

Executive Summary

Funded by a California Department of Transportation “Sustainability Planning” grant, this project served as a route refinement study to design and then refine a slow-speed network for the South Bay Cities of Los Angeles County. Building upon the conceptual framework of the “*Slow Speed Network Strategic Plan for The South Bay*” (Metro, 2017), this two-year study identified a network of slow-speed, low-stress streets that, with relatively low-cost street treatments, could be improved to accommodate the safe use for the growing market of personal zero-emission micromobility modes – A “Local Travel Network” that would support the universe of slow-speed sustainable vehicles (from pedal bikes to e-bikes to e-scooters to neighborhood electric vehicles to 3-wheel e-trikes to e-monoboarders). Vehicles that, ultimately, would be a more sustainable choice for the vast majority of short trips that are taken by residents of the South Bay. Modeling forecasts significant reduction of Vehicle Miles Travelled (VMT) and greenhouse gas (GHG) emissions to support the efficacy and rationale for implementation of the LTN.

This report provides a methodology used for developing the concept proposal into a network design that became the “base network.” The report further describes the multiple refinements and iterations of the base network that yielded the selection of streets and route segments defining the “Proposed Local Travel Network” - 243 miles of slow-speed streets – routes connecting neighborhoods to neighborhoods to local destinations – commercial, school, employment centers, and recreational areas. Refinement for safety was accomplished through selection of street and route segments with controlled intersections that would provide safe crossings across arterial and high-volume streets. At each stage, refinement of the LTN included feedback, observations, and notes from City-staff as well as leaders from community stakeholders – those whose organizations might be champions and users of a future Local Travel Network.

The project was to have included an engagement of the South Bay public about micromobility and the proposed Local Travel Network. Initially, four (4) large-scale “Community at-large” “ride & drive” events were planned. Public engagement events, where residents of the South Bay were to have had a chance to test-drive the modes that would use the LTN and provide feedback on the proposed streets that were selected for the network. The events were to have served as a catalyst to provide important and valuable feedback for cities should they move forward to develop the network. Due to COVID-19 public engagement restrictions, these events were cancelled. The planning efforts are documented as a resource should the opportunity present itself, at a later time, to support implementation through similar public engagements. In light of these challenges, the project pivoted to create and distribute two outreach tools to engage the public. A survey as well as an online immersive/interactive Story Map were developed as a

virtual outreach facsimile. These information and engagement tools are documented in the report.

In consideration of how South Bay cities will implement the LTN, the report provides technical memos and drawings for city use in support of the construction and road treatment elements to build a low-cost Local Travel Network. Critical next steps were identified and include:

- Adopting resolutions by City Councils and the South Bay Cities Council of Governments to request the State to approve the start of the local and sub-regional agency's process to create an NEV Plan.
- Continuing community engagement work to inform, educate, and promote the implementation of the Local Travel Network and the zero-emissions vehicles that will, ultimately, be used on the Network.
- Working with South Bay cities to design, plan, and prepare for Measure M applications for sub-regional or local return funds to construct the sharrow and wayfinding elements of the LTN.