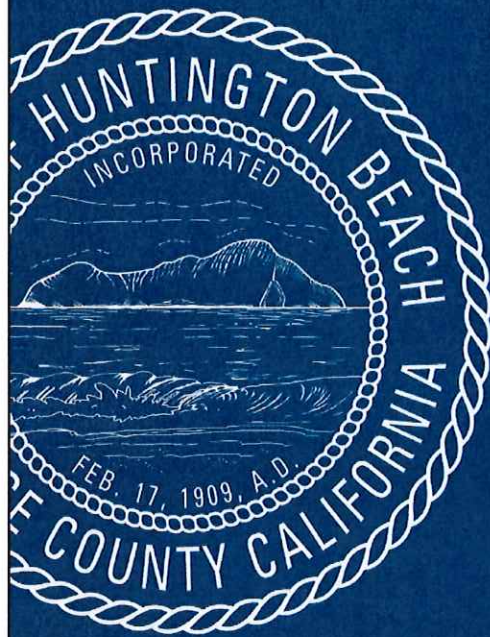




Huntington Beach Mobility Implementation Plan (MIP) Update – HB in Motion

Council Study Session
September 6, 2022



Meeting Date: 9/6/2022

Agenda Item No.: #5 (22-742)

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
- Plan for an innovative transportation system (micromobility and shared mobility)
- 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).



Average Commute Time & Distance

Results

89%

Avg. Auto: 27-30 minutes 12-14 miles

1%

Avg. Transit: 41-86 minutes 9-15 miles

1%

Avg. Bike: 16-26 minutes 2-3 miles

1%

Avg. Walk: 8-14 minutes .2 - .4 miles

Why it matters

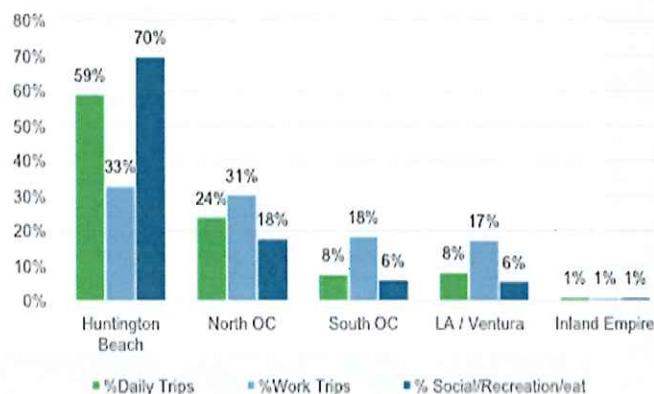
- Almost everyone driving for their commute
- Transit mode share is very low; mostly transit dependent populations; not attractive to people that have options
- Most walking and bike trips are short distances; may be issues of perceived safety for longer journeys

Source: US Census Bureau, 2011-2019 American Community Survey, ACS 5-Year Estimates



Travel Analysis

Figure 12. Trips with Origins in Huntington Beach



Source: Replica, 2021

Results

- Majority of trips originating in HB end in HB
- Very few trips go outside of OC
- Exception are work trips, which have higher percentages outside of HB and in LA/Ventura

Why it Matters

- Potential for majority of trips, especially recreational trips, served by other modes
- Only 1 of 3 work trips within HB stay within HB
- Seasonal demand grows in summer months

Roadway Network

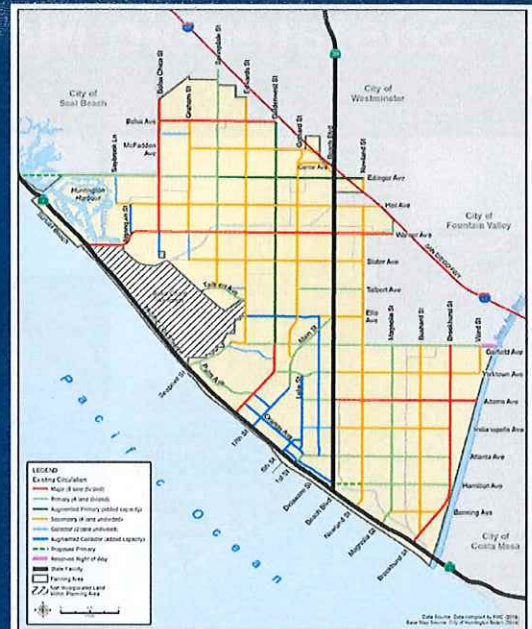
Overall, the breakdown of level of service for the 111 intersections evaluated with the 2040 conditions are shown in Table 5.

Table 5. Level of Service Breakdown of Huntington Beach Intersections

Level of Service	Average Delay per Vehicle for Signalized Intersections	Average Delay per Vehicle for Unsignalized Intersections	Qualitative Definition	Percentage of Intersections
A	<10 seconds	<10 seconds	Free flow	38.74%
B	10 to 20 seconds	10 to 15 seconds	Reasonably free flow	29.73%
C	20 to 35 seconds	15 to 25 seconds	Stable, at or near free flow	20.72%
D	35 to 55 seconds	25 to 35 seconds	Approaching unstable flow	9.01%
E	55 to 80 seconds	35 to 50 seconds	Unstable flow, operating at capacity	1.80%

Results

- Very little congestion across the arterial grid.
- Wide streets with varied options.



Sustainable Mode Analysis: Pedestrian

Rating System: Low Stress (1) to High Stress (4)

Core data

- Traffic Volumes
- Posted Speed Limit
- Control Type
- Number of Lanes
- Pedestrian Crossing Islands

Results

- PLTS 1: (4%)
- PLTS 2: (46%)
- PLTS 3: (38%)
- PLTS 4: (12%)

Why it Matters

- Understand where high exposure intersection locations occur (primarily on arterial streets)
- Spotlight where most impactful mitigations can be made

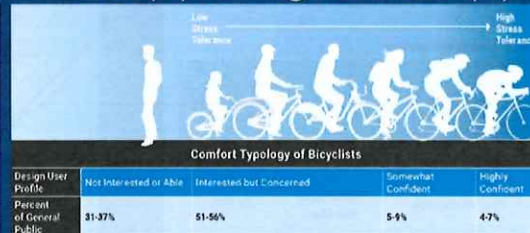


Pedestrian Level of Traffic Stress

- PLTS 1
- PLTS 2
- PLTS 3
- PLTS 4
- High-stress crossing over 1/8-mile from nearest low-stress crossing or traffic signal

Sustainable Mode Analysis: Bicycle

Rating System: Low Stress (1) to High Stress (4)



Results

- BLTS 1: (86%)
- BLTS 2: (2%)
- BLTS 3: (1%)
- BLTS 4: (11%)
- Excluding LTS 1 the proportions of LTS 2, LTS 3, and LTS 4 are 12%, 8%, and 80% respectively.

Why it Matters

- Quantify street typologies based on comfort and exposure
- Highlight opportunity areas in the pursuit of network development
- Intersection improvements at high-speed arterials can open up low-stress network

Sustainable Mode Analysis: Transit

Figure 19. Huntington Beach Bus Routes and Passenger Boardings and Alighting



Results

- Warner/Pacific and PCH/1st
- Route 29 is only 15-minute frequency route
- Hotel staff access important
- OCTA used to have more service, but has reduced due to low demand

Why it Matters

- Most routes are coverage routes; will not attract choice riders
- Disadvantages:
 - ample and mostly free parking
 - combined with high-income population and lack of proximity to Metrolink stations
- Advantages:
 - Arterial Grid, intra-OC trips, bus speed and reliability, and large events/seasonality

Sustainable Mode Analysis: Circuit On-Demand Microtransit

Huntington Beach Service Hours

Your favorite eco-friendly shuttle service is now in Huntington Beach! You can now catch a ride during the following hours:

Monday: Closed

Tuesday - Wednesday: 5pm - 10pm

Thursday: 4pm - 10pm

Friday: 1pm - 10pm

Saturday: 12pm - 10pm

Sunday: 12pm - 9pm



Results

- Approximately 7,000 – 10,000 riders per month
- Average wait time 6 min – 9 min

Why it Matters

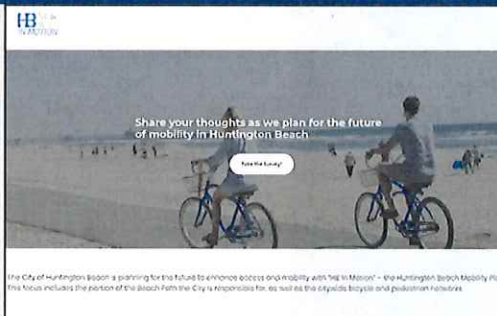
- Circuit shows some promise to grow transit ridership
- OCTA has a similar program (Flex)

Project Website & Survey

Central hub for project information and activations

hbmobility.com

- Goals
- Project themes
- Engagement opportunities
- Contact form



Response Counts

Completion Rate:

81.1%

Complete

673

Partial

157

Totals: 830

Survey Findings (General)

General Results

- 673+ survey complete responses (to-date)
- 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
- Banning or heavily regulating e-bikes, as one respondent stated, may reduce older adults' mobility options

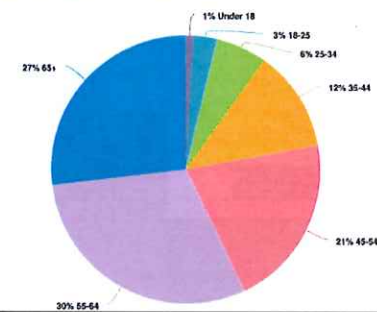
Why it Matters

- 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	2.6%	29
Bike	81.4%	311
Stroller	3.7%	14
Walk	73.6%	281
Taxi/Uber	14.7%	56

3. Under what age range do you fall?



Survey Findings (Beach Path)

Beach Path Findings

- 60% of respondents use the Beach Path at least once a week
- 73% of respondents believe that separated paths for bicyclists will improve the path, as well as moving e-mobility devices to PCH (38%), and slow zones & walking-only zones (both had 34%).
- 27% wanted more enforcement/safety

Why it Matters

- The importance of the Beach Path from a use and network backbone standpoint
- Consensus of comfort for all users
- Understand community-generated ideas

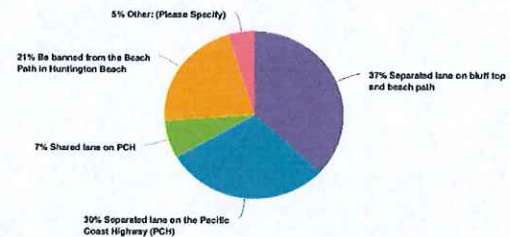
Value	Percent	Responses
Separated Paths/Facilities for Pedestrians and Bicyclists (up to 10mph)	73.0%	514
Clearer Marked Access Points & High-Trafficked Areas (i.e., 17th Street Intersection)	25.1%	177
Slow Zones in High-Trafficked Areas	34.7%	244
Safety Messaging Campaigns	11.8%	83
Safety Encouragement Events	8.7%	61
Safety Education Programs in Schools	16.9%	119
More Signage of Speed Limits (in addition to flashing 10 mph signs)	24.9%	175
Walking-Only Zones	34.4%	242
Areas to Constrict Flow	3.1%	22
Cameras	12.6%	89
Moving Electric and Motorized Vehicles to Pacific Coast Highway	37.8%	266
Additional public safety/police enforcement	27.3%	192
Other: Please Provide Detail	13.2%	93

Survey Findings Cont. (Beach Path)

Beach Path Findings

- 81% support speed limits on bike path under 10mph
- Close split between pedestrian and biking on the Beach Path: 37% separated lane on bluff top & beach path, 30% separated lane on PCH, 21% banned from beach path
- 62% support e-bike registration

8. Where should mobility devices (e-bikes, e-scooters, e-skateboards) traveling greater than 10mph be allowed to travel?



Value	Percent	Responses
Separated lane on bluff top and beach path	36.8%	256
Separated lane on the Pacific Coast Highway (PCH)	29.7%	207
Shared lane on PCH	7.3%	51
Be banned from the Beach Path in Huntington Beach	21.4%	149
Other: (Please Specify)	4.7%	33
		Totals: 696

SURVEY COMMENTS (Other Improvements to Beach Path?)

Need to ticket people not following rules- people are moving way too fast

Add bike parking and bike lockers

Please enforce speed restrictions for ALL types of vehicles on the path

Require all e-bike rental shops do safety clinics

Eliminate e-bikes on path

Put dogs on short leash

Remove homeless

Cleaner restrooms

Don't feed the squirrels

Add signalized crosswalks along PCH

Replace staircases

Children under 16 should not be able to ride an e-bike. They do not know the rules of the road.

More signage

Educate public on bike safety

Survey Findings (Bicycle)

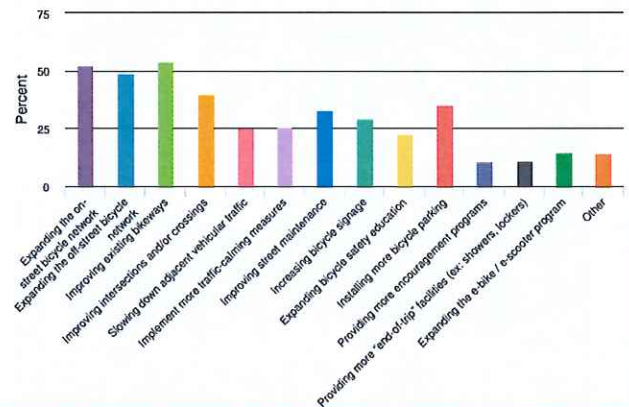
Bicycle Network Findings

- Top areas for improvements
 - Expanding the on- and off-street bicycle network
 - Improve intersections and crossing
 - More secure bike parking, concerns of bike thefts
- Bike commuters would like alternate paths besides Beach Path as a commute option
- Enforcement of speeding motorists along roadways

Why it Matters

- Bicycle use, and areas for network improvements

15. In what ways would you like to see the bicycle network improved? [Please check all that apply]



Survey Findings (Pedestrian)

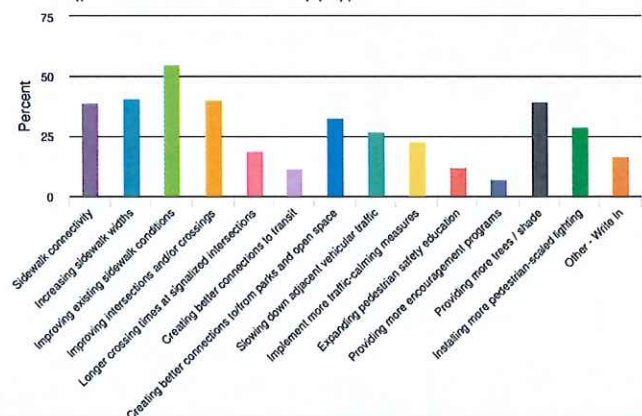
Pedestrian Network Findings

- Top areas for improvements
 - Improving existing sidewalk conditions (width, connectivity)
 - Improve intersection crossings
 - Provide more trees / shade
- Concerns of long gaps between stop or signalized controlled crossings
- Drivers making a red light right when pedestrians have right of way

Why it Matters

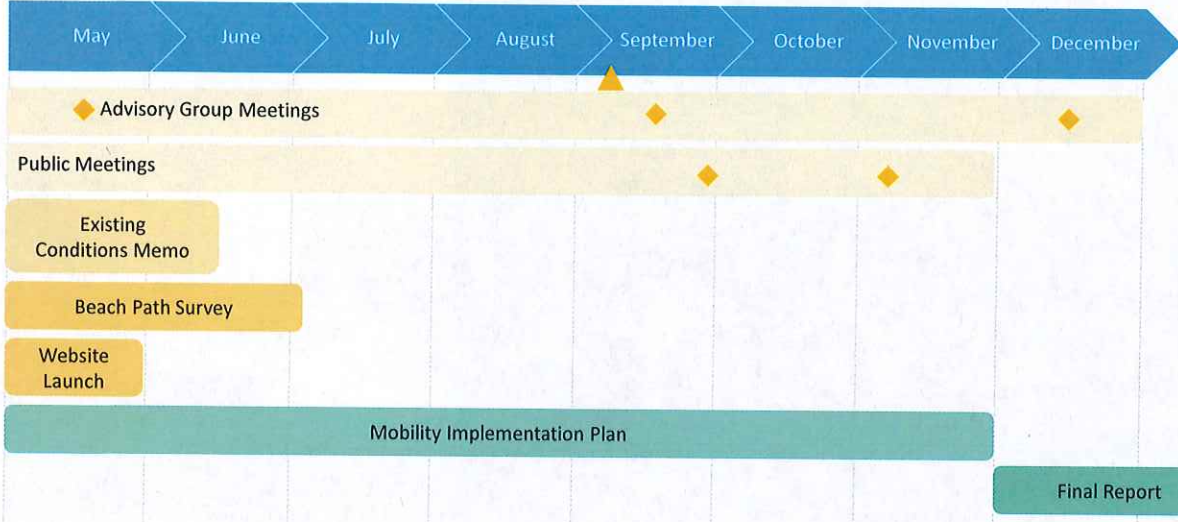
- Pedestrian use, and areas for improvement to corridors and intersections (typical)

19. In what ways would you like to see the pedestrian network improved? (please check all that apply)



Detailed Schedule

2022



17

Beach Path Discussion

- Bluff Top Project
- Separated Paths
- Radar Feedback signs



Questions?

