



Introduction to Mobility

The City of Lawndale consists of approximately 65 miles of roadway. With only 1.97 square miles, the City is bordered by Redondo Beach, Hawthorne, Torrance and the unincorporated area of El Camino Village LA County, all connected by a vast network of roadways. The Mobility Element provides the framework for decisions concerning the City's multimodal transportation system, which includes all users of streets, roads and highways, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and parking, plus goods movement and parking. The Mobility Element provides for coordination with the Los Angeles County Metropolitan Transportation Authority (Metro), which serves as the coordinating agency for transportation funding for Los Angeles County.

State law (California Government Code Section 65302(b)) mandates that the Mobility Element contain the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, military airports and ports, and other public utilities and facilities, to the extent these items exist in the planning area.

The Mobility Element reflects the City's desire to provide complete street, bicycle, and pedestrian facilities to serve residents, employees and visitors to the City. The City's transportation infrastructure is included as a main component for mobility, and is impacted by growing developments, population, business, recreational activities, and more. This element will incorporate policies and actions that will maintain and/or improve safety, walkability and connectivity within and through the City, accommodating these expectations for economic growth.

Organization of Element

The Mobility Element will address each of the topics below as they relate to the City of Lawndale. The goals and policies of this element are organized around the following topics:

- Local Circulation System
- Regional Circulation
- Complete Streets
- Parking
- Transit
- Active Transportation
- Goods Movement
- Funding
- Transportation Management



GOAL M-1 LOCAL CIRCULATION SYSTEM

A community served by a safe circulation system with adequate traffic flow on arterial roadways and minimized adverse traffic effects on residential neighborhoods.

The circulation system includes a hierarchy of roadways, railways, and off-street paths and trails that serve mobility and local access needs for those who live in, work in, or visit the City. The circulation system allows individuals to travel safely and conveniently to, from, and through the City by vehicle, transit, bicycles, foot, and other methods. Figure M-1 depicts the City of Lawndale's Local Transportation network and presents the roadway Functional Classifications. These are defined by the vehicle volume and number of vehicular lanes provided, and may include other features such as raised medians, center turn lanes, on-street parking, and bike lanes; the City's roadway Functional Classifications are defined as follows:

- **Major Arterials** serve as high-capacity inter-city thoroughfares, and generally carry the majority of traffic traveling through the City, and provide regional travel and access to freeways. Their primary function is to move vehicles. Major Arterials are designed to carry high traffic volumes at higher speeds. Major Arterials serve to collect traffic entering or exiting the 405 Freeway. They consist of four to eight travel lanes (two to four in each direction) and a raised or painted median with a center turn lane. Typical posted speeds may range from 35 to 45 miles per hour.
- **Collectors** are intended to carry low to moderate capacity traffic between the arterial street network and local streets. They serve commercial, residential, or public uses, and consist of two travel lanes (one in each direction) and are undivided (with or without centerline striping). Typical posted speeds may range from 25 to 35 miles per hour.
- **Local Streets** provide intra-city direct access and parking to adjacent land uses. Local Streets are not intended to serve through-traffic. They typically consist of two travel lanes (one in each direction) and are undivided (with or without centerline striping). Typical posted speeds are 25 miles per hour.

M-1 Policies

- M-1.1 **Arterial Roadway Network.** Implement the roadway network based on the classifications mapped in Figure M-1. Implementation will require a plan to accommodate existing and future needs due to land use growth and shifts in travel patterns.
- M-1.2 **Vehicle Level of Service (LOS).** Maintain vehicular LOS "D" along major City intersections (two major arterials intersecting) whenever possible. Certain intersections may be exempt from the LOS "D" target as determined on a case-by-case basis determined by right-of-way constraints, community goals and complete street objectives.
- M-1.3 **Traffic System Management.** Facilitate the efficient movement of vehicles and minimize delay utilizing existing roadway facilities.
- M-1.4 **Rail Crossings Traffic Operations.** Collaborate with Metro and the California Public Utilities Commission (CPUC) to provide adequate intersection operations at at-grade crossing locations to minimize delays and congestion and to create safe crossings for all users.
- M-1.5 **Development-Related Traffic Impacts.** Impose conditions on new development to provide appropriate and feasible improvements to enhance and/or prevent the impediment to traffic flow, parking, ADA accessibility and roadway operations.
- M-1.6 **Effects of New Technologies on Traffic Flow.** Maximize technologies and services such as ride-hailing, autonomous vehicles, electric bicycles, scooters, and other mobility devices, without adversely affecting the City's transportation network, such as added traffic on roads and sidewalks.



- M-1.7 **Traffic Calming on Local Streets.** Encourage traffic calming strategies, such as diverters, median islands, and speed humps, and incorporation of traffic calming design in residential and school areas to slow traffic and promote safety, while not reducing parking supply.

M-1 Actions

- M-1a Periodically review and assess the vehicular level of service along City facilities to determine, what, if any, improvements are warranted to maintain a safe and efficient flow of traffic throughout the City of Lawndale. Based on a thorough review of facility operations and funding availability, improvements should be included in the City's Capital Improvement Plan and/or required as part of project approval through the development review process.
- M-1b Continue to update and implement projects in the City's Capital Improvement Plan to maintain and repair roadways; construct and improve roadways to build out the roadway network to ensure adequate levels of service.
- M-1c As part of the development review process, require new developments to conduct traffic impact studies and construct, as a condition of approval, all feasible roadway and intersection improvements warranted by the new development. These studies shall be reviewed by the City Engineer or his designated representative. For development that will increase the traffic demand along State Route 107 (Hawthorne Boulevard), State Route 91 (Artesia Boulevard), and Interstate 405 (San Diego Freeway), traffic studies shall be submitted to Caltrans District 7 for approval.
- M-1d Monitor the development of new mobility technologies and the potential local effects on vehicular, bicycle, pedestrian and transit facilities and operations and seek funding to invest in associated infrastructure and technologies such as Traffic System Management (TSM) and traffic signal synchronization.
- M-1e Monitor cut-through traffic on local streets, especially along residential areas and schools, and where appropriate evaluate the applicability of traffic calming tools and implement improvements as necessary.



GOAL M-2 REGIONAL CIRCULATION

A City that facilitates the movement of people, services and goods between neighboring jurisdictions and agencies to promote consistent and efficient regional circulation.

The circulation system includes a comprehensive network of roadways that provide regional connections for people and for goods movement. Because these regionally significant connections serve transportation needs for people across the County and beyond, these facilities need to be planned and maintained in coordination with other agencies.

M-2 Policies

- M-2.1 **Freeway Interchanges.** Coordinate with Caltrans to develop appropriate configurations and operations at Interstate 405 interchange intersections to minimize congestion on City streets and create safe conditions.
- M-2.2 **Agency Coordination.** Coordinate with neighboring cities, telecom companies, and regional agencies such as County of Los Angeles, South Bay Cities Council of Governments, and Metro to meet the mobility needs of people living in, working in, or visiting Lawndale.
- M-2.3 **Facility Connections.** Plan and implement vehicular facilities, roadway treatments, active transportation facilities, transit routes, and goods movement network to relate to those in neighboring jurisdictions.
- M-2.4 **Local Facility Utilization.** Discourage pass-through traffic on City streets and the use of City streets by those users not doing business in the City.

M-2 Actions

- M-2a Participate in regional planning forums to ensure that the City's concerns are considered at the regional level.
- M-2b Advocate for the completion of planned regional transportation projects that would improve traffic conditions on City streets.
- M-2c Monitor land use, circulation planning, and the development review process of neighboring jurisdictions, so that the City has an opportunity to recommend that impacts to Lawndale are considered by those jurisdictions.



GOAL M-3 COMPLETE STREETS

A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users.

Complete streets are streets that are designed to provide safe travel for everyone – people driving, riding transit, walking, biking, or using any other means of travel. Planning for and designing complete streets starts with policies that promote consideration for all users within all facility types.

M-3 Policies

- M-3.1 **Complete Streets for Roadway Projects.** Apply Complete Streets principles to all transportation improvements projects (e.g. safety, intelligent transportation systems, roads and intersections widening, transit facilities).
- M-3.2 **Multimodal Connectivity.** Link activity centers, employment centers, public facilities, and schools to transit and active transportation facilities, wherever feasible.
- M-3.3 **Streetscape Improvements.** Require roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and promote pedestrian and bicycle safety.
- M-3.4 **Traffic Calming on Residential Streets.** Encourage traffic calming strategies and incorporation of traffic calming design in residential areas to slow traffic and promote safety.
- M-3.5 **ADA Accessibility.** Implement a transportation network that is safe, accessible, and consistent with the Americans with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within the City.
- M-3.6 **Safe Routes to School.** Provide infrastructure improvements, enforcement and incentives to support Safe Route to School programs and promote walking and bicycling to local schools.

M-3 Actions

- M-3a When planning roadway facilities, incorporate the concept of complete streets. Complete streets include design elements for all modes that use streets, including autos, transit, pedestrians, and bicycles. Complete streets shall be developed in a context-sensitive manner. For example, it may be more appropriate to provide a Class I bike path instead of bike lanes along a major arterial.
- M-3b Periodically review and update the City's standard street plans to ensure that the plans reflect the City's goals and policies for the circulation system.
- M-3c Partner with Lawndale school administrators to improve traffic and parking conditions in school areas, especially during school drop off and pick-up periods.
- M-3d Develop strategies and guidelines to set curb use priorities that consider the needs of through traffic, transit stops, bus turnouts, passenger drop-off/pick-up, deliveries, and short-term/long-term parking, especially along major corridors and in the Hawthorne Boulevard Specific Plan Area.
- M-3e Include ADA-accessible facilities as part of roadway infrastructure projects.



GOAL M-4 PARKING

A community with an adequate parking supply to support business vibrancy and a high quality of life and regulations to support safe and convenient parking for residents and businesses.

Adequate off- and on-street parking is necessary to accommodate people who rely upon vehicles to travel to homes, businesses, recreation, and other uses. Effectively planning for and managing both public and private parking supply provides a balance between meeting demand and efficiently using space.

M-4 Policies

- M-4.1 **New Development Parking Supply.** Ensure new residential and non-residential developments provide adequate parking supply to meet demand and reduce spillover to surrounding areas.
- M-4.2 **Effects of New Technologies on Parking Demand.** Monitor the development of mobility new technologies and the potential effects on parking demand.
- M-4.3 **Parking Demand and Supply Trends.** Monitor trends in the region pertaining to reduced parking demand for transit-oriented developments, mixed-use developments, and other high activity areas and the allocation of parking for shared vehicles, alternative energy vehicles, bicycles, and other modes of transportation.

M-4 Actions

- M-4a Maintain and enforce City parking regulations as set in the Municipal Code.
- M-4b Periodically review the City's parking code to address new types and patterns of development and new technologies which may have an impact on parking supply and/or demand in the City.
- M-4c Maintain and manage the parking supply to ensure efficient and safe utilization through the employment of parking management strategies, such as shared parking in mixed-use areas and preferential parking districts in residential areas.
- M-4d Review the feasibility of the development of a parking management plan to ensure developments within the Hawthorne Boulevard Specific Plan provide adequate parking supply to meet demand in the area. The plan may include flexible parking principles, such as shared parking, and may consider timing and pricing strategies, and adding supply with the development of parking structures.



GOAL M-5 TRANSIT

A community with a comprehensive public transportation system.

Transit is part of a comprehensive transportation network. It is a critical mode of transportation for those who cannot drive or do not have access to a vehicle, and also supplements other modes such as bicycle and pedestrian travel.

M-5 Policies

- M-5.1 **Transit Use.** Support programs encouraging public transit use by people living in, working in, or visiting Lawndale.
- M-5.2 **Improve Local Public Transit Service.** Work with Metro, Lawndale Beat Bus, and other local public transit providers to plan and improve local transit service and transit facilities, including bus stops, in the City.
- M-5.3 **Transit Facilities.** Require new developments to construct, when appropriate, transit facilities, including bus turn-outs, lighted bus shelters, and route information signage.
- M-5.4 **C (Green) Line Service.** Work with Metro to ensure C (Green) Line service (including headways and service hours) are sufficient to meet the needs of transit commuters to and from Lawndale.
- M-5.5 **C (Green) Line Stations.** Work with Metro to ensure the planned C (Green) Line extension project implementation is consistent with the City's Complete Streets, active transportation, and parking policies, and that it provides pedestrian and bicycle connectivity between neighborhoods within Lawndale and future stations.
- M-5.6 **Effects of New Technologies on Transit Use.** Monitor the development of new mobility technologies and the potential effects on transit demand and how users access public transit.

M-5 Actions

- M-5a Continue on-going coordination with transit authorities toward the expansion of transit facilities.
- M-5b Work with Metro to increase transit service frequency, speed, and reliability and increase ridership and to strengthen linkages and access to the C line rail stations.



GOAL M-6 ACTIVE TRANSPORTATION

A community with a comprehensive network of pedestrian and bicycle facilities that encourages active transportation.

A network of supportive infrastructure can encourage travel by non-motorized transportation. The City has existing pedestrian and bicycle paths that support active transportation. Connecting gaps and providing supportive infrastructure benefits users and promotes these travel modes.

M-6 Policies

- M-6.1 **Bicycle Master Plan.** Implement the South Bay Bicycle Master Plan within City limits to provide active transportation facilities that can serve as an alternative to automobiles, including the Plan's facility recommendations as shown in Figure M-2.
- M-6.2 **Local Travel Network.** Coordinate with the South Bay Cities Council of Governments to promote local micromobility modes by implementing the Local Travel Network plan and supporting efforts to integrate the network with adjacent cities, as shown in Figure M-3.
- M-6.3 **Hawthorne Boulevard Sidewalks.** Allow for modified sidewalk standards and encourage enhanced pedestrian amenities along Hawthorne Boulevard to reflect the corridor's unique character and land use vision.
- M-6.4 **Sidewalk and Bikeway Gaps.** Create a connected and complete active transportation network by identifying and eliminating gaps in sidewalks and bikeways.
- M-6.5 **Bicycle/Pedestrian Facilities at New Developments.** Require new residential and non-residential developments in the City to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.
- M-6.6 **Effects of New Technologies on Active Transportation.** Monitor the development of mobility new technologies and the potential effects on designing a transportation network that accommodates all modes and users.

M-6 Actions

- M-6a As part of development review and specific plans, review any existing gaps in active transportation infrastructure that inhibit mobility.
- M-6b Implement the South Bay Bicycle Master Plan when roadways are being rehabilitated or resurfaces, as funding allows.
- M-6c Review and update the City's Municipal Code, as necessary, to consider bicycle and pedestrian access as part of the site plan review for new development projects.



GOAL M-7 GOODS MOVEMENT

A community that integrates safe and efficient goods movement into the local transportation network.

Planning for a transportation system to facilitate goods movements is necessary to anticipate regional and local needs for the safe and efficient movement of goods and people, while minimizing negative impacts on local circulation and sensitive land uses.

M-7 Policies

- M-7.1 **Local Truck Routes.** Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.
- M-7.2 **Roadway Design.** Maintain roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes.

M-7 Actions

- M-7a Review and update the City's designated truck routes as needed while considering the potential mobility conflicts and the location of sensitive land uses in the City.
- M-7b Monitor e-commerce trends and develop regulations and guidance to address potential adverse effects of goods movement deliveries, including increased truck traffic and increased demand for curbside loading.



GOAL M-8 FUNDING

A community with a well-funded and fiscally sound transportation system that utilizes a variety of funding methods.

Funding and financing sources are available at the regional, State, and Federal level to help realize the City's transportation vision and mobility plan. These funds can complement the City's resources to plan, design and implement circulation and access improvements and promote the General Plan's goals.

M-8 Policies

- M-8.1 **Innovative Funding.** Research and pursue innovative funding sources at the Federal, State, regional, and County level to implement transportation projects.
- M-8.2 **Regional Funding.** Encourage regional agencies to continue to provide adequate transportation funding to local jurisdictions such as Metro's Measure R and Measure M to fund capital projects and programs.
- M-8.3 **Development Fees.** Ensure that new development projects contribute their appropriate fair share to transportation network improvements.

M-8 Actions

- M-8a Develop and support a flexible financing program to fund the construction, maintenance, and improvement of the roadway system.
- M-8b Monitor Federal, State, and Metro funding programs to identify potential sources of funds for transit programs, to implement the City bikeway system, to improve crosswalks and transit facilities improvements in the City in Lawndale. Pursue any potential funding through the identified programs.



GOAL M-9 TRANSPORTATION MANAGEMENT

A community with transportation management strategies that contributes to achieving regional and statewide greenhouse gas emission targets.

Recent state legislation has shifted to focus land use and transportation planning on reducing vehicle miles traveled (VMT), in alignment with a goal to reduce greenhouse gas emissions (GHG) and address climate change. Transportation management strategies that promote alternatives to single-occupancy vehicle travel can be employed to guide land use and transportation decisions in support of these environmental goals.

M-9 Policies

- M-9.1 **Vehicle Miles Traveled Guidelines.** Require vehicle miles traveled (VMT) analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA). The City shall continue to maintain Level of Service (LOS) standards for the purposes of planning and designing street improvements.
- M-9.2 **Transportation Demand Management.** Require transportation demand management (TDM) strategies as mitigation measures for new projects that exceed the City's thresholds Vehicle Miles Traveled impact thresholds.
- M-9.3 **Regional Coordination.** Encourage regional agencies such as Metro, the South Coast Air Quality Management District (SCAQMD), and the South Bay Cities Council of Governments to promote TDM programs that reduce single occupancy vehicle travel.
- M-9.4 **New Development.** Work with developers to reduce greenhouse gas emissions and minimize congestion related to new development through improvements to the circulation system and on-site improvements that encourage public and active modes of travel.

M-9 Actions

- M-9a Review and update the City's Municipal Code and related implementation documents, as necessary, to reflect TDM best practices.
- M-9b Require developments that are approved based on TDM plans to incorporate monitoring and enforcement of TDM targets as part of those plans.
- M-9c Consider adoption of vehicle miles traveled (VMT) guidelines and thresholds for transportation analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA).



This page intentionally left blank.



Figure M-1 Functional Classification



This page intentionally left blank.



Figure M-2 Existing and Planned Bike Facilities



This page intentionally left blank.



Figure M-3 Local Transportation Network



This page intentionally left blank.