Slow Speed Network
Strategic Plan for the South Bay
Sustainability Demonstration Project

SBCCCOG Board of Directors Meeting
September 28, 2017
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 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

Class I
- Slow Speed Thruway
- Shared Residential Street
- Shared striped bike/NEV lanes
- Protected bike lanes/lower speed

Class III

Class II

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.
North Redondo Slow Zone
Hawthorne Slow Zone

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

Overall Performance: 30%
Low Speed Thruways
Regional Network

ROWs for non-car modes including NEVs

ie: Dominguez Channel

Hawthorne to the Port. 16 miles.

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 CO2

= 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:

More info:
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Questions/Discussion