



**Board Report**

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**AD HOC SUSTAINABILITY COMMITTEE  
FEBRUARY 15, 2017**

**SUBJECT: SUSTAINABILITY DEMONSTRATION PROJECT - SOUTH BAY SLOW SPEED LANE STUDY**

**ACTION: RECEIVE AND FILE UPDATE ON PROJECT**

**RECOMMENDATION**

RECEIVE AND FILE **status report on Sustainability Demonstration Project - South Bay Slow Speed Lane Study.**

**ISSUE**

As part of the Implementation Plan for the Countywide Sustainability Planning Policy (CSPP, 2012), Metro has initiated a series of small scale demonstration projects. One of those projects is a study intended to lay the groundwork for a network of “slow speed lanes” in the South Bay subregion. This item will provide an update and presentation on this project, which is nearing completion.

**DISCUSSION**

Slow speed vehicles are included in the CSPP under the “Green Modes” strategy which includes any mode of travel from walking up to neighborhood electric vehicles with a top speed of 35 miles per hour. The current study will result in the design of 4 localized case study “zones” with specified improvements that will facilitate and encourage the use of these vehicles. The zones will be augmented by a backbone network that would connect the zones and enable travel throughout the subregion.

Currently, the project is proceeding through a consultant effort to identify case study areas, engage outreach discussions with cities, and begin network design.

The staff will make a presentation that describes the opportunities for creating slow zones region-wide, and the potential impact on sustainability indicators. The demonstration project is anticipated to be complete in early summer 2017.

**FINANCIAL IMPACT**

The funding of \$200,000 required for this project is included in the FY17 budget in Cost Center 4340, Sustainability Policy and Programs, under Project 450009, Sustainable Transportation Demo.

Impact to Budget

The source of funding is Propositions A, C, TDA Administration which is not eligible for bus and rail operating and capital expenses.

**NEXT STEPS**

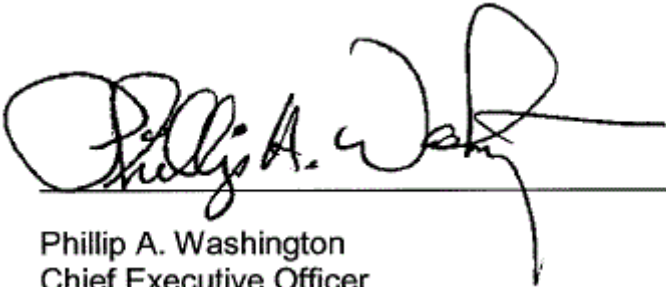
Upon completion of the study, staff will provide a final report/presentation to the Committee.

**ATTACHMENTS**

Attachment A - Presentation on Sustainability Demonstration Project

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Phillip A. Washington  
Chief Executive Officer

# Sustainability Demonstration Project

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

February 15, 2017



# 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.



**Metro**

# 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.



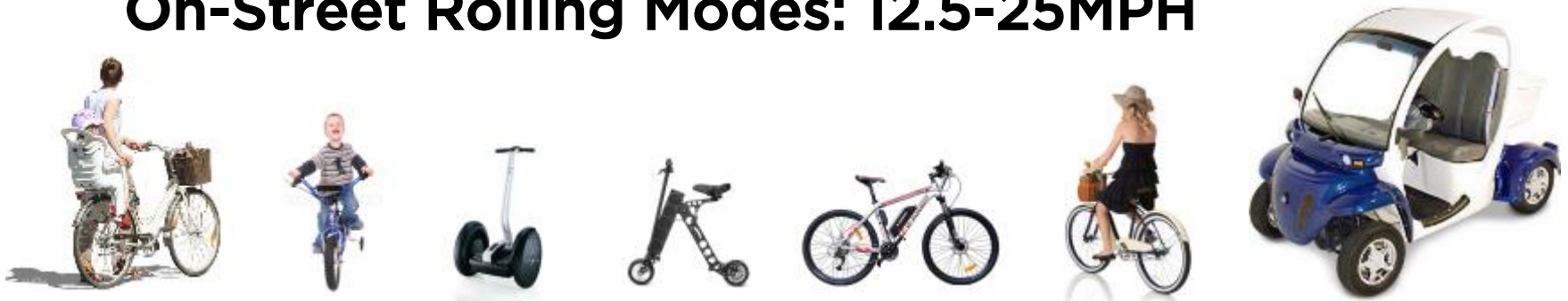
# Concepts and Principles

# 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...).**





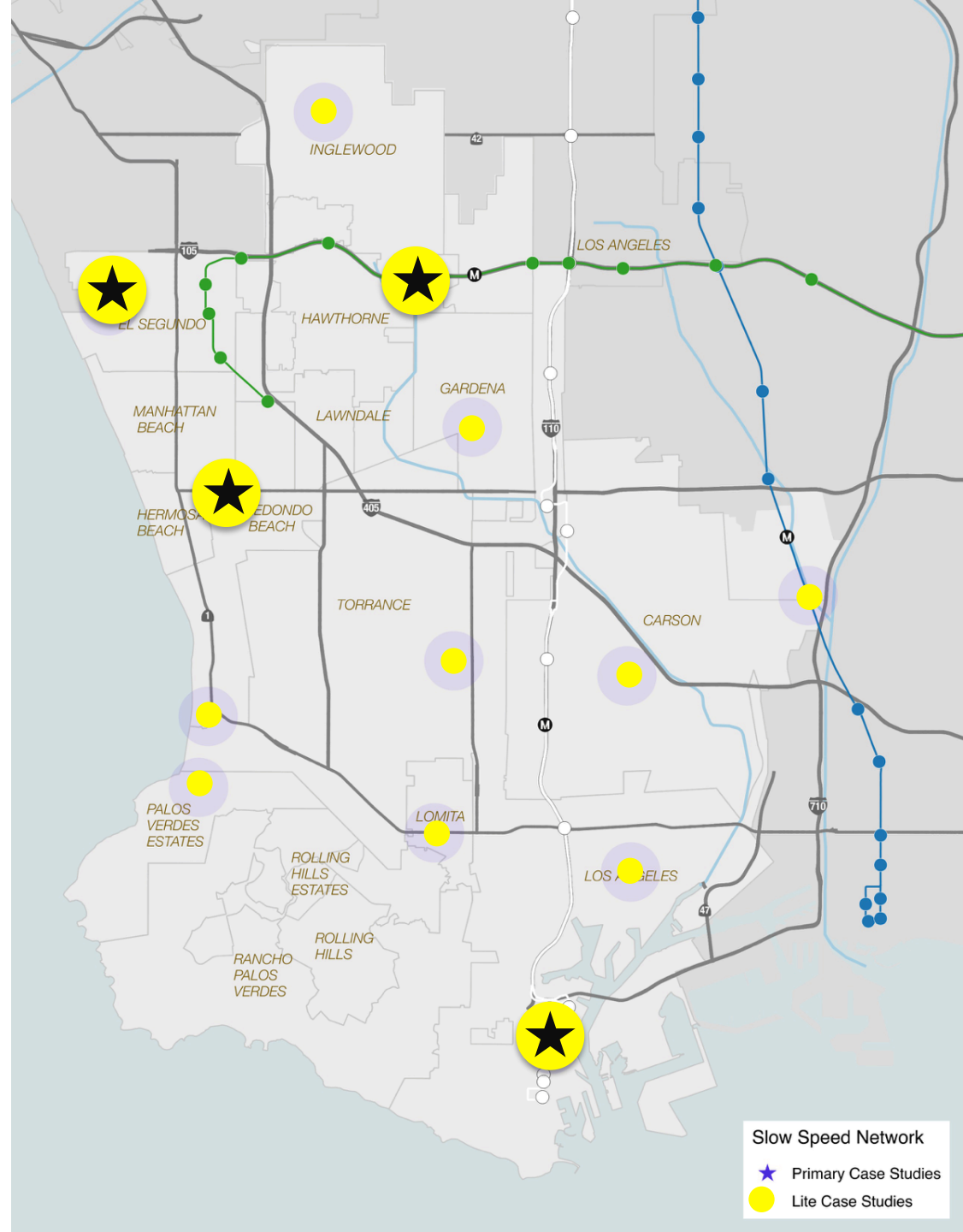
# Network Summary - Zones and Backbone

# Slow Zone Case Study Areas

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

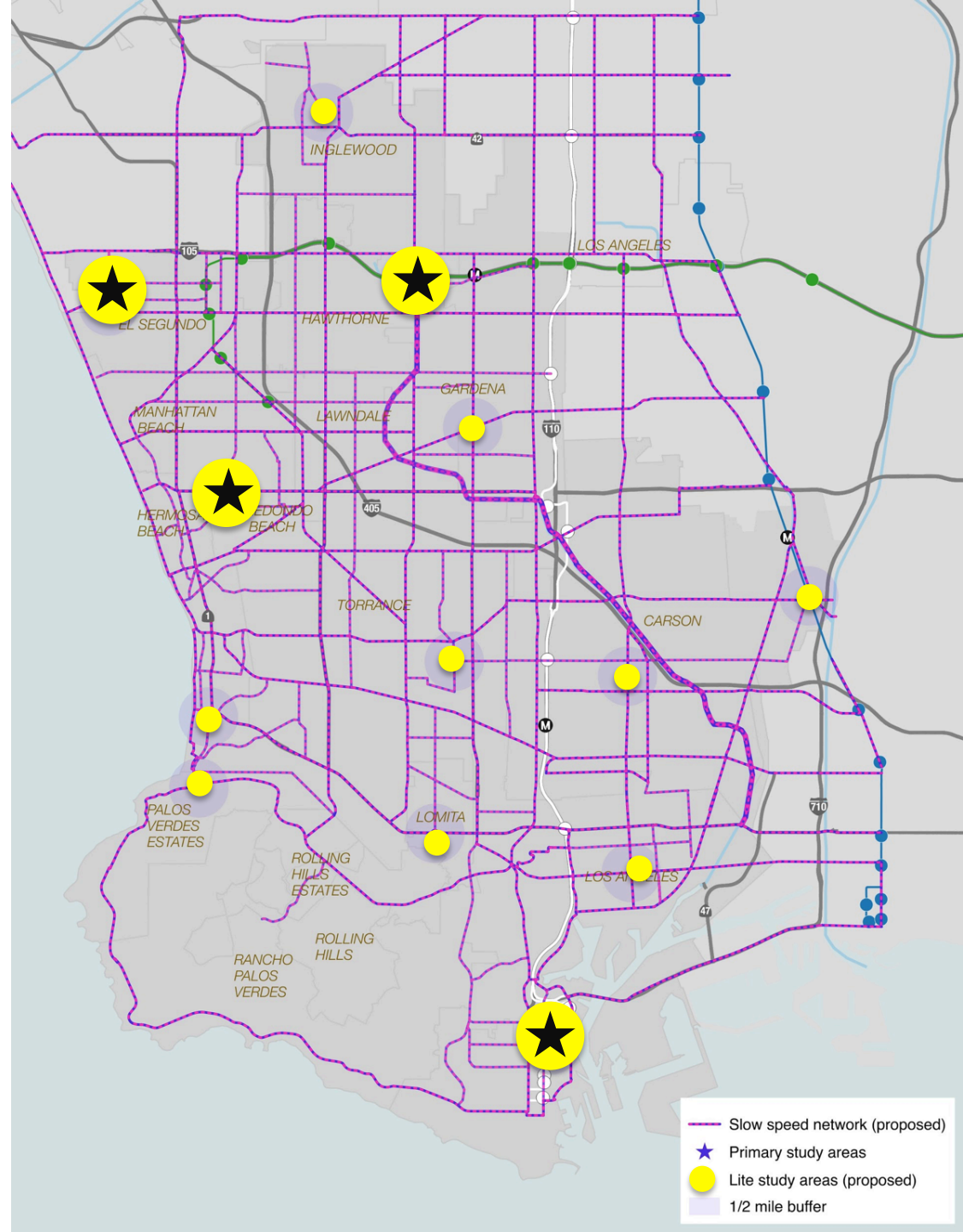
San Pedro  
North Redondo  
El Segundo  
Hawthorne

Nine Lite Slow Zones



# Backbone Network

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



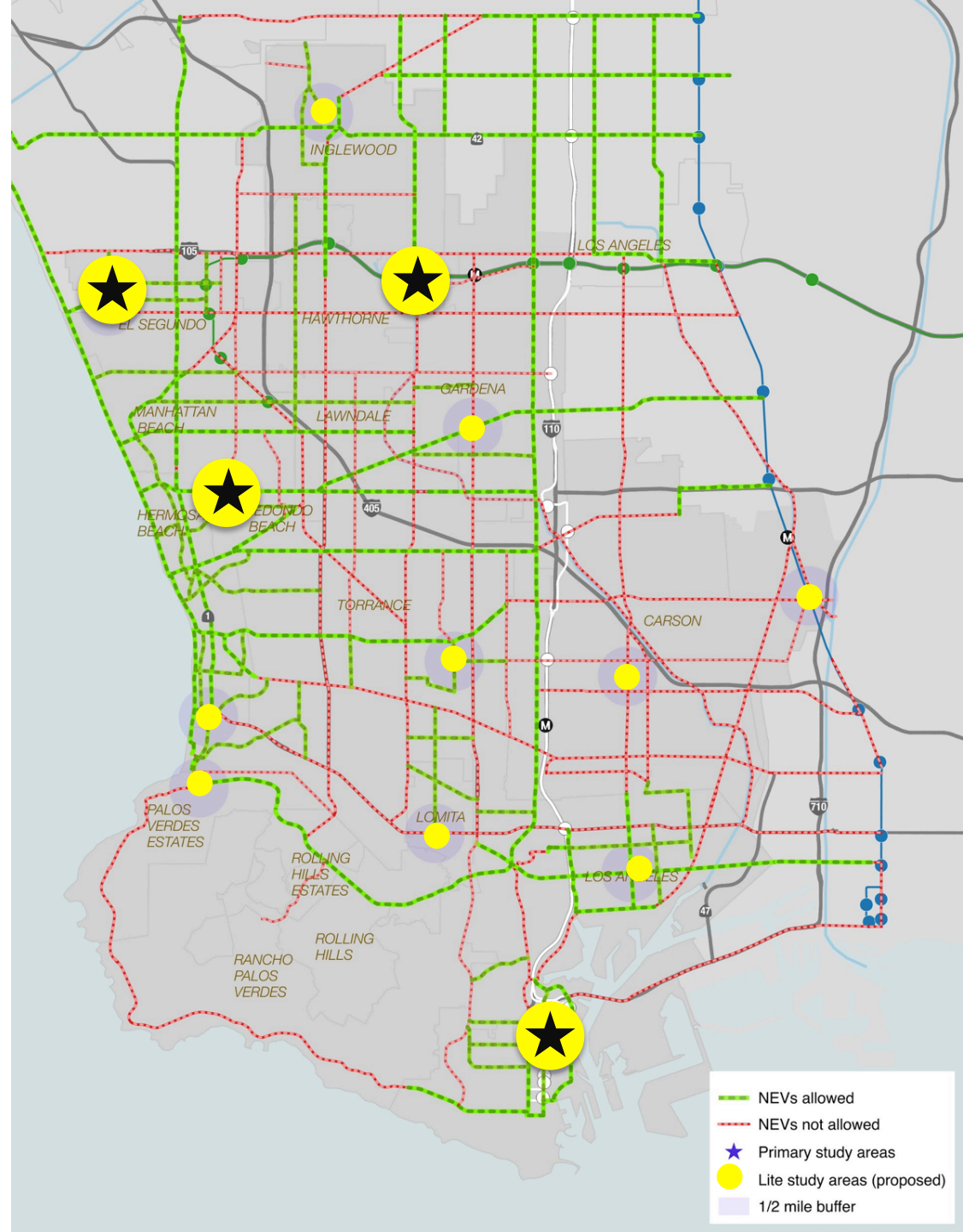
# Backbone Network

Where NEVs can & cannot currently Travel.\*

Red: Either route to other streets or improve.

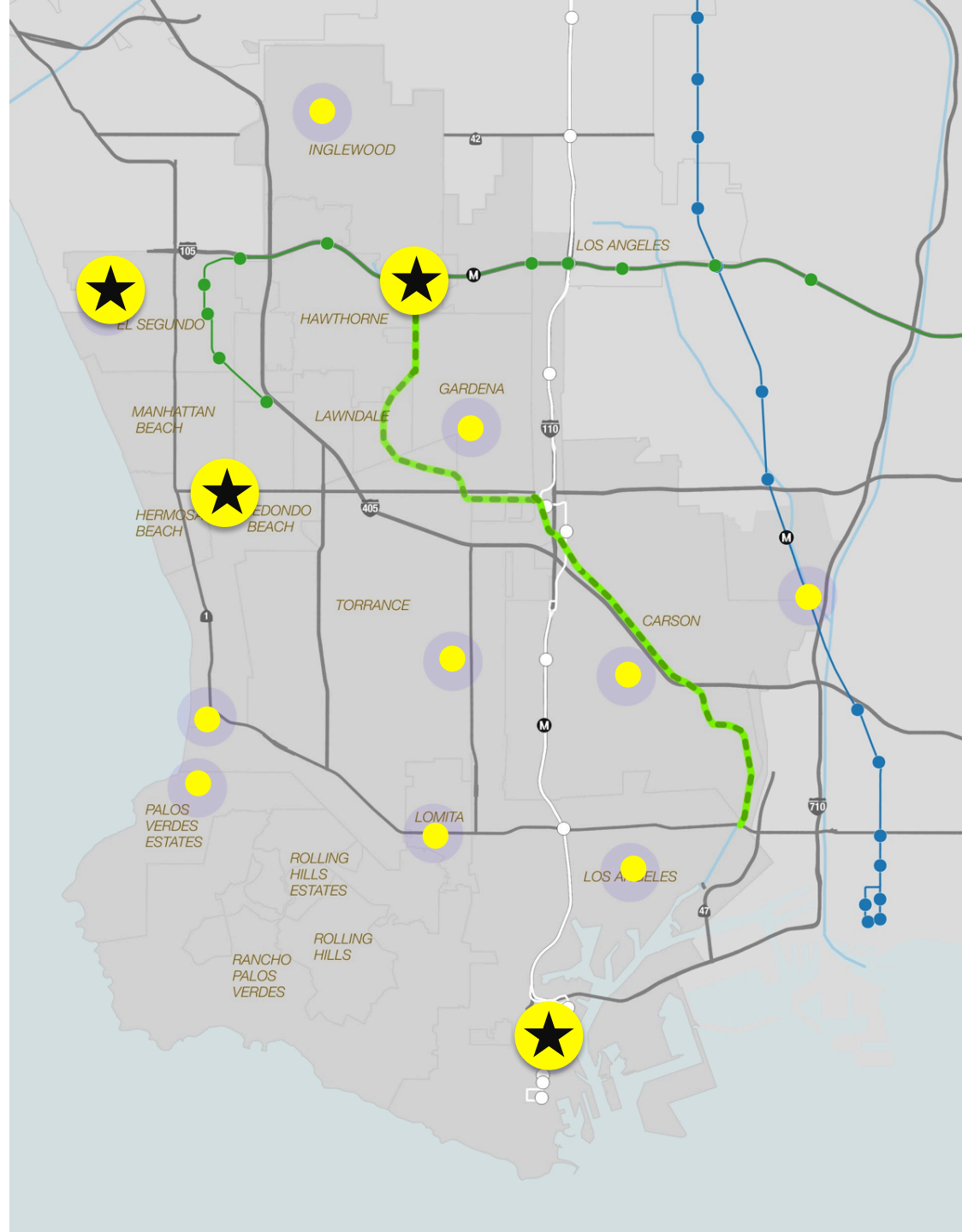
Based on speed, topography, traffic volume.

\* 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

Map 11: South Bay Proposed Regional Active Transportation Network

# Regional Active Transportation Network

Low-stress network

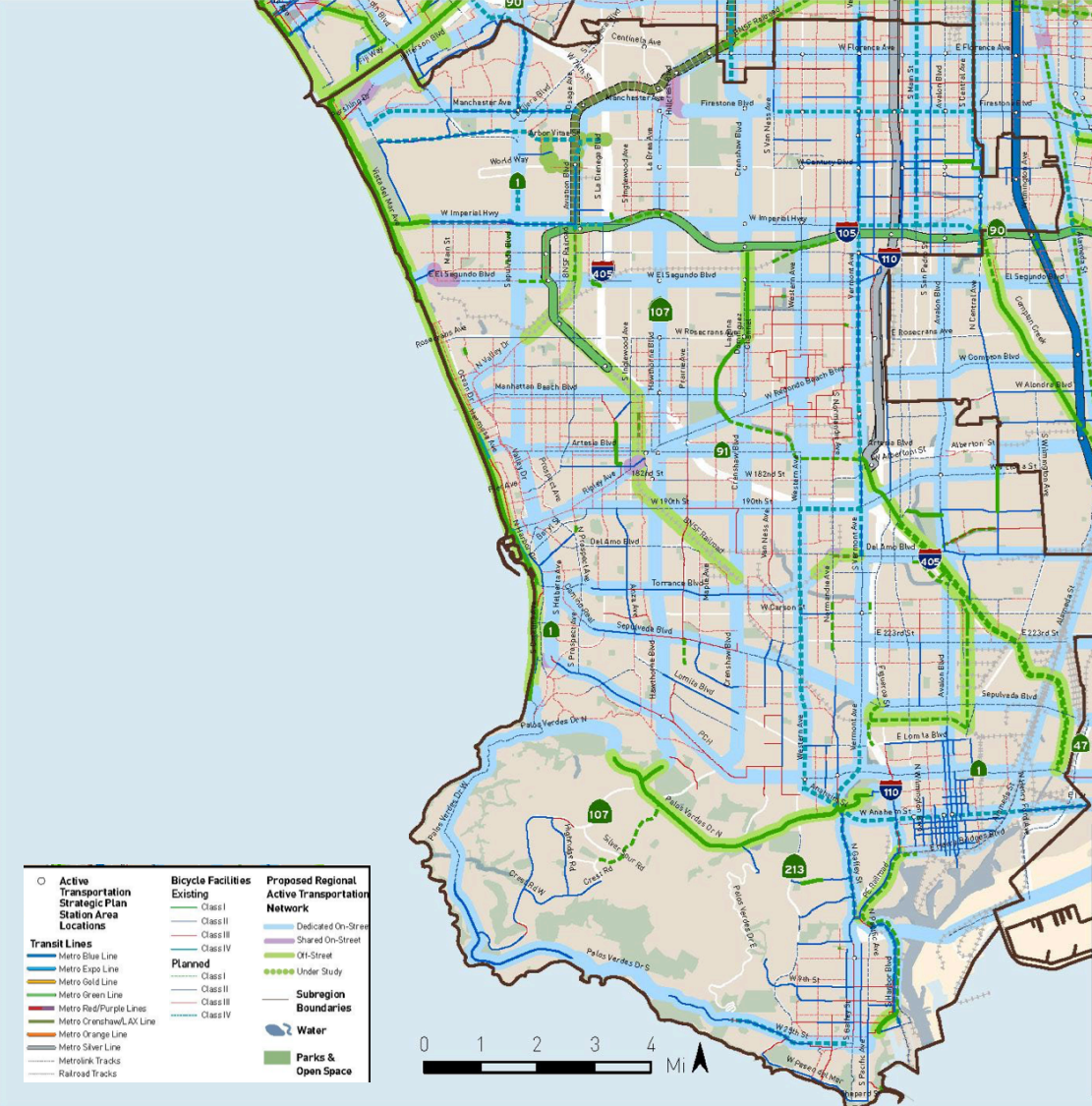
High-safety

Three facility types:

Dedicated on-street

Off-street

Shared on-street





# 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  $\leq 35$ MPH  
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.**





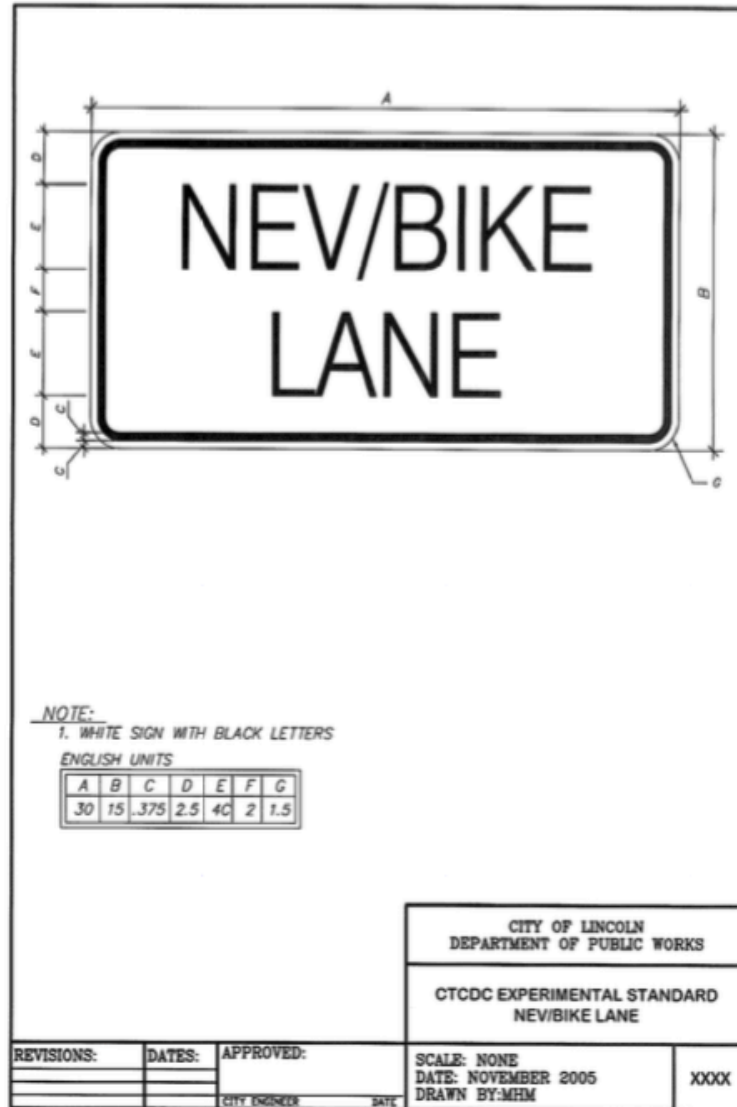
BIKE LANE

NEV LANE

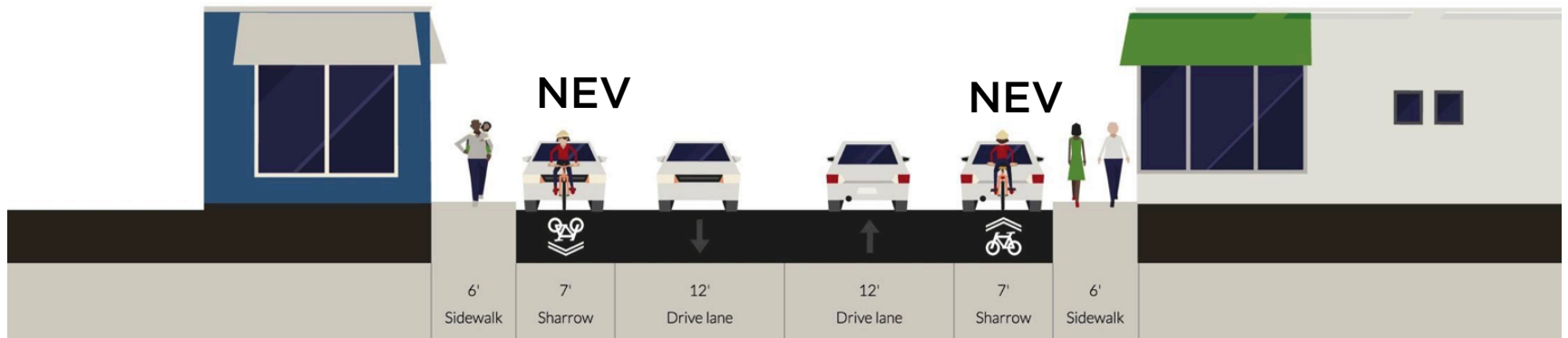
LANE  
NEV



# Signage Example



# Lincoln Class II Shared Collector NEV/Bike

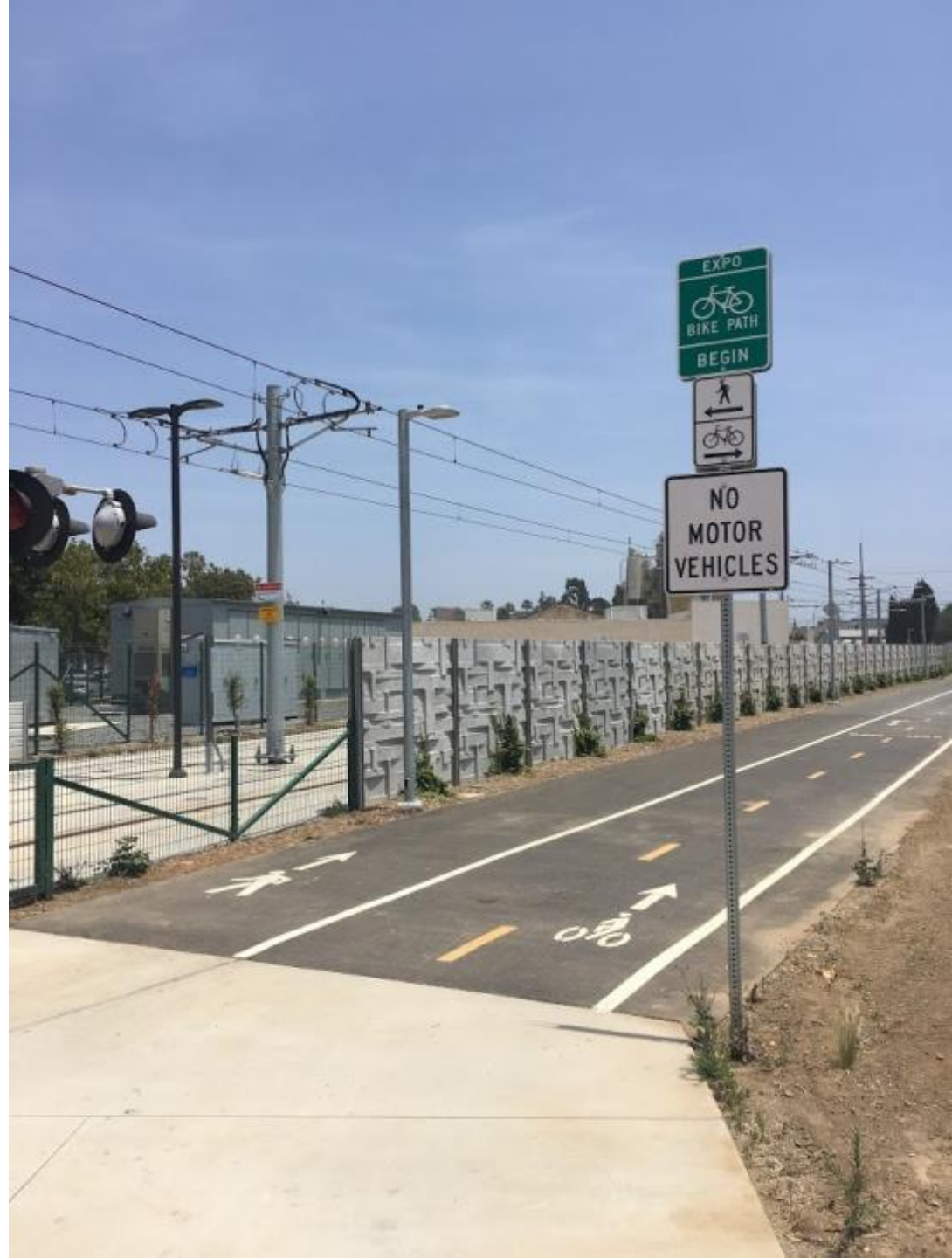


# 2b. Dominguez Channel



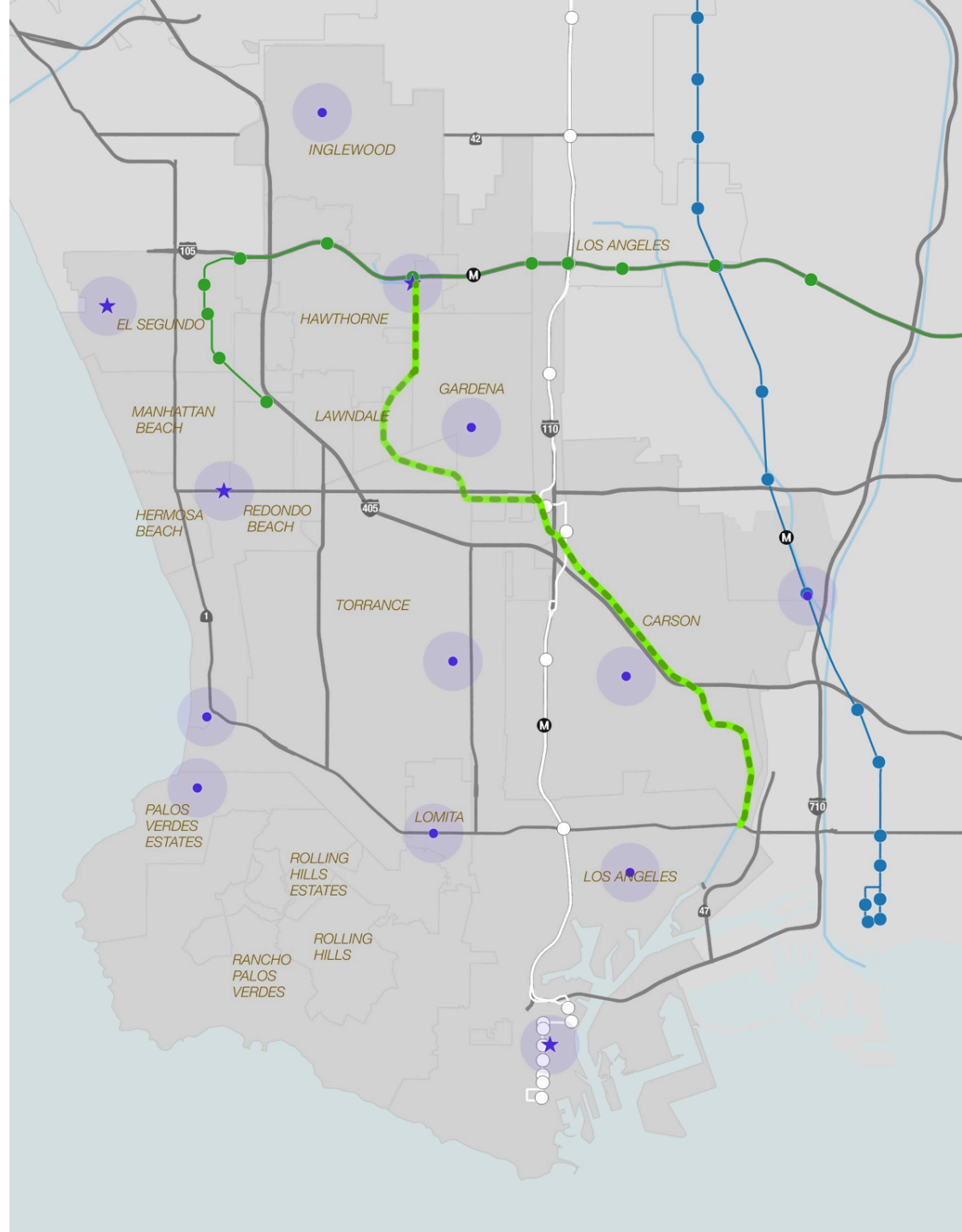
**If a path like this could also be used by Neighborhood Electric Vehicles (NEVs) it would provide zero-emissions access to jobs, schools and other destinations.**

**We propose this along the length of the Dominguez Channel.**



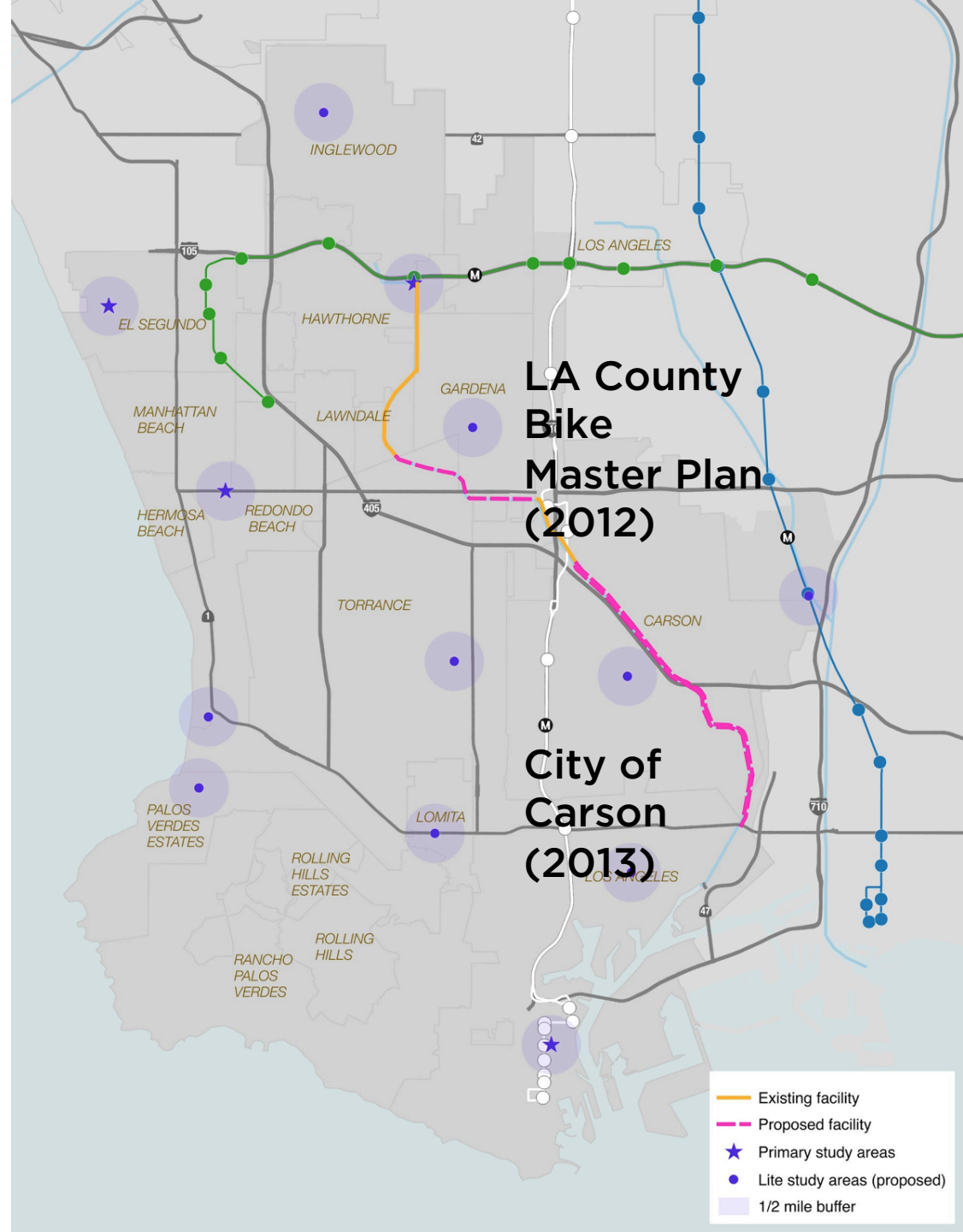
# Dominguez Channel

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

