Vision of the SB in 2030 South Bay Sustainability Strategy

Senior Services Working Group March 27, 2017

How we got here 14 year R&D program on LU and T

Overview of the process that began in 2003

- 1. 8 neighborhood research produced findings and data
- 2. Data synthesized into South Bay Sustainability Strategy -- Neighborhood Oriented Development (NOD), adopted 2010
- 3. Proof of the NOD Concept
 - Mobility NEV: Demonstration w/findings and data
 - Mobility BEV: Demonstration w/findings and data
 - Land Use Marine Ave. re-development simulation
- 4. Express NOD strategy in terms of public sector actions for Climate Action Plans

Findings Summary

- Trips are short; 70% less than 3 miles
 - Virtually all of them driven in full speed gasoline fueled vehicles
- Destination density businesses per acre –is the key variable to more walking
 - Low density strip commercial works for auto travel
- Composition of the destination clusters is also a factor in attracting trips (e.g., grocery, restaurants are essential)

South Bay Sustainability Strategy

- Increase destination densities in a system of neighborhood centers
 - Business density not building density
 - All HHs within ½ mile of neighborhood center, with 49 of them within 3 miles
 - Technology facility that adds to the center's functionality by providing access to means of production (3D printing) and virtual access to remote destinations (health care, education)
- Electrify the vehicle fleet (easier with short trips Local Use Vehicles)
 - LUVs can be advanced with minor infrastructure investments
 - Educate households to use vehicle that fits the trip
- Gradually convert commercial strips to medium density housing
 - Similar to the process of replacing old buildings with housing in faded industrial areas

Network Service 1, 10, 100 Gig/Sec



Open Data



Smart Agriculture



Smart Retail



Smart Home



Smart Mobility





Education



SMART CITY

Smart Health



Smart Government



Smart Grid/ Smart Energy











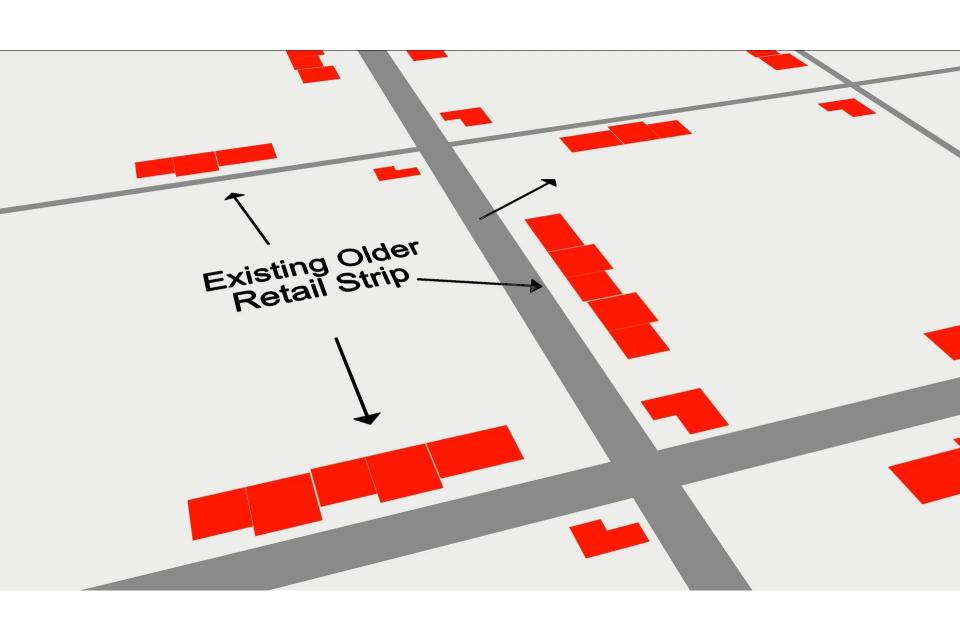


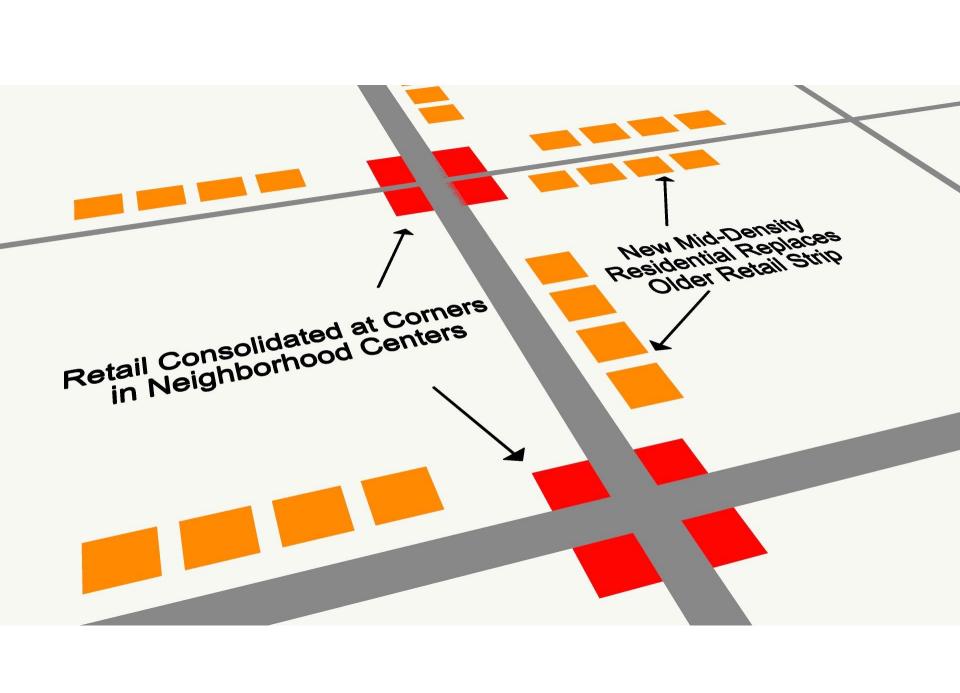


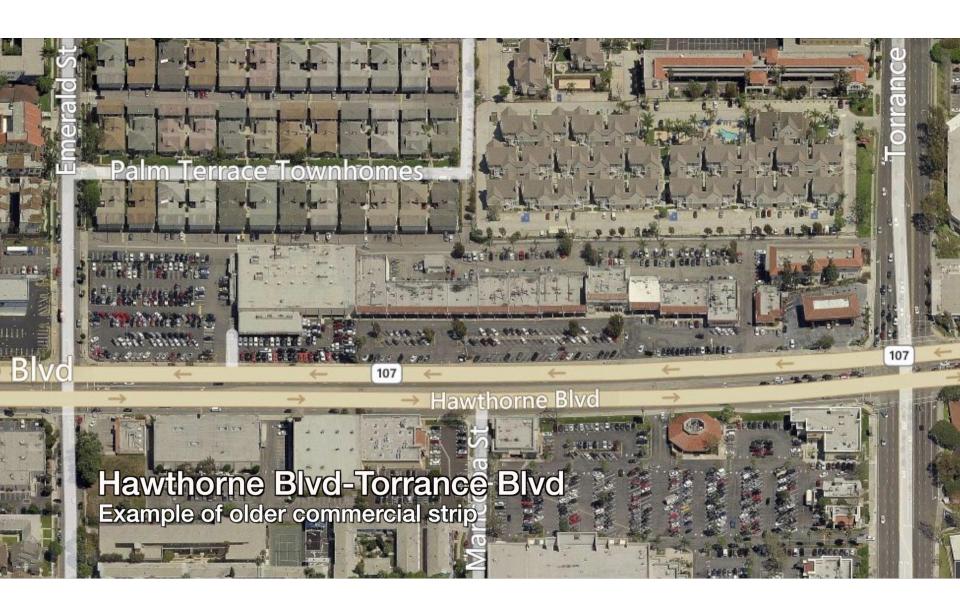
REGIONAL DIAGRAM

EXISTING COMMERCIAL DEVELOPMENT





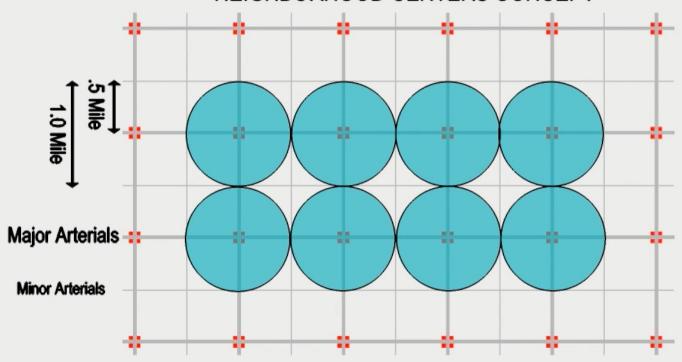


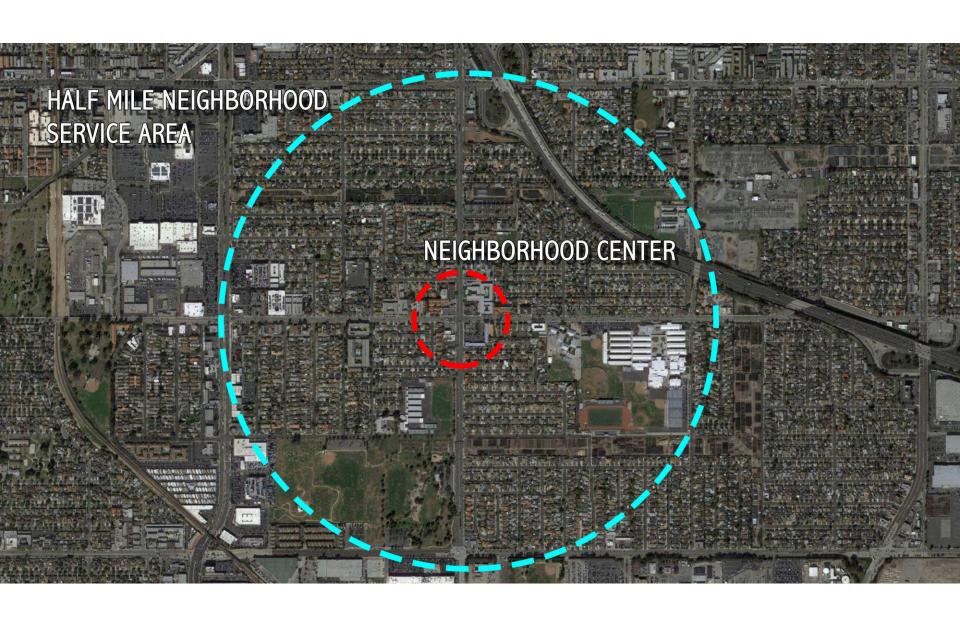


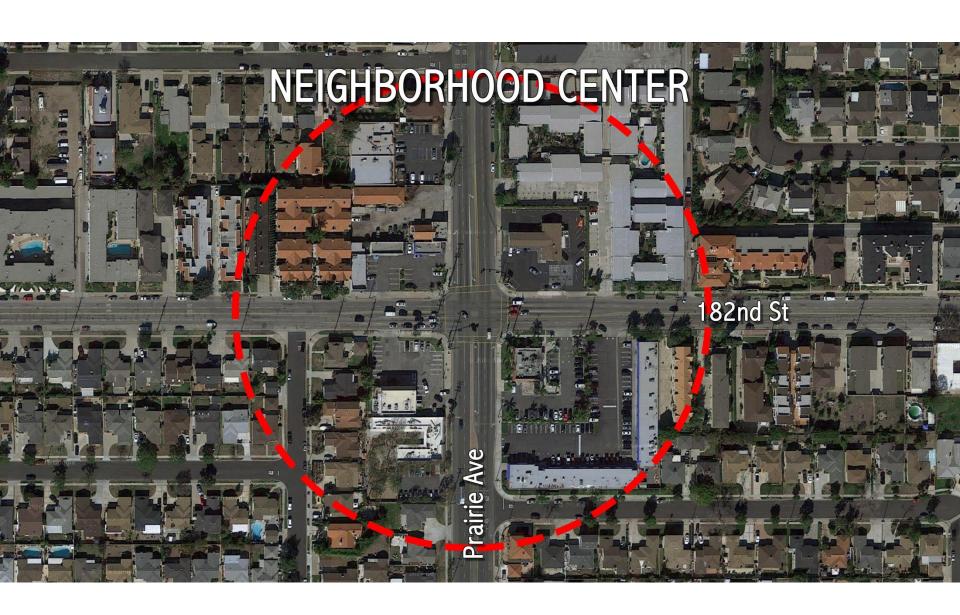




REGIONAL DIAGRAM NEIGHBORHOOD CENTERS CONCEPT

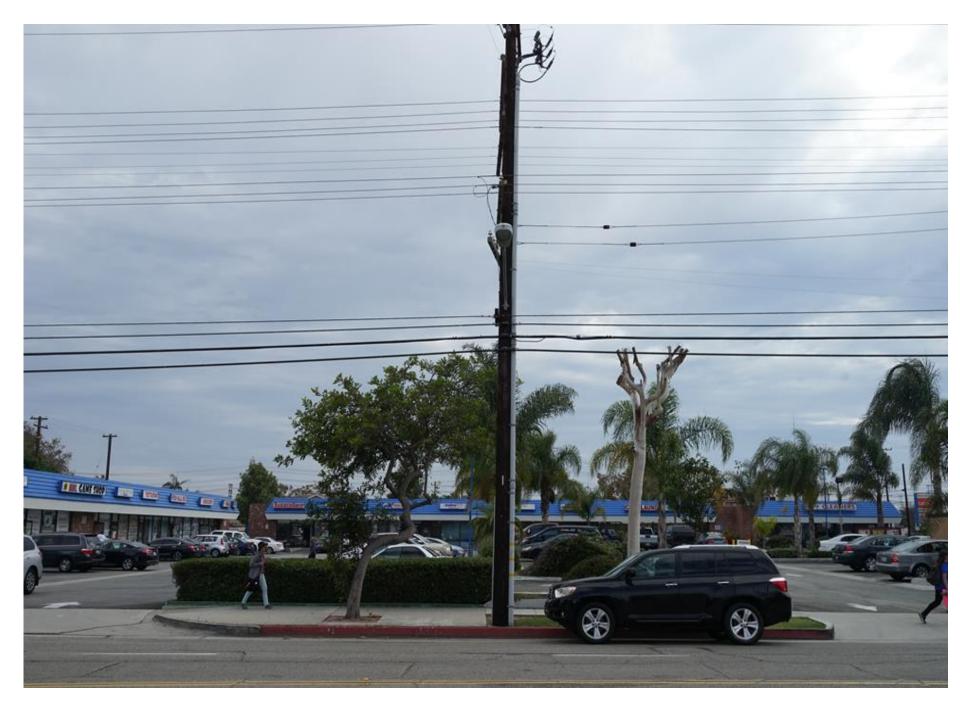
























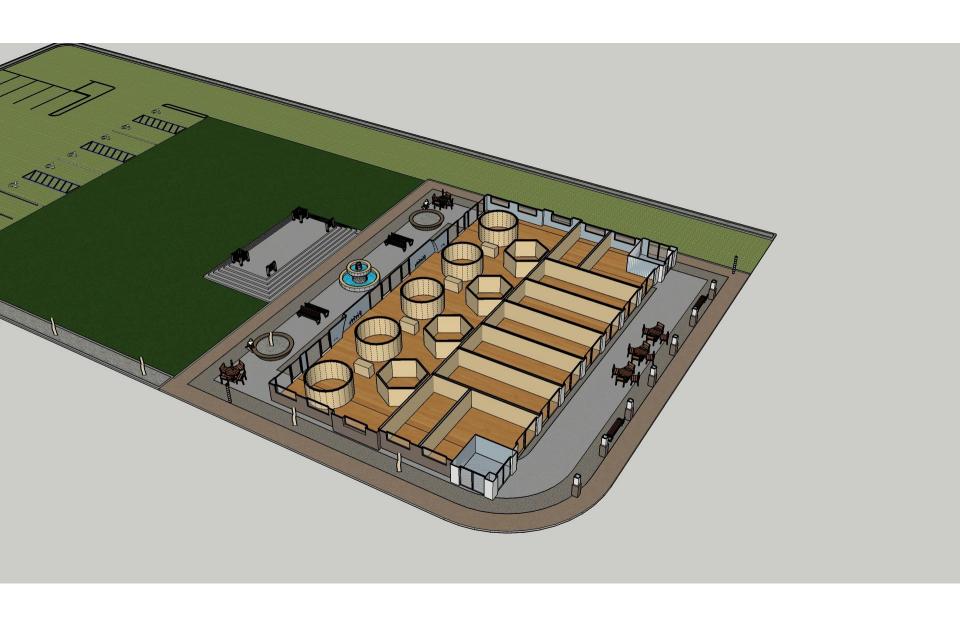




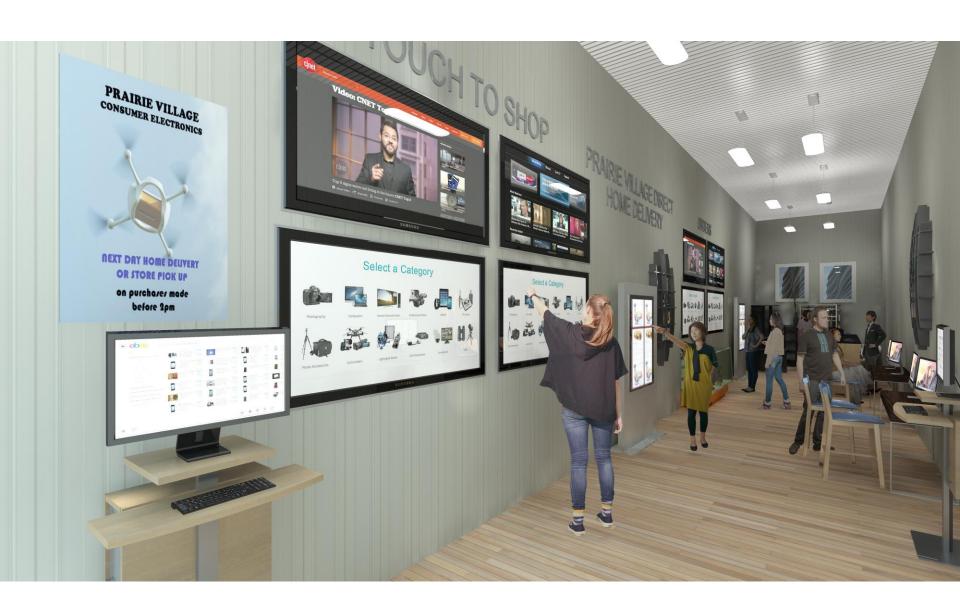


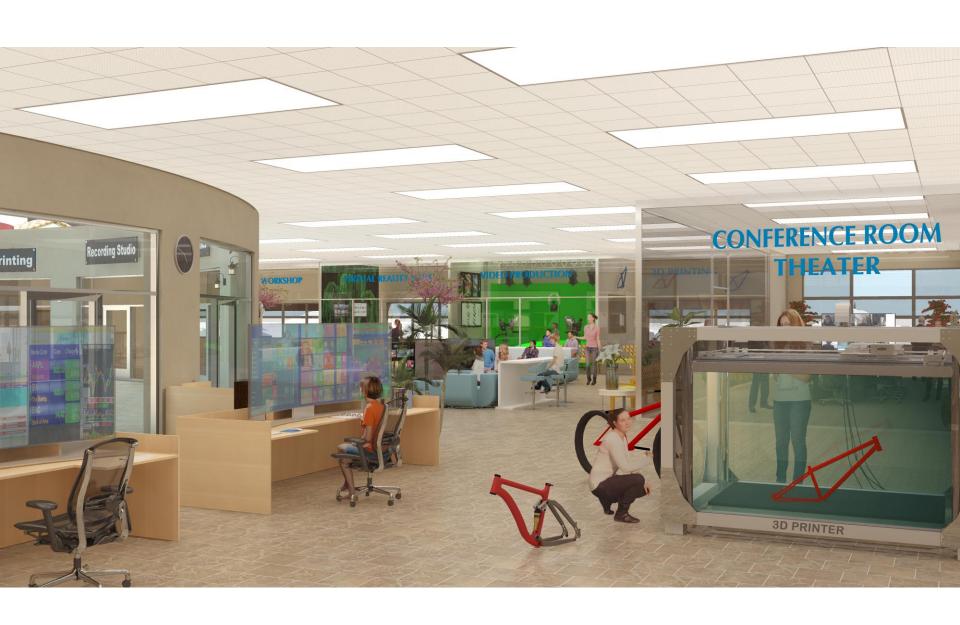












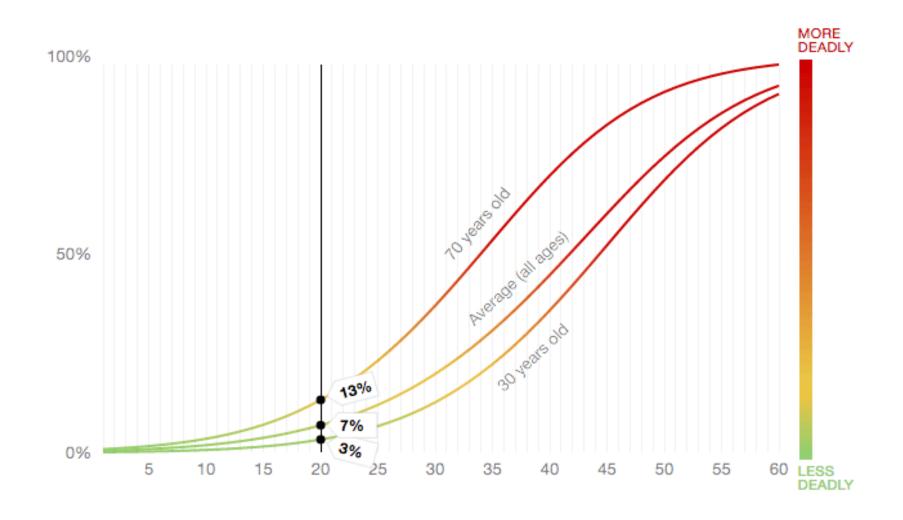


Mobility Issues

- Electrify all passenger vehicles
- Local Use Vehicles (LUVs) are the key short range and slow speed (UK: 20 is plenty)
- Slow speed network designation by cities and 110V charging are keys to LUVs (SBCCOG currently planning a slow speed network)
- Impact on seniors
 - Able to continue driving?
 - Safer from accidents!

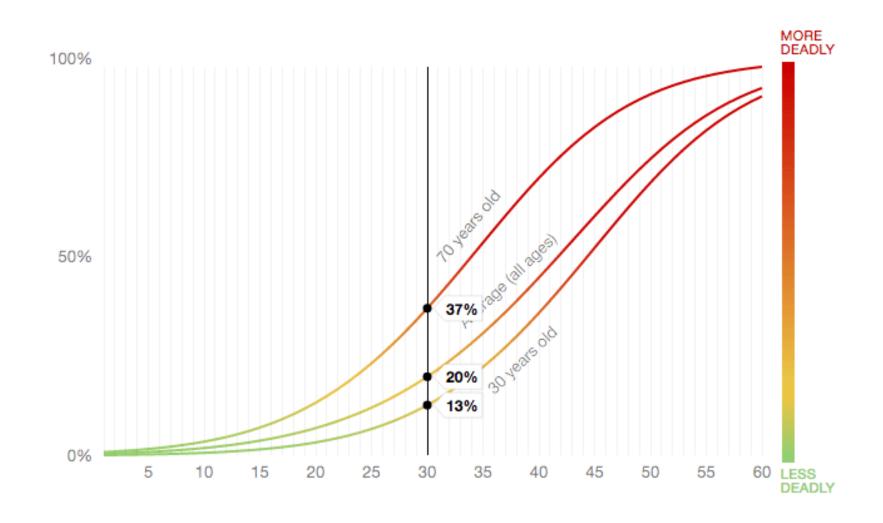
The Chance of Being Killed by a Car Going 20 mph

Roll over the curved lines to see the risk at any speed



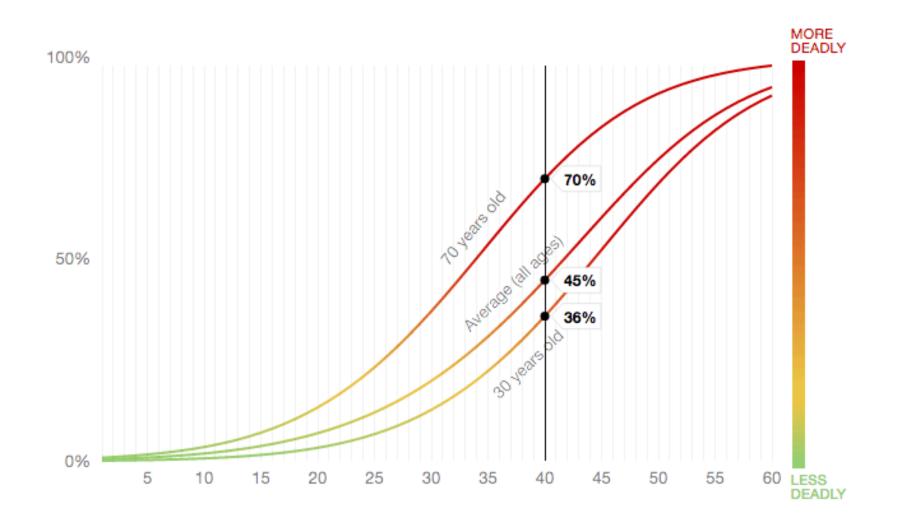
The Chance of Being Killed by a Car Going 30 mph

Roll over the curved lines to see the risk at any speed



The Chance of Being Killed by a Car Going 40 mph

Roll over the curved lines to see the risk at any speed



Technology Issues

- Comfort with technology interfaces brought about by more robots and other forms of AI.
- Protection from scams (can you hear me?, lifelike AI just around the corner)
- Dependence for an array of vital services (food shopping, health care
- Opportunities to benefit (social, recreation, financial)

Neighborhood Centers

- Principle: Any thing or process that can be digitized can be made to appear anywhere
- What services do you want and where do you want them? Envision an actual place or two for a demo of the technology component of the neighborhood center.
- What are technology needs of senior community?

2017 LUTCAP 2030 South Bay

Your opportunity to participate



