

# South Bay Cities Council of Governments

## *Livable Communities Working Group*

Wednesday, June 19, 2013

2:30 to 4:30 p.m.

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

### Agenda

#### **I. Welcome & Introductions**

Attendees: Rebecca Cutting (Torrance), Erica Graves (Blue Zones Project), Eric Haaland (Manhattan Beach), Gregg McClain (Hawthorne), Pam Townsend (Hermosa Beach), Saied Naaseh (Carson), Jeff Weckstein, Jacki Bacharach, Wally Siembab, David Magarian, Rosemary Lackow (SBCCOG)

#### **II. NEV Demonstration Project – First Review of Final**

Wally Siembab, SBCCOG

Jacki announced that Wally will be making a presentation of the NEV Demonstration Project at the next COG Board meeting on June 27<sup>th</sup> and at a special COG hosted special event on Monday, July 29<sup>th</sup> from 4-6 p.m. The purpose of the July 29<sup>th</sup> event is to show that there is a demand for NEVs and discuss strategies for overcoming market challenges. Speakers will include Dan Sperling and Matt Miyosota from AQMD. Today the Working Group will view the draft presentation and provide a critique in advance of the first presentation at the COG Board meeting.

Wally proceeded with a Power Point that is a summary of the NEV Demonstration Project. Members of the group commented throughout the presentation.

The Slides reviewed covered the following:

- Summary of what the project entailed (fleet, time frame, number of drivers, households and GPS monitoring)
- Photos of the fleet vehicles;
- Prior research from 2004 – 2012;
- Why the study? Over-arching goal to transition secondary vehicles to electric, to reduce gas consumption in the South Bay area.
- Specific questions: Will people drive LUV's? Will there be an economic and environmental benefit? Will deployment be feasible?
- Findings: Yes, people will drive NEVs, and Number 1 use: dropping people off, and local commutes. Criteria pollutants cut drastically for aggressive drivers, between 10-15 million gallons of gas can be saved per year.
- Deployment: Chicken or egg dilemma: does the roll out of vehicles come first, or infrastructure to support their use? Consumer demand or manufacturer supply?

- “Chicken or Egg” initiatives: a) vehicle manufacturer produces low priced sturdy no frills NEV (like the GEM) b) more wide use of “sharrows” on roads with speed limit 35 mph, c) public education funded regarding “right-sizing” (the right vehicle for the trip)
- “Chicken or egg” issues for infrastructure: Making level 1 charging available at work, shopping and hot spots; Increasing State subsidies for small battery EVs (as opposed to current subsidies based on battery size).
- Relationship with SB 375
- Relationship to public transit
- Findings of Study

Group comments included: the question as to whether 100,000 gallons would be too much to claim (gas savings estimated) and perhaps that slide title should be changed; whether the term “right-sizing” is the best term to use (sometimes a large SUV may be an appropriate vehicle for many passengers). Regarding public education tools, it was pointed out that the UC Davis on-line tools project is not going well so the COG (David Magarian) is actually developing the tool.

Wally thanked everyone for their comments.

### **III. SCAG Sustainability Grant Applications Submitted**

Hawthorne, Hermosa Beach and SBCCOG

Presentations were made regarding the Hawthorne and Hermosa Beach applications, both of which are of the category “Active Transportation”

- Hawthorne Project: Gregg McClain provided a handout fact for the “Crenshaw Station Area Active Transportation Plan and Overlay Zone”. The project location is the Crenshaw Green Line station and a radius outward of ¼ mile. Land uses in the project area are a mix of residential (mainly north of the 105), commercial (big box and strip retail) and industrial (“Project X” facility). The purpose of the project is to “develop a plan for infrastructure improvements that will lead to more walking and cycling between the Crenshaw Green Line Station and a major employment center within a half mile, and between the employment center and nearby retail/dining destinations used heavily by employees at lunch and after work.”
- Hermosa Beach: Pam Townsend reported on the City’s project which was undertaken as a UCLA senior project that studied and suggested various actions that can be taken to achieve carbon neutrality, based on a time frame of 2045 – 2075. This will dovetail with the City’s Climate Action Plan.
- SBCCOG submitted under the Compass program
- Beach Cities Health District: Erica Graves working on the “Blue Zones Project” reported on a proposal for South Bay Bicycle corrals (6-8 clustered bike racks) to be located in Riviera Village. The idea of bike corrals (there is a similar one on Main Street in Santa Monica) is to create the users (of bicycle mode) first at destinations, as opposed to infrastructure such as bike paths, which are often very controversial. They would involve a lot of public input. Erika also reported that the

- City of Redondo Beach is considering adopting a “Living Streets” program/policy. It was suggested that the City include in such a program, a policy to be open to new technologies, and Erika stated she would mention this when she met with City staff.

A brief discussion followed, and it was noted that Hawthorne would be starting on its existing Compass grant in the Fall, and they have hired the planning firm MIG. Wally reminded everyone of SCAG’s June 25<sup>th</sup> “Toolbox Tuesday” which will be about how to conduct (and compile metrics for) bike counts.

#### **IV. Municipal PEV Readiness – New Resources Available**

Jeff Weckstein, SBCCOG

Due to lack of time, this item will be carried over to a future meeting.

#### **IV. Project Updates**

Wally Siembab, SBCCOG

- BEV Demonstration Project – is underway
- NOD Feasibility – Compass Project – At the next meeting RBF Consulting will make a report
- Car2Go: Jacki updated that there is still uncertainty with Torrance.

#### **V. Other Business – None**