



Metro

Los Angeles County
Metropolitan Transportation Authority

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September 22, 2017

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *Paw*
CHIEF EXECUTIVE OFFICER

FROM: THERESE MCMILLAN *Tme*
CHIEF PLANNING OFFICER

**SUBJECT: SUSTAINABLE TRANSPORTATION DEMONSTRATION
PROJECT – SOUTH BAY SLOW SPEED NETWORK
STRATEGIC PLAN**

ISSUE

As part of the Implementation Plan for the Countywide Sustainability Planning Policy (CSPP, 2012), Metro has initiated a series of small-scale demonstration efforts. One of those projects is a study laying the groundwork for a network of slow speed lanes in the South Bay sub-region. This report is to disseminate a presentation on the project, which is now complete, along with a link to access the final report. With the completion of the study, Metro has fulfilled its scope of work related to this demonstration projects. The study provides next step recommendations for potential efforts to be led by local jurisdictions and/or the South Bay Cities Council of Governments.

DISCUSSION

Slow speed vehicles are included in the CSPP under the "Green Modes" strategy and include any mode of travel from walking up to neighborhood electric vehicles with a top speed of 25 miles per hour.

The project identified case study areas, summarized outreach discussions with cities, and created an illustrative network design. The study resulted in the design of 4 localized case study zones with specified improvements that would facilitate and encourage the use of slow speed vehicles. The zones could be augmented by a backbone network that would connect the zones and enable travel throughout the sub-region.

At the Ad Hoc Sustainability Committee's February 2017 meeting, staff and the consultant made an interim status presentation describing the opportunities for

creating slow speed lanes region-wide and the potential impact on sustainability indicators. The demonstration project is now complete, and at this time staff is making the final report available for information.

The final report is available online at the following link:

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

NEXT STEPS

Work on the project is complete and no additional Metro activity is anticipated. The final report is being provided to the South Bay Council of Governments and affected local jurisdictions for their consideration and further possible action.

ATTACHMENTS

Attachment – Presentation

Los Angeles County
Metropolitan Transportation Authority

Sustainability Demonstration Project

South Bay Slow Speed Lane Strategic Plan –Final Report
Planning and Programming Committee

September 20, 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.

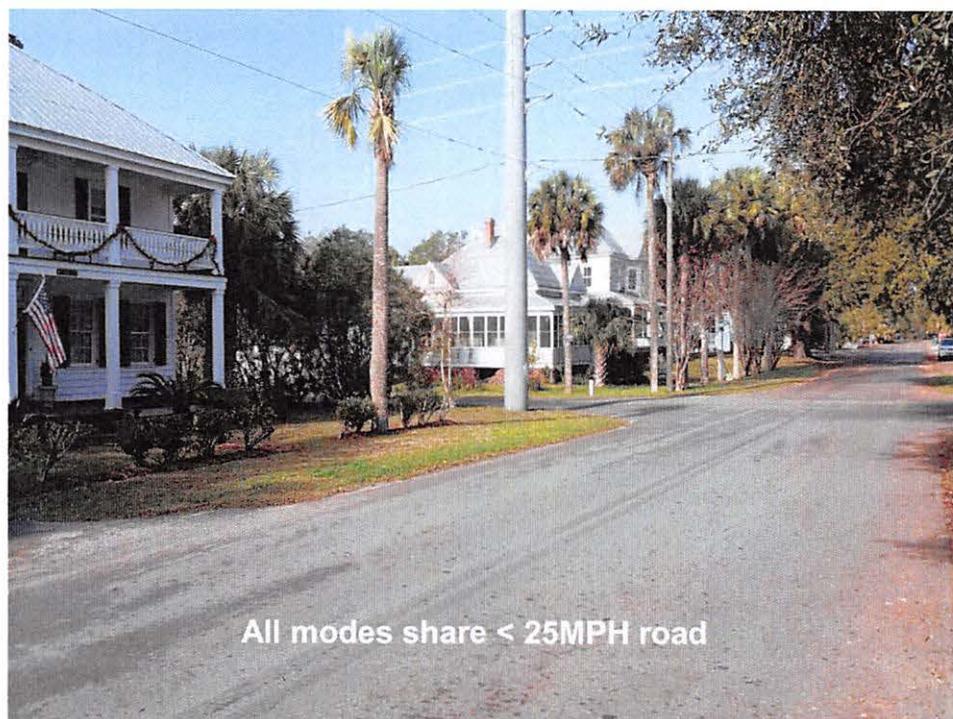


Slow Speed Modes

Pedestrians and Sidewalk Rolling Modes: 0-12.5MPH



On-Street Rolling Modes: 12.5-25 MPH



All modes share < 25MPH road

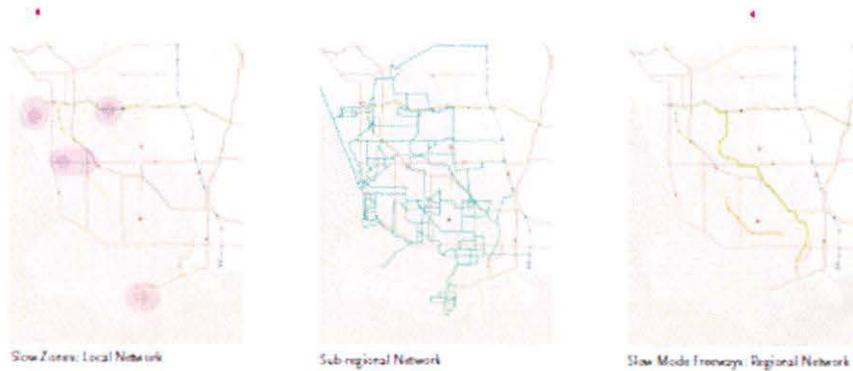


Santa Monica "Woonerf" = living street

3 interconnected networks

Local: Pedestrian improvements, connected by network.

Sub-regional: A network 44% of residential streets; 27% widened bike lanes, 16% streets with new protected bike lanes and lower speed limits. Regional: Multi-use paths on ROWs that include NEVs.



Topics raised Feb. 15

Can bike lanes be repurposed to include NEVs?

There are bike lanes safely shared by NEVs in California. Depends on decision of jurisdiction, may be based on original funding source.

E-bikes on class 1 and 2 facilities.

Slower class of e-bikes that reach 20mph can share bike lanes. Faster ones cannot (reach 28mph). Municipalities can further regulate use of e-bikes.

Conflict among slow modes.

Slow speed is key to avoiding conflict, as is education. ADAS (active safety technology) and ITS promises to help prevent collisions. Law states all modes have to use "reasonable care".

Other Steps

- Evaluation framework assesses the impacts of the slow speed networks at the local, sub-regional and regional level according to assumptions for 20% adoption in 2025 .
- Considered funding and implementation barriers with a view toward pilot projects.



Pilot Projects

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

El Segundo

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

San Pedro