



Meeting Minutes

Project Title: San Gabriel Valley Greenway Network Strategic Implementation Plan

Purpose of Meeting: Present tributary narratives, the map-based survey, and an update on ROW analysis.

Meeting Location: Virtual via Teams
See Microsoft Outlook Invite

Date: July 14, 2021

Time: 2:00 p.m.

Attendees:

Steering Committee Members

Ramy Gindi, LACFCD
Elaine Kunitake, LACPW TPP
Wesley Reutimann, Active SGV
Norma Quinones, SGV Conservation Corps
Belen Bernal, Nature For All

Extra

Alexander Sarno
Sally Gee, RMC
Enrique Baul
Giuseppe Canzonieri
Jonathan Lu

Project Team

Jennifer Aborida, LACPW
Thomas Hoang, LACPW
Marcela Benavides, LACPW
Michelle O'Connor, LACDPR
Natasha Krakowiak, LACDPR
Loretta Quach, LACDPR
Johnathan Perisho, WCA
Lisa Skutecki, Brown and Caldwell
Jesse Scolavino, Brown and Caldwell
Laureen Abustan, Brown and Caldwell
Carlos Velasquez, KOA
Jan Dyer, Studio-MLA
Kevin Johnson, Studio-MLA
Tony Howze, PACE
Cherise Thompson, PACE
Noe Noyola, MIG

Summary

1. Introductions

- a. Welcoming remarks from LAC
- b. Roll call
- c. Comments from the May meeting

2. PowerPoint Presentation

a. Schedule update (BC)

- Lisa Skutecki (BC) noted that they have been working hard on a lot of items especially the tributary maps, project priority matrix, the bike path alternatives, and the potential project list. Lisa Skutecki (BC) also noted that they are kicking off the project website, the web-based survey, and will be kicking off the community workshops after the web-based survey has been released

b. Opportunities and Constraints

i. Technical Update on Approaches and Solutions (PACE)

- Tony Howze (PACE) went over the technical updates.
- Tony Howze (PACE) noted originally data was collected in a cross-sectional form. Information shown on slide 6 is a has built plan. Measurements were taken from the bank to the right of way line, and this is what the original right of way was based off of. Tony Howze (PACE) noted that when they went into the field, they noticed discrepancies and to resolve the issues, high-resolution aeriels were used to understand fence lines and what type of trail that can be placed within the right of ways.
- Tony Howze (PACE) noted that on slide 7 a section is shown of what is possible given a ROW width of 24 feet or beyond. Based on current design standards, this width would allow for an equestrian path, two-way bicycle path, and adjacent pedestrian path. Width beyond 24 feet could be used for green infrastructure, seating or other park amenities. Each greenway design alternative will need to consider the specific community context and strive to serve the most users. In some communities an equestrian path may not be appropriate.

ii. Tributary Narratives (Studio-MLA)

- Jan Dyer (MLA) noted that the initial study area consisted of 130 miles in the San Gabriel Valley. Took these tributaries and segmented based on conditions, and then each segment was scored. Based on the scoring process they came up with 55 miles of Tier 1 high priority area. Jan Dyer (MLA) noted that compiling of previous efforts and studies in this area as well as many other datasets related to existing conditions and the surrounding community resulted in:
 - Community Need
 - Circulation
 - Equity
 - Environment
 - Etc
- Jan Dyer (MLA) explained each narrative in detail and noted that there will be narrative for each tributary. Each segment has bullet points that describe the segment.

iii. Round Table Discussion

- Johnathan Perisho (WCA) noted that WCA has a service agreement with Public Works and have WCA has a web presence and there are several ways they can contribute. John also noted that the information of the graphs is very useful.
- Wes (Active SGV) will share an update through their newsletter and social feeds. Wes noted that regarding the tributary narrative designs there are many different buckets and if you pull away and look at all of them, they look similar and noted that the narratives need to be distinguished.
- Kevin Johnson (MLA) noted that changing color schemes could be helpful and Wes agreed.
- Wes (Active SGV) asked if copies of these narratives will be sent out and Kevin Johnson responded saying that these materials will be printed, and they will be available online.
- Belen Bernal (Nature For All) noted that Nature For All has a website and social media outlets and are beginning their work with San Gabriel Valley leadership program which will take place both online and in person and they are happy to distribute the information to the participants.
- Kevin Johnson (MLA) asked if printed materials will be more helpful, and Belen Bernal (Nature for All) responded saying that is correct.
- Belen Bernal (Nature For All) noted that hard copies will be very useful, but they are prepared to distribute through social media platforms as well.
- Sally Gee (RMC) noted that they have a newsletter and social media that they can post on. Sally also noted that it was hard to distinguish between each narrative so changing colors will be helpful. Sally also noted that the demographics were too busy and wants to highlight the environmental aspect.
- Wes (Active SGV) asked in terms of sharing material what are the goals from the planning team.
 - Jesse Scolavino (BC) noted that there is a web-based survey that they want help distributing.
- Alex Sarno noted was wondering when the final plan will be finalized.
 - Lisa Skutecki (BC) noted by the end of the year or beginning of next year.

TRIBUTARY NARRATIVE

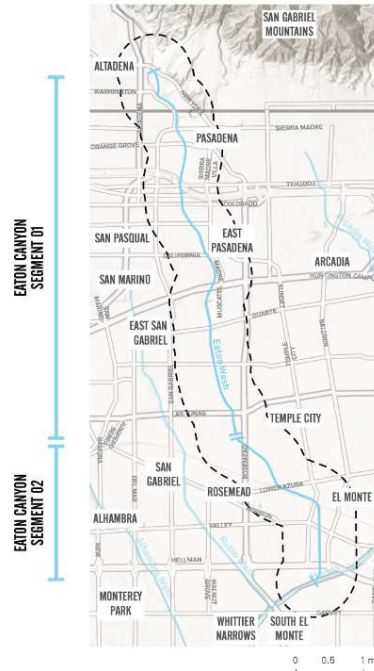
EATON WASH

Eaton Canyon Segment 01 (North of Broadway)

- Retail, office and industrial spaces along Colorado, Huntington and Las Tunas that may drive traffic.
- Very High to High park need south of Huntington Drive.
- Sensitivity and socio-economic burden is Low to Very Low.
- Exposure to pollution is High to Very High, particularly in the Pasadena and East Pasadena Area.
- Low to Very Low access to reliable public transit.
- High rates of access to a vehicle.
- FEMA has designated a possible but undetermined flood risk at the mouth of Eaton Canyon.
- Percentage of impervious surfaces is around the LA County average.
- High to Very High heat vulnerability. Hopefully some of the risk is mitigated by the tree canopy coverage.

Eaton Canyon Segment 02 (South of Broadway)

- More dense and have lower income than Eaton Canyon Segment 01.
- Retail, office and industrial spaces along Valley that may drive traffic.
- Very High to High park need throughout most of this area.
- Generally suffers from high environmental burden.
- Over-representation of population and health characters (such as asthma, housing burden, linguistic isolation) that would make them sensitive to pollution.
- Lower access to a vehicle, but higher access to reliable transit.
- No instances of FEMA-noted flood risks.
- Percentage of impervious surfaces is at or above LA County average.
- High to Very High heat vulnerability.
- High need for tree canopy, especially south of the Pacific Railway Tracks.



consider how a non technical person will decipher layers

perhaps use different colors to distinguish between each category

Hard to distinguish, graphics a bit busy. Simplify?

Information is useful

so many different buckets, look similar, so distinguish

Hard copies? Printed but online options too

Outreach

Drop in center/ bike center

website, social media

Service Agreement / Contracting work

nature for all website, social

Nature for All Leadership Program, and Coalition

print materials would be useful for tabling events with partners

Newsletter

what are the goals of the outreach for these?

outreach and awareness

find blindspots, ground-truth

When will final plan be finalized?
End of 2021

COMMUNITY STORY

EATON WASH

PART 1 - GATHERING SPACES

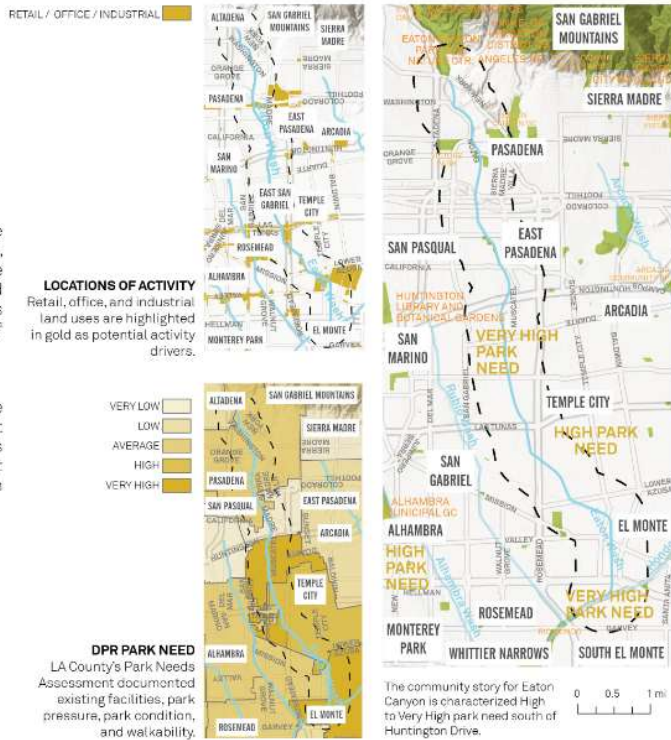
Understanding existing community gathering spaces will inform how our project could add to open space access.

EATON CANYON SEGMENT 01

North of Broadway, there are retail, office and industrial spaces along Colorado, Huntington and Las Tunas that may drive traffic. The Department of Parks and Recreation Park Need Assessment shows Very High to High park need south of Huntington.

EATON CANYON SEGMENT 02

South of Broadway, there are retail, office and industrial spaces along the Valley that may drive traffic. The Department of Parks and Recreation Park Need Assessment shows Very High to High park need through most of this area.



COMMUNITY STORY

EATON WASH

PART 2 - DEMOGRAPHICS

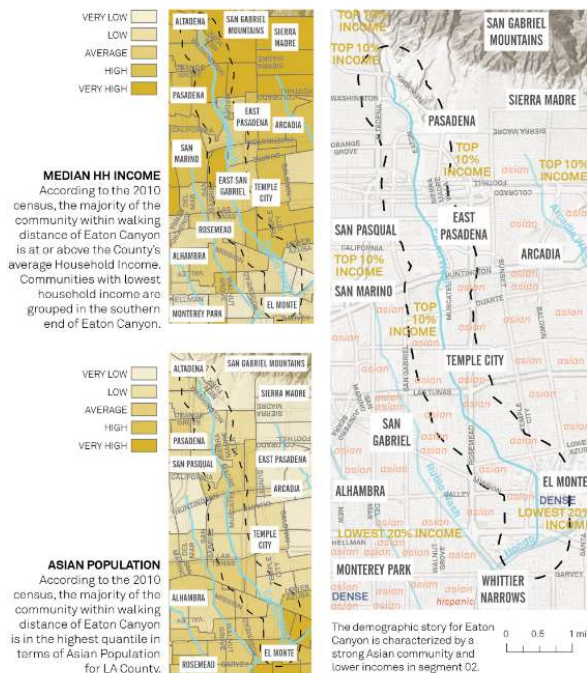
Understanding key demographic factors will inform the style and programming of the area.

EATON CANYON SEGMENT 01

North of Broadway, the community has a strong Asian population and income that is higher than the County's average.

EATON CANYON SEGMENT 02

South of Broadway, there is a strong Asian community. The community tends to be more dense and have lower average income.



SYNERGY STORY

EATON WASH

PART 1 - OPPORTUNITIES

Synergy story – early implementation projects, non-greenway projects, vacant parcels, and public land will help us understand where there are potential opportunities to build on the greenway.

EATON CANYON SYNERGY OPPORTUNITIES:

Eaton Wash is a popular tributary and has been identified by many studies and planning efforts in the past:

- The LA County Bicycle Master Plan 2012 identified a greenway alignment along this reach
- The SGVCOG Greenways Study 2019 ranked Eaton Wash among its "top 50 miles"
- A Greenway along the southern portion of Eaton Wash is currently in design between Rosemead Ave and Longden Ave.
- Phase 2 will continue North from Longden Ave to Huntington Drive (Currently in Planning).
- A third section from Rosemead Ave to the Rio Hondo was identified as "funded" within the SGVCOG Study
- Additionally, "constructing a park in the vicinity of Eaton Wash" was identified by the community as a high priority project during the 2016 Parks Needs Assessment



SYNERGY STORY

EATON WASH

PART 2 - COMPLEXITY

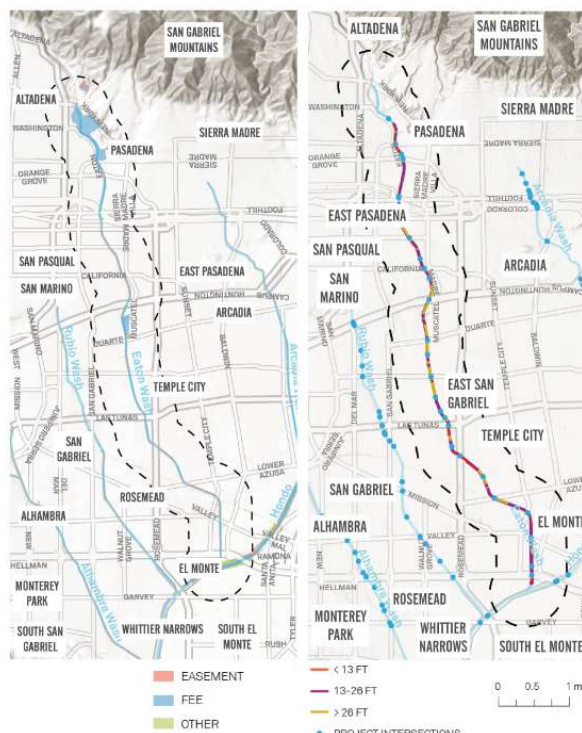
Understanding the legal as well as physical constraints along each wash will show existing issues that the design has to take into account.

EATON CANYON LEGAL COMPLEXITY

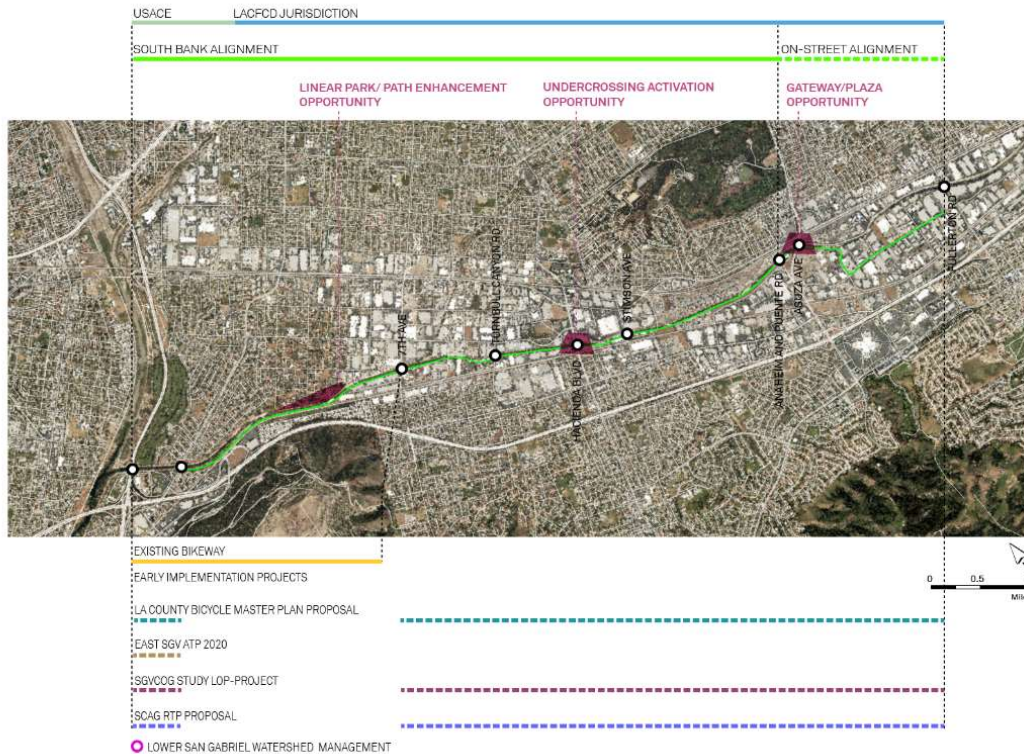
- Eaton Canyon parcels are mostly fee property, with a few marginal quitclaims and easements along the channel
- "Fee" parcels would require the least amount of regulatory approvals

EATON CANYON PHYSICAL COMPLEXITY

- Available As-built data was used along with County ROW parcel data
- Generally, Eaton Wash has over 10 feet of ROW available outside of the flood control channel
- Areas with 10 feet of available ROW are mostly concentrated between Acacia St and Encinita Ave



SAN JOSE CREEK - OPPORTUNITIES



These are more simple and easier to understand

ENVIRONMENT STORY

EATON WASH

Shade study, impervious surfaces, and heat vulnerability will help us see where trees can be the most beneficial.

EATON CANYON SEGMENT 01

North of Broadway, there is High to Very High heat vulnerability. Hopefully some of the risk is mitigated by the tree canopy coverage.

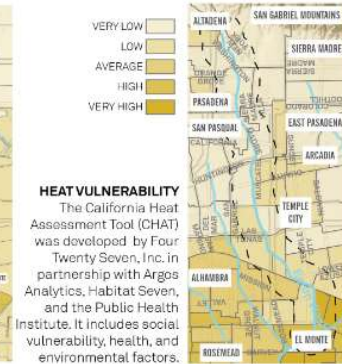
EATON CANYON SEGMENT 02

South of Broadway, there is High to Very High heat vulnerability. There is a need for tree canopy, especially in the area south of the Pacific Railway Tracks.



% NO TREE CANOPY

Developed by the California Healthy Place Index, this indicator measures the percentage of land without tree canopy.



The environment story for Eaton Canyon shows high heat vulnerability across the community, particularly at the southern end where there is less tree canopy.

CIRCULATION STORY

EATON WASH

Knowing existing circulation will inform where we prioritize connection, potential partnership, and modality.

EATON CANYON SEGMENT 01

North of Broadway, lack of access to reliable transit is High to Very High. The rates of having a vehicle are also high. Therefore, we assume that most of the community is driving.

EATON CANYON SEGMENT 02

South of Broadway, access to a vehicle is lower; but access to reliable transit is significantly higher.

- RAILWAY
- TRAILS
- GREENWAY NETWORK
- EXISTING BIKEWAYS
- SCHOOLS
- RAIL STATIONS
- INTERSECTIONS
- RAILWAY CROSSINGS
- BUS STOPS

- VERY LOW
- LOW
- AVERAGE
- HIGH
- VERY HIGH

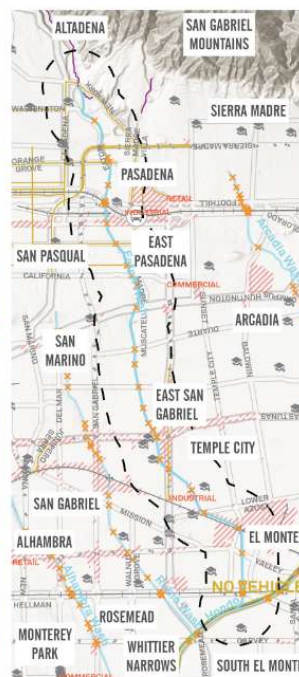
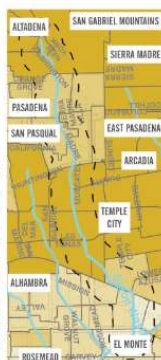
NO VEHICLE

American Community Survey asks about vehicles available to each household to develop transportation plans and services, understand how people are traveling in the course of a normal day, and evaluate pollution and access to transportation in emergencies.

- VERY LOW
- LOW
- AVERAGE
- HIGH
- VERY HIGH

NO TRANSIT ACCESS

From the California Healthy Places Index, this indicator measures the percentage of people living close to convenient, reliable transit, as defined by a half-mile or ten-minute walk, that comes every fifteen minutes or less during peak commute times.



The circulation story for Eaton Canyon shows lack of transit use through the majority of Eaton Canyon and high rates of population without a vehicle to the south.

EQUITY STORY

EATON WASH

Unfair burden of air, water, and ground pollution will inform the value of nature-based solutions in our design concepts. While socioeconomic burden (poverty levels, linguistic isolation, etc) will help inform programming.

EATON CANYON SEGMENT 01

North of Broadway, sensitivity and socioeconomic burden is Low to Very Low. But pollution exposure is High to Very High, particularly in the Pasadena and East Pasadena Area.

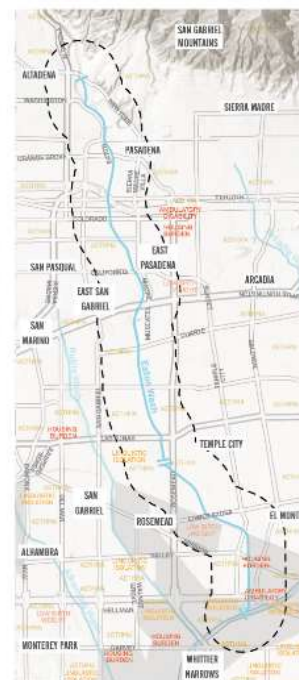
EATON CANYON SEGMENT 02

South of Broadway, the community generally suffers from Very High environmental burden. There is also overrepresentation of population and health characters (such as asthma, housing burden, linguistic isolation) that would make them sensitive to pollution.

- VERY LOW
- LOW
- AVERAGE
- HIGH
- VERY HIGH

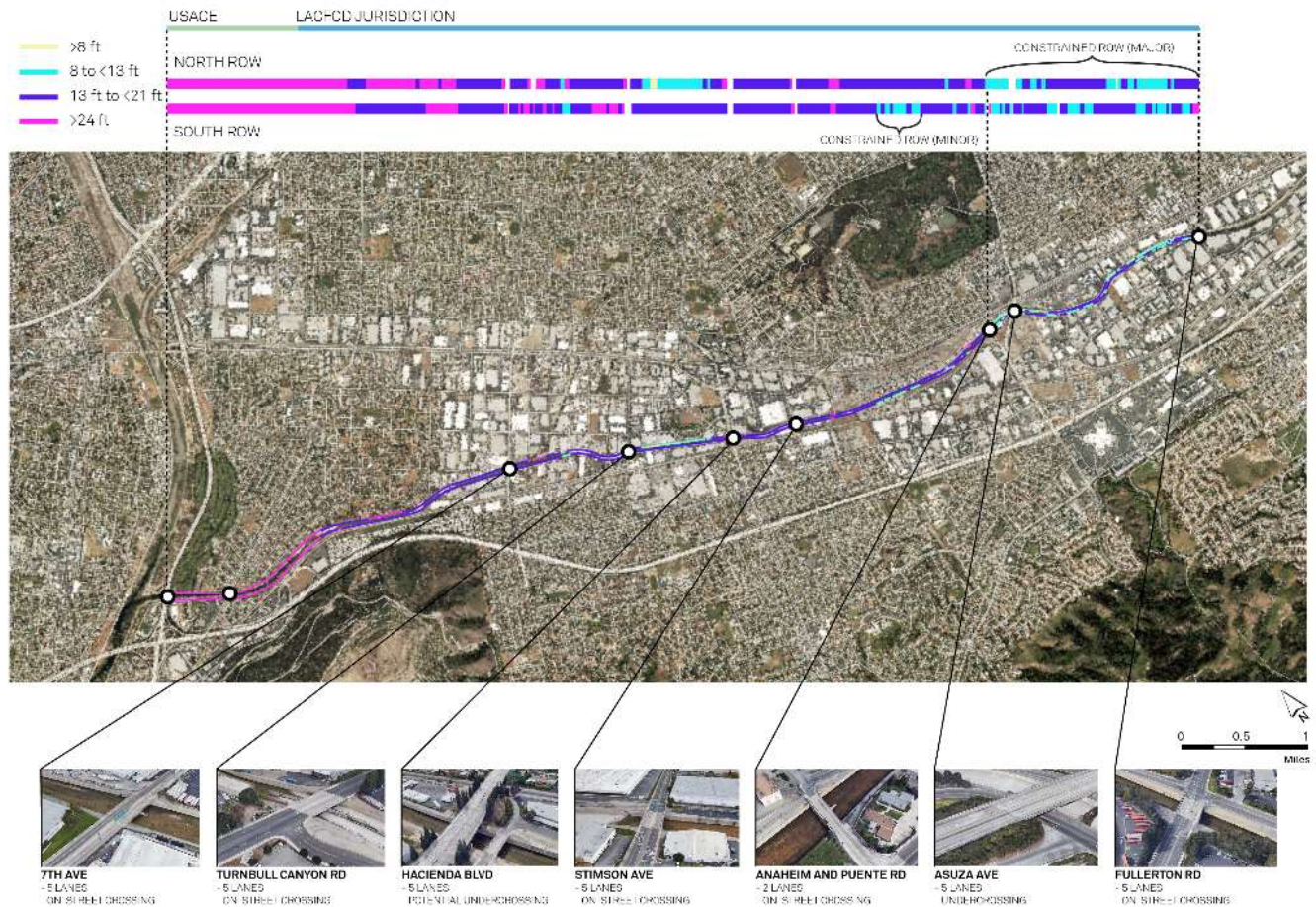
SENSITIVITY AND SOCIOECONOMIC BURDEN

CalEnviroScreen, sensitivity and socioeconomic factors (age, health & socioeconomic situations that may make people more severely affected by pollution) are very high south of the Southern Pacific Railroad.



The equity story for Eaton Canyon is characterized by high rates of asthma throughout the area and heavy levels of housing burden and linguistic isolation to the south.

SAN JOSE CREEK - CONSTRAINTS



c. Engagement Update and Materials (MIG)

i. Website

- Noe Noyola (MIG) noted that the website is now live

ii. Web-based survey

- Noe Noyola (MIG) noted that they need help from the SC members to get the survey out to the public.
- Noe Noyola (MIG) noted that the survey will be in English, Spanish, and Chinese.
- Noe Noyola (MIG) noted that the survey has a map where you can pick where you are and find a very specific geographic area.
- Wes (Active SGV) asked a question "On Access: why is skateboard and roller blade incorporated together? And for mobility device (wheelchair or scooter) put together?"
 - Noe Noyola (MIG) noted that both skateboarding, and rollerblading have been grouped together because they have small wheels. Wheelchair and mobility scooter will be grouped together.

- Wes (Active SGV) noted that the groups can be broken up more. Separate skateboards, scooters, roller blades, and roller skates. Wes also noted that may want to list electrical bikes.
- Marcela Benavides (LACPW) noted that Public Works Team has to check internally to see if electrical bikes and electrical scooters will be allowed on the pathway.
- Wes (Active SGV) asked “How did you identify the list of potential concerns? Is the order of the list randomized for each survey taker? Do you consider making this an open-ended question?”
- Sally Gee (RMC) had a question regarding destination, sometimes there's no destination for use, simply just to exercise without any destination in mind
 - Noe Noyola (MIG) noted that will add a box with no specific destination
- Ramy Gindi (LACFCD) asked if there was a goal in mind. He also asked how we address the fact that the survey is only online.
 - Noe noted this is not a scientific survey and it has to do more with representation
 - Noe also noted that they can have kiosks where a computer or tablet can be set up and a location to allow people to take the survey.
- Sally Gee (RMC) asked which areas are currently open and what it would do to the data if there were more areas open in richer areas rather than lower income areas and how does this impact the survey.
 - Noe Noyola (MIG) and Kevin Johnson (MLA) noted that there are no paths open that have to do with the San Gabriel Valley implementation plan and that the survey asks about where you will be entering the path, not where you live.

iii. Flyers and Announcements

- Wes (Active SGV) asked “Will electronic/print materials be translated?”

iv. Round Table Discussion

- Belen Bernal (Nature for All) noted that is an exciting project and wants to know the timeline of the engagement piece
 - Noe Noyola (MIG) noted that it will start with the survey
- Wes (Active SGV) had a question regarding the 2019 plan and was wondering if the cost estimates would be incorporated in this planning effort. He wanted to know if updated numbers would be part of the final plan.
 - Lisa Skutecki (BC) noted that cost estimations would be done for the projects that were chosen for the plan so certain things may not be updated for different projects
- Wes (Active SGV) noted that for the concerns question ASGV's preference would be for it to be left open-ended. I.e., not lead people to specific things but give them the space to answer with any concerns.
- Alex Sarno asked a question about if there is an alternative to the online survey and Noe Noyola (MIG) responded with one: they can put a phone number under the survey that can help those navigate the survey, two: the survey is not meant to be the only

place to receive feedback, and three: setting up a posted with the same type of questions.

d. Next Steps

i. Project Team to send meeting summary

- Jennifer Aborida (LACPW) noted that on the update that will be sent out to the Steering Committee dates and a timeline will be included.

ii. Committee feedback on the data summaries needed by August 3, 2021

e. Future meeting dates

- September 8, 2021, 2 PM to 5 PM