



GPAC Meeting #4

Lomita City Hall | September 12, 2023



Meeting Overview

- Welcome & Introductions
- Existing Circulation Conditions and Mobility Discussion
 - Vehicular Facilities
 - Transit Facilities
 - Bicycle Facilities
 - Pedestrian Facilities
 - Complete Streets and New Transportation Technologies
- Update on Land Use Alternatives



LOMITA FEED STORE

24403

Welcome & Introductions



Introductions

- Please introduce yourself and identify any groups or organizations you are representing.
- What is your vision for future mobility within Lomita?



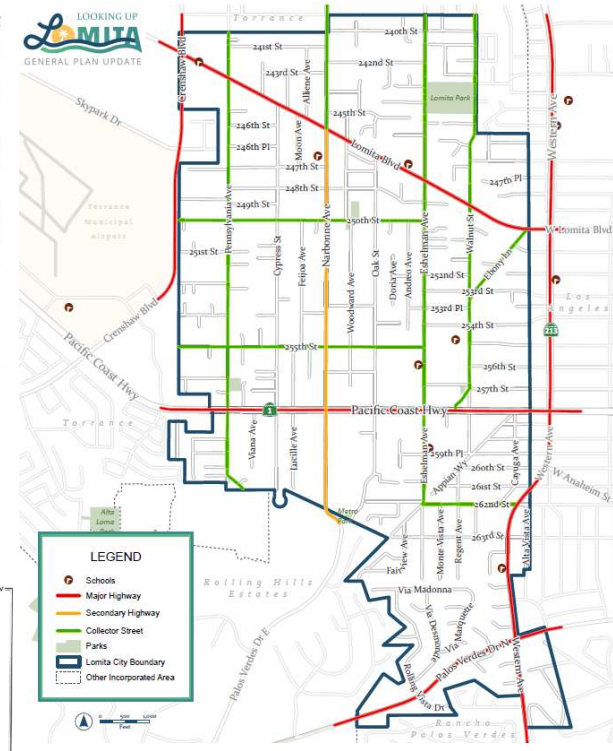
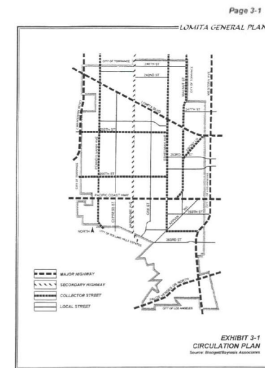
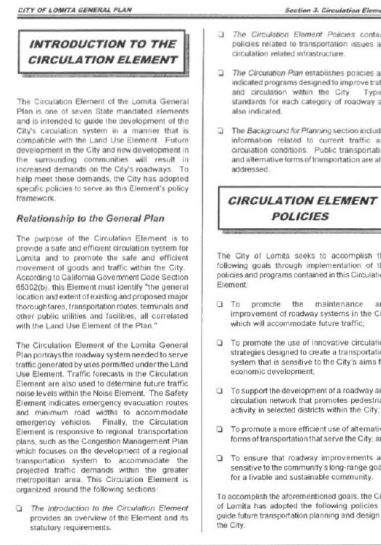


Circulation Element



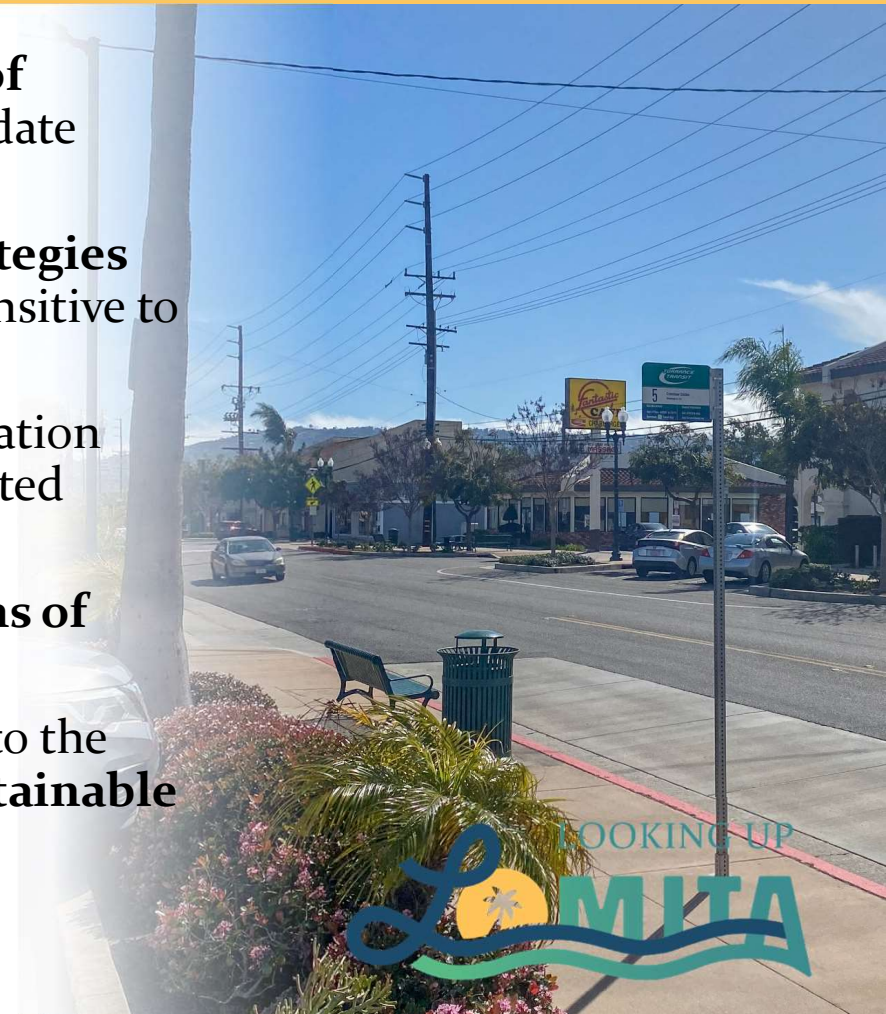
What is a Circulation Element?

- Required by state law as part of the General Plan
- Defines and shapes City's transportation networks
- Sets standards, levels of service, access and mobility
- Balances between travel needs, quality of life
- Basis for planning and prioritizing transportation projects and funding
- Influences a community's physical, social, and economic environment



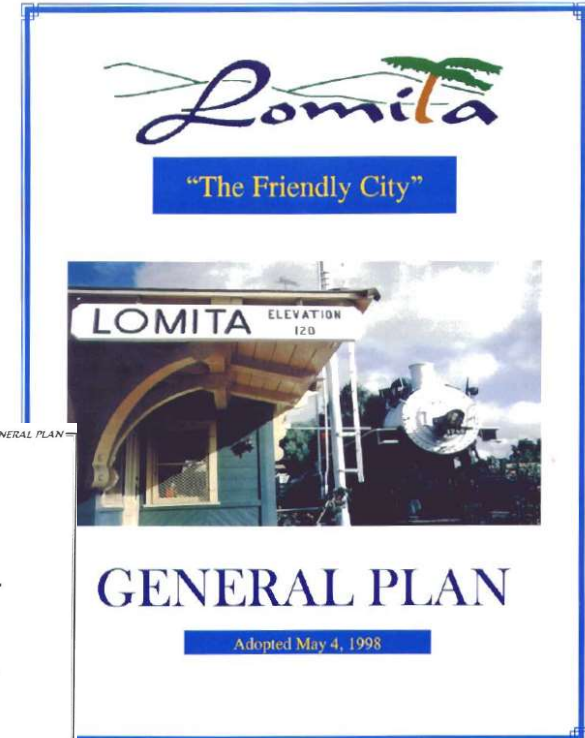
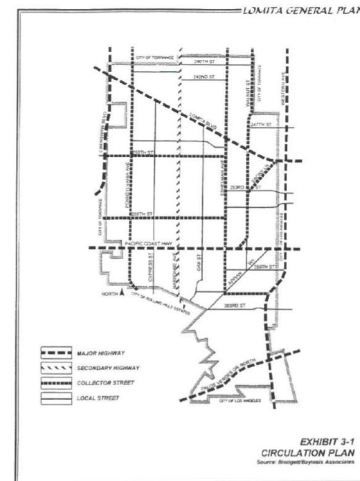
Current (1996) Circulation Element Goals

- To promote the **maintenance and improvement of roadways systems** in the City which will accommodate future traffic
- To promote the **use of innovative circulation strategies** designed to create a transportation system that is sensitive to the City's aims for economic development
- To support the development of a roadway and circulation network that promotes **pedestrian activity** in selected districts within the City
- To promote a more efficient use of **alternative forms of transportation** that serve the City
- To ensure that roadway improvements are sensitive to the community's long-range goals for a **livable and sustainable community**



Why the Update?

- Last update 1996, amended in 2008
- Address new transportation and land use conditions in the city and throughout the region
- Consistency with GPU 2040 horizon year
- Account for changes in state legislation that has affected the way local governments approach transportation planning and roadway design
- Account for new transportation choices and technologies (bikeshare/carshare, e-bikes, Microtransit, TNCs, AVs, etc.)



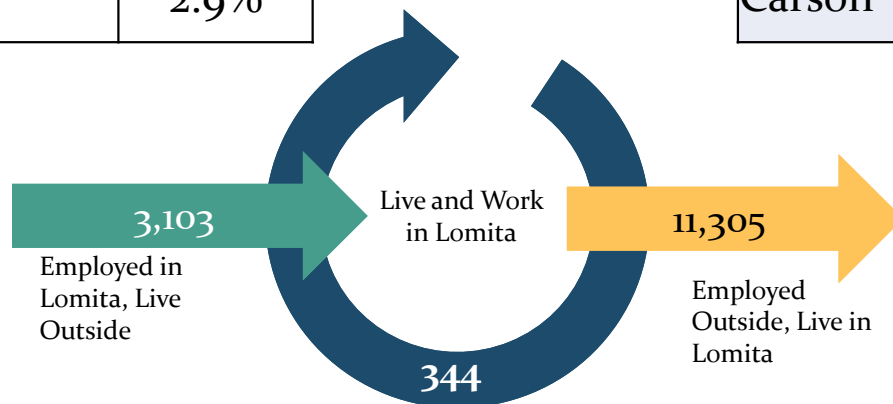
Commuting Characteristics

Top places where Lomita **residents work**:

Los Angeles (city)	24.0%
Torrance	13.3%
Long Beach	4.2%
Lomita	3.0%
El Segundo	2.9%

Top places where Lomita **workers live**:

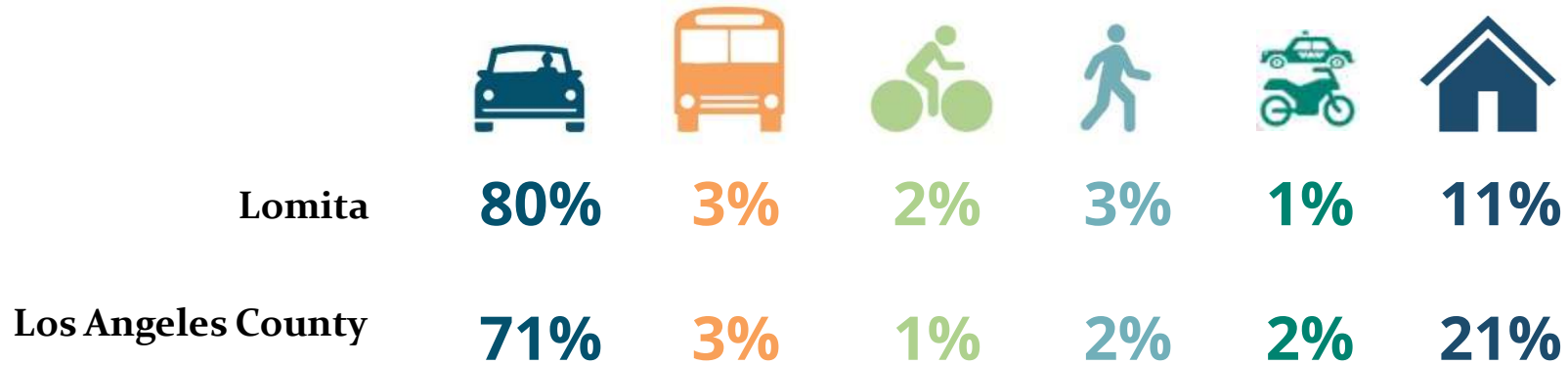
Los Angeles (city)	24.1%
Lomita	10.0%
Torrance	9.5%
Long Beach	6.1%
Carson	3.9%



Source: LEHD, U.S. Census Bureau, 2020

Commuting Characteristics

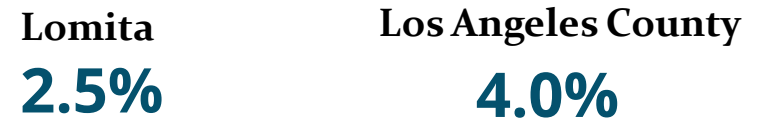
Travel Mode to Work



Mean Travel Time to Work

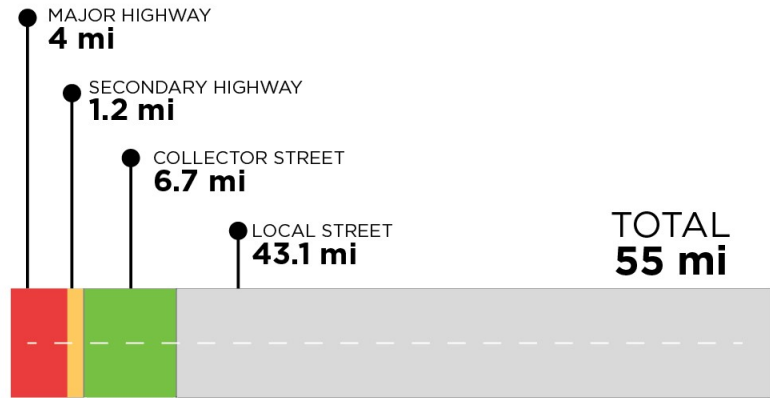
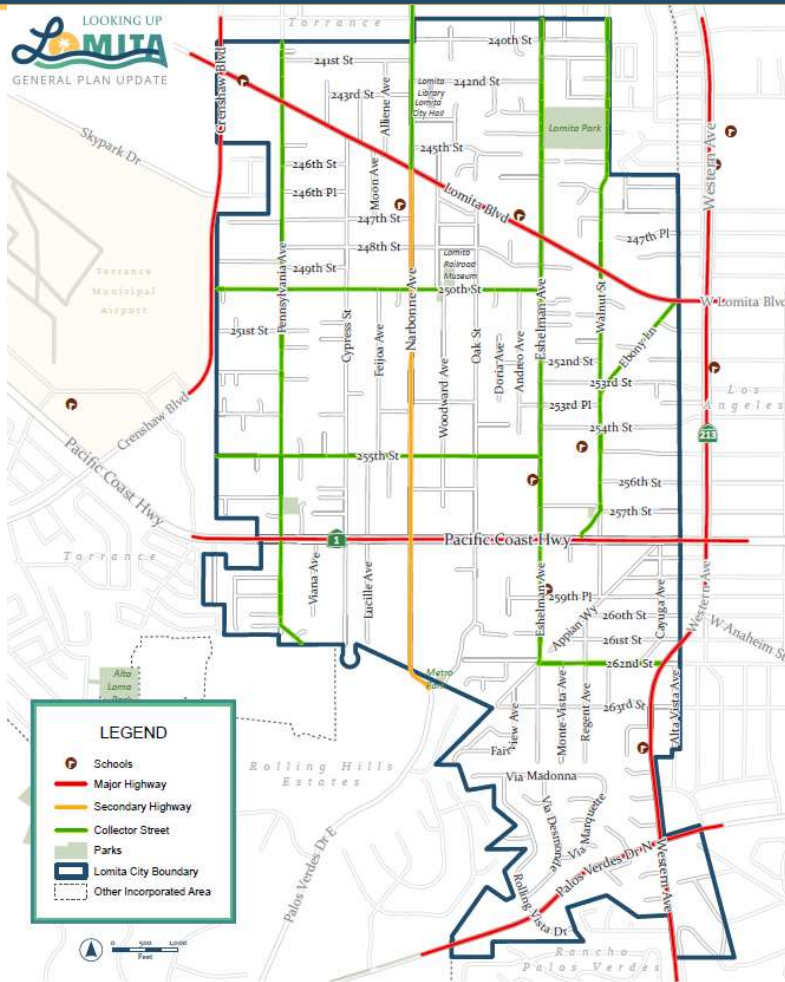


Zero Vehicles Household



Source: American Community Survey, U.S. Census Bureau, 2021

Existing Vehicular Facilities



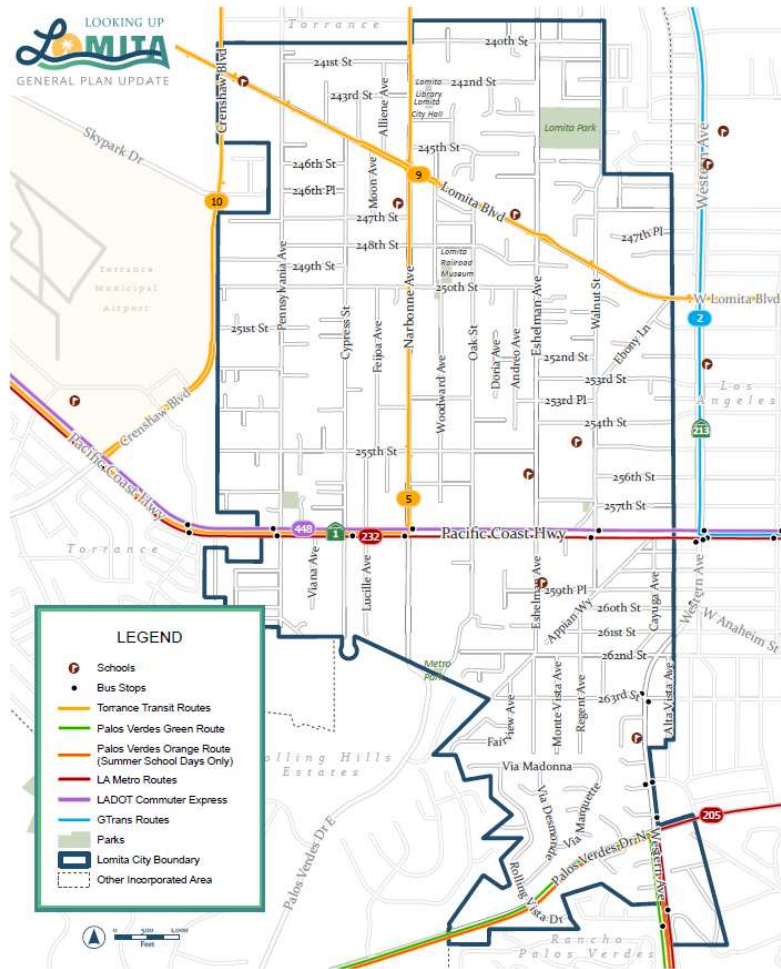
	Major Highway	Secondary Highway	Collector Street	Local Streets
Travel Lanes	4 lanes	2-4 lanes	2 lanes	2 lanes
Daily Volumes	20,000-greater	10,000 or greater	Up to 10,000	2,000 or less
ROW width	100 ft.	80 ft.	60 ft.	40-50 ft.

Existing Vehicular Facilities - Discussion

- What roadway segments experience the highest congestion levels and during which times? Any locations such as proximity to drive-through restaurants and schools that affect through traffic?
- Lomita's grid-like street layout might make it more convenient for users to cut-through the residential areas. Have you observed instances of drivers diverting from main roads to residential streets?
- According to LA Metro Traffic Reduction Study, Pacific Coast Highway and Western Avenue experience travel delays during peak hours. Have you noticed any delays yourself?
- Speeding can be a significant safety issue for both bicyclists and pedestrians. Are there locations where excessive speeds and reckless driving often occur that may be a concern to bicycle and pedestrian travel?



Existing Transit Facilities



Transit Service Providers:

- Torrance Transit
- LA Metro
- Palo Verdes Peninsula
- G Trans (City of Gardena)
- LADOT Dash Transit



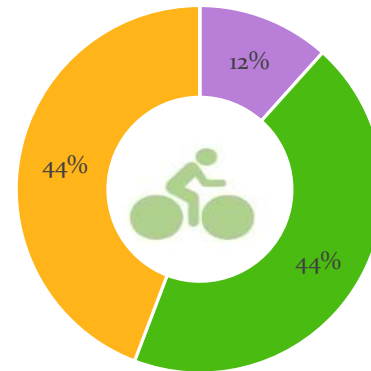
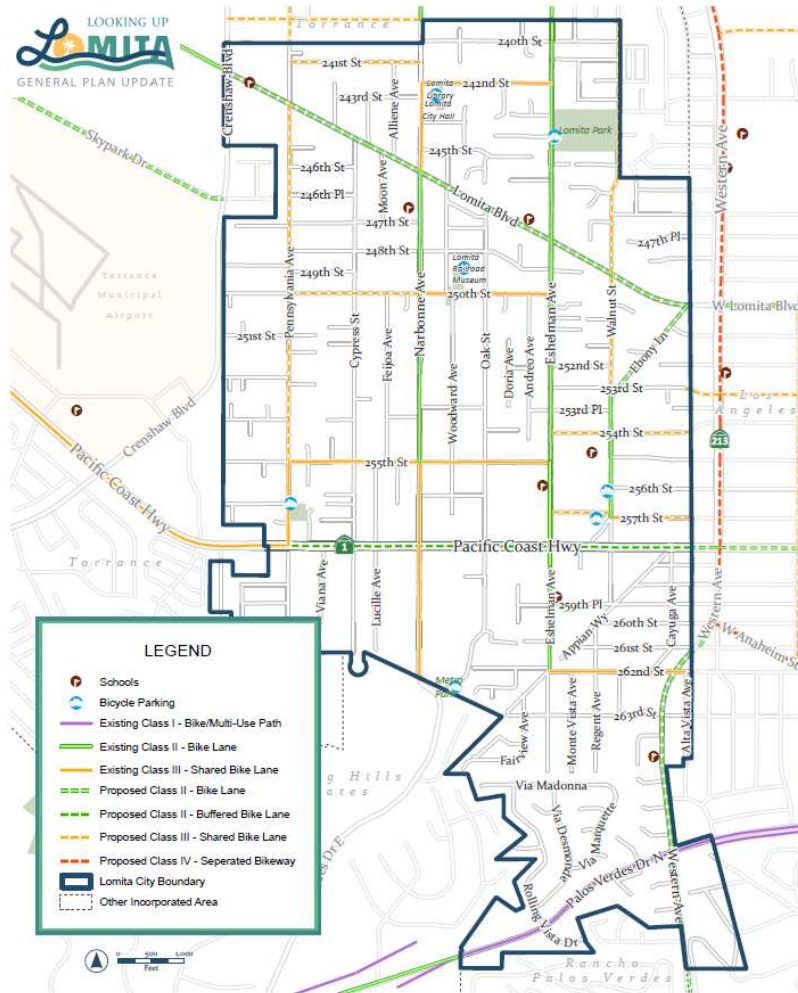
Existing Transit Facilities - Discussion

- What type of improvements to transit service or facilities in the city would encourage you to ride transit more often?
- The LA Metro Green Line extension to Torrance will bring light rail closer to Lomita. Are there any supportive projects (e.g., Park and Ride facilities) that should be considered to support light rail extension?
- Lack of bicycle carrying facilities on public transit has discouraged Lomita residents to take transit. Would you consider that statement to be true?



Existing and Proposed Bicycle Facilities

Existing Bike Network



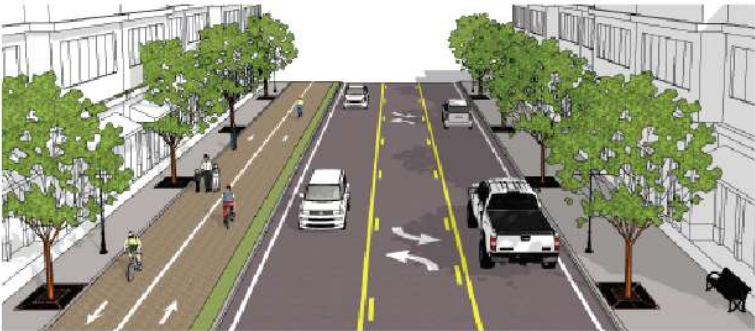
- Class I - Multi Use Path/Trail
- Class II - Bike Lanes
- Class III - Shared Bike Routes
- Class IV - Separated Bikeways

Proposed bike routes from 2018 Bicycle and Pedestrian Master Plan and Southern California Association of Governments (SCAG).



Types of Bicycle Facility

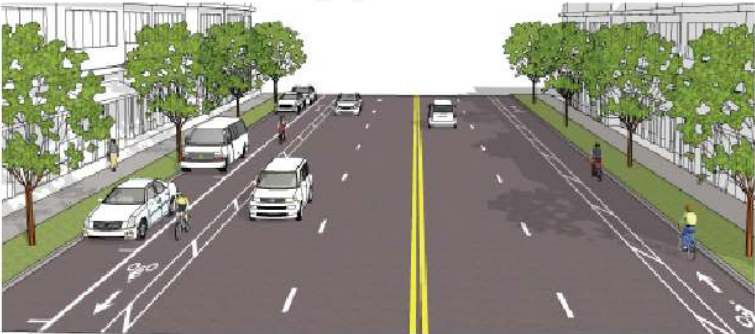
**Multi-Use Paths
(Class I Bikeways)**



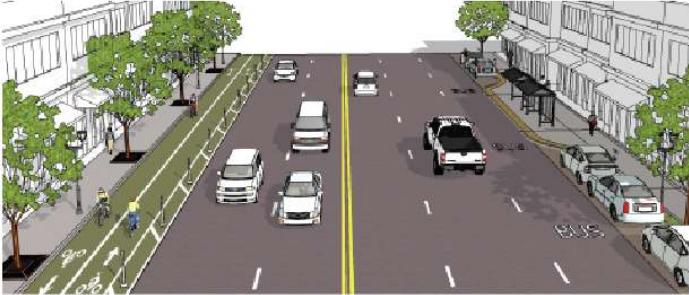
**Bicycle Routes
(Class III Bikeways)**



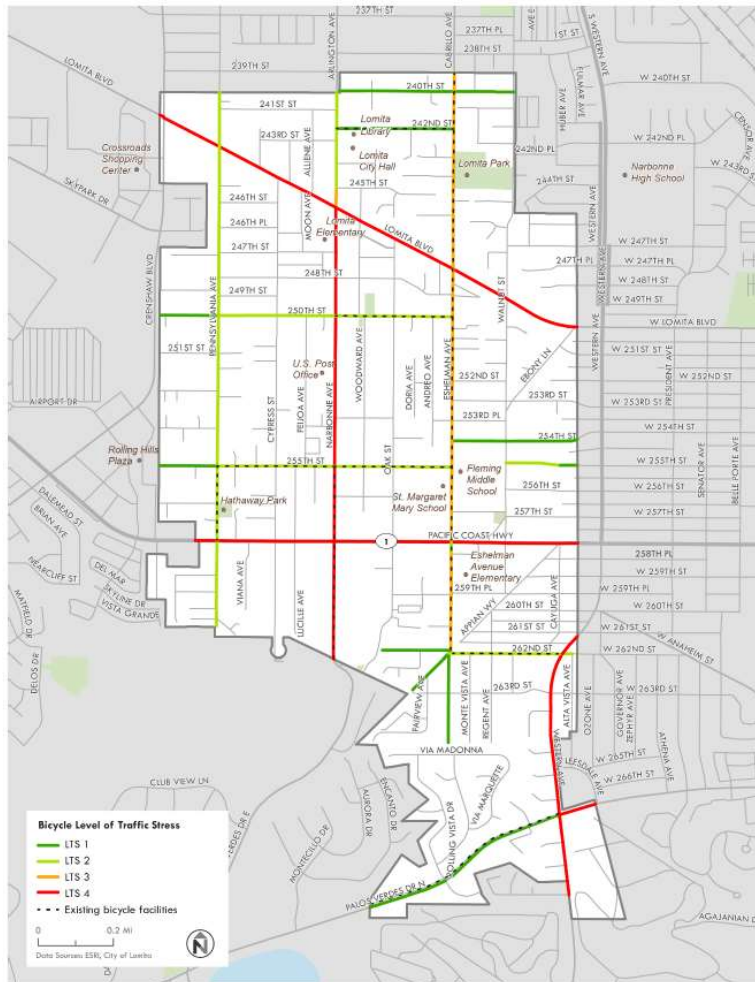
**Bicycle Lanes
(Class II Bikeways)**



**Separated Bikeway
(Class IV Bikeways)**



Existing and Proposed Bicycle Facilities



LTS 1
For all
Children/Adults

LTS 2
Interested but
Concerned

LTS 3
Enthusied and
Confident

LTS 4
Strong and
Fearless



LTS 1 Very low traffic stress:
Most children feel comfortable bicycling.

LTS 2 Low traffic stress:
The mainstream adult population feels comfortable bicycling.

LTS 3 Moderate traffic stress:
Bicyclists who are considered "enthusied and confident but still prefer having their own dedicated space feel comfortable while bicycling.

LTS 4 High traffic stress:
Only "strong and fearless" bicyclists feel comfortable while bicycling. These routes have high-speed limits, multiple travel lanes, limited or non-existent bicycle lanes and signage, and large distances to cross at an intersection.



Types of Bicycle Improvements



More bike lanes



Improved bike lanes



Off-street trails



Wayfinding



Secure bicycle parking



Reduced speeds on roadways



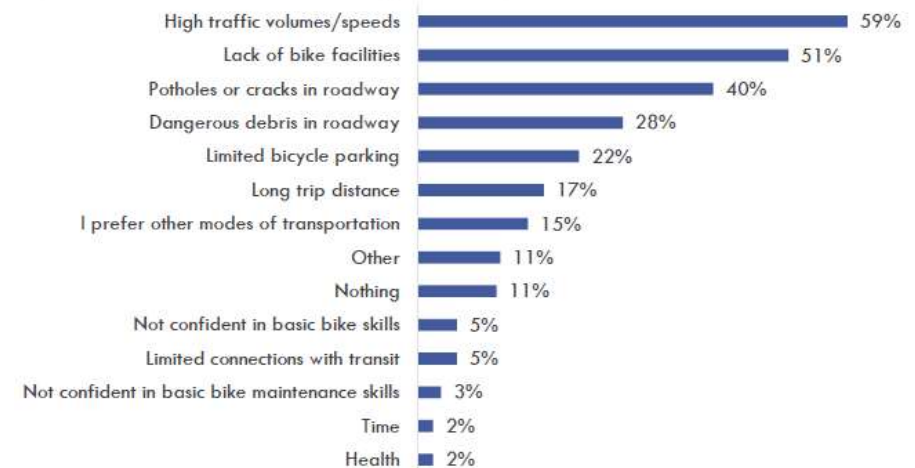
Connections to other routes in nearby cities



Existing Bicycle Facilities - Discussion

- How comfortable do you feel biking in Lomita?
- What are some key destinations within the city that should be served by bicycle network? Are there any bicycle facilities gap that should be prioritized?
- What type of improvements do you think are most appropriate for the City of Lomita?
- Have you noticed an increase in ebikes usage? Are there concerns about ebikes speeding on bike lanes?

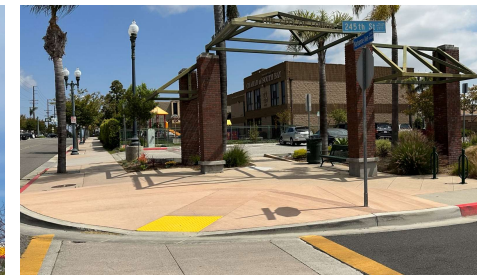
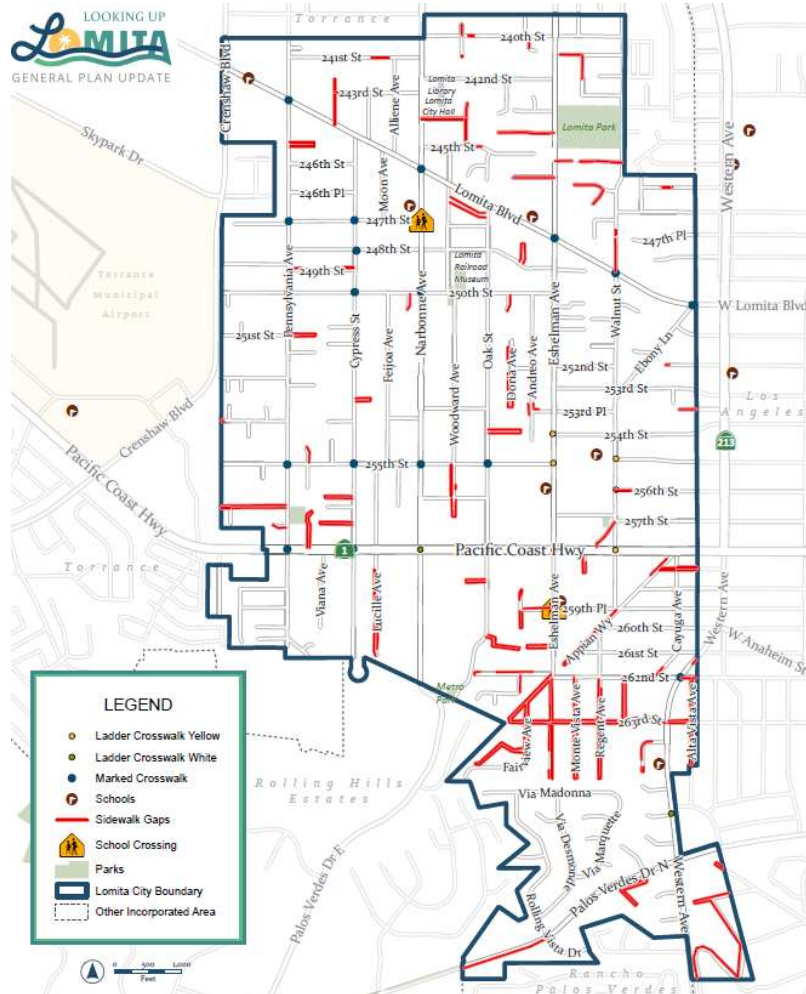
Figure 20 Cited Issues and Challenges for Biking in Lomita



Source: 2017 City of Lomita Bicycle and Pedestrian Master Plan – Community Input Survey



Existing Pedestrian Facilities



Existing Pedestrian Facilities

Figure 26 Proposed Pedestrian Project Locations

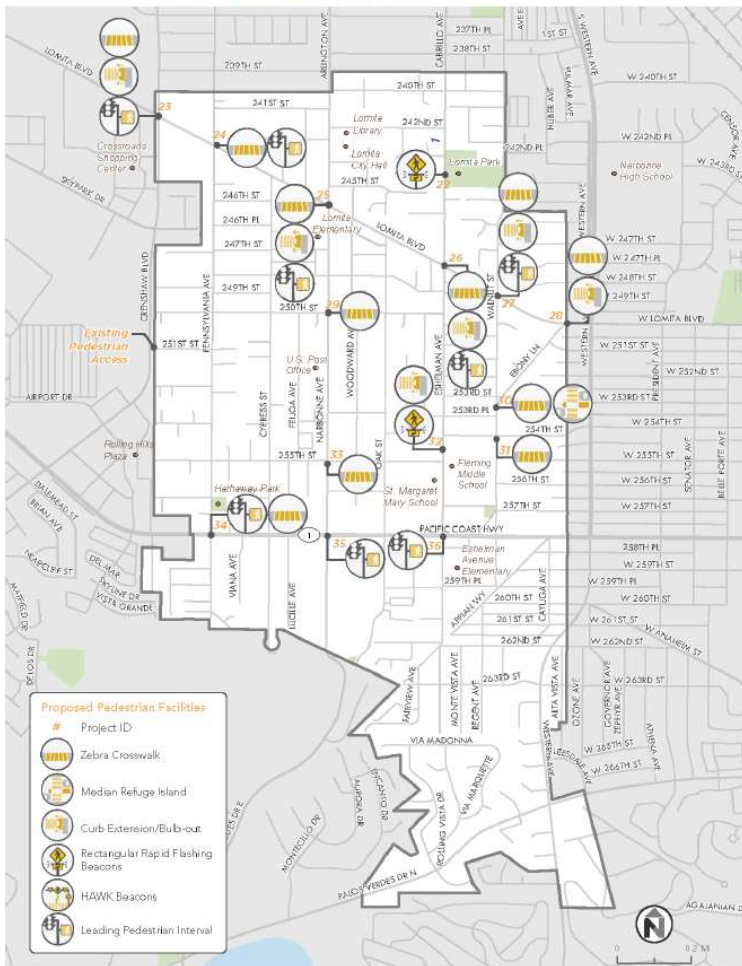
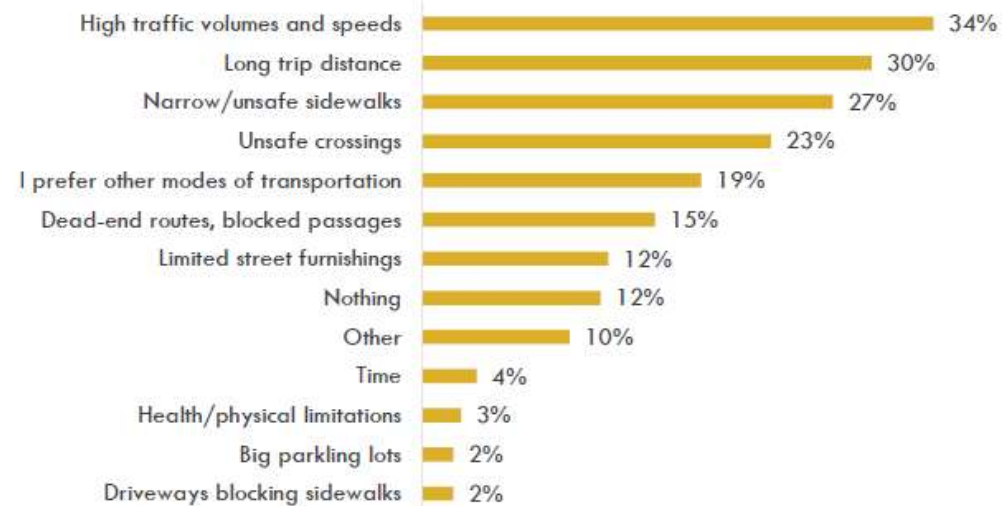


Figure 21 Cited Issues and Challenges for Walking in Lomita



Source: 2017 City of Lomita Bicycle and Pedestrian Master Plan – Community Input Survey



Types of Pedestrian Improvements



Wider sidewalks



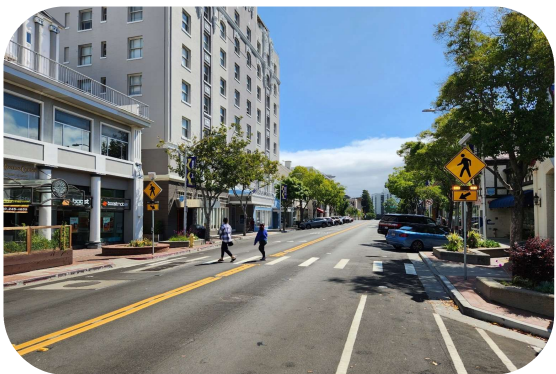
Slower streets



Improved crosswalks



Street lighting



Mid-block crossings



Pedestrian signals and phasing



Amenities



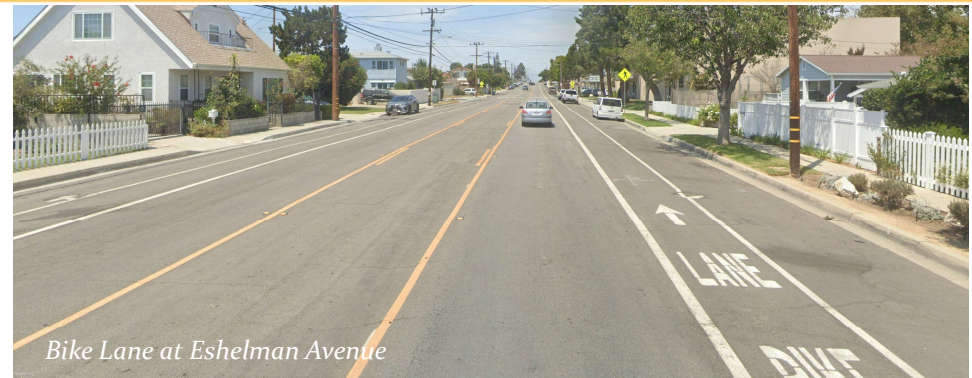
Existing Pedestrian Facilities - Discussion

- Which improvements/enhancements would encourage you to walk more?
- Are there any specific locations that could benefit from improved pedestrian facilities?
- Narrow unsafe sidewalks and crossings are identified as an issue under the community survey conducted for BPMP. Will wider or buffered sidewalks make it convenient and comfortable for the residents to walk their dog?



Complete Streets: Context-Sensitive Design for Safe, Accessible Streets

WHAT IS A COMPLETE STREET?



New Transportation Technologies

- **Bike/Scooter Sharing Programs** - short-term bike and scooter rentals and access to transit stations
- **E-Bikes** - longer range, increased speeds
- **Transportation Network Companies (TNCs)** - provide easy door-to-door transportation option



New Transportation Technologies

- **Microtransit** – local transit services with high flexibility in routes and stop locations
- **Car Sharing Programs** - increase mobility and flexibility without needing to own a car
- **Autonomous Vehicles (AVs)** - driverless cars could change ROW and parking requirements



Complete Streets and New Transportation Technologies - Discussion

- Bicycle and pedestrian improvements would sometime require narrowing of existing lane widths or removing a travel lane (road-diet). Would Lomita residents be open to such improvements that would require trading off vehicular movement to make safer walking and bicycling?
- How should the City focus on reducing private vehicle travel and single-occupancy vehicle usage?
- Do you see delivery vehicles double-parking, blocking travel lanes or bike lanes?



Contact

Brianna Rindge, AICP

Director of Community & Economic Development

b.rindge@lomitacity.com

310-325-7110 x122





Thank You!

