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Introduction

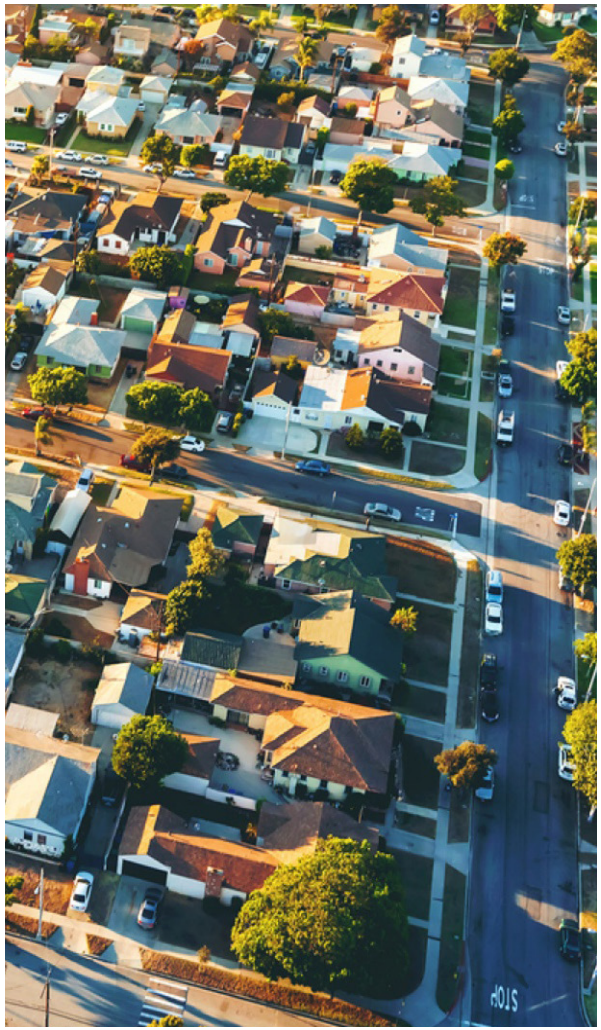
Introduction

About the Active Transportation Plan

As cities throughout California begin to embrace a future where active transportation is just as important—if not more—than automobile travel, the City of Hawthorne recognizes its need to both keep pace with and act as a model for surrounding cities.

This Active Transportation Plan (ATP) provides a clear and comprehensive blueprint for the City to develop safer, more convenient transit and non-motorized transportation options to serve all visitors and residents. This ATP will serve as the master plan and policy document to guide development and maintenance of active transportation infrastructure, including sidewalks, bikeways, and Safe Routes to School programs within the City. This Plan builds upon the work conducted in prior planning efforts, including the City's Safety Action Plan, Downtown Hawthorne Specific Plan, Green Line Mixed-Use Specific Plan, and the Crenshaw Station Active Transportation Plan, Neighborhood Electric and Vehicle Strategies, and Overlay Zone.

The Active Transportation Plan envisions Hawthorne as an active transportation-friendly city where people of all ages, abilities, and backgrounds can safely and comfortably travel by foot, bicycle, and other active modes, reaching all destinations in the City through a well-connected active transportation network.



ATP Outline

The ATP contains the following sections:

Chapter 1: Introduction: Chapter 1 provides relevant background information for the City, including a demographic breakdown and a summary of relevant planning documents and efforts at the local, regional, and state levels.

Chapter 2: Vision and Goals: This chapter provides the overarching vision and theme for the ATP and provides metrics by which the City can measure their success in implementing this Plan.

Chapter 3: Existing Conditions: The existing conditions chapter sets the stage upon which the proposals were designed and built. The chapter defines and provides an in-depth breakdown of existing pedestrian and bicycling infrastructure in the city, including bikeway types, bicycle parking, sidewalk coverage, and pedestrian crossings. A detailed, location-specific safety analysis for pedestrian- and bicycle-involved collisions for the 5-year period between September 2020 and August 2025 showcases the priority areas needing improvements and behaviors that contribute to collisions. This is followed up with a mode-share analysis, a breakdown of active transportation destinations for Hawthorne, and an equity analysis.

Chapter 4: Community Outreach: This chapter presents the results of the extensive outreach effort conducted to advertise the Plan, learn about the needs of the community, and to provide residents and visitors with the opportunity to provide input and shape the Plan's recommendations. This effort included three in-person tabling events, social media posts and advertising, and an interactive website dedicated to the plan and collecting surveys and location-specific feedback.

Chapter 5: Recommendations: Using the data and input collected for the prior sections, this chapter presents recommendations to improve both the bicycling, pedestrian, and overall micromobility network. This ranges from proposals for location-specific projects—such as upgraded or new bike lanes, pedestrian crossings, sidewalk improvements, and more—to policy and programmatic improvements—such as a traffic calming toolkit for active transportation improvements on slower corridors and other methods for maintaining safe, comfortable pedestrian infrastructure. These recommendations are extensively mapped and described in this section.

Chapter 6: Implementation Plan: Chapter 6 establishes scoring criteria and methodology upon which the proposed projects are prioritized—including details about per-project cost estimates—and needs based on proximity to different activity centers in the city. It also provides a summary of applicable grant funding sources that the City may apply for, along with a plan for bikeway maintenance.

02
Vision and Goals

Vision and Goals

Purpose

The purpose of the ATP is to provide a clear and comprehensive framework for safe, more convenient transit and non-motorized transportation options throughout the City. The ATP will serve as a master plan and policy document to guide development and maintenance of active transportation infrastructure, including sidewalks, bikeways, and Safe Routes to School programs within the City.

Vision

Hawthorne will be an active transportation-friendly city where people of all ages, abilities, and backgrounds can safely and comfortably travel by foot, bicycle, and other active modes, reaching all destinations in the City through a well-connected active transportation network.

ATP Goals

The ATP identifies and creates a methodology to achieve the goals listed in the table below. Each goal is associated with one or more metrics to quantify the City's success in achieving the goal.

Goal	Metric (to be measured annually)
1. Improve active transportation, connectivity and safety	• Number and length of gaps filled in the bicycle network and the pedestrian network • Number of crashes (overall and per capita) involving active transportation users, by crash severity (fatal, injury, property damage only) • Mode share (percent of trips by travel mode) per the latest and best data available
2. Expand the existing bicycle network	• Number of miles in the bicycle network (by facility type • Number of network expansion projects completed • Number of bicycle parking facilities installed • Number of traffic calming facilities installed
3. Improve pedestrian circulation	• Number and length of gaps filled in the pedestrian network • WLinear feet of new sidewalks built • Linear feet of existing sidewalks rehabilitated • Number of pedestrian crossing improvement projects completed • Number of signals with pedestrian countdown heads • Number of signals with leading pedestrian intervals • Number of ADA accommodations installed
4. Reduce vehicle trips	• Estimated vehicle trips and/or vehicle miles traveled in the City per capita
5. Create complete streets	• Adoption of a Complete Streets Policy • Number of projects completed to which the Complete Streets policy was applied
6. Improve access and connectivity between active transportation and transit	• Number of projects completed to improve active transportation access to transit • Bicycle parking occupancy rates at transit stations

03
Existing Conditions

Introduction

This section of the Active Transportation Plan contains an overview of existing conditions for walking, bicycling, and other non-motorized or micromobility travel modes in the city. This includes:

- The city's demographics and a summary of relevant existing plans and studies
- Existing pedestrian and bicycle facilities, as well as the current mode share according to available data
- An overview of major destinations, trip generators, and wayfinding for active transportation modes
- An equity analysis summarizing existing active transportation conditions in relation to disadvantaged census tracts as defined by California's SB535

1. Demographics

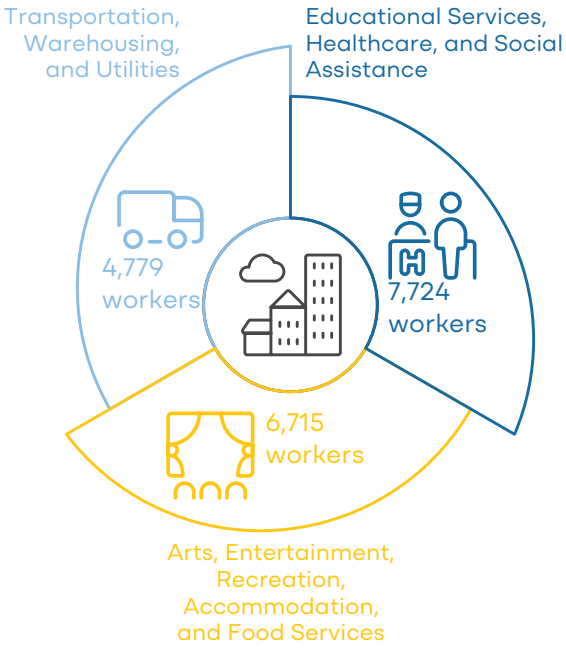
The population of Hawthorne, CA is 83,629, based on the 2024 ACS 5-Year Census Data (DP05), representing a -2.1% change compared to the 2020 ACS population of 85,410 (U.S. Census Bureau, 2020). According to the SCAG Local Profile for Hawthorne, the city has a high-density urban form (14,601 persons per square mile) and features a mix of employment, residential, and transportation systems that support shorter trips and greater participation in active transportation (SCAG, 2019).

The three largest employment sectors in Hawthorne are: educational services, healthcare, and social assistance (7,724 workers); arts, entertainment, recreation, accommodation, and food services (6,715 workers); and transportation, warehousing, and utilities (4,779 workers) (U.S. Census Bureau, 2024).

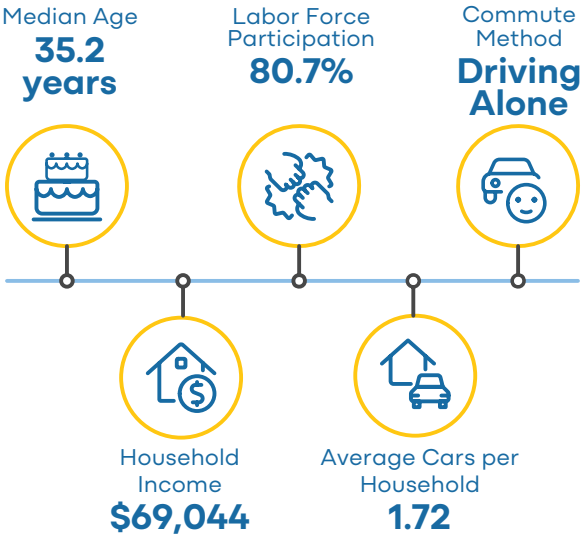
Hawthorne has a median age of 35.2 years and a median household income of $69,044 (U.S. Census Bureau, 2024). While recent datasets do not report a jobs-to-housing ratio, labor force data indicate a participation rate of 80.7% (U.S. Census Bureau, 2024). Households own an average of 1.72 vehicles, and most residents commute to work by driving alone (U.S. Census Bureau, 2024).

Population Growth

Employment Landscape



Demographics



2. Relevant Plans and Documents

This section presents a review of relevant local, regional, and statewide planning and policy documents. These documents provide important context and guidance for the recommendations in this plan by ensuring they align with previous proposals and broader active transportation initiatives at multiple levels of government. Collectively, the below documents emphasize the need to reduce automobile dependence and expand options for active transportation modes through a combination of policy and infrastructure initiatives.

2.1. City of Hawthorne Plans

City of Hawthorne General Plan - Circulation Element (1990)

The Circulation Element of the City of Hawthorne General Plan (1990) outlines the city's transportation network, identifies existing issues, and establishes long-range policies to address them. The Circulation Element recognizes that changing lifestyles, economic pressures, and increasing social and environmental concerns have heightened the need for alternatives to automobile travel. It also emphasizes the City's goal of addressing conflicts between motorists and pedestrians on major roadways during peak hours.

The Circulation Element includes provisions for improving bicycle circulation, including the then-recently approved extension of the Dominguez Flood Channel bikeway. While noting that the City Council had adopted bikeway plans that utilize drainage and power line rights-of-way, the Circulation Element also states that bicycle infrastructure has been limited due to them using "sorely needed space for moving higher person occupancy vehicles".

The Circulation Element was most recently supplemented by the 2015 Crenshaw Station Area Active Transportation Plan, Strategies, and Overlay Zone, which is discussed further in a subsequent section.

City of Hawthorne Safety Action Plan (2025)

The City of Hawthorne Safety Action Plan (SAP), finalized in April 2025, was funded by the Federal Safe Streets and Roads for All (SS4A) program and presents a comprehensive, citywide framework to improve road safety for users of all travel modes. The SAP aims to increase awareness of road safety and risks, reduce the number of fatal and severe-injury crashes, develop lasting partnerships, provide support for grant/funding applications, and prioritize investments in safety throughout the city. The plan was developed following the Safe System Approach, which combines crash analyses, community feedback, and equity-driven priorities to identify high-injury corridors and intersections, primary collision factors, and systemic and specific safety needs. The SAP outlines targeted

strategies, such as intersection and corridor redesigns and pedestrian, bicycle, and transit safety improvements, along with education and enforcement initiatives to encourage long-term changes in behavior.

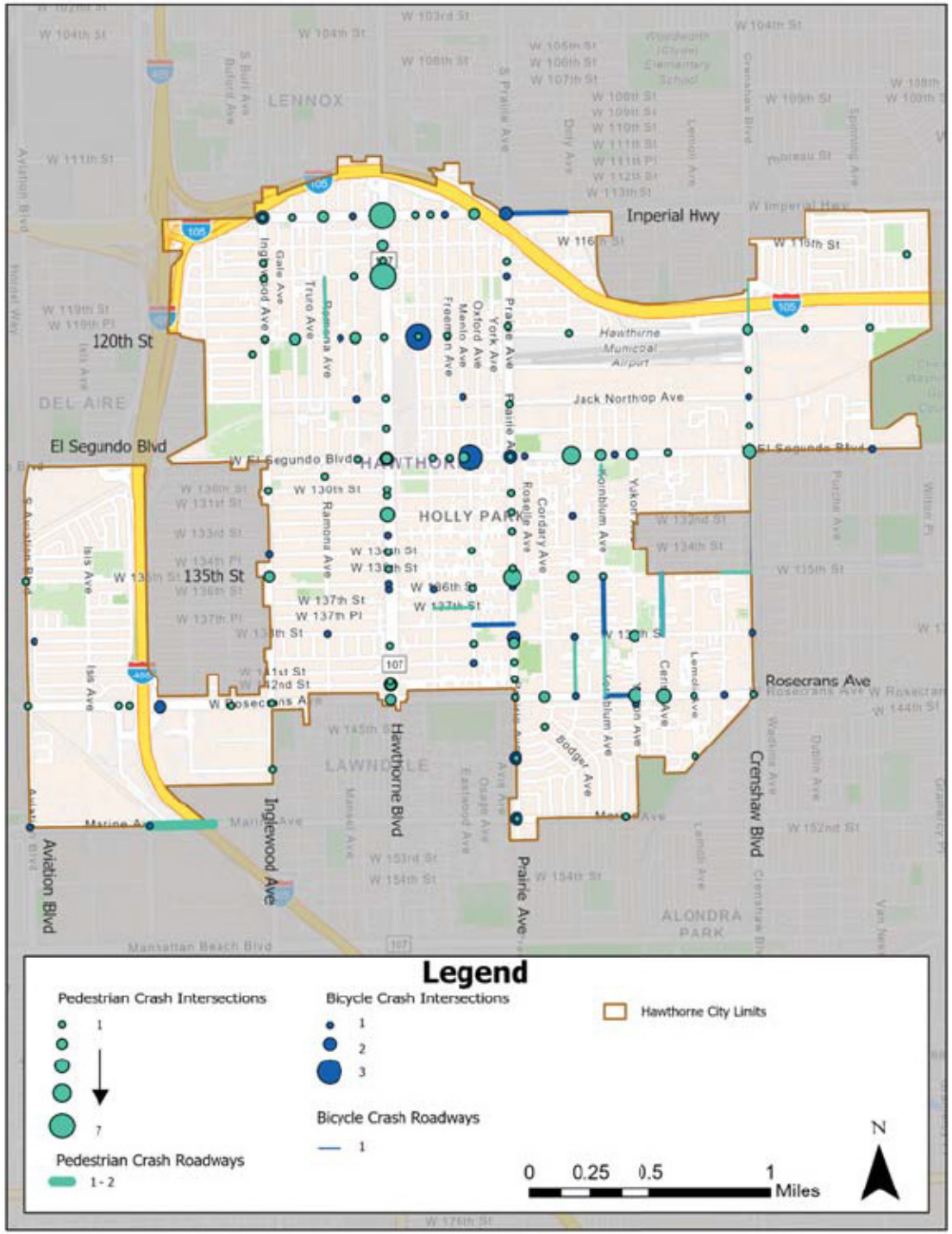


Exhibit 1. Pedestrian and bicycle crashes as shown in the Safety Action Plan (2023)

Downtown Hawthorne Specific Plan (2016)

The Downtown Hawthorne Specific Plan (2016) covers a study area including the Hawthorne Boulevard corridor from I-105 on the north side of the City to the south side, as well as several city blocks and parallel streets to each side of the corridor. The Specific Plan focuses on creating a walkable, bikeable, and a transit-oriented downtown by redesigning Hawthorne Boulevard with wider sidewalks, protected bike lanes, and improved bus stops. The plan highlights safety, health, and connectivity, and promotes mixed-use, pedestrian-oriented development that supports everyday active transportation and reduces car dependence altogether.

Green Line Mixed-Use Specific Plan (GLMUSP)

The Green Line Mixed-Use Specific Plan (2017) promotes a compact, transit-oriented district centered on the Metro Green Line Crenshaw Station. It encourages walking and biking through widened sidewalks, public plazas, and secure bike parking. The plan also utilizes transit incentives such as free Metro passes and Zipcar memberships. The GLMUSP aims to achieve lower rates of car dependency and create a more connected, livable community by integrating dense, mixed-use development that exhibits strong pedestrian connections.

Crenshaw Station Active Transportation Plan

The Crenshaw Station Active Transportation Plan, Neighborhood Electric and Electric Vehicle Strategies, and Overlay Zone (2015) supplements the Circulation Element. It aims to facilitate and encourage the use of non-carbon emitting modes of travel in the area surrounding the Crenshaw Boulevard Metro Station, covering an approximately 3-mile radius.

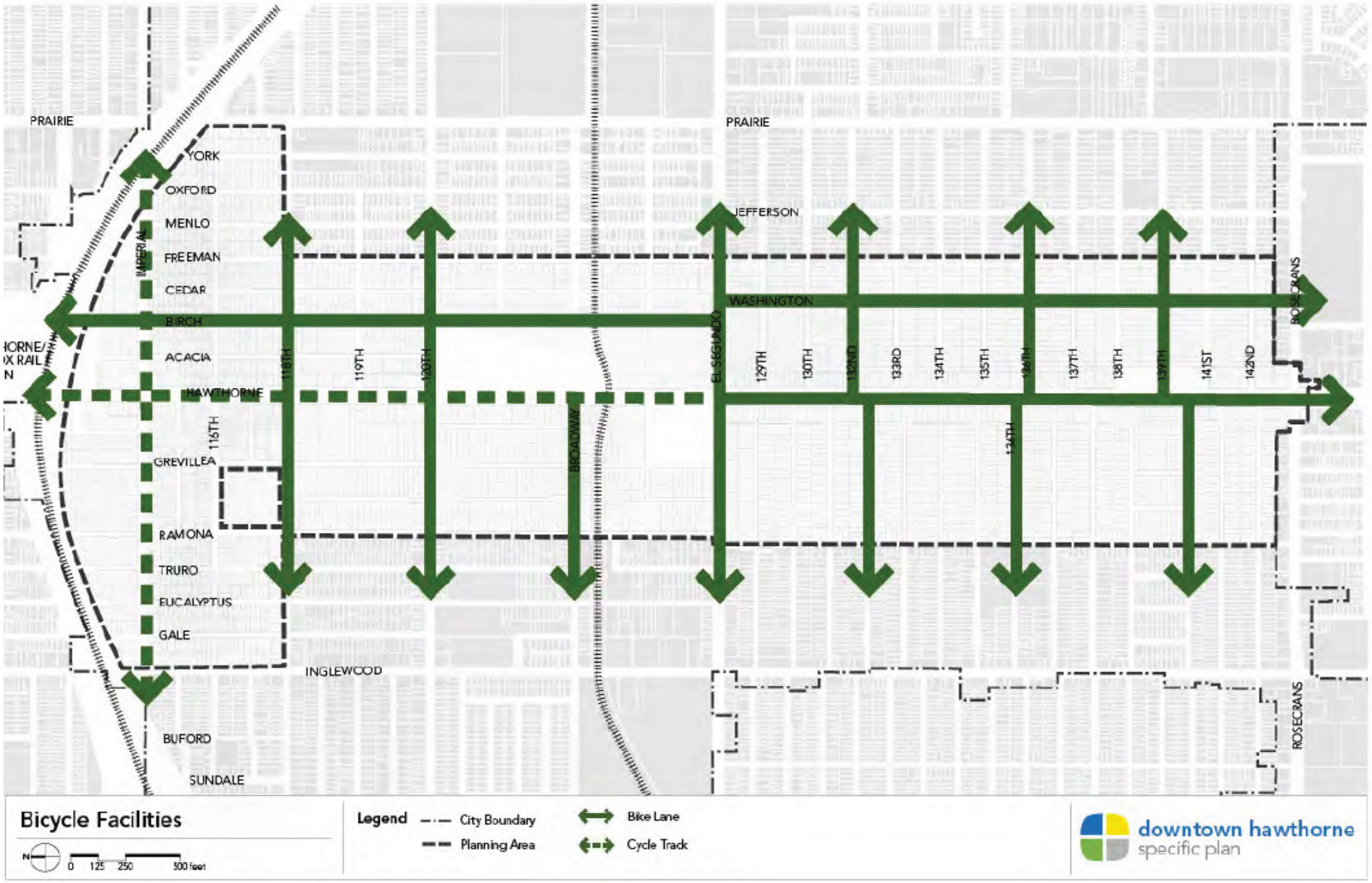


Exhibit 2. Proposed bicycle facilities from the Downtown Hawthorne Specific Plan (2016)

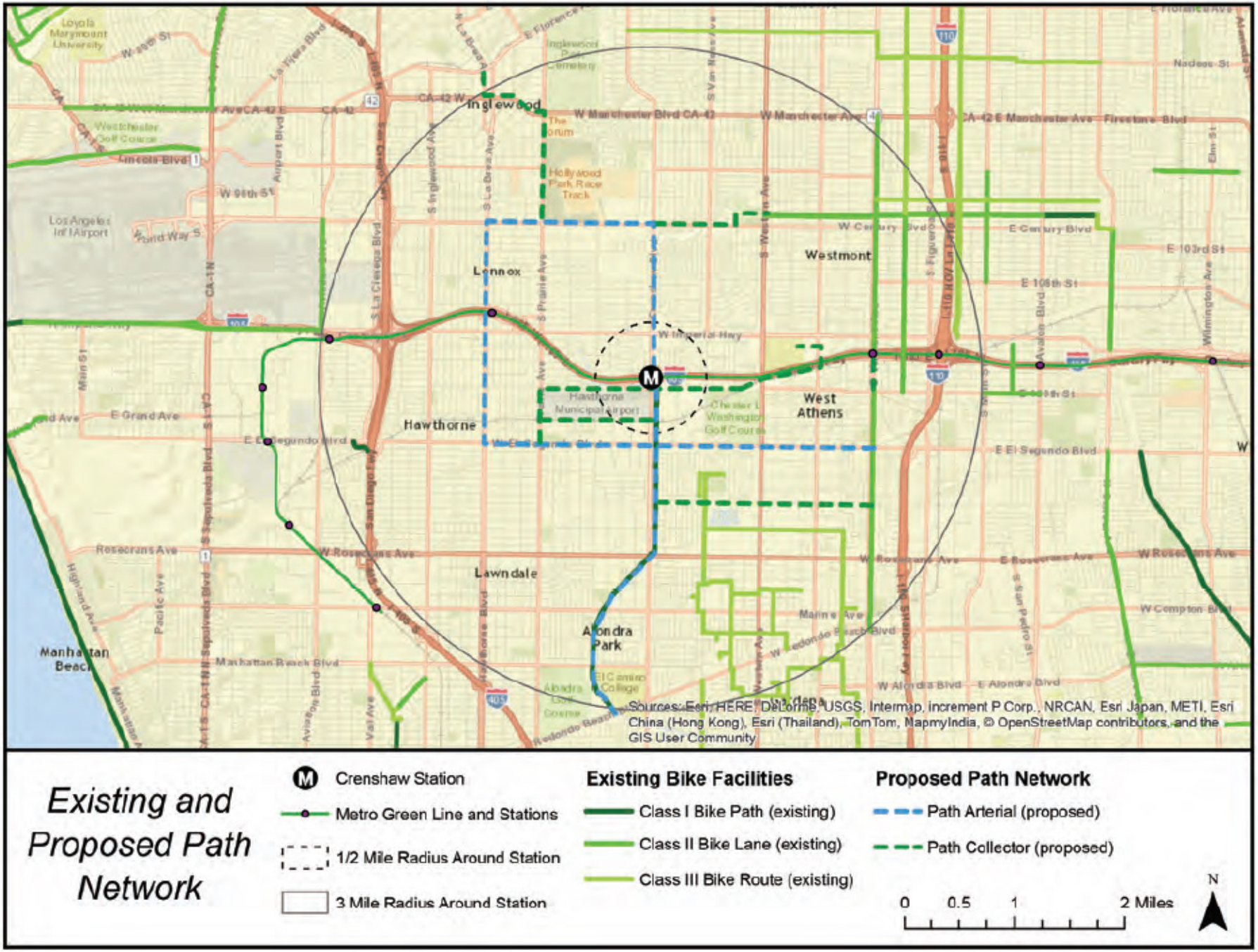


Exhibit 3. Proposed network from the Crenshaw Station Active Transportation Plan (2015)

2.2. Regional Plans

LA County Bicycle Master Plan Update

The LA County Bicycle Master Plan, which was originally adopted in 2012, was developed to expand the bicycle network and adopt bicycle-friendly policies within unincorporated Los Angeles County. The plan aims to pursue changes that prioritize safety, equity, mobility, and accountability for users and the County. As of this writing, the County is drafting an update to the plan that it aims to complete in 2026.

The updated plan re-examines the feasibility of unbuilt bikeways from the prior plan, incorporates changes in best practice, includes policies for sharing bicycle facilities with other micromobility modes, and focuses on first/last mile improvements to supplement transit and bus services. Both the 2012 and draft updates include bicycle facilities that connect to the boundaries of the City of Hawthorne, presenting opportunities for interjurisdictional collaboration and network continuity.

SCAG 2040 Regional Transportation Plan

The Southern California Association of Governments (SCAG) 2040 RTP guides long-term transportation and land use investments across Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial Counties. The plan outlines investments of $556 billion through 2040 aimed at modernizing and expanding the region's multimodal network while meeting the greenhouse gas emissions reduction goals outlined in Senate Bill 375. It promotes compact, walkable, and transit-oriented development, expands public transit and active transportation, and strengthens the resiliency of transportation infrastructure. Overall, the RTP is designed to encourage mobility, economic growth, and environmental sustainability across Southern California.

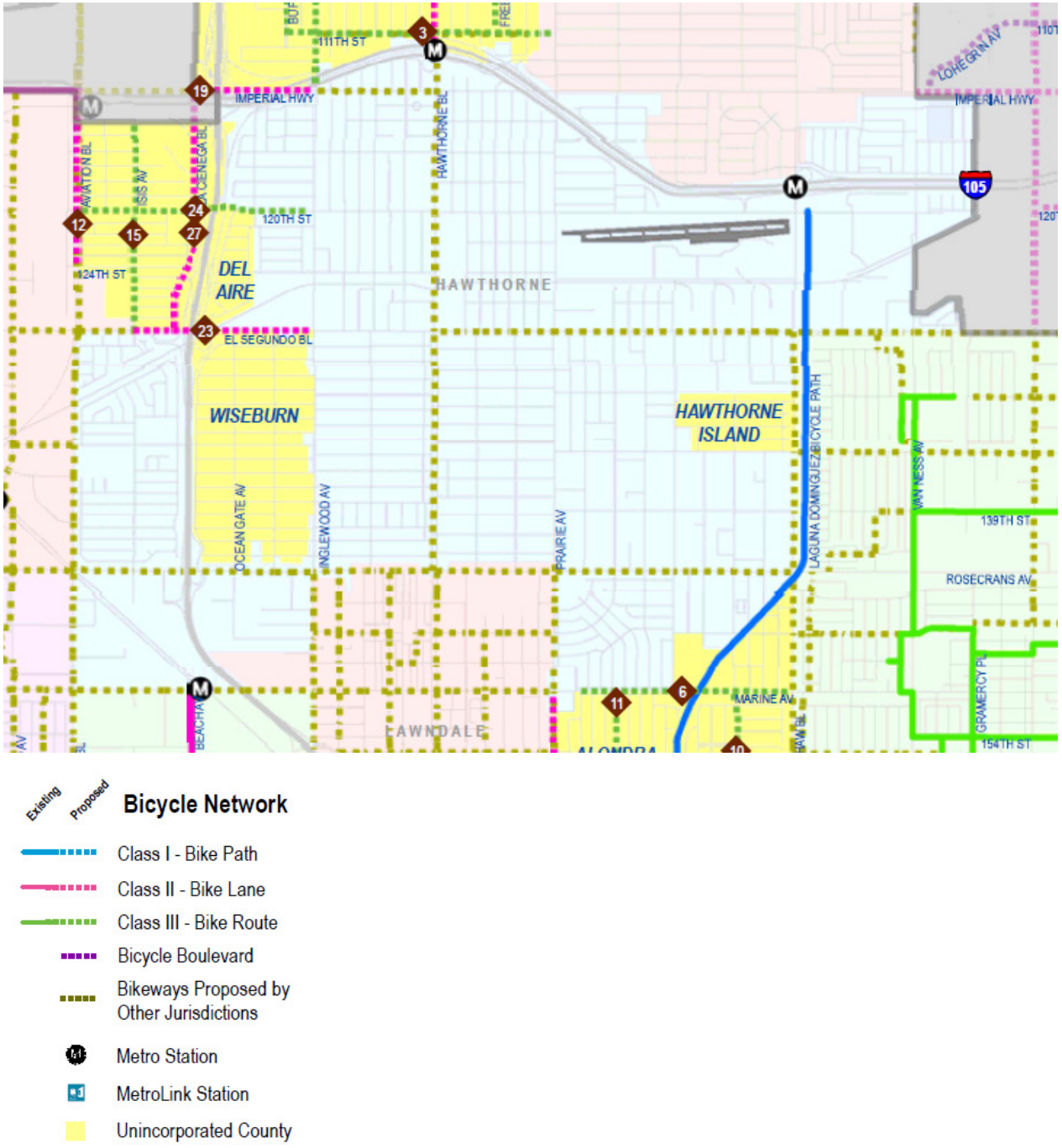


Exhibit 4. Excerpt from the LA County Bicycle Plan (2012) showing proposed facilities in and around Hawthorne

2.3. State-Level Plans

Caltrans 2024-2028 Strategic Plan

Caltrans to follow the Safe Streets Approach and incorporate walking and bicycling infrastructure into all corridor planning stages. Its priorities include closing network gaps, improving first- and last-mile transit connections, and implementing Complete Streets designs that enhance safety and accessibility, while promoting lower emissions and higher levels of connectivity.

California Transportation Plan 2050

The California Transportation Plan 2050 directs agencies to meet statewide climate, equity, and safety goals by expanding access to safe and convenient active transportation options. The plan emphasizes the importance of multimodal networks in making active transportation viable and accessible for all Californians.

Climate Action Plan for Transportation Infrastructure (CAPTI 2.0)

CAPTI 2.0 (finalized in 2025) prioritizes active transportation as a key strategy for reducing emissions and vehicle miles traveled. Through programs like the Active Transportation Program (ATP), it expands investments in walking, biking, and Safe Routes to School, while focusing on safety and equity in disadvantaged communities. By promoting complete streets and multimodal corridors, CAPTI 2.0 advances a more sustainable, low-carbon, and people-focused transportation system.

California State Bicycle and Pedestrian Plan (2017)

The "Toward an Active California" (2017) plan established walking, biking, and transit as central elements of the state's transportation vision. The plan set a goal to double walking and

transit trips, and triple bicycling trips, by 2020. It aims to increase safety, equity, and connectivity through methods such as complete streets, safer crossings, and integrated multimodal networks. The plan focuses on people-centered corridors, improved local street design, and community partnerships as vital components of the plan's initiatives to expand safe, accessible, and sustainable transportation options.

Active Transportation Emphasis Area Guidance for Corridor Planning (2025)

The Active Transportation Emphasis Area Guidance for Corridor Planning (2025) directs Caltrans to follow the Safe Streets Approach and incorporate walking and bicycling infrastructure into all corridor planning stages. Its priorities include closing network gaps, improving first- and last-mile transit connections, and implementing Complete Streets designs that enhance safety and accessibility, while promoting lower emissions and higher levels of connectivity.

3. Existing Pedestrian Facilities

This section contains an overview of existing conditions, facilities, and policies for pedestrians in the City of Hawthorne.

3.1. Sidewalk Network

The City of Hawthorne has an extensive network of sidewalks and crosswalks, including approximately 175 miles of paved sidewalks. Of these, about 90 miles include a buffer between the clear zone and the curb (e.g., landscaping, utilities), as illustrated in Exhibit 9, while approximately 84 miles have no buffer and are directly adjacent to the curb. Exhibit 5 provides a citywide breakdown of sidewalk conditions, while Exhibit 6 offers a more detailed analysis of locations with missing sidewalks or substandard widths (less than four feet). A citywide map of the sidewalk network is presented in Exhibit 7.

Sidewalk Condition	Length (mi)	%
Buffered	89.9	51.4%
No Buffer	84.2	48.2%
Gap/No Sidewalk	0.6	0.3%
Substandard	0.1	0.1%
Total	**174.8**	-

Exhibit 5. Paved sidewalks by conditions

Deficiency	Location	From (N/W)	To (S/E)	Length (ft)
Gap	Chadron Ave (NB)	W 135th St	13522 Chadron Ave	173
Gap	Chadron Ave (SB)	14105 Chadron Ave	W Rosecrans Ave	122
Gap	Chadron Ave (SB)	W 135th St	13517 Chadron Ave	126
Gap	Lemoli Ave (NB)	13816 Lemoli Ave	W 139th St	130
Gap	Lemoli Ave (SB)	13751 Lemoli Ave	13801 Lemoli Ave	34
Gap	Lemoli Ave (SB)	13807 Lemoli Ave	3301 W 139th St	28
Gap	W 120th St (WB)	Prairie Ave	3800 Doty Ave	1369
Gap	W 139th St (EB)	Yukon Ave	3546 139th St	142
Gap	W 139th St (EB)	3808 W 139th St	Doty Ave	108
Gap	W 139th St (WB)	Prairie Ave	3953 W 139th St	105
Gap	W 139th St (WB)	3811 W 139th St	13819 Doty Ave	198
Gap	W El Segundo Blvd (WB)	Oakmont Ln	City Border	370
Gap	Yukon Ave (NB)	W 132nd St (SE Leg)	W 132nd St (NE Leg)	47
Narrow	Cordary Ave (NB)	12914 Cordary Ave	W El Segundo Ave	394
Narrow	W 139th St (WB)	13825 W 139th St	Crenshaw Blvd	68

Exhibit 6. Sidewalks with gaps or narrow width (less than four feet)

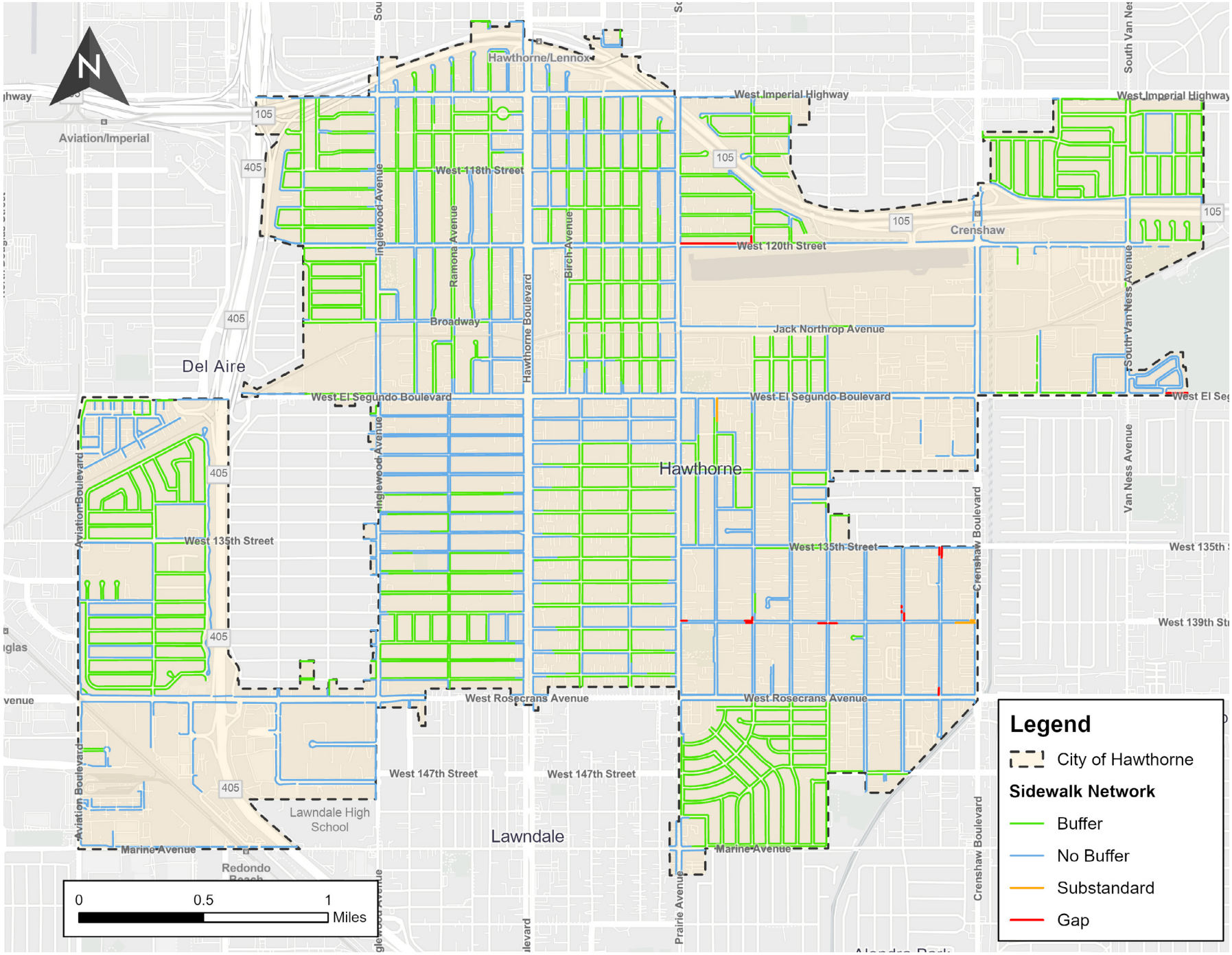


Exhibit 7. Sidewalk network in Hawthorne by condition

The City of Hawthorne has near-universal sidewalk coverage, with very few sidewalk gaps (as shown in Exhibit 7). Most sidewalks have adequate clear width, and approximately half of the sidewalk network has a buffer zone between the sidewalk and the street (a typical example is shown in Exhibit 8). However, there are some locations with substandard sidewalk conditions, including inadequate sidewalk width, improperly placed street trees and utility infrastructure (fire hydrants, utility poles and boxes, traffic signs, etc.) impeding the clear zone, cracked or uprooted pavers, improperly parked vehicles, or bulk trash items blocking the right of way. Some examples of these issues are shown in Exhibit 9.

Exhibit 8. Example of a buffered sidewalk

Exhibit 9. Obstacles on sidewalks in Hawthorne

3.2. Crosswalks and Other Facilities

The city has a large network of pedestrian crossings — particularly on major boulevards and around schools and other recreation facilities. A map of marked crossings, including those at signalized intersections, is shown in Exhibit 13. The city utilizes multiple crosswalk designs, including standard, ladder, and brick overlay (shown in Exhibit 10). There are also multiple decorated crosswalks along Hawthorne Boulevard in the downtown area.

Multiple corridors in the city suffer from large gaps between crossings, requiring pedestrians to travel extra distance to safely cross certain major streets. Several crosswalks also have faded or cracked striping, making them more difficult for drivers to see. Other issues facing pedestrians in the city at multiple locations include confusing signage at intersections, long waits for crossing signal phases, and/or a lack of crossing countdowns on some signals. One example of an area with a mix of proper and deficient design elements is the crossing on Hawthorne Boulevard shown in Exhibit 10. The crossing benefits pedestrians by increasing visibility with the pedestrian signage and beacons, clearly delineates the crosswalk using different materials, and has a median refuge island. Conversely, the crosswalk contains confusing design elements such as signage instructing pedestrians to "avoid peak hours". This both discourages pedestrians who wish to use the crossing at the times they'd be most likely to use it and prioritizes automobile traffic.

Exhibit 10. Mid-block crossing on Hawthorne Blvd with "peak hour" signage

The city also utilizes other speed control devices and methods to provide a safer environment for pedestrians and cyclists. As shown in Exhibit 11, the city has installed dynamic radar signs in certain areas to encourage drivers to follow the speed limit.

At several crossings at wider areas along Hawthorne Blvd, the city has programmed signals to provide a "leading pedestrian interval" (LPI), which allows pedestrians to enter the street three to five seconds before the traffic signals turn green. This allows pedestrians to enter the crosswalk earlier, improving their visibility to drivers before vehicles can proceed. There are also multiple locations with accessible pedestrian signals (APS) (example shown in Exhibit 11). These crossings are designed to better accommodate pedestrians with disabilities by allowing users to activate the signal by either waving at or pressing the crossing button, and provide audible cues indicating when it is safe to cross and how much time remains. In some cases, the signals also emit a persistent audible tone to alert visually impaired pedestrians to the presence of a crossing.

Exhibit 11. Safety devices in Hawthorne: accessible pedestrian signal (left); dynamic radar sign (center); speed hump (right)

In response to resident concerns about speeding vehicles, the City adopted a speed hump policy, whereby schools or residents can petition the City to install speed humps in their neighborhoods. An example of one of these speed humps is shown in Exhibit 11, with a breakdown of the process for requesting speed humps shown in Exhibit 12.

Installation Scenarios	Steps	Summary
1 – Streets Adjacent to Schools	-	Speed humps may be installed when requested by the School District. City staff review the request and the City Council must approve. If approved, the City pays for installation.
2 – Residential Streets (Not Adjacent to Schools)	2a – Petition	A petition signed by at least two-thirds of households on the block is required.
	2b – Criteria Met	Speed humps may be installed at City expense if all conditions are met: • 500–2000 cars/day • 85th percentile speed ≥ 7 mph over the limit • Street ≤ 40 ft wide • Street grade ≤ 2.5%
	2c – Criteria Not Met	City Council may: • Deny installation, or • Allow installation if residents pay the cost (City provides estimate).

Exhibit 12. Speed hump policy petition process

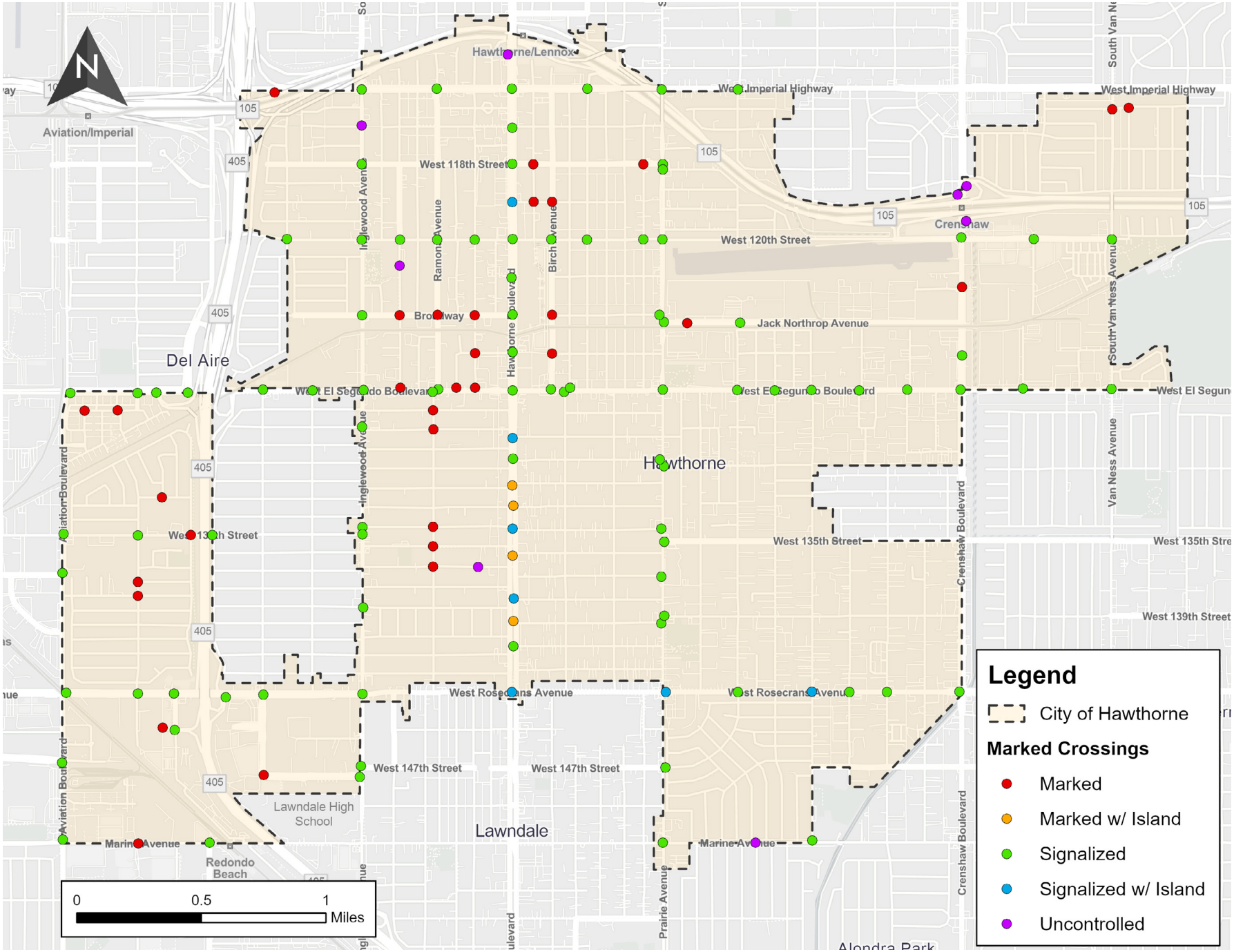


Exhibit 13. Marked crossings

3.3. Pedestrian Collision Analysis

This section contains an analysis of pedestrian-involved collisions over a 5-year period (September 1, 2020 through August 31, 2025). Collision data for the 5-year analysis was collected from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS).

According to the available data, there were 164 pedestrian-involved collisions from September 1, 2020 through August 31, 2025. The distribution of pedestrian-involved collisions by year and categorized by severity of injury, is shown in Exhibit 14.

The three most prevalent Primary Contributing Factors (PCFs) were Pedestrian Right of Way (39.6%, meaning a maneuver that is made by a driver without respecting the right-of-way of another pedestrian), Pedestrian Violation (30.5%, meaning a pedestrian's own actions caused the collision), and Traffic Signals and Signs (6.1%, meaning a driver or pedestrian disregarded or failed to obey a traffic signal or sign). The number of collisions for each reported PCF are listed in Exhibit 15.

Year	Fatal	Suspected Severe Injury	Suspected Minor Injury	Possible Injury	Property Damage Only (PDO)	Total
2020-21	0	2	5	7	1	**15**
2021-22	0	6	11	11	1	**29**
2022-23	0	8	17	13	0	**38**
2023-24	0	5	13	13	7	**38**
2024-25	0	10	10	22	2	**44**
Total	**0**	**31**	**56**	**66**	**11**	**164**

Exhibit 14. Pedestrian-involved collisions by year (Sept. 1 thru Aug. 31) and severity

Primary Contributing Factor	# of Collisions	% of Collisions
Pedestrian Right of Way	65	39.6%
Pedestrian Violation	50	30.5%
Traffic Signals and Signs	10	6.1%
Unsafe Speed	9	5.5%
Unknown / Not Stated	8	4.9%
Automobile Right of Way	6	3.7%
Driving or Bicycling While Intoxicated	4	2.4%
Improper Turning	4	2.4%
Pedestrian or "Other" Under the Influence of Alcohol or Drug	4	2.4%
Other Improper Driving	3	1.8%

Exhibit 15. Pedestrian-involved collisions by primary contributing factor

As shown in Exhibit 16, most pedestrian-involved collisions occurred on weekdays, with the highest frequency occurring on Tuesday (20.1%) and Thursday (19.5%). The days of the week with the fewest collisions were Monday (11.0%) and Saturday and Sunday (10.4% each).

Day of Week	# of Collisions	% of Collisions
Monday	18	11.0%
Tuesday	33	20.1%
Wednesday	21	12.8%
Thursday	32	19.5%
Friday	26	15.9%
Saturday	17	10.4%
Sunday	17	10.4%

Exhibit 16. Pedestrian-involved collisions by day of week

As shown in Exhibit 17, most pedestrian-involved collisions occurred during daylight hours (55.5%), with the remainder occurring during nighttime hours (40.8%) and dusk-dawn (2.4%).

Lighting Conditions	# of Collisions	% of Collisions
Daylight	91	55.5%
Dusk - Dawn	4	2.4%
Dark - Street Lights	66	40.2%
Dark - No Street Lights	1	0.6%

Exhibit 17. Pedestrian-involved collisions by lighting conditions

Most collisions occurred during mid-day and PM hours (36% from 12:00 PM to 6:59 PM and 34% from 7:00 PM to 11:59 PM), with 25% occurring during morning hours (6:00 AM to 11:59 AM) and 4% during overnight hours (12:00 AM to 5:59 AM). A more comprehensive breakdown is shown in Exhibit 18.

Time of Day	# of Collisions	% of Collisions
12:00 AM - 5:59 AM	6	4%
6:00 AM - 8:59 AM	30	18%
9:00 AM - 11:59 AM	12	7%
12:00 PM - 3:59 PM	27	16%
4:00 PM - 6:59 PM	33	20%
7:00 PM - 8:59 PM	35	21%
9:00 PM - 11:59 PM	21	13%

Exhibit 18. Pedestrian-involved collisions by time of day

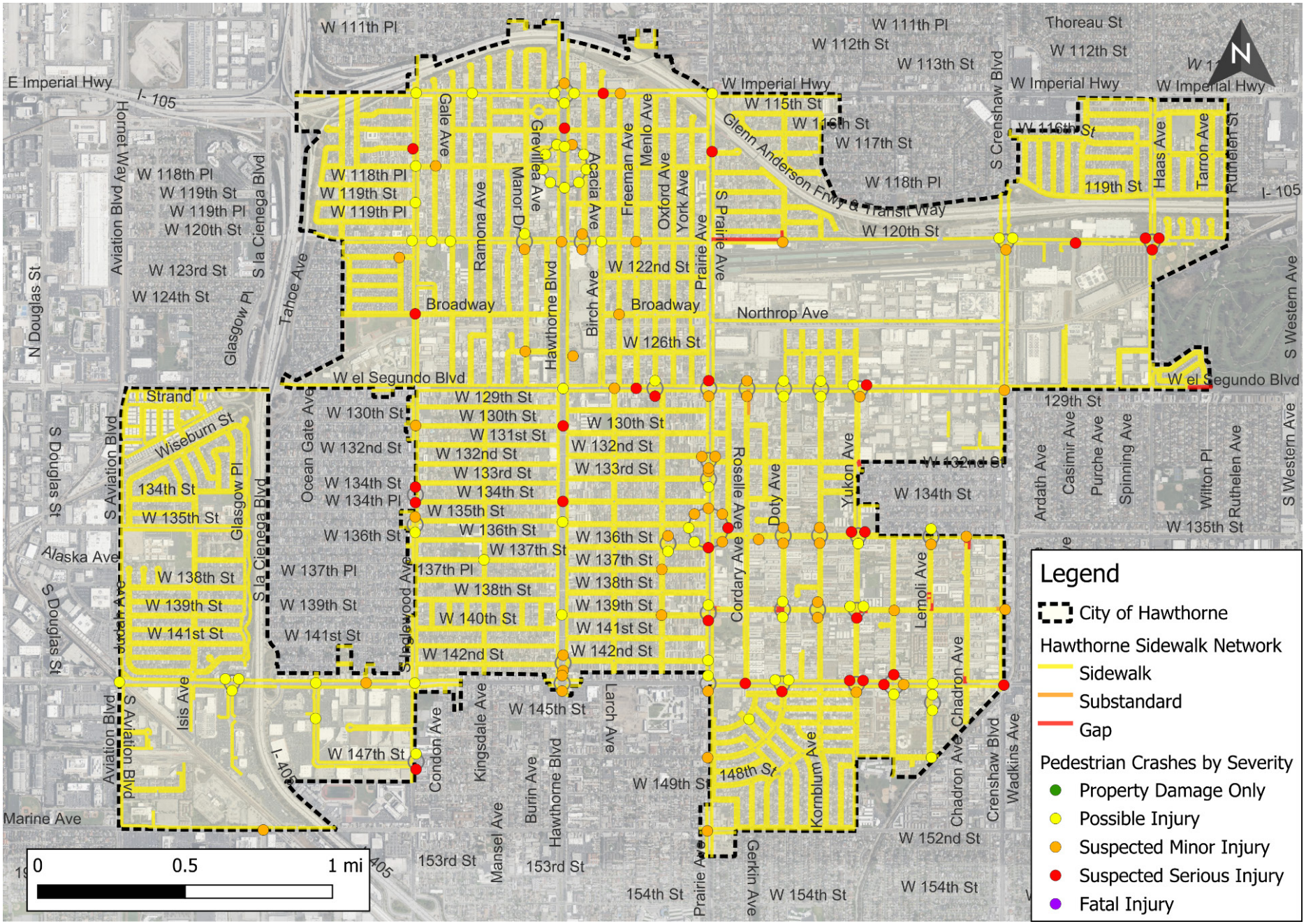


Exhibit 19. Map of pedestrian-involved collisions in Hawthorne by severity (2020-2025)

4. Existing Bicycle Facilities

4.1. Bikeway Typology

This section outlines the following basic typology of bikeways as classified by Caltrans, along with an overview of best practices and examples of quick-build and long-term solutions:

- Class I shared-use paths
- Class II on-street bike lanes
- Class III bicycle routes and bike boulevards
- Class IV protected bikeways

4.2. Class I Shared-Use Path

Class I shared-use paths (also known as multi-use trails) are paved facilities designed exclusively for use by pedestrians, bicyclists, and other micromobility users. These paths are entirely separate from automobile right-of-way and typically run through areas otherwise unreachable by cars. They are most often installed along waterways, utility corridors, abandoned railroad right of way, or within school campuses, and within or between parks. Class I shared-use paths are normally accessible to all types of bicycles (as distinct from mountain biking trails and other types of unpaved trails) and often striped with a centerline or other lane striping for two directions of traffic or modal separation. Most Class I paths are intended for shared bicycle and pedestrian use, while in some cases, separate lanes are striped for bicyclists and pedestrians.

A typical cross-section is shown in Exhibit 1. Per Caltrans design standards, the minimum width is 8 feet for a two-way shared-use path (with 10 feet being preferred), and a 2-foot shoulder is required on each side (HDM 1003.1). NACTO standards also indicate a minimum width of 8 feet but a preferred width of 11-20 feet.

The Laguna Dominguez Trail, a regional Class I path, runs partly through Hawthorne, as shown in Exhibit 2.

Exhibit 2. Laguna Dominguez Trail (Class I path) (source: GTS)

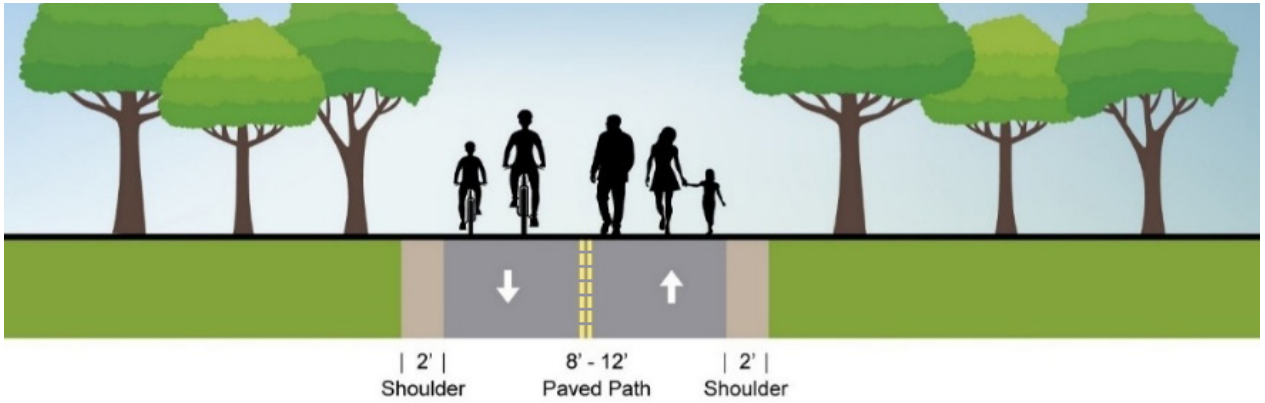


Exhibit 1. Typical cross-section of a Class I shared-use path

4.3. Class II Bike Lanes

Class II bike lanes are striped along existing streets and typically contain one lane on each side of the street corresponding to the direction of vehicular traffic. Unlike Class I facilities, Class II bike lanes are only intended for use by bicyclists and other rolling modes of similar speed. Class II bike lanes may or may not be separated from vehicular lanes by striped buffer zones.

A typical cross-section of a street with Class II bike lanes is shown in Exhibit 3. NACTO standards and prevalent best practices indicate that Class II bike lanes should be between 5 and 6.5 feet in width. Bike lanes adjacent to on-street parking should be separated from the parking lane by a 2.5-foot to 3-foot buffer zone, with the combined with of the parking lane and buffer zone totaling 9.5 to 10 feet.[1]

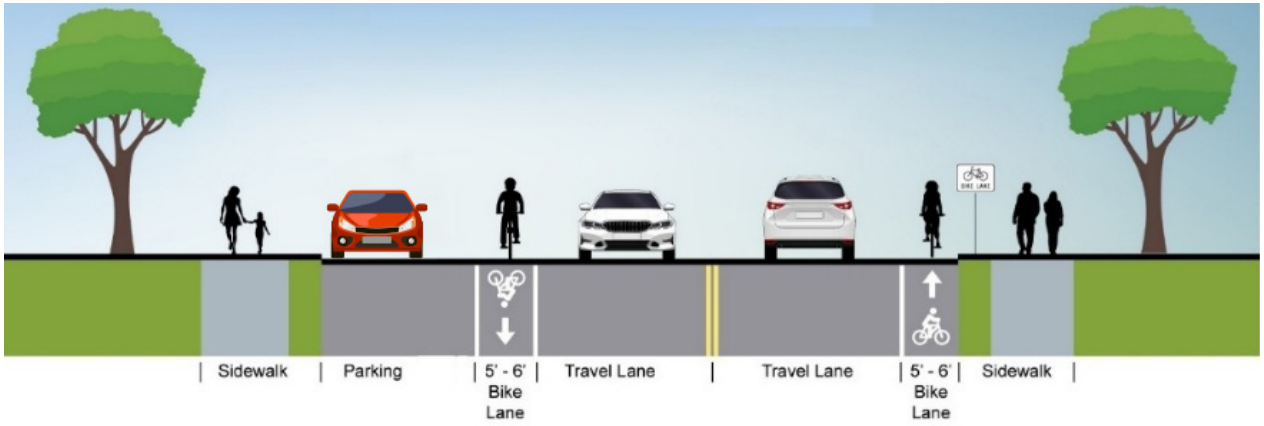


Exhibit 3. Typical cross-section of a street with Class II bike lanes

Bike lanes can be striped as a quick-build project (such as in Exhibit 4) or as a permanent installation, such as the existing bike lanes on Hawthorne Boulevard shown in Exhibit 5.

Exhibit 4. Quick-build pop-up bike lanes (source: 8 80 Cities)

Exhibit 5. Existing Class II bike lanes on Hawthorne Boulevard

[1] https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/bikeways-on-low-speed-low-volume-streets/constrained-bike-lanes/

4.4. Class III Bicycle Routes

Unlike other bikeway classifications, Class III bicycle routes do not provide any separate space on the road for bicycles, but rather indicate a preferred route for bicyclists using existing roads. The Class III route is typically indicated with signs and may include sharrows (shared lane markings) striped on the roadway.

A subtype of the Class III bicycle route is the bicycle boulevard, which typically are neighborhood streets designed to prioritize the safety and comfort of bicyclists, pedestrians, and other non-automobile road users. This can be achieved through a combination of signs (designating it specifically as a Bike Boulevard), striping (i.e. sharrows), traffic calming measures to encourage low automobile speeds, and modal filters to reduce automobile through traffic.

As of 2024, SB 1216 prohibits the installation of new shared lane markings on streets with speed limits above 30 miles per hour. Furthermore, per the California Streets and Highways Code, Section 2382, Active Transportation Program guidelines for project eligibility shall not include the development of Class III bikeways or sharrow markings except on streets with a design speed limit of 25 miles per hour or less, or on streets where it is demonstrated that the Class III bikeway or marking is appropriate for the local community context and advances a lower stress environment or a low-stress network.

Exhibit 6 shows an example of an existing Class III bike route in Hawthorne (El Segundo Boulevard). Exhibit 7 shows an example of a Class III bike route with a modal filter, allowing bicyclists and pedestrians to pass through but excluding automobile traffic.

Exhibit 7. Existing Class III bike boulevard in San Luis Obispo, CA (source: GTS)

Exhibit 6. Existing bicycle route on El Segundo Boulevard, Hawthorne

4.5. Class IV Bikeways

Class IV bikeways (also known as cycle tracks) are separated, protected bikeways integrated into the streetscape. They differ from Class I paths in that they are within the right-of-way, run alongside the street, and are for the exclusive use of bicycles and rolling modes of similar speed (unlike Class I paths, which are shared with pedestrians). They differ from Class II bike lanes in that they are separated from vehicular traffic by a physical barrier rather than just by striping. Separation is typically accomplished using bollards, flexible posts, concrete or plastic barriers, planter strips, or on-street parking. Class IV bikeways can be at street level or sidewalk level. They can consist of a two-way bikeway with opposing lanes adjacent to each other (see Exhibit 8) or a bike lane for each direction on each side of the street (see Exhibit 9).

According to NACTO standards, Class IV protected bike lanes should have a minimum width of 5 feet, plus a minimum 2-foot buffer zone. Parking-protected Class IV bike lanes should have a minimum 3-foot buffer zone adjacent to parking to mitigate collisions with car doors.[2]

Similar to Class II lanes, Class IV bikeways can be striped as a quick-build project (such as in Exhibit 10) or as a permanent installation (such as in Exhibit 11).

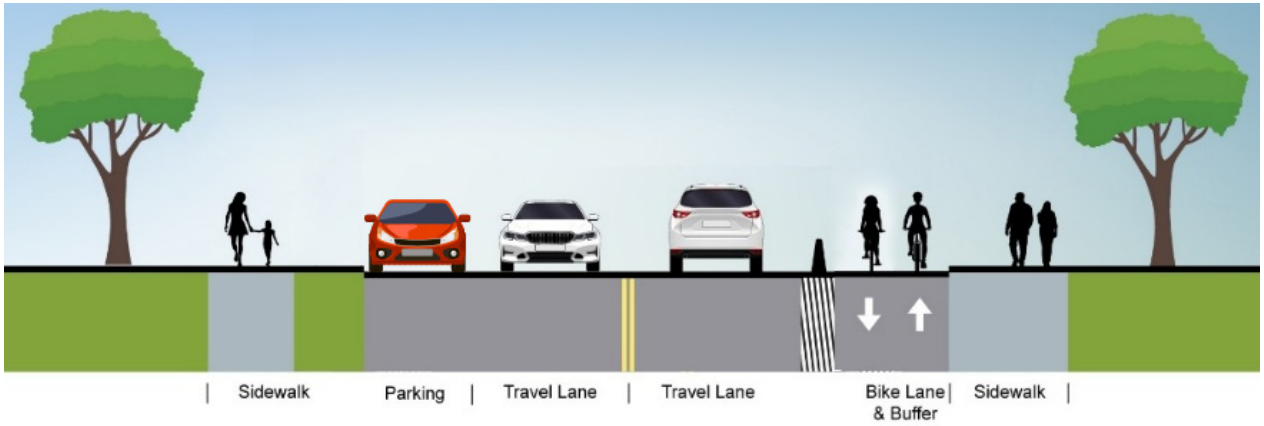


Exhibit 8. Typical cross-section of a street with a two-way Class IV cycle track

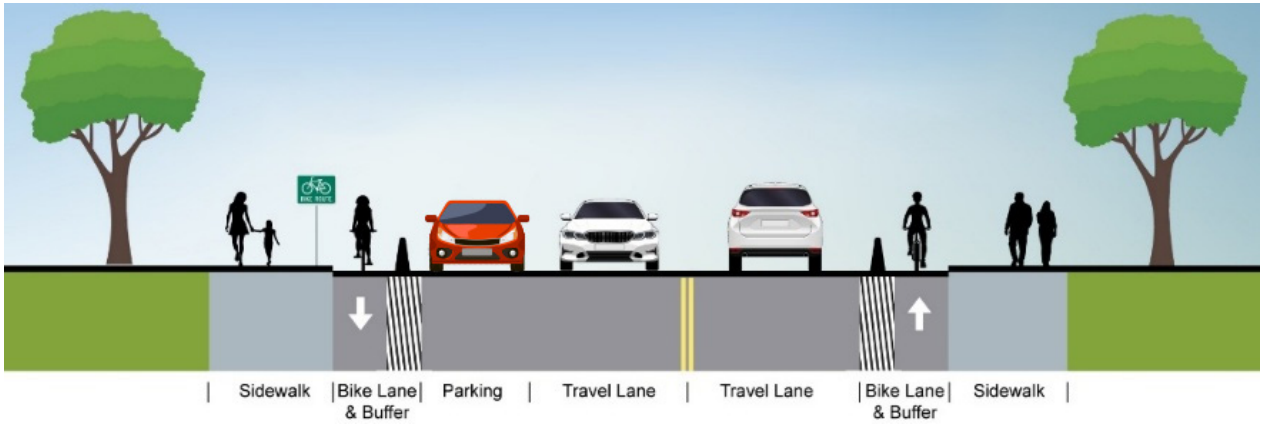


Exhibit 9. Typical cross-section of a street with one-way Class IV bike lanes on each side

[2] https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/protected-bike-lanes/designing-protected-bike-lanes/

Exhibit 10. Quick-build pop-up Class IV bikeway created with planters, flexible posts, and striping (source: Urban Milwaukee)

Exhibit 11. Permanent Class IV installation (Santa Monica, CA) (source: GTS)

4.6. Existing Bikeways

The City of Hawthorne contains approximately 8.2 miles of designated bikeways (including bike infrastructure on both sides of roads where applicable), including about 0.5 miles of Class I shared-use paths, 4 miles of Class II bicycle lanes, and about 3.7 miles of Class III bicycle routes. A list of existing bikeways is shown in Exhibit 24, and a map of existing bikeways and parking is shown in Exhibit 28.

As shown below, the city currently does not have any Class IV protected bikeways. The city's existing Class III bicycle routes are located along arterial and collector roadways with high-speed, high-volume traffic.

4.7. Bicycle Parking

An analysis and inventory of bicycle racks located at public-facing facilities was conducted in September 2025. As bicycle parking at public schools in Hawthorne is not accessible to the public, those spaces are excluded from this analysis. A table of verified bicycle parking facilities, including their locations, type, and number of spaces, is shown in Exhibit 27, and a map of their locations is shown in Exhibit 28.

There are approximately 35 locations throughout the city with bicycle parking, amounting to a combined 312 parking spaces. Seven different bicycle rack design types were identified: grid (122 spaces), bollard (4 spaces), wave (146 spaces), inverted u (14 spaces), front wheel ("wheel bender") (19 spaces), wheelwell-secure (3 spaces), and lockers (4 spaces). Examples of these bicycle racks in Hawthorne are shown in Exhibit 25.

Road Name	From (N/W)	To (S/E)	Length (mi)
Class I Shared-Use Paths			
Dominguez Channel Bicycle Path	W 120th St	El Segundo Blvd	0.5
Class II Bicycle Lanes			
Hawthorne Blvd (NB)	W Imperial Hwy	W Rosecrans Ave	2
Hawthorne Blvd (SB)	W Imperial Hwy	W Rosecrans Ave	2
Class III Bicycle Routes (Sharrows)			
El Segundo Blvd	Hawthorne Blvd	Crenshaw Blvd	1.5
Hawthorne Blvd (NB)	Interstate 105	W Imperial Hwy	0.2
Prairie Ave	W Imperial Hwy	W Rosecrans Ave	2

Exhibit 24. List of existing bikeways

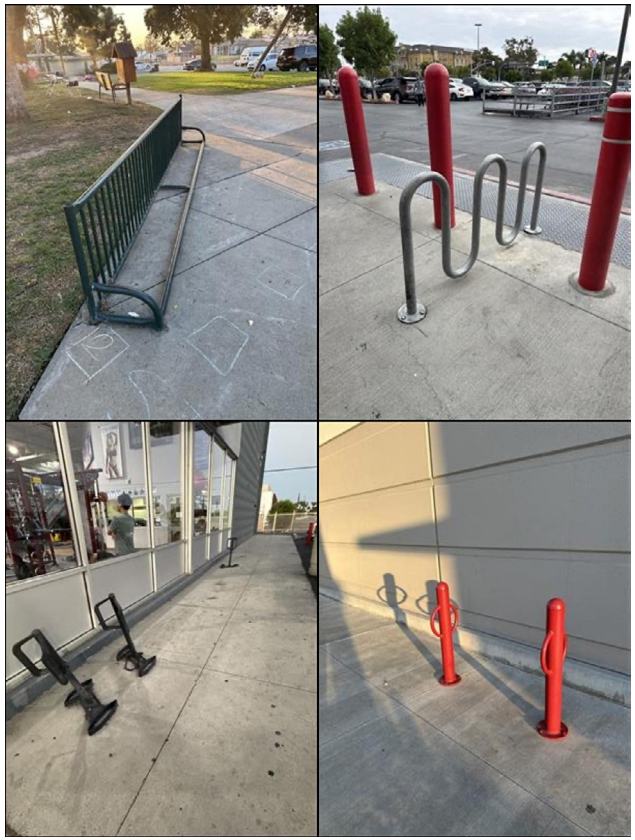


Exhibit 25. (TL-BR) Grid rack, wave rack, wheelwell-secure racks, bollard racks

The City of Hawthorne Municipal Code does not require any specific number of bicycle parking spaces, except in mixed-use and multi-family residential developments (covered in § 17.100.050 and summarized below in Exhibit 26). Chapter 10.77 contains guidelines for the usage and installation of bicycle racks. Since bicycles are prohibited from parking on sidewalks in front of places of public assembly, the City grants the Chief of Police the power to establish on-street bicycle parking zones, where the location's operator must install and maintain racks.

Category	Requirement Type	Standards
Short-Term Parking	Location	• Outside public right-of-way and pedestrian walkways • Within 50 ft of a primary building entrance
	Size & Accessibility	• Each space accessible without moving another bike • 2 ft clearance from obstructions • 5 ft clearance from vehicle parking
	Quantity (Residential)	• 1 space per 10 dwelling units
	Quantity (Nonresidential)	• 1 space per 10 required vehicle parking spaces • If no vehicle parking required: 1 per 5,000 sq ft
Long-Term Parking	Number of Spaces	• 1 space per dwelling unit
	Location & Shelter	• Within 100 ft of primary entrance • At least 50% covered
	Size & Accessibility	• Accessible without moving another bike • 2 ft clearance from obstructions • 5 ft from vehicle parking
	Charging Requirements	• 1 electrical outlet per 10 required long-term spaces

Exhibit 26. Bicycle parking requirements for mixed-use and multi-family residential developments (municipal code § 17.100.050)

Ideally, bicycle parking facilities should be designed to allow users to easily secure both wheels and the frame of the bicycle. For longer term parking or storage, a fully enclosed space or locker accessible only to the owner or operator of the bicycle may prove more appropriate. Multiple locations throughout the city have substandard racks that only secure the wheel of bicycles, including "wheel bender" racks and grid racks which only provide coverage to secure the front wheel. While bollard and wave racks are more secure, the Association of Pedestrian and Bicycle Professionals (APBP) Essentials of Bike Parking recommends avoiding these types of racks. According to the guide, wave racks are "not user friendly" and "unintuitive", and bollard racks fail to support bicycles at two separate locations (APBP 2015, p. 8).

Location	Type of Parking	# of Spaces
24 Hour Fitness	Wave (5 humps)	11
Blaze Pizza	Wheel Bender	3
Chipotle	Inverted U	2
Coast Fitness	Wheelwell-secure	3
Costco Wholesale	Wave (3 humps)	7
Crenshaw Metro Station	Inverted U	12
Crenshaw Metro Station	Locker	4
Equinox	Wave (2 humps)	5
Food 4 Less	Wave (3 humps)	7
Hawthorne Aquatic Center	Wave (3 humps)	7
Hawthorne Blvd / El Segundo Blvd Bus Stop (SB)	Wave (3 humps)	7
Hawthorne Blvd / W 132nd St Bus Stop (NB)	Wave (3 humps)	7
Hawthorne Blvd / W 132nd St Bus Stop (SB)	Wave (3 humps)	7
Hawthorne Blvd / W 135th St Bus Stop (NB)	Wave (3 humps)	7
Hawthorne Blvd / W 135th St Bus Stop (SB)	Wave (3 humps)	7
Hawthorne Blvd / W 138th St Bus Stop (NB)	Wave (3 humps)	7
Hawthorne Blvd / W 142nd St Bus Stop (NB)	Wave (3 humps)	7
Hawthorne City Hall	Wave (3 humps)	7
Hawthorne Sports Center (gated lot)	Wheel Bender	4
Hawthorne Teen Center	Wheel Bender	8
Holly Park	Grid	40
LA Fitness	Wave (2 humps)	5
La Hacienda Meat Market	Wave (2 humps)	5
McDonald's - Rosecrans Blvd (by Costco)	Wheel Bender	4
McDonald's - El Segundo Blvd	Wave (2 humps)	5
McDonald's - Yukon Ave	Wave (2 humps)	5
Memorial Park - Praire Ave	Grid	70
PetSmart/Lowes	Wave (3 humps)	7
Pound Penny Liquor	Wave (3 humps)	7
Target	Bollard	4
Verizon	Wave (2 humps)	5
Walmart	Wave (2 humps)	7
Wendy's	Grid	12
Wiseburn Public Library	Wave (3 humps)	7

Exhibit 27. Verifiable bicycle parking in Hawthorne (excluding schools)

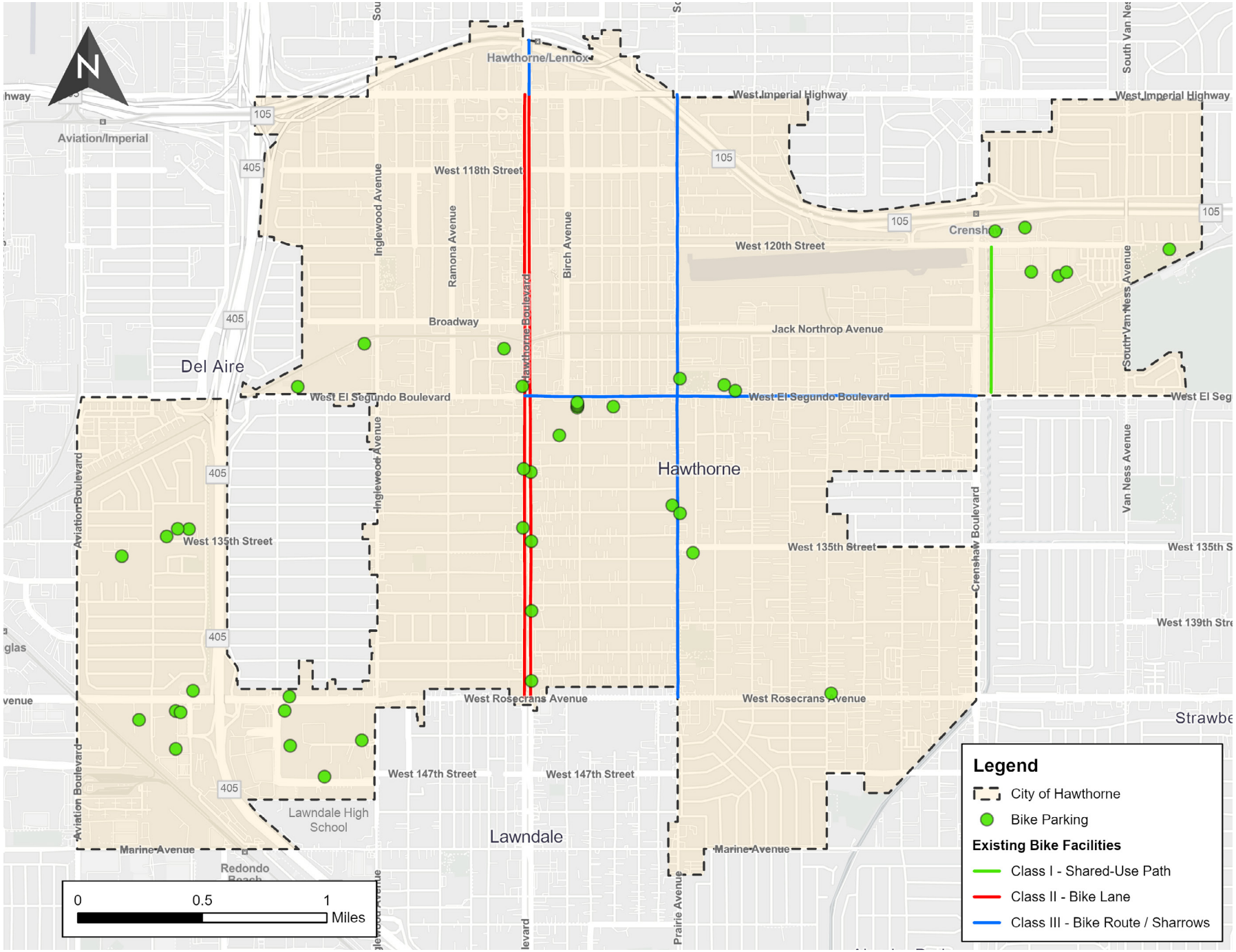


Exhibit 28. Bicycle facilities in Hawthorne

4.8. Bicycle Collisions

This section contains an analysis of bicycle-involved collisions over a 5-year period (September 1, 2020 through August 31, 2025). Collision data for the 5-year analysis was collected from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS).

According to the available data, there were 126 bicycle-involved collisions from September 1, 2020 through August 31, 2025. The distribution of bicycle-involved collisions by year and categorized by severity of injury, is shown in Exhibit 29

The three most prevalent Primary Contributing Factors (PCFs) were Unsafe Speed (23.8%), Improper Turning (21.4%, meaning a driver or cyclist made a turn prohibited by signage, failed to use turn signals, or turned at a distance too far from a curb), and Traffic Signals and Signs (18.3%, meaning a driver or bicyclist disregarded or failed to obey a traffic signal or sign). The number of collisions for each reported PCF are listed in Exhibit 30.

The most prevalent collision types were Broadside (67.5%), and Rear-End and Other or Unstated (10.3%), with other collision types shown in Exhibit 31.

Year	Fatal	Suspected Severe Injury	Suspected Minor Injury	Possible Injury	Property Damage Only (PDO)	Total
2020-21	1	1	1	5	3	**11**
2021-22	0	0	14	2	3	**19**
2022-23	0	2	10	5	2	**19**
2023-24	0	1	14	10	2	**27**
2024-25	0	3	14	23	10	**50**
Total	**1**	**7**	**53**	**45**	**20**	**126**

Exhibit 29. Bicycle-involved collisions by year (Sept. 1 thru Aug. 31) and severity

Primary Contributing Factor	# of Collisions	% of Collisions
Unsafe Speed	30	23.8%
Improper Turning	27	21.4%
Traffic Signals and Signs	23	18.3%
Wrong Side of Road	18	14.3%
Automobile Right of Way	14	11.1%
Pedestrian Right of Way	5	4.0%
Driving or Bicycling While Intoxicated	3	2.4%
Unknown / Not Stated	2	1.6%
Improper Passing	1	0.8%
Unsafe Lane Change	1	0.8%
Pedestrian Violation	1	0.8%
Other Improper Driving	1	0.8%

Exhibit 30. Primary Contributing Factors for bicycle-involved collisions

Collision Type	# of Collisions	% of Collisions
Broadside	85	67.5%
Other or Unstated	13	10.3%
Rear End	10	7.9%
Head-On	9	7.1%
Sideswipe	9	7.1%

Exhibit 31. Types of bicycle-involved collisions

As shown in Exhibit 32, most collisions occurred on weekdays, with the highest frequency occurring on Tuesday (19.0%) and Friday (22.2%). The day with fewest collisions was Saturday (4.8%). In terms of weekend collisions, Saturday contrasts with the number that occurred on Sunday (15.1%).

As shown in Exhibit 33, most collisions occurred during daylight hours (73.0%), with the remainder occurring during nighttime hours (26.2%) and dusk-dawn (0.8%).

Most collisions occurred during mid-day hours (21% from 12:00 PM to 3:59 PM) and PM peak hours (25% from 4:00 PM to 6:59 PM);29% AM peak hours (16% from 6:00 AM to 8:59 AM) and late-morning hours (13% from 9:00 AM to 11:59 AM). The remaining 4% occurred during overnight hours (12:00 AM to 5:59 AM).A more comprehensive breakdown is shown in Exhibit 34.

Day of Week	# of Collisions	% of Collisions
Monday	15	11.9%
Tuesday	24	19.0%
Wednesday	14	11.1%
Thursday	20	15.9%
Friday	28	22.2%
Saturday	6	4.8%
Sunday	19	15.1%

Exhibit 32. Bicycle collisions by day of week

Lighting Conditions	# of Collisions	# of Collisions
Daylight	92	73.0%
Dusk - Dawn	1	0.8%
Dark - Street Lights	33	26.2%

Exhibit 33. Bicycle collisions by lighting conditions

Day of Week	# of Collisions	% of Collisions
12:00 AM - 5:59 AM	5	4%
6:00 AM - 8:59 AM	20	16%
9:00 AM - 11:59 AM	17	13%
12:00 PM - 3:59 PM	26	21%
4:00 PM - 6:59 PM	31	25%
7:00 PM - 8:59 PM	12	10%
9:00 PM - 11:59 PM	15	12%

Exhibit 34. Bicycle-involved collisions by time of day

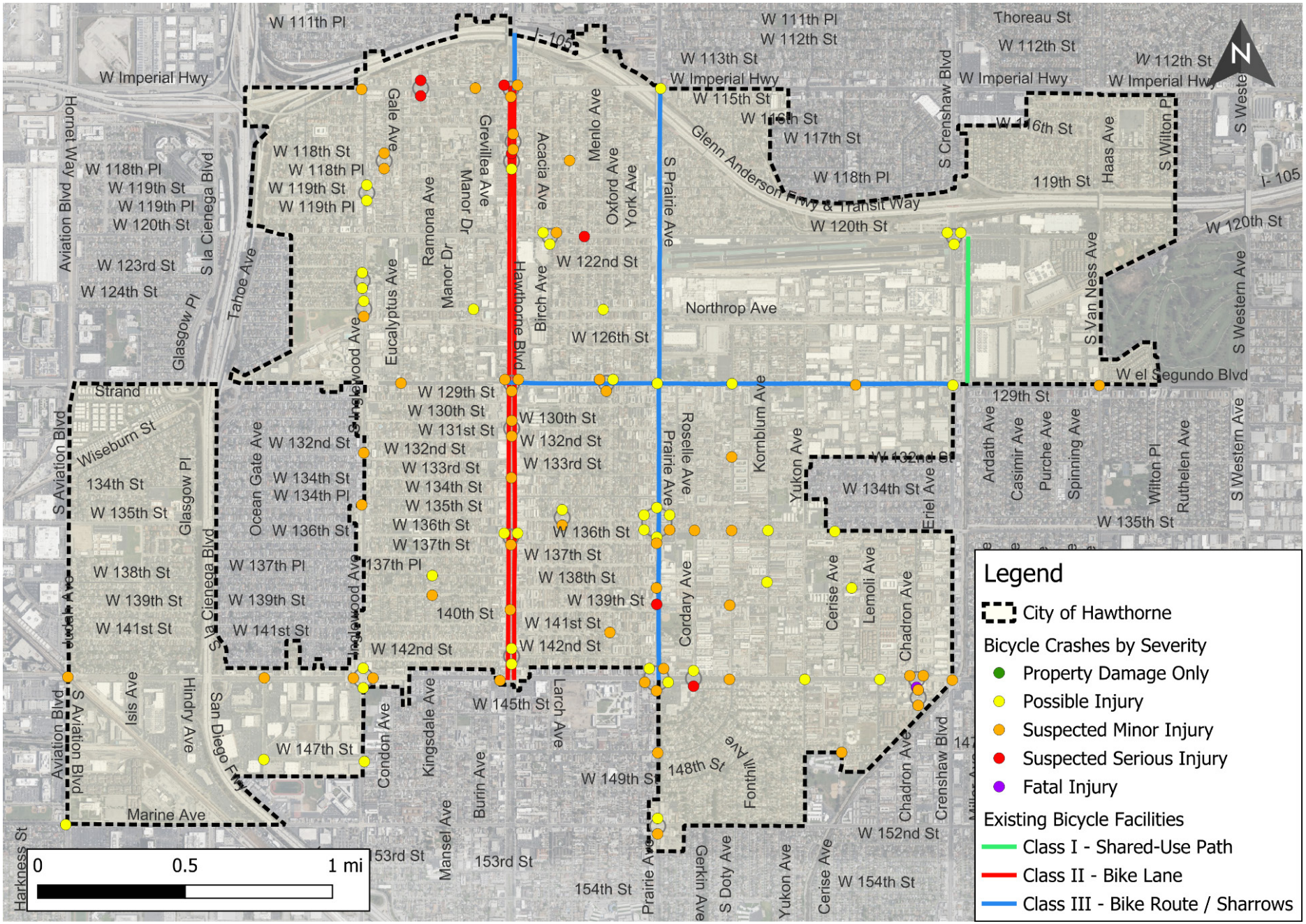


Exhibit 35. Map of bicycle-involved collisions in Hawthorne by severity (2020-2025)

5. Mode Share

Although comprehensive mode share data is not available for all trips, the U.S. Census Bureau's American Community Survey (ACS) provides estimates of commute mode share (means of transportation to work) for workers age 16 and over. It should be noted that these estimates only cover trips to work, and therefore do not include other trip purposes in which active transportation may play a key role and may be more prevalent than work trips (for example, trips to school, classes, community activities, shopping, recreation, and exercise).

According to the latest available ACS estimates (2024), 1.5% of workers in Hawthorne commute by walking and 0.7% commute by bicycle (U.S. Census Bureau, 2024, Table S0801).

Means of Transportation to Work (Hawthorne, CA) ACS 5-Year 2023

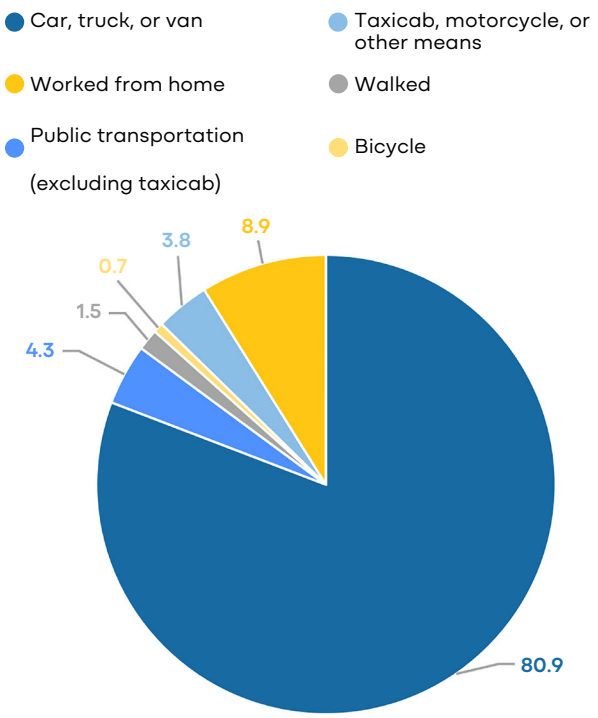


Exhibit 36. Commute mode shares (2024 Census estimates)

6. Active Transportation Destinations and Trip Generators

Land uses—such as residential neighborhoods, schools, parks, commercial centers, and employment districts—function as both origins and destinations for walking, bicycling, and other active modes. The City's primary activity centers, including community facilities, the Downtown/Central Business District, transit stations, and key commercial corridors, were identified using data from the General Plan and Specific Plans. A map of land uses from the General Plan is shown in Exhibit 37.

While available data can be used to infer trip generation patterns and serve as a comprehensive indicator of trip destinations, the complexity of the transportation network makes it difficult to precisely quantify active transportation trips and generators. However, mixed-use, compact, and diverse land use patterns are generally associated with more pedestrian- and bicycle-friendly environments. When environments are considered safe, comfortable, and diverse, they tend to support higher levels of active transportation and make its integration into daily life more seamless.

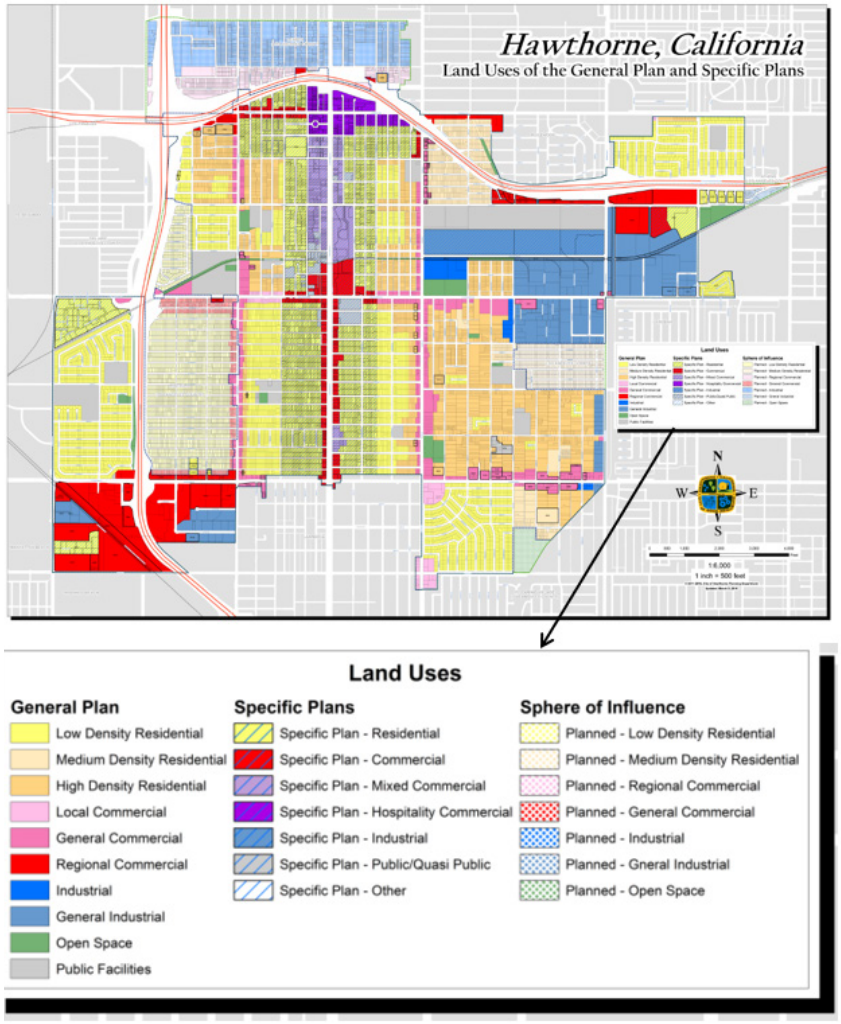
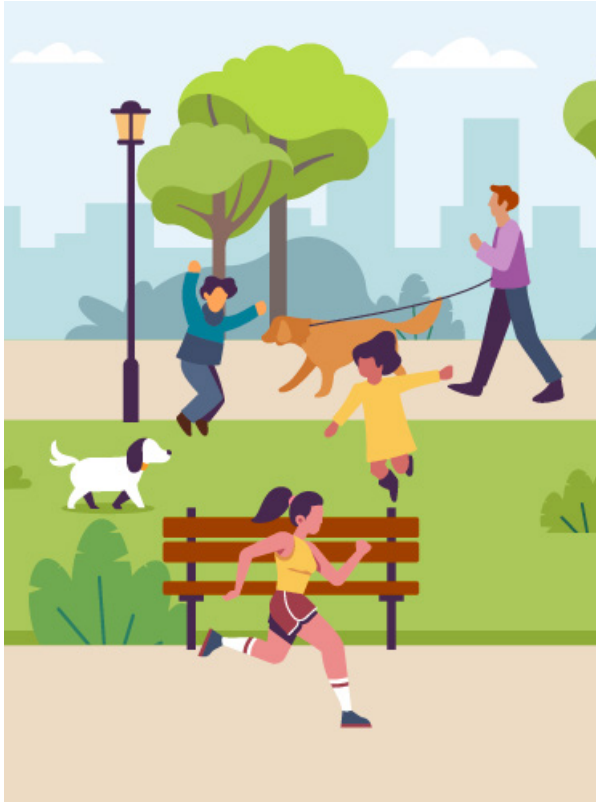


Exhibit 37. General Plan land uses

Below is a listing of locations in Hawthorne that are presumed to serve as key generators and/or attractors of active transportation trips. The locations are organized by the following land uses: parks, schools, the Downtown Central Business District, Metro stations, and high-density residential areas.

6.1. Parks

Parks in the City of Hawthorne are listed in Exhibit 38 below and shown on the map in Exhibit 39. With 1.5 parks per square mile, Hawthorne has a greater availability of open space than its adjacent cities. In comparison, Inglewood has 1.1 parks per square mile, and Gardena has 1 park per square mile. Several areas near parks have been identified in the City's Capital Improvement Plan as showing a need for bike and pedestrian improvements. These areas include: Crenshaw Boulevard & 120th St, the Prairie Avenue Corridor, Hawthorne Boulevard, the 120th Street Corridor, and Rosecrans Avenue.



Park Name	Location	Amenities
Eucalyptus Park	12100 Inglewood Ave	Picnic shelters, tot lot, wading pool, basketball courts, skatepark, 1/4 mile walking path
Glasgow Place	13500 Glasgow Place	Picnic tables, par course equipment,3/4 mile walking path
Holly Park	2058 120th St	Picnic shelter, tot lot, wading pool, tennis courts, 2 baseball fields, horseshoes, shuffleboard, basketball courts, croquet.
Holly Glen Park	5255 137th St	Picnic tables, tot lot, wading pool, lighted tennis courts, basketball court
Jim Thorpe Park	14100 Prairie Ave	Picnic tables, tot lot, wading pool, basketball courts, 2 baseball fields, historical society.
Memorial Park	3943 El Segundo Blvd	Tot lot, wading pool, lighted futsal courts, basketball courts, and par course equipment
Ramona Park	4662 136th St	Picnic tables, tot lot, wading pools, horseshoes, shuffleboard, basketball courts, croquet
Zela Davis Park	3650 133rd St	Picnic tables, tot lot, playground
Bicentennial Park	13110 Doty Ave	Tot lot, splash pad, par course equipment
Good Neighbors Park	3838 Doty Ave	Tot lot equipment
Eucalyptus Skatepark	12100 Inglewood Ave	Skatepark
The Hawthorne Pool	12501 Inglewood Ave	2 pools: lap pool and baby pool
Betty Ainsworth Sports Center / Hawthorne Memorial Center	3851 & 3901 El Segundo Blvd	Basketball court, volleyball court, 2 racquetball courts, fitness room, dance room
Memorial Dog Park	3901 El Segundo Blvd	Stepping pads with dog climb, sit & stay bench, dog agility seesaw, pet clean up waste station, water fountains
Senior Center	3901 El Segundo Blvd	Billiard room, sewing room 2 multipurpose rooms for classes, community room

Exhibit 38. List of parks in Hawthorne

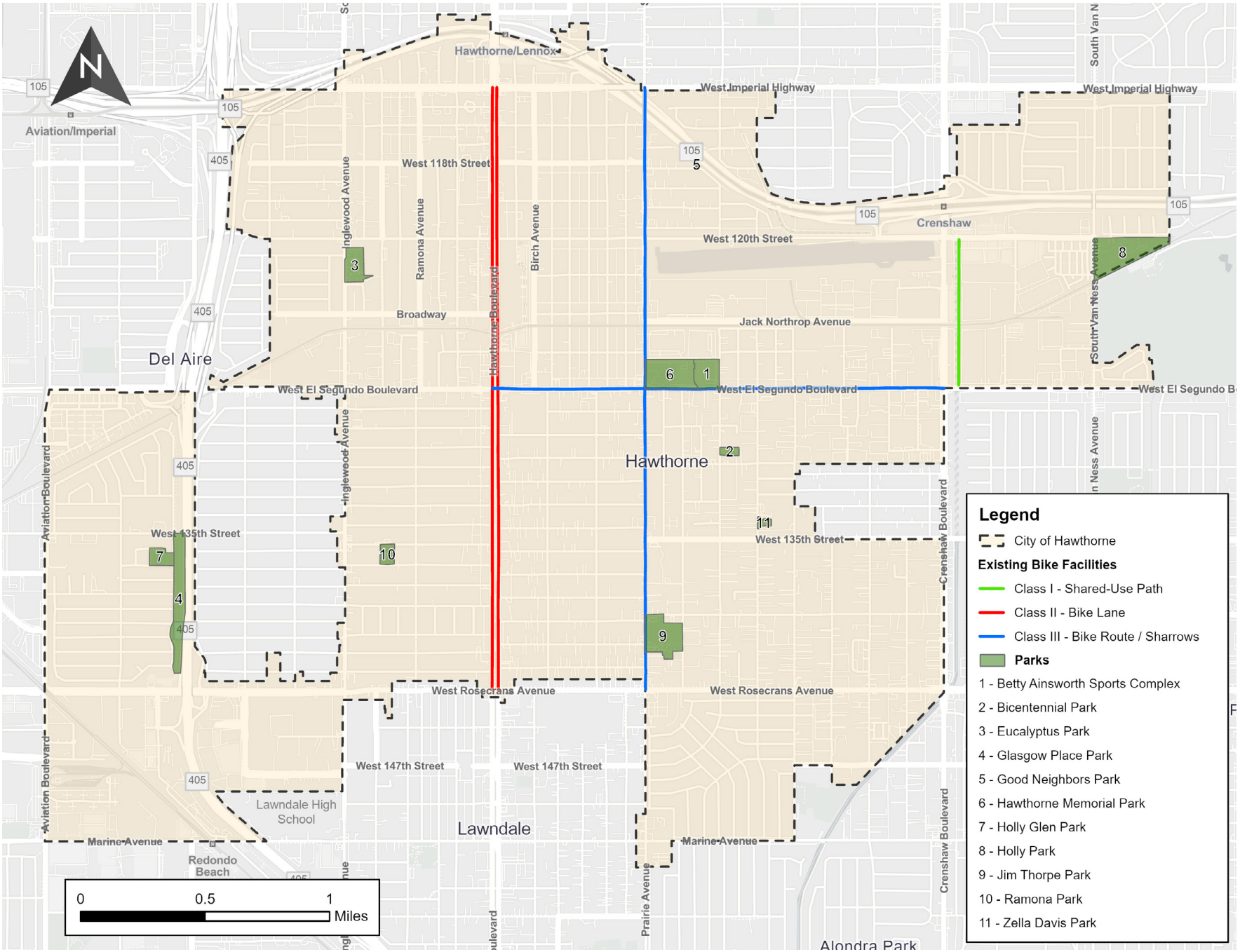


Exhibit 39. Parks in Hawthorne

6.2. Schools

Hawthorne has 11 K-12 public schools within its 6.1 square mile area, equaling about 1.8 public schools per square mile. Comparing with adjacent cities, Inglewood has 1.8 schools per square mile and Gardena has 1.7 schools per square mile, while LA County has 0.37 schools per square mile and the state as a whole has 0.08 schools per square mile.

The following schools are located within the city (with * indicating private schools) and mapped out in Exhibit 40:

Elementary Schools

- Al-Huda Islamic School: 12209 Hawthorne Way, Hawthorne, CA 90250*
- Eucalyptus Elementary School: 12044 Eucalyptus Ave., Hawthorne, CA 90250
- Jefferson Elementary School: 4091 139th St., Hawthorne, CA 90250
- Kornblum Elementary School: 3620 El Segundo Blvd., Hawthorne, CA 90250
- Launch Pad Learning: 4141 El Segundo Blvd, Hawthorne, CA 90250*
- Light of Knowledge Child Care Center: 13801 Inglewood Ave, Hawthorne, CA 90250*
- Ramona Elementary School: 4617 136th St., Hawthorne, CA 90250
- St. Joseph School: 11886 Acacia Ave, Hawthorne, CA 90250*
- Trinity Lutheran School: 4783 130th St, Hawthorne, CA 90250*
- Washington Elementary School: 4339 129th, St. Hawthorne, CA 90250
- York Elementary School: 11838 York Ave., Hawthorne, CA 90250
- Zela Davis Elementary School: 13435 Yukon Ave., Hawthorne, CA 90250

Middle Schools

- Bud Carson Middle School: 13838 Yukon Ave., Hawthorne, CA 90250
- Hawthorne Middle School: 4366 129th St., Hawthorne, CA 90250
- Prairie Vista Middle School: 13600 Prairie Ave., Hawthorne, CA 90250

High School

- Hawthorne Academy: 2506 Imperial Hwy, Hawthorne, CA 90250*
- Hawthorne Math and Science Academy: 4467 Broadway, Hawthorne, CA 90250

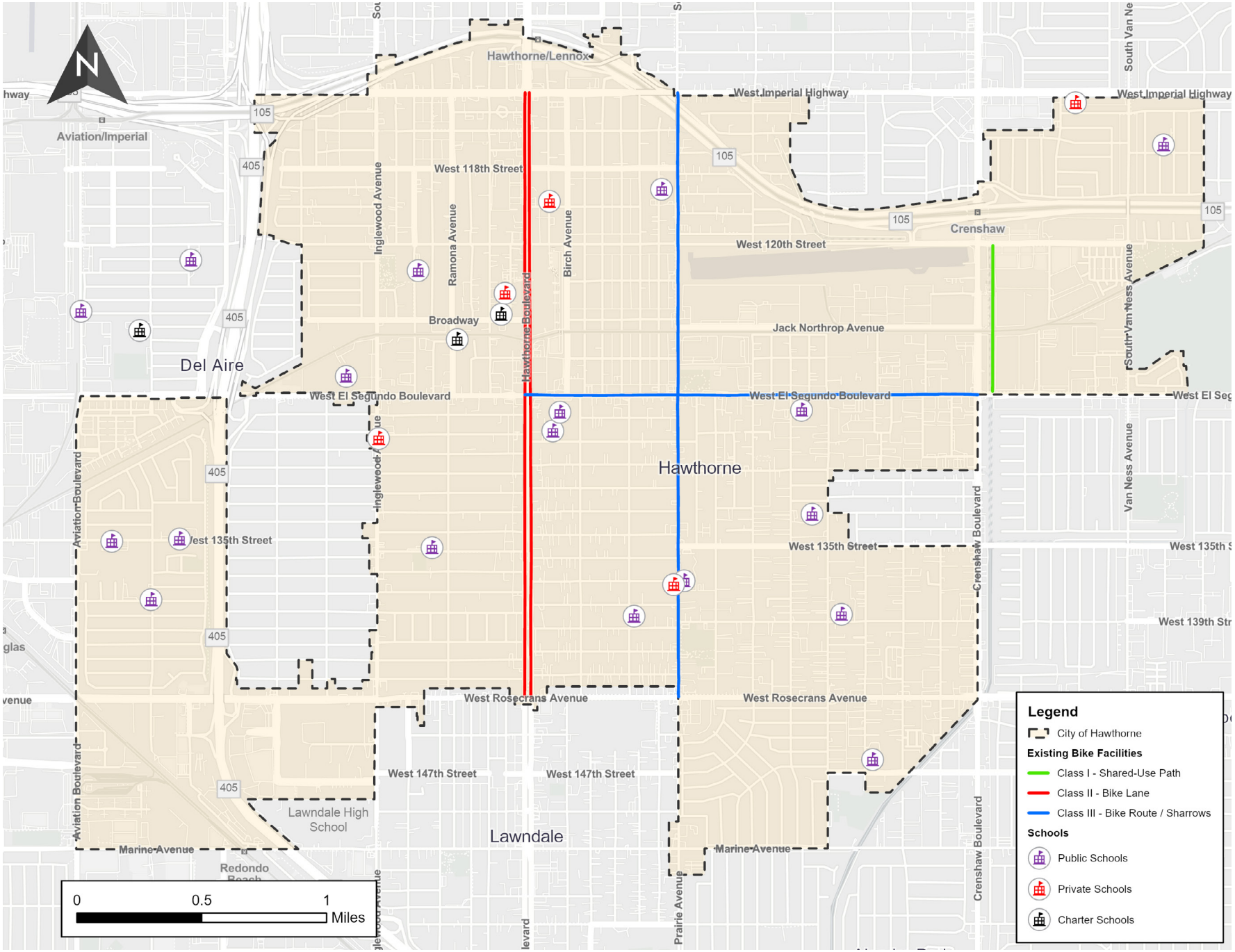
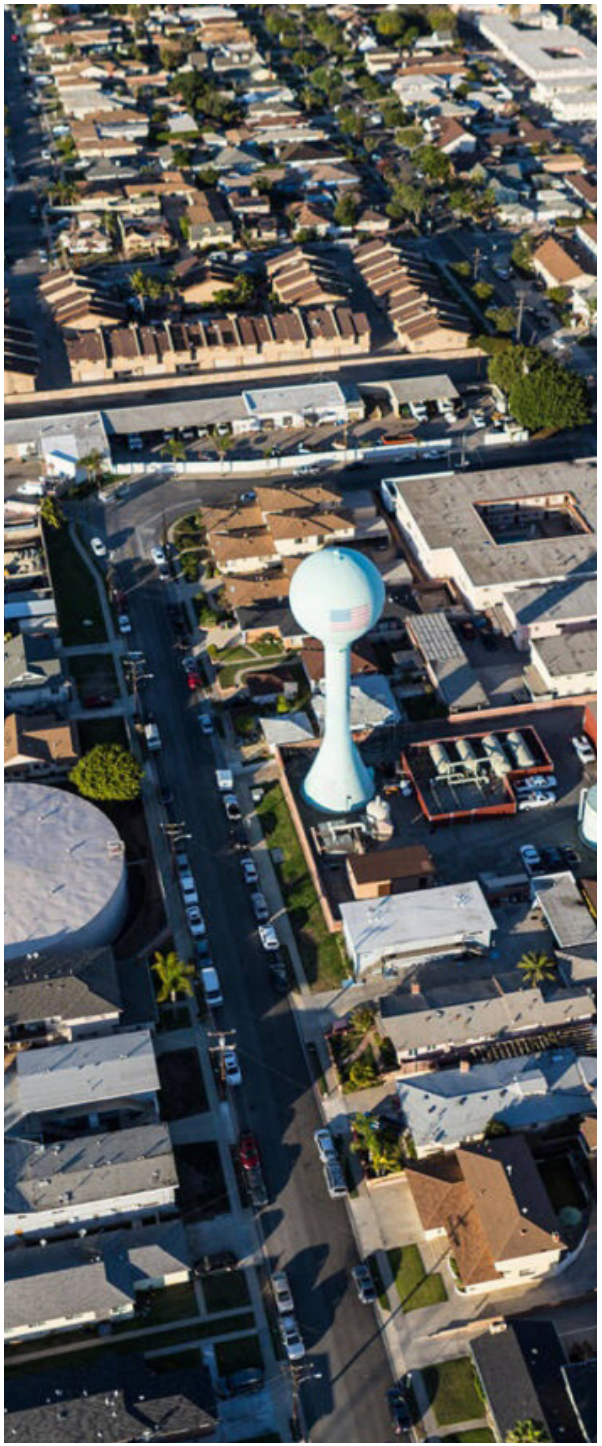


Exhibit 40. Public and private schools in Hawthorne

6.3. Downtown and Business Districts

The downtown Central Business District generally corresponds to the Hawthorne Boulevard corridor, spanning between the city's northern and southern boundaries. The Hawthorne Boulevard corridor is characterized by a mix of businesses and restaurants (both local and chain), government buildings, hotels, and large-scale retail. With wide sidewalks, bike lanes, and a median that provides a refuge for pedestrians crossing Hawthorne Boulevard, this area is one of the City's main corridors and attractors of active transportation trips.

Other significant business corridors include Prairie Avenue, Inglewood Avenue, El Segundo Boulevard, Imperial Highway, and Rosecrans Avenue.



6.4. Metro stations

As shown in Exhibit 41, Hawthorne is served by the following Metro stations:

- Hawthorne/Lennox Station (C Line)
- Crenshaw Station (C Line)
- Redondo Beach Transit Center (K Line)

The Hawthorne/Lennox C Line Station is accessed by Hawthorne Boulevard, which is designated as a Class III bicycle facility in the immediate area and has Class II bike lanes terminating about 700 feet south of the station entrance. Pedestrian access is via sidewalks on both sides of Hawthorne Boulevard and Imperial Highway, both of which have sidewalks on both sides. Pedestrians must cross Imperial Highway to access the station. The cul-de-sac termini of Acadia Avenue and Larch Avenue (both local streets) are adjacent to the station parking lot, but are fenced off; station access could potentially be improved by opening up these connections.

The Crenshaw C Line Station is near to the northern terminus of the Laguna Dominguez Trail. However, trail users must cross 120th Street (a major arterial) to access the station, and must subsequently cross a freeway on-ramp for I-105 if approaching along the east side of Crenshaw Boulevard. No other bicycle facilities lead to the station. For pedestrian access, the station is accessed via relatively narrow, unbuffered sidewalks alongside major arterials (Crenshaw Boulevard and 120th Street).

Hawthorne is also served by the Metro K Line via the Redondo Beach Transit Center. This station is served by rail and bus lines and is located in the extreme southwest corner of the City of Hawthorne, directly on the City boundary. It is accessed from other areas in Hawthorne primarily via Marine Ave., which has sidewalks on both sides. However, the sidewalks approaching the station are relatively narrow, lack buffers, and are partially blocked in some locations by street furniture such as electrical boxes and railroad crossing signal poles. There is bicycle parking at the station, including bike lockers, but there are no dedicated bicycle lanes or paths connecting to the station.

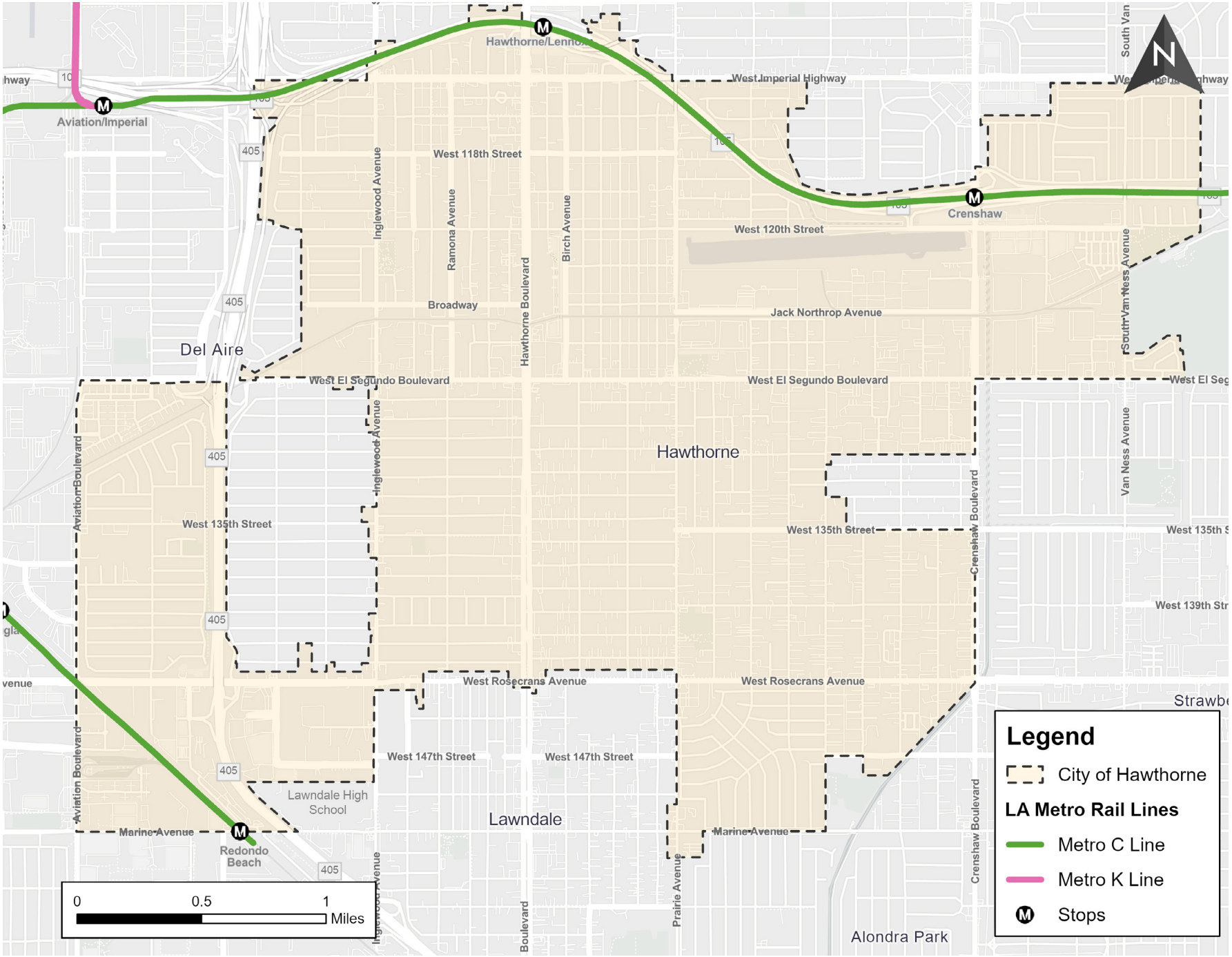
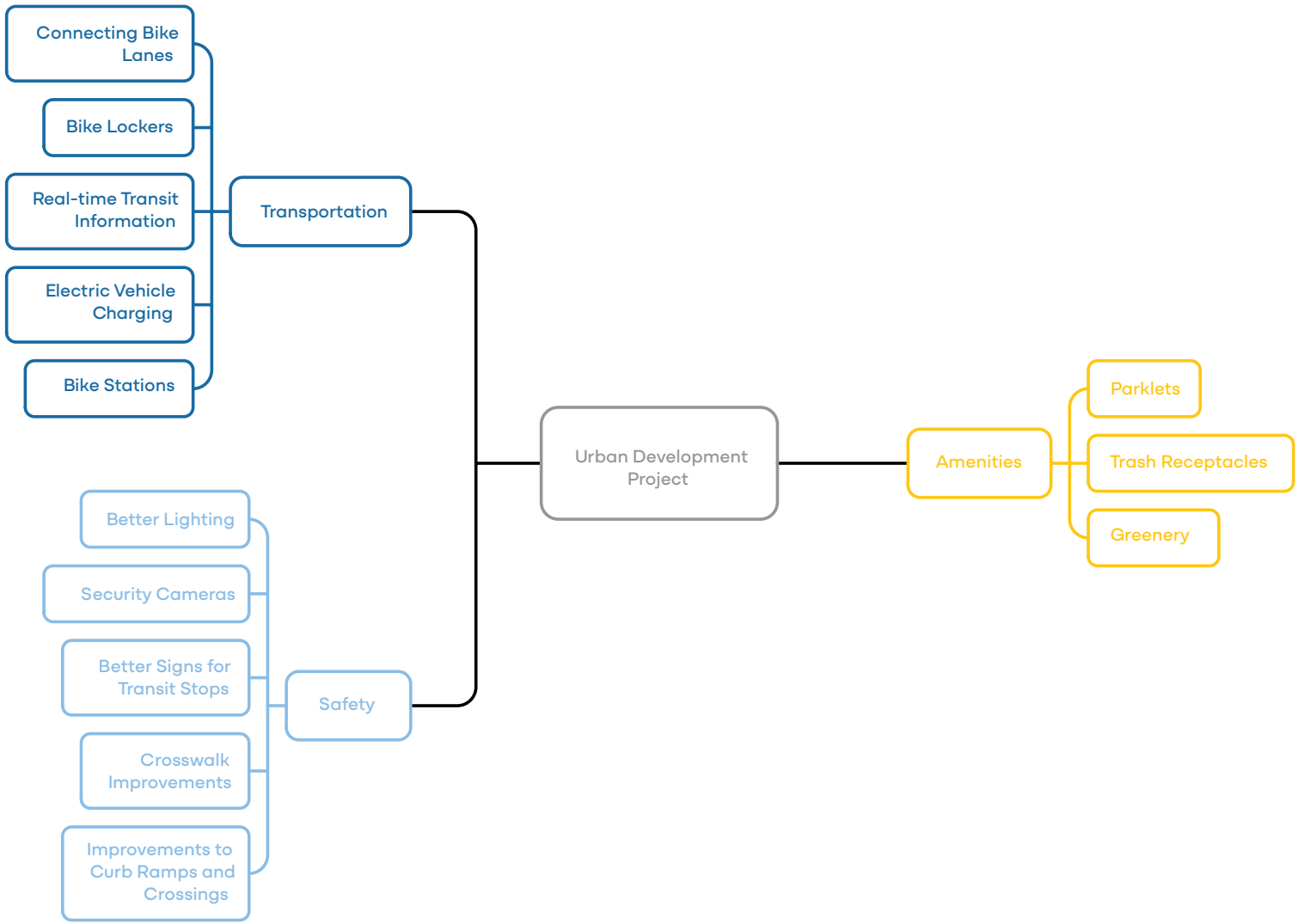


Exhibit 41. Map of LA Metro rail routes and stops in and around Hawthorne

6.5. Hawthorne Boulevard Mobility Hub Project

Identifying proposed land uses and redevelopment areas is essential for anticipating future travel demand and to plan for active transportation facilities early in the process. One key example of future investment in multimodal mobility is the Caltrans Hawthorne Mobility Hub Project, which is currently in its early planning phases. The project aims to create a more connected and user-friendly transportation environment by introducing features that encourage and support active transportation (e.g., such as connecting bike lanes, bike lockers, real-time transit information, improved lighting, security cameras, better signs for transit stops, crosswalk improvements, bike stations, greenery, and improvements to curb ramps and crossings).

Examples of potential project elements being considered by Caltrans are shown below:



7. Wayfinding

Wayfinding systems play an essential role in transportation networks for all users. They help connect the network by providing directional guidance to major destinations and, ideally, enhance safety for users of active transportation modes by directing them to the safest paths of travel. This may include non-automobile-focused signage, such as, but not limited to: "bike route" or "bike lane" signage, maps with active transportation facilities, or destination signage for pedestrian pathways.

Hawthorne does not currently have a dedicated wayfinding system for users of active transportation modes, but employs regulatory signage to direct active transportation users and vehicles. For example, the city uses signage in advance of school zones and crosswalks to warn drivers to slow down for pedestrians. For bicyclists, "bike lane/route" signs and striping demarcate bicycle facilities to cyclists and motorists. Outside of the Class II bike lanes on Hawthorne Boulevard and the Dominguez Channel Trail, all bicycle facilities in Hawthorne are marked with striped shared-use arrows, or "sharrows," and green "bike route" signage. In addition, there are multiple "bicycles crossing" advisory signs throughout Hawthorne. Examples of bicycle signage on Hawthorne Boulevard is shown in Exhibit 42.

Exhibit 42. Bicycle facility signage and striping on Hawthorne Blvd

8. Equity Analysis

Disadvantaged communities in California are specifically targeted for investments to improve public health, quality of life for their residents, while also helping to reduce pollution and other factors that contribute to climate change. Per the

California Transportation Commission 2025 Active Transportation Program Guidelines, plans should identify census

tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents. This includes lack of connectivity to key destinations, mobility challenges, public health concerns, and safety issues.

Approximately 84 percent of the City of Hawthorne's total area is located within disadvantaged census tracts. A map of these areas is shown in Exhibit 43. The connectivity and mobility challenges, safety concerns, and public health issues identified in this plan are present throughout most of the city and affect all disadvantaged areas identified in this section.

The California Environmental Protection Agency (CalEPA) has designated four categories of geographic areas as disadvantaged:

- Census tracts receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0 (1,984 tracts).
- Census tracts lacking overall scores in CalEnviroScreen 4.0 due to data gaps, but receiving the highest 5 percent of CalEnviroScreen 4.0 cumulative pollution burden scores (19 tracts).
- Census tracts identified in the 2017 DAC designation as disadvantaged, regardless of their scores in CalEnviroScreen 4.0 (307 tracts).
- Lands under the control of federally recognized tribes Tribes.

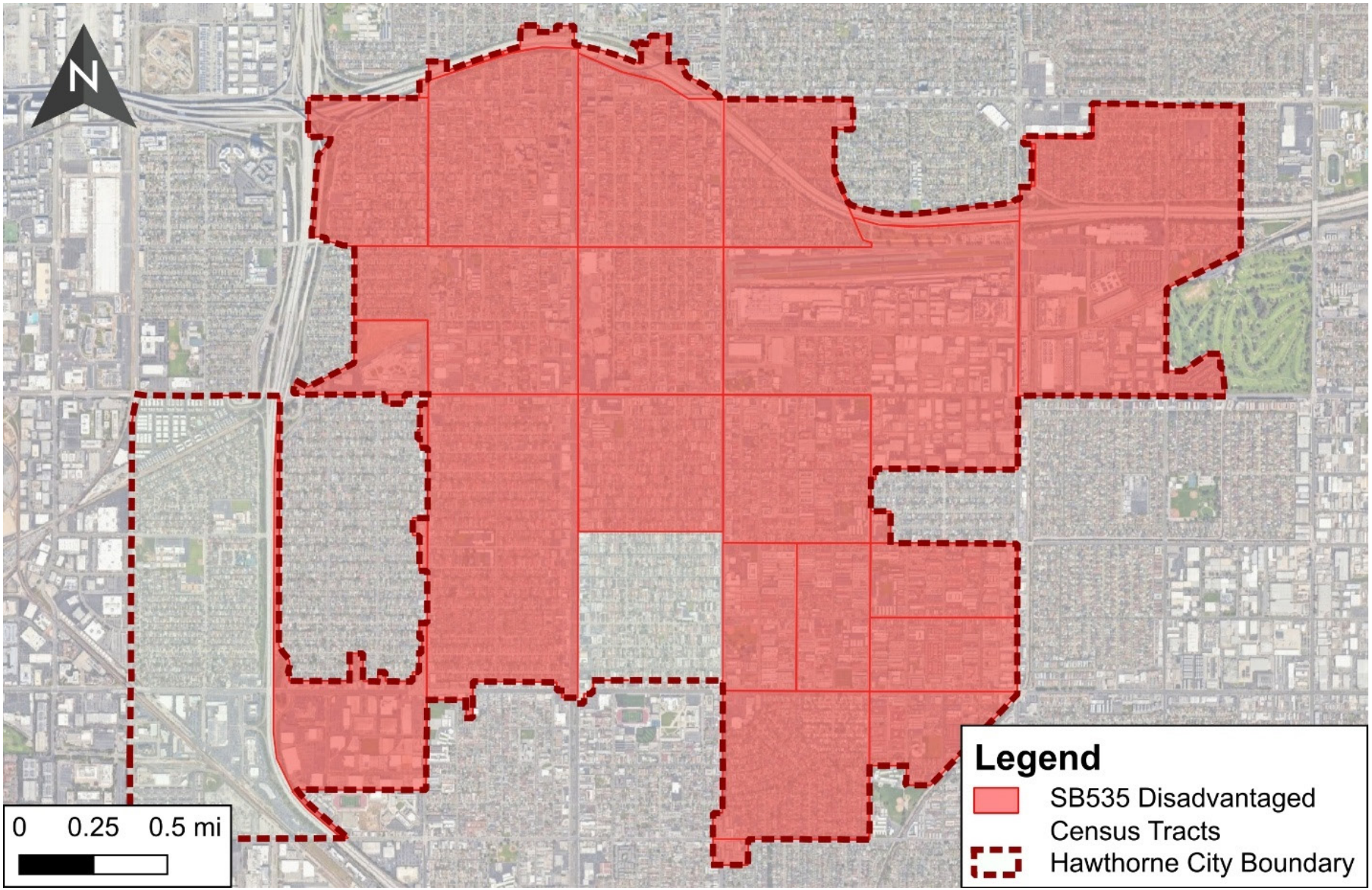


Exhibit 43. Disadvantaged census tracts in Hawthorne, per CalEPA guidelines

04
Community Outreach

1. Community Outreach

To ensure adequate representation of the community in the development of the Active Transportation Plan, the City conducted a series of outreach events and efforts. The aim of conducting outreach was to advertise the plan, collect critical feedback on what residents and visitors viewed as shortcomings with existing active transportation infrastructure, and receive input on where the City should focus their efforts on active transportation infrastructure and program improvements. This chapter outlines the efforts conducted throughout the development of the plan.

1.1. Interactive Project and City Websites

To advertise the Active Transportation Plan, educate the community, and collect feedback on both existing infrastructure and desired improvements, an interactive, bilingual project website was hosted through Social Pinpoint. Websites through this service are specifically tailored for conducting public outreach and collecting community feedback through widgets like surveys, interactive maps for collecting location-specific comments, project timelines, and calendars showing both upcoming and previously hosted events. In addition, visitors had the option to automatically translate the website into their native language. A screenshot of the homepage is shown in Exhibit 1.

The website was advertised through multiple mediums, including official social media accounts for the City of Hawthorne and placing flyers and QR codes linking to the website at outreach events and various City facilities. Feedback was collected for an 8-month period from September 2025 through April 2026. Flyers hung at City Hall and other facilities advertising the website in English and Spanish, respectively, are shown in Exhibit 4 and Exhibit 5.

During the period that feedback was collected, the website saw over 1,000 unique visitors and received 65 survey responses (including those collected during in-person events) and 23 comments on the interactive map.

On the interactive map, users were able to place markers with comments on the map based on type of transportation mode (represented by different icons) at the specific locations where they wished to submit a comment. Their comments were then viewable by other users and demarcated by icons representing the comment type. Screenshots of the interactive map are shown in Exhibits 1, 2, and 3. A summary of comments can be found in Exhibits 7 and 8.

A dedicated landing page was also created on the City of Hawthorne's Public Works website to advertise the Active Transportation Plan and keep the community updated on the project's timeline and upcoming events. A screenshot of the page is shown in Exhibit 6.

Exhibit 1. Social Pinpoint homepage (as of March 21, 2026)

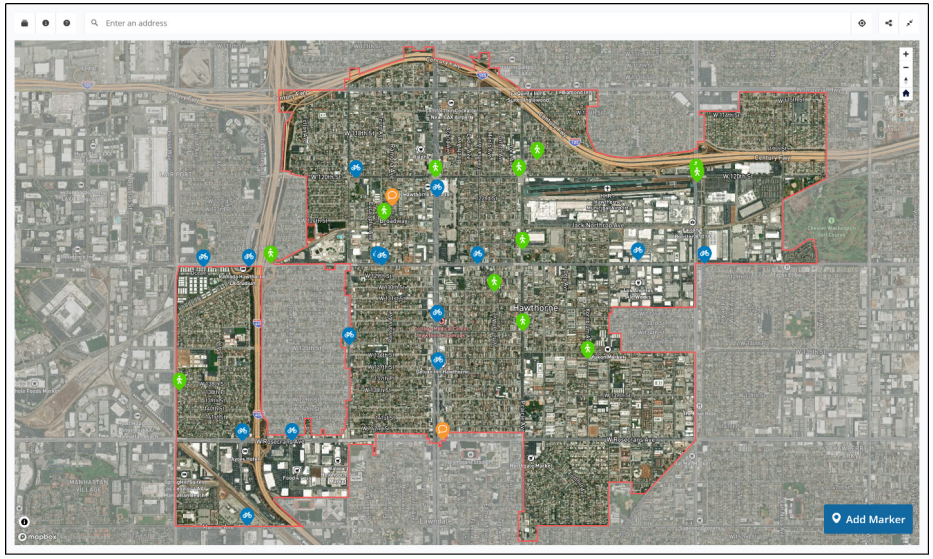


Exhibit 2. Expanded interactive map (as of March 21, 2026) on Social Pinpoint

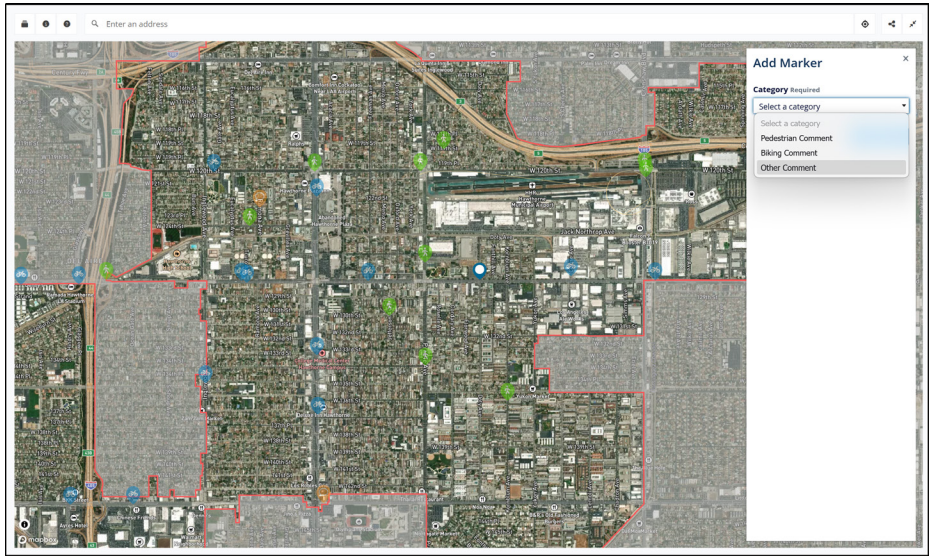


Exhibit 3. Interactive map (as of March 21, 2026) with "Add Marker" options on Social Pinpoint

Exhibit 4. Flyer posted at City facilities advertising the website and seeking feedback

Exhibit 5. Spanish language flyer posted at City facilities advertising the website and seeking feedback

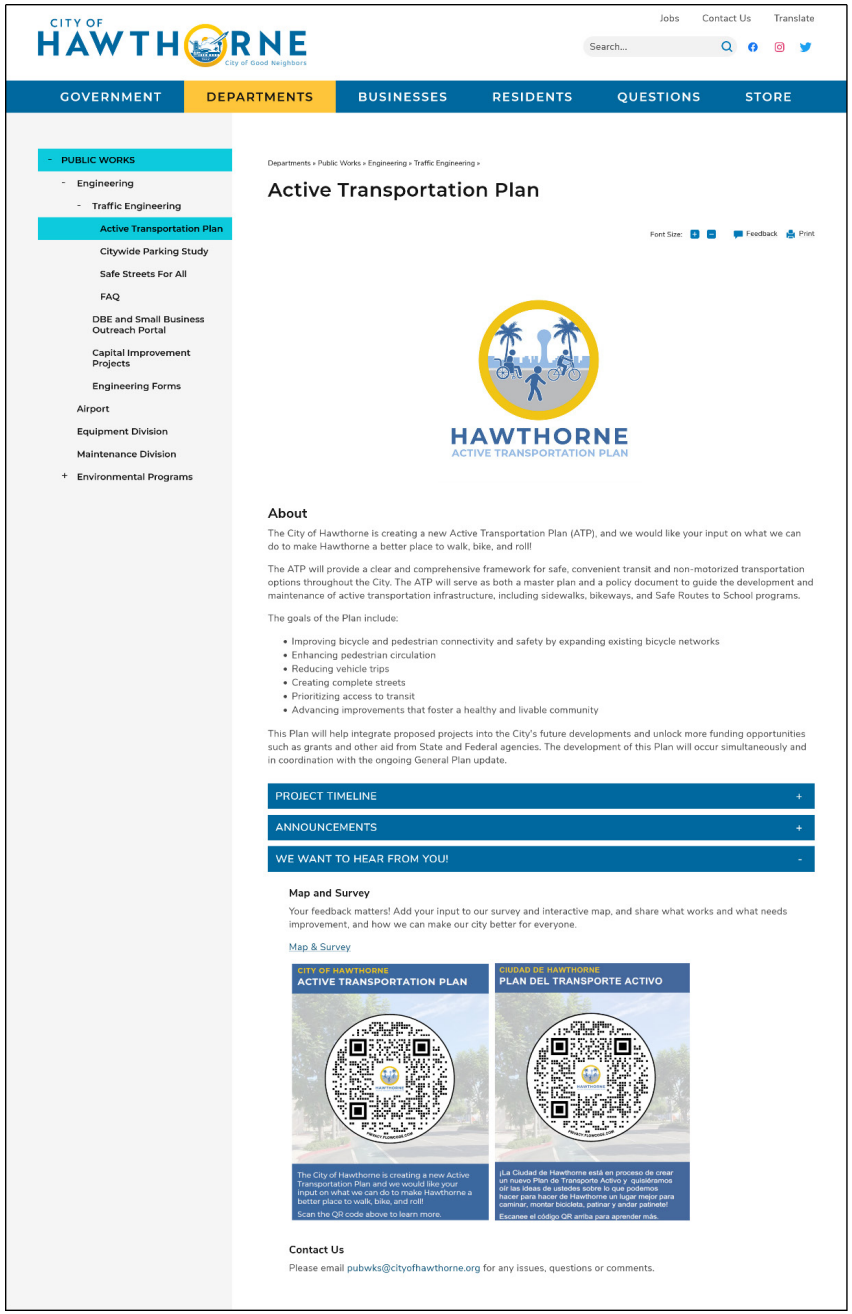


Exhibit 6. Landing page for the ATP on the City's website

1.2. Interactive Map

Exhibit 7 shows a summary of the comments received via the interactive map on the project website, as well as the comments noted on paper maps that were available at public engagement events. Exhibit 8 shows the locations indicated in the comments on the map.

ID	Comment
1	Needs bike lanes
2	Crosswalk
3	put in speed humps
4	Cars drive too fast, put speed humps
5	Bike lanes need to be protected by a physical barrior like a curb or poles. Just painting a bicycle icon or a line in the street doesn't do a darn thing for safety
6	I from 138th to elsegundo the sidewalk is too narrow. It is currently used as a walk way to get for. Hollyglen and 360 SouthBay to get to the Wiseburn Schools. Between bikes used by kids to get to and from schools, adult getting to work, and those walking it is dangeous. The sidewalk is too narrow for all this. But without a bike path that is safe for kids to use to get to and from the schools especially the middle school and di Vinci hi school everything happens on the sidewalk. Soon the sports complex field will attract more users. Either make it safe for walkers and find an alternative safe bike route for residents getting to school work or the fields /parks or make it wide enough to be safe for everyone to share. Poles in the middle of the sidewalk make sharing even more difficult.
7	Marine needs protected bike lanes. No alternative paths to cross 405 requires bikes to use Marine/Rosecrans/etc. Traffic quantity necessitates it to be protected as well
8	The drivers do not follow the traffic signal, and there is a high rate of speed. There should be safer crossings.
9	the crossing here should have a crosswalk/flashing lights/yield to peds
10	This area is scary as a cyclist because the sidewalk has too many obstacles to get a bike through, there is no bike lane, and 2 lanes merge onto the freeway. 1 lane merges onto the freeway right before this. Bikes need a dedicated space with raised curbs to prevent cars hitting them when trying to turn onto the freeway. Or maybe dedicated bike signals.
11	there is street parking here. This would be a good opportunity to have this entire lane become a parking protected bike lane
12	We need east/west protected bike lanes. "Sharrows" (share the road arrows) result in angry/dangerous drivers. It's better to have bikes get their own space
13	this double intersection is very unsafe. people run the red light here all the time because it's confusing or because they're not paying attention which makes it scary to bike through here.
14	4 way stop signs and crosswalks would make these streets safer for pedestrians. A lot of kids in this area walking to school and cars speeding as fast as possible to bypass traffic on surrounding major roads
15	Sidewalk here is very narrow and trucks go by very close and fast
16	These crossings are very long and drivers often make right-on-reds without slowing down. I've nearly been hit multiple times here. Could the number of lanes / turn lanes be reduced and bulb-outs added to reduce crossing distance and improve safety?
17	El Segundo put in a bike lane on their side of El Segundo Blvd here, and although it is quite narrow there is no corresponding eastbound bike lane on the Hawthorne side. Could Hawthorne put a bike lane on El Segundo Blvd, and could it be protected?
18	Rosecrans needs protected bike lanes! There's no safe way to get east/west around here, plus you need to get past the 405 on-ramps where cars are not looking for people biking or walking past
19	The Dominugez channel bike path crossings (along its entire length) are not marked/signaled and dangerous to cross. Would like to see at least a push-button crosswalk or additionally an under-crossing like most other channel paths.
20	Protected side lane on El Segundo Blvd for east/west
21	Hawthorne Blvd needs protected bike lanes; drivers weave into bike lanes sometimes

Exhibit 7. Summary of public comments on interactive map

ID	Comment
22	Rosecrans is very traffic heavy & cars come down quick, which makes active transportation hard
23	Add/upgrade Class IV protected bike lanes
24	Make some sort of cross walk between the park and costco to many people jay walking and drivers trying to go to costco and the park . To many traffic jams due to people wondering where the other one is going or not seeing that there are people/bike crossing.
25	Consistent pick- up of dumped furniture. Ticketing for folx that don't clean up after their pets, too many schools in the area.
26	There are a ton of power lines and other cables thought off Ramona. Some of the wires are tied to trees! This impacts walk ability on this street.
27	There is an opportunity to connect with other bike lanes in Del Air that connects to the imperial hwy. Would love to see biking improvements here to better connect with biking infrastructure throughout LA county.
28	The sidewalks here are a little difficult to navigate due to many sign posts, electric poles and no grass areas between the street and the sidewalks.
29	Similar to El Segundo Blvd. Rosecrans Ave is vital for proper biking infrastructure.
30	There is a critical opportunity to connect Hawthorne to neighboring city bike paths. El Segundo Blvd is a major east to west corridor for Hawthorne. Hawthorne has north to south bike paths but nothing east to west. El Segundo Blvd connects to the major El Segundo light rail system that also connects to LAX. This is vital for people who need alternatives to cars but also need to connect to LAX.

Exhibit 7. Summary of public comments on interactive map

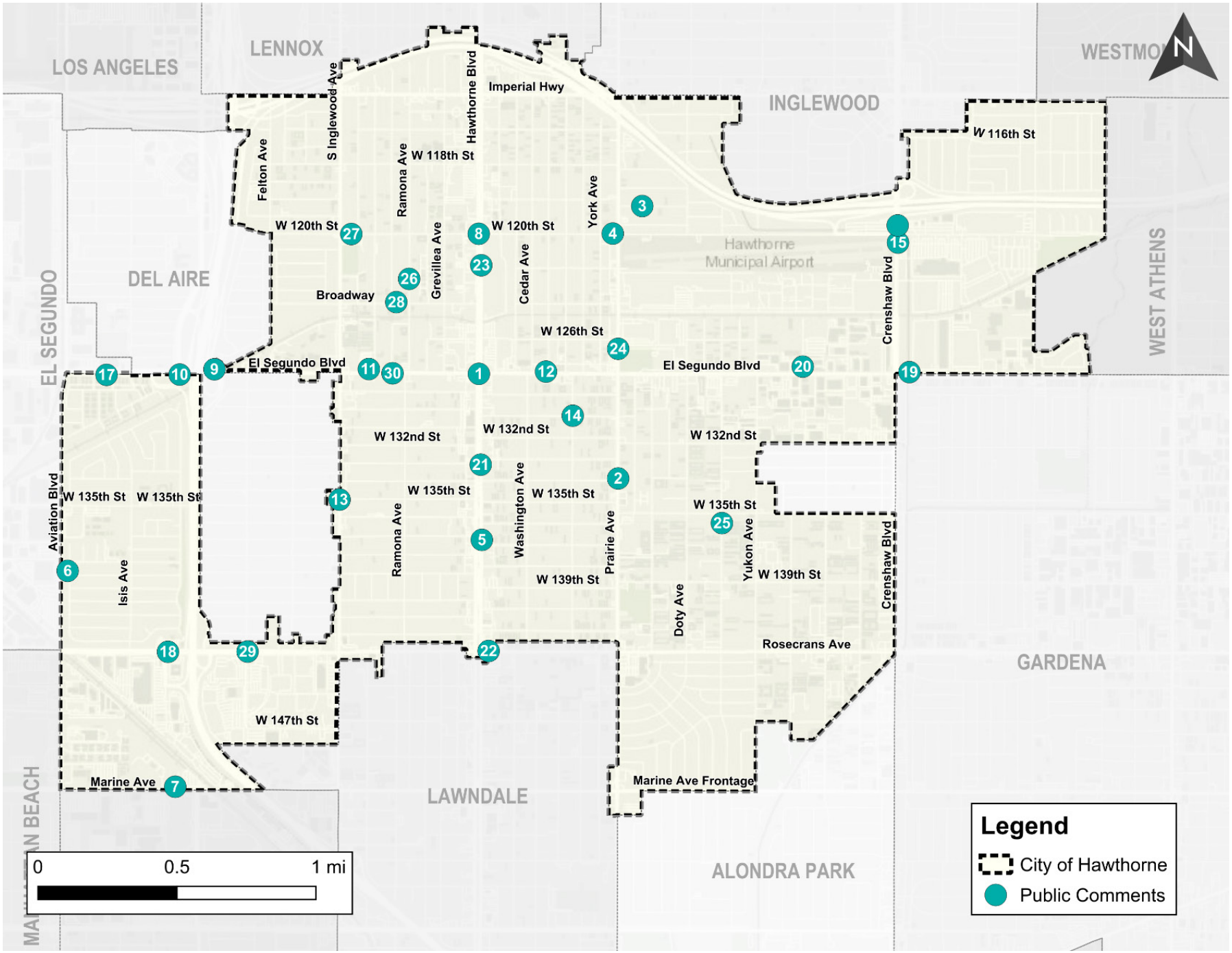


Exhibit 8. Locations indicated in public comments

1.3. Online and Printed Survey

To gauge community sentiment and inform the development of the Active Transportation Plan, visitors to the website were asked to complete a 7-question survey. At community outreach events, a paper version of the same survey (in English and Spanish) was provided for participants to fill out, and staff had tablets available for participants to fill out the survey electronically. In total, 66 respondents filled out the survey (electronically or on paper) during the planning process. The survey questions and the responses received are summarized in this section. C

Question 1: Which of the following active modes of transportation do you use, and if so, how often?

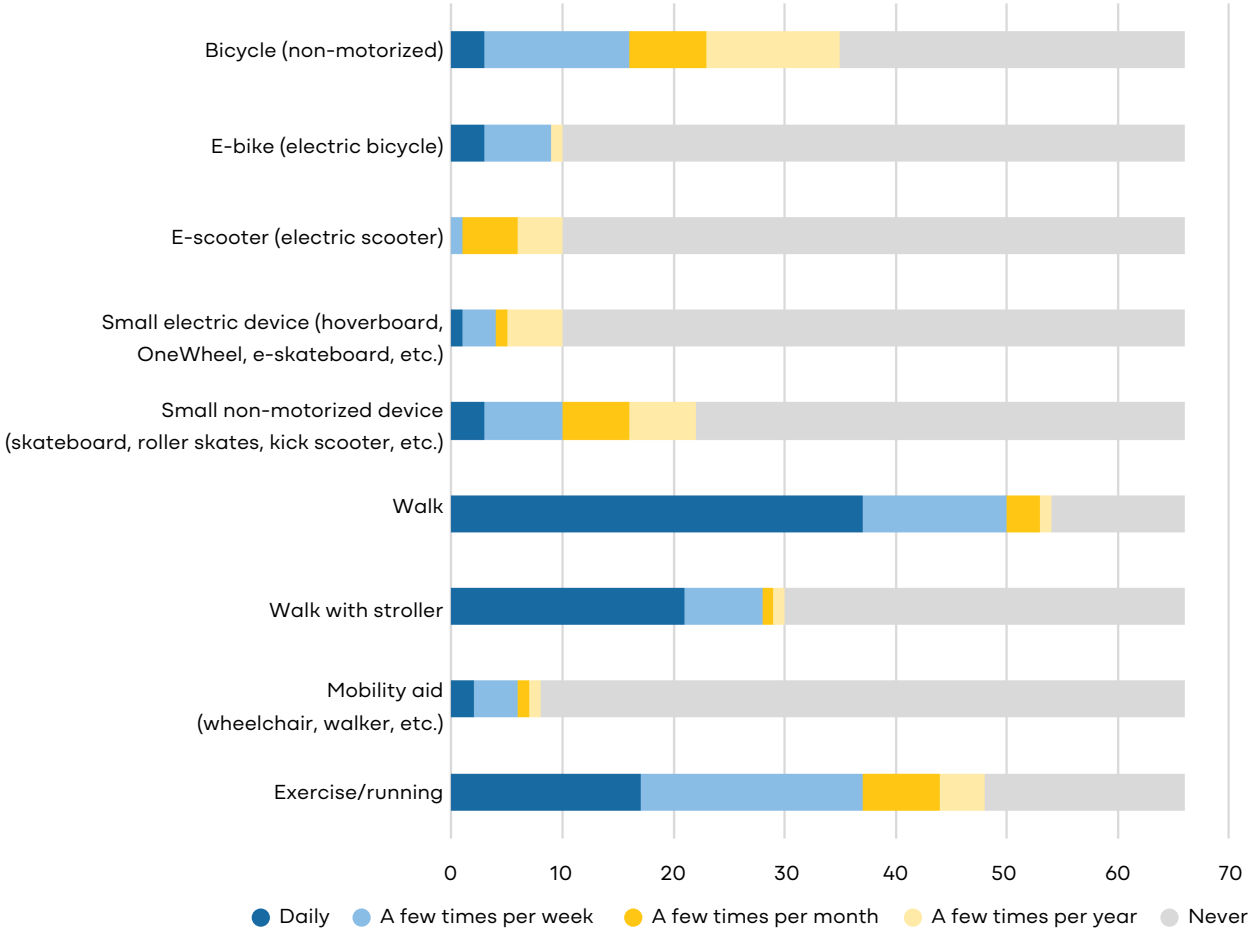


Exhibit 9. Survey Question 1 responses

Walking was the most prevalent type of active transportation, with 56% of respondents reporting daily use and 32% reporting that they walk daily with a stroller. 56% of respondents also reported that they use active transportation for exercise either daily or a few times per week. 53% of respondents indicated that they use bicycles at least a few times per year (and 15% use e-bikes), but only 5% reported bicycling daily on either non-motorized or motorized bicycles. 12% of respondents use a mobility aid (wheelchair, walker, etc.). The least prevalent uses were e-scooters and other small electric devices, with 15% of respondents in each case reporting at least some use.

Question 2: What modes of active transportation do you use to travel to the following places?

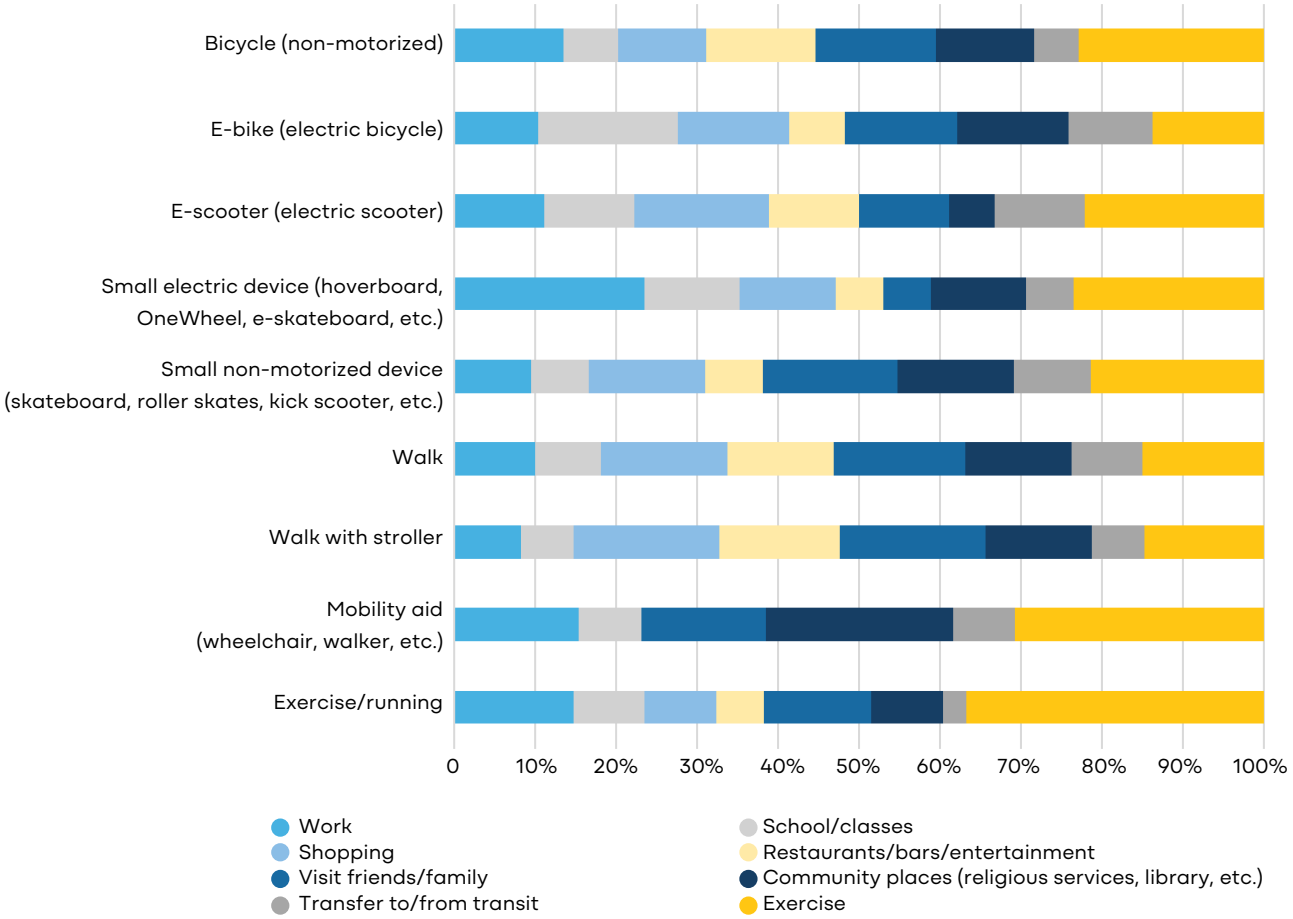


Exhibit 10. Survey Question 2 responses

Of these travel purposes, exercise was the most prevalent, with 56% of respondents indicating that they use one or more of these active modes for it. 53% of respondents indicated that they use active transportation to visit friends or family, 50% use active transportation to go shopping, and 45$ use active transportation to get to community places (religious services, library, etc.). Destinations with a lower prevalence of active transportation use were restaurants/bars/entertainment (39%), work (35%), school/classes (30%), and transfering to/from public transit services (30%).

Question 3: Are there any other destinations that you travel to using active modes of transportation?

Respondents mentioned using active modes of transportation to get to:

- Doctor appointments
- Sporting events (Sofi, LAFC, USC, Dodger stadium)
- The mall
- Community events

Question 4: What makes you less likely to use active modes of transportation?

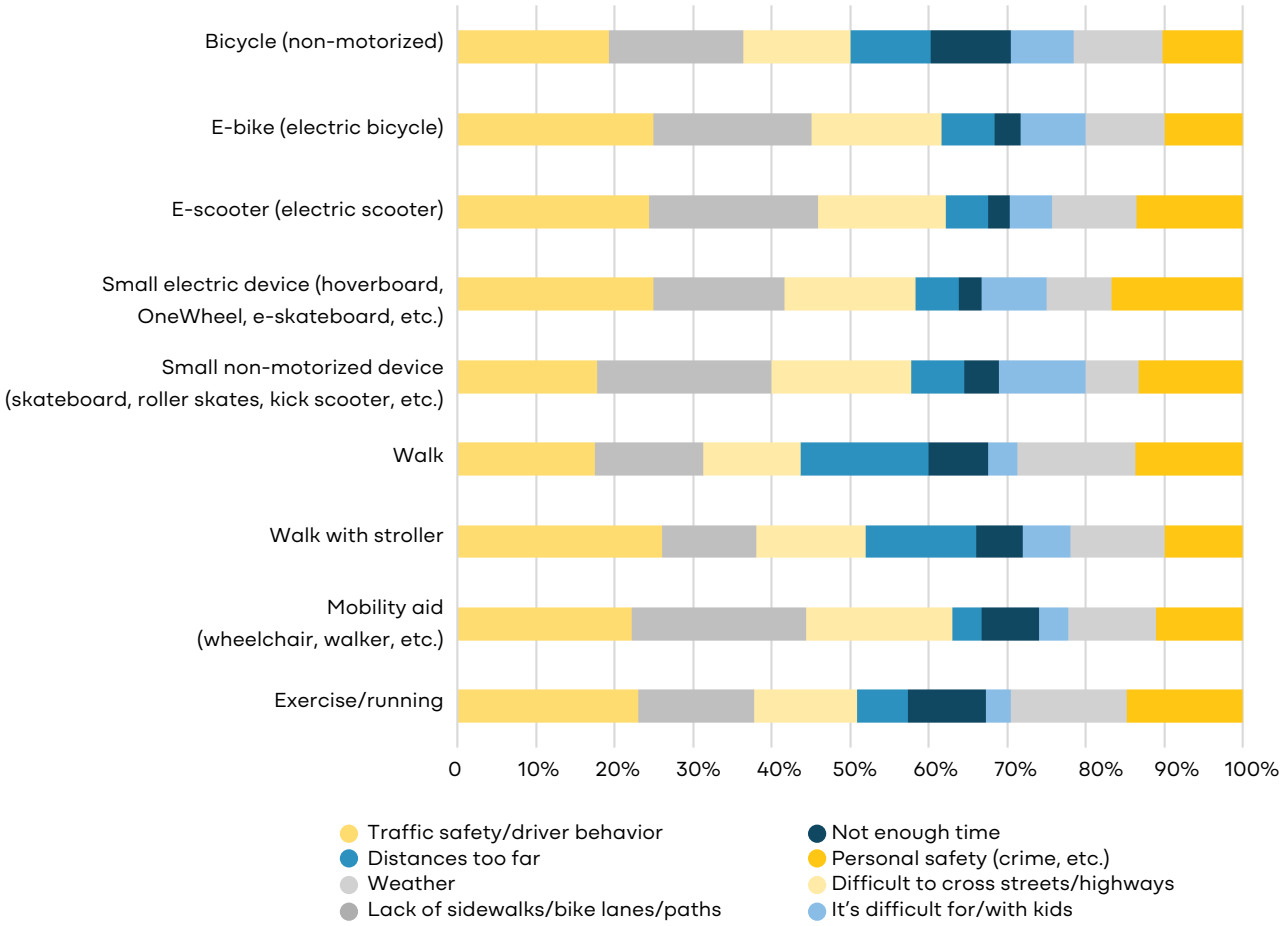


Exhibit 11. Survey Question 3 responses

The most frequently cited deterrent to active transportation was traffic safety/driver behavior, cited by 41% of respondents as a reason why they do not use various active modes. Lack of sidewalks/ bike lanes/paths was also identified as an issue, cited by 39% of respondents. 33% of respondents indicated personal safety/crime as a deterrent, and difficulty crossing streets/highways was cited by 30% of respondents. 30% also indicated distance as a deterrent. Less prevalent deterrents were weather (24%), not enough time (21%), and difficulty with using active transportation with children (17%).

Question 5: Is there anything else that makes you less likely to use active modes of transportation?

Respondents mentioned the following additional factors that make them less likely to use active transportation, either in addition to the above factors or providing more specific details:

- It's faster to use the bus
- A lot of young people with motorized devices/ electric scooters don't follow traffic laws
- Lack of protected bike lanes
- Drivers speeding through red lights
- Sidewalk cracks
- High winds
- Lack of destinations to walk to
- Broken/damaged pedestrian signal buttons
- Lack of crosswalk visibility.

Question 6: What do you believe are the most important active transportation facilities for Hawthorne to build?

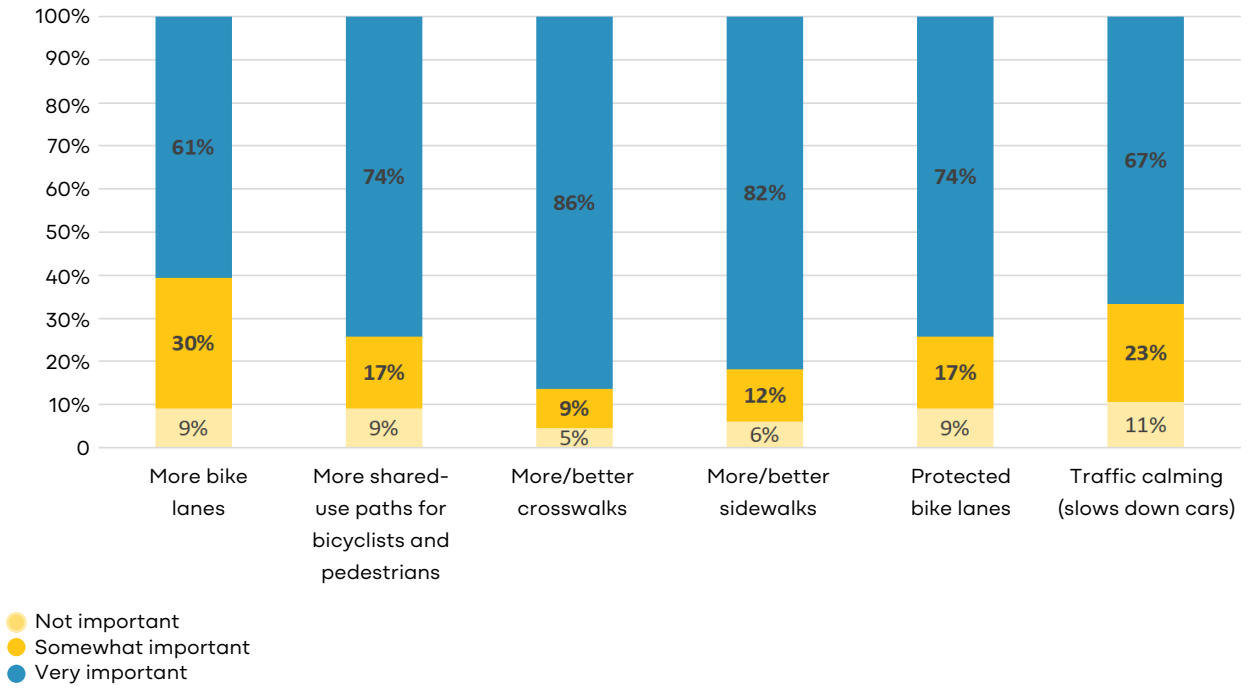


Exhibit 12. Survey Question 4 responses

Respondents generally assigned a high level of importance to the improvements mentioned in this survey question. The greatest importance was assigned to more/better crosswalks (86% rated as very important), followed by more/better sidewalks (82% rated as very important), protected bike lanes (74% rated as very important), and more shared-use paths (74% rated as very important). 67% of respondents considered traffic calming very important, and 61% considered more bike lanes very important. These results reflect a trend also seen in many other communities toward a preference for increased separation between vehicles and active transportation users.

Question 7: Is there anything else that you believe Hawthorne should build to encourage active transportation?

Respondents suggested:

- Speed humps
- A bike share program
- A local bus system like the Lawndale Beat, Beach Cities Transit, Gardena Transit, Torrance Transit and Inglewood I-Line
- Focus on improving east-west corridors to the beach and around the high school
- Unprotected paint-only bike lines aren't accessible to all people, and research has shown they don't drive any mode shift away from cars
- More pedestrian crossing lights
- Maybe a parent/child path exclusively for parents with children
- Protected bike lanes and east/west bike lanes (El Segundo Blvd)
- Also crosswalk buttons for bicyclists on the bike lanes (it's difficult to get off a bike to press the button)
- Cleanliness and trash problems on Hawthorne Boulevard
- Lack of appealing destinations

2. Social Media

The Active Transportation Plan was advertised through social media posts on platforms including Instagram and Facebook. An example is shown in Exhibit 13.

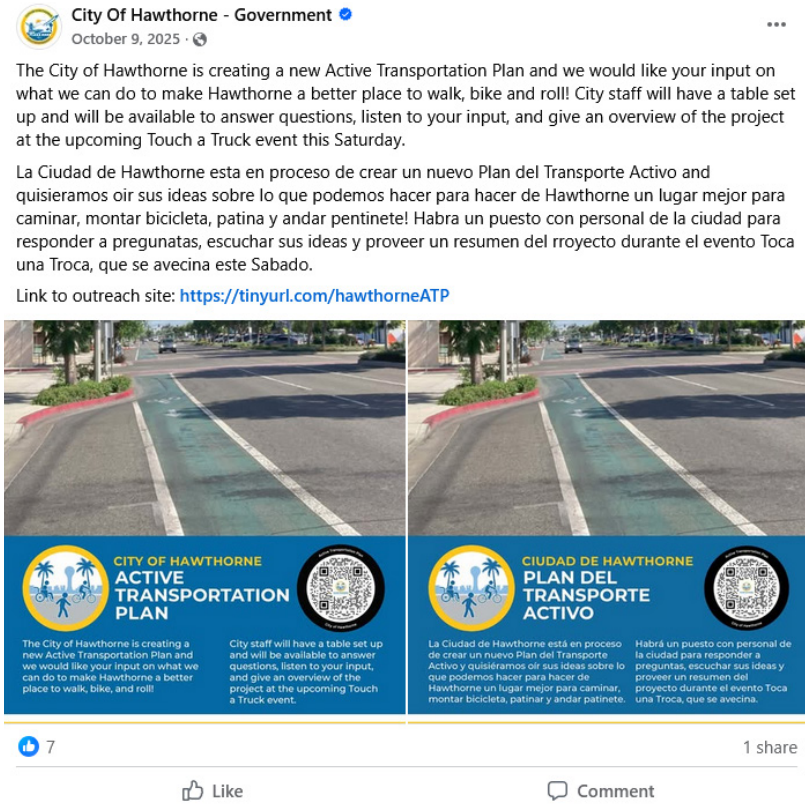


Exhibit 13. Bilingual Instagram and Facebook posts advertising the ATP and October 11, 2025 event

3. Community Engagement Events

The City and consulting staff hosted pop-up tables at three community events to advertise the Active Transportation Plan and collect community feedback.

3.1. Touch-A-Truck Pop-up

The first event was the annual Touch-A-Truck event on October 11, 2025. City and consultant staff were stationed at a booth near the entrance to the event site. They handed out candy and flyers, displayed a map of existing bicycle infrastructure and crashes and informed community members about the ATP. Visitors were also asked to fill out a paper version of the online survey (either in English or Spanish) and encouraged to visit the website and fill out the interactive map. A total of 24 surveys were collected and subsequently submitted to the project website. Within the 48-hour period including and following the event, the website received approximately 100 views. Photos from the event are shown in Exhibit 14.

Exhibit 14. Touch-A-Truck pop-up table

3.2. Holiday Festival Pop-up

For the second community engagement event, City and consultant staff hosted a table at the annual Holiday Festival on December 19, 2025. Staff handed out flyers, displayed maps of preliminary infrastructure proposals, and collected feedback via the same bilingual paper surveys as the prior event. In addition, people who submitted surveys were entered into a drawing for the chance to win one of three $25 gift cards. A total of 28 paper surveys were collected and subsequently submitted to the project website. Within the 48-hour period including and following the event, the website received 28 new views.

3.3. Earth Day Festival Pop-up

For the third and final community engagement event, City and consultant staff hosted a table at the annual Earth Day event on March 28, 2026. Staff advertised and informed community members about the ATP and Draft Complete Streets Policy (developed alongside this plan) and displayed maps of and collected feedback on draft infrastructure projects. In addition, staff printed and distributed fact sheets explaining the Draft Complete Streets Policy to attendees.

Exhibit 15. ATP table at the Earth Day festival

05
Recommendations

1. Introduction

This section of the Active Transportation Plan outlines proposals for new and upgraded active transportation infrastructure, each aimed at increasing safety and comfort for all users and meeting the requested needs of city residents. These proposals were developed in tandem with City officials, community members, and other relevant stakeholders through regular meetings and an extensive public outreach effort. Additionally, proposal development entailed reviews of existing and newly collected GIS and traffic data, field observations, aerial imagery, and review of existing local, regional, and statewide plans and other best practices.

The following underlying principles were followed in the development of recommendations and throughout the planning process:

- Accommodate all road users of all ages, abilities, and travel modes (the Complete Streets philosophy).
- Use the latest and best design practices and standards, acknowledging that recent studies and innovations in road design can contribute to improving safety and encouraging active transportation.
- Develop a dedicated active transportation network, connecting to destinations and to existing and planned facilities in adjacent jurisdictions.
- Reflect community needs, using stakeholder input to steer the planning process and guide the development of recommendations.

Proposals were developed in alignment with the following design standards and guidance documents:

- NACTO (National Association of City Transportation Officials) *Urban Bikeway Design Guide*, 3rd edition.
- California Manual on Uniform Traffic Control Devices (CA-MUTCD), 2026 edition.
- Caltrans *Highway Design Manual*, 7th edition.
- AASHTO (American Association of State Highway and Transportation Officials)

The location-specific recommendations in this section are organized by classification and by corridor. For Class II and Class IV bicycle facilities, typical cross-sections are presented showing existing and proposed conditions for each roadway segment where improvements are recommended. For Class III bicycle routes, a toolbox of traffic calming measures is presented to assist in building a network of low-speed bike- and pedestrian-friendly streets. Finally, for pedestrian infrastructure, a range of citywide policies and location-specific recommendations are presented.

2. Summary of Recommendations

The recommended active transportation improvements are listed in Exhibit 12 (Class I, II, and IV bikeways) and Exhibit 13 (Class III bikeways). Bikeway recommendations are shown on the map in Exhibit 14. Exhibit 15 shows recommended bikeways within the context of existing and planned bikeways outside the City of Hawthorne, showing how the recommendations improve connectivity to surrounding areas.

ID	Location	Length	Improvement
4.1-1	Laguna Dominguez Trail from W 120th St to El Segundo Blvd	0.50 mi	Resurface, repair, and upgrade the trail
4.1-2	West side of Dominguez Channel from W 120th St to El Segundo Blvd	0.50 mi	Complete the trail on the west side of the channel
4.1-3	East-west connection (south) from Crenshaw Blvd to Laguna Dominguez Trail	264 ft	Class I connector
4.1-4	Laguna Dominguez Trail at El Segundo Boulevard	80 ft	Class I (bike/ped) crossing
4.1-5	Drainage channel from W 120th St / I-105 interchange to W 116th St	0.64 mi	Explore potential Class I trail
5.1-1	Hawthorne Blvd from north city limits to Imperial Hwy	0.15 mi	Add Class IV bike lanes
5.1-2	Hawthorne Blvd from Imperial Hwy to south city limits	2.25 mi	Upgrade to Class IV bike lanes
5.2-1	El Segundo Blvd from Aviation Blvd to east city limits	3.65 mi	Add Class IV parking-protected bike lanes
5.3-1	W 120th St from west city limits to Inglewood Ave	0.32 mi	Add Class IV parking-protected bike lanes
5.3-2	W 120th St from Inglewood Ave to Prairie Ave	1.00 mi	Add Class IV parking-protected bike lanes
5.3-3	W 120th St from Crenshaw Blvd to Laguna Dominguez Trail	262 ft	Add a two-way Class IV cycle track
5.3-4	W 120th St from Laguna Dominguez Trail to Van Ness Ave	0.45 mi	Add a two-way Class IV cycle track
5.4-1	Prairie Ave from north city limits to south city limits	2.59 mi	Add Class IV bike lanes
5.5-1	Crenshaw Blvd from W 118th Pl to I-105 eastbound on-ramp	0.13 mi	Add Class IV bike lanes
5.5-2	Crenshaw Blvd from I-105 eastbound on-ramp to W 120th St	300 ft	Add Class II bike lanes
5.5-3	Crenshaw Blvd from W 120th St to El Segundo Blvd	0.50 mi	Add a two-way Class IV cycle track (long-term)
5.5-4	Crenshaw Blvd from El Segundo Blvd to Rosecrans Ave	0.75 mi	Add Class IV bike lanes (long-term)
5.6-1	Imperial Hwy from west city limits to east city limits	1.85 mi	Add Class IV parking-protected bike lanes (long-term)
5.7-1	W 135th St from Aviation Blvd to La Cienega Blvd	0.50 mi	Add Class IV parking-protected bike lanes

Exhibit 12. Summary of recommendations: Class I, II, and IV bikeways

ID	Location	Length	Improvement
5.8-1	Aviation Blvd from El Segundo Blvd to Rosecrans Ave	1.00 mi	Add Class IV bike lanes
5.8-2	Aviation Blvd from Rosecrans Ave to Marine Ave	0.50 mi	Add Class IV bike lanes
5.9-2	Rosecrans Ave from Prairie Ave to Crenshaw Blvd	1.00 mi	Add Class IV parking-protected bike lanes
5.10-1	Marine Ave from Aviation Blvd to I-405	0.75 mi	Add Class IV bike lanes
5.10-2	Marine Ave from Prairie Ave to Gerkin Ave	0.13 mi	Upgrade the sidewalk to a Class I path (long-term)

Exhibit 12. Summary of recommendations: Class I, II, and IV bikeways (continued)

The recommendations for Class III bicycle routes include those that are recommended for the South Bay Local Travel Network (LTN), a network of local streets throughout the South Bay region established by the South Bay Cities Council of Governments (SBCCOG) (see Section 6.1). Additional Class III routes are identified in this Active Transportation Plan to close gaps and create a more robust network.

South Bay Region Local Travel Network (LTN) Routes		
ID	**Location**	**Length**
LTN1	Broadway from Felton Ave to Grevillea Ave	0.62 mi
LTN2	Cedar Ave from W 126th St to El Segundo Blvd	0.12 mi
LTN3	Doty Ave from Fonthill Ave to W 147th St	0.10 mi
LTN4	Felton Ave from W 118th St to W 121st St	0.31 mi
LTN5	Fonthill Ave from Doty Ave to W 147th St	0.13 mi
LTN6	Grevillea Ave from W 118th St to Broadway	0.50 mi
LTN7	Isis Ave from W 134th St to W southern terminus	0.82 mi
LTN8	Ocean Gate Ave from W 142nd St to W 147th St	0.31 mi
LTN9	S Inglewood Ave from north city limits to W 118th St	0.37 mi
LTN10	S Inglewood Ave from W 135th St (north) to W 135th St (south)	138 ft
LTN11	S Van Ness Ave from W 116th St (north) to W 116th St (south)	186 ft
LTN12	Sundale Ave from W 121st St to W Broadway	0.19 mi
LTN13	W 116th St from Crenshaw Blvd to Van Ness Blvd	0.49 mi
LTN14	W 116th St from Van Ness Ave to Wilton Pl	0.25 mi
LTN15	W 116th St from York Ave to Prairie Ave	0.13 mi
LTN16	W 118th St from Felton Ave to York Ave	1.19 mi
LTN17	W 120th St from west city limits to Felton Ave	0.10 mi
LTN18	W 121st St from Felton Ave to Sundale Ave	132 ft
LTN19	W 126th St from Birch Ave to York Ave	0.31 mi
LTN20	W 132nd St from Prairie Ave to Yukon Ave	0.50 mi
LTN21	W 132nd St from Washington Ave to Prairie Ave	0.32 mi
LTN22	W 135th St from Aviation Blvd to La Cienega Blvd	0.50 mi
LTN23	W 135th St from Hawthorne Blvd to Washington Ave	0.18 mi
LTN24	W 135th St from Inglewood Ave to Hawthorne Blvd	0.50 mi
LTN25	W 135th St from west city limits to Inglewood Ave	231 ft
LTN26	W 147th St from Fonthill Ave to Yukon Ave	0.18 mi
LTN27	W 147th St from Ocean Gate Ave to Inglewood Ave	0.33 mi
LTN28	W 147th St from Prairie Ave to Doty Ave	0.16 mi
LTN29	W 147th St from Yukon Ave to east city limits	0.27 mi
LTN30	Washington Ave from El Segundo Blvd to W 135th St	0.46 mi
LTN31	York Ave from W 116th St to W 126th St	0.75 mi
LTN32	Yukon Ave from El Segundo Blvd to W 147th St	1.25 mi

Other Proposed Class III Bicycle Routes		
ID	**Location**	**Length**
BR1	W Broadway from Cedar Ave to Prairie Ave	0.31 mi
BR2	W Broadway from Grevillea Ave to Hawthorne Blvd	0.12 mi
BR3	Cedar Ave from Imperial Hwy to W 126th St	0.88 mi
BR4	Doty Ave from Fonthill Ave to El Segundo Blvd	1.16 mi
BR5	Doty Ave from W 147th St to south city limits	0.30 mi
BR6	Felton Ave from Imperial Hwy to W 118th St	0.25 mi
BR7	Marine Ave frontage from Gerkin Ave to Yukon Ave	0.40 mi
BR8	Ramona Ave from El Segundo Blvd to Rosecrans Ave	0.97 mi
BR9	Ramona Ave from Imperial Hwy to El Segundo Blvd	1.00 mi
BR10	W 118th St from York Ave to Prairie Ave	334 ft
BR11	W 126th St from York Ave to Prairie Ave	333 ft
BR12	W 132nd St from Hawthorne Blvd to Washington Ave	0.18 mi
BR13	W 132nd St from Inglewood Ave to Hawthorne Blvd	0.50 mi
BR14	W 135th St from Prairie Ave to Crenshaw Blvd	1.00 mi
BR15	W 135th St from Washington Ave to Prairie Ave	0.32 mi
BR16	W 139th St from Hawthorne Blvd to Prairie Ave	0.50 mi
BR17	W 139th St from Prairie Ave to Crenshaw Blvd	1.00 mi
BR18	W 142nd St from La Cienega Blvd to Prairie Ave	1.45 mi
BR19	Washington Ave from W 135th St to Rosecrans Ave	0.49 mi

Exhibit 13. Summary of recommendations: Class III bicycle routes

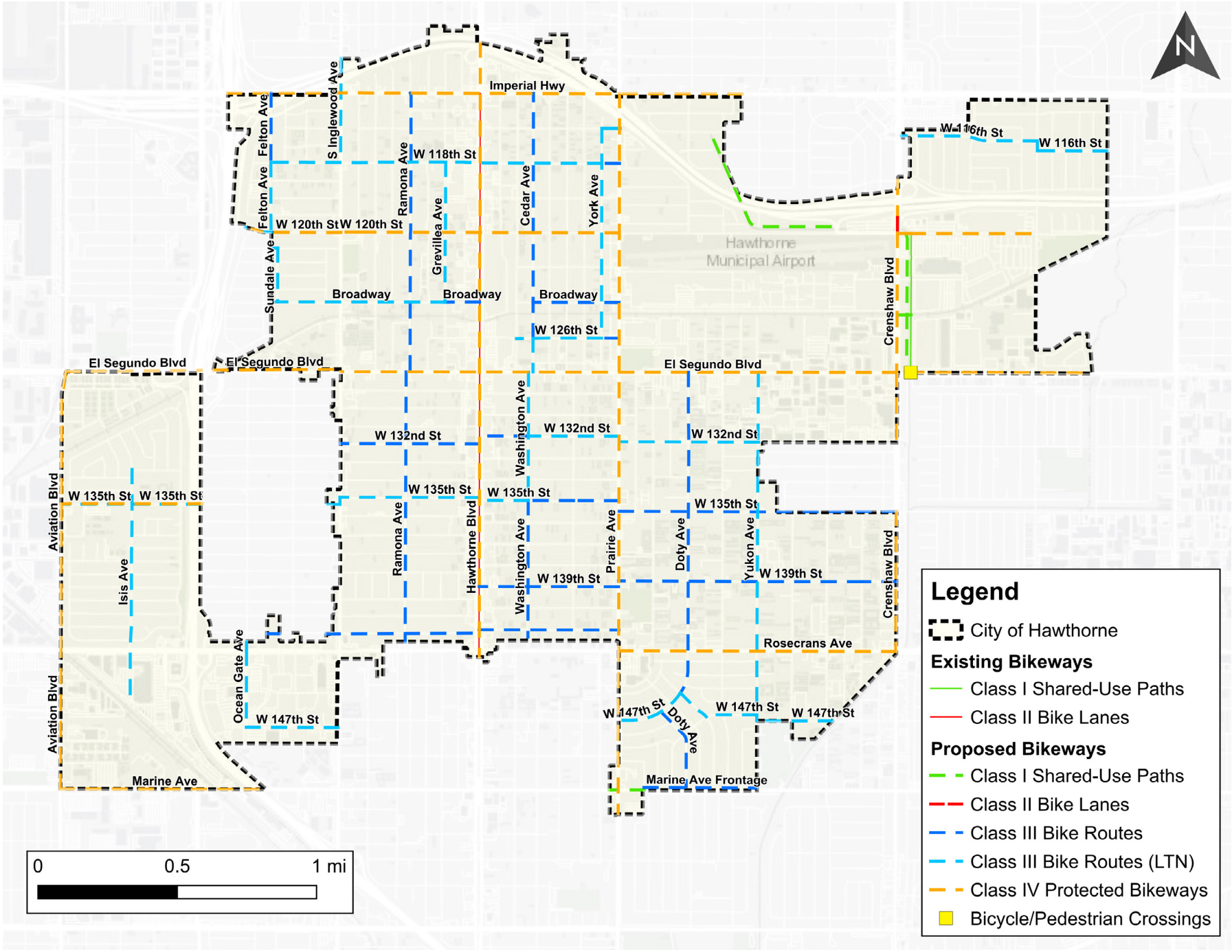


Exhibit 14. Map of recommendations

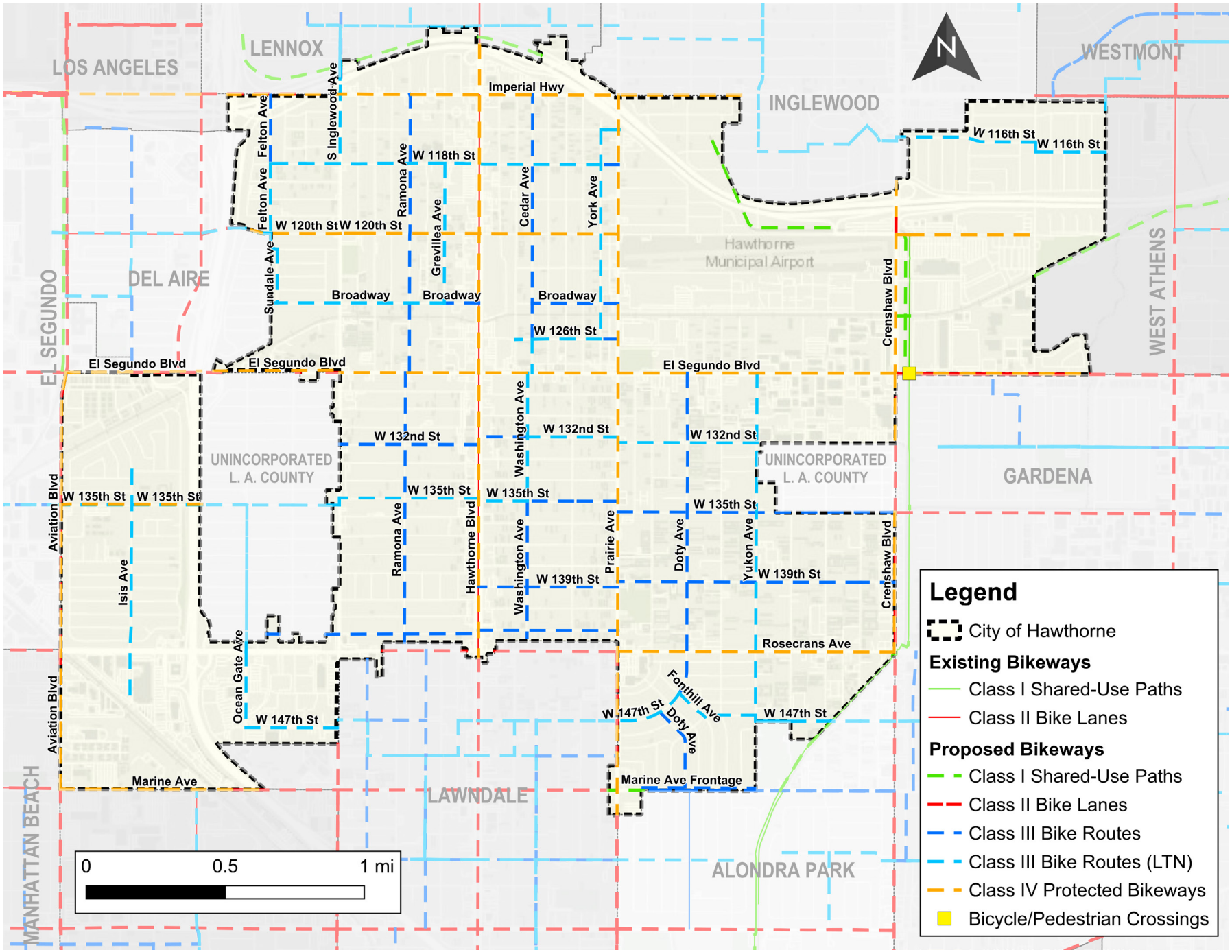


Exhibit 15. Map of recommendations, also showing existing and planned bicycle facilities outside the City of Hawthorne

3. Class I Shared Use Path Recommendations

3.1. Laguna Dominguez Trail

The following recommendations relate to the Laguna Dominguez Trail, a Class I shared-use path on the east side of the City of Hawthorne. The locations of the recommendations are illustrated in Exhibit 16.

3.1-1: Laguna Dominguez Trail from W 120th Street to El Segundo Boulevard

Recommendation: Resurface, repair, and upgrade the trail.

During site visits, the Laguna Dominguez Trail was observed to have a deteriorated surface, with numerous cracks in the asphalt. However, as of the time of writing, Los Angeles County has a project ongoing to resurface the trail. In addition, the recommended trail upgrades include the following associated items from the 2015 Crenshaw Station Active Transportation Plan:

4.1-1a: Provide new pathway railroad crossing signal at freight railroad crossing for the new West side pathway.
4.1-1b: Replace chain link gates with decorative entrances and signage.
4.1-1c: Replace chain link fencing along pathways with a mixture of landscaping, tube steel fencing, and amenities.
4.1-1d: Add light fixtures along both pathways.
4.1-1e: Add emergency kiosks at pathway entrances with sirens and flashers.
4.1-1f: Add striping, wayfinding signage, and informational signage along pathways.
4.1-1g: The 2015 Crenshaw Station Active Transportation Plan proposed naturalization of the Dominguez Channel, with enhanced greenery and an elevated trail. This could still be pursued should funding become available.

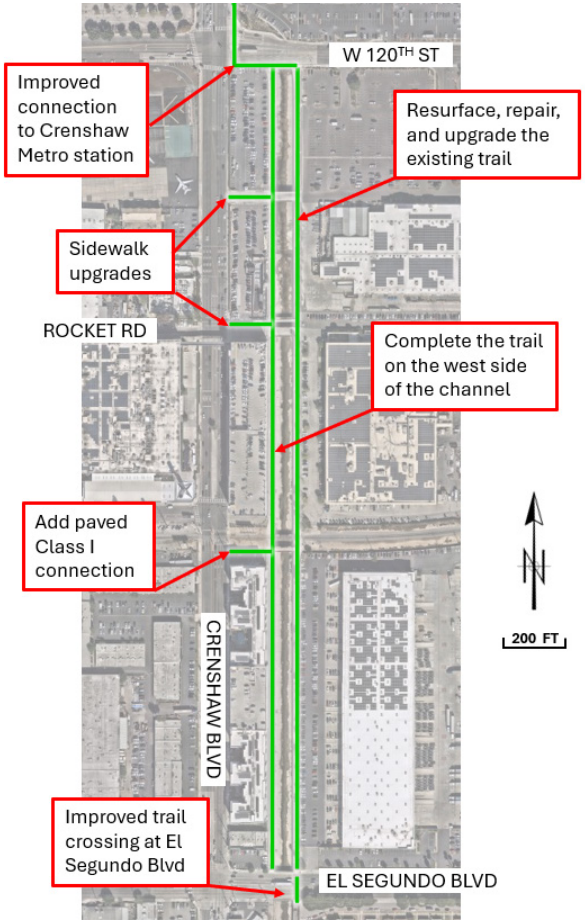


Exhibit 16. Recommended Laguna Dominguez Trail improvements

3.1-2: West Side of Dominguez Channel from W 120th Street to El Segundo Boulevard

Recommendation: Complete the trail on the west side of the channel.

As of early 2026, the City of Hawthorne has applied for Caltrans funding to complete this project.

3.1-3: East-West Connections Between Laguna Dominguez Trail and Crenshaw Boulevard

Recommendation: Improve east-west connectivity.

Between 120th Street and El Segundo Boulevard, there are three bridges across the Dominguez Channel (two vehicular bridges and one rail bridge) which connect to Crenshaw Boulevard. These crossings would benefit from upgrades to strengthen the connection between the Laguna Dominguez Trail and destinations on and near Crenshaw Boulevard. Possible upgrades include:

- Wider and more continuous sidewalks at the northernmost connection (between the two parking lots).
- A sidewalk along the north side of the middle connection, where there is currently a striped pedestrian lane (at Rocket Road); a wider and blockage-free sidewalk along the south side.
- A paved Class I path for the southernmost connection (at the railroad tracks where there is currently an unpaved area).

3.1-4: Laguna Dominguez Trail at El Segundo Boulevard

Recommendation: Install crossing for Class I shared-use path.

No crossing facilities currently exist for the Laguna Dominguez Trail at El Segundo Boulevard (partly within Hawthorne's jurisdiction). Trail users can cross at the signalized intersection of Crenshaw Boulevard and El Segundo Boulevard 200 feet to the west. However, the sidewalks on the bridge crossing the Dominguez Channel are narrow (5 feet) and do not meet shared-use path standards.

Per the California Manual on Uniform Traffic Control Devices (2026 edition, Section 4D.01), "Midblock crosswalks should not be signalized if they are located within 300 feet from the nearest traffic control signal, unless supported by an engineering study or engineering judgment that indicates safe and efficient operation of the closely-spaced traffic control signals can be achieved."

If supported by an engineering study, a Class I shared-use path crossing could be considered for this location. Exhibit 17 shows an example of an existing crossing in a location of similar character, at a location in the City of Santa Monica where the Expo Line Bike Path crosses Stewart Street less than 100 feet from the signalized intersection with Olympic Boulevard.

3.1-5: Drainage channel from W 120th St / I-105 interchange to W 116th St

This existing drainage channel leads from near the I-105 interchange at W 120th Street northeast to W 116th Street. It could potentially be explored for development into a Class I trail, similar to the Dominguez Channel Trail.

Exhibit 17. Example of an existing Class I shared-use path crossing (Santa Monica, CA)

4. Class I, II, and IV On-Street Bikeway Recommendations

This section contains recommendations for Class I, II, and IV bikeways. The recommendations are planning-level and the exact details of construction should be addressed in the design phase. In all instances, striping at intersections should account for truck and bus traffic.

4.1. Hawthorne Boulevard

Hawthorne Boulevard is the City's main commercial thoroughfare, running 2¼ miles from the northern City limits at W 111th Street to the southern City limits near Rosecrans Avenue. Bike lanes were first added in 2015-2016, between West 120th Street and Rosecrans Avenue. These were extended to the north, between Imperial Highway and West 120th Street, in 2019.

4.1-1: Hawthorne Boulevard from north City limits to Imperial Hwy

This section of Hawthorne Boulevard has three northbound through lanes and three southbound through lanes, plus pocket turn lanes at intersections separated by a landscaped median. This segment includes an interchange with I-105 on- and off-ramps. It also includes pedestrian and transit access to the Hawthorne/Lennox Metro Station.

The ADT on this section is 24,949 (10,339 northbound and 14,610 southbound), with AM peak hour volumes of 738 northbound and 1028 southbound, and PM peak hour volumes of 743 northbound and 1142 southbound.

From 2021 to 2025, there were four crashes involving pedestrians and four crashes involving bicyclists on this segment.

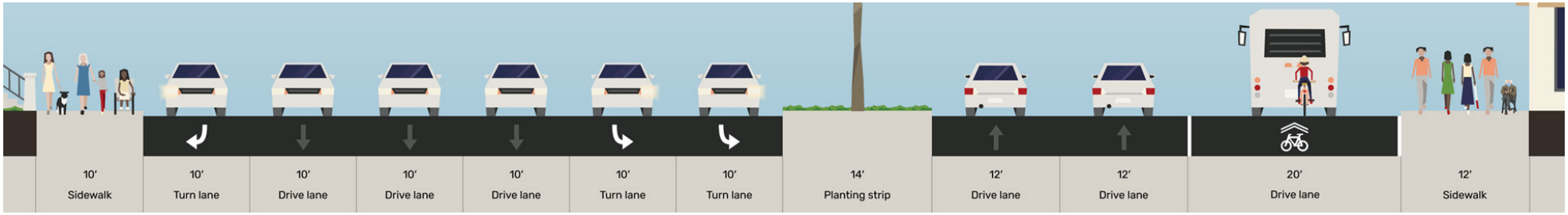


Exhibit 18. Existing cross-section: Hawthorne Boulevard from north City limits to Imperial Hwy

Recommendation: Add Class IV bike lanes.

Class IV bike lanes through this segment would close a 1,600-foot gap in the bikeway network, connecting downtown Hawthorne's existing bike lanes to those in Lennox to the north.

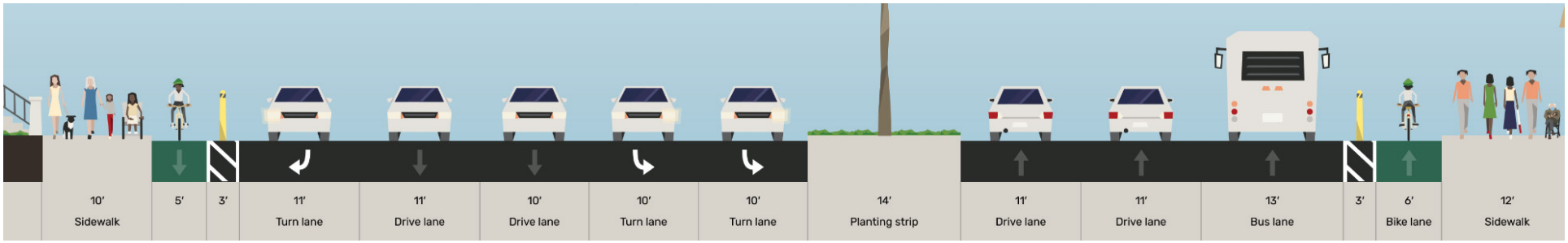


Exhibit 19. Proposed cross-section: Hawthorne Boulevard from north City limits to Imperial Hwy

On this segment, there are three bus stops on the northbound side and one on the southbound side, including heavily utilized stops that serve the Hawthorne/Lennox Metro Station. To provide passenger access across the bike lane between buses and sidewalks, a platform with a ramp is recommended at each bus stop. An existing example from Portland, Oregon is shown in Exhibit 20.

Exhibit 20. Bus ramp in Portland, OR. (source:bikeportland.com)

4.1-2: Hawthorne Boulevard from Imperial Highway to south City limits

This segment of Hawthorne Boulevard runs through the city's downtown business district. There are three southbound through lanes and four northbound through lanes for most of this segment, reduced to three northbound through lanes south of El Segundo Boulevard. In addition, there are pocket turn lanes at multiple intersections. Various blocks on each side have frontage roads which are separated by a landscaped buffer and provide space for on-street angled parking. There are existing Class II bike lanes—however, cyclists, e-bikes, and e-scooters were observed riding on the sidewalks during field visits.

The ADT on this section (measured between W 132nd Street and W 133rd Street) is 28,611 vehicles (14,032 northbound and 14,579 southbound), with AM peak hour volumes of 1,053 northbound and 1,040 southbound, and PM peak hour volumes of 1,074 northbound and 1,201 southbound. Given the existing volumes on Hawthorne Boulevard, one travel lane could be removed in either direction, if needed, to create additional space for active transportation users.

From 2021 to 2025, there were 31 crashes involving pedestrians and 20 crashes involving bicyclists on this segment.

Recommendation: Upgrade to Class IV bike lanes

Protected bike lanes could improve cyclists' level of comfort when riding on this segment. The characteristics of the road vary from block to block. In some locations, there is a buffer between the southbound bike lane and the landscaped buffer. This arrangement could be reversed by adding delineators to give cyclists protection from vehicular traffic. In locations where on-street parking (either angled or parallel) is present, Class IV bike lanes can be installed behind the parking spaces. This would require modifying the curbs but would have the benefit of improving cyclist access to businesses and other destinations along the street. This would also improve safety and comfort for cyclists. The details of Class IV bike lane implementation from block to block would need to be established in the design phase.

Traffic volume data support the possibility of converting one vehicular lane in each direction to provide more space for bicycle traffic. In some locations, existing excess lane width could be repurposed to provide buffer space for bicycle lanes. The exhibits below show representative cross-sections of multiple locations along Hawthorne Boulevard, with suggested bicycle lane improvements.

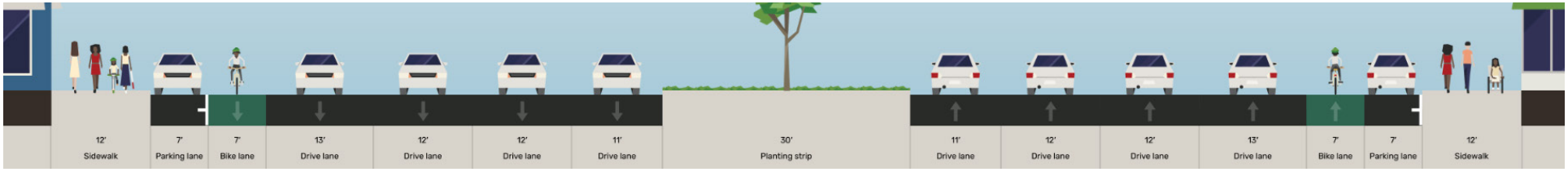


Exhibit 21. Existing cross section: Hawthorne Blvd from Imperial Hwy to W 120th St

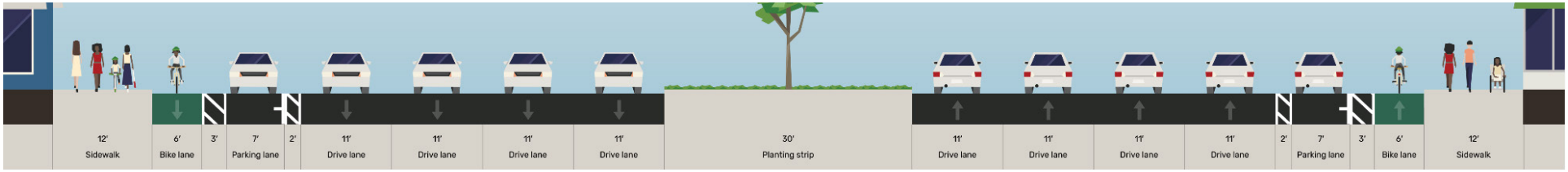


Exhibit 22. Proposed cross section: Hawthorne Blvd from Imperial Hwy to W 120th St

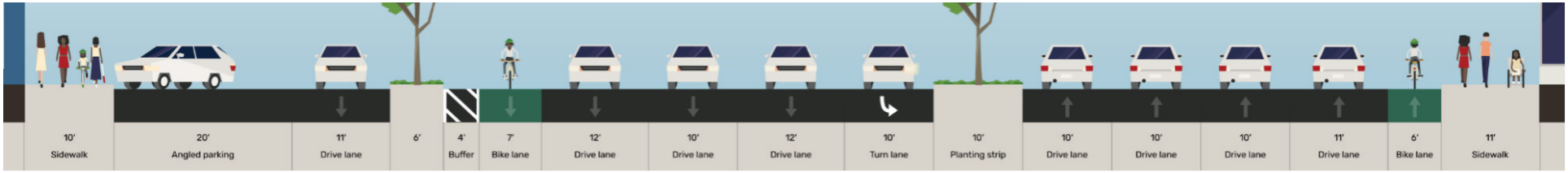


Exhibit 23. Existing cross-section: Hawthorne Blvd from W 120th St to W Broadway

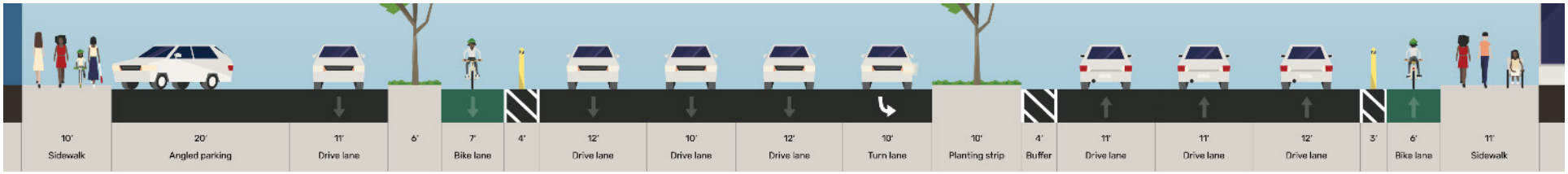


Exhibit 24. Proposed cross-section: Hawthorne Blvd from W 120th St to W Broadway

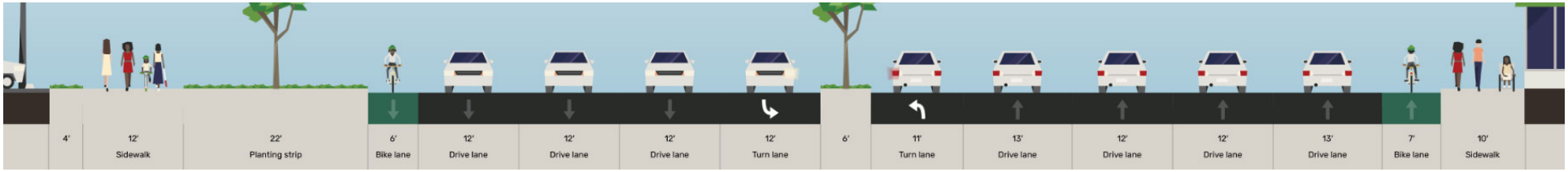


Exhibit 25. Existing cross-section: Hawthorne Blvd from W Broadway to El Segundo Blvd

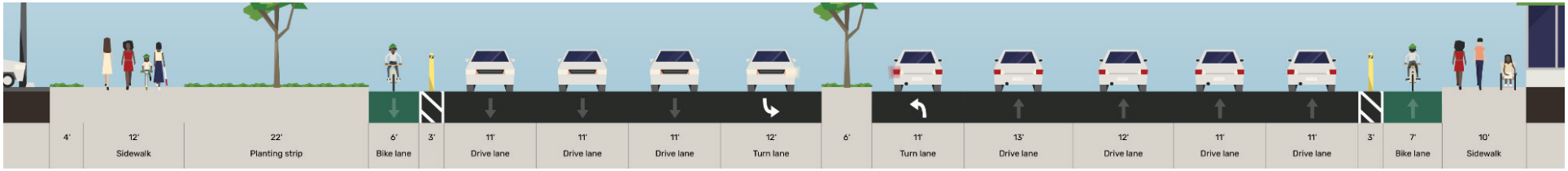


Exhibit 26. Proposed cross-section: Hawthorne Blvd from W Broadway to El Segundo Blvd

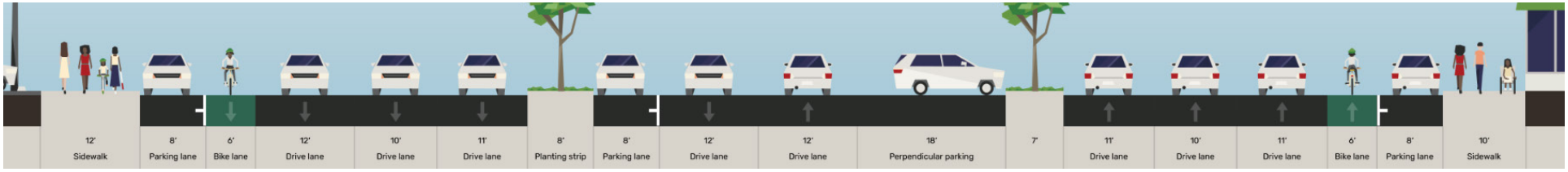


Exhibit 27. Existing cross-section: Hawthorne Blvd south of W 137th St

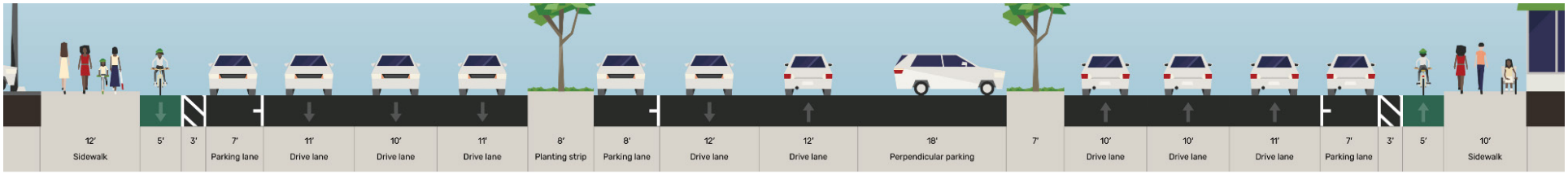


Exhibit 27. Proposed cross-section: Hawthorne Blvd south of W 137th St

4.2. El Segundo Boulevard

El Segundo Boulevard runs partly along the boundary of the City of Hawthorne. Jurisdiction is shared with the City of El Segundo from Aviation Boulevard to Isis Avenue; with unincorporated Los Angeles County from I-405 to Inglewood Avenue; and with the City of Gardena from Crenshaw Boulevard to near Cimarron Avenue. There are three eastbound through lanes and three westbound through lanes, plus pocket turn lanes at various intersections and intermittent two-way left turn lanes on some blocks. There is on-street parking on both sides, with parking restrictions creating an additional travel lane in each direction from 6:00 AM to 8:00 AM and 3:00 PM to 6:00 PM.

The ADT on El Segundo Boulevard (measured between Aviation Boulevard and Isis Avenue) is 43,835 vehicles (21,629 eastbound and 22,206 westbound), with AM peak hour volumes of 1,003 eastbound and 2,179 westbound, and PM peak hour volumes of 2,297 eastbound and 1,314 westbound. Between Inglewood Avenue and the eastern city boundary, the ADT on El Segundo Boulevard (maximum measured between Roselle Avenue and Cordary Avenue) is 32,293 vehicles (15,881 eastbound and 16,412 westbound), with AM peak hour volumes of 1,044 eastbound and 1,653 westbound, and PM peak hour volumes of 1,596 eastbound and 1,156 westbound.

From 2021 to 2025, there were 17 crashes involving pedestrians and 13 crashes involving bicyclists on El Segundo Boulevard.

Exhibit 28. Existing view of El Segundo Boulevard

4.2-1: El Segundo Boulevard from Aviation Boulevard to east City limits

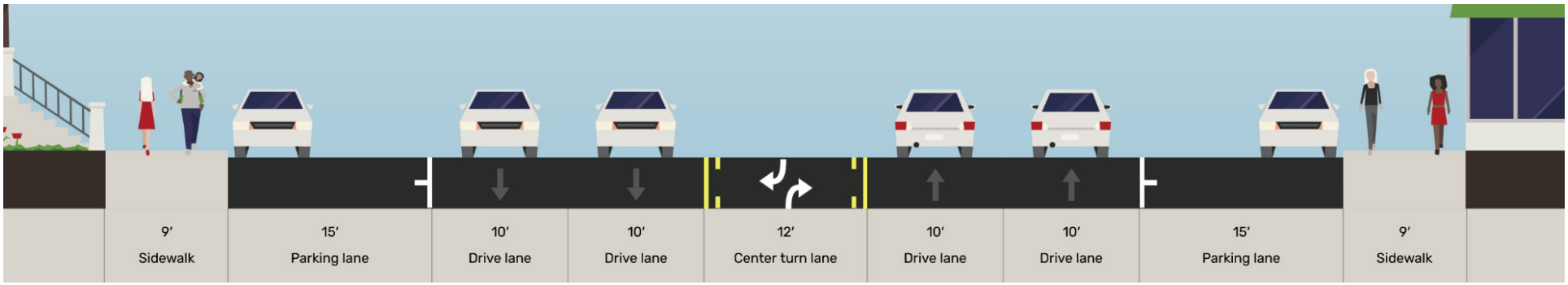


Exhibit 29. Existing cross-section: El Segundo Blvd from Aviation Boulevard to east City Limits

Recommendation: Add Class IV parking-protected bike lanes.

This solution does not reduce the number of vehicular through lanes or the on-street parking, but removes the center turn lane. Given the crash history on El Segundo Boulevard, with 75 of 189 fatal/injury crashes from 2019 to 2024 (40%) involving left turns or U-turns[3], elimination of the two-way left turn lane and introduction of turning movement restrictions may be needed to improve safety on this corridor.

Bike lanes for El Segundo Boulevard in the Downtown area were also recommended in the Downtown Hawthorne Specific Plan.

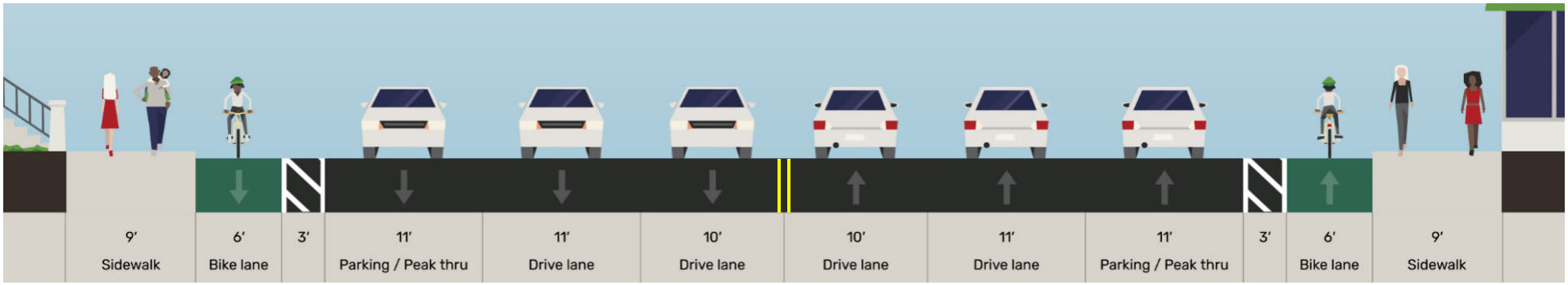


Exhibit 30. Proposed cross-section: El Segundo Blvd from Aviation Blvd to east city limits

[3] Transportation Injury Mapping System (TIMS) data.

4.3. W 120th Street

4.3-1: W 120th Street from west City limits to Inglewood Avenue

This section of W 120th Street runs from the west City limits (from westbound side of Tahoe Avenue and northbound Felton Avenue) to Inglewood Avenue. There are two eastbound through lanes and two westbound through lanes, plus pocket turn lanes at various intersections. There is on-street parking on both sides. There are Class II bike lanes on both sides outside of the City limits directly west of La Cienega Boulevard within Los Angeles.

The ADT on this section is 12,479 vehicles (8,019 eastbound and 4,460 westbound), with AM peak hour volumes of 316 eastbound and 616 westbound, and PM peak hour volumes of 1,067 eastbound and 236 westbound.

From 2021 to 2025, there was one crash involving a pedestrian and one crash involving a bicyclist on this segment.

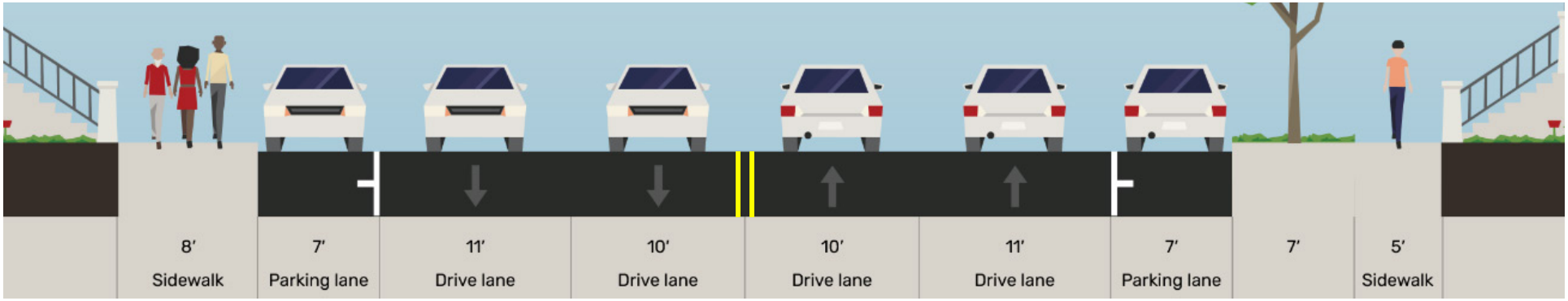


Exhibit 31. Existing cross-section: W 120th St from west City limits to Inglewood Ave

Recommendation: Add Class IV parking-protected bike lanes.

This solution involves the removal of one vehicular lane in each direction (supported by current volumes) and the addition of Class IV parking-protected bike lanes on each side.

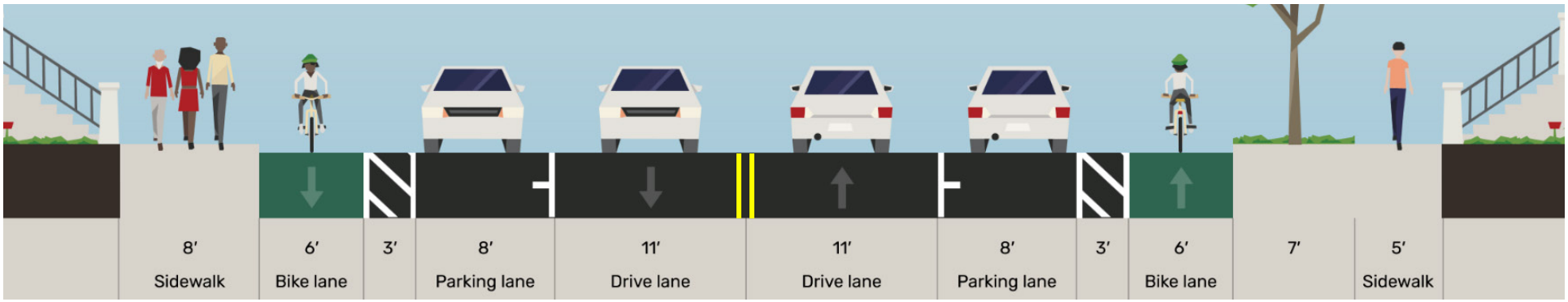


Exhibit 32. Proposed cross-section: W 120th St from west City limits to Inglewood Ave

4.3-2: W 120th Street from Inglewood Avenue to Prairie Avenue

This section of W 120th Street runs from Inglewood Avenue to Prairie Avenue. There are two eastbound through lanes and two westbound through lanes, plus pocket turn lanes at various intersections and intermittent two-way left turn lanes. There is on-street parking on both sides. There are Class II bike lanes on both sides outside of the City limits directly west of La Cienega Boulevard within Los Angeles.

The ADT on this section (maximum measured between Oxford Avenue and Menlo Avenue) is 15,469 vehicles (9,531 eastbound and 5,938 westbound), with AM peak hour volumes of 570 eastbound and 645 westbound, and PM peak hour volumes of 984 eastbound and 403 westbound.

From 2021 to 2025, there were seven crashes involving pedestrians and five crashes involving bicyclists on this segment.

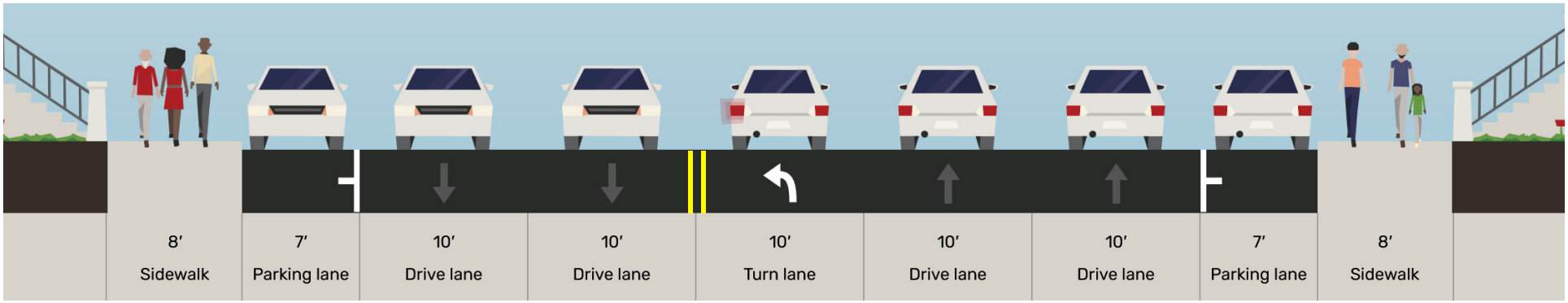


Exhibit 33. Existing cross-section: W 120th St from Inglewood Ave to Prairie Ave

Recommendation: Add Class IV parking-protected bike lanes.

This proposal involves removing a through lane in each direction on this segment of W 120th Street (supported by current volumes) without removing on-street parking, thereby allowing for parking-protected bike lanes on each side. Bike lanes for W 120th Street in the Downtown area were also recommended in the Downtown Hawthorne Specific Plan.

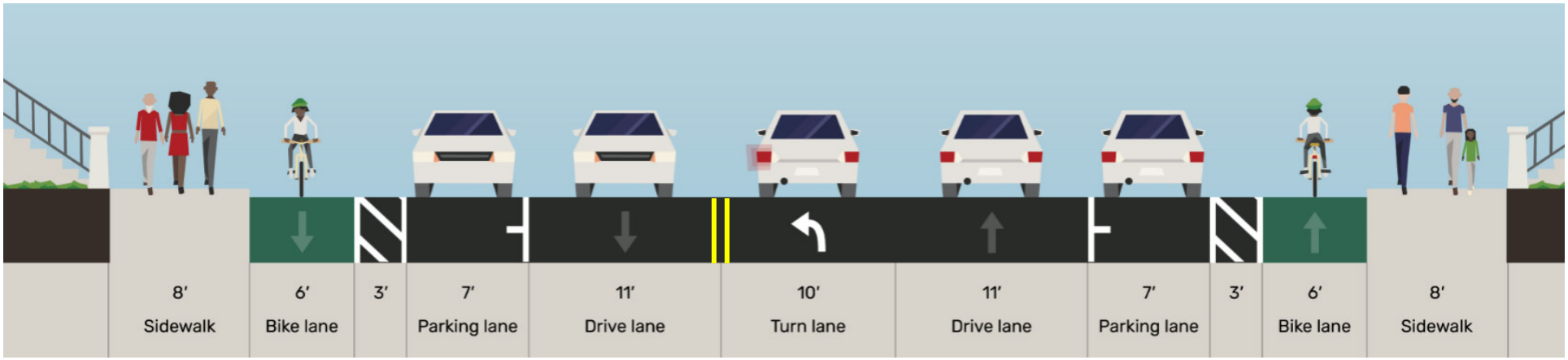


Exhibit 34. Proposed cross-section: W 120th St from Inglewood Ave to Prairie Ave

4.3-3: W 120th Street from Crenshaw Boulevard to Laguna Dominguez Trail

This short section of W 120th Street is part of the connection from the Laguna Dominguez Trail to the Crenshaw Metro Station for which improved bicycle connectivity is planned.

The ADT on this section is 29,720 (13,732 eastbound and 15,988 westbound), with AM peak hour volumes of 841 eastbound and 1,306 westbound, and PM peak hour volumes of 1,036 eastbound and 955 westbound.

From 2021 to 2025, there were four crashes involving pedestrians and two crashes involving bicyclists on this segment.

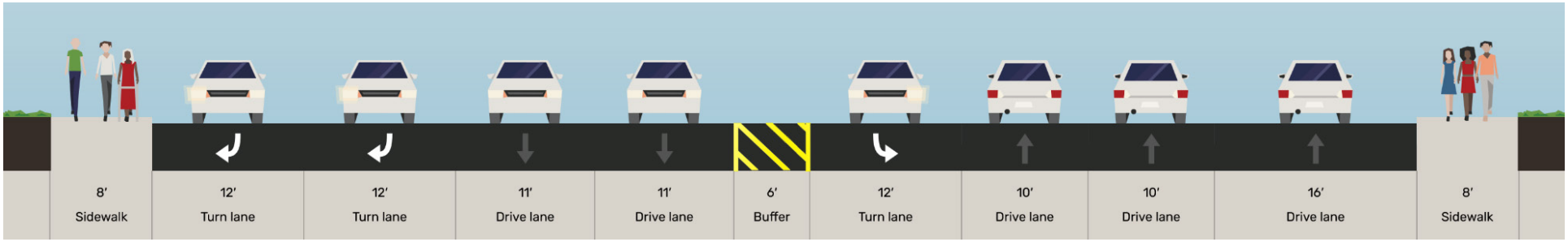


Exhibit 35. Existing cross-section: W 120th St from Crenshaw Blvd to the Laguna Dominguez Trail

Recommendation: Add a two-way Class IV cycle track.

The following cross-section is consistent with the concept design that has been prepared for the connection between the Laguna Dominguez Trail and the Crenshaw Metro Station.

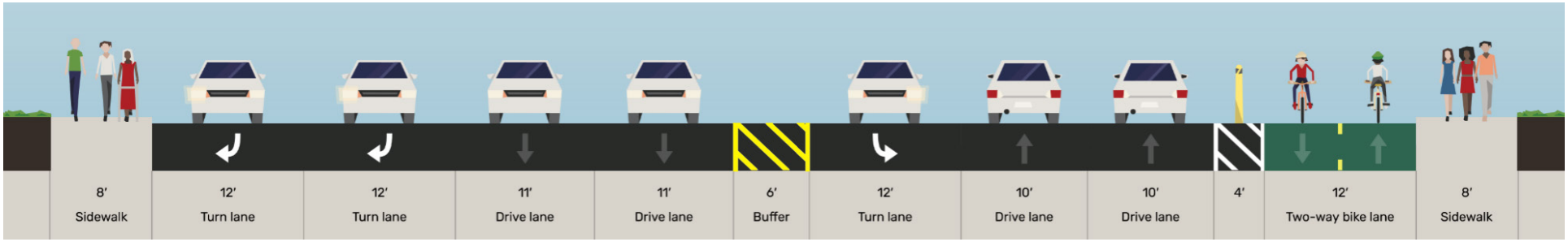


Exhibit 36. Proposed cross-section: W 120th St from Crenshaw Blvd to the Laguna Dominguez Trail

4.3-4: W 120th Street from Laguna Dominguez Trail to Van Ness Avenue

This segment of W 120th Street has three eastbound lanes, dropping down to two lanes near Van Ness Avenue, two westbound lanes, and a center turn lane with pocket lanes at intersections.

The ADT on this segment (maximum measured east of Crenshaw Boulevard) is 29,720 (13,732 eastbound and 15,988 westbound), with AM peak hour volumes of 879 eastbound and 1,306 westbound, and PM peak hour volumes of 1,036 eastbound and 975 westbound.

From 2021 to 2025, there were six crashes involving pedestrians and two crashes involving bicyclists on this segment.

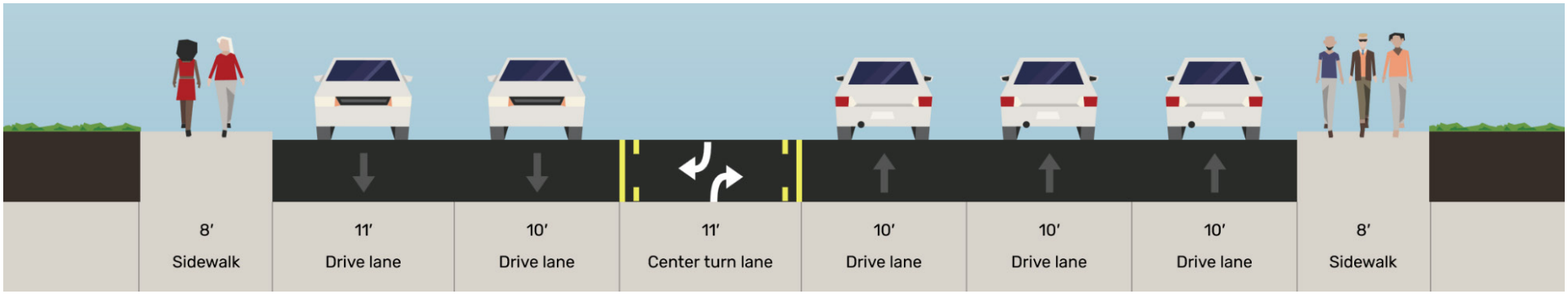


Exhibit 37. Existing cross-section: W 120th St from Crenshaw Blvd to the Laguna Dominguez Trail

Recommendation: Add Class IV bike lanes.

This solution removes the center turn lane and one eastbound lane (supported by current volumes). This would continue the planned Class IV facility between Crenshaw Boulevard and the Laguna Dominguez Trail.

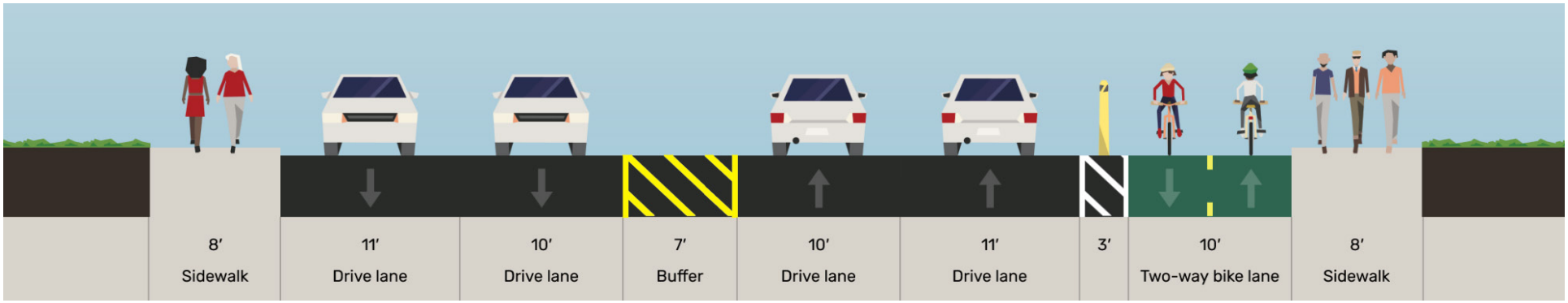


Exhibit 38. Proposed cross-section : W 120th St from Laguna Dominguez Trail to Van Ness Ave

4.4. Prairie Avenue

Prairie Avenue has two northbound through lanes and two southbound through lanes. There is on-street parking on both sides, with parking restrictions creating an additional travel lane in each direction from 6:00 AM to 8:00 AM and 4:00 PM to 6:00 PM.

Prairie Avenue runs partly along the boundary of the City of Hawthorne and is shared with the City of Lawndale for a 2,300-foot segment from north of Rosecrans Avenue to south of W 149th Street.

Prairie Avenue has intermittent landscaped median islands (a total of 17 islands in the City of Hawthorne). Any improvements that consist solely of restriping and signage, without altering curbs, will be constrained by these medians. The cross-sections below are representative, showing typical sections of Prairie Avenue where the median is approximately 14 feet wide. South of W 145th Street, there are no median islands, and the curb-to-curb width is slightly narrower. Between W 145th Street and W 149th Street, there is a frontage road on the east side of Prairie Avenue (the City of Hawthorne's side) providing access to homes and residential streets.

The ADT on Prairie Avenue (maximum measured between Broadway and W 122nd Street) is 36,542 (20,670 northbound and 15,872 southbound), with AM peak hour volumes of 1,547 northbound and 1,157 southbound, and PM peak hour volumes of 1,490 northbound and 1,387 southbound.
From 2021 to 2025, there were 25 crashes involving pedestrians and 16 crashes involving bicyclists on Prairie Avenue.

Prairie Avenue has been identified as one of the primary access routes for the LA28 Olympics due to its connection to facilities like SoFi Stadium and the Intuit Dome to the north of the city. Active transportation improvements will ensure better connectivity for alternative modes both during the Olympic Games and in the longer-term future.

4.4-1: Prairie Avenue from north City limits to south City limits

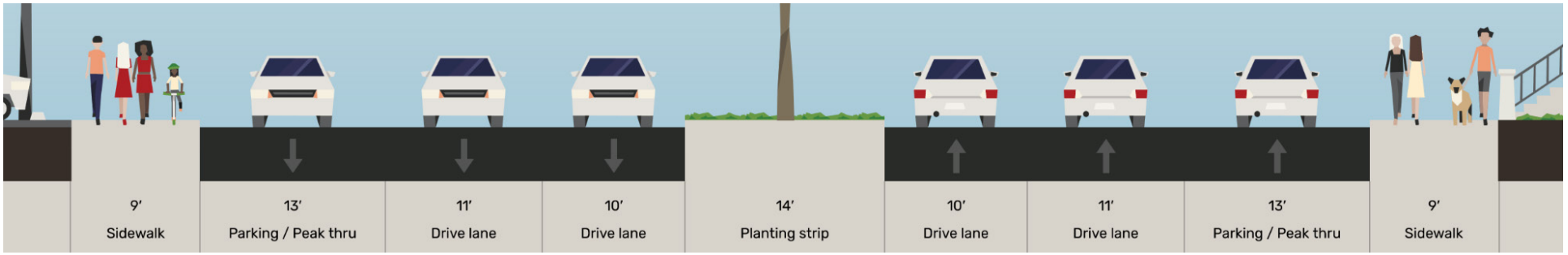


Exhibit 39 Existing cross-section: Prairie Ave from north City limits to south City limits

Recommendation: Add Class IV bike lanes.

This proposal adds Class IV protected bike lanes on each side of Prairie Avenue while preserving two through lanes and one parking / peak through lane on each side. To accomplish this, the median width will need to be reduced and some turn lanes will need to be removed, the details of which will be determined in the design stage.

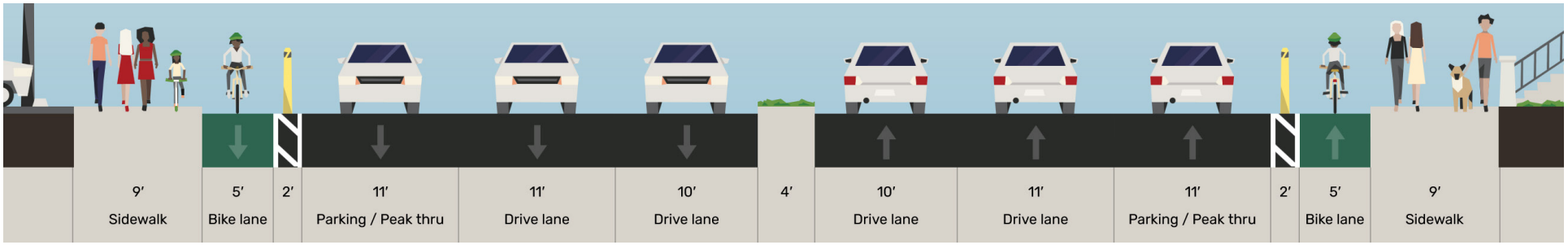


Exhibit 40. Proposed cross-section: Prairie Ave from north city limits to south city limits

As a potential alternative, the northbound parking / peak through lane could be replaced with a two-way Class IV cycle track without modifying the median.

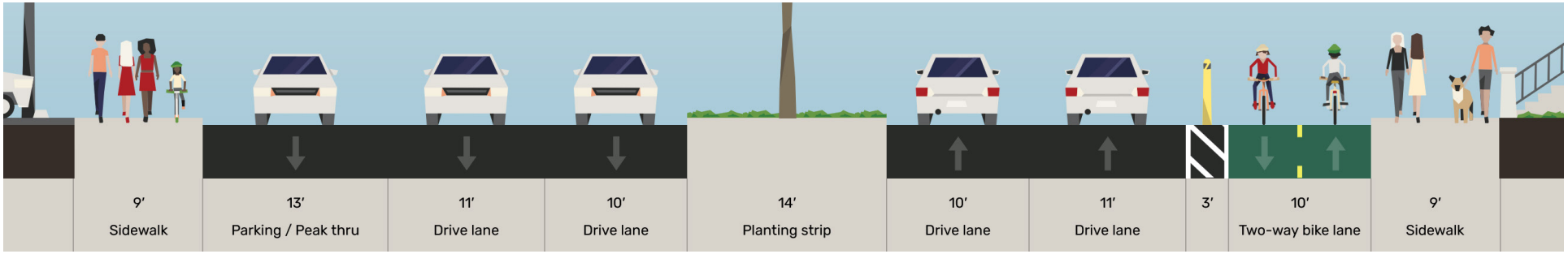


Exhibit 40a. Alternative proposal cross-section: Prairie Ave from north city limits to south city limits

4.5. Crenshaw Boulevard

Crenshaw Boulevard is one of the City of Hawthorne's main arterials, running north-south on the east side of the City.

4.5-1: Crenshaw Boulevard from W 118th Place to I-105 Eastbound On-Ramp

This short section of Crenshaw Boulevard is part of the connection from the Laguna Dominguez Trail to the Crenshaw Metro Station for which improved bicycle connectivity is planned. It includes the underpass where Crenshaw Boulevard runs under I-105 and the Metro Station is accessed. There are four northbound lanes and four southbound lanes. Some of the lanes transition into the I-105 on-ramps and off-ramps.

The ADT on this section is 59,617 (32,126 northbound and 27,491 southbound), with AM peak hour volumes of 2,302 northbound and 1,322 southbound, and PM peak hour volumes of 2,068 northbound and 1,808 southbound.

From 2021 to 2025, there was one crash involving pedestrians and zero crashes involving bicyclists on this segment.

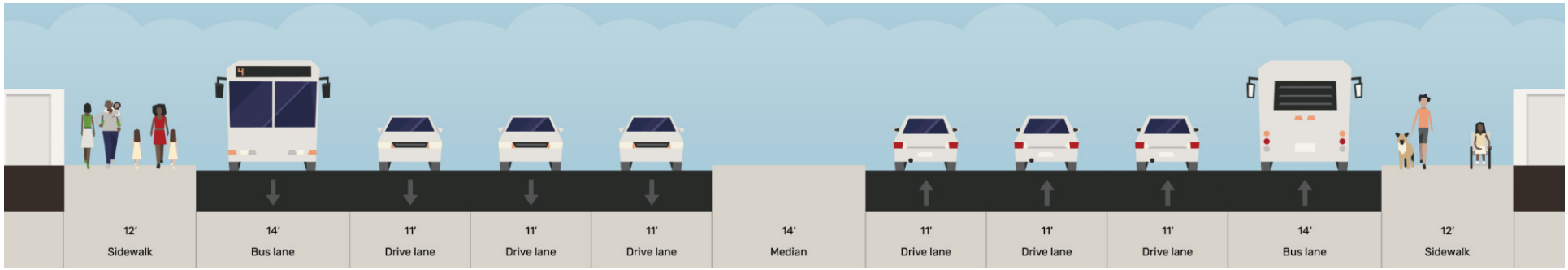


Exhibit 41. Existing cross-section: Crenshaw Blvd from W 118th Pl to I-105 eastbound on-ramp (at I-105 Underpass)

Recommendation: Add Class IV one-way bike paths on each side.

The following cross-section is consistent with the concept design that has been prepared for the connection between the Laguna Dominguez Trail and the Crenshaw Metro Station.

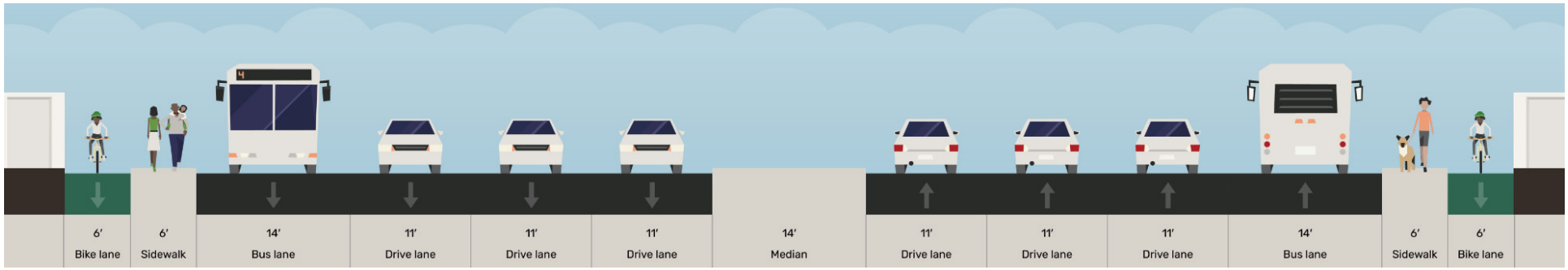


Exhibit 42. Proposed cross-section:: Crenshaw Blvd from W 118th Pl to I-105 eastbound on-ramp (at I-105 Underpass)

4.5-2: Crenshaw Boulevard from I-105 eastbound On-Ramp to W 120th Street

This short section of Crenshaw Boulevard is another part of the connection from the Laguna Dominguez Trail to the Crenshaw Metro Station for which improved bicycle connectivity is planned. There are three northbound through lanes and a northbound right turn lane leading onto I-105 eastbound, and three southbound through lanes plus southbound left and right turn lanes.

The ADT on this section is 59,617 (32,126 northbound and 27,491 southbound), with AM peak hour volumes of 2,302 northbound and 1,322 southbound, and PM peak hour volumes of 2,068 northbound and 1,808 southbound.

From 2021 to 2025, there were three crashes involving pedestrians and two crashes involving bicyclists on this segment.

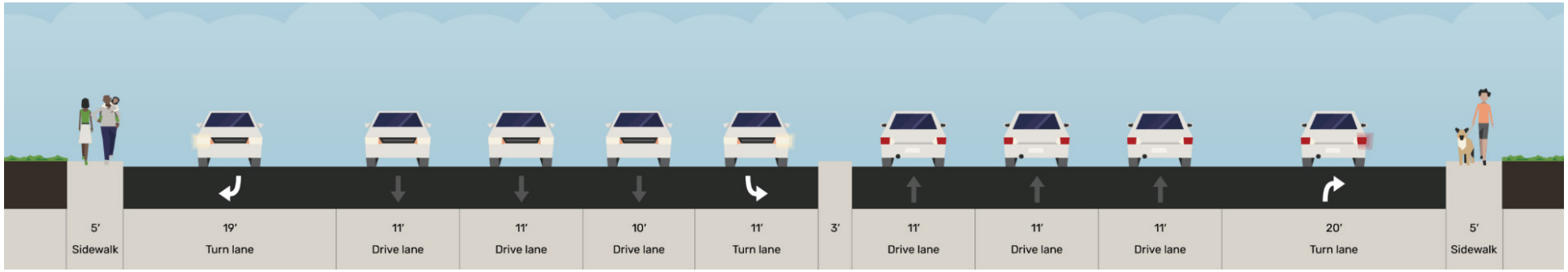


Exhibit 43. Existing cross-section: Crenshaw Blvd from I-105 eastbound on-ramp to W 120th St

Recommendation: Add Class II bike lanes.

The following cross-section is consistent with the concept design that has been prepared for the connection between the Laguna Dominguez Trail and the Crenshaw Metro Station.

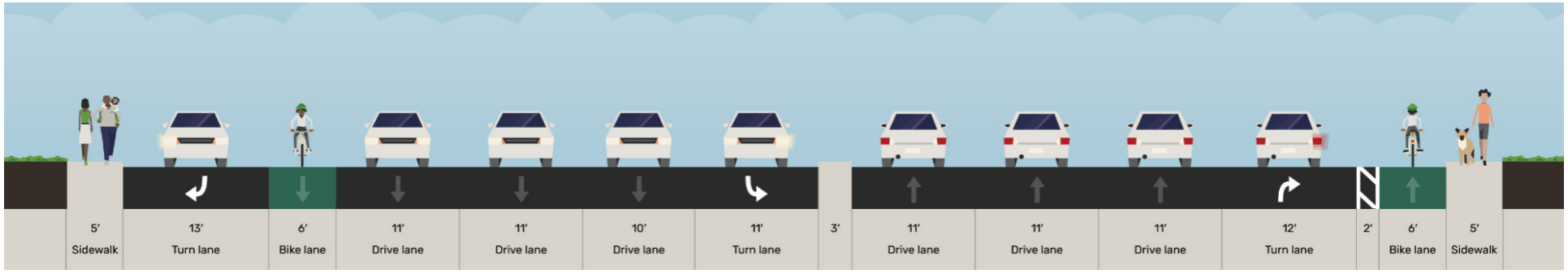


Exhibit 44. Proposed cross-section: Crenshaw Blvd from I-105 eastbound on-ramp to W 120th St

4.5-3: Crenshaw Boulevard from W 120th Street to El Segundo Boulevard

This section of Crenshaw Boulevard has three northbound through lanes and three southbound through lanes, plus a two-way center left turn lane and pocket turn lanes at various intersections.

The ADT on this section (maximum measured between W 120th Street and Jack Northrop Avenue) is 41,187 (21,071 northbound and 20,116 southbound), with AM peak hour volumes of 1,356 northbound and 1,263 southbound, and PM peak hour volumes of 1,441 northbound and 1,279 southbound.

From 2021 to 2025, there were five crashes involving pedestrians and three crashes involving bicyclists on this segment.

The Laguna Dominguez Trail runs parallel to Crenshaw Boulevard, about 200 feet to the east. Over the short term, cyclists can be encouraged to use this trail as a convenient alternate route, while bicycling improvements on Crenshaw Boulevard can be considered as a long-term solution.

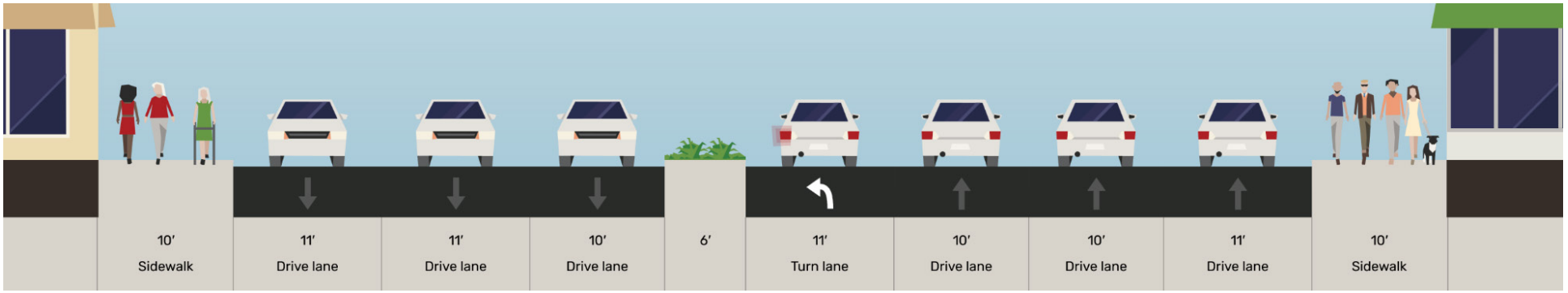


Exhibit 45. Existing cross-section: Crenshaw Blvd from W 120th St to El Segundo Blvd (measured south of Jack Northrop Ave)

Recommendation: Add a two-way Class IV cycle track.

This proposal is consistent with the draft Los Angeles County Bicycle Master Plan and the 2015 Crenshaw Station Active Transportation Plan. Existing volumes support the removal of one vehicular lane. However, this is a long-term solution considering the need to modify the existing median.

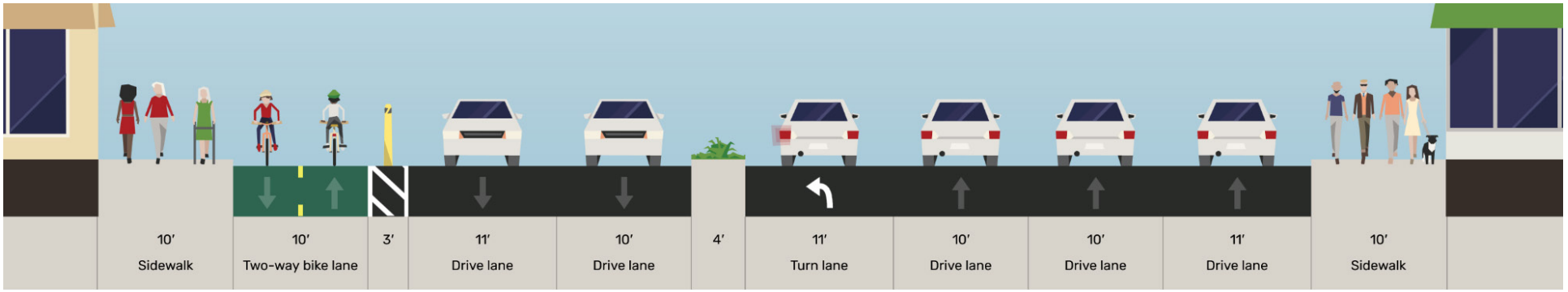


Exhibit 46. Proposed cross-section: Crenshaw Blvd from W 120th St to El Segundo Blvd

4.5-4: Crenshaw Boulevard from El Segundo Boulevard to Rosecrans Avenue

This segment of Crenshaw Boulevard has two northbound through lanes and two southbound through lanes, with on-street parking on both sides (prohibited at peak hours to add capacity). There is a green concrete median along the center of the street, with pocket lanes at various intersections.

This segment runs along with boundary between the City of Hawthorne and the City of Gardena, with jurisdiction shared between the two cities. The 1,300-foot segment of Crenshaw Boulevard from the W 131st Street and W 132nd Street midblock through W 135th Street is entirely out of the City of Hawthorne's jurisdiction and shared between the City of Gardena and unincorporated Los Angeles County.

Although this segment does not have recent ADT counts available, the volumes on Crenshaw Boulevard immediately south of El Segundo Boulevard are 1278 northbound and 741 southbound in the AM peak hour, and 968 northbound and 1188 southbound in the PM peak hour.

From 2021 to 2025, there were three crashes involving pedestrians and two crashes involving bicyclists on this segment.

The Laguna Dominguez Trail runs parallel to Crenshaw Boulevard, about 200 feet to the east. Over the short term, cyclists can be encouraged to use this trail as a convenient alternate route, while bicycling improvements on Crenshaw Boulevard can be considered as a long-term solution.

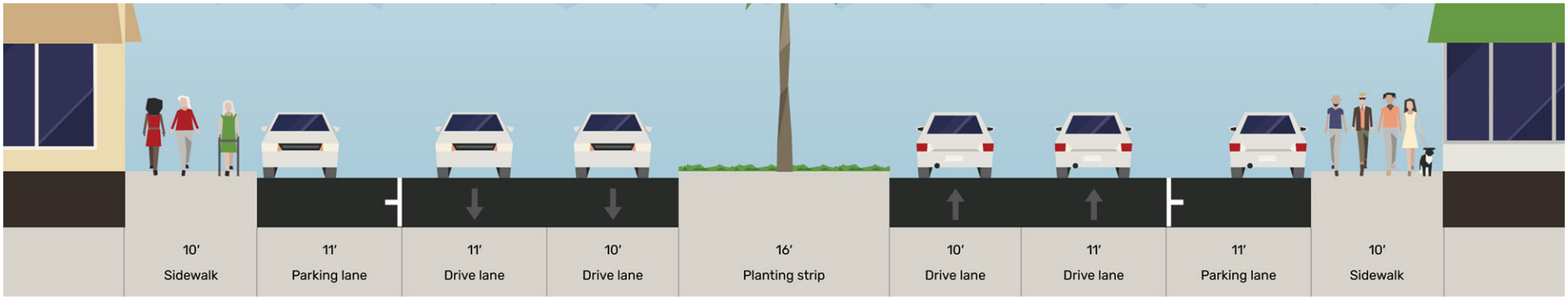


Exhibit 47. Existing cross-section: Crenshaw Blvd from El Segundo Blvd to Rosecrans Ave

Alternative 1: Add a two-way Class IV cycle track.

This proposal is consistent with the draft *Los Angeles County Bicycle Master Plan*, which shows a Class IV facility along this corridor. Current traffic volumes support a reduction in the number of travel lanes, and Class IV bike lanes could be accommodated as shown below while preserving-street parking. However, this would be a long-term solution because the available width is constrained by the existing median and curbs. To achieve this solution, curbs would have to be moved.

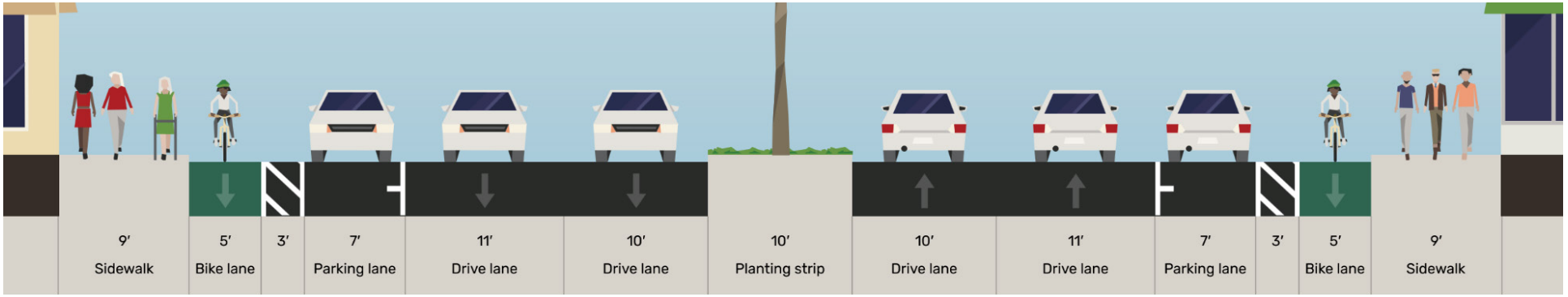


Exhibit 48. Proposed cross-section: Crenshaw Blvd from El Segundo Blvd to Rosecrans Ave

4.6. Imperial Highway

Imperial Highway has two eastbound through lanes and two westbound through lanes, on-street parking on both sides (prohibited during peak hours to add capacity), and a landscaped median island on each block, with pocket turn lanes. Any improvements that consist solely of restriping and signage, without altering curbs, will be constrained by these medians. There is on-street parking on both sides, with parking restrictions creating an additional travel lane in each direction from 6:00 AM to 9:00 AM and 3:00 PM to 7:00 PM.

Imperial Highway runs partly along the boundary of the City of Hawthorne and is shared with the City of Lennox for a 2,000-foot segment from I-405 to west of Inglewood Avenue; and with the City of Inglewood for a 2,300-foot segment from Prairie Avenue to east of Kornblum Avenue.

The ADT on Imperial Highway (maximum measured between Menlo Avenue and Oxford Avenue) is 26,671 vehicles (11,897 eastbound and 14,774 westbound), with AM peak hour volumes of 556 eastbound and 1,230 westbound, and PM peak hour volumes of 1,432 eastbound and 748 westbound.

From 2021 to 2025, there were eight crashes involving pedestrians and eight crashes involving bicyclists on this segment.

4.6-1: Imperial Highway from west City limits to east City limits

Exhibit 49. Existing cross-section: Imperial Hwy from west city limits to east city limits

Recommendation: Add Class IV bike lanes.

This proposal was also recommended in the Downtown Hawthorne Specific Plan. Current traffic volumes support a reduction in the number of travel lanes. Class IV bike lanes could be accommodated as shown below while preserving-street parking. However, this would be a long-term solution because the available width is constrained by the existing median and curbs. To achieve this solution, curbs would have to be moved.

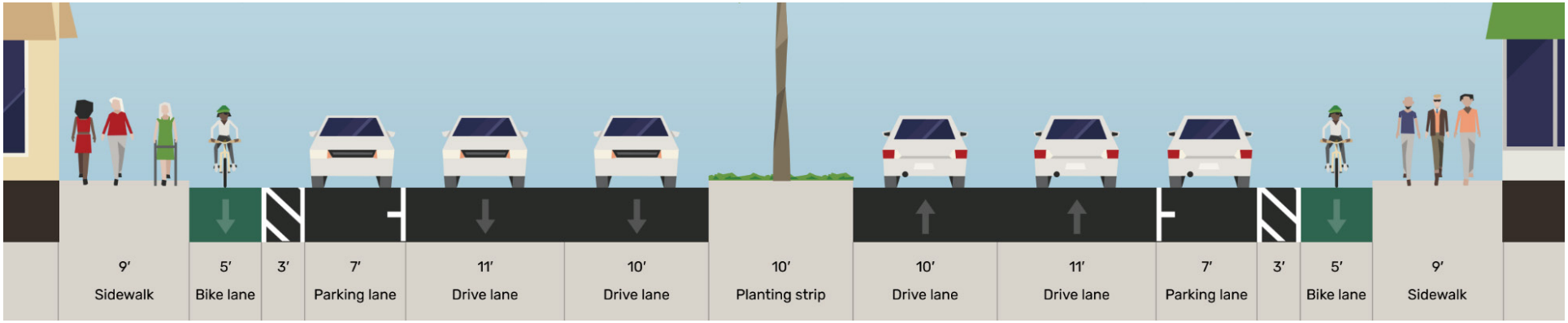


Exhibit 50. Proposed cross-section: Imperial Hwy from west city limits to east city limits

4.7. W 135th Street

4.7-1: W 135th Street from Aviation Boulevard to La Cienega Boulevard

This segment of W 135th Street has two eastbound through lanes and two westbound through lanes, with on-street parking on both sides. Hollyglen Elementary School and Wiseburn Middle School are accessed via this street.

The ADT on this segment is 8,070 vehicles (4,394 eastbound and 3,676 westbound), with AM peak hour volumes of 525 eastbound and 643 westbound, and PM peak hour volumes of 657 eastbound and 290 westbound.

From 2021 to 2025, there were zero crashes involving pedestrians and two crashes involving bicyclists on this segment.

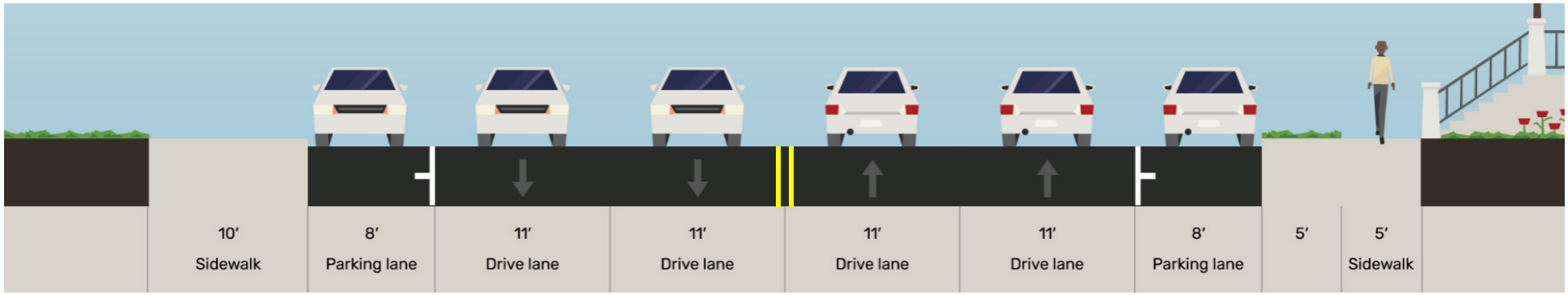


Exhibit 51. Existing cross-section: W 135th St from Aviation Blvd to La Cienega Blvd

Recommendation: Add Class IV parking-protected bike lanes.

Existing volumes support the removal of one vehicular lane in each direction with the addition of a center turn lane. This would provide space for Class IV bicycle facilities while retaining on-street parking.

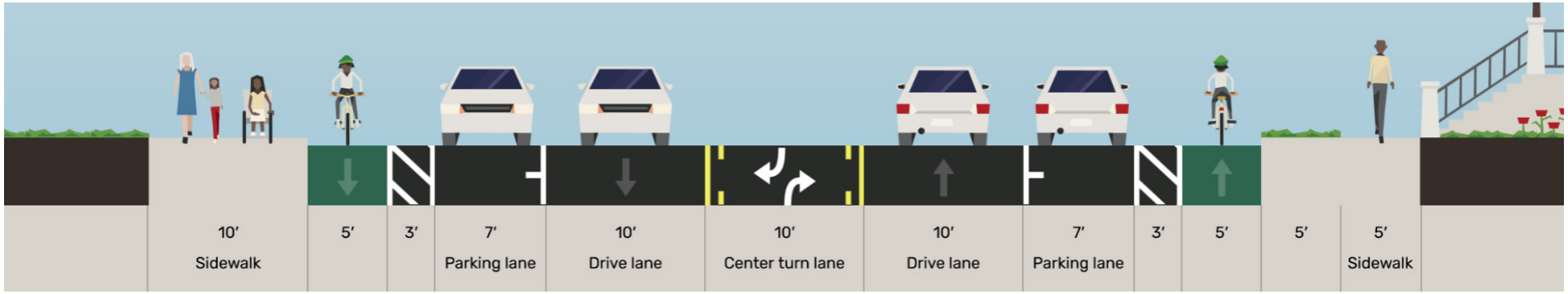


Exhibit 52. Proposed cross-section: W 135th St from Aviation Blvd to La Cienega Blvd

4.8. Aviation Boulevard

Aviation Boulevard runs north-south along the western boundary of the City of Hawthorne. Jurisdiction is shared with the Cities of El Segundo and Manhattan Beach. There are two northbound through lanes and two southbound through lanes, with pocket lanes at various intersections and striped buffer space along the center of the street in some locations.

4.8-1: Aviation Boulevard from El Segundo Boulevard to Rosecrans Avenue

From 2021 to 2025, there was one crash involving a pedestrian and one crash involving a bicyclist on this segment.

ADT is estimated at 23,159 vehicles. Peak hour traffic volumes at this location are 1,389 northbound and 653 southbound in the AM peak hour, 826 northbound and 1,637 southbound in the PM peak hour.[4]

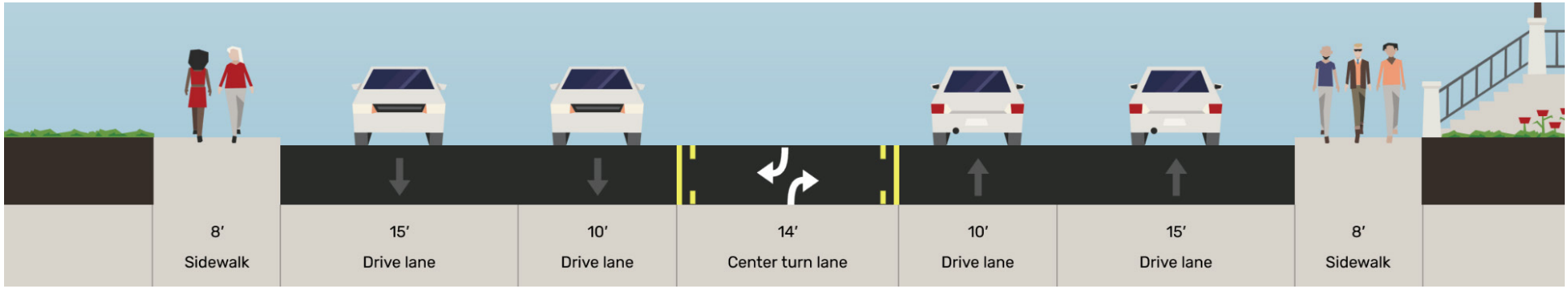


Exhibit 53. Existing cross-section: Aviation Blvd from El Segundo Blvd to Rosecrans Ave

Recommendation: Add Class IV bike lanes.

This solution would remove the center turn lane while also utilizing excess lane width to accommodate protected bicycle lanes on each side.

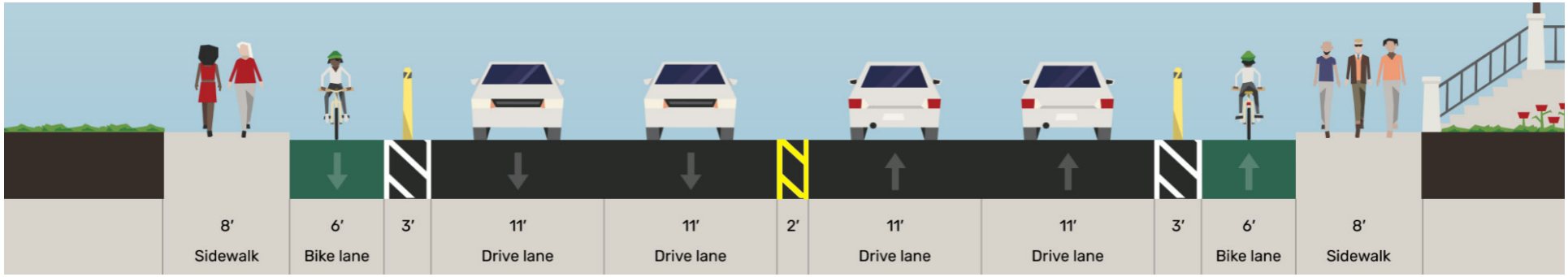


Exhibit 54. Proposed cross-section: Aviation Boulevard from El Segundo Blvd to Rosecrans Blvd

[4] Data obtained from StreetLight Insights.

4.8-2: Aviation Boulevard from Rosecrans Avenue to Marine Avenue

The ADT of this segment is estimated at 35,400 vehicles. Peak hour traffic volumes are 1,908 northbound and 971 southbound in the AM peak hour, 1,323 northbound and 1,683 southbound in the PM peak hour.[5]

From 2021 to 2025, there was one crash involving a pedestrian and two crashes involving bicyclists on this segment.

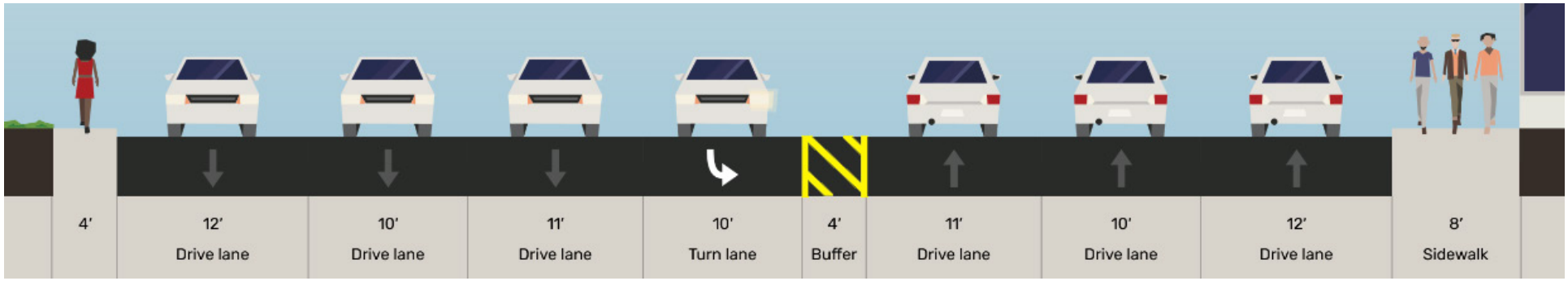


Exhibit 55. Existing cross-section: Aviation Blvd from Rosecrans Ave to Marine Ave

Recommendation: Add Class IV bike lanes.

Current volumes support the removal of one southbound vehicular lane, thereby allowing for protected bicycle lanes on each side.

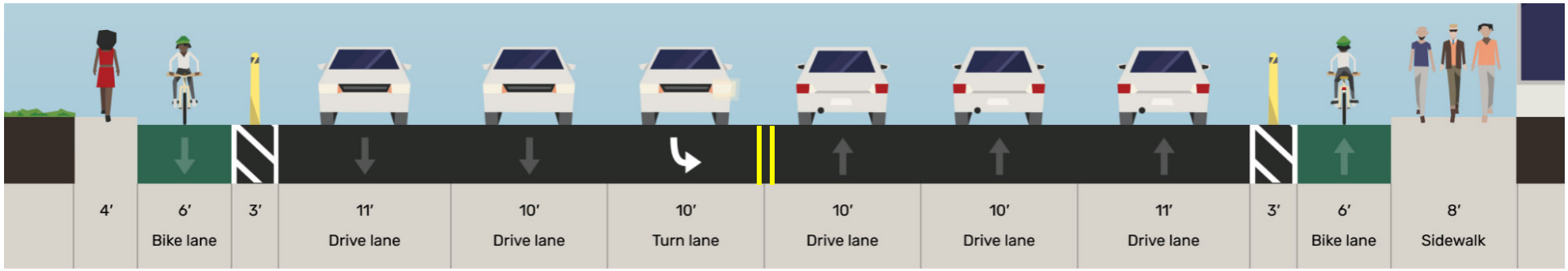


Exhibit 56. Proposed cross-section: Aviation Blvd from Rosecrans Ave to Marine Ave

[5] Data obtained from StreetLight Insights.

4.9. Rosecrans Avenue

4.9-1: Rosecrans Avenue from Aviation Boulevard to east of Condon Avenue

This segment of Rosecrans Avenue has four eastbound through lanes and three westbound through lanes, with turn lanes at various intersections. There are concrete and landscaped median islands in some areas. The recommendations for this segment also cover the area around the intersection with Hawthorne Boulevard, which is within a small "peninsula" in the City of Hawthorne, surrounded on three sides by the City of Lawndale.

The ADT on this section (maximum measured between I-405 southbound off-ramp and Hindry Avenue) is 58,016 vehicles (28,069 eastbound and 29,947 westbound), with AM peak hour volumes of 1,362 eastbound and 2,755 westbound, and PM peak hour volumes of 2,131 eastbound and 1,532 westbound.

From 2021 to 2025, there were nine crashes involving pedestrians and six crashes involving bicyclists on this segment.

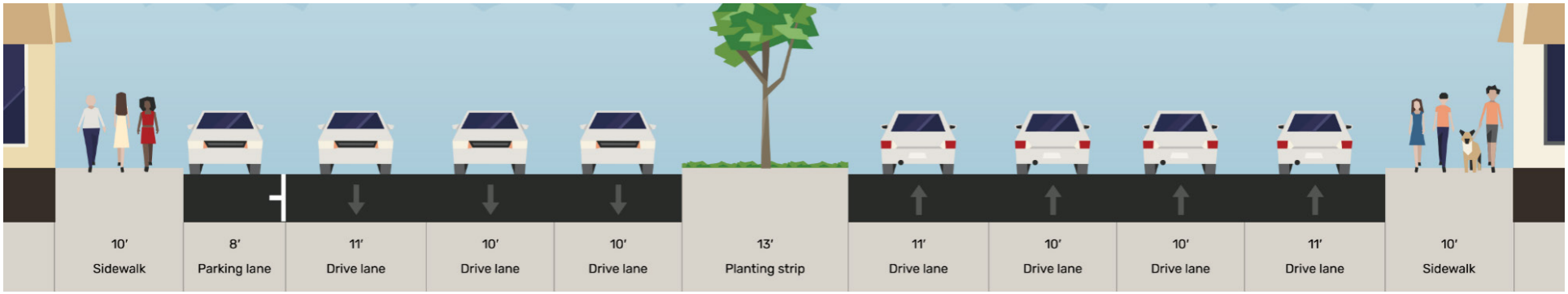


Exhibit 57. Existing cross-section: Rosecrans Ave from Aviation Blvd to east of Condon Ave

Given existing traffic volumes, the presence of the I-405 interchange, and the role of Rosecrans Avenue as a key east-west connector, there may not be space within the existing right-of-way to accommodate bicycle facilities. Instead, use of West 142nd Street as a parallel alternative route is recommended.

4.9-2: Rosecrans Avenue from Prairie Avenue to Crenshaw Boulevard

This segment of Rosecrans Avenue has two eastbound through lanes and two westbound through lanes, with a two-way center turn lane and pocket turn lanes at various intersections. There is on-street parking on both sides, prohibited during peak hours to create extra capacity.

The ADT on this section (maximum measured between Cordary Avenue and Doty Avenue) is 36,245 vehicles (18,004 eastbound and 18,241 westbound), with AM peak hour volumes of 1,018 eastbound and 1,702 westbound, and PM peak hour volumes of 1,617 eastbound and 1,191 westbound.

From 2021 to 2025, there were 14 crashes involving pedestrians and 11 crashes involving bicyclists on this segment.

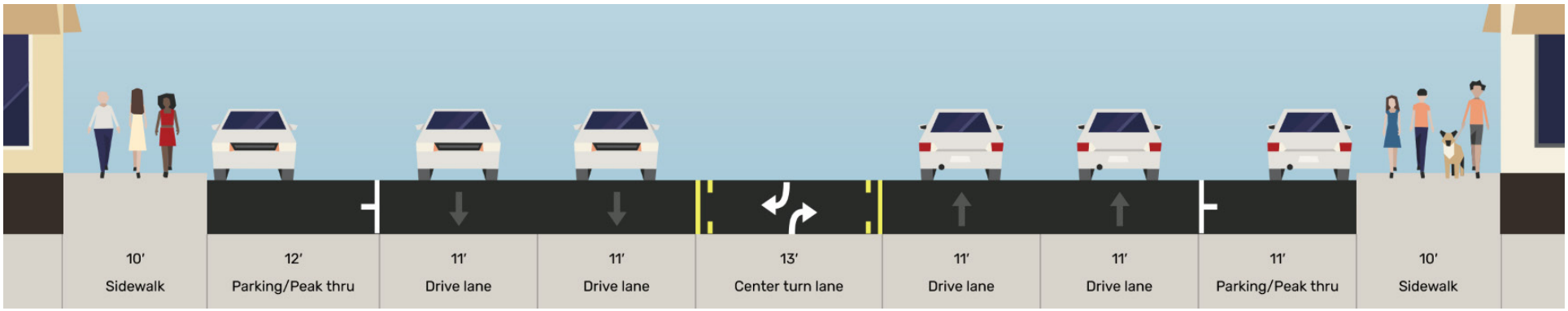


Exhibit 58. Existing cross-section: Rosecrans Ave from Prairie Ave to Crenshaw Blvd

Recommendation: Add Class IV parking-protected bike lanes.

This corridor was mentioned specifically in the City of Hawthorne Safety Action Plan as an area of focus for further analysis and/or improvements. Current volumes potentially support the removal of peak hour lanes. Given the crash history, issues identified in the Safety Action Plan, and the mixed-use/residential character of this corridor, the solution shown below could be considered.

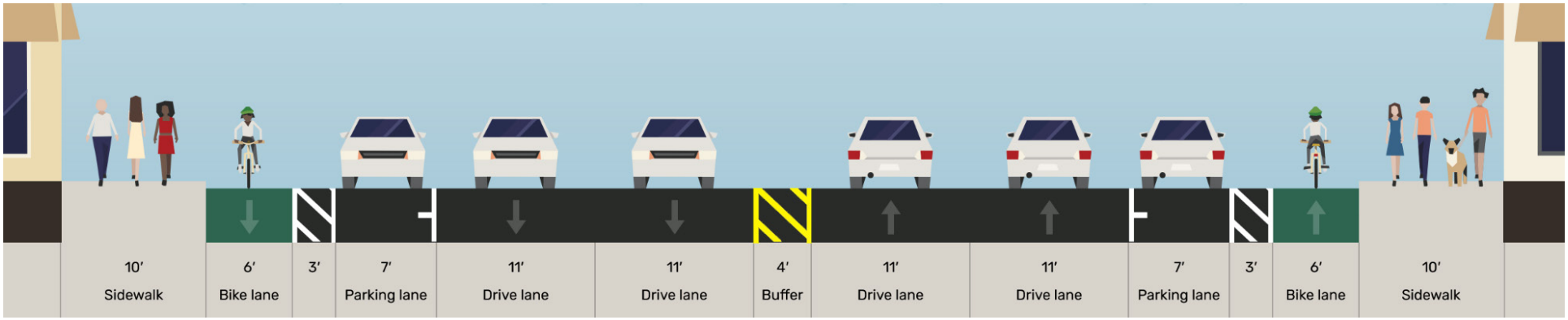


Exhibit 59. Proposed cross-section: Rosecrans Ave from Prairie Ave to Crenshaw Blvd

4.10. Marine Avenue

4.10-1: Marine Avenue from Aviation Boulevard to I-405

This segment of Marine Avenue runs along the southern boundary of the City of Hawthorne. Jurisdiction is shared with the City of Redondo Beach. There are two eastbound through lanes and two westbound through lanes, with pocket turn lanes at intersections. This section of Marine Avenue connects to the Redondo Beach Metro Station.

The ADT is estimated at 18,171, with AM peak hour volumes of 352 eastbound and 1,000 westbound, and PM peak hour volumes of 834 eastbound and 549 westbound.[6]

From 2021 to 2025, there was one crash involving a pedestrian and one crash involving a bicyclist on this segment.

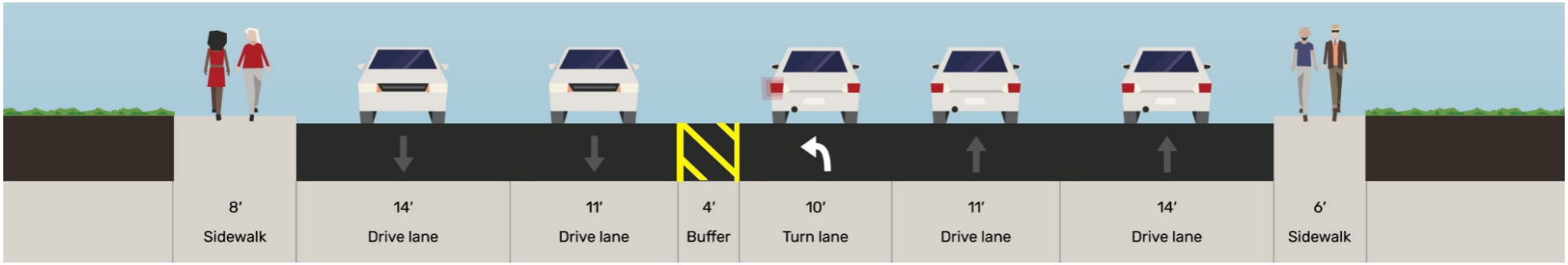


Exhibit 60. Existing cross-section: Marine Ave from Aviation Blvd to I-405

Recommendation: Add Class IV bike lanes.

Existing traffic volumes support a reduction in the number of vehicular lanes, allowing space for Class IV bicycle lanes.

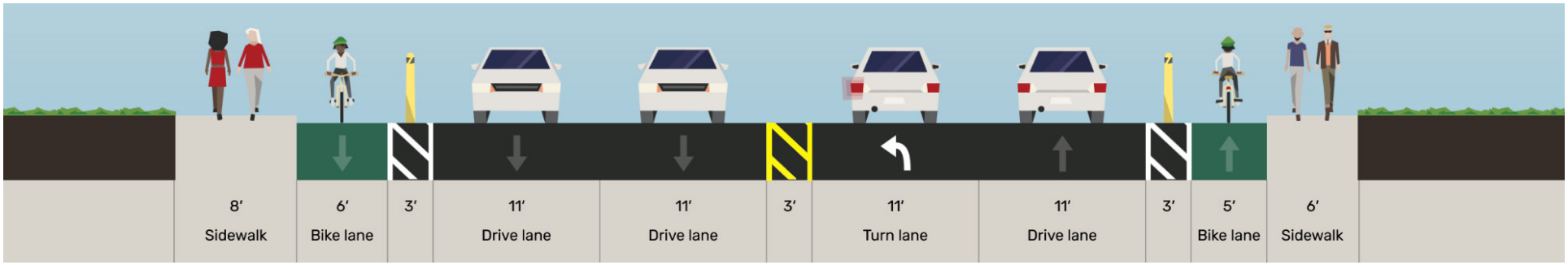


Exhibit 61. Proposedcross-section: Marine Ave from Aviation Blvd to I-405

[6] Data obtained from StreetLight Insights.

4.10-2: Marine Avenue from west of Prairie Avenue to west of Gerkin Avenue

This segment of Marine Avenue runs along the southern boundary of the City of Hawthorne. Jurisdiction is shared with unincorporated Los Angeles County except in the immediate vicinity of Prairie Avenue. There are two eastbound through lanes and two westbound through lanes, with a two-way center turn lane and pocket turn lanes at intersections. Starting east of Gerkin Avenue, there are frontage roads on each side of the street. The frontage road on the north side of the street, within the City of Hawthorne, is separated by a tree-lined buffer. Marine Avenue provides direct access to the Laguna Dominguez Trail just outside the city boundary.

The ADT on this section is 22,249 vehicles (11,007 eastbound and 11,242 westbound), with AM peak hour volumes of 697 eastbound and 1,142 westbound, and PM peak hour volumes of 1,125 eastbound and 771 westbound.

From 2021 to 2025, there was one crash involving a pedestrian and two crashes involving bicyclists on this segment.

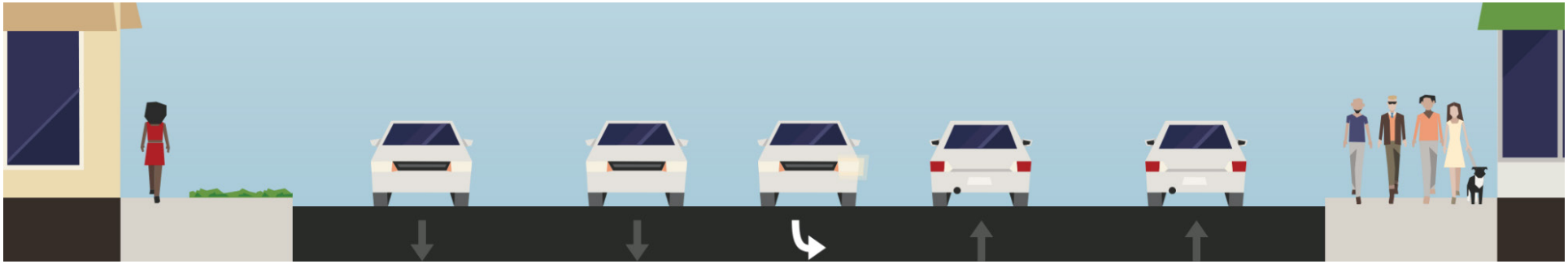


Exhibit 62. Existing cross-section: Marine Ave from west of Prairie Ave to west of Gerkin Ave

Recommendation: Upgrade the sidewalk to a Class I path.

Given the existing traffic volumes, a reduction in the number of travel lanes is not supported. The existing roadway width is not adequate to fit on-street bicycle facilities without reducing vehicular capacity. As a long-term solution, a bicycle connector at sidewalk level could be established for one block (between Prairie Avenue and Gerkin Avenue) to improve the connection between potential bicycle facilities on Prairie Avenue and the frontage roads along Marine Avenue, which connect to the Laguna Dominguez Trail just outside the city limits.

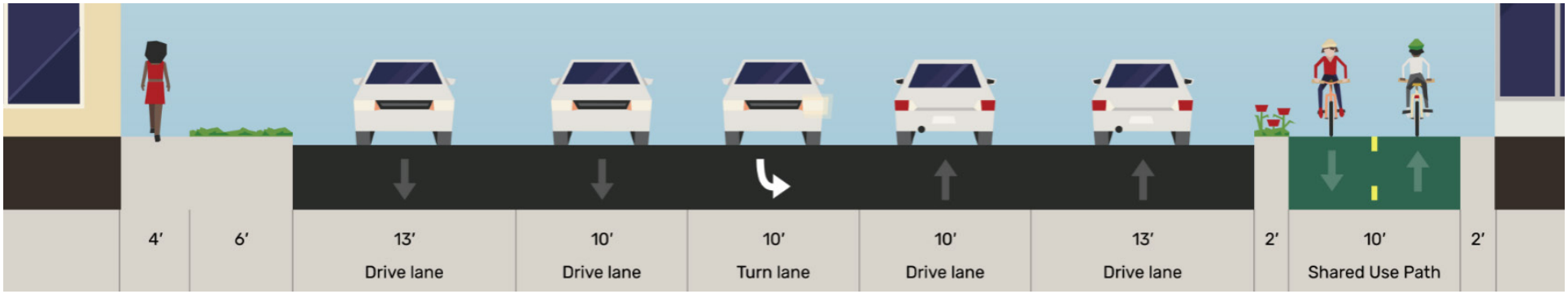


Exhibit 63. Proposed cross-section: Marine Ave from Prairie Ave to Gerkin Ave

5. Class III Bike Route Recommendations

5.1. South Bay Local Travel Network

The South Bay Local Travel Network (LTN) is a network of local streets throughout the South Bay region, established by the South Bay Cities Council of Governments (SBCCOG) to create safer routes for micromobility. The LTN is intended to accommodate the wide variety of slower-speed vehicles that have seen increasing popularity in recent years — from e-bikes and e-scooters to neighborhood electric vehicles (NEVs), Segways, OneWheels, quadricycles, and many others.[7]

The LTN is a region-wide network (see Exhibit 65) which includes approximately 10 miles of local streets within the City of Hawthorne. To build out the LTN, the SBCCOG recommends wayfinding signage with consistent branding to encourage slower travel modes (see Exhibit 64).

Exhibit 64. SBCCOG LTN sign

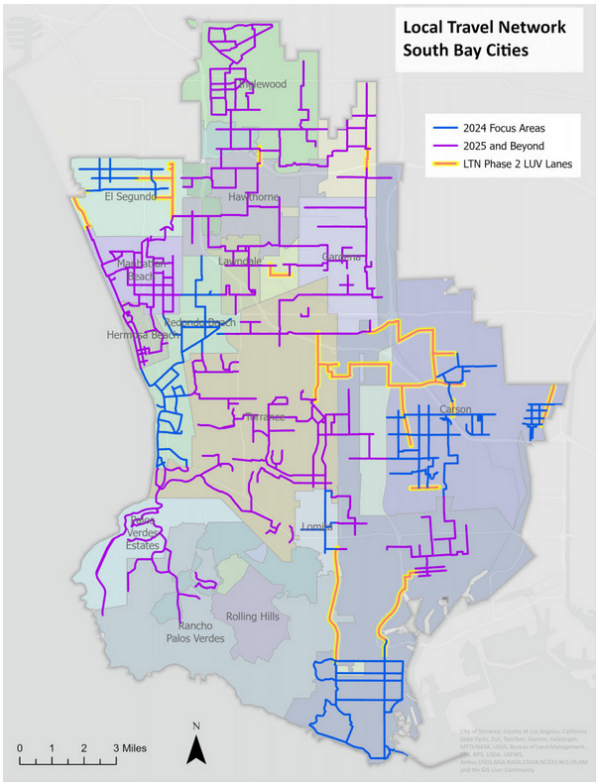


Exhibit 65. SBCCOG Local Travel Network

[7] https://storymaps.arcgis.com/stories/abba551598c748a3a7ff055a09446496

5.2. Recommended Class III Bicycle Routes

In addition to the LTN routes, this ATP recommends designating other local streets as Class III bicycle routes. These streets were selected based on their existing role as corridors for neighborhood-level active travel. These additional Class III routes will expand on the LTN routes, building a more robust active transportation network. The recommended Class III routes (LTN and non-LTN) are summarized in Exhibit 13.

Active Transportation Program guidelines for project eligibility restrict shared lane markings to streets with speed limits of 25 miles per hour or less. Therefore, streets with speed limits above 25 miles per hour should not be designated as Class III bicycle routes.

5.3. Class III Bicycle Boulevard Toolbox

In lieu of location-specific measures for the buildout of the City of Hawthorne's Class III bicycle route network, this section presents a toolbox of traffic calming measures that can be considered for implementation to achieve the intended outcome of Class III facilities.

Each of the following toolbox measures can be deployed as a quick-build, temporary solution at relatively low cost. This will enable the City to evaluate the effects of the roadway improvements before implementing the solutions more permanently.

However, care should be taken in selecting these tools and determining where to apply them, as every location has its own unique considerations. When planning for traffic calming measures, attention should be paid to the context of the street or intersection in question and its role in the surrounding transportation network. Before implementing any of the following measures, a traffic engineering study should be carried out, evaluating the suitability and predicted effects of the proposed traffic calming measures and identifying the performance measures that will be used to evaluate the project's success.

The main advantages and disadvantages for each traffic calming tool are discussed in the following pages, with approximate costs and example images provided.

Exhibit 66. Bike boulevard example (source: Reconnect Rochester)

5.3-1: Horizontal Deflection Devices

Horizontal deflection devices physically alter the path of vehicles in the roadway, forcing drivers to deviate from following a straight line and slow down in the process. They are often designed with landscaping features to enhance the aesthetics of the streetscape.

Median Islands

Median islands are raised or marked areas in the center of a street. They typically separate opposing directions of traffic and serve as a pedestrian refuge, allowing pedestrians to wait for one direction of traffic at a time.

Median islands can be installed as a temporary measure during a test phase using a combination of tactical tools such as bollards, striping, modular rubberized components, planter boxes, or related devices. Permanent installations typically include landscaping and often includes street trees, which contribute to the optical narrowing of the roadway.

Typical cost: Depending on scale and features, $2,000 - $10,000+ for temporary installation; $25,000 - $100,000+ for permanent installation of small islands. Costs can be far higher for medians along an entire corridor.

Positive aspects:

- Proven speed reduction.
- Provides pedestrian refuge areas for crossing.
- Can enhance street aesthetics.

Negative aspects:

- Long medians may interrupt emergency access and operations.
- May interrupt driveway access and result in U-turns.
- Landscaping, if present, must be maintained.

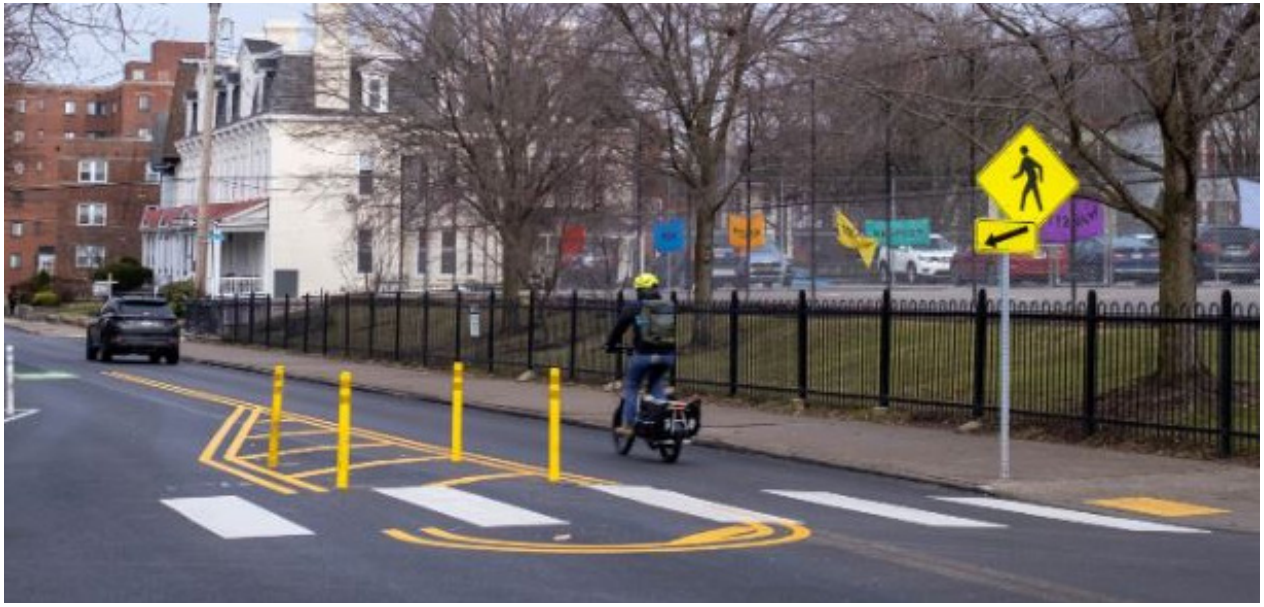


Exhibit 67. Temporary median islands (source: City of Pittsburgh)

Exhibit 68. Permanent median island (source: SF Better Streets)

Bulb-Outs (Curb Extensions)

Bulb-outs narrow the travel lanes at intersections. They reduce turning vehicle speeds by decreasing the curb radii, reduce through vehicle speeds by visually narrowing the roadway, and reduce crossing distances for pedestrians. The magnitude of reduction in speed is dependent on the spacing and curb radii.

Like other devices in this section, bulb-outs can be installed as a temporary measure during a test phase using a combination of tactical tools such as bollards, striping, modular rubberized components, planter boxes, or related devices. Permanent installations may include landscaping or may be designed with non-landscaped aesthetic enhancements such as decorative bricks.

Typical cost: $5,000 - $10,000 for temporary installation; $25,000 - $100,000+ for permanent installation.

Positive aspects:

- Proven speed reduction.
- Provides pedestrian refuge areas for crossing.
- Can enhance street aesthetics.

Negative aspects:

- Requires bicyclists to briefly merge with vehicular traffic at bulb-out location.
- Landscaping, if present, must be maintained.
- May require elimination of some on-street parking.
- Requires additional effort during street cleaning.

Exhibit 69. Temporary curb extension (source: Wikimedia)

Exhibit 70. Permanent curb extension (source: City of St. Johns)

Chokers (Mid-Block Curb Extensions)

Chokers narrow the street by extending the sidewalk or landscaped area. These devices are employed to make pedestrian crossings easier, to narrow the roadway, and/or to slow traffic. Like other devices in this section, they influence driver behavior by reducing the perceived width of the roadway and requiring drivers to deviate from a straight path, consequently slowing traffic down.

Like other devices in this section, chokers can be installed as a temporary measure during a test phase using a combination of tactical tools such as bollards, striping, modular rubberized components, planter boxes, or related devices. Permanent installations may include landscaping or may be designed with non-landscaped aesthetic enhancements such as decorative bricks.

Typical cost: $2,000 - $10,000 for temporary installation; $20,000 - $50,000+ for permanent installation.

Positive aspects:

- Proven speed reduction.
- Can enhance street aesthetics.

Negative aspects:

- Requires bicyclists to briefly merge with vehicular traffic at choker location.
- May require elimination of some on-street parking.
- Landscaping, if present, must be maintained.
- Requires additional effort during street cleaning.

Exhibit 71. Temporary choker with median (source: Dakota News Now)

Exhibit 72. Permanent choker (source: FHWA)

Chicanes (Offset Curb Extensions)

Chicanes are alternating curves or lane shifts that are positioned to guide motorists to deviate from a straight travel path. The curvilinear path is intended to reduce the speed at which a motorist is comfortable travelling through the feature.

Like other devices in this section, chicanes can be installed as a temporary measure during a test phase using a combination of tactical tools such as bollards, striping, modular rubberized components, planter boxes, or related devices. Permanent installations may include landscaping or may be designed with non-landscaped aesthetic enhancements such as decorative bricks.

Typical cost: $2,000 - $10,000 for temporary installation; $20,000 - $50,000+ for permanent installation.

Positive aspects:

- Proven speed reduction.
- Can enhance street aesthetics.

Negative aspects:

- Requires bicyclists to briefly merge with vehicular traffic at chicane location.
- May require elimination of some on-street parking.
- Landscaping, if present, must be maintained.
- Requires additional effort during street cleaning.

Exhibit 73. Temporary chicane (source: MLive)

Exhibit 74. Permanent chicane with median island (source: Los Angeles Department of Transportation)

Traffic Circles

Traffic circles are circular islands-the center of intersections, around which traffic circulates. Traffic circles can prevent drivers from speeding through intersections by preventing straight-through movement. Stop signs or yield signs can be used as traffic controls at the approaches.

Like other devices in this section, traffic circles can be installed as a temporary measure during a test phase using a combination of tactical tools such as bollards, striping, modular rubberized components, planter boxes, or related devices. Permanent installations typically include landscaping but may also be designed without landscaping, using features such as decorative bricks.

Typical cost: $10,000 - $20,000 for temporary installation; $75,000+ for permanent installation.

Positive aspects:

- Proven speed reduction.
- Can enhance street aesthetics and neighborhood identity.
- Potential for stormwater capture.

Negative aspects:

- Requires careful design to allow passage of emergency vehicles and prevent the circulating lane does from encroaching on crosswalks.
- May require elimination of some on-street parking.
- Landscaping must be maintained.

Exhibit 75. Temporary traffic circle in Rancho Palos Verdes, CA

Exhibit 76. Permanent traffic circle in Long Beach, CA (source: Google)

5.3-2: Vertical Deflection Devices

Speed Humps

Speed humps are parabolic features in the roadway that employ vertical deflection to slow motor vehicle traffic. The travel length of a speed hump is typically 12 to 14 feet.

Speed humps are distinct from speed bumps, which have a shorter travel length (1 to 3 feet) and are typically used on private roadways and parking lots; or with speed tables, which have a longer travel length (typically 22 feet).

Like other devices in this section, speed humps can be installed as a temporary measure during a test phase using modular rubberized components, of which there are several varieties on the market.

Typical cost: $5,000 - $10,000 for temporary installation; $20,000 - $30,000 for permanent installation.

Positive aspects:

- Proven speed reduction when properly designed and spaced.
- Low cost compared with other traffic calming measures.
- Lower long-term maintenance costs compared with traffic calming measures that include landscaping features.

Negative aspects:

- May slow down emergency vehicles.
- Can be ineffective if spaced too far apart; drivers may accelerate in between humps, resulting in increased noise from acceleration, braking, and tire and suspension movement.
- May be considered a nuisance for delivery trucks, school buses, and bicycles.

Exhibit 77. Temporary speed hump (source: Zanesville Times Recorder)

Exhibit 78. Permanent speed hump on W 135th St in Hawthorne

Speed Tables and Raised Crosswalks

Speed tables are raised sections of the roadway intended to reduce vehicle speeds. Compared to speed humps, speed tables have a greater travel length (typically 22 feet) and bring about a smaller reduction in speed. They are considered more appropriate than speed humps for collector streets, transit routes, and emergency response routes.

Speed tables are often combined with crosswalks, reducing drivers' speeds at points where pedestrians cross. Like other devices in this section, speed tables can be installed as a temporary measure during a test phase using modular rubberized components, of which there are several varieties on the market.

Typical cost: $8,000 - $10,000 for temporary installation; $20,000 - $50,000 for permanent installation.

Positive aspects:

- Proven speed reduction when properly designed.
- Lower long-term maintenance costs compared with traffic calming measures that include landscaping features.

Negative aspects:

- May slow down emergency vehicles (albeit less so than speed humps).
- May need to be combined with other traffic calming measures to be effective. Speed tables typically only reduce speeds in their immediate vicinity.

Exhibit 79. Temporary speed table (source: Spectrum News)

Exhibit 80. Permanent speed table with crosswalk (source: Caltrans)

5.3-3: Volume Control Devices

The devices in this section are intended to reduce traffic volumes on local streets while encouraging access by pedestrians and users of rolling modes such as bicycles, scooters, and other micromobility devices.

Modal Filters

Modal filters are road design elements that restrict the flow of certain modes of travel while allowing others to pass through. Most typically, they take the form of partial and full street closures that prevent automobiles from passing through while allowing passage by bicyclists and pedestrians.

Like other devices in this section, modal filters can be installed as a temporary measure during a test phase using a combination of tactical tools such as bollards, signs, planters, rubber curbs, or related devices. Permanent installations may include concrete curb installation, landscaping, or various other design elements. In many cases, cities preserve emergency vehicle access by using flexible posts for a portion of the filter.

Typical cost: $1,000 - $3,000 for temporary installation; $2,000 - $10,000 for permanent installation depending on the project type.

Positive aspects:

- Reduces automobile cut-through traffic (and associated high speeds) on local streets.

Negative aspects:

- May contribute to congestion in some areas, shifting traffic to arterial or collector streets.
- May impede emergency vehicle access.

Exhibit 81. Temporary modal filter with flex posts, preserving emergency access, in Santa Barbara, CA

Exhibit 82. Permanent modal filter with mountable curbs, preserving emergency access in San Luis Obispo, CA

Turning Movement Restrictions (Forced Turn Islands)

Turning movement restrictions can reduce traffic volumes by sending automobile drivers in a certain direction. While compliance levels can be low for turning movement restriction signs on local streets, several cities integrate turning movement restrictions into intersection design through the use of forced turn islands. Forced turn islands are raised islands constructed at intersection approaches to physically discourage certain turning movements.

When planning for turning movement restrictions, it is essential to consider the restriction's context within the surrounding transportation network. If the restricted turning movement is part of a route that a large number of drivers need to take, without a good alternative, then driver compliance may be low.

Like other devices in this section, forced turn islands can be installed as a temporary measure during a test phase using a combination of tactical tools such as bollards, striping, modular rubberized components, planter boxes, or related items. Permanent installations may or may not include landscaping.

Typical cost: $2,000 - $10,000 for temporary installation; $20,000 - $50,000+ for permanent installation.

Positive aspects:

- Reduces automobile through traffic on local streets.

Negative aspects:

- Driver non-compliance may be frequent depending on the context.
- May contribute to congestion in some areas, shifting traffic to arterial or collector streets.
- May impede emergency vehicle access.

Exhibit 83. Permanent forced turn island preventing left turns from a major road to a residential street in San Luis Obispo, CA

Contraflow Bike Lanes

Contraflow bike lanes are designed to allow bicyclists to travel against the flow of motor vehicle traffic on one-way streets.

Typical cost: Depends on the project length and whether it is included as part of a larger roadway restriping project.

Positive aspects:

- May improve connectivity for bicycle trips.
- May eliminate the problem of wrong-way bicyclists on one-way streets where this has previously been a concern.
- Resulting narrower vehicular lanes can reduce driving speeds.

Negative aspects:

- Drivers may not expect cyclists to be traveling in the opposing direction. Collision risk may be higher, depending on the context.

Exhibit 84. Contraflow bike lane (source: City of Chicago)

5.3-4: Optical Narrowing

Optical narrowing refers to the addition of design elements and visual cues that reduce the perceived width and openness of the street. On wide and unobstructed roadways, drivers are more likely to go faster. If features such as street trees and buildings are closer to the roadway, with a more pronounced vertical presence, drivers' natural inclination is to slow down. The same is true for narrower travel lanes, which have been shown to bring about a reduction in speed.

Right-sized Travel Lanes

Multiple studies have shown that narrower lanes result in lower traffic speeds without negatively impacting safety. It has become a best practice in roadway design to opt for 10- to 11-foot travel lanes over 12-foot (or wider) lanes on local streets due to the positive effect on speed and safety. In some cases, excess roadway width can be repurposed to make room for bicycle lanes and/or buffer space.

Typical cost: Depends on the scope of the restriping project.

Positive aspects:

- Promotes slower, more attentive driving.
- May create space for bike lanes, buffer zones, or wider sidewalks, encouraging active transportation.

Negative aspects:

- May impede access for large vehicles, including emergency vehicles. The context of the roadway should be considered.

Exhibit 85. Before (above) and after (below) views of a street where lane restriping created optical narrowing (source: Google Street View)

Vertical Features (trees, hedges, buildings)

Vertical features closer to the roadway, such as trees, hedges, or buildings, are associated with lower traffic speeds. These visual cues cause drivers to slow down. Trees are often planted along medians and in the buffer zones between the roadway and the sidewalk to improve neighborhood aesthetics.

In addition to vegetation, other features closer to the roadway, such as buildings and on-street parking, are associated with lower traffic speeds.

Typical cost: Depends on project scope and features.

Positive aspects:

- Promotes slower, more attentive driving.
- Street trees and shrubbery can improve street aesthetics.
- Associated with improved air quality, reduction of urban heat island effects, reduced stormwater runoff, and benefits to mental health and wellbeing.

Negative aspects:

- Landscaping and trees must be maintained.
- Overgrown vegetation can block sight lines for road users.
- Root upheaval can damage sidewalks.

Exhibit 86. Vertical features (trees) on a median in San Luis Obispo, CA

5.3-5: Traffic Control Devices

The following devices consist of signage and striping that can contribute to calming traffic on Class III bicycle facilities and help to create safer multimodal streets.

Speed Feedback Signs

Speed feedback signs use radar to detect a vehicle's speed and display it to the driver in real-time, encouraging them to slow down by raising awareness of their speed relative to the limit, often flashing or showing a "Slow Down" message when a driver is speeding.

Many cities deploy mobile speed feedback signs on trailers, moving them around to target different locations on a rotational basis. Speed feedback signs can also be installed permanently on standard sign posts.

Typical cost: $2,500 to $5,000 per sign.

Positive aspects:

- Does not physically slow emergency vehicles.
- May be installed permanently or on a rotational basis.
- Can record speed and volume data for use in studies.

Negative aspects:

- May require a power source (or in the case of solar powered signs, may not function well in shady areas).
- Each sign is only effective for one direction of travel.

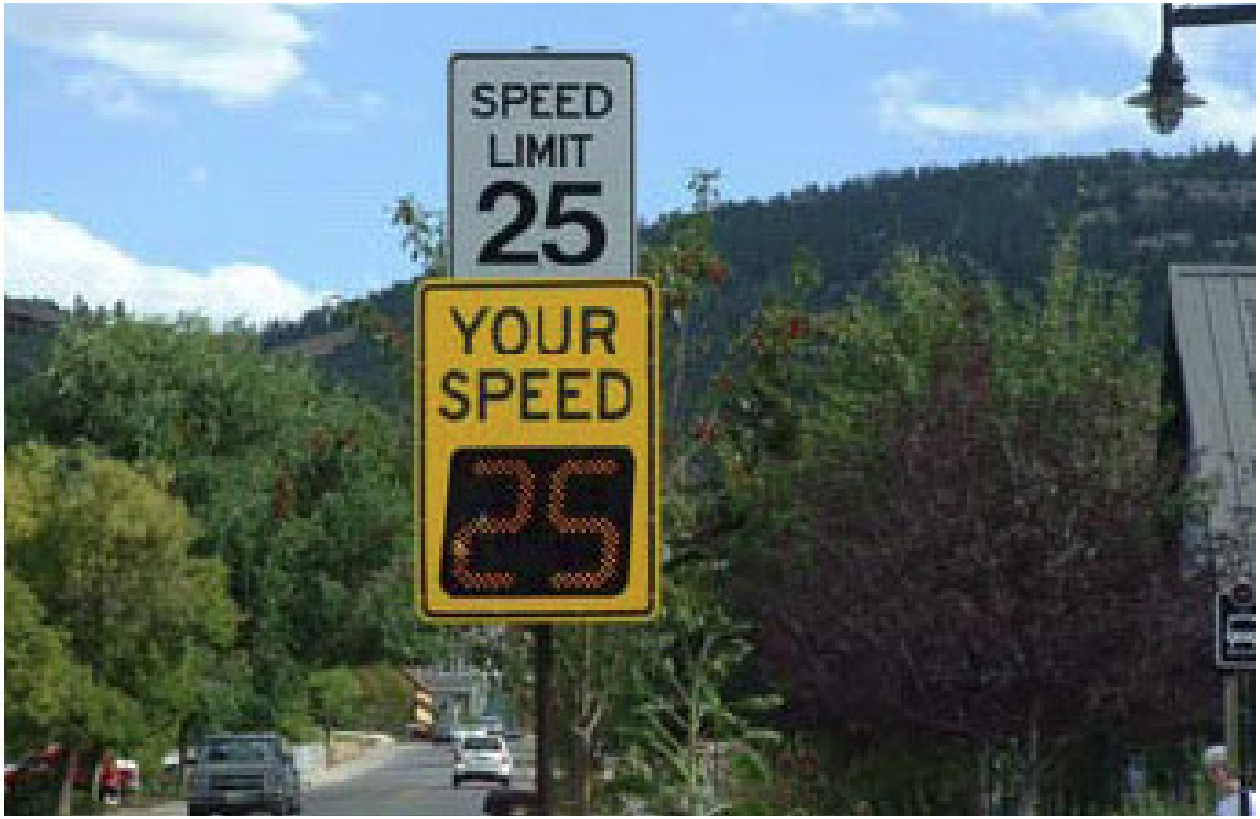


Exhibit 87. Speed feedback sign (source: Sacramento DOT)

Bicycle Boxes

Bicycle boxes are designated, typically green-painted areas at the head of a traffic lane (or multiple lanes) at a signalized intersection. They increase cyclist visibility, reduce the likelihood of "right-hook" collisions, and allow cyclists to clear intersections safely ahead of automobile traffic.

In addition to vegetation, other features closer to the roadway, such as buildings and on-street parking, are associated with lower traffic speeds.

Typical cost: $5,000, often installed as part of a larger restriping project.

Positive aspects:

- Enhances cyclist visibility.
- Reduces the likelihood of automobile-bicycle conflicts, especially for turning movements.
- May encourage bicycling and increase cyclist confidence, especially in high-traffic areas.
- May also improve conditions for pedestrians by reducing automobile encroachment into crosswalks.

Negative aspects:

- Drivers can be confused about who has the right-of-way, especially if right turns on red are allowed.
- May impact lines of sight if not designed correctly.
- Education and enforcement may be necessary to increase proper use.

Exhibit 88. Example of a bicycle box in San Luis Obispo, CA

Shared Lane Markings

Although bicycles are generally permitted on streets except where they are specifically prohibited (such as on freeways), shared lane markings emphasize the fact that the street is shared and help to establish a multimodal environment. Typical "sharrows" show the bicycle and chevron design illustrated on the left in Exhibit 89. Green-backed sharrows have become widespread in recent years. Some communities have used customized shared lane markings, such as in the example from San Luis Obispo, CA, shown in Exhibit 89, emphasizing a family-friendly bicycling environment.

New shared lane markings are prohibited by California law on roads with speed limits above 30 miles per hour. Active Transportation Program guidelines for project eligibility restrict shared lane markings to streets with speed limits of 25 miles per hour or less.

Typical cost: $100 to $300 per marking

Positive aspects:

- When placed in the appropriate context and combined with other traffic calming measures, sharrows can encourage bicycling and remind drivers that bikes belong on the streets.
- May contribute to the branding and identity of streets designated as "bike boulevards" or similar.

Negative aspects:

- On streets with higher speeds or higher traffic volumes, shared lane markings may create a false sense of security for bicyclists.
- Studies have not shown clear safety benefits.

Exhibit 89. Basic sharrow marking (left) and green-backed sharrow (right)

Exhibit 90. "Greenway" shared lane marking on a bike boulevard in San Luis Obispo, CA

Additional Traffic Calming Resources

FHWA Traffic Calming ePrimer: https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer

Caltrans Traffic Calming Guidance Resources: https://dot.ca.gov/programs/safety-programs/traffic-calming

6. Pedestrian Recommendations

This section contains recommendations for improving pedestrian infrastructure and connectivity in the City of Hawthorne.

6.1. Pedestrian Infrastructure Policies

The following city-wide policies relating to pedestrian infrastructure are recommended:

1. Sidewalk Repair: Sidewalks throughout the city need repairs due to tree root upheaval and normal wear and tear. These should be repaired and upgraded whenever feasible.

2. Upgrades of Substandard Sidewalks: Some sidewalks in the city have a clear width of less than 4 feet (considered an absolute minimum in constrained situations). In many cases, right-of-way and other constraints preclude sidewalk expansion. However, when and where it is feasible, these sidewalks should be widened. Sidewalk upgrades should be prioritized based on factors such as need (demonstrated by pedestrian traffic volumes and connecting destinations), available right-of-way, and cost.

3. Sidewalk Gap Closure: Sidewalk gaps should be closed, when and where feasible. Sidewalk gap closure should be prioritized based on factors such as need, available right-of-way, and cost.

4. Removal of Sidewalk Obstacles: Sidewalks throughout the city are partially blocked at various locations by infrastructure such as utility poles, signposts, fire hydrants, electrical boxes, and overgrown vegetation. The City should remove these obstacles whenever feasible, especially during roadway or sidewalk reconstruction projects, in order to maintain a minimum clear passage width of 4 feet (for constrained scenarios; a width of 5 feet is preferred). Sidewalk obstacle removal should be prioritized based on need, feasibility, and cost, recognizing that utility relocation can be complex.

5. Trash Collection: Trash collection practices should include expeditious removal of large trash items that block sidewalks (such as discarded furniture) and enforcement of the applicable regulations.

6. Leading Pedestrian Intervals: Signal timing should be modified to incorporate leading pedestrian intervals (LPIs) into the signal cycle where the need has been identified.

7. Pedestrian Countdown Signal Heads: Countdown heads should be installed at any intersections that are still lacking them.

8. Crosswalk Repainting: Faded crosswalks should be proactively restriped to maintain visibility.

9. Crosswalk Improvements: Crosswalk upgrades to Rectangular Rapid-Flashing Beacons (RRFBs) and Pedestrian Hybrid Beacons should be considered for locations on a case-by-case basis, consistent with best practices and prevailing guidance.

10. ADA Compliance: Upgrade curb ramps to full ADA compliance wherever they are deficient or lacking.

11. Curb extensions should be installed at intersections where feasible to reduce the pedestrian crossing distance. Intersections with long pedestrian crossing distances should be prioritized, especially on multi-lane arterials without a median pedestrian refuge.

6.2. Location-Specific Pedestrian Recommendations

1. Explore installation of a mid-block crossing or traffic signal on Prairie Avenue at the Costco Business Center. This location has been repeatedly indicated for pedestrian improvements in community input.

2. Remove the non-MUTCD-compliant signage at the crosswalks on Hawthorne Boulevard instructing pedestrians to avoid peak hours (as shown in Exhibit 91. These signs may be confusing to pedestrians.

3. Close the existing sidewalk gaps and address substandard sidewalks, as listed in Exhibit 92 and shown on the map in Exhibit 93.

Exhibit 91. Non-MUTCD-compliant crosswalk signage on Hawthorne Blvd

ID	Location	Notes	Length
Substandard Sidewalks			
S1	Cordary Ave south of El Segundo Blvd	Sidewalk is substandard, about 3 feet wide, with utility poles blocking the way.	400 ft
S2	W 139th St west of Crenshaw Blvd	Sidewalk is substandard, about 3 feet wide, with utility poles blocking the way.	65 ft (north side of street) 340 ft (south side of street)
Sidewalk Gaps			
G1	W 120th St from Prairie Ave to Doty Avenue	No existing sidewalk on the north side of the street.	1,240 ft
G2	Doty Ave from W 119th Pl to W 120th St	No existing sidewalk on the west side of the street.	130 ft
G3	El Segundo Blvd from Oakmont Ln to east city limits	No existing sidewalk on the north side of the street.	370 ft
G4	W 139th St west of Yukon Ave	No existing sidewalk on the south side of the street.	150 ft
G5	W 139th St east of Yukon Ave	No existing sidewalk on the south side of the street.	140 ft
G6	Chadron Ave north of West Rosecrans Ave	No existing sidewalk on the west side of the street.	120 ft
G7	Chadron Ave south of W 135th St	No existing sidewalk on either side of the street.	120 ft
G8	Lemoli Ave north of W 139th St	No existing sidewalk on the east side of the street.	130 ft
G9	13805 Lemoli Ave	No existing sidewalk on the west side of the street.	120 ft
G10	13823 Doty Ave	No existing sidewalk along property frontage (north side of W 139th St and west side of Doty Ave)	200 ft
G11	W 139th St west of Doty Ave	No existing sidewalk on the south side of the street.	110 ft
G12	W 139th St east of Prairie Ave	No existing sidewalk on the north side of the street.	85 ft

Exhibit 92. Location-specific pedestrian recommendations

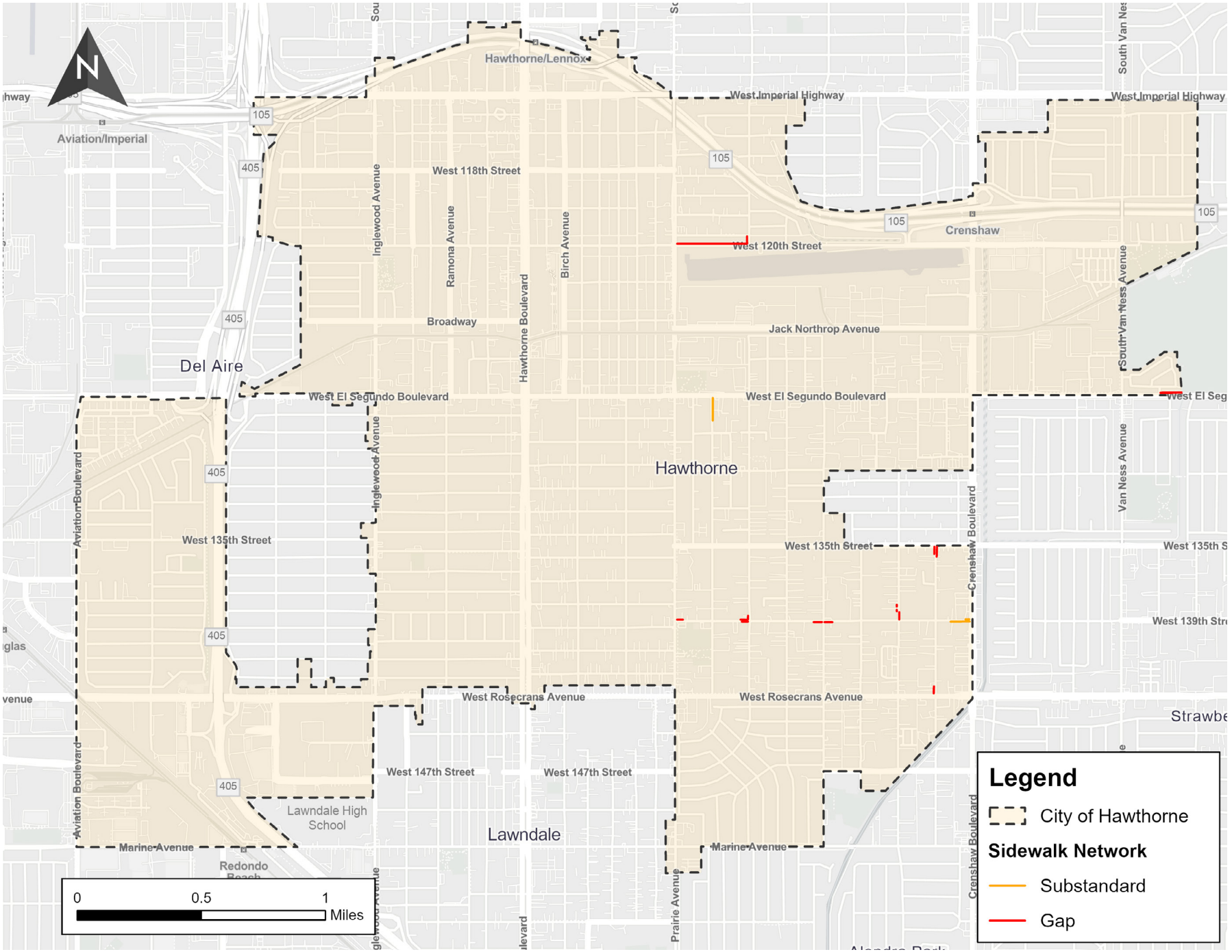


Exhibit 93. Map of existing substandard sidewalks and gaps

7. Non-Infrastructure Recommendations

While developing adequate physical infrastructure is essential in enabling and encouraging active transportation, non-infrastructure (systemic or programmatic) actions can further encourage an active transportation-friendly culture by providing additional resources to roadway users. These items can supplement physical infrastructure by placing a spotlight on and reminding community members about active transportation options within the city. The following non-infrastructure action items by the City of Hawthorne are recommended:

7.1. Participate in regional and statewide initiatives to encourage active transportation

The City of Hawthorne is within the scope of regional and statewide initiatives to encourage active transportation, including statewide advocacy efforts by CalBike and regional programs such as the South Bay Cities Council of Governments Local Travel Network and Sustainable Neighborhoods Strategy (both of which include infrastructure and non-infrastructure components), the Southern California Association of Governments Go Human and Sustainable Communities Program, and Metro's active transportation and first/last mile planning initiatives. The City may wish to collaborate with regional and state agencies to help design and adapt their initiatives to meet the specific needs of the community.

7.2. Adopt a Complete Streets Policy to support and guide the City's active transportation and safety goals

The City of Hawthorne is developing a Complete Streets Policy simultaneously with this Active Transportation Plan. The Complete Streets Policy will codify requirements and set guidelines for future development and policies that ensure proper consideration for all road users. The Complete Streets Policy will supplement this Active Transportation Plan and other plans, policies, and standards adopted by the City.

7.3. Explore development of a Safe Routes to School program

The Safe Routes to School program is a national initiative established by the nonprofit Safe Routes Partnership. The program is dedicated to promoting walking, biking, rolling, and taking transit as primary means for getting to school. Many California communities have successfully implemented Safe Routes to School programs. A Safe Routes to School Program offers many opportunities to further active transportation use, including:

- Teaching students the rules of the road, so they are more prepared to navigate their community using active transportation.
- Encouraging and educating students about active modes of getting to school.
- Offering opportunities for increased physical activity.
- Reducing traffic congestion around schools.
- Unlocking additional grant funding opportunities.

The Safe Routes Partnership and the California Active Transportation Resource Center have both published a wealth of resources to aid communities in developing and expanding their own Safe Routes to School programs. These include program and funding guidance for government agencies, parents and school administrators to start and strengthen Safe Routes to School programs in their communities.

7.4. Bicycle, Pedestrian, and Driver Safety and Campaigns

Safety campaigns help remind all road users of proper etiquette and to abide by local laws. Campaigns can either be catered to specific or multiple roadway users (such as reminding drivers to share the road with bicyclists or to yield to pedestrians in crosswalks). The City can engage key stakeholders to help design and advertise campaigns in ways that meet the specific needs of the community. Stakeholders play an essential role in spreading messaging and may include local advocates, law enforcement officers, business owners, civic leaders, school districts, and community volunteers.

Campaigns should also encourage community members to participate in the conversation. For example, local schools could hold a contest where students can design posters or flyers with different safety messages. These may include reminders to wear safety equipment, proper riding or pedestrian behavior, encouraging vehicles to drive slowly and watch for pedestrians, and more. These can be distributed at community events to inform roadway users about safe behaviors and remind drivers to share the road.

7.5. Bicycle Rodeos and Safety Education

Proper training and education for bicyclists plays an essential role in deterring collisions and encouraging safe riding behavior. Multiple options exist for community bicycle ridership and safety education. Popular options that have been implemented across the country range from "bicycle rodeos" and other bicycle safety programs in K-12 schools, to the Smart Cycling courses offered by the League of American Bicyclists.

Bike rodeos are events designed and dedicated to teaching people (usually children) important bicycle safety skills in a fun and engaging way. They are typically organized as collaborative efforts by cities, schools, community groups, and law enforcement agencies. Bike rodeos typically include a series of activities in which participants can learn and practice riding skills in a safe, controlled environment. These may include:

- Riding in a Straight Line – Learning how to control their bike and maintain a straight path.
- Turning and Cornering – Navigating turns or slalom courses to develop control while steering.
- Stopping and Braking – Practicing stopping their bike quickly and safely.
- Hand Signals – Demonstrating proper hand signals for turning and stopping.
- Traffic Rules and Awareness – Practice following traffic signs and roadway rules under simulated, controlled scenarios.

Bike rodeos may also offer services to participants such as bike safety checks and lessons on basic maintenance (including inspecting brakes and tires, ensuring helmets fit properly, checking for reflectors and/or lights, etc.) They can also be used as opportunities to distribute free safety gear such as bike lights, bike locks, helmets, and other visibility aids like reflective clothing for biking or walking at night.

Resources:

- League of American Bicyclists: Smart Cycling - https://bikeleague.org/ridesmart/
- League of American Bicyclists: How to Host an LCI Seminar - https://bikeleague.org/smart-cycling-recap-how-to-host-an-lci-seminar/
- Safe Routes Partnership: An Organizer's Guide to Bicycle Rodeos - https://www.saferoutespartnership.org/sites/default/files/pdf/Bike_Rodeo_CT.pdf
- Safe Routes Partnership: California Pedestrian and Bicycle Safety Curriculum for Grades 4 and 5 - https://www.saferoutespartnership.org/resources/toolkit/cpbsc
- What kind of awareness campaigns really help improve road users' behavior? - https://www.cyclinguk.org/article/what-kind-awareness-campaigns-really-help-improve-road-users-behaviour
- San Francisco Bicycle Coalition: Big Safety Impact: Latest Driver Education Successes - https://sfbike.org/news/big-safety-impact-latest-driver-education-successes/

7.6. Demonstration Events for Active Transportation Projects

Demonstration projects are an interactive way to allow community members to experience new active transportation infrastructure and roadway redesigns first-hand before final adoption and installation. These can be used for proposed installations such as road diets, traffic circles and traffic calming installations, or Class IV protected bicycle facilities. Demonstration events use temporary materials and quick builds. This helps the City to save money on installations and easily tweak designs, enables community members to give direct feedback, and can raise anticipation and support for new projects.

Demonstration events can be conducted using normal traffic controls or be paired with street closures such as during Open Streets events. In addition, they can be installed for varying lengths of time, at different locations and using multiple designs and materials. Demonstration events should be advertised and scheduled in advance to allow community members adequate time to give feedback.

7.7. Open Streets Events

Open Streets events, such as Los Angeles's CicLAvia program, temporary close roadways to vehicle traffic, allowing people to reclaim the streets for activities like walking, biking, rolling, and other activities and events. These events help promote active transportation, foster a stronger sense of community, and allow the City to engage with community members to find ways to make roadways better serve their needs beyond driving. As stated above, they can also be paired with demonstration events to showcase infrastructure proposals.

06
Implementation Plan

1. Methodology for Project Prioritization

The recommended projects in this plan are prioritized according to the methodology described in this section. Projects are assigned a priority score, as shown in Exhibit 1.

Criteria	Points
Project Benefit-Cost Ratio, calculated as follows: • The benefit is the comprehensive socioeconomic cost of crashes involving active transportation users that have occurred within the project area during the most recent five years for which data are available, multiplied by the Crash Reduction Factor (CRF) for the proposed road safety countermeasure(s). The cost of crashes was calculated using the FHWA's Crash Costs for Highway Safety Analysis. The CRF was determined from the Crash Modification Factors (CMFs) listed in Exhibit 2.	Between 0 and 4 points (4 points for top quartile, 1 point for bottom quartile, 0 points for projects with no measured crash reduction benefit)
Proximity to K-12 schools (within ¼ mile of project)	1 point
Proximity to public parks (within ¼ mile of project)	1 point
Proximity to major transit stops or high-quality transit corridors (within ½ mile of project) • "Major transit stop" means an existing rail or bus rapid transit station or the intersection of two or more bus routes with frequency of service of 20 minutes or less during the morning and afternoon peak commute periods.[1] • "High quality transit corridor" means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.	1 point
Public input: Was this project suggested by the community through any of the various channels of public input utilized for the City of Hawthorne Active Transportation Plan or Safety Action Plan, or did any public input mention a location-specific need that this project addresses?	1 point

Exhibit 1. Project scoring criteria and points assigned

[1] https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=21064.3.&lawCode=PRC

Crash modification factors were determined from a variety of sources since there is not a single source that provides CMFs for all types of bicycle facilities. The following CRFs were used:

Improvement	CMF	Source
Hawthorne Blvd., conversion of Class II lanes to Class IV lanes	0.5	FHWA. Developing Crash Modification Factors for Separated Bicycle Lanes (Publication no. FHWA-HRT-23-078, September 2023), p. 2
Class II bicycle lanes on 4-lane streets	0.514	FHWA. Developing Crash Modification Factors for Bicycle-Lane Additional While Reducing Lane and Shoulder Widths (Publication no. FHWA-HRT-21-012, 2012), p. 7
Class II bicycle lanes on 2-lane streets	0.734	
Class IV bicycle lanes on 4-lane streets	0.257	(In absence of established CMFs, the CMFs for Class II lanes with a no-bicycle-lane base condition were multiplied by the CMF for conversion of Class II to Class IV lanes.
Class IV bicycle lanes on 2-lane streets	0.367	
Class III bicycle routes	0.37	UC Berkeley Safe Transportation Research and Education Center. Development of Crash Reduction Factors for Bicycle-Related Safety Countermeasures (2019), p. 6
Class I bicycle routes	In absence of established CMFs, the same CMFs were used as for Class IV facilities, with the assumption that proposed Class I paths mostly run parallel to existing streets and function similarly to Class IV lanes	

Exhibit 2. Crash modification factors

2. Prioritized List of Projects

ID	Project	Variables used to calculate the prioritization score											Prioritization Score Points					
		Bicyclist-involved crashes: fatal	Bicyclist-involved crashes: serious injury	Bicyclist-involved crashes: minor (other visible) injury	Bicyclist-involved crashes: possible injury (complaint of pain)	Bicyclist-involved crashes: property damage only	Socioeconomic cost of crashes (FHWA)	Crash Modification Factor (CMF)	Estimated project benefit (= 1 - CMF * cost of crashes)	Length (miles)	Estimated cost per mile	Estimated project cost	Benefit-cost ratio (BCR)	BCR points (4 points for top quartile, 1 point for bottom quartile)	Within 1/4 mile of a K-12 school (1 point per school)	Within 1/4 mile of a public park (1 point per park	Within 1/2 mile of major transit stop or corridor (1 point)	Recommended or need identified in ATP/SS4A public input (1 point)	Total Prioritization Score (higher number = higher priority)
Class I Shared Use Paths																			
4.1-5	Drainage channel from W 120th St / I-105 interchange to W 116th St	0	0	0	0	0	$0	0.257	$0	0.64	5,000,000	$3,200,000	0.0	0	0	1	1		2
4.1-1	Laguna Dominguez Trail from W 120th St to El Segundo Blvd	0	0	0	0	0	$0	0	$0	0.50	1,000,000	$500,000	0.0	0	0	0	1	1	2
4.1-2	West side of Dominguez Channel from W 120th St to El Segundo Blvd	0	0	0	0	0	$0	0.257	$0	0.50	1,000,000	$500,000	0.0	0	0	0	1	1	2
4.1-4	Laguna Dominguez Trail at El Segundo Blvd	0	0	0	0	0	$0	0.257	$0	0.02	1,000,000	$15,152	0.0	0	0	0	1	1	2
5.10-2	Marine Ave from Prairie Ave to Gerkin Ave	0	0	1	1	0	$588,600	0.257	$437,330	0.13	1,000,000	$130,000	3.4	1	0	0	0		1
4.1-3	East-west connection (south) from Crenshaw Blvd to Laguna Dominguez Trail	0	0	0	0	0	$0	0.257	$0	0.05	1,000,000	$50,000	0.0	0	0	0	1		1
Class II Bike Lanes																			
5.5-2	Crenshaw Blvd from I-105 eastbound on-ramp to W 120th St	0	0	0	1	0	$204,600	0.514	$99,436	0.06	300,000	$17,045	5.8	2	0	0	1	1	4
Class IV Protected Bike Lanes																			
5.9-2	Rosecrans Ave from Prairie Ave to Crenshaw Blvd	1	1	3	3	0	$19,458,900	0.257	$14,457,963	1.00	300,000	$300,000	48.2	4	1	1	1	1	8
5.4-1	Prairie Ave from north city limits to south city limits	0	1	5	4	1	$4,461,600	0.257	$3,314,969	2.59	300,000	$777,000	4.3	2	1	1	1	1	6
5.3-2	W 120th St from Inglewood Ave to Prairie Ave	0	1	1	2	2	$2,534,500	0.367	$1,604,339	1.00	300,000	$300,000	5.3	2	1	1	1	1	6
5.2-1	El Segundo Blvd from Aviation Blvd to east city limits	0	0	8	6	2	$4,335,800	0.257	$3,221,499	3.65	300,000	$1,095,000	2.9	1	1	1	1	1	5
5.1-2	Hawthorne Blvd from Imperial Hwy to south city limits	0	2	9	1	4	$7,143,200	0.5	$3,571,600	2.25	300,000	$675,000	5.3	2	1	0	1	1	5
5.6-1	Imperial Hwy from west city limits to east city limits	0	1	5	0	1	$3,643,200	0.257	$2,706,898	1.85	300,000	$555,000	4.9	2	0	1	1	1	5
5.1-1	Hawthorne Blvd from north city limits to Imperial Hwy	0	1	2	0	1	$2,491,200	0.257	$1,850,962	0.15	300,000	$45,000	41.1	4	0	0	1		5
5.3-3	W 120th St from Crenshaw Blvd to Laguna Dominguez Trail	0	0	0	1	0	$204,600	0.367	$129,512	0.05	300,000	$14,886	8.7	2	0	0	1	1	4
5.5-4	Crenshaw Blvd from El Segundo Blvd to Rosecrans Ave	0	0	0	1	0	$204,600	0.257	$152,018	0.75	300,000	$225,000	0.7	1	0	0	1	1	3
5.5-3	Crenshaw Blvd from W 120th St to El Segundo Boulevard	0	0	0	2	0	$409,200	0.257	$304,036	0.50	300,000	$150,000	2.0	1	0	0	1	1	3
5.7-1	W 135th St from Aviation Blvd to La Cienega Blvd	0	0	0	0	2	$36,200	0.257	$26,897	0.50	300,000	$150,000	0.2	1	1	1	0		3
5.3-1	W 120th St from west city limits to Inglewood Ave	0	0	0	0	1	$18,100	0.367	$11,457	0.32	300,000	$96,000	0.1	1	1	1	0		3
5.8-1	Aviation Blvd from El Segundo Blvd to Rosecrans Ave	0	0	0	0	0	$0	0.257	$0	1.00	300,000	$300,000	0.0	0	1	0	0	1	2

ID	Project	Variables used to calculate the prioritization score											Prioritization Score Points					
		Bicyclist-involved crashes: fatal	Bicyclist-involved crashes: serious injury	Bicyclist-involved crashes: minor (other visible) injury	Bicyclist-involved crashes: possible injury (complaint of pain)	Bicyclist-involved crashes: property damage only	Socioeconomic cost of crashes (FHWA)	Crash Modification Factor (CMF)	Estimated project benefit (= 1 - CMF * cost of crashes)	Length (miles)	Estimated cost per mile	Estimated project cost	Benefit-cost ratio (BCR)	BCR points (4 points for top quartile, 1 point for bottom quartile)	Within 1/4 mile of a K-12 school (1 point per school)	Within 1/4 mile of a public park (1 point per park	Within 1/2 mile of major transit stop or corridor (1 point)	Recommended or need identified in ATP/SS4A public input (1 point)	Total Prioritization Score (higher number = higher priority)
5.10-1	Marine Ave from Aviation Blvd to I-405	0	0	0	0	0	$0	0.257	$0	0.75	300,000	$225,000	0.0	0	0	0	1	1	2
5.3-4	W 120th St from Laguna Dominguez Trail to Van Ness Ave	0	0	0	0	0	$0	0.257	$0	0.45	300,000	$135,000	0.0	0	0	1	1		2
5.5-1	Crenshaw Blvd from W 118th Pl to I-105 eastbound on-ramp	0	0	0	0	0	$0	0.257	$0	0.13	300,000	$39,000	0.0	0	0	0	1		1
5.3-4	Aviation Blvd from Rosecrans Ave to Marine Ave	0	0	0	0	0	$0	0.257	$0	0.50	300,000	$150,000	0.0	0	0	0	0		0
SBCCOG Local Travel Network Class III Bicycle Routes																			
LTN16	W 118th St from Felton Ave to York Ave	0	1	1	1	0	$2,293,700	0.37	$1,445,031	1.19	40,000	$47,534	30.4	4	1	1	1		7
LTN1	W Broadway from Felton Ave to Grevillea Ave	0	0	1	2	0	$793,200	0.37	$499,716	0.62	40,000	$24,972	20.0	3	1	1	1	1	7
LTN8	Ocean Gate Ave from W 142nd St to W 147th St	0	0	1	1	0	$588,600	0.37	$370,818	0.31	40,000	$12,327	30.1	4	0	1	1	1	7
LTN20	W 132nd St from Prairie Ave to Yukon Ave	0	0	1	0	0	$384,000	0.37	$241,920	0.50	40,000	$20,009	12.1	3	1	1	1		6
LTN30	Washington Ave from El Segundo Blvd to W 135th St	0	0	1	1	0	$588,600	0.37	$370,818	0.46	40,000	$18,470	20.1	3	1	0	1	1	6
LTN23	W 135th St from Hawthorne Blvd to Washington Ave	0	0	1	1	0	$588,600	0.37	$370,818	0.18	40,000	$7,012	52.9	4	0	0	1	1	6
LTN32	Yukon Ave from El Segundo Blvd to W 147th St	0	0	0	1	0	$204,600	0.37	$128,898	1.25	40,000	$50,064	2.6	1	1	1	1	1	5
LTN9	S Inglewood Ave from north city limits to W 118th St	0	0	2	0	0	$768,000	0.37	$483,840	0.37	40,000	$14,969	32.3	4	0	0	1		5
LTN29	W 147th St from Yukon Ave to east city limits	0	0	1	0	0	$384,000	0.37	$241,920	0.27	40,000	$10,801	22.4	3	1	0	1		5
LTN7	Isis Ave from W 134th St to southern terminus	0	0	0	0	1	$18,100	0.37	$11,403	0.82	40,000	$32,888	0.3	1	1	1	1		4
LTN31	York Ave from W 116th St to W 126th St	0	0	0	0	0	$0	0.37	$0	0.75	40,000	$30,124	0.0	0	1	1	1	1	4
LTN6	Grevillea Ave from W 118th St to W Broadway	0	0	0	1	0	$204,600	0.37	$128,898	0.50	40,000	$20,127	6.4	2	1	0	1		4
LTN24	W 135th St from Inglewood Ave to Hawthorne Blvd	0	0	0	0	0	$0	0.37	$0	0.50	40,000	$20,018	0.0	0	1	1	1	1	4
LTN27	W 147th St from Ocean Gate Ave to Inglewood Ave	0	0	0	1	0	$204,600	0.37	$128,898	0.33	40,000	$13,225	9.7	3	0	0	1		4
LTN19	W 126th St from Birch Ave to York Ave	0	0	0	0	0	$0	0.37	$0	0.31	40,000	$12,213	0.0	0	1	1	1	1	4
LTN25	W 135th St from west city limits to Inglewood Ave	0	0	0	0	0	$0	0.37	$0	0.04	40,000	$1,750	0.0	0	1	1	1	1	4
LTN10	S Inglewood Ave from W 135th St (north) to W 135th St (south)	0	0	0	0	0	$0	0.37	$0	0.03	40,000	$1,043	0.0	0	1	1	1	1	4
LTN21	W 132nd St from Washington Ave to Prairie Ave	0	0	0	0	0	$0	0.37	$0	0.32	40,000	$12,992	0.0	0	1	1	1		3
LTN15	W 116th St from York Ave to Prairie Ave	0	0	0	0	0	$0	0.37	$0	0.13	40,000	$5,094	0.0	0	1	1	1		3
LTN2	Cedar Ave from W 126th St to El Segundo Blvd	0	0	0	0	0	$0	0.37	$0	0.12	40,000	$4,904	0.0	0	1	0	1	1	3
LTN22	W 135th St from Aviation Blvd to La Cienega Blvd	0	0	0	0	0	$0	0.37	$0	0.50	40,000	$19,995	0.0	0	1	1	0		2
LTN13	W 116th St from Crenshaw Blvd to Van Ness Blvd	0	0	0	0	0	$0	0.37	$0	0.49	40,000	$19,622	0.0	0	1	0	1		2

		Variables used to calculate the prioritization score											Prioritization Score Points					
ID	Project	Bicyclist-involved crashes: fatal	Bicyclist-involved crashes: serious injury	Bicyclist-involved crashes: minor (other visible) injury	Bicyclist-involved crashes: possible injury (complaint of pain)	Bicyclist-involved crashes: property damage only	Socioeconomic cost of crashes (FHWA)	Crash Modification Factor (CMF)	Estimated project benefit (= 1 - CMF * cost of crashes)	Length (miles)	Estimated cost per mile	Estimated project cost	Benefit-cost ratio (BCR)	BCR points (4 points for top quartile, 1 point for bottom quartile)	Within 1/4 mile of a K-12 school (1 point per school)	Within 1/4 mile of a public park (1 point per park	Within 1/2 mile of major transit stop or corridor (1 point)	Recommended or need identified in ATP/SS4A public input (1 point)	Total Prioritization Score (higher number = higher priority)
LTN14	W 116th St from Van Ness Ave to Wilton Pl	0	0	0	0	0	$0	0.37	$0	0.25	40,000	$10,020	0.0	0	1	0	1		2
LTN12	Sundale Ave from W 121st St to W Broadway	0	0	0	0	0	$0	0.37	$0	0.19	40,000	$7,746	0.0	0	1	1	0		2
LTN11	S Van Ness Ave from W 116th St (north) to W 116th St (south)	0	0	0	0	0	$0	0.37	$0	0.04	40,000	$1,409	0.0	0	1	0	1		2
LTN4	Felton Ave from W 118th St to W 121st St	0	0	0	0	0	$0	0.37	$0	0.31	40,000	$12,298	0.0	0	0	0	1		1
LTN26	W 147th St from Fonthill Ave to Yukon Ave	0	0	0	0	0	$0	0.37	$0	0.18	40,000	$7,288	0.0	0	1	0	0		1
LTN5	Fonthill Ave from Doty Ave to W 147th St	0	0	0	0	0	$0	0.37	$0	0.13	40,000	$5,078	0.0	0	1	0	0		1
LTN18	W 121st St from Felton Ave to Sundale Ave	0	0	0	0	0	$0	0.37	$0	0.03	40,000	$1,003	0.0	0	0	1	0		1
LTN28	W 147th St from Prairie Ave to Doty Ave	0	0	0	0	0	$0	0.37	$0	0.16	40,000	$6,378	0.0	0	0	0	0		0
LTN3	Doty Ave from Fonthill Ave to W 147th St	0	0	0	0	0	$0	0.37	$0	0.10	40,000	$3,944	0.0	0	0	0	0		0
LTN17	W 120th St from west city limits to Felton Ave	0	0	0	0	0	$0	0.37	$0	0.10	40,000	$3,821	0.0	0	0	0	0		0
	Other Class III Bicycle Routes																	
BR17	W 139th St from Prairie Ave to Crenshaw Blvd	0	1	1	0	0	$2,089,100	0.37	$1,316,133	1.00	40,000	$39,858	33.0	4	1	1	1	1	8
BR4	Doty Ave from Fonthill Ave to El Segundo Blvd	0	0	4	1	1	$1,758,700	0.37	$1,107,981	1.16	40,000	$46,296	23.9	4	1	1	0	1	7
BR14	W 135th St from Prairie Ave to Crenshaw Blvd	0	0	2	2	0	$1,177,200	0.37	$741,636	1.00	40,000	$39,874	18.6	3	1	1	1	1	7
BR2	W Broadway from Grevillea Ave to Hawthorne Blvd	0	0	0	1	0	$204,600	0.37	$128,898	0.12	40,000	$4,942	26.1	4	1	0	1	1	7
BR8	Ramona Ave from El Segundo Blvd to Rosecrans Ave	0	0	1	1	0	$588,600	0.37	$370,818	0.97	40,000	$38,852	9.5	2	1	1	1	1	6
BR16	W 139th St from Hawthorne Blvd to Prairie Ave	0	0	1	0	0	$384,000	0.37	$241,920	0.50	40,000	$20,005	12.1	3	1	1	1		6
BR19	Washington Ave from W 135th St to Rosecrans Ave	0	0	1	1	0	$588,600	0.37	$370,818	0.49	40,000	$19,593	18.9	3	1	0	1	1	6
BR15	W 135th St from Washington Ave to Prairie Ave	0	0	2	2	0	$1,177,200	0.37	$741,636	0.32	40,000	$12,992	57.1	4	1	0	1		6
BR1	W Broadway from Cedar Ave to Prairie Ave	0	0	0	1	0	$204,600	0.37	$128,898	0.31	40,000	$12,334	10.5	3	0	1	1	1	6
BR18	W 142nd St from La Cienega Blvd to Prairie Ave	0	0	1	0	0	$384,000	0.37	$241,920	1.45	40,000	$58,000	4.2	1	1	1	1	1	5
BR3	BR3 Cedar Ave from Imperial Hwy to W 126th St	0	0	1	0	0	$384,000	0.37	$241,920	0.88	40,000	$35,134	6.9	2	1	0	1	1	5
BR9	Ramona Ave from Imperial Hwy to El Segundo Blvd	0	0	0	0	0	$0	0.37	$0	1.00	40,000	$40,069	0.0	0	1	1	1	1	4
BR12	W 132nd St from Hawthorne Blvd to Washington Ave	0	0	0	0	0	$0	0.37	$0	0.18	40,000	$7,006	0.0	0	1	0	1	1	3
BR10	W 118th St from York Ave to Prairie Ave	0	0	0	0	0	$0	0.37	$0	0.06	40,000	$2,533	0.0	0	1	1	1		3
BR11	W 126th St from York Ave to Prairie Ave	0	0	0	0	0	$0	0.37	$0	0.06	40,000	$2,521	0.0	0	0	1	1	1	3
BR13	W 132nd St from Inglewood Ave to Hawthorne Blvd	0	0	0	0	0	$0	0.37	$0	0.50	40,000	$20,010	0.0	0	1	0	1		2
BR7	Marine Ave frontage from Gerkin Ave to Yukon Ave	0	0	0	0	0	$0	0.37	$0	0.40	40,000	$16,135	0.0	0	1	0	0		1
BR6	Felton Ave from Imperial Hwy to W 118th St	0	0	0	0	0	$0	0.37	$0	0.25	40,000	$9,978	0.0	0	0	0	1		1
BR5	Doty Ave from W 147th St to south city limits	0	0	0	0	0	$0	0.37	$0	0.30	40,000	$12,175	0.0	0	0	0	0		0

3. Potential Funding Sources

There are a myriad of available funding and grant opportunities that provide additional options for the City to fund the development, planning, design, and construction of active transportation projects. The following non-exhaustive table in Exhibit 3, made by Caltrans, presents a summary of state- and federal-provided funding opportunities.

PROGRAM	AGENCY	PURPOSE/DESCRIPTION	ELIGIBLE PROJECTS	PROJECT EXAMPLES
Active Transportation Program	Caltrans Division of Transportation Planning	The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus to make California a national leader in active transportation. The ATP provides funding to communities throughout California to support infrastructure projects, non-infrastructure projects, and plans. The goals of the ATP are to: • Increase the proportion of trips accomplished by biking and walking. • increase the safety and mobility of nonmotorized users. • Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009). • Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding. • Ensure that disadvantaged communities fully share in the benefits of the program. • Provide a broad spectrum of projects to benefit many types of active transportation users.	Eligible Types: • Active Transportation Plan • Bike Plan • Pedestrian Plan • Safe Routes to School Plan	• Development of new bikeways and walkways, or improvements to existing bikeways and walkways, that improve mobility, access, or safety for nonmotorized users including shared micromobility and electric bikes. • Secure bicycle parking at employment centers, park-and-ride lots, rail and transit stations, and ferry docks and landings. • Bicycle-carrying facilities on public transit, including rail and ferries. • Installation of traffic control devices to improve the safety of pedestrians and bicyclists. • Elimination of hazardous conditions on existing bikeways, walkways and street intersections. • Maintenance upgrades of bikeways and walkways (routine maintenance and operations are not eligible, except trail maintenance and restoration). • Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails. • Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59. • Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops. • Complete Streets corridors and networks including traffic calming facilities. Projects with medians that extend beyond crosswalks should include justification showing the safety benefits
Sustainable Communities Planning Grants	Caltrans Division of Transportation Planning	The program includes $29.5 million to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission. Climate Adaptation Planning Grants ($31.9 million) support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure WStrategic Partnerships Grants ($4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies	Eligible Types: • Active Transportation Plan • Bike Plan • Pedestrian Plan • Safe Routes to School Plan	• Safe Routes to School Plan • Active Transportation Plan • Bike/ped Trail/Path Feasibility Study • Complete Streets Plan • Sustainable Communities Plan • Transit-Oriented Development Plan • First/Last Mile Connectivity Plan
Affordable Housing and Sustainable Communities Program (AHSC)	Strategic Growth Council and Department of Housing and Community Development	The Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. The Program included $550M in its latest round. (California Climate Investments)	Eligible Types: • Bike and pedestrian facilities • NI Programs - Eduction (Must connect with affordable housing component of the grant)	• Class I, II, III, & IV bike lanes • Active transportation projects to encourage connectivity to transit networks • Bikeways and sidewalks to affordable housing and transit center • Install dedicated bicycle facilities • Pedestrian facilities such as bulb-outs
Urban Greening	California Natural Resources Agency	The Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Must include at least one of the following: • Sequester and store carbon by planting trees • Reduce building energy use by strategically planting trees to shade buildings • Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. (California Climate Investments)	Eligible Types: • Bicycleand pedestrian facilities	• Non-motorized urban trails that provide safe routes for both recreation and travel between residences, workplaces, commercial centers, and schools • Projects that expand or improve the usability of existing active transportation routes (e.g., walking or bicycle paths) or create new active transportation routes that are publicly accessible by walking • Complete Green Streets

PROGRAM	AGENCY	PURPOSE/DESCRIPTION	ELIGIBLE PROJECTS	PROJECT EXAMPLES
Transformative Climate Communities (TCC)	Strategic Growth Council and Department of Conservation	The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. (California Climate Investments)	Eligible Types: • Bicycleand pedestrian facilities • Bike share programs (However must be part of a larger place-based strategy)	• Bike share program • Creating and considering active transportation corridors for better non-motorized connections • Multi-use paths • Urban greening for pedestrian facilities
Office of Traffic Safety Grant Program	Office of Traffic Safety	The Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety.	Eligible Types: • NI Programs – education, campaigns	• Safety education and encouragement • Campaigns to promote safety • SRTS safety programs
Clean Mobility Options	Air Resources Board	The Program makes $20 million available for zero-emissions shared mobility projects (such as car sharing, bike sharing, and on-demand sharing) in disadvantaged and low-income communities, including some tribal and affordable housing communities (California Climate Investments)	Eligible Types: • Bike Share • Infrastructure improvement projects	• Bikeshare programs • "Quick build" right-of-way safety improvements for bicycles and scooters
Sustainable Transportation Equity Project (STEP)	Air Resources Board	The Program makes $2 million available for planning and capacity building grants. Funding is intended to help low-income and disadvantaged communities identify residents' transportation needs and prepare to implement clean transportation and land use projects. The Program makes $20 million available for one to three implementation block grants to fund clean transportation and land use projects in disadvantaged communities. Funded projects will work together to increase community residents' access to key destinations so they can get where they need to go without the use of a personal vehicle (California Climate Investments)	Eligible Types: • Bike or pedestrian facilities • Active Transportation Plan • Bike Plan • Pedestrian Plan • Safe Routes to School Plan • Capacity Building (NI Programs– education, engagement, demo projects, campaigns)	• New bike routes (Class I, Class II, or Class IV) and supporting infrastructure • Publicly-accessible bike parking, storage, and repair infrastructure (e.g., bike racks, bike lockers, bike repair kiosks) • New walkways that improve mobility/access/safety of pedestrians (non-motorized users) • Street crossing enhancements, including accessible pedestrian signals • Plans
Transit and Intercity Rail Capital Program (TIRCP)	Caista and Caltrans Division of Rail and Mass Transportation	The TIRCP provides grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.	Eligible Types: • First/Last Mile • NI Education and Outreach • Bicycleand pedestrian facilities at transit sites	• Pedestrian and bike trail • First/last mile connections via bike lanes and separated paths • Bike share programs • Bike parking facilities • Plans
Local Partnership Program (LPP)	California Transportation Commission	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes $200M/year to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.	Eligible Types: • Bicycle and pedestrian facilities	• Close sidewalk gap, install class II bike lanes and cycle track, curb extensions, pedestrian enhancements, improvements to lighting and signage • Construct 4 single-lane and 1 multi-lane roundabouts, and improvements to street, pedestrian and bicycle facilities • Expressway pedestrian overcrossing
Local Streets and Roads (LSR) Program	California Transportation Commission	The purpose of the program is to provide approximately $1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Eligible Types: • Complete Streets Components • Safety Projects • Bike Lanes	• Implement enhanced crosswalk signing and striping • Create safety separation between motorists, bicyclists and pedestrians • Design and construction of school access and safety improvements to six schools (SRTS)
Solutions for Congested Corridors (SCCP)	California Transportation Commission	The purpose of the program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Eligible Types: • Bike Lanes • Ped Improvements	• Construct Class I and Class II bikeways • Pedestrian improvements and plaza at a transit station • Intersection improvements
Highway Safety Improvement Program (HSIP)	Caltrans Local Assistance/ FHWA	The Program funds work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users. Project maximum funding- $10M. Solicitation varies from annually to semi-annually.	Eligible Types: • Safety projects on Bike facilities • Safety projects on Ped facilities	• Install hybrid pedestrian signals • Improve pedestrian and bicycle safety at locations with uncontrolled crossings • Plans

PROGRAM	AGENCY	PURPOSE/DESCRIPTION	ELIGIBLE PROJECTS	PROJECT EXAMPLES
State Highway Operations and Protection Program (SHOPP)	Caltrans Office of SHOPP Management	The Office of SHOPP Management is responsible for planning, developing, managing and reporting the four-year SHOPP portfolio of projects. The Program is the State Highway System's "fix it first" program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System.	Eligible Types: · Bike & Pedestrian elements (In the context of facility type, right of way, project scope, and quality of nearby alternative facilities)	· Upgrade sidewalks to ADA compliance · Reconstruct damaged pavement · Add bike lanes to updated corridors · Upgrade pedestrian push buttons, refresh striping, and improve pedestrian and bicycle access
State Transportation Improvement Program (STIP)	California Transportation Commission	The STIP is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate, to nominate projects for inclusion in the STIP.	Eligible Types: · Bicycle & Pedestrian projects (Must be eligible for State Highway Account or Federal funds)	· Bike/ped Overcrossing and Access Improvements and bicycle and pedestrian bridge · Class I, II, III, & IV bike lanes · Multi-use paths · Complete Streets improvements
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	FHWA	The purpose of the CMAQ program is to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute air quality improvement and provide congestion relief.	Eligible Types: · Bicycle facilities	· Travel Demand Management to promote clean commutes · Public education and outreach · Bicycle amenities; Class I, II, III, & IV bike lanes

Exhibit 3. Table of state- and federal-provided funding sources (source: Caltrans)

4. Maintenance of Active Transportation Facilities

The annual maintenance costs of the projects recommended in this plan will vary depending on the type of infrastructure and typical lifespan. For planning purposes, the annual maintenance costs for the types of projects recommended in this plan are estimated as follows:

- 5–10% of the total installation cost for Class IV bike lanes and associated signing and striping elements that have a typical design life of 15 to 20 years.
- 1–4% of the total installation cost for asphalt shared-use paths and other facilities that have a useful life of roughly 25-30 years.
- 0.5–1% of the total installation cost for concrete sidewalks and curb ramps, grade-separated crossings, and other infrastructure types that have a useful life of 50 years or more.

Regular active transportation facility maintenance includes sweeping and trash collection, trimming encroaching vegetation, maintaining a smooth pavement and street surface, ensuring that the gutter-to-pavement transition remains relatively flush, and periodic restriping.

The experiences of other cities have shown that in some cases, a standard street sweeper cannot sweep certain bicycle facilities, especially Class IV protected bicycle lanes. According to NACTO standards[2], a minimum clear width of between 6.5 and 7.5 feet is necessary to accommodate typical equipment for street sweeping. In addition to overall width, the swept path of street sweeping equipment should be considered in the design phase since sharp curves can be difficult to maintain with machines and may require manual labor.

[2] *NACTO (2025). Urban Bikeway Design Guide: Clear Bikeways in All Weather Conditions.* https://nacto.org/latest/urban-bikeway-design-guide-clear-bikeways-in-all-weather-conditions/

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