Goals/Objectives

The Countywide Strategic Truck Arterial Network (CSTAN) is intended to:

• Assist cities in identifying arterial truck system needs and connectivity gaps
• Support the development of the Federal National and Primary Freight Networks
• Prioritize funding (e.g., Call for Projects) to projects showing the greatest need and systemwide benefit
• Minimize truck and pedestrian/bicycle conflicts
• Assist trucking industry in identifying designated truck routes
Tasks

• Review and compile existing studies and data
• Compile existing truck data
• Conduct new truck counts
• Develop criteria to identify CSTAN
• Identify CSTAN
• Draft and Final reports
Data Collection Results and Conclusions

- Arterial truck volumes are highly correlated with industrial land uses.
- Arterials are primarily used by trucks as access to industrial land uses from freeway facilities. However, there are several exceptions to this pattern such as areas where parallel freeway options are not available.

- In terms of truck volumes,
  - 309 miles of arterials in LA County carry more than 1,000 trucks per day,
  - 555 miles of arterials carried more than 750 trucks per day,
  - 1,039 miles of arterials carried more than 500 trucks per day.
- 750 trucks per day or higher appears to be a good indicator of significant truck volume, and 500 trucks per day an indicator of moderate truck volume.
Draft CSTAN Networks

• About 7,000 miles of arterials in LA County were considered for possible inclusion in the CSTAN and draws from the SCAG 2012 RTP/SCS network, County of Los Angeles Master Plan of Highways, and the Metro CSAN (Countywide Significant Arterial Network)

• Groupings of potential CSTANs were generated based on levels of application of the CSTAN criteria
<table>
<thead>
<tr>
<th>#</th>
<th>Criteria</th>
<th>Data Source</th>
<th>Threshold</th>
<th>Purpose/Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Number of Lanes</td>
<td>SCAG GIS</td>
<td>More than two lanes in each direction</td>
<td>Provides the minimum capacity to be considered</td>
</tr>
<tr>
<td>2</td>
<td>Functional Classification</td>
<td>FHWA, Caltrans, SCAG GIS, LA County Master Plan of Highways</td>
<td>FHWA or Caltrans Arterial Classification</td>
<td>Meets the requirements for classification as an arterial roadway</td>
</tr>
<tr>
<td>3</td>
<td>CSAN Roadways</td>
<td>Metro CSAN Routes</td>
<td>On CSAN route</td>
<td>Significant Arterials previously designated for all users by Metro</td>
</tr>
<tr>
<td>4</td>
<td>Municipal Truck Routes</td>
<td>Municipal ordinance</td>
<td>Defined truck route—or truck prohibition</td>
<td>Locally-defined truck network</td>
</tr>
<tr>
<td>5</td>
<td>STAA Truck Routes</td>
<td>Caltrans Surface Transportation Assistance Act (STAA) defined routes</td>
<td>STAA truck route (primarily state highways)</td>
<td>State-defined truck network</td>
</tr>
<tr>
<td>6</td>
<td>Traffic Volume</td>
<td>Previous counts, Task 3 counts</td>
<td>More than 20,000 vehicles per day</td>
<td>Meets minimum volume/demand of overall traffic</td>
</tr>
<tr>
<td>7</td>
<td>Truck Traffic Volume/ Percentage</td>
<td>SCAG travel demand model (2012 estimates), previous counts, Task 3 counts</td>
<td>Heavy duty truck volumes over 750 and/or 5% of total ADT</td>
<td>Meets minimum volume/demand for trucks</td>
</tr>
<tr>
<td>8</td>
<td>Projected 2035 Truck Traffic Volume**</td>
<td>2035 SCAG RTP/SCS Model</td>
<td>Heavy duty truck volumes over 750 and/or 5% of total ADT</td>
<td>Accommodates future demand of trucks</td>
</tr>
<tr>
<td>9</td>
<td>Truck-Related Collisions</td>
<td>California Highway Patrol Statewide Integrated Traffic Records System (SWITRS)</td>
<td>Arterial Segments with more than three truck-related collisions between 2008-2011</td>
<td>Truck-related collisions indicate heavy truck use, and potential truck-specific conflicts</td>
</tr>
<tr>
<td>10</td>
<td>Land Uses</td>
<td>SCAG GIS land use files; LA County Locations/Points of Interest (LMS Data)</td>
<td>Sliding Scale of Most Truck-Friendly to Least (Industrial, Commercial, Sensitive Receptors such as schools)</td>
<td>Ensures appropriate land uses are served, and sensitive land uses are avoided</td>
</tr>
</tbody>
</table>
Potential CSTAN Network Mileage

<table>
<thead>
<tr>
<th>Screening Criteria</th>
<th>Mileage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Arterial Miles Considered for CSTAN</td>
<td>6,960</td>
</tr>
<tr>
<td><strong>Group A</strong> – Six or More Criteria Met, or Truck ADT $&gt;$750, or on STAA Truck Route</td>
<td>746</td>
</tr>
<tr>
<td><strong>Group B</strong> – Five or More Criteria Met, or Truck ADT $&gt;$750, or on STAA Truck Route</td>
<td>910</td>
</tr>
<tr>
<td><strong>Group C</strong> – Five or More Criteria Met, or Truck ADT $&gt;$500, or on STAA Truck Route</td>
<td>1,275</td>
</tr>
<tr>
<td><strong>Group D</strong> – Four or More Criteria Met, or Truck ADT $&gt;$750, or on STAA Truck Route</td>
<td>1,447</td>
</tr>
<tr>
<td><strong>Group E</strong> – Four or More Criteria Met, or Truck ADT $&gt;$500, or on STAA Truck Route</td>
<td>1,695</td>
</tr>
<tr>
<td><strong>Group F</strong> – Four or More Criteria Met, or Truck ADT $&gt;$500, or on STAA or City Truck Route</td>
<td>2,085</td>
</tr>
<tr>
<td><strong>Group G</strong> – Three or More Criteria Met, or Truck ADT $&gt;$500, or on STAA or City Truck Route</td>
<td>2,566</td>
</tr>
<tr>
<td>Existing Metro CSAN Roadways</td>
<td>2,829</td>
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</tbody>
</table>

➢ Project TAC recommended Group B as the starting point for the CSTAN
Network Refinement

- Draft CSTAN based on data, resulting in stubs and gaps in the network
- Refinement needed to create a contiguous, logical network
- Refinement factors included:
  - System Continuity
  - Connections to freeway system
  - Locations of goods movement facilities
  - Designated truck routes
  - Consultation with COGs/local cities
Draft CSTAN – North County
Draft CSTAN – San Fernando Valley
Draft CSTAN – Arroyo Verdugo
Draft CSTAN – San Gabriel Valley
Draft CSTAN – Las Virgenes/Malibu
Draft CSTAN – Westside Cities
Draft CSTAN – Central
Draft CSTAN – South Bay Cities
Draft CSTAN – Gateway Cities
CSTAN Network Statistics

• CSTAN mileage by subregion:
  – City of Los Angeles: 428
  – Gateway Cities: 421.5
  – San Gabriel Valley: 264.9
  – South Bay Cities: 209.3
  – North County: 189
  – Westside Cities: 52.2
  – Las Virgenes/Malibu: 43.3
  – Arroyo Verdugo: 15.5
  – Total: 1623.7

• % of overall arterial network: 23%
Next Steps

• Present draft CSTAN to project TAC, Metro Streets and Freeways subcommittee and TAC for review and comment
• Finalize CSTAN
• Develop web based tool to display CSTAN, designated truck routes, and truck count data
Contact Information

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