

**MOTION BY SUPERVISORS HILDA SOLIS
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San Gabriel Valley Greenway Network Strategic Implementation Plan

The flood control systems in the County-rivers, creeks, and channels-present a unique opportunity to create a countywide network of interconnected, multiuse community greenways for linear parks and open space for recreation, bike paths for active transportation, trails for equestrian use, and integrated stormwater management practices. Combining these functions helps build upon the utilitarian purpose of the County's flood control system by advancing the following regional and statewide goals:

- Improving mobility and recreational opportunities for people with disabilities, youth and the aging population, bicyclists and pedestrians and equestrians;
- Enhancing connections to transit, schools, jobs, and everyday destinations;
- Reducing vehicle miles traveled and associated greenhouse gas emissions;
- Creating access to more open recreational space and promoting physical activity;
- Promoting equitable funding to improve environmental justice outcomes;
- Integrating stormwater capture and water management opportunities;

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- Enhancing natural habitats and enriching community well-being.

The Los Angeles County Flood Control Act of 1915 established the Los Angeles County Flood Control District to provide flood protection, water conservation, recreation, and aesthetic enhancements within its boundaries. Managed by Public Works, the District encompasses almost 500 miles of open channels that transect nearly every city in the County, many of which offer ample right of way to accommodate community greenways.

The California Greenway Development and Sustainment Act of 2015 describes a greenway as a pedestrian and bicycle, nonmotorized vehicle transportation and recreational travel corridor adjacent to an urban waterway. This description allows local jurisdictions to include greenways in their general plans and establishes a greenway easement for tax exempt, nonprofit organizations for the purpose of preservation or development.

In 2006 the Board adopted the San Gabriel River Corridor Master Plan that addressed habitat, recreation, open space, flood control, water supply, and economic development needs of the San Gabriel River corridor. This was a result of a stakeholder-driven process involving multiple cities, public agencies, and a variety of water, community, and environmental groups.

The collaborative planning between various stakeholders in the past has resulted in the construction of Class 1 bike paths along channels like the San Gabriel River and Rio Hondo and within the Rio Hondo Coastal Basin Spreading Grounds. These examples can be used as models for expanding the active transportation system throughout the San Gabriel Valley. Although many communities are independently pursuing greenways, these efforts in large part lack a holistic and methodical regionwide

implementation strategy, resulting in a fragmented trail network and a demonstrated need for an updated comprehensive plan.

Recognizing the potential, the San Gabriel Valley Council of Governments (SGVCOG) supported the allocation of over \$231 million in Measure M funds toward the implementation of an active transportation program including a regionwide network of greenways for the San Gabriel Valley. The SGVCOG also commissioned a report that analyzed the potential benefits, impacts, and opportunities related to a San Gabriel Valley Greenway Network.

The development of greenways is well aligned and consistent with the Southern California Association of Government's (SCAG) 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy, the Los Angeles County Metropolitan Transportation Authority (LACMTA) Active Transportation Strategic Plan, and the Los Angeles County's 2016 Parks and Recreation Needs Assessment.

Public Works manages the vast majority of flood control right-of-ways and manages unincorporated County area roads that interconnect with city-managed streets, and is therefore best positioned to coordinate the implementation and management of a countywide greenway network.

As such, there are sufficient grounds, forthcoming resources, and wide-based support to deliver a world-class, inter-connected network of greenways in the San Gabriel Valley.

WE, THEREFORE, MOVE that the Board of Supervisors direct Public Works and Parks and Recreation in consultation with the Healthy Design Workgroup, the Watershed Conservation Authority, and the SGVCOG to work with the regional planning agencies (e.g., LACMTA, the California Department of Transportation, SCAG, etc.) to

develop a strategic implementation plan for the San Gabriel Valley Greenway Network. The planning efforts shall include, but not be limited to the following:

1. Engage LACMTA and SGVCOG and its member cities to determine the roles of each respective agency in the planning and implementation process for connectivity of local city and County streets and roads with the greenway network, and explore the need for a cooperative agreement to expedite project delivery, as it relates to LACMTA's Operation Shovel Ready – San Gabriel Valley Regional Greenway Network Feasibility Study.

2. Engage stakeholders to update the 2006 San Gabriel River Corridor Master Plan, to incorporate more recent planning efforts and elements consistent with the San Gabriel Valley Greenway Network;

3. Apply the National Association of City Transportation Official's Urban Bikeway and Urban Street Design Guides to ensure safety, access for all, and robust community benefit;

4. Evaluate all eligible funding sources to develop a comprehensive funding strategy that includes Measure M, Measure A, water infrastructure funding, local contributions, State and Federal grants, private-public partnerships, and other nonconventional funding sources;

5. Develop a strong community engagement and education outreach plan that informs, empowers, and builds capacity among local and regional community-based organizations and stakeholders to increase awareness, cultural competency and inclusion of community needs along the greenways; and

6. In coordination with the Chief Executive Office work with our State and Federal legislative delegations to ensure greenway funding is eligible in any, and all

future funding proposals related to transportation, parks, water conservation, and other related funding sources.

WE FURTHER, MOVE that the Board of Supervisors direct Public Works to report back within 90 days with a preliminary timeline, necessary staffing levels, budget considerations, and funding strategy required to complete the above.

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