

Parks, Recreation and Community Services Commission Special Meeting Joint Session with Parking and Transportation Commission Meeting Agenda Announcement

In-Person Public Comment is now Available

On September 16, 2021, Governor Newsom signed into law Assembly Bill 361, which allows Brown Act bodies to attend meetings telephonically. Please be advised that some, or all, Parking and Transportation Commissioners or Parks, Recreation and Community Services Commissioners may attend this meeting telephonically.

View live: Thursday, August 25, 2022 at 6:30 p.m.

- Online: via Zoom
- In-person at City Hall Council Chambers, 13230 Penn Street, Whittier, CA 90602

Public Comment Options:

- Email: pubwks@cityofwhittier.org
 - Please submit public comments by 5:30 p.m. on the date of the meeting to ensure Commissioners receive and have time to review them.
- Live Audio via Zoom:
 - Only those members of the public who have 'raised their hand' on Zoom will be in the queue for speaking.
- Phone Call-in: Dial 1 (669) 444-9171 (Meeting ID: 833 6772 4345)
 - Press *9 to 'Raise Hand' and then *6 to unmute yourself when prompted.
- In-person in the City Hall Council Chambers:
 - When public comments begin, please line up by the podium so that the presiding officer knows how many speakers are in the queue. Speakers must limit their comments to three minutes. Please note, by order of the presiding officer, public comment minutes may be reduced if a surplus of public speakers are present at the meeting.

Zoom: Please ensure your software is up-to-date and raise your hand when public comments commence. Login at 6:30 p.m. and raise your hand.

- Smart Phone App or Computer:
<https://us06web.zoom.us/j/83367724345>
 - Use 'Raise Hand' feature.
- Meeting ID: 833 6772 4345

Americans with Disabilities Act

Disability-related services are available to enable persons with a disability to participate in this meeting, consistent with the Federal Americans with Disabilities Act of 1990. Spanish interpreters are also available. For information or to request services, please contact the Public Works at least 24 hours in advance of the meeting at (562) 567-9500.

**AGENDA
SPECIAL MEETING JOINT SESSION
CITY OF WHITTIER
PARKS, RECREATION AND COMMUNITY SERVICES COMMISSION
WITH THE
PARKING AND TRANSPORTATION COMMISSION
COUNCIL CHAMBERS, 13230 PENN STREET
AUGUST 25, 2022, 6:30 PM**

1. CALL TO ORDER

2. ROLL CALL

Elizabeth Apodaca, Commissioner
Delia Morales, Commissioner
Robert Sera, Commissioner
Joseph Westrup, Commissioner
Don Mrla, Vice Chair
Kevin Kennedy, Chair

Laurie Perschbacher, Vice Chair
David Gonzalez, Commissioner
Alex Mendoza, Commissioner
Ricardo Izquierdo, Commissioner
Art Revueltas, Commissioner

3. PLEDGE OF ALLEGIANCE

4. PUBLIC COMMENTS

The public is invited to address Parking and Transportation Commission regarding any item of business, with the exception of the public hearing items, or any matter within the body's subject matter jurisdiction. Speakers must limit their comments to three minutes. Pursuant to State law, the Commission cannot take action or express a consensus of approval or disapproval on any oral communications which do not appear on the printed agenda.

5. STAFF REPORTS

5.A. Whittier People Mover Study Presentation

Recommendation: Receive and provide feedback on the People Mover Study and the preliminary stakeholder and community comments.

6. SECRETARY COMMENTS

7. COMMISSIONER COMMENTS AND CONFERENCE REPORTS

8. ADJOURNMENT

Disability-related services are available to enable persons with a disability to participate in this meeting, consistent with the Federal Americans with Disabilities Act of 1990. Spanish interpreters are also available. For information or to request services, please contact the Parks, Recreation and Community Services (PRCS) Department at least 24 hours in advance of the meeting at (562) 567-9400.

The agenda packet is available three days before the meeting in the PRCS Department at City Hall (13230 Penn Street), Whittier Central Library (7344 Washington Avenue) and East Whittier Branch Library (10537 Santa Gertrudes Avenue). Additionally, the agenda packet can be viewed on the City's website. Materials distributed to the Parks, Recreation and Community Services Commission within 72 hours of the Commission meeting are available for public inspection in the PRCS Department's Office.

Los servicios relacionados con la discapacidad están disponibles para permitir que las personas con discapacidad participen en esta reunión, de conformidad con la Ley Federal de Estadounidenses con Discapacidades de 1990. También hay intérpretes en español disponibles. Para obtener información o para solicitar servicios, comuníquese con el Departamento de Recreación y Parques al Servicio a la Comunidad al menos de 24 horas antes de la reunión al (562) 567-9400.

El paquete de la agenda está disponible tres días antes de la reunión con El Departamento de Recreación y Parques al Servicio a la Comunidad en el Ayuntamiento (13230 Penn Street), Biblioteca Central de Whittier (7344 Washington Avenue) y Biblioteca sucursal del este de Whittier (10537 Santa Gertrudes Avenue). Además, el paquete de la agenda se puede ver en el sitio web de la Ciudad. Los materiales distribuidos al Comisión de parques, recreación y servicios comunitarios dentro de las 72 horas de la reunión del Concejo Municipal están disponibles para inspección pública en la con El Departamento de Recreación y Parques al Servicio a la Comunidad.

I hereby certify under penalty of perjury, under the laws of the State of California that the foregoing agenda was posted in accordance with the applicable legal requirements. Regular and Adjourned Regular meeting agendas may be amended up to 72 hours in advance of the meeting. Dated this 22nd day of August 2022.

/s/ Roxanne Gonzalez

Roxanne Gonzalez, Administrative Secretary



Agenda Report

Parks, Recreation and Community Services Commission

Date: August 25, 2022

To: Parking and Transportation Commission
Parks, Recreation and Community Services Commission

From: Virginia Santana, Director of Parks, Recreation and Community Services
Michelle Chapman, Senior Civil Engineer

Subject: Whittier People Mover Study Presentation

RECOMMENDATION

Receive and provide feedback on the People Mover Study and the preliminary stakeholder and community comments.

BACKGROUND

In March 2019, Brookfield Development sought to amend the Development Agreement (D.A.) for their project, The Groves at Whittier. As part of the amended D.A., Brookfield agreed to provide \$100,000 to help fund a study of potential routes for a small-scale circular transit operation that would connect The Groves, PIH Health Hospital, Whittier College, Uptown, and Hellman Park.

In September 2021, City Council awarded the People Mover Study to IBI Group, Irvine (IBI) to analyze the potential implementation of the transit operation.

IBI provided an online community survey and held a stakeholder meeting on November 11, 2021, to present the survey results. The survey was used to identify mobility needs, typical routes people take to their destinations, barriers to travel and non-automotive forms of transportation, and opportunities to improve travel in the study area.

Initial stakeholder and community survey feedback has indicated that most respondents are interested in a people mover option to serve discretionary travel such as a neighborhood café, access to local service/retail, and gym/exercise facilities. Respondents are interested in improved weekend and evening services along with destinations that are outside the daily commute.

DISCUSSION

City Council's initial vision for a prospective Whittier People Mover included considering Autonomous Vehicle Technology for connecting the Uptown Whittier core with lifestyle, recreation, and employment areas such as The Groves, Hellman Park, Whittier College, and PIH Health Hospital.

The project team has focused their feasibility analysis on identifying mobility needs and transportation gaps in the Uptown Whittier area to define the parameters of a people-mover service. The team has additionally analyzed the capabilities of a range of autonomous and human operated vehicles offered by industry providers. The autonomous vehicle field is changing rapidly, and yesterday's assumptions or knowledge may become rapidly outdated due to technological and regulatory changes. Since the beginning of this study, projects have been canceled or delayed due to the COVID-19 pandemic, economic uncertainties, supply chain issues, societal perceptions, and at least one major supplier of vehicles shutting down its operations. Current technology for automated vehicles has limitations regarding speed of travel such as navigating at sub-20 to 25 mph speeds along predetermined learned paths. As some of the access routes being considered would cross or require travel on higher speed arterial roads, technology may not coincide with routes of that nature.

IBI was tasked with providing a State of Industry/Best Practices Summary to give a snapshot in time of the rapidly changing autonomous vehicle field as well as key takeaways. Technical takeaways include speed limitations and extensive data collections and mapping to implement safely. Governance takeaways include insurance and liability as well as clearly defined regulations and responsibilities of the City to operate. Acceptability and Social Perception Takeaways include community buy-in, public safety and reliability response plans for maintenance issues.

The project team has brought this presentation to the Commissioners to utilize this opportunity to provide feedback on the project study efforts regarding use and intent of transit, potential routes, and potential technology.

FISCAL IMPACT

No Fiscal Impact associated with this report.

STRATEGIC PLANNING GOAL

- Maintain & Enhance Quality of Life
- Transparent & Open Government

ATTACHMENTS

- A. PowerPoint Presentation
- B. Online Community Survey Results

Whittier People Mover Project

City of Whittier



Parking & Transportation Commission
Parks, Recreation and Community
Services Commission



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August 2022

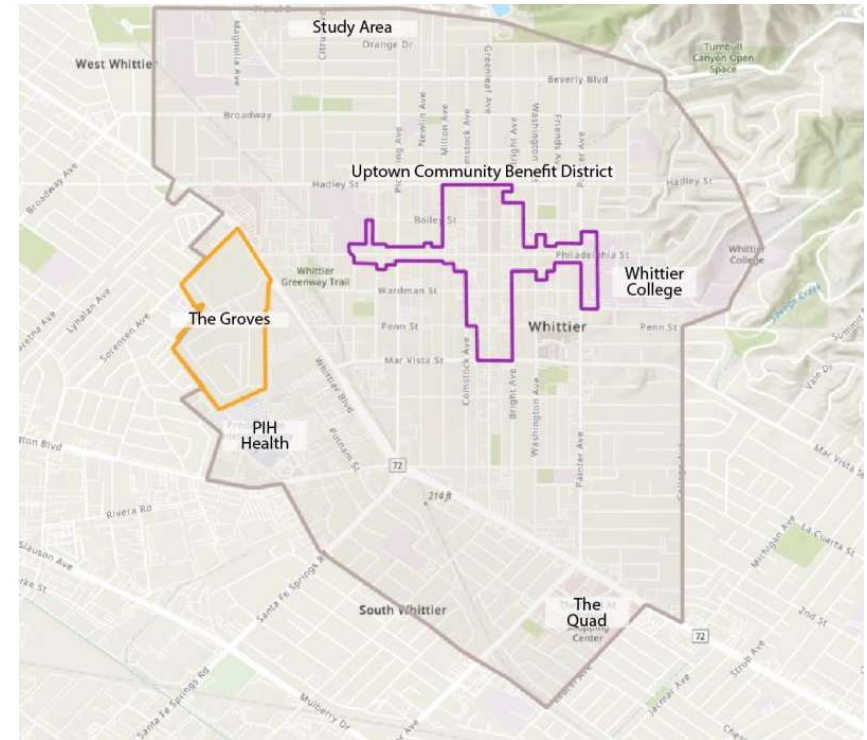
OVERVIEW OF PROJECT

Reflect City Council's Initial Vision

- Sustainable Circulator
- Automated Vehicle Service
- Connection to Uptown and New Destinations

Desired Outcomes of Implementation

- Provide for additional mobility options
- Reduce use of single occupancy vehicles/reduction in vehicle miles travels (VMTs)
- Reduction in greenhouse gas (GHG) emissions
- Address congestion and parking challenges
- Support/leverage future grant funding opportunities

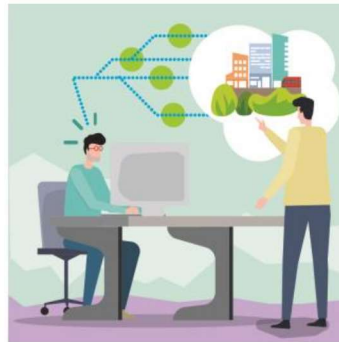
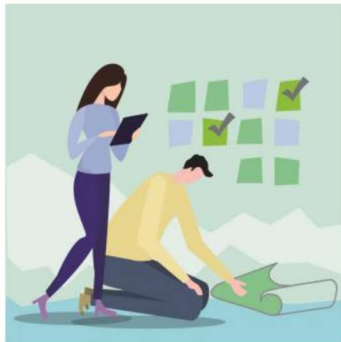


PROJECT WORK PLAN

- **Investigation** – Review and understand the unique conditions of the diverse and varied constituencies of the city’s study area including The Groves and Uptown Area.
- **Innovation** – **identify** and **analyze mobility solutions**, vet these with the community.
- **Solutions** – develop an **action** and **implementation plan**, describing proposed deployment plan and its benefits.

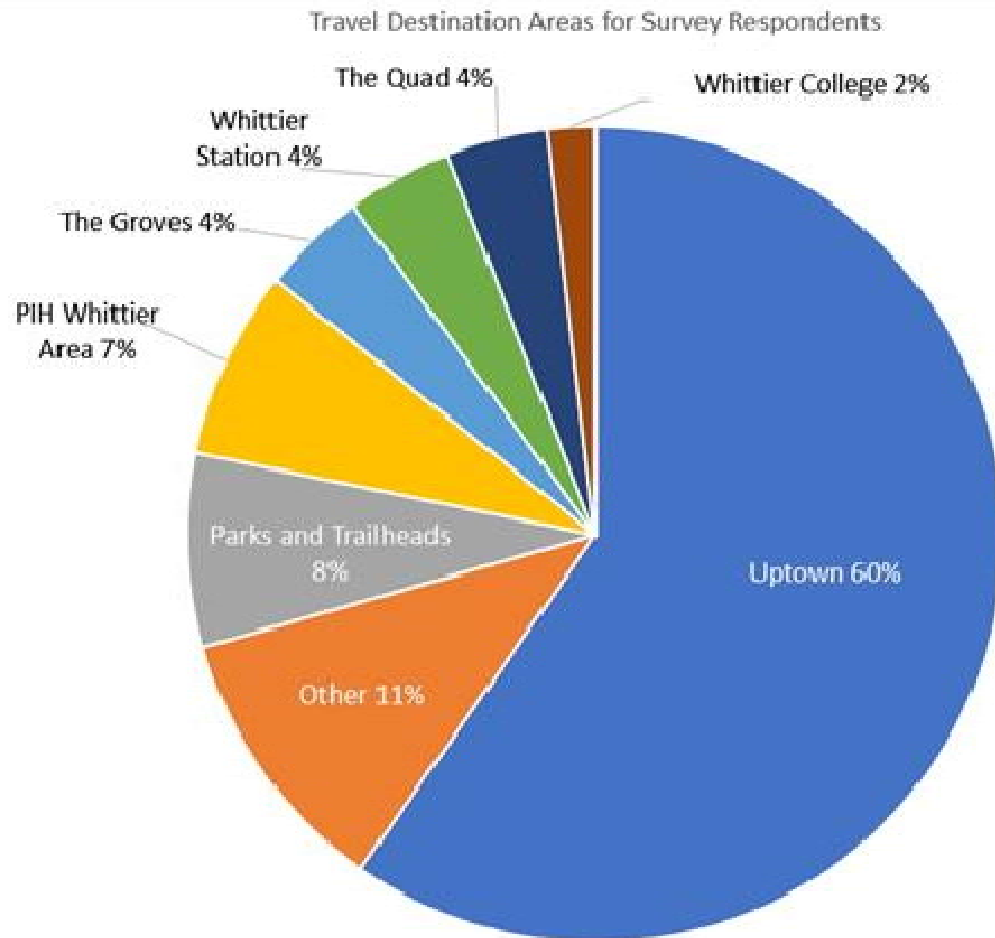
We
Are
Here

- Extensive and Interactive Stakeholder Engagement
- Learn from Peers
- Apply Industry Knowledge
- Look Ahead
- Be Pragmatic



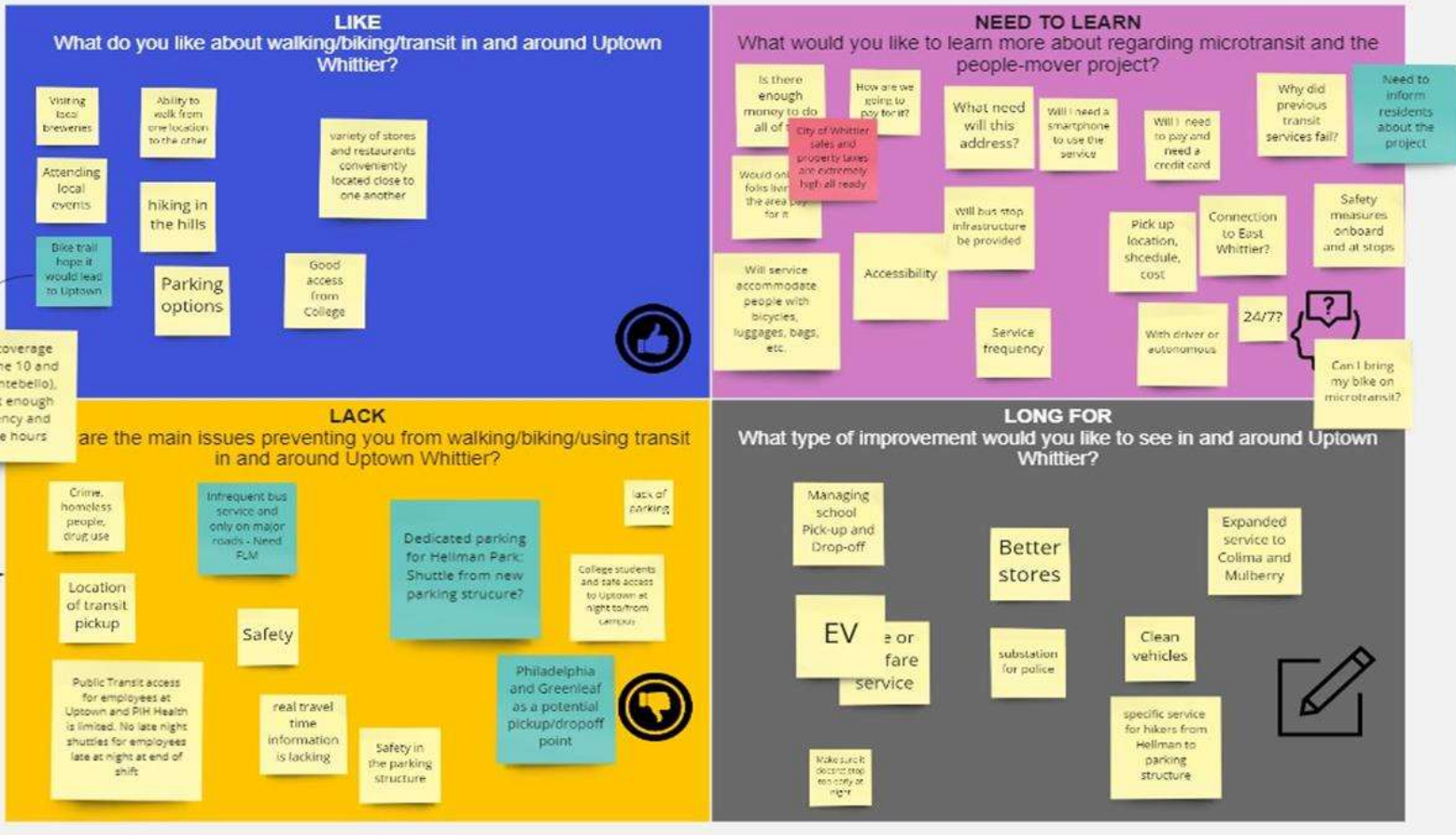
WHAT WE HEARD? COMMUNITY SURVEY

- Over 200 residents from across Whittier
- Service gaps in Uptown, along Whittier Boulevard, and at major intersections
- Interested in alternative travel modes for discretionary purposes
- Key concerns: pedestrian and bicycle safety, pedestrian accessibility, and congestion



WHAT WE HEARD? COMMUNITY & STAKEHOLDER MEETINGS

Whittier Community Meeting - November 10, 2021

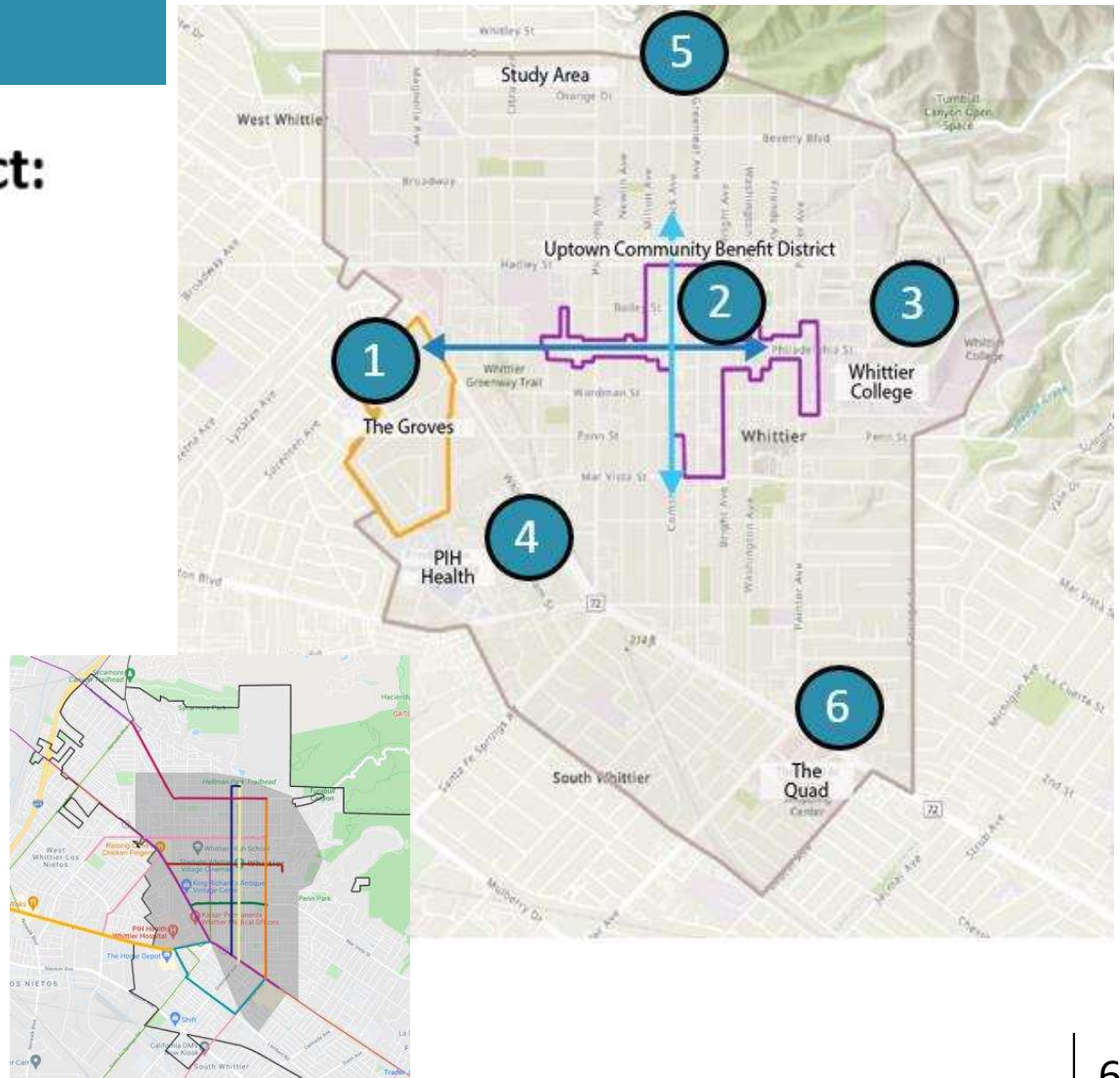


PROJECT STUDY AREA

Potential Corridors to Connect:

- 1 The Groves
- 2 Uptown
- 3 Whittier College
- 4 PIH Health
- 5 Hellman Park
- 6 The Quad

Higher-order transit →



SERVICE VEHICLE TECHNOLOGY

Autonomous Shuttle



SAN RAMON, CA



Microtransit Driver Shuttle



ANAHEIM, CA



Large Scale Driver Shuttle



LAGUNA BEACH, CA

SERVICE VEHICLE ALTERNATIVES

	On-Demand	Fixed-Route	Access via Whittier Blvd	Capital and Maintenance Costs	Reliability of Service
Autonomous Shuttle	✗	✓	✗	\$\$\$\$	✗
Microtransit Driver Shuttle	✓	✓	✗	\$\$	✓
Large Scale Driver Shuttle	✗	✓	✓	\$\$\$	✓

AUTOMATED VEHICLES

PROS

- Innovative Technology
- Attractive solution for industrial campuses, city centers and neighborhoods
- Driver/Operator is not required

CONS

- Significant deployment and operational costs
- Manufacturing of vehicles has declined
- Access to maintenance facilities
- 25 mph speed limitation
- Data collection and mapping required to run automated route
- Pedestrian v. vehicle interactions

NEXT STEPS

1. Upcoming Engagement
 - Stakeholder Outreach
 - Community/Public Meeting
2. Service Concept Refinement
3. Ridership Data
4. Identification of Preferred Approach



Whittier People Mover Project

City of Whittier



Questions / Comments



THANK YOU

Contacts:

City of Whittier - Michelle Chapman
mchapman@cityofwhittier.org

IBI Group - Steve Wilks
swilks@ibigroup.com



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August 2022



TECHNICAL MEMORANDUM

Online Community Survey Results

People Mover Project



Prepared for the City of Whittier
by IBI Group
January 4, 2022

Document Control Page

CLIENT:	the City of Whittier
PROJECT NAME:	People Mover Project
REPORT TITLE:	Online Community Survey Results
IBI REFERENCE:	136144
VERSION:	
DIGITAL MASTER:	
ORIGINATOR:	Eric Tunell
REVIEWER:	Catherine Thibault
AUTHORIZATION:	Steve Wilks
CIRCULATION LIST:	
HISTORY:	Revised: January 4, 2022

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1 Introduction

1.1 Study Purpose and Background

The genesis of this project dates to March 2019, when Brookfield Development sought to amend their Development Agreement for their project, The Groves, at the former Nelles property in Whittier. As part of the amended agreement, Brookfield agreed to help fund a study of potential routes for a small-scale circular transit route that would connect The Groves Development, PIH Health Hospital, Whittier College, Uptown, and Hellman Park. Brookfield also arranged a presentation to City Council on their partnership with Optimus Ride, a provider of shared autonomous vehicles.

As the first phases of The Groves residential and commercial developments are complete, City Council has adopted as one of its objectives for this fiscal year the study of potential routes for a “people mover” circular – the phasing in of a new alternate fueled automated transport system to bring shared ride innovation to the Uptown Whittier area.

In short, the City of Whittier is considering opportunities to enhance travel connectivity within a 1-2 mile radius around the Uptown Whittier/5 Points area between the new residential and commercial community known as the Groves in Whittier, and key activity centers in the Uptown Whittier area including Hellman Park, PIH Health Hospital, and Whittier College with onward connectivity transit options to the shopping malls located at the Quad and the Whittwood.

1.2 Project Objectives

Providing greater mobility access for residents to existing and emerging commercial areas, educational and medical facilities, and employment sites is a priority for the city’s leadership. To meet the accessibility needs of the residents, the city is interested in exploring the potential for an electric automated people mover to operate throughout the Uptown Whittier area connecting the Groves in Whittier, Whittier Marketplace, Hellman Park, Uptown Whittier, Whittier College and PIH Health Hospital (site for potential future Metro light rail station).

In addition to opportunities to provide additional mobility options, a Whittier People Mover service may: reduce the use of single occupancy vehicles; reduce vehicle miles traveled (VMTs); reduce greenhouse gas (GHG) emissions; and address congestion and parking challenges.

Key project objectives include:

- Definition of a study area and identification of key activity centers with data collection and analysis to support the selected area and centers.
- Profile existing transit conditions in the study area.
- Review planned future conditions for public transportation alternatives, to guide the definition of mobility alternatives in the study area.
- Review of study area's socio-economic data, demographics, and employment, as well as existing land use patterns, and planned and approved developments.
- Review of how the People Mover project facilitates intermodal movement of people and connectivity to local bus routes, bike trails, local shopping malls, and light rail service.

- Outline ridership data for a People Mover service consistent with the California Air Resources Air Board's California Climate Investments (CCI) quantification for Affordable Housing and Sustainable Communities (AHSC) Projects.

The project work plan encapsulates:

- **Investigation** – **Review and understand** the unique conditions of the diverse and varied constituencies of the city's study area including The Groves and Uptown Area.
- **Innovation** – **identify and analyze mobility solutions**, vet these with the community.
- **Solutions** – develop an **action and implementation plan**, describing proposed deployment plan and its benefits.

1.3 Survey Goal

The goal of the Whittier Community Survey was to identify mobility needs, typical routes that people take to their destinations, barriers to travel and to using non-automotive forms of transportation, and opportunities to improve travel in the project study area.

The survey was promoted through the City of Whittier's social media channels and digital newsletters and remained open for approximately one month, from the beginning of November 2021 to the beginning of December 2021. During that time, 292 individuals began a survey, and 194 completed and submitted a survey for review by the project team. This report focuses on the results that were submitted.

2 Survey Overview and Results

The following section summarizes the survey methodology and tools used to collect responses. The tool selected for the community survey was Maptionnaire, a web-based engagement tool that uses a combination of maps and survey questions to gather input from community members and key stakeholders. Through the platform, participants can provide specific feedback that is linked to a particular location, thereby providing accurate and specific information that is very useful to planners and policymakers. The technical team created a map that included layers to identify key boundaries considered by this study, including the City of Whittier, the Uptown Community Benefit District, and The Groves development. The overview map is illustrated in Figure 1 below.

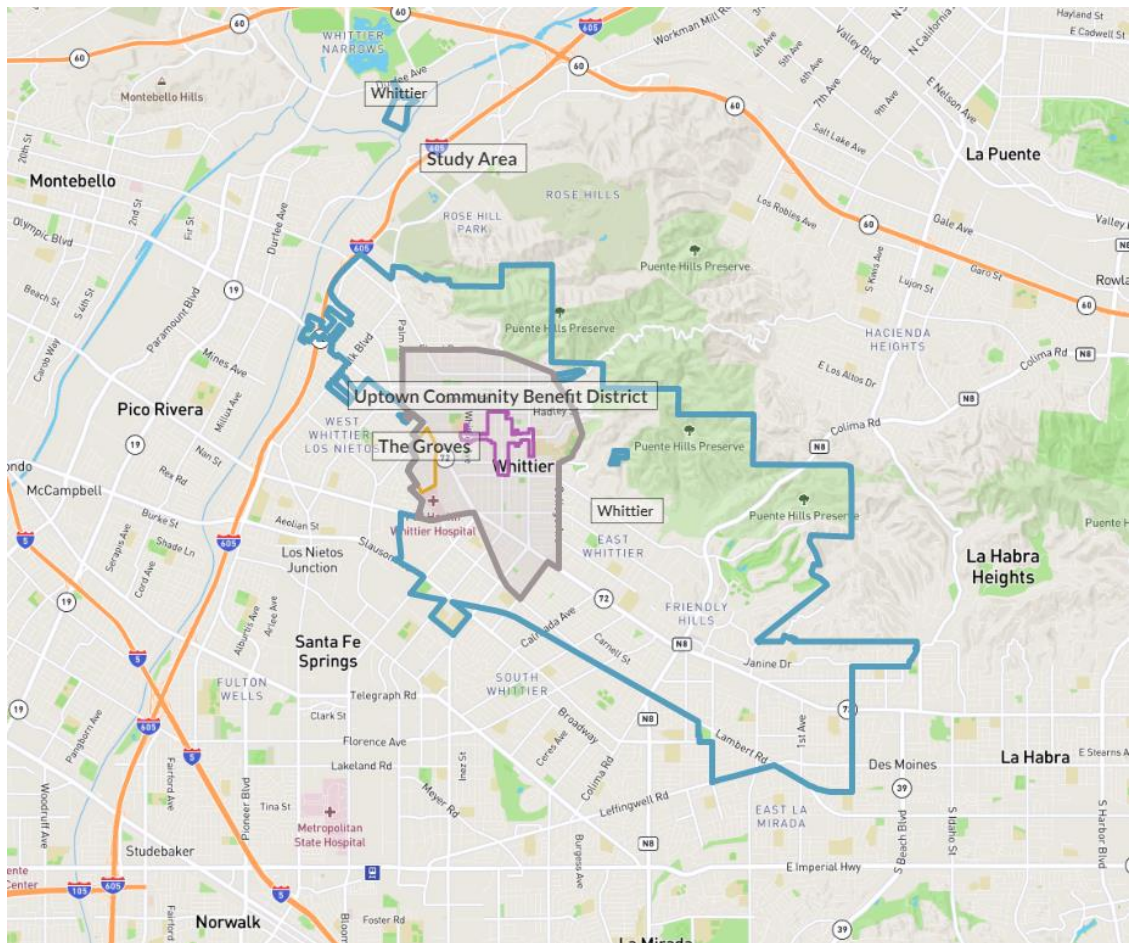


Figure 1: Community Survey Overview Map

2.1 Demographic Questions

The survey included two primary components: a series of demographic questions designed to assess who the survey reached, and a mapping exercise that asked participants to identify locations for mobility needs and improvements. The results of the demographic survey questions are listed below.

What is your age?

AGE	QUANTITY	PERCENTAGE
Under 18	0	0%
18-24	1	1%
25-34	20	11%
35-44	46	26%
45-54	36	20%
55-64	28	16%
65 or over	38	22%
Would rather not say	7	4%

What is your gender?

GENDER	QUANTITY	PERCENTAGE
Female	129	70%
Male	48	26%
Non-binary	0	0%
Would rather not say	8	4%

What is your household income?

INCOME	QUANTITY	PERCENTAGE
Under \$24,999	8	4%
\$25,000-49,999	11	6%
\$50,000-74,999	13	7%
\$75,000-\$99,999	28	16%
Over \$100,000	80	44%
Would rather not say	40	22%

Survey participants were also asked to identify their home location on a map of the study area. The results are illustrated in Figure 2 below.

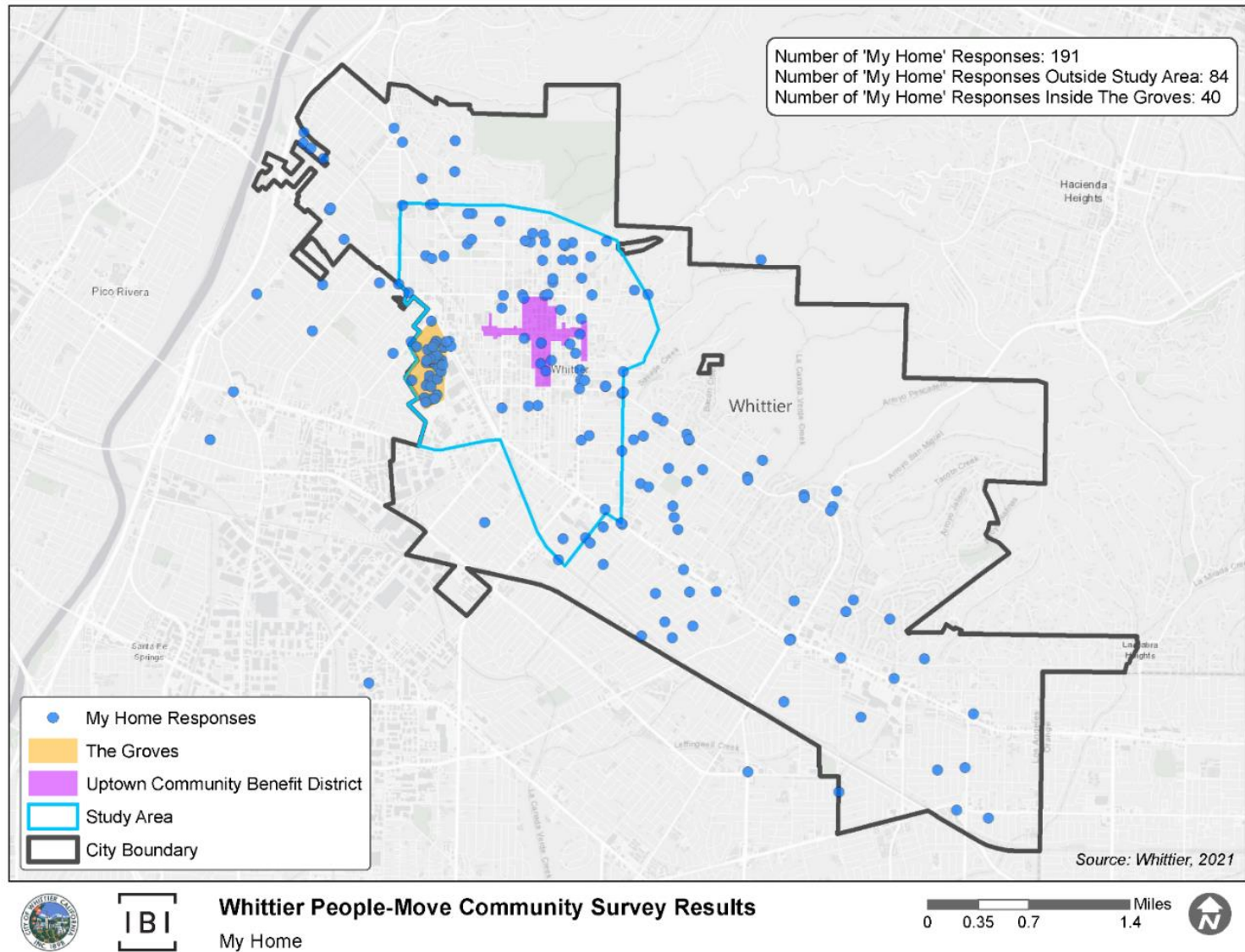


Figure 2: Home Locations Map

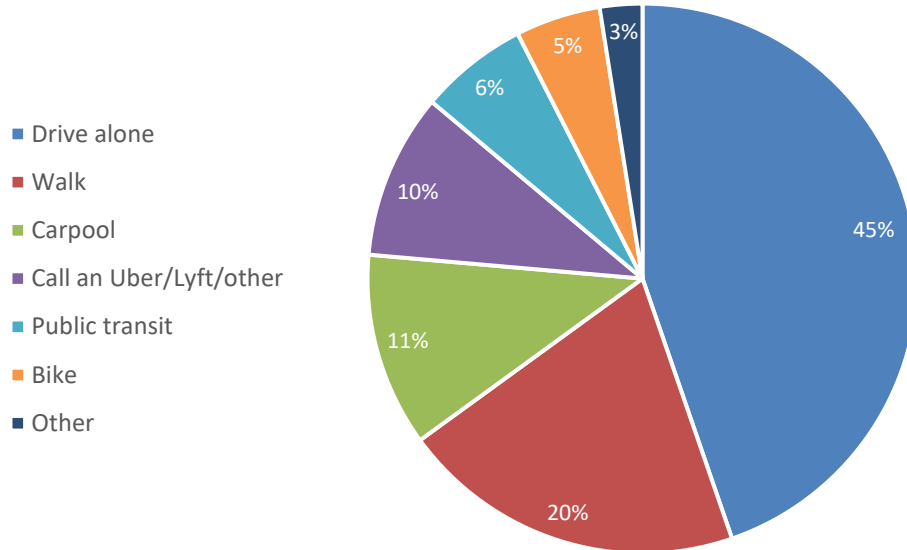
2.2 Mobility Questions

The survey contained several questions about how people currently travel in and through Whittier, what barriers to mobility they currently face, and what improvements they would like to see in the future.

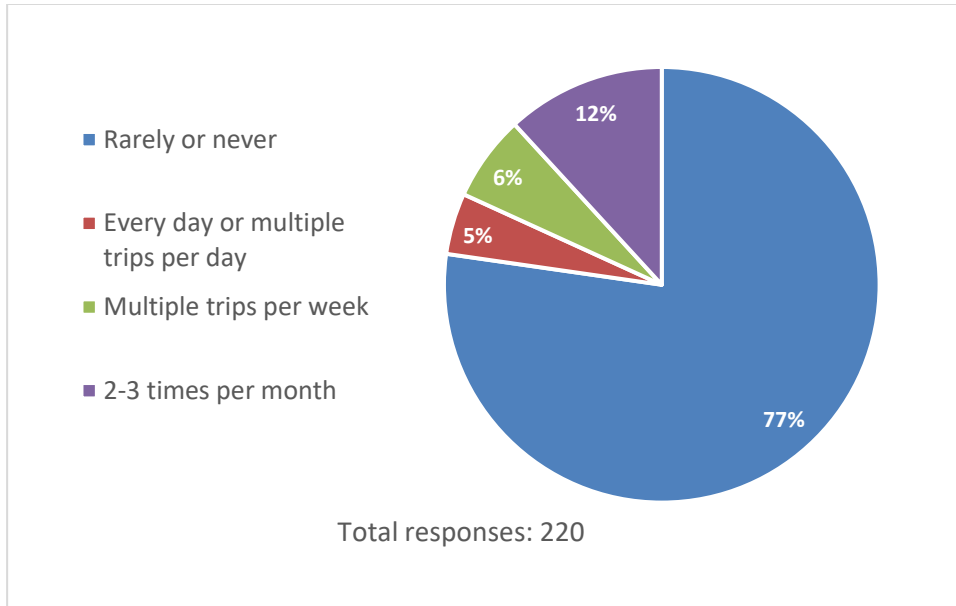
Do you travel in and around Uptown Whittier?

RESPONSE	QUANTITY	PERCENTAGE
Yes	166	92
No	14	8

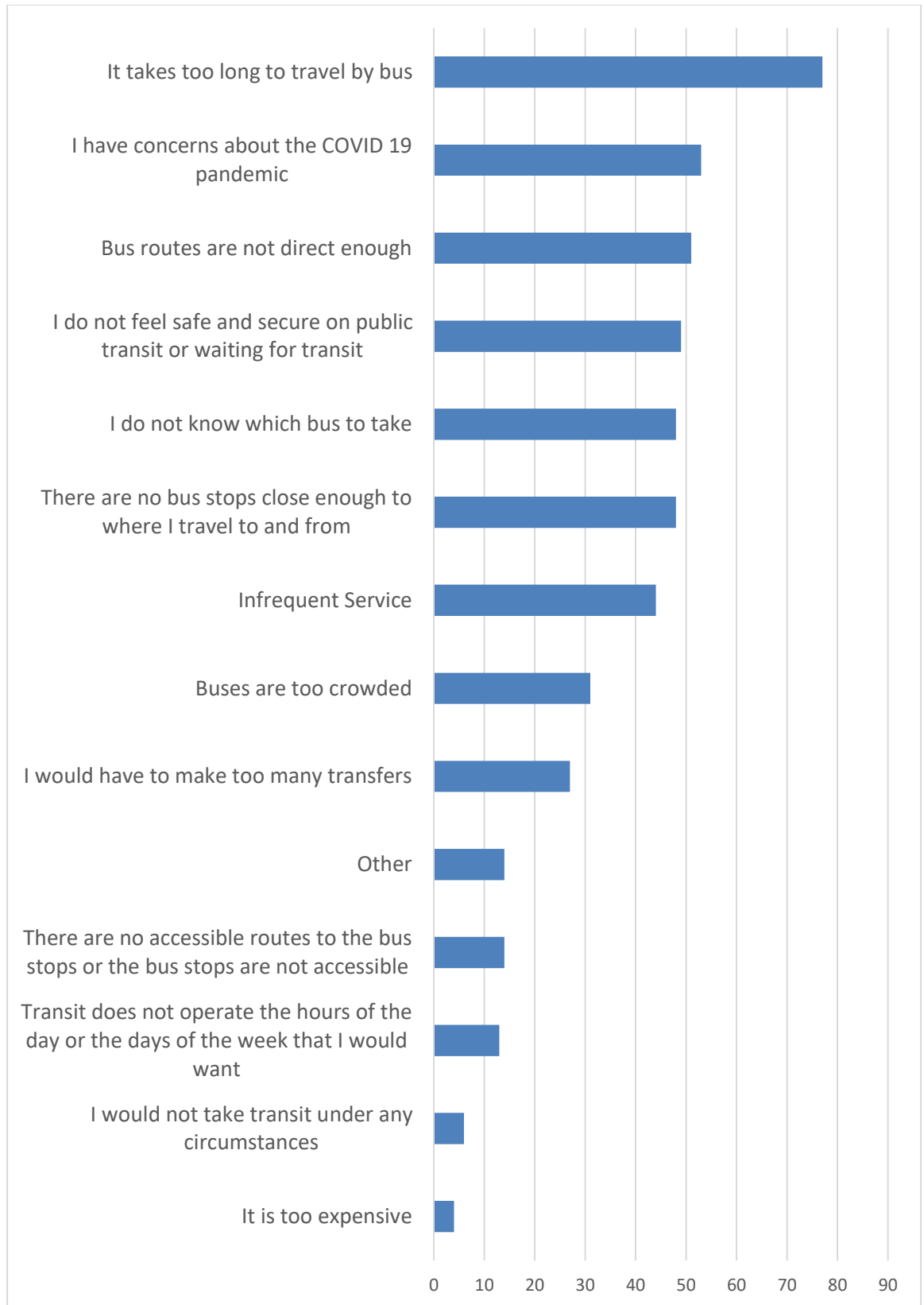
How do you typically travel?



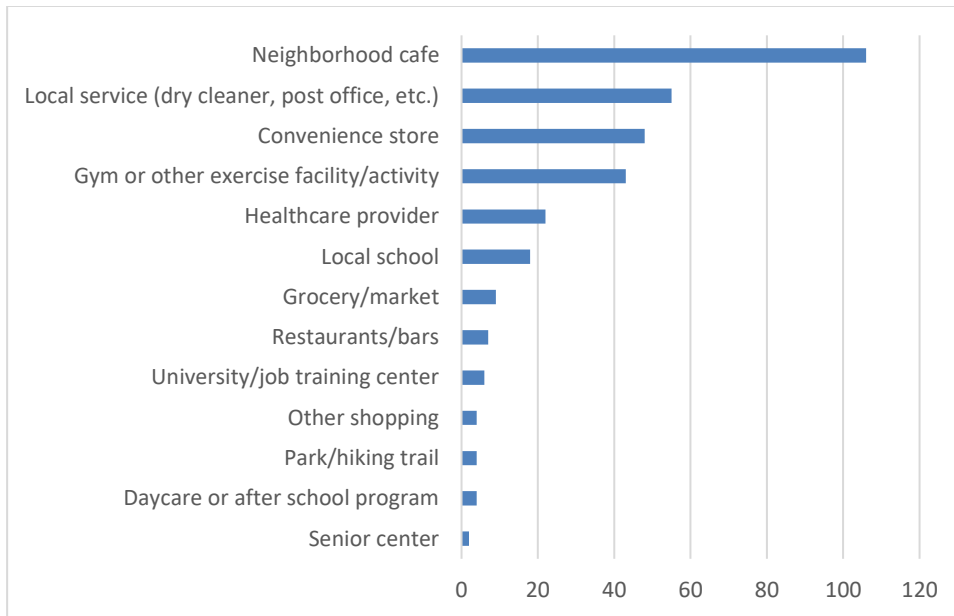
If you selected public transportation above, how often do you travel using public transportation?



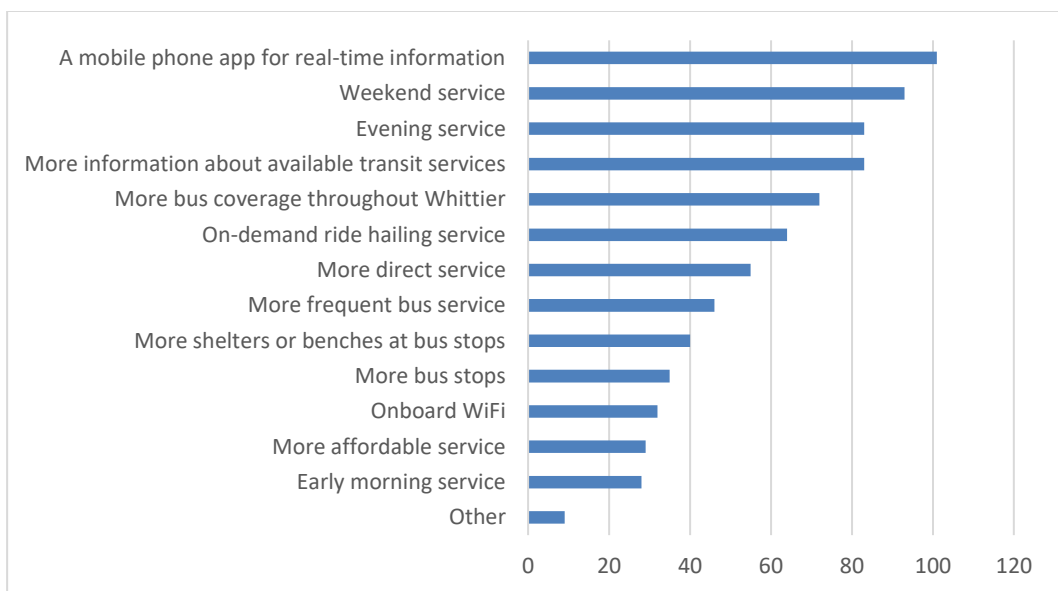
If you do not use public transit, why not?



If you could replace one car trip per week with walking, biking, or public transit, where would you go?



Which of the following types of mobility improvements would you like to see?



Have your travel patterns changed during the pandemic? If so, how so?

Survey respondents were given five options from which to choose such as “I now work from home or follow a hybrid schedule” or “I use my private vehicle more than I used to.” All of the individuals who responded selected the “Other” option rather than one of the pre-filled responses. Of the 17 responses received, some themes included:

- Needing the flexibility of a car to drive one’s self
- Concerns about safety/crime on public transit

- Openness to taking public transit, especially as one ages

2.3 Mapping Questions

Survey participants were shown a map of the City of Whittier, Uptown Community Benefit District, and The Groves, and asked to identify travel destinations (work, school, recreation, shopping/errands, medical and public facilities, friends/family), other destinations, and existing gaps in the service network. The locations of these destinations and gaps are shown in Figure 3 and Figure 4 below.

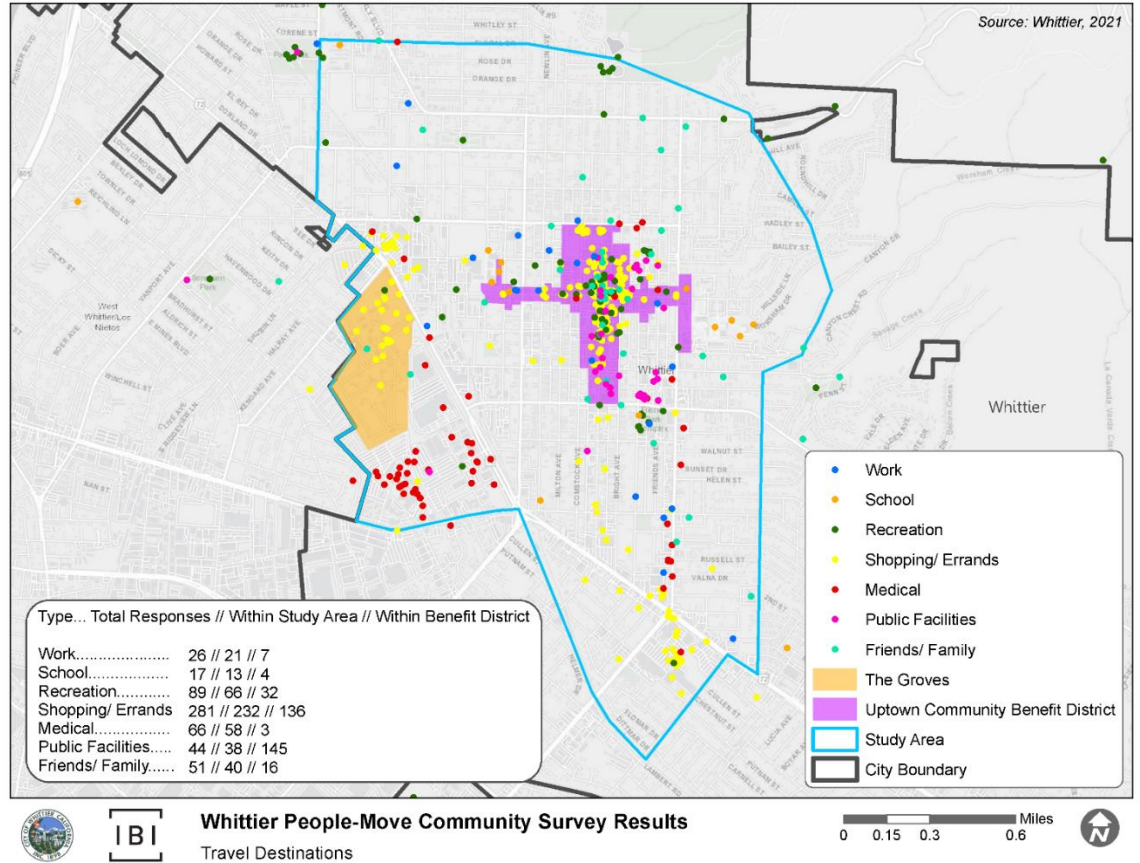


Figure 3: Travel Destinations Map

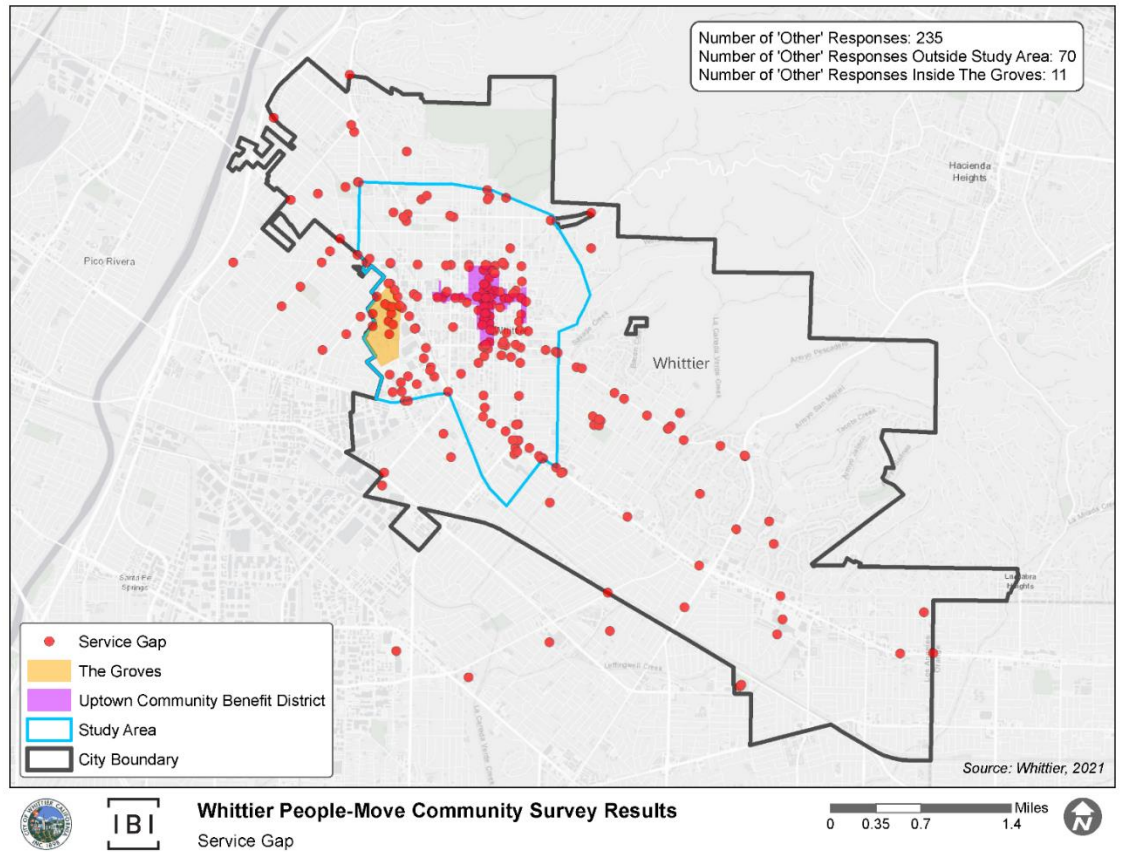
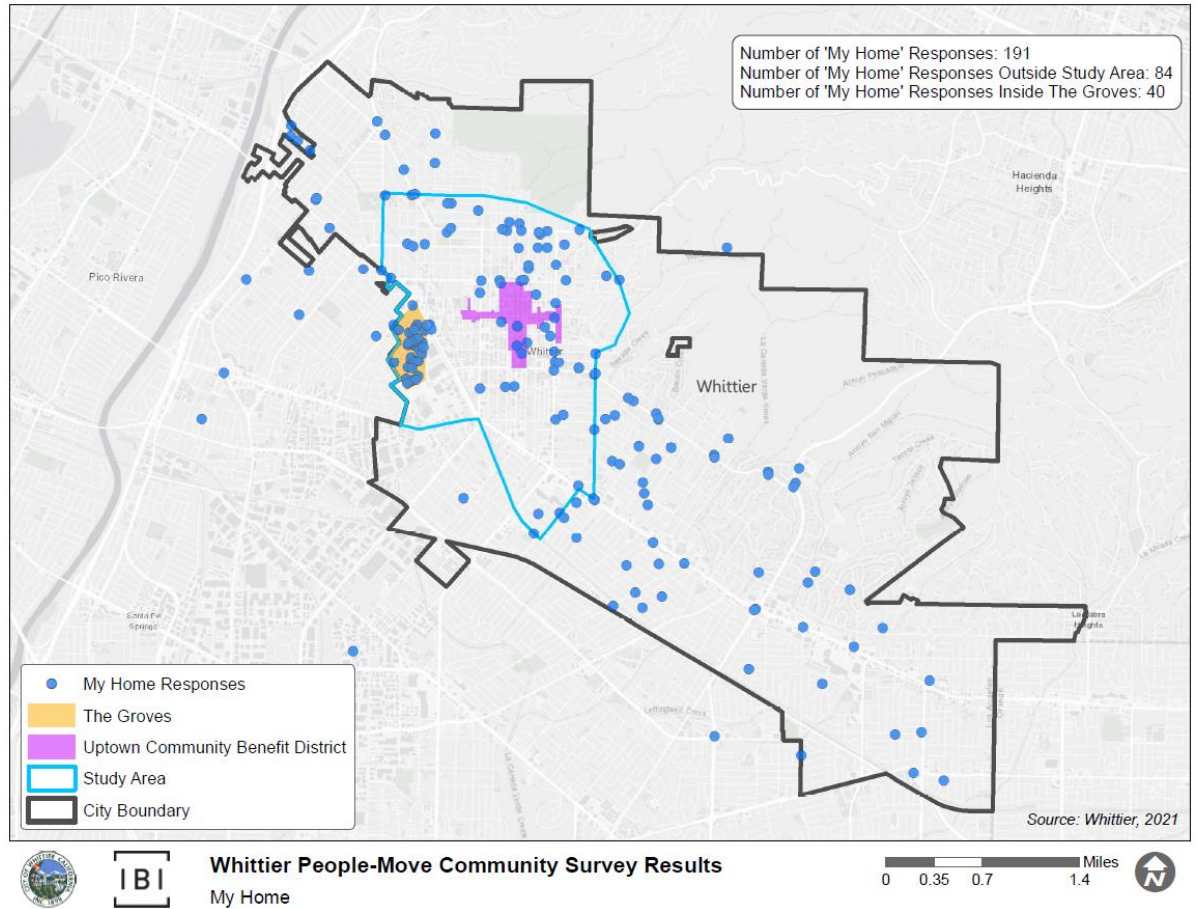


Figure 4: Service Gap Locations Map

3 Key Takeaways

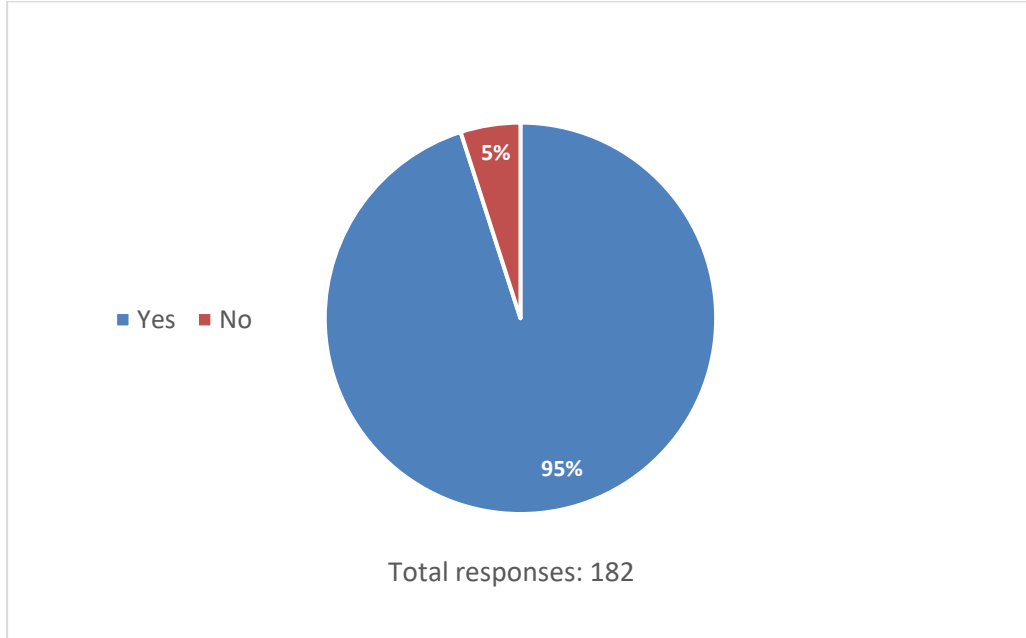
Takeaway 1: We heard from residents across a wide distribution of Whittier.

Approximately 20% of respondents live in The Groves, 37% live in the rest of the study area, and 43% live outside of the study area or the City of Whittier.



Takeaway 2: The vast majority of respondents have a car of their own or have access to one.

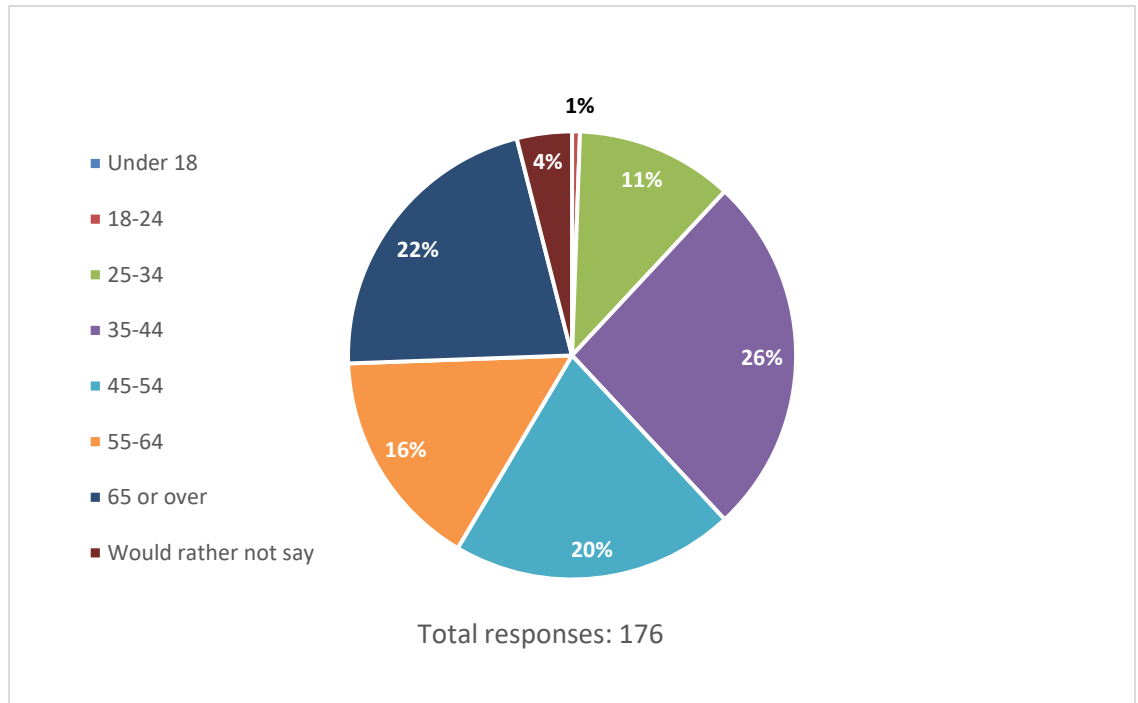
Transit dependent individuals may be underrepresented in the survey results.



Do you have access to a car?

Takeaway 3: Survey respondents skewed older, with the largest proportion (21%) represented being 35-44 years old.

Younger people (under 25) were underrepresented when compared with the City of Whittier demographics as a whole. This means key population groups such as Whittier College students should be targeted in the next engagement activities.

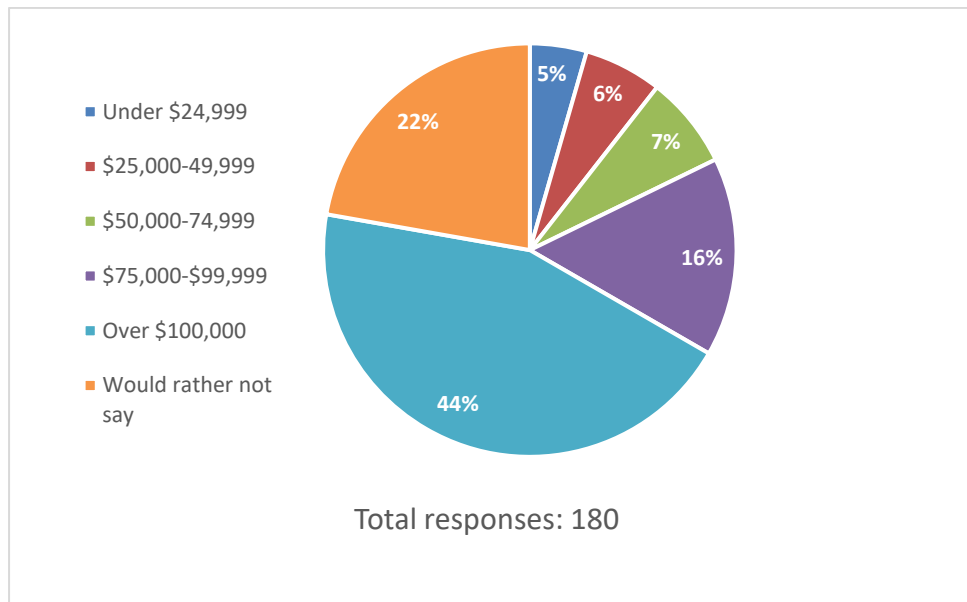
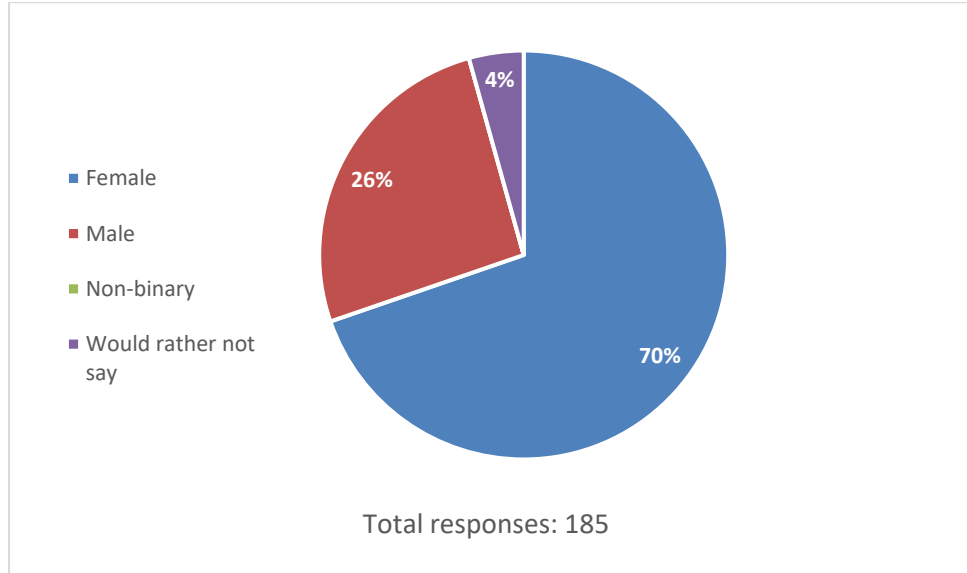


What is your age?

AGE	SURVEY RESPONDENTS	WHITTIER POPULATION
Under 18	0%	24.4%
18-24	0.6%	10.4%
25-34	11.4%	12.1%
35-44	26.1%	15.3%
45-54	20.5%	11.4%
55-64	15.9%	11.9%
65 or over	21.6%	14.5%

Takeaway 4: The majority of respondents were female, high-income residents.

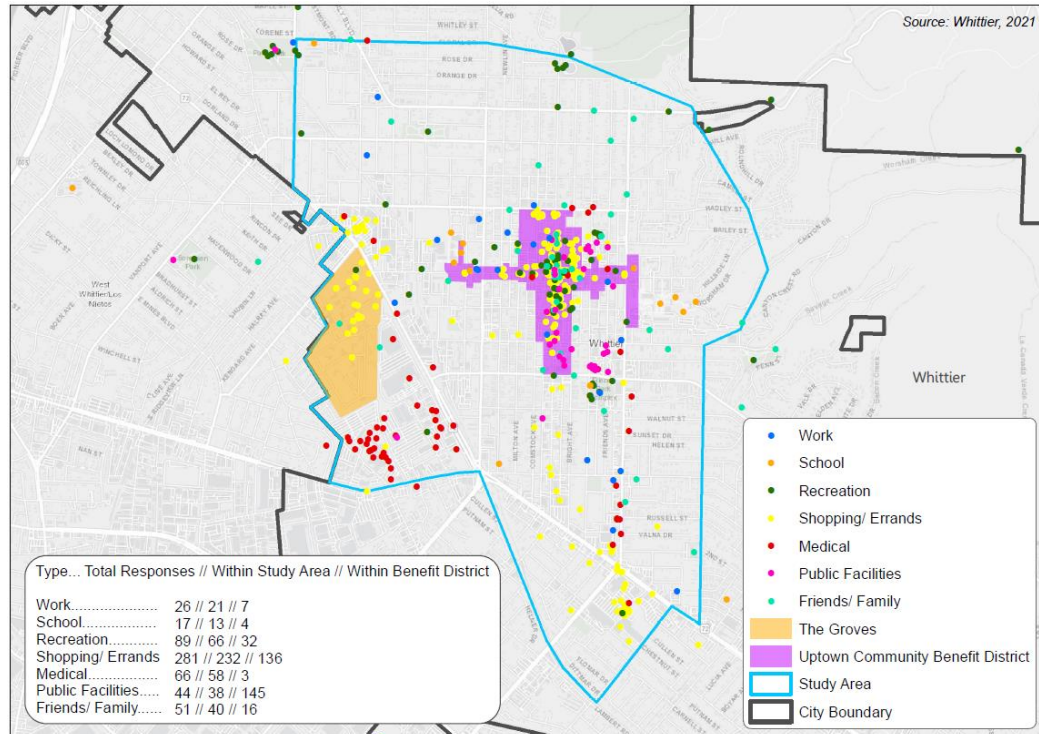
Men and lower-income residents are underrepresented in the responses.



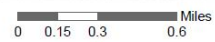
What is your gender and income?

Takeaway 5: Major destinations included The Groves for shopping/errands, Uptown Whittier for a variety of needs, and the PIH Health Whittier Hospital and Kaiser Permanente Medical Center.

This confirms the project objectives to explore improved service to these areas, and highlights community interest in the shops and services along Painter Avenue, Greenleaf Avenue, and Whittier Boulevard.

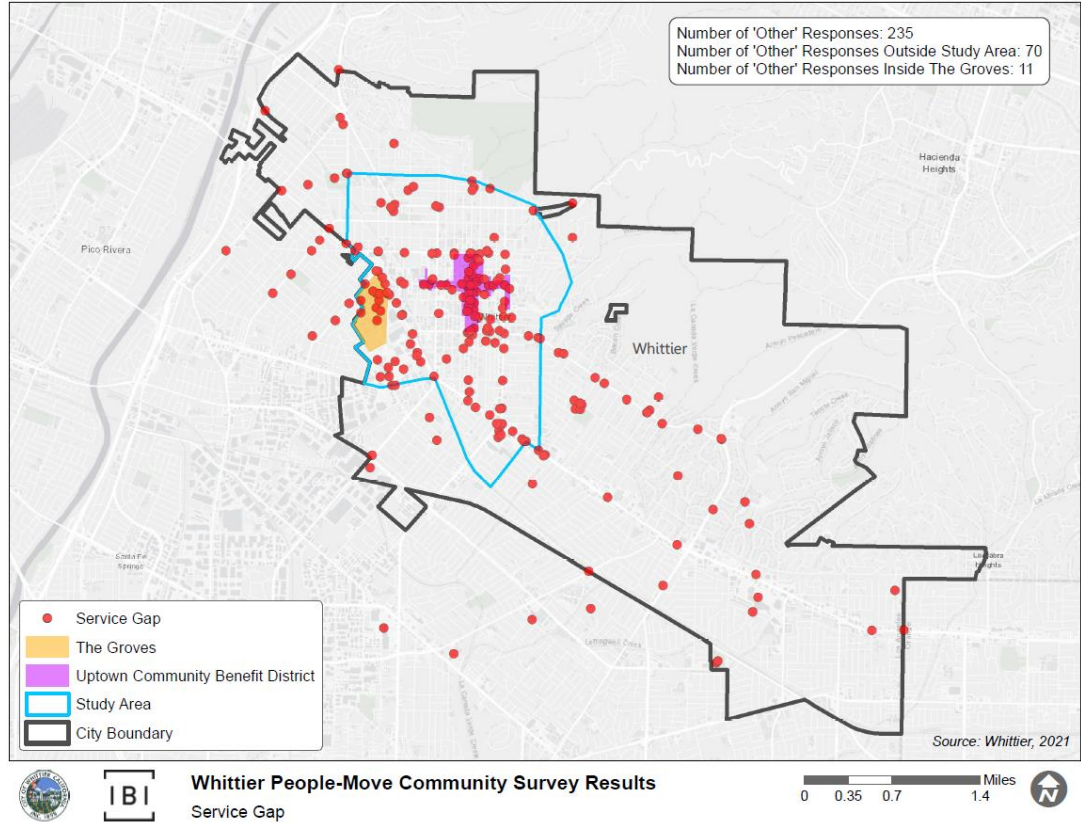


Whittier People-Move Community Survey Results
 Travel Destinations



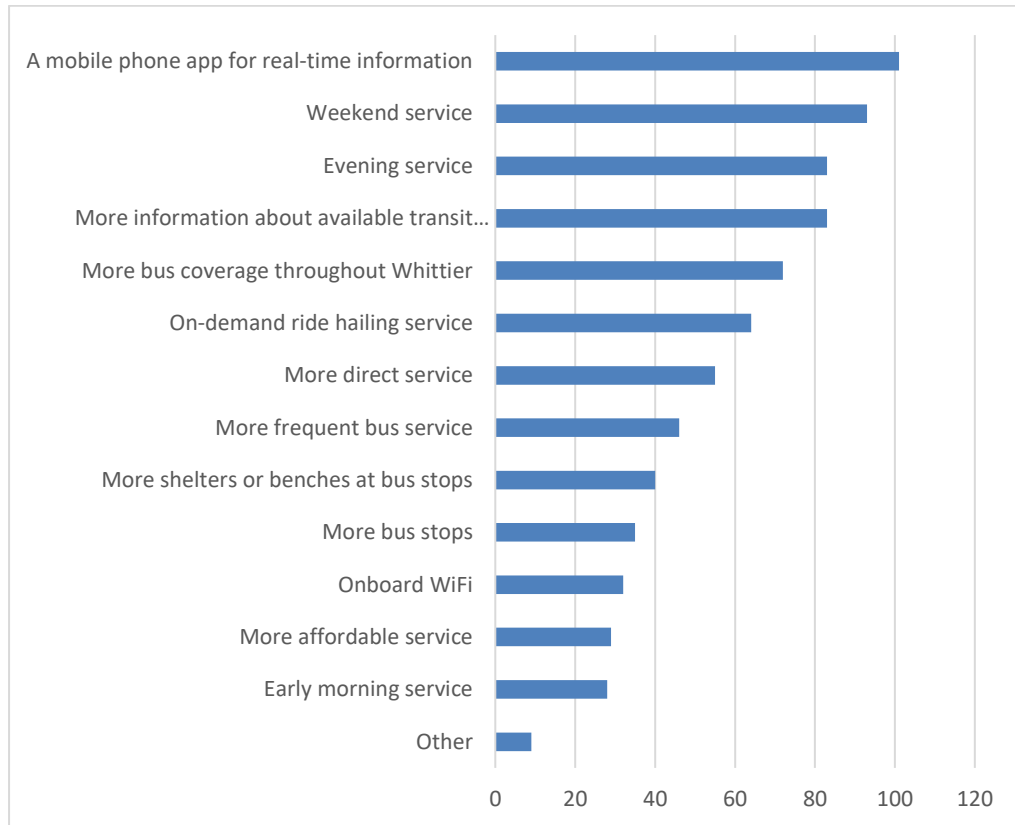
Takeaway 6: Respondents confirmed gaps in service in the Uptown Whittier area, along Whittier Boulevard, and in The Groves.

Nearly two-thirds of responses highlighted gaps in the Uptown Community Benefit District, confirming the need for improved service in the area.



Takeaway 7: People have a desire for many different types of mobility improvements—with 770 inputs received.

Better communication (more information/mobile apps), expanded service hours (weekends, evenings, early mornings), and new connections (through on-demand service or increased bus coverage) were frequently cited.



Which of the following mobility/public transit improvements would you like to see? (check all that apply)

Takeaway 8: Respondents would like to incorporate alternative modes of travel into their routines.

The most popular categories for this question were trips that people take frequently or as part of their daily errands, such as getting coffee or going to the post office.

DESTINATION TYPE	QUANTITY
Neighborhood cafe	106
Local service (dry cleaner, post office, etc.)	55
Convenience store	48
Gym or other exercise facility/activity	43
Healthcare provider	22
Local school	18
Grocery/market	9
Restaurants/bars	7
University/job training center	6
Daycare or after school program	4
Park/hiking trail	4
Other shopping	4
Senior center	2

If you could replace one car trip per week with walking, biking or public transit, where would you go?

Takeaway 9: Respondents are interested in alternative modes for discretionary travel.

The popularity of improved weekend and evening service—along with destinations that are outside of the daily commute—indicates that a flexible mode of travel may meet their needs.

4 Conclusion and Next Steps

Based on the information gathered in this initial round of community outreach, survey respondents are open to alternative modes of travel in the Whittier community. They are interested in technology to help assist them but may need more traditional information and outreach as well.

The input gathered in this report will be used to inform the Task 4 Technical Alternatives Evaluation and Task 7 Project Goals & Performance Metrics. Additional community engagement will also be completed to gauge public support for the potential alternatives. The technical team will explore ways to connect with younger members of the community in particular, as they were underrepresented in the responses to this initial survey.