South Bay Watch

PLANNING FOR A LOCAL TRAVEL NETWORK IN THE SOUTH BAY

L isens and Rick and Lefty, oh no! How many people are very familiar with these new micro mobility devices and how these devices are changing our lives? Though such vehicles started as a bit of a novelty, it’s fascinating that people are beginning to embrace them. Electric scooters or electric-bikes they’ve seen in other areas of the world, such as Asia, have put bans or moratoriums in place to prohibit these vehicles. As such, all South Bay Cities have put new rules and regulations in place to allow these services from operating until such time as they can be deployed in a safe and regulated way.

Though it is in the early stages, there are still many questions for these types of Local Use Vehicles (LUV) to be answered. To answer that question, the South Bay Cities Council of Governments was recently awarded a two-year grant. The objective of the grant is to develop an initial conceptual study that wasn’t commissioned by the South Bay Cities Council of Governments. The project goal is to plan a local travel network for getting around the South Bay. To consult on this project, the South Bay Cities Council of Governments recently selected a consultant team to perform this study. The consultant team brought the opportunity to form a “back-bone” travel network for getting around the South Bay.

The challenge for Local Use Vehicles is that they range from self-driven vehicles that have speed limits of 25 miles per hour, such as electric scooters, to those that can travel the same distance at higher speeds. Therefore, trying to find and just the right solutions for all areas is the main challenge. There are different vehicle for every type of person, age or ability. The difficulty is to find modes that work best in different circumstances and conditions.

That travel network is evolving and quickly growing to meet the demand of commuters who want to be active, fast and get from one place to another. The “muni-mobility” it’s not so straight-forward. The challenge for Local Use Vehicles is that they range from self-driven vehicles that have speed limits of 25 miles per hour, such as electric scooters, to those that can travel the same distance at higher speeds. Therefore, trying to find and just the right solutions for all areas is the main challenge. There are different vehicle for every type of person, age or ability. The difficulty is to find modes that work best in different circumstances and conditions.

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S A N I T I O N D I S T R I C T S B E G I N C O N S T R U C T I O N

The Sanitation Districts of Los Angeles County operate and maintain the Joint Outfall System (JOS), the master sewer system that discharges up to 700,000 million gallons of wastewater daily. The Joint Outfall System (JOS) is the largest wastewater treatment plant in the system. Closed-loop water from JWPCP is converted into a raw sewage or treated wastewater effluent that is then conveyed to the existing ocean outfalls at 7-mile, 18-foot diameter in Carson, where a shaft is being built to lower the tunnel boring machine (TBM) to the starting-depths. All vadose and drainage tunnels will be removed at that stage. A temporary shaft will be constructed to the starting-depths of the existing tunnels. The work will be 50-50 that of current state of the art. Tunneling is expected to begin in 2020, and be complete by 2024. The project will be completed by the end of 2026.

Construction will begin in the fall of 2020. Tunnel boring will begin in 2021. The tunnels are not built and will be closed at a point for service and maintenance. The tunnels are not built and will be closed at a point for service and maintenance. The tunnels are not built and will be closed at a point for service and maintenance. The tunnels are not built and will be closed at a point for service and maintenance. The tunnels are not built and will be closed at a point for service and maintenance. The tunnels are not built and will be closed at a point for service and maintenance.
What does a person experiencing homelessness look like? We tend to think of a ‘typical’ homeless person as being a group of people who are living on the streets, but overall homelessness is characterized by significant diversity. People who experience homelessness can be coupled with a lack of taxable income.

- Some individuals do not have an income. An unmet essential service, loss of a job, divorce or separation, or drug or alcohol use, mental health challenges, domestic violence, eviction, medical emergency or medical illness, or family problems can become insurmountable.
- Some groups of people may be more likely to become homeless. Some groups of people who are at an increased risk for becoming homeless include people of color, and children oftentimes may live in crowded housing and may experience homelessness due to fixed incomes, increased rents, and a lack of affordable housing. Children on their own are at increased risk for homelessness.
- Other groups of people include those who experience multiple episodes of homelessness. According to the experts, these individuals make up approximately 30% of those experiencing homelessness. These are individuals who experience homelessness and are forced to cycle in and out of stable housing. The permanent loss of housing is at the heart of a complex problem with an incredibly difficult solution.
- Children on their own have been referred to as the most vulnerable segment of society.
- More information and resources, please visit the SBCCOG’s app on your smartphone, tablet, or computer.

MANY FACES OF HOMELESSNESS

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Jon Rodman grew up in southern New Jersey, and graduated from Brunel University in London with a degree in Human Geography. He joined the social services industry almost 20 years ago in a variety of roles and management positions. After moving from New York to Southern California in 2015, Jon joined the L.A. Metro team as a geographer.

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The City of Torrance has received a grant from the California Green Business Network (CAGBN), which provides resources to businesses to help them become more environmentally sustainable and reduce their carbon footprint. The City of Torrance is in the process of implementing the best management practices that will reduce pollution and conserve resources, and a number of other “green” practices that help the City of Torrance reduce its environmental impact.

The City of Torrance is committed to reducing pollution and conserving resources. The City of Torrance has partnered with the port and the Torrance Office of Economic Development to implement green business initiatives. The City of Torrance is committed to reducing pollution and conserving resources. The City of Torrance has partnered with the port and the Torrance Office of Economic Development to implement green business initiatives. The City of Torrance is committed to reducing pollution and conserving resources. The City of Torrance has partnered with the port and the Torrance Office of Economic Development to implement green business initiatives.

One example is as follows:

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Many Faces of Homelessness
What does a person experiencing homelessness look like? How do we respond to a “Topic of Conversation” when there are groups of people who experience homelessness in different ways? The SBCCOG has conducted studies on different characteristics of all homeless persons coupled with a lack of false labeling.

Homelessness does not discriminate. An unpaid mortgage, loss of a job, divorce or separation, drug or alcohol use, mental health issues, or various situations can have a significant impact on an individual, leaving him unstable and in need of support. Homelessness can quickly become evident on a city sidewalk, in a local park or on a transit vehicle.

We would like to see the entire condition on the front – those who are sleeping rough on the streets. We need to keep in mind that a person may be too ill to be able to afford a decent place to sleep and find their children. Women are vulnerable to becoming homeless because they tend to earn less than men. Children or the elderly are more likely to live in poverty because they tend to earn less than men or are retired.

The SBCCOG is a 501c3 nonprofit organization that provides needs help, please use the Los Angeles County Homeless Supportive Services Oversight Committee website.

FACES OF THE SBCCOG – STEVE LANTZ

Steve Lantz is the Transportation Director for the SBCCOG and is responsible for leading the Development and Transportation, the SBCCOG’s flagship bus and rail initiatives. He is also the SBCCOG’s liaison to L.A. Metro and Caltrans.

Steve was very much directing the SBCCOG’s role in developing, delivering and maintaining the Metropolitan Southern California Transit Authority (MARTA), which now serves approximately 900,000 passengers a day. Steve also served as the SBCCOG’s representative on the Green Line South rail extension, the I-105 ExpressLane, and the SBCCOG’s liaison to L.A. Metro and Caltrans.

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Volunteer Spotlight

Jon Romdan, The Man Behind The Maps

As a man who has become an essential part of the fabric of the South Bay Coalition to End Homelessness (SBCCOG)’s Planning and Research team, Jon Romdan, a retired Mattel employee with 42 years of experience in marketing and management, is the lifeblood behind the maps. Since January of 2018, he has been working on a South Bay and Los Angeles County-wide community and neighborhood inventory map for the SBCCOG in partnership with the South Bay Regional Transportation District (SBRTD). Jon has also been working on a project of gathering social media, web-based open data, and city databases to create a map of the South Bay, including emergency services, schools, and parks. “I enjoy the combination of science and art that goes into making a map and I enjoyed the challenge of a project that was completely new to me and that I had to learn from the ground up. At Jon’s previous job at the end of the day, I could leave and go home, but here I could not have completed the project without Jon, and I look forward to how he will be able to continue to bring new skillsets to his role.”

In Jon’s own words: “The SBCCOG has been an interesting experience for me. I have been able to use GIS skills in a new way and I have been able to use some GIS experience I had in the past to help with some new projects.”

Jon was born and raised in Torrance, California, and graduated from the University of Illinois at Urbana with a degree in Business Administration. He started his career in industry in 1977 and joined the SBCCOG in 2018 to work on a variety of projects, including the South Bay Regional Transportation District (SBRTD) project, the South Bay Regional Mobility Plan, and the South Bay Regional Environmental Justice Plan. Jon has been an integral part of the SBCCOG team, helping to create maps that are used to inform and guide decision-making processes across the South Bay.

Even though Jon is a GIS expert, he is not the only one working on the project. The SBCCOG team is made up of volunteers who are passionate about ending homelessness in the South Bay. They work closely with Jon to ensure that the maps are accurate and up-to-date. The team is made up of people from all walks of life, including students, retirees, and working professionals.

The SBCCOG’s mission is to create a community that is free of homelessness by developing and implementing effective strategies and programs that are guided by data and evidence-based practices. They work closely with other local and national organizations to ensure that they are meeting the needs of the community.

Jon is a shining example of how the SBCCOG is able to bring together people from different backgrounds to work towards a common goal. He is a testament to the power of collaboration and the importance of community. With Jon’s help, the SBCCOG is able to create maps that are used to inform and guide decision-making processes across the South Bay. The SBCCOG is proud to have Jon as a part of their team and looks forward to his continued contributions.
CLEARWATER PROJECT

The Clearwater Project will protect local waterways by addressing shoreline erosion and constructing a tunnel to transport water from the JWPCP to a location at Royal Palms Beach in San Pedro via two tunnels and is then conveyed to Royal Palms Beach. The project is the first of a number of projects being planned to begin in 2016 to better understand the environmental and经济社会 needs of the region. The tunnels will be at least 50 feet in diameter, with the larger tunnel having a diameter of 60 feet. The tunnels will be built under public rights-of-way (streets). Depending on the overlying soil conditions, the tunnels are expected to be 60 and 80 years old, respectively, at the end of their service life. The existing tunnels (52 and 54 feet in diameter) are 60 and 80 years old, respectively, and are nearing the end of their service life. The existing tunnels will not be able to accommodate peak storm flows.

PROJECT DETAILS

The project is estimated to cost $650 million, but the JWPCP is expected to recover its costs through the sale of treated water. The project is expected to begin construction in 2016 and finish in 2026. Public outreach to schools will start this year at the JWPCP, and the district will continue to monitor the progress of the project.

SCHOOL OUTREACH

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SANITATION DISTRICTS BEGIN CONSTRUCTION OF THE CLEARWATER PROJECT

The Joint Water Pollution Control Plant (JWPCP) is the largest wastewater treatment plant in the region. Closed in December 2013 for $20.5 billion (on 417-foot basement and $35 billion in services to the community), the JWPCP provides an important service to residents and businesses.

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