Los Angeles County
Metropolitan Transportation Authority

ATTACHMENT A

Sustainability Demonstration Project

South Bay Slow Speed Lane Strategic Plan -Overview and Status Report
Ad Hoc Sustainability Committee

February 15, 2017

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Project Goals

- **A strategic plan for the identification and development of a roadway network for slow speed vehicles.**
- **A replicable demonstration of key strategies included in the Countywide Sustainability Planning Policy:**

  Design a productive (feasible, economically viable, effective) system that

  -Promotes neighborhood and regional connectivity.
  -Lowers GHG and pollution.
  -Increases health and safety.
  -Encourages a shift from cars to a wide range of green modes such as walking, biking, and all other zero-emissions non-car modes.
  -Makes the most of emerging technologies to support the above.

- **Develop and test methods for project evaluation based on performance measures identified in the CSPP.**

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Project Steps

- Identify local area slow speed network case studies ("Slow Zones"), and slow speed backbone connectors.
- Create hypothetical scenarios of how the Slow Zones and Backbone would be used (2025).
- Create an evaluation framework to assess the impacts of the slow speed networks at the local, sub-regional and regional level.
- Consider funding, implementation barriers with a view toward next step: pilot projects.

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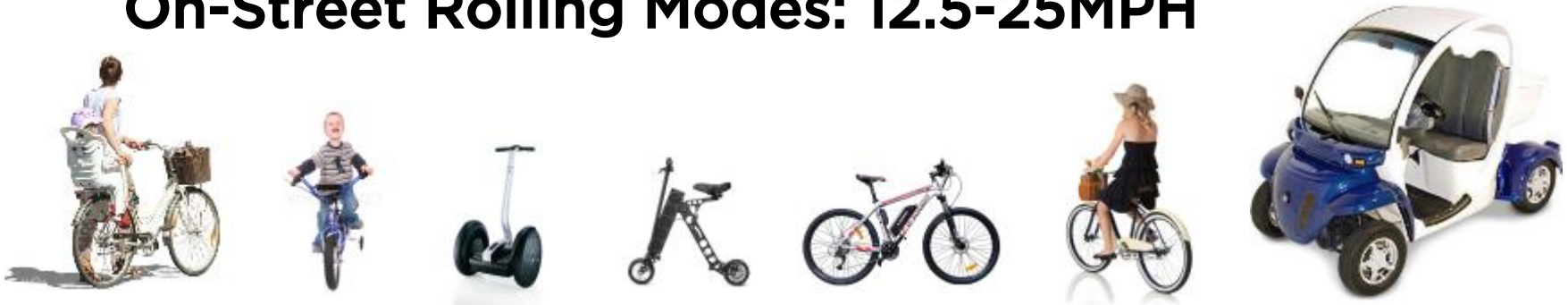
Concepts and Principles

Slow Speed Modes

Pedestrians and Sidewalk Rolling Modes: 0-12.5MPH

On-Street Rolling Modes: 12.5-25MPH



South Bay will be ready for autonomous NEVs (Google Car...).

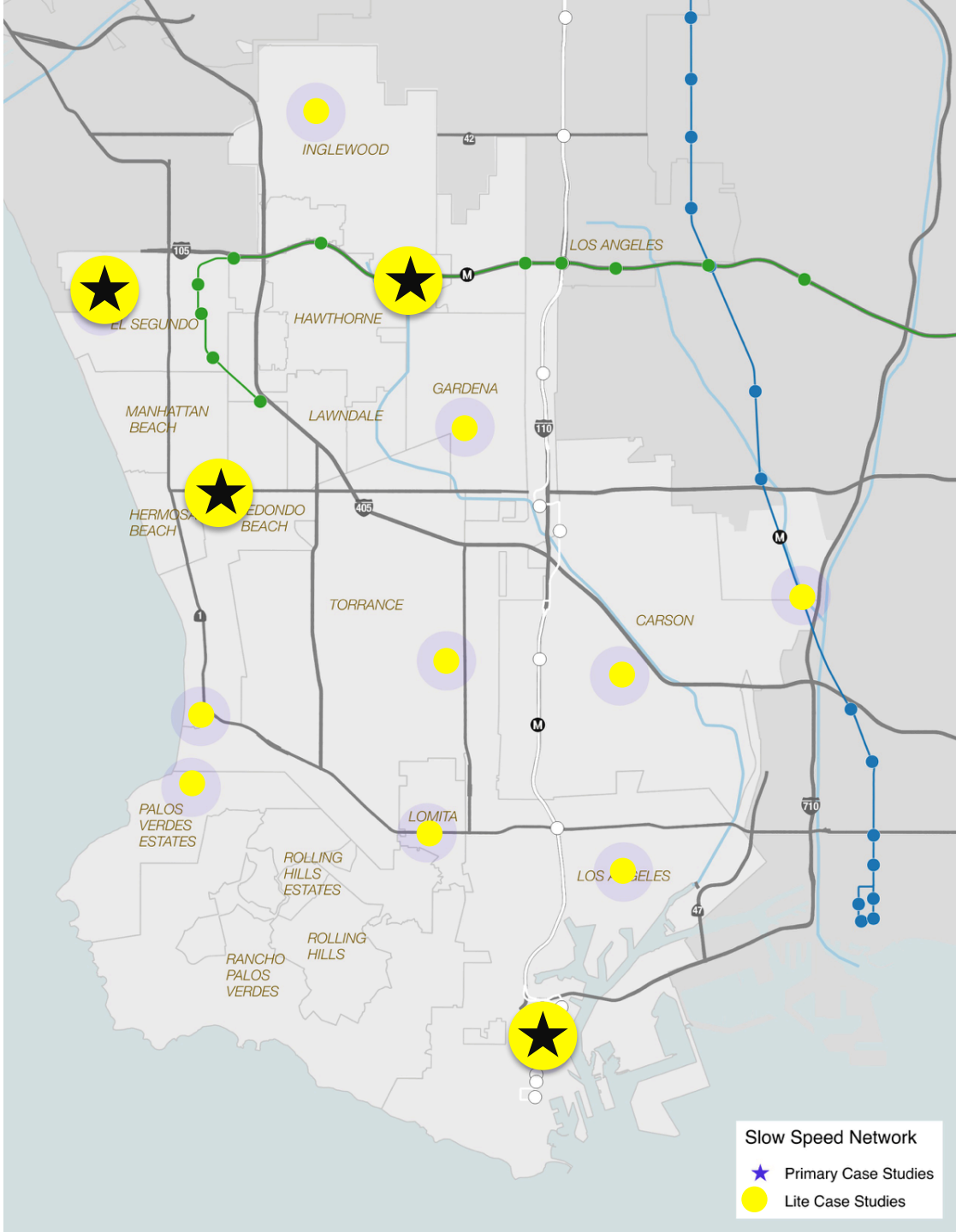
Network Summary – Zones and Backbone

Slow Zone Case Study Areas

Approx. 3-5 mile pattern of Slow Zones connected by Network

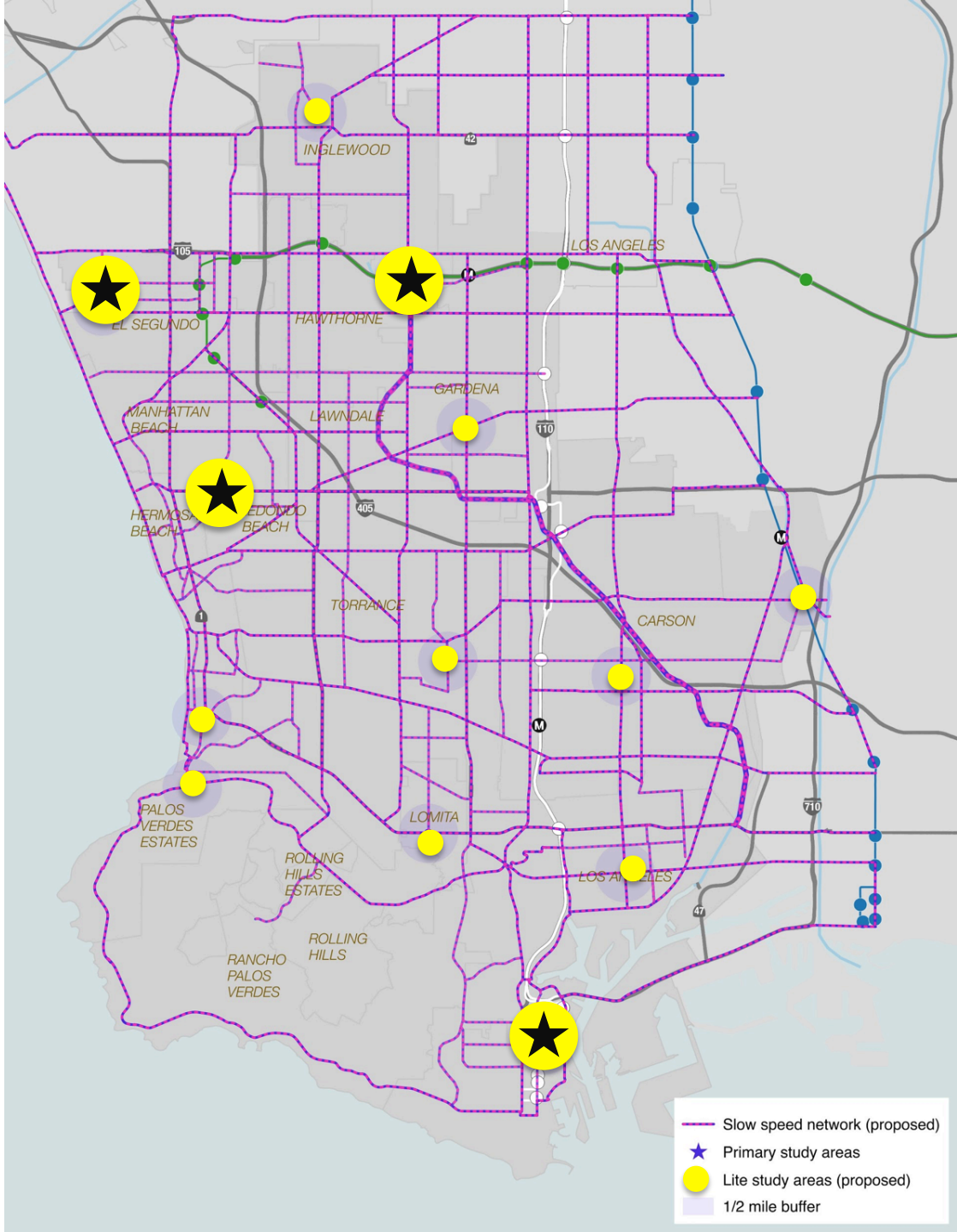
San Pedro
North Redondo
El Segundo
Hawthorne

Nine Lite Slow Zones



Backbone Network

Regional ATN combined with additional links to slow zones; adapted to NEVs and other slow modes.



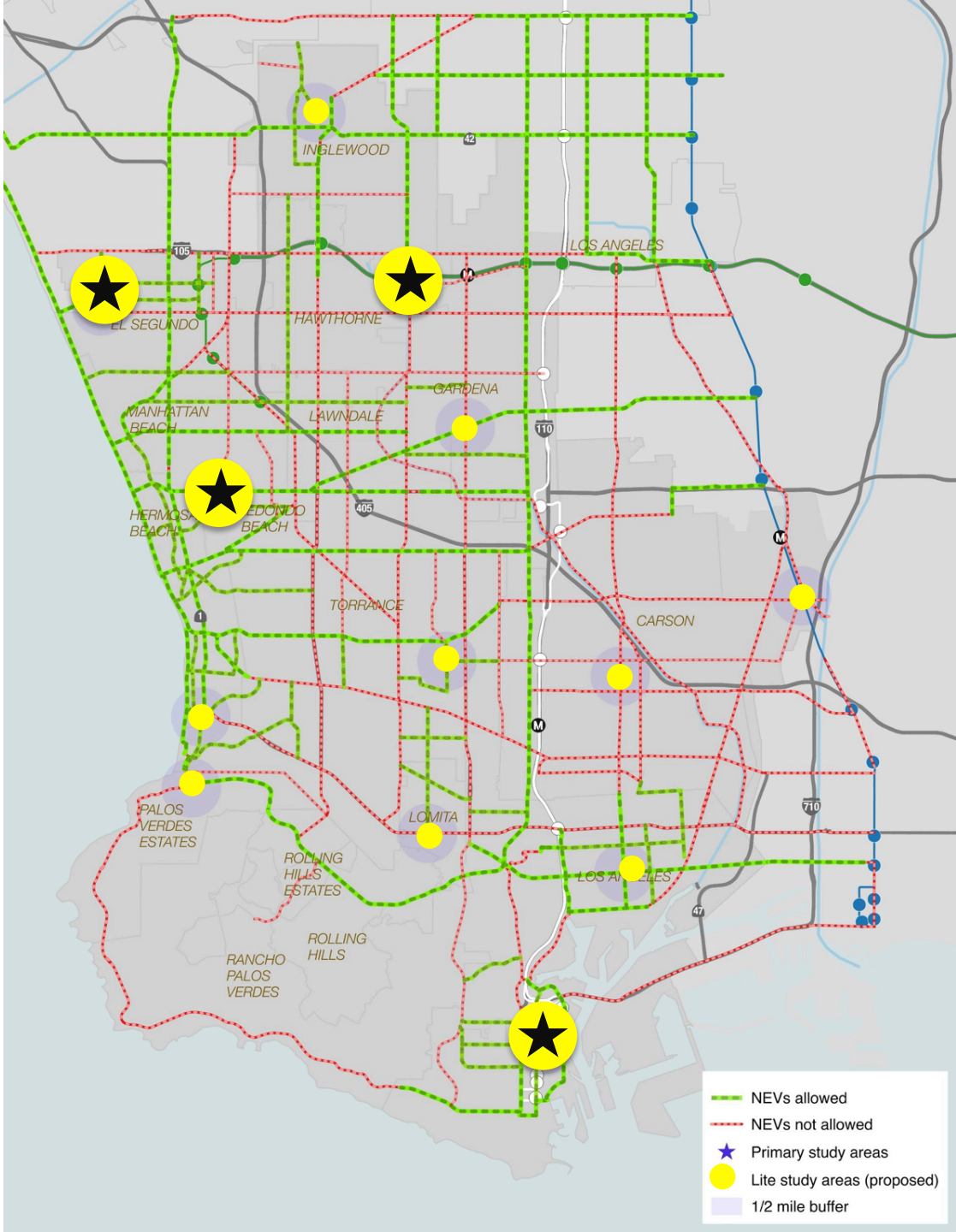
Backbone Network

Where NEVs can & cannot currently Travel.*

Red: Either route to other streets or improve.

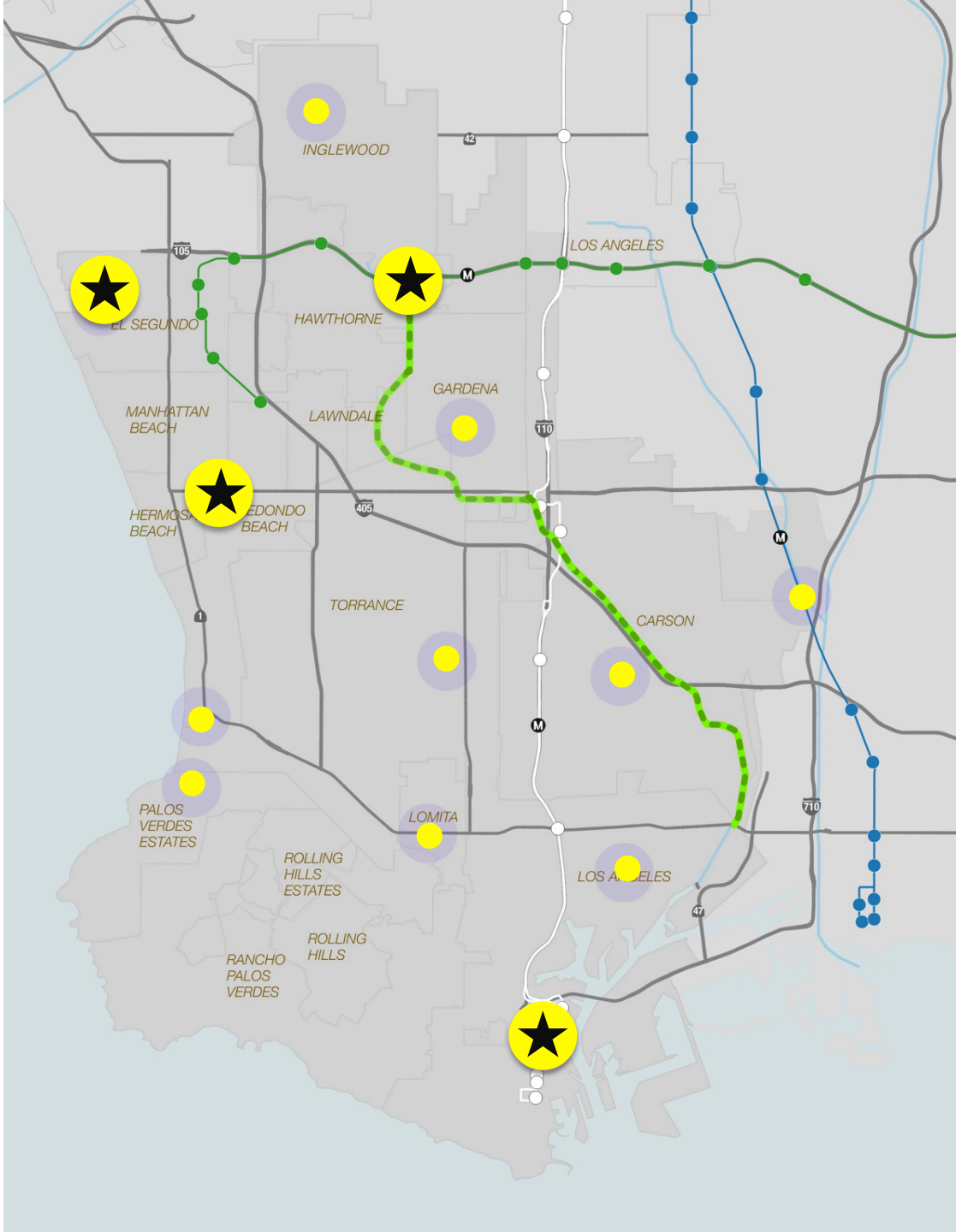
Based on speed, topography, traffic volume.

* Needs to be field verified



Dominguez Channel

Hawthorne to the Port.
16 miles.



1. Slow Zone Walk Audits

Sidewalks and Edge-of-Road

- Techniques to Capture Relevant Data
  - In-field app
  - Index/rating system for roadway segments

2. Backbone

Links Slow Zones together.

Builds on ATSP/ATN

Builds on Greenway projects going back to Olmstead for separate ROW components

Regional Active Transportation Network

Low-stress network

High-safety

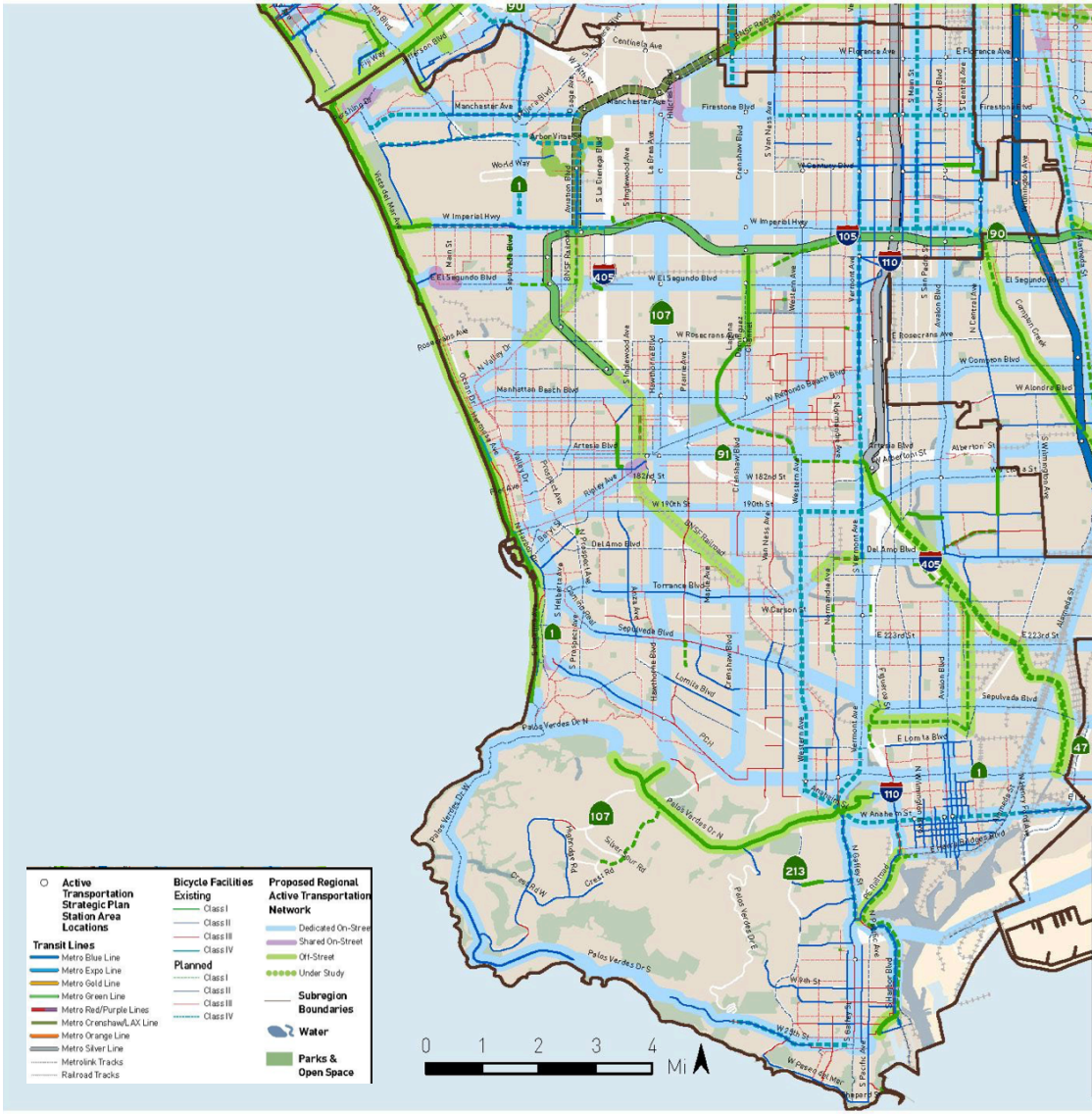
Three facility types:

Dedicated on-street

Off-street

Shared on-street

Map 11: South Bay Proposed Regional Active Transportation Network



2a. Facilities

Low Stress Roadways

Class II NEV/bicycle lanes: a low-stress roadway is defined as having a bicycle lane adjacent to the curb, rather than parked vehicles, and no more than two general purpose travel lanes.

For Class III bicycle/NEV boulevards, a low-stress roadway is defined as having average daily vehicle volumes of no more than 2,000 and 85th percentile speeds at or below 20 mph.

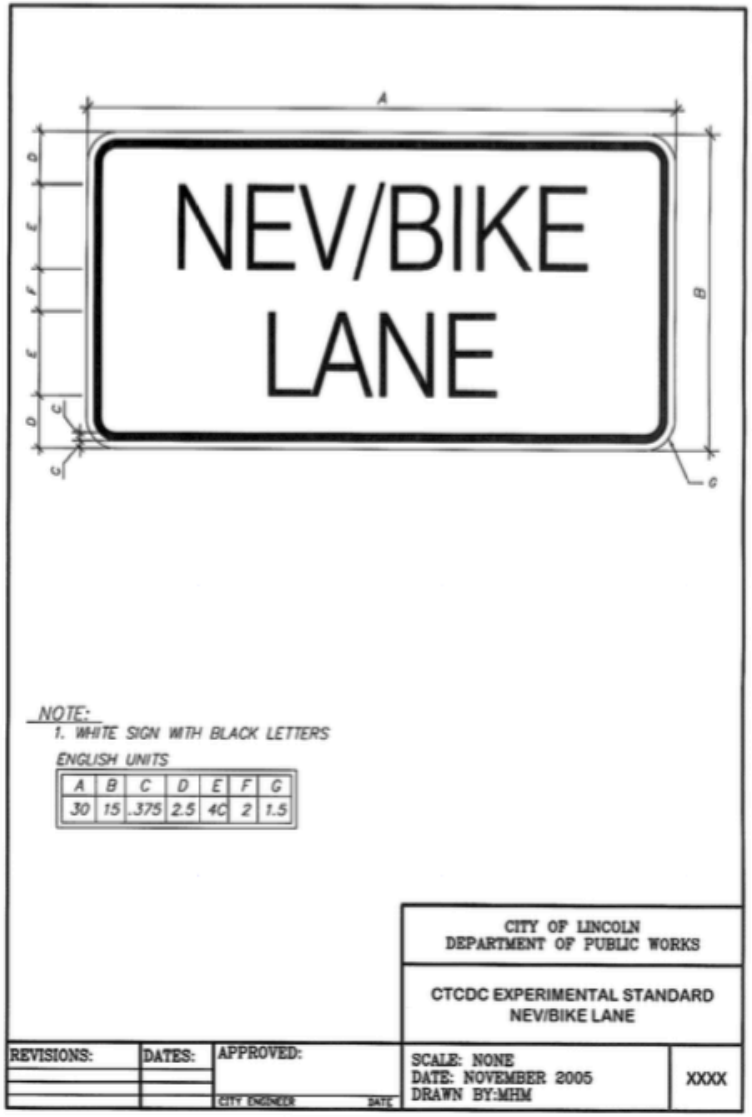
All modes share < 25MPH road

NEV lane on < = 35MPH road can be shared with bikes and other slow rolling modes.

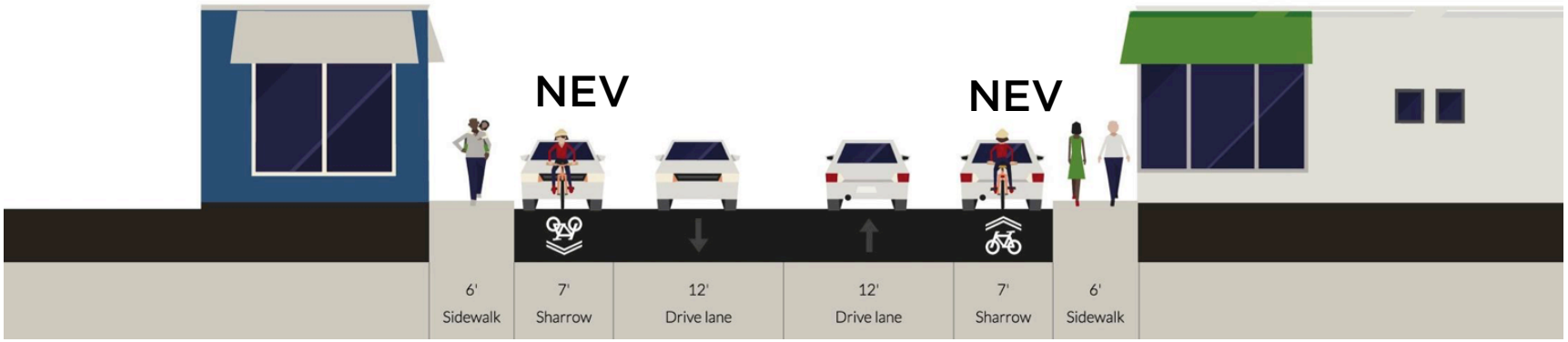
The absence of parking On the edge of road helps makes it low-stress.

BIKE LANE
NEV LANE
NEV LANE

Signage Example



Lincoln Class II Shared Collector NEV/Bike



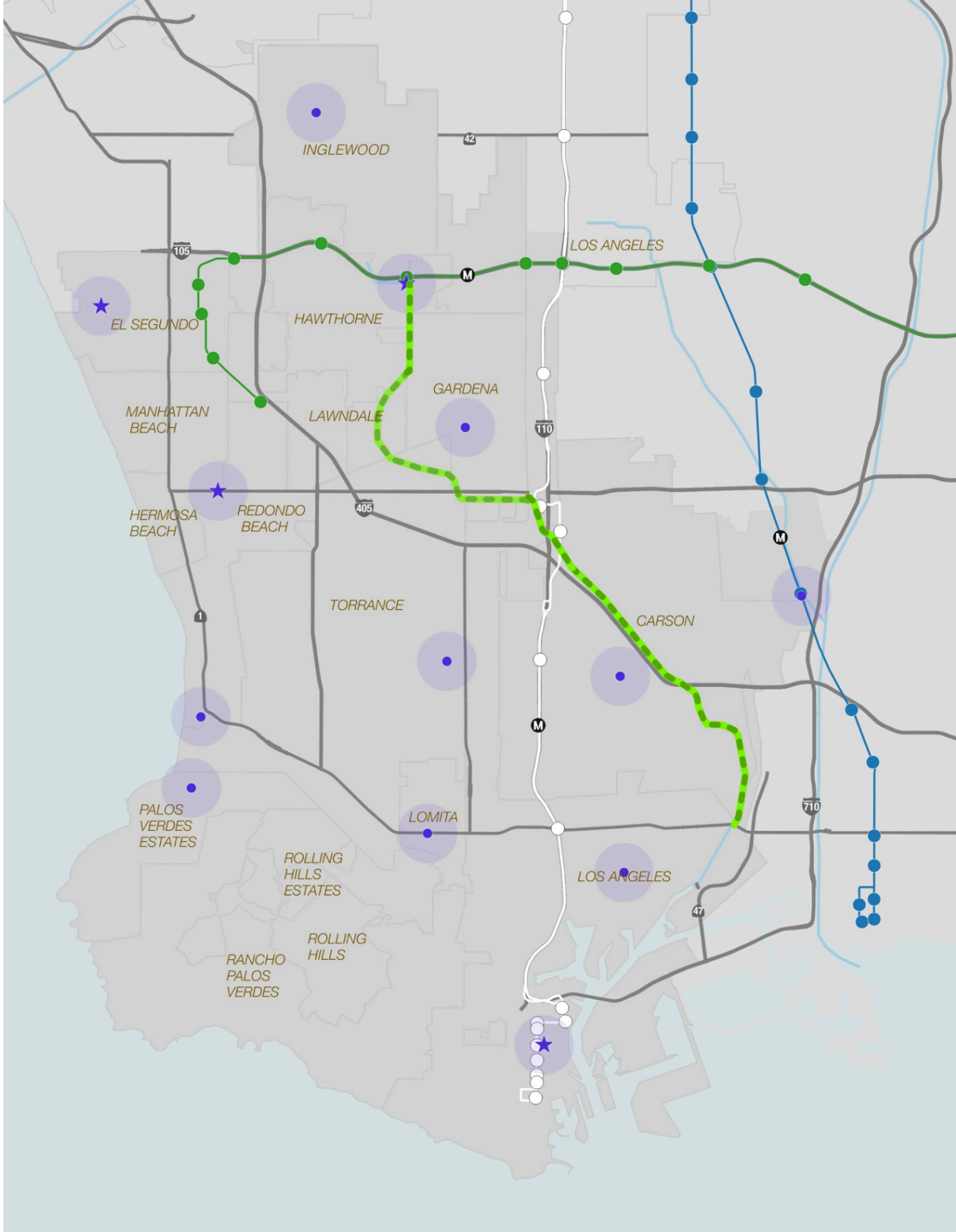
2b. Dominguez Channel

If a path like this could also used by Neighborhood Electric Vehicles (NEVs) it would provide zero-emissions access to jobs, schools and other destinations.

We propose this along The length of the Dominguez Channel.

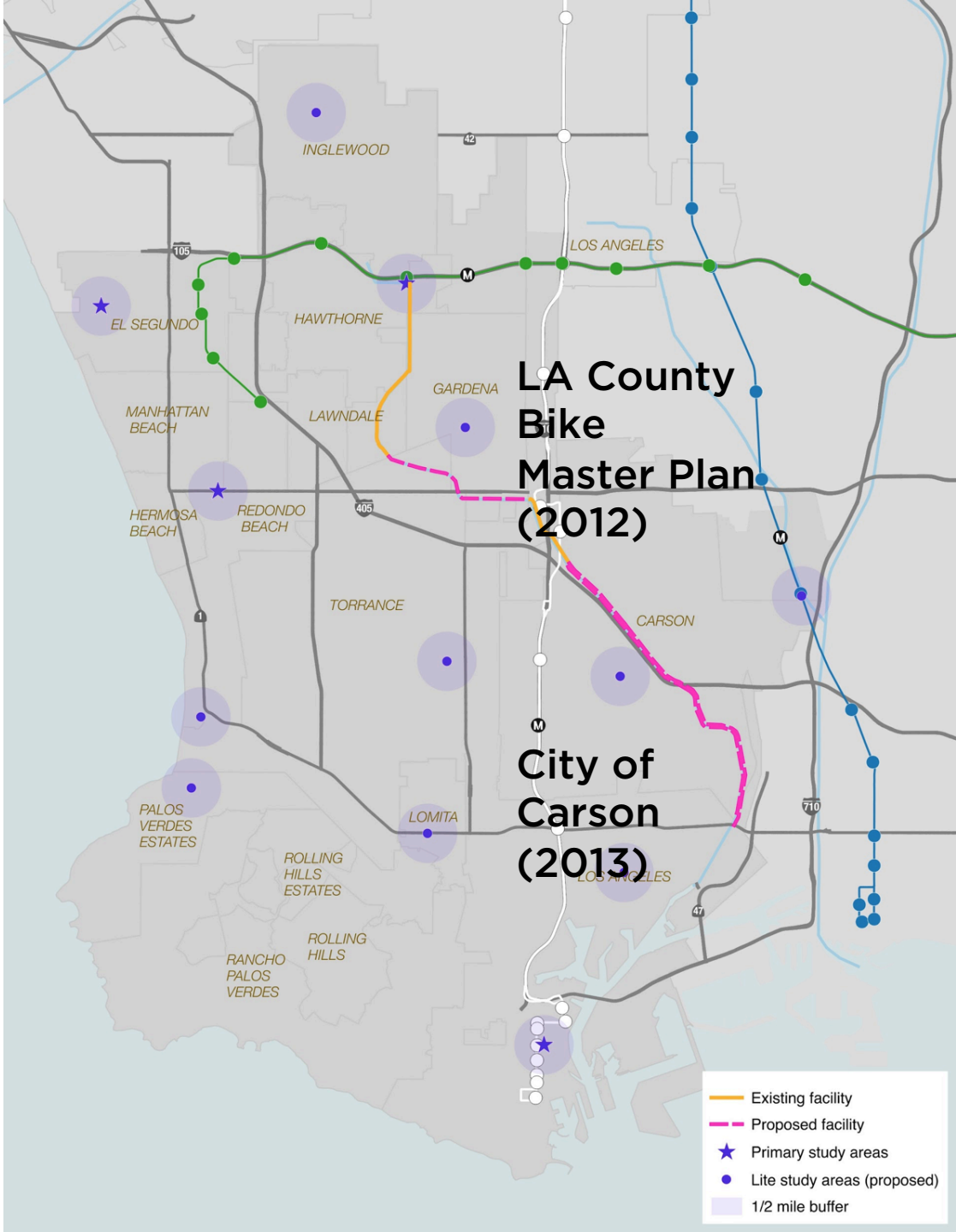
Dominguez Channel

Hawthorne to the Port, nearly 16 miles



Dominguez Channel

Class I Existing & Proposed



Multi-Modal Path Dominguez Channel

For all slow modes including NEVs, bikes, pedestrians and others.

Access points from arterial and local streets

Facilities such as water, restrooms

Lighting; Emergency call devices

Multi Modal Path Dominguez Channel

In RFP stage for widening.

Can bundle improvements with multi-modal path.

Analyze costs and feasibility

3. Evaluation Framework

- Baseline to 2025 Future State based on Mode Shift and Improvements
- Metrics for Project/Zone scale Improvements
- Adaptable for Other Purposes

4. Opportunities/Barriers to Implementation

Questions/Discussion

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