Mobility Element

The Mobility Element is intended to facilitate mobility of people and goods throughout Hermosa Beach by a variety of modes, with balanced emphasis on automobiles, bicycles, pedestrians, and alternative fuel vehicles. How people get around town has broad implications for community sustainability. The choices we make about our transportation system can greatly affect whether fuel use and air pollutants increase or decrease with time, whether our automobile fleet becomes cleaner and more efficient, and even whether we can legitimately choose to walk, bike, or use transit instead of driving a car. A safe and well-maintained transportation system is essential for the health, sustainability, and economic vitality of Hermosa Beach. The City oversees the majority of street, pedestrian, and bicycle facilities, while also coordinating with partners like Caltrans, Metro, and adjacent beach cities. This Mobility Element provides an outline of goals and policies related to the City of Hermosa Beach's transportation network. The Element addresses both the mobility and access needs of Hermosa Beach now and in the future, providing a framework to help guide residents and decision-makers on issues to support continued investment and transformation of the City's circulation system.

State Law

This Mobility Element has been prepared to meet State General Plan law requirements for circulation as it relates to transportation of goods and people, and additionally to meet California Coastal Act requirements related to coastal access as it relates to parking and alternative transportation modes.

Additionally, the content of this Element is formed by legislation requiring local governments to consider the greenhouse gas emissions impact and vehicle miles traveled implications of their land use and transportation policies.

General Plan

The Mobility Element meets state requirements for the "Circulation" element defined in the California Government Code. The Element, per State law:

- Must include the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports.
- Must correlate the location and extent of transportation facilities with the Land Use element.
- Must plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel.
- Should define the "users of streets, roads, and highways" to mean bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

Coastal Land Use Plan

While the California Coastal Act does not include a section specifically regarding transportation issues, it does state how development must maintain access to coastal resources and maintain and distribute parking supply or adequate public transportation so as to minimize adverse impacts. Specific provisions of the Act related to mobility include:

- Provide measures to expand coastal access through sufficient parking and alternative transportation.

- Identify measures to provide parking and alternative transportation to recreation and visitor-serving facilities.
- Development and design standards for highway and roadway corridors through scenic areas or areas of special character.

Context

Hermosa's transportation infrastructure supports a local economy characterized by small scale business and commercial uses that serve the needs of the city. Residents and visitors of Hermosa currently enjoy a well connected mobility network that effectively circulates people across multiple modes, including opportunities to walk, roll, ride a bicycle, take transit, and drive to the rich selection of destinations and commerce across the city and into the surrounding region. Historically, Hermosa Beach's circulation system has been successful in sustaining past and current mobility demands, but as a beach city, Hermosa's growing popularity continues to attract a high volume of visitors from surrounding areas seeking to enjoy the community's distinct cultural charm and amenities. As Hermosa forges ahead into the future, the City recognizes the need to evaluate, re shape, and redevelop a comprehensive framework and vision to address changing mobility demands and increasingly complex transportation needs of residents, visitors and local businesses. In order to promote continued economic vitality and quality of life within a sustainable framework, improving city streets and public right-of-ways to better accommodate all people, regardless of their mode of travel, will ensure a high level of access, mobility, and quality for residents and visitors of all ages, physical abilities, and income levels.

Transportation Patterns

The ways in which people get around are important indicators of the success of a transportation system, shedding light on which modes are most popular, convenient, and safe. Currently, the City of Hermosa Beach is fully developed with established traffic patterns. In the United States, commuting makes up approximately 20% of all trips taken. Accordingly, the choice of which mode to use, as well as the direction and distance traveled to get to and from work, influences travel patterns, traffic congestion, and time spent commuting to work. As depicted in Table 3.1, Hermosa Beach residents are more likely to drive alone, and less likely to carpool, take public transit, or walk/bike compared to Los Angeles County residents. Hermosa Beach residents are also nearly twice as likely to report working from home compared to Los Angeles County residents.

Table 3.1 Commute Mode Choice

	Hermosa Beach	Los Angeles County
Auto	**80.4%**	**72.2%**
Carpool	**6.4%**	**10.9%**
Public Transit	**1.1%**	**7.1%**
Bike or Walk	**2.3%**	**3.7%**
Other Means	**1.5%**	**1.2%**
Work at Home	**8.4%**	**4.8%**

Source: U.S. Census Bureau, 2012.

The US Census Bureau's Longitudinal Employer-Household Dynamics program combines federal, state, and Census Bureau data to provide local labor market information on where workers live and work.

Of the 9,282 employed residents of Hermosa Beach, 95 percent leave the city everyday to go to work. As seen in Figure 3.1, residents commute in large numbers along the Pacific Coast Highway corridor toward El Segundo and Culver City, up to Santa Monica and Beverly Hills, and inland to Torrance, Burbank, and Downtown Los Angeles.

Conversely, 90% of the 4,893 persons employed in Hermosa Beach live outside of the city. Employees generally commute shorter distances from nearby jurisdictions within the South Bay region, including Redondo Beach, Manhattan Beach, Torrance, Lawndale, Hawthorne, Lomita, and other nearby locales (See Figure 3.2).

Figure 3.1 Resident Commute Patterns

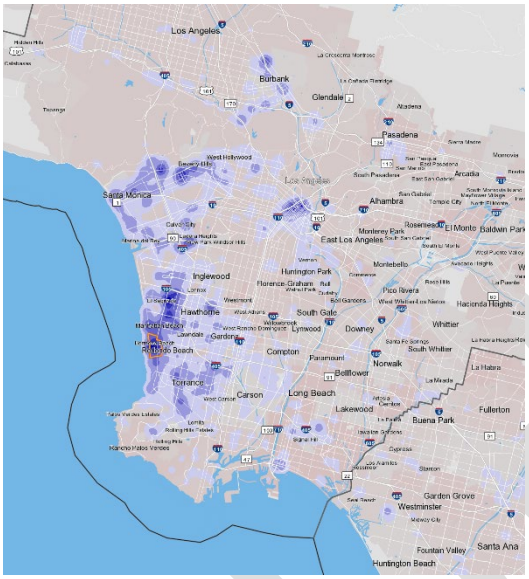
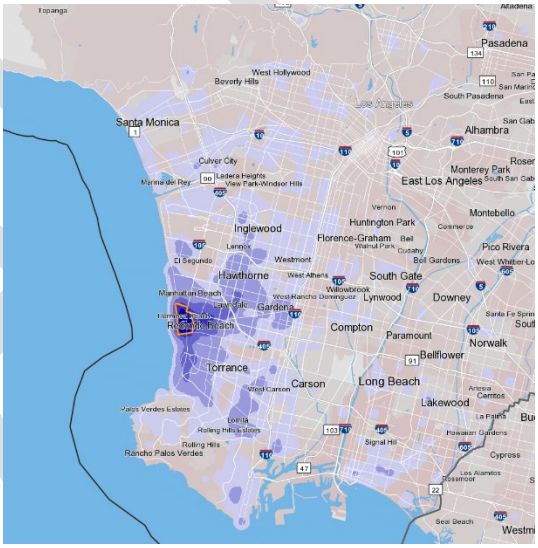


Figure 3.2 Employee Commute Patterns



Traffic Volume Trends

Driving in the U.S. began to decline three years before the Great Recession. After 50 years of steady growth, total national vehicle miles traveled (VMT) leveled off in 2004 and declined by 8% between 2004 and 2012. Whether travel will return to growth rates of past decades, remain static, or continue to decline is of critical importance to decision-makers in business and government at the local, state and national levels.

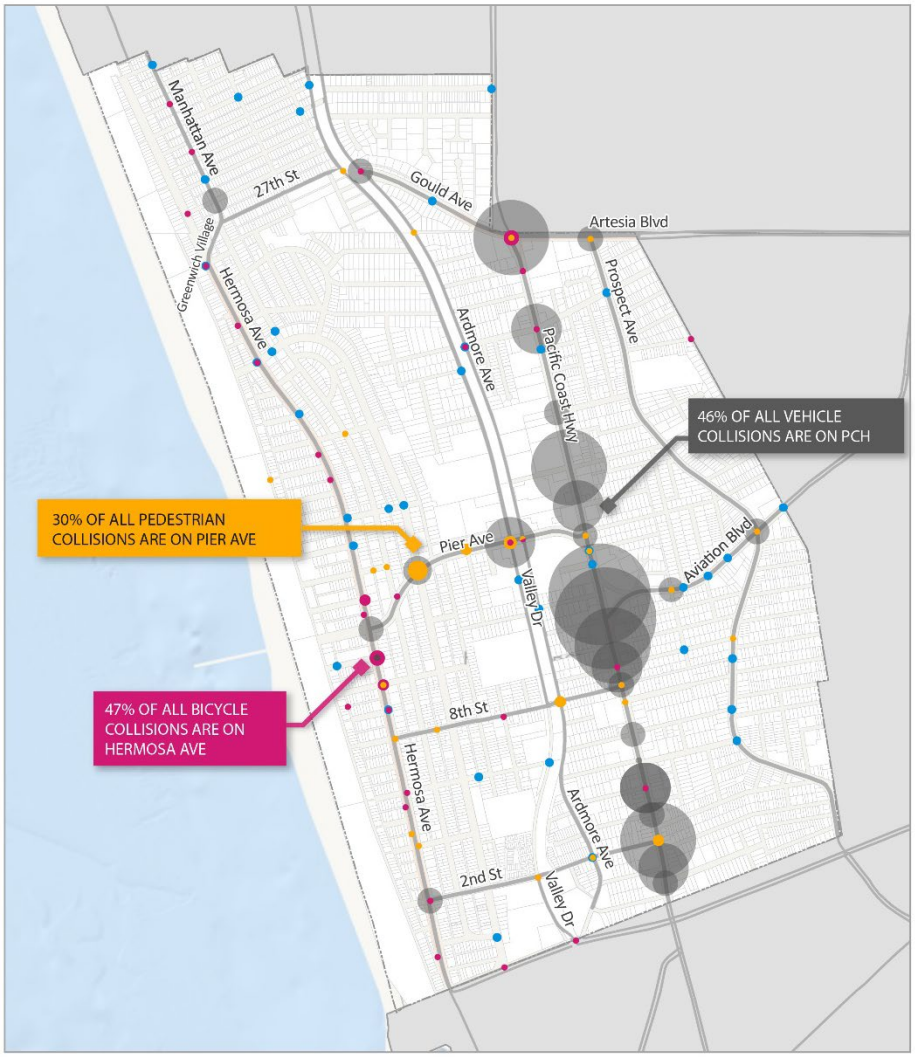
In Hermosa Beach, traffic volumes on key corridors have been stable or in some cases declining in the last decade. Recent research into these national traffic trends shows both recession-related effects and a fundamental, possibly permanent, leveling of the economy and travel, especially for present and future people in younger generations (especially 16 to 30 year-olds). Looking across the generations at Baby Boomers, Generation Xers, and Millennials this research envisions continued changes across generational lines:

- While many millennials still prefer driving, more frequently they are choosing low-travel urban lifestyles with emphasis on walking, cycling, ride-sharing and transit.

- Other common explanations for VMT decline – such as the effects of technology, urbanization and modal shifts for other generations – have modest effects.
- Key reasons behind the late-20th century VMT growth, such as escalating labor force participation, may have reached saturation and diminishing returns.

PLAN Hermosa includes various policies aimed to develop an integrated multimodal transportation system that is expected to serve a flexible and changing set of travel demands, including extensive support for active transportation modes. In addition to the Mobility Element, PLAN Hermosa's Sustainability, Parks, and Infrastructure Elements all incorporate and support sustainable transportation. Policies are aimed at effectively managing and maintaining the City's circulation system with the goal of minimizing congestion, increasing local and regional access opportunities, and enhancing traffic circulation by reducing vehicle trips and increasing access to non-motorized and low-carbon transportation options.

Figure 3.3 Collisions 2008-2012



Regional Connections

In Hermosa Beach, the most direct regional connection is provided by Pacific Coast Highway in the north-south direction and the closest freeway, the San Diego Freeway (I-405), is located approximately three miles east of the city border. Regional corridors connecting Hermosa Beach to other destinations include Pacific Coast

Highway, Aviation Boulevard, 190th Street, Artesia Boulevard, and Vista Del Mar. While the Pacific Coast Highway and Aviation Boulevard corridors are predominantly used by regional traffic, they also represent the major local transportation spines of Hermosa Beach. As such, they must balance local and regional needs in the design and operation of the corridors.

While Pacific Coast Highway is owned by Caltrans, the City and Caltrans are committed to collaborating to transform Pacific Coast Highway into a balanced multi-modal transportation system with choices to utilize automobiles and alternative modes of transportation, including public transit (both regional and local), walking, and biking.

High traffic volumes have created congestion along the city's main arterials. Generally, there is a significant amount of traffic along Pacific Coast Highway, Artesia Boulevard, Aviation Boulevard, 8th Street, and Herondo Avenue all with unacceptable Levels of Service. This is consistent with these roadways' roles as connectors to the regional transportation network.

Goods Movement

Truck routes in Hermosa Beach are designated along major arterial and collector roadways that include Pacific Coast Highway, Aviation Boulevard, Artesia Boulevard, Pier Avenue, and the segment of Valley Drive south of Pier Avenue (in the southbound direction). Most areas of the city requiring truck route access are adequately served by the existing system, with the exception of the northwestern portion of the city along Greenwich Village, 27th Street, and Manhattan Avenue. This designated truck route system directs heavy truck traffic away from local (residential) roadways in order to help maintain pavement quality on local streets and manage noise and air pollution in residential areas.

Transportation Safety + Collisions

A traffic collision is considered to be any event where a vehicle strikes any object while moving. That object could be another car, a pedestrian, or something fixed in place like a light post. When collisions cause damage or injury, the details are recorded by the local law enforcement agency and loaded into the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS). The latest report was used to analyze collision data in Hermosa Beach.

From 2008 to 2012, there were a total of 650 vehicle collisions, with one collision resulting in a single fatality and 10 resulting in severe injuries. The top three cited factors contributing to collisions were: driving under the influence of alcohol and/or drugs (18 percent), unsafe speed (18 percent), and right-of-way violations (17 percent). Alcohol was a factor in 150 collisions, with the share of collisions involving alcohol substantially higher on weekends, with alcohol a factor in 19 percent of collisions occurring Monday through Thursday, and in 28 percent of collisions occurring Friday through Sunday.

Figure 3.3 shows the locations and types of collisions in Hermosa Beach in the five-year period from 2008 to 2012. As illustrated in Figure 3.3, the spatial distribution of collision frequency differs by collision type. The areas with highest prevalence of collisions of a specific type are also areas in which one would expect high levels of activity for that mode choice. Specifically, the highest prevalence of vehicle-vehicle collisions in Hermosa Beach occurs on Pacific Coast Highway, the roadway with the highest volume of vehicles; the highest prevalence of vehicle-bicycle collisions occurs on Hermosa Avenue, the only marked bicycle facility; and the highest prevalence of vehicle-pedestrian collisions occurs on Pier Avenue, a major shopping center and popular pedestrian destination, though notably the rate of collisions have measurably decreased since the Upper Pier Avenue Improvement Project was completed.

The number of vehicle collisions of any type decreased every year during the five-year period, for a total reduction of 32 percent from 2008 to 2012. During the same time period, the number of collisions involving a pedestrian or bicyclist has remained constant, meaning that the total share of these types of collisions has increased, as illustrated in Figure 3.4 below.

Pedestrian + Bicycle Environment

Hermosa Beach has many important foundational elements that make it a great walkable city - a feature that makes Hermosa Beach unique and draws visitors from throughout the area. The gridded street network, small blocks, and dense land uses make many of the city's most important and interesting destinations accessible to pedestrians. Walking represents a no-cost transportation mode that improves health outcomes, reduces congestion, and improves air quality.

The City's 22 walk streets provide safe and plentiful pedestrian connections between Downtown, residential neighborhoods, and the beach, while walking paths on the Hermosa Valley Greenbelt provide north-south connections away from the beach. However, the pedestrian environment in many areas of town suffer from a lack of continuity. In particular, sidewalks are not continuous throughout the city. In some locations, sidewalks are present on both sides of the roadway, while in others – chiefly on local streets – they are present on just one side or not at all. Missing curb ramps, narrow sidewalks, steep sloping driveway entrances, and sidewalk obstructions can present challenges to users of all abilities. Various traffic calming improvements are installed and can be expanded to help reduce vehicle speeds and improve pedestrian safety.

While bicycles are legally allowed on all streets in Hermosa Beach, many potential bicyclists only feel comfortable utilizing streets where the volume of vehicles is low, or where dedicated bicycle facilities are present. The Strand, Southern California's famous beachside bicycle path, and segment of the California Coastal Trail, serves the Hermosa Beach community on its way between Torrance and Malibu. Other existing bicycle facilities in Hermosa Beach include bicycle routes along Hermosa Avenue, a bicycle lane in each direction along Herondo Street, and a marked bicycle route along Monterey Avenue to 22nd Street.

Transit Access

Transit service within the City of Hermosa Beach is provided by three transportation agencies: Beach Cities Transit (BCT), LADOT Commuter Express, and the Los Angeles County Metropolitan Transportation Authority (MTA, or Metro); and includes a demand-responsive paratransit service. Regional transit access is provided by a network of local and regional facilities provided by Beach Cities Transit, Los Angeles Metro, and Los Angeles Department of Transportation Commuter Express. Light rail transit connections in the South Bay are served by Metro's Green Line; the nearest stop to Hermosa Beach is the Redondo Beach Station.

Beach Cities Transit

Beach Cities Transit provides local transit service for the Los Angeles Beach Cities. Daily weekday and weekend transit services are served by two routes, Transit Lines 102 and 109. Line 109 runs north-south beginning at the Redondo Beach Riviera Village and runs along the coast, with stops located a close walking distance from the beach, through Manhattan Beach, Hermosa Beach, and Redondo Beach and ends at the Los Angeles Airport City Bus Center. Connection to regional transit, the Metro Green Line, is served by two stops: the Aviation/LAX Station and the Douglas Station. Routes operated by Beach Cities Transit are summarized in Table 3.2.

Table 3.2 Beach Cities Transit Routes

Line	From	To	Weekday Headway	Weekend Headway
102	Redondo Beach Pier	Redondo Beach Green Line Station	30 – 45 min	30 – 45 min
109	Riviera Village	Los Angeles Airport City Bus Center	30 – 50 min	60 min

Source: Beach Cities Transit

Dial-A-Ride Transit Services

The WAVE Dial-A-Taxi program provides demand-responsive paratransit service for senior and disabled passengers. Paratransit is an alternative mode of flexible passenger transportation that does not follow fixed routes or schedules. Citywide WAVE operations provides same day, curb to curb transit to anyone who meets the qualifications. The standard fare for service within Hermosa Beach, Redondo Beach, or any area south of El Segundo Boulevard, west of Crenshaw Boulevard, and north of Pacific Coast Highway is $1.00.

Los Angeles County Metro Transit

Metro operates several bus routes and rail lines that provide regional transit service within or near Hermosa Beach. Metro Line 130 provides east-west coverage between the Beach Cities to the Artesia Transit Center. Major stops along this line provide connections to the Metro Silver and Blue Lines. North-south transit coverage is served by Metro Line 232. This route travels along Pacific Coast Highway between Downtown Long Beach and the Los Angeles Airport City Bus Center. Metro's Green Line provides regional east-west light rail service to the South Bay area. This rail line provides direct connections to north-south rail via the Metro Blue Line. Routes operated by Metro that directly serve Hermosa Beach are summarized in Table 3.3.

Table 3.3 LA Metro Transit Services

Route	Type	Dir.	Service To/From	Weekday Headway	Weekend Headway
130	Local	E-W	Redondo Beach, Hermosa Beach, Los Angeles via Gateway Cities	30 min	50 – 60 min
232	Local	N-S	Downtown Long Beach to Los Angeles Airport City Bus Center	20 min	30 – 60 min

Source: Los Angeles County Metropolitan Transportation Authority 2015; Los Angeles Department of Transportation 2015.

Los Angeles Commuter Express

The Los Angeles Department of Transportation's Commuter Express provides one bus route (Commuter Express Route 438) with express service between the Beach Cities area to Downtown Los Angeles via the Century and Harbor Freeways. This line makes local stops in Redondo Beach, Hermosa Beach, Manhattan Beach, and El Segundo. The route operated by LADOT that directly serves Hermosa Beach is summarized in Table 3.4.

Table 3.4 Los Angeles Commuter Express Transit Services

Route	Type	Service To/From	Weekday Headway
438	Express	Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo, and Los Angeles	5 – 15 min

Source: Los Angeles County Metropolitan Transportation Authority 2015; Los Angeles Department of Transportation 2015.

Parking in Hermosa Beach

The City of Hermosa Beach has substantial commercial, retail, restaurant, and other non-residential uses that create a unique mix of parking demand due to the distinct character of the community and walkability of the downtown core. With most of the city's land uses developed between 1900 and the 1960s, a residential population density that is among the highest of coastal communities in California, and a significant volume of visitors to the beach and commercial areas, automobile parking is a coveted resource in Hermosa Beach.

Parking Supply

There are a total of just over 4,400 public parking spaces in the City's Coastal Zone. The majority of public parking within the Coastal Zone in Hermosa Beach is provided through on-street parking within or adjacent to residential uses, with additional on and off-street metered parking provided in the commercial core, and a number of free long-term parking areas available at no cost at City facilities, parks, and recreational facilities.

Within the Coastal Zone, metered parking is available on Hermosa Avenue, on streets west of Hermosa Avenue near the Hermosa Pier, on Pier Avenue between Hermosa Avenue and Valley Drive, and on local streets between Hermosa Avenue and Manhattan Avenue near the northern and southern City limits. Time-limited, free street parking is available on most other streets between Hermosa Avenue and Valley Drive. Off-street municipal parking is available near Pier Plaza at parking lots that are individually metered and with kiosk payment systems. Free unmetered parking is available in City parks, by the Community Center, and on a majority of local streets throughout the remainder of the city except during street sweeping times.

An appropriate quantity of well managed automobile parking is necessary for the success of the city's businesses and for the quality of life of its car-owning residents. The efficient provision and management of parking can help provide sufficient space for vehicles while also encouraging more efficient use of existing facilities, reducing the impact of parking facilities, and reducing automobile use.

Of the 4,400 parking spaces in the Coastal Zone, more than 400 can be found in one of three public parking lots located west of Hermosa Avenue near the beach, while approximately 1,500 of the on-street spaces are metered. For purposes of analysis and development of applicable policies, the Coastal Zone was divided into eight subzones based on various land use and parking characteristics with the following geographic limits:

- Zone 1: North City Limit to 27th St, West of Manhattan Ave — Primarily Residential land use
- Zone 2: North City Limit to 27th St, East of Manhattan Ave — Primarily Residential land use
- Zone 3: 27th St to 16th St, West of Manhattan Ave — Primarily Residential land use
- Zone 4: 27th St to 16th St, West of Manhattan Ave — Primarily Residential land use
- Zone 5: 16th St to 8th St, West of Manhattan Ave + Pier Ave — Primarily Commercial land use
- Zone 6: 16th St to 8th St, East of Manhattan Ave - Pier Ave — Mix of Residential + Civic land use
- Zone 7: 8th St to 2nd/Herondo St, West of Manhattan Ave — Primarily Residential land use
- Zone 8: 8th St to 2nd St, East of Manhattan Ave — Mix of Residential + Light Industrial

Figure 3.5 Public Parking Zones

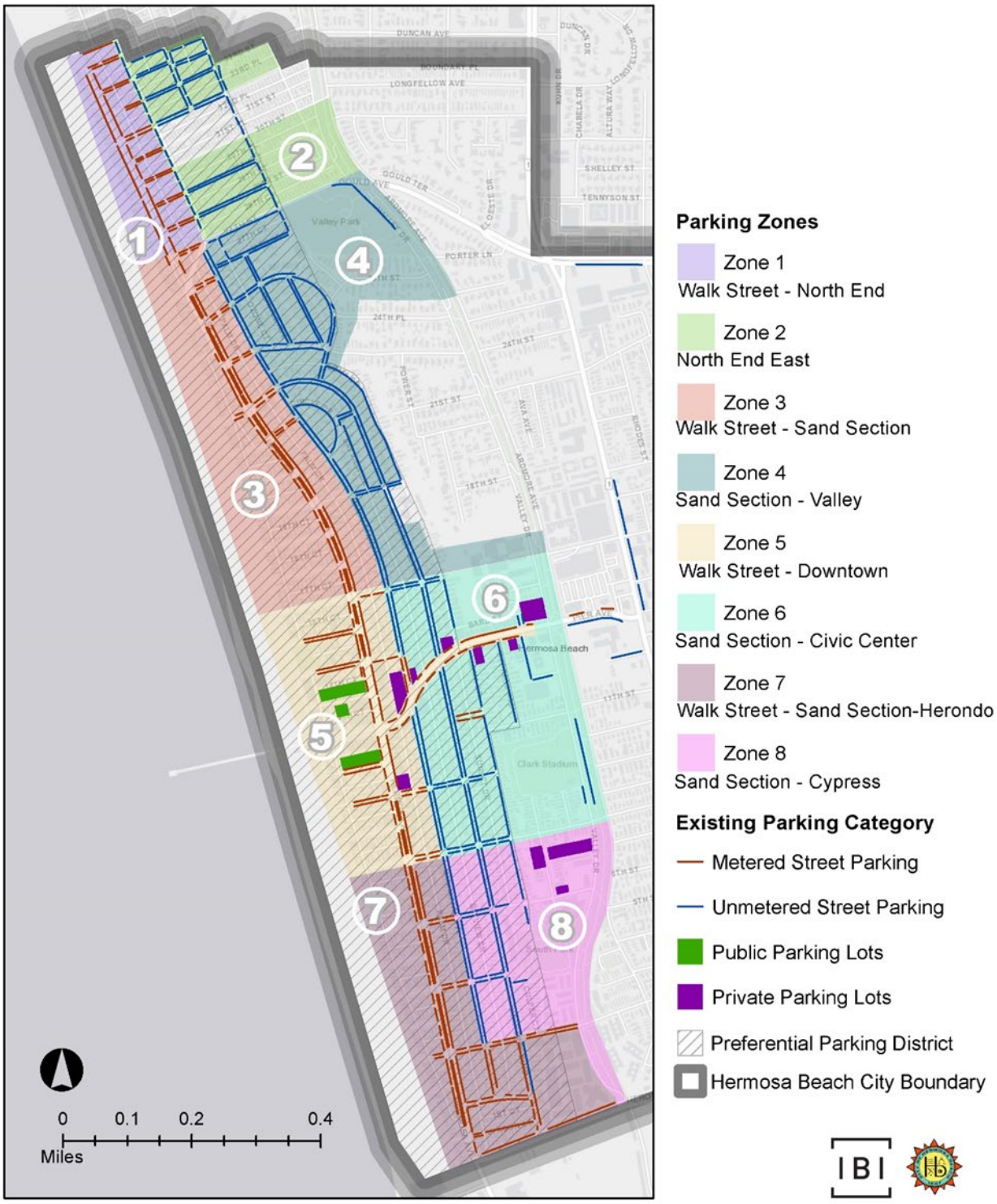


Table 3.5 Coastal Zone Public Parking Supply

Parking Type	Total Inventoried Spaces
On-Street	
Yellow Metered (12 or 24 hr)	1,155

Silver Metered (2-3 hr)	327
Non-Metered (within parking district)	1,662
Yellow Metered (not in parking district)	20
Non-Metered (not in parking district)*	673
Total	**3,837**
Public Off-Street (City-Owned)*	
Lot A	130
Lot B	37
Lot C	354
Total	**521**
Private Off-Street	
Total	**348**
Overall	
Total	**4,706**

**For this analysis, Parking Lot D, which includes 19 metered spaces, is accounted for in the Metered Spaces counts rather than Parking Lot totals because the spaces are individually metered instead of collecting payment via kiosk, which occurs at Lots A, B, and C.*
Other off-street spaces available at city facilities are included in the inventory of non-metered spaces.

Parking Occupancy Rates

The parking occupancy analysis paints a detailed picture of how public on-street, public off-street, and private off-street parking is utilized in the Coastal Zone. There is currently significant demand for parking in the Coastal Zone, though it varies significantly by time of day, day of week, and geographic area. This is a result of limited on-street parking and relatively few off-street parking spaces given the number of dwelling units and visitors. Occupancy in the Coastal Zone is lightest on weekday afternoons and heaviest on weekend afternoons, with occupancy in the commercial zones on weekday evenings more similar to that of afternoons on weekdays than on weekends and more similar to weekday afternoons in residential areas.

Table 3.6 and Figure 3.6 present the number and percent of occupied public parking spaces during a weekday afternoon, weekday evening, and weekend afternoon, respectively.

Table 3.6 Coastal Zone Parking Occupancy

Zone	On-Street Parking Types			Off-Street Parking Types		Observed On-Street Occupancy			Observed Off-Street Occupancy		
	Metered	*Non-metered: Preferential Zone*	*Non-metered: Non-Preferential Zone*	*Public*	*Private*	*Weekday Afternoon*	*Weekday Evening*	*Weekend Afternoon*	*Weekday Afternoon*	*Weekday Evening*	*Weekend Afternoon*
Zone 1	✓					61%	66%	91%	N/A	N/A	N/A
Zone 2		✓	✓			53%	62%	82%	N/A	N/A	N/A
Zone 3	✓					69%	73%	88%	N/A	N/A	N/A
Zone 4		✓	✓			47%	62%	83%	N/A	N/A	N/A

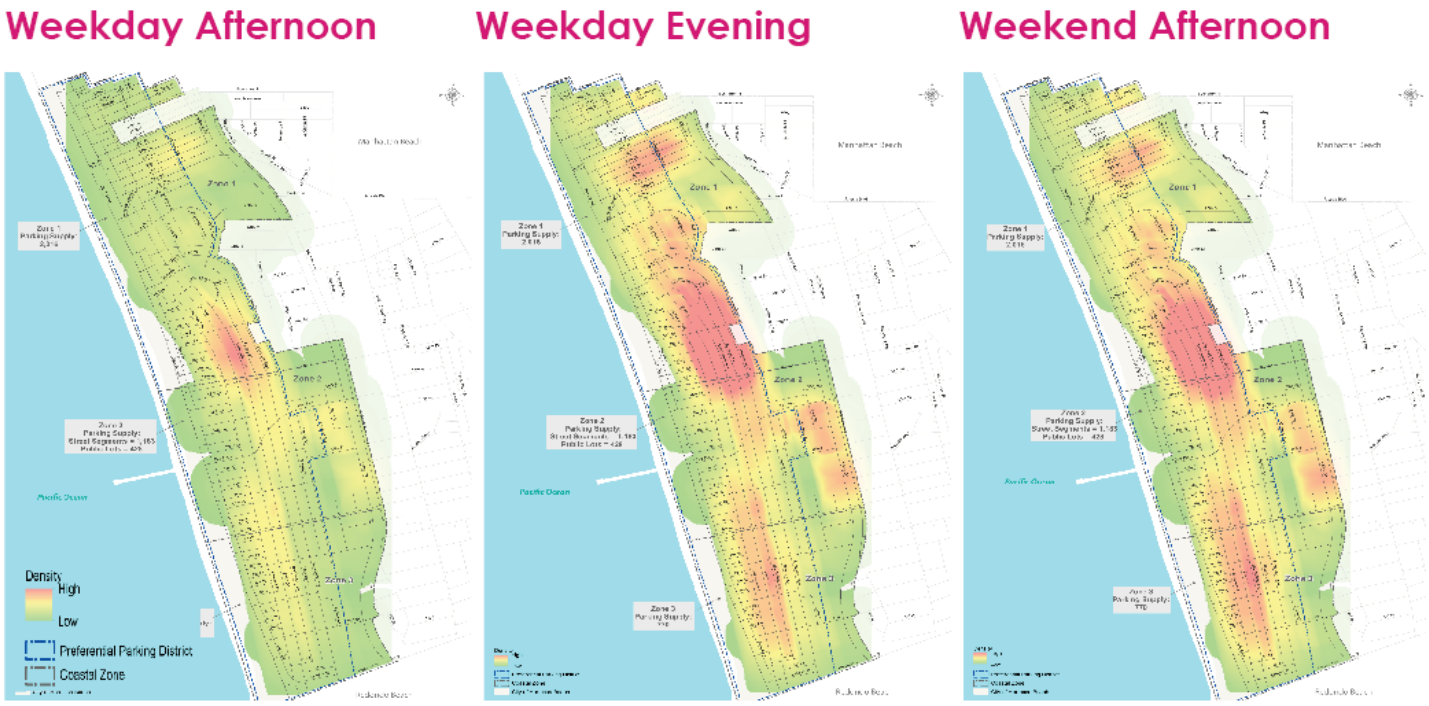
Zone 5	✓			✓	✓	77%	84%	94%	Public: 89% Private: 10%	Public: 78% Private: 3%	Public: 86% Private: 16%
Zone 6		✓	✓	✓	✓	75%	68%	77%	Private: 64%	Private: 30%	Private: 21%
Zone 7	✓					63%	79%	97%	N/A	N/A	N/A
Zone 8		✓	✓	✓	✓	66%	86%	100%	Private: 46%	Private: 45%	Private: 95%

In general, all odd numbered zones, or zones that border the beach experience higher levels of parking occupancy than zones further away from the beach, which is expected due to a high rate of beachgoers during summer months. In all zones, peak occupancy occurred during the weekend afternoon. In particular, weekend afternoon occupancy rates exceeded optimal capacity in the following zones:

- Zone 1: Walk Street – North End (average occupancy of 91%);
- Zone 3: Walk Street – Sand Section North (average occupancy of 88%);
- Zone 5: Walk Street – Downtown (average occupancy of 94%);
- Zone 7: Walk Street – Sand Section – Herondo (average occupancy of 97%), and
- Zone 8: Sand Section – Cypress (average occupancy of 100%).

Weekday evening occupancy only exceeded optimal capacity in Zone 8 (Sand Section – Cypress, occupancy of 86%). All zones, except Zone 6 (Sand Section – Civic Center), experienced the lowest levels of occupancy during the weekday afternoon (average occupancy of 62%).

Figure 3.6 Parking Occupancy Rates



Preferential Parking Permit Program

In 1984, the City sought and obtained a permit from the Coastal Commission to implement a preferential parking permit program that offers permits to residences within the impacted area of the Coastal Zone to park near their residence so long as conditions are met that ensure parking remains available to the general public and coastal visitors. The permit has undergone amendments in 1989, 1992, 1998, and 2004, with the amendment approved in 2004 requiring the following conditions be met. In addition to caps on the cost of a daily permit/hourly meter rates, hours of enforcement, and provision of signage to indicate the availability of public parking, the permit requires that the City shall provide:

- no fewer than 1,100 metered parking spaces within two blocks of the beach (yellow meters) that allow parking for no less than six hours and that accepts coins for up to six hours per visit;
- no fewer than 440 short-term, two- to three-hour public, metered, commercial spaces on streets and public lots; and
- an accessible supply of free, long-term (6 or more hours minimum), remote public parking spaces of no less than 320 spaces available on weekdays and no less than 396 spaces available on weekends and holidays.

The geographic borders of the Residential Parking Permit District are nearly contiguous with the Coastal Zone boundary. Residential parking permit holders are allowed to park at 24-hour meters without paying the meter, or in one-hour residential zones without regard to the time limit for up to 72 hours. Employees of local businesses are also entitled to purchase parking permits for an additional fee in designated areas.

Electric Vehicle Parking

The number of electrical vehicle owners and drivers in Hermosa Beach has expanded dramatically as the number of model options has increased and the availability of state and federal rebates and incentives continues. According to the California Air Resources Board, approximately 285 electric vehicle rebates totaling $578,300 have been issued to residents or businesses in Hermosa Beach between 2012 and 2015.

To serve the growing number of electric vehicle drivers, including residents, shoppers, and visitors, the City of Hermosa Beach has installed several electric vehicle charging stations at parking lots throughout the city. Lot C provides three electric vehicle charging stations on the third floor of the parking facility; the parking lot at City Hall provides two charging stations, and an additional set of charging stations are provided on Pier Avenue. In 2016, an additional 10 dual port meters will be installed at City facilities, parks and public spaces to provide an additional 20 electric vehicle charging spaces. At present, the City does not charge for parking in these spaces as a further incentive.

Neighborhood electric vehicles (NEVs) are also a common form of transportation in Hermosa Beach and are offered free parking at silver meters.

Intended Mobility System + Street Network

The intended mobility system of street classifications, pedestrian facilities, bicycle facilities, and transportation amenities will direct future roadway improvements and performance measurement for new and reconfigured streets to carry out mobility priorities more effectively and to balance the needs of all travel modes. Key highlights of the proposed mobility systems and street network include:

- Greater emphasis on east-west connections.
- Greater emphasis on pedestrian realm and complete network.
- Bike facility moved from 8th Street to 5th/6th Street.

- Identification of multi-use path connections to parks, schools, and key destinations.

Definitions of street classifications consider surrounding land uses and designate priority levels for different travel modes within each street type. Combined, the types represent a hierarchical network linked to typical design standards and anticipated traffic levels. Table 3.9 and Figures 3.7 through 3.10 delineate the planned mobility network.

1. Street Classifications

defines the roadway network of streets based on likely volume of traffic.

2. Pedestrian Facilities

identifies the facilities designated for pedestrian use and prioritizes those needed to create a complete sidewalk network.

3. Bicycle + Multi-Use Facilities

highlights the bicycle facilities and other shared use spaces for bicycles and other modes of transportation.

4. Transportation Amenities

identifies additional transportation amenities such as bicycle and electric vehicle parking, a local trolley, and crossing controls.

Table 3.7 Transportation Network Descriptions

	Type	Description
Street Classifications	**Alleyway**	*Alleyways provide access to private properties, including parking spaces and garages.*
	Local Street	*Local streets provide connections within neighborhoods. Local streets are not intended to serve through traffic and are generally one lane each direction with lower vehicle volumes.*
	Arterial (major + minor)	*Arterials carry the majority of vehicles entering, leaving, or traveling through the city. Major and minor arterials are differentiated by the volume of vehicles using the street and width of the right-of-way.*
Pedestrian Facilities	**Walk Street**	*A street segment designed to exclude vehicular usage, for pedestrians and non-motorized transportation.*
	Local Sidewalk	*Local sidewalks provide contiguous and level walking space primarily on low-volume residential streets.*
	Wide Sidewalk	*Wide sidewalks provide adequate space for a frontage zone, pedestrian zone, and buffer/planters on commercial streets.*
	Priority Sidewalk	*Priority sidewalks are facilities essential to providing a safe, accessible, and well-connected pedestrian network.*

Bicycle + Multi-Use Facilities	**Multi-use Path**	*A two-way facility separated from motor vehicles (adjacent to or independent of roadways) for use by pedestrians, joggers, skaters, and bicyclists.*
	Shared Roadway	*A street segment that functions as a space for multiple users and intermittently as a gathering space, without delineations for each mode.*
	Bike Lane	*Bike lanes provide preferential or exclusive use of a portion of the roadway for bicyclists through striping or markings.*
	Sharrows	*Sharrows combine bicycle stencils with chevrons placed in the center of a travel lane. They bring awareness to drivers that bicycles share the lane and "may use full lane."*
	Bike Boulevard	*Bike boulevards allow for bicyclists and motorists to share the same travel lanes to facilitate safe and convenient bicycle travel. They are low-volume streets optimized for bicyclists and pedestrians.*
Transportation Amenities	**Local Trolley**	*A local electric or zero emissions trolley, in coordination with parking facilities, provides enhanced access to the beach and Downtown.*
	EV + Bike Parking	*Electric vehicle and bike parking facilities support the use of alternative modes to key destinations.*
	Crossing Control	*Crossing control facilities (stop sign, signal, traffic circle) ensure efficient and safe intersections for all travel modes.*
	Parking District	*District-based parking helps to manage parking supply and more efficiently use space dedicated for parking.*

Figure 3.7 Street Classifications


hermosa beach
street classifications
alleyway
local street
minor arterial
major arterial
boundaries
city limits
coastal zone
Manhattan Ave
27th St
Valley Dr
Gould Ave
Hermosa Ave
Artesia Blvd
21st St
Monterey Blvd
Ardmore Dr
PCH
16th St
Prospect Ave
14th St
Pier Ave
Aviation Blvd
10th St
Manhattan Ave
Cypress Ave
8th St
Prospect Ave
Hermosa Ave
5th St
2nd St
Valley Dr
PCH
0
400'
800'
0"
1"
2"
N

Figure 3.8 Pedestrian Facilities

Figure 3.9 Bicycle and Multi-Use Facilities

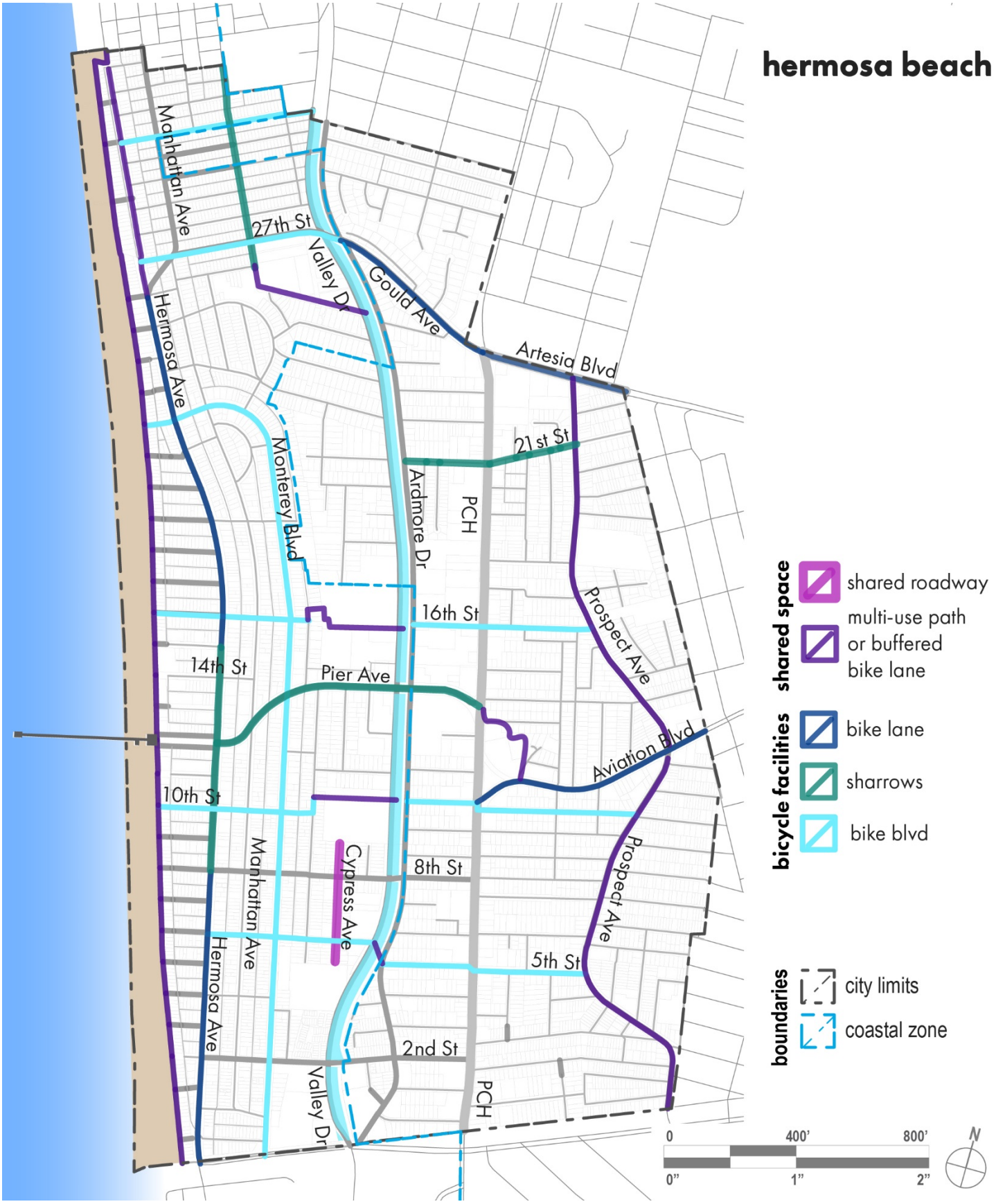


Figure 3.10 Transportation Amenities


hermosa beach
Manhattan Ave
27th St
Valley Dr
Gould Ave
Artesia Blvd
Hermosa Ave
Monterey Blvd
Ardmore Dr
PCH
21 st St
16th St
Prospect Ave
14th St
Pier Ave
Aviation Blvd
10th St
Manhattan Ave
Cypress Ave
8th St
Prospect Ave
Hermosa Ave
5th St
2nd St
Valley Dr
PCH
parking + amenities
off-street parking
parking district
ev/nev parking
crossing control
bike parking
beach trolley
boundaries
city limits
coastal zone
0
400'
800'
0"
1"
2"
N

Figure 3.11 Safe Routes to School Network

Benefits of a Multi-Modal Transportation System

A comprehensive multi-modal transportation system is critical in Hermosa Beach's urbanized environment where there is both a growing desire for additional transportation choice, and limited street right of way to expand streets for more vehicles and parking. By creating a high-quality multi-modal transportation network in Hermosa Beach, there are many co-benefits including a range of economic, health, sustainability, and safety benefits, all of which contribute to the high quality of life in Hermosa Beach.

Quality of Life. A diversified transportation system increases the quality of life for Hermosa Beach residents, businesses, and visitors. It gives users the option to walk, bike, or take transit, rather than sit in traffic, while simultaneously reducing congestion for those that need or want to drive. It leads to a higher quality urban environment where people can spend time outside and be physically active on streets that aren't dominated by auto traffic, congestion, and parking, including the noise, pollution, and stress that comes with driving.

Public Health. Walkable communities generally have lower rates of obesity, heart disease, fewer air quality issues, and higher levels of physical activity by residents. Bicycling also brings significant health benefits. Active transportation options are especially important for seniors and children, two groups particularly vulnerable to health complications related to a sedentary lifestyle.

Sustainability. Less auto use means less air pollution, soil and water pollution, and greenhouse gas emissions. Today and into the future, autos and trucks will continue to emit significant amounts of pollutants. These pollutants undermine our air quality, flow into our storm drains, and coat our streets, buildings, and open spaces. In addition, transportation is responsible for the greatest proportion of greenhouse gas emissions in the city (54% as of 2010). By providing a range of sustainable transportation choices, Hermosa Beach can reduce its impacts on the environment, both locally and globally.

Economic Vitality. There is a connection between a multi-modal transportation system and the economic vitality of a place. Many people are attracted to environments that are walkable, bikeable, and accessible by public transit. For example, creating attractive and pedestrian-friendly shopping areas draws people to commercial corridors and into the public realm that might otherwise drive through without stopping. Studies show that commercial and residential districts with walkable and bikeable streets have higher real estate values and sales than comparable auto-oriented districts.

Public Safety. One of the principal tenets of the Crime Prevention Through Environmental Design concept is "natural surveillance" by designing the built environment to maximize the number of eyes on the street and public spaces. By increasing the amount of bicycle and pedestrian activity, streets and public spaces are increasingly visible and foster positive social interaction among legitimate users of the space, making potential offenders feel increased scrutiny and limitations on their escape routes.

Goals and Policies

The community's unified vision for the future of mobility in Hermosa Beach was established through close collaboration among Hermosa residents and City staff. Through a series of public outreach, workshops, and community meetings, the City has framed what residents have prioritized as key objectives that will guide potential changes and improvements to the City's existing transportation system. To help the community achieve its vision of a robust, balanced, and multimodal-oriented transportation network, the Mobility Element is organized around goals to improve safety, enhance access, and support greater choice in transportation options.

To address changing trends in travel preferences, vehicles types, fuel prices, and community demographics, Hermosa's transportation choices will be formed by the need for flexible and resilient options that will help the city thrive. Hermosa's approach to transportation will play a key role in promoting and maintaining the economic, social, and environmental health of the community for generations to come.

Goal 1. Complete Streets that serve the diverse functions of mobility, commerce, recreation, and community engagement for all users whether they travel by walking, bicycling, transit, or driving.

Providing well developed and people-oriented streets that are convenient, safe, connected, and integrated with adjacent land uses will play an integral role in supporting the city's economic vitality, livability, sustainability, and local culture by providing residents and visitors with enhanced accessibility and mobility opportunities into the future.

Policies

1.1 Consider all modes. Require the planning, design, and construction of all new and existing transportation projects to consider the needs of all modes of travel to create safe, livable and inviting environments for all users of the system.

1.2 Street Classification design standards. Create context-sensitive street classification design standards that will provide the City and adjacent land uses with consistent designs that accommodate multiple modes of travel.

1.3 Right of way standards. Establish and maintain right of way standards and inventory sidewalks to assist in consistently applying roadway and sidewalk design standards.

1.4 Monitor best practices. Consider applying the latest state of best practices in the design, operation, and maintenance of the transportation network that is both attractive and functional.

1.5 Target investments. Target public streetscape and infrastructure investments in locations with high potential for both public and private return on investment and long-term community value.

1.6 Plan for persons with disabilities. New visitor-serving development in the Coastal Zone shall include improved access for persons with disabilities.

1.7 Pedestrian safety. Prioritize implementation of pedestrian safety improvements around community facilities and popular locations.

Goal 2. A public realm that is safe, comfortable, and convenient for travel via foot, bicycle, public transit, and automobile and creates vibrant, people-oriented public spaces that encourage active living.

Public right-of-ways are shared resources used by the community and visitors every day. Changes to the public infrastructure should be aesthetically pleasing, ecologically healthy, and both practical and

functional to allow the City opportunities to create communal spaces where residents and visitors can interact and engage with the local community. Landscaping and tree canopies will be preserved and enhanced to improve air quality and provide shade. Redesigned roadways will serve drivers as well as active transportation travelers and adjacent land uses will create an environment where people of all ages and physical abilities feel comfortable using any mode of travel, whether it be walking, bicycling, using public transit, or driving.

Policies

2.1 Prioritize public right-of-ways. Prioritize improvements of public right-of-ways that provide heightened levels of safe, comfortable and attractive public spaces for all non-motorized travelers while providing efficient vehicular circulation.

2.2 Encourage traffic calming. Encourage traffic calming policies and techniques to improve the safety and efficient movement of people and vehicles along residential areas and highly trafficked corridors.

2.3 Directional signage. Provide directional signage that helps travelers navigate to transit facilities, local and regional bicycle routes, civic and cultural amenities, parking infrastructure and visitor and recreation destinations, including the California Coastal Trail.

2.4 Sustainable landscape. Use consistent and sustainable landscape and streetscape designs that reflect the city's community identity; showcase local assets and the community's unique and vibrant culture.

2.5 Require sustainable practices. Incorporate environmental sustainability practices into designs and strategic management of road space and public right-of-ways, prioritizing practices that can serve multiple infrastructure purposes.

2.6 Safe east-west connections. Strive to provide safe and convenient east-west connections for pedestrians and bicycles throughout the city roughly every one-quarter mile (roughly every four to six blocks) and evaluate the costs, safety, and engineering considerations of various segment options.

2.7 Retain public rights-of-way for trails. No highway or street right-of-way will be transferred out of public ownership unless it has first been evaluated for its utility as part of the CCT or other public coastal access route and is found to have no reasonable potential for such use.

2.8 Sufficient bicycle parking. New development will be required to provide a sufficient supply of bicycle parking to serve employees, customers, and/or residents of the site in conjunction with new or redeveloped vehicle parking facilities by both public and private developments. Public sites shall maximize bicycle parking opportunities for the general public to access the beach and other nearby recreation areas.

Goal 3. Public right-of-ways supporting a multimodal and people-oriented transportation system that provides diversity and flexibility on how users choose to be mobile.

Planning for a more efficient multimodal mobility network will provide opportunities to explore innovative solutions and serve all types of users. Solutions will consider a variety of transportation improvement options for all modes and include management strategies and land use practices aimed towards increasing network connections, improving connections between different modes, and maximizing public health benefits.

Policies

3.1 Enhance public right-of-ways. Where right-of-way clearance allows, enhance public right-of-ways to improve connectivity for pedestrians, bicyclists, disabled persons, and public transit stops.

3.2 Complete pedestrian network. Prioritize investment in designated priority sidewalks to ensure a complete network of sidewalks and pedestrian-friendly amenities that enhance pedestrian safety, access opportunities and connectivity to destinations.

3.3 Active transportation. Require commercial development or redevelopment projects and residential projects with four or more units to accommodate active transportation by providing on-site amenities, necessary connections to adjacent existing and planned pedestrian and bicycle networks, and incorporate people-oriented design practices.

3.4 Access opportunities. Provide enhanced mobility and access opportunities for local transportation and transit services in areas of the city with sufficient density and intensity of uses, mix of appropriate uses, and supportive bicycle and pedestrian network connections that can reduce vehicle trips within the city's busiest corridors.

3.5 Incentivize other modes. Incentivize local shuttle/trolley services, rideshare and car share programs, and developing infrastructure that supports low carbon (e.g. electric) vehicles.

3.6 Complete bicycle network. Provide a complete bicycle network along all designated roadways while creating connections to other modes of travel including walking and transit.

3.7 Transportation project considerations. Ensure transportation planning projects provide consideration to access, health and safety, and individual responsibility that enhances the quality of life of residents in the community.

3.8 Encourage shared streets. Encourage the concept of shared streets on low volume streets with limited right-of-ways.

3.9 Access for emergency vehicles. Ensure that emergency vehicles have secure and convenient access to the city's street network.

3.10 Require ADA standards. Require that all public right-of-ways be designed per Americans with Disabilities Act (ADA) standards by incorporating crosswalks, curb ramps, pedestrian signals, and other components to provide ease of access for disabled persons.

3.11 Site specific conditions. Evaluate and incorporate any site-specific conditions or restrictions on public property or right-of-ways during the design and engineering phases for pedestrian and bicycle facilities.

Goal 4. A parking system that meets the parking needs and demand of residents, visitors, and employees in an efficient and cost-effective manner.

With limited land resources and high-demand for parking resources in the Coastal Zone, the City seeks to manage these public parking resources in a manner that balances coastal access requirements with efficient use of the City's limited land resources, and achievement of the City's economic development and mobility goals. Innovative parking management solutions are needed to optimize the availability of both private and public parking for different users, encourage alternative modes of transportation to reduce parking demand, and create an enhanced parking experience for those that utilize vehicles to access the beach and commercial areas.

Policies

4.1 Public parking management program. Manage the City's public parking spaces through a comprehensive parking management program that prioritizes use and availability of public parking areas for the general public to maximize the public's ability to access recreational areas and the coast.

4.2 Maximize coastal access. Ensure parking facilities and costs of such facilities are not a barrier to beach access by the public and allow a range of fee opportunities to accommodate persons of all income ranges.

4.3 Optimize parking availability. The City's parking management program shall optimize parking availability through dynamically adjusted pricing and new technology to manage available spaces for short-term parking use to encourage rates of turnover that are responsive to fluctuating demands.

4.4 Visitor parking information. Manage information about passes and accessing public parking lots to facilitate use by longer-distance visitors with limited transportation choices.

4.5 Public parking wayfinding signage. Directional signage shall be provided from Pacific Coast Highway and other major access routes to the beach, parking lots, and the Pier and include information on alternative parking within reasonable walking distance of the beach, other transit modes, and real-time parking availability.

4.6 Shared parking. Facilitate park-once and shared parking policies among private developments that contribute to a shared parking supply and interconnect with adjacent parking facilities. Parking facilities in new commercial or office developments, and conversions of existing structures are encouraged to be made available for public use during hours when the public beach parking lots are open and when the business is not in operation, which may include weekends, major holidays and evenings.

4.7 Curb management practices. Survey existing public rights-of-way to identify areas where additional public access amenities (such as drop off zones, bicycle parking, or pedestrian amenities) could be provided in areas where red curbs or other restrictions exist. Prohibit the imposition of new red curbs and restricted parking areas unless required for public safety needs.

4.8 Encourage TDM strategies. Encourage use of transportation demand management strategies and programs such as carpooling, ride hailing, and alternative transportation modes as a way to reduce demand for additional parking supply.

4.9 Commercial parking standards. Optimize parking development standards to ensure they are sufficient to make prime public parking spaces in commercial areas available for customers and other short-term users throughout the day, while ensuring that other parking demands are also served in the area, including visitors of the coast.

4.10 Parking in-lieu program. In lieu of providing all of the required parking spaces for new or expanded development, a property owner may instead provide a parking in-lieu fee to the City, to be used for construction of new parking facilities, establishment of public use beach "drop-off zones" in conjunction with a signage program from the drop-off zone to a nearby parking facility, funding for new or expanded paratransit to and from the beach/Pier, or other purpose that has been determined to contribute toward adequately offsetting any public access impacts that may result from the reduction in required parking spaces.

4.11 Reduce impacts. Reduce spillover parking impacts due to employee parking and seasonal and event-based demands. Events shall be managed to protect coastal access parking and residential parking for the intended users to the maximum extent feasible.

4.12 Preferential parking program. Periodically study and evaluate the current inventory of public parking supply and update the preferential parking program to ensure public parking resources are being effectively managed and allocated to maximize public access consistent with the intent of the Coastal Development Permit for the program.

4.13 Consolidated parking facilities. Consider the development of new small-scale parking structures or shared facilities outside of the Downtown core and incorporate adaptability standards so that they may serve other uses in the future.

Goal 5. A robust low cost and low carbon transportation system that promotes the City's environmental sustainability and stewardship goals in support of social and economic objectives.

Aimed at reducing transportation-related environmental impacts, the development of a multimodal transportation network allows travelers the flexibility of choosing sustainable and low cost transportation choices that promote and improve public health, environmental quality, and overall quality of life. Low or no carbon travel options will be supported by the City, and barriers to their use will be addressed through the City's transportation investments. Affordable transportation solutions will be supported by the City to ensure mobility for all members of the community and to maintain access to goods and services for older residents to age in place.

Policies

5.1 Prioritize development of infrastructure. Prioritize the development of roadway and parking infrastructure that encourages private electric and other low carbon vehicle ownership and use throughout the city.

5.2 Local transit system. Develop a local transit system that facilitates efficient transport of residents, hotel guests, and beach goers between activity centers, and to Downtown businesses and the beach.

5.3 Incentivize TDM strategies. Incentivize the use of Transportation Demand Management (TDM) strategies as a cost-effective method for maximizing existing transportation infrastructure to accommodate mobility demands without significant expansion to infrastructure.

5.4 Priority parking. Provide priority parking and charging stations to accommodate the use of Electric Vehicles (EV's), including smaller short-distance neighborhood electric vehicles.

5.5 Evaluate projects. Ensure the evaluation of projects for transportation and traffic impacts under CEQA consider local and statewide goals related to infill development, the promotion of healthy and active lifestyles through active transportation, and the reduction of greenhouse gases, in addition to traditional congestion management impacts.

5.6 Multimodal development features. Encourage land use features in development projects to create compact, connected, and multimodal development that supports reduced trip generation, trip lengths, and greater ability to utilize alternative modes of travel.

5.7 Bicycle rental opportunities. Identify (or encourage) opportunities for bicycle rental in the Coastal Zone to encourage cycling as a recreational activity.

Goal 6. A regionally integrated transportation system that provides local and regional connections to regional transit services, bicycle facilities, and other inter-modal facilities.

The City will take advantage of improved street connectivity and resulting reductions in travel distances between destinations, enhanced local and regional accessibility through increasing route options for a variety of travel modes, and improved overall walking and bicycling conditions to support and encourage regional connections for all modes.

Policies

6.1 Regional network. Work with government agencies and private sector companies to develop a comprehensive, regionally integrated transportation network that connects the community to surrounding cities.

6.2 Regional travel patterns. Consider regional travel patterns when collaborating on regional transit and transportation projects to ensure investments facilitate greater mobility and access for residents, businesses, and visitors to and from Hermosa Beach.

6.3 Transportation sharing programs. Facilitate greater local and regional mobility through programs for shared equipment or transportation options such as car sharing and bike sharing.

6.4 Transit access. Coordinate with regional transportation agencies and neighboring jurisdictions to improve local access and connections to regional public transit services, including beach and recreational access.

6.5 Coordinate with surrounding cities. Coordinate with surrounding cities to prioritize non-motorized and pedestrian connections to regional facilities and surrounding cities.

6.6 Greater utilization of BCT. Consider exploring opportunities for greater utilization of the Beach Cities Transit system for improved mobility along major corridors and as a potential means of improved regional transit connections and maximizing public transportation ridership for coastal visitors by providing stops within reasonable walking distance of the beach.

6.7 Pick-up and drop-off zones. Identify and designate safe and convenient drop-off and pick-up zones citywide for ridesharing(including autonomous vehicles), beach loading/unloading, taxis and similar services.

Goal 7. A transportation system that results in zero transportation-related fatalities and which minimizes injuries.

As the rate of walking and bicycling continue to rise, providing a transportation system that safely meets the needs of people driving and more vulnerable street users becomes increasingly important. Strategies and improved designs will be aimed at reducing safety risks and ensuring continued economic and social well being of all people using the streets in Hermosa.

Policies

7.1 Safe public right-of-ways. Encourage that all public right-of-ways are safe for all users at all times of day where users of all ages and ability feel comfortable participating in both motorized and non-motorized travel.

7.2 Manage speeds. Monitor vehicle speeds through traffic controls, speed limits, and design features with the intended purpose of minimizing vehicle accidents, creating a pedestrian and bicycle environment, and discouraging cut-through traffic.

7.3 Provide street lighting. Provide pedestrian-oriented specific street lighting for enhanced pedestrian and bicycling safety on all minor and major arterial streets.

7.4 Traffic safety programs. Prioritize traffic safety programs oriented towards safe access to schools and community facilities that focus on walking, biking, and driving in school zones.

7.5 Appropriate sidewalk widths. Encourage design and construction plans that incorporate sidewalks that are consistent in width to match pedestrian activity.

7.6 Pro-active traffic enforcement. Conduct pro-active traffic enforcement along streets where high collision rates, high speeds, and other unsafe behaviors are reported.

7.7 Formalize City procedures. Encourage formalizing City procedures for analysis and evaluation of crosswalks and crossing locations citywide, and adopt state-of-practice pedestrian improvement guidance aimed at increasing pedestrian safety.

7.8 Active transportation education and safety. Promote the participation in pedestrian, bicycle, and skateboard safety and education programs to facilitate safe and confident use of alternative modes of transportation.

Goal 8. Facilitate sustainable, effective, and safe movement of goods and commercial vehicles.

With commerce and provision of goods an essential component to the economic vitality of Hermosa Beach, it is necessary to ensure that commercial vehicles are expressly allowed and provided efficient access and circulation to businesses. However, when commercial vehicles are not properly operated, they can have detrimental effects on the environment enjoyed by nearby residents, business customers, and public spaces by contributing noise, air pollution, and reduced safety. Hermosa Beach is committed to promoting the commercial movement of goods and service vehicles in and around Hermosa Beach in a manner that protects the health, safety and well-being of residents and the environment.

Policies

8.1 Minimize truck impacts. Maintain and regularly re-evaluate the designation of truck routes to minimize the negative impacts of trucking through the city.

8.2 Prohibit excessive idling. Discourage commercial vehicles from excessive idling during deliveries and while parked.

8.3 Commercial loading zones. Encourage businesses to provide commercial loading zones on-site where possible, or in the adjacent public right-of-way in a manner that balances the needs of businesses with the impact on traffic conditions and at appropriate delivery times.

8.4 Utilize alleys. Encourage alleys for access for parking, delivery loading/unloading and trash collection and, where possible, provide additional green space and pedestrian amenities.

8.5 Utilize technology. Encourage commercial vehicles to utilize technologies that minimize air pollution, fuel use, and greenhouse gas emissions.

8.6 Prohibit mobile advertising. Consider prohibiting mobile advertising, such as moving billboards, to avoid unnecessary traffic congestion, noise, and air pollution.

8.7 Transportation network company zones. Work with the city's transportation network company service providers (e.g. taxis, rideshare companies) to establish safe and convenient pick up/drop off zones.