



BICYCLE MASTER PLAN

PLAN MAESTRO DE BICICLETA

HAWAIIAN GARDENS BICYCLE MASTER PLAN

Frequently Asked Questions

The City of Hawaiian Gardens is developing a Bicycle Master Plan for the first time. During its development, the City will study streets and paths to identify design elements that help improve safety and mobility needs. The Plan will also help improve bicycle connections with neighboring cities and prioritize proposed improvements. Once complete, the Plan will serve as a roadmap to improve bicycle safety and infrastructure in the City for the next 10 years.

Q1. What is a Bicycle Master Plan?

A Bicycle Master Plan focuses on improving bicycling safety and infrastructure in a community. The process to develop the Plan involves listening to public feedback and documenting community preferences. Bicycle Master Plans chart a vision, goals, policies, programs, and design guidance that ensures that bicycling is a safe and viable option for everyone. We will have multiple surveys and engagement opportunities throughout the process to gather your input.

Q2. Why is the City of Hawaiian Gardens doing this?

Creating safe and comfortable places for people to bike comes with many benefits: improved health (both mental and physical), environmental advantages, and financial savings. Hawaiian Gardens is developing this plan to identify existing issues and effectively address them. Furthermore, having a plan makes it easier for Hawaiian Gardens to secure funding for street projects and programs.

Q3. Is this plan only for people who bike?

While this is specifically a Bicycle Master Plan, it intends to benefit anyone who rolls or scooters. The plan will also make recommendations that improve overall street safety and improve street design.

Q4. What is the plan trying to achieve? What are the goals and objectives of the plan?

The plan has three goals it's trying to achieve: Safety, Equity, and connectivity. Each goal has objectives that help Hawaiian Gardens achieve these goals.

Safety: *Improve safety and comfort for current and future bicycle riders of all ages, abilities, and identities.*

- **Objective 1:** Reduce the number of bicycle fatalities and severe injuries
- **Objective 2:** Increase mileage of low-stress bikeways





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Equity: Provide affordable transportation options that improve health and reduce car dependency.

- **Objective 1:** Invest in bikeway connections in the most disadvantaged communities
- **Objective 2:** Reconstruct streets based on needs and guided by prioritization
- **Objective 3:** Promote a healthy community

Connectivity: Enhance connections to local and regional destinations, as well as the regional transportation network.

- **Objective 1:** Increase the number of bike and micromobility trips
- **Objective 2:** Increase the number of bikeway miles within a half mile of schools and parks
- **Objective 3:** Expand bike parking and bike-supportive amenities

Q5. What if I don't feel comfortable biking at all?

We'd like to hear about your concerns regarding bicycle facilities and what would make you feel safer using them. Your input will help shape our recommendations for infrastructure improvements that prioritize resident safety. The new bikeways don't necessarily have to resemble existing ones in Hawaiian Gardens. Bicycle facilities can take various forms, such as sidewalk-level paths completely separated from motor vehicles or bike lanes protected by multiple elements like bollards, concrete barriers, greenery, and planters.

Please share what currently makes you uncomfortable about bicycle facilities and what improvements you believe would enhance your comfort and safety with our team by contacting nghanbari@hgcity.org.

Q6. What is a bikeway?

A bikeway is a designated space for people who bike, roll and scooter. It can take various forms, most commonly: bike paths, bike lanes, bicycle boulevards, and a separated bike lanes, shown below.









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Q7. What are the types of bikeways?

Type	Image	Description
<i>Bike Path</i>		A bike path is much like the bike path along Coyote Creek. Unlike bike lanes, which are typically part of roadways, bike paths are completely separate from motor vehicle traffic. They can vary in size and construction, ranging from paved pathways through urban areas or parks to unpaved trails in natural settings.
<i>Bike Lane</i>		Bike lanes are situated within the roadway, sharing space with motor vehicles. They are distinguished by a painted line and pavement symbols. You can find one on Norwalk Boulevard and Civic Center Drive.
<i>Bicycle Boulevard</i>		Bicycle boulevards are usually located on local or neighborhood streets. While they do not have dedicated lanes for cyclists, they incorporate extensive traffic calming measures, such as stop signs and speed humps, to create a comfortable environment for biking. The design of Pioneer Boulevard is similar to a bicycle boulevard because it has speed humps and stop signs.
<i>Separated Bike Lane</i>		Separated bike lanes are situated on the roadway but feature physical protection between motor vehicles and cyclists. The level and type of protection can vary, but the picture to the left shows both bollards/delineators and concrete barriers.

