

Local Travel Network Vision March 2019

Strategy for reducing traffic congestion and criteria pollutants affecting South Bay residents; and, for reducing the GHG emissions that drive climate change.

In December 2018, the South Bay Cities Council of Governments (SBCCOG) received a sustainable transportation planning grant from Caltrans to plan a “Local Travel Network.” This grant will allow the SBCCOG to build on Metro’s conceptual master plan entitled [“Slow Speed Network Strategic Plan for the South Bay” \(Civic Projects, September, 2018\)](#) with the specificity to qualify for implementation funding in 2020. This “Vision” summarizes the project for stakeholders and the interested public.

The South Bay Local Travel Network (LTN) is a strategic response to several dynamic factors affecting the sub-region:

- Increasing congestion
- Invasion of dockless e-scooters which has divided communities for and against
- Need to provide safe infrastructure to accommodate whatever devices will emerge from the increasingly fragmented mobility marketplace
- Need to accelerate the transition to electric mobility in order to combat climate turbulence
- Need to make access to electric mobility more equitable by facilitating the least cost options on the market.

The South Bay Local Travel Network (LTN) will address all of those factors. It will consist of a system of low speed streets designated to accommodate shared use by zero emission local use vehicles (LUVs) – modes that are specialized for short range (up to 25 miles) and slow speeds (not faster than 25MPH), and that can be electric drive, human powered or some combination of both.

LUVs include neighborhood electric vehicles (NEVs), e-scooters, e-skateboards, e-bikes, Segways, hover boards and the entire class of human powered devices (1,2,3 and 4 wheel cycles, push scooters, roller skates, etc.). Innovation in the LUV space, also known as “micro-mobility,” is expected to continue for years to come.

LOCAL GOVERNMENTS IN ACTION

The SBCCOG's extensive Research and Demonstration program (R&D) discovered that 70% of South Bay household trips average 3 miles or less, and 90% average 10 miles or less. Those distances are well within the range of the LUVs. The long-term vision for the LTN is that it will be used for a substantial portion of the 90% of trips that are local.

There are approximately 600,000 private vehicles in the South Bay, about 275,000 are the second or third car in a household. The goal is for most of those secondary cars to, over time, be replaced by one or more LUVs.

While the current approach to micro-mobility services is dockless and rent-by-the-minute, other arrangements are likely as the space expands into other devices. At some level of usage it will be more economic for households to purchase an e-scooter or e-bike. NEVs will most likely be privately owned or shared by residents of an HOA or apartment building. Devices on a subscription basis are coming.

In summary, the LTN will be the first local government step toward implementing an ecosystem to support the safe expansion of micro-mobility. Its design will include:

- Designated routes that provide access to centers of employment, education, health care, retail malls, and other commercial destinations. The goal is for all neighborhoods to have direct access to the network, especially senior communities, disadvantaged communities and places that are "speed islands" (neighborhoods surrounded by streets with speed limits faster than 35 MPH).
- Signage and other wayfinding devices and media from maps to smart phone apps, with a more or less uniform design across cities.
- Parking arrangements to accommodate a variety of devices at the scale expected. For example, dockless will not scale-up well. Just as freeway speed cars have parking lots, so will LUVs have corrals or docks wherever destinations are clustered.
- Charging access, especially Level 1. The combination of parking and charging may provide an opportunity for public-private partnerships with rental companies and a source of revenue from accommodating those devices that are owned or controlled by subscription.
- Rules for using the South Bay LTN, including for the parking and charging components,.

Planning for the LTN will not only prepare for what's coming next but, more importantly, will help shape what society needs to happen next – and that is rapid absorption of affordable EVs that will safely meet the needs of 90% of the household trips taken while reducing congestion and GHG emissions.