



San Gabriel Valley Council of Governments

AGENDA AND NOTICE OF THE **SPECIAL MEETING OF THE** **TRANSPORTATION COMMITTEE – MAY 16, 2019 – 3:00 PM** **City of Duarte Community Center: Conference Room** **(1600 E. Huntington Drive; Duarte, California, 91010)**

Chair

John Fasana, Duarte

Vice-Chair

Jason Pu, San Gabriel

Members

Alhambra

Claremont

Diamond Bar

Duarte

El Monte

Glendora

La Cañada Flintridge

Pomona

San Gabriel

South El Monte

South Pasadena

Temple City

Walnut

First District, LA County
Unincorporated
Communities

Fifth District, LA County
Unincorporated
Communities

The Transportation Committee encourages public participation and invites you to share your views on agenda items.

MEETINGS: *Regular Meetings of the Transportation Committee are held on the third Thursday of each month at 4:30 PM at the Upper San Gabriel Valley Municipal Water District Office (602 E. Huntington Drive, Suite B, Monrovia, California, 91016).* The Transportation Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, www.sgvkog.org. Copies are available via email upon request (sgv@sgvcog.org). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

CITIZEN PARTICIPATION: Your participation is welcomed and invited at all Transportation Committee meetings. Time is reserved at each regular meeting for those who wish to address the Committee. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane, or disruptive remarks.

TO ADDRESS THE TRANSPORTATION COMMITTEE: At a regular meeting, the public may comment on any matter within the jurisdiction of the Committee during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. If several persons wish to address the Committee on a single item, the Chair may impose a time limit on individual remarks at the beginning of discussion. **The Transportation Committee may not discuss or vote on items not on the agenda.**

AGENDA ITEMS: The Agenda contains the regular order of business of the Transportation Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Transportation Committee can be fully informed about a matter before making its decision.

CONSENT CALENDAR: Items listed on the Consent Calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion on these items unless a Committee member or citizen so requests. In this event, the item will be removed from the Consent Calendar and considered after the Consent Calendar. If you would like an item on the Consent Calendar discussed, simply tell Staff or a member of the Committee.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



PRELIMINARY BUSINESS

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comment (*If necessary, the Chair may place reasonable time limits on all comments*)
5. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting

CONSENT CALENDAR (*It is anticipated that the Transportation Committee may take action on the following matters*)

6. Transportation Committee Meeting Minutes – 02/21/2019 -- Page 1
Recommended Action: Approve Transportation Committee minutes.

ACTION ITEMS (*It is anticipated that the Transportation Committee may take action on the following matters*)

PRESENTATIONS (*It is anticipated that the Transportation Committee may take action on the following matters*)

7. OurCounty Sustainability Plan: Presentation by Kristen Torres Pawling, Los Angeles County Chief Sustainability Office -- Page 5
Recommended Action: For information and discussion.
8. Overview of the 626 Golden Streets: Mission to Mission Open Streets Event: Presentation by Francisco Ojeda, Outreach Assistant, ActiveSGV -- Page 37
Recommended Action: For information only.

DISCUSSION ITEMS (*It is anticipated that the Transportation Committee may take action on the following matters*)

METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT (*It is anticipated that the Transportation Committee may take action on the following matters*)

9. Oral Report
Recommended Action: For information only.

UPDATE ITEMS

10. Metrolink Update
Recommended Action: For information only.
11. Gold Line Update
Recommended Action: For information only.

EXECUTIVE DIRECTOR'S REPORT (*It is anticipated that the Transportation Committee may take action on the following matters*)

12. Oral Report
Recommended Action: For information only.

COMMITTEE MEMBER ITEMS

ANNOUNCEMENTS

ADJOURN



SGVCOG Transportation Committee Approved Minutes

Date: February 21, 2019

Time: 4:30 PM

Location: Upper San Gabriel Valley Municipal Water District
602 E. Huntington Dr., Suite B, Monrovia, CA 91016

PRELIMINARY BUSINESS

1. Call to Order
The meeting was called to order at 4:40 p.m.

2. Pledge of Allegiance

3. Roll Call

Members Present

Claremont	E. Reece
Diamond Bar	D. Liu
Duarte	J. Fasana
Pomona	M. Pilarz
San Gabriel	J. Pu
South El Monte	G. Olmos
South Pasadena	D. Mahmud
Temple City	A. Avery
Walnut	A. Wu
LA County District 1	M. Reyes
LA County District 5	D. Perry

Members Absent

Alhambra
El Monte
Glendora
La Cañada Flintridge

SGVCOG Staff

M. Creter
K. Ward
P. Duyshart
P. Hubler

4. Public Comment

No general public comment.

5. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting

There were no changes made to the agenda order at this point in the meeting.

CONSENT CALENDAR

6. Transportation Meeting Minutes: 01/17/2019
Recommended Action: Approve Transportation Committee minutes.

7. Election of Vice Chair for the Remainder of FY 2018-2019
Recommended Action: Nominate and elect Jason Pu as Vice Chair for the remainder of FY 2018-2019.

There was a motion made to approve both Consent Calendar items. (M/S: J. Fasana/A. Wu).

[MOTION PASSED]

AYES:	Claremont, Diamond Bar, Duarte, Pomona, San Gabriel, Temple City, Walnut, LA County District 1, LA County District 5
NOES:	
ABSTAIN:	
ABSENT:	Alhambra, El Monte, Glendora, La Cañada Flintridge, South El Monte, South Pasadena

PRESENTATIONS

8. California High Speed Rail Update

Michelle Boehm, the Southern California Regional Director of the California High Speed Rail Authority provided a presentation to the Transportation Committee for this agenda item. She discussed how the High-Speed Rail is part of an integrated, multi-tiered rail, transit, and mobility network, and can complement existing and planned transportation services along and adjacent to the planned rail route. The High-Speed Rail will increase mobility, is a needed transportation alternative, will improve air quality, and lead to job growth, according to Ms. Boehm. She also discussed the Share Connected Modern Rail Corridor which will stretch from Burbank to Anaheim through Los Angeles, and how it will involve rail infrastructure improvements which improve safety and travel time for both Metrolink and High-Speed Rail trains. Features of this corridor will include: positive train control, corridor protection and detection, grade separations, early earthquake warning system, and planning around stations. Ms. Boehm also provided an overview on the project development process and the revised timeline and scope of work for the project.

Moreover, Ms. Boehm stressed that, despite remarks by Governor Newsom pertaining to the High-Speed Rail project in his State of the State speech, there has been no change to this project in terms of what the short-term goals and milestones already were for this project. This includes completing the on-going environmental work for the LA sections of the rail line. She did clarify that Governor Newsom did define the limits and scope of the first phase of construction (from Merced to Bakersfield) in order to meet terms of the federal grant funding for this project.

Questions/Discussion:

- One member of the Committee asked if the High-Speed Rail will go through the San Gabriel Valley ever.
 - Ms. Boehm responded that there are plans for the rail line to go through the San Gabriel Valley, but this will be far off in the future. Eventually though, for Phase 2 of the project, which will connect LA to San Diego, the rail line will go through the SGV, either along I-10 or I-60. The State decided to not just extend the rail line from Anaheim to San Diego because the High-Speed Rail Authority wants to connect the Inland Empire to the system and wants to connect Ontario Airport to the system. This phase will not happen until 2050.
- Another question that was asked was: Has the Authority done studies of the impacts of High-Speed Rail in other countries, in terms of impact on land value?
- Another Committee member asked: What are the time savings of doing a “blended system?”

- Ms. Boehm said that the benefits are the time savings and the reliability of time savings. Also, once the rail line goes north of Burbank, the train will be operating at speeds of 200 MPH.

9. Metro Open Streets Grant Program, FY 2020 Mini-Cycle Application and Guidelines

Brett Atencio Thomas, who is a Senior Transportation Planner with LA Metro, provided the SGVCOG Transportation Committee with a presentation during which he gave an overview of the mini-cycle guidelines and application. Thomas announced that FY 2020 Mini-cycle applications are due online to Metro by March 8, 2019. Additionally, he pointed out how, for the Open Streets Grant Program Mini-cycle, Metro wants to ensure that cities which have disadvantaged communities and are short on resources are able to submit competitive open streets event applications. Thus, Metro will offer writing assistance to smaller, resource-challenged jurisdictions with the SGVCOG subregion. For this cycle, Metro is making available \$1,078,688; cities can use any award money they receive to fund planning, outreach, and implementation costs for an open streets event. Mr. Thomas encouraged SGV cities to apply for funding.

Questions/Discussion:

- A Committee member asked how this funding is typically allocated, and if there will be an emphasis on smaller events, or larger events?
 - Mr. Thomas stated that the average funding award per event is \$300,000.
- One Committee member encouraged people to attend the upcoming 626 Golden Streets: Mission to Mission open streets event in San Gabriel, Alhambra, and South Pasadena in May. This event was funded through Cycle 3 of the Metro Open Streets Grant Program.

DISCUSSION ITEMS

10. LA Metro’s “Twenty-Eight by ‘28” Initiative

John Fasana, the Chair of the Transportation Committee, began the discussion on this item. He mentioned that some Metro committees are starting to acknowledge that “28 by ‘28” might be too aspirational. Mr. Fasana then went over which projects will be accelerated by 2028. He mentioned that this item will be deliberated on at the next Metro Board meeting.

Questions/Discussion:

- One member of the Committee reported that Metro committees have been talking about “decoupling,” meaning, decoupling “28 by ‘28” from the new Re-Imagining LA County Initiative. There was mention about the need to look at the impacts of congestion pricing, too.
- Another Committee attendee asked where the \$26 billion for unfunded “28 by ‘28” projects will come from. There was a discussion about different revenue source options, and there was mention that Congestion Management Program revenues should be allocated in a bottoms-up approach, similar to Measure M. The approach should be equitable, too.
- A Committee member also pointed out that Metro staff will have to figure out what the exact initiative funding shortfall is, and if it is actually more than \$26 billion when considering operational costs of projects.

METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT

11. Oral Report

Lilian De Loza-Gutierrez of LA Metro provided this report. She began by thanking SGV cities for sending in letters of support for the INFRA Grant for the 57-60 Confluence Project. Additionally, she announced that Metro has been conducting nearly 15 community based NextGen Bus Study meetings and workshops all throughout LA County to get resident and constituent feedback on the redesign of its bus system. She also mentioned how the Metro Board will vote on the formal naming of the Gold Line Phase 2B stations in March. Ms. De Loza-Gutierrez also said how Metro and Via are currently in the 4th week of its mobility on demand project in three pilot neighborhoods, including the area adjacent to the El Monte Bus Station.

Mr. Fasana also provided an update about Metro's study of the I-10 ExpressLanes from the I-605 to the County line along I-10.

UPDATE ITEMS

12. Metrolink Update

Sylvia Novoa of Metrolink provided this update. She announced an upcoming press conference about the automatic external defibrillators for medical emergencies. She also made mention of an upcoming budget workshop in March, and a Metrolink text notification system.

EXECUTIVE DIRECTOR'S REPORT

13. Oral Report

COG staff announced that staff will soon be emailing Transportation Committee voting members to solicit feedback and input about selecting a new Committee meeting date and time.

COMMITTEE MEMBER ITEMS

There were no Committee Member Items.

ANNOUNCEMENTS

ADJOURN

The meeting was adjourned at 5:52 p.m.

DATE: May 16, 2019

TO: San Gabriel Valley Council of Governments Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **OUR COUNTY: LOS ANGELES COUNTYWIDE SUSTAINABILITY PLAN**

RECOMMENDED ACTION

For information and discussion.

BACKGROUND AND INFORMATION

Over the course of many decades, Los Angeles County has seen an influx of its population and outward growth. This vast and consistent sprawling growth has led to more suburban living in LA County, which has led to a countywide increased dependence on the automobile for means of transportation and commuting. This has caused a variety of environmental and public health issues, due to increased pollution which results from the consumption of fossil fuels and the emitting of greenhouse gases into the environment. Additionally, throughout the County's history, there have also been many instances of exclusionary zoning and the situating of industrial pollution in disadvantaged and underrepresented communities, such as polluted stormwater runoff, contaminated aquifers, and the lack of equitable access to parks and clean open space. These have created environmental justice issues of poor public health conditions, unsafe infrastructure, air pollution in many of these neighborhoods in Los Angeles County. Due to the gravity of these environmental justice and pollution issues, plus the immense size and population of Los Angeles County, the county is now at the point where it must aggressively tackle and address these complex and inter-disciplinary issues, and propose solutions and actions for these challenges.

As a result, over the course of the last couple of years, it has been the responsibility of the LA County Chief Sustainability Office (CSO) to develop and craft a holistic countywide sustainability plan which addresses how to solve issues such as disproportionate exposure to air pollution and lack of access to sustainable economic resources. This incredibly thorough sustainability plan will cover subjects including:

- Climate change
- Water
- Energy
- Resource management
- Land use
- Transportation
- Open Space
- Biodiversity
- Public health
- Economy and workforce development

- Housing
- Resilience
- Governance

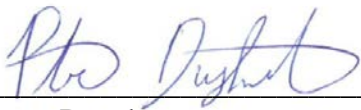
The OurCounty plan is actually organized not by topics, but by inter-disciplinary goals, as sustainability is incredibly intersectional. There are twelve overarching goals by which this plan is structured through and works to achieve, and these goals are as follows:


1. Resilient and healthy community environments where residents thrive in place.
2. Buildings and infrastructure that support human health and resilience.
3. Equitable and sustainable land use and development without displacement.
4. A prosperous LA County that provides opportunities for all residents and businesses and supports the transition to clean economy sectors.
5. Thriving ecosystems, habitats, and biodiversity.
6. Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities.
7. A fossil fuel-free LA County.
8. A convenient, safe, clean, and affordable transportation system that enhances mobility and quality of life while reducing car dependency.
9. Sustainable production and consumption of resources.
10. A sustainable and just food system that enhances access to affordable, local, and healthy food.
11. Inclusive, transparent, and accountable governance that encourages participation in sustainability efforts, especially by disempowered communities.
12. A commitment to realize OurCounty sustainability goals through creative, equitable, and coordinated funding and partnerships.

Supporting the 12 main goals in the current draft of the plan are 37 strategies and 148 actions; these strategies and actions will guide the scope of the County's actions to achieve equitable sustainability throughout the region in the coming years and decades and will inform related consequential decision-making.

NEXT STEPS

Kristen Torres Pawling, who is with the LA County CSO, will provide a presentation to the Transportation Committee during which she will provide an overview of the OurCounty Sustainability Plan, including the section pertaining to the sustainable transportation goal. She will also be soliciting feedback and input from members of the Transportation Committee as to what matters, issues, and goals should be comprehensively addressed in this plan. The LA County CSO is hoping to receive as much feedback as possible from regional stakeholders, community-based organizations and advocacy groups, local governments agencies, and members of the public, as this plan is an opportunity to shape the future of our County. Input received during the public solicitation process will guide and inform the priorities and recommendations of this countywide plan.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

- Attachment A – OurCounty Sustainability Plan – Introduction Section -- Page 8
- Attachment B – OurCounty Information Sheet -- Page 27
- Attachment C – OurCounty Chapter 8: Sustainable Transportation Plan -- Page 28
- Attachment D – OurCounty Transportation Briefing (Provided separate from packet)



OurCounty

Discussion Draft

Los Angeles Countywide Sustainability Plan



Acknowledgments

OurCounty would not have been possible without the hard work and support of a large number of people from within the County of Los Angeles and throughout the community. In particular, we are grateful for the leadership of the members of the Board of Supervisors who have made sustainability a priority in the County. Thank you to the members of the County’s Sustainability Council—staff from every County department—for being dedicated partners in this process and for fueling the engine of sustainability at the County. Additionally, we are thankful to the members of the more than three hundred organizations—community, environmental, academic, government, business and Native tribes—for sharing their knowledge and wisdom.

To the anchor community-based organizations, East Yard Communities for Environmental Justice, Strategic Concepts in Organizing and Policy Education, Pacoima Beautiful, Communities for a Better Environment and Day One, we are thankful for your leadership, vision and partnership in this project and for your decades of work holding governments accountable to environmental justice communities. A special thank you to the Peer Review Committee for lending their expertise to the review process.

We would like to acknowledge the staff at the venues that hosted us, from the speakers who welcomed us to their spaces to the facilities and catering staff who helped with the essential tasks that often go unnoticed. A hearty thanks to the interns who assisted with the plan development, especially Kirsten Mandt and Rebecca Ferdman.

We are grateful for the partnerships we have formed with cities and councils of government throughout the county who helped shape the plan and who will help bring our collaborative and coordinated vision to reality. We would especially like to thank our peers at the City of Los Angeles Mayor’s Office, specifically the Chief Sustainability Office and the Chief Resilience Office for their collaborative spirit. We would also like to thank Walker Wells and Eleni Petrow—both formerly of Global Green USA—as well as Tamika Butler at Toole Design for her thought leadership.

Finally, we are also indebted to our consulting team that is led by BuroHappold Engineering and the University of California, Los Angeles (UCLA) and is supported with subject-matter experts from the Liberty Hill Foundation, Estolano LeSar Advisors, Fehr & Peers, Gladstein, Neandross & Associates, Studio-MLA and Raimi + Associates.



Discussion Draft

Los Angeles Countywide Sustainability Plan

Foreword



April 5, 2019

Dear Friends,

Just over two years ago, I was appointed the County's first Chief Sustainability Officer with the objective of developing a countywide sustainability plan. This plan was built from the ideas of people living and working throughout the region, especially those who are most at risk of harm due to the environmental impacts of climate change and have historically experienced the greatest burdens from a variety of social and environmental challenges.

As we prepare for this endeavor, we take inspiration from the actions of our predecessors who boldly took on some big issues of their own, such as Los Angeles' horrendous air pollution—pollution that I endured as a child growing up in Van Nuys in the smoggy 1960s and 1970s. Just as we have inherited a more sustainable region from those who came before us, our actions today will define the region that our children inherit.

Many residents across the County face real challenges today, from disproportionate exposure to air pollution, to lack of access to economic opportunities, to community disinvestment. While we have made progress in addressing many of our region's challenges, we have a shared responsibility to address these inequities and increase community resilience.

I firmly believe that our collaborative and innovative spirit will help us find creative solutions that balance the co-equal values of environment, equity and economy. I also know from experience that government, when working collectively with partners, can affect real positive change in our communities. We have an opportunity not only to amplify the good work that is already under way in the County and in many cities, but also to set the County of Los Angeles on a more just and sustainable path for generations to come.

We have already made strides in that direction, with the adoption of the most stringent cool roofs ordinance in Los Angeles and—perhaps most notably—establishing the Clean Power Alliance that is today providing cleaner electricity to 3 million people. We have also joined other counties, states and cities in committing to the goals of the Paris Climate Agreement. The OurCounty plan will continue that progress with your help and support.

I know we can achieve this plan. But, achieving it will require a commitment from the County government and from community leaders, individuals, businesses, institutions, community and non-profit organizations, philanthropic partners and public agencies throughout the region. We are tremendously proud of the hundreds of people and organizations who have already come together in what Dr. Martha Matsuoka of Occidental College called the start of a movement toward a truly just, equitable and sustainable region.

I welcome you to this movement to build our shared vision of becoming a global leader in sustainability—and sharing the benefits of that effort with each and every one of our 10 million neighbors.

Kindly,

Gary Gero

Los Angeles County Chief Sustainability Officer



Outlining a bold, inclusive
and truly regional vision
for the present and future
generations of Los Angeles.

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Introduction



Los Angeles county is blessed with an abundance of cultural richness and diversity that makes it one of the most dynamic, creative and innovative places in the world. It is the most populous and among the most diverse counties in the nation, with over 10 million people who collectively speak over 200 languages. It is the largest manufacturing center in the United States, and its economic output is similar in size to that of Mexico or Indonesia. It is rich in natural beauty, with a great variety of landscapes – including forests, deserts, mountains, waterways, islands and 75 miles of coastline.

People have inhabited the region for more than 10,000 years and for most of that time, it was the land of the Chumash, Tongva and Tataviam native tribes. There are more Native Americans living in Los Angeles than in any other U.S. county. The urbanized region we know today grew quickly around aerospace and industrial production during World War II. This led to migration from other states, which was soon followed by a surge in international migration during the 1970s. This history of migration contributed to the diverse region we enjoy today.

However, that growth was also accompanied by sprawling development patterns that were the result of cheap land and vast single family subdivisions. As LA county continued to grow, so did its dependence on the automobile, which directly and indirectly led to a host of social, environmental and health issues.

Furthermore, Los Angeles has a well-documented history of exclusionary zoning, racial covenants, and the siting of industrial and toxic uses in communities of color, which created the conditions for low income communities in the Los Angeles region to be disproportionately affected by conditions like polluted stormwater runoff, contaminated aquifers, and the lack of access to parks and open space. These communities suffer from cumulative impacts of concurrent exposure to contaminated soil, criteria air pollutants, toxic air contaminants, and the consequences of inadequate and unmaintained infrastructure.

Currently, LA county is home to 88 independent cities—most having 60,000 residents or fewer—and nearly 150 unincorporated communities. Now more than ever, the County is facing environmental challenges that threaten our communities. For

example, climate change – which is largely caused by the burning of fossil fuels for energy and transportation – is already creating more frequent, longer and more intense heat waves, longer droughts punctuated by more significant rain storms, more severe wildfires, rising sea levels and an increase in the presence of organisms that transmit infectious diseases. **We must address multiple environmental challenges to ensure that our land and resources will continue to sustain us and that current residents and future generations can thrive in place.**

Fortunately, efforts to address LA’s environmental challenges are well underway. The local economy already shifting toward more environment-friendly industries and practices. County government has a responsibility to support this economic transition and the impacted workers. Some county residents have access to every imaginable opportunity and assume all the privileges of living in one of the world’s richest economies—yet there are many more who face the risk of being excluded from the a rapidly changing economy. We can leverage the transition as a chance to reduce economic inequality across the region and develop a robustly diverse workforce. **We must support a just transition from a fossil fuel-based economy to an inclusive clean economy, and provide all residents with access to a high quality of life including fulfilling work.**

Improving access to economic opportunity will not, however, fully resolve inequitable social and health outcomes, such as asthma rates that are disproportionately higher among Black and Latino

residents in LA county as compared to White residents. Many of these inequities result from centuries of unjust policies and practices that disproportionately expose people of color to harm. The practice of building industrial facilities near majority Black and Latino communities, for example, continues to expose residents of those communities to hazardous amounts of air pollution. **We must ensure all residents have access to resources that are crucial to their well-being throughout their lifetime, including dignified housing, clean air and convenient access to affordable fresh and healthy food.**

Given the breadth, diversity and complexity of this region and its people, the only way to effect meaningful, equitable and sustainable change is through coordinated local action. The task of developing a sustainability plan serves as an opportunity to simultaneously address each of these issues: protecting the environment, improving economic opportunity and advancing equity.

Just how large is Los Angeles county?

Los Angeles county is the most populous in the country, with an estimated 10.3 million residents as of 2018. The next most populous is Cook county in Illinois, which includes Chicago and has a population of 5.2 million.

To put that in perspective, 1 out of 4 Californians and 1 in 33 Americans lives within Los Angeles county. If we were our own state, we would be the tenth most populous in the U.S., surpassing Michigan, New Jersey and Virginia.

In terms of physical geography, Los Angeles county includes 4,084 square miles—roughly the size of Hawaii’s Big Island and larger than the countries of Lebanon, Qatar and Jamaica.

Our size and complexity mean that Los Angeles county faces unique governance challenges that exist nowhere else—but we also have enormous opportunities to enact sustainability solutions at both the local and regional scale.

Introduction

What is OurCounty?

OurCounty is a regional sustainability plan for Los Angeles.

OurCounty focuses on people. It outlines what local governments and stakeholders can do to enhance the well-being of every community in the county while reducing damage to the natural environment and adapting to the changing climate. It aims to ensure that all county residents live in vibrant, resilient places where they can take advantage of a range of opportunities for personal and professional fulfillment. The plan envisions streets and parks that are accessible, safe and welcoming to everyone; air, water and soil that is clean and healthy; affordable housing that enables all residents to thrive in place; and a just economy that runs on renewable energy instead of fossil fuels.

Over a million of the county's residents live on land that is not within the boundaries of an incorporated city. These residents comprise the unincorporated communities of Los Angeles county, which spread across 2,600 square miles, or two-thirds of the county's land area. In unincorporated areas, the County holds many governing powers that would otherwise be held by city governments, such as decision-making around how the land can be used. OurCounty will help guide decision-making in these unincorporated areas and will provide a model for decision-making in the 88 incorporated cities.

Creating a sustainable and equitable county is a collective responsibility that requires regional action. We will work to transcend historic and entrenched divisions and form powerful alliances, creating a county in which values of sharing and respect are fundamental. We recognize that a comprehensive plan of this scale has never been tried. We do not rely on any one template or specific precedent. Instead OurCounty lays the foundation for a new model for a truly regional plan predicated on collaborative and coordinated local action.

Equity

OurCounty envisions a future where all residents throughout the region benefit from flourishing, pollution-free natural and built environments, regardless of race, gender, sexual orientation, or income. Our built environments will be designed for people, enabling residents to thrive in place and be socially connected to others within their communities. Everyone will have access to the basic resources necessary for long, healthy and fulfilling lives – including dignified housing and employment, healthy food, safe water and clean air. Achieving this future requires both an intentionality to identify communities and/or populations who have disproportionate need because of historic burdens, and a commitment to satisfy those needs and rectify the inequities. Righting those historic wrongs is essential to an equitable future. We further define equity and discuss its role in OurCounty on page 12.

Environment

OurCounty will protect and enhance the vitality and integrity of our diverse ecosystems. Our rich biodiversity, parks and open spaces, water resources and productive lands will provide all residents with benefits such as clean air, space for recreation and restoration, clean water, flood protection, wildlife protection and healthy local food. Stewarding millions of acres of public lands from forests, to the desert, to the spectacular coastline, the County will integrate nature and the built environment, ensure that native flora and fauna thrive, and provide walkable access to healthy and vibrant park, open spaces and natural areas to all communities through innovative planning, design and programming.

Economy

No community is truly sustainable without economic opportunity for all. All residents will have the requisite training, skills and job access needed to prosper and flourish in the new, regenerative economy. As we move from extractive industries towards sustainable production, we will simultaneously seek to grow the number of jobs, ensure living wages, and redress the historical inequities that have restricted employment opportunities for marginalized individuals and communities. Our new economy will be built on local

skills, embracing new technologies as well as time-honored trades, and providing skill retraining to ensure workers remain competitive in the workforce. Finally, the transition to renewable energy presents an opportunity to create a sustainable economy that generates wage growth and new jobs. We can manage a just economic transition that benefits historically impacted communities, rather than harming them.

How is OurCounty related to the Climate Action and Adaptation Plan?

In addition to OurCounty, the County will subsequently develop a Climate Action and Adaptation Plan. The County's current Community Climate Action Plan was adopted by the Board of Supervisors in 2015 as part of the update of the General Plan and expires in 2020. The new Climate Action and Adaptation Plan will align with

OurCounty, but differs in that it will be an enforceable document amended into the County's General Plan and will go through a formal environmental review process. The Climate Action and Adaptation Plan will apply to unincorporated communities only.



What do we mean by Equity?

Equity is an end state in which all groups have access to the resources and opportunities necessary to improve the quality of their lives. OurCounty uses the following framework:

Procedural Equity – inclusive, accessible, authentic engagement and representation in processes to develop, or implement sustainability programs and policies.

- Example: OurCounty is actualizing procedural equity through its work with community-based organizations to engage stakeholders in the development and implementation of OurCounty’s goals, strategies and actions.

Distributional Equity – sustainability programs and policies result in fair distribution of benefits and burdens across all segments of a community, prioritizing benefits to those communities with highest need.

- Example: Departments will advance distributional equity by assessing communities with a lack of resources and opportunities and prioritizing capital investments and services to those historically impacted communities.

Structural Equity – sustainability decision-makers institutionalize accountability; decisions are made with a recognition of the historical, cultural and institutional dynamics and structures that have routinely benefited privileged groups and resulted in chronic, cumulative disadvantage for subordinated groups.

- Example: Structural equity is embedded into OurCounty through its commitments to regularly report on implementation efforts and promote transparent, inclusive decision-making.

Transgenerational Equity – sustainability decisions consider generational impacts and don’t result in unfair burdens on future generations.

- Example: OurCounty actions will provide near- and long-term social, environmental and economic benefits.

The above principles will help ensure that OurCounty sustainability efforts have equitable impacts— but we must also deal with the inequities that already exist. In acknowledgment that structural racism has harmed people of color across all categories of social and physical well-being, OurCounty is aimed at achieving an end state in which race can no longer be used to predict life outcomes, such as educational attainment, employment, or health status. Strategies and actions throughout this document have been and continue to be developed with racial equity as a central consideration.

Historically Impacted Communities and Vulnerable Populations

Centering Community Needs

In order to create a healthy and resilient Los Angeles county where every resident can thrive in place, we must confront our history of inequity and injustice toward specific groups of people v their race, income level, or other shared characteristics. Policies and practices such as redlining and racially and ethnically restrictive covenants have burdened many communities with undue exposure to harm, or limited opportunities and resources, such as access to jobs, high quality transit, nutritious food, parks and open space. OurCounty centers the perspectives, needs and priorities of these communities.

Members of these communities often suffer poor health or social outcomes stemming from these systematic inequities and injustices. Many of the plan's strategies and actions focus on changes that can be made across the county to improve health and social outcomes among these historically impacted communities. The set of communities may vary by issue, based on which communities are most impacted—but will often include Black, Latino, Native and low-income communities. In many cases, an effort to improve outcomes will begin with an assessment of which communities are affected and will be advanced through County-community partnerships to develop tailored solutions.

Terminology

In this document, we use a variety of terms when referring to historically impacted communities, including "low-income communities and communities of color" where appropriate. We also use the term "disadvantaged communities," which aligns with the definitions used by the State of California and other entities. One way that the State identifies the "disadvantaged" geographic areas which most suffer from a combination of economic, health and environmental burdens is through the use of an analytical tool called the California Communities Environmental Health Screening Tool, better known as CalEnviroScreen.

We also sometimes refer to "vulnerable" populations when discussing broader population groups which are sometimes but not always geographically defined and face the greatest risks from chronic stresses and acute shocks. These include, but are not limited to, youth, older adults, women, LGBTQ+ individuals, documented and undocumented immigrants, people with disabilities and chronic illnesses, people experiencing homelessness, victims of domestic violence and human trafficking, people experiencing linguistic isolation, outdoor workers and those with limited access to transportation, critical infrastructure and municipal services.

Introduction

How was this Discussion Draft developed?

The Los Angeles County Board of Supervisors established the Chief Sustainability Office in 2016 to create a vision for making our communities healthier, more equitable, economically stronger, more resilient and more sustainable. The Chief Sustainability Office—with the help of stakeholders and an interdisciplinary team of consultants—is spearheading the creation of OurCounty.

From the beginning of the process, we strove to create a proactive dialogue with community stakeholders about which issues to address in OurCounty and how to address them, bucking the traditional approach of government developing a plan and having the public subsequently react to a completed draft. Over the past 18 months, we have held more than 150 meetings to ask what stakeholders wanted to see in the plan. We talked with individuals, environmental groups, labor, community and neighborhood organizations, businesses and business associations and many others. A summary of stakeholder engagement activities to-date is included below. Additionally, detailed summaries with key recommendations, notes, presentations and briefing documents from the workshops are available for download at OurCountyLA.org. What we heard during these various stakeholder engagement opportunities strongly informed this Discussion Draft document.

Kick-Off Events

The LA County Chief Sustainability Office formally launched the countywide sustainability planning effort in November 2017 in front of more than 100 community leaders at the Natural History Museum and we hosted a dedicated meeting for city sustainability staff on Earth Day 2018.

Public, Private and Nonprofit Stakeholder Workshops

We convened stakeholders from across the county in Summer and Fall 2018 to inform the development of goals and strategies in OurCounty. We and our partners hosted two parallel workshop series; one convened non-profit sector stakeholders, while another brought together public and private sector stakeholders. While each workshop was organized around a specific topic area, the discussions focused on the interconnection between topics to draw out the cross-cutting nature of these issues. Over 600 total attendees from nearly 300 unique organizations shared their vision for OurCounty and their ideas on how to bring that vision to life.

What is a Discussion Draft?

This document is a Discussion Draft that presents the goals, strategies, actions and targets that the County of Los Angeles is considering for inclusion in the regional sustainability plan known as OurCounty. The purpose

of this document is to solicit public feedback, which will be gathered through May 2019 and incorporated into a finalized document that will be presented to the Board of Supervisors for approval over the summer.

Anchor Community-Based Organizations

The Chief Sustainability Office and the Liberty Hill Foundation are working with an “anchor” community-based organization (CBO) in each of the five Supervisorial Districts to support the stakeholder engagement process:

- Supervisorial District 1—East Yard Communities for Environmental Justice (EYCEJ)
- Supervisorial District 2—Strategic Concepts in Organizing and Policy Education (SCOPE)
- Supervisorial District 3—Pacoima Beautiful
- Supervisorial District 4—Communities for a Better Environment (CBE)
- Supervisorial District 5—Day One

The CBO anchors are playing an important role in facilitating workshops, uplifting equity in the planning process and ensuring that policy discussions are inclusive of the perspectives of historically impacted communities. With generous financial support from the Hilton Foundation, California Community Foundation, the Liberty Hill Foundation and the

Funders Network for Smart Growth and Livable Communities (in the form of a Partners for Places grant), we were able to financially support the anchor organizations and the engagement of many community organizations in the planning effort. Including the CBOs in the development process helped ensure that OurCounty would address distributional, structural, transgenerational and racial equity.

Presentations

The LA County Chief Sustainability Office and its partners delivered a series of presentations to business, civic and community organizations across the region from the latter half of 2017 and we will continue to do so through 2019. We met with organizations such as the Los Angeles Area Chamber of Commerce, the Empowerment Congress, the OurParks coalition, Valley Industry Commerce Association, Los Angeles Business Council, Southern California Association for Non-Profit Housing, Los Angeles Cleantech Incubator Leadership Council, Los Angeles Funders Collaborative, Association of Energy Engineers, American Institute of Architect’s Los Angeles Chapter, among many others.



Introduction

How to read this plan

What we heard through stakeholder engagement activities was that OurCounty must go beyond traditional boundaries to achieve sustainable outcomes and reach across the usual topic areas to consider the interrelated connections between all of them. In that spirit. So you will notice that this plan is not organized around specific topic areas. There is no climate change chapter nor is there a water chapter. Instead, OurCounty is organized around twelve cross-cutting goals that describe our shared vision for a sustainable Los Angeles county.

This approach embraces the notion that sustainability is inherently intersectional; in other words, there is very little in this world that does not affect something else. For example, an action to support local water supplies can provide new or improved parks and open space, while also reducing energy from pumping water into Los Angeles from hundreds of miles away. Reducing energy use also reduces air and climate pollution as power plants are used less, which also contributes to improved public health. By

focusing on broad, aspirational and cross-cutting goals, we are challenging ourselves to think beyond our current barriers to action—whether they be technological, political, or bureaucratic—and embrace positive change.

When OurCounty is approved and adopted, the lead County entities and partners identified will work expeditiously to bring these 12 goals, 37 strategies and 148 actions within this document to fruition. Targets will guide the scope and scale of our actions to make demonstrable progress towards achieving sustainable outcomes and the County will publish an interactive online dashboard with selected key performance indicators to track progress (the selection of indicators is still in progress as of April 2019).

The actions are not the only tools, programs and policies that can be developed to accomplish the goals. But the actions chosen for this Plan are rooted in data, supported by stakeholders and representative of the County government’s areas of control and/or influence.

OurCounty’s Organizing Elements

Goals (12)

Broad, aspirational statement of what we want to achieve

Strategies (37)

Long-range approach or approaches that we take to achieve a goal*

Actions (148)

Specific policy, program, or tool we take to support a strategy*

Performance Monitoring

Targets

Levels of performance

Indicators

Quantitative measures that are used to assess performance

*Strategies may support multiple goals and actions may support multiple strategies

How to Read an Action

Action:

Each action describes the policy, program, or tool that the County will deploy to support the goals and strategies. The number does not imply order of priority.

Horizon

Actions are characterized as having short-term (by year 2025), medium-term (by year 2035), or long-term (by year 2045) implementation horizons. In some cases they may span multiple time periods.

Sphere of Influence:

The County can directly influence actions relating to County operations and unincorporated areas. It can also indirectly influence other municipal, regional, and State policy and programs. Some actions touch upon both Direct Control and Indirect Control.

• **Action 14:** Complete development and implementation of the Green Zones program.

Horizon:	Short Term
Sphere of influence:	Direct Control
Lead County entity:	Department of Regional Planning
Partners:	DCBA, TTC
Topics:	Air Quality, Equity, Land Use, Landscapes & Ecosystems, Public Health, Waste & Resource Management

Partners

Implementation partner or partners who will be working with Lead County entities. Acronyms have been used to save space and are listed in the Appendix.

Lead County entity

Agencies or other County entities overseeing implementation of the action.

Topic Tags*

Given the innovative nature of our plan organization, we are reflecting connections to topic areas as "tags" on each action. In the web version, these are interactive.

Introduction



Goal 1: Resilient and healthy community environments where residents thrive in place



Goal 2: Buildings and infrastructure that support human health and resilience



Goal 3: Equitable and sustainable land use and development without displacement



Goal 4: A prosperous LA county that provides opportunities for all residents and businesses and supports the transition to clean economy sectors



Goal 5: Thriving ecosystems, habitats and biodiversity



Goal 6: Accessible parks, beaches, recreational waters, public lands and public spaces that create opportunities for respite, recreation, ecological discovery and cultural activities



Goal 7: A fossil fuel-free LA county



Goal 8: A convenient, safe, clean and affordable transportation system that expands mobility while reducing car dependency



Goal 9: Sustainable production and consumption of resources



Goal 10: A sustainable and just food system that enhances access to affordable, local and healthy food



Goal 11: Inclusive, transparent and accountable governance that encourages participation in sustainability efforts, especially by disempowered communities



Goal 12: A commitment to realize OurCounty sustainability goals through creative, equitable and coordinated funding and partnerships

OurCounty's Commitment to Implementation and Accountability

We are proud that this plan is both comprehensive and ambitious, but recognize that we must proactively work to implement these actions in order to meet the goals of OurCounty.

To do that, the County commits to the following:

- Advocating for state and federal legislation and resources aligned with OurCounty goals and strategies;
- Applying a sustainability lens to the County's budget;
- Actively seeking funding to support plan implementation, including state and federal grants, and philanthropic resources;
- Working across County departments and with other partners to help prioritize actions, oversee progress, and to identify and resolve any barriers to implementation;
- Actively engaging stakeholders to identify opportunities for collaboration and partnership, and to understand and resolve concerns; and
- Assisting cities in their own efforts to implement elements of the plan

We also recognize that many of OurCounty's actions involve the commissioning of new assessments and/or detailed action plans. We also commit to activating those studies and plans.

Additionally, to make sure that Los Angeles County is accountable to the public, we commit to the following:

- Creating a publicly-available, online dashboard that displays up-to-date data and information on the County's progress towards achieving the targets;
- Regularly reporting on implementation progress in social media, newsletters, and other communication channels;
- Meeting with stakeholders to discuss the implementation of the plan, identifying both successes and failures; and
- Preparing an annual report to the Board of Supervisors that openly and honestly describes plan progress and/or barriers to progress, and that identifies and recommends solutions to those obstacles.

The County's Chief Sustainability Office will be the lead for coordinating these commitments.



What is Our County?

Our County, the countywide sustainability plan, is an effort to outline a bold, inclusive vision for the future that balances the co-equal values of environment, equity, and economy. In a region as large and urbanized as Los Angeles County, many of the most pressing sustainability issues are best solved using a regional approach through collaboration across city and county boundaries. Recognizing this, the plan will be Countywide in scope, setting regional goals, targets, and strategies. With contributions from Angelenos who live and work throughout the County, the plan will present actionable strategies that support healthy communities, environmental stewardship, and a just economy.

What will the plan address?

Our County will present a comprehensive pathway to sustainability addressing a wide range of subjects including climate change, water, energy, resource management, land use, transportation, open space, biodiversity, public health, economy and workforce development, housing, resilience, and governance. Countywide goals and strategies will be informed by data as well as stakeholder and community engagement. The planning team will seek input and feedback from community-based organizations and advocacy groups, County agencies and incorporated cities, the private sector, academic researchers, and the general public.

Who is preparing the plan?

The [L.A. County Chief Sustainability Office](#) is leading the development of the plan, working with an interdisciplinary team of consultants, led by BuroHappold Engineering and researchers at the University of California Los Angeles (UCLA), with stakeholder engagement co-leadership from UCLA and Liberty Hill Foundation. Additional support is being provided by Estolano LeSar Advisors; Fehr & Peers; Gladstein, Neandross & Associates; Global Green; Studio-MLA; and Raimi + Associates.

How and why should I participate?

Our County is a two-year process that began in November 2017 and will continue through 2019. There will be many opportunities to participate and share your opinion.

- [Sign up](#) to receive email updates
- Visit the [News and Events](#) page for upcoming opportunities to get involved
- Send us an email at sustainability@lacounty.gov
- Connect with us on Twitter using #OurCountyLA and following [@CSO_LACo](#)

Our County is an opportunity to shape the future of Los Angeles County. In order for it to represent the entire region, we need to hear about your priorities for the future. Your input will guide the recommendations that arise from this process.

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Goal 8: A convenient, safe, clean and affordable transportation system that enhances mobility and quality of life while reducing car dependency



A modern transportation system provides residents of all ages and abilities with access to reliable, safe, affordable and varied mobility choices that reduce pollution. A well-functioning transportation system gets residents to their destinations while reducing air and climate pollution and provides a cleaner environment for all.

For decades, government and other institutions have prioritized private vehicle travel at the expense of other modes—nationally as well as here in LA county. Today, automobile infrastructure dominates the built environment. Most county residents take the majority of trips in private vehicles, emitting vast quantities of harmful pollutants into the air. By developing programs that focus on reducing the number of miles people travel in private vehicles, the County will help people choose alternatives to single-occupancy vehicles, and at the same time expand residents' mobility, including those residents whose limited automobile access translates to stifled economic opportunity.

The County will also formalize its recognition of transit as the most efficient way to move people. Transit will be the backbone of the transportation system around which other modes and new technologies, like walking, biking, e-scooters and zero-emission car-share service can support a reduction in vehicle miles traveled.



How will we work towards achieving this goal?

Strategy 8A

Reduce vehicle miles traveled by prioritizing alternatives to single occupancy vehicles

Strategy 8B

Improve transportation health and safety outcomes



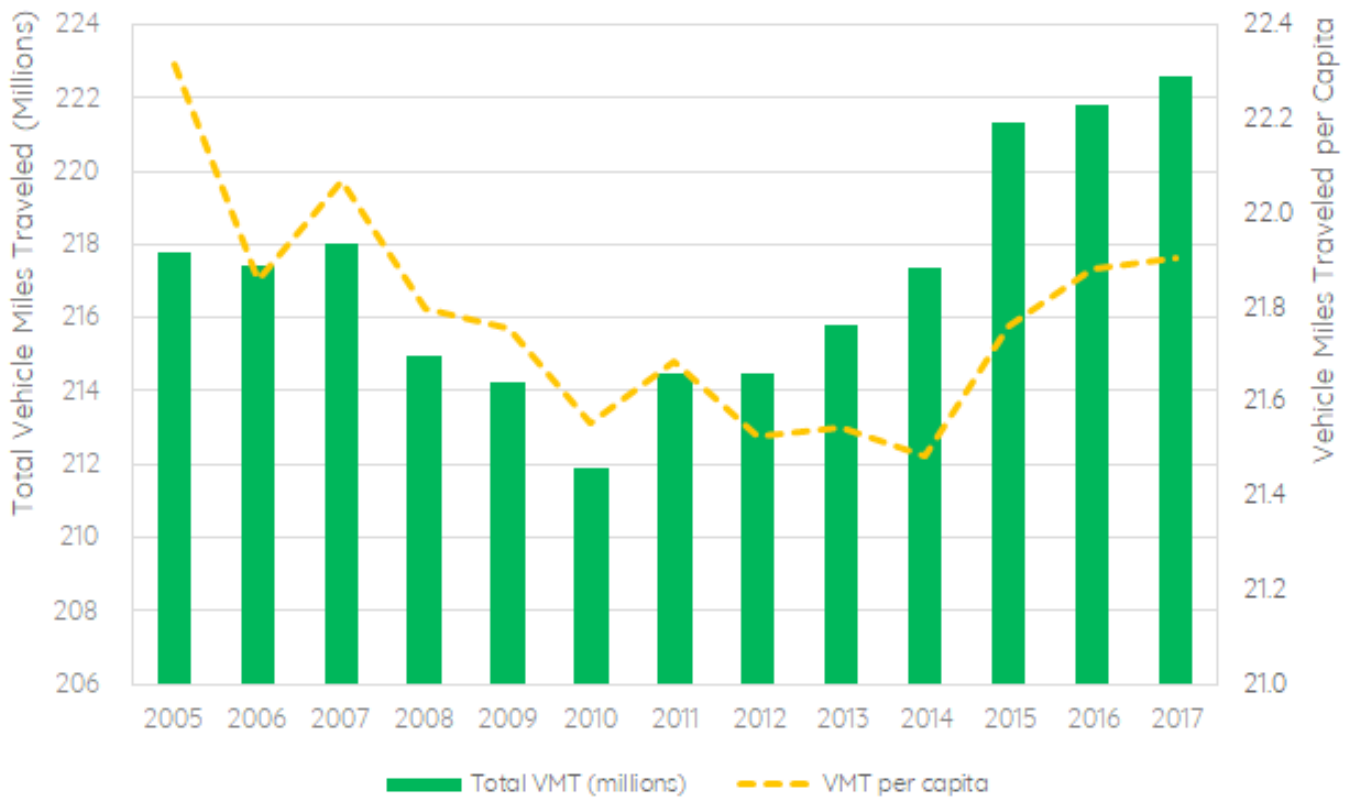
Goal 8: A convenient, safe, clean and affordable transportation ecosystem that expands mobility while reducing car dependency

Strategy 8A	Targets
<p>Reduce vehicle miles traveled by prioritizing alternatives to single occupancy vehicles</p> <p>Policies and programs that lower the need to use single occupancy and privately-owned vehicles promote health and reduce the impact of cars on the environment. LA county voters have taken steps to commit to public transit through the passage of Measures R and M over the past decade.</p> <p>Providing real alternatives to sitting alone in a car promotes a better quality of life not just for those who have a car, but also for those who do not currently have access to a car. The emergence of multiple new modes of transportation, linked to 21st-century technology, has the potential to change our county’s transportation network dramatically, yet so far private passenger vehicles are traveling more miles than ever.</p> <p>By proactively engaging with new transportation options, the County can increase the likelihood that people choose alternatives to private vehicles and that these alternatives are equitably implemented.</p> <p>Shifting away from a car-dominated approach will also help free up land and infrastructure currently storing automobiles so that it can be used for housing, public space and other people-centered priorities; a 2015 study estimated 25% of the county’s incorporated land is devoted to roadways and parking with 14% committed to parking alone.</p>	<p>Countywide:</p> <p>2025</p> <p>At least 15% of all trips will be by foot, bike, micromobility, or public transit</p> <p>Reduce average daily vehicle miles traveled (VMT) per capita to 20 miles</p> <p>2035</p> <p>At least 30% of all trips will be by foot, bike, micromobility, or public transit</p> <p>Reduce average daily vehicle miles traveled (VMT) per capita to 15 miles</p> <p>2045</p> <p>At least 50% of all trips will be by foot, bike, micromobility, or public transit</p> <p>Reduce average daily vehicle miles traveled (VMT) per capita to 10 miles</p>

<p>Action 90: Partner with other local jurisdictions and transit agencies such as the City of Los Angeles and Metro to develop and implement a “Transit First” policy and mobility advocacy campaign that is consistent with and supportive of the County’s Vision Zero Plan.</p>	<table border="1"> <tr> <td>Horizon</td> <td>Short Term</td> </tr> <tr> <td>Sphere of influence</td> <td>Direct Control</td> </tr> <tr> <td>Lead County entity</td> <td>Los Angeles County Public Works</td> </tr> <tr> <td>Partners</td> <td>City of Los Angeles, Metro and other transit agencies</td> </tr> <tr> <td>Topic Tags</td> <td>Public Health, Transportation</td> </tr> </table>	Horizon	Short Term	Sphere of influence	Direct Control	Lead County entity	Los Angeles County Public Works	Partners	City of Los Angeles, Metro and other transit agencies	Topic Tags	Public Health, Transportation
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Topic Tags	Public Health, Transportation										



Average Daily Vehicle Miles Traveled



Vehicle Miles Traveled

Total vehicle miles traveled is one potential indicator of an area’s dependence on single occupant vehicle travel. These modes of travel, while traditionally the most convenient option, are carbon and resource intensive.

Data Source: Caltrans

Despite public transit expansion in recent years, average daily vehicle miles traveled has been trending upwards and was at nearly 21.9 vehicles miles traveled per person per day in 2017.

Action 91: Support Metro’s efforts to study congestion pricing and amplify considerations of equity.

Horizon	Short Term
Sphere of influence	Direct Control, Indirect Control
Lead County entity	Department of Public Health, Los Angeles County Public Works
Partners	Metro, PW
Topic Tags	Air Quality, Climate, Energy, Equity, Public Health, Transportation



Goal 8: A convenient, safe, clean and affordable transportation ecosystem that expands mobility while reducing car dependency

Action 92: Install bus-only lanes and signal prioritization along major thoroughfares and work with transit agencies and neighboring jurisdictions to plan and install full bus rapid transit infrastructure along priority corridors.

Horizon	Short-to-Medium Term
Sphere of influence	Direct Control, Indirect Control
Lead County entity	Los Angeles County Public Works
Partners	Metro and other transit agencies
Topic Tags	Air Quality, Climate, Energy, Equity, Public Health, Transportation

Action 93: Eliminate minimum parking requirements for all new residential units and implement parking maximums within ½ mile of a high quality transit stop.

Horizon	Short Term
Sphere of influence	Direct Control
Lead County entity	Department of Regional Planning
Partners	PW
Topic Tags	Air Quality, Climate, Energy, Housing, Land Use, Public Health, Transportation

Action 94: Incentivize developers to provide less than the maximum allowed parking.

Horizon	Short Term
Sphere of influence	Direct Control
Lead County entity	Department of Regional Planning
Partners	
Topic Tags	Air Quality, Climate, Energy, Housing, Land Use, Public Health, Transportation

Action 95: Offer free transit passes for students, youth, seniors, disabled and low-income populations.

Horizon	Short Term
Sphere of influence	Direct Control, Indirect Control
Lead County entity	Los Angeles County Public Works
Partners	Metro and other transit agencies
Topic Tags	Air Quality, Climate, Equity, Public Health, Resilience



Action 96: Develop and implement a transportation demand management (TDM) ordinance that requires developers of new buildings to incorporate measures such as subsidized transit passes and car share.

Horizon	Short-to-Medium Term
Sphere of influence	Direct Control
Lead County entity	Chief Executive Office, Los Angeles County Public Works
Partners	DRP, Metro and other transit agencies
Topic Tags	Air Quality, Climate, Energy, Equity, Land Use, Public Health, Transportation

Action 97: Develop a transportation technology strategy to proactively address how evolving tech-enabled mobility options can support public transit and advance OurCounty goals.

Horizon	Short Term
Sphere of influence	Direct Control
Lead County entity	Los Angeles County Public Works
Partners	CEO, DPH
Topic Tags	Air Quality, Climate, Equity, Public Health, Resilience

Action 98: Evaluate and implement demand-based priced parking at County facilities and on County streets where appropriate.

Horizon	Short Term
Sphere of influence	Direct Control
Lead County entity	Los Angeles County Public Works, Internal Services Department
Partners	
Topic Tags	Transportation

Action 99: Pilot an alternative work site program for County employees.

Horizon	Short Term
Sphere of influence	Direct Control
Lead County entity	Department of Human Resources, Internal Services Department
Partners	
Topic Tags	Air Quality, Climate, Equity, Public Health, Transportation



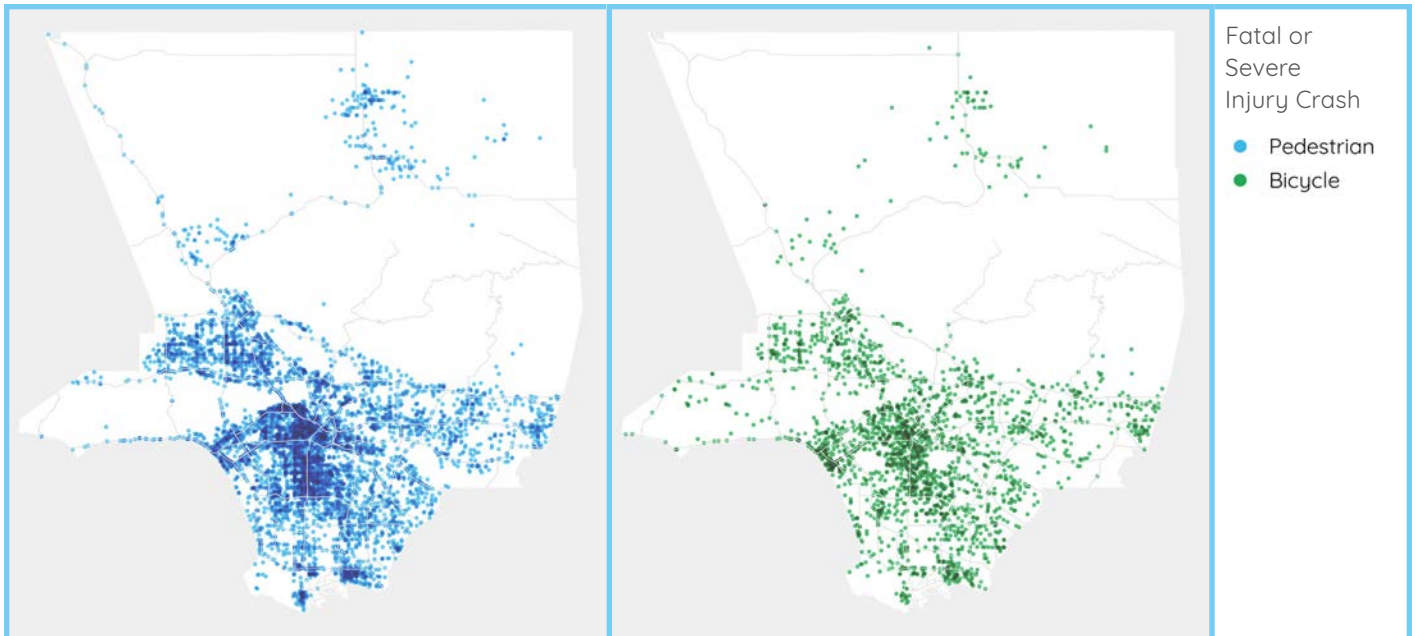
Goal 8: A convenient, safe, clean and affordable transportation ecosystem that expands mobility while reducing car dependency

Strategy 8B	Targets
<p>Improve transportation health and safety outcomes</p> <p>Traffic fatalities and severe injuries are serious public health threats: on average, one person is killed every five days as a result of a traffic collision on unincorporated roadways. Further, people walking and biking are the most vulnerable road users. In fact, traffic collisions are the leading cause of death for children in LA county and also place older adults and people of color at heightened risk. To reduce injuries and collisions, while also encouraging biking and walking (also referred to as "active transportation"), local governments can invest in infrastructure improvements such as protected bike lanes and paths as well as larger sidewalks and better crosswalk infrastructure.</p>	<p>Countywide:</p> <p>2035 Decrease pedestrian and bicycle deaths and severe injuries by 100%</p> <p>2045 Maintain zero pedestrian and bicycle deaths and severe injuries</p> <p>Unincorporated Areas:</p> <p>2035 Decrease pedestrian and bicycle deaths and severe injuries by 100%</p> <p>2045 Maintain zero pedestrian and bicycle deaths and severe injuries</p>

Existing Action Highlight: Healthy Design Work Group

Established by the Board of Supervisors in 2012, the Healthy Design Workgroup (HDW) is an interdepartmental collaboration that focuses on the County's intent to design and build healthy environments that facilitate pedestrian activity, bicycling, use of public transit and outdoor physical activity. Together, high-level representatives from 13 County departments strategize on solutions for projects related to affordable housing, bicycle parking, climate action and other healthy design related projects. The Workgroup has earned awards and millions of dollars in grants by demonstrating the importance of prioritizing health in design through collaboration. The HDW continues to track and identify opportunities for interdepartmental collaboration on grant applications and implement bicycle education programs at County facilities and for County employees, among other projects.

<p>Action 100: Implement Vision Zero Action Plan within unincorporated areas and work with local jurisdictions to implement transportation safety interventions that reduce traffic injuries and deaths.</p>	<table border="0"> <tr> <td>Horizon</td> <td>Short-to-Medium Term</td> </tr> <tr> <td>Sphere of influence</td> <td>Direct Control, Indirect Control</td> </tr> <tr> <td>Lead County entity</td> <td>Los Angeles County Public Works</td> </tr> <tr> <td>Partners</td> <td>CDC, DPH, FIRE, LASD, Metro and local transportation agencies</td> </tr> <tr> <td>Topic Tags</td> <td>Equity, Public Health, Transportation</td> </tr> </table>	Horizon	Short-to-Medium Term	Sphere of influence	Direct Control, Indirect Control	Lead County entity	Los Angeles County Public Works	Partners	CDC, DPH, FIRE, LASD, Metro and local transportation agencies	Topic Tags	Equity, Public Health, Transportation
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Topic Tags	Equity, Public Health, Transportation										



Fatal or Severe Injury Crash

- Pedestrian
- Bicycle

Pedestrian and Bicycle Deaths and Severe Injuries

Between 2013 and 2017, pedestrians were involved in 9% of all crashes resulting in an injury (unincorporated roadways only), but 20% of those crashes resulted in a severe injury or fatality. Collisions are mainly attributed to unsafe vehicle speeds, as well as impaired and distracted driving.

Each dot on the above map depicts a bicycle or pedestrian crash that resulted in a severe injury or fatality between 2006-2015.

Data Source: Transportation Injury Mapping System (TIMS)

<p>Action 101: Develop and implement plans for active transportation that are inclusive, accessible and that enhance safety and work collaboratively with cities to ensure continuity of active transportation networks between jurisdictions.</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-bottom: 1px dotted #00AEEF; padding: 5px;">Horizon</td> <td style="padding: 5px;">Medium Term</td> </tr> <tr> <td style="border-bottom: 1px dotted #00AEEF; padding: 5px;">Sphere of influence</td> <td style="padding: 5px;">Direct Control, Indirect Control</td> </tr> <tr> <td style="border-bottom: 1px dotted #00AEEF; padding: 5px;">Lead County entity</td> <td style="padding: 5px;">Los Angeles County Public Works</td> </tr> <tr> <td style="border-bottom: 1px dotted #00AEEF; padding: 5px;">Partners</td> <td style="padding: 5px;">CEO, DPH, LASD, Metro</td> </tr> <tr> <td style="padding: 5px;">Topic Tags</td> <td style="padding: 5px;">Climate, Energy, Equity, Public Health, Transportation</td> </tr> </table>	Horizon	Medium Term	Sphere of influence	Direct Control, Indirect Control	Lead County entity	Los Angeles County Public Works	Partners	CEO, DPH, LASD, Metro	Topic Tags	Climate, Energy, Equity, Public Health, Transportation
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Partners	CEO, DPH, LASD, Metro										
Topic Tags	Climate, Energy, Equity, Public Health, Transportation										

DATE: May 16, 2019

TO: San Gabriel Valley Council of Governments Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **626 GOLDEN STREETS: MISSION TO MISSION**

RECOMMENDED ACTION

For information only.

BACKGROUND AND INFORMATION

In April 2018, LA Metro released its application and guidelines for Cycle Three of its Metro Open Street Grant Program. Metro's funding for Open Streets programs enable jurisdictions from across LA County to organize and hold open streets and active transportation events, which provide residents the opportunity to walk, ride transit, or bike in an urban environment, and enables people to experience their City in a completely safe and new manner. These events also encourage sustainable and clean modes of transportation, provide an opportunity to take transit for the first time, and provide the opportunity for unique and enriching civic engagement. Open Streets events are considered to be among the most innovative and unique advancements and developments in the livable cities movement, and they also highlight the importance of sustainable, clean, green, and healthy movement and transportation.

Through the Open Streets Cycle Three program, the SGVCOG, some of its member cities, and ActiveSGV were able to secure funding to initiate and put on four open streets events throughout the course of 2019 and 2020. These diverse and engaging community events will enable residents of the SGV to get outdoors, hop on their bicycles, explore and view their neighborhoods through a unique lens, and will build community camaraderie. These four events right here in the SGV are as follows:

- 626 Golden Streets: Mission to Mission / South Pasadena, Alhambra, San Gabriel / May 19, 2019
- 626 Golden Streets: SGV Streets and Treats / El Monte & South El Monte / October 26, 2019
- Heart of the Foothills / San Dimas, La Verne, Pomona / April 19, 2020
- 626 Golden Streets: ArroyoFest / South Pasadena, Pasadena, Los Angeles / November 15, 2020

The first of these 626 Golden Streets events is rapidly approaching on Sunday, May 19, 2019! This open streets event, which is hosted and organized by ActiveSGV and presented by LA Metro, will connect the South Pasadena Gold Line Station to the downtown Alhambra district and the historic San Gabriel Mission. While on the route that meanders through these three San Gabriel Valley cities, people can only use non-motorized means of transportation, such as walking, biking, or

skating, and attendees can move through the event and route at their own desired pace. Additionally, ActiveSGV's primary goals for this event are:

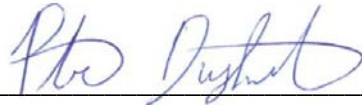
1. Promote sustainable, active modes of transportation.
2. Encourage play, community connections, and exploration of the San Gabriel Valley's diverse communities.
3. Improve the health of people of all incomes, abilities, and backgrounds.

Additionally, each participating city will host an activity hub and festival in their downtown or historic districts. These hubs will enable individuals and families to rest, relax, and have some fun. Depending on the hub, hubs will have different activities such as live performers and entertainment, community fairs, arts activities, and e-bike or car demos.

NEXT STEPS

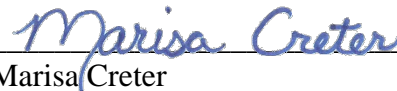
We encourage many San Gabriel Valley leaders and residents to attend this exciting and unique open streets event this Sunday! We hope to see you out there walking, running, biking, or skating!

Prepared by:



Peter Duyshart
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Approved by:



Marisa Creter
Executive Director

ATTACHMENTS

- Attachment A – 626 Golden Streets FAQ Sheet -- Page 39
- Attachment B – Mission to Mission Route Map -- Page 42
- Attachment C – Mission to Mission Event Flyer -- Page 43

Home / Frequently (and Not-So-Frequently) Asked Questions

What are "Open Streets"?

- "Open Streets" are temporary street closures for automobile traffic that "open" roads for community members all ages to walk, bike, dance, play, jog, run, socialize and more! Although relatively new to southern California - the first and largest regular event in LA County (**CicLAvia**) was hosted in October 2010 -- Open Streets events have grown tremendously in popularity across the United States in recent years, with hundreds of communities participating with their own events every year. To get a better idea what these events can look like, check out this online [video](#).

Have any of the participating cities hosted an Open Streets event before?

- This will be the third major open streets event for the City of South Pasadena (the first was ArroyoFest in 2003 - a collaboration with Caltrans that involved a temporary closure of the I-110 Arroyo Parkway freeway) and the first open streets event for the Cities of Alhambra and San Gabriel.

When will parking restrictions go into effect?

- In each City *No Parking* on the route restrictions will go into effect at different times (e.g., 2am in South Pasadena; 3am in Alhambra). Please look out for signage detailing the exact time parking restrictions will start by you. Please be observant of any no parking signs on or near the event route. Cars parked on the route after no parking restrictions go into effect will be towed.

When do route closures go into effect?

- 5:00am – Organizers will begin partial/full closures to event streets to secure route, with closures in full effect by 7:00 a.m.

When will the route re-open to cars?

- 4:00pm – Sections of route fully closed to automobiles will begin to re-open to vehicular traffic.

facility at each activity hub, will be available for public use across the route.

What types of vehicles are allowed on the route?

- Basically anything people-powered, including scooters, strollers, skateboards, rollerblades, roller skates, penny farthings, tricycles, etc.

Are electric bikes, electric scooters, and other electric-assisted devices allowed at the event?

- Yes, street legal electric-assist bicycles, scooters, and similar devices may be used at 626 Golden Streets. However, to ensure a safe and memorable day for all, we ask all event participants (whether on fully human-powered or electric-assisted devices) ride in safe and courteous manner, yielding to slower moving persons, children, and other event goers.

Do I need to wear a helmet?

- Participants under the age of 18 who are on wheeled devices (e.g., bikes, skateboards, scooters) or traveling with an adult on a wheeled-device, are required by CA law to wear a helmet. For everyone's safety, participants are encouraged to wear a helmet if biking, skating, scooting, or using other wheeled devices.

Can I walk, jog, or run the entire route?

- Of course!

Where can I rent a bike, buy a bike, or get a bike fixed?

Need wheels? Options include:

Local Bike Shops

- **Jones Bicycles**, 417 S Mission Dr, San Gabriel, CA 91776 - (626) 793-4227
- **The Cub House**, 2510 Mission St, San Marino, CA 91108 - (626) 755-3003
- **Around the Cycle**, 1270 Lincoln Ave #1500, Pasadena, CA 91103 - (626) 765-6601
- **Pasadena Cyclery**, 1670 E Walnut St, Pasadena, CA 91106 - (626) 795-2866

The **SGV Bike Education Center** also offers recycled/refurbished bikes in the \$25 to \$150 range, as well as kids bikes from \$15 on up; for more information visit their website or contact [Jose Jimenez](#). Open Fridays 4-8pm and Saturdays 10am-5pm. Location: Jeff Seymour Family Center, 10900 Mulhall Street, Rm. 29, El Monte, CA 91731 (Enter from large gate on Emery St, located one block SOUTH of Mulhall Avenue)

What is 626 Run?

Can I bring a tent or table to setup on the route?

- Unless part of an official activity hub OR sanctioned by a local business or organization with a physical location along the route, tabling setups or booths are not permitted on the event route. To participate in an official activity hub groups/vendors must either become an event sponsor, commit to volunteering at the event, or provide a free, fun and healthy activity approved by the event planning committee. Please [contact us](#) for details.
- Groups/individuals who would like to set up a table along the route are encouraged to reach out to local businesses for permission to set up on their property.

PRESENTED BY

OPEN STREETS
MADE POSSIBLE BY



MADE POSSIBLE BY

- **ActiveSGV**
- **2019 | Cities of South Pasadena, Alhambra, San Gabriel, El Monte, South El Monte**

SUPPORTERS

- **Aztlan Athletics**
- **California Conservation Corps**
- **San Gabriel Valley Council of Governments (SGVCOG)**

SPONSORS

- **Dan Sipple Illustration**
- **AARP California**
- **89.3 KPCC**
- **Yelp**
- **Alhambra Source**

Metro Presents: 626 Golden Streets

Mission to Mission

May 19, 2019

5 miles ~ 9:00am - 4:00pm





BIKE, WALK, RUN, SKATE, DANCE, PLAY



ART, MUSIC, FOOD, ENTERTAINMENT



METRO PRESENTS: SUNDAY, MAY 19, 2019 | 9:00 AM - 4:00 PM | FREE EVENT

MISSION - TO - MISSION

626 GOLDEN STREETS

OPEN STREETS
MADE POSSIBLE BY



5 MILES | FAMILY FRIENDLY | SOUTH PASADENA - ALHAMBRA - SAN GABRIEL