

Towards a Micro-Mobility Eco-System: The South Bay Local Travel Network

California Transportation
Commission

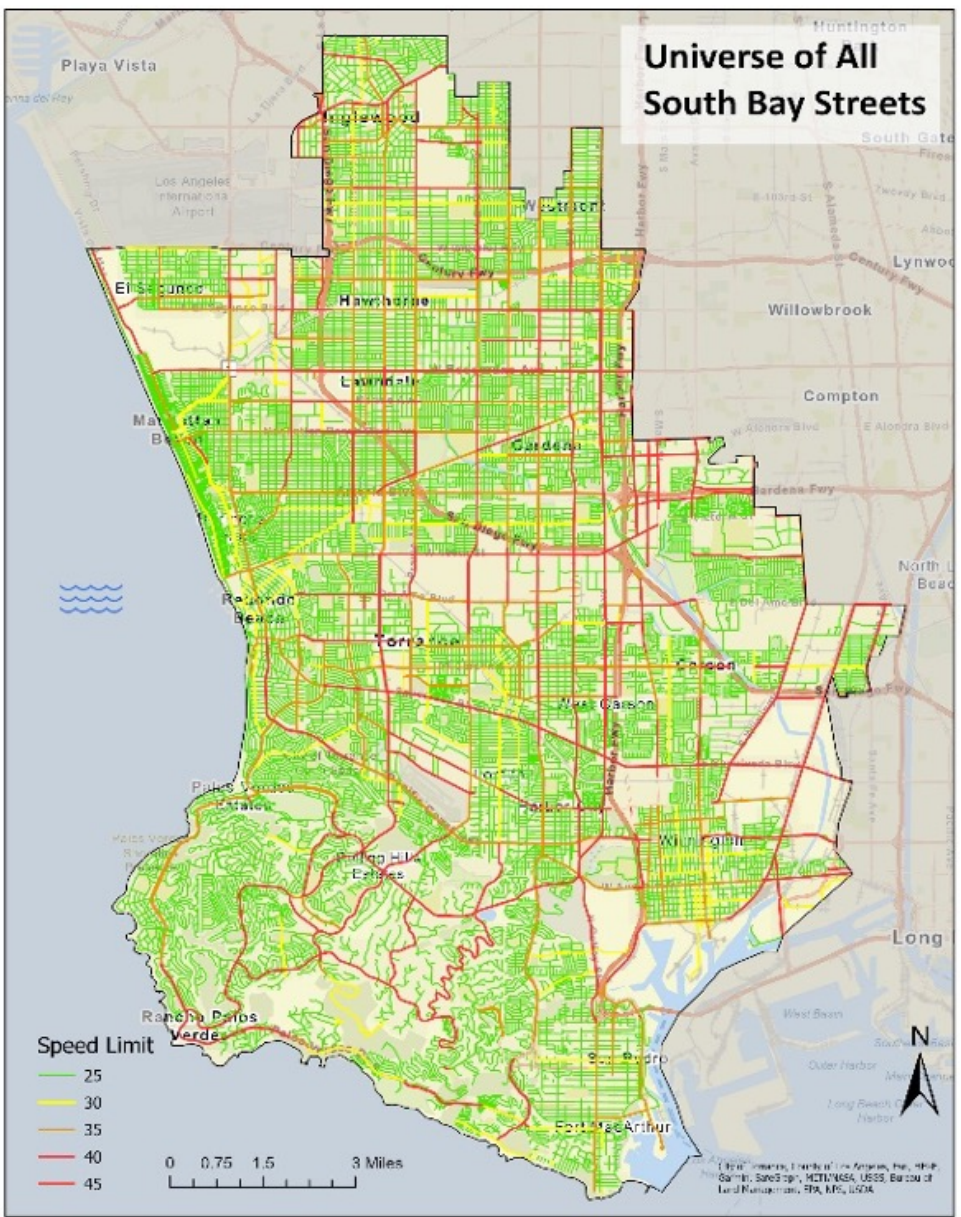
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South Bay Local Travel Network

- *A 243-mile route-network overlayed on the South Bay's 2,000 miles of streets in order to provide safe routes for residents to reach frequent destinations*
- *Routes carefully chosen from low speed, low volume streets in order to safely facilitate mixed modes*
- *Street markings with branded wayfinding signs*

Universe of All South Bay Streets



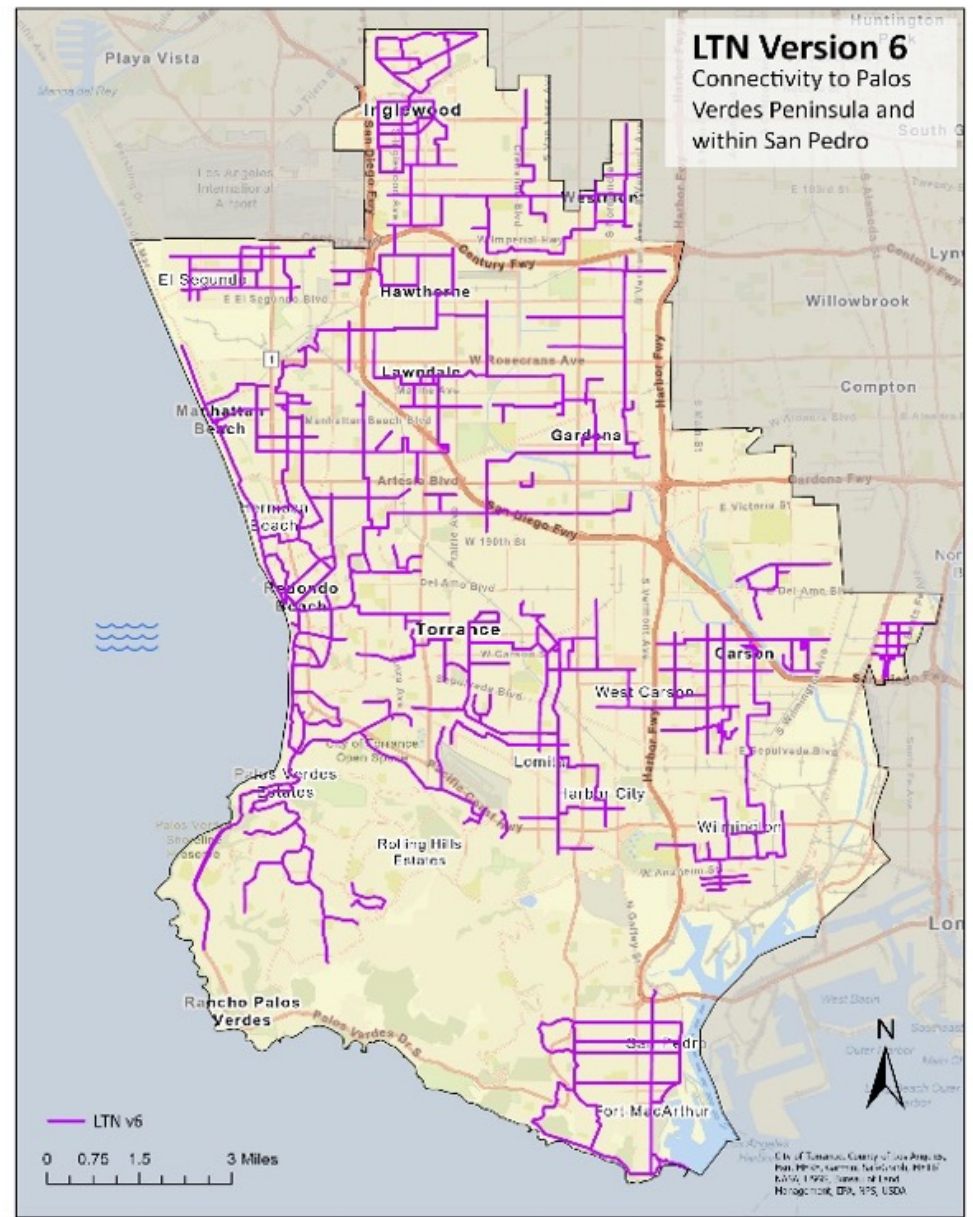
**Refinement:
2000 Miles of South Bay
Streets to
243-Route Miles for
Local Travel Network**



*“Connecting Neighborhoods to
Neighborhoods to
Destinations”*

*Crossings at Controlled
Intersections*

**LTN Version 6
Connectivity to Palos
Verdes Peninsula and
within San Pedro**



Zero Emission Micro-Mobility Modes on Local Travel Network



OPTION 3

Rolling Turtle



Local Travel Network



Branded Wayfinding



Why Build for Micro-Mobility...Why Now?

Sustainability

Accessibility

Safety

Equity

Congestion Relief

Cost Effective

Micro-Mobility: Resident Benefits

- **Satisfies mobility needs**
 - 70% of trips are local – less than 3 miles
 - 90% are less than 10 miles -- within range
- **Safe** due to slow speed
 - Maximum speed varies from 10 to 25 MPH
 - Low mass, low impact
- **Equitable** -- affordable zero emission mobility
 - Low purchase cost relative to a personal vehicle - \$1,500 to \$12,000 – used half price
 - Low maintenance costs
 - Low fueling costs
- Delivers **high quality** mobility service
 - Door to door, on-demand

Micro-Mobility: Society Benefits

- Reduce **congestion** on major arterials by spreading the traffic out into neighborhoods at very low volume (currently 80% traffic on 20% of streets)
- Improve **air quality** by eliminating cold starts and use of more ZEV modes
- Reduce **GHG emissions** through electric drive
- Supports **public transit** services
 - First/last mile – reduce demand for rail feeder services
 - Mobility hubs increase service speed by reducing local stops
- Very low-cost **infrastructure investment without long lead times**
 - No construction costs
 - Level 1 charging, L2 not required.
- Makes **housing** more affordable
 - Reduce household mobility costs freeing budgets for housing costs
 - Reduces construction costs by allowing limited space for parking
 - Incentivizes planners and project developers to locate goods and services near or as part of the local travel network

Micro-Mobility: Community Benefits

- *Access to lower cost zero emission mobility*
- *Vehicles designed for mobility-challenged*
- *First/Last Mile services*
- *Improved Street Safety for local trips*
- *Improved Air Quality*
- *Reduced GHG Emission*

The Opportunity & The Challenge

Where Does Micro-Mobility Fit in Terms of Transportation Strategies, Policies, and Allocation of Resources?



Changes to Policy

- Add the option for designated slow speed networks to the Caltrans “Complete Streets” definition
- Acknowledge micro-mobility as a mode and an ecosystem – Examples:
 - Advocate for DMV to track unlicensed micro-mobility devices
 - Collect data on micro-mobility use and incorporate findings into planning documents.”

Funding Needs

To SBCCOG for pilot projects, scalable to other jurisdictions

- Pilot “Drive what you need Tool”
 - Pilot “Ride and Drive” events
 - Public education programs
 - Pilot “mobility hubs” in DACs
 - Pilot traffic monitoring system to evaluate impact on arterials and LTN
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- Expand ZEV rebate programs to include a broader range of micro-mobility devices beyond e-bikes
 - Advocate broadening criteria for Strategic Growth Council Affordable Housing Sustainable Communities program to include micro mobility ecosystem in addition to transit adjacency

QUESTIONS?

Thank You!

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