

Thoughts on an SCS for South Bay Cities

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Transportation Performance Research 2004-2008

- 4 Center neighborhoods
- 4 Corridor neighborhoods
- Travel surveys
- Regression analysis
- Case studies

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Challenge Requires a New Approach

- Standard practice is to *forecast and allocate*.
- Need is to *test and verify*.

Marlon Boarnet UCI

Guiding Principle

- Land use-transportation strategy embedded in SB 375, Compass Blueprints, and transportation models involves increased residential density around transit nodes; and in mixed use configurations in targets of opportunity.

SCS: Two Reactions

- Defense - avoid getting it wrong
- Offense – try getting it right

Defense – In General

- The knowledge base, models, and data will not be available within the mandated time frame to effectively apply land use policy as a TDM strategy in the myriad of contexts found in Southern California and throughout the State

The conditions in the SB will not support the proposed strategy

- The SB sub-region (15 cities plus city and county) is physically the size of Portland, Ore., but with twice the density and none of the rail transit
- There is political resistance to additional residential density – not a surprise given the existing high density levels.

South Bay Conditions

- The South Bay is built out
- Projects tend to be developed on relatively small parcels – large changes will be hard to accomplish
- Yet density increases marginally with every project

Transit in the South Bay will not support the proposed strategy

- Current transit is poor with long headways and insufficient coverage
- No major transit investments are planned within the existing time horizon of 2025
- What improvements with what level of investment would increase mode share to 10%, 20%, 30%, 40%?
- Transit service *metrics* are needed to compare sub-regions -- *TSI*

Research Findings Don't Support Proposed Strategy

- Our research into the factors that determine South Bay neighborhood transportation performance found that:
 - Residential density was not a factor in success.
 - Vertical mixed-use was also not a success factor
 - Commercial concentration was a factor in success
 - Functions (NAIC) matter more than buildings

More Findings

- Mixed use centers create walking opportunities for the local residents...
- ... at the cost of importing up to 10 times more visitors from beyond walking distance...
- ...all of whom drive there.

Offense

Developing a strategy that fits current conditions and consistent with a test and verify approach. This will be published in July as a strategy for improving South Bay neighborhood transportation performance.

Its main elements are:

Spatial Relationships

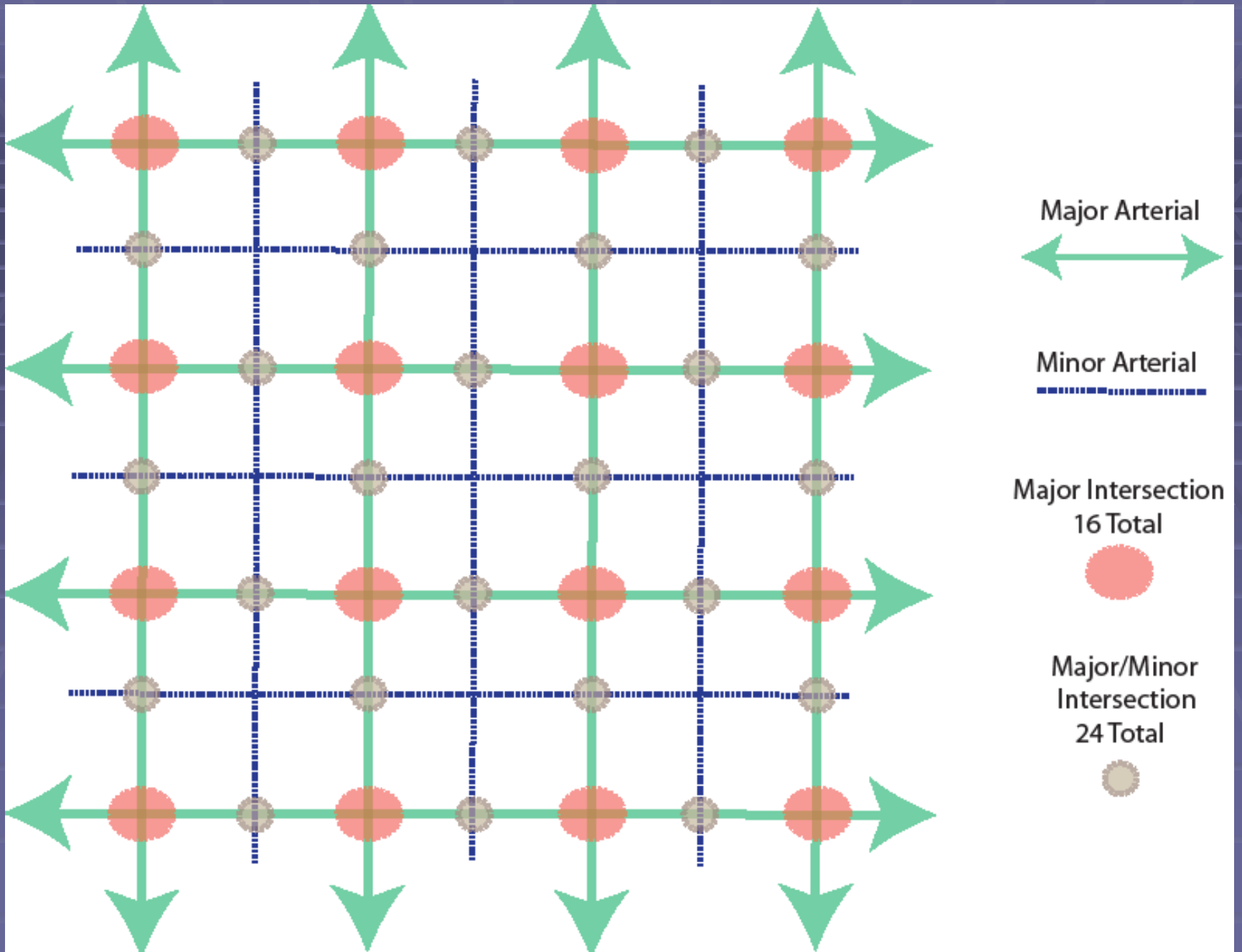
- In order for land use and transportation to work together to reduce auto trips there must be an 80% (plus or minus) MATCH (not a numerical balance) between jobs, houses and services within some target distance (J-H-S Match)

Distance

- That target distance should be within the comfortable radius of a low cost, personal transportation option – this would be NEVs or LUVs as we are calling them. Three to four miles would work.
- Small, short range, low speed is a policy choice consistent with comprehensive functionality within 3-4 miles; reduce parking & street congestion, increase local trip capture, reduce market areas

Land Use

- A suburban village overlay of say 3 square miles should be the planning frame where “smart” development would be used to contribute to the J-H-S match
- However, development should be seen as the functions it accommodates more than the buildings it produces -- issue is *spatial distribution of functionality*



Transportation

- Transportation within each *Overlay Village* would come from walking, NEVs, competitive private common carriers, and short haul public services like DASH or innovative on-demand services
- Public transit would also provide rapid, long haul connections to all other sub-regions
- A vigorous car-sharing operation would also play a role

Transportation – Land Use

- *Mixed mode streets* are much more important to reducing auto use than *mixed use buildings*

NEV Deployment

- AQMD is funding a 2 year demonstration – LUV Project (Local Use Vehicles) in the South Bay
- SBCCOG is seeking funding for large scale expansion



Conclusion

- We need support to test and verify our own strategy -- supported by our sub-regional knowledge base
- Foster innovation by giving it credit
- For SCS we need transportation models that are sensitive to a different set of parameters than in current practice