



## “Transportation and People” Nonprofit Workshop Summary

July 27, 2018

### Workshop Overview

The “Our County” Stakeholder Engagement Team invited nonprofit organizations throughout Los Angeles County to provide input on the topic of Transportation for the County’s first Sustainability Plan. The “Transportation and People” workshop, held on July 27, 2018 at the Los Angeles Trade Technical College, attracted attendees from nonprofit organizations, as well as several public agencies. The 5-hour workshop engaged 55 individuals representing 42 nonprofit organizations who participated in several key sessions to provide input on Transportation goals and strategies the “Our County” plan should emphasize. Over 30% of the groups stated that their primary or secondary organizational focus was “environmental justice”, and another 23% represented “transportation” or “public health” as one of their primary concerns. The remaining participants cited water, parks/open space, housing and jobs as their primary or secondary organizational interests.

The workshop provided an explanation of how the “Our County” plan will be developed and an overview of transportation issues the County faces. After introducing the Transportation Goals from the Transportation Briefing document, attendees were broken up into three different groups according to their topic of interest (Housing and Land Use, Economy and Workforce Development, and Public Health & Safety), with each section led by a discussion facilitator, along with a butcher paper scribe and computer notetaker. Participants in each morning section were asked to provide comments on the proposed Transportation Goals related to the topic, and then rotated into an additional topic area to provide comments. Participants reconvened in a short plenary session before lunch to hear brief “report backs” from breakout group facilitators on the key insights and recommendations from their discussions. All of the butcher paper notes were consolidated by staff during the lunch break into one written document that was then distributed to help inform the afternoon sessions.

In the afternoon, participants were divided into seven focus groups to allow for more in-depth discussion around a specific topic and draw out participants’ expertise on the policy area:

- Climate, Resilience, Fuels & Air Quality
- Active Transportation, Safety & Connectivity
- Freight and Goods Movement Corridors
- Access, Mobility & Shared Use
- ZEV/NZEVs & Charging Infrastructure
- Affordable Housing, Transit Infrastructure & Displacement
- Economy, Workforce Development & Displacement

As part of the interactive discussion, participants were encouraged to propose alternative or additional priority recommendations to those contained in the Briefing document. Throughout the exercise, facilitators were present to help spur discussion while computer notetakers transcribed comments. After summarizing discussion and recording their proposals on butcher paper, participants then gathered in the main room for a plenary session where they had the opportunity to vote for their priority recommendations via dot stickers on all the focus groups' priorities.

The following compilation represents a succinct synthesis of more than 500 comments that the Stakeholder Engagement team was able to capture through butcher paper notetaking, computer laptop transcription, as well as written comment cards received throughout the workshop. While each nonprofit organization brought their own unique set of recommendations and input for the "Our County" plan, there was general support for the proposed Transportation Goals as presented in the Briefing document. Additionally, several common themes emerged throughout the workshop that either seek to address missing issues or enhance the Transportation Goals. The following are the top transportation-related themes identified:

## Key Themes

- Improving **transportation system safety and reliability** through community-informed and community-approved methods with a priority on low income, low access communities.  
There was significant support for broader, culturally competent public safety measures and infrastructure design enhancements that improves the user experience for all modes of transportation.
- Promoting **equitable mobility access and affordability** that meets the needs of our most vulnerable residents, including, but not limited to, people with disabilities, homeless individuals, and the elderly.  
Attendees strongly suggested targeted investments for active transportation and transit improvements as well as free or significantly reduced fare costs. There were also recommendations for stronger regulations on new modes of transportation, such as car-sharing services and dockless scooters, to better accommodate the needs of people with diverse abilities.
- Advancing public health by **eliminating transportation-related health impacts** through electrification of transportation infrastructure, reduction in car dependency, and better land use practices.  
Many participants advocated for modernizing high traffic, truck heavy corridors, particularly the 710 corridor, with zero-emissions technology to improve the quality of life for neighborhoods most impacted by the goods movement. Increased use of an electrified Alameda Corridor was also recommended to reduce air pollution and traffic accidents.
- Strengthening transportation governance for **better coordination, community engagement, and accountability**.  
There was strong support for improved partnerships across a diverse set of agencies, community-based organizations, and private companies to better coordinate transportation services. Attendees also emphasized the need for better educational outreach and resident engagement strategies on infrastructure investments, public safety methods, and management of funds to promote transparency and trust with communities.

- Stabilizing housing-insecure communities by **safeguarding residents from increasing housing costs and displacement pressures** due to transportation investments that raise nearby property values. Several comments voiced the need for stronger renter protection policies, such as “right to return” to neighborhoods after redevelopment, and more affordable housing development, particularly in transit oriented development areas.

## Draft Goals

Although participants were generally in support of all the Draft Goals from the Transportation Briefing, their comments largely centered on goals related to equity, inclusion, and access. In particular, Goals A, C, D, and E drew the most attention. Feedback received either clarified key terms, coupled issues, or surfaced unaddressed topics that would ensure the goals prioritize benefits to and do not adversely affect disadvantaged communities. Many stakeholders, for instance, recommended more explicitly connecting or combining “high quality mobility options” from Goal B with “transportation system reliability and user experience” from Goal F. Additionally, there was strong support for a more thoughtful approach to achieving public safety and mobility access. Appendix B includes a detailed summary of comments on Goals.

## Detailed Strategies

The following are the top themes with detailed strategies from input received:

<p><b>IMPROVE TRANSPORTATION SYSTEM SAFETY AND RELIABILITY</b></p>	<ul style="list-style-type: none"> <li>• Implement community-supported safety enforcement measures that provide alternatives to relying solely on policing</li> <li>• Apply crime-deterrent and injury-preventative technology and design features across streets, sidewalks, and transit stops</li> <li>• Adopt a Vision Zero initiative that includes the reduction of harassment on streets and transit</li> <li>• Prioritize improvement and maintenance of sidewalks and active transportation infrastructure</li> <li>• Establish regulatory policies around dockless mobility</li> </ul>
<p><b>EXPAND MOBILITY EQUITY THROUGH INCREASED ACCESSIBILITY AND AFFORDABILITY</b></p>	<ul style="list-style-type: none"> <li>• Provide free or very low cost transit fares for students and senior citizens</li> <li>• Design transit infrastructure to better meet the needs of people with diverse disabilities</li> <li>• Prioritize transit investments and connectivity in low income, low access communities, such as smaller cities and unincorporated areas</li> <li>• Increase funding for active transportation infrastructure to create complete streets throughout the County</li> <li>• Improve bus and train design to accommodate more bicycles and other mobility equipment</li> </ul>

**ELIMINATE  
TRANSPORTATION-  
RELATED HEALTH  
IMPACTS,  
ESPECIALLY IN  
DISADVANTAGED  
COMMUNITIES**

- Incentivize the electrification of goods movement vehicles and equipment, particularly along the 710 corridor, with a priority on assisting independent truckers to finance non-polluting vehicles
- Equitably distribute zero emission vehicle rebates and charging infrastructure
- Encourage infill development and reduce vehicle parking around transit
- Promote active transportation in low income communities through targeted investments to encourage physical exercise and increase mobility access
- Upgrade entire County transportation fleet with zero emission vehicle technology
- Limit polluting, vehicle dependent land uses (such as auto dealerships, truck and car storage lots, etc.) around pedestrian heavy corridors

**STRENGTHEN  
TRANSPORTATION  
GOVERNANCE FOR  
BETTER  
COORDINATION,  
COMMUNITY  
ENGAGEMENT, AND  
ACCOUNTABILITY**

- Adequately fund and diversify stakeholder engagement processes, including resident mapping activities, participatory budgeting, etc.
- Partner with community-based organizations for culturally-competent educational outreach and program implementation
- Create a one-stop-shop for all transportation related incentives and program information for County residents
- Coordinate transportation services with mental health and supportive service agencies to decrease incarceration of mentally ill and homeless
- Improve and make publicly available transportation-related data
- Consider unintended consequences of new innovative transportation technologies on access, equity, and safety (e.g. silent electric vehicles and people who are blind/nearly blind)

**STABILIZE HOUSING-  
INSECURE  
COMMUNITIES TO  
ENSURE BENEFITS  
FROM  
TRANSPORTATION  
INVESTMENTS**

- Support policies that expand renter protections, such as rent control and “right-to-return”
- Increase funding for affordable housing near transit for all low income levels through financing mechanisms such as land value capture and community benefit agreements
- Limit the development of luxury, high-income housing development near transit
- Preserve all types of affordable units, including rent-controlled and accessory dwelling units
- Improve transportation access and connectivity to climate resiliency hubs, such as cooling centers

Other themes, although not as prominent, also emerged, including:

- Providing adequate **workforce development and local hiring** strategies in the transportation sector that transitions displaced workers into emerging jobs with prevailing wages.
- Improving **climate resiliency** to better accommodate growing reliance on electric transportation technology by decentralizing and increasing energy storage.
- Supporting **local business development and preservation** strategies that encourage zero emission vehicle and active transportation technology, as well as protection of community-serving establishments from displacement due to increased property values from transportation investments.



- Further developing **transportation and land use related research** for stronger understand the social, economic, and public health benefits and unintended consequences from a sustainable transportation system.
- Bettering transportation planning and coordination around **emergency preparedness**.

A more detailed list of condensed comments is included in Appendix B.

## Appendix A: “Transportation and People” Workshop Attendee List

- Advancement Project
- Bike San Gabriel Valley
- Black Women for Wellness
- Business Resource Group
- City Project
- Climate Resolve
- Coalition for a Safe Environment
- Coalition for Clean Air
- Coalition for Responsible Community Development
- Communities for a Better Environment\*
- Community Health Councils
- Day One\*
- East Yard Communities for Environmental Justice\*
- Environment CA
- Esperanza Community Housing
- First 5 LA
- Food & Water Watch
- Global Green
- Hunger Action LA
- Investing in Place
- Jobs to Move America
- Labor Community Strategy Center
- LACI
- MOVE LA
- Pacoima Beautiful\*
- Proyecto Pastoral
- Pukuu Cultural Community Services
- RIDE in Living Color
- SCANPH
- Slate-Z
- SCOPE\*
- Social Justice Learning Institute
- Solidarity Center / Latino-Latina Round Table
- Southeast Asian Community Alliance
- Southern CA Resource Services for Independent Living
- Strategic Actions for a Just Economy
- Streets are for Everyone
- The Community Action League



- Trust for Public Land
- UCLA Luskin Center
- Union de Vecinos
- US Green Building Council
- William C. Velasquez Institute
- Youth Policy Institute

\*Community-Based Organization Anchor

## Appendix B: Summarized Transportation Related Comments

### Summarized Comments by Goals

Goal	Comment
<p>A. Enhance communities and lives through mobility and equitable access to jobs and economic opportunity</p>	<ul style="list-style-type: none"> <li>• Goal A garnered significant interest from attendees with more comments offered than any other Draft Goal. While there was general support for the goal, attendees repeatedly suggested the need for reduced or free fares for transit, particularly for populations with additional mobility barriers.</li> <li>• Other comments emphasized the need for goal language to assure communities would remain stable, particularly addressing transit oriented development displacement.</li> <li>• There were also comments advocating for the addition of “healthy communities” with strategies like endorsement of an indirect source rule to address environmental impacts from freight/goods movement. Someone suggested making the connection between Goal A and Goal C clearer: “Using mobility to advance equity and support stable and healthy communities.”</li> </ul>
<p>B. Provide high-quality mobility options that enable people to spend less time traveling</p>	<ul style="list-style-type: none"> <li>• Comments related to Goal B pointed towards more language around equity, including people with disabilities. Attendees recommended high-quality mobility options should be distributed equitably. They also noted the importance of working towards mobility independence where residents would have multiple high-quality, and accessible transportation options.</li> <li>• Others suggested that high-quality mobility improvements should be prioritized on non-motorized/active transportation options. Meanwhile, someone noted that there needs to be better traffic planning for residents during transit construction.</li> <li>• There was support for more explicitly connecting Goals B and F.</li> </ul>
<p>C. Improve transportation-related health and safety outcomes</p>	<ul style="list-style-type: none"> <li>• Goal C garnered several comments related to health and safety. Although there was general endorsement of the goal, attendees requested clearer definitions of “health and safety.”</li> <li>• Regarding safety, there was strong support for improving public safety on streets and in transit through community-supported methods, such as restorative justice practices that do not engage the police and exacerbate the incarceration of people of color. Others also noted the importance of a Vision Zero policy that broadens its scope beyond just traffic collisions, such as an anti-harassment initiative to protect women and girls.</li> <li>• Comments related to health sought stronger language, particularly in relation to historically disinvested areas with pollution and respiratory health disparities. In addition to the immediate reduction or elimination of health impacts, several recommended targeted investments, community-centered in low-income communities.</li> </ul>



<p>D. Decarbonize freight corridors</p>	<ul style="list-style-type: none"> <li>• There was significant support for the electrification of, rather than decarbonizing, freight corridors with a strong emphasis on zero emissions. Many noted the need to alleviate pollution impacts on frontline communities as well as planning for better climate resiliency in an electric-reliant future.</li> <li>• Regarding freight operations, attendees suggested electrification of all stages of goods movement, including water ports, airports, country border ports, freight corridors, and freight hubs such as warehousing, to reduce air pollution and greenhouse gas emissions. Many advocated for prioritizing the Alameda Corridor for this transition and mandating maximum use of the infrastructure.</li> <li>• Many noted that as the County becomes more reliant on electricity, there needs to be goals towards self-sufficiency of energy, including better local generation and storage of energy. There was also support for reducing energy use altogether. Others expressed concerns over the use of hydrogen as a source of energy citing climate impacts.</li> </ul>
<p>E. Reduce energy consumption and carbon emissions by transportation sector</p>	<ul style="list-style-type: none"> <li>• Goal E received very few direct comments from attendee participants. Similar to Goal E, attendees advocated for a zero-emissions transportation system as well as the inclusion of air quality as a separate measure.</li> </ul>
<p>F. Improve transportation system reliability, user experience, and resiliency</p>	<ul style="list-style-type: none"> <li>• The majority of comments related to Goal F centered around accessibility. There was strong support for a reliable transportation user experience for all, regardless of abilities.</li> <li>• In alignment with comments on Goal B, attendees suggested including “safety” in Goal F. Further, someone expressed concern about over-policing in transit that is connected to wealthier communities.</li> <li>• Many expressed the need for new investments to improve transit infrastructure, such as bus shelters and lighting, more bike storage on buses, and increased service routes and frequency.</li> </ul>
<p>G. Amplify regional efforts to achieve a sustainable transportation system</p>	<ul style="list-style-type: none"> <li>• While there was general support for Goal G, attendees recommended more visionary and aspirational language that emphasized the County’s role as a leader in the region that accommodates all residents.</li> <li>• Comments specifically recommended for the County to assist smaller cities and unincorporated areas to obtain transportation funds and efficiently investing in those communities.</li> <li>• Others noted the need to invest in aging infrastructure before building new transportation infrastructure, with an emphasis on avoiding displacement.</li> </ul>
<p>Across all</p>	<ul style="list-style-type: none"> <li>• Attendees strongly emphasized equity and accessibility throughout all the goals.</li> </ul>

	<ul style="list-style-type: none"> <li>Similarly, there was significant support to consider health and housing stability throughout the goals, given their strong intersection with transportation.</li> </ul>
New Goal suggestions	<ul style="list-style-type: none"> <li>There was strong support for improving transportation governance in a way that ensures community participation in decision-making. Whether it is policing practices on transit or transportation investments, attendees voiced strong support for better transparency and accountability strategies such as participatory budgeting and partnerships with community-based organizations.</li> <li>Several attendees also advocated for a strong workforce development and community economic development initiatives that plan for an electrified transportation system, promote local entrepreneurship, and preserve community-serving businesses. This includes leveraging transportation investments to adequately fund workforce-training programs to successfully transition displaced workers into emerging sustainable sectors. Many noted providing electrification incentives directly to independent truck drivers who often drive the most polluting vehicles due to high cost of less polluting vehicles.</li> <li>Many advocated for making transit free. Along the same lines, several supported keeping transit and housing as a public good, rather than relying on market-based strategies.</li> <li>There was also strong support for making a transportation system that was resilient from natural and unnatural disasters. Attendees suggested having a better emergency preparedness plan around transportation that ensures adequate mobility for low-access communities.</li> <li>Others supported making active transportation more available. This included making investments and outreach throughout the County to create a culture around active transportation.</li> </ul>

### Summarized Comments by Category

Category	Comment Summary
Air Quality	<ul style="list-style-type: none"> <li>Many attendees advocated for more aggressive measures towards a zero-emission transportation system in order to ensure better air quality throughout the region, particularly communities near freight corridors. This included strategies around electrifying the freights goods movement through incentives and regulations, such as an indirect source rule, on transportation industries. Further, there was strong support for the County to electrify their fleet as a sign of regional leadership in sustainability.</li> <li>Others noted the importance of protecting workers from air hazards in the transportation industry. Some suggested better air-monitoring techniques to inform residents and regulators where to install air filtration systems. Someone recommended that Particulate Matter 1.0 should also be monitored.</li> </ul>
Climate	<ul style="list-style-type: none"> <li>Several attendees suggested the need for the electrification of transit with strategies for both industries and households throughout the County.</li> </ul>

	<ul style="list-style-type: none"> <li>• Comments included phasing out polluting technologies in freight through a combination of regulations and incentives, with consideration of vulnerable workers such as independently contracted truck drivers. There was significant support for prioritizing the 710 and Alameda corridors with zero-emission technology in order to significantly reduce carbon-emissions.</li> <li>• Meanwhile, others expressed strong support for the equitable deployment of zero emission vehicles in disadvantaged communities through targeted placement of charging infrastructure and adequate funding for incentives. Many advocated for the publicly owned fleets to transition into zero emission technology, including Metro and school buses.</li> <li>• Attendees also suggested strategies that promote climate resiliency in an electricity-dependent future. This included increasing renewable energy generation and storage, such as mandating warehouse parking lots to include solar panels. Further, many were concerned about climate events and advocated for better emergency preparedness and infrastructure improvements around transportation to protect our most vulnerable residents. Several recommended better transit connectivity with cooling centers and shelters.</li> </ul>
<p>Economy and Workforce Development</p>	<ul style="list-style-type: none"> <li>• There was strong support for increasing workforce development and mobility access in order to improve economic opportunity and local business development.</li> <li>• One of the most popular comments received was making transit affordable. Dozens of comments supported efforts to make transit free for all, while others advocated for free or significantly reduced transit fares for vulnerable populations such as the elderly, youth, and people with disabilities.</li> <li>• Many attendees recommended workforce development plans that both help current workers transition into clean energy and transportation sectors and improve economic opportunity for populations traditionally left out of transportation and sustainability-related fields. Strategies included centralizing workforce development infrastructure and resources, ensuring new clean sector jobs offer family-supporting incomes, improving access to information and training, and adopting local and targeted hire policies for projects in low-income communities.</li> <li>• There was also concern about the impact of transportation investments and sustainability mandates on local economies. Attendees recommended providing local businesses incentives to transition into clean transportation technologies and adequate protections from increased land values from nearby transit investments. Others mentioned the need to support local businesses through transit construction interruptions with subsidies. Many advocated for mandatory community benefits agreements for all transit investments.</li> </ul>
<p>Housing</p>	<ul style="list-style-type: none"> <li>• Displacement pressures, passing through costs to renters, and loss of affordable housing stock from transportation investments was one of the biggest concerns brought up by workshop attendees. There was strong support for ensuring renters are able to benefit from nearby transit investments and remain in their neighborhoods. Attendees suggested embedding anti-displacement policies, such as rent control, and strengthening current affordable housing funding streams that reach all levels of affordability, particularly deep affordability.</li> </ul>

	<ul style="list-style-type: none"> <li>• Several attendees noted that current affordable housing development is far too slow to address the County’s housing shortage. They advocated for a diversity of strategies to both protect current affordable housing, including informal housing, instituting a “right-to-return” policy for residents displaced from construction related to rehab and redevelopment, and reviving public housing. One comment advocated for limiting the amount of luxury housing development around Expo line stations.</li> <li>• Other comments pointed to strategies that would support the region’s climate goals, including providing incentives to landlords to provide electric vehicle charging equipment at apartment complexes.</li> </ul>
<p>Land Use</p>	<ul style="list-style-type: none"> <li>• Workshop attendees provided several diverse land use strategies and mobility improvements (see below) that aim to protect the health and safety of communities, improve economic mobility, and create a high-quality transportation network.</li> <li>• Many comments provided land use and design suggestions to better accommodate the needs of all modes of transportation, with special consideration of people with disabilities. This included better designing street curb cuts, funding and creating complete streets, and implementing more infrastructure and technology to accommodate the needs of people with different abilities. Many attendees supported initiatives to improve active transportation access, specifically. For instance, a few attendees would like more space for bikes for on-board transit riding. In terms of protecting health, many comments called for limited zoning of car-oriented and contaminated land uses, such as auto dealerships and warehouses, near residential communities.</li> <li>• Alternatively, there was strong support for inclusive infill development initiatives that protected and provided additional affordable housing. For instance, some attendees recommended a land value capture policy while others suggested a vacancy tax that would increase funding for affordable housing near transit development. Further, many comments supported strategies that better connected people to their place of work, including offering late night bus services and partnering with rideshare services.</li> </ul>
<p>Public Health &amp; Safety</p>	<ul style="list-style-type: none"> <li>• There was significant support for both public health and public safety strategies that protect all communities from transportation-related pollution, injuries, and passenger harassment, with a particular consideration for specific needs of vulnerable populations (e.g., people with disabilities, elderly, low-income residents, etc.)</li> <li>• Attendees strongly advocated for the electrification of the transportation system, especially freight corridors. Others also recommended more thoughtful zoning regulations that do not encourage polluting and vehicle-heavy land uses near sensitive land use areas (residential, schools, day care facilities). Attendees also supported stronger enforcement whether it be the adoption of an indirect source rule or the incorporation of cumulative impacts into CEQA.</li> <li>• The topic of public safety garnered dozens of comments regarding passenger harassment on transit and pedestrian and active transportation safety. Although attendees supported more public safety enforcement, they recommended restorative justice practices that do not solely rely on the use of police force. Some comments offered alternative safety measures such as crime-deterrent lighting at stations and training for police officers to deal with individuals with mental health issues.</li> </ul>

	<ul style="list-style-type: none"> <li>Attendees supported a countywide Vision Zero initiative that tackled safety and harassment issues broadly. Suggestions included better curb design, vehicle speed-reducing measures on residential streets, investing in active transportation infrastructure, and increasing mobility literacy for all. There were particular recommendations to better protect individuals with disabilities, including longer cross walk times and more audible signals.</li> </ul>
Governance	<ul style="list-style-type: none"> <li>Many attendees advocated for better community engagement strategies that supported the democratization of transportation governance. This included doing participatory budget workshops about transportation funding, partnering with community-based organizations, and training public servants to be more culturally competent and aware of their constituents.</li> <li>Other comments offered recommendations to improve inter-governmental coordination to better accomplish the several roles of the County. To better serve the region's homeless and mentally ill populations, attendees suggested transit agencies partner with social service-oriented agencies to connect people to resources available to them. On the other hand, many suggested the County play a stronger role building capacity in small cities and unincorporated areas to be competitive for grants that improve transportation quality and access.</li> <li>Some noted the need for better agency coordination to increase enforcement, such as mechanisms to address illegal truck idling in residential neighborhoods.</li> <li>There was also support for better outreach and education efforts to inform residents about household transportation incentive programs.. One comment suggested one-stop shop centers where residents can inquire about transportation-related issues or program rebate/incentive eligibility requirements.</li> <li>Some attendees expressed concerns over new, emerging forms of transportation such as shared use and dockless scooters. They recommended stronger regulations to ensure safety and accessibility for all potential users.</li> </ul>
Miscellaneous	<ul style="list-style-type: none"> <li>There were several comments that broadly advocated for more explicit considerations of equity and historic disinvestment in areas. Comments recommended funding mechanisms, policies, and regulations to reflect these conditions and seek to remedy them through projects with multiple benefits.</li> <li>Attendees generally requested stronger language throughout all the goals and strategies. They supported the use of more aspirational language and clearer definitions of terms.</li> <li>Whether it is program requirements, transit and street design, or enforcement, dozens of comments advocated for more consideration of residents with disability when developing policies and practices around transportation.</li> <li>While many advocated for the electrification of transit, others noted the potential negative consequences mining may have on indigenous communities globally.</li> <li>Other comments included restricting campaign contributions from polluting industries and stopping the Olympics.</li> </ul>