

South Bay Cities Council of overnments

Livable Communities Working Group

Wednesday, May 15, 2013

2:30 to 4:30 p.m.

**South Bay Environmental Services Center
20285 Western Ave., Suite 100**

Agenda

I. Welcome & Introductions

Attendees: Eric Haaland (Manhattan Beach), Rebecca Cutting (Torrance), Erika Graves (Beach Cities Health District); Chris Palmer (Hawthorne), Leza Mikhail (RPV), Dan Sturges, Jeff Weckstein, Wally Siembab, Jacki Bacharach and Rosemary Lackow (SBCCOG), Eric Bruins (LACBC), Frank Wen (SCAG)

II. SCAG 2016 RTP/SCS Development and Local Input Process

Frank Wen, PhD, SCAG

Dr. Wen passed out a handout about the 2016-2040 RTP / SCS Development Process, noting this is a “bottom up” process. He reviewed the last cycle and forecasting and where we are now, referencing the preliminary schedule. The focus for each year will be: 2013: establishing technical bases and data collection; 2014: major policy direction; 2015: establishing the Plan and public input, and 2016: finalizing the plan, with a final adoption date in April. Dr. Wen explained the good news for local jurisdictions is there is nothing new relating to SB 375 and there isn't a RHNA to have to consider. The RHNA will come up again in 2018 as SCAG works on the 2020 housing assessment. The SCAG Regional Council subcommittee has started discussions about the next overall RHNA process.

Next year SCAG will complete the Growth Forecast (base year 2012) based on input received from cities. Between January and March of this year the discussion was on framework and methodology. Dr. Wen stated at this point he was aware of only one South Bay city, that has not had personal contact with a SCAG rep regarding the process. SCAG is collecting General Plan updates etc. and conducting meetings with subcommittees, and in June SCAG will begin communicating with experts and stakeholders. The deadline for local input for the Growth Forecast is the beginning of October. Dr. Wen stated that SCAG wants to be responsive to cities, but they also need to have continuity in the overall process.

There was a brief discussion, in which Dr. Wen confirmed that they have established a contact with Rancho Palos Verdes. In response to a question as to when the final schedule will be released, Dr. Wen stated that they will know after they complete their modelling and meanwhile this schedule should be used. He noted that Torrance has already given their input, and concludein concluded by encouraging all cities to call SCAG staff if they have any questions.

III. Bicycle Count Clearinghouse Project

Eric Bruins, L.A. Bike Coalition

Wally introduced Eric Bruins, Planning and Policy Director of the L.A. County Bike Coalition. Eric provided his contact info: eric@la-bike.org (213) 629-2142, and proceeded with a Power Point presentation.

The goal of the Coalition is to work county-wide to make Los Angeles County more bikeable, to achieve all the benefits that come from biking including improved air quality. The Coalition works collaboratively with SCAG and LA Metro, and cited the SCAG Bicycle Data Clearinghouse project sponsored by SCAG and Metro, through UCLA's Luskin School of Public Affairs. The clearinghouse project's objective is to compile, and create a data standard for bike count data for all of LA County, and have data in a centralized location. For more info: <http://lewis.ucla.edu/content/scag-bicycle-clearinghouse>

Eric stated that bike statistics are similar to Electric Vehicle data collected for the COG's LUV project in that short trips are typical. Also, 20% of transportation mores are biking and walking. They need to look more into what's going on and make sure they can measure how trip shifting occurs – what makes the bike curve go up or down?

Public education is critical, examples are seen in the South Bay Master Plan, and the CICALVIA events by the City of Los Angeles. In terms of infrastructure, goals include reducing traffic speeds and integrating bicycling with transit (e.g. bikes on board buses and light rail).

There have been two more recent bike counts in 2009 and 2011 and while these show what is going on, it's a limited sampling and the need is to scale up the counts, however this is very labor intensive. Questions need to answer: how many people cycle daily? Who are they? Where are they cycling to? Are some examples. The bell weather is the population of women - since men tend to cycle more routinely.

To scale up the counts through the Clearinghouse project, a how-to manual is being produced, designed for the LA metro area. Key in getting better sampling is learning how to do non-manual counts and the technology for this is getting better. The manual is going to be very visual and will answer many questions. When the SCAG/Metro clearinghouse is completed this will be a great resource for cities who will have an agency-specific log in and will be able to import data into the collection system.

Mr. Bruins concluded his presentation by announcing and inviting all to a bike counting full presentation and training given through the SCAG “Toolbox Tuesday” program – and it was noted that participants can sign up to attend via video conferencing at the COG’s Environmental Services Center.

A brief discussion followed. In response to a question from Wally, Mr. Bruins explained that to know that counts are being made properly, the counters are instructed to write down notes regarding any uncertainty. It was asked: how do you get to the issue of being able to tell how much bike mode shifting is occurring, and Mr. Bruins indicated that Metro is working on a biking model, and get at this very issue in their CMP (Congestion Management Plan) and this needs to be refined. It was noted that there is some funding for conducting micro-simulations of bike and car traffic patterns but it was also noted that such simulations are typically pretty expensive. It was also suggested that in the South Bay there isn’t yet an overall political will to go after bike funding, and it was also suggested that a big problem is that there isn’t a data base to prove or support biking advocacy.

In response to a question as to whether there is a critical difference between biking for recreation versus for commuting to a job, Mr. Bruins stated that in doing bike counts, it doesn’t really matter, because in real life this type of differentiation does not occur.

IV. Municipal PEV Readiness – Readiness Assessment

Jeff Weckstein, SBCCOG

Wally introduced Jeff, explaining that the PEV Readiness survey has been sent to all the South Bay cities and all but five cities have returned a completed survey. The survey is being done through one of two studies funded by a CEC (California Energy Commission) grant. Dan Sturges is working on the other grant program which relates to employer readiness. Regarding PEV readiness, an objective of the study is to establish a ladder of levels of readiness that the cities can each work towards.

Jeff Weckstein gave a Power Point presentation, with the following main points:

- Permitting: a majority of cities have not considered developing requirements. There is a high correlation between the number of permits issued and strategic thinking about EVSE (Electric Vehicle Supply Equipment) permitting;
- Registrations map: Highest number EV’s: Palos Verdes Peninsula, coastal cities (Manhattan Beach, Hermosa Beach)
- Permitting time frames: most cities require electrical permit, varying requirements

Questions: What is the enforcement? None so far. Do we know number of permits by type of residential? Mainly these are all single family; the Luskin School of Public Affairs (UCLA) is working on multi-family issues.

- Inspections: every city has next day inspection; Torrance doesn't require contractor be present; generally cities don't have an inspector checklist.

Question: should the COG develop a checklist and make it available?

- Building Codes: cities are waiting for new codes coming out (California Building and Cal Green codes.)
- Local Outreach and Incentives: RPV has developed a PEV info Sheet/flyer, RHE provides a link to SCE. Incentives? : Hermosa Beach has permit incentives, no developer incentives. Some have administrative incentives (e.g. next day inspections)
- Fleet Management: cities with PEVs in their municipal fleet have infrastructure. It was noted that Hermosa Beach will be having a Green Fleet policy.
- 4 cornerstones of Muni readiness, 5 readiness levels established (5=highest). Range: 5 cities are at level 1 (not yet interested) and 1 city at level 4 (adopting PEV/EVSE policies/procedures); remainder at levels 2 and 3.
- Readiness Levels: 1 – 5 five the highest level.
- How can the COG help? Suggestions: draft an EV info pamphlet; draft load calculation worksheet; draft generic EVSE permit application form; draft generic inspector checklist; use COG website as central repository for PEV information/resources.

To the question: is the COG interested in assisting in developing codes? Jeff said, yes, we are developing best practices.

V. Report on Project 100 – Multi-Mobility Innovation in Las Vegas

Dan Sturges, SBCCOG

Dan Sturges gave a Power Point presentation on an overview of "Project 100" a multi-modal innovation, privately funded by Tony Hseih, founder of Zappos for Las Vegas. This is a subscription electric vehicle car sharing program that is intended to also revitalize the downtown area. Through a monthly fee a member would use a smart phone app to access a Tesla (the project has ordered 100 Teslas for this program) within downtown and a two mile radius. Members would not own other cars and vehicles would be

supplied on demand. The program is multi-modal as it will ultimately involve a variety of electric cars (besides Teslas) and bikes. A series of hubs where the vehicles and bikes will be stored along with lockers would be built in strategically dense and active areas.

The project is very innovative in that it is the first time a significant project involves multiple modes and at both a local and regional level and also that is being entirely privately funded.

Jacki noted that there is a program for the LAX area whereby through a hub, you can fly out of the airport and while gone, your car can be rented out. Jacki also reported on the ongoing Car- 2-Go effort in South Bay, noting that there are still significant hurdles with a few cities, and because this is taking so long, it looks like Car-2-Go may move on and work with other cities who have expressed a serious interest.

VI. Introduction to the NEV Final Report

Wally Siembab, SBCCOG

Due to time constraints, this item will be put on a future agenda.

VII Project Updates

Wally Siembab, SBCCOG

Due to time constraints, this item will be put on a future agenda.

- BEV Demonstration Project
- NOD Feasibility – Compass Project
- Car2Go
- SCAG policies and programs

VII. LCWG Future -- Discussion

Due to time constraints, there was no discussion on this item.