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CITY MANAGER
ANDREW VIALPANDO

June 26, 2026

Southern California Association of Governments (SCAG)
Attn: Planning for Main Streets Program
900 Wilshire Boulevard, Suite 1700
Los Angeles, CA 90017

**SUBJECT: OPPOSE - PROPOSED CLASS IV PROTECTED BIKE LANES ON PACIFIC COAST HIGHWAY (SR-1) WITHIN THE CITY OF LOMITA**

Dear SCAG Representatives,

I am writing to you to express the City of Lomita's opposition to the proposed concept plans to convert one travel lane in each direction along Pacific Coast Highway (SR-1) into Class IV protected bicycle lane between Narbonne Avenue and Walnut Street within Lomita's jurisdiction. As shown in the draft concept plans, the proposal would reduce the existing roadway from three thru lanes in each direction to two thru lanes in each direction to accommodate protected bicycle facilities.

**Traffic and Cyclist Safety**

Pacific Coast Highway (SR-1) is one of the most important regional corridors, serving residents, businesses, transit, emergency services, and regional commuters. The proposed lane reduction raises significant concerns regarding traffic operations, public safety, and business accessibility. Most notably, the City is concerned that reducing the roadway from three thru lanes to two thru lanes in each direction will significantly increase traffic congestion along the corridor. SR-1 already experiences recurring peak-hour congestion, and the removal of a travel lane is likely to result in longer vehicle queues, increased travel times, and diversion of traffic onto adjacent neighborhood streets. To date, no traffic operational analysis, traffic impact study, or corridor-level modeling has been presented to demonstrate that the proposed lane reduction can accommodate existing or future traffic volumes without creating unacceptable impacts.

**Negative Impact on Businesses**

The City is equally concerned about the operational conflicts created by the numerous existing commercial driveways located along this corridor. SR-1 serves a vibrant commercial district with frequent driveway access to retail centers, restaurants, service business, and offices. During peak traffic conditions, vehicles exiting these businesses regularly queue while waiting

for an acceptable gap in traffic. Under the proposed design, those vehicles would be required to stop within or across the protected bicycle lane while waiting to merge into traffic, creating unavoidable conflicts between bicyclists and motorists. Although the concept proposes conflict striping across driveways, pavement markings alone cannot eliminate these operational conflicts or the increased potential for collisions. The City is concerned that increased congestion and more difficult driveway access could negatively affect businesses serving the region. Delays entering and exiting commercial properties, combined with reduced corridor capacity, may discourage customer visits and adversely impact the economic vitality of one of Lomita's primary commercial corridors.

**Overly Burdensome Maintenance and Unsightliness**

In addition to these operational concerns, the City has significant concerns regarding the long-term maintenance and appearance of the proposed protected bicycle facilities. The concept relies on physical barriers and delineators to separate bicycle traffic from vehicular traffic. While SR-1 is under Caltrans jurisdiction, the ongoing maintenance of the facilities—including street sweeping, debris removal, replacement of damaged delineators, vegetation management, and pavement maintenance—will directly affect the appearance and functionality of the City's primary commercial corridor.

Experience throughout Southern California has demonstrated that protected bicycle facilities can accumulate debris and require specialized maintenance equipment that differs from conventional roadway sweeping operations. Damaged or poorly maintained delineators, debris accumulation, and inconsistent maintenance can diminish the visual quality of the corridor, create hazards for bicyclists, and negatively affect the overall appearance of adjacent commercial properties. Regardless of jurisdictional maintenance responsibilities, these conditions directly impact the businesses and residents of the City of Lomita.

**Additional Planning and Analysis Needed**

Furthermore, the City notes that the draft concept plans themselves acknowledge that the proposed lane reduction requires additional engineering and traffic studies before implementation. At this time, the City has not been provided with any supporting analysis evaluating traffic operations, queue lengths, intersection level of service, driveway operations, emergency vehicle access, freight movement, transit operations, or the cumulative impacts on the surrounding transportation network. Without this analysis, the City cannot support advancing the proposed long-term concept.

**Lomita's Local Travel Network (LTN)**

The City of Lomita supports the goals of improving mobility, enhancing pedestrian safety, and expanding opportunities for bicycling throughout the region. However, these objectives should be achieved through responsible traffic solutions that preserve safe and practical alternatives for cyclists.

The City is an active partner with the South Bay Cities Council of Governments (SBCCOG) in developing the Local Travel Network (LTN), a comprehensive network of neighborhood bicycle routes that provides safer, lower-stress connections throughout Lomita and neighboring communities. The City is currently advancing the design of its LTN, which is intended to encourage micromobility by directing bicyclists onto local streets where traffic volumes and vehicle speeds are significantly lower than on major arterials. This approach improves cyclist comfort and safety while preserving the mobility function of SR-1 as a principal regional transportation corridor.

To reiterate, the City is not opposed to bicycle infrastructure. Rather, we believe bicycle facilities should be located where they best serve all users and minimize conflicts between bicyclists, motorists, businesses, and pedestrians. The proposed conversion of travel lanes on SR-1 does not achieve that balance.

The City of Lomita appreciates the opportunity to provide comments and looks forward to continuing to work collaboratively with SCAG, Caltrans, SBCCOG, and our regional partners on transportation improvements that enhance safety and mobility while respecting the unique operational needs of our community.

Sincerely,

**CITY OF LOMITA**



Andrew Vialpando
City Manager

Cc: The Honorable Lomita City Council
The Honorable Senator Ben Allen, 24th State Senate District
The Honorable Assemblymember Al Muratsuchi, 66th State Assembly District
Jacki Bacharach, Executive Director, SBCCOG

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