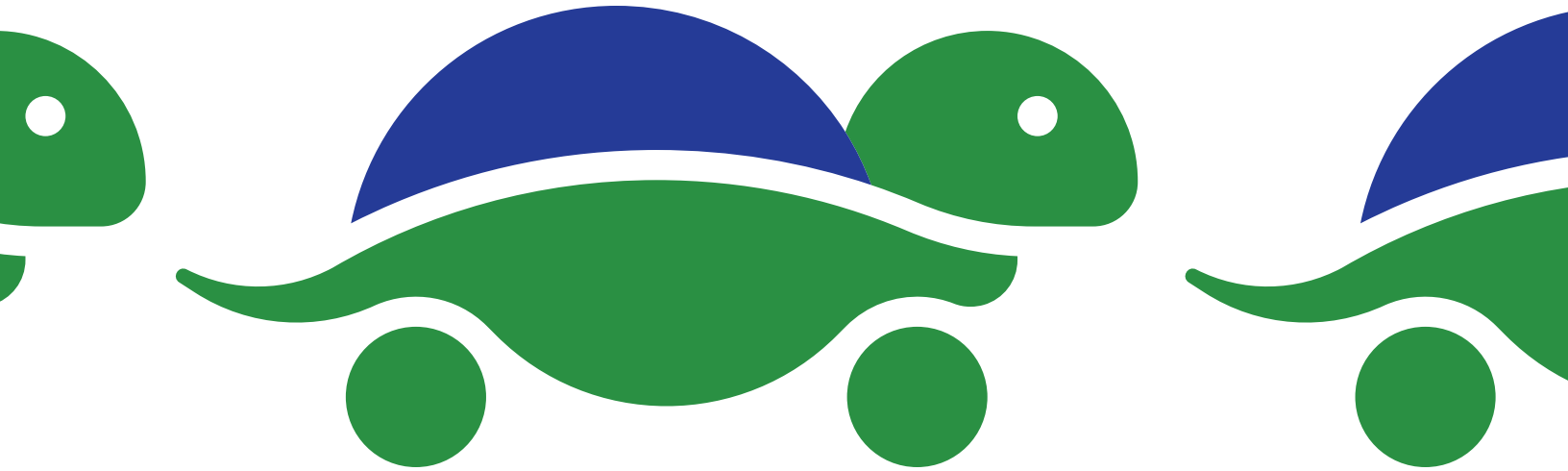

Local Travel Network Playbook

FEBRUARY 2024

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

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Acknowledgments

Thank you to the SBCCOG member cities and staff for their participation in the creation of this playbook and development of the "rolling turtle" brand.

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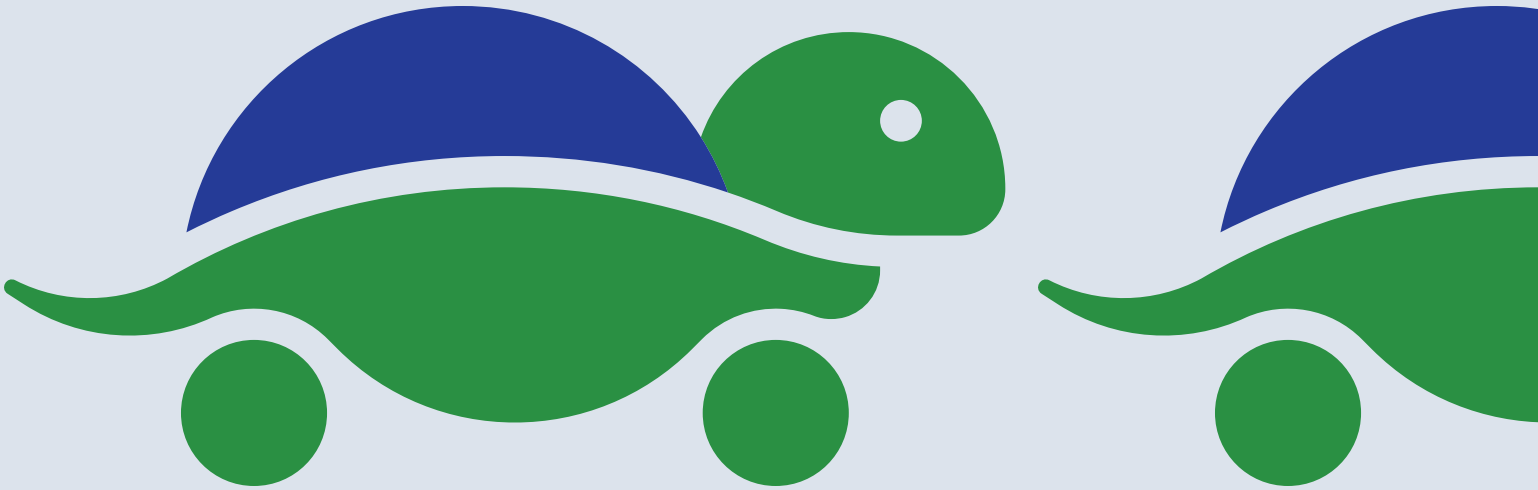
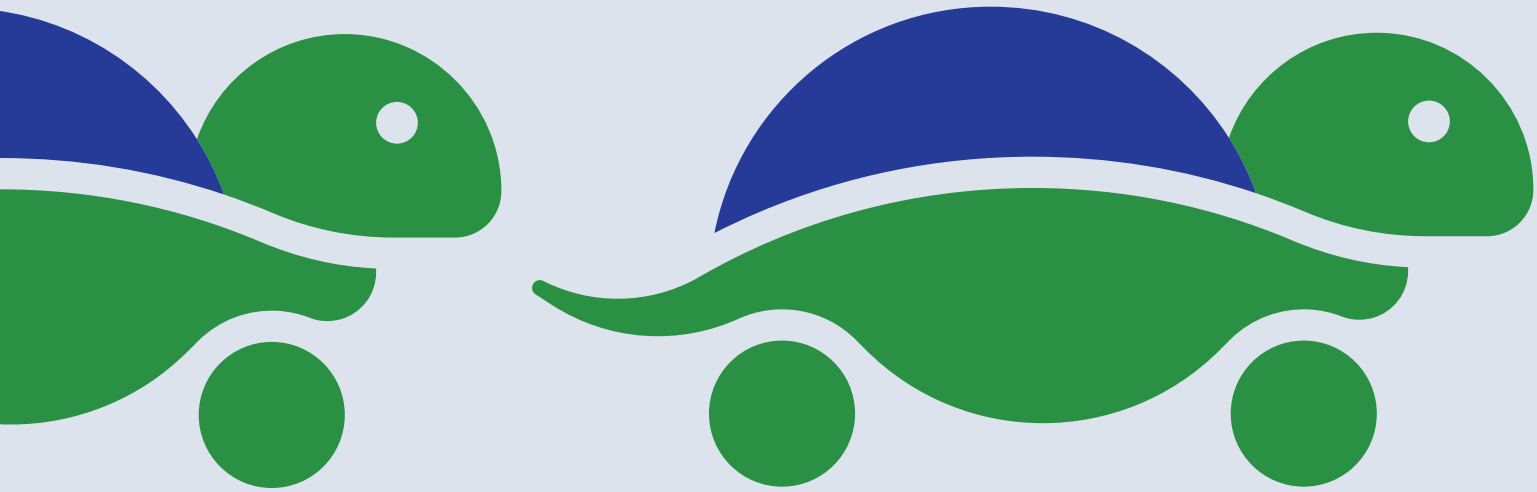
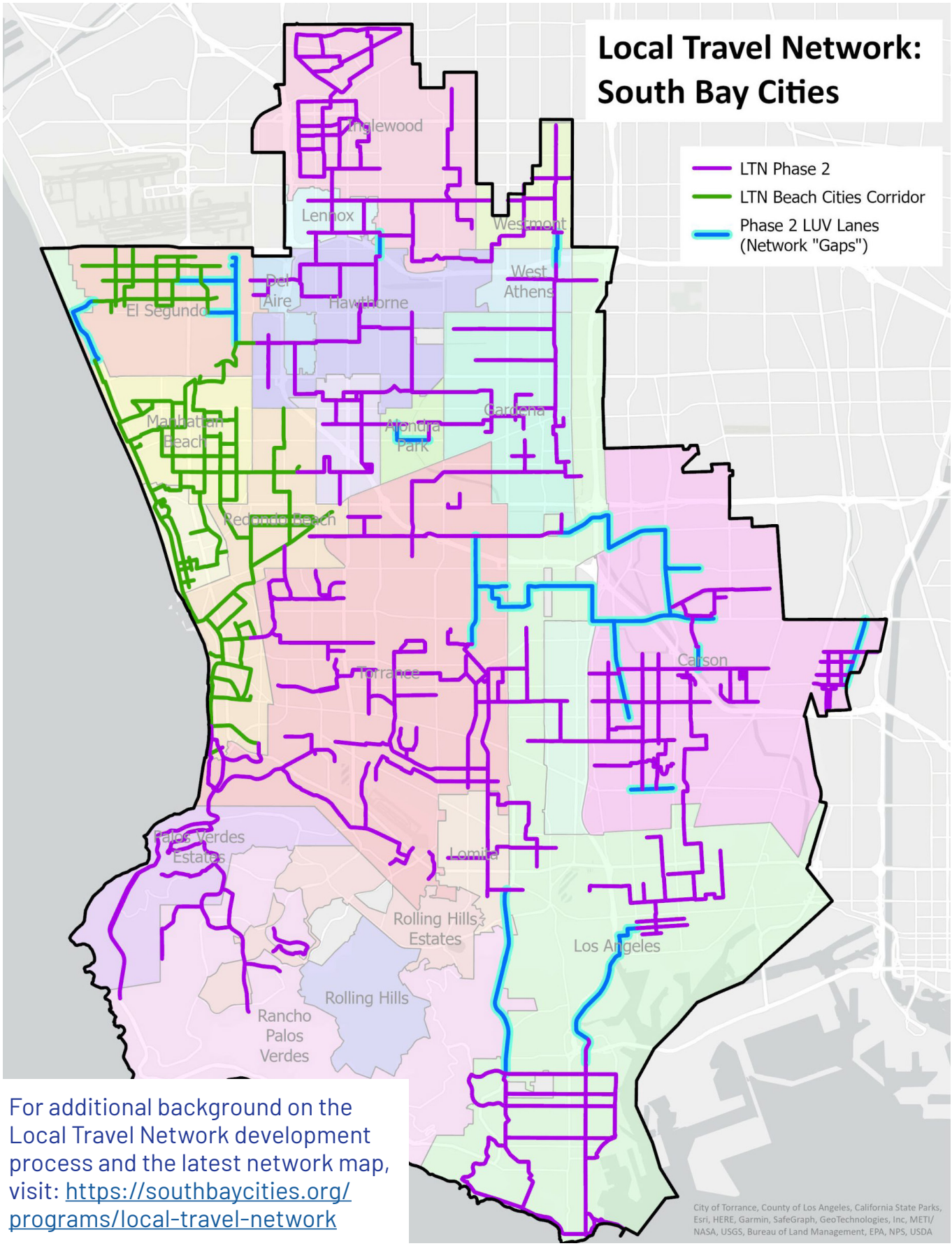


SECTION 1

Introduction





For additional background on the Local Travel Network development process and the latest network map, visit: https://southbaycities.org/programs/local-travel-network

Map current as of February 2024

Bring the Local Travel Network to Your Community

The Local Travel Network (LTN) is a system of routes for people traveling by personal zero-emission low-speed vehicles, which are collectively referred to as "micromobility." Micromobility devices include Neighborhood Electric Vehicles (NEV), bicycles, electric bicycles, cargo bicycles, electric scooters, and other human-powered electric personal mobility devices. The LTN spans all communities in the South Bay Cities Council of Governments region and will extend more than 240 miles when fully implemented.

How the LTN Supports Low-Speed, Zero-Emission Travel

The LTN will support the growing local use of micromobility by providing a system of slow-speed routes for all modes of travel. Designating LTN streets can help to indicate that the street is shared space for all modes and serves as a reminder for drivers to go slow and be aware of people traveling via micromobility modes. This playbook provides guidance on how wayfinding signs, pavement markings, posted speeds, and traffic calming strategies can reduce vehicle speeds and increase the visibility of vulnerable road users. If the LTN operates as intended, residents and visitors will feel more comfortable shifting towards zero-emission low-speed vehicles for local trips, which in turn will help cities and the region meet their climate action goals.

How to Use This Playbook

This playbook will help you bring the LTN to your community. It explains the types of signs and markings you'll need, the brand established for the LTN, and how to implement wayfinding, parking, and supportive amenities for micromobility and neighborhood electric vehicles (NEVs). It also includes resources for developing an NEV plan, a review of best practices for wayfinding signage, pavement markings, and intersection treatments, LTN safety strategy and parking strategy considerations, a cost calculator, and wayfinding sign plans.

This playbook builds on best practices gathered from around the country where slow street networks and NEV communities are finding success, including the Lincoln, CA NEV Plan, Neighborhood Greenway networks in Seattle and Portland, Bicycle Boulevards in Berkeley, and Neighborhood Slow Streets in Boston and Philadelphia.

Implementation Support

Though implementation challenges may vary by jurisdiction, SBCCOG and member jurisdictions can provide support and collaboration. In the SBCCOG service territory, implementation is supported for member cities through the Measure M sales tax. To secure funding, Cities submit LTN implementation applications including project description, preliminary cost estimates, and LTN Map.

LTN Pilot Project

In the fall of 2023, the City of El Segundo was the first community in the South Bay to start implementing the LTN. It did so through a quick-build pilot project of LTN branded and wayfinding signage on select El Segundo streets, including those with existing bicycle sharrow markings. El Segundo was able to quickly and efficiently install signage through use of lower cost signage materials and identification of signage opportunity locations on existing poles.

The City also supported LTN implementation through the re-designation of standard vehicle parking spaces to use for NEV and bicycle priority parking at key community destinations.

El Segundo and SBCCOG will monitor use of this pilot project of the LTN over the coming months, and gather feedback from El Segundo residents to inform future LTN implementation throughout the South Bay.

Wayfinding Overview

Wayfinding is a system of visual cues that guides people through the physical environment. For the LTN, wayfinding includes signs and pavement markings. Wayfinding formalizes key routes for connecting neighborhoods and accessing destinations by helping travelers identify their location, reinforce that they are traveling in the right direction, navigate junctions and other decision-making points, and identify their destination upon arrival.

Accessibility Considerations

Making the LTN accessible to people of all ages and abilities is of key importance. The design guidelines for Local Travel Network wayfinding in this playbook build on successfully implemented models used in other leading jurisdictions for low-speed networks across the country. For example, the LTN signage and color palette in this playbook incorporate principles of color accessibility and encourage the use of consistently applied standards. Implementation strategies, such as engagement programs and traffic calming features, focus on an approach for the LTN that welcomes people of all ages and abilities to use shared streets for local travel. Following the implementation of the LTN, cities should evaluate feedback from a diverse cross-section of community members to understand barriers they may be facing to traveling on the LTN.

Audience

Using micromobility modes can be a safe and fun activity for people of all ages and an eco-friendly, low-cost way to get around. The LTN wayfinding system has been designed to encourage micromobility as a viable, practical, and reasonable choice for local trips. It is intended to create a more safe and comfortable environment for people riding on micromobility devices and increase their visibility in the South Bay region. The LTN wayfinding system was created with a large target audience in mind:

Current Micromobility Users

Commuters, recreational, and utilitarian riders.

Future Micromobility Users

People who are potentially interested in micromobility but may have concerns about safety.

Drivers

Automobile drivers who are attuned to the needs and benefits of micromobility and want to understand how they can most effectively share space on the road.

Placemakers

Those who care about creating vibrant neighborhoods and communities where low-speed, zero-emission travel can flourish.

Applying Playbook Guidance

For consistency and continuity, local jurisdictions are encouraged to apply the design principles, destination selection, and sign placement guidance described in these guidelines when implementing the LTN.

Guidance Adherence

These LTN wayfinding design guidelines should be adhered to when developing signing plans for the LTN throughout the South Bay. The system design principles, destination hierarchies, and sign placement guidance should remain consistent with these guidelines. Designers should exercise professional judgment to best align the tenets of these guidelines with the unique goals and contexts of individual projects, and reference MUTCD guidance where applicable. Artwork files are available by request from SBCCOG. Use only these approved elements when designing signs.

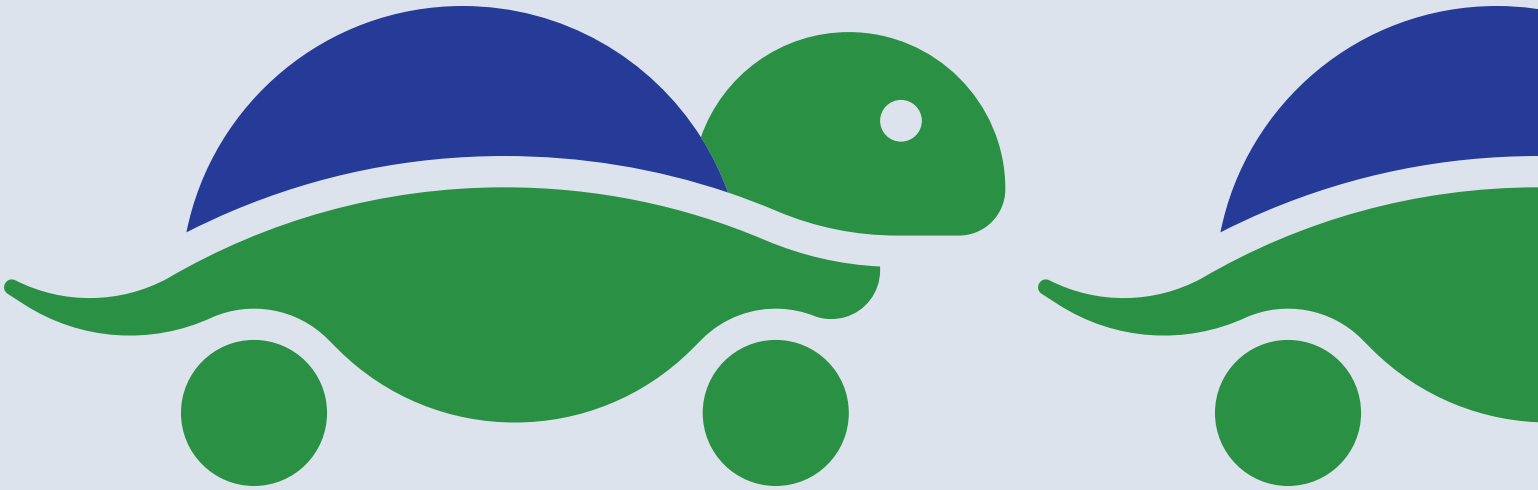
Beyond Wayfinding

Network designation through signage and markings is only the start of a successful LTN. While branded signs, wayfinding signs, and pavement markings are the foundation of LTN implementation, a regional network of safe and comfortable shared streets for all micromobility users is the ultimate goal. LTN routes were selected due to lower vehicle volumes and controlled intersections, but additional work may be required to make these streets more comfortable for all users. Throughout this playbook, you'll see options for additional roadway design and other strategies for creating safer low-speed shared streets.

Integration with Existing Local Signage Systems

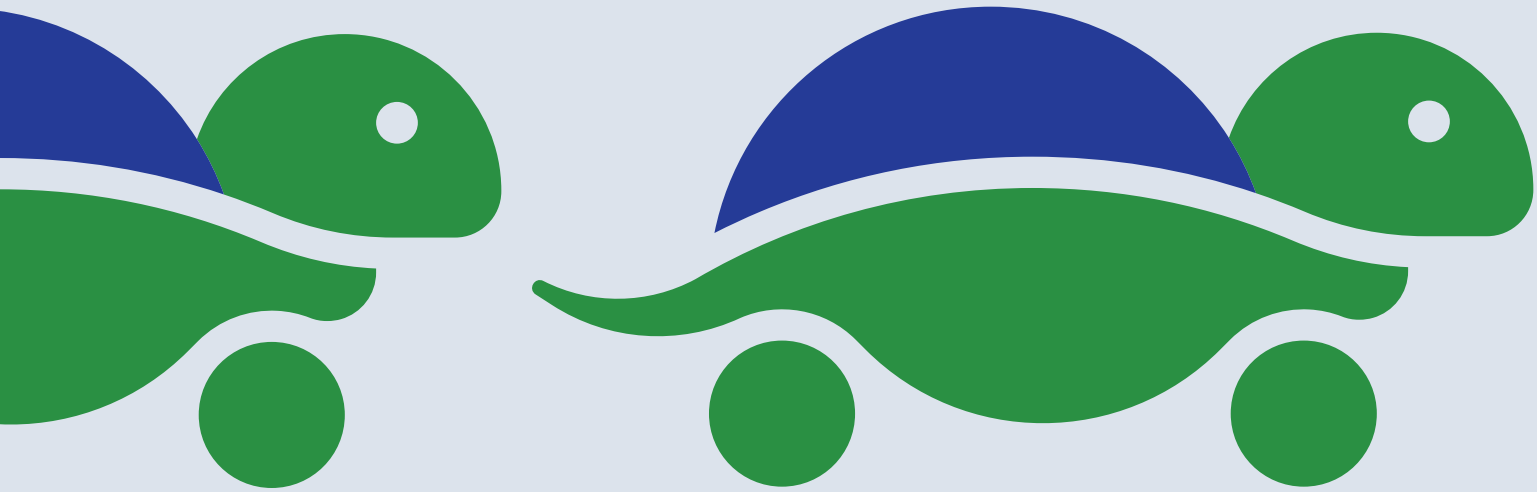
In some cases, local jurisdictions may already have existing wayfinding systems or wish to add supplemental information to LTN wayfinding signs. This playbook provides recommendations for jurisdictions considering local variation to the standard LTN brand signage. For example, the standard LTN brand sign can be installed at existing wayfinding locations, but is only recommended in locations where all destinations shown on the sign are accessible via the LTN. This playbook also provides guidance for local jurisdictions interested in providing NEV-specific markings or signage.

City of El Segundo LTN Pilot Project



SECTION 2

LTN Branding



Logo

Primary Logo

Always use the Primary Logo lockup exactly as shown above. Do not recreate the artwork; add, remove, or alter any logo elements; or change colors, except as specified for the One-Color Variant and Turtle Icon.

Sign templates, fonts, color swatches, and logo artwork files are available by request from SBCCOG. Use only these approved elements when designing signs.

One-Color Variant

The Primary Logo is the preferred logo. The One-Color Variant should be used when the Primary Logo is not practical. Examples include when the logo is placed over a color background that has insufficient color contrast with the Primary Logo colors, when the logo is to be featured in another brand with its own color palette, when the logo is presented alongside other one-color logos, and when the logo is used on the Alternate Design of the LTN Wayfinding Identification Sign. The One-Color Variant may be used in any of the LTN palette colors, provided that there is sufficient contrast with the background color (see facing page). Note that for enhanced legibility, the One-Color Variant includes a gap between the turtle shell and head, which is not present on the Primary Logo.

Turtle Icon

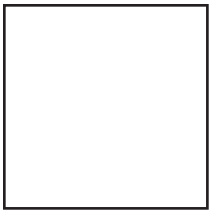
The Turtle Icon may be used alone for "artistic use" in marketing materials where the full Local Travel Network brand is also present. The icon may be used in any of the LTN palette colors, with any tint variation. The Turtle Icon always uses the artwork from the One-Color Variant, which includes a gap between the turtle shell and head.

Modal Icons

The modal icons represent the primary Local Travel Network users: people biking, using neighborhood electric vehicles, riding scooters, and using other small personal electric vehicles. The icons are a supplement to the Primary Logo. When used on wayfinding signs, they are displayed in Pacific Blue as shown above. Like the Turtle Icon, the modal icons can also be used alone for "artistic use" in any of the LTN palette colors, with any tint variation. The icons are always presented inside a circle to maintain similar visual proportions. Do not scale or distort the icon artwork or present the icons inside other shapes.

Colors

LTN Color Palette



White

C=0
M=0
Y=0
K=0

R=255
G=255
B=255

#FFFFFF

PANTONE
N/A

Black

C=0
M=0
Y=0
K=100

R=0
G=0
B=0

#000000

PANTONE
Black C

Coastal Fog

C=12
M=7
Y=3
K=0

R=220
G=227
B=235

#DCE3EB

PANTONE
656 C

Pacific Blue

C=100
M=93
Y=0
K=0

R=18
G=38
B=170

#1226AA

PANTONE
2736 C

Spring Grass

C=81
M=20
Y=100
K=6

R=52
G=143
B=65

#348F41

PANTONE
7740 C

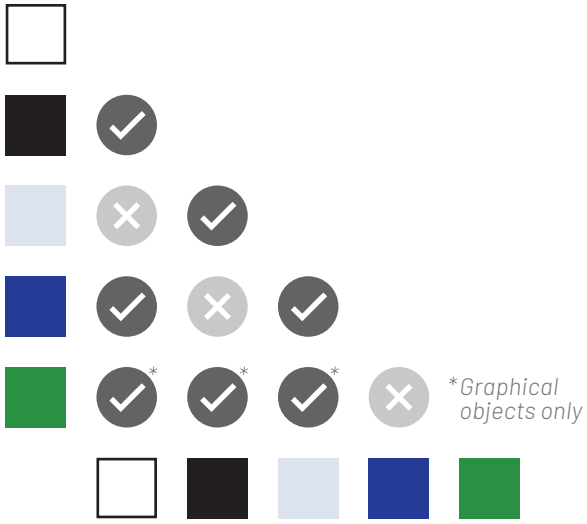
Color Accessibility

No Color Blindness

Protanopia

Deuteranopia

Color Contrast Suitability



Font

Highway Gothic

Aa	Bb	Cc	Dd	Ee	Ff	Gg	Hh	Ii	Jj	Kk	Ll	Mm
Nn	Oo	Pp	Qq	Rr	Ss	Tt	Uu	Vv	Ww	Xx	Yy	Zz

The brand uses FHWA 2000 C Series font, also known as Highway Gothic Narrow.
This font may be used in promotional materials where the Local Travel Network logo is used.

Education & Engagement Opportunities

The implementation of the Local Travel Network and its brand present new opportunities for South Bay residents to travel within their communities - new opportunities for slower and more comfortable local streets, taking trips together with neighbors and families, or simply by choosing a different mode. Through use of the friendly and engaging LTN brand, education and engagement opportunities include:

- Education events for kids along the LTN, such as bike buses (group rides to and from school)
- Website and social media engagement content, such as a "name the turtle" contest
- Branded collateral, such as educational brochures, "swag" for community events, public art, and yard signs

See Section 7 of this playbook for additional details.

Yard signs, Portland, OR and Seattle, WA

Logo Use

Do

Consistent and correct use of the Local Travel Network logo communicates cohesion of the network throughout the South Bay Region.

The Primary Logo may be used on white backgrounds.

The Primary Logo may be used on Coastal Fog color backgrounds.

Use the One-Color Variant in any color from the color palette. Logo may include modal icons.

The Turtle Icon may be used alone for "artistic use" in marketing materials. The full-color option, on a white or Coastal Fog background is encouraged.

Don't Do

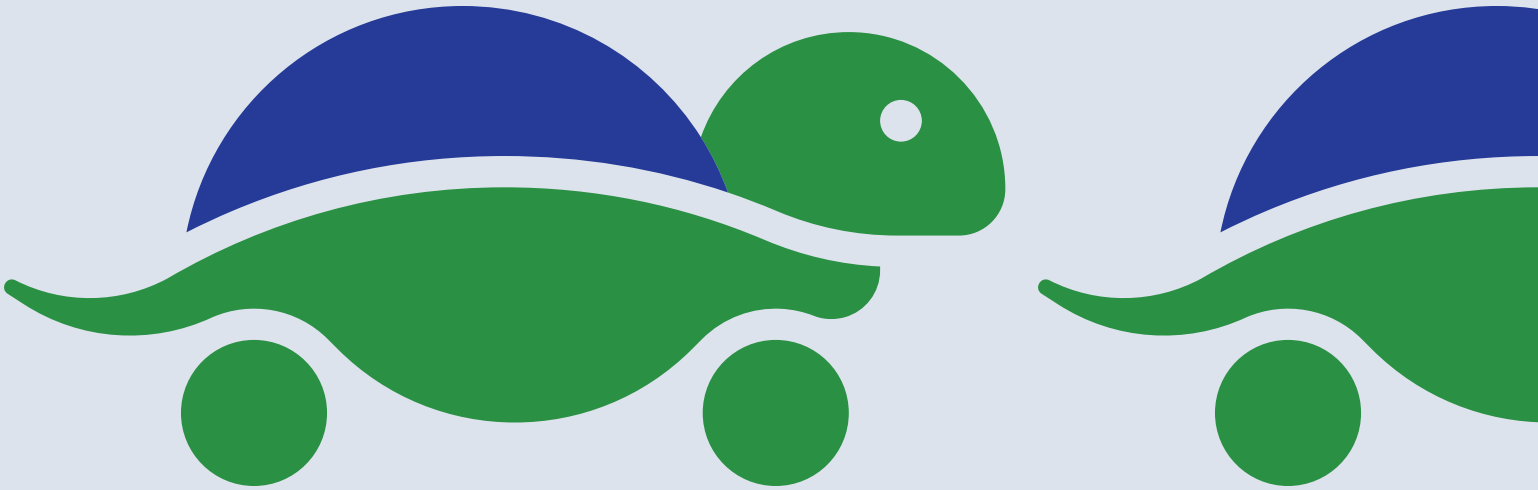
Here are some examples of misuse of the logo. These and any other alterations should be avoided at all times.

Provide sufficient space around the logo and do not stretch logo.

Only use the One-Color Variant version of the logo for one-color use.

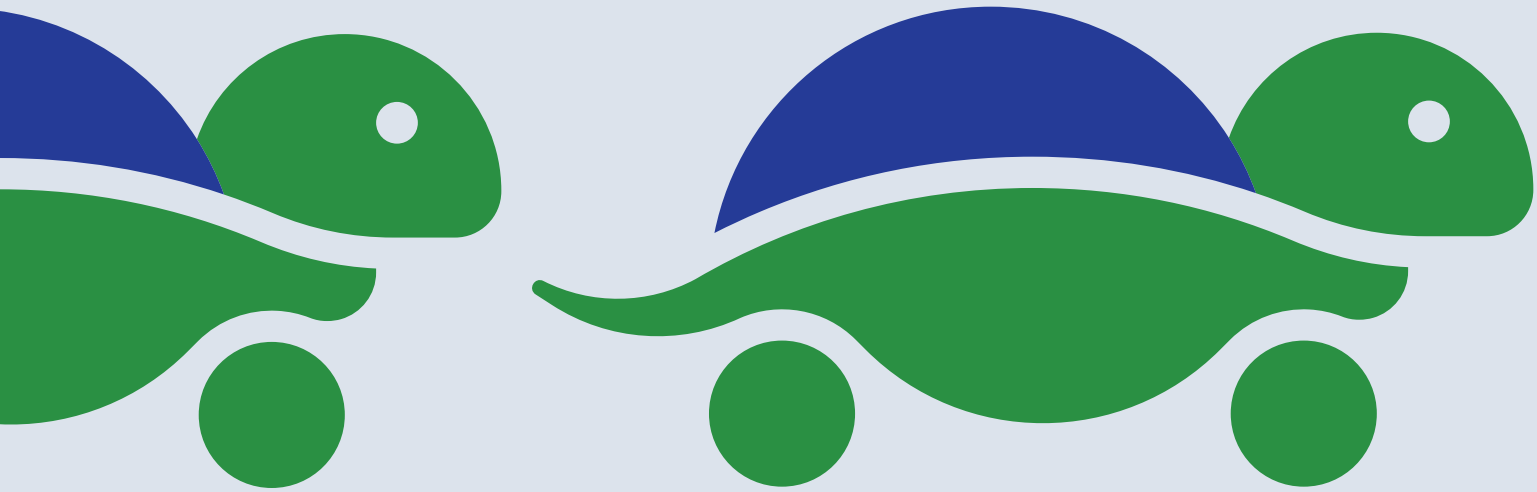
Only use approved color palette in logo.

Use color combinations with sufficient contrast.



SECTION 3

Wayfinding System & Siting



Sign Types

Three Basic Sign Types

As shown in Figure 1, there are three basic Local Travel Network wayfinding sign types:

- Decision
- Confirmation
- Turn

Sign Purposes

Each sign type has a unique purpose, location, and message; however, all three work together. The three sign types guide people along the designated Local Travel Network and to specific destinations.

Design Guidance

Table 1 (page 19) provides detailed technical guidance on the purpose, location, and messaging for each sign type. Later sections of the playbook will describe sign components and specifications.

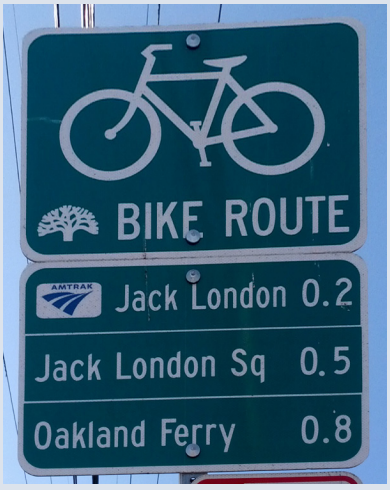
Examples from Other Cities

The design guidelines for Local Travel Network wayfinding build on successfully implemented models used in other leading jurisdictions for low-speed networks across the country, such as Bicycle Boulevards. The photos below illustrate sign application examples found in these jurisdictions.

DECISION

Chicago, IL

CONFIRMATION



Oakland, CA

TURN

San Francisco, CA

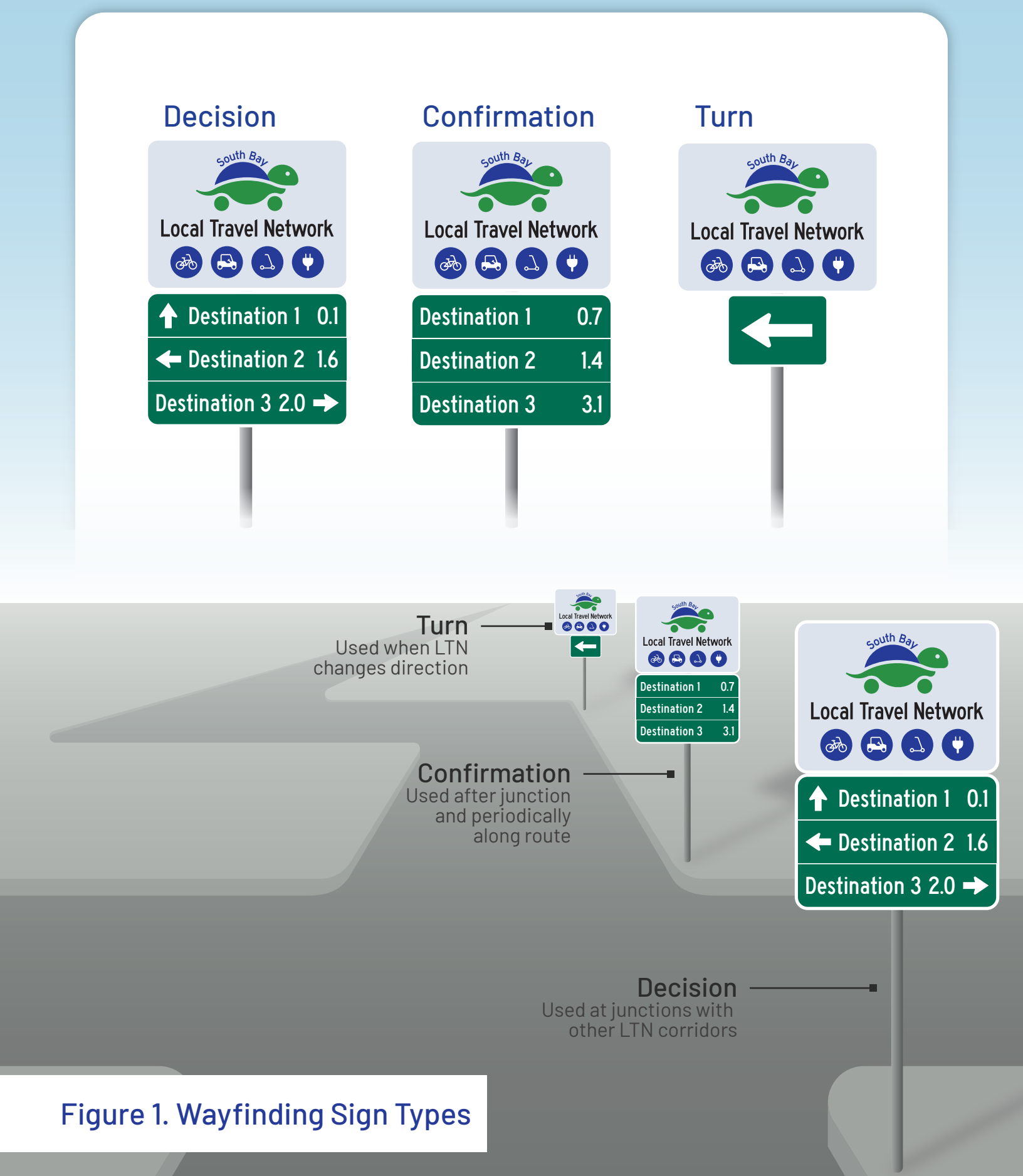
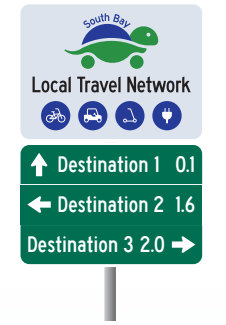
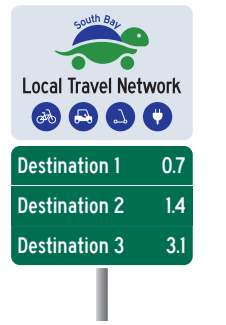


Figure 1. Wayfinding Sign Types

Table 1. Three Local Travel Network Wayfinding Sign Types

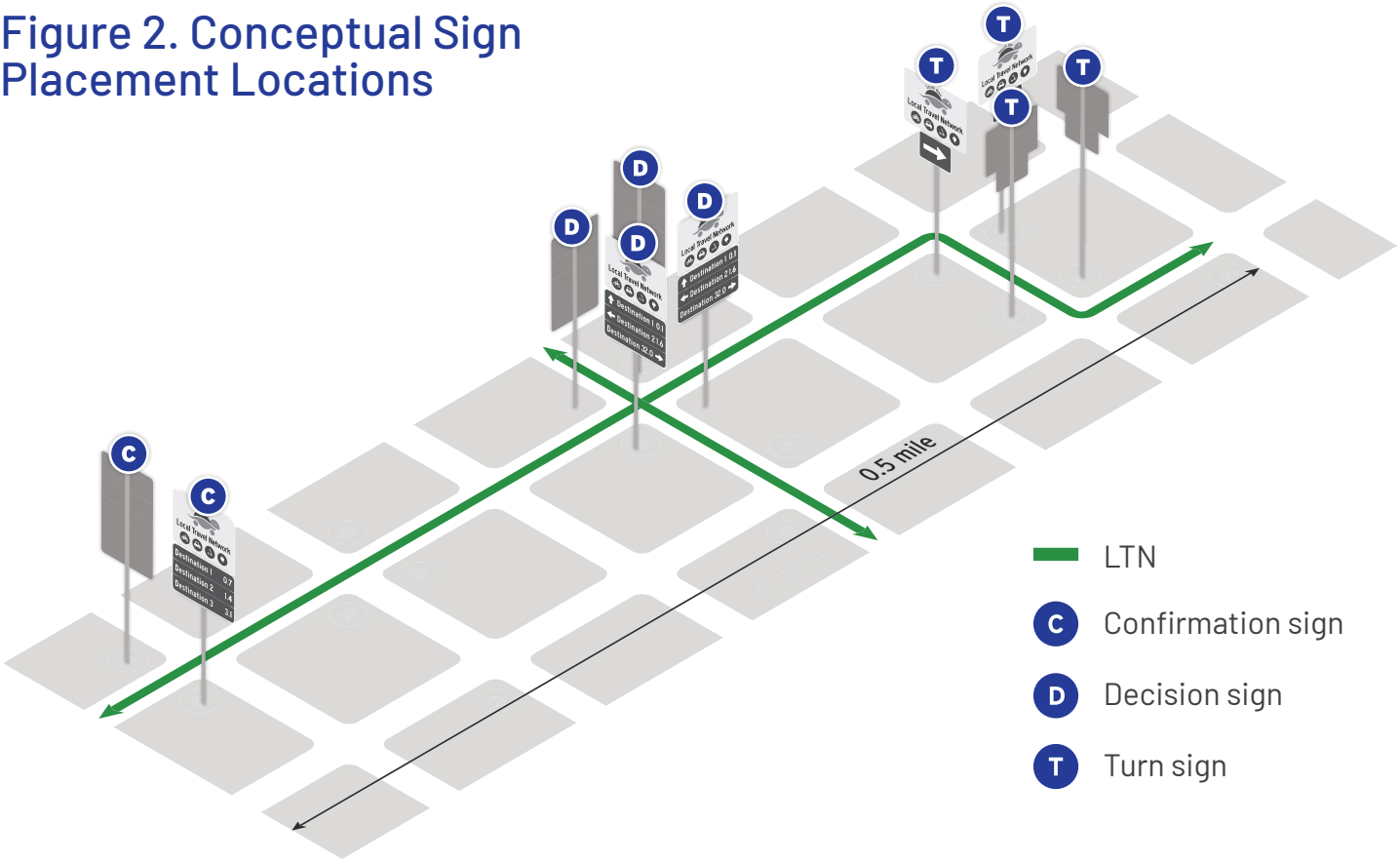
Sign Type	Decision	Confirmation	Turn
			
Purpose	• Shows connections • Marks the junction of two LTN corridors and provides turning guidance through the junction • Informs people of the preferred LTN corridor to key destinations • Provides distance to key destinations	• Informs all roadway users (including drivers of motor vehicles) that they are traveling on a designated LTN corridor • Provides distance to key destinations ahead	• Indicates where LTN corridor turns, either from one street onto another street or where the geometry of the roadway or intersection may be confusing
Location	• Near side of decision-making point (50' – 150' in advance), either an intersection with another LTN corridor • Can be used on arterials at signalized junctions with LTN to direct users onto LTN at key points • Can be used at exit point of key destinations (e.g. regional park driveways) to direct users onto LTN	• At start of LTN corridor • Can be used shortly (50' – 150') after signalized junction with major arterial to provide confirmation of LTN for users remaining on corridor or joining at signal • Every quarter- to half-mile, unless another type of sign is needed (e.g. fills in gaps to provided consistent signage)	• Near-side of intersection or other turn where LTN corridor changes direction (50' – 150' in advance)
Primary Message	• Direction arrow to up to three destinations, including: • Destinations ahead along the current LTN corridor • Lateral destinations, either to the left or right, accessed via intersecting LTN corridors • Mileage to destinations	• Up to three destinations that lie ahead on the given LTN corridor, including mileage to each • Jurisdictions may choose to use the branded sign alone for route confirmation, without the green wayfinding sign	• Arrow in direction that LTN corridor turns
Notes	• N/A	• Pavement markings also provide visual cues that a person is traveling on a designated LTN corridor • In areas with significant LTN corridor density, confirmation signs may not be needed as Decision Signs will be provided at regular intervals	• Decision sign is used to show intersections with other LTN corridors, whereas turn sign is placed where a user must make a turn to remain on the LTN corridor they are traveling

Sign Placement

Best practice provides for wayfinding signs to be placed in both directions of a street unless the street itself is one-way. Typically, one mile of the Local Travel Network is recommended to include eight wayfinding signs in each direction, plus additional signs at LTN junctions or major signalized intersections (for up to 16 to 20 signs per mile). For areas of the LTN with lower intersection density, fewer signs can be used and still provide sufficient user guidance. Table 1 (page 19) shows the roles and positioning of each sign type.

Figure 2 below illustrates conceptual sign placement locations and how the different sign types interact over a typical half-mile of the LTN. Note that actual sign placement is subject to engineering judgment and availability of existing poles, visibility of destination, straightness or curvature of route, and other contextual elements. Jurisdictions may choose to use fewer signs than shown here, and may use the branded sign alone for route confirmation.

Figure 2. Conceptual Sign Placement Locations



Destinations & Distance

Destination Types

Destination types recommended for wayfinding signs include the following three categories:

Regional

- Cities
- Transit centers and rail stations
- Regional landmarks
- Regional parks
- Regional shopping centers
- Sports stadiums and event venues

Subregional

- Colleges
- Beaches
- Bike paths
- High schools
- Hospitals
- Local Travel Network corridors
- Neighborhoods and districts

Local

- Community centers
- Local parks
- Elementary and middle schools
- Other public facilities

Destination Selection

Destinations orient people to their surroundings and convey the geographic coverage of the LTN. Destinations should be immediately familiar to the majority of users. This maximizes their potential of being meaningful landmarks. Jurisdictions can use their discretion when selecting which destinations to include on signs. Signs may include one, two, or three destinations.

In the intrinsic sense, a user may be attempting to reach an actual destination shown on a wayfinding sign. In this case, the sign will guide the person directly to their destination. However, destinations also serve a broader, instrumental role. They paint a general picture of the direction the bikeway travels, the key areas it serves, and its eventual terminus. People may not necessarily be traveling to a destination shown on a sign for the sign to still provide useful orientation. For example, if people know their destination is relatively close to, or in the same direction as, a destination shown on a wayfinding sign, they can use the posted directions to approximate the path to their own destination.

Jurisdictions may have already completed a wayfinding sign program and selected destinations. These destinations can be used for the LTN wayfinding program as well, with removal of any destinations that are not accessible via the LTN.

Signing Distance

A destination's regional significance determines how far away signs are placed from the destination. Regional destinations are signed from greater distances; local destinations are signed only in their vicinity. As people travel along the LTN, each sign progressively discloses new destination information based on their location. Passed destinations are removed, new nearby destinations are added, and one or two long-range destinations are maintained for orientation. No more than three destinations are shown on one sign.

Confirmation and decision signs show distances to the destinations listed on the signs. For all distances, use miles (rounded to the nearest tenth of a mile). Units are not shown (see Figure 3).

Mileage was selected to show distance because it is a standard concept that travelers are readily familiar with. Unlike measuring distance with units of time, there is no subjectivity of units or variability based on travel speed or mode.

When measuring distances to destinations, always use the intended route of travel. Distances should be measured from the location of the sign to the point at which the LTN reaches the given destination. In many instances, this point will be at an intersection or the address of a building. For larger destinations like cities, neighborhoods, or beaches, distance should be measured from the edge of the municipality, district, or property line that the LTN first touches.

Consider the following rules of thumb in selecting the distance at which destination types are shown on wayfinding signs:

- Regional: Up to 5 miles
- Subregional: Up to 2 miles
- Local: Up to 1 mile

Jurisdictions may choose to include Regional destinations on wayfinding signs that are within a quarter-mile distance from the LTN, if low-stress, direct routes are available to access those destinations.

When including an LTN street name as a destination, a jurisdiction may use the one-color turtle icon on the destination line to support navigation throughout the LTN. The use of this icon is optional.

Figure 3. Distance to Destinations

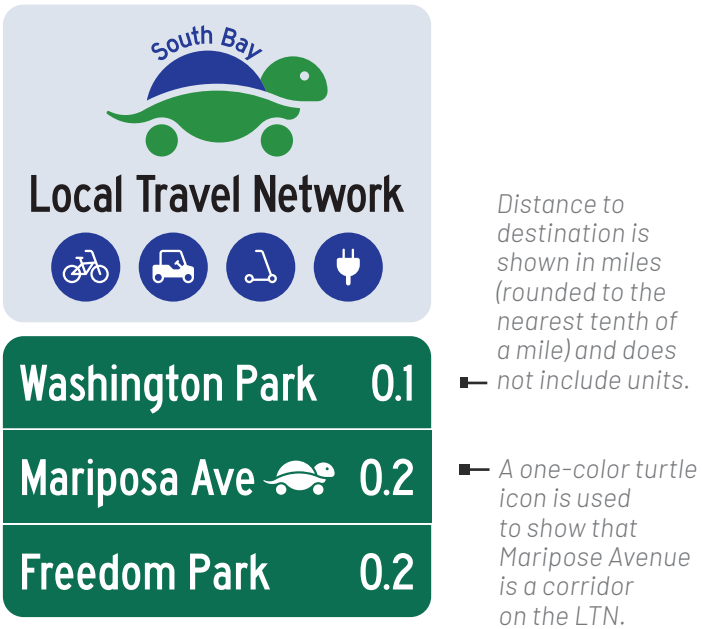


Table 2. Sign-Specific Messaging Standards

Sign Type	Decision	Confirmation	Turn
Number of Destinations	• Up to three destinations per sign, listed vertically	• Up to three destinations per sign, listed vertically	• No destination shown
Organization of Destinations	• List destinations from top to bottom as follows: • Top destination: through • Upward-facing arrow • Sign for the through LTN corridor's next major destination or terminal • Middle destination: left, onto perpendicular LTN corridor • Left-facing arrow • Sign for the closest destination on the perpendicular LTN corridor • Bottom destination: right, onto perpendicular LTN corridor • Right-facing arrow • Sign for the closest destination on the perpendicular corridor	• List destinations from shortest to farthest distance, such that destinations "fall off" the sign once they have been passed • List only destinations downstream from the current sign, preferably destinations directly accessible from the LTN • If one destination is accessible using multiple routes, include "via" routing information (e.g., "via Downtown")	• No destination shown
Text Justification and Arrow Placement	• Top destination: through • Text justification: Left align • Arrow placement: Left side • Middle destination: left • Text justification: Left align • Arrow placement: Left side • Bottom destination: right • Text justification: Right align • Arrow placement: Right side	• Left-align all text (arrows are not used on confirmation signs)	• Center-align arrow on sign
Distance Information	• Include mileage to destinations	• Include mileage to destinations	• N/A

Sign Components

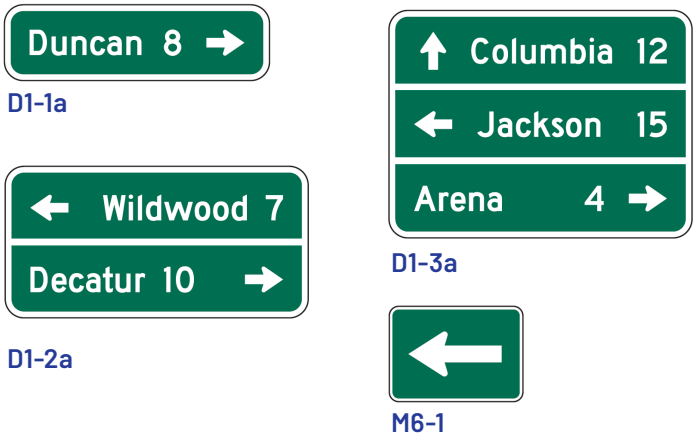
Figure 4. Sign Components

Messaging and Content Guidelines

The success of a signage system depends on consistently applied standards. Users develop a familiarity with the look and feel and do not need to spend extra time interpreting superfluous details of any one sign. This consistency is also essential in every sign's messaging. Accordingly, the conventions listed in Table 2 and in the following bullets will be used when producing LTN wayfinding signs.

- Do not use periods after abbreviations
- Always use abbreviated street suffixes
- Spell out all words other than street suffixes unless space does not permit
- Consider using abbreviations to fit long names onto one line of text
- Long names that do not fit on one line of text can be distributed across two lines by increasing the height of the D1-series wayfinding panels shown in Figure 5
- Jurisdictions may choose to use the white One-Color Turtle Icon on destination lines that include an LTN corridor (see Sample Corridor for example)
- Signs must be retroreflective
- Use CA MUTCD guidance for any standards not listed in this section

Figure 5. CA MUTCD Signs



Wayfinding Sign Standards

The CA MUTCD sign standards used for the LTN are consistent with standard destination guide signs used for bicycle facility wayfinding. The wayfinding components of the signs follow CA MUTCD standards set forth in Parts 2 and 9. The LTN Decision signs follow the standards for signs D1-1a (one destination), D1-2a (two destinations), and D1-3a (three destinations). LTN Confirmation signs are a variation of these signs. The LTN Turn sign uses the M5 and M6 sign families. Additional details are outlined in Table 2.

Source: CA MUTCD 2014 Revision 6. Note that the white outlines shown around the edges of the D1-series signs above are not required.

Supplemental Sign Information

Providing Supplemental Information

Certain types of additional information may be added to LTN wayfinding signs, for example:

- Jurisdiction name, seal, or logo
- Beach name or logo
- Cross street
- Gateway sign (as was used for El Segundo pilot)
- Barcode or QR code to download maps, navigation information, trip planning apps, etc.

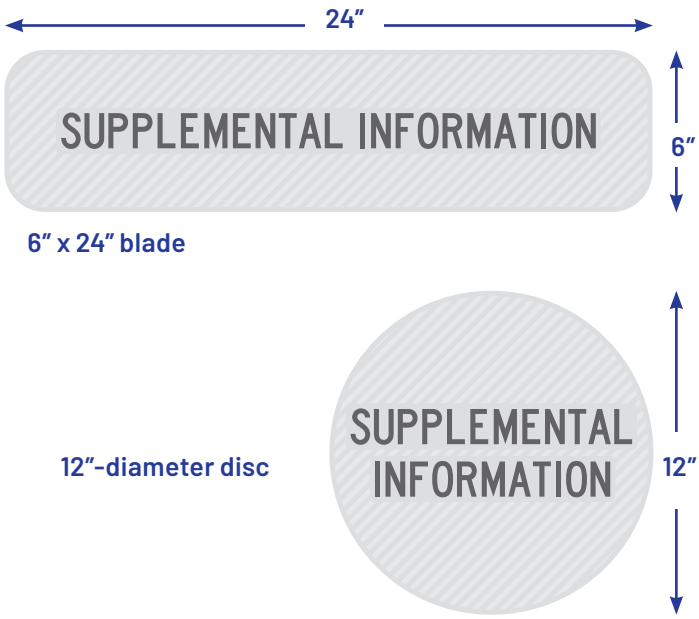
Supplemental information is presented using separate placards placed either above or below the LTN wayfinding sign. This arrangement allows the supplemental information to be added while maintaining the LTN brand as a discrete identity. To avoid information overload and minimize sign height, only one piece of supplemental information should be added to any LTN sign. There are two configurations for doing so:

- 6" x 24" blade below LTN sign
- 12"-diameter disc below LTN sign

Figure 6 illustrates the dimensions of each supplemental sign. Note that the construction specifications of the 6" x 24" blade are consistent with the MUTCD D1-1b sign. MUTCD guidance should be followed when fabricating signs of this type. Supplemental sign components can be incorporated onto a single sign panel. Jurisdictions are responsible for the content and design of supplemental signs, although they are encouraged to consult SBCCOG for consistency. Supplemental information, such as city seals, should not be placed on the LTN brand or wayfinding component signs.

Additional CA MUTCD signs may be used in conjunction with LTN wayfinding signs on the same pole (installed below, see Figure 7), or may be sited separately. The D11-1 sign may be used where shared lane markings (sharrows) are used to denote a Class III bike route. The R81(CA) sign must be used where Class II bike lanes are present, with optional R81A(CA) and R81B(CA) signs. Consult CA MUTCD Part 9 for more information.

Figure 6. Supplemental Sign Options



City of El Segundo LTN Pilot Project with supplemental gateway sign option

Figure 7. CA MUTCD Bike Facility Signs

R81 (CA)

D11-1

R81A (CA)

R81B (CA)

Source: CA MUTCD 2014 Revision 6

City of El Segundo
LTN Pilot Project

Integration with Existing Wayfinding Systems

South Bay jurisdictions may have existing wayfinding systems they wish to incorporate with the LTN. The standard LTN brand sign can be installed at existing wayfinding locations, as shown in Figure 8 (see mounting height and clearance constraints in Section 5 of this playbook). Though not preferred, the LTN brand sign may be scaled as needed.

When considering compatibility with existing wayfinding systems, the following is recommended:

- Only add the LTN brand to wayfinding signs where all destinations are accessible via the LTN in the directions shown on the sign
- Do not add the LTN brand where existing wayfinding signage is auto-oriented (e.g. signs are mounted in a way that would not be visible to LTN users; wayfinding destinations are parking garages)

Figure 8. Existing Wayfinding Examples

City of El Segundo
LTN Pilot Project

Pavement Markings

Facility Selection

Pavement markings should be used to designate LTN corridors, supplementing wayfinding signage. Standard pavement markings with use approved by the CA MUTCD are described below. Only pavement markings for bicycles are approved for standard use at this time. Several jurisdictions in California have developed and implemented NEV and scooter markings, some of which have experimental approval from the California Traffic Control Devices Committee (CTCDC). South Bay cities may be interested in seeking experimental approval status to use non-standard markings on the LTN. See facing page and Appendix A for more information.

Figure 9 provides guidance for how vehicle volume and speed should be taken into consideration to determine a preferred bikeway type. Generally, the higher the speed and volume of a road, the more protective the recommended bikeway.

Shared Lane Markings

Due to low speeds and low vehicle volumes, the majority of corridors on the LTN will be suitable for shared lane markings (also known as sharrow markings). Shared lane markings are not recommended on streets with speeds higher than 35 mph (25 mph is preferred) and volumes higher than 3,000 ADT. Sharrow markings:

- Encourage multimodal use of the center of the travel lanes
- Bring awareness to the presence of LTN routes for people driving and people using low-speed modes
- Strengthen connections in a network
- Clarify movement and positioning for people using low-speed modes
- Are used in contexts where travel speed differential between people driving and people using low-speed modes is low

Sharrow markings are also used in many communities as part of Bicycle Boulevard systems, where they are paired with traffic calming strategies and wayfinding to provide continuous networks that prioritize bicycle travel on neighborhood streets with low vehicle volumes. The Local Travel Network can use these same strategies to build on this successful model. More information can be found in Appendix B.

Additional Bike Facility Options

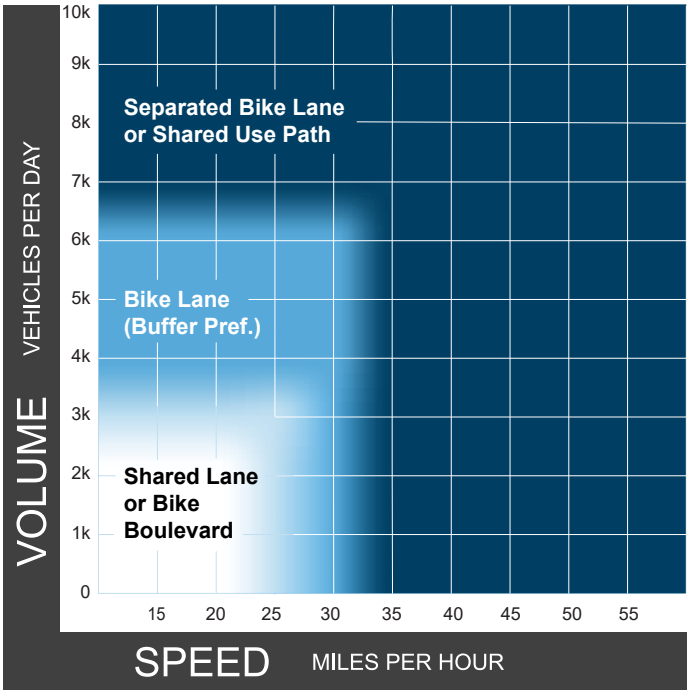
For LTN roads with higher speeds and vehicle volumes, shared lane markings are not appropriate. Based on the FHWA Bikeway Selection Guide, one of the following facilities may be selected:

- Class II bicycle lane
- Class II+ buffered bicycle lane
- Class IV on-street separated bikeway
- Class I off-street path

Green-Backed Sharrows

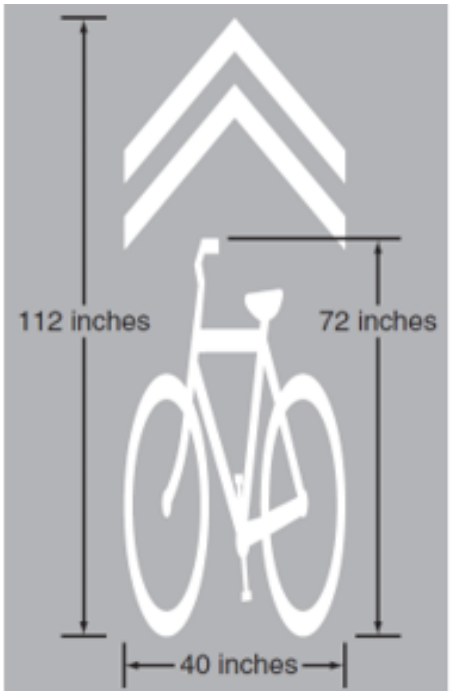
Green-backed sharrows are used by jurisdictions interested in a more conspicuous marking option. This marking option is now allowed under CA MUTCD Revision 8 Section 9C, though green-backed sharrows are prohibited in the 2023 Federal MUTCD Update, Section 3H.06.

Figure 9. Bikeway Selection Guide



Source: FHWA Bikeway Selection Guide

Figure 10. Shared Lane Marking



Source: CA MUTCD 2014 Revision 6, Figure 9C-9

Non-Standard Micromobility Markings: These markings are in use in CA, but are not included in the CA MUTCD.

Bicycle Boulevard Marking
Berkeley, CA

Scooter Lane Marking
UCLA Campus

Shared Bike and Golf Cart Lane Markings
Palm Desert, CA

NEV Considerations

See Appendix A of this playbook for further guidance on NEV plan and facility development.

For jurisdictions interested in providing NEV-specific markings or signage, a number of experimental options are in use throughout the state. California Assembly Bill 2432, signed into law in 2022, allows for jurisdictions within Los Angeles County to develop local NEV transportation plans. Per AB 2432, jurisdictions must develop a local NEV plan and coordinate with the CTCDC when implementing the facilities in this section.

Shared Bike/NEV Facilities

Jurisdictions that adopt a local NEV transportation plan may be interested in developing one of the following facilities along the LTN:

- **Shared Class III routes for bikes and NEVs**: NEVs may operate in the travel lane on LTN corridors with speed limits up to 35 mph. However, jurisdictions may be interested in supplementing markings and signage to include NEVs. Signage previously approved by Caltrans is shown in Figure 11, but should be installed in coordination with the state and after adoption of a local NEV transportation plan. Pre-approved markings for Class III shared NEV markings are not currently available, and custom markings would require state approval.
- **Shared Class II, Class II+, or Class IV lanes for bikes and NEVs**: These lanes should be wider than Class II minimums as outlined by the CA MUTCD to accommodate NEVs. Markings and signage must also be used to designate the lane. Signage previously approved by Caltrans is shown in Figure 11, but should be installed in coordination with the state and after adoption of a local NEV transportation plan. Pre-approved markings for shared bike/NEV Class II lanes are not currently available, and markings would require state approval. Experimental markings are shown in Figure 12.
- **Shared off-street paths for bikes and NEVs**: Where vehicle volumes and/or speeds are high and right-of-way widths permit, off-street facilities wide enough to accommodate NEVs and bikes should be considered.

Designing for Small Things with Wheels, NACTO

In February 2023, NACTO released their "Designing for Small Things with Wheels" guidance, as an update and supplement to their Urban Bikeway Design Guide and Urban Street Design Guide. This document is focused on strategies for designing for all ages, abilities and micromobility options. Additional NACTO guidance that is relevant to LTN design and implementation includes "City Limits" about speed management and "Don't Give Up at the Intersection," which can provide additional guidance on designs for major and minor crossing locations on the LTN.

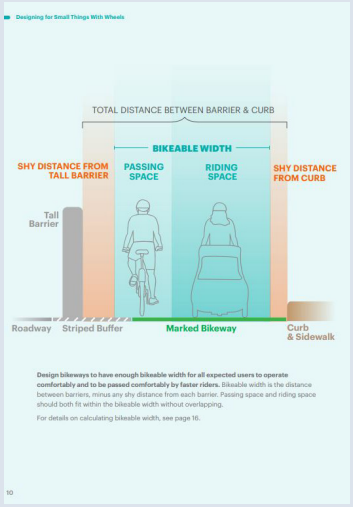
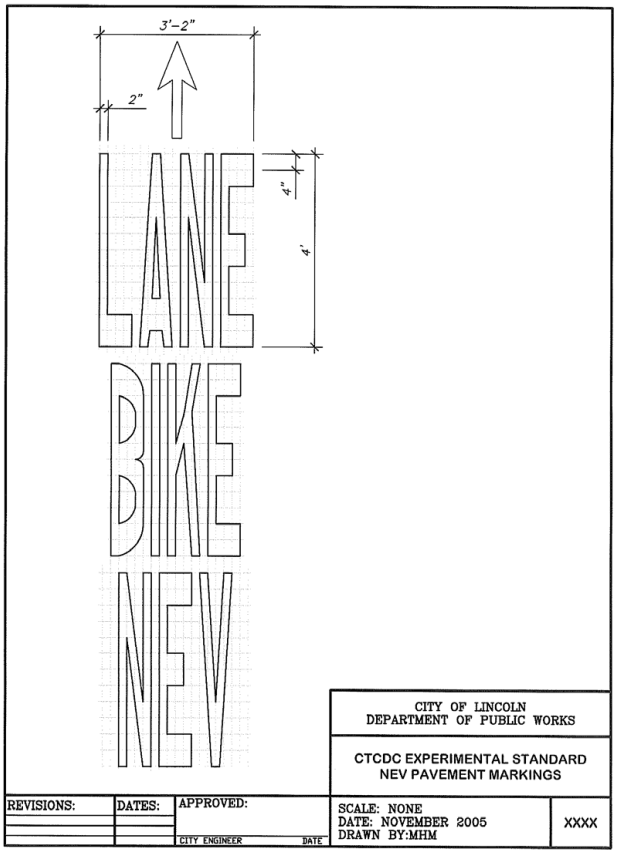


Figure 11. Caltrans NEV Signage

Source: Caltrans

Figure 12. Experimental NEV/Bike Lane Marking



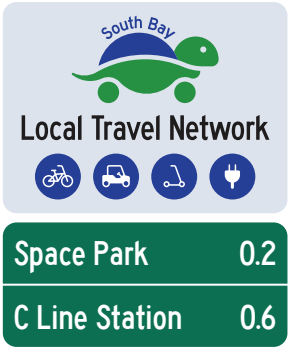
Source: City of Lincoln, CA

Sample Corridor

This section shows how the different sign types and sharrow markings can be used together on one sample corridor, based on spacing guidance in this section. A partial list of sample corridor signs that match the map on the facing page are shown below. This example also shows how implementation can be completed corridor-by-corridor, with a phased approach to full LTN implementation where needed. Full sample corridors can be found in Appendix F.

1. Confirmation Sign

2. Confirmation Sign



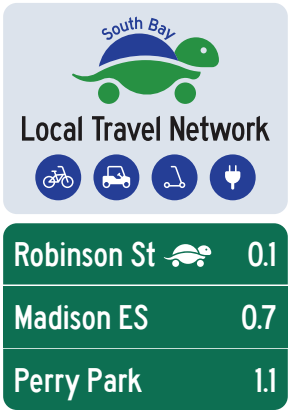
3. Turn Sign

4. Turn Sign

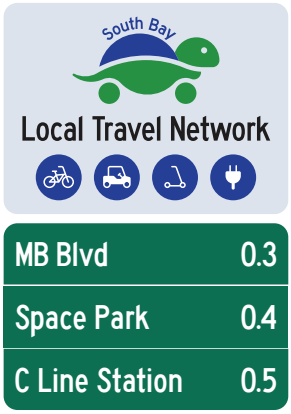
5. Turn Sign

6. Turn Sign

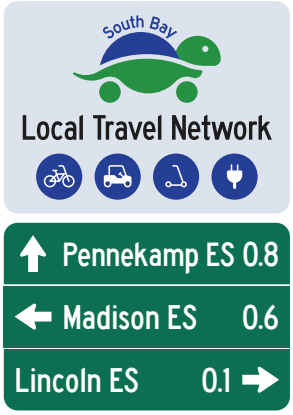
7. Confirmation Sign



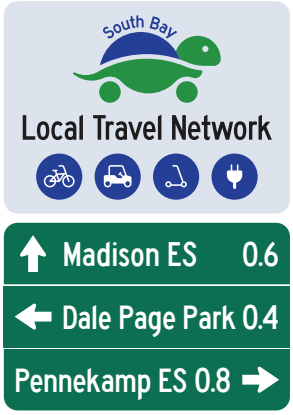
8. Confirmation Sign



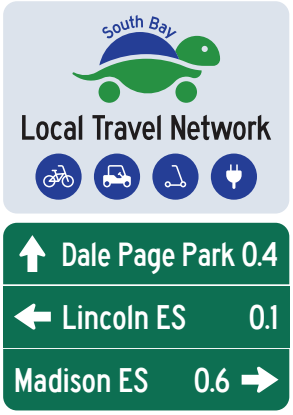
9. Decision Sign



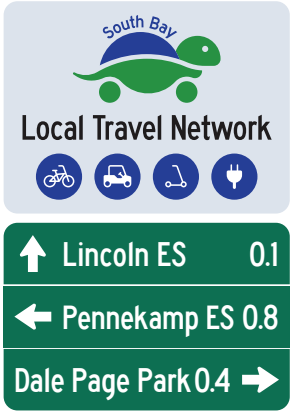
10. Decision Sign

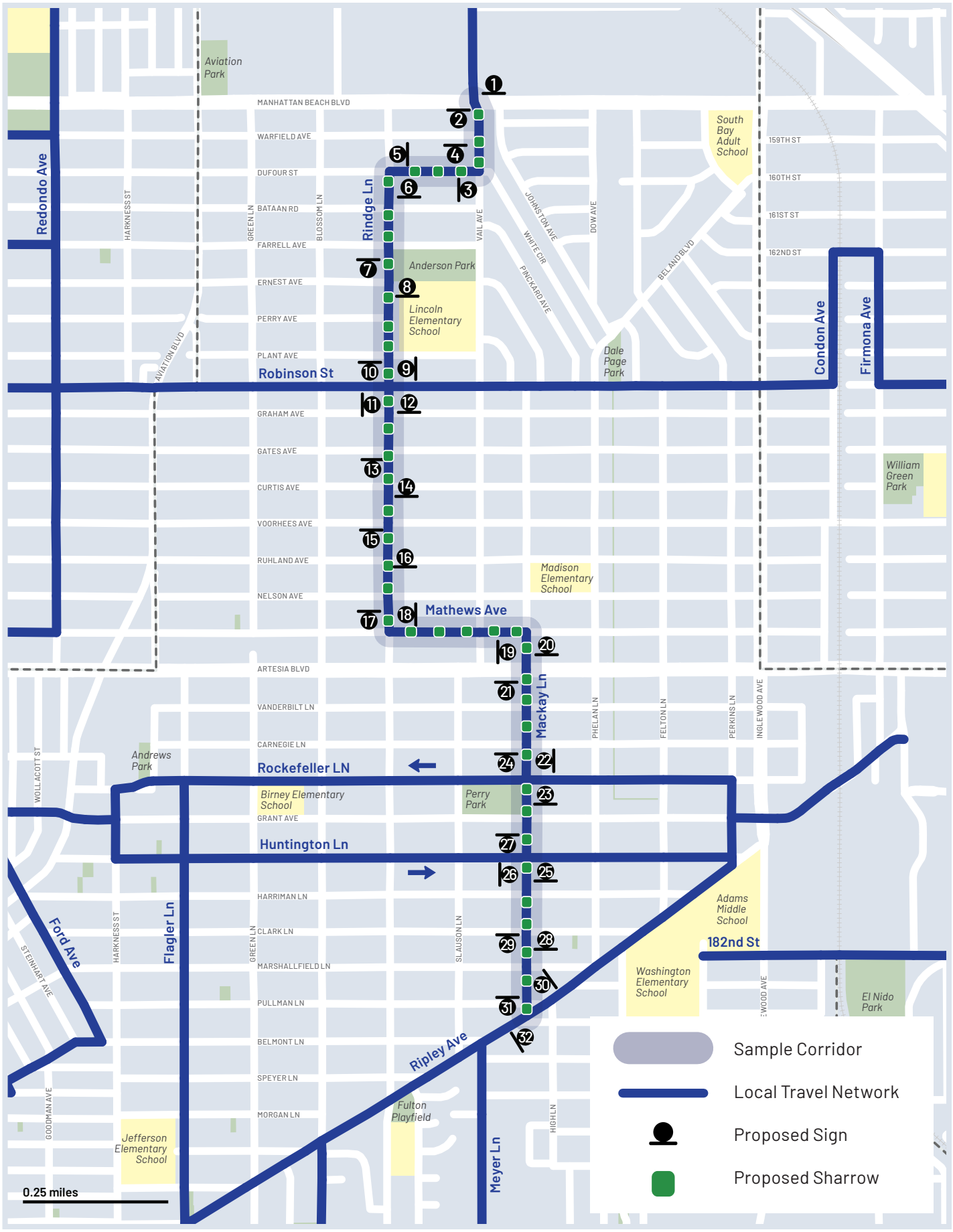


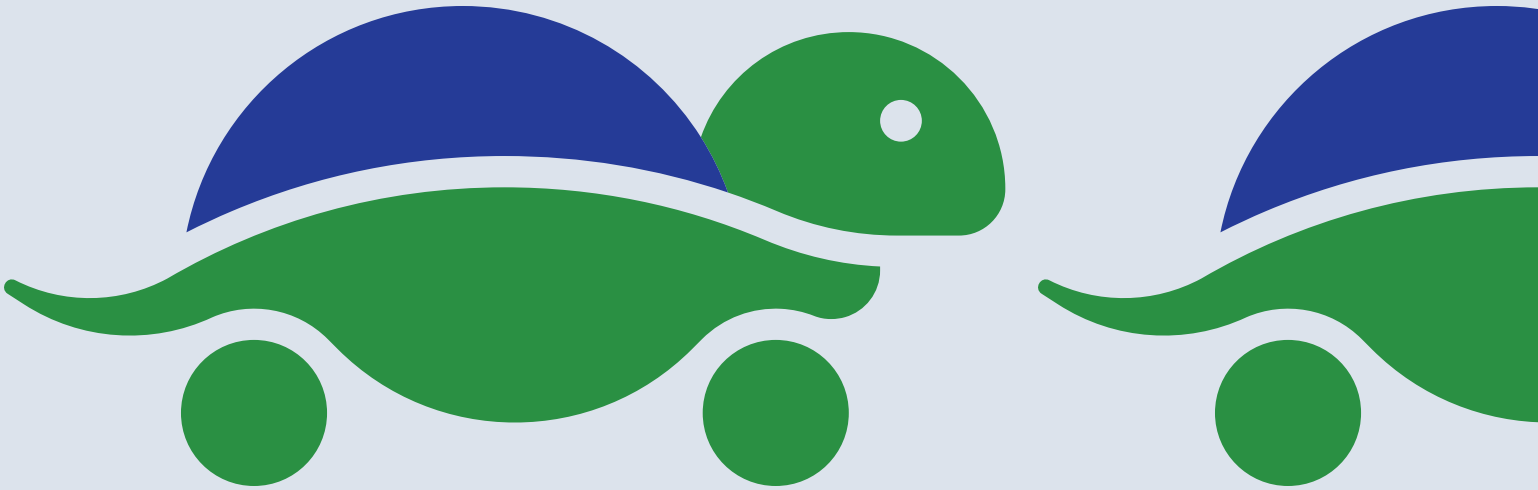
11. Decision Sign



12. Decision Sign

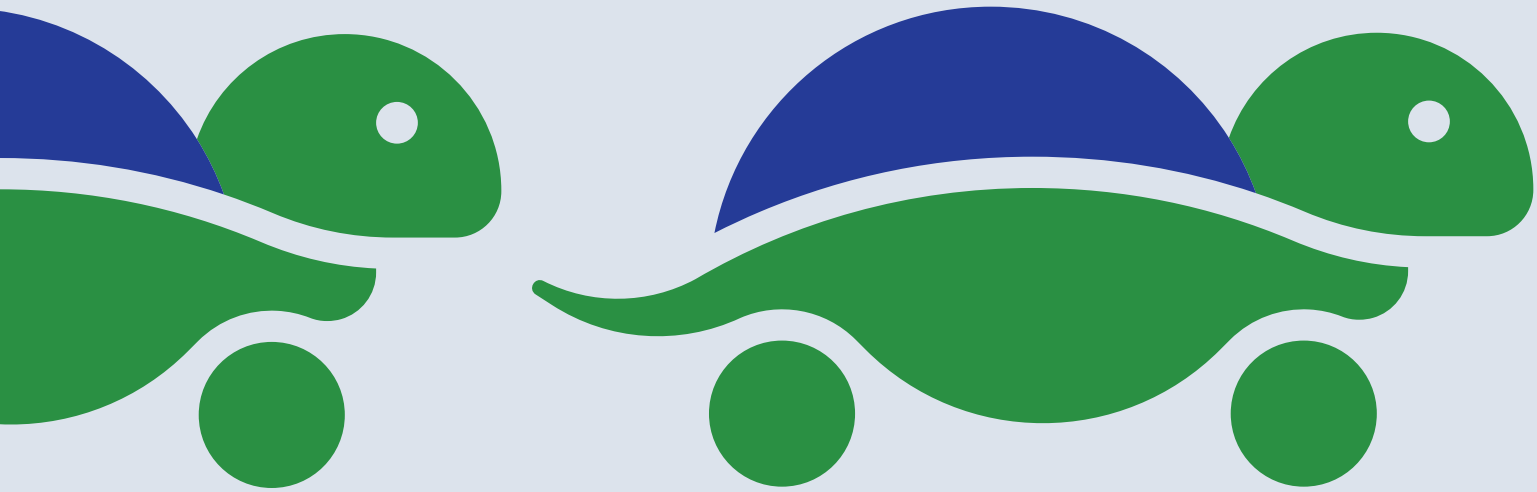



Aviation Park
MANHATTAN BEACH BLVD
WARFIELD AVE
DUFOUR ST
BATAAN RD
FARRELL AVE
ERNEST AVE
PERRY AVE
PLANT AVE
Robinson St
GRAHAM AVE
GATES AVE
CURTIS AVE
VOORHEES AVE
RUHLAND AVE
NELSON AVE
Mathews Ave
ARTESIA BLVD
VANDERBILT LN
CARNEGIE LN
Rockefeller LN
GRANT AVE
Huntington Ln
HARRIMAN LN
CLARK LN
MARSHALLFIELD LN
PULLMAN LN
BELMONT LN
SPEYER LN
MORGAN LN
Ripley Ave
Redondo Ave
HARKNESS ST
GREEN LN
BLOSSOM LN
Rindge Ln
VAIL AVE
JOHNSTON AVE
WHITE CIR
PINCKARD AVE
DOW AVE
BELAND BLVD
159TH ST
160TH ST
161ST ST
162ND ST
Condon Ave
Firmona Ave
AVIATION BLVD
Mackay Ln
PHELAN LN
FELTON LN
PERKINS LN
INGLEWOOD AVE
WOLLACOTT ST
Ford Ave
STEINHART AVE
Flagler Ln
SLAUSON LN
182nd St
GOODMAN AVE
HIGH LN
Meyer Ln
South Bay Adult School
Anderson Park
Lincoln Elementary School
Dale Page Park
William Green Park
Madison Elementary School
Andrews Park
Birney Elementary School
Perry Park
Adams Middle School
Washington Elementary School
El Nido Park
Fulton Playfield
Jefferson Elementary School
0.25 miles
Sample Corridor
Local Travel Network
Proposed Sign
Proposed Sharrow



SECTION 4

Implementation



Marking Specifications

Marking Overview

Pavement markings should be used to designate LTN corridors, supplementing wayfinding signage. The markings described here are for bikeways, not NEV lanes. Once the appropriate marking is selected for the context (see Section 3 of this playbook), CA MUTCD and Highway Design Manual guidance should be followed for pavement marking implementation. The NACTO Urban Bikeway Design Guide also has best practice recommendations for implementation. Jurisdictions should also review the appropriateness of existing bicycle facilities on corridors selected for LTN implementation and modify markings where needed when wayfinding signs are installed.

Shared Lane Markings

For shared lane markings (sharrows), see CA MUTCD Section 9C.07 for guidance. Key installation considerations include:

- Size: Markings are 112" x 40" (see CA MUTCD Figure 9C-9)
- Lateral Positioning: Install markings in the center of the lane (or the effective lane width where on-street parking is present, accounting for the door zone) for lanes less than 14' wide; minimum placement is 4' from curb or 11' from curb when parking lane is present; markings should be placed to position users away from the door zone where on-street parking is present
- Spacing: Install markings immediately after intersections and at intervals of no greater than 250' (consider 50-100' on streets with higher vehicle volumes, sight distance constraints, or where there is a higher potential for conflict with vehicles)
- Use: Do not use shared lane markings on shoulders, for bicycle detection locations at signals, or on streets with separated bikeways or designated bicycle lanes

Class II Bicycle Lanes and Buffered Bicycle Lanes

Refer to Caltrans HDM Section 301.2 and CA MUTCD Section 9C.04. Key installation considerations include:

- Width: 5-7' recommended (greater width is desirable where gutter is present)
- Buffer: A minimum 2' buffer is recommended with higher vehicle volumes and speeds. Wider buffers can included chevron or diagonal markings
- Markings: Use bicycle lane word, symbol, and/or arrow markings, placed at the beginning of the lane and at periodic intervals; green paint may be used under CA MUTCD Revision 8
- Intersections: Place through bicycle lanes to the left of right-turn lanes. Conflict striping ahead of intersection is recommended. Bicycle lane treatments can be continued through the intersection at locations with high potential for conflict with drivers

Class IV Bikeways

Refer to Caltrans Design Information Bulletin 89-01, CA MUTCD Section 9C.102 and FHWA "Separated Bike Lane Planning and Design Guide." Key installation considerations include:

- Width: 5' minimum width, with 6-7' wide recommended
- Buffer and Separation: A Class IV Separated Bikeway has one of four vertical separation elements: grade separation, flexible posts, inflexible barrier, on-street parking, or a raised island. A 1.5-3' minimum buffer width would be needed, depending on which vertical separation was chosen, with 3' width recommended
- Markings: The Bike Lane word marking, Bike Symbol or Helmeted Bicyclist Symbol shall be placed on the far side of the intersection
- Intersections: Separation elements should be continued to the intersection where possible, with "protected intersection" elements recommended

Sign Specifications

Sign Overview

The following pages illustrate the LTN wayfinding signs. Appendix F provides detailed sign specifications. Follow CA MUTCD standards set forth in Parts 2 and 9 for wayfinding sign components.

The LTN brand sign artwork is sized for 24" x 18". For Decision and Confirmation Signs, follow standards for CA MUTCD D1-1, D1-2, or D1-3. For Turn Signs, follow standards for CA MUTCD M5-1, M5-2, M6-1, M6-2, M6-3, M6-4, M6-5, M6-6, or M6-7. Refer to CA MUTCD Section 2D.50 for additional legibility considerations.

Placement Principles

As a general rule, signs should be mounted in consistent, conspicuous locations. Clear sightlines, free of landscaping and other obstructions, should be present between the user's path of travel and the signs.

Wayfinding signage tends to be smaller than primary directional signs for conventional highways, but about the same size as ancillary signage for conventional highways, like parking restriction signs. It is easy for micromobility wayfinding to get lost in a clutter of similarly proportioned signs. Signs that are harder to locate make for a slower wayfinding awareness. Or worse, people may miss them altogether. The LTN brand identity helps alleviate this problem, but to further reduce the occurrence, LTN wayfinding signs should be mounted with a visual buffer of at least one foot to the nearest sign of any other type (see Figure 13).

Best practice is to mount LTN wayfinding signs on their own poles. Freestanding signs are easier for people to locate and less susceptible to clutter from other signs.

Signs need to be placed in consistent, predictable locations in order to be most effective. Avoid mounting LTN wayfinding to traffic signal, lighting, utility, and transit stop poles. These locations, while opportunistic, are highly unpredictable. Signs in these locations are at greatest risk of blending in with or becoming obscured by their surroundings. Further, people traveling via bikes and scooters may not expect to look for signs in these places. Nonstandard mountings may even increase the complexity of installation and maintenance. Finally, signs should be positioned so that the directions they give obviously point to the corresponding path of travel. No signs—especially decision and turn signs—should be placed near any streets, paths, or divergences that might be mistaken for anything other than the LTN user's intended path.

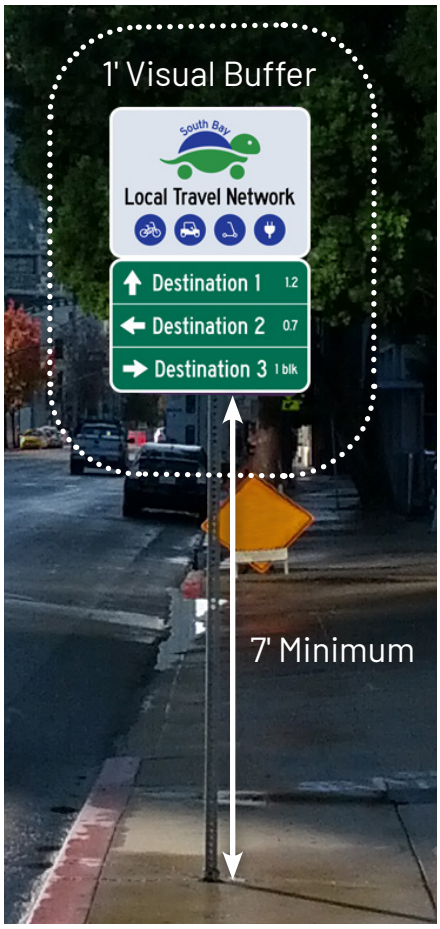
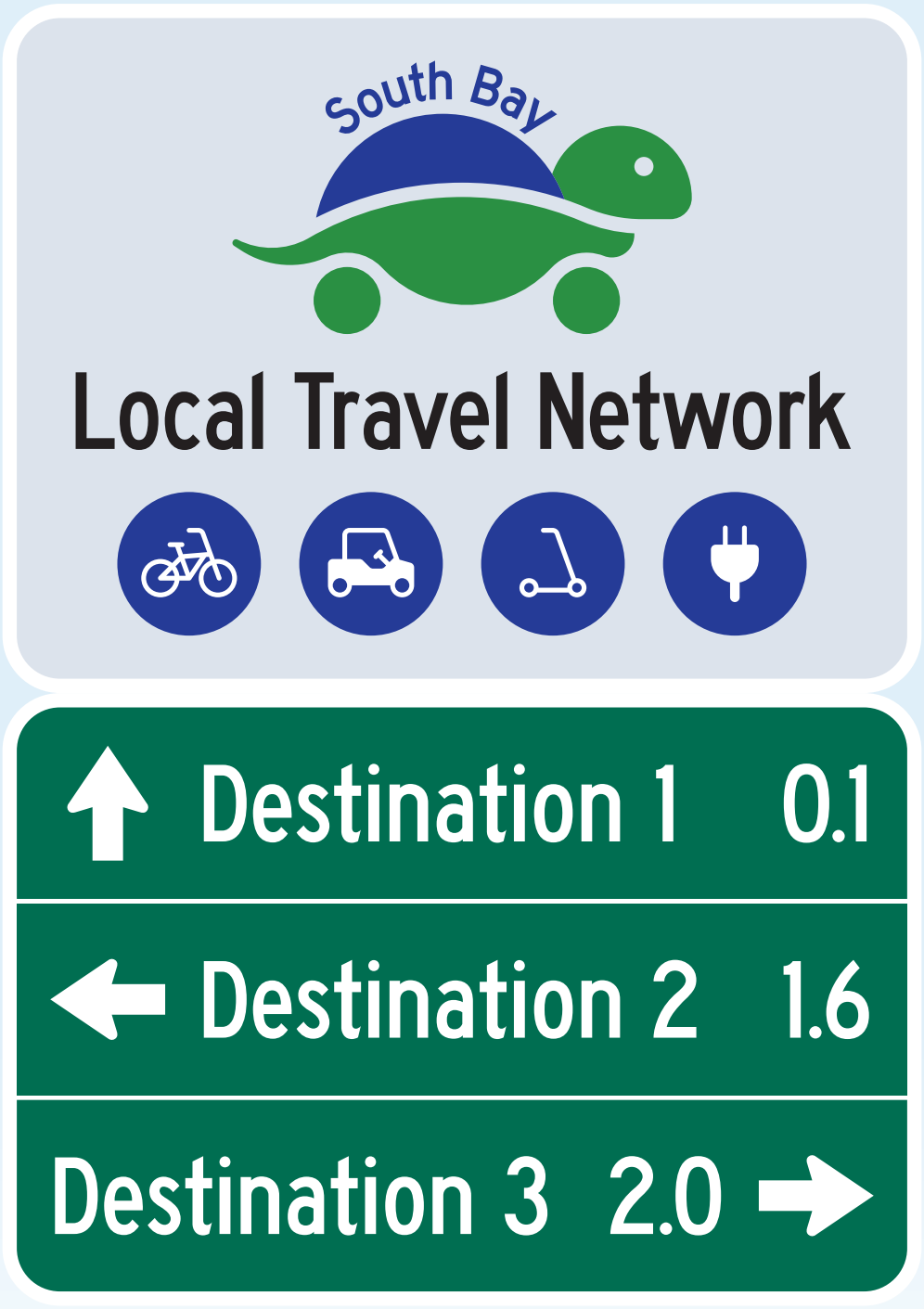


Figure 13. Sign Mounting

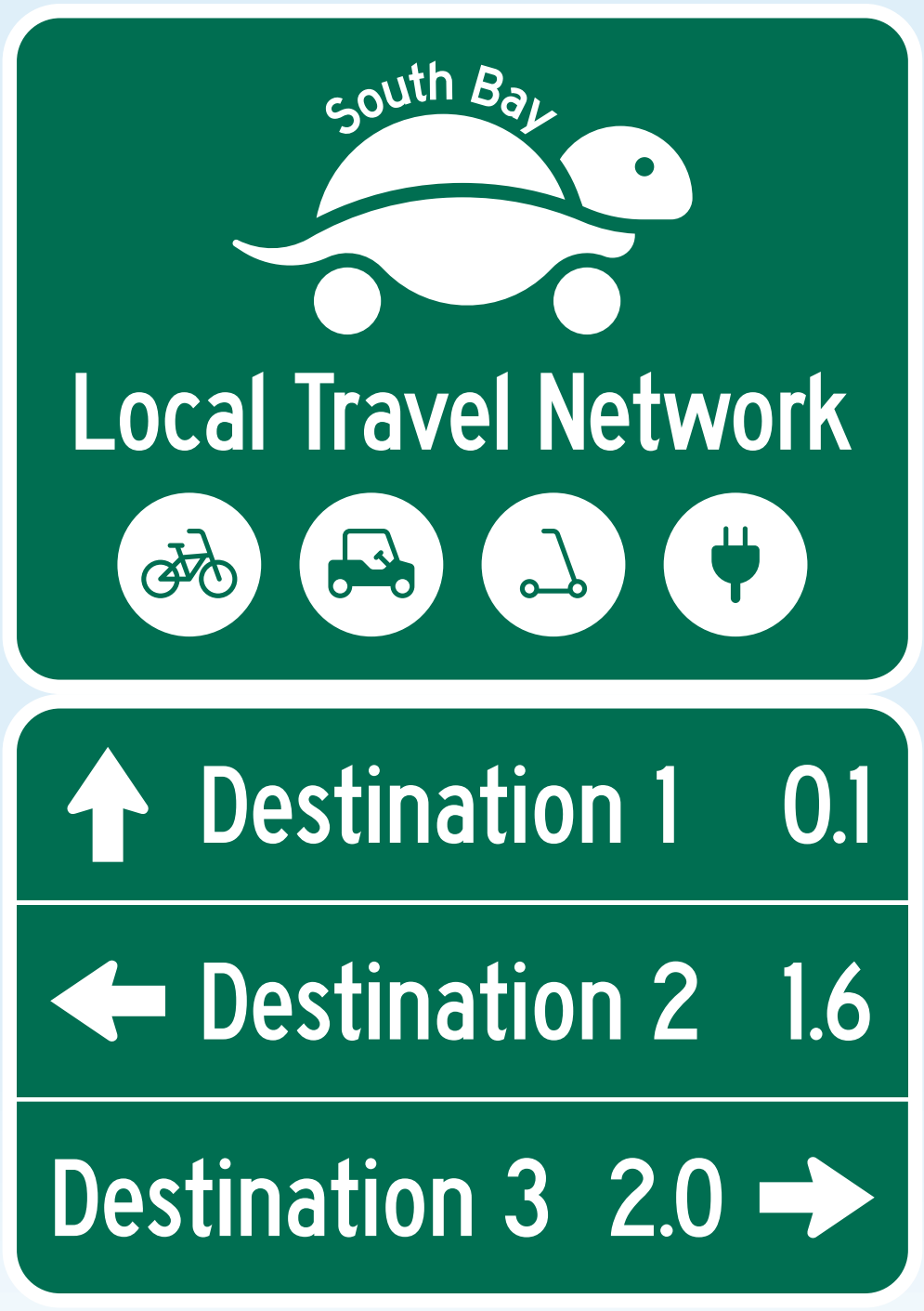
Mounting Height

The CA MUTCD provides helpful guidance for sign mounting, height, and ground clearance. It should be followed when crews install signs. Always maintain a minimum 7 foot clearance between the ground and the bottom-most sign element, either the bottom edge of the sign or the bottom edge of a supplemental item (see Figure 6). Signs may be mounted higher for enhanced visibility or to deter graffiti; however, avoid mounting signs too high, generally above 12 feet from the ground, as LTN users' field of view is much lower and closer than typical drivers.

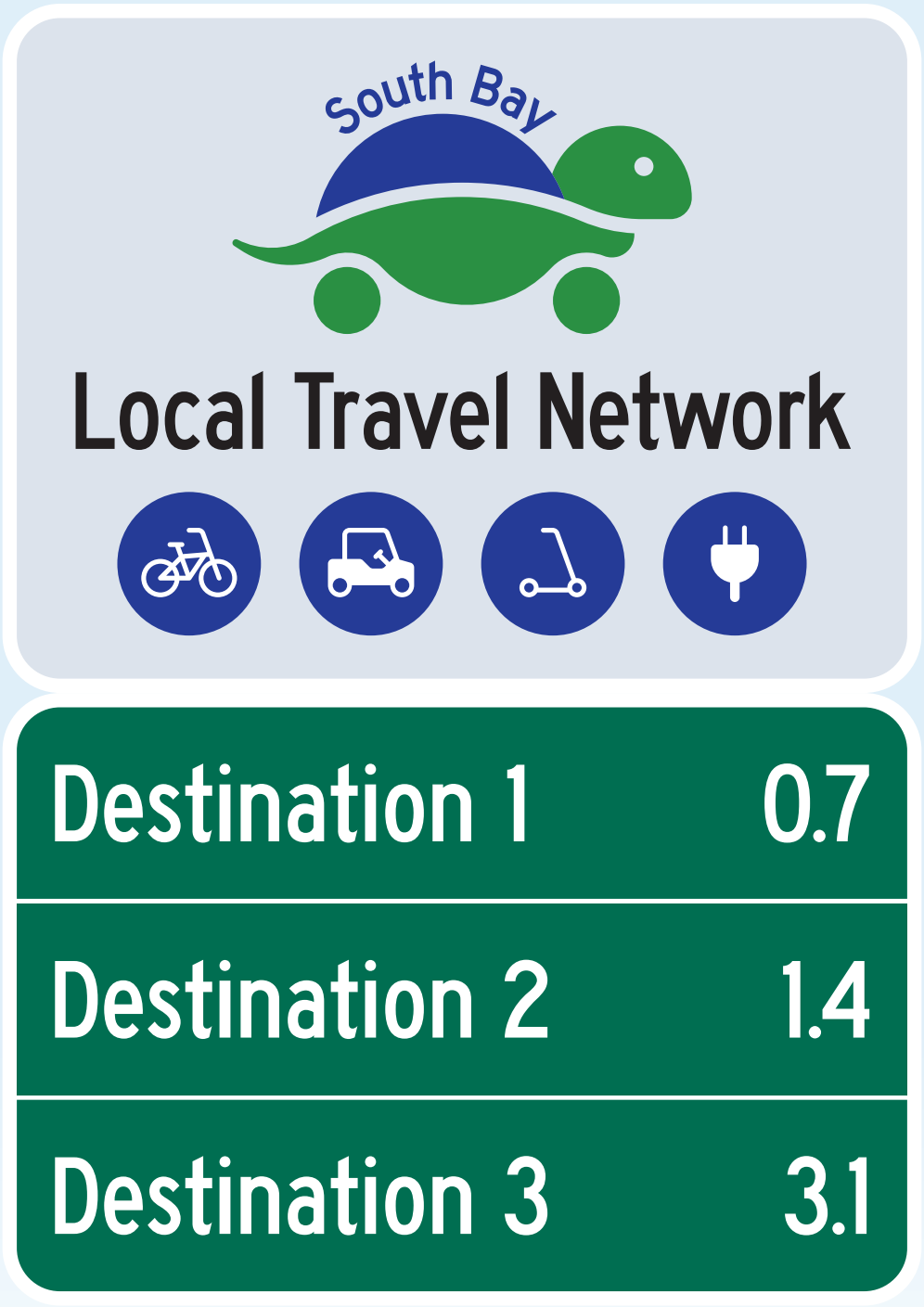
See CA MUTCD Part 2, Sections 2A.18, 2A.19 and 2A.20 for additional detail, including guidance for mounting height and clearance in cases where using supplemental information signs.



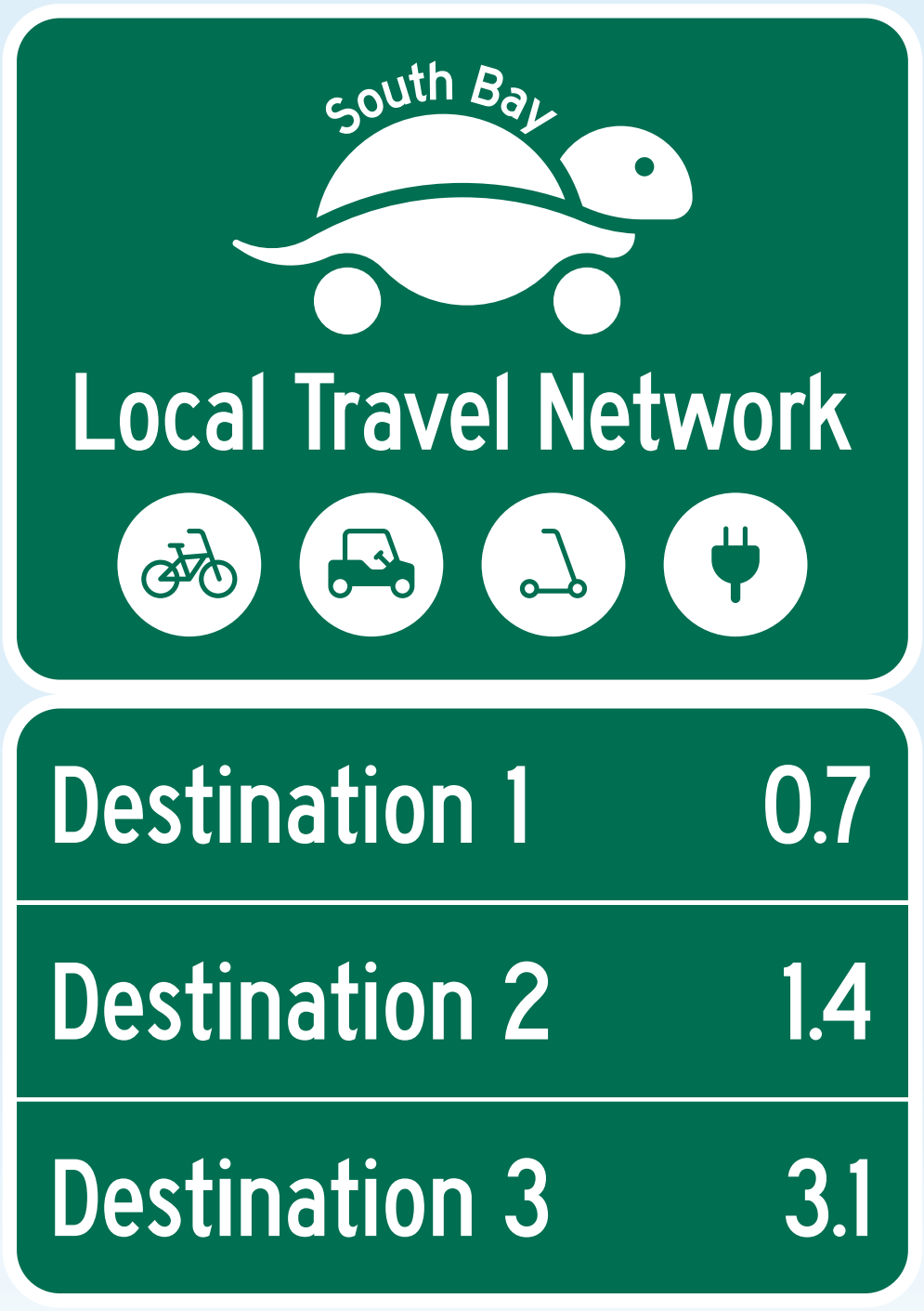
LTN Wayfinding Identification Sign
Rolling Turtle: Primary Design
with Decision Sign



LTN Wayfinding Identification Sign
Rolling Turtle: Alternate Design with Decision Sign



LTN Wayfinding Identification Sign
Rolling Turtle: Primary Design
with Confirmation Sign



LTN Wayfinding Identification Sign
Rolling Turtle: Alternate Design
with Confirmation Sign

LTN Wayfinding Identification Sign
Rolling Turtle: Primary Design
with Turn Sign

LTN Wayfinding Identification Sign
Rolling Turtle: Alternate Design with Turn Sign

Costs & Implementation Considerations

Costs

Estimated unit costs for LTN wayfinding signs and markings are included in Table 3. Jurisdictions are advised to adjust cost estimate assumptions based on local experience. A cost estimation calculator is included as an appendix to this playbook.

Considerations that may impact costs include:

- Streets with existing Class III or Class II facilities may not need new markings
- For streets with existing markings or striping that require changes, repaving vs. grinding and restriping
- Type of striping (waterborne paint vs. thermoplastic)
- Type of sign post to be used
- Adjustment to assumed number of signs per sign type or per mile
- If additional signage is required (e.g. bike lane signs) or desired
- Integration with existing wayfinding systems (fewer signs may be needed)
- Assumed share of Class III and Class II facilities within the jurisdiction
- Cost assumptions related to traffic control, mobilization and contingency
- Lower cost signage options using high-quality temporary materials, such as those used in the El Segundo pilot project, are available through local sign vendors
- Jurisdictions may save on signage costs by installing signs on existing sign poles, where space is available and MUTCD guidance can be met, or installing branded signs alone for route confirmation, without wayfinding signage

Challenges to Implementation

Jurisdictions may find challenges to implementation of the LTN, which are listed here, along with potential solutions. SBCCOG and member jurisdictions can also provide support and collaboration.

- Existing signage might present a challenge to finding suitable places for LTN signs: Jurisdictions may be able to install LTN signage on existing wayfinding systems or other sign poles, combine LTN signage and bike lane or route signage together on one post, use the LTN branded sign alone, or use fewer signs where appropriate.
- For new Class II bike lanes, especially those where a buffer is desired, roadway width constraints may be encountered: Consider narrowing travel lanes if wider than 10' to allow for additional bike lane width, or implement other traffic calming elements to help reduce vehicle volumes and/or speeds, allowing for a suitable Class III facility as an alternative.
- Poor existing pavement condition could result in short lived pavement markings/striping: Plan for LTN installation as part of existing repaving program.
- Full LTN cannot be completed all at once due to cost or other constraints: Choose shorter contiguous segments of the LTN for near-term implementation, prioritizing popular destinations, equity priority areas, and corridors with existing bicycle facilities or traffic calming elements. Consider reduced number of signs per mile. In areas with LTN corridor density, Confirmation Signs may be eliminated, while still maintaining Decision Signs at a regular interval.

Measure M Applications

SBCCOG will support local jurisdictions in developing their subregional funds Measure M applications to secure funding for LTN implementation, including project description, preliminary cost estimates, and LTN map. In addition to cost estimates, there are several application components that will need to be developed by the jurisdiction:

- Budget for staff time to refine sign and marking locations, and manage the project
- Project schedule
- Project description summaries and cost estimates for any additional LTN design elements (e.g. additional signs, traffic calming, parking and charging infrastructure)

Table 3. Unit Cost Estimates

Item	Unit Type	Unit Cost
Wayfinding Signs		
Two-panel LTN sign (all three sign types), includes post	ea	$1,000
Class III Bicycle Facility		
Green-backed sharrow pavement marking (thermoplastic)	ea	$500
Class II Bicycle Facility		
R81(CA) sign - Bike Lane (required for Class II only)	ea	$300
Class II Bike Lane pavement marking (thermoplastic)	ea	$450

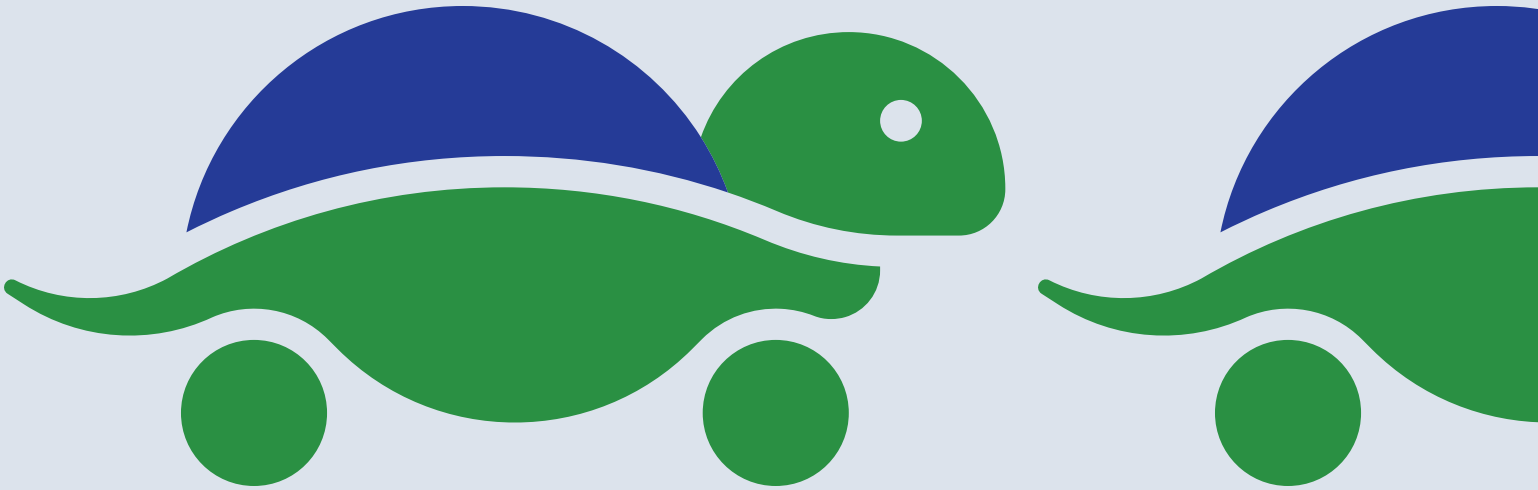
Notes:

Potential costs currently not included in estimate, which can be accounted for in contingency: existing pavement marking removal, signal detection, additional optional sign types (e.g. D11-1).

Individual unit costs are to furnish and install each item, and reflect an approximate cost when part of a larger project.

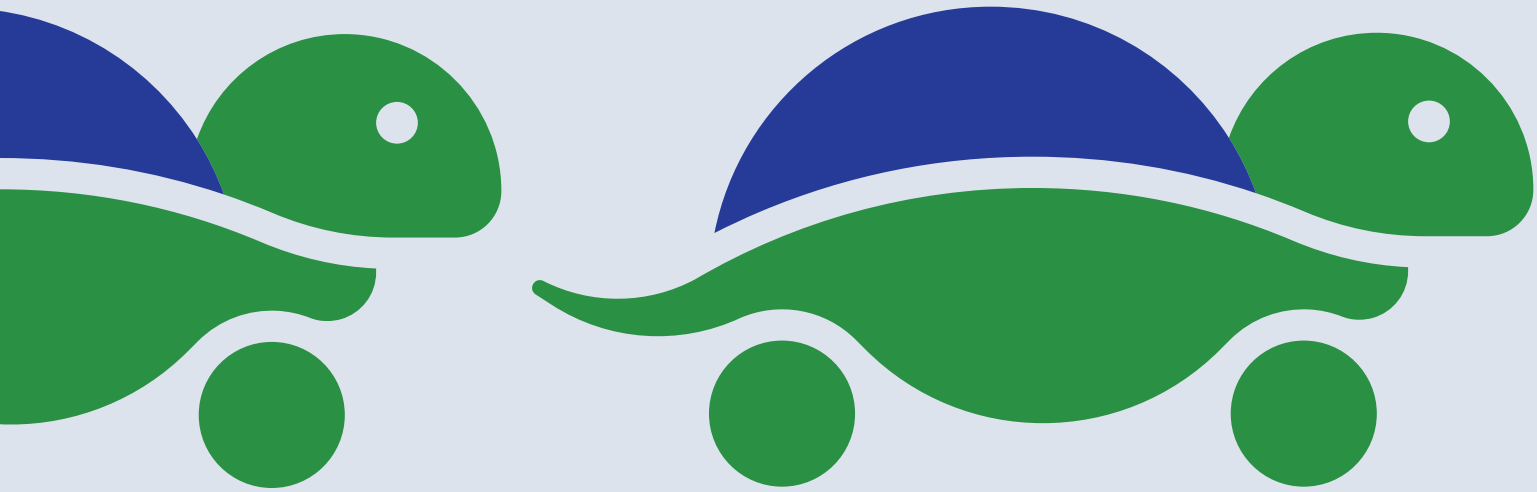
Mobilization typically includes the cost for a contractor to assemble the items needed to do the work (i.e. signs, posts, anchors/bolts, etc.), and mobilize their crew, and any necessary equipment to get to the job site.

Custom signs are two panels (LTN logo + wayfinding sign), for a combined size of 24" x 36". LTN logo panel sign alone is 24" x 18". For planning-level estimates, no difference in sign cost is assumed.



SECTION 5

Safer Streets & Crossings



Strategies for Achieving Safer, Calmer Streets & Crossings

Key Elements of an LTN Safety Strategy

Safety is a critical consideration when implementing a low-speed network built for micromobility uses as people traveling on micromobility devices are more vulnerable to severe injury than people in vehicles. Developing a safety strategy ahead of implementation can encourage greater use of the LTN by helping more people feel safe and comfortable on these shared streets. The Safe System Approach, which both U.S. DOT and Caltrans have adopted as their guiding paradigm, should be at the foundation of the safety strategy. This framework emphasizes designing a system with redundancies that focuses both on preventing crashes from happening and minimizing harm in the event a collision occurs. The safety strategy should acknowledge that micromobility users are more vulnerable than people traveling in vehicles, and as a result, focus on:

- Lowering vehicle speeds
- Limiting the transfer of kinetic energy when crashes do occur through lower speeds and less severe crash angles
- Separating micromobility users from vehicles in both time (signal phasing) and space (separate facilities)
- Limiting the number of conflict points between micromobility users and vehicles

An effective safety strategy will seek to achieve these goals through multiple components, such as roadway design, speed management, enforcement, and education. Implementation of the LTN provides an important opportunity for setting norms for micromobility use in the South Bay, as well as for collaboration on safety and traffic calming topics among South Bay jurisdictions and partner agencies, schools, and other organizations.

Roadway Design

Roadway design features can help to provide a safer and more comfortable experience for LTN users by encouraging lower vehicle speeds, reducing vehicle volumes, increasing the visibility of more vulnerable users, and reducing conflicts with vehicles. Bicycle Boulevards and similar low-speed networks in Portland, Seattle, and Boston all incorporate roadway design features in addition to signage and markings. Cities and SBCCOG can leverage a variety of traffic calming techniques to reduce vehicle speeds on the LTN. In Seattle, all Neighborhood Greenways have speed humps and side-street stop control. Additional speed reduction mechanisms include planting street trees, installing medians, which create a pinchpoint for traffic in the center of the roadway, and introducing chicanes, which slow drivers by creating a horizontal diversion of traffic (i.e., alternate parking along a corridor if there is only space for one side of parking). See additional details in Table 5.

Figure 14. Safe System Wheel, FHWA

Posted Speeds

A goal of the LTN is to create a network of streets that people view as shared space for all modes. Vehicle speeds play an important role in the perceived and actual safety and comfort of people riding, walking, and rolling on the LTN. Lower posted speeds can complement roadway design features to ensure the LTN functions as a low-speed network of streets. In California, the most widely accepted method of determining the posted speed limit is the "85th percentile" standard, which uses the speed at or below which 85 percent of the traffic is moving. However, local jurisdictions have more flexibility to set lower speeds since California Assembly Bill 43 (AB 43) passed in 2021. AB 43 features components that cities can use to lower speeds on the LTN, including:

- Speed Limit Reduction - reduction of 5 mph in certain cases, including designation of local "Safety Corridors"
- Business Activity Districts - option for 20 or 25 mph

By giving local jurisdictions flexibility to set lower speeds, AB 43 enables local jurisdictions to expand the network of streets eligible for shared lane markings and reduce speeds on streets with shared lane markings through lower posted speeds. Shared lane markings are recommended on streets with a maximum speed limit of 35 mph (25 mph recommended). Micromobility devices typically do not reach speeds above 25 mph: NEVs can reach speeds of up to 25 mph, most e-bikes can reach speeds of up to 20, and e-scooters can reach speeds up to 15 mph. So, a posted speed of 25 mph or lower on streets with shared lane markings would be more in line with the maximum speed attainable on micromobility devices. As a point of comparison, in Seattle, all Neighborhood Greenways have a posted speed of 20 mph. When lowering posted speeds, always consider complementary roadway design changes.

Cities have new flexibility to lower posted speeds

Legislative language from AB 43 is now part of the CA MUTCD, giving cities the flexibility to lower posted speeds on LTN streets that meet safety or other criteria.

Enforcement

Enforcement activities can encourage drivers to comply with posted speeds and traffic laws, consequently improving safety and comfort on the LTN for people who are traveling using non-vehicle modes. According to the National Highway Traffic Safety Administration (NHTSA), traffic enforcement is most effective when it is highly visible and publicized, as the goal is to deter unsafe driving behaviors and create the expectation that failure to comply may result in legal consequences. NHTSA also recommends law enforcement officers complete training on pedestrian, bicycle, and micromobility laws to raise awareness around driver yielding laws. Enforcement activities may take the form of automated red-light cameras or officers on roads and could be a useful strategy for addressing hotspots of unsafe driver behavior along the LTN. A state law passed in October 2023 allows six cities—Los Angeles, Long Beach, Glendale, San Jose, Oakland, and San Francisco—to install automated speed cameras as a pilot project. Though speed cameras cannot currently be used in most of California, this recent legislation suggests speed cameras could be an option for South Bay cities in the future.

Collision data can inform where enforcement activities should be targeted by identifying intersections with high rates of collisions due to road violations and vehicles traveling at unsafe speeds. Jurisdictions may want to focus resources on collecting accurate collision data for micromobility devices to help inform future enforcement and other strategies.

Enforcement activities require ongoing resources, are reactive, and can have equity implications. When developing an approach to traffic safety enforcement on the LTN, consider where education may be more impactful. A share of micromobility riders will be young and new to traveling in the roadway—providing opportunities to learn about the rules of the road and the benefits of wearing a helmet may be more effective than issuing citations. Newer micromobility users may be good candidates for diversion education programs, in lieu of fines. Diversion programs for non-motor vehicle citations are allowed in California under AB 902, signed in 2015, and have been used successfully in communities such as Marin County.

Strategies for Achieving Safer, Calmer Streets & Crossings

Education

Safety education for drivers and micromobility users is a proactive strategy for helping people on all modes feel safe and comfortable on the LTN. City or SBCCOG-led public messaging campaigns about the LTN can incorporate reminders about how to safely share the roadway with other modes and educate motorists on best practices for driving in the presence of pedestrians, bicyclists, and people on micromobility devices. Other strategies to consider include micromobility-oriented safety classes, especially those geared towards new riders, "rodeos," and community informational sessions.

Case Study: E-Bike Safety Classes

Safety education presents an opportunity for cities and SBCCOG to partner with local non-profits and the private sector. In Manhattan Beach, the Manhattan Beach Police Department partnered with the nonprofit Bike LA to host an e-bike safety class. Employers and manufacturers of slow mode vehicles and technology could be engaged to promote safety best practices on their internal and external communication channels.

Existing Roadway Safety Policies & Guidance

Cities should follow state guidance when establishing local safety policies and guidance related to the operation of micromobility devices. The California Vehicle Code's (CVC) "Division 11. Rules of the Road" includes rules specific to the operation of motorized scooters, electrically motorized boards, and low-speed vehicles (NEVs). Bicycles, e-bikes, and motorized bicycles are grouped together in the CVC and subject to the same rules with a few exceptions. Many of the rules that apply to the operation of bicycles apply to the operation of motor scooters: operators under the age of 18 must wear a helmet, any person operating a motorized scooter upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle. Similarly, many of the rules that apply to motor vehicles apply to the operation of low-speed vehicles: a low-speed vehicle is subject to all the provisions applicable to a motor vehicle, and the driver of a low-speed vehicle is subject to all the provisions applicable to the driver of a motor vehicle or other vehicle. Table 4 summarizes the CVC rules related to the operation of micromobility devices.

The CVC grants local jurisdictions the authority to regulate the operation of e-bikes, e-scooters, and NEVs on local streets, pedestrian facilities, and bicycle facilities if the regulation does not conflict with the state code. City-level policies specifying whether bicyclists are permitted to travel on sidewalks exist today and vary from city to city. Local coordination on micromobility safety policies can help the region move towards having consistent policies and guidelines across the LTN. More information about enforcement related to NEVs can be found in Appendix A.

Table 4. California Vehicle Code Rules of the Road for Micromobility

	Roadway and Device Speeds	Other Regulations for Operation	Permitted Roadway Types for Operating Vehicle/Device	Local Authority
E-bikes class 1-3	• Class 1 and 2 have a top speed of 20 mph. • Class 3 have a top speed of 28 mph.	• No age restrictions on Class 1 and 2 e-bikes. • Riders must be at least 16 to operate a Class 3 e-bike, and all Class 3 riders must wear helmets. • All riders under 18 must wear a helmet on any type of bike.	• Class I Bike Path • Bicycle lanes (Class II and IV) • Any roadway	• Local jurisdictions can regulate operation on pedestrian and bicycle facilities if regulation does not conflict with state code, including on equestrian, hiking and recreational trails.
Motorized scooter	• Can operate on roads with a speed limit up to 25 mph. • Device speed shall not exceed 15 mph.	• Operator must have a valid driver's license. • All riders under 18 must wear a helmet.	• Class I Bike Path • Bicycle lanes (Class II and IV) • Roadways with posted speed 25 mph or lower (25+ mph with no bike facility okay, where allowed locally) • Not permitted to travel on sidewalks	• Local jurisdictions can regulate operation on pedestrian and bicycle facilities and local streets if regulation does not conflict with state code. • Local jurisdictions have authority to allow on roads with a speed limit up to 35 mph.
Electrically motorized board	• Can operate on roads with a speed limit up to 35 mph. • Device speed shall not exceed 15 mph.	• Riders must be at least 16. • All riders must wear a helmet.	• Class I Bike Path • Bicycle lanes (Class II and IV) • Roadways with a speed limit of 35 mph or lower (35+ okay in Class II or Class IV bike lane)	• N/A
Low-speed vehicles (NEVs)	• Can operate on roads with a speed limit up to 35 mph. • May be permitted to travel on roads with higher posted speeds if an NEV transportation plan has been adopted. • Device speed shall not exceed 25 mph.	• Subject to all vehicle code provisions applicable to a motor vehicle and driver of a motor vehicle.	• Any roadway with a speed limit of 35 mph or lower • On-street NEV lanes, where NEV transportation plan has been adopted and approved signs are used	• Local jurisdictions may prohibit the operation of a low-speed vehicle on any roadway under their jurisdiction if it deems the prohibition is in the best interest of public safety.

Roadway Design & Traffic Calming Strategies

Although the LTN design provides for safe crossings at controlled intersections, crossings at major arterials can still present an implementation challenge. Recommended crossing treatments, as well as other traffic calming elements are summarized below. Roadway design features can help to provide a safer and more comfortable experience for LTN users. They also help reinforce the LTN goals through encouraging lower vehicle speeds, reduced vehicle volumes, increased visibility, and reduced conflicts with vehicles. Case studies for similar low-speed networks were summarized for the cities of Portland, Seattle, and Boston - all of which incorporate roadway design features in addition to signage and markings. Case studies and photos can be found in the **Appendix B** of this playbook.

Table 5. Roadway Design and Traffic Calming Strategies

Strategy	Recommended Context	Considerations	Best Practice Resources
Goal: Reduce Vehicle Speeds			
Bulbouts/ Curb Extensions	Major crossings and arterials/ Minor crossings and local streets	> Quick build/low cost option > Works best in locations with on-street parking	NACTO Curb Extensions
Raised Intersection	Major crossings and arterials	> May be better option for emergency vehicles than speed humps > Relatively high cost of installation	NACTO Raised Intersections Chicago Metropolitan Agency for Planning
Signal Timing and Coordination	Major crossings and arterials	> Quick build/low cost > Shorter cycles, longer pedestrian crossing times, and coordination timed to slower modes can support micromobility	FHWA BikeSafe Virginia DOT
Speed Feedback Signs	Major crossings and arterials	> Can use mobile speed trailer or permanently install below a posted speed limit sign	NHTSA Traffic Tech ITE Unsignalized Intersection Improvement Guide
Traffic Circle	Minor crossings and local streets	> Quick build/low cost option > Mitigate turning issues for larger vehicles through use of aprons/mountable curbs	NACTO Mini Roundabout Chicago Metropolitan Agency for Planning
Speed Humps, Cushions, Tables	Minor crossings and local streets	> Quick build/low cost option > Speed cushions have wheel cut outs to allow bicyclists and emergency vehicles to pass	NACTO Speed Cushion NACTO Speed Table NACTO Speed Hump
Chicanes	Minor crossings and local streets	> Quick build/low cost option	NACTO Chicane
Median Islands	Major crossings and arterials/ Minor crossings and local streets	> Can provide two-stage crossing opportunities	FHWA Proven Countermeasure
Roadway Re-configuration	Arterials	> Can convert 4-lane roads along the LTN to 2 lanes to provide separate space for bikes and NEVs	FHWA Proven Countermeasure
Lane Narrowing	Arterials	> Where lanes are over 10 feet, narrower lanes can encourage	Johns Hopkins University Study on Lane Widths
Separate Micromobility Facilities	Arterials	> Cities with NEV plans can use approved Caltrans NEV/bike lane signage	FHWA Separated Bike Lane Design Guide

Strategy	Recommended Context	Considerations	Best Practice Resources
Goal: Increase Visibility			
Lighting	Major crossings and arterials/ Minor crossings and local streets	> Consider additional lighting at crossing locations > Upgrade to LED lighting	FHWA Proven Countermeasure
Leading Pedestrian Intervals	Major crossings and arterials	> Quick build/low cost > Allow micromobility to use ped signal at LPI locations	FHWA Proven Countermeasure
Signalized Intersection or Pedestrian Hybrid Beacon	Major crossings and arterials	> LTN routes selected for controlled crossings; new signals or PHBs will be rare	FHWA Proven Countermeasure
Intersection Crossing Markings (cross-bike)	Major crossings and arterials	> Quick build/low cost > Provide designated space for micromobility at crosswalks	NACTO Intersection Crossing NACTO Protected Intersections
Raised Crossing	Major crossings and arterials/ Minor crossings and local streets	> Consider drainage impacts > Pedestrian access and reduced vehicle speed benefits	FHWA Raised Crosswalk
Bike Box for Advance Stop Staging	Major crossings and arterials	> Quick build/low cost > Provides priority for micromobility at signals	NACTO Bike Boxes
Daylighting / Clear corners (red curb)	Minor crossings and local streets	> Quick build/low cost > US cities have seen high safety efficacy	Boston Clear Corners Daylighting CA Law, 2023
Additional Signage	Minor crossings and local streets	> Consider gateway or additional posted speeds (incl. advisory speed signs)	San Francisco Slow Streets Toolkit Oakland Slow Streets Toolkit
Goal: Reduce Conflicts with Turning Vehicles			
Bike/NEV facility Placed to Left of Right-Turn Lane	Major crossings and arterials	> Where possible, keep bike/ NEV facility separate on the intersection approach	NACTO Through Bike Lanes
Mixing/ Conflict Zone Markings	Major crossings and arterials	> Use on intersection approach where micromobility and vehicle conflicts may occur	NACTO Combined Bike Lane Turn Lane
Separate Signal Phases	Major crossings and arterials	> Consider protected left turn phases or separate bicycle signal phases	NACTO Signal Phasing Strategy
Restrict Right Turns on Red	Major crossings and arterials	> Consider signage options, including blank-out signs	ITE No Right Turn on Red
Goal: User Detection			
Mode-Specific Detection (e.g. bike)	Major crossings and arterials	> Video or other technology options > Include confirmation light	ITE Signal Detection for Bicycles
Goal: Reduce Vehicle Volumes			
Diverters or Full/ Partial Closures	Major crossings and arterials/ Minor crossings and local streets	> Can provide access for micromobility while limiting access for standard vehicles > Must be mindful to impacts on nearby streets	NACTO Volume Management

South Bay Roadway Safety Trends

Collision data from 2017 to 2021 for the SBCCOG region was used to understand traffic safety trends in the South Bay. The data comes from the Berkeley Safe Transportation Research and Education Center's Transportation Injury Mapping System (TIMS), which only includes collisions that resulted in an injury or fatality. Collisions resulting in property damage only are not included in this analysis.

This study analyzed all injury collisions, separated by mode (i.e. collisions involving pedestrians, collisions involving bicycles, and collisions involving all other vehicle types). A subset of the collisions involving micromobility vehicle modes was also analyzed. For the purposes of this analysis, micromobility is defined as motorized, low speed vehicle modes identified in collision records such as motorized bicycles, ATVs, and golf carts; this definition does not include regular bicycles.

South Bay cities should continue to monitor these trends as part of their evaluation efforts after installation of the LTN. Additional details are included in Appendix C.

The number of severe and fatal collisions in the South Bay has increased since 2017, even as injury collisions on the whole have declined.

Over 80% of collisions in the South Bay occur at intersections.

The number of injury collisions decreased during the pandemic years in the South Bay by nearly 1,000 collisions, however more collisions resulted in a severe injury or fatality. Figure 15 illustrates the growth in collisions that resulted in a severe injury or fatality (KSI collisions) by mode. Nearly a third of KSI collisions involved a pedestrian.

The majority of injury collisions (84%) and KSI collisions (81%) occurred at an intersection, shown in Figure 16. The same trend holds true when examining just micromobility collisions.

Figure 17 shows that while the highest share of collisions occurred on roadways with 4-5 lanes, roadways with 3 lanes or less accounted for only a slightly smaller share of collisions. For micromobility collisions, roadways with 3 lanes or less accounted for the largest share of collision locations, underscoring the importance of applying safety strategies proactively to the LTN.

Figure 18 shows that vehicle drivers are most often proceeding straight when they hit a person walking or biking. But turning movements do factor into a number of collisions, including drivers making right turns in over 20% of bicycle collisions and drivers making left turns in over 20% of pedestrian collisions.

Figure 15. Fatal and Severe Collisions by Mode, 2017-2021

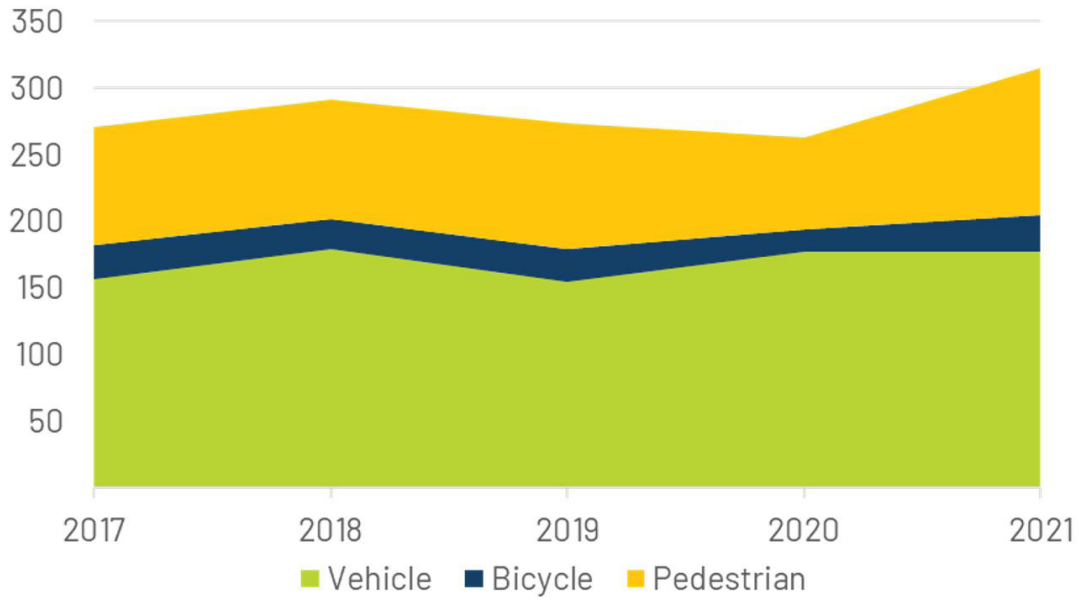


Figure 16. Collision Location, 2017-2021

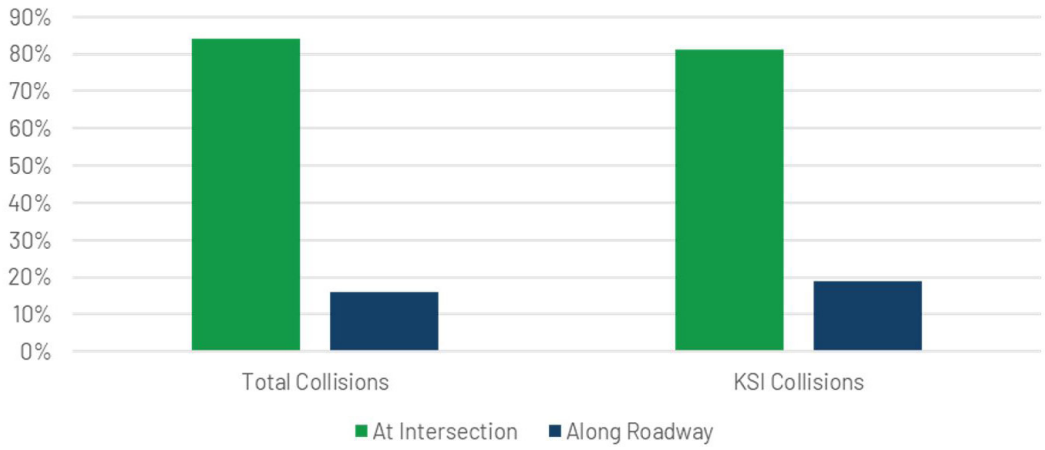


Figure 17. Roadway Number of Lanes, 2017-2021

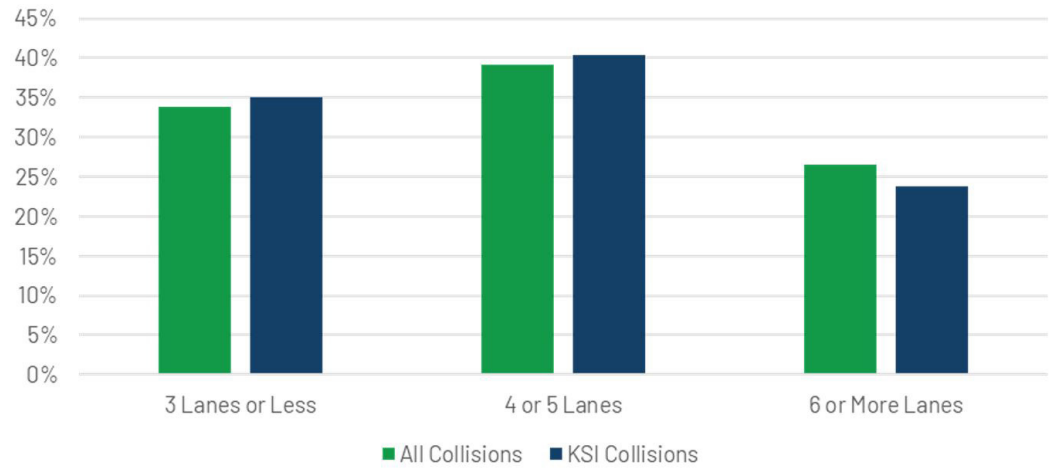
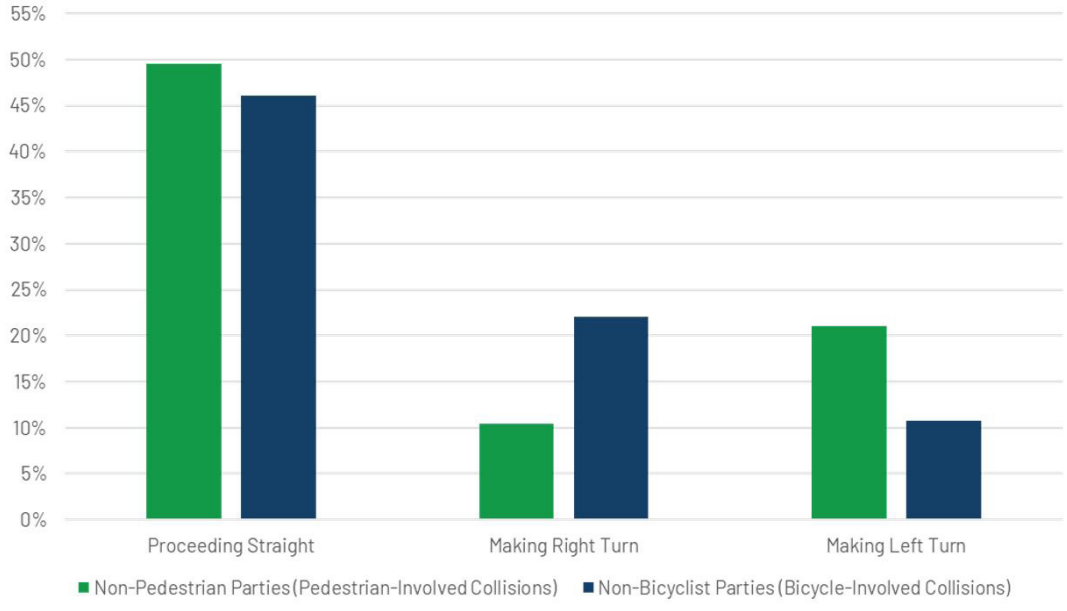
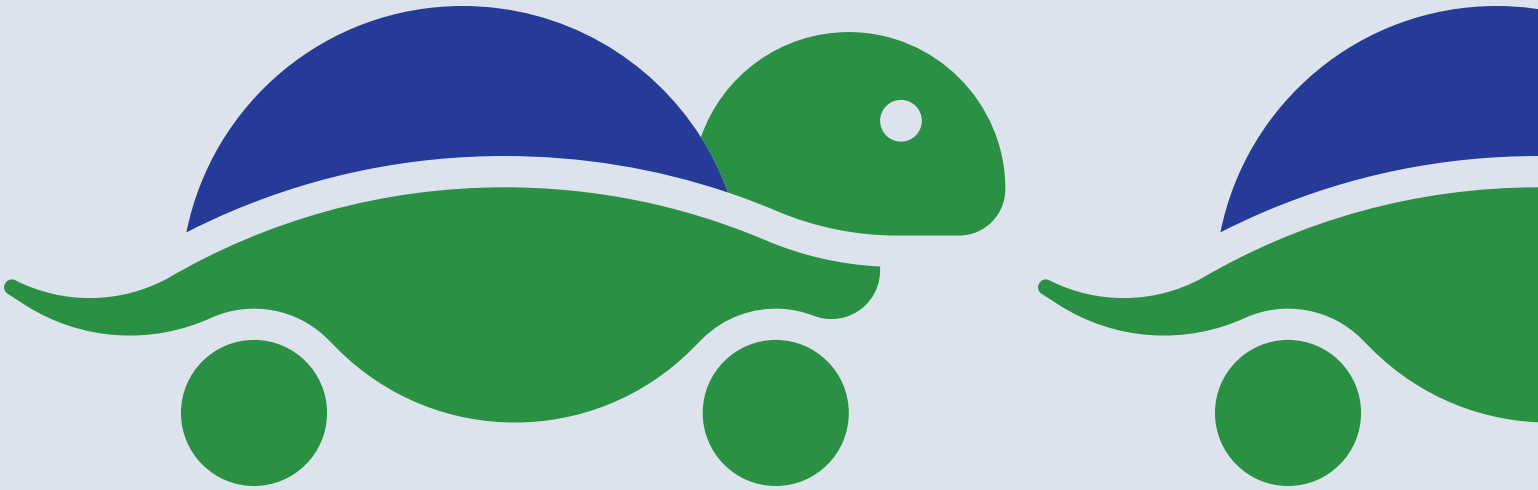


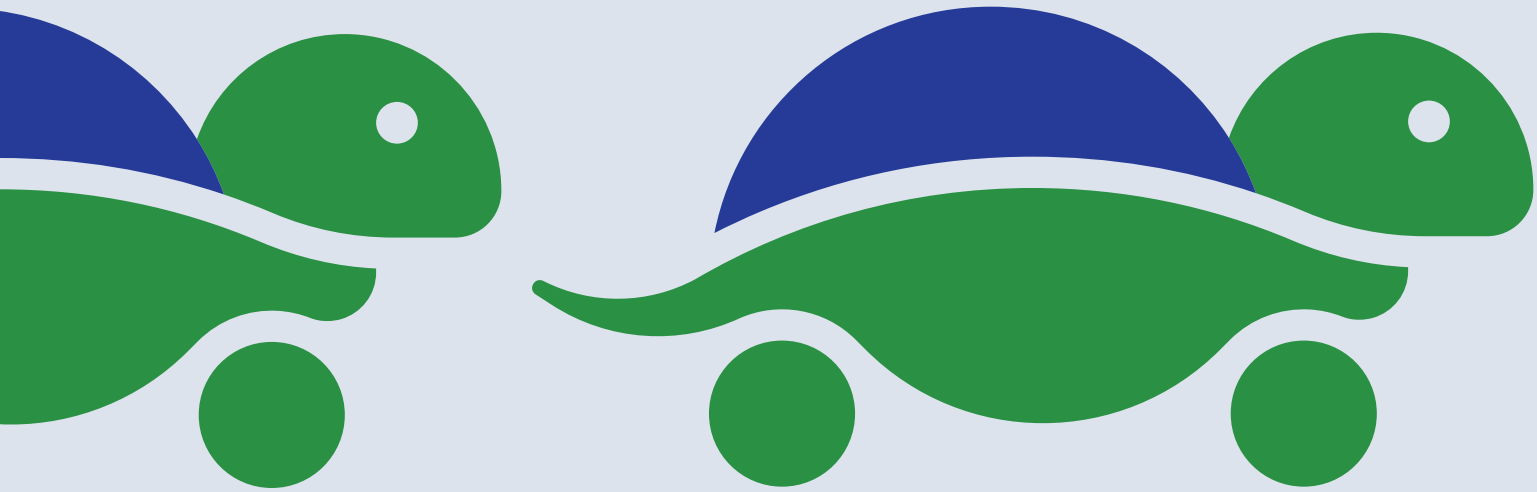
Figure 18. Driver Turning Movement Prior to Collision, 2017-2021





SECTION 6

Parking & Supportive Amenities



Key Factors for Parking & Supportive Amenities

In recent years, demand for micromobility devices and neighborhood electric vehicles (NEVs) has dramatically increased. A rapidly evolving industry has emerged that is dedicated to providing support infrastructure for these vehicles. This section of the playbook summarizes parking and charging options available for e-bikes, e-scooters, NEVs, and other micromobility devices. Providing these types of amenities for slower-speed micromobility devices will be key in encouraging zero emission modes of transportation.

1

Universality

What types of devices can be parked and/or charged?

2

Security

How are devices locked, if at all?

3

Modularity

Can spaces be expanded or reduced depending on need?

4

Technology

Can a smartphone or smartcard be used to access device or real-time availability (e.g. for public chargers)?

5

Sustainability

Can stations use clean energy for charging?

6

Suitability

Where are charging stations best-suited (e.g. on-street vs. private parking lot)?

7

Deployment

How widely have solutions been adopted, and what is their availability for purchase?

Charging Overview

Charging Classifications

Level 1

Level 1 charging is the level required for NEVs and other electric devices using the LTN. Level 1 charging refers to the use of a standard household outlet, typically 110v-120v. Level 1 charging equipment is standard on vehicles and therefore does not require the installation of specialized equipment. On one end of the provided cord is a standard, three-prong plug. On the other end is a connector, which plugs into the vehicle. The most common place for Level 1 charging is at the vehicle owner's home and is typically conducted overnight (between 6 and 12 hours for full charge), but public outlets may be provided (including in locations like retrofitted light poles).

Level 2

Level 2 charging used for EVs, typically 208-v240v, can be adapted for use with NEVs. In some cases, Level 2 chargers are also equipped with 110v outlets or adapters. Level 2 chargers are commonly found in residential settings, public parking areas, places of employment, and commercial settings. Level 2 charging systems often require changes to building wiring and electric services. Cities siting Level 2 chargers should consider providing co-located Level 1 charging.

Level 3

Level 3 chargers are not compatible with e-bikes, e-scooters and NEVs.

Charger Funding Options

Subsidized

Land owners pay for the full cost of installation, maintenance, and providing electricity for users. There are several grant opportunities available to help with providing a public service:

- CARB Low Carbon Fuel Standards (LCFS) program
- California Electric Vehicle Infrastructure Project (CALeVIP)
- Mobile Source Air Pollution Reduction Review Committee (MSRC)

P3

Under a public-private partnership (P3), EV charging companies pay for the full cost of installation and maintenance. Users pay either a one-time fee or a membership fee to charge their personal devices.

Hybrid

Land owners pay for a portion of installation or maintenance. Users pay either a one-time fee or a membership fee charge their personal devices to the EV charging company to pay for electricity and/or cost of building EV charging infrastructure.

Case Study: Funding the West Coast Electric Highway (WCEH)

WCEH is a public-private partnership, funded by a combination of federal and state funds, that provides a network of EV Charging Solutions (EVCS)-managed chargers along the West Coast. In 2022, Oregon funded upgrades to its 44 chargers that allow the devices to serve a wider range of vehicles, including e-bikes. Adding 110v outlets so that e-bikes could use them did not incur any further costs to the project. In total, ODOT funded $4 million of the project and EVCS is contributing a greater than 20% match share of the funding required. EV users pay a fee to charge, while micromobility device/e-bike users can charge for free.

NEV Parking & Charging

NEV Parking

Cities may want to consider providing preferential parking to NEV drivers in public parking facilities, including on-street or in public lots such as at city buildings or parks (NEV and EV parking in private facilities such as shopping centers and residential developments can be addressed through the zoning code). In some cases, jurisdictions have prohibited NEVs from parking, which has resulted in confusion (as NEVs largely resemble standard vehicles to the public).

NEV size varies and can range from approximately 45 to 55.5 inches wide and 95 to 135 inches long (a small golf cart-type versus GEM electric vehicle), with some shuttle and truck models even longer. As a result, NEV parking space sizes may also vary. To accommodate NEVs of all sizes would require parking spaces approximately 15' long and 7' wide, in comparison to 18-20' long and 8.5-9' wide standard vehicle on-street spaces (off-street standard vehicle spaces may be shorter - approximately 15'-18'). Many NEV models do not include doors, also allowing for narrower spaces.

For smaller NEV models (e.g. GEM e2), two NEVs could be parked for every one standard on-street space, depending on parking configuration. Cities may choose to adapt standard or compact vehicle spaces to take advantage of the smaller size of NEVs and provide additional parking, both on-street and in private lots and garages.

NEV size is variable, and flexible parking layout options can be considered to accommodate the range of NEV types and sizes. This flexibility can be maximized in off-street parking lot layouts. Figure 22 shows one option where individual NEV spaces are not striped and tandem parking for small NEVs is allowed. NEV parking could also fit into otherwise unused spaces, such as behind pillars and next to elevators.

NEV parking space components may include:

- NEV parking signage and/or NEV parking space markings (signage may indicate if charging is available)
- Parking or charging payment collection system (see facing page for incentive options)
- Charger or available electrical outlet
- Solar panel to power charger (could also act as shade structure)

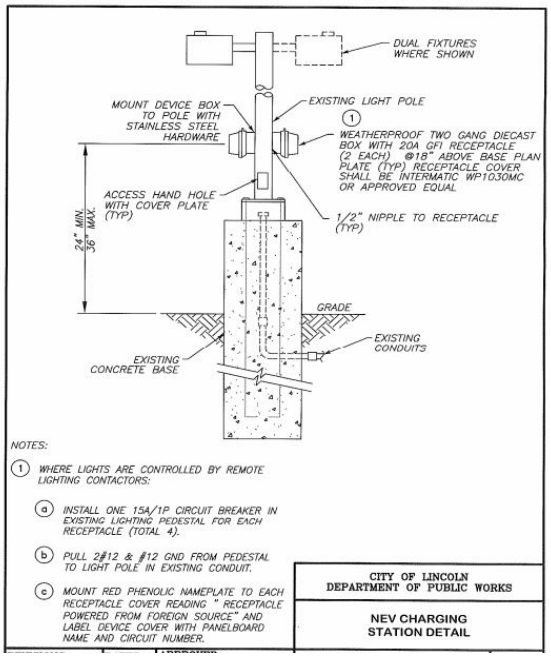
NEV Charging

Level 1 charging is the level required for NEVs, which are equipped with chargers suited for standard electric vehicles, for easy charging at home. NEVs are largely owned by individuals or as part of a working fleet. Most NEVs take between 6-8 hours to fully charge. NEVs typically have the charger onboard. In NEV communities, such as Lincoln, CA, some free public charging is available through metered outlets on light poles or similar structures (see plans in Figure 19 below).

Figure 19. NEV parking sign, marking, and charging options

Source: https://dot.ca.gov/programs/safety-programs/nev

City of El Segundo LTN Pilot Project



Source: Lincoln, CA NEV and Golf Cart Master Plan Update

Figure 20.
On-Street NEV Parking Layout

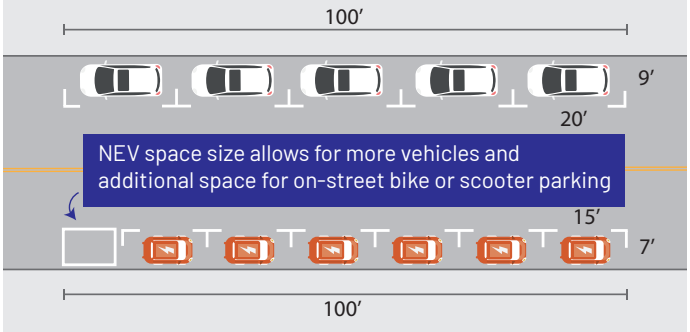


Figure 21.
NEV Parking in Unused Spaces

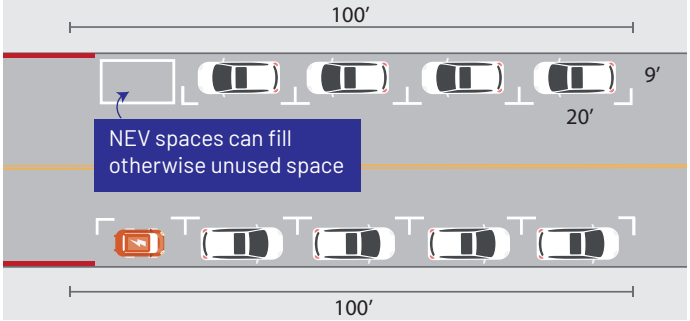
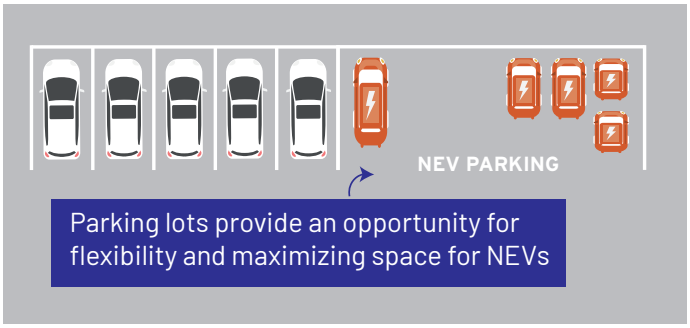


Figure 22.
Parking Lot NEV Layout Option



NEV Parking Policy Options

1. Have an NEV-ready building code in place

Local jurisdictions may consider:

- Defining and requiring a ratio of regular parking spaces to NEV parking, and a percentage of spaces to be equipped with NEV charging capability.
- Given their variable size, allow NEV parking in spaces that would otherwise be empty in an off-street facility (and craft standards so that walkways or other rights-of-way are not impeded). For example, for every 20 regular spaces, require or allow 1 NEV space depending on land use need (e.g. retail may have higher demand than office).
- Requiring or encouraging electrification for NEV charging (e.g. having Level 1 charging available at EV charging stations).
- Encouraging ADA accessible design for some NEV spaces.

2. Develop incentives for NEVs

Local jurisdictions may consider:

- Updating permitting policies to accelerate private installation of charging facilities that support NEVs.
- Allowing NEV drivers to park and charge for free or at discounted rates at public facilities (e.g. city lots), or provide a reservation system for NEV spaces.
- Providing subsidies for charging equipment at target sites (e.g. multi-family dwellings) or a "right-to-install" ordinance allowing tenants to install charging without seeking permission of the building owner.

3. Track NEV parking and charging development

Local jurisdictions may consider:

- Collecting data of NEV charging and parking to see who has access to these facilities (e.g. work sites) and identify any gaps in the NEV network.

Other Micromobility Parking & Charging

E-Bikes

Charging

Personal e-bikes are usually equipped with chargers suited for normal outlets, for easy charging at home. Broadly, their batteries are compatible with Level 1 chargers. Most e-bikes take between 2-6 hours to charge. Some models have detachable batteries, with the option to swap out depleted batteries for fully-charged ones. The chargers may be integrated with the e-bike itself or as a separate attachable component. In some cases, users can purchase adapters that work at EV stations.

Parking

If multiple bicycle racks are installed, they should be at least three feet apart to allow access. Four feet of clearance is recommended between the bicycles themselves and the sidewalk, but two feet of clearance is typically recommended from them when parked. Bikes typically are 72" L, 30" W, 48" H.

E-Scooters

Charging

Personal e-scooters are usually equipped with chargers suited for normal outlets, for easy charging at home. Broadly, their batteries are compatible with Level 1 chargers. Most e-scooters take between 3-7 hours to charge. Typically, the battery is mounted underneath the deck of the scooter or at the stem of the scooter (underneath the handlebars). The chargers may be integrated with the e-scooter itself or as a separate attachable component. In some cases, users can purchase adapters that work at EV stations.

Parking

If multiple parking racks are installed, they should be at least three feet apart to allow access. Four feet of clearance is recommended between the devices themselves and the sidewalk, but two feet of clearance is typically recommended from them when parked. Device size varies.

Other Device Types

Self-Balancing Devices

This category includes hoverboards, unicycles and/or Segways, which account for a much smaller share of the micromobility market than e-bikes and e-scooters. Broadly, their batteries are compatible with Level 1 charging. Most users typically charge at home or charge via battery swap. Parking could be compatible with some parking type options (e.g. corrals or lockers).

Shared Systems

E-bikes and e-scooters part of shared systems have typically relied on operators exchanging empty batteries with fully charged batteries, called "battery swaps" or "juicing." Some systems have taken strides to allow charging directly at shared mobility stations. Shared micromobility systems are not currently a focus of the LTN.

Other Parking Considerations

Micromobility vehicle parking policies are most effective when they are context-sensitive. For example, in high-traffic sidewalk areas, micromobility vehicles may need to be parked within a parking space on the street so as not to obstruct an already crowded sidewalk. In areas with larger sidewalks, parking within the landscape or furniture zone on the sidewalk may work well. Alternatively, some neighborhoods lack sidewalks, where micromobility vehicles should be parked in a location that does not impede other street uses or obstruct pedestrians.

Case Study: Micromobility Loading Zones

Micromobility vehicles are becoming increasingly popular as a solution for food and goods delivery in urban areas. Santa Monica set up a Zero-Emissions Delivery Zone pilot that prioritizes loading spaces for micromobility vehicles in convenient locations near high-density residential and retail areas to help support this delivery option.

Parking & Charging Options

Table 6. Summary of Parking & Charging Options

Type	Description	Parking	Charging	Option
Traditional bike parking	Includes bike racks/corrals, typically designed for bicycles and could service type 1 e-scooters with appropriate locking devices. There are several types of bike racks ranging from U-Racks, bollards, to grid. They are generally easy to install and vary on the basis of aesthetics (e.g. circular v. u-shaped).	Yes	No	1, 2, 3
Bike lockers	Fully enclosed units which are typically designed for bicycles and could service e-scooters. Some provide charging.	Yes	Varies	4, 8
E-bike parking	Units which are outfitted to park, lock and charge e-bikes specifically.	Yes	Varies	1-8
Scooter parking	Units which are outfitted to park and lock type 1 e-scooters. Some provide charging.	Yes	Varies	1-4, 6-8
Solar powered charging kiosks	Units which are outfitted to provide charging to micromobility devices, but do not necessarily include secure parking.	No	Yes	10
Micromobility fleet parking & charging	Units which are outfitted to park, lock, and charge micromobility fleets. Does not include space for personal devices. Applicable only if South Bay cities adopt shared micromobility systems.	Yes	Yes	6
Micromobility parking & charging	Units which are outfitted to park and charge all micromobility devices with an appropriate attachment.	Yes	Yes	5-12
NEV/EV charging	Units which are designed to charge EVs, which can include NEVs and in some cases micromobility devices. Types include: -Pole-mounted on-street -Pole-integrated on-street -On-Street -Lot/Parking Space	Varies	Yes	9-12

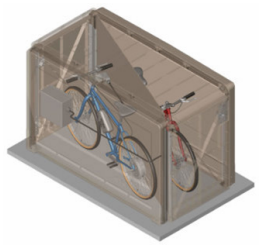
The numbers above correspond with the entries shown in the following Comparison of Parking & Charging Options table.

Table 7. Comparison of Parking & Charging Options

Option	Vehicle Type	Sizing	Modular
 **1. Dock-Style Rack** Vendors include Ground Control Systems, Dero	• Bikes • Scooters	H: 32" W: 19" L: 18" (size is for single bike unit, fits two bikes; scooter-only unit is typically larger with space for 4+ scooters)	Yes
 **2. U-Rack/Wave Bike Rack**	• Bikes • Scooters	L: 24.48″ H: 34″ OD: 1.9″ (single unit) Racks are available in various shapes (e.g. circle); typically installed on sidewalk	Yes
 **3. Corral**	• Bikes • Scooters	Replaces 1 – 2 vehicle parking spaces; typically installed on street	No
 **4. Bike Locker or Pod** Vendors include OONEE, Dero	• Bikes • Scooters	W: 39″+ L: 75″+ H: 92″+ (varies; typically rectangular)	Yes

Charging Capacity	Power Requirements	Cost Level $-$$$ (cost estimate shown where available)	Pros	Cons
N/A	None	$	• Provides ability for secure locking • Fits a variety of micromobility devices (with appropriate locking) • Lower cost • Easy to use • Can be combined with pole-integrated charging (see #9)	• No device charging • Requires users to bring their own locking devices
N/A	None	$200 (1 space) $1,000 (13 spaces)	• Modular • Can potentially serve a variety of micromobility devices with different sizing, with appropriate locking & spacing • Lower cost • Can be combined with pole-integrated charging (see #9)	• No device charging • Not as secure as other rack options • Requires users to bring their own locking devices
N/A	None	$3,000	• Fits a variety of micromobility devices (with appropriate locking) • Lower cost • Can be installed on-street • Can be combined with pole-integrated charging (see #9)	• No device charging • Not as secure as other rack options • Requires users to bring their own locking devices
N/A	None	Starts at $2,000	• Fits a variety of micromobility devices • Users do not have to bring a lock	• No device charging • Not as secure • Requires more space per unit

Table 7. Comparison of Parking & Charging Options (Continued)

Option	Vehicle Type	Sizing	Modular
 **5. E-bike Charging Rack** Vendors include Saris Infrastructure, Bikeep	• E-bikes	H: 29-37″ W: 21-24″ L: 29-31″	Yes
 **6. Shared Mobility Fleet Charging Station** (applicable only if South Bay cities adopt shared micromobility systems)	• E-bikes • Type 1 e-scooters Wheel wells designed for system mobility devices	Requires direct inquiry	Yes
 **7. Micromobility Charging Hub** Vendors include Bikeep, Kuhmute, Swiftmile	• E-bikes • E-scooters	H: 42″ W: 12″ L: 82″	Yes (some models)
 **8. Power Station Bike Locker** Vendors include CycleSafe	• E-bikes • E-scooters	Requires direct inquiry (for both bike locker & power box)	Yes

Charging Capacity	Power Requirements	Cost Level $-$$$ (cost estimate shown where available)	Pros	Cons
Level 1	Requires one connection point to power grid	Starts at $1,500 per station	• Modular • Has lockable charging box door • Users can lock e-bicycle with U-lock • Options to integrate with smart phones • Options with 24hr camera monitoring	• Pricing may be high for some vendor options • Some options do not accommodate e-bikes with wider tires • Only for e-bikes
100v – 240v	Requires one connection point to power grid	$$$	• Modular • Has solar option • Has integrated kiosk system for users to unlock devices with smartphones or smartcards • Can allow both e-bikes and e-scooters to use the same charging dock	• For shared mobility providers only, not for individual device owners • Systems are not deployed in Southern California (but includes Boston, New York, and Chicago) • Pricing may be high (further inquiry required for pricing and technical specifications)
Level 1	Requires one connection point to power grid	$$$	• Integrated with smartphone application/ smartcard to monitor parking availability& lock/unlock device • Designed as scooter security system with locks • Users do not have to bring a lock • Users do not need to bring device chargers	• Some options do not accommodate e-bikes • Some options do not accommodate e-scooters with wider (3”+) stems • Kuhmute version requires adapter to be installed on device
Level 1	Requires one connection point to power grid	$$$	• Can be retrofitted to existing bike lockers • Allows charging of any device • Users do not have to bring a lock	• May require power station to be installed only with CycleSafe Bike Locker • Requires bike locker • Users need to bring device chargers

Table 7. Comparison of Parking & Charging Options (Continued)

Option	Vehicle Type	Sizing	Modular
 **9. Pole-Integrated Charging**	• E-bikes • E-scooters • NEVs • EVs	Does not take up space beyond the existing pole or structure	Yes
 **10. Solar Charging Station** Vendors include Sol Design Lab, Intelligen Power, Paired Power	• E-bikes • E-scooters • Other small electronic devices • Solar EV charging options available (likely separate from Level 1)	Requires direct inquiry (varies depending on need)	No
 **11. Charging Station (On-Street or in Lot)** Vendors include Chargepoint, EVConnect, EVCS, EVgo, Flo, and Shell Recharge	• EVs • Can accommodate NEVs, e-bikes and e-scooters if Level 1 charging is present	Requires direct inquiry (varies depending on need)	No
 **12. Pole-Mounted EV Chargers** Vendors include Chargepoint and Voltrek	• EVs • Can accommodate NEVs, e-bikes and e-scooters if Level 1 charging is present	Requires direct inquiry (typically smaller, mounted on pole)	Yes

Charging Capacity	Power Requirements	Cost Level $-$$$ (cost estimate shown where available)	Pros	Cons
Level 1	Requires connection to power grid	$	• Simple to design and install • No outside vendor required, can be installed directly by jurisdiction • Can use existing light poles or other structures • Already in use in NEV communities, such as Lincoln, CA	• Users need to bring device chargers • Does not provide integrated locking (relevant for use with e-bikes and e-scooters)
Level 1	None	$$$	• Uses solar • Can function as public amenity • Used in US cities	• Users need to bring device chargers • Does not provide integrated locking • May require substantial space
Level 1 – Level 2	Requires connection to power grid; may require additional electrical work for Level 2 charging	$$$ Free or paid for through grant opportunities; users pay to charge as part of a subscription or as a one-time use	• Installation and maintenance sometimes can be covered by the company, if users are paying to charge • Deployed throughout Southern California	• Does not provide charging typically for e-bikes and e-scooters • May require substantial space (e.g. parking lot space • Does not provide integrated locking • May require substantial space
Level 1 – Level 2	Requires connection to power grid; may require additional electrical work for Level 2 charging	$$ Free or paid for through grant opportunities; users pay to charge as part of a subscription or as a one-time use	• Takes up very little space • Can be used in on-street spaces • If connected to streetlight, may be able to use existing electrical circuitry • Cheaper to install than new free-standing chargers • Deployed in Los Angeles	• Does not provide charging typically for e-bikes and e-scooters • May require special retrofitting for mounting • Cord must extend between parking vehicle and sidewalk; may block bike lanes

Mobility Hubs

Mobility hubs are places where people can make seamless connections between multiple transportation options. Mobility hubs offer visibility to, and connection between, public transit and other mobility services that in turn support sustainability and connectivity. Building mobility hubs at key locations along the LTN can help provide easy connections to local and regional transit, other mobility options like shared mobility services (car, bike or scooter share), and conveniently located neighborhood services for people traveling via NEVs or micromobility modes. Mobility hubs provide an opportunity to site parking and charging amenities for the LTN, while connecting the LTN into the broader transportation network.

While a series of hubs can form a cohesive network, the design and accommodations at each hub location will vary based on the unique transportation needs of the area. Comprehensive mobility hubs may include advanced technology, wayfinding, access to goods/services, and information; and can create a sense of place where communities come together to work, live, shop, and play—strengthening community bonds and providing a community gathering place.

Minneapolis, MN: mobility hub integrated with bus stop

Gilbert, AZ: mobility hub in small downtown

Berlin, Germany: mobility hub in commercial parking lot

Mobility Hub Amenity Types

Physical

- Commercial loading
- EV/NEV charging
- Information center
- Micromobility device charging
- Micromobility device parking (racks/secure bike lockers)
- Mobility kiosk/services
- Passenger loading
- Pedestrian friendly streetscape and safe connections
- Restrooms
- Seating/waiting area
- Shade
- Taxi/rideshare loading zones
- Transit service/stops
- Transit stop enhancements
- Wayfinding/branding

Placemaking

- Flexible and programmable spaces (for events, food trucks, etc.)
- Gathering spaces
- Green space
- Public art
- Wayfinding

Services

- Bike and scooter share
- Bike repair or other end-of-trip amenities
- Co-location with neighborhood services:
  - Amazon/parcel lockers
  - Banks
  - Mailing centers
  - Retail/dining (mobile and permanent)
- Emergency resources
- Device charging stations
- Microtransit
- Point-to-point car share
- Public Wi-Fi connection
- Real time travel & trip planning information

Case Study: Regional Implementation of Mobility Hubs

In September 2021, the Metropolitan Transportation Commission awarded seven mobility hub pilot projects throughout the Bay Area, totaling $2.7 million. These projects represent a variety of mobility hub types and anchor services, including local bus, regional rail, ferry, bike share and car share, quick-build and permanent construction, and are located in Priority Development Areas, Equity Priority Communities and High-Resource Areas.

Components of the seven mobility hubs include:

- Mobility information kiosks
- Micromobility park-and-charge ports for personal bikes and scooters
- Electric vehicle charging
- E-lockers
- Bike fix-it stations

Long Beach, CA: downtown mobility hub

Pittsburgh, PA: transit center mobility hub kiosk

Mobility Hub Siting Considerations

Destination Types

Regional destinations are centers of economic and cultural activity, such as event venues and major shopping centers, with a high density of nearby destinations.

Neighborhood destinations tend to be in locally-serving commercial or residential areas, such as parks and schools. Mobility hubs here can be located on sidewalks and in on-street parking spaces.

Transit station/major stop locations are primarily characterized by the presence of high frequency transit, connecting to regional and local travel destinations, such as the Harbor Gateway Transit Center.

Site Selection Considerations

- Population density
- Job density
- Transit density, and key transit transfer points
- Distance to existing transit, pedestrian and bicycle routes, as well as the LTN
- Equity indicators, such as demographics, income, and access to a private vehicle
- Opportunities for pilot and retrofit mobility hubs
- Partnerships with public and private entities
- Leveraging new development sites
- Utilize leftover parcels or unused slivers of land

Site-Specific Considerations

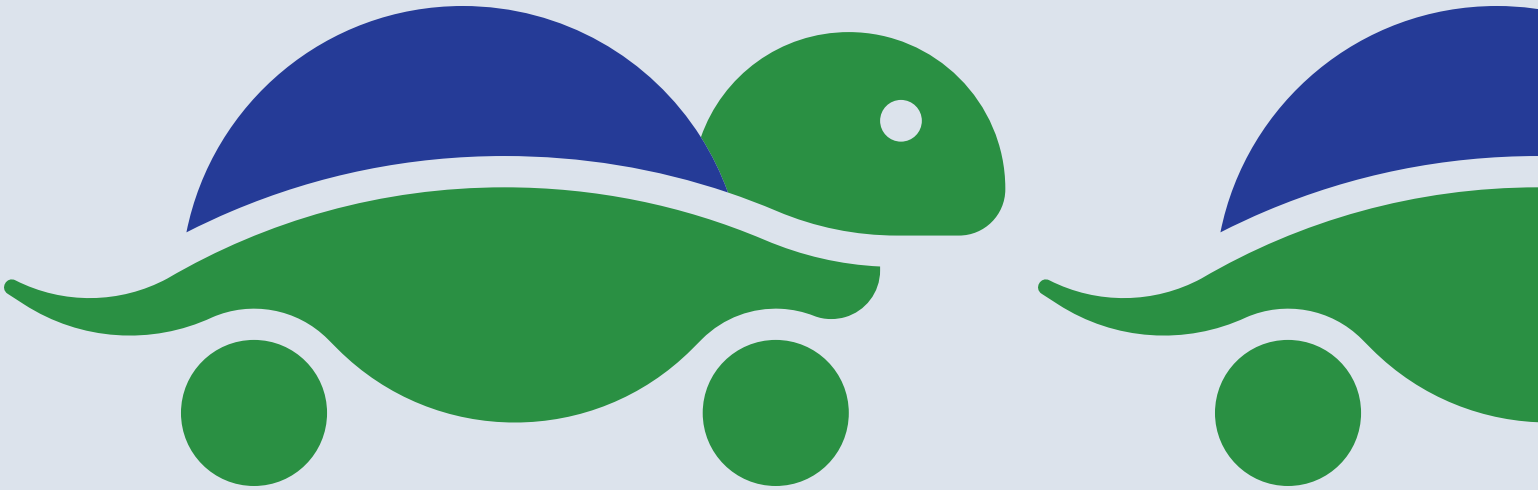
- Proximity and safe connections to mobility and community services
- Amenity space (on and off-street)
- Electrical infrastructure
- Broadband to support high-speed Wi-Fi

Case Study: Circuit

Circuit provides on-demand microtransit service in a NEV-style vehicle, operating throughout southern California (including Long Beach and Venice). Rides are typically free or heavily discounted for users. Circuit does not follow any fixed routes, but is limited to specified map zones. Riders can request a ride by using the app or flag down a passing Circuit vehicle.

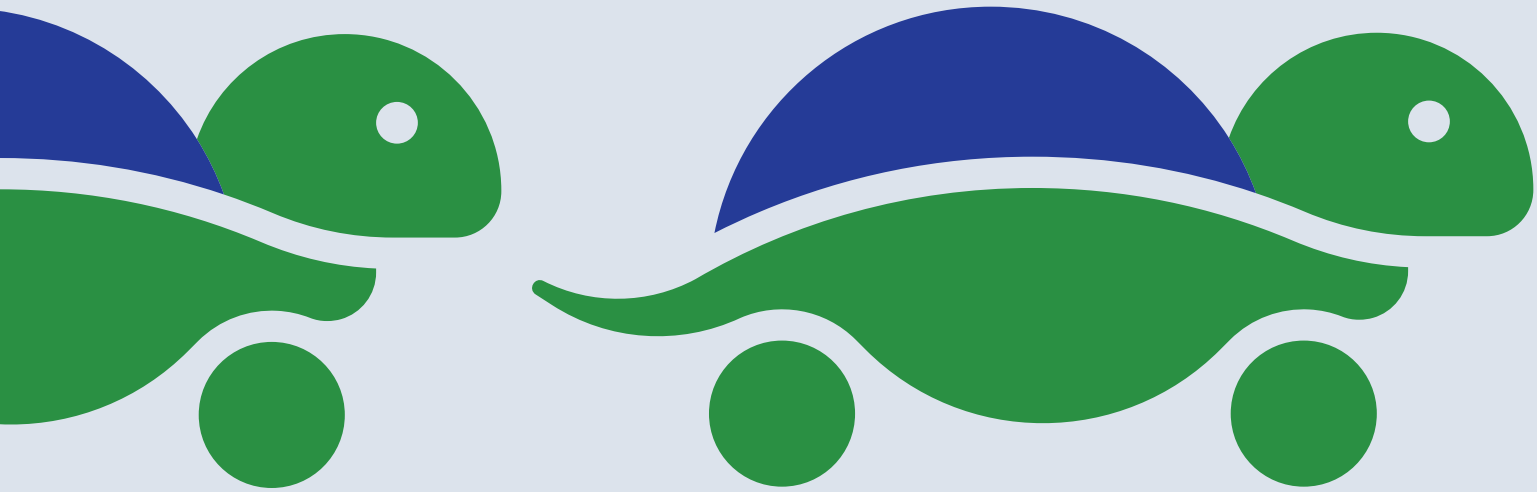
Table 8. Mobility Hub Typologies

Amenities	Regional Destination	Neighborhood Destination	Transit Station/ Major Stop
Physical & placemaking			
Commercial loading	●	●	
EV/NEV charging	●	●	●
Flexible & programmable spaces	●		
Gathering spaces	●		
Green space	●		
Information center	●		
Micromobility device charging	●	●	●
Micromobility device parking	●	●	●
Mobility kiosk/services	●		●
Passenger loading	●	●	●
Pedestrian friendly streetscape	●	●	●
Public art	●	●	●
Restrooms	●		●
Seating/waiting area	●		●
Shade	●		●
Taxi/rideshare loading zones	●		●
Transit service/stops	●	●	●
Transit stop enhancements	●		●
Wayfinding/branding	●		●
Services			
Bike & scooter share	●		●
Co-location with neighborhood services	●	●	●
Device charging stations	●	●	●
Microtransit	●		●
Point-to-point car share	●		●
Public Wi-Fi connection	●		●
Real time travel & trip planning information	●		●



SECTION 7

Engagement & Evaluation



Evaluation

Defining Success

The vision for the South Bay Local Travel Network (LTN) is a 243-mile network of comfortable, slow-speed streets that would connect neighborhoods and local South Bay destinations to one another. The goal of the LTN is to support the growing local use of micromobility—defined as zero-emission, low-speed vehicles. The expected benefits of the LTN include a reduction in carbon emissions, a reduction in the cost of travel, improved road safety, and improved ability to get around in the South Bay. The LTN aims to achieve its goals through 5 key strategies:

1. Establish a designated network of smaller streets that are clearly marked for safe sharing
2. Connect neighborhoods with destinations
3. Separate local traffic from thru traffic
4. Expand access to bike lanes to all forms of micromobility
5. Build public awareness of the benefits

Following the implementation of the LTN's key components—sharrow markings and wayfinding signs—the SBCCOG and cities should begin to evaluate the program. Some components of the program may be implemented more fully in future phases, including traffic calming treatments, reduced posted speeds, or other treatments. The questions and metrics in Table 9 can be used to guide evaluation efforts and understand needs for future phases of implementation.

In addition to the evaluation criteria above, the SBCCOG and cities may choose to evaluate how the LTN helps meet existing regional safety, mobility, or climate change policies and goals. At the regional scale, the implementation of the LTN would support the SBCCOG goals and strategies listed below.

- The LTN supports the Environment, Transportation and Economic Development goal in the South Bay Cities Council of Governments Strategic Plan, which includes a strategy to implement regional transportation strategies of benefit to the South Bay through Measure R funding and other regional, state, and federal funds.
- The LTN also supports three of the four components of the South Bay Land Use and Transportation Strategies within the SBCCOG Sub-Regional Climate Action Plan: (1) Expand the use of slow-speed electric vehicles (2) Encourage the use of shared mobility and (3) Facilitate more walking and biking through investments in bike and pedestrian infrastructure.
- SBCCOG, through its South Bay Environmental Services Center (SBESC), and local cities completed greenhouse gas emissions (GHG) inventories of government operations and communitywide activities for the years 2005 and 2007 for each city in the South Bay. Each report included GHG reduction targets for 2020 and 2050. By supporting a mode shift away from vehicles for local trips, the LTN could help cities meet their community reduction targets for 2050.
- The LTN and the South Bay Bicycle Master Plan have several goals in common. The safety improvements associated with the LTN would support the Bicycle Master Plan's goals of creating a bicycle-friendly environment for all types of bicycle riders and developing infrastructure that respects and accommodates all users of the road.

Table 9. Program Evaluation Criteria for Measuring Success

Evaluation Criteria	Primary Metric	Relevant Supporting Data
1. Has local use of micromobility increased?	Micromobility vs. vehicle mode share in community for short trips (less than 3 miles)	• Micromobility mode share (all trips) • Public attitude towards micromobility • NEV, e-bike, e-scooter, bicycle, and other electric personal device ownership
2. Is the LTN operating as a safe, shared roadway network for all modes?	Collisions on LTN	• Vehicle volume on LTN (by mode) • Vehicle speeds on LTN • Collisions on LTN • Public perception of safety on LTN
3. Is the LTN connecting people to where they need to go?	Micromobility volume on LTN	• Top destinations for micromobility vs. vehicle trips under 3 miles • Public awareness of LTN • Proximity to LTN by race, age, and income • Micromobility mode share on LTN

Note: The Slow Speed Network Strategic Plan for the South Bay (Metro, 2017) assumed 20% of short trips (under three miles) would be made in zero emissions vehicles by the year 2025. The time horizon for reaching this goal should be adjusted to reflect individual cities' LTN implementation timelines.

Evaluation

Measuring Success

Evaluating the impact of the LTN will require qualitative and quantitative data collection. The following subsections provide considerations for designing a community survey and possible approaches for evaluating the LTN beyond a survey.

Post-implementation Survey

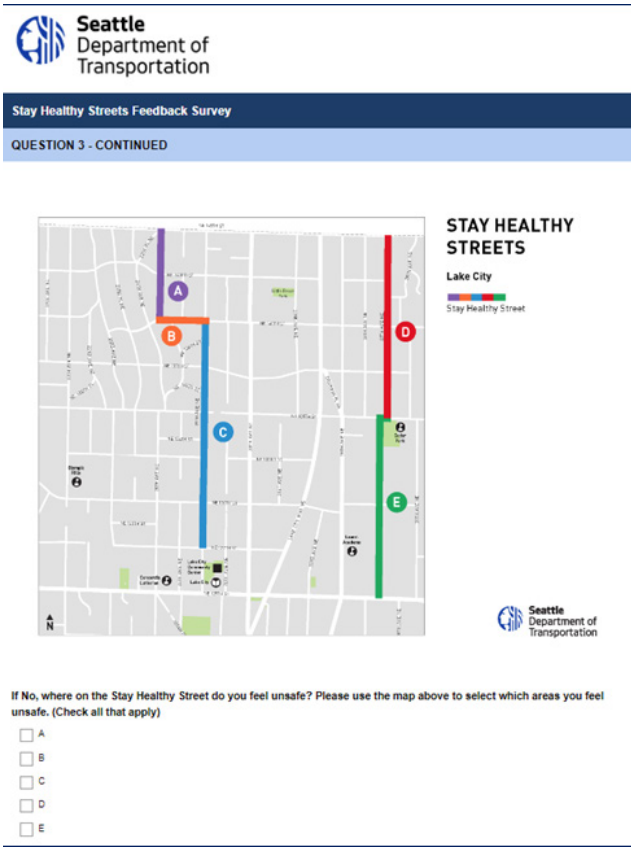
A post-implementation survey can provide insight into how members of the community perceive and engage with the LTN. Suggested questions are listed in Table 10. Several of these questions are adapted from the Seattle Department of Transportation's online survey about its Stay Healthy Streets program, which closed Neighborhood Greenways to pass through traffic in response to the COVID-19 pandemic.

Collecting demographic data in the survey can be helpful for identifying barriers or concerns with using the LTN specific to subsets of the community. Consider the groups listed below when designing your survey response collection strategy. Strategies to reach a more diverse set of respondents include offering the survey in multiple languages, advertising through online and in-person channels, and offering the option to complete the survey online, via phone, or in-person:

- People with disabilities
- Households with children
- High school students
- University students
- Seniors
- People with limited English proficiency

A final consideration when designing the post-implementation survey is the format of the survey questions. Many of the questions related to the usage of the LTN and perception of safety on the LTN would benefit from a map-based component. For example, the Seattle Department of Transportation presented survey respondents with the labeled map in Figure 23 to pinpoint sections of Stay Healthy Streets where people felt most unsafe. The map was accompanied by a predetermined set of options, shown in Figure 24, that respondents could choose from to describe why they felt unsafe in the selected areas. This approach can streamline survey response categorization.

Figure 23. Sample Map-Based Survey Question



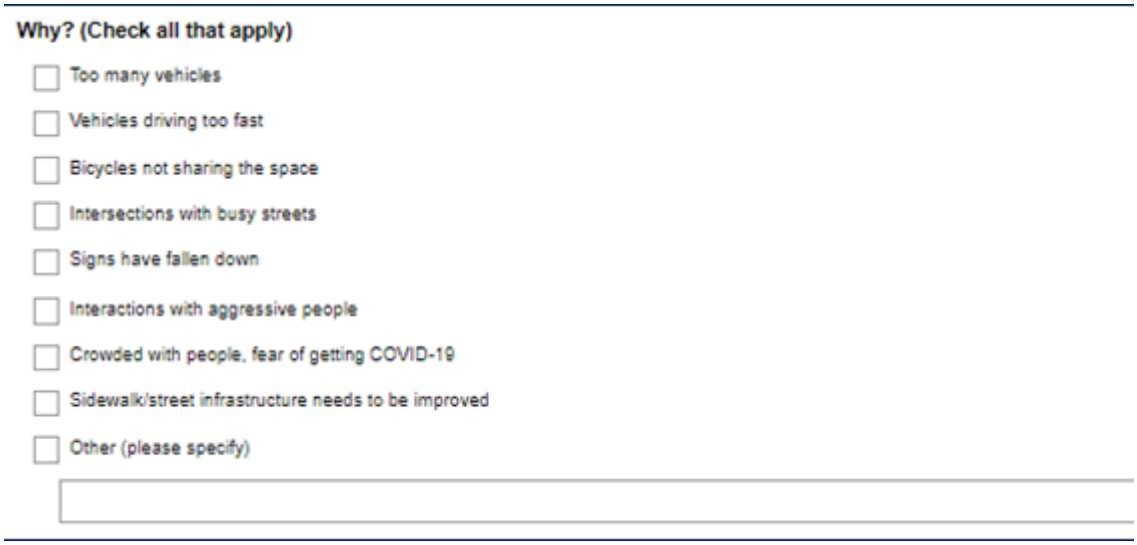
Source: SDOT

Table 10. Possible Questions for Post-Implementation Survey

Topic	Suggested Questions
Awareness and perception of LTN	• How familiar are you with the South Bay Local Travel Network (LTN)? (Provide a photo of a branded wayfinding sign) • How do you feel about the LTN? (Dislike, neutral, like with free response to elaborate) • How could the LTN improve your community?
Usage of LTN	• Have you or your household used the LTN for micromobility trips? If yes, what type of micromobility device? If no, why not? • What types of trips do you use the LTN for? • Where do you go when traveling on the LTN? Is parking available? Are chargers available? • Do you stay on the LTN for the entirety of your journey? • Where would you want the LTN to go that it doesn't?
Perception of safety on LTN	• When using the LTN on a micromobility device, do you feel safe and comfortable? If no, where do you feel unsafe or uncomfortable and why?
NEV/e-bike/e-scooter ownership	• Do you currently own a micromobility device? If yes, what kind? • Would you consider purchasing a micromobility device since the establishment of the LTN? If no, why not?

Note: For most questions, consider providing a set of predetermined options as well as an "other, please specify" option.

Figure 24. Additional Sample Questions



Source: SDOT

Evaluation

Beyond Surveys

Additional evaluation efforts can help validate or quantify trends from the survey and highlight other challenges with the LTN. Ideas for relevant analyses to conduct are listed below.

Vehicle, NEV, biking, e-bike, e-scooter, and walking counts

Collect weekday and weekend counts at various points along the LTN to understand travel volumes by mode on the LTN. Ideally, counts would be collected prior to the implementation of the LTN as well. Overall volume can help inform whether there is growing local use of micromobility on the LTN, while volume by street can highlight preferred versus avoided or less useful routes. Consider incorporating qualitative observations, such as the approximate age of micromobility users, whether people are riding alone or in groups, and crossing behaviors, into any manual counting efforts. Sensor technology could support ongoing evaluation efforts beyond one-time counts.

Origin-destination analysis

One of the key strategies of the LTN is to separate local traffic from through traffic. GPS-based data or other user generated data can be used to understand what share of people traveling on the LTN are using the network to travel between local destinations, to identify popular destinations along the LTN, and to analyze route choice. A common vendor for this data type is StreetLight location-based services data.

Parking analysis at destinations served by LTN

Counts of parked NEVs, bicycles, e-bikes, e-scooters, and vehicles at destinations along the LTN can be used to identify the most popular destinations along the LTN and whether there has been a mode shift towards micromobility with the implementation of the LTN.

Vehicle speeds

Vehicle speeds play an important role in the perceived and actual safety of people walking, rolling, and biking on the LTN. Measure vehicle speeds at various points along the LTN to gauge where speed might pose barriers to using the LTN. The 85th percentile vehicle speed and the percent of vehicles exceeding the speed limit by 10 miles per hour or more are useful measures. Vehicle speeds can be measured using a vehicle counts vendor, by cities with staff who perform their own engineering speed studies, or through the purchase of GPS or connected vehicle big data sets.

Collisions

Local police department data and public health data can be used to identify the location and details of traffic collisions. Collisions that occur along the LTN should be documented as part of evaluation efforts and prompt follow up analysis of roadway conditions at the site. The state maintains a public collision database that can be accessed online through California Highway Patrol or the UC Berkeley SafeTREC office. See page 53 for details.

Video analytics for other safety metrics

There are several safety-focused video analytic data firms that collect and analyze video data at specific locations to understand patterns related to vehicle speed, driver behavior such as crosswalk encroachment, and near misses between vehicles and micromobility users.

Walk audit

Engaging City staff and/or neighborhood volunteers to conduct a walk audit can supplement vehicle count and speed data with more detailed assessments of conditions along the LTN. ArcGIS Quick Capture and Survey123 are commonly used mobile survey tools that can be used to document observations from the walk audit.

Social media engagement

Analyzing mentions of the LTN on social media can be used to gauge awareness and public sentiment towards the LTN. The geo-location of posts can also highlight popular routes and destinations along the LTN.

Engagement

Additional Engagement Opportunities

While the wayfinding signage represent opportunities for public engagement themselves, additional public education and engagement around micromobility options can further promote the use of the LTN. Ideas for additional engagement opportunities listed below draw on efforts from similar Neighborhood Greenway programs in other cities.

Free branded signage for residents

In addition to the official LTN wayfinding signage, cities could offer residents the opportunity to order LTN-branded yard signs. The City of Portland has an online tool where residents can enter their address online to see if they live on a Neighborhood Greenway. If they do, they can order a free sign, which promotes the program and driving at slow speeds.

NEV sharing program

The cost of purchasing an NEV may be too high for some residents. Explore an NEV sharing program that offers reduced pricing for eligible groups to expand access to NEVs in the community. Car share, bike share, and e-scooter share programs are available in many cities but limited NEV sharing services exist.

Social media campaign

Launch and maintain social media accounts (Twitter, Instagram, Facebook) dedicated to documenting and sharing updates about the LTN. Posts could address frequently asked questions, events along the LTN, and any expansions to the LTN. Social media accounts can also become a channel for direct feedback from the community.

LTN email and social media marketing from SBCCOG

Engagement

Safety education programs

E-bikes can reach speeds of up to 20 mph and e-scooters can reach speeds up to 15 mph. Micromobility-oriented safety programs geared towards new riders like the e-bike safety class held by the Manhattan Beach Police Department and the nonprofit Bike LA represent a proactive approach to improving traffic safety. Upon course completion, participants could receive LTN-branded accessories—helmets, bike locks, stickers—that promote safety and the LTN.

Organized rides

Opportunities to ride on the LTN with a group can make first-time micromobility users feel more comfortable and spark interest among non-micromobility users. Organized tours and scavenger hunts along the LTN could promote awareness of destinations that can be reached via the LTN. Partnering with schools to set up a bike bus could encourage regular use of the LTN to get to school. In South Pasadena, there is a Bike Bus to two of the local elementary schools that started with a Bike and Walk to School Day in 2022, and has since evolved into a weekly ride led by designated ride leaders. Figure 25 shows the South Pasadena Bike Bus routes and an image of a morning ride.

Partner with businesses

Engage businesses located on the LTN to put up storefront signage or indicate online that they're "On the LTN" and install end-of-trip facilities such as bike, scooter, and NEV parking and charging stations. These efforts could raise awareness of destinations that can be reached via the LTN and can be framed to businesses as a way to attract more customers. Additionally, consider providing businesses with fliers that provide information about the LTN and FAQs for public distribution.

Web tools to track progress and plan routes

A website tracking LTN implementation progress can be a useful tool for community members interested in traveling on the LTN. The Seattle Department of Transportation keeps a running list of active projects on their website. An LTN-focused web page could also incorporate route planning to help residents plan trips along the LTN.

Partner with Google Maps

Google Maps takes its understanding of real-world conditions based on data from government authorities into account when generating bike routes. Providing the latest LTN network to Google Maps via its Maps Content Partners portal can help direct more micromobility users to these slower speed streets. A more extensive partnership with Google Maps could explore how routing algorithms could be adjusted to decrease non-local vehicle traffic on the LTN.

Figure 25.
South Pasadena Bike Bus Route and Rider Snapshot

Quick Facts

- All routes leave at 7:55am sharp
- Fun, escorted rides to school with priority from crossing guards
- Riders are welcome to join anywhere along any route.

RIDE LEADERS

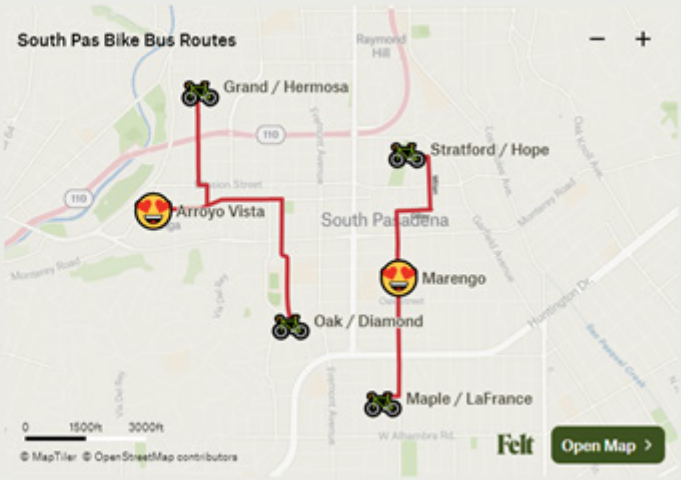
Arroyo Vista South - Kris Miller and Casey Law

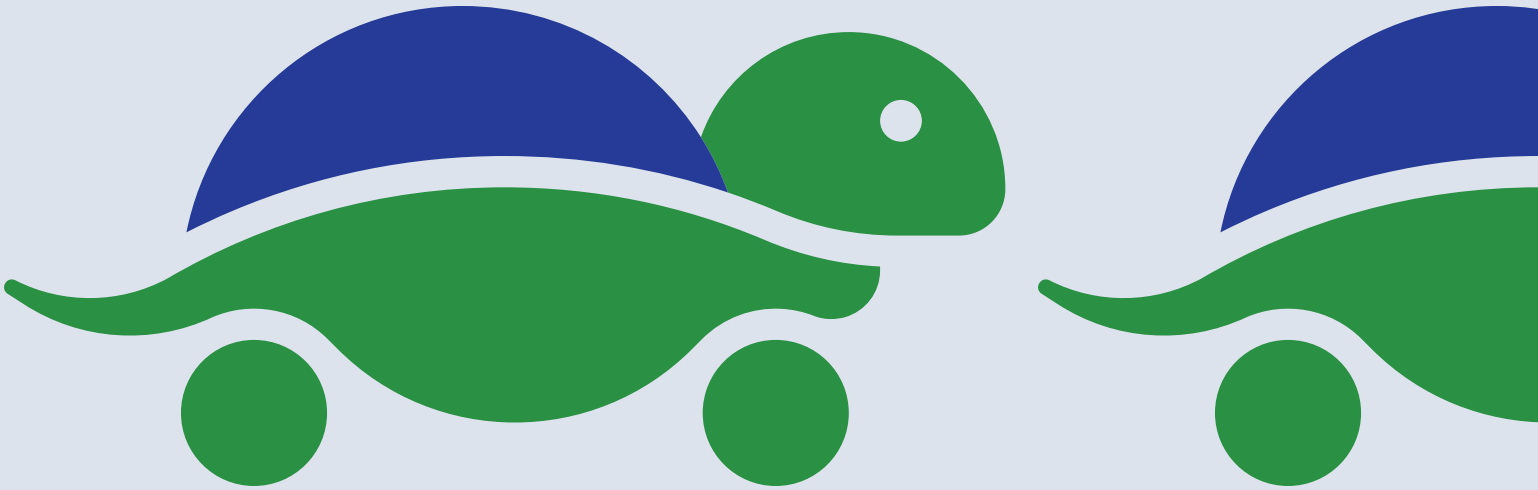
Arroyo Vista North - Philipp Knopf and Jason Claypool

Marengo South - Frederick Eberhardt and Khairi Mdnor

Marengo North - Mike Siegel

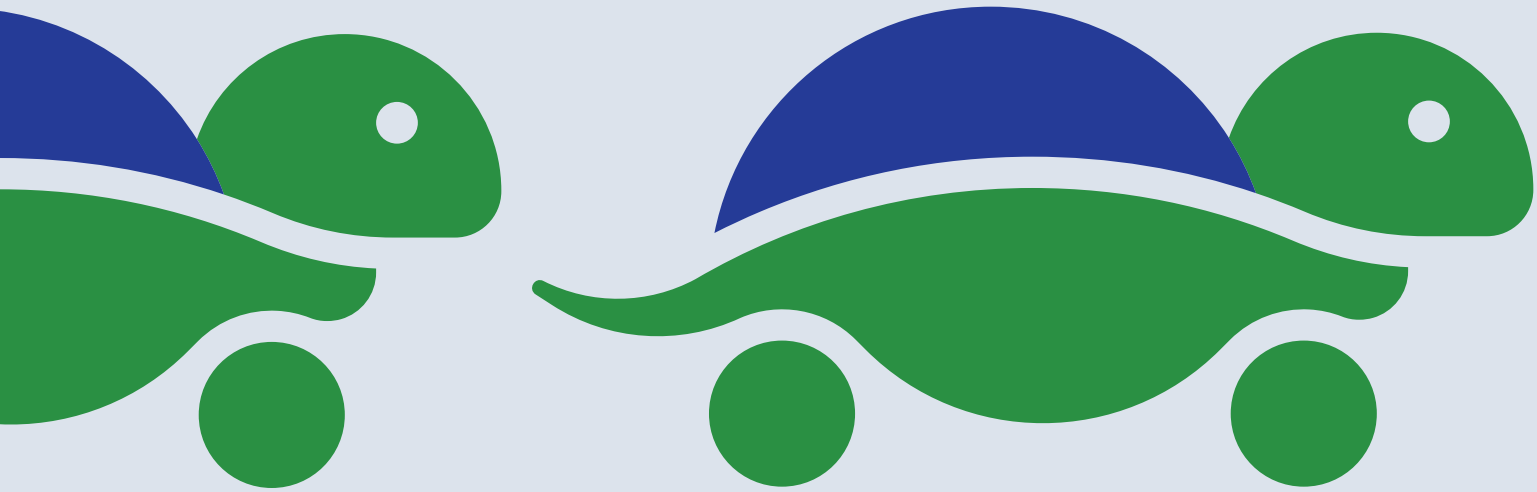
Riders assume risks by riding on the street. Ride leaders are present to increase safety by escoring the group, but are not responsible for rider safety.

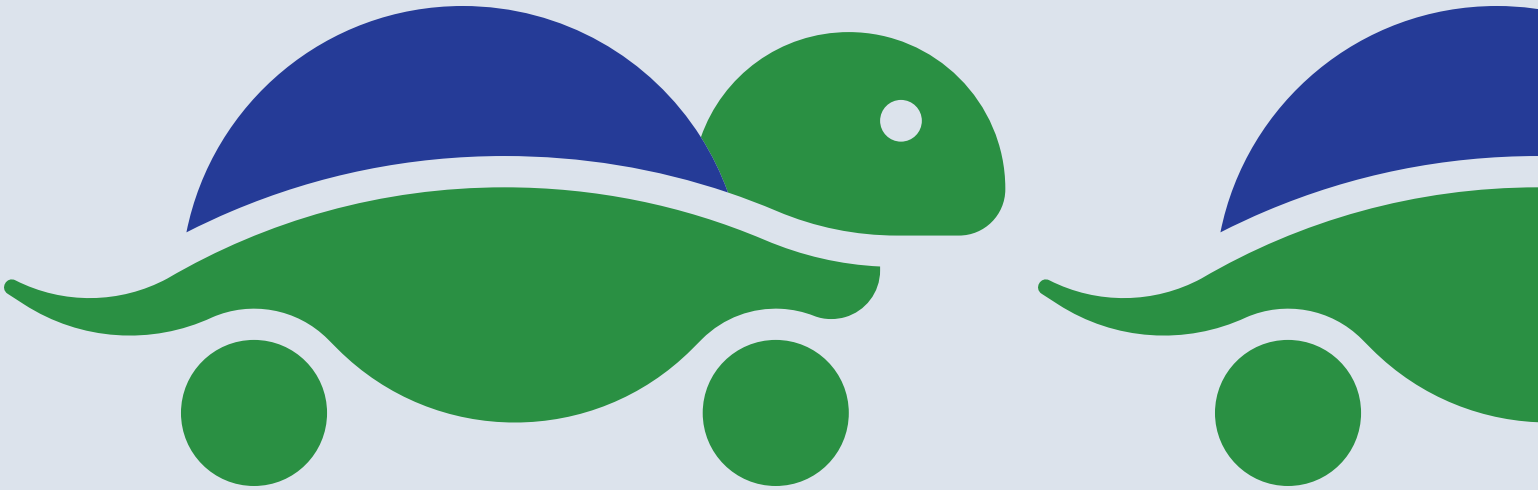




APPENDIX A

NEV Plan Template

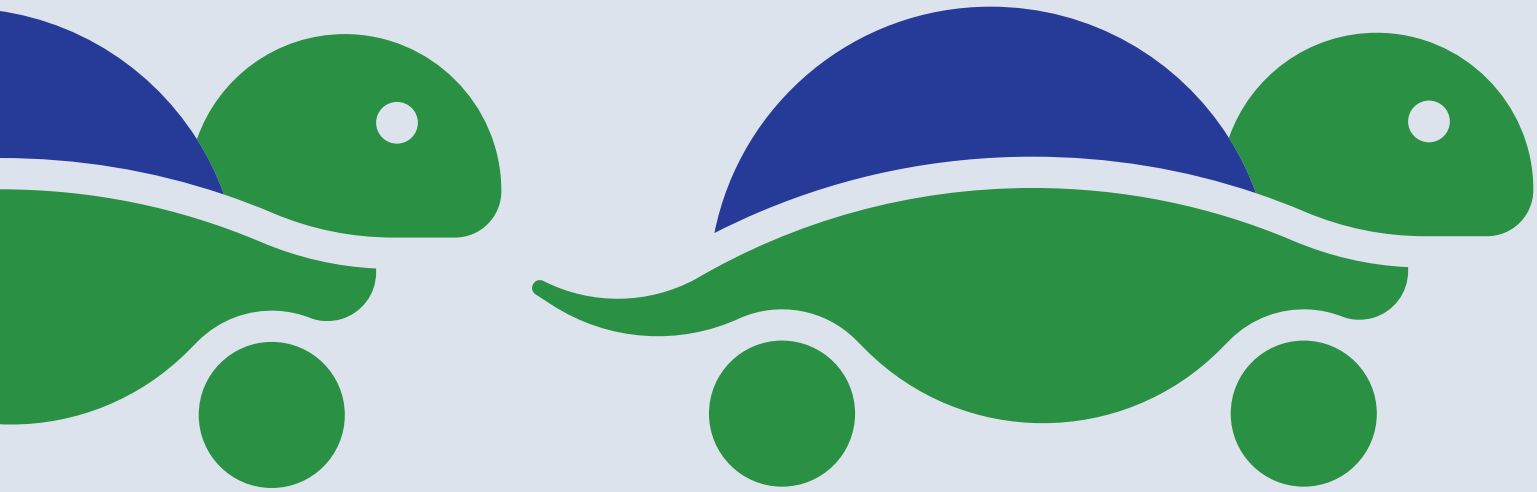


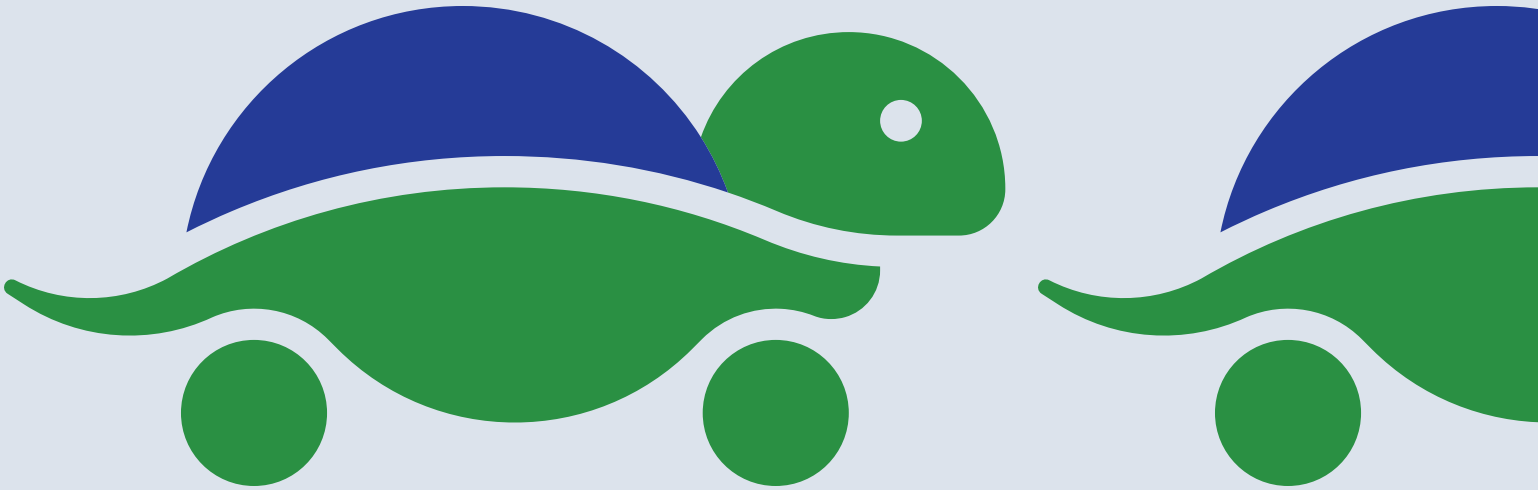


APPENDIX B

Best Practices Review

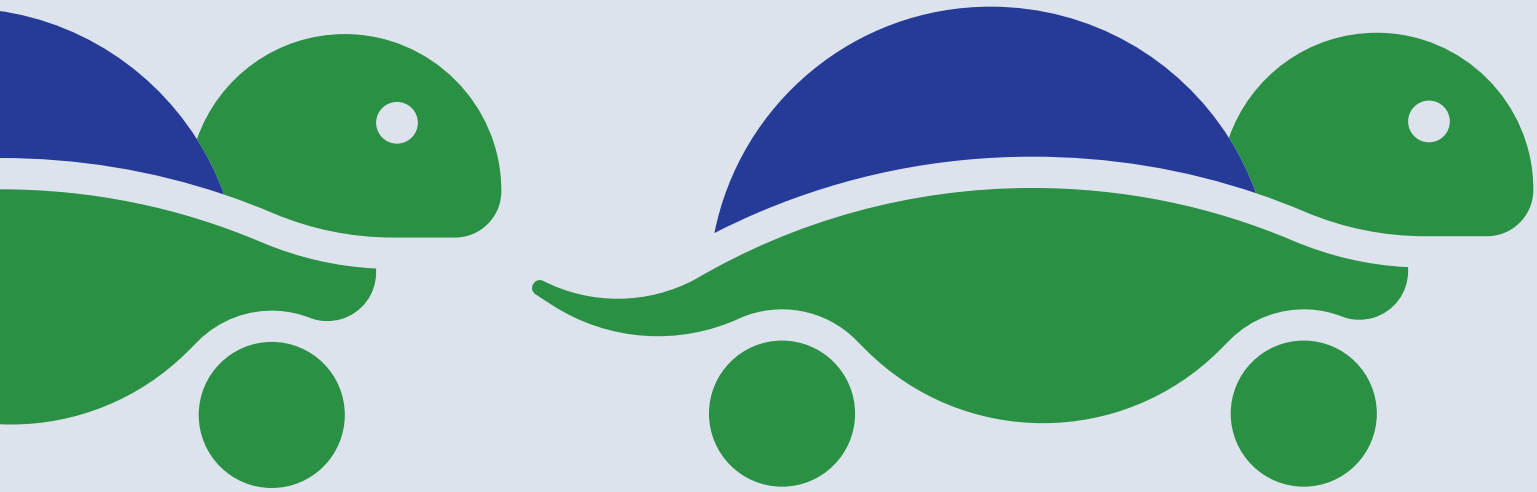
Standards & Guidance References

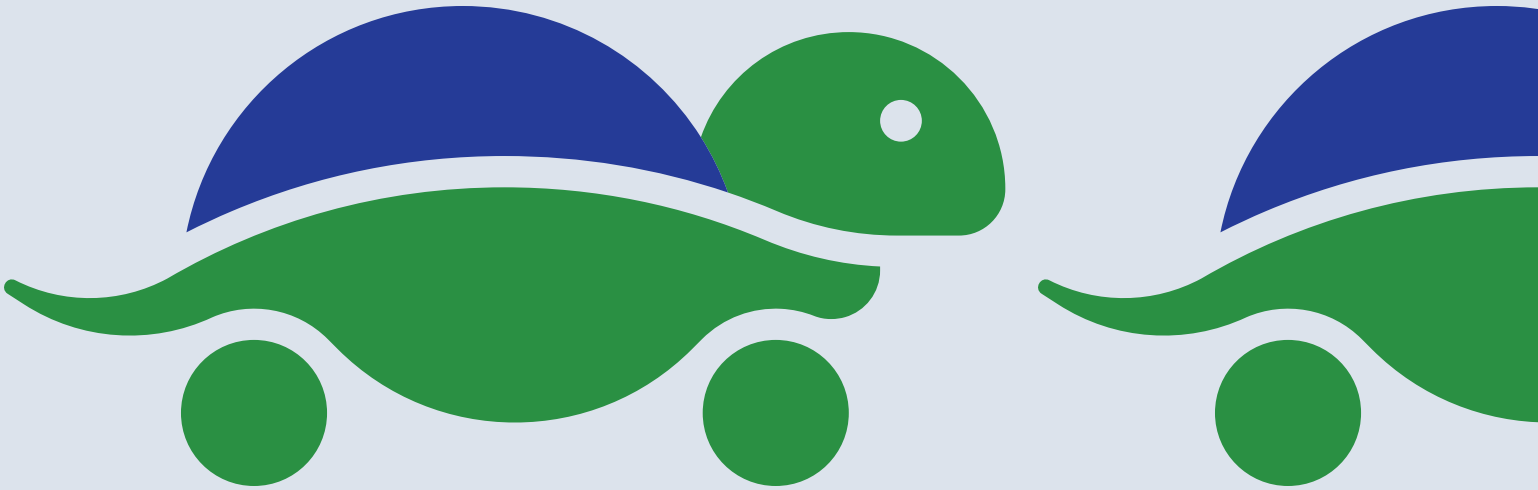




APPENDIX C

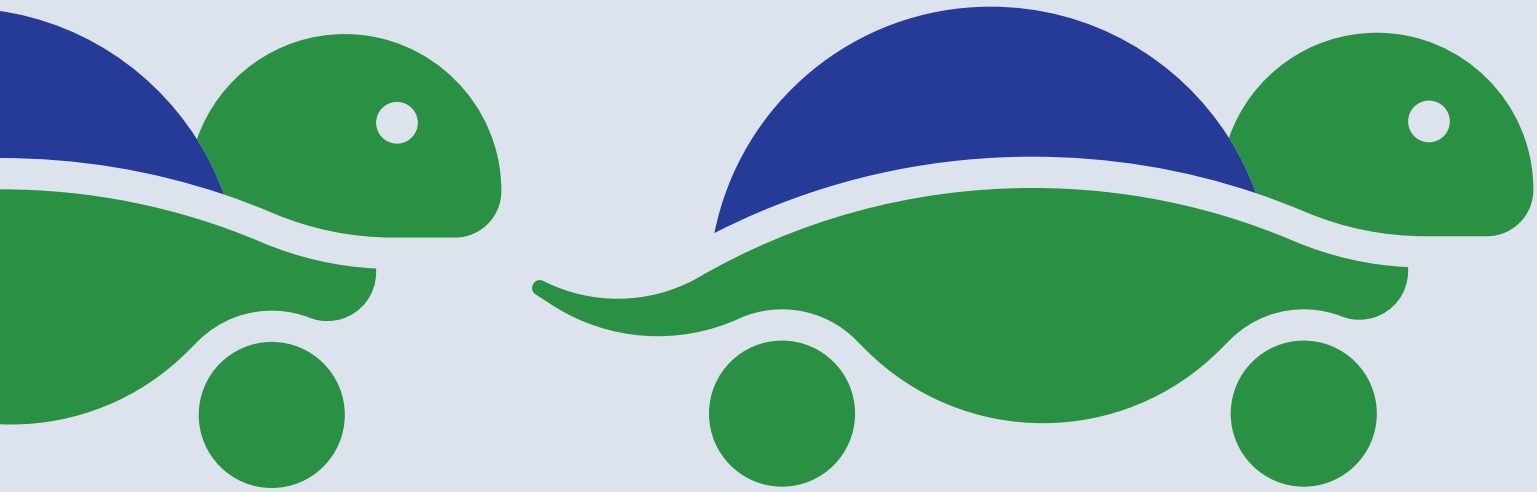
Safety Analysis Summary

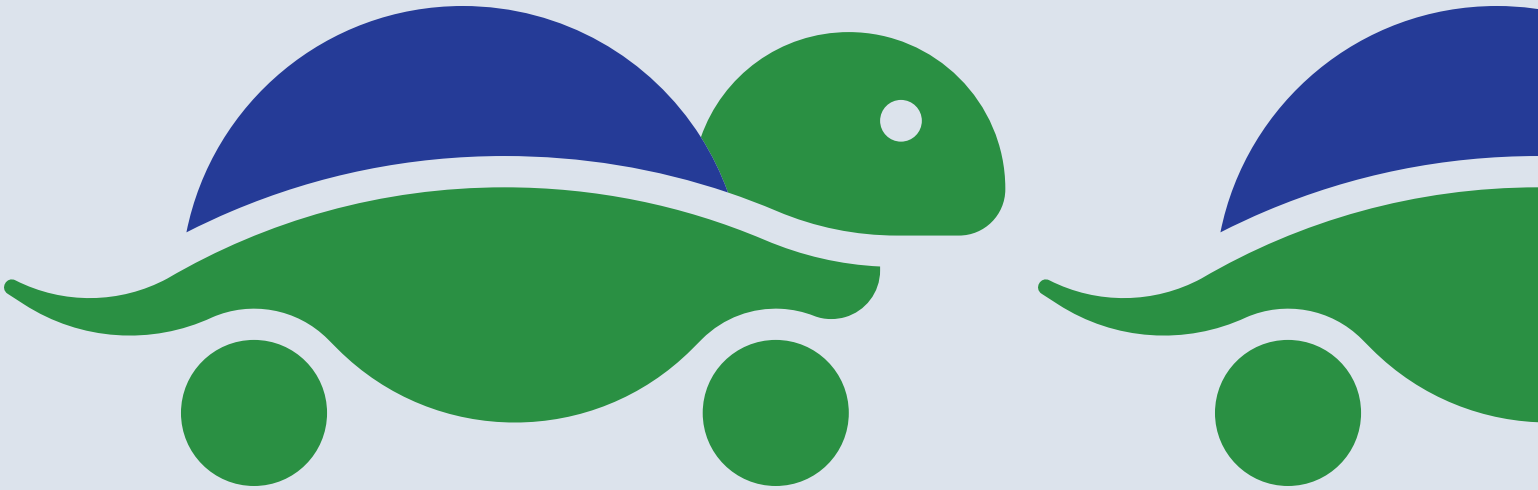




APPENDIX D

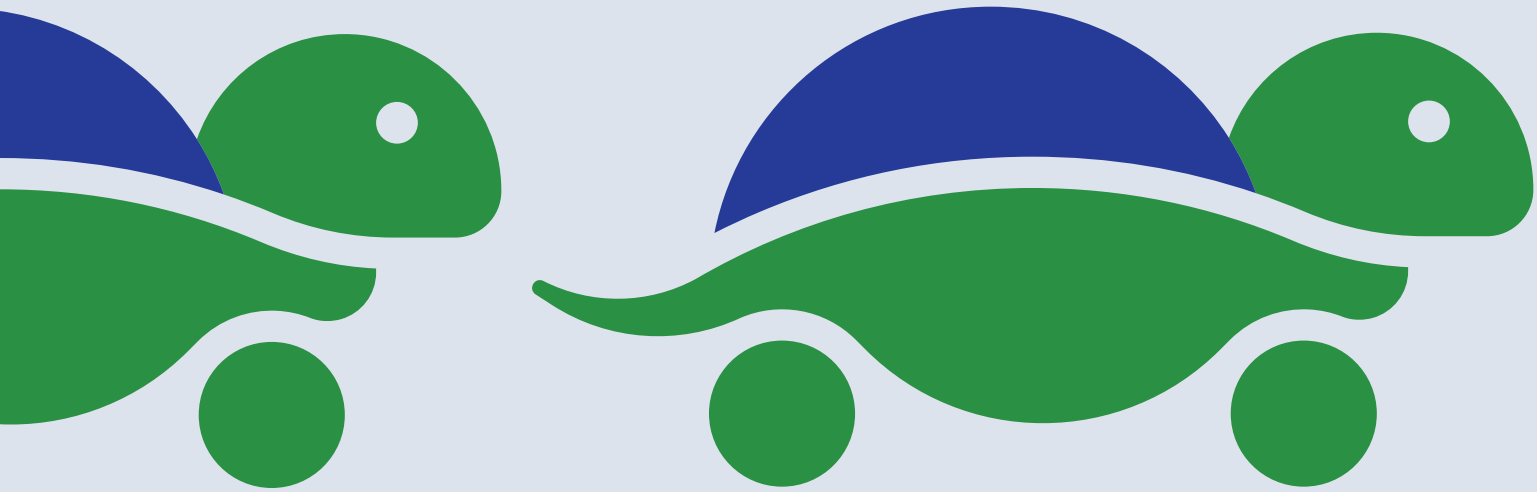
Parking Analysis Summary

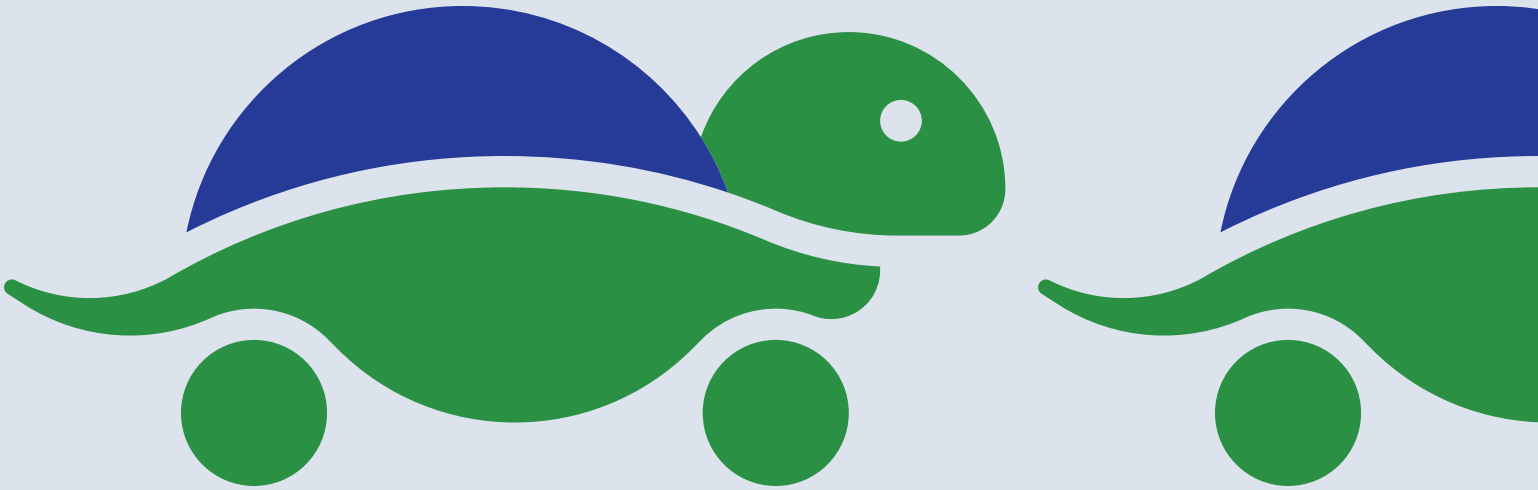




APPENDIX E

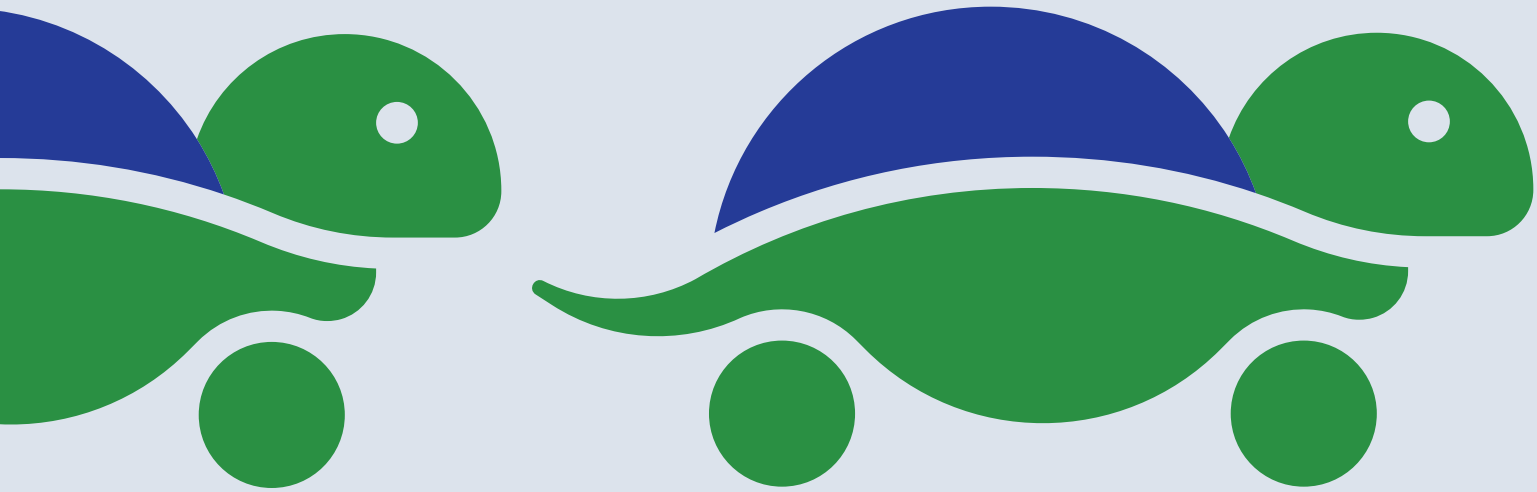
Cost Calculator & Funding Sources





APPENDIX F

Wayfinding Sign Plans



NEV Plan Template

Prepared for:
SBCCOG

February 2024

LB22-0065

FEHR PEERS

Table of Contents

1. Introduction

Overview

This Template provides South Bay Jurisdictions a starting point for implementing an NEV Plan per the guidance of California Assembly Bill (AB) 2432. This template is intended for jurisdictions wishing to adopt an NEV Plan, in line with the South Bay Cities Council of Governments' (SBCCOG) vision for mobility across the region. Two or more jurisdictions may submit a single joint NEV plan. The following pages of this document provide NEV Plan content, consistent with AB 2432, along with suggestions for further customization.

NEV plan requirements, per AB 2432, are listed below, along with their corresponding location in this template:

Table 1. NEV Plan Requirements

NEV Plan Requirement	NEV Plan Template Location
1966.13 (a) Route selection	Section 3. Route Selection
1966.13 (b) Transportation interfacing	Section 4. Design Guidelines: Mobility Hubs
1966.13 (c) Provision for NEV-related facilities	Section 4. Design Guidelines
1966.13 (d) Provisions for parking facilities	Section 4. Design Guidelines: Parking Facilities
1966.13 (e) Provisions for special paving, road markings, signage, and striping for NEV travel lanes	Section 4. Design Guidelines
1966.13 (f) Provisions for NEV electrical charging	Section 4. Design Guidelines: Charging Facilities

NEV Plan Requirement	NEV Plan Template Location
1966.13 (g) Community involvement in planning	Section 2. NEV Plan: Community Involvement & Plan Development Process
1966.13 (h) A map showing the NEV route network	Section 3. Route Selection: LTN Overview
1966.14 (a) Minimum general design criteria for NEV lanes	Section 4. Design Guidelines
1966.14 (b) Uniform specifications and symbols for signs, markers, and traffic control devices to control NEV traffic	Section 4. Design Guidelines
1966.15 (a)(1) NEVs eligible to use NEV lanes shall meet the safety requirements for low-speed vehicles	Section 2. NEV Pan: Safety Standards
1966.15 (a)(2) Minimum safety criteria for NEV operators, including, but not limited to, requirements relating to NEV maintenance and NEV safety	Section 2. NEV Plan: Additional Policies Adopted for this NEV Plan
1966.15 (a)(3) Restrictions limiting the operation of NEVs to NEV routes identified in the transportation plan	Section 2. NEV Plan: Additional Policies Adopted for this NEV Plan
1966.16 (a) The entity adopting the plan shall submit a report to the Legislature within two year of the date of adoption	Section 5. Evaluation and Monitoring

Content that is italicized is intended to instruct further or to provide required and optional recommendations:

[Sample Text – with "Required" or "Optional" Tag where additional content is needed.]

References to "City" should also be appropriately updated at the start of Plan sections for greater specificity.

Once this plan is finalized, it should be reviewed by the Southern California Association of Governments (SCAG) and any agency having traffic law enforcement responsibilities in the plan area, per AB 2432. AB 2432 also requires the entity adopting the plan to submit a report to the Legislature within two years of the plan's adoption.

2. NEV Plan

Purpose

This Neighborhood Electric Vehicle (NEV) Plan was developed as a component of the South Bay Local Travel Network (LTN), a network of routes designed to accommodate a growing market of personal zero-emission low-speed vehicles. The NEV Plan aims to support the LTN in promoting a mobility option that will help decrease greenhouse gas emissions, reduce congestion, reduce travel costs, and provide greater choice for residents traveling within the City.

The LTN will support travel by low-speed (up to 25 mph) electric vehicles primarily within the City, but also between South Bay jurisdictions and other further destinations.

This Plan will describe the specific duties required of NEV operators and the key design parameters that will make NEVs a practical option for mobility throughout the City.

Definitions

Existing State law defines a low-speed vehicle (LSV)[1] as a "motor vehicle with 4 wheels that is capable of a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour on a paved level surface and that has a gross vehicle weight rating of less than 3,000 pounds."[2] Per AB 2432, relevant definitions for the NEV Plan include:

1. "Plan area" means any portion of the County of Los Angeles, or any portion of any city in the county, and any streets and roads under the jurisdiction of the county or a city, to the extent the County of Los Angeles or a city has adopted an NEV transportation plan pursuant to Section 1966.12, including the privately owned land of any owner that consents to its inclusion in the plan.
2. "Neighborhood electric vehicle" or "NEV" means a low-speed vehicle as defined by Section 385.5 of the Vehicle Code.
3. "NEV lanes" means all publicly or privately owned facilities that provide for NEV travel, including roadways designated by signs or permanent markings that are shared with pedestrians, bicyclists, and other motorists in the plan area.

[1] Low-speed vehicle is a relatively new motor vehicle classification created by the National Highway Traffic Safety Administration (NHTSA) in 1998 to permit the manufacture and circulation of small, four-wheeled motor vehicles with top speeds of 20-25 miles per hour. This new classification is codified as Section 571.500 Title 49 code of Federal Regulations and California Vehicle Code Section 385.5. LSVs are required to have California license plates to utilize public roads.

[2] AB 2432

The following links provide additional information on NEVs:

National Highway Traffic Safety Administration

https://one.nhtsa.gov/cars/rules/rulings/lsv/lsv.html#lsv3

California Department of Motor Vehicles (DMV)

https://www.dmv.ca.gov/portal/driver-education-and-safety/educational-materials/fast-facts/neighborhood-electric-vehiclenev-low-speed-vehicle-lsv-and-golf-cart-registration-ffvr-37/

[Optional - Throughout this plan, "City" refers to the jurisdiction where the NEV Plan will be implemented and can be used interchangeably with "Plan Area." This language can be updated for greater specificity.]

Existing Regulations

- NEVs cannot be operated on any roadway with a speed limit in excess of 35 miles per hour, except on designated NEV facilities in areas where a neighborhood electric vehicle transportation plan has been adopted (see AB 2432 below).[3]
- NEVs may cross a roadway with a speed limit in excess of 35 miles per hour if the crossing begins and ends on a roadway with a speed limit of 35 miles per hour or less and occurs at an intersection of approximately 90 degrees.[4]
- NEVs can only cross a state highway with the approval of the agency having primary traffic enforcement responsibilities.[5]
- Local law enforcement or the CHP may prohibit the operation of NEVs on any roadway under its jurisdiction in the interest of public safety. Signs must be erected giving notice that NEVs are prohibited.
- Drivers of NEVs must hold a valid California Driver License.[6]
- NEVs must be registered and licensed with the DMV.[7]
- Cities that are interested in developing NEV plans allowing NEVs to operate on streets with speed limits greater than 35 miles per hour, must have legislative approval. In August 2022, AB 2432 became law, which authorized the City to prepare an NEV plan. One of the requirements of this legislation is to prepare a performance report for the legislature.

[3] CVC Section 21260 (a)
[4] CVC Section 21260 (b)(2)
[5] CVC Section 21260 (b)(2)
[6] AB 2432
[7] DMV, https://www.dmv.ca.gov/portal/driver-education-and-safety/educational-materials/fast-facts/neighborhood-electric-vehiclenev-low-speed-vehicle-lsv-and-golf-cart-registration-ffvr-37/

Additional Policies Adopted for this NEV Plan

- NEVs eligible to use NEV lanes shall meet the safety requirements for low-speed vehicles as set forth in Section 571.500 of Title 49 of the Code of Federal Regulations.
- NEV operators shall maintain and operate their NEVs safely. Operators are required to possess a valid California driver's license and to comply with the financial responsibility requirements established pursuant to Chapter 1 (commencing with Section 16000) of Division 7 of the Vehicle Code.
- Operation of NEVs is limited to NEV routes identified in this Plan, and only those NEVs that meet the safety equipment requirements specified in this Plan are to be operated on those routes.
- Any person operating a NEV in the plan area in violation of the above policies is guilty of an infraction punishable by a fine not exceeding one hundred dollars ($100).

Safety Standards

NEVs must meet all safety standards for low-speed vehicles as defined by the Federal Motor Vehicle Safety Standard (FMVSS) No. 500.[8] Standards include headlamps, front and rear turn signal lamps, taillamps, stop lamps, a parking brake, a windshield, and seatbelt assemblies, among others. All commercially-available vehicles sold as NEVs, such as the GEM, meet these safety standards.

Legislative Context

Several California cities and unincorporated areas (e.g. Lincoln, Rocklin, Rancho Mission Viejo, Coronado, La Quinta, among others), have developed NEV Plans with various goals such as reducing reliance on gasoline, reducing vehicle emissions, reducing roadway wear and tear, and creating more sustainable communities.

The City's NEV Plan has been developed in part by following examples of other communities that have established NEV programs, documented best practices researched by SBCCOG, and State guidance for the following items:

California Assembly Bill No. 2432 (AB 2432)

AB 2432 authorizes the County of Los Angeles or any of its jurisdictions to establish an NEV Plan, allowing NEV operation on public streets with speed limits.

The full text of the bill is provided for reference at the end of this document.

- *NEV Facility Concepts* – As previously described, NEV's are not currently allowed on roadways with speeds greater than 35 mph. Special State legislation is required to provide NEV facilities on roadways with speeds greater than 35 mph. This was granted for all jurisdictions within Los Angeles County via AB 2432 and adoption of this plan will allow NEVs to operate on higher speed roadways assuming specific roadway design requirements are met.
- *NEV Roadway Signage* – All roadway signs posted in California should meet the guidelines of the State's Manual on Uniform Traffic Control Devices (California Department of Transportation,

[8] https://www.govinfo.gov/app/details/CFR-2021-title49-vol6/CFR-2021-title49-vol6-sec571-500/

2014). Some NEV-specific signage is included in the in the State's traffic control devices manual. AB 2432 authorized the creation of special signs for this purpose.

- *NEV Roadway Striping* – Similar to signage, roadway striping should meet the State's guidelines. Currently the State does not have guidelines for NEV roadway striping. AB 2432 authorized the creation of unique striping concepts for this purpose.

Municipal Code Considerations

[Optional: This section is intended to provide a consistency review for existing local regulations regarding NEVs and their operation. This section can help identify any potential conflicts with existing regulations.]

Community Involvement & Plan Development Process

SBCCOG has completed a plan for a proposed Local Travel Network (LTN), which includes NEVs. The outreach conducted, as part of the South Bay LTN, forms the basis of this NEV Plan. From 2019 to 2023, SBCCOG gathered stakeholder input regarding the development of the LTN, working in collaboration with South Bay Cities staff and community leaders. Public events were cancelled due to COVID-19 restrictions and community input was gathered via online survey, resulting in 245 completed surveys, as well as workshops and one-on-one discussions with local city staff and elected leaders.[9]

[Required: Per AB 2432, community involvement in planning is required. This section should include further documentation on engagement conducted by the City with:

1) Partnering entities

2) The general public

We recommend that all relevant partnering entities (e.g. schools, law enforcement, bicycle advocates and major employers) and local residents be included in the development of this plan, which may result in a number of meetings.

There is data available by city from the initial online survey (conducted as part of the SBCCOG Route Refinement Study), that may provide initial insights.]

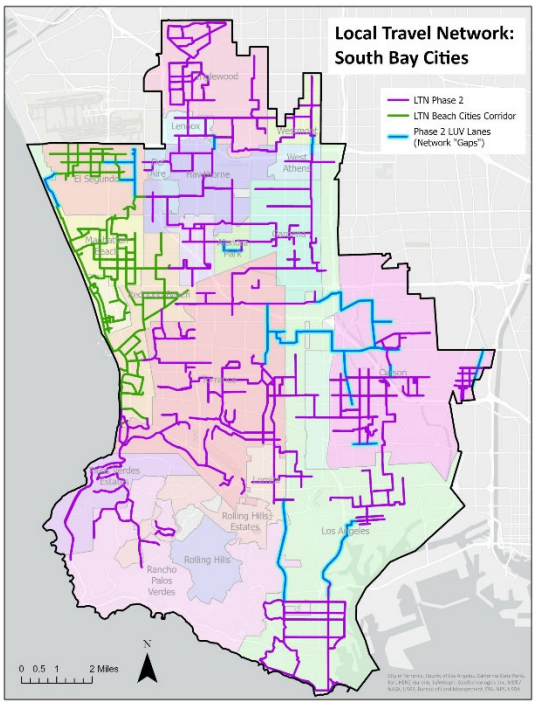
[9] SBCCOG Route Refinement Study, 2021, https://southbaycities.org/sites/default/files/SBCCOG%20Route%20Refinement%20Study%20for%20a%20South%20Bay%20Local%20Travel%20Network.pdf.

3. Route Selection

This section of the Plan documents the methodology behind NEV route selection, which occurred in collaboration with SBCCOG through the LTN planning process, and also shows which routes have been selected.

LTN Overview

The South Bay LTN is planned to be a low cost, fast deploying street adaptation that will accelerate the market for electric vehicles, help reduce street congestion and, importantly, aim to improve safety. Co-benefits envisioned for implementation of the LTN will provide for affordable high-quality door-to-door, on-demand mobility services to create a more personalized option for residents of disadvantaged neighborhoods – and generally support multi-modal mobility options involving NEVs and their infrastructure.



Proposed South Bay LTN as of February 2024.

Key considerations for the development of the LTN include:

- Establishing safer routes for smaller vehicles
- Connecting neighborhoods with destinations (e.g. schools, shopping centers and employment centers)
- Separating local traffic from thru traffic
- Expanding access to bike lanes to all forms of micromobility
- Promoting micromobility

Route selection was based upon using a data-driven approach, expanding connectivity, and emphasizing a slow speed and low volume network. The goal of the LTN is to provide connection at three different levels:

1. Regional (getting around the South Bay)
2. Sub-Regional (getting around the City)
3. Local (getting around a neighborhood)

The LTN was developed with these metrics: posted speed, overlap with bike facilities, proximity to destinations, proximity to employment, proximity to transit, neighborhood-level socioeconomic factors,

pollution/environmental factors and collision history. After initial development, the LTN was refined after multiple rounds of feedback from municipal and community stakeholders. Routes were selected to accommodate NEVs without an adverse impact upon traffic safety and to consider the travel needs of commuters and other users, with particular emphasis on routes with low posted speeds, low vehicle volumes and controlled crossing locations at arterials.

In May of 2021, the SBCCOG Board of Directors passed a resolution supporting implementation of a Local Travel Network for the South Bay. SBCCOG has begun "Phase 1" of the implementation process to approve route segments, secure funding, and construct a sharrow system on local streets.

NEV Routes

NEV routes can be developed along the following facilities (which can be shared by bikes):

- Shared off-street paths (Class I) – provide for a completely separate right-of-way for the use of NEVs
- Shared Class III routes – provide for shared use by NEVs with conventional vehicles traffic on streets with speeds limits of 35 miles per hour or less
- Shared Class II, Class II+, or Class IV lanes – provide for a separate striped lane adjacent to roadways with speed limits of 55 miles per hour or less

The majority of the Local Travel Network follows existing Class III routes or those suitable for Class III implementation, while a smaller share follows existing Class II routes or those suitable for Class II implementation.

[Required: Contact SBCCOG for the most current LTN Map and include a detailed map for your city. Existing or proposed Class II routes will need to be noted by the City. Mapped routes will be assumed to be Class III unless noted otherwise. Additional documentation should also reflect any route prohibitions if needed.

Optional: We recommend reviewing the City's General Plan for consistency and targeted discussion of overall circulation and mobility goals.

For example:

Adding language where appropriate that mirrors the goals and policies of the City. For example, "The City has a General Plan goal of prioritizing long-term sustainability, by reducing reliance on single-occupancy vehicle trips and improving multi-modal transportation networks with the intention of reducing air pollution and greenhouse gas emissions. NEVs are one form of non-auto travel that offers many environmental benefits."[10]]

[10] This language was adapted from the City of Gardena Circulation Element, 2016, https://cityofgardena.org/wp-content/uploads/2016/04/Circulation-Plan-2020-Update.pdf.

4. Design Guidelines

This section of the Plan is intended to assist the City with the selection and design of NEV facilities.

Typical NEV Features & Design Considerations

Body Type

There is a growing range of NEV types becoming commercially available. For example, GEM NEV body types vary by: the presence of doors, the presence of windows, the number of seats (2 – 6) and/or the presence of a storage bed (typically used for working purposes).

Example of a 2-seater NEV with an open body style.

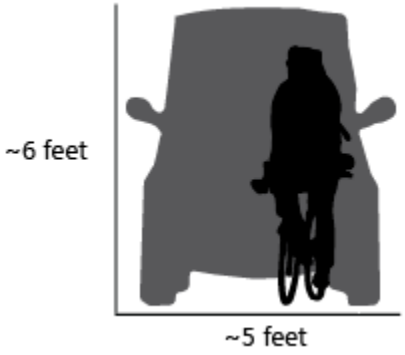
Dimensions

A typical golf cart is 47 inches wide. By comparison, the commonly-found NEVs range in width from 45 to 55.5 inches (GEM).[11] For example, vehicles can range in length from 103 (GEM e2) to 167 inches (GEM e6).

Speed

On-Street

The NEV travels at a top speed of 25 mph. When an NEV travels at this speed, it will not hold up other traffic in shared-lane conditions (25 mph streets).



Comparison of NEV size to cyclist.

Off-Street

It may be appropriate to limit the speed of NEV's on certain facilities within the City. Circumstances that might warrant a speed limit below 25 mph include:

- Areas where an NEV pathway crosses another path
- In areas with significant pedestrian or automobile activity (such as near retail or community centers)
- Along a heavily used local (non-regional) off-street facility

[11] GEM vehicle specifications, https://www.gemcar.com/

Facility Classification

This section of the Plan provides guidelines based on speed (see **Table 2**) and documents the required, recommended and proposed features of NEV facilities by type (see **Table 3**).

[Required – For Table 1 below, the City should review the "Recommended Features" column and update the "Proposed" column if needed.]

There are three NEV facility classifications:

1. **Shared Class I Path**
2. **Shared Class III Route**
3. **Shared Class II, Class II+, or Class IV lanes**
    a. Class II: bicycle lane
    b. Class II+: buffered bicycle lane
    c. Class IV: on-street separated bikeway (has a vertical separation element)[12]

[12] CA Department of Transportation, https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-01_kf-a11y.pdf. Vertical separation elements include grade separation, flexible posts, inflexible barrier, on-street parking, or a raised island.

The table below summarizes roadway design guidelines by speed and provides comparison to existing NEV Plan design guidelines.

Table 2. Existing NEV Plan Guidance & Proposed Design Guidelines

Posted Speed	Existing NEV Plan Guidance			Proposed SB LTN Design Guidance		
	Lincoln, CA[1]	Coachella Valley, CA (CVAG)[2]	Rancho Mission Viejo, CA[3]	Facility Type	Min. Width of Class II/II+/IV[4,5]	Min. Width of Striped Buffer
0-25	Class III (shared)	Class III (shared)	Class III	Class III	N/A	N/A
30-35	Class III (shared)	Class II (7' NEV lane)	Class II or Class III	Class II/II+/IV or Class III	7 ft	N/A
40-45	Class II (7' NEV/bike lane)	Class II (7' NEV/bike lane) + buffer where feasible	Class II or Class I	Class II+/IV	7 ft	2+ ft
50+	Not specified	Class II (7' NEV/bike lane) + buffer where feasible	Class II or Class I	Class II+/IV	7 ft	3 ft

Source: Fehr & Peers.

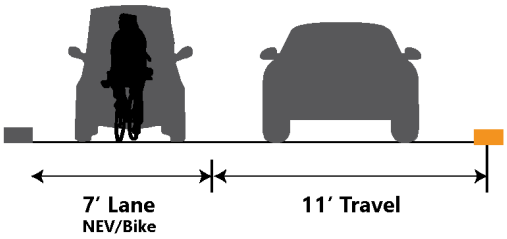
Notes:

1) The City of Lincoln pioneered the first NEV plan, which was granted permanent status by the California State Legislature in 2015.
2) Coachella Valley has established a plan for multiple areas within Riverside County.
3) Rancho Mission Viejo established an NEV plan in August 2017.
4) Includes gutter pan. The California Highway Design Manual requires 3' minimum bike lane width excluding the gutter pan to mitigate against the hazard of a "lip" forming as a result of asphalt next to the more rigid concrete gutter. The NEV/bike lane widths proposed here exceed this standard.
5) Class II, II+ and IV Includes gutter pan. The California Highway Design Manual requires 3' minimum bike lane width excluding the gutter pan to mitigate against the hazard of a "lip" forming as a result of asphalt next to the more rigid concrete gutter. The NEV/bike lane widths proposed here exceed this standard.

Sample Cross Sections

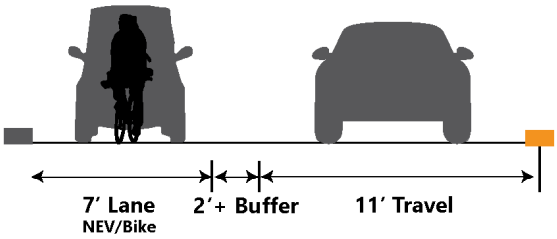
Class II

For roadways with a max speed limit of 40 mph.



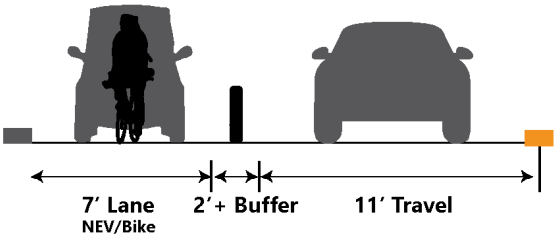
Class II+

For roadways with a speed limit between 40-55 mph.
2ft+ buffer for 40-45 mph & 3ft Buffer for 45+ mph.



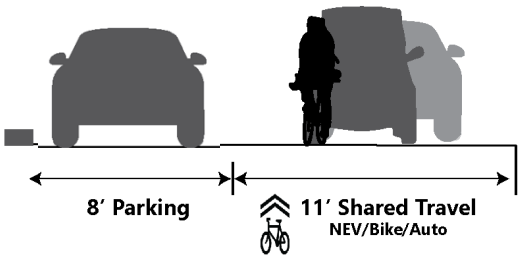
Class IV

For roadways with a speed limit between 40-55 mph.
2ft+ buffer for 40-45 mph & 3ft Buffer for 45+ mph.



Class III

For roadways with a max speed limit of 35 mph.



Source: Fehr & Peers.

Note: Left-hand side of cross-sections represents the curb and right-hand side represents the center line.

Table 3. Detailed NEV Design Guidance by Facility Type

	Required Features	LTN Design Guidance
Class III NEV/Bike Route Provides for shared use by NEVs with conventional vehicle traffic and bicyclists on streets with a posted speed limit of 35 miles per hour or less.		
 *Example of a Shared Class III route in the South Bay.*	***Lane Width***	
	Not applicable.	
	Placement & Designation	
	• Shall not be used on shoulders, in designated lanes, or to designate bicycle detection at signalized intersections • NEVs can share a lane with vehicular traffic on roadways with a posted speed limit of 35 mph or less	• Placed 50 to 100 feet on busier streets, up to 250 feet or more on low traffic routes • Preferred placement is in the center of the travel lane, lateral positioning requirements vary based on context, but should comply with MUTCD Sec. 9C.07.I • Not preferred on 35 mph roads with vehicle volumes higher than 3,000 vehicles per day
	Markings & Striping[13]	
	• Shared Lane Marking or "sharrow" illustrated in MUTCD Section 9C.07	• Green-backed "sharrows" are a more conspicuous marking option, and are now permitted in the CA MUTCD 

[13]CA MUTCD Section 9C

	Required Features	LTN Design Guidance
Class II/ IV NEV/Bike Lane Provides for shared use with bicyclists on a separate striped lane adjacent to roadways with speed limits of 55 miles or less.		
 *Example of a Class II+ NEV lane from La Quinta, CA with custom NEV marking*	***Lane Width***	
	• 6 feet width from curb face • Bike lane next to parking lane shall be at least 5 feet wide, reach from curb face to the edge of the bike lane (including parking lane, bike lane, and optional buffer) is 14.5 feet; absolute minimum reach is 12 feet	• Provide wider lane than minimum widths (at least 7 feet width from curb face), to accommodate NEVs and provide additional comfort
	Markings & Striping[14]	
	• Bicycle lane word and/or symbol and arrow markings shall be used to define lane • Solid white lane line marking shall be used to separate motor vehicle travel lane from bike lane	• 4-inch or 6-inch wide solid white stripe when bike lane is placed next to parking • Separation should be provided between bike lane striping and parking boundary markings to reduce door zone conflicts • Separation should be provided between bike lane striping and parking boundary markings to reduce door zone conflicts • Class II should be provided on roadway with a max speed limit of 40 mph • Class II+/Class IV buffer should be more than 2 feet wide on roadways between 40-45 mph • Class II+/Class IV buffer should be at least 3 feet wide on roadways between 45-55 mph, or where parking is present • If custom NEV marking is used, requires experimentation status with the CTCDC and approval to implement[15]

[14] CA MUTCD Section 9C.04. For Class IV facilities refer to: Caltrans Design Information Bulletin 89-01, CA MUTCD Section 9C.102 and FHWA "Separated Bike Lane Planning and Design Guide."
[15] See CA MUTCD Sect 1A.10 for Experimentation Guidelines

	Required Features	LTN Design Guidance
	Other	
	• A through bike lane should not be positioned to the right of a right turn only lane or to the left of a left turn only lane	• Gutter seams, drainage inlets, and utility covers should be flush with ground and oriented to prevent gaps large enough to present a hazard for bicycle tires

Class I NEV/Bike Path

Provides for a separate right-of-way for the use of NEV's, away from automobile traffic. This right-of-way can be shared with bicyclists or pedestrians.

	Not applicable because the LTN does not currently include off-street paths.	

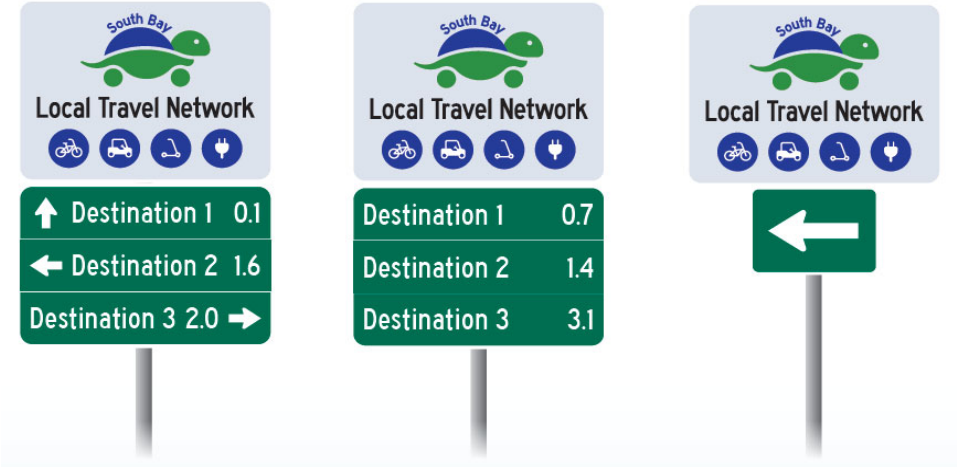
Source: Fehr & Peers, CVC, NACTO Urban Bikeway Design Guide, & CA MUTCD.

Pavement Markings & Signage

Pavement markings and signage recommendations have been provided by SBCCOG based on best practices. A number of experimental options are in use throughout the State and the City will coordinate with the California Traffic Control Devices Committee (CTCDC) if or when implementing custom markings and signage as described below.

Wayfinding Signage

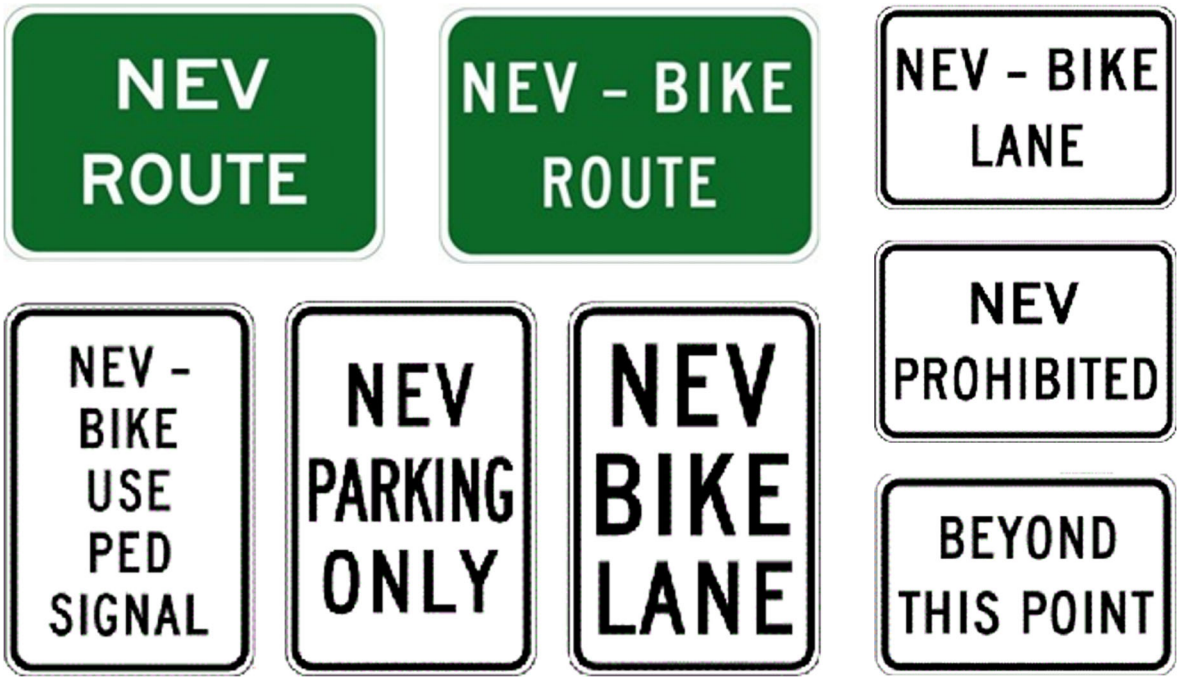
SBCCOG has developed LTN branded and wayfinding signs shown below.



LTN wayfinding signage concept.

Shared Class III routes for bikes and NEVs

In addition to LTN branded signage and standard sharrow markings, NEV-specific signage and markings could be used along NEV routes. Signage previously approved by Caltrans is shown in the figure below, but should be installed in coordination with the State and after adoption of this Plan. Pre-approved markings for Class III shared NEV markings are not currently available, and custom markings would require State approval.



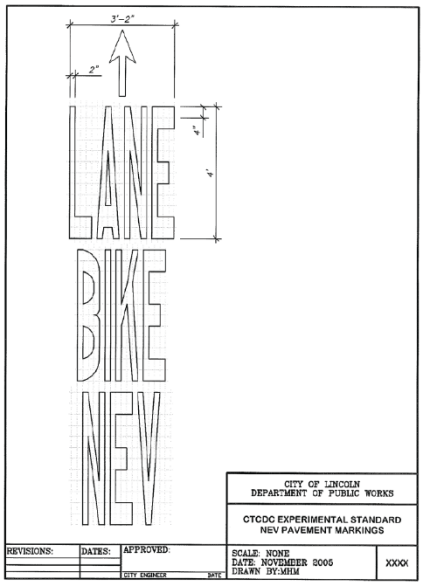
Sample Caltrans NEV signage.

Shared Class II, Class II+, or Class IV lanes for bikes and NEVs

Signage and markings must be used to designate the lane. Signage previously approved by Caltrans is shown in the figure above, but should be installed in coordination with the State and after adoption of this plan. Pre-approved markings for shared bike/NEV Class II lanes are not currently available, and markings would require State approval. An experimental figure is shown on the right.

Shared off-street paths for bikes and NEVs

If the LTN evolves to include off-street paths for bikes and NEVs, signage should be considered. An example of an implemented sign is shown on the bottom right.



An example of experimental Class II markings from Lincoln, CA.

Crossings & Traffic Calming

Complementary treatments can enhance the safety of the LTN network. Potentially applicable design considerations by goal are listed below for major and minor crossings:

[Optional: The City should review the list below and identify which treatments are context appropriate given certain features (e.g. volumes, signalization, and roadway geometry) and refine the list below as needed.]

Caltrans-approved signage for a separate NEV-bike signal.

Major Crossings

1. Slow down vehicle speed
    a. Bulbouts
    b. Signal timing and coordination (e.g. Slow Green Wave)
    c. Speed feedback signs
2. User detection
    a. Mode-specific detection
3. Reduce vehicle volumes
    a. Diverters or partial/full closures on roadways
4. Increase visibility
    a. Lighting at intersection
    b. Leading Pedestrian Intervals (with "NEV-BIKE USE PED SIGNAL" sign)
    c. Signalized intersection control
    d. Intersection crossing markings (e.g. Crossbike marking)
    e. Raised crossing

   f. Bike box for advance stop staging
5. Reduce conflicts with turning vehicles
   a. Bike/NEV facility placed to the left of right-turning vehicles
   b. Mixing/conflict zones markings
   c. Separate signal phases
   d. Restrict right turns on red

Minor Crossing

1. Slow down vehicle speed
   a. Bulbouts
   b. Traffic circle
   c. Speed humps
   d. Chicanes
   e. Median islands
2. Reduce vehicles volumes
   a. Diverters or partial/full closures
3. Increase visibility
   a. Lighting at intersection
   b. Provide clear sightline approaches
   c. Raised crossing
   d. Daylighting (e.g. red curb)

Minor crossing application, traffic circle, from Seattle, WA.

Parking Facilities

Preferential parking should be provided to NEV drivers in public parking facilities, including on-street or in public lots such as at City buildings or parks (NEV parking in private facilities such as shopping centers and residential developments can be addressed through the zoning code). Given that NEVs can serve the same purposes as a standard vehicle and would therefore have no impact on parking supply and demand, parking should be permitted in any space.

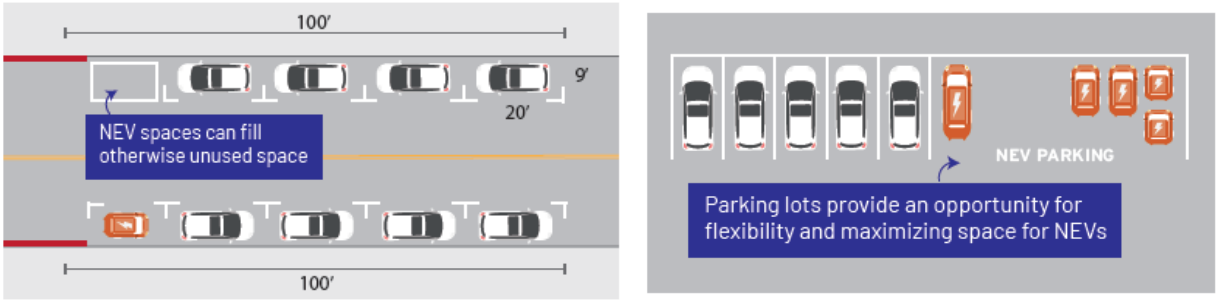
NEV drivers with the appropriate placards may use standard accessible parking spaces. No additional accessible parking provision beyond the standard design and availability requirements is necessary for NEVs within the Americans with Disabilities Act (ADA). Additional information may be available via the Pacific ADA Center at https://www.adapacific.org/.

Preferential NEV parking at El Segundo City Hall, part of LTN pilot project.

NEVs require parking spaces approximately 10′ in length and 5′ in width, in comparison to 18-20′ in length and 8.5-9′ feet in width for standard vehicles, equal to a reduction in required square footage per space of approximately 70%. NEVs occupy less physical space than standard passenger vehicles, so a relatively higher number of NEV spaces can be accommodated in a given parking area. This means that NEVs may also be able to utilize existing spaces more efficiently, in a wider assortment of configurations, both on-street and in private lots and garages. The smaller size of NEVs could allow for creative configurations within off-street garages and lots, adding supply and better using space that otherwise would be empty.

Caltrans NEV parking sign.

Another consideration includes NEV parking signage and/or NEV parking space markings (signage may indicate if charging is available).



NEV parking configuration from the LTN Playbook.

Mobility Hubs

Mobility hubs are places where people can make seamless connections between multiple transportation options. Mobility hubs offer visibility to, and connection between, public transit and other mobility services that in turn support sustainability and connectivity. Building mobility hubs at key locations along NEV routes can help provide easy connections to local and regional transit, other mobility options like car share, and conveniently located neighborhood services for people traveling via NEVs. Mobility hubs provide an opportunity to site parking and charging amenities for NEVs, while connecting into the broader transportation network. See the LTN Playbook for additional details.

[Optional: We recommend that the City consider:

1) Encouraging co-location with other key destinations such as shopping centers

2) Adopting provisions allowing flexibility and/or requirements for NEV parking (e.g. allowing NEVs to creatively utilize space on and off-street)

3) Having an NEV-ready building code in place (e.g. defining a ratio of regular parking spaces to required NEV spaces and setting charging requirements)

4) Developing NEV parking incentives (e.g. accelerating permitting policies)

5) Tracking parking locations to monitor NEV parking deployment.]

Charging Facilities

NEV parking locations should be configured with or placed within functional reach of electric vehicle charging stations. On average, daytime opportunity charging can as much as double an NEV's range. NEVs are typically equipped with chargers suited for standard electric vehicles, for easy charging at home. Broadly, they are compatible with Level 1 and Level 2 chargers.

Public chargers could be located at key destinations (e.g. shopping centers and employment sites) where NEVs park during the day, increasing vehicle range while not impacting daytime peak loads on the grid. NEV communities such as Lincoln, CA provide free charging in parking lots through outlets on existing light poles or similar structures. There are also opportunities to utilize solar parking shade structures, allow on- and off-street charging or encourage expansion of residential systems to charge NEVs.

Public NEV parking and charging, Lincoln, CA.

Generally, NEVs can take 6-8 hours to charge. For example, a GEM NEV carries a 10-kilowatt hour (kwh) battery pack. A 3–space charging structure has a 2-kilowatt solar roof capable of 5 collecting hours/day (average in Southern California). This equals 10 kilowatt hours/day, charging:

- One vehicle fully if parked for five hours, or
- Partially charging that vehicle for shorter stays, or
- Partially charging more than one vehicle on a fractional basis


Sample 5 kW solar canopy for EV/NEV charging.

[Optional: We recommend that the City consider strategies encouraging deployment of charging facilities both on and off-street, similar and complimentary to the parking strategies described above. Further considerations include:

1) Providing subsidies at target sites

2) Providing a "right-to-install" ordinance allowing tenants to install charging without building owner permission

3) Updating permitting policies to accelerate private installation of charging facilities]

5. Evaluation & Monitoring

Evaluation identifies possible opportunities to inform future decision-making and meet the reporting requirements of AB 2432. According to AB 2432, after two years of plan submittal, the City must submit a report to the Legislature providing the following:

1. A description of the NEV Plan
2. An evaluation of the effectiveness of the Plan, including impacts to traffic flows and safety Topics can broadly include: challenges to NEV Plan implementation, conflicts between different road users and NEVs, and status of NEV route deployment.
3. A recommendation whether AB 2432 should be terminated, continued or expanded statewide

Evaluation and monitoring of the NEV plan must be done in consultation with Southern California Association of Governments, Caltrans, the Department of the California Highway Patrol, and any applicable local law enforcement agency. SBCCOG will lead the process in reporting back to these regional and state agencies.

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

Local Travel Network

Best Practices Overview

Overview

- State & Federal Regulation
  - Standards vs. Guidance
  - Regulatory Guidance
  - Modifying Design Standards

- Best Practices & Current Applications
  - Wayfinding & Other Signage
  - Pavement Markings
  - Intersections & Crossings
  - Other Considerations

State & Federal Regulation

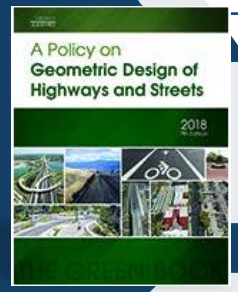
State & Federal Regulation

Standards vs. Guidance

Standards & Guidance Document Hierarchy

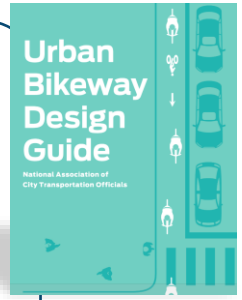
Additional References
- NACTO City Limits
- US Traffic Calming Manual
- AB 43 (speed limit setting)
- AB 1938 (speed limit setting)

1. Standards
- CA MUTCD
- Caltrans Highway Design Manual



2. Mainstream, traditional geometric guidance
- AASHTO Green Book
- AASHTO Bike Guide

3. Mainstream, innovative guidance
- NACTO Urban Bikeway Design Guide
- NACTO Don't give up at the intersection
- CROW Design Manual for Bicycle Traffic
- FHWA Separated Bike Lane Planning & Design Guide
- MassDOT Separated Bike Lane Planning & Design Guide



4. Local and other guidance
- LA County 2012 Bicycle Master Plan Appx F: Design Guidelines
- South Bay Bicycle Master Plan
- ITE Informational Reports

Definitions

- **Standards** *must* be followed and require documentation when they can't be ("design exceptions")
- **Guidance**
  - There are varying degrees of flexibility for following guidance
  - Guidance may not apply in all situations
  - Usually don't require documentation of design exceptions

Liability

- Public entities may be liable for injuries caused by a dangerous condition of public property
- Adhering to standards provides design immunity
- There are ways to minimize liability
- Alternative: conduct project as an experiment

State & Federal Regulation

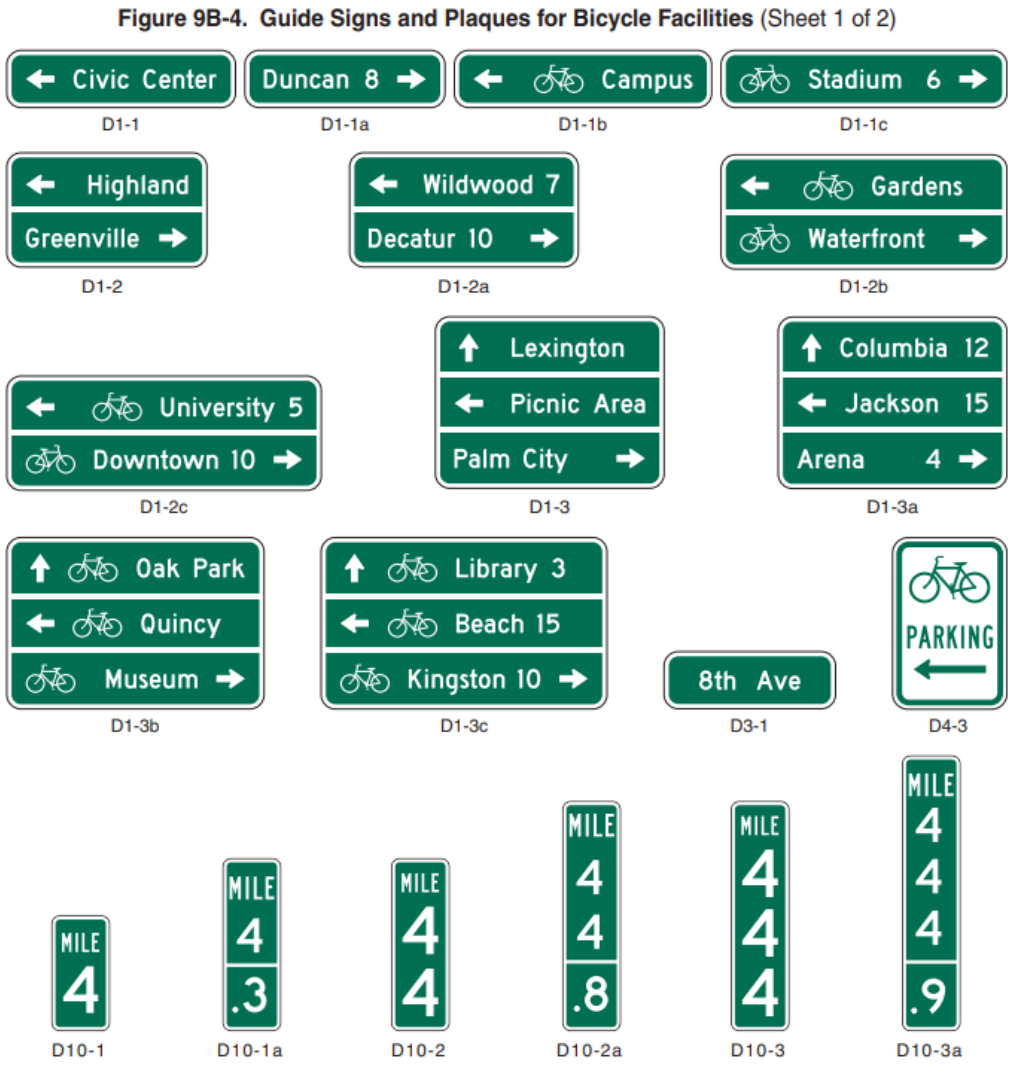
Regulatory Guidance

NEV Compliance Documents

Document	Level	Year Published
National Highway Traffic Safety Administration (NHTSA) Final Ruling on Low-Speed Vehicles	Federal	1998
CA Department of Motor Vehicles (DMV)	State	2000
CA Vehicle Code (CVC) LSV definition and road regulation	State	2006 (definition) 2019 (road regulation)
Caltrans NEV Signage Guidance	State	2017
Slow Speed Network Strategic Plan for The South Bay	Local	2017

MUTCD Wayfinding

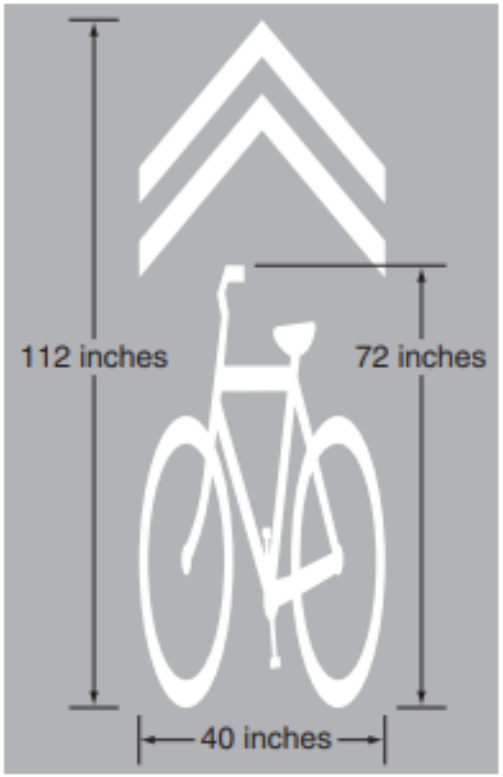
- Per the MUTCD, devices should be designed so that:
  - Size, shape, color, composition, lighting or retro-reflection, and contrast draw attention to the devices
  - Message is simple of message combine to produce a clear meaning.
  - Legibility and size combine with placement to permit adequate time for response.
  - Uniformity, size, legibility, and reasonableness of the message combine to command respect.



MUTCD Sharrow Marking

- Per the MUTCD, Shared Lane Marking (Sharrow):
  - Should not be placed on roadways with a speed limit above 35 mph
  - If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb
  - Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter
  - Shared Lane Markings shall not be used on shoulders or in designated bicycle lanes

Figure 9C-9. Shared Lane Marking



Bicycle Facilities

MUTCD

- Contains all national design, application, and placement, standards for traffic control devices on bicycle facilities
- Use CA MUTCD for state-specific classifications

Highway Design Manual

- Includes criteria for facility selection, design criteria, and treatments
- References MUTCD for signage
- References Caltrans Design Information Bulletin 89-01 for Class IV Bikeway Guidance

Caltrans NEV Sign Specifications

Class III NEV Route

Class III NEV Route

Class II NEV-Bike Lane

Caltrans NEV Sign Specifications

Class II NEV Bike Lane

NEV Parking Spaces

Note: To install with BEGIN and END plaques

Actuated Traffic Signal Sign

State & Federal Regulation

Modifying Design Standards

Experimentations & Interim Approvals

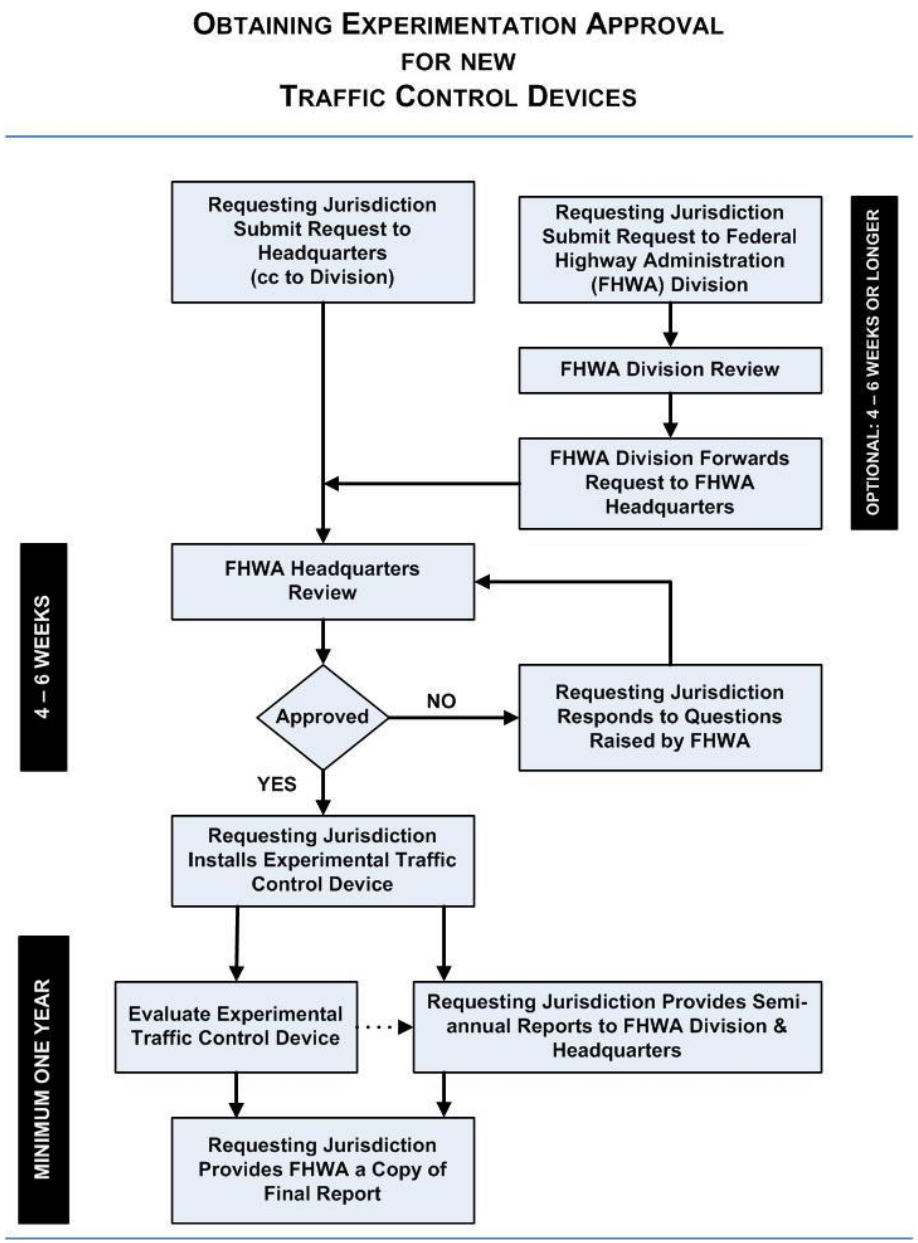
Interim Approval	Experimentation
Allows an agency to request approval for use of a new device or design for which FHWA has issued an Interim Approval. A State can ask FHWA to grant permission for Statewide. Interim Approvals are treatments that have undergone successful testing and evaluation.	Allows agencies to test a new traffic control device or different application of an existing device for experimentation. Reduces some, but not all potential liability for use of new non-MUTCD compliant devices.

Green Colored Pavement in California had Interim Approval, but is now part of the most recent CA MUTCD

Advisory Bike Lane in Alexandria, VA

Experimental Designs

- Experimental traffic control designs must go through a set procedure outlined in the MUTCD
- The agency must first ask for interim approval from the Federal Highway Administration



Best Practices

Best Practices

Wayfinding & Other Signage

Wayfinding Typologies

Decision

Cupertino, California

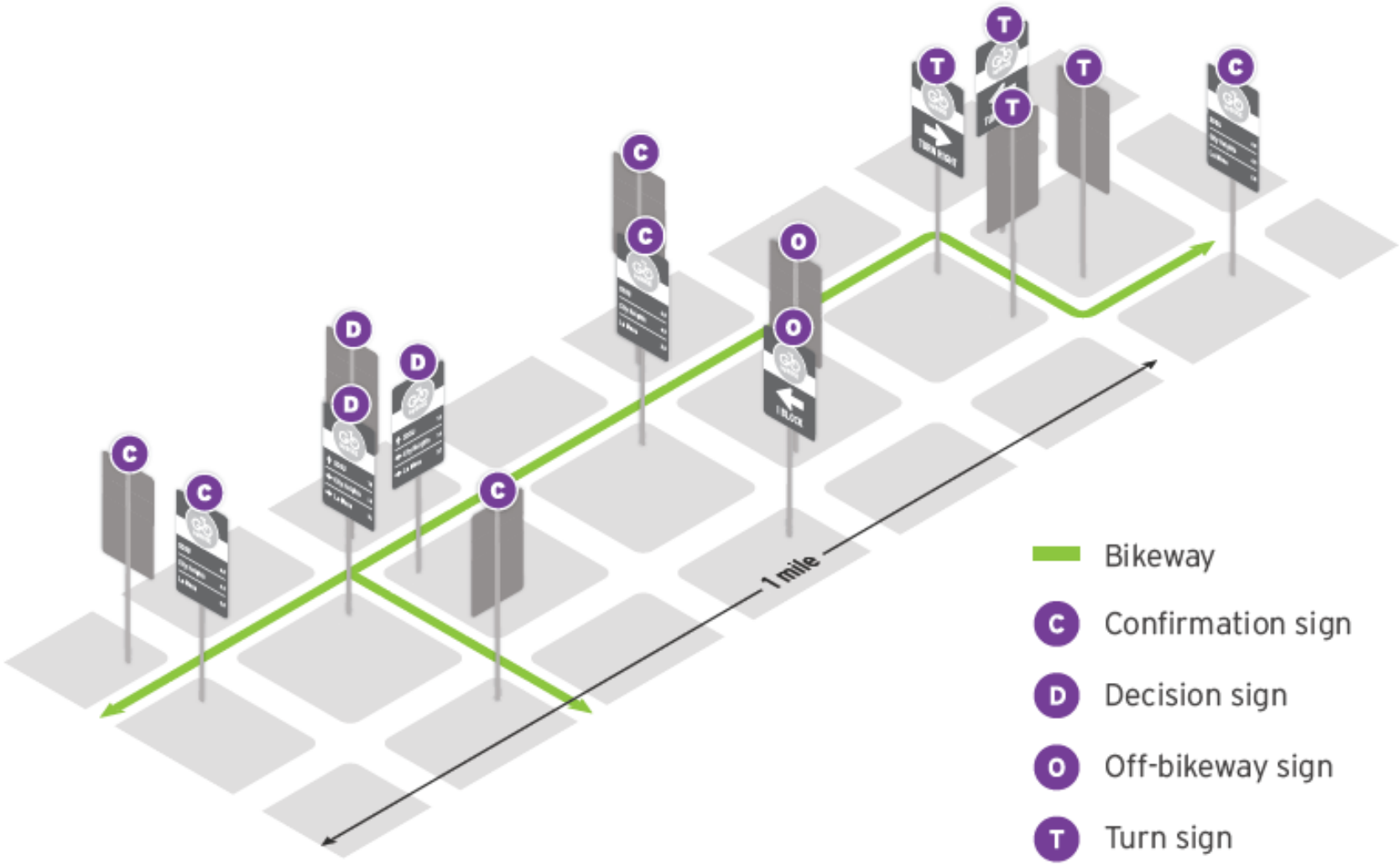
Confirmation

Oakland, California

Turn

San Francisco, California

Wayfinding Typologies Placement



San Diego, California

Other Wayfinding Signage

Street Sign

Oakland, California
(bicycle boulevards)

Yard Sign

Portland, Oregon

Identification Sign

Portland, Oregon

Education and Encouragement

Informative

King County, Washington

Encouraging

Long Beach, California

Unique Application

Sioux City, Iowa

Wayfinding Considerations

Color & Branding

MUTCD allows for custom color variations for community wayfinding, with the expectation of the following colors:

- Red
- Yellow
- Orange

San Diego, California

NEV Signage

Off-Street Facility Sign

Rancho Mission Viejo, California

On-Street Facility Sign

Lincoln, California

- Caltrans standard signs for cities with NEV plan

On-Street Facility Sign

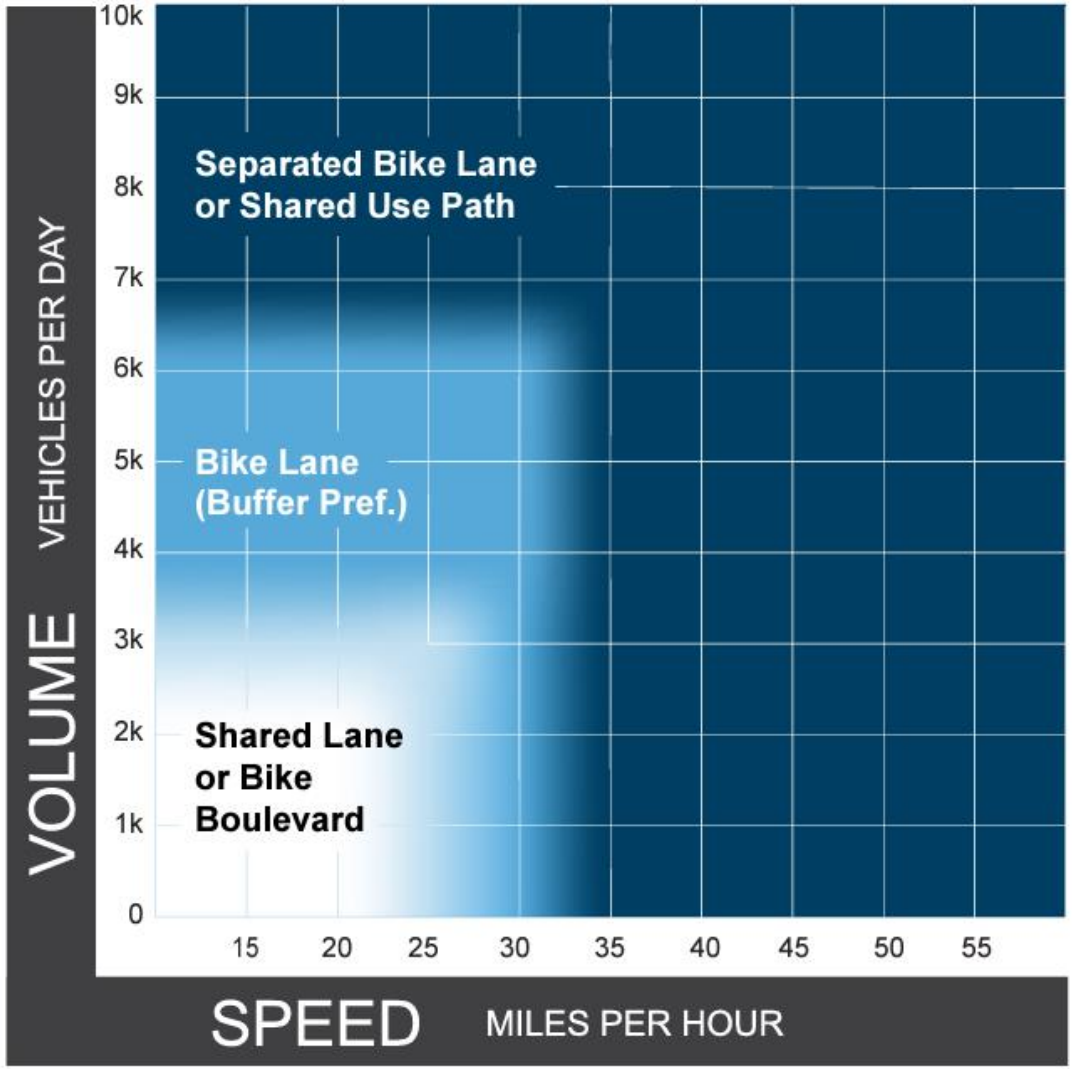
Rancho Mission Viejo, California

- Caltrans standard signs for cities with NEV plan

Best Practices

Pavement Markings

Facility Selection Guidance



	Shared Lanes	Boulevards	Shoulders	Bike Lanes	One-Way Separated Bike Lanes with Mixing Zones	Separated Bike Lanes and Sidepaths with Protected Intersections
Forgiveness (Safety) - Infrastructure can be designed to accommodate human error						
Relies upon perfect user (driver and bicyclist) behavior to avoid crashes	✓	✓	✓	✓		
Minimal: bicyclists operating in shared space with vehicles	✓					
Moderate: application of traffic calming treatments and lower operating speeds can improve safety		✓				
Moderate: bicyclists operate in separated space from vehicles, however vehicles can encroach into the facility at any location			✓	✓		
Moderate: bicyclists operate in separated space from vehicles except for defined entry point, followed by shared operating space					✓	
High: bicyclists operate in separated space from vehicles except for defined conflict point which can be designed to reduce motorist speed, but contraflow movement from two-way operation can increase risk						✓
Awareness (Visibility) - Awareness improves safety for all users						
Visibility may be restricted by parking necessitating parking restrictions					✓	✓
Visibility is typically unrestricted	✓	✓	✓	✓		
Requires high level of motorists scanning to identify bicyclists approaching from behind or operating beside them	✓	✓	✓	✓		
Requires moderate level of motorists scanning to identify bicyclists approaching or within the conflict point					✓	✓

Source: FHWA Bikeway Selection Guide

Shared Lane Marking (Sharrow)/Class III Facility

Benefits

Bring awareness to presence of bikeway routes for drivers and cyclists

Strengthen connections in a network

Clarify movement and positioning for cyclists

When to Use

Low vehicle volume, low speed street

Where travel speed differential between drivers and cyclists is low

Where combined with bicycle boulevard or similar signage and traffic calming strategies

Other Notes

Green-backed sharrows newly approved by CA MUTCD

Our review *did not* find an NEV sharrow variation in use in CA

Not effective at improving safety, and can have negative impacts when used in the wrong context

Shared Lane Marking (Sharrow)/Class III Facility

Standard

South Bay, CA

Green-Backed

San Francisco, CA

- Recently added to the CA MUTCD (updated federal MUTCD prohibits green-backed sharrows)
- Used fairly commonly in CA, even before inclusion in CA MUTCD

NEV/Golf Cart

Unknown location, FL

- No evidence found of use in CA
- No documentation found of experimental approval in US
- Would require FHWA/CTCDC approval

Shared Lane Marking (Sharrow)/Class III Facility

Required Features	Recommended Features

Marking
• Bike-and-Chevron "sharrow" illustrated in CAMUTCD
 	
Placement
• Shall not be used on shoulders, in designated lanes, or to designate bicycle detection at signalized intersections
 	
Use
• NEVs can share a lane with vehicular traffic on roadways with a posted speed limit of 35 mph or less
	Placement
	• Placed every 50 to 100 feet on busier streets, up to 250 feet or more on low traffic routes.
	• Preferred placement in the center of travel lane
	  • Minimum placement 4 feet from curb
	  • Minimum placement 11 feet from the curb face when a parking lane is present
	
	Context
	• Recommended for <25 mph or slower streets
	• Not recommended on 35+ mph roads with volumes 3,000+ vehicles per day
	• Use in combination with traffic calming features (Bicycle Boulevard model)

Sources: CVC, NACTO Urban Bikeway Design Guide, CAMUTCD

Bike Lane or Shared Bike/NEV Class II or IV Facility

Benefits

Provides separated space for bicyclists

Right-of-way priority is clarified for standard vehicle drivers

Separated Class IV facilities provide additional protection via vertical separation element

When to Use

Consider for streets with vehicle volumes 3,000+ and speeds greater than 25 mph

Vertical separation element should be considered for streets above 6,000 vehicles and 30+ mph

Other Notes

Intersections and driveways are important for design interventions to minimize conflicts between standard vehicles and bicycles or NEVs

Buffer can be used to provide more space for NEVs

Shared Class IV bike/golf cart facility recently built in Palm Desert as part of CV Link

Bike Lane or Shared Bike/NEV Class II or IV Facility

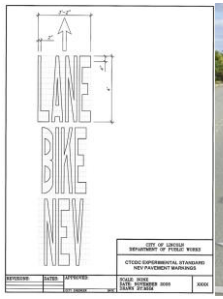
Standard Class II

Standard Class II+ (buffered)

Shared Class IV (separated)

Palm Desert, CA (shared bike/golf cart)

NEV/Golf Cart Markings



Lincoln, CA (experimental approval from CTCDC)

Rancho Mission Viejo, CA

La Quinta, CA

- NEV lane marking used in CA in cities with NEV plans (there are no Caltrans standards, as there are with signs)
- CTCDC and/or FHWA approval may be needed for custom symbols (e.g. image of a NEV rather than letters)

Scooter Markings

UCLA campus, CA

Oakland, CA

- Would require FHWA/CTCDC approval

Bike Lane or Shared Bike/NEV Class II or IV Facility

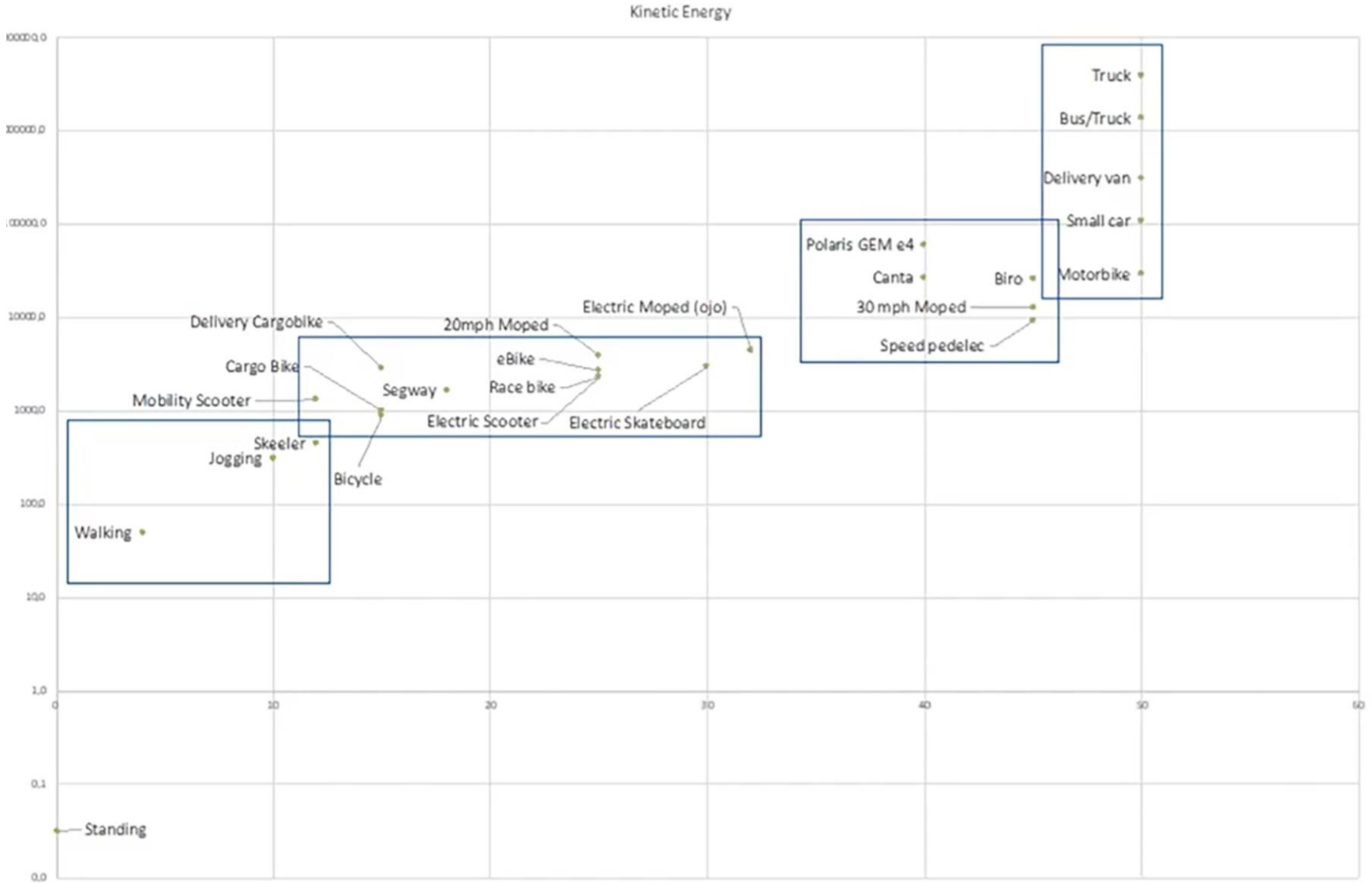
Required Features	Recommended Features
Marking • Bicycle lane word and/or symbol and arrow markings shall be used to define lane • Solid white lane line marking shall be used to separate motor vehicle travel lane from bike lane **Placement** • 6 feet width from curb face • Bike lane next to parking lane shall be at least 5 feet wide, reach from curb face to the edge of the bike lane (including parking lane, bike lane, and optional buffer) is 14.5 feet; absolute minimum reach is 12 feet • A through bike lane should not be positioned to the right of a right turn only lane or to the left of a left turn only lane	**Marking** • 4-inch width of solid white line marking when bike lane is placed next to parking • Dashed striping through high traffic merging **Design (incl. width)** • Provide wider lane than minimum widths, to accommodate NEVs and provide addl comfort • Gutter seams, drainage inlets, and utility covers should be flush with ground and oriented to prevent conflicts with bicycle tires • Separation should be provided between bike lane striping and parking boundary markings to reduce door zone conflicts • Desired dimensions should be used unless other street elements have been reduced to their minimum

Sources: NACTO Urban Bikeway Design Guide, CAMUTCD

Additional Considerations

- Standards for vertical separation on NEV/Bike Lanes have not been developed
- Markings with unique icons, such as NEVs or E-Scooter require additional review
- Consider incorporating traffic calming treatments
- Emergency Services appreciate early coordination
- E-vehicles and e-vehicle types are being stratified by top speed:
    - E-scooter is 15 mph
    - E-Bike is 20 mph (most)
    - NEV is 25 mph

Additional Considerations – Kinetic Energy by Mode



SANDAG NEV Transportation Planning: Shared Facilities Webinar (2019)

Best Practices

Intersections & Crossings

Intersection Markings

- Typically applied at:
  - Signalized intersections with wide or complex intersections
  - Along roadways with bike lanes or cycle tracks
  - Across driveways and Stop or Yield-controlled cross streets
- Pavement markings shall be the same color and at least the same width as the line markings they extend (MUTCD Section 3B.08)
- Striping width shall be a min. 6 inches (AASHTO, 1999 Guide for the Development of Bicycle Facilities)

Intersection approach (Milwaukee, WI)

Through the intersection (Seattle, WA)

Considerations for Major Crossings

Goal	Design Consideration
Slow down vehicle speed	• Bulbouts • Raised intersection • Signal timing and coordination (e.g. Slow Green Wave) • Speed feedback signs
User detection	• Mode-specific detection
Reduce vehicle volumes	• Diverters or partial/full closures
Increase visibility	• Lighting at intersection • Leading Pedestrian Intervals • Signalized intersection control • Intersection crossing markings (e.g. Crossbike marking) • Raised crossing • Bike box for advance stop staging
Reduce conflicts with turning vehicles	• Bike/NEV facility placed to the left of right-turning vehicles • Mixing/conflict zones markings • Separate signal phases • Restrict right turns on red

Major Crossing Application

Seattle, Washington

Considerations for a Minor Crossing

Goal	Design Consideration
Slow down vehicle speeds	• Bulbouts • Traffic circle • Speed humps • Chicanes • Median islands
Reduce vehicle volumes	• Diverters or partial/full closures
Increase visibility	• Lighting at intersection • Provide clear sightline approaches • Raised crossing • Daylighting (e.g. red curb)

Minor Crossing Application

Seattle, Washington

Best Practices

Low-Speed Network Case Studies

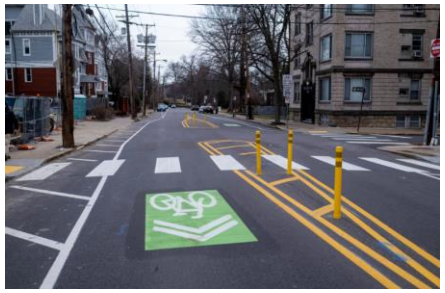
Case Study Overview

- Case studies focus on low-speed networks in the US
- These do not have NEV element, but do focus on neighborhood streets and slow speeds, with goals similar to the LTN
- Berkeley, Portland and Seattle programs have similar core components to the LTN – wayfinding and sharrows across a connected network
- Programs are in cities, but do focus on a multitude of development contexts that have similar patterns to communities in the South Bay
- Cities in case studies are seen as national leaders in speed management strategies, including citywide posted speed reductions
- Berkeley, Seattle and Portland programs are long-running

Slow Streets, Los Angeles

Slow Streets, San Francisco

Healthy Streets, Seattle



Neighborways, Pittsburgh

Recommendations for identifying Slow Streets

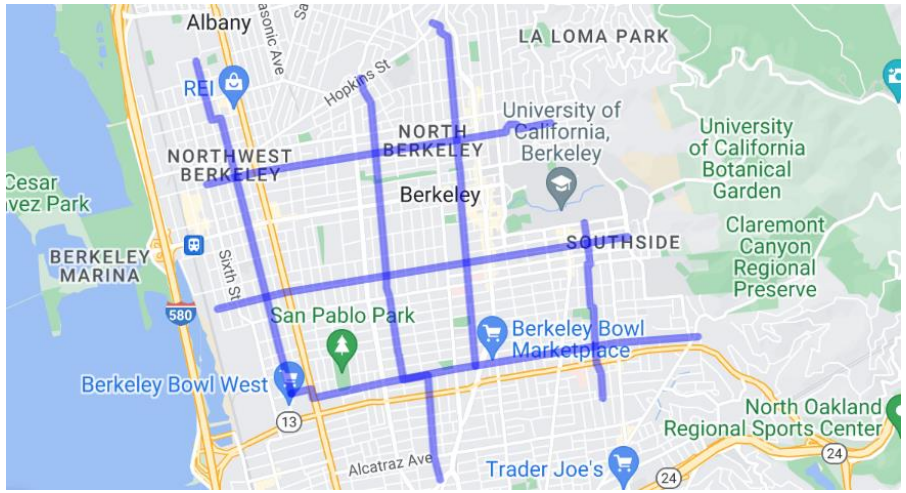
Guide Signs (green background, white message)	Warning Signs (yellow background, black message)	Regulatory Signs (white background, black message)	Pavement Markings (typically white)
		NONE Lobby for State legislation allowing 15 mph speed limits on Slow Streets as is currently allowed for alleys.	

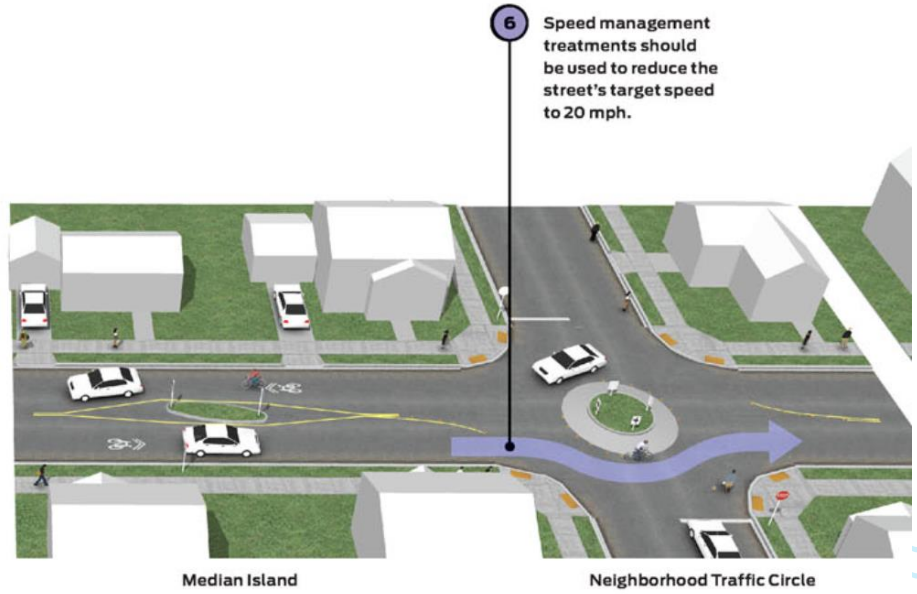
Slow Streets, Oakland

Case Study: Berkeley Bicycle Boulevards

https://berkeleyca.gov/city-services/getting-around/walking-and-biking/bike-boulevards

- Berkeley's seven bicycle boulevards are streets that have been identified as optimal routes for cyclists. These streets discourage cut-through vehicle traffic and prioritize through-traffic by bicycle
- Bicycle Boulevards are a network connected streets where bicycle travel is prioritized, which is indicated by signs and pavement markings
- Bicycle Boulevards prioritize speed management and management of low vehicle volumes
- A critical component of Bicycle Boulevards is the use of traffic calming devices, such as:
  - Neighborhood traffic circles
  - Full and partial vehicle traffic diverters
  - Intersection crossing enhancements
  - Low posted speeds
- Comprehensive Bicycle Boulevard guidance is available in the NACTO Urban Bikeway Design Guide: https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards





Case Study: Seattle Neighborhood Greenways

https://www.seattle.gov/transportation/projects-and-programs/programs/greenways-program

Interview conducted with Seattle staff to inform LTN Playbook

Program goals:

- Connections to neighborhood destinations, trails Create streets "quiet enough to have a conversation"
- Citywide norm for students to bike and walk to school
- Traffic calming with aim for people to self-organize in the street space (shared streets)

All Neighborhood Greenways have:

- Sharrows, wayfinding signage, 20 mph posted speed, speed humps, side-street stop control

Arterial intersections along Neighborhood Greenways are upgraded to include:

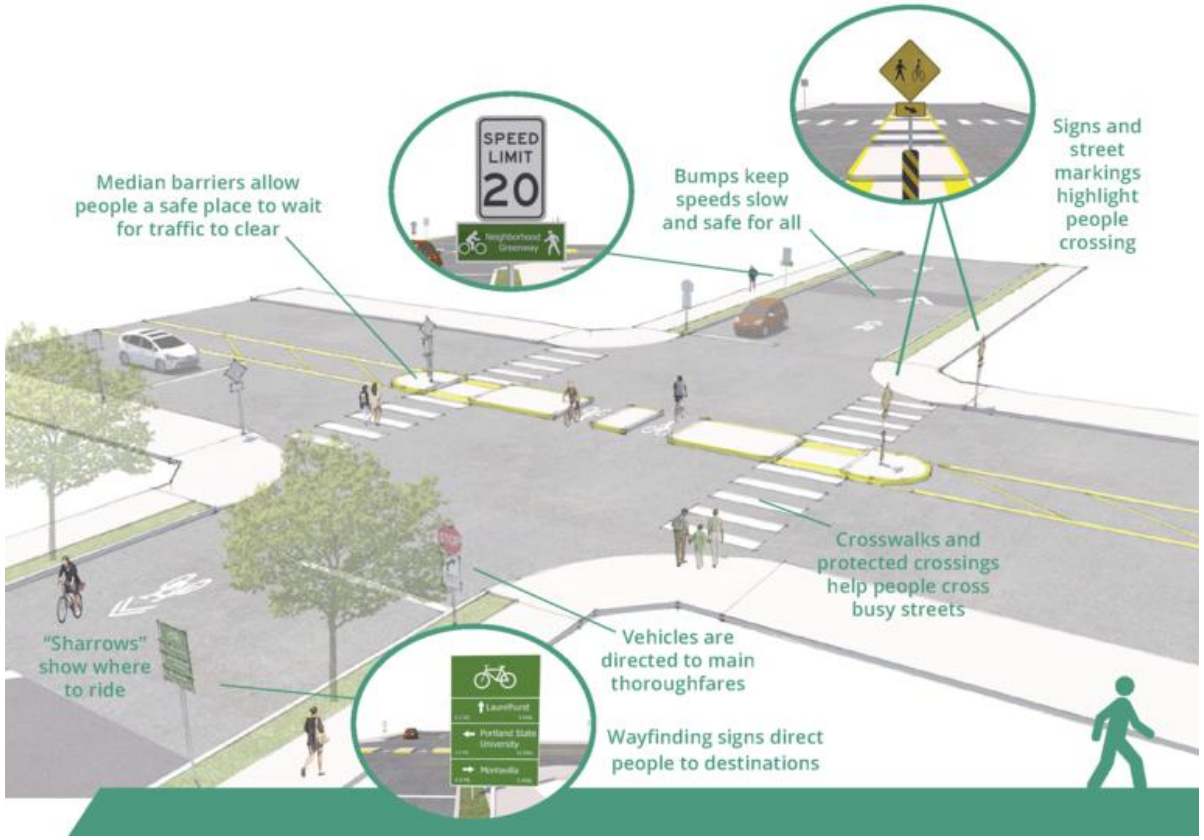
- Marked crosswalk
- Rectangular rapid flashing beacon (RRFB) or pedestrian hybrid beacon (PHB), if no signal
- Bulbouts or median diverters

Case Study: Portland Neighborhood Greenways

https://www.portland.gov/transportation/what-are-neighborhood-greenways

City of Portland's Neighborhood greenways are quiet and comfortable places for people to walk and bike due to the inclusion of these engineering treatments:

- Speed bumps
- Protected crossings at busy streets
- Traffic diversion
- Wayfinding signs
- Shared Lane Markings



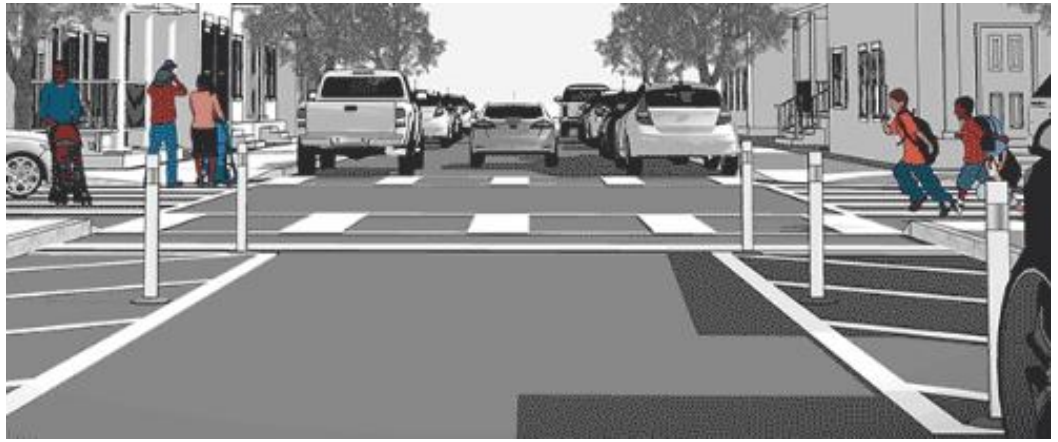
Case Study: Boston Slow Streets

https://www.boston.gov/departments/transportation/neighborhood-slow-streets

City of Boston's Neighborhood Slow Streets focuses on improving street safety at the neighborhood scale. Currently the following amenities are being added to the network:

- Clear corners (e.g. red curb)
- Crossing islands
- Curb extension
- Hardened centerline
- In-street "Yield to Pedestrian" signs
- Raised crosswalks and intersections
- Road rightsizing
- T-intersections

Example of Hardened Centerline



Example of Clear Corners

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

Appendix C
Safety Analysis Summary

South Bay Injury Collision Trends:
2017 – 2021

SBCCOG: Collision Summary by Jurisdiction

Jurisdiction	Injury Collisions	KSI	Bike	Pedestrian	Micromobility
Los Angeles	4,346	424	305	575	42
Los Angeles County	3,400	301	184	375	32
Torrance	2,589	116	151	200	6
Inglewood	2,392	184	124	311	19
Gardena	1,861	120	94	169	16
Hawthorne	1,391	81	114	150	14
Carson	1,341	120	60	128	8
Redondo Beach	1,265	73	147	138	13
Lawndale	533	52	52	50	3
El Segundo	435	28	30	48	5
Manhattan Beach	431	25	63	55	3
Hermosa Beach	256	17	35	38	3
Palos Verdes Estates	66	4	26	5	1
Rancho Palos Verdes	39	6	3	4	0
Lomita	26	5	1	4	0
Rolling Hills Estates	17	2	0	0	0
Rolling Hills	1	0	0	0	0
SBCCOG Total	**18,270**	**1,413**	**1,244**	**2,100**	**153**

Notes: KSI = Killed or severely injured; jurisdictions do not sum to SBCCOG total because collisions on the boundary of jurisdictions are counted for each

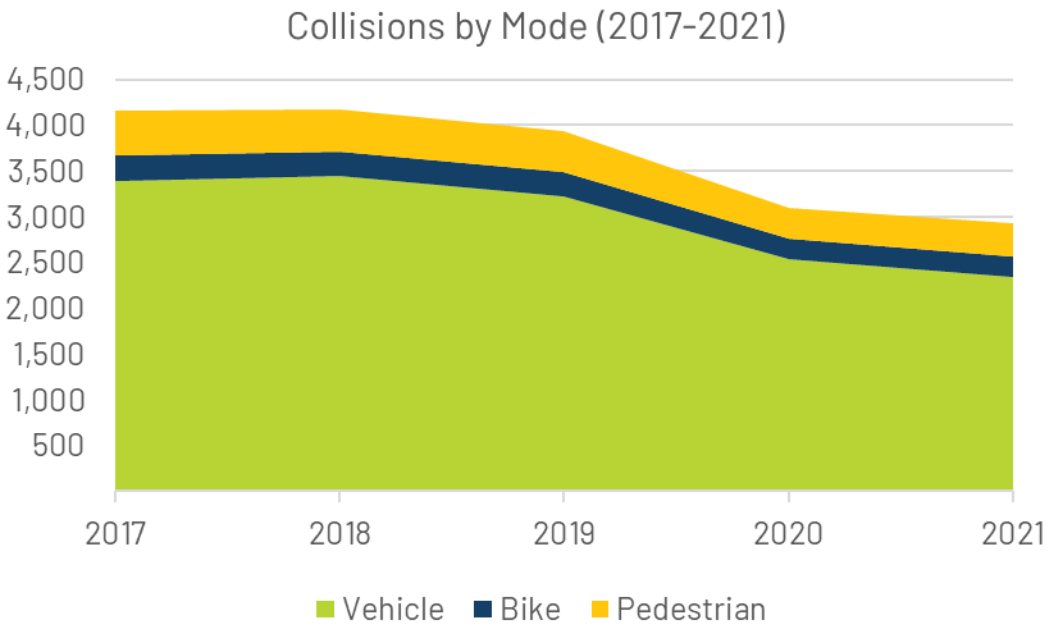
SBCCOG: Top Intersections for Severe Collisions

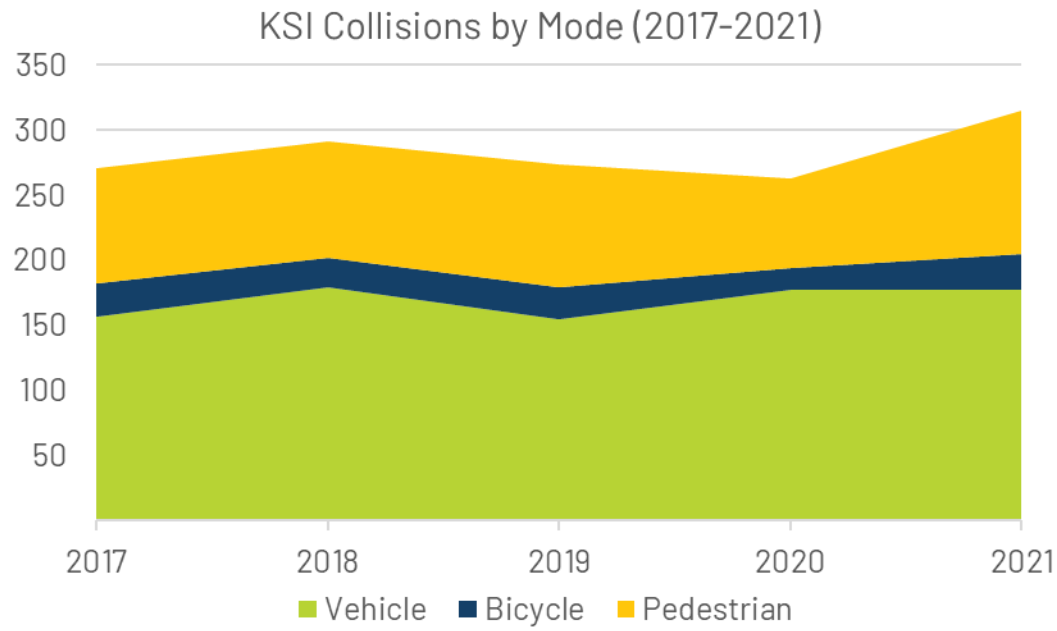
Intersection	Jurisdiction	KSI Collisions	Injury Collisions
S Normandie Avenue & West Manchester Boulevard	LOS ANGELES	6	87
Figueroa Street & Imperial Highway	LOS ANGELES	6	51
South Normandie Avenue & West El Segundo Boulevard	GARDENA	6	45
South Van Ness Avenue & West Century Boulevard	INGLEWOOD	6	28
South Vermont Avenue & West 106th Street	LA COUNTY	6	27

SBCCOG: Top Intersections for Severe Collisions on the LTN

Intersection	Jurisdiction	KSI Collisions	Injury Collisions
E Pacific Coast Highway & Eubank Avenue	LOS ANGELES	5	21
Imperial Highway & Inglewood Avenue	HAWTHORNE	4	11
East Imperial Avenue & Main Street	EL SEGUNDO	3	49
Centinela Avenue & West Beach Avenue	INGLEWOOD	3	31
South Budlong Avenue & West El Segundo Boulevard	GARDENA	3	19

SBCCOG: Collisions by Mode



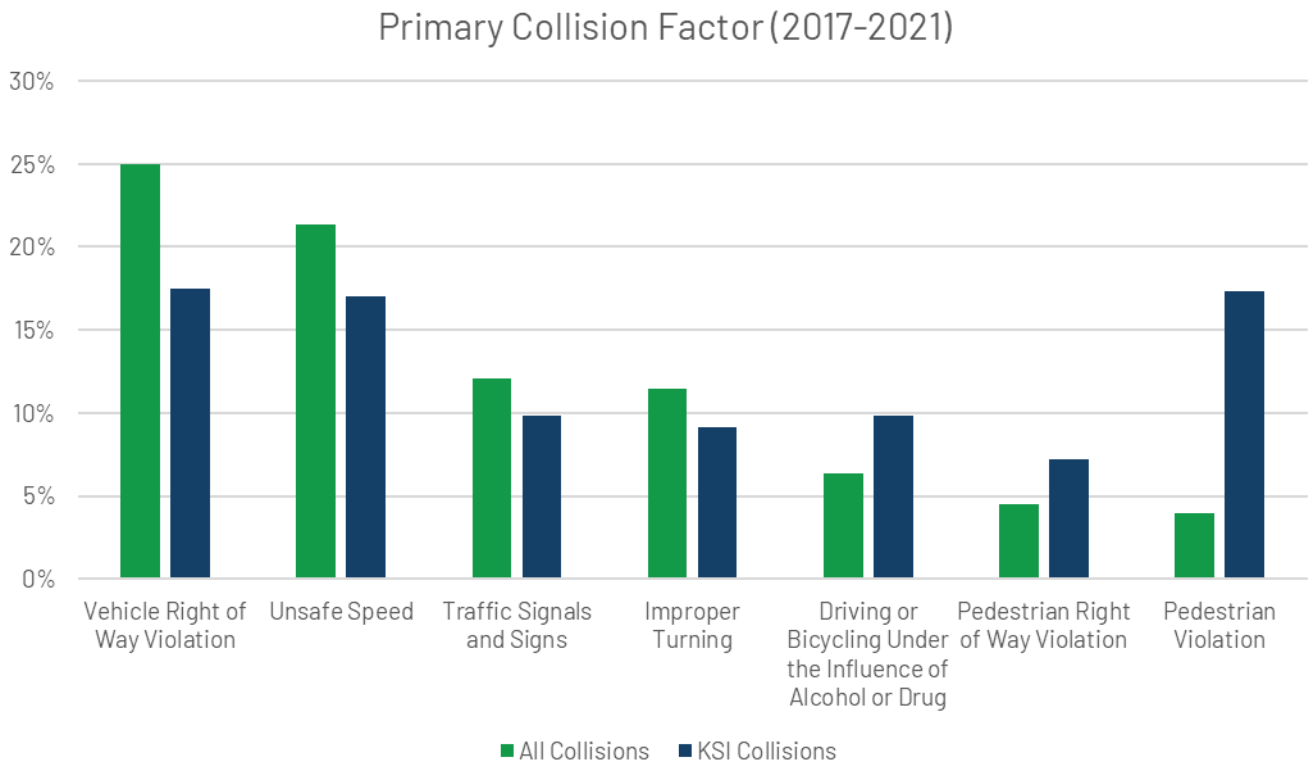


- While the number of injury collisions decreased during pandemic years, more collisions were severe
- In 2017, 7% of collisions resulted in a severe injury or fatality and in 2021, 11% resulted in a severe injury or fatality

SBCCOG: Primary Collision Factor

Top PCF:

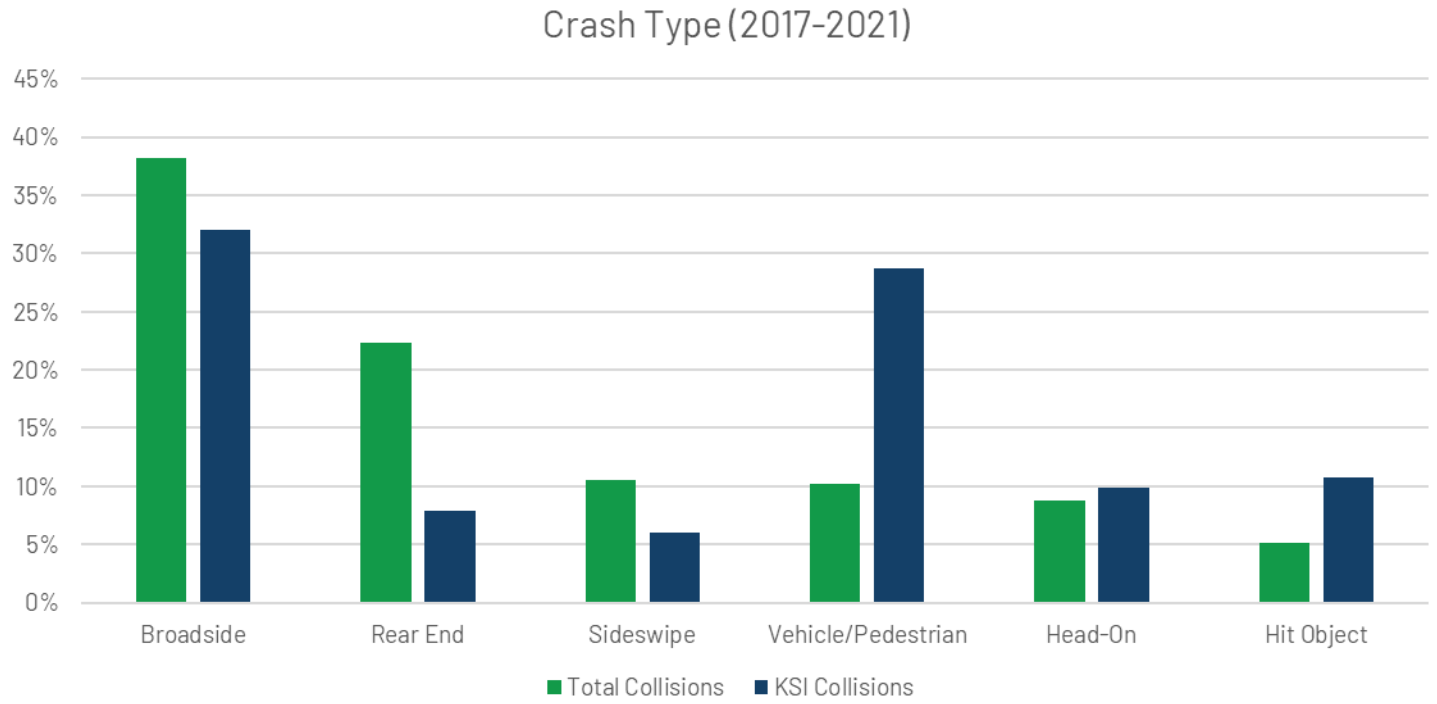
- All collisions:
  - Vehicle ROW violation (25%)
  - Unsafe speed (21%)
- KSI collisions:
  - Vehicle ROW violation (17%)
  - Unsafe speed (17%)
  - Pedestrian violation (17%)
- Though not necessarily listed as the primary factor, drug or alcohol impairment was a factor in 17% of KSI collisions



SBCCOG: Crash Type

Top crash type:

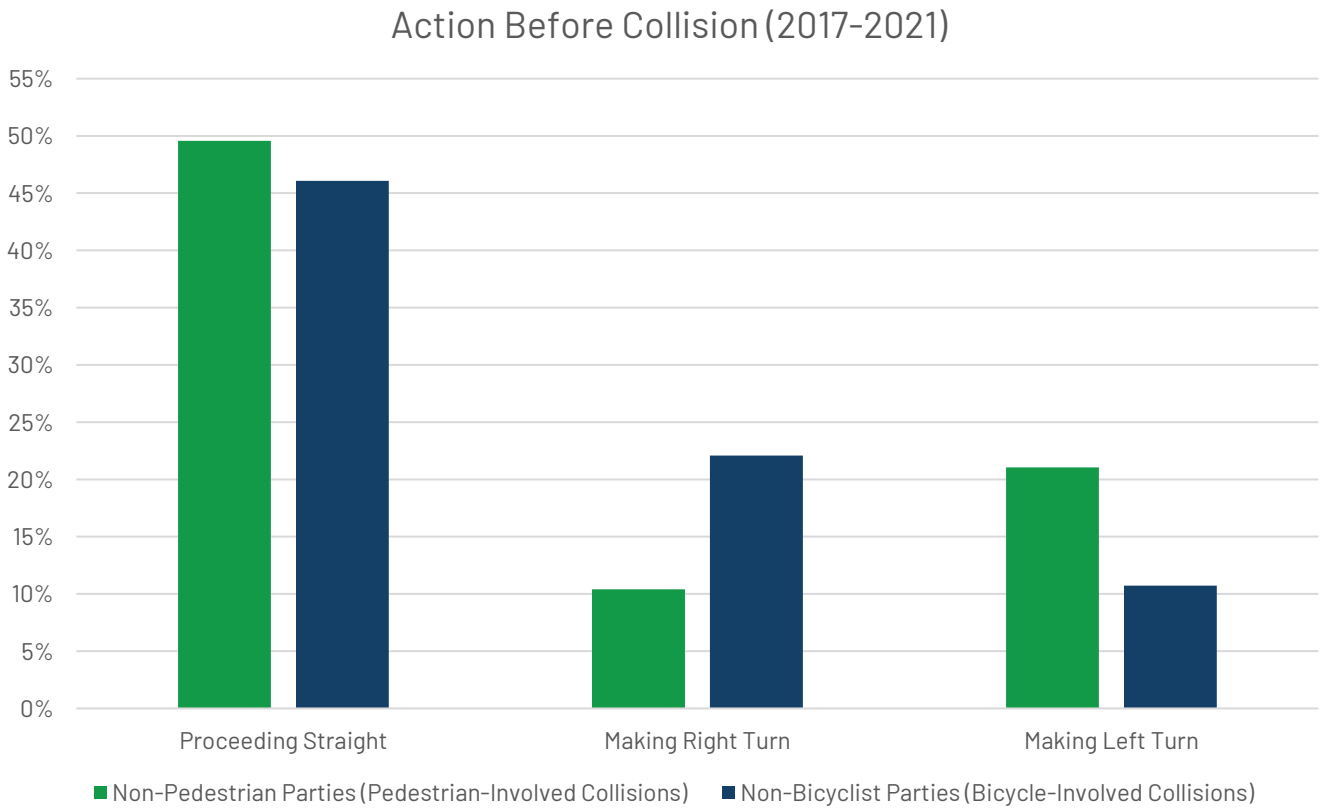
- All collisions:
  - broadside (38%)
  - rear end (22%)
- KSI collisions:
  - broadside (32%)
  - vehicle/pedestrian (29%)



SBCCOG: Turning Movement

Top turning movement by vehicle:

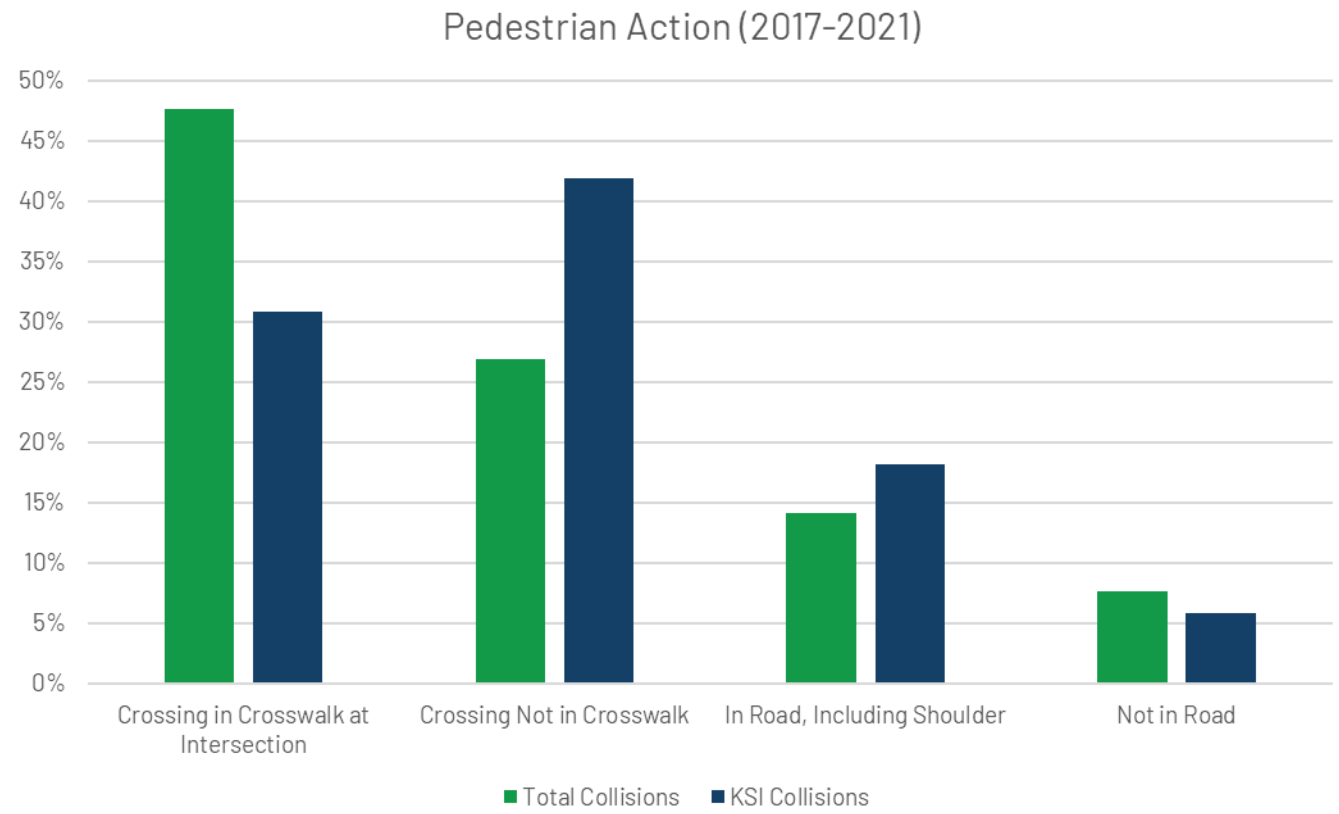
- Pedestrian-involved collisions
  - Proceeding straight (50%)
  - Making left turn (21%)
- Bicycle-involved collisions
  - Proceeding straight (46%)
  - Making right turn (22%)



SBCCOG: Pedestrian Action

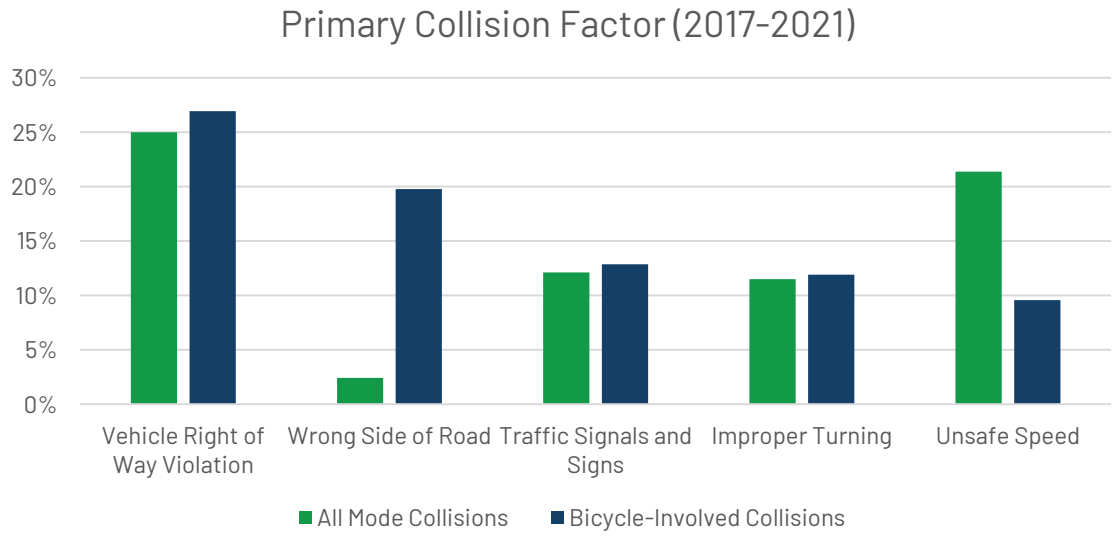
Top pedestrian action:

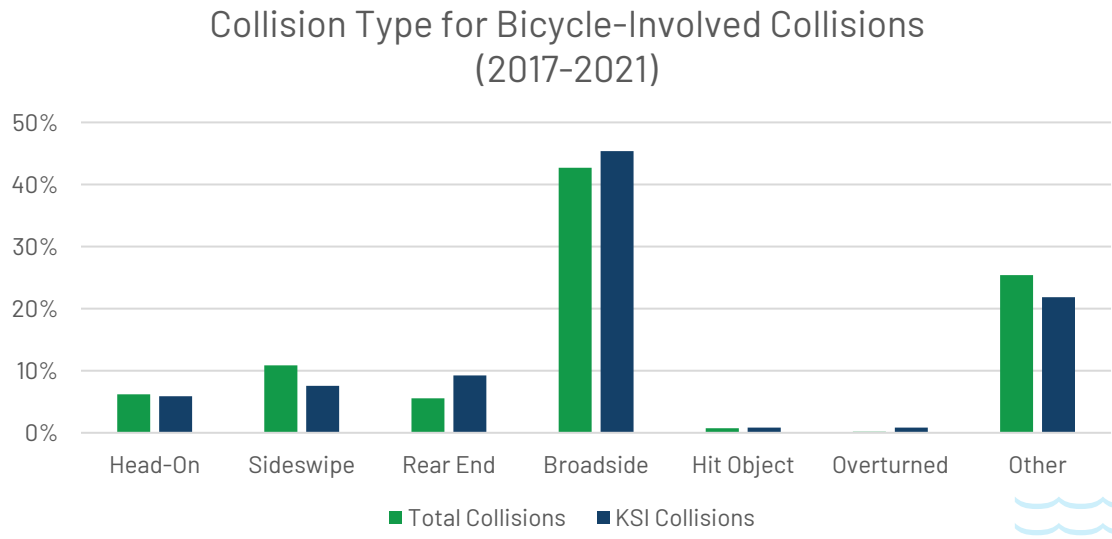
- All collisions: crossing in the crosswalk at an intersection
- KSI collisions: crossing outside of a crosswalk



SBCCOG: Bicycle Trends

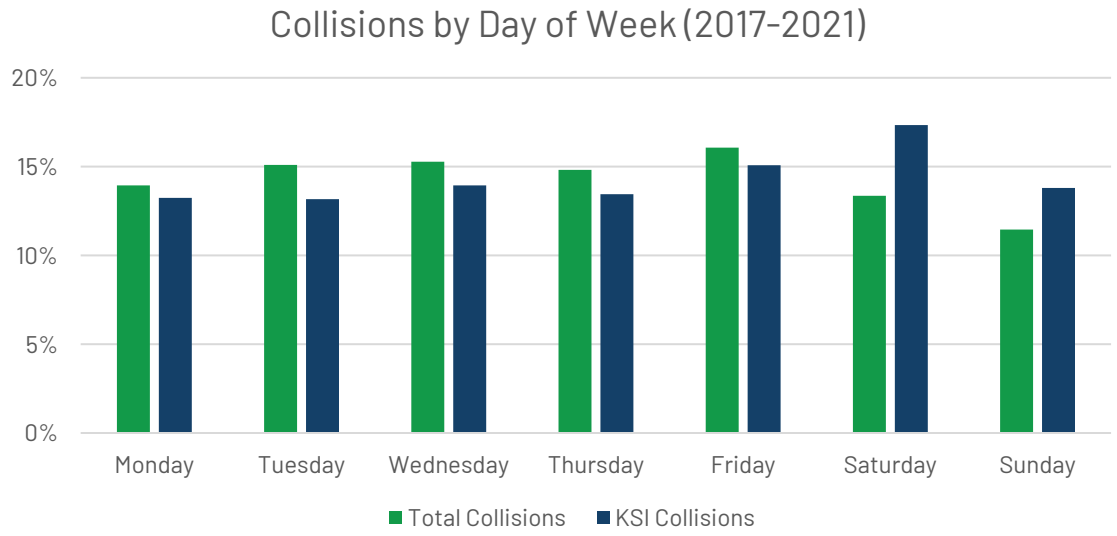
- "Wrong side of road" is a more common collision factor among bicycle-involved collisions than all mode collisions
- Top collision type (excluding "Other"):
  - Total collisions:
    - Broadside (43%)
    - Sideswipe (11%)
  - KSI collisions
    - Broadside (45%)
    - Rear end (9%)

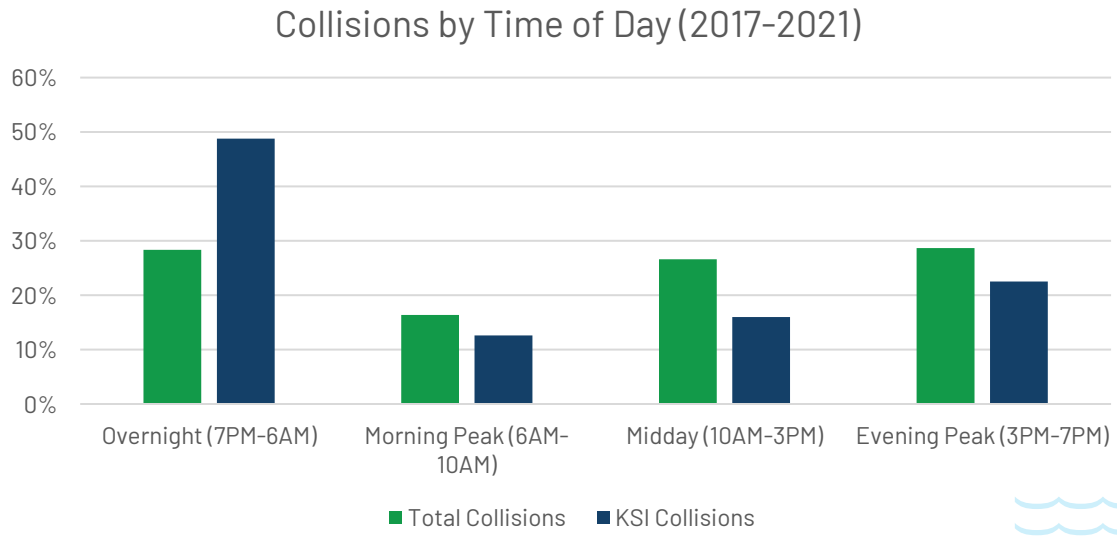




SBCCOG: Temporal Trends

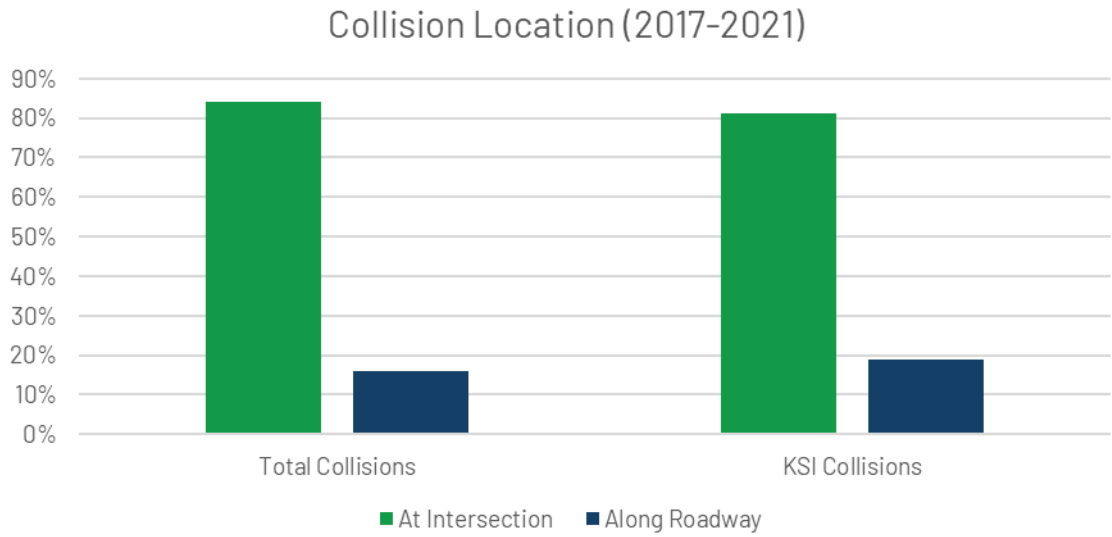
- Top day of week:
  - All collisions: Friday (16%)
  - KSI collisions: Saturday (17%)
- KSI collisions represent a higher share of total collisions on weekends relative to weekdays
- Nearly 50% of KSI collisions occur overnight (7pm-6am)

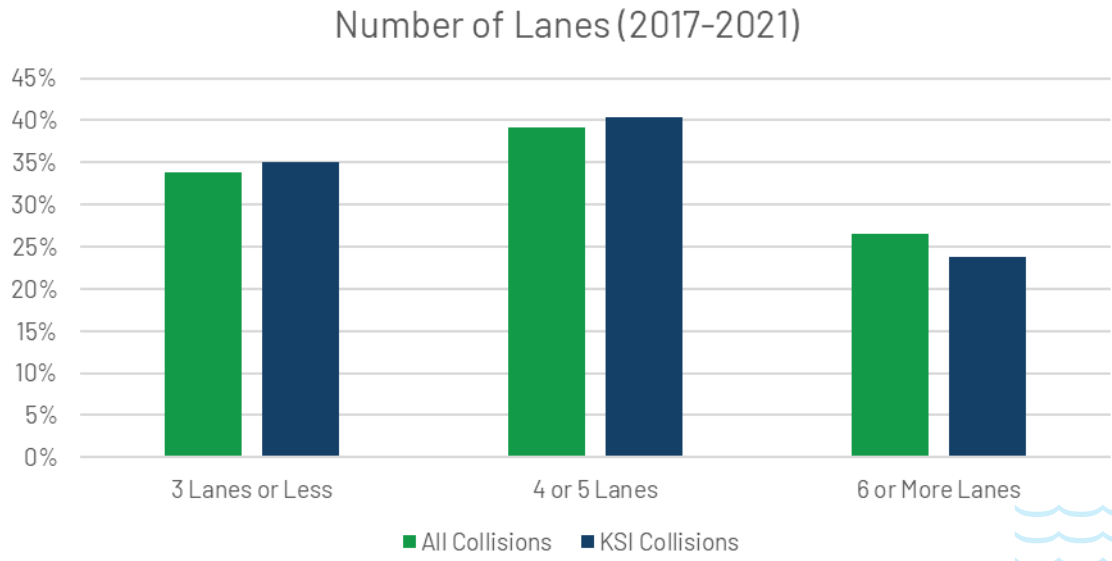




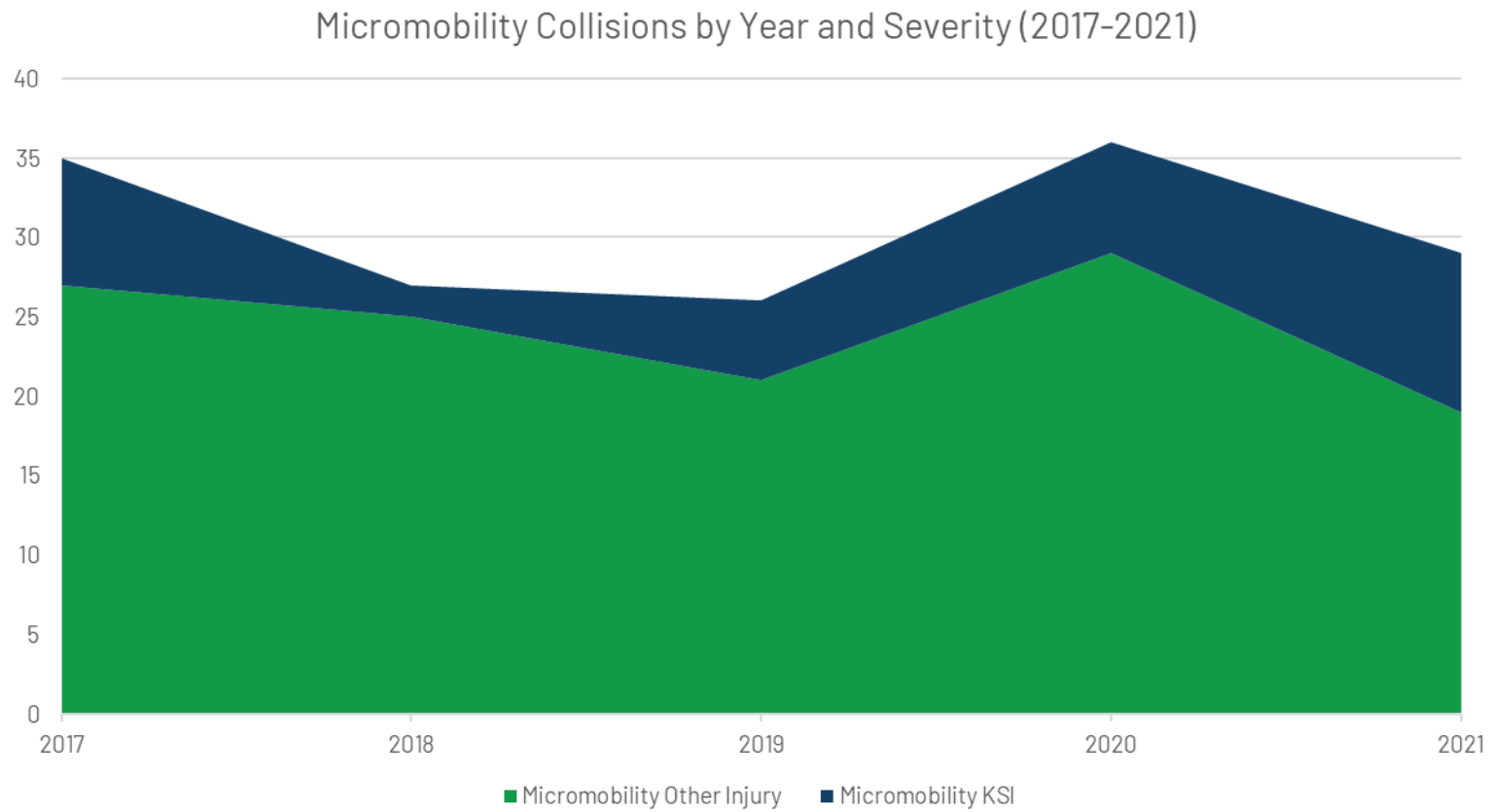
SBCCOG: Location Trends

- Majority of all and KSI collisions occurred at an intersection
- Highest share of all and KSI collisions occurred on roadways with 4-5 lanes
  - However, only slightly higher than share of all and KSI collisions on roadways with 3 lanes
- 19% of collisions occur on the LTN
- 28% occur near a school
- 34% occur near a park





Micromobility: Collisions Trends Over Time



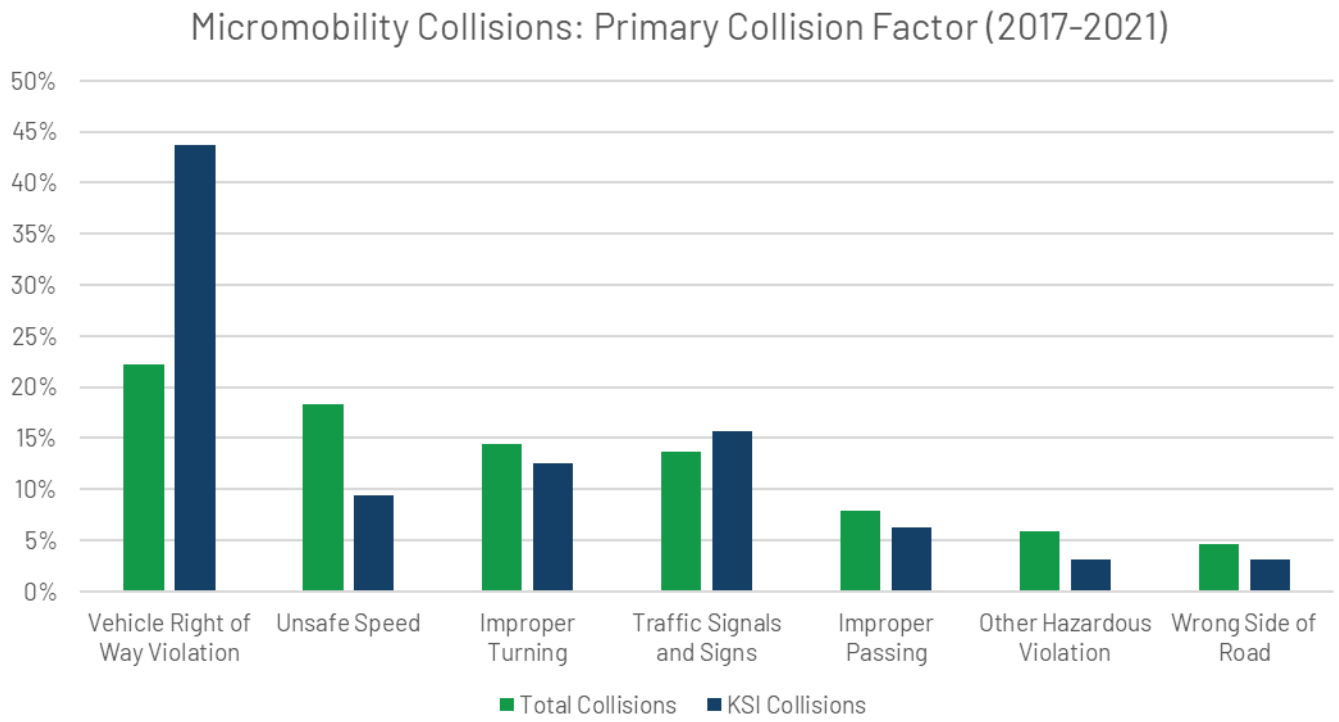
Micromobility modes = motor-driven cycle, motorized bicycle, ATV, motorized transportation device, golf cart, low speed vehicle; regular bicycles not included here

Micromobility: Primary Collision Factor

Top PCF:

- All collisions:
  - Vehicle ROW violation (22%)
  - Unsafe speed (18%)

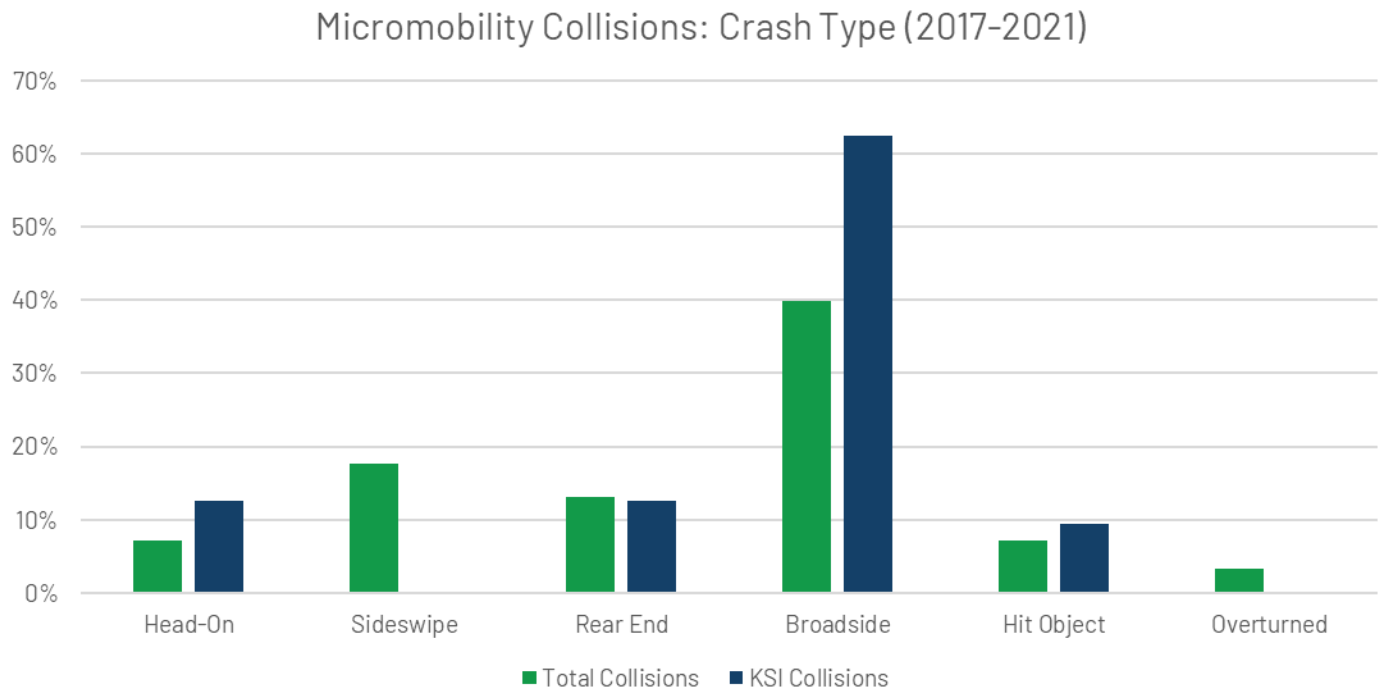
- KSI collisions:
  - Vehicle ROW violation (44%)
  - Traffic Signals and Signs (16%)



Micromobility: Crash Type

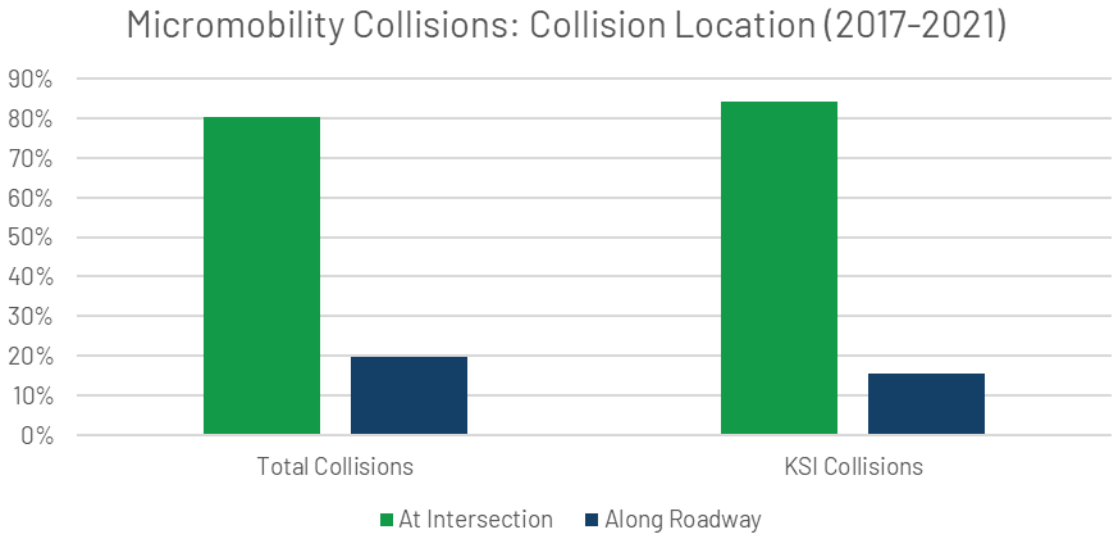
Top crash type:

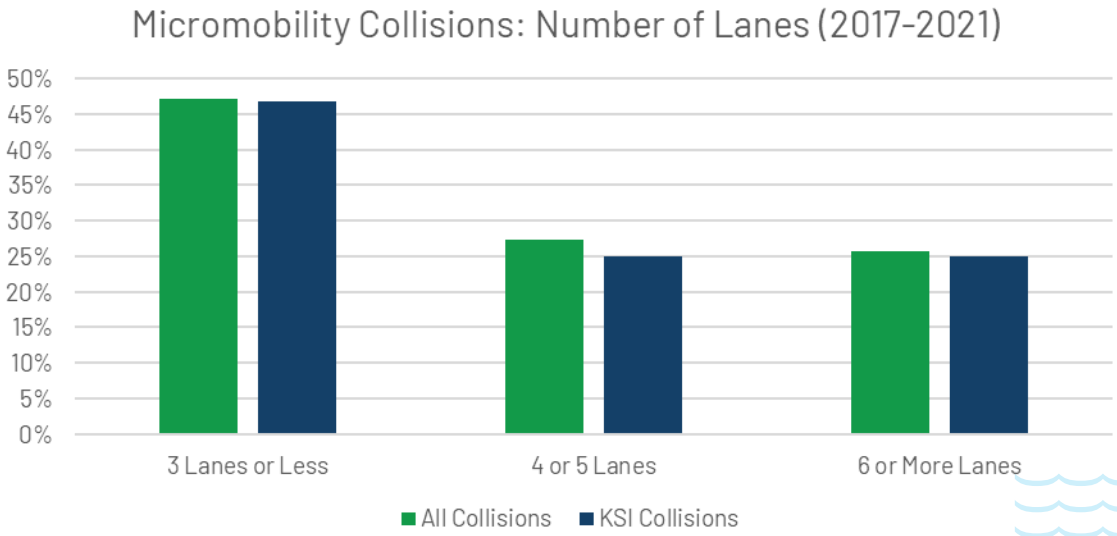
- All collisions:
  - broadside (40%)
  - sideswipe (18%)
- KSI collisions:
  - broadside (63%)
  - rear end (13%)
  - head-on (13%)



Micromobility: Location Trends

- Majority of all collisions and KSI collisions occurred at an intersection
- Highest share of all and KSI collisions occurred on roadways with 3 lanes or less





Note: Does not add up to 100% due to "unknown" lanes

FEHR PEERS

Memorandum

Date: March 20, 2023

To: Aaron Baum and David Leger, SBCCOG

From: Emily Finkel and Marta Polovin, Fehr & Peers

Subject: Parking Suitability Analysis for Neighborhood Sites Along the LTN

LB22-0065

How to Use This Analysis

This memorandum is intended to help SBCCOG jurisdictions identify suitable locations to provide Local Travel Network (LTN) parking sites for micromobility, such as Neighborhood Electric Vehicle (NEV), e-bike, and e-scooter parking and charging. Providing parking and charging for personal mobility devices at key destinations will be an important component of supporting and encouraging use of the LTN for trips to and from school, recreation, and shopping and services.

The opportunity sites identified as part of this analysis include both public (e.g. schools) and private properties (e.g. shopping centers) that are within a quarter mile of the LTN. Following SBCCOG's LTN implementation phases, **Table 2**, Phase 1 cities, and **Table 3**, Phase 2 cities, identify the top three parking site opportunities by City and provide preliminary notes on existing available parking that could be repurposed to support the LTN.

Methodology

The methodology developed for this analysis aimed to identify opportunity sites that met the following criteria:

- Adjacent to or within close proximity of the LTN
- Site is a "point of interest" for the community, as defined by SBCCOG (e.g. schools, parks, libraries, other government services, retail centers, employment destinations, etc.)
- Site could serve as parking for other nearby locations
- Site could serve a large number of people (e.g. population and employment density)
- Opportunity to act as a connection point with transit services (aka "mobility hub")

- Equity considerations, such as pollution burden and socioeconomic factors
- Provide additional mobility opportunities to residents living in zero-car households

The data used for this analysis was based on SBCCOG-defined points of interest, along with environmental, socioeconomic, transportation and other factors (detailed below). Using GIS (geographic information systems), points of interest provided by SBCCOG were mapped and then ranked using a composite index. A composite index factors in multiple data sources and, ultimately, provides a final statistical score out of 100 points. The composite index was based on the three major groupings below:

1) Equity & Environment
2) Economy & Place
3) Transportation

The table below summarizes which and how data sources were used:

Table 1: Composite Index Data Types and Sources

Grouping	Data Type & Source	Weight
Equity & Environment	*CalEnviroScreen* Calculated using a state-wide model that uses pollution burden and socioeconomic factors to provide a weighted score by census tract	20 points
Economy & Place	*Population Density* Calculated using Census population data by census tract *Employment Proximity* Calculated using North American Industry Classification System (NAICS) employment center data by quarter-mile proximity *Other LTN Destination Proximity* Calculated by totaling the number of other LTN destinations within a quarter-mile	60 points
Transportation	*Number of Zero-Car Households* Calculated using Census vehicle data by census tract *Transit Proximity* Calculated by totaling the number of bus stops within a quarter-mile of transit *Rail Station Proximity* Calculated by totaling the number of rail stations within a quarter-mile of transit	20 points
Total Points Possible		**100 points**

Source: Fehr & Peers.

Results

These results are meant to provide a quick guide and reference point for identifying and prioritizing LTN parking opportunities within each City across the South Bay. The locations summarized here are idented to supplement downtown and central business district locations each city is likely to identify first for LTN parking opportunities, with locations that provide neighborhood-oriented recreation, retail, and services. The top three[1] LTN parking site opportunities by City are presented in the tables below, which identify:

- Address
- Location Type
- Score (from the composite index)
- Parking Opportunities (existing parking availability notes)

Table 2: Local Travel Network Phase 1 Cities – Top Parking Opportunities

Location	Address	Location Type	Score	Parking Opportunity Notes
El Segundo				
Library Park, El Segundo High School, Richmond Street Elementary School	640 Richmond St	Public School/Library	69	Off-Street Lot & On-Street Angled Parking Available
El Segundo Middle School	332 Center St	School	63	Off-Street Lot Available
Constitution Park	E Maple Ave & Washington St	Park	59.5	On-Street Parking Available
Gardena				
Bell Park	Halldale Ave	Park	74	Perpendicular On-Street Parking Available
Rowley Park	13220 Van Ness Ave	Park	70.5	Off-Street Parking Lot Available
Gardena City Hall	1700 W 162nd St	Government Building	69	Off-Street Parking Lot Available
Hawthorne				
Al Huda Islamic School, Hawthorne Math and Science Academy	12227 Hawthorne Way, 4467 West Broadway	Private School/Charter School	81	Off-Street Parking Lot Available
Hawthorne Plaza	12000 Hawthorne Blvd	Shopping Center	80.5	Off-Street Parking Garage Available
Centinela Head Start	4475 W. 137Th St	School	79.5	Off-Street Parking Lot Available

[1] Some cities have fewer than three points of interest within a quarter-mile of the LTN.

Hermosa Beach				
Hermosa Beach Pavilion Shopping Center	1601 Pacific Coast Hwy	Shopping Center	63.5	Off-Street Parking Garage Available
Hermosa Valley School	1645 Valley Dr	Public School	62.5	Off-Street Parking Lot Available
Clark Field	861 Valley Dr	Park	59	Off-Street Parking Lot Available
Lawndale				
Jane Addams Park, Jane Addams Middle School	4535 West 153rd Place	Park/Public School	77	Off-Street Parking Lot Available
Lawndale High School, Centinela Valley Independent Study	14901 South Inglewood Ave	Public School	68.5	Off-Street Parking Lot Available
Billy Mitchell Elementary School	14429 Condon Ave	Public School	66.5	Off-Street Parking Lot Available
Manhattan Beach				
Manhattan Marketplace Shopping Center	Rosecrans Ave	Shopping Center	73.5	Off-Street Parking Lot Available
Aviation Park	1935 Manhattan Beach Blvd	Park	68	Off-Street Parking Lot Available
Manhattan Heights Community Center, Polliwog Park	1600 Manhattan Beach Blvd	Community Center, Park	68	Off-Street Parking Lot Available
Redondo Beach				
Redondo Union High School, Vincent Park	710 Diamond St	Public School, Park	73	Shaded Off-Street Parking Lot & On-Street Angled Parking Available
Glen Anderson Park	2229 Ernest Ave	Park	66.5	Off-Street Parking Lot Available
Miramar Park	201 Paseo De La Playa	Park	65	Off-Street Parking Lot Available

Source: Fehr & Peers.

Table 3: Local Travel Network Phase 2 Cities – Top Parking Opportunities

Location	Address	Location Type	Score	Parking Opportunity Notes
Carson				
Carson Park, Carson Street Elementary School	161 East Carson St	Park, Public School	80	Off-Street Parking Lot Available
Dolphin Park	21205 Water St	Park	79	Off-Street Parking Lot Available
South Bay Pavilion At Carson Shopping Center	20700 Avalon Blvd	Shopping Center	78	Off-Street Parking Lot Available
Inglewood				
Rogers Park, Marvin Engineering Co.	400 W Beach Ave	Park, Employer	93	Off-Street Parking Lot Available at Rodgers Park
Wilder's Preparatory Academy Charter, Ralphs Shopping Center	830 N La Brea Ave	Charter School, Shopping Center	79.5	Off-Street Parking Lot Available
Sentinel Field	492 S Cedar Ave	Park/Stadium	79	Off-Street Parking Lot Available
Lomita				
Veterans Park, Alexander Fleming Middle School	25700 Walnut St	Park, School	69	On-Street Parking Available
Eshelman Avenue Elementary School	25902 Eshelman Ave	Public School	69	Off-Street Parking Lot Available
Hathaway Park	25608 Pennsylvania Ave	Park	66.5	On-Street Parking Available
Los Angeles				
Cabrillo Avenue Elementary School	732 South Cabrillo Ave	Public School	87.5	On-Street Angled Parking Available
Port of Los Angeles High School	250 West Fifth St	Public School	84	Off-Street Lot & On-Street Angled Parking Available
Los Angeles County San Pedro Service Center	769 W. Third St	Community Center	82	Off-Street Parking Lot Available
Los Angeles County				
Del Aire Park, Da Vinci Design/Communications High School	12601 S. Isis Ave	Park	77	Off-Street Parking Lot Available
Moffett Elementary School	11050 Larch Ave	Public School	71.5	Off-Street Parking Lot Available
St. Michael's Elementary School	1027 West 87th St	Private School	71.5	Off-Street Parking Lot Available
Palos Verdes Estates				

Malaga Cove School - Success Learning Center	300 Paseo Del Mar	Public School	41	Off-Street Parking Lot Available
Montemalaga Elementary School	1121 Via Nogales	Public School	24	Off-Street Parking Lot Available
Rancho Palos Verdes				
Ridgecrest Intermediate	28915 Northbay Rd	Public School	42	Off-Street Parking Lot Available
Peninsula Community Church Academy	5640 West Crestridge Rd	Private School	42	Off-Street Parking Lot Available
Palos Verdes Peninsula High School	27118 Silver Spur Rd	Public School	42	Off-Street Parking Lot Available
Rolling Hills Estates				
High Ridge Park	29035 Highridge Rd	Park	18	Off-Street Parking Lot Available
Torrance				
Plaza Del Amo Shopping Center, Providence Little Company of Mary Medical Center	21107 Hawthorne Blvd/4101 Torrance Blvd	Shopping Center, Medical Center	76.5	Off-Street Parking Lots Available
Phenomenex, Inc.	411 Madrid Ave	Employer	74.5	Off-Street Parking Lot Available
Switzer Learning Center	2201 Amapola Court	Private School	74	Off-Street Parking Lot Available

Source: Fehr & Peers.
Note: There are no locations that fit the criteria of this analysis in the City of Rolling Hills.

FEHR PEERS

Memorandum

Date: October 23, 2023

To: Aaron Baum and David Leger, SBCCOG

From: Emily Finkel and Nata Kovalova, Fehr & Peers

Subject: Funding Source Opportunities for LTN

LB22-0065

Funding

The LTN is in alignment with a variety of funding sources because of the breadth of issues it has the potential to address. Funding opportunities related to active transportation, safety, mobility for all ages and abilities (i.e., Safe Routes to School), sustainability, and climate change could all be used to support the implementation and evaluation of the LTN. Possible local, regional, state, and federal sources are compiled below.

Local and regional sources

SCAG SUSTAINABLE COMMUNITIES PROGRAM

Provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS). Grants are available in four categories: Civic Engagement, Equity & Environmental Justice; Smart Cities & Mobility Innovations; Housing & Sustainable Development; Active Transportation & Safety. See https://scag.ca.gov/sustainable-communities-program for more information. Current funding is now closed but may reopen in the future.

SOUTHERN CALIFORNIA INCENTIVE PROJECT (SCIP)

The Southern California Incentive Project (SCIP) promotes easy access to zero-emission vehicle infrastructure by offering rebates for the purchase and installation of eligible public electric vehicle (EV) chargers in Los Angeles, Orange, Riverside and San Bernardino counties – with a total of $29 million in available funds. See https://calevip.org/incentive-project/southern-california for more information. Current funding is now closed but may reopen in the future.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT PROGRAMS

The South Coast AQMD is seeking proposals to be funded by monies from the AQIP. Proposals will be accepted by the South Coast AQMD on an ongoing basis. Contracts will be awarded on a semi-annual basis. Proposals should demonstrate that emission reductions/air quality improvements are real, surplus, quantifiable, and contain appropriate methodologies. See http://www.aqmd.gov/home/programs/business/business-detail?title=air-quality-investment-program for more information.

State sources

SGC AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM

The Affordable Housing and Sustainable Communities (AHSC) Program makes it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by walking, biking, and transit. See https://sgc.ca.gov/programs/ahsc/ for more information. Round 8 applications due March 2024.

ACTIVE TRANSPORTATION PROGRAM (ATP)

ATP is a statewide competitive grant application process with the goal of encouraging increased use of active modes of transportation. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus to make California a national leader in active transportation. The ATP administered by the Division of Local Assistance, Office of State Programs. See https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program for more information. Cycle 7 applications due June 2024.

CALTRANS SUSTAINABLE COMMUNITIES GRANTS

The goal of the Caltrans Sustainable Communities Grants is to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission. See https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants for more information. FY 2024-25 applications due 2024.

CALIFORNIA OFFICE OF TRAFFIC SAFETY (OTS) GRANT PROGRAMS

OTS administers traffic safety grants in the following areas: Alcohol Impaired Driving, Distracted Driving, Drug-Impaired Driving, Emergency Medical Services, Motorcycle Safety, Occupant Protection, Pedestrian and Bicycle Safety, Police Traffic Services, Public Relations, Advertising, and

Roadway Safety and Traffic Records. See https://www.ots.ca.gov/grants/ for more information. Federal Fiscal Year 2025 applications due January 2024.

SB 1 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

The Solutions for Congested Corridors Program funds projects designed to reduce congestion in highly traveled and highly congested corridors. This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement. See https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program for more information. The Commission programmed two years of funding in the 2022 Program, so the next funding opportunity will be for FY 2025-2026.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

HSIP is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). See https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/calls-for-projects-hsip-ssarp for more information. The HSIP Cycle 11 Call-for-Projects closed on September 12, 2022. Normally an HSIP call-for-projects is made at an interval of one to two years.

CALIFORNIA STRATEGIC GROWTH COUNCIL (SGC) TRANSFORMATIVE CLIMATE COMMUNITIES (TCC) PROGRAM

The Transformative Climate Communities (TCC) Program empowers the communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution. See https://sgc.ca.gov/programs/tcc/ for more information. Final applications closed for Round 5 TCC Awards in August 2023 but may reopen in the future.

CALIFORNIA ENERGY COMMISSION PROGRAMS

The California Energy Commission has various funding programs to support zero emission and low carbon transportation technology and infrastructure, including the deployment of EV charging stations. Programs have various requirements and deadlines. See https://www.energy.ca.gov/funding-opportunities/solicitations for more information.

Federal sources

RAISE GRANTS (FORMERLY BUILD AND TIGER)

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port

projects that promise to achieve national objectives. The program selection criteria this cycle encompass safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnerships with a broad range of stakeholders. See https://www.transportation.gov/RAISEgrants/raise-nofo for more information. Applications for the most recent round were due February 2023 but this is an ongoing program.

SAFE STREETS AND ROADS FOR ALL GRANTS

The recent federal infrastructure bill established the new Safe Streets for All program to provide $5 billion in grant funding to develop and implement Vision Zero safety plans. Current legislation emphasizes funding of planning efforts, but the focus on implementation funding is expected to increase over the next few years. See https://www.transportation.gov/grants/SS4A for more information. The next Notice of Funding Opportunity is expected to open in Spring 2024.

CHARGING AND FUELING INFRASTRUCTURE GRANTS

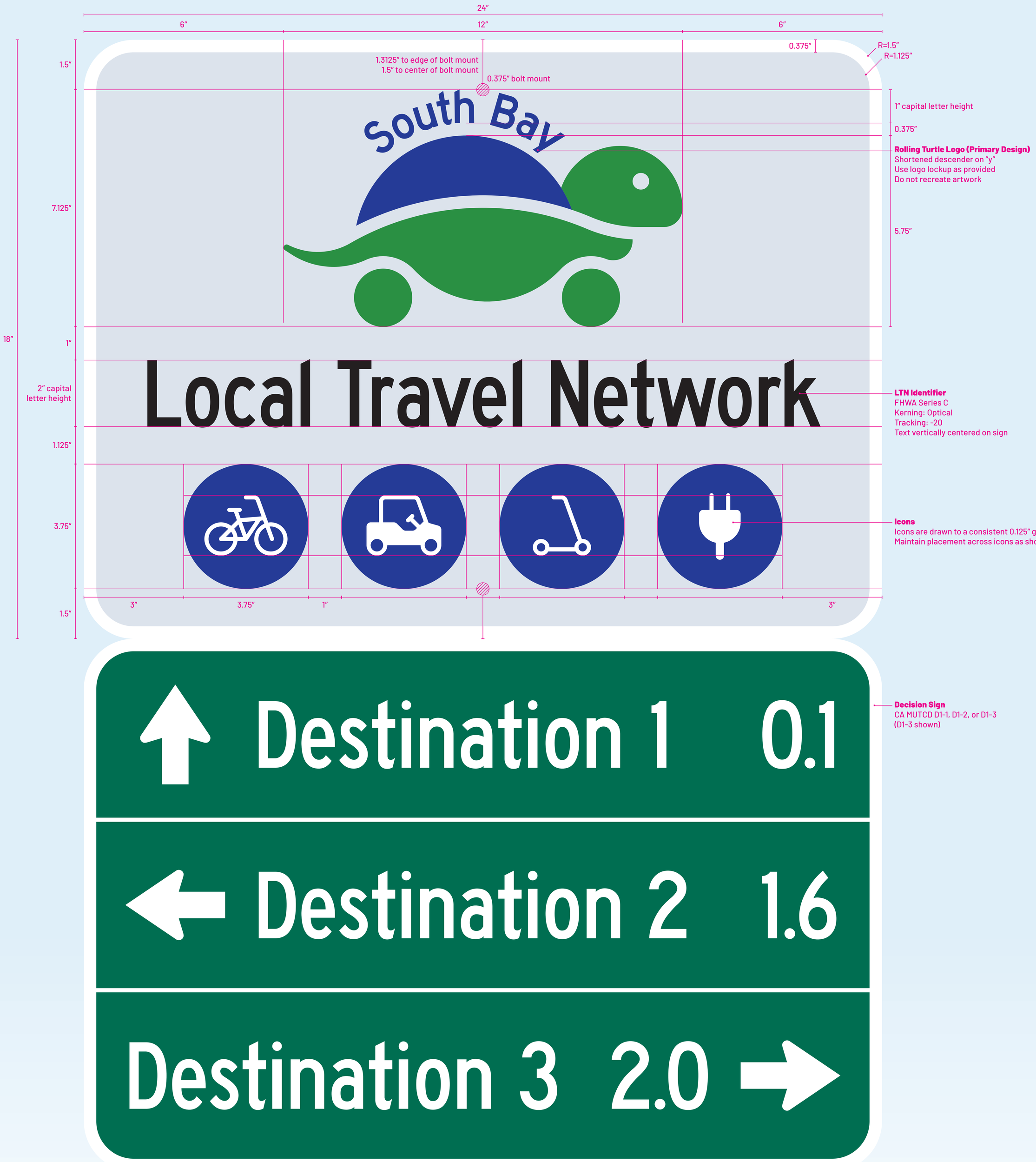
In addition to the $5 billion formula program distributed to states, this $2.5 billion discretionary grant program at the Department of Transportation will fund the strategic deployment of publicly accessible electric vehicle charging infrastructure, as well as hydrogen, propane, and natural gas fueling infrastructure, along designated alternative fuel corridors and in communities. See https://www.transportation.gov/rural/grant-toolkit/charging-and-fueling-infrastructure-grant-program for more information. Current funding is now closed but may reopen in the future.

AARP COMMUNITY CHALLENGE GRANTS

The AARP Community Challenge grant program is part of the nationwide AARP Livable Communities initiative that helps communities become great places to live for residents of all ages. The program is intended to help communities make immediate improvements and jump-start long-term progress in support of residents of all ages. See https://www.aarp.org/livable-communities/community-challenge/info-2022/2022-challenge.html for more information. Current funding is now closed but may reopen in the future.

ROAD TO ZERO GRANTS

The Road to Zero Coalition Community Traffic Safety Grants (previously the Innovation Grant Program) aims to fund projects, programs and research that help achieve the mission of zero traffic deaths. Since 2017, the program has awarded more than 25 grants to partners across the U.S. working to move the needle on safety. See https://www.nsc.org/road/resources/road-to-zero/road-to-zero-grants for more information. Current funding is now closed but may reopen in the future.



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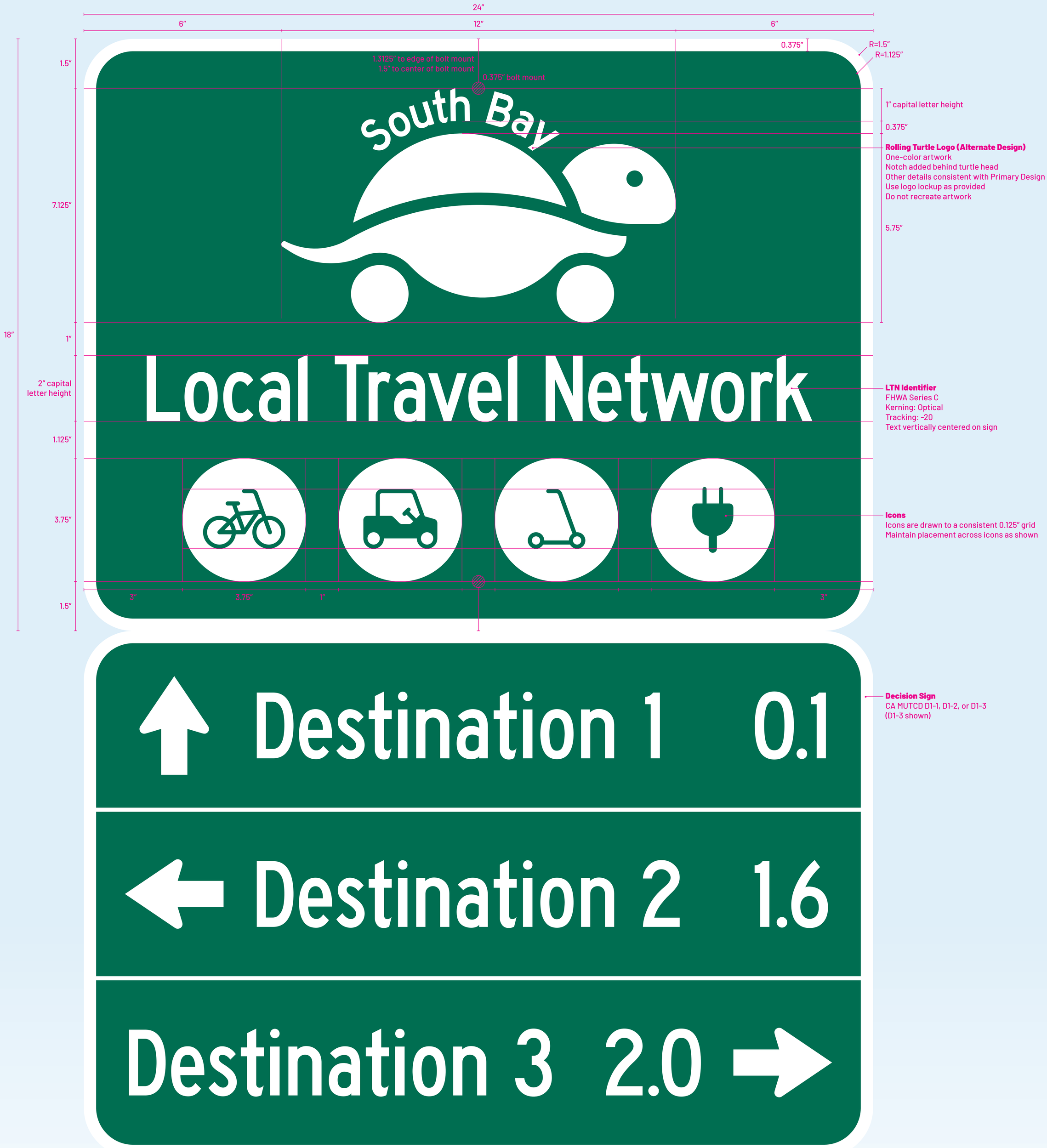
PANTONE N/A	PANTONE Black C	PANTONE 656 C	PANTONE 2736 C	PANTONE 7740 C
Icons Sign border	LTN Identifier	Sign backing	Icon backing Logo	Logo

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

LTN Wayfinding Identification Sign
Rolling Turtle: Primary Design with Decision Sign



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Sign legend

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PANTONE
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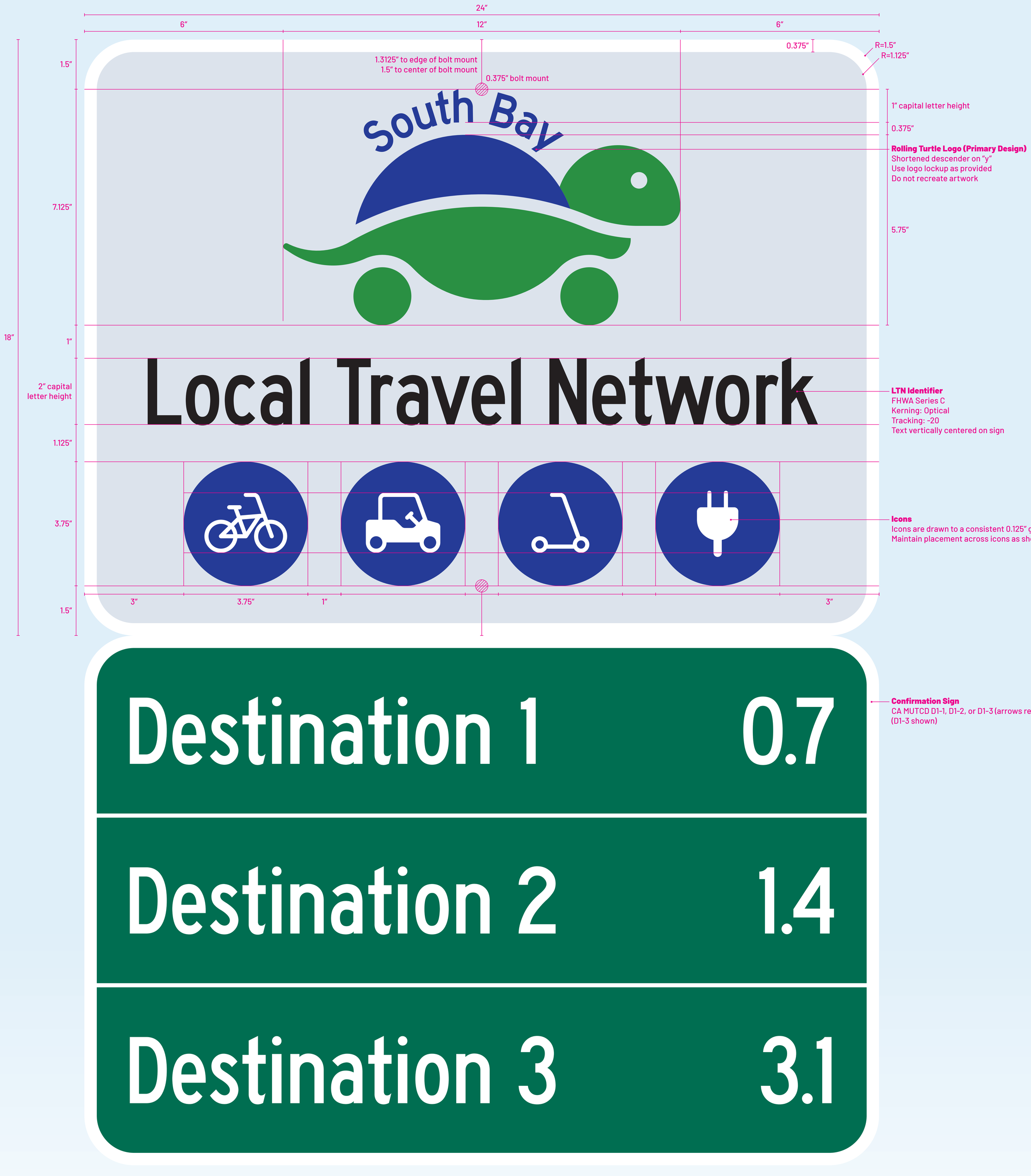
Sign backing

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

LTN Wayfinding Identification Sign
Rolling Turtle: Alternate Design with Decision Sign



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LTN Identifier

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Sign backing

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Icon backing
Logo

Spring Grass
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M=20
Y=100
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PANTONE
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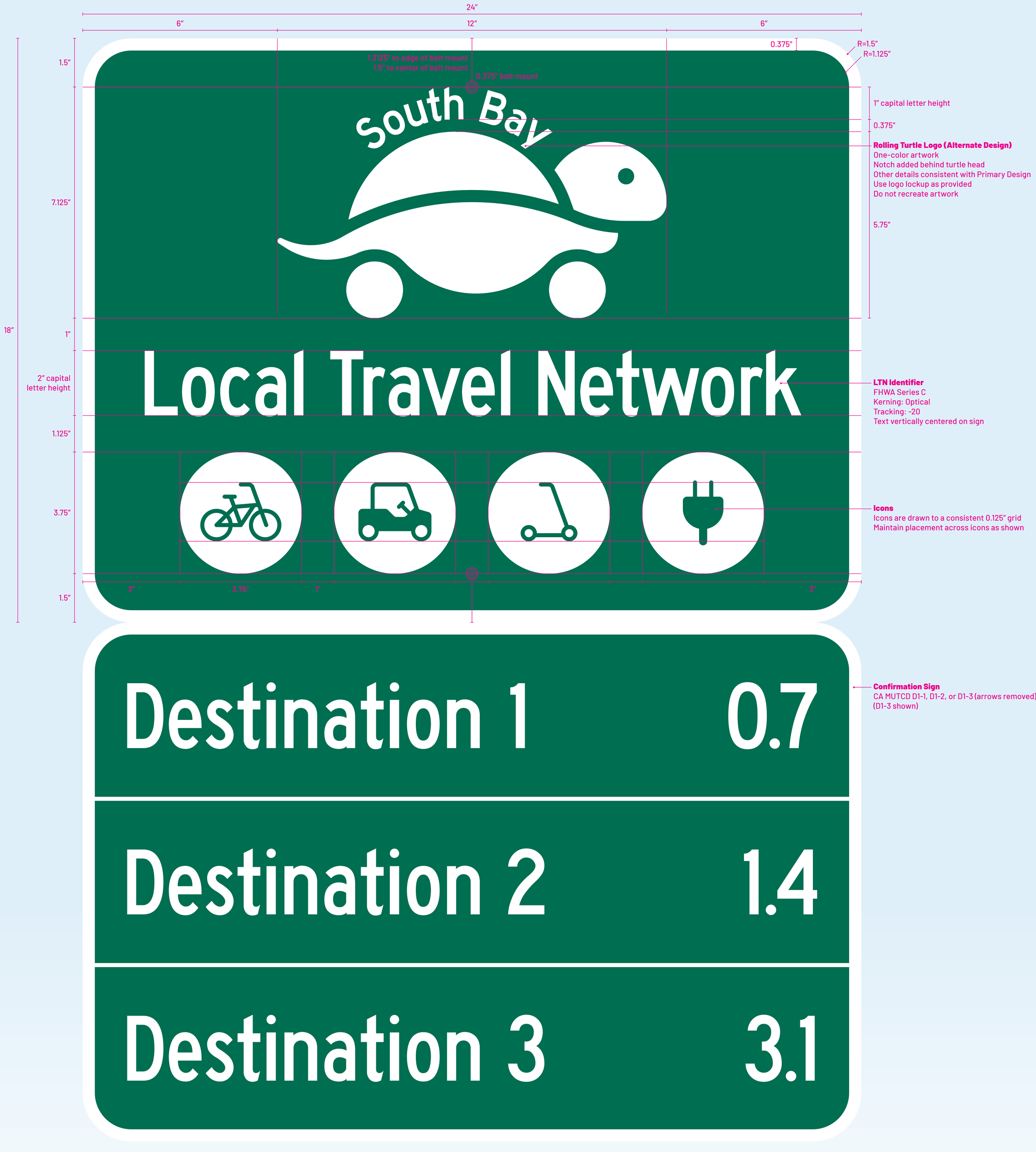
Logo

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

LTN Wayfinding Identification Sign
Rolling Turtle: Primary Design with Confirmation Sign



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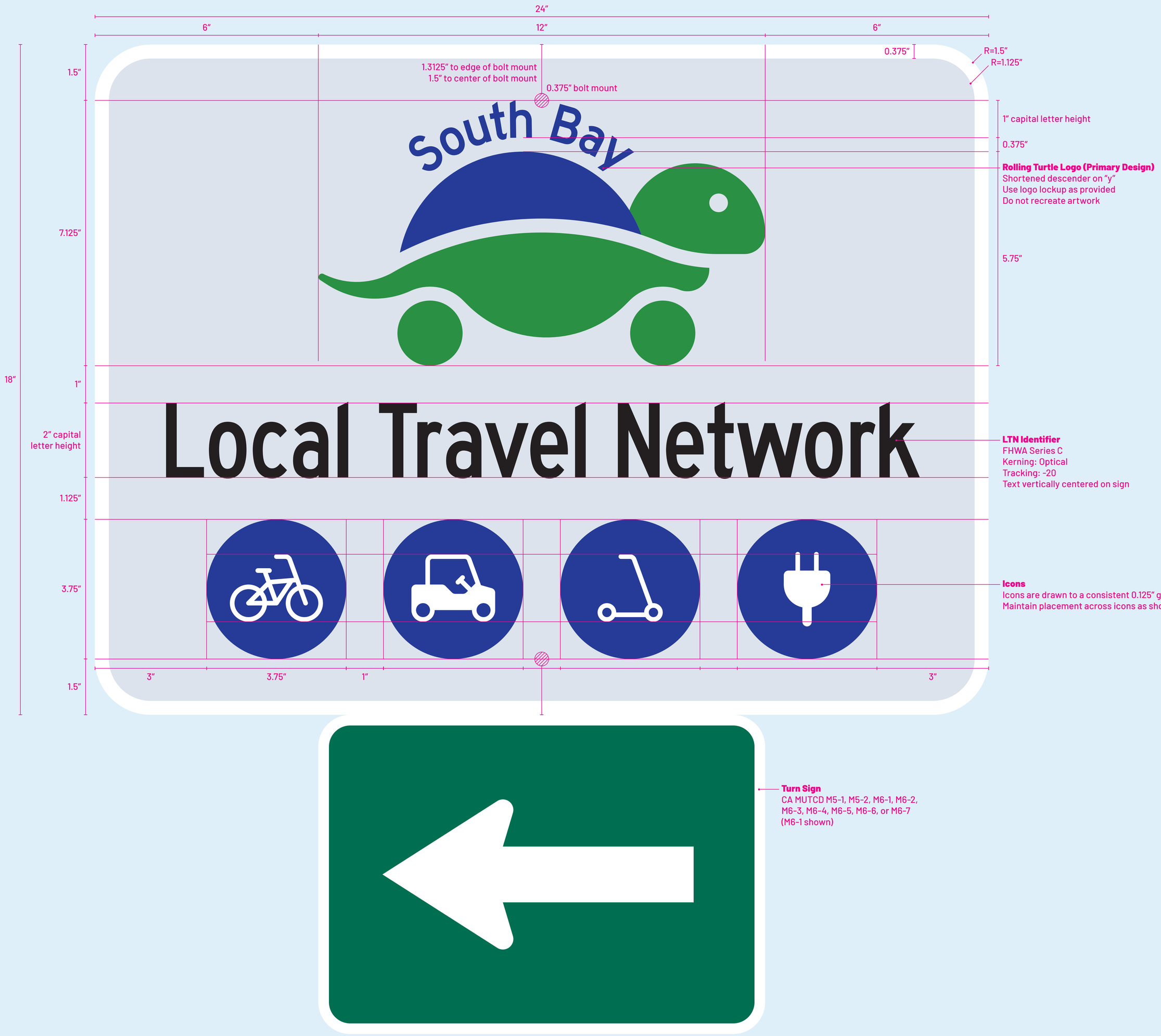
SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

LTN Wayfinding Identification Sign
Rolling Turtle: Alternate Design with Confirmation Sign



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Icon backing
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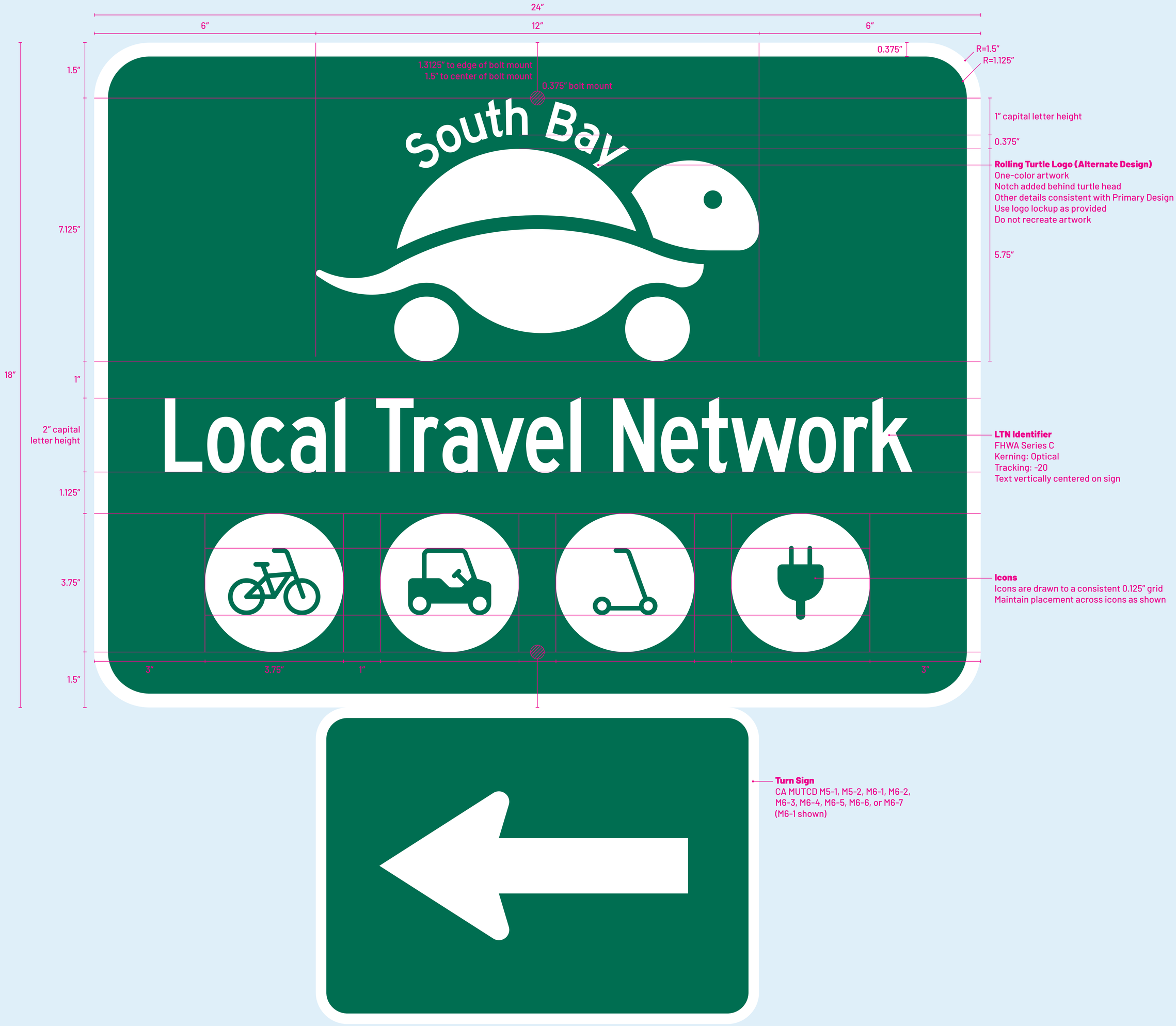
PANTONE
7740 C

Logo

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

LTN Wayfinding Identification Sign
Rolling Turtle: Primary Design with Turn Sign



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PANTONE
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Sign backing

SOUTH BAY CITIES
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LTN Wayfinding Identification Sign
Rolling Turtle: Alternate Design with Turn Sign