Los Angeles County
Metropolitan Transportation Authority

Slow Speed Network Strategic Plan for the South Bay

Sustainability Demonstration Project

SBCCOG Board of Directors Meeting
September 28, 2017

Metro

Project Goals

Network strategy for low speed vehicles:

Replicable demonstration of Countywide Sustainability Planning Policy:

A feasible, economically viable, effective system that:

- Promotes neighborhood and regional connectivity.
- Reduces 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.

- Develops methods for project evaluation based on performance measures identified in the Countywide Sustainability Planning Policy (CSPP).

Metro

Slow Speed Modes

Pedestrians and Sidewalk Rolling Modes: 0-12.5MPH

On-Street Rolling Modes: 12.5-25MPH

Network Principles

Make the most of existing infrastructure.

Differentiate the network from surroundings through wayfinding and branding.

Make the network practical for accessing jobs, education, shopping, recreation and other destinations through slow modes.

More Complete

Complete Streets

For widest range of slow sidewalk and on-street modes.

More diverse the range of modes, the better for pedestrians and transit: roads not exclusively dominated by autos, making other transportation options safer and more viable.

All modes share <25MPH roadway.

NEVs

Present potential benefits/challenges:

Excellent for under 3 miles trips – but vulnerable if mixed with full speed cars.

For commuting not just recreation.

65% of trips in South Bay are within the sub region, average below 7 minutes*.

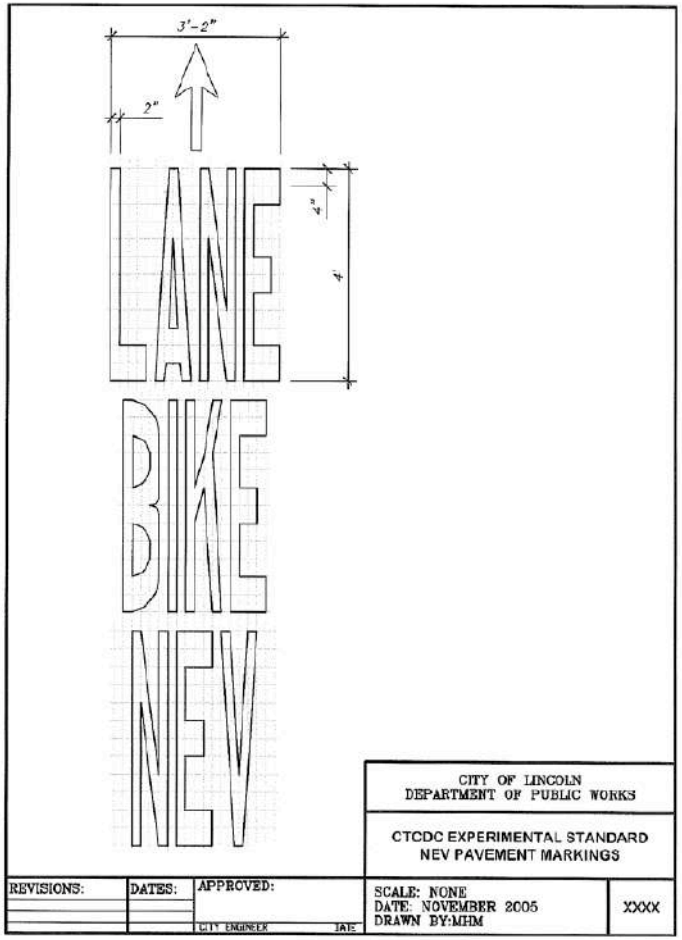
*Metro 2015 South Bay Cities Mobility Matrix.

Approach to NEVs based on Lincoln CA NEV Plan

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

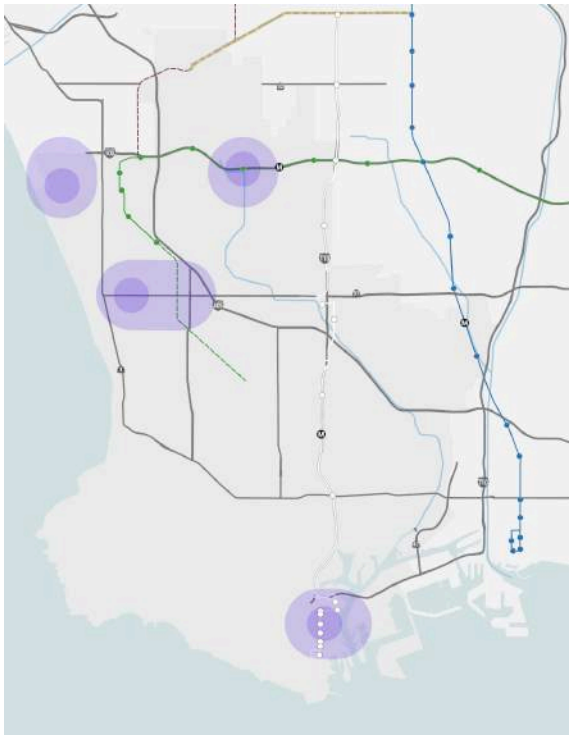
Google Car

Polaris GEM

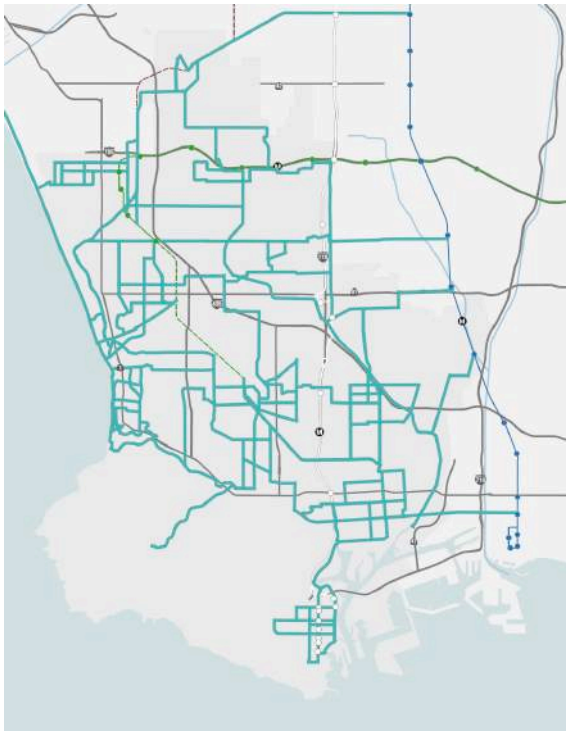


Roadway marking Lincoln, CA

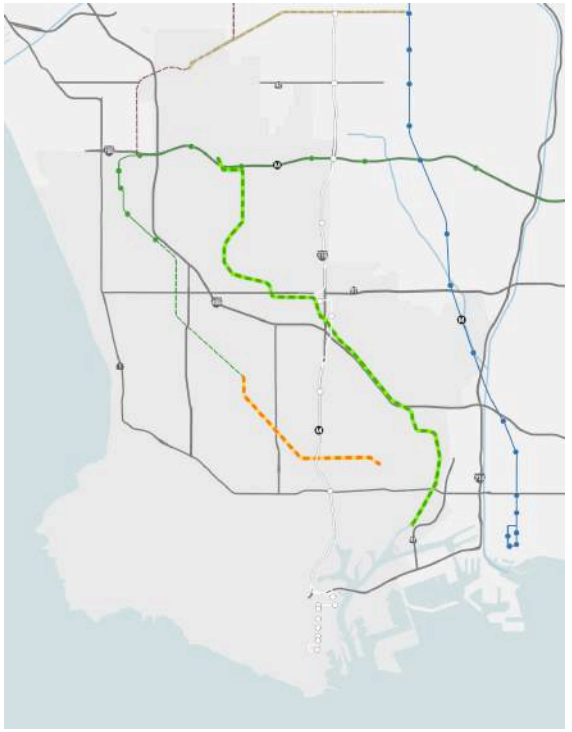
3 Interconnected Networks



Local
Slow Zones



Sub-regional
On-street Network



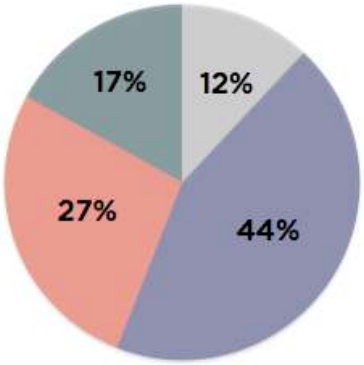
Regional
Slow Speed Thruways

Sub-regional Network

Connects Slow Zones.

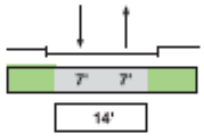
Adapted from regional Active Transportation Network (ATN).

Facilities



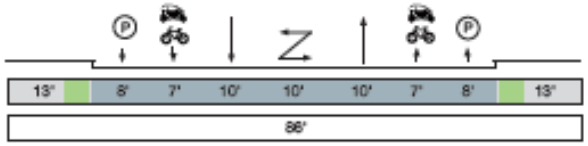
- Slow Speed Thruway — Class I
- Shared Residential Street — Class III
- Shared striped bike/NEV lanes — Class II
- protected bike lanes/lower speed — Class IV

CLASS I SLOW SPEED PATH - OFF STREET MULTI-USE PATH, SHARED BY ALL SLOW MODES.



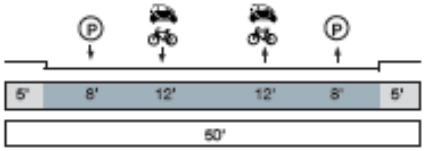
Adapted from City of Lincoln.

CLASS II SLOW SPEED LANE - STRIPED, DEDICATED ON-STREET LANE SHARED BY ON-STREET SLOW MODES.



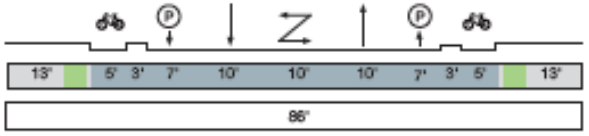
Adapted from LA Complete Streets Manual and City of Lincoln.

CLASS III SLOW SPEED ROUTE - SHARED BY ALL ON-STREET MODES.



Adapted from NACTO, LA Complete Streets Manual and City of Lincoln.

CLASS IV - PROTECTED LANE FOR BIKES AND NON-NEV ON-STREET SLOW MODES; 35 MPH ROADWAY SHARED BY CARS AND NEVs.



Adapted from LA Complete Streets Manual and City of Lincoln.

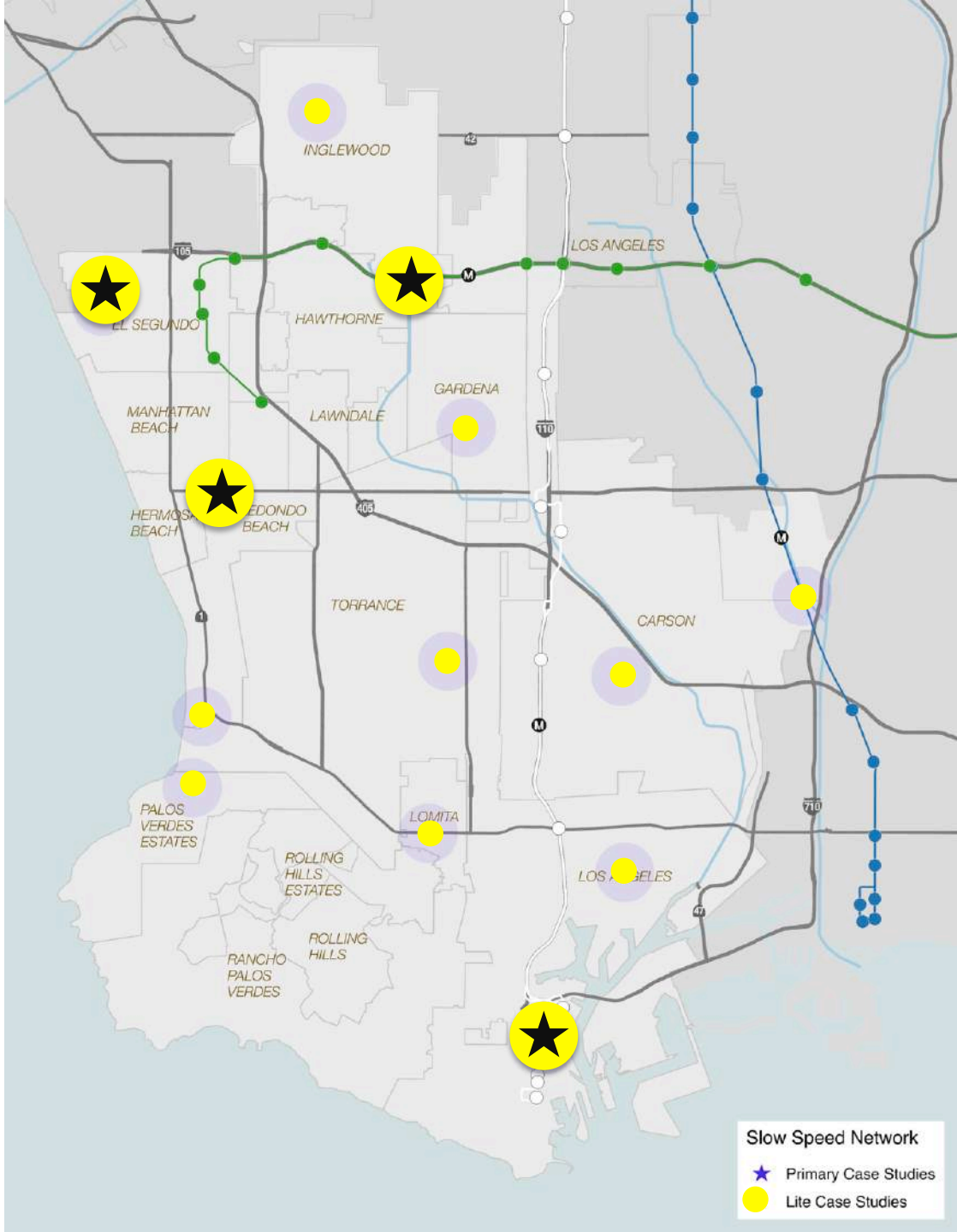
Slow Zones

Local Network

San Pedro
North Redondo
El Segundo
Hawthorne

(& Nine Lite Slow Zones)

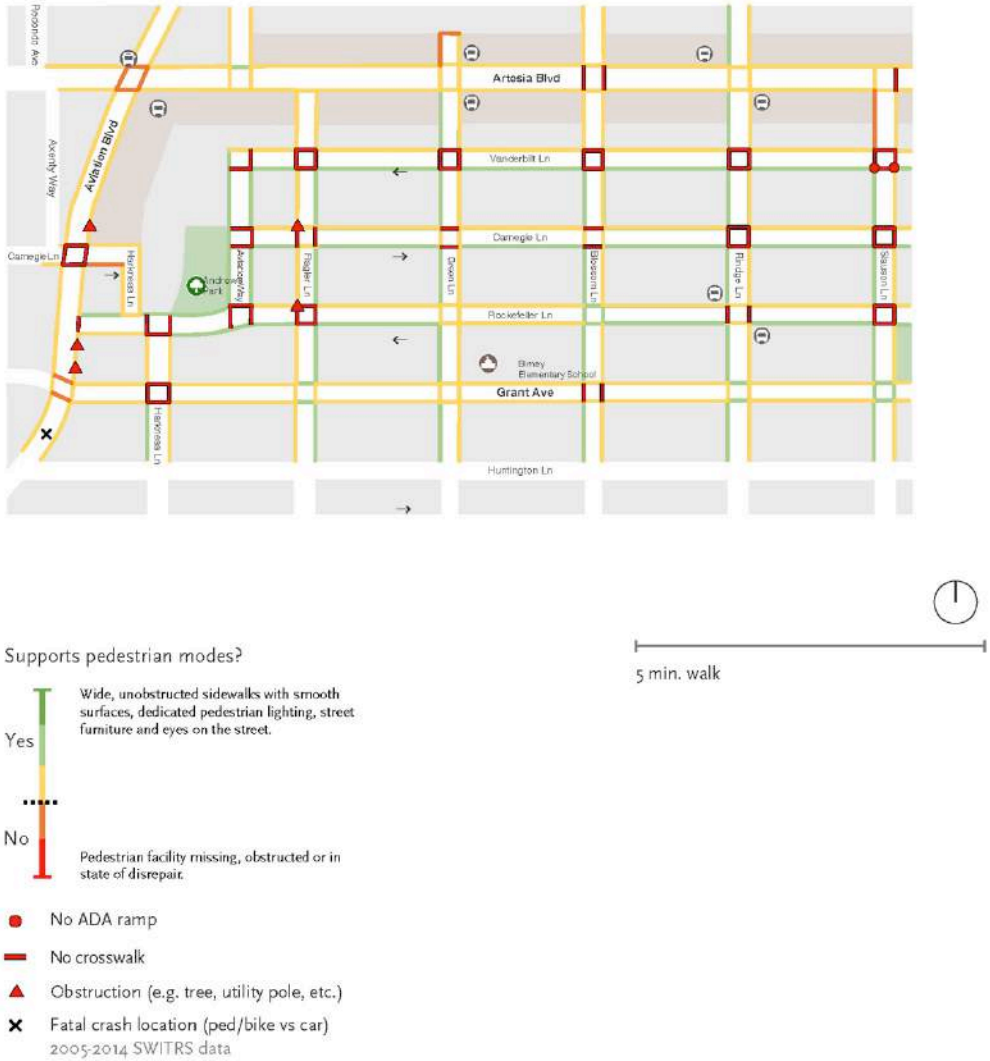
Connected by
Sub-regional network



North Redondo Slow Zone pt.1

Pedestrian area and adjacent regional destination accessible from South Bay
Slow speed network

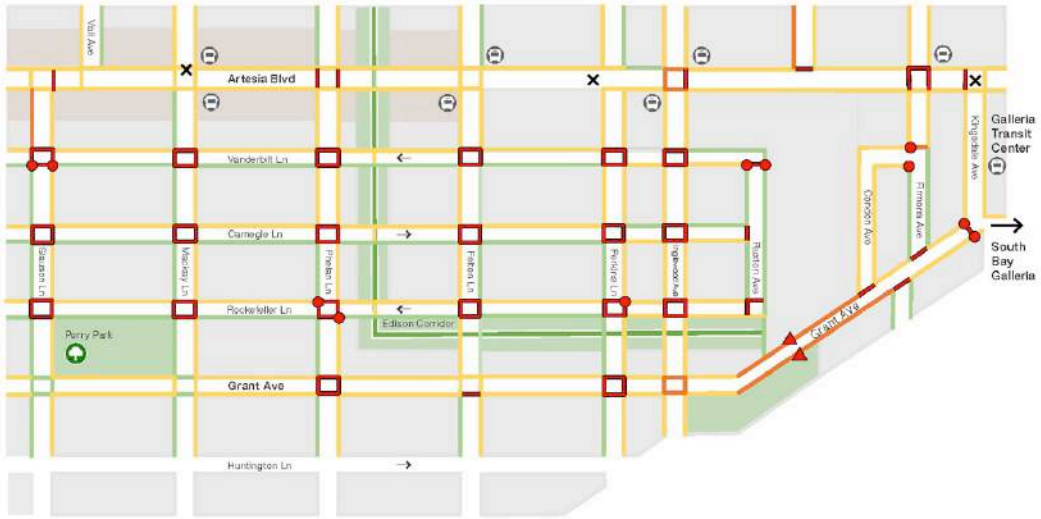
On-street sub-regional network compact around pedestrian core.



North Redondo Slow Zone pt.2

Pedestrian area and adjacent regional destination accessible from South Bay
Slow speed network

On-street sub-regional network compact around pedestrian core.



Supports pedestrian modes?

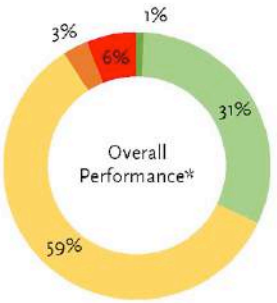
Yes — Wide, unobstructed sidewalks with smooth surfaces, dedicated pedestrian lighting, street furniture and eyes on the street.

No — Pedestrian facility missing, obstructed or in state of disrepair.

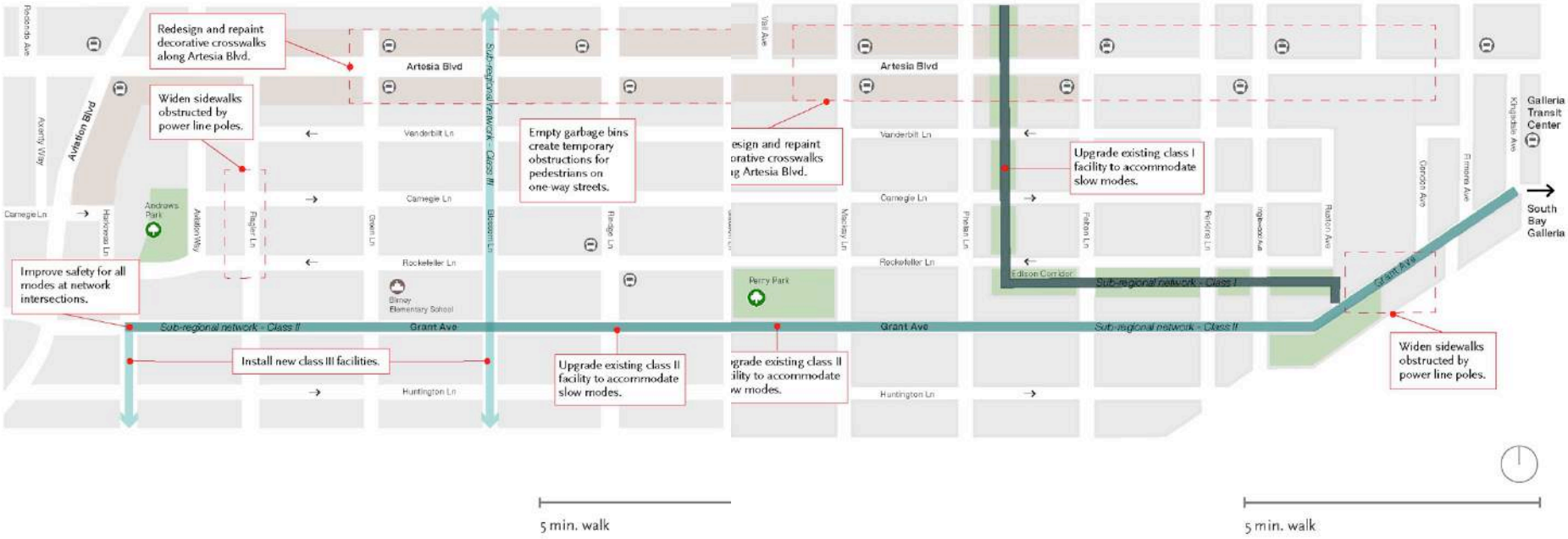
- No ADA ramp
- No crosswalk
- Obstruction (e.g. tree, utility pole, etc.)
- Fatal crash location (ped/bike vs car) 2005-2014 SWITRS data

5 min. walk

The deficiencies shown above, coded in red and orange, need to be addressed to bring the North Redondo Slow Zone pedestrian core to a state of good repair.

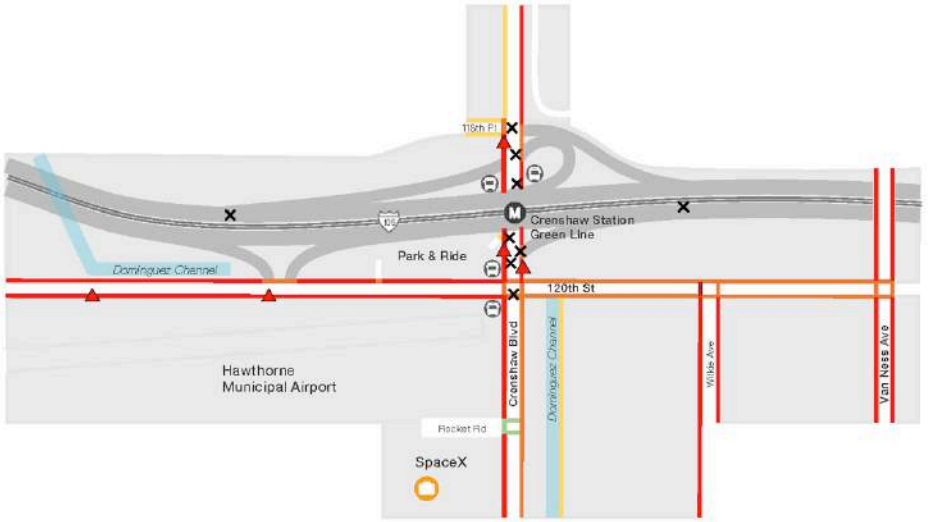


* percent of total road miles in each category



North Redondo Slow Zone

Hawthorne Slow Zone



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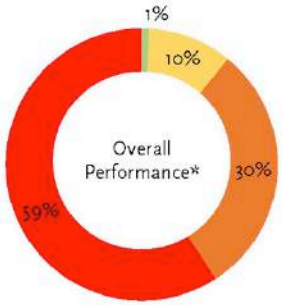


* percent of total road miles in each category

Low Speed Thruways

Regional Network

ROWs for non-car modes including NEVs

ie: Dominguez Channel

Hawthorne to the Port. 16 miles.

Access from arterials, CalState Dominguez Hills, El Camino College, UCLA Harbor Med.

Multi-Modal Path Dominguez Channel

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

Access points from arterial and local streets

In RFP phase for widening

Evaluation Framework

Enumerates sidewalk and roadway improvements.

Compares impact on sustainability between Slow Zones.

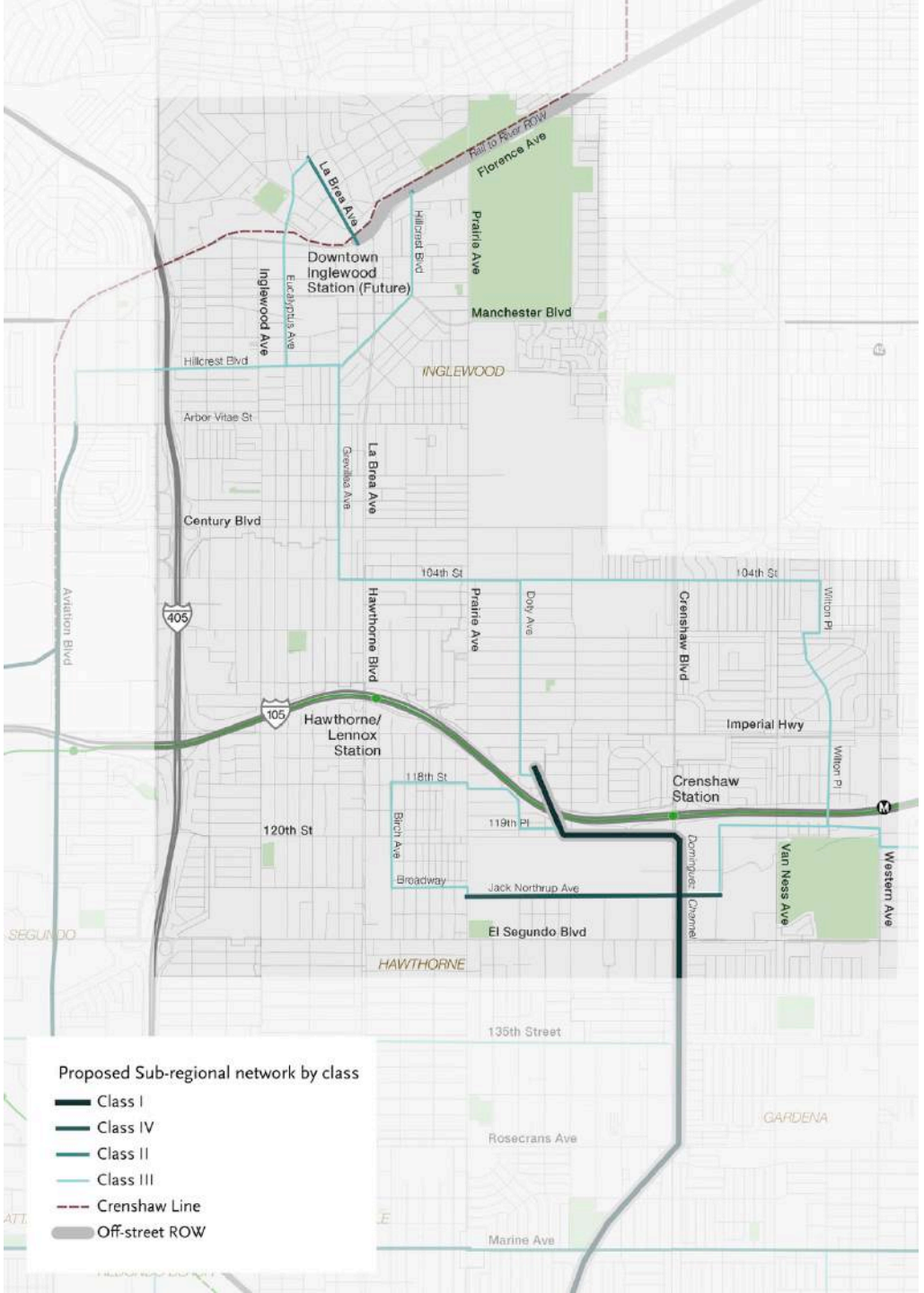
2025 Scenario demonstrates potential of switching to low speed zero emissions modes for 20% of short trips.

290 tons/day of CO_2

= 30,000 gallons of gasoline.

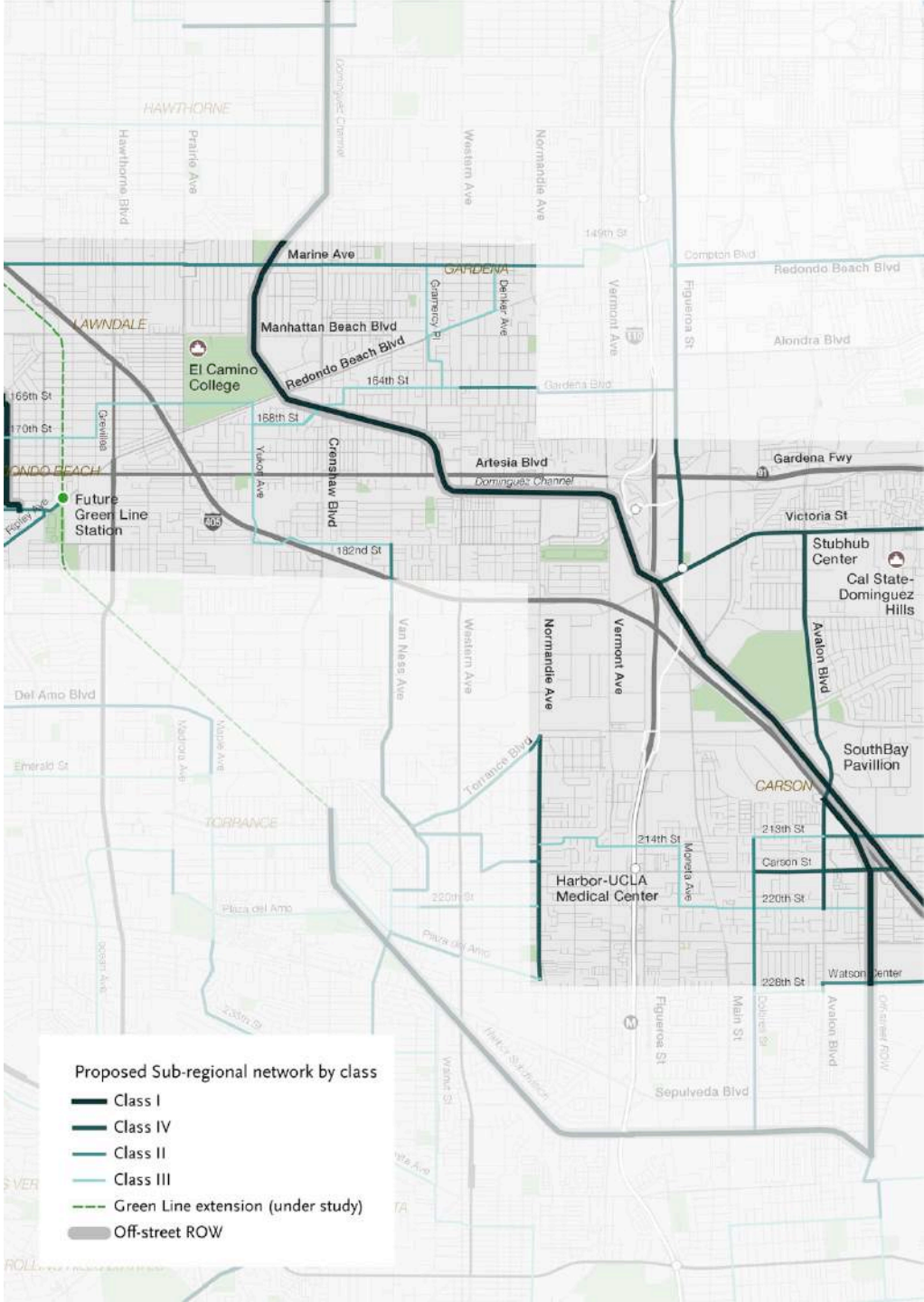
Potential Pilot Projects

Rail to River Terminus to the Dominguez Channel, via Inglewood and Hawthorne



Pilot Projects

North Redondo Transit Center to El Camino College to Carson Slow Zone

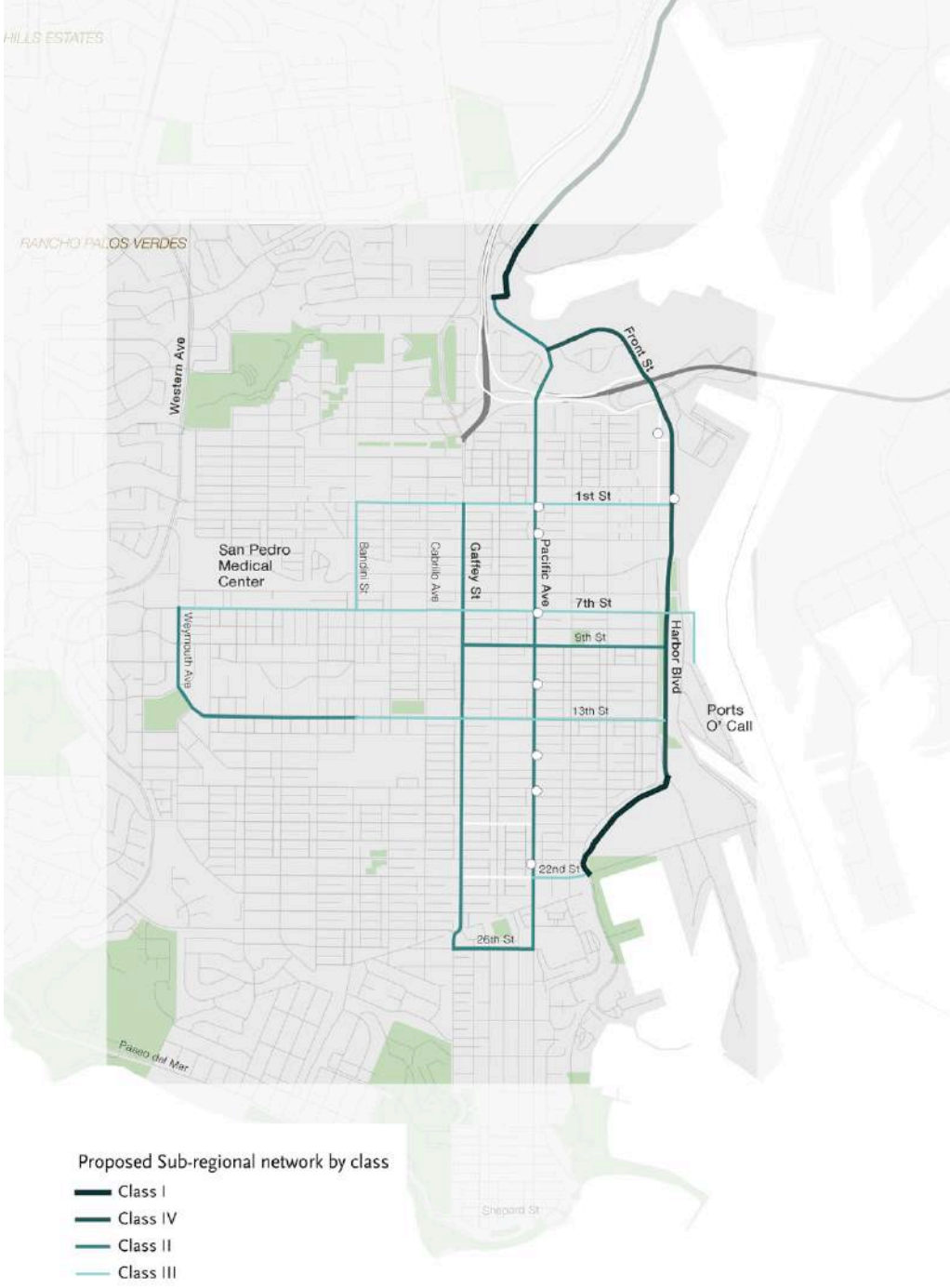


Pilot Projects

El Segundo

Pilot Projects

San Pedro



Thank You

Link to full report:

https://media.metro.net/projects_studies/sustainability/images/Metro_SlowSpeedNetwork_2017-0920.pdf

More info:

info@civicprojects.org

Metro

Questions/Discussion

Metro