

South Bay Cities Council of Governments

Livable Communities Working Group

Wednesday, August 18, 2010

Meeting Minutes

I. Welcome & Introductions

Attendees:

Eric Haaland (Manhattan Beach), Pam Townsend (Hermosa Beach), Saied Naaseh (Carson), Maria Majcherek (Hawthorne), Otis Ginoza (Lawndale), Leza Mikhail (Rancho Palos Verdes), Lisbeth Sinclair (L.A. County) David Magarian (SBESC) , Jacki Bacharach, Wally Siembab, Rosemary Lackow (SBCCOG).

II. Minutes for July 21, 2010 - Approved, no changes

III. Sustainable Community (SC) Grants: Issues, Projects and Strategies

Wally Siembab SBCCOG

- SBCCOG plans
 - Not submitting SC grant this cycle – planning for April, 2011
 - Will use an education process coming up to gauge interest
 - Will now seek HUD sustainability grant with MTA
 - Sustainability groups getting involved, to choose 5 corridors (if they win); and leave one million to implement plan
- Status of Individual City plans (grant applications)
 - Rancho Palos Verdes: applying; program is a trail corridor map (bike/horse/ped) for “the hill” for access to key points
 - Hermosa Beach: applying; program is Sustainability/Climate Action Plan, focus on GHG inventory
 - Torrance: applying, program is Zoning Ordinance revision to implement General Plan
 - Carson: applying, program is Climate Action Plan
 - Lawndale: considering an application; program would be a bike trail in the “Harbor Subdivision”
- Reminder: if cities need SCAG letter – contact Lee B. (SCAG)
- SBCCOG looking for South Bay corridors for COG April Strategic Council application – suggestions?
 - Need January 2011 for April deadline
 - Have done east end of Marine Corridor. In a commercial scenario 2 main features that could be re-imagined: strip retail, and single very large development (e.g. a mall, or institutional)
 - Pacific Coast Highway in Redondo Beach?
 - Redondo, Hawthorne, Lawndale could collaborate on a site?

- Light rail station in Lawndale?
- Wally suggested doing a destination charrette? (e.g. What do you want to see at ---?) but needs a city partnership to be successful.
- Meeting SB 375 VMT targets (5%, 8%, 13% reduction up to 2030) - new thoughts
 - SCAG determined that VMT reduction not a good surrogate for GHG reductions
 - A zero emission fleet (public and private) would be needed to meet 2030 target
 - COG position: to convert to zero emission cars, will need a wide range of zero emission car models capable of higher speeds, distances
 - Two basic types elec cars: battery electric (e.g. Nissan Leaf, Tesla, NEVs) vs. plug in hybrids (e.g. Chevrolet Volt, Toyota Prius)
 - NEVs are used for neighborhood destination due to lower speeds and shorter battery life (distances)
 - Edison projects huge increase in PEV's by 2020.
 - Cities will be looking for tools (utility taxes?) to recover revenue lost at gas pumps.
 - Need to draft letter to Hassan (SCAG) seeking formal approval for SBCCOG cities to use an alternative sustainability strategy (other than the 2% Compass). Don't want development policy in the South Bay to be forced by the 2% Compass strategy.

IV. LUV Update

David Magarian SBESC - Power Point Presentation

- Recap of types of vehicles
- Drivers changing: a new residential driver is engaged (Nancy A.) very prolific driver covering 86 miles in 4 days.
- Data presented for trip distance and trip duration for May, June, July. The predominant drive distance is under one-half mile.
- Looked at numbers of cold starts (goal to eliminate or reduce) and vehicle miles traveled. Found fewer VMT due to excitement dropping off.
- Based on June data, monthly projections are for 100,000 vehicles transitioned from gas to electric resulting in 13 million VMT. Cold start elimination projections: averaging 5-6 million cs eliminated, and between ¾ million and 7 million cs eliminated based on lengths of trip (between < one-half mile to 3 or more miles)
- Travel patterns in June and July shown in animation
- Destination stats: more frequent were the smaller destinations, smaller shopping centers: (Albertsons/dance studio/post office)
- More data will be available

V. Mobility and Access in Sustainable Transportation: How a South Bay Broadband Backbone Network Would Contribute

Wally Siembab and David Magarian - Power Point Presentation

RTP (Regional Transportation Plan) defines and measures mobility - being movement within a framework of accessibility. Access is traditionally measured

by time in transit and is affected by the speed of travel including delay from congestion. Should reform how access is measured at MTA (Metro). Questions that should be asked: what is the radius in which you live; what percentage of trips that you make are at what distances? A slide with a graphic illustrated the relationship of origins and distances within radii of various destinations. The RTP has to involve measurement – the issue is how to get useful data: This presentation was made some years ago to MTA Board in a joint grant application with City of Los Angeles. At that time, Metro was unreceptive to concept of using telecommunications to improve access. The purpose of today's presentation is to get feedback on the potential of using telecommunication networks in the South Bay to improve access, within a sustainable transportation framework. The PPT was based on the MTA's application to host the Google gig per second fiber network.

Main points:

- The “gift” of telecommunications is that: anything that can be put into a network can be made to appear wherever the network goes. For example a course at Pierce College can also appear at USC and a senior center in Santa Monica. A live concert at the Gibson Amphitheater can be simultaneously viewed at the parking lot at Union Station, and so forth.
- With telecom the issue of proximity is not important – you swap physical for virtual closeness.
- Telecom Village, or “televillage” would be created using existing transportation easements/rights of way to create neighborhood centers
- Two phases: create a network backbone, and then extend the backbone to individual televillages..
- Prototype shown to MTA: 50 neighborhood facilities dispersed geographically estimated cost: \$100 million; inexpensive compared to rail construction.
- South Bay area: 12 unused fiber optic strands available to form a sub-regional network.
- Group comments:
 - Fiber-optics advantage in that it never has to be replaced – just capacity increased
 - Can connect into the Metro rail system; they have fiber in the ground
 - Lot of non-profit governmental programs could be developed
 - Good way of educating the public about technology

VII. Other Business - none

Meeting adjourned at 4:31 pm