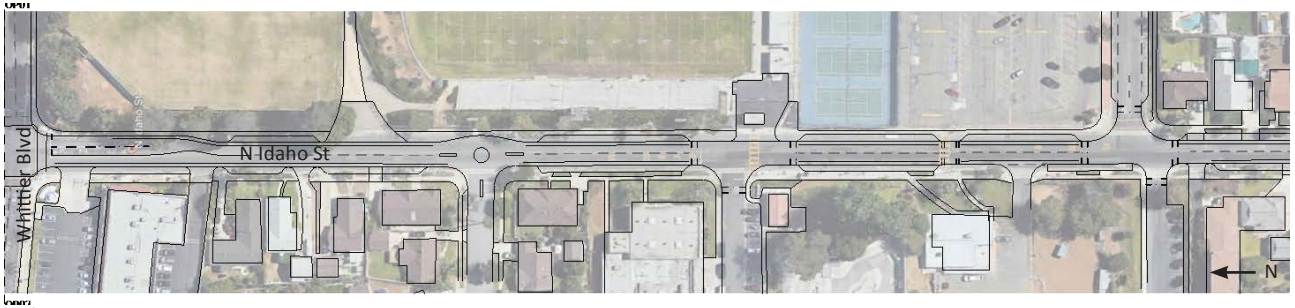
- Formalize on-street parking with build outs
- Class III bike facility
- Planted medium
- Raised crosswalks and traffic circles to slow vehicle speeds

Option 1



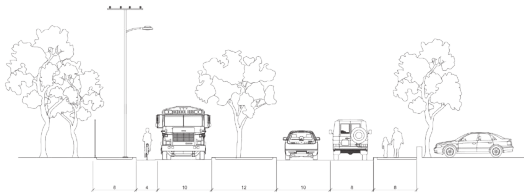
Option 2 - parking & Class II Bike lane

- Formalize on-street parking with build outs
- Class II bike lanes
- Raised crosswalks and traffic circles to slow vehicle speeds



Option 2

Option 2a - at raised crosswalk



Option 3 - Mixed parking and bike lane facilities

- Formalize on-street parking with build outs and Class III bicycle facility on school side
- No on street parking and Class II bike lanes on other side
- Raised crosswalks to slow vehicle speeds
- Planted medium

Option3

La Habra Boulevard

Project Code: 2a (refer to page 99)

Type: Downton Complete Street

Location: La Habra Blvd between Euclid St and Cypress St

OCCOG Street Classification: Downtown Street

Timescale: Short Term

Priority: 1

Cost: Major ($2m+)

Issues / Opportunities:

- Large scale street with limited traffic volumes outside peak hours.
- Limited number of crosswalks.
- Lack of downtown character.
- Create walkable and bicycleable downtown

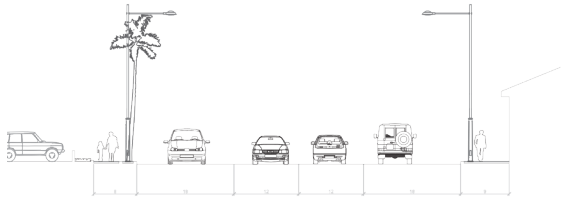
Improvements:

- Comprehensive Complete Streets scheme to:
- Provide crosswalks and regular intervals
- Slow traffic speeds
- Enhance the quality of the streetscape environment
- Reallocate road space according to the needs of the community

Sensitivities:

- Potential loss of on-street parking
- Access to residential and commercial properties
- Emergency and service access
- Loss of street capacity due to lane loss

Existing Plan



Existing Cross-section

La Habra Blvd, La Habra

Del Prado Ave, Dana Point

Del Prado Ave, Dana Point

Pacific Coast Hwy, Corona Del Mar

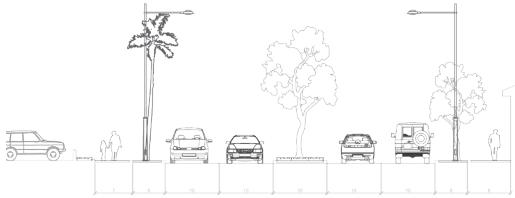
Santa Barbara

Precedent Images

	Features	Considerations
Option 1 Auto priority	On street parking retained Two lanes of traffic each direction No median No bike lane	No bicycle protection
Option 2 Pedestrian & Auto Priority	On street parking removed Two lanes of lanes each direction Median No bike lane	Parking off street Refuge for pedestrians, trees No bicycle protection
Option 3 Bicycle & Auto Priority	On street parking removed Two lanes of lanes each direction No median Bike lane	Parking off street Protected bike facility
Option 4 Road Diet – Balanced Priority	On street parking retained One lane of traffic each direction Median Bike lane	Reduced traffic capacity at peak times Refuge for pedestrians, trees No bicycle protection

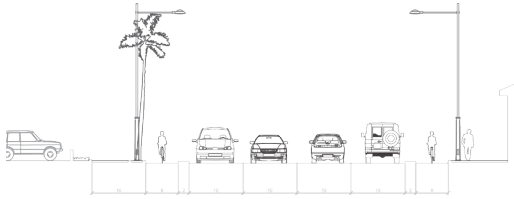
Option 1 - Auto priority

- Formalize on-street parking with build outs
- Retain two travel lanes in each direction



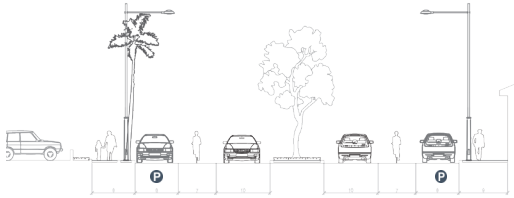
Option 2 - Pedestrian and Auto priority

- Remove all on-street parking
- Retain two travel lanes in each direction
- Widen sidewalks and add planted medium



Option 3 - Bicycle and Auto Priority

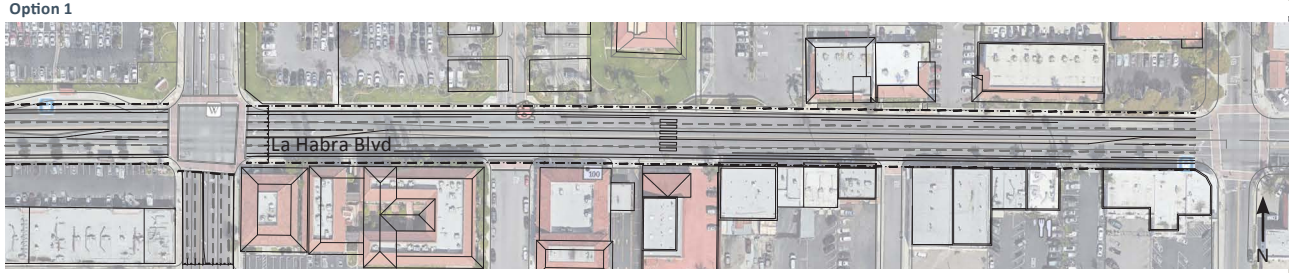
- Remove all on-street parking
- Retain two travel lanes in each direction
- Maintain sidewalks and add protected bike lane



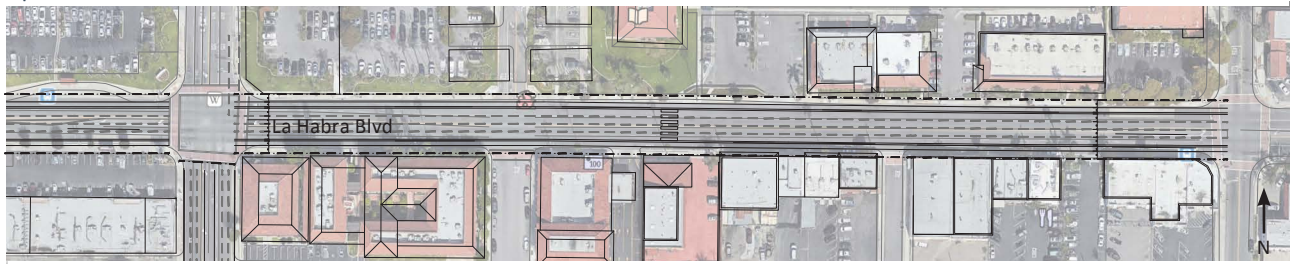
Option 4 - Road Diet - Balanced Priority

- Retain on-street parking protected by build outs
- Retain one travel lane in each direction
- Add median planting
- Maintain sidewalks and add Class II bike lane

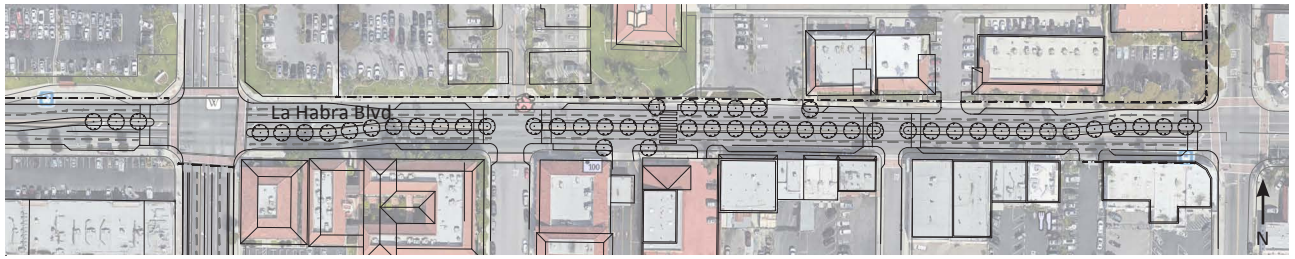
Option 1



Option 2



Option 3



Option 4

Euclid Street

Project Code: 2b (refer to page 99)

Type: Downton Complete Street

Location: Euclid St between La Habra Blvd and UPRR

OCCOG Street Classification: Downtown Street

Timescale: Short Term

Priority: 1

Cost: Major ($2m+)

Issues / Opportunities:

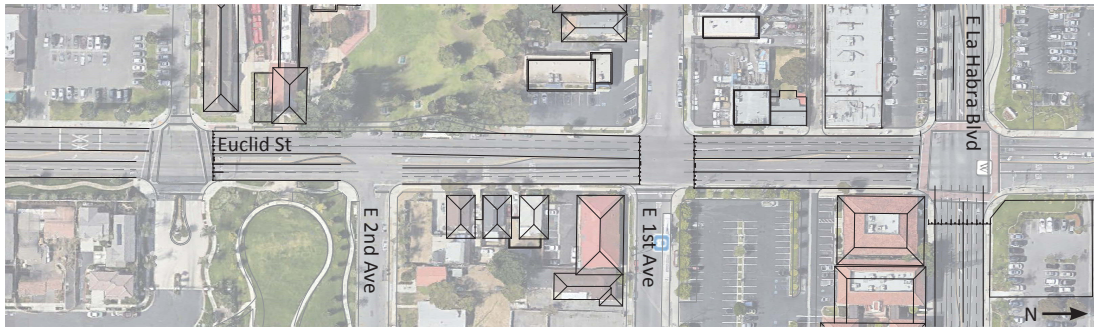
- Large scale street with limited traffic volumes outside peak hours.
- Limited number of crosswalks.
- Lack of downtown character – historic downtown area.
- Create walkable and bicycleable downtown

Improvements:

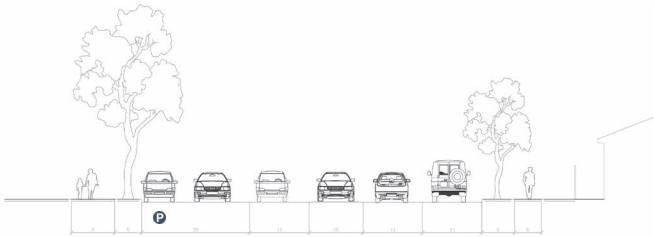
- Comprehensive Complete Street scheme to:
- Provide crosswalks and regular intervals
- Slow traffic speeds
- Enhance the quality of the streetscape environment
- Reallocate road space according to the needs of the community.

Sensitivities:

- Potential loss of on-street parking
- Access to residential properties
- Emergency and service access
- Loss of street capacity due to lane loss.



Existing Plan



Existing Cross-section

Spanish Translation

Euclid Street, La Habra

Lancaster Blvd, Lancaster

S Marengo Ave, Pasadena

N Broadway, Santa Ana

Rosemead Blvd, Temple City

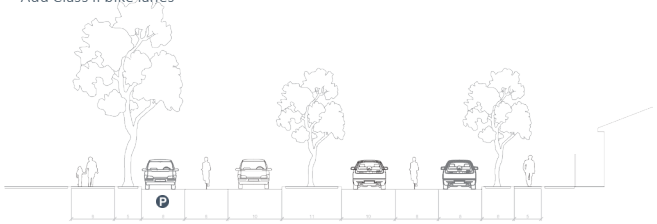
Precedent Images

Option 1 - Auto priority

- Protect on-street parking with build outs
- Retain two travel lanes in each direction
- Add median planting
- Maintain sidewalks

Option 2 - Bicycle and Auto Priority

- Remove on-street parking
- Retain two travel lanes in each direction
- Add Class II bike lanes
- Add median planting
- Maintain sidewalks
- Maintain sidewalks

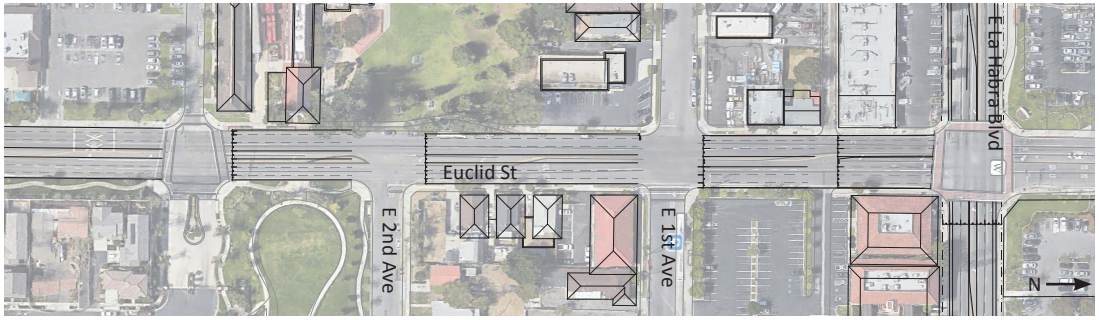


Option 3 - Road Diet - Balanced Priority

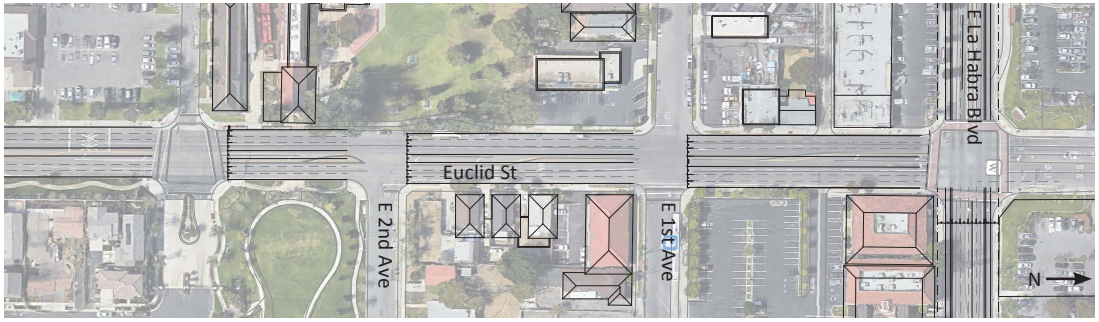
- Retain on-street parking
- One travel lane in each direction
- Add Class II bike lanes
- Add median planting
- Maintain sidewalks
- Maintain sidewalks

Option 4 - Balanced Priority with Protected Bicycle Lane

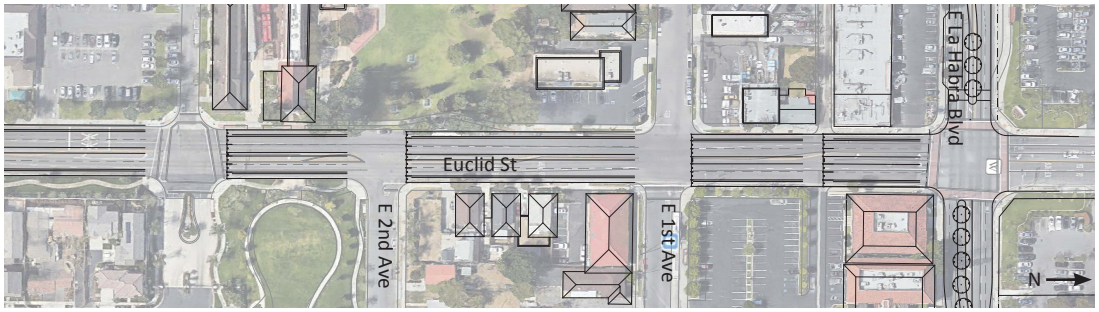
- Retain on-street parking
- One travel lane in each direction
- Add Protected bike lanes
- Add median planting
- Maintain sidewalks



Option 1



Option 2



Option 3

La Bonita Park Neighborhood

Project Code: 32-9 (refer to page 103)

Type: Walkable Neighborhood

Location: La Bonita Park (delimited by Beach Blvd, Whittier Blvd, Idaho St, La Habra Blvd.)

OCCSI Street Classification: Residential

Timescale: Short Term

Priority: 1

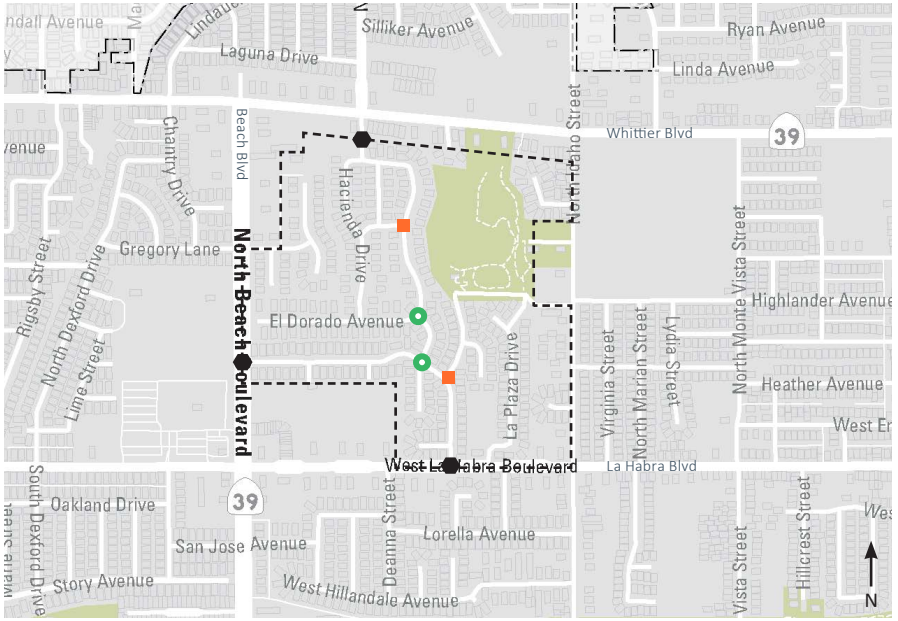
Cost: Medium ($50k-500k)

Issues / Opportunities:

- Cut through by drivers trying to avoid congestion at arterial intersections
- Excess speed in residential area
- Limited access pedestrian routes through neighbourhood – layout designed for cars not pedestrians / bicyclists
- No distinctive feel / character to neighbourhood
- Bike route through to La Bonita Park – but not for cars
- On access routes to and from schools

Improvements:

- Gateways Treatments at street entrances to neighbourhood – planting, bulb-outs, signage, textured surfacing – to indicate that you are entering somewhere special.
- Subject to the availability of space provide traffic circles at key junctions such as El Rancho Dr / El Dorado Ave and El Portal Dr /El Dorado Ave to slow traffic down at junctions.
- Striping to remove excess road space at junctions – allows overrun by larger delivery and emergency vehicles



Potential key interventions

- Major Gateway Treatment
- Minor Gateway Treatment
- Traffic Circle
- Raised Junctions
- Neighborhood Boundary

- Speed Bumps along cut-through streets El Rancho Dr
- Chokers / Pinchpoints and Slow Point to help reduce speed on cut-through routes

Sensitivities:

- Access route for emergency vehicles
- Potential loss on street parking

Downtown/Washington MS Neighborhood

Project Code: 32-18Type: Walkable Neighborhood

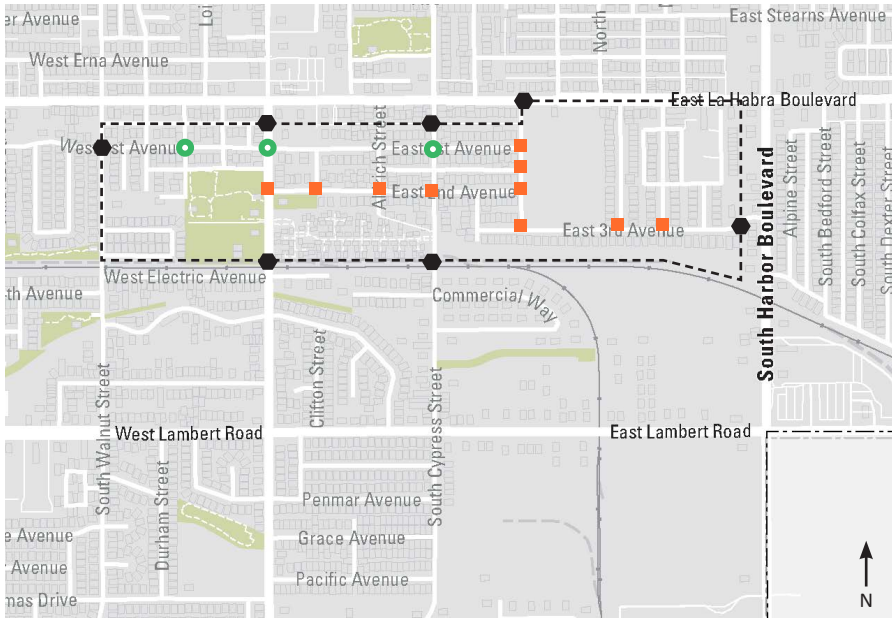
Location: Downtown / Washington MS Neighborhood (delimited by Walnut St, La Habra Blvd Harbor Blvd, UPPR.)

OCCSI Street Classification: Residential

Timescale: Short Term

Priority: 1

Cost: Medium ($50k-500k)



Potential key interventions

- Major Gateway Treatment
- Minor Gateway Treatment
- Traffic Circle
- Raised Junctions
- Neighborhood Boundary

Issues / Opportunities:

- Excess speed through residential area, especially on north south routes
- Lack of crossings on main streets such as Euclid St
- Grid layout of streets and alleys facilitates pedestrian and bicycle access across the neighborhood
- No distinctive feel / character to neighborhood
- Some streets very wide and open – encourages speeding
- Some streets have missing or narrow sidewalks that force people into the street
- Signed Bicycle routes on certain streets
- Access routes to and from schools and other community facilities. Immediately adjacent to Downtown La Habra

Improvements:

- Gateways Treatments at street entrances to neighbourhood – bulb outs, raised crosswalks signage on arterial boundary edges
- Subject to the availability of space provide traffic circles at along 1st Ave to slow traffic and create a bicycle boulvard
- Bulb-outs and crosswalks to remove excess road space at junctions and shorten crossing distances
- Raised junctions along on certain key routes such as 2nd St.
- Chokers / Pinchpoints and Slow Points to help reduce speed on cut through routes

Sensitivities:

- Access routes for emergency vehicles and transit
- Access routes for deliveries to Downtown La Habra
- Potential loss on street parking

Regional: UPRR/Whittier Greenway Ciclovia

Set Ciclovia route that follows the path of UPRR Trail to raise community awareness and promote the use of the trail in anticipation of it opening.

This event should be coordinated with neighboring communities. Whittier and Brea would be an ideal partner as the city may be looking for opportunities to raise awareness about the extension to the Whittier Greenway and track at Brea.

In comparison with more localized events, it has been found that longer routes and hours increase the reach of health benefiting physical activity, and include the potential to engage more people.

Cost: Low ($10k-50k)

5. Complete Streets Toolbox

5.1 Introduction

The design of a street must take into consideration the specific technical requirements of the various individual elements within the street. The OCCSI contains a technical section which describes the various design components that are applicable to OCCSI street types, as replicated on the following page. Please refer to the OCCSI Design Handbook for a full description of these street components, noting that some may not be applicable / appropriate in La Habra.

Design component by street type
[Reference: Technical Guidance Page 172 and 173 OCCOG_CSI]

MPAH categories:	Multimodal Freeway Corridor (MF)	Movement Corridor (MC)	Mixed Land Use Corridor/ Hub (ML)	Industrial / Business Park Street (BP)	Neighborhood Main Street (NM)	Downtown Street (DS)	Alley (AL)	Residential Street (RS)	Shared Street (SS)
Sidewalk zones		low	medium	medium	high	high	low	high	high
Sidewalk infrastructure	low	medium	medium	medium	high	high	low	high	high
Universal access	medium	medium	medium	medium	high	high		high	high
Functional lighting	low	medium	medium	medium	high	high	low	medium	high
Feature lighting	high	medium	medium	low	high	high	low	medium	high
Street furniture	low	low	medium	medium	high	high	low	medium	high
Utilities	high	medium	medium	medium	high	high	low	high	high
Waste collection							high	high	
Wayfinding	high	medium	medium	low	high	high	low	medium	high
Bicycles and non-automobile components									
Bikeways Class I	medium	medium						medium	
Bikeways Class II		medium	medium	medium	medium	medium		low	
Bikeways Class III					medium	medium		medium	
Bikeways Class VI		high	high	high	low	medium			
Bicycle Infrastructure		high	high	high	high	high		low	
Recreational Trails	medium	high							
Equestrian Trails	medium	high							
LSV + NEVs	medium	high			medium				
Roadway components									
Lane Widths	high	high	high	medium	medium	high	low	medium	low
Road Diet		medium	high	medium	high	high		low	
Chokers/Pinchpoints					high	medium		high	
Chicanes					medium			high	
Center Island Narrowing		high	high	medium	medium	high		low	
Speed Hump							medium	high	
Speed Table					high	medium		medium	
Raised Crosswalk					high	medium		medium	
Traffic Control Devices	high	high	high	medium	medium	high	low	low	low
Transit components									
Transit Stops		low	medium	medium	medium	medium		low	
Transit Lanes	medium	medium	medium	medium		medium			

Relative importance

- high
- medium
- low

MPAH categories:	Multimodal Freeway Corridor (MF)	Movement Corridor (MC)	Mixed Land Use Corridor/ Hub (ML)	Industrial / Business Park Street (BP)	Neighborhood Main Street (NM)	Downtown Street (DS)	Alley (AL)	Residential Street (RS)	Shared Street (SS)
Curbside management									
Driveways		low	high	high	high	high	low	high	low
Angled Parking				low	high	low		low	high
Reverse in angled Parking					high	low		low	high
Parallel Parking		low	high	medium	high	high	low	high	high
Intersection components									
Left turn lane	high	high	high	high	medium	high			
Right turn lane	high	high	medium	low		low			
Corner radii	high	high	high	high	high	high	high	medium	high
Visibility / sight distance	high	high	high	high	high	high	medium	high	high
Traffic Signals	high	high	high	medium	medium	high		low	low
Traffic Circle					high			high	low
Roundabout				medium	medium			high	
Raised Tables					high	medium	low	medium	high
Bulb outs					high	high	low	high	medium
Marked Crosswalks at Intersections	high	high	high	medium	high	high		low	
Midblock Crossings		high	high	medium	medium	high		low	
Pedestrian overcrossing and underpass	high	medium	medium						
Vehicle underpass and overhead structures	high	low	low						
Place-making									
Plazas			low		medium	high			medium
Pocket Parks		low	low	low	high	high	low	low	medium
Reclaimed Roadway Space		low	medium	medium	high	high		high	
Shared Spaces					medium	high	high	medium	high
Parklets					medium	high			
Open Streets		low	low	low	high	high			high
Public Art	low	medium	medium	low	high	high	low	low	high
Crime Prevention	low	medium	high	medium	high	high	medium	high	high
Landscape and ecology									
Street Trees	low	high	medium	medium	high	high	low	high	medium
Buffer Planting	high	high	medium	medium				medium	
Traffic Calming Planting		medium	medium	medium	high	high		high	low
Feature Planting					high	high		medium	high
Bio-retention Swales	high	high	high	medium					
Raingardens			medium		high	high		medium	medium
Flow through planters					medium	medium	medium	high	medium
Permeable surfaces							high		medium

5.2 Toolbox Theme

Traffic Calming

Traffic calming is a relatively new concept, and many people do not know about the wide variety of tools and strategies that are available to their communities. This chapter serves as a resource for City employees, residents and neighborhood groups to effect positive change in their communities. It is also intended for use by developers in order to support the establishment of more livable, walkable communities in La Habra.

Traffic calming measures have evolved to include features that are not officially approved through legislative action by the State of California. Commonly referred to as “tools”, traffic calming measures or features (e.g., tools) are available in the traffic calming “toolbox”.

Traffic calming tools include the components of education, enforcement, engineering, and enhancement.

On the other hand, traffic control devices are those official signs and striping placed in the public right-of-way and recognized by the public such as STOP signs, curve warning signs, centerline striping, etc. These devices have been officially approved by the Manual on Uniform Traffic Control Devices (MUTCD) as supplemented by the State of California Department of Transportation pursuant to legislative authority provided for in the California Vehicle Code.

[Reference: Technical Guidance Page 167 OCCOG_CSI, and specifically to Traffic Calming Page 216 OCCOG_CSI]

Broadway, Costa Mesa

Stop signage / marking

2-way or 4-way stop signs and markings to bring traffic to a full stop. At an ordinary or 2-way stop traffic facing the stop sign must make a full stop and give the right of traffic to cross traffic. At an all-way stop sign every vehicle in every direction must come to a full stop before proceeding. The order to proceed is as follows:

1. First stop first go, regardless of traveling direction.
2. If one or more vehicles stopped at the same time, the car to the left must yield the right of way to the one on the right.
3. If all vehicles stopped at the same time, whoever moves first has to be given the right of way.

One vehicle only can enter the intersection at any given time whether there is conflict or not.

La Habra Blvd, La Habra

Radar Speed Display Sign

These signs, which may be portable, use radar to provide motorists with an electronic display, alerting them if they are exceeding acceptable speeds.

S Euclid St, La Habra

Speed limit sign

To encourage slower vehicle speeds along residential streets 25 mile per hour speed limit signs can be installed on neighborhood residential streets that meet the legal definition of a Residence District.

N Cypress St, La Habra

Truck Restriction Signage

In order to maintain the residential neighborhood atmosphere within the community and in the interest of public safety and welfare, commercial vehicles can be prohibited from parking on any street, except with respect to making pickups or deliveries or for construction activities located off the designated truck route. Permitting may be required.

Randall Ave, La Habra

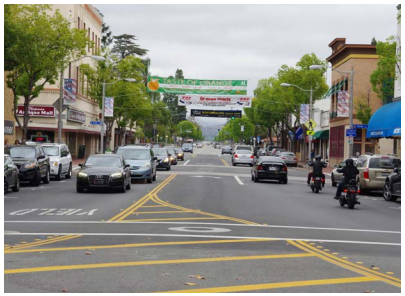
Speed Limit Pavement Legend

Speed legends are numerals painted on the roadway indicating the current speed limit in miles per hour. They are usually placed near speed limit signposts. Speed legends can be useful in reinforcing a reduction in speed limit between one segment of a roadway and another segment. They may also be placed at major entry points into a residential area.

Randall Ave, La Habra

Centerline Botts Dots

Botts dots, or “raised pavement markers,” are small bumps lining the centerline or edgeline of a roadway. They are often used on curves where vehicles have a tendency to deviate outside of the proper lane, risking collision. Raised reflectors improve the nighttime visibility of the roadway edges.

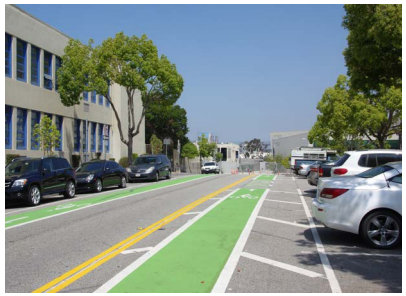


E Chapman Ave, Orange Plaza

Monterey Dr, Laguna Beach

Lacy St, Santa Ana

Randall Ave, La Habra



7th St, Santa Monica

Ocean Park Blvd, Santa Monica

Striping to remove excess road space

Striping can be used to create curb extensions that extend the sidewalk or curb line out into road space that is not utilised by automobile traffic. This visually and physically narrows the roadway, and creates a subtle traffic calming effect without introducing permanent physical barriers. The traffic calming effect can be reinforced by the use of pavement painting, temporary planters and street furniture.

Narrowing Lanes (striping)

Wide travel lanes allow for faster vehicle speeds. Narrowing the travel lane through the use of pavement markings can create a subtle traffic calming effect without introducing physical barriers that may slow down emergency response vehicles. Narrowing lanes through the use of pavement markings may be achieved by creating wider shoulders or striping for following on one or both sides of the road:

- Bicycle lanes
- Sidewalk
- Parking

Crosswalks

The level of protection desired by pedestrian's increases as traffic speeds and volumes increases. Where vehicle speeds and volumes are high, signalized crossings create a safer walking environment. Where anticipated pedestrian traffic is low or intermittent, or where vehicle volumes are lower and pedestrian crossings shorter, designers may consider the use of non-signalized crossing treatments.

The design of crossings should respond to pedestrian behavior and demand, but can also influence it. The alignment, frequency, grade, and width of crossings all affect walkability and have the potential to increase numbers of people walking in a neighborhood

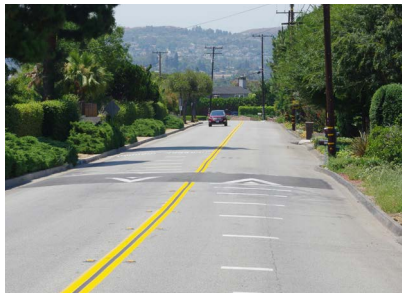
High visibility crosswalks established by painting stripes between the crosswalk's outer boundary stripes.

W St Andrew Pl, Santa Ana

Textured and colored pavement

Textured and colored pavements may be used to announce entry into a traffic calmed area. Materials such as brick, cobbles, stamped concrete and concrete pavers may be used along the entire roadway, in limited sections, or along the pavement edges to signal to drivers that they are in a pedestrian zone.

Textured colored pavement includes the use of stamped pavement (asphalt) or alternate paving materials to create an uneven surface for vehicles to traverse. Textured pavement may have limited effectiveness as a standalone device and should be used to supplement other devices such as raised crosswalks, center median islands, etc. Little data has been collected to predict the reduction in speed, traffic volumes, or collisions and use of this device may not result in significant decreases. Resources permitting, before and after data can be collected by staff to determine the effectiveness of textured pavement.



Citrus Dr, La Habra

Speed Hump

Rounded, raised areas placed across the roadway. They are generally 10 to 14 feet long (in the direction of travel), making them distinct from the shorter “speed bumps” found in many parking lots, and are 3 to 4 inches high. The profile of a speed hump can be circular, parabolic, or sinusoidal. They are often tapered as they reach the curb on each end to allow unimpeded drainage. Speed humps are good for locations where very low speeds are desired and reasonable, and noise and fumes are not a major concern.

Norfolk St, Houston

Speed Bump / Cushion

Speed lumps are rounded raised areas placed across the road with two wheel cut-outs designed to allow large vehicles, such as emergency vehicles and buses, to pass with minimal slowing. The design limits passenger cars and mid-size SUVs from fully passing through the cut-outs, but allows one set of wheels to pass through the cut-out while the other set is required to travel over the lump. They are generally 3 to 3 ½ inches high, sinusoidal in shape, and have a design speed of 15 to 20 mph. They are usually constructed with a taper on each side to allow unimpeded drainage between the lump and curb. When placed on a street with rolled curbs or no curbs, bollards are placed at the ends of the speed lump to discourage vehicles from veering outside of the travel lane to avoid the device.

Speed cushions are a variation of the speed lump that is constructed from durable recycled rubber. These prefabricated devices consistently have a more uniform shape than asphalt humps. Speed cushions provide wheel gaps for emergency vehicles and buses, and can be arranged to fit any street width.

Main St, Huntington Beach

Speed / Raised Table

Flat-topped speed humps installed in midblock locations, and often constructed with brick or other textured materials on the flat section. Speed tables are typically long enough for the entire wheelbase of a passenger car to rest on the flat section. The brick or other textured materials improve the appearance of speed tables, draw attention to them, and may enhance safety and speed-reduction.

N Walnut St, La Habra

Raised Crosswalk

Raised crosswalks are speed tables outfitted with crosswalk markings and signage to channelize pedestrian crossings, providing pedestrians with a level street crossing. Also, by raising the level of the crossing, pedestrians are more visible to approaching motorists. Raised crosswalks are good for locations where pedestrian crossings occur at haphazard locations and vehicle speeds are excessive. Key design considerations include many of the ones listed above for speed tables.

Main St, Huntington Beach

Raised Junction

Raised tables at intersections lift the level of the roadway to be flush with the sidewalk. They are similar to speed tables, but applied to the whole intersection. This creates a public space with slow speed crossings where vehicles are encouraged to yield for pedestrians. They can be of particular benefit to people with mobility and visual impairments as they remove vertical transitions.

Del Prado, Dana Point

Bulb-out / curb extension

Bulb-outs, also known as curb extensions or neckdowns, are extended areas of sidewalk at intersections corners. They can help slow traffic speed on the approach to an intersection and when turning the corner. They improve visibility of crosswalks to traffic, and provide additional waiting space for pedestrians to queue. They also help restrict cars from parking too close to the crosswalk area, and the space can be used to provide additional sidewalk amenities or planting.

19th St, Santa Ana

Gateway Treatment

A gateway is a physical or geometric landmark that indicates a change in environment from a higher speed arterial or collector road to a lower speed residential or commercial district. They often place a higher emphasis on aesthetics and are frequently used to identify neighborhood and commercial areas within a larger urban setting. Gateways may be a combination of street narrowing, medians, signing, archways, roundabouts, or other identifiable features. Gateways should send a clear message to motorists that they have reached a specific place and must reduce speeds.

Wesley St, Culver City

Chokers/Pinchpoints

These are curb extensions at midblock locations that narrow the roadway space by widening the sidewalk or planting strip. If marked as crosswalks, they are also known as safe crosses. Two-lane chokers leave the street cross section with two lanes that are narrower than the normal cross section. One-lane chokers narrow the width to allow travel in only one direction at a time, operating similarly to one-lane bridges. They are good for areas with substantial speed problems and where is no shortage of on-street parking.

Main S, Yorba Linda

Chicane

Chicanes are curb extensions that are staggered on alternate sides of the street to the other, forcing drivers to deviate from a linear movement in a S shaped maneuver. Chicanes can also be created by alternating on-street parking, either diagonal or parallel, between one side of the street and the other. Each parking bay can be created either by restriping the roadway or by installing raised, landscaping islands at the ends of each parking bay. They are good for locations where speed is a problem but noise associated with speed humps or related measures would be unacceptable.

S Cajon Dr, La Habra

Median Island

A raised island located along the centerline of a street that narrow the travel lanes at that location. Center island narrowings are often landscaped to provide visual amenity. Placed at the entrance to a neighborhood, and sometimes combined with textured pavement, they are often called “gateway islands.” When fitted with a gap to allow pedestrians to walk through at a crosswalk, they can also be considered “pedestrian refuges.” Center island narrowings help reduce traffic at entrances to residential areas, and on wide streets where pedestrians need to cross.

4th St, Santa Monica

Median Barrier

Median barriers are raised islands that are located along the centerline of a street and continue through an intersection so as to block through movement at a cross street.

Broadway, Costa Mesa

Slow Point (small island in road)

Slow points narrow a 2-way street over a short distance, with the intention to slow motorists. While it is only a minor inconvenience to drivers pedestrian crossing distances are reduce if facilities for pedestrians are incorporated, provides space for tree and shrub planting, can regulate parking as well as discourage large vehicles. Adequate space for cyclists must be considered so that they do not feel 'squeeezed' and can be combined with other interventions such as speed tables.

W 19th Street, Santa Ana

Diverter / partial closure

A diverter is an island built at a residential street intersection that prevents certain through and/ or turning movements. Partially or fully closing access to a neighborhood street will certainly increase traffic on surrounding streets. These should be used as measures of last resort and only considered if other less restrictive physical measures have failed.

W. 2nd St, Santa Ana

Roadway Closure

A full roadway closure completely cuts off traffic to through vehicles, leaving only pedestrian and bicycle access. These closures are typically used only as a last resort after other traffic calming methods to reduce cut-through traffic have failed. A street may be closed at an intersection or mid-block through the use of walls, bollards, landscaped islands, or gates that allow emergency vehicle access.

7th St, Santa Monica

Turn restriction

Turn restrictions can in some cases be a low-cost method of reducing cut-through traffic, but they require enforcement.

Turn-movement restrictions involve the use of signs to prevent undesired turning movements without the use of physical devices. The restrictions may generally apply to turning movements in or out of a residential street to a larger street. The turn-movement restrictions may be permanent or only during peak commute hours.

Standard “No Left Turn”, “No Right Turn”, or “Do Not Enter” signs used to prevent undesired turning movements onto residential streets.

Laguna Beach

Corner radii

Corner radii directly impact vehicle turning speeds and pedestrian safety. Minimizing the size of a corner radius is critical to creating compact intersections with slower, safer turning speeds. Smaller radii also benefit pedestrians by increasing the size of waiting areas, allowing greater flexibility in placement of curb ramps, and reducing pedestrian crossing distances. Standard curb radii are 10–15 feet, however it is possible to use corner radii that are much smaller, and in urban settings, smaller corner radii are preferred to limit speeds. In these locations corner radii exceeding 15 feet should be the exception and not the norm. Larger streets may need to accommodate large vehicles turning. Ensure the curb radius allows this, but consider setting back stop lines to avoid sacrificing sidewalk space.

S Melrose St, Anaheim

Traffic Circle

Traffic circles are small roundabouts which take the form of raised islands, placed in intersections, around which traffic circulates. They are good for calming intersections, especially within neighborhoods, where large vehicle traffic is not a major concern but speed, volume, and safety are problems. They are very effective in moderating speeds whilst efficiently moving vehicles through an intersection, thereby improving safety and also helping to reduce emissions.

Ridge Valley, Irvine

Modern Roundabout

Roundabouts are larger than traffic circles. They work in the same fashion with traffic circulating counterclockwise around a center island, but they are used on higher volume streets. Roundabouts create a balanced right-of -way at intersections requiring road users to proceed through the intersection with caution, stopping or yielding for any oncoming traffic. These can be enhanced with planting to improve amenity and calm traffic. They offer most benefit at locations with a history of accidents and at intersections where queues need to be minimized. They offer enhanced safety compared to traffic signals, and are less expensive to operate.

W St Andrew Pl, Santa Ana

Landscape

Landscaping may be used in conjunction with other traffic calming measures such as medians and islands, chicanes, and gateway areas to enhance the pedestrian environment while helping to provide a neighborhood identity.

6. Implementation Measures


COUNCIL CHAMBER
CITY HALL

6.1 Complete Streets Policy

Smart Growth America has identified the following elements to be essential to a strong Complete Streets Policy:

Vision; Includes a vision for how and why the community wants to complete its streets.

All users and modes; Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.

All projects and phases; Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way (ROW).

Clear accountable exceptions; Makes any exceptions specific and sets a clear procedure that requires high level approval of exceptions.

Network Encourages; street connectivity and aims to create a comprehensive, integrated, connected network for all modes.

Jurisdiction; Is adoptable by all agencies to cover all roads.

Design; Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.

Context sensitivity; Directs that Complete Streets solutions will complement the context of the community.

Performance measures; Establishes performance standards with measurable outcomes.

Implementation steps; Includes specific next steps for implementation of the policy.

When crafting a Complete Streets Policy for the City of La Habra, staff should ensure that these elements are incorporated into the language of the policy. The following section offers some sample language that responds to these essential elements, that can be taken and adapted for the City's policy as staff and decision makers see fit.

Vision

The City of La Habra shall create a safe environment for all users, of all ages and ability, designed for safe and comfortable movement of young people and older adults, thereby effectively creating a suitable environment for all community members. The City will prioritize streets as places for people, linking families to destinations, transforming the core the City into a thriving downtown that serves as the economic and symbolic heart of La Habra. The City shall promote the health of its residents through providing an environment that encourages actives modes of travel. La Habra will empower community members to participate in the implementation of Complete Streets projects through diligent engagement processes.

Street Network/Connectivity

The City of La Habra shall scope, plan, design, fund, construct, operate and maintain all City streets to provide a comprehensive and integrated network of facilities that are safe and accessible for people of all ages and ability to travel on foot, by bicycle, car, transit, commercial vehicle while also accommodating use by emergency vehicles.

The City shall balance the needs of all users through a layered network approach that prioritizes modes for specific streets as responds to their local and regional context, while simultaneously ensuring safe and suitable facilities for all other users.

The City will focus on connectivity for active modes of transportation, with particular focus on improving access to schools, parks, commercial, civic, religious and other important community destinations.

The City will establish the UPRR trail development as the backbone for active travel in La Habra, and ensure good access from the surrounding community.

The City will require all development projects to incorporate streets design elements into their projects

Jurisdiction

This policy shall cover all development in the public domain.

Every City Department will follow the policy.

The City requires developers and builders to comply with City's standards.

The City requires agencies that La Habra has permitting authority over to comply with this policy.

La Habra will work with Orange County Transportation Authority, Caltrans, Orange County, and Southern California Association of Governments to ensure compliance.

The City encourages agencies not under La Habra jurisdiction to satisfy this policy.

Phases

This policy applies to all roadway projects, including: new construction, reconstruction, retrofits, repaving, rehabilitation or reallocation of pavement space. This policy also applies to new privately built roads and easements meant for public use. Complete Streets may be implemented through single projects or incrementally through a series of smaller improvements or maintenance activities. Funding for Complete Streets projects will be identified and incorporated into the City Capital Improvement Program, either through new or existing projects.

Exceptions

Complete Streets standards shall be applied to all projects, only except under at least one of the following condition:

A project on corridors where specific users are prohibited should not be held to standards including accommodating the prohibited user-type.

City Council verify that the cost of the accommodation is excessively disproportionate to need based on a cost-benefit analysis.

City Council verifies an evidence-based absence of current and future use.

Design

The City of La Habra declares that it is the City's policy to:

Adopt the design guidelines set out in the City's Complete Streets Master Plan, and recognize the design standards of the OCCOG Orange County Complete Streets Initiative Design Handbook and the County of Orange Master Plan of Arterial Highways.

Incorporate Complete Streets principals into future plans, and adapt existing plans, manuals, or rules to reflect this policy.

Provide well-designed and safety-conscious bicycle facilities that align with the Bikeways Master Plan and the Complete Streets Master Plan.

Context Sensitivity

The City of La Habra shall ensure that all community members are accommodated to travel by any mode, with particular focus on including community members who are disadvantaged, low income, minority or of limited English proficiency, in decision-making on projects for local streets.

The City shall engage with community members and stakeholders during the planning process and solicit their input.

The City shall remain diligent that actions taken to improve safety for communities should not actively place those same community members at risk from displacement.

The City will plan streets in harmony with adjacent land uses and neighborhoods.

The City shall address physical and symbolic barriers within the city when improving sense of place.

The City of La Habra shall incorporated wayfinding, landscaping and public art in a way that reflects and enhances users' experience of the community.

The City will coordinate street improvements with local businesses.

La Habra will incorporate sustainable storm water management into street design.

Performance measures

The City of La Habra will evaluate progress on fulfilling this policy by the following performance measures:

- Total miles of on-street bikeways by class – (goal – 27.4 miles, BMP class II & III)
- Total miles of streets with pedestrian accommodation out of total number of La Habra street miles (goal 1 – increasing; goal 2 – 100%)
- Number of missing or non-ADA compliant curbs ramps along La Habra streets (goal – 0)
- Number of new street trees planted along La Habra streets (goal - 50 trees/year in parks or parkways)
- Percentage of new street projects that are multi-modal (as evaluated using HCM 2010) (goal – aligned with layered network outlined in Complete Streets Master Plan)
- Number and severity of pedestrian-vehicle and bicycle-vehicle collisions (goal 1 – number declining; goal 2 – average severity declining; goal 3 – 0)
- Number of pedestrian-vehicle and bicycle-vehicle fatalities (goal 1 – declining; goal 2 – 0 fatalities)
- Percentage of 5th Graders with unhealthy body composition in La Habra City School District (goal 1 – declining; goal 2 – 0%)

Implementation steps

Advisory Committee - La Habra should form a coalition of members from different interest groups within the city to push forward and coordinate implementation. The committee would be responsible for: review Complete Streets recommendations and implementation timeline; creating group working plan, meeting schedule, vision, bylaws etc.; make recommendations to Council to direct staff etc.; grant writing; moving plan forward; produce annual report evaluating Complete Streets by performance measures.

Open Streets – develop an Open Streets program to schedule regular events to perform outreach on Complete Streets, demonstrate Complete Streets Elements, and provide opportunities for residents to experience their community differently.

Capital Improvement Plan – The City shall evaluate CAP projects to ensure compliance with Complete Streets principles set out in this policy.

Staff – If funding allows, City shall seek hiring a staff member to focus on the implementation of Complete Streets Master Plan and Bikeways Master Plan.

Funding – the City will actively seek sources of funding for project implementation.

6.2 Complete Street Champions

La Habra Streets for People Coalition

La Habra should form a coalition of members from different interest groups within the city to push forward and coordinate implementation:

- City Department Rep
- City Council Champion
- OCHCA SRTS
- St. Jude
- Youth Council Rep
- La Habra Collaborative
- OCTA Active Transportation
- La Habra Action Council Rep
- La Habra City School District
- Fullerton Joint Union School District
- Lowell Joint School District
- Police Department
- Other community based orgs

Actions by the committee could include:

- Review Complete Streets recommendations and implementation timeline
- Creating group working plan, meeting schedule, vision, bylaws etc.
- Make recommendations to Council to direct staff etc.
- Grant writing
- Responsible for moving plan forward
- Produce annual report of CS vs. performance measure – template provided

Staffing (Optional)

In the mid- to long-term, La Habra could consider hiring a staff member who can focus on coordinating and implementing Complete Street and Active Transportation Projects. This reaffirms a key recommendation made in the adopted Bicycle Master Plan (BMP.) The staff member could be introduced as a part-time position with potential to phase to full-time in the future. Dedicated staff member could write grants, coordinate the implementation of infrastructure projects recommended in the Complete Streets Plan and Bicycle Master Plan, and facilitate the continuation of momentum necessary for Complete Street implementation over years. This team member could organize the Streets for People Coalition and run meetings, conduct community outreach, manage volunteers, facilitate and maintain relationship with members from the business community, as well as represent Streets for People on other interconnected committees focused on City well-being (ie. La Habra Collaborative and Move More Eat Healthy).

6.3 Open Streets Implementation Strategies

Temporary Event and Its Relationship with Permanent Infrastructure

Open Street Events can provide a good opportunity to test out planned infrastructure by setting up temporary demonstrations to reflect planned permanent measures at events. This concept is also known as Tactical Urbanism, and in this context it can be useful for support building and incremental implementation. Similarly to the events themselves, tactical urbanism allows for people to experience and get used to Complete Street infrastructure treatments, provide feedback pre-implementation, and build broad community support for them over time and prior to implementation. These pop-up interventions can also be accompanied by educational elements on Complete Streets benefits.

It is important to note that, while studies have found temporary events and infrastructure promote leisure time physical activity, permanent infrastructure is what support transportation/mobility physical activity. So while events are powerful tools to support Complete Streets, following through with those permanent interventions is key to long term behavior change and health benefits.

CASE STUDY 1: SCAG Go Human Events

Locations

Los Angeles, El Centro, Palm Desert, Southeast LA, Westminster, Fontana

Elements

- Temporary Street Furniture: Movable seating, activity centers, movable shade, customizable parklets
- Complete Streets Demonstration elements: reflective bollards, signage and messaging, temporary stenciling and street markings, banners to create temporary bike lanes, explanatory signage explaining Complete Streets concepts, temporary crosswalk
- Feedback elements: mobile feedback cart, feedback kiosk
- Other elements: trees and vegetation, temporary street taping and street realignment

Building Community Support and Participation

Events can serve as an essential opportunity to foster community buy-in as well as ownership of long term street improvements. By providing a space for residents to not only learn about Complete Streets and future plans, but also allows participants to guide outcome, the Complete Streets project will be better aligned with the community's desires and goals. By conducting reoccurring events that see improved recognition, and trust from community members over time, support for the Complete Streets Program can be supported and sustained over time. By letting community members take leadership roles in designing interventions in their community, the outcome will be streets that better reflect the La Habra community and character, and contributes to a humanizing of streets as streets for the people of La Habra

CASE STUDY 2: CicLAvia

Los Angeles Ciclovía event (CicLAvia) April (2014) 6-miles had in between 37,700 and 53,950 active participants, 37% had never previously participated in CicLAvia, but 40% of individuals said that if they were not at CicLAvia they would have been physically active elsewhere and 45% would have been sedentary.

A total of 1,085 individuals responded to the surveys. Fewer than 2% of the surveys were completed in Spanish. 45% of respondents were female. CicLAvia's demographics are loosely representative of the city, with a slightly higher proportion of Asian participants and slightly lower proportions of Black, White and Latino participants. Travel mode split to CicLAvia was highly distinct from that for participants' everyday travel, with travel to the event by car for 38%, bicycle 29% and mass transit 22% compared to normal travel habits of 68% listing by car, 8.5% by bicycle, and 9% by mass transit. This indicates that the event played a big role in encouraging participants to try a more healthy and sustainable mode of travel.

Attendance was high compared to other Ciclovias – likely a function of extensive marketing.

Engage Disadvantaged and LEP Community Members

Despite many Open Streets events paying special attention to routing through underrepresented communities, low income and minority populations are often underrepresented at Open Street Events. Underrepresented, minority, low socioeconomic, and disabled populations are less likely to engage in the recommended level of physical activity, and overcoming barriers to physical activity, including disproportionate participation in Open Street Events, is an important step in achieving health equity.

Many factors can get disadvantaged community members from attending Open Street Events. In communities that are hurting from or vulnerable to gentrification, Open Streets may be a force of that threat of displacement.

Some of the following approaches have been used with the goal of improving outreach to and participation from disadvantaged communities:

- Promoting program through partners who are trusted by the community
- Culturally-specific media
- Route event through focus community
- Give trusted partners a leadership role in decision making for the planning and implementation process, with inputs into programming and marketing

Good Streets are Good for Business

Studies have found that Open Streets can have a positive economic impact on businesses along the route. However, when planning for a first Open Streets event, businesses may be worried with the lack of car access and parking on street in proximity to their business. Events in the past have found that small businesses and restaurant were more often supported by shoppers during the events, while chains and those with large street-facing parking lots reported lost business.

To build support among the business community, it is good practice to visit each business along the route personally and provide them with information and Open Street advertising materials.

CASE STUDY 3: Open Streets are Good for Business

At San Francisco Sunday Streets in 2008, Fisherman's Wharf Community Benefits District Merchants were concerns about the absence of parking and car access During the event it was recorded that more than 65% purchased a meal while attending the event. The following year, the Fisherman's Wharf merchants and two other districts requested the program for their neighborhood.

At Saint Louis Open Streets event 61.9–82.3% of survey respondents reported spending money at the event and 34.1–73.9% became aware of a new business.

Open Streets are Powered by People

The implement a successful Open Streets event, it takes a big team. By including a variety of partners and stakeholders in the planning and implementation of Complete Streets, the workload is spread among more people and the potential impacts are greater.

Including partners with compatible goals in the event implementation increases the feeling of investment in the program's success. It creates champions of Complete Streets who are embedded in various organizations, neighborhoods and businesses who want to see the program succeed.

Including community members in the planning and outreach can improve participation, and allowing folks who live in the community to select programming ensures that activities are culturally appropriate and more widely utilized.

2.14 Volunteers are an essential component to an Open Street. People who are willing to offer some time to invest in event outreach and day of coordination make the event more financially feasible. For example, university students are the ideal volunteers for designing, implementing and evaluating the data collection strategy for the event.

Allows residents to test out different ways of travelling thereby reducing barriers to behavior change

Open Streets give people can opportunity to try out active modes of getting around. By demonstrating the ease of mode use, and the positive impacts from enjoyment of travel to reduced stress of driving can encourage behavior change towards more sustainable and healthy modes. While for many, safety concerns may be a barrier to using active modes, Open Street events can demonstrate the safety benefits of physical activities when streets are well used by people.

Collect Data at the Event

An Open Streets event is the ideal location to collect data to support Complete Streets. Having a large number of potential survey participants in one location has a significantly higher return on time investment than costly door to door surveys, while providing a large number of responses.

Evaluation of the event is essential to documenting the impacts to public health as well as collecting feedback on how the event could be improved for the future.

EXAMPLE SURVEY QUESTION

1.1 Data is an important tool in applying for funding for both the continuation of Open Streets programing and for funding permanent infrastructure. Potential survey questions that could be asked at La Habra Open Street Events:

- Number of days you walked or completed moderate or vigorous physical activity in the past week?
- For how long on average?
- How far do you need to travel to get to a recreational space?
- What activities did you spend time at at today's Open Streets?
- How long do you expect to stay here today?
- At Open Streets, they encountered people from other racial/ethnic backgrounds, economic status, and/or education levels than their own.
- What was the main reason you attended the event
- How did you hear about the event
- Does Open Streets change your feelings about the City? (Positive, No Change, Negative)
- Reaction to statements
- "Open Streets is a free event that welcomes everyone."
- "Open Streets strengthens our community."
- "People at Open Streets generally get along with each other."
- "I feel safe at Open Streets."
- "Outside of Open Streets events, La Habra provides friendly environments to walk."
- "Open Streets provides an opportunity to reduce my stress."
- Demographics (optional)
- Race/Ethnicity
- Education level
- Income level
- Gender
- Do you live within city of La Habra? If so What street do you live on? If no please provide zipcode (option to provide address)

6.4 La Habra Safe Routes to School

Safe Routes to School in La Habra is currently being spearheaded by the Orange County Health Care Agency (OCHCA). The initial work towards developing a Safe Routes to School plan has involved students from local elementary schools, who are trained to perform a walkability audit for their school. Students compile findings and report them to City staff. The City of La Habra should continue to support the work OCHCA is doing to perform walkability audits with students at all La Habra Schools. In addition, OCHCA plan to update the Citywide walk to school routes map in the near future.

The La Habra City School District is in the process of reorganizing school boundaries to make certain schools more neighborhood oriented. This change could be a window of opportunity for promoting active trips to school, focusing outreach at the schools which will become more neighborhood focused.

6.5 Funding Complete Streets

General fund may be a suitable source of funding for specific projects. As part of the Orange County Council of Governments Complete Street Initiative a funding toolkit was prepared to provide a baseline understanding of how to implement elements of Complete Streets through funding available by grants. The safety, health, transportation, environmental and economic benefits of implementing Complete Streets mean that many grant making authorities have an interest in seeing them implemented. The funding toolkit aims to help jurisdictions navigate an approach to obtaining the financial means to plan, implement and operate concepts and principles from the OCCSI. It can be downloaded here: www.occsi.com/fundingtoolkit

OCTA

All capital and non-capital transportation projects or identified phases of transportation projects in the State of California must be included in the FTIP.

M2 Eligibility – Measurement of Effort (MOE)

- Comply with the conditions and requirements of the Orange County Congestion Management Program
- Establish a policy which requires new development to pay its fair share of transportation-related improvements associated with their new development
- Adopt a general plan circulation element consistent with the Master Plan of Arterial Highways
- Adopt and update a Capital Improvement Program
- Participate in traffic forums
- Adopt and maintain a Local Signal Synchronization Plan
- Adopt and update biennially a Pavement Management Plan
- Adopt and provide an annual expenditure report to the Orange County Transportation Authority (OCTA)
- Provide OCTA with a project final report within six months following completion of a project funded with net revenues
- Agree to expend all local fair share revenues received through Measure M2 within three years of receipt
- Satisfy maintenance of effort requirements
- Agree that net revenues shall not be used to supplant developer funding
- Consider, as part of eligible jurisdiction's general plan, land use and planning strategies that accommodate transit and non-motorized transportation

Comprehensive Transportation Funding Programs (CTFP)

"CTFP is comprised primarily of M2 funds, but can also include state/federal funding sources such as the Regional Surface Transportation Program (RSTP) and supplemental State-Local Partnership Program (SLPP) funds."

Regional Capacity Program – Call for Projects
Competitive program focusing on improvements to MPAH

Year	La Habra Location	Request Amount
2016	Whittier Blvd and Hacienda Rd Intersection Improvements	$1,230,548
2015	Whittier Blvd and Hacienda Rd Intersection Improvements	$624,067
2014	Harbor Blvd at Lambert Rd	$691,828
2014	Whittier Blvd and Beach Blvd	$1,189,816
2010	Whittier Blvd and Hacienda Rd Intersection	$263,443

Safe Transit Stop Project
Funding for passenger amenities at the 100 busiest bus stops in Orange County. The City of La Habra would need to determine with OCTA if any La Habra bus stops are eligible for funding.

Regional Traffic Signal Synchronization Program
The Measure M2 Regional Traffic Signal Synchronization Program funds the synchronization of traffic lights between different municipalities throughout the county to improve traffic flow. It is expected that synchronization should result in a 5-15% improvement in travel time and speed.

For FY 2011-12 La Habra was recommended for $460,000 for Signal Synchronization in the La Habra Boulevard/Central Avenue/State College Boulevard Corridor. In 2015, the City of La Habra was recommended for $2,760,001 in funding for Signal Synchronization in the Imperial Highway/ SR-90 Corridor.

Senior Mobility Program

Year	La Habra
2017	$54,309
2018	$56,028
2019	$56,539
2020	$58,671
2021	$61,055
Total	$286,602

SCAG Sustainability Planning Grants Program

SCAG's Sustainability Planning Grants Program is a way to support local jurisdictions in testing out local planning tools. The program provides direct technical assistance to complete planning and policy efforts in integrated land use, active transportation, and green region.

The Transportation Call for Proposals (AT CFP) is an opportunity for agencies who have not received funding through the California Active Transportation Program to further develop plans to be successful for future rounds of funding. The purpose of the program is to support local jurisdictions in testing out local planning tools. The program provides direct technical assistance to complete planning and policy efforts in integrated land use, active transportation, and green region. The ATCFP will be administered through SCAG's Sustainability Planning Grants Program (SPG). Senate Bill (SB) 1 adds an additional $100m a year to the ATP program starting in fiscal year 2017-18.

California Transportation Commission(CTC) Active Transportation Program

ATP is a combination of various transportation programs into one - federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School programs. 50% of total funding is awarded to jurisdictions on a competitive basis, 10% is set aside for small urban and rural regions and 40% goes to MPOs (SCAG in southern California) who then distributes their funding. For of the goals of the program are as follows:

- Increase the proportion of biking and walking trips
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals
- Safe Routes to School
- Ensure disadvantaged communities fully share in program benefits (25% of program)
- Provide a broad spectrum of projects to benefit many types of active transportation users

40% of State STP funding is allocated to MPOs to distribute. Under the Regional Guidelines, at least 95% of SCAG's ATP funds are recommended for Implementation Projects. OCTA plays a role in managing recommendations. Projects submitted to competitive statewide ATP that are unfunded are considered by SCAG and OCTA.

Urban Greening Program – California Natural Resources Agency

Eligible for projects which address one of the following: (1) Sequester and store carbon by planting trees (2) Reduce building energy use by strategically planting trees to shade buildings (3) Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects will result in the conversion of an existing built environment into green space that uses natural and green infrastructure approaches to create sustainable and vibrant communities. 75% awarded to projects in disadvantaged communities per SB 535

Caltrans Planning Grant

SB1 grant funding that is intended to support and implement RTP Sustainable Communities Strategies (SCSs). Overarching objectives are: Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Equity. This funding is eligible for plans or studies, but is not eligible for engineering plans/design specification, environmental process, PIDs, or construction/ capital costs

MSRC Grants

The Mobile Source Air Pollution Reduction Review Committee allocates funding from AB 2766 to a grant program to carry out planning, monitoring, enforcement and technical studies which are authorized by, or necessary to implement, the California Clean Air Act.

OTS Grants

The CA office of Traffic Safety grantees conduct traffic safety rodeos for elementary, middle, and high schools, and community groups in an effort to increase awareness among various age groups. The BMP has previously recommended that OTS grants could be used to conduct targeted outreach to promote Active Transportation within the community.

Public Private Partnership

La Habra should continue to foster its relationship with Health-focused groups such as St. Jude Medical Center, and look for opportunities to partner on health-related projects for the future.

Appendix A
Documents reviewed

Reoccurring Messages in Plans

"A healthy community as one that meets the basic needs of all residents, ensures a safe and sustainable environment, provides for economic and social vitality, fosters efficient development patterns and includes a systematic approach with robust public engagement. Vibrant, livable communities provide opportunities to thrive economically, environmentally and culturally, but must begin with health." (The California Planning Roundtable)

- Health is a multifaceted indicator that is interwoven into core City vision and principles.
- La Habra lacks a "downtown" and movement towards developing a core/heart to the city will improve health through creating a more walkable city while improving economic health and opportunities
- Movement away from auto-oriented streets towards healthier, more pedestrian-oriented streets
- Redevelopment of nodes on arterials
- Rethinking physical form of the city can encourage the use of alternative modes of transportation including walking, biking and transit
- URPP right of what is essential to developing the "back-bone" of a citywide network of greenways that connect neighborhoods, activity centers, schools and parks
- Key ideas championed: walkability, downtown-feel, green corridors for connectivity

La Habra 2035 General Plan

Three overarching themes of General Plan:

- Developing a Sustainable Future: (1) a healthy environment, (2) strong economy, and (3) social wellbeing of La Habra's residents.
- Reducing GHG Emissions through land use patterns that lessen the need to use the automobile and increase opportunities for pedestrians, bicycle, and transit use.
- Maintaining a Healthy Community through effective development patterns: built environment that supports walking, biking, multimodal, affordable transportation choices.

Related Issues and Opportunities identified in GP:

- The distribution and densities of land use necessitate automobile access and inhibit pedestrian activity and transit use, resulting in high rates of vehicle trips, energy consumption, pollution, greenhouse gas emissions, and noise and degradation of public health.
- La Habra lacks a clearly definable downtown that serves as the symbolic and functional "heart" of the City, providing a sense of community identity and activity
- The City contains a discontinuous network of greenways and open spaces linking neighborhoods and districts.

Community Development

- Leverage the historic downtown to become an actual downtown core/heart to the city
- At several arterial intersections, lands will be redeveloped as high activity centers that integrate a mix of retail and housing into active, pedestrian-oriented "urban villages."
- Tie neighborhoods and districts together through a citywide greenway network (UPRR ROW would be the backbone)
- Mini-parks and open spaces integrated into downtown and larger scale mixed use centers

City of La Habra is currently in discussion with Union Pacific Railroad Company with the possibility of implementing parkland or trails in ROW, a priority laid out in the General Plan

Community Development Themes	Elements
Downtown core/ place identity	LU 3.2 Uses to Meet Daily Needs; LU3.7 Buildings that Engage the Street; LU 11.9 Retail Streetscapes; LU 13.5 Downtown Parking; LU 14.2 Places of Community and Neighborhood Identity and Activity; CI 1.1 A Community of Places; CI 1.2 Neighborhoods; CI 1.3 Identification of Place; CI 2.7 Boulevard of the Bells/ CI 2.8 The El Camino Real;
Walkability/ Encouraging Active Living	LU 3.3 A Vigorous and Active Downtown; LU 3.4 Concentrated Nodes on Arterial Corridors; LU 3.5 Complete and Livable Neighborhoods; LU 7.5 Walkable Neighborhoods; LU 8.3 Parks and Open Space Amenities; LU 11.11 Bicycle Facilities; CI 2.5 Attractive and Walkable Streets; CI 2.9 Railroad Corridor Greenway
Connectivity	LU 3.6 Connected Greenways Network; LU 7.6 Neighborhood Connectivity; LU 13.6 Connectivity; Goal ED 7 Health and Lifestyle Enrichment
Sustainability	LU 3.1 Sustainable Development Pattern; LU 5.4 Sustainable Sites and Land Development;
Whittier-La Habra Ciclovia	Event promoting UPRR trail and Whittier Greenway extension. Promote new facilities, active living and connection between both communities

Mobility/Circulation

Mobility/Circulation Element looks at meeting mobility needs of residents, while supporting the goals and policies of the Land Use element (Community Development.) The GP outlines 4 key principles for this sections; mobility, livability, prosperity, and sustainability.

Mobility Themes	Elements
Overarching Complete Streets	RN 1.11 Complete Streets; NTMP 1.1 Education
Active Transportation	AT 2.1 Bikeway Master Plan; AT 2.2 Regional Bikeways; AT 2.3 Bikeway Network; AT 2.5 Class I Bicycle Routes; AT 2.6 Pathway Easements; AT 2.7 Alternative Routes; AT 2.8 Bicycle Parking; AT 2.9 Facilities Supporting Bicycle Riders; AT 3.1 Pedestrian Network; AT 3.2 Pedestrian Linkages; AT 3.3 Accessible Facilities; AT 3.4 Safe Routes to School; AT 3.5 Street Walkability; AT 3.6 Pedestrian Connectivity; AT 3.7 Pedestrian Priority Areas; AT 3.8 Street Modifications/Improvements
Transit	AT 1.1 Public Transportation Availability; AT 1.2 Transit Accessibility; AT 1.3 Transit Centers; AT 1.13 Transit Oriented Developments; AT 1.14 Transit Amenities; AT 1.15 New Development Transit Facilities
Safety	RN 1.8 Safe Street Design; NTMP 1.2 Engineering; NTMP 1.3 Enforcement; NTMP 1.6 Traffic Calming
Health	AT 2.10 Health Through Bicycling;
TDM	TDM 1.1 Sustainable Communities Strategy; TDM 1.2 TDM Participation; TDM 1.3 GHG Emission Targets; TDM 1.4 Commute Trip Reduction; TDM 1.5 Project Incentives; TDM 1.6 Transit and Carpool Trip Share; TDM 2.1 Alternative Transportation Technologies; TDM 2.2 Alternate Transportation Modes
Parking	P 1.1 On-Street Parking; P 1.2 Off-Street Parking; P 1.5 Managed Parking Supply; P 1.10 Parking Reductions for Mixed-Use Developments; P 1.11 Bicycle Parking

Open Space/Parks/Trails

Open Space Themes	Elements
Connectivity	OS 1.6 Open Space Linkages; OS 4.1 Connections; OS 4.2 Linear Park/Greenbelt; OS 4.3 Regional Trail System; OS 4.4 Railroad Corridor Trails

Air Quality

AQ Themes	
Development	AQ 2.1 Land Use and Urban Form; AQ 2.2 Infill and Mixed-Use Development
Mobility	AQ 4.1 Transportation; AQ 4.2 Regional Transportation System

Climate Action Plan

The Climate Action Plan was prepared in coordination with the 2035 General Plan update to establish goals and policies that incorporate environmental responsibility into management of transportation, energy, water, and solid waste. The Action Plan sets out GHG reduction targets and measures needed to reach those targets, including strategies to do with land use and transportation coordination. In addition to identifying state-level initiatives that will reduce GHG emission and impact the city, the action plan also identifies measure the City can take to further reduce emissions, including:

- Land use based trips and VMT reduction policies
- Bicycle Infrastructure
- Electric vehicle incentives program
- Municipal fleet alternative vehicles

La Habra Bikeway Master Plan

The BMP proposes a system of bikeways connecting neighborhoods to key activity centers throughout the City; providing regional bikeway connections; developing support facilities, such as bike parking, and education programs; and by identifying recommendations for improving bicyclist safety. The plan makes La Habra eligible for future round of Caltrans ATP funding to implement bikeway improvements outlined. Community outreach identified a hierarchy of priority streets for bike infrastructure improvements in the following order: Whittier, UPRR righ-of-way, Beach Blvd, Lambert Rd, Imperial Hwy, Hacienda Rd, Idaho St, Euclid St, and Harbor Blvd.

Constraints on La Habra Blvd, Harbor Blvd and Cayote Creek resulted in designation of long-term bikeways although the demand for infrastructure in these corridors would otherwise make them a priority. Significant focus to implementing class 1 bikeway along the UPRR ROW was included in the plan as this closes an important gap in the OC Loop. Beach Blvd is currently as Class II but has the potential to be converted to Class IV.

Next call for OCTA Bicycle Corridor Improvement Program will open in 2018.

At the time of plan development, the City had approximately 18.0 miles of bikeway facilities, consisting of approximately:

- 1.1 miles of Class I multi-use paths
- 2.5 miles of Class II bike lanes
- 14.4 miles of Class III bike routes

The plan proposed an additional 15.2 miles of bikeways, including:

- 4.7 miles of Class I multi-use paths
- 4.2 miles of Class II bike lanes
- 6.3 miles of Class III bike routes

Proposed Support Programs

Education and Encouragement Programs
Billboards/Electronic Message Boards and Street Smarts Program
Citywide Bicycling Maps
Brochures and Pamphlets
Safe Routes to School
Bicycling Guide for Kids Brochure
Public Service Announcements
Bicycle Training/Repair and Partnership with Local Bicycle Stores
Bicycle Trains
Teen Driving and Cycling Education
Adult Bicycle Education
Enforcement Programs
Increased Fines
Bicycle Traffic School
Wrong Way Riding Signs
Law Enforcement Officer Bicycle Training/Bicycle Liaison Officer

Move More Eat Healthy

MMEH is a collaboration of City, local healthcare practitioners and educators, schools, the faith-based community and non-profit organizations that focuses on promoting physical activity, access to healthy foods and access to critical health services, through addressing the following areas; policies, healthy behaviors, built environment, social & economic factors, environmental factors, and funding. MMEH pulls key data metrics on health impacts to La Habra residents, i.e. La Habra ranked 17 out of 24 school districts with 48% of 5th graders not in the healthy fitness zone for body composition. The Complete Streets Master Plan for La Habra addresses on of the collaboration's focus vehicle, bicycle and pedestrian traffic management, aiming to improve streets, sidewalks and bikeways to ensure safety and encourage active and healthy lifestyles.

Conditions of Children in Orange County (22nd Annual Report)

The report examines OC communities through 4 focus areas: Good Health, Economic Well-Being, Educational Achievement and Safe Homes and Communities. Related outcomes for La Habra:

- 29.6% of 5th grade student in La Habra City School District are a health risk due to body composition (2014/2015)
- 8.5% of 5th grade student in La Habra City School District are a health risk due to aerobic capacity (2014/2015)
- 19.2% of children in La Habra are living in poverty (2014)
- 22% of children under 18 in La Habra receive CalFresh

SCAG RTP/SCS

To comply with SB 375 requirements, Southern California Council of Governments prepared and adopted strategies in the 2012 and 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). The RTP/SCS is a long-range plan that sets a vision for the Southern California region that reflects complete streets values, experiences improved mobility, while creating more compact communities where residents live closer to their destinations and neighborhoods are more walkable and safer for bicyclists. The 2016-2040 RTP/SCS outlines more than $556.5 billion in transportation system investments through 2040.

7 Year Capital Improvement Plan 2018 - 2019

The following street and transportation projects for the FY 2017-2018 are listed as follows:

- Annual Alley Improvement Project
- Annual Parking Lot Resurfacing
- Annual Sidewalk and Access Ramp Program
- Annual Slurry Seal Program
- Annual Striping Program
- Annual Traffic Signal Improvements
- Arterial Street Rehabilitation Program
- Beach Blvd Parkway Improvements
- Beach Blvd at Imperial Highway Intersection Improvements
- Community Circulator – Special Events
- Euclid Street widening from Whittier Blvd to La Habra Blvd
- Euclid Street widening from Whittier Blvd to NCL
- General Plan Update and Zoning Code Update
- Idaho/Gibert Synchronization
- Idaho Street Widening from Whittier Blvd to La Habra Blvd
- Idaho Street Widening from Whittier Blvd to NCL
- Imperial Hwy signal synchronization
- La Habra Blvd rehabilitation from Beach to Idaho
- Neighborhood Traffic Management Program
- Olive Street Curb, Gutter and Sidewalk near W Olive Avenue
- Pavement Management Plan
- Safety Light Improvement
- UPRR Bikeway – Easement – WCL to Beach
- UPRR Bikeway – Easement – East of Beach
- UPRR Bikeway – Easement – Walnut to Cypress
- UPRR Bikeway – Easement – Cypress to ECL
- UPRR Bikeway Enginering – Guadalupe – Idaho to Walnut
- UPRR Bikeway – Prelim engineering WCL to ECL
- Valley Home Rehabiliation from Whittier Blvd to NCL
- Whittier Blvd and Hacienda Rd Intersection Improvement (Construction)
- Whittier Blvd and Hacienda Rd Intersection Improvement (Engineering)
- Whittier Blvd and Hacienda Rd Intersection Improvement (ROW)
- Wayfinding Signs (Design)

Appendix B
Community Workshop 2

Opportunities identified

La Habra Blvd – Downtown Heart

- Turn lanes on La Habra blvd
- How many people are currently biking on La Habra Blvd
- Street sweeping near library should be coordinated with when the Library is closed – street parking in neighborhood near Library is important for access
- Outdoor restaurants
- Need better lighting
- Parking Structure to encourage people to walk downtown
- Need better shops to bring people downtown
- More people downtown will make it safer
- Industrial feel so people do not come downtown
- Medians – nice idea but how much would it cost to maintain them + water shortage issue
- Likes option 4 for LH but needs turn pockets
- Develop UPRR multi use trail ASAP and NS connections across UPRR
- Concentrate transit services on LH blvd OCTA 29 37 43
- Reduction in road lanes will increase traffic on surrounding streets
- 2 auto priority with pedestrian is the best option which creates a downtown feel and increases pedestrian activity
- Mid block crossings are dangerous
- Parklets are great idea to increase business activity
- Protected left turn and crossing near Washington Middle School
- Sidewalks are too narrow – widen
- Improve sidewalk condition
- Nice trees
- Encourage local business and not tire/auto shops

Idaho St – Road Diet

- Road diets should be first priority
- High visibility crosswalks
- Signal time should be longer
- More red curb parking for improved visibility
- Extend sidewalk
- Las Lomas St/Idaho St slow traffic down also at Las Lomas St and Euclid St
- Las Lomas St and Idaho St need left turn arrow protected left turn
- Euclid and Montwood need left turn (check Montwood spelling)
- Less parking more ped access
- No pedestrian access good traffic control
- Good ped crosswalks for students
- Need good crosswalks
- Congestion concerns
- Stop signs at cross walks
- Added crosswalks where crossings occur

Acknowledgements

Acknowledgements

Contributions

The authors wish to thank everyone who has been involved in the La Habra Complete Street Master Plan and provided input and guidance. The La Habra Complete Streets Master Plan is truly the product of a collaborative process which saw many hours of input, local expertise and review of early concepts and proposals. We would like to thank the community members, stakeholders, St. Jude staff and City staff for their time, knowledge and dedication to this project. We would also like to thank St. Jude for providing the funding necessary to undertake this study.

City of La Habra

- Michael Plotnik
- Andrew Ho
- Catherine Villanueva
- Chris Johansen
- Chris Schaefer
- David DeLeon
- Elias Saykali
- Jim Tigner

St. Jude Medical Center

- Tracy Bryars
- Barry Ross

Stakeholders

- La Habra Collaborative
- Orange County Health Care Agency (OCHCA)
- La Habra Art Walk
- La Habra Chamber of Commerce
- La Habra City School District
- Whittier Christian High School
- La Habra High School
- Sonora High School

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Photos / Illustrations etc

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