

South Bay SBHP & MSP Candidate Project Application & Fact Sheet

LEAD AGENCY: South Bay Cities Council of Governments (SBCCOG)

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PROJECT TITLE: Wayfinding and Sharrow Design and Siting Plan for the South Bay Local Travel Network (LTN)

PROJECT LIMITS:

- The project is located in the service territory of the South Bay Cities Council of Governments in Los Angeles County (see attached project map).
- The project limits are defined by the route segments described for the Proposed Local Travel Network in the South Bay of Los Angeles County

NEXUS TO HIGHWAY OPERATION, DEFINITION/PROJECT PURPOSE:

The purpose of this project is to complete the design and siting elements for wayfinding and sharrow treatments that will be used (by South Bay cities) for implementation of the Local Travel Network. The LTN, is a sharrowed system that supports the goals of active transportation, lowering vehicle miles travelled (VMT), and adoption of zero-emission of vehicles to reduce greenhouse gas (GHG) emissions

PROJECT BACKGROUND:

In 2017, Metro, on behalf of the SBCCOG, developed a conceptual plan to support local mobility in the South Bay – a sustainability strategy to lower VMT and GHG through the use of slow-speed zero-emission vehicles (for short trips). Using this as a starting point, the SBCCOG has recently completed a Caltrans’ funded, “Route Refinement” study that has yielded a proposed network of safe slow-speed, low-stress, streets called the South Bay Local Travel Network.

Ninety-one percent of the proposed Network would be composed of a 222-mile “sharrow system” requiring painted treatments on the street as well as wayfinding signage to describe the LTN to the users. As a new sub-regional Network, branded signage will need to be created. Additionally, in support of city-specific implementation projects, a treatment analysis to recommend striping/painting specifications as well as

the siting of wayfinding signage will be necessary. Neither exists and would be a necessary product to support cities' implementation of the LTN.

REQUESTED FUNDING SOURCE:

Please indicate the program from which you are requesting funds.

Measure R South Bay Highway Program (SBHP)

Measure M Highway Efficiency and Operational Improvements Program (HEOIP)

Measure M Transportation System and Mobility Improvements Program (TSMIP)

CONCEPTUAL PROJECT BUDGET:

| Funding Source | Amount |
|-----------------------|-------------------|
| Measure R SBHP | \$ |
| Measure M HEOIP | \$ |
| Measure M TSMIP | \$ 100,000 |
| Local/Other | \$ |
| Total | \$ 100,000 |

SCOPE: [in a narrative, please describe the scope of the proposed improvements. The proposed improvements should directly address the deficiency and problem identified above]

The Wayfinding and Sharrow Design and Siting Project will yield “branded” wayfinding signage, design plans for sharrow markings, and a siting analysis for implementation that will be used for implementation (by South Bay cities) for the South Bay Local Travel Network (LTN) within their jurisdictions. The scope of work addresses the need for common sub-regional wayfinding signs that will identify and support the safe use of the LTN.

Three tasks are envisioned for this design phase of the project. The first task will be to create a process that will engage City and Community Stakeholders to develop and approve a South Bay LTN Brand (logo) that will be used for all signage. The logo will include the option for cities to co-brand the signs for use within their jurisdiction. The work products will include: approved logo/brand; sign mock-ups; production specs; and, cost analysis.

The second task will be a siting analysis to indicate where wayfinding signs should be placed across the LTN. Work products will include GIS maps; a memo on best-practices

for installation of wayfinding signage; a memo on issues, obstacles, and concerns for implementation of wayfinding signage.

The third task will be an analysis of the best practices and projected costs associated with installation of a sharrow and wayfinding signage system. This task's goal will be to provide a roadmap for cities to use as a planning element for implementation of these road treatments. Deliverables will include: a memo on best practices for construction of a sharrow systems (as a stand-alone project vs. an integrated capital improvement project); associated specs and costs for implementation of sharrow and signage treatments; a review of South Bay cities' public works projects to discern opportunities (present and future) for implementation as an element of a larger project.

CONCEPTUAL SCHEDULE:

Note: Measure R project funding agreement annual allocations expire 5 years from the allocation year. Measure M project funding agreement annual allocations expire 3 years from the allocation year.

| <u>PHASE</u> | <u>START DATE</u> | <u>END DATE</u> |
|---------------------|--------------------------|------------------------|
| PA/ED | | |
| PS&E | September 1, 2021 | June 30, 2022 |
| ROW | | |
| CONSTRUCTION | | |

Exhibit 1- Location Map(s)

