



Circulation Workshop #2

Don Knabe Community Meeting Room | July 11, 2023



Workshop Overview

- Welcome & Introductions
- What is the General Plan?
- Community Engagement Process
- Existing Circulation Conditions
- Activity 1: Polls
- Activity 2: Mapping
- Wrap Up & Next Steps





Welcome & Introductions



What is the General Plan?

- The State requires every city and county in California to adopt a General Plan (GP)
- A comprehensive blueprint for the future
- Long-range planning document projecting 20+ years
- Built on community goals and priorities
- Lomita last updated its GP in 1998
- Adopted updated Housing Element in December 2021
- The City's Zoning Code implements the General Plan- they must be consistent



General Plan Content: Elements

Required Elements

- Land Use
- **Circulation/Mobility**
- Housing
- Conservation
- Open Space
- Safety
- Noise
- Environmental Justice

Optional Topics

- Economic Development
- Implementation





General Plan Process



Summary of the Process

Community Engagement

Existing Conditions Report



Happening now!

Identify Community Priorities



Happening now!

Issues and Opportunities

Land Use Alternatives Report and Preferred Land Use Plan

General Plan Goals, Policies and Programs

Draft General Plan Update and Phase 1 Zoning Update

Environmental Impact Report (EIR)

Public Hearings – General Plan and EIR

Community Engagement Opportunities

Ongoing

- General Plan Advisory Committee (GPAC)
- Website
- Video
- Social Media
- Emails/ Newsletters
- Partner Communication
- Informational Materials

In-Person

- Workshops
- Open House
- Pop-up events
- Focus Groups
- Stakeholder Interviews
- Planning Commission Meetings
- City Council Meetings
- Scoping Meeting (EIR)

Digital

- Website
- Social Media
- Online Survey – Visioning
- Online Survey – Land Use





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

CITY OF LOMITA GENERAL PLAN Section 3. Circulation Element

INTRODUCTION TO THE CIRCULATION ELEMENT

The Circulation Element of the Lomita General Plan is one of seven State mandated elements and is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. Future development in the City and new development in the surrounding communities will result in increased demands on the City's roadways. To help meet these demands, the City has adopted specific policies to serve as this Element's policy framework.

Relationship to the General Plan

The purpose of the Circulation Element is to provide a safe and efficient circulation system for Lomita and to promote the safe and efficient movement of goods and traffic within the City. According to California Government Code Section 65302(b), this Element must identify "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities, all correlated with the Land Use Element of the Plan."

The Circulation Element of the Lomita General Plan portrays the roadway system needed to serve traffic generated by uses permitted under the Land Use Element. Traffic forecasts in the Circulation Element are also used to determine future traffic noise levels within the Noise Element. The Safety Element indicates emergency evacuation routes and minimum road widths to accommodate emergency vehicles. Finally, the Circulation Element is responsive to regional transportation plans, such as the Congestion Management Plan which focuses on the development of a regional transportation system to accommodate the projected traffic demands within the greater metropolitan area. This Circulation Element is organized around the following sections:

□ The introduction to the Circulation Element provides an overview of the Element and its statutory requirements.

□ The Circulation Element Policies contains policies related to transportation issues and circulation related infrastructure.

□ The Circulation Plan establishes policies and articulated programs designed to improve traffic and circulation within the City. Typical standards for each category of roadway are also indicated.

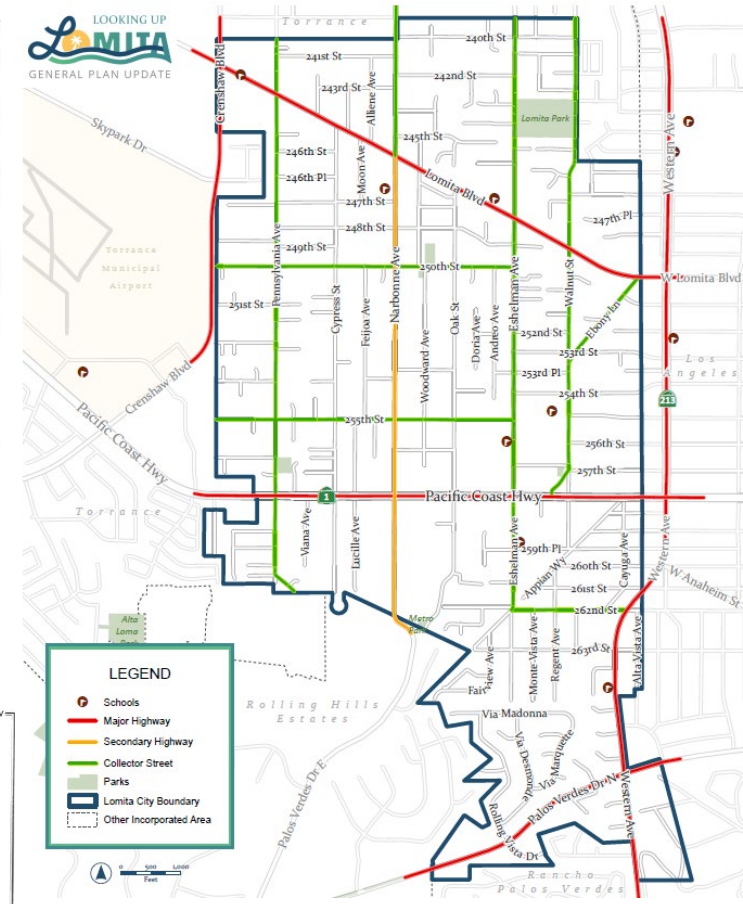
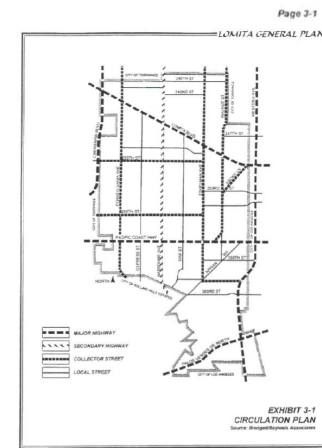
□ The Background for Planning section includes information related to current traffic and circulation conditions. Public transportation and alternative forms of transportation are also addressed.

CIRCULATION ELEMENT POLICIES

The City of Lomita seeks to accomplish the following goals through implementation of the policies and programs contained in this Circulation Element:

- To promote the maintenance and improvement of roadway 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; and
- To ensure that roadway improvements are sensitive to the community's long-range goals for a livable and sustainable community.

To accomplish the aforementioned goals, the City of Lomita has adopted the following policies to guide future transportation planning and design in the City.



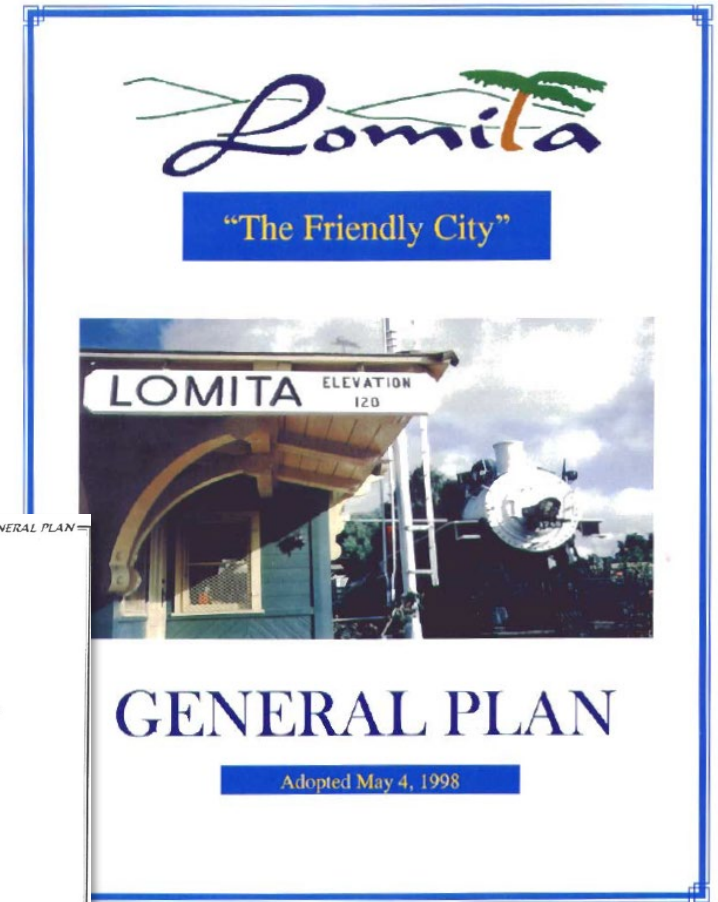
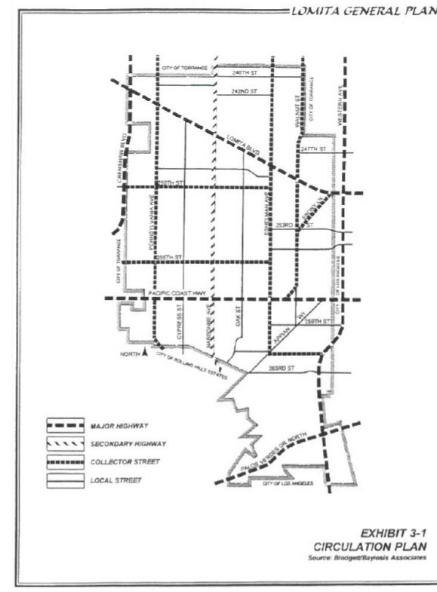
Current (1996) Circulation Element Goals

- 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.)



Complete Streets

WHAT IS A COMPLETE STREET?



ACTIVE SIDEWALKS

DEDICATED BIKE LANES

ACTIVE ROADWAY

SAFE CROSSWALKS

PLANTING STRIP

GREEN SPACES



A Complete Street

Sidewalks that connect to parks, public transportation, and schools; roads that include designated and protected bike lanes; and streets that accommodate all people, can help us safely be active and improve our quality of life.

People who live in neighborhoods that are safe and offer opportunities for walking, biking, and other physical activity, weigh less and are less likely to have heart disease.



Bike Lane at Eshelman Avenue



High Visibility Crosswalk at Western Avenue and Pacific Coast Hwy



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



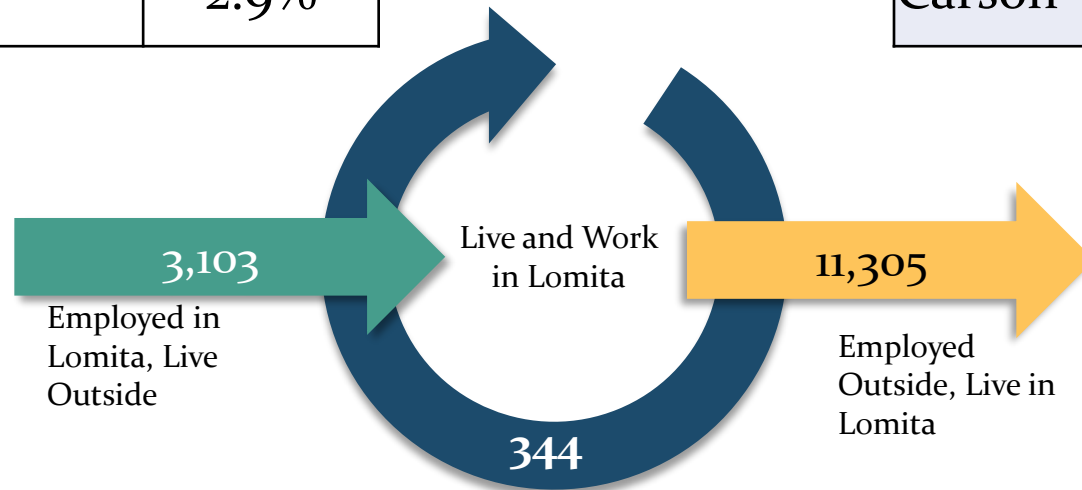
Commuting Characteristics

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%

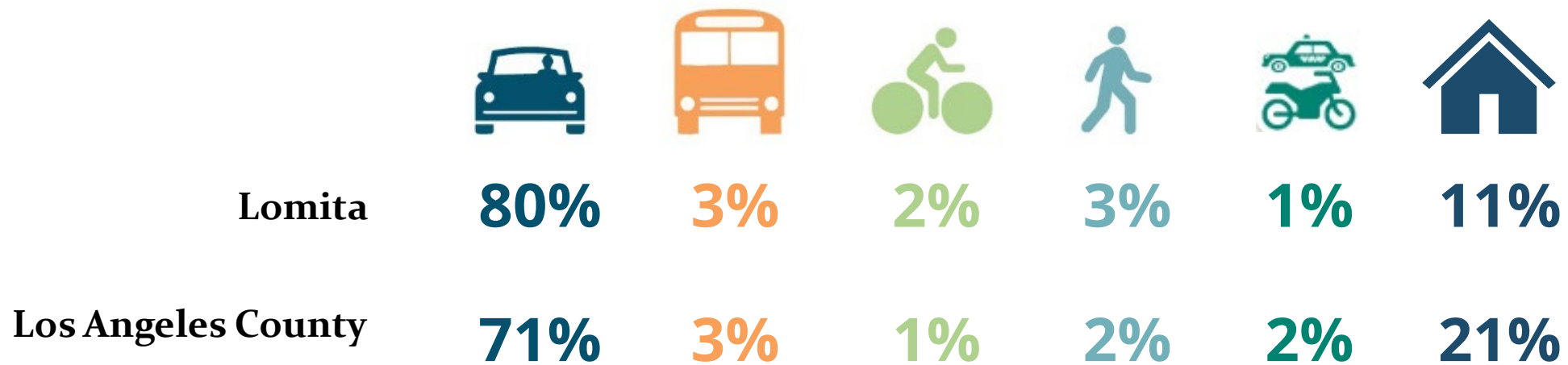
Top places where Lomita workers live:

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



Commuting Characteristics

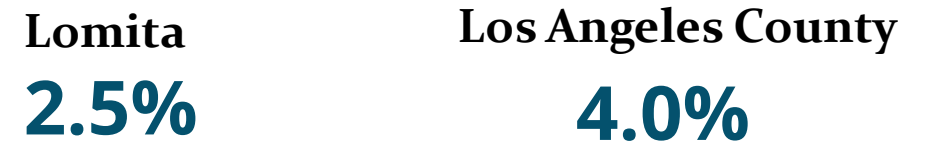
Travel Mode to Work



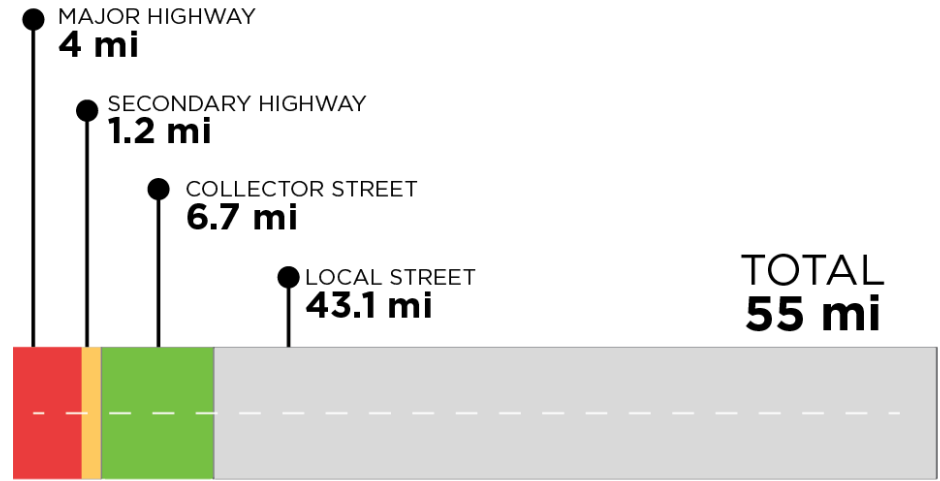
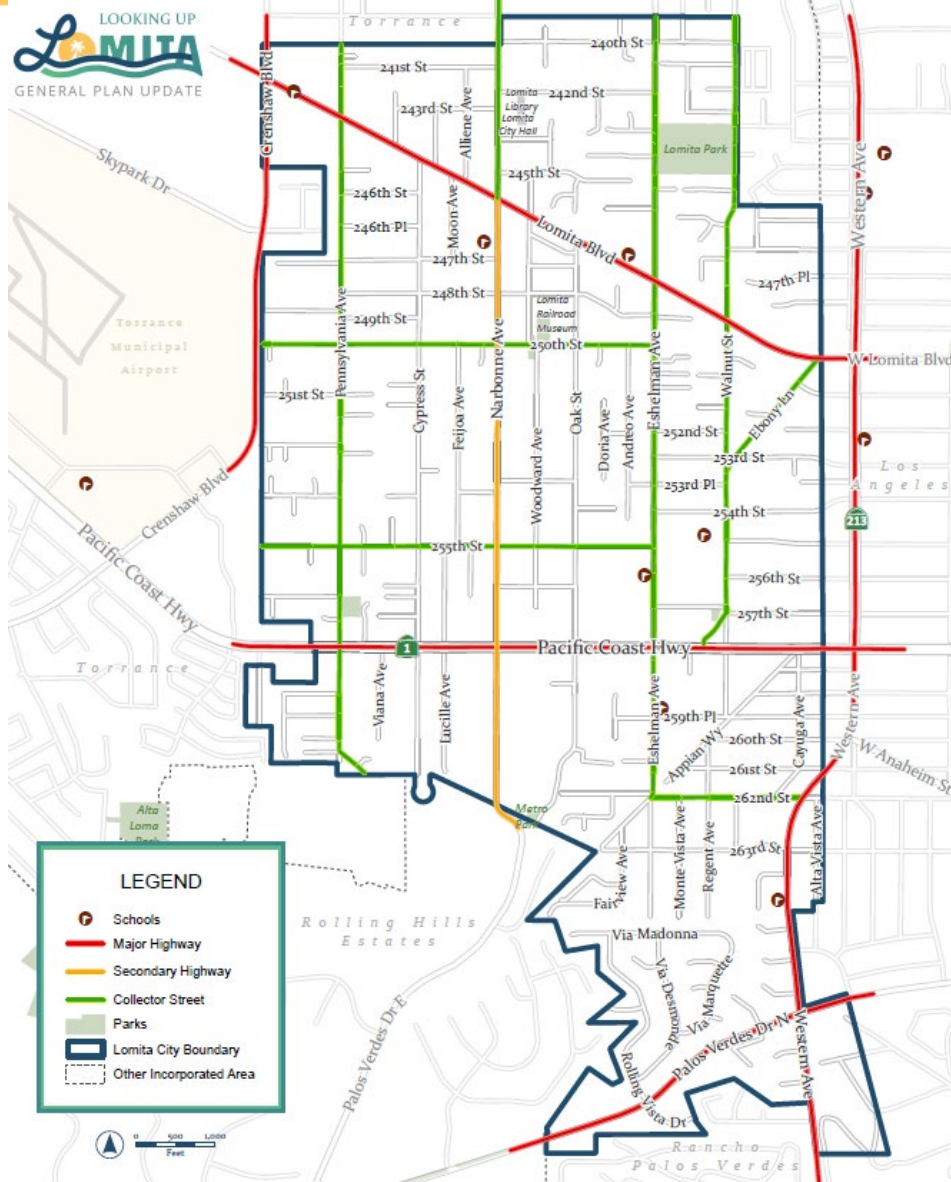
Mean Travel Time to Work



Zero Vehicles Household

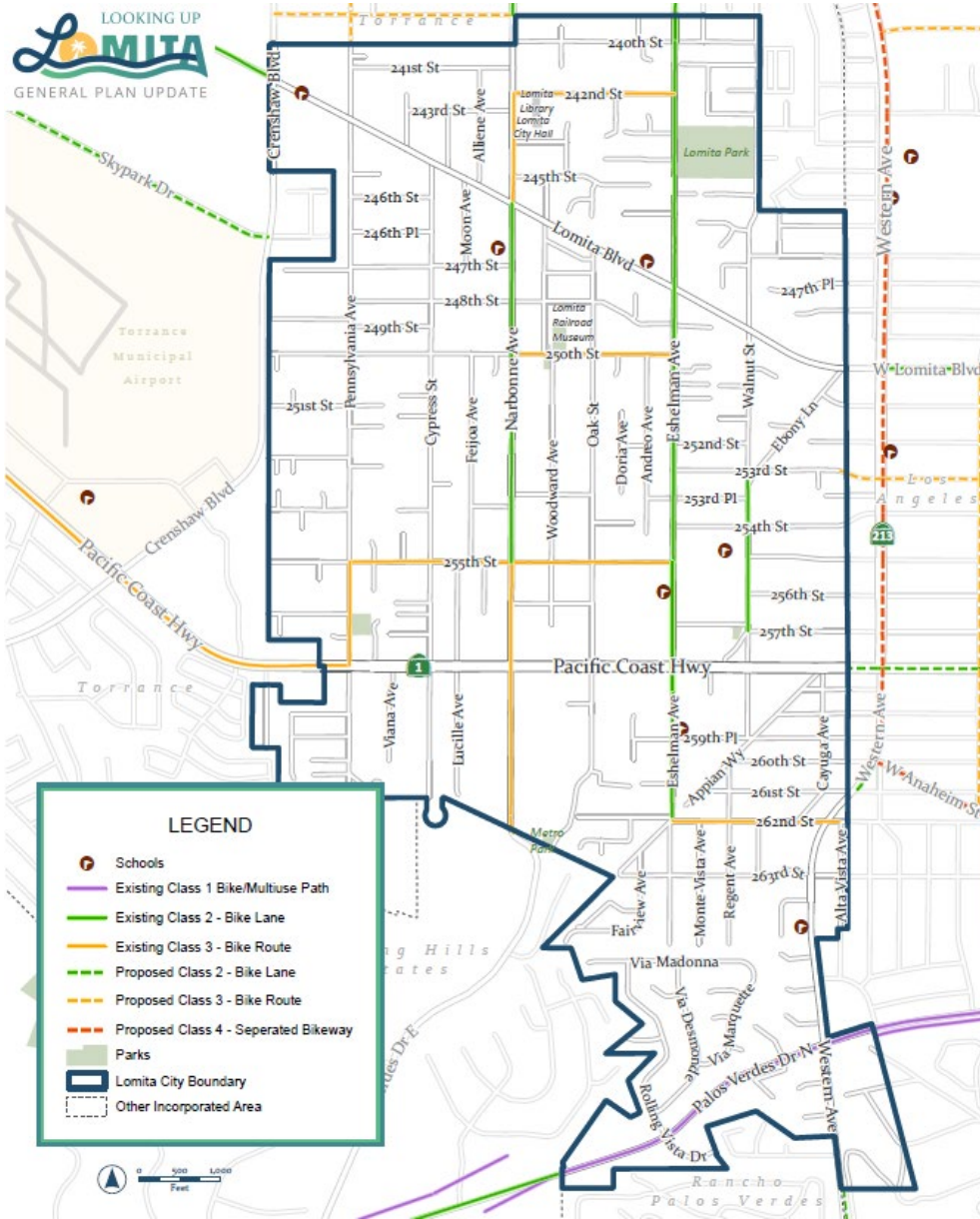


Current Roadway Network

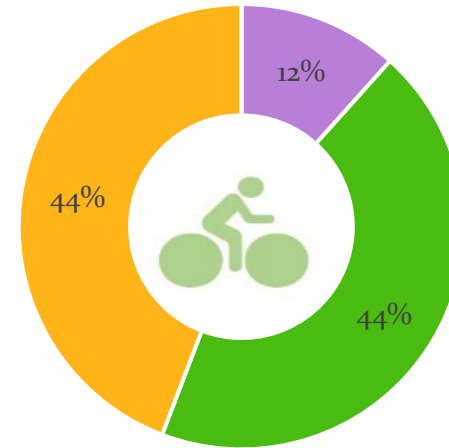


	Major Highway	Secondary Highway	Collector Street	Local Streets
Travel Lanes	4 lanes	2-4 lanes	2 lanes	2 lanes
Daily Volumes	20,000-greater	10,000 or greater	Up to 10,000	2,000 or less
ROW width	100 ft.	80 ft.	60 ft.	40-50 ft.

Current and Proposed Bicycle Facilities



Existing Bike Network

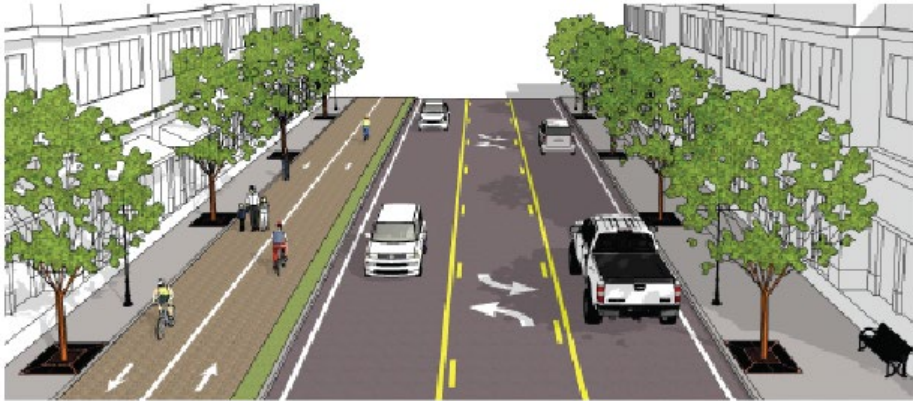


- Class I - Multi Use Path/Trail
- Class II - Bike Lanes
- Class III - Shared Bike Routes
- Class IV - Separated Bikeways

Proposed bike routes from Southern California Association of Governments (SCAG).

Types of Bicycle Facility

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



**Bicycle Routes
(Class III Bikeways)**



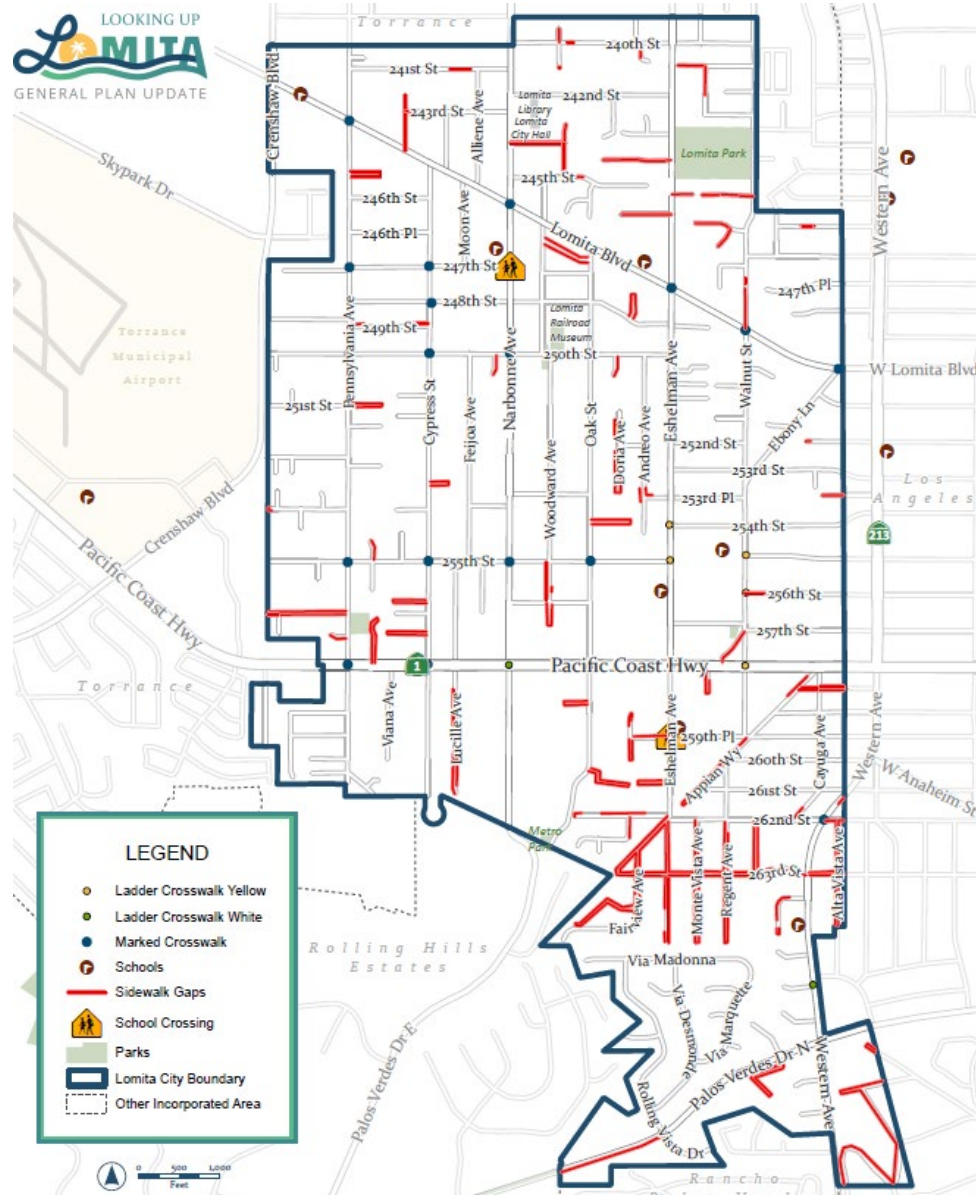
**Bicycle Lanes
(Class II Bikeways)**



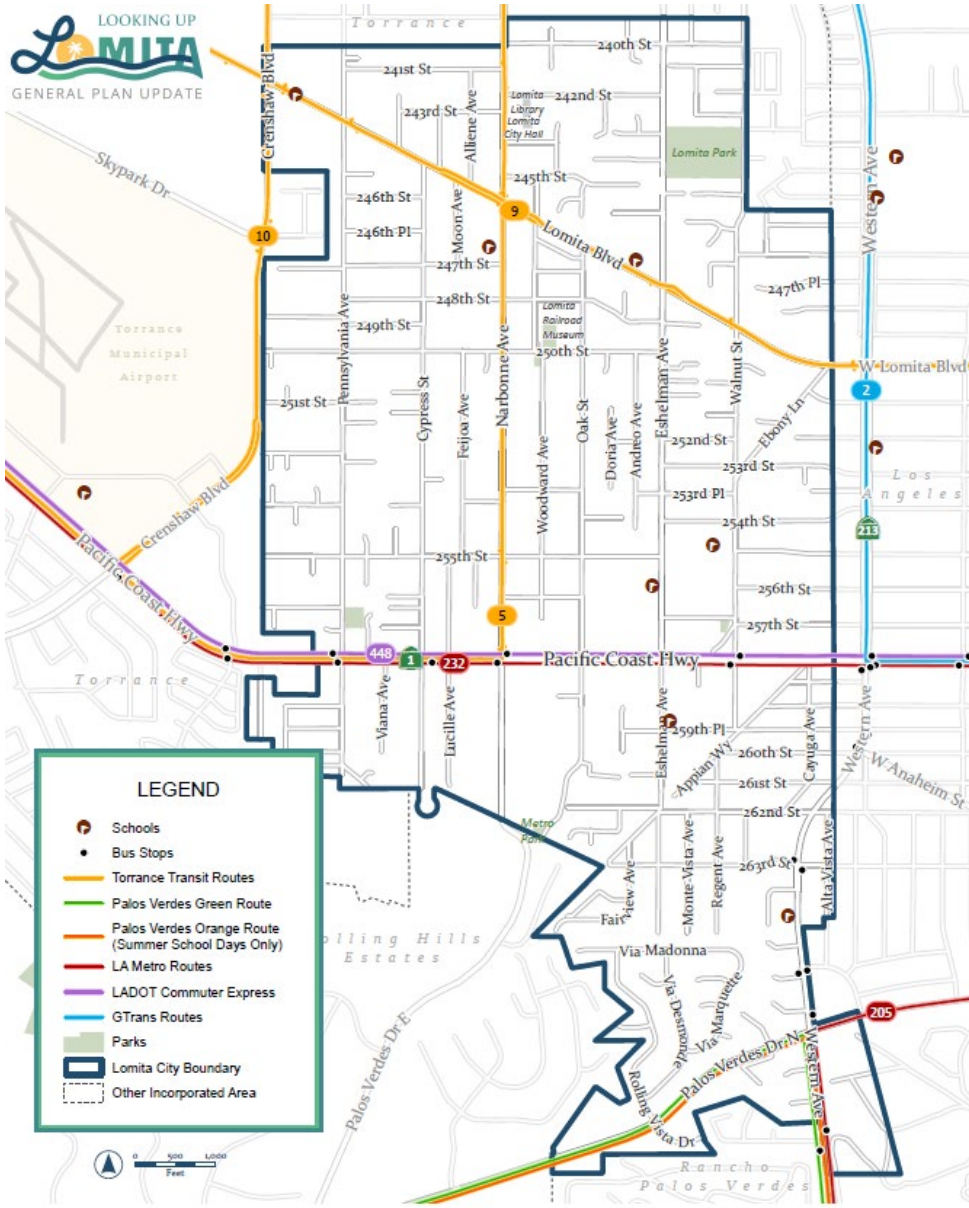
**Separated Bikeway
(Class IV Bikeways)**



Pedestrian Facilities



Transit Facilities



Transit Service Providers:

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





Activity 1: Polling Questions



Ways to Participate



Question 1: Mobility Vision

What is your vision for future mobility within Lomita?
(use an underscore “_” between words for multi-word answers)



Question 2: Walking

Why do you walk / what destinations do you regularly walk to? (*select all that apply*)

1. Recreational walking in my neighborhood
2. Recreational walking in a park or downtown
3. School drop-off and pick-up
4. Commuting to and from work
5. Local destinations (e.g., coffee, market)
6. Other



Question 3: Biking

Why do you bike / what destinations do you regularly bike to? (*select all that apply*)

1. Recreational biking in my neighborhood
2. Recreational biking on trails or in a park
3. Commuting to and from work
4. Local destinations (e.g., coffee, market)
5. Do not have a private vehicle available
6. Other



Question 4: Safety

How comfortable do you feel walking and biking in Lomita?
(use an underscore “_” between words for multi-word answers)



Question 5: Bicycle Improvements

Which improvements/enhancements would encourage you to ride your bicycle more? *(select all that apply)*

1. More bike lanes
2. Improved bike lanes
3. Off-street trails
4. Connections to other routes in nearby cities
5. Secure bicycle parking
6. Reduced speeds on roadways
7. Bicycle wayfinding/signage

Bicycle Improvements



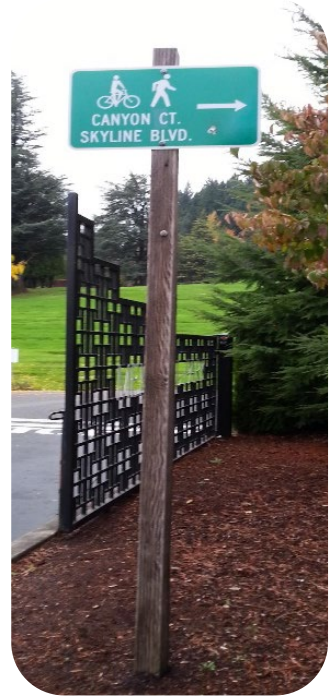
More bike lanes



Improved bike lanes



Off-street trails



Wayfinding



Secure bicycle parking



Reduced speeds on roadways



Connections to other routes in nearby cities



Question 6: Walking Improvements

Which improvements/enhancements would encourage you to walk more? (*select all that apply*)

1. Wider sidewalks and curb extensions
2. Enhanced crosswalks
3. More crossing opportunities
4. Pedestrian signals/phasing
5. Reduced speeds on roadways
6. Street lighting
7. Amenities



Pedestrian Improvements



Wider sidewalks



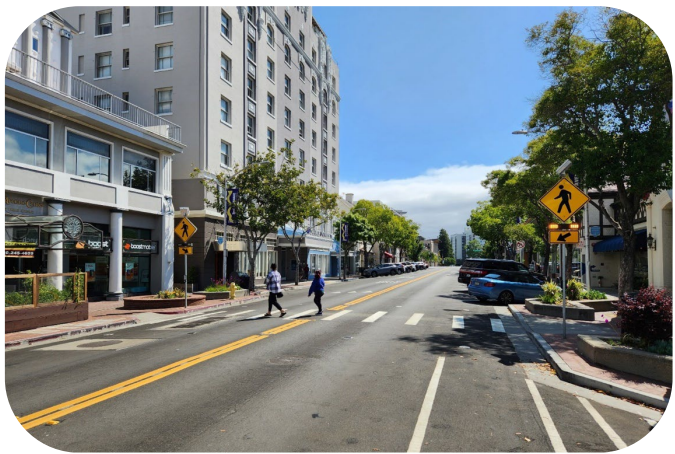
Slower streets



Improved crosswalks



Street lighting



Mid-block crossings



Pedestrian signals and phasing



Amenities



Question 7: Transit Improvements

What type of improvements to transit service or facilities in the city would encourage you to ride transit more often? (*select all that apply*)

1. More frequent buses, longer service hours or more days of service
2. Better transfers and connections to regional service
3. Expanded and new local routes
4. Bus stops improvements with shade and seating
5. Bike parking, bikeshare and/or scooter-share at major stops
6. Microtransit



Question 8: New Mobility Options

What type of new mobility options should the City invest in?
(select all that apply)

1. EV charging stations
2. Bike-share or scooter-share hubs
3. Microtransit network
4. Mobility hubs
5. Uber/Lyft drop-off/pick-up zones



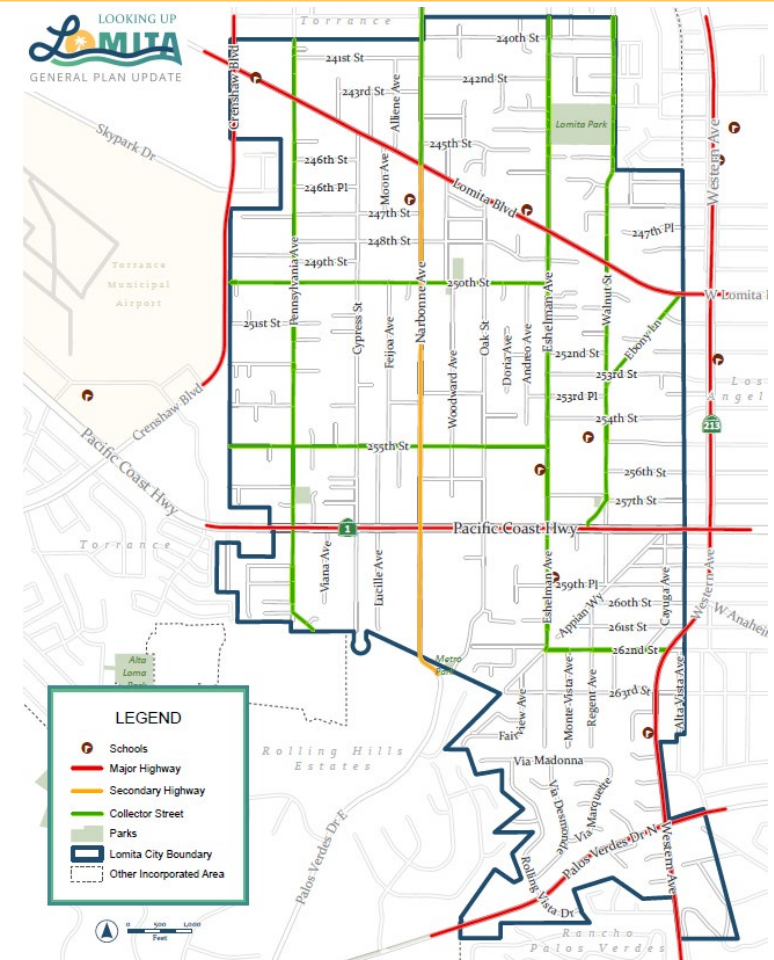
Activity 2: Mapping



Map 1: Vehicular Conditions

Use markers to indicate the following on the map at your table:

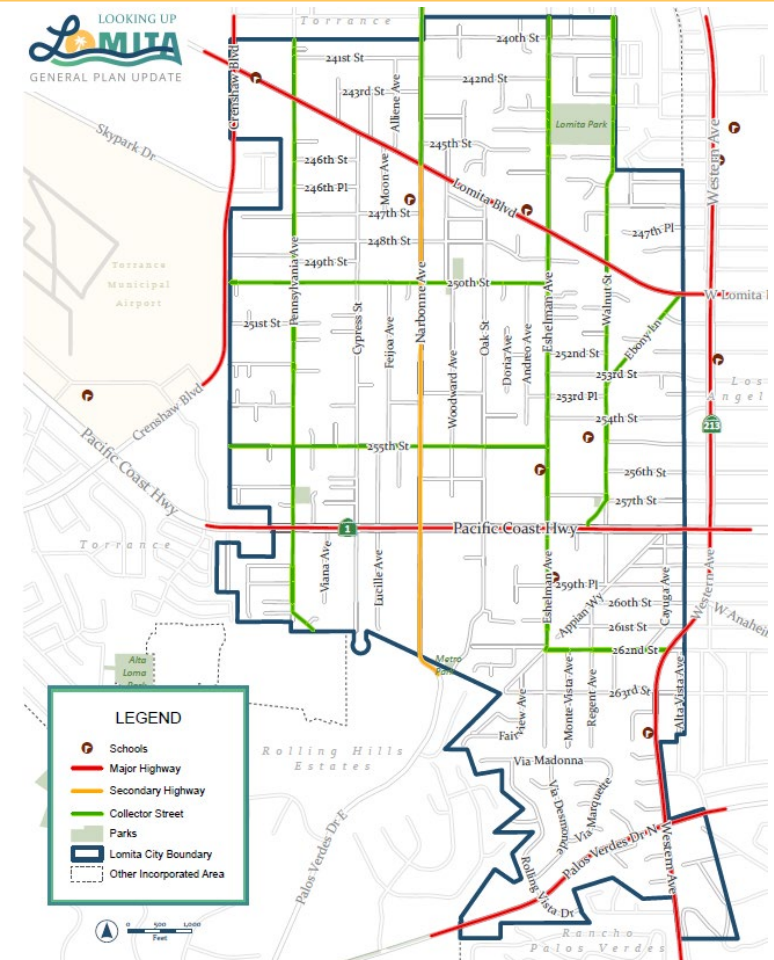
- **Red:** Areas of congestion
- **Brown:** Streets with high speeds
- **Purple:** Areas with lack of parking
- **Orange:** Streets that are too wide



Map 2: Areas for Improvement

Use markers/stickers to indicate the following on the map at your table:

- Green stickers: Major walking destinations
- Green markers: Where pedestrian improvements are needed
- Red stickers: Major bicycle destinations
- Red markers: Where bicycle improvements are needed
- Blue stickers: Major transit stops
- Blue markers: Where microtransit would be beneficial



How to Stay Involved

Attend Our Workshops

- Tuesday, July 25 – Land Use & Design
 - 5:30-7:30pm
 - Don Knabe Community Meeting Room

Check Out the Website

lomita.generalplan.org



Project Website



[HOME](#) [FAQ](#) [GET INVOLVED](#) [DOCUMENTS & MAPS](#) [CONTACT US](#)



What's New

Work on the City's General Plan Update is just getting started. The City has contracted with a consulting firm, De Novo Planning Group, to lead this effort and guide the City through this process.

In the coming months, the project team will announce opportunities for the

Welcome

Welcome to the Lomita General Plan Update website! The City is excited to embark on the process of updating its General Plan, and this website will provide the community with an ongoing resource to provide input, track progress, review resource documents, and participate in this very important project.

Each city in California is required to have a General Plan, which serves as a guiding document for the city's long-term growth and development. Lomita's existing General Plan dates back to 1998, and a lot has changed since then. New housing developments have been built, business and industry are changing, and the City has become more culturally diverse.



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