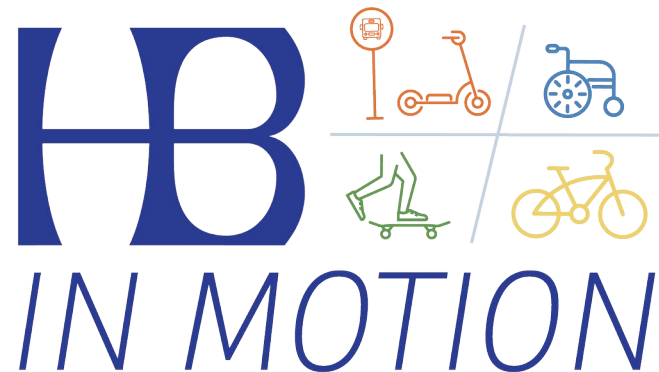# HUNTINGTON BEACH
MOBILITY IMPLEMENTATION PLAN (MIP) – *HB IN MOTION*
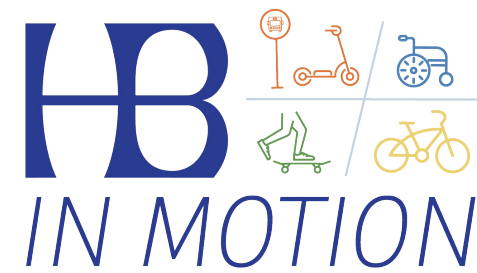# COUNCIL BRIEFING

SEPTEMBER 19, 2023

AGENDA

1. Discuss Public Feedback

2. Discuss Improvements

   - Bicycle Recommendations

   - Pedestrian Recommendations

   - Beach Path Recommendations

   - E-Bike Education and Enforcement Policy Recommendations

HB
IN MOTION

PROJECT GOALS

- Improve citywide bicycle and pedestrian network options and safety for all users

- Improve the comfort and design of the Beach Path for all users

- Build upon the City's long term mobility pedestrian, bicycle, and transit planning efforts

GUIDING PRINCIPLES

Balance: Balancing the best mobility interest of residents, visitors, and emergency services is critical for every vibrant city.

Implementation lens: Identify strategies and implementable system improvements that help facilitate a balanced and equitable transportation system our residents, businesses and visitors with spectrum of practical mobility options.

Future proofing: Where bike lanes were once occupied exclusively by people on bikes, they are now home to people riding electric scooters, motorized skateboards, and micromobility devices (with new devices being introduced regularly).

HB IN MOTION
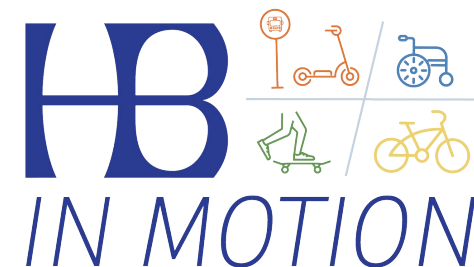
PROJECT TIMELINE

Project Website: www.hbmobility.com
May 2022 - Present

Public Survey I
February 2022 – August 2022

Council Briefing / Study Session
August 2022

Public Meeting
October 2022

Public Survey II
May 2023 - Present

Council Briefing / Study Session to discuss draft recommendations
September 2023

Public Meeting to discuss draft recommendations
Fall 2023

REVIEW EXISTING CONDITIONS AND PUBLIC FEEDBACK

Phase I Survey Results

February 2022 – August 2022

General Results
- 860+ survey responses
- 93% of respondents live in HB
- Other than driving, respondents prefer to access destinations via active transportation

  - 81% prefer to **bike**

  - 74% prefer to **walk**

- Close split between pedestrian and biking on the Beach Path

Why it Matters
- Strong understanding of broad community consensus for multiple categories

2. Besides driving, how do you prefer to access destinations in Huntington Beach? [Select all that apply]

Value	Percent	Responses
Transit	7.6%	29
Bike	81.4%	311
Scooter	3.7%	14
Walk	73.6%	281
Taxi/Uber	14.7%	56
None	2.6%	10

Technical Analysis

- Challenges at the arterials for bikes and pedestrians once they reach major intersections

- Need for a holistic network to bridge the gaps that are inhibiting

- 89% of intersections operate at LOS C or higher

- Opportunity to provide balance to allow for more mobility choice for residents and visitors

Level of Traffic Stress (LTS)
— LTS 1
— LTS 2
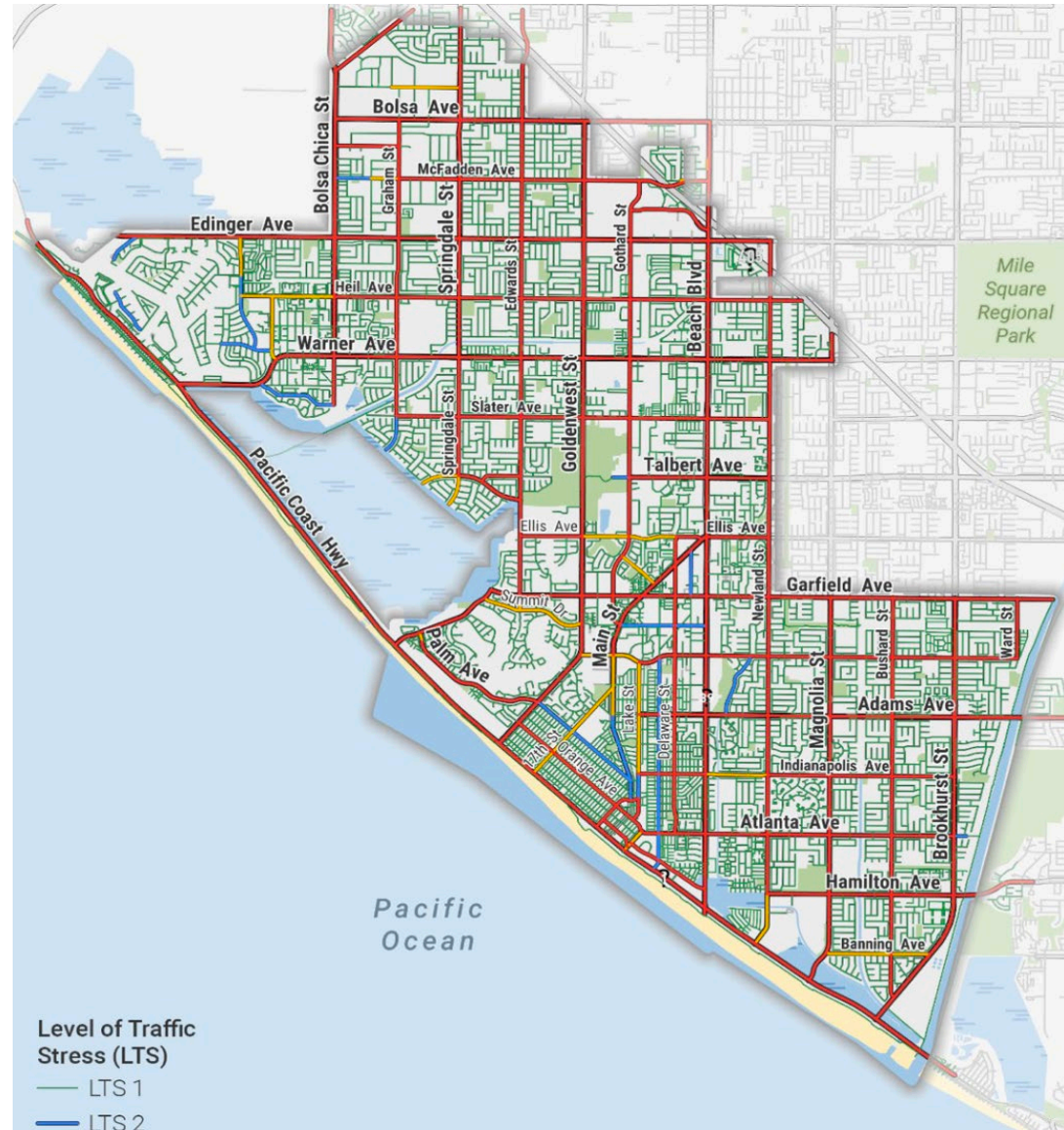
WHAT WE HEARD | PHASE II SURVEY

- Demographics of respondents

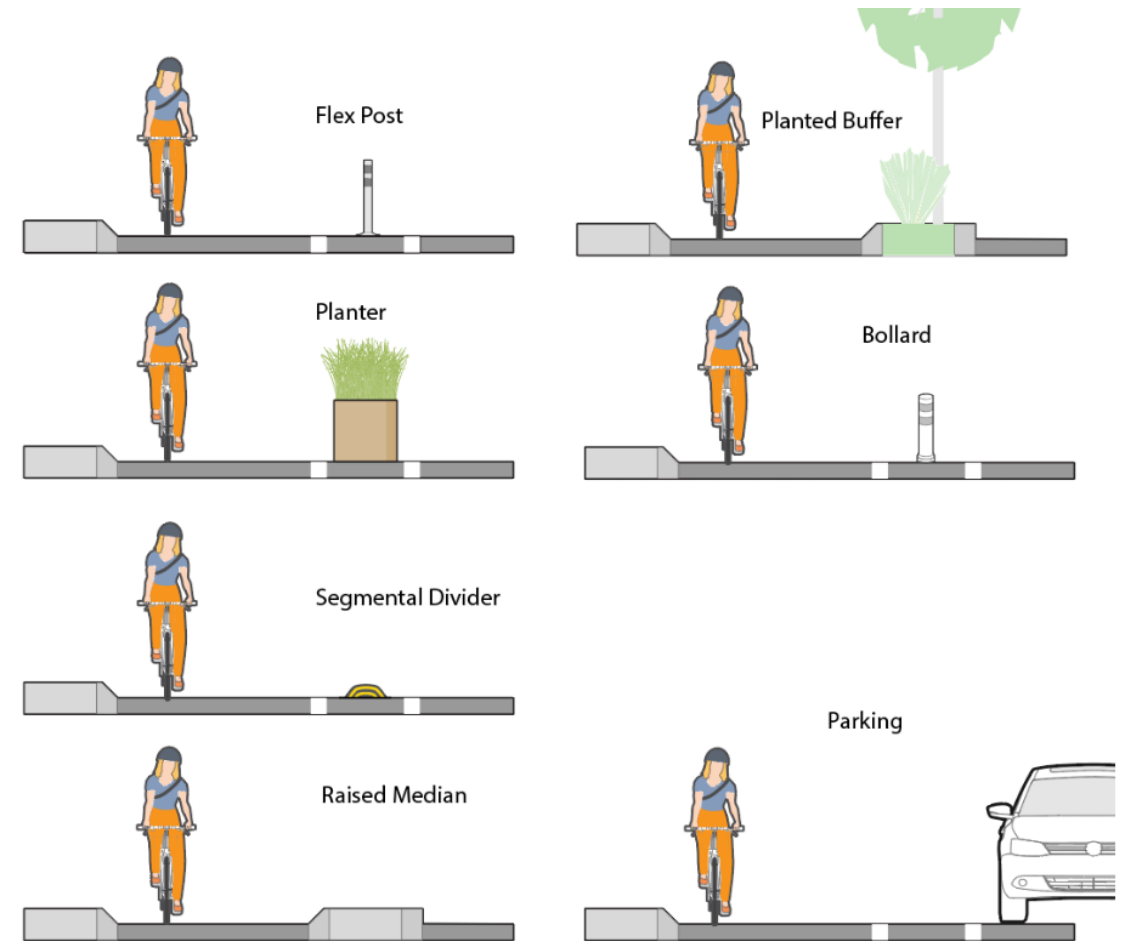| Value	Percent	Responses
Under 18	8.2%	34
18-25	4.1%	17
25-34	10.6%	44
35-44	19.2%	80
45-54	15.1%	63
55-64	23.3%	97
65+	19.7%	82
		Totals: 417

WHAT WE HEARD | PHASE II SURVEY

- Other than driving, respondents prefer to access destinations via **walking** and **bike / e-bike**

- Beach Path Feedback

  - Very strong positive sentiment toward: separated beach path (81%), beach path ped crosswalk (78%), slow zones (70%)

  - Strong/moderate support for speed feedback signs (56%), 10 mph speed limit (54%)

- On-Street Bike Facilities

  - Top three preferred on-street bike facility types: separated bike lane (Delaware), Parking Protected Bike Lane (Springdale), and Buffer Bike Lane (Algonquin)

  - Top 3 separated bike lane separatory type: Planted Buffer, Planter, Raised Median

On-Street Bike Facility Separatory Types

WHAT WE HEARD

- Perception of E-Bike on Roadways

Value	Percent		Responses
I do not find them to be an issue	32.7%		105
I am neutral	21.5%		69
I find them to be an issue	45.8%		147
			Totals: 321

Key takeaways:
46% find e-bikes to be an issue
33% do not find e-bikes to be an issue

- Perception of E-bikes on Beach Path

Value	Percent		Responses
I do not find them to be an issue	26.5%		85
I am neutral	20.6%		66
I find them to be an issue	53.0%		170
			Totals: 321

Key takeaways:
53% find e-bikes to be an issue
27% do not find e-bikes to be an issue

WHAT WE HEARD

Red indicates areas of Huntington Beach where improvements are needed the most based on respondent feedback

Bikeway Improvements

Pedestrian Improvements

WHAT WE ARE EXPERIENCING

Reality of Conditions

Family biking on Warner toward USPS
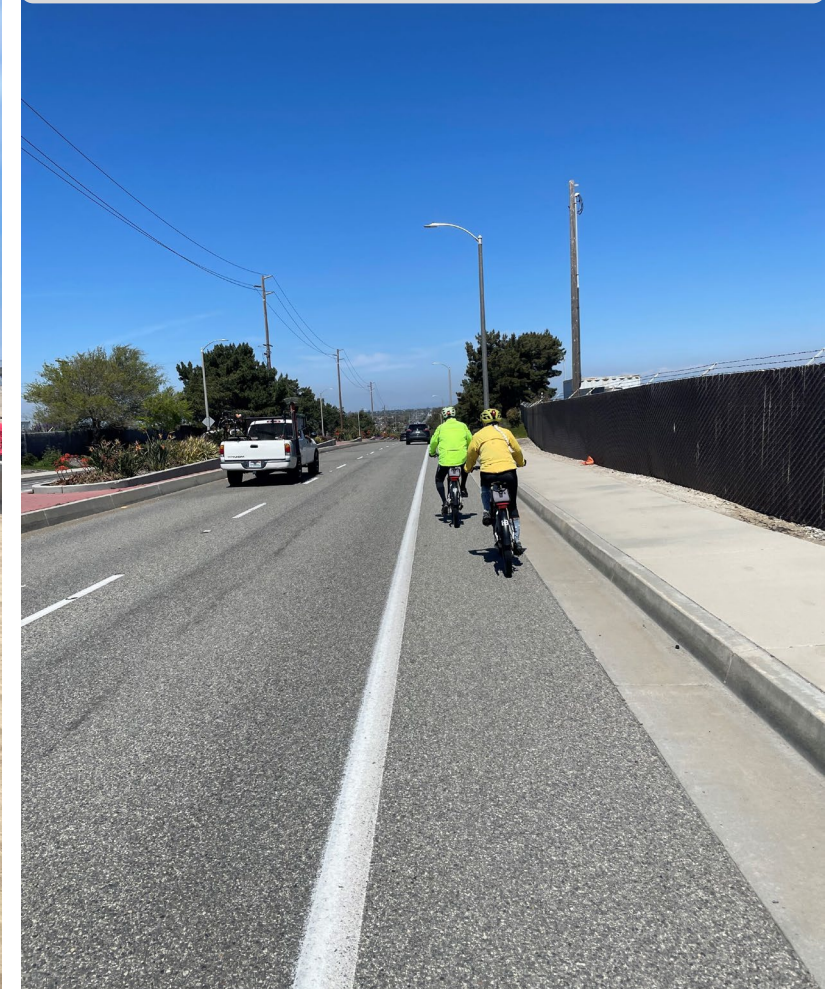
Older couple on e-bikes travel to/from errands

Youth on e-bikes; youth walking to/from school

Pedestrian + Bicyclist + Scooter conflicts on the beach path

Beach Path

Bike Facilities

BICYCLE, PEDESTRIAN, AND BEACH PATH RECOMMENDATIONS

BICYCLE RECOMMENDATIONS

TOOLKIT

Toolkit Mobility Implementation Plan

Bicycle Treatments	Pedestrian Treatments	Beach Path Treatments

TOOLKIT

Buffered Bike Lane

Atlanta

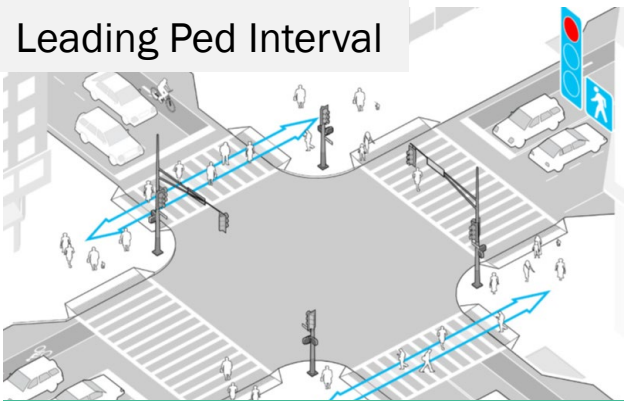**Mid-Block Flashers**
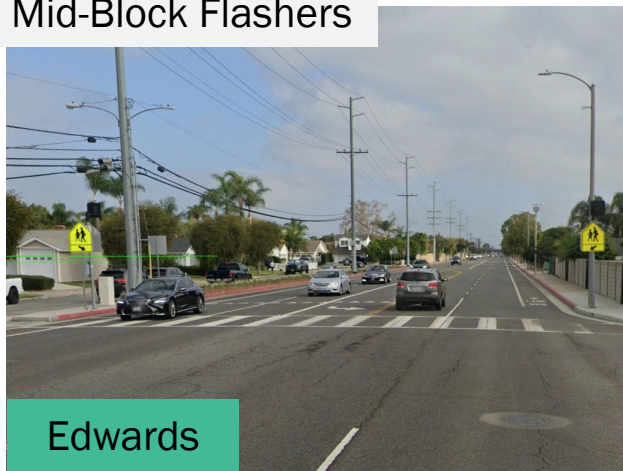
Edwards

Shared Use Path (Separated)

Beach Path

Leading Ped Interval

Heil (soon), and Edinger (soon)

Separated Bike Lane

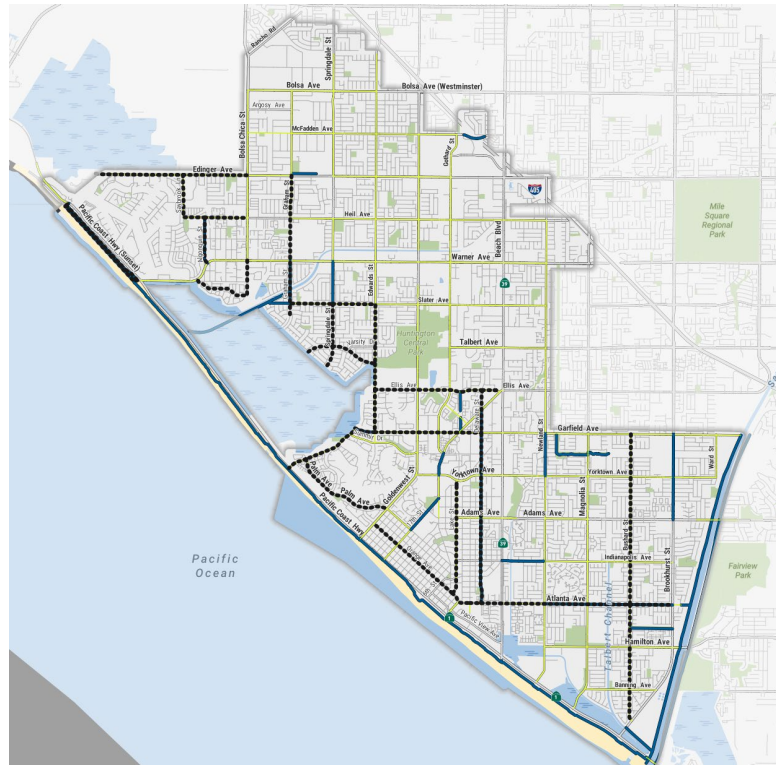
Springdale
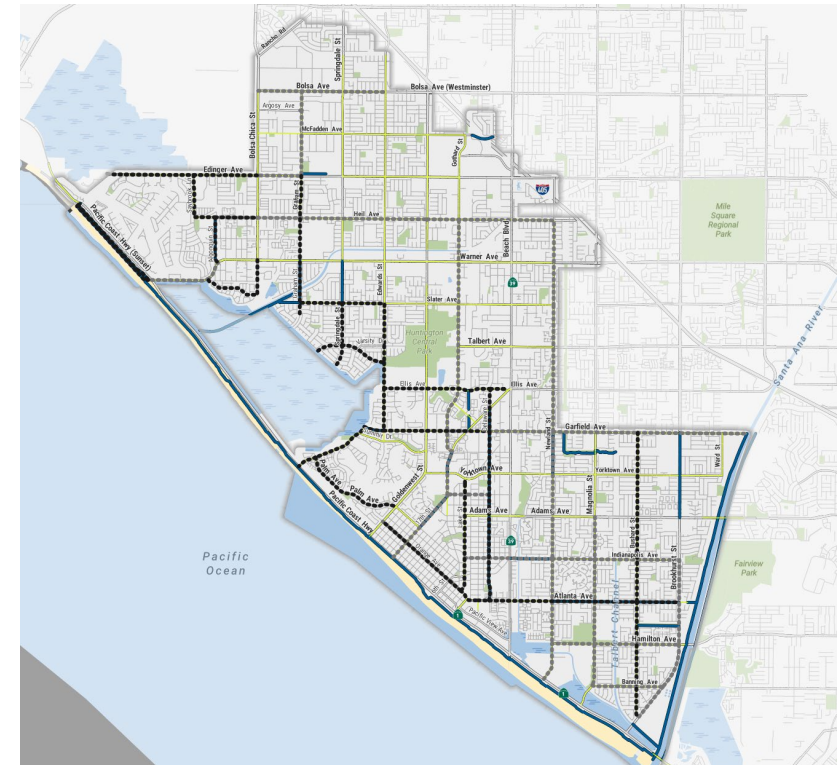
Median Refuge Island

# BICYCLE NETWORK

Data Source: Toole Design 2023; City GIS 2023

PEDESTRIAN RECOMMENDATIONS

PEDESTRIAN FOCUS AREA IDENTIFICATION FACTORS

1. **City Input:** City-informed priority intersections and corridors
2. **Crashes:** Corridors with high bicycle and pedestrian collisions
3. **Crossing Distance:** Wide gaps between crossing opportunities
4. **LTS:** High pedestrian stress intersections
5. **High Pedestrian Stress Corridor:** High pedestrian stress corridors
6. **Transit:** High ridership transit stops
7. **Population Density:** Top percentile population density by census tract
8. **Vulnerable Populations:** Land use accessed by vulnerable populations (schools, senior centers, and parks)
9. **Destinations:** Popular destinations and generators (supermarkets and commercial land uses)
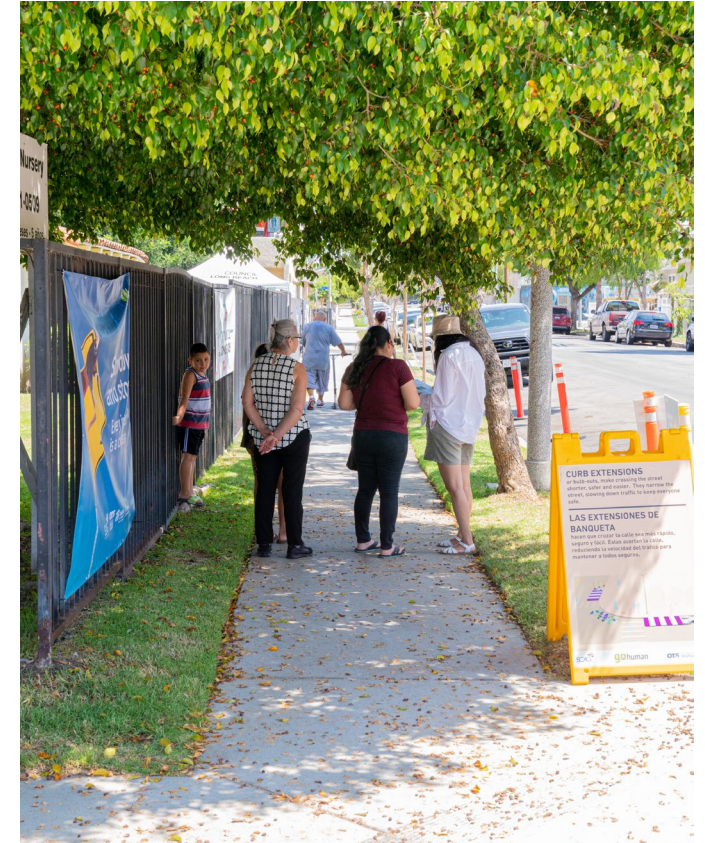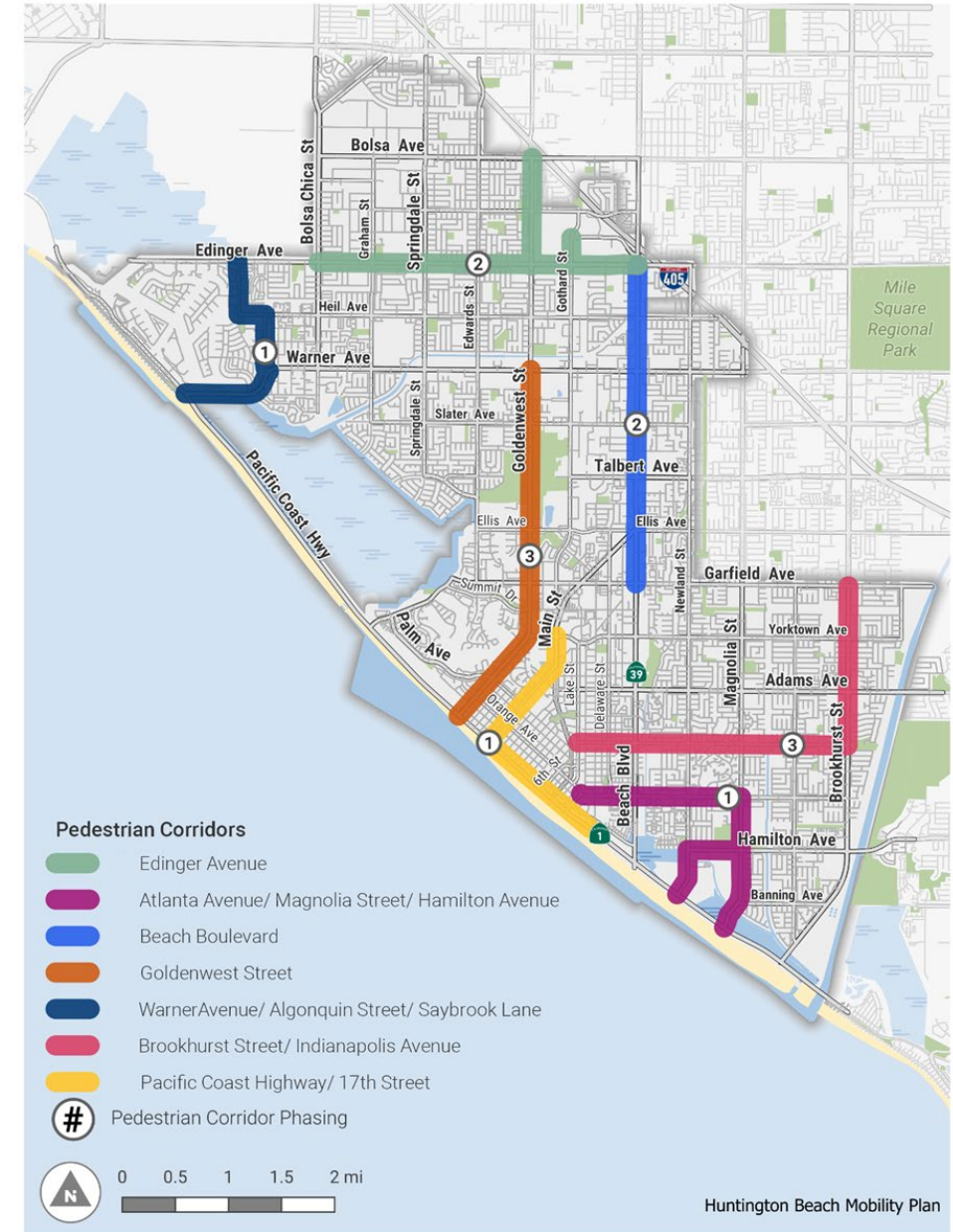
PEDESTRIAN FOCUS CORRIDORS

Corridor Grouping	Overlapping Factors
Atlanta / Magnolia / Hamilton*	Destinations, Vulnerable Populations, LTS
Algonquin / Warner / Saybrook*	LTS, Population Density, Crossing Distance
PCH / 17th	LTS, Population Density, Destinations, Transit
Edinger	High Pedestrian Stress Corridor, Crashes, Transit, LTS, Destination
Beach	Transit, Pedestrian High Stress Corridor, Crashes, Population Density, LTS
Goldenwest	High Pedestrian Stress Corridor, Vulnerable Populations, Destinations, Crossing Distance
Brookhurst / Indianapolis*	High Pedestrian Stress Corridor, Transit, Destinations, Population Density

Overlaps with bicycle corridor recommendations

Pedestrian Corridors

- Edinger Avenue
- Atlanta Avenue/ Magnolia Street/ Hamilton Avenue
- Beach Boulevard
- Goldenwest Street
- Warner Avenue/ Algonquin Street/ Saybrook Lane
- Brookhurst Street/ Indianapolis Avenue
- Pacific Coast Highway/ 17th Street
- (#) Pedestrian Corridor Phasing

0   0.5   1   1.5   2 mi

Huntington Beach Mobility Plan

BEACH PATH RECOMMENDATIONS

BEACH PATH NETWORK DEVELOPMENTS

Observations

- **Field Visits**
- **Data Collection**

Developments

- **Speed Control**
- **User Space Separations**

Beach Path Peak Hour

User Typologies

New Path Separation
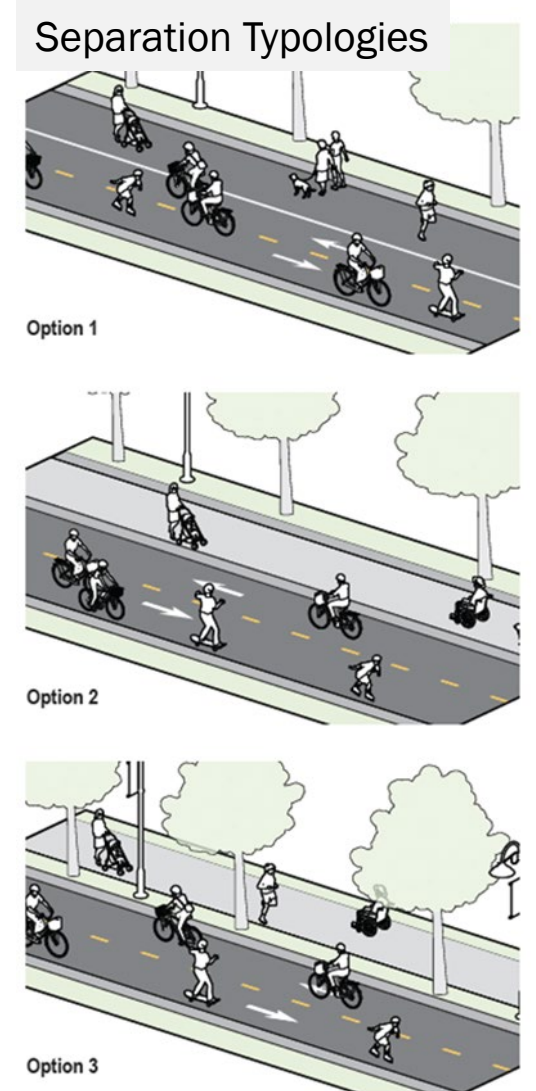
BEACH PATH EXAMPLE TREATMENTS

Rumble Strips

Conflict Markings

Speed Feedback Sign

Existing Bluff Path Separation

Speed Limit 10 MPH

Separation Typologies

Option 1

Option 2

Option 3

E-BIKE EDUCATION + ENFORCEMENT POLICY RECOMMENDATIONS

E-BIKE EDUCATION + ENFORCEMENT POLICY RECOMMENDATIONS

How can Huntington Beach **promote e-bike use** as a sustainable, safe mode of transportation **while mitigating safety risks** associated with bad behavior?

Proposed Recommendations:

- Clear Policy
- Safe and Future-Focused Bike Infrastructure and Signage
- Education
- Data Collection
- Regulation/Targeted Enforcement

NEXT STEPS

- Council Briefing / Study Session to discuss draft recommendations

- Public Meeting to discuss draft recommendations

- Adoption of Mobility Plan