

Transcript

May 21, 2025, 6:33PM

□ **Anna Hom-Wong** started transcription

R1 Room 140 0:03

Yes. And today, my colleagues from the CEO and also from the board offices.

Go ahead and do introductions SD1.

Everyone, my name's Annette Trejo.

I'm the environmental deputy and deputy advisor for Supervisor Solis.

Everyone free and Leah also supervises office SD1 alleged deputy and doing transportation as well.

D2 When you're ready, you say Lagrasian senior deputy and housing homelessness and planning, and my colleague Carolyn Carolyn and just need for economic workforce development.

We might have some folks online.

I will do in person first. I'm sorry.

Thank you, SD.

Justin Ornstein, transportation policy and LA Metro deputy for supervisor.

Dorita Gonzalez here with SD4.

GE Garcia, Esteban 0:54

Esteem Garcia planning deputy for Supervisor Han.

R1 Room 140 0:55

Steve fox.

SD5.

And anyone else on mine?

Any of the other board?

ME Martinez, Erica 1:08

Hello. Erika Martinez, with the office of Supervisor Holly Mitchell, the director of Environmental Justice, Transportation and Infrastructure.

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R1 Room 140 1:08

OK.

OK.

Go ahead and go with the departments.

Himself, Anders can introduce himself.

Anders Cory Surpriser barger's office.

Sorry I'm late.

Echo.

MR Maximiliano Regis 1:35

Chief Deputy Max Regis, on behalf of Kirk Florin.

R1 Room 140 1:40

No carrying control.

WD Whitney Duong 1:42

Whitney Dong Atman deputy, sitting in for Marsha Maida.

R1 Room 140 1:47

Beaches and harbors.

AC Amy Caves 1:51

Good morning, everyone.

Amy Caves, chief deputy beaches and harbors.

R1 Room 140 1:52

Can you please?

Rex.

AB Alina Bokde 2:00

Morning, Alina booked a chief deputy for Parks and Recreation.

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R1 Room 140 2:07
Barry.

YP Yolanda Pina 2:11
Good morning.
Yolanda Pina, chief deputy Public Library.

R1 Room 140 2:17
Works.
I don't hear anybody online, so I'm Steve burger.

AG Angela George-Moody 2:22
Good morning.

R1 Room 140 2:24
Oh, I'm sorry, Angela. Go ahead.

AG Angela George-Moody 2:24
Angela, I think what's happening is we only hear part of what you guys say is like I didn't, we didn't understand library.
So Angela George Moody, chief deputy public, works good morning.

R1 Room 140 2:40
And regional planning.

AB Amy Bodek 2:44
Hi everyone.
Amy Bodak regional planning.

R1 Room 140 2:45
Bye.
And again, David Corser from the CEO.
Call the agenda.

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We have 3 motions on today's agenda, so we will be recording today's session.

I think that's already been started.

So we do not have any board letters pulled for discussion.

The three most the first of the three motions is from SD1. Increasing access to the Olympics, Paralympics and the World Cup through live site ban zone activations and model Transportation Safety improvements.

The second motion is from SD1 and SD3 equity accountability and accelerated implementation.

Update Los Angeles County Bicycle Master Plan Vision 0 action plan the 3rd and final motion is from Street 5 supporting and signing support it for signing veteran death certificates within 72 hours. At the end we also have one item for closed session.

Now we'll go ahead and go ahead to the first motion from.

SD1 increasing access to the Olympics.

Morning everyone.

So First off, just want to say thanks to everyone for being here today and regarding this motion, the goal here really was to look reflecting at the entire scope of the Olympics. When we look at the way the Parisian Olympics went by, it wasn't just the actual 0.

Events that provided memorable experiences.

And created the energy of celebration.

In the city and expose the world to the culture in the area. It was also the actual live sites which they call festival sites in the areas and presumably actually that is the majority. They think of the conversation that we hear following the Olympics is how great were.

These festival sites not only did they bring the Olympics to the people, and that did not necessarily have access to.

Get a ticket to an event.

But it also created the opportunity to expose the MICROCULTURE in the different neighborhoods in throughout the entire city and made sure that they were linked and connected to nearby transit.

So for example, in this area, we actually recently passed motion on the metro end.

To ensure that there was connection on the metro side and that is coming to the full board at Metro tomorrow.

It already went through the Ad Hoc Olympics committee at Metro already and

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passed through there. So the goal was essentially to bring transportation, bring community, bring the different jurisdictions and different cities and neighborhoods are already rolled into 88 for 28.

Bring this into the conversation so that collectively we can work together.

In tandem and unison and ensure that we don't have.

Like a hodgepodge of renegade, of different, you know, conglomrates kind of doing their own thing and not really having this uniform voice of celebration while still recognizing the local culture.

And also capitalizing on the relationship with Metro that already is planning ahead with different live sites.

They're already integrated into the communications with Ally 28, and we want to ensure that we work together with our largest transportation network.

To make this happen and ensure that not only our local community networks, local neighborhoods represented, and their culture shown to the world, but we are also capitalizing, creating opportunity for small business with these with these live sites.

So through these live sites, we can go ahead and ensure small businesses have the opportunity to also gain some type of benefit from the Olympics. If we only focus on the large events, this is not creating.

Go to small business.

That can happen with these live sites.


Not only are we looking to exposing the world to our different local cultures, but creating opportunity for small business ensuring that we're working closely with our transportation end with our largest transportation network and surely showing the world what all of LA looks like and not just through the.

Lens of the main events, but through our microcultures across the entire county.

Are there any questions or comments?

I guess just for these live sites fans and it makes me think of a conversation from yesterday with.

 **+18*****65** 7:28
Music.

 **Room 140** 7:29
What do these sites look like?

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Like what do you envision they look like?

Do you see them at a county park?

Do you see them at a sports facility?

Like, how do you envision these sites?

Yeah, not necessarily in a park, OK.


So it could be at a site. For example, if we're looking, if we're embedding it into the discussions already happening with 8328, they could also happen at some type of city location where we're just kind of the convener in coordinating as the overhead county.

And support on that end.

It could happen at like the El Monte bus station for example.

 **+14*****06** 8:00
OK.

R1 Room 140 8:05
There's a lot of these sites in Paris, for example, also happen on the Plaza like a metro stop, so ensuring that it's connected to transportation doesn't necessarily have to be in a county park.

 **+18*****65** 8:14
OK.

R1 Room 140 8:18
OK, it could be in a diverse number or setting, OK.

 **+18*****65** 8:21
Back.

R1 Room 140 8:25
OK.
I'll move my things after I ask this, but a quick question.
Just for presenting on the motion and some background I too.
I'm thinking about the meeting about the World Cup yesterday and I know the

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motion and the preamble, and when you were just talking talks about how these fan zones should have the look and feel of the games, because I'm wondering, we understand that the cost of using the.

Games branding is really high, like up to \$1,000,000 with LA 28.

I'm wondering what are your conversations been with La Twentye about the cost of this?

I don't know if anyone from LA.

28 is here.

I'm wondering what your conversations have been with them about this and what the funding plan I think looking at.

County departments that might be using their facilities for these or cities.

 **+18*****65** 9:09

G.

 **Room 140** 9:17

And that's something that came up in discussion as well with the lead for the directive with Co, which John is, if there is, if it is an exorbitant number of costs, considering that you know, with the financial landscape is there could be an opportunity not brand maybe it.

 **+18*****65** 9:26

Good.

What?

 **Room 140** 9:34


Branded 88 for 20. Maybe it has like a different type of branding.

To it, and not necessarily like that branch.

So it has a united feel, but not necessarily that official.

 **+18*****65** 9:42

Mm hmm.

 **+14*****06** 9:42
Good.

 **Room 140** 9:49

In fact, just jump in to expand on that question. I think that that's a great question that it goes. Motion intent was to force those discussion and see what that all looks like and plan logistics around it.

In Paris, for instance, we know there were some official fan zones that were sponsored.

Those were those are, I believe, called live sites here in terms of our 2028 games Grant Park being looked at as one of them. But then there were club zones that were more municipalities led and more marketing and branding that was leveraged. And then there could.

Be additional celebrations that the county could take on.

And one of the ways we're looking to offset some of the high.

Cost. Obviously to bring in those folks that are able to sponsor the marketing.

Well, the large.

Sponsors will they be part of those celebrations?

That will be an ability to offset the small businesses and vendors part of the mix.

So we wanna collectively look at what is the overall cost.

My understanding is LA 28 is soon to release a template which will kind of show how the accessibility needs to work out. What is the marketing branding? I know I've heard one million and some other figures too so.

Once those details from LA 28 are gonna be.

Flushed out in terms of what would it take to activate those sites, we could look at the mix of where the actual venues are and how the transit first approach is making those venues accessible.

What is there to leverage county owned parks? Museums. Other.

Sites, how they're connected to maybe mobility hubs and what would it all take all to activate those, whether we're doing it in a partnership with a close by city?

Account is doing it with another sponsor, so part of the motion.

Wanna start the conversation?

And less than three years when we get there, we have a more of a flushed out plan

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where we we see an opportunity, OK.

So ideally we could end up having like different tiers because as we know we just mentioned LE 28 is we're gonna have like official sites.

So maybe this is?

RT or like you know, Maz was mentioning.

Which we kind of heard yesterday also that it was going to be sort of difficult because you can't get sponsorships for some of these unofficial events, right, at least for the World Cup. It'll be interesting to see how a lot of lessons learned that experience, but I think.

That could be tricky with the sponsorships so and like we mentioned, like the goal of this motion is really to open up the conversation and just get talking about it.

We know, you know, we definitely want to ensure that local culture, small business can capitalize.

From the Olympics?

And it's not just for the large companies that are going to be connected and sponsoring the large events, but that they also have a leg up opportunity entryway into the Olympics.

And this is kind of the avenue for that that we're seeing and.

Ensuring you know, just hoping that you know, looking at this and seeing what what do we get out of this motion?

What report back comes out of this to truly look at the different opportunities for us, are we gonna be a whole other tier or will it be more worthwhile to actually paint into?

The actual branding of LA 28.

So I truly want to get talking.

We have less than we're running low on time and and truly this is really to meant to stimulate this type of discussion and ensure that we we start thinking from that lens.

What are we gonna do for these fan sites? Are we gonna have them? If so we.

Really should look at this in a unified front across the county and on like a piece meal.



+16*****98 13:38

I would note.

R1 Room 140 13:39

Also quickly that I think it's it's an interesting approach because during the first 88 for 28 convening, there was a whole lot of discussion around fan zones and a lot of the municipalities that were represented there were interested in.

Sponsoring standing them up on the.

So if has become cost prohibitive to work with LA 28 for those sponsorship requirements, there's an opportunity to work with the individual municipalities and make sure that these fans.

Zones truly reflect the local community where.

That might be.

Having more of this conversation.

28 convenience.

That's such a great point, Justin.

Thanks for uplifting that and I know various COGS. They're setting up their own, you know, Olympic led coalitions too, and sub task forces and committees of sorts.

So that gives us an opportunity to collaborate more from a regional perspective.

And tandem with like maybe a collision of 5-6 cities or a cog looking and then there is maybe help from philanthropy another.

 **+14*****06** 14:40

4.

R1 Room 140 14:50

Partners to private partners to maybe set those up more actively across the count.

 **+18*****65** 14:57

Yes.

R1 Room 140 14:59

What curious to play on this thread of equity in in regional coordination.

Because there is clearly some cities in some areas that will have greater impact because of the games being hosted there.

And although it's supposed to be carless, we all know that there's gonna be some

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sort of impact in vehicles needing to get somewhere in order for their them to be transported without their individual vehicle.

I'm just curious what your conversations with your thoughts are on how to?

Manage for that calibration and having appropriate voices at the table to discuss that right whether.

Um.

And it not be necessarily the that the lead voices be the cities or geographies that have the least impacted potentially because of where the volume of people will be for the actual games.

No, that's great point.

And again, some of the details to be fleshed out, but those of us and I know Justin read some.

Over on Metro side of the transportation portfolio too, we have Metro Board meeting coming up tomorrow and there is a team support services contract. I think in the June of 42,000,000 that's coming up to help with some of those discussions.

How we Co locate those with?

Mobility hubs, for instance.

Is the mobility hubs and the.

Games Transportation Network is also under the purview of Caltrans. Metro Metro Link skag those are the entities ledot included five entities engaged in that effort and how the accessibility and collocation and mobility helps to address some of those.

Hard to reach places or lack of transit infrastructure. And then.

We could identify some of those gaps in equitable distribution of those sites through that access.

Yeah. Thank you.

Alright. Definitely appreciate that. And my colleagues who are on the metro a little bit more insight on that.

So if it's duplicative, apologize.

I think it's really important, you know.

For all of our districts where there is the event venues, we all know how it gets in on a regular day. You know, we get very high volume of calls around just like Sofi and the forum and that's on a a regular concert.

Series. So for the Olympics, the imagine the increase of the.

Wait, that residents around any venue are gonna feel so far.

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Equity will be seen on this line absolutely, and most of the analysis I know we had couple of internal motions that hit at the county. They were more focused around. Some of the venues that were earlier known, maybe.

Before last month announcement of a whole series of new venues from LA until at that point it was primarily.

Downtown Santa Monica, Long Beach and Inglewood, for instance.

But now that that whole now some new venues has expanded that lunch to see the other possibility with having fan zones and mobility sites and the planning of the transportation access all across the county. And I know there's still few venues to be announced to be added to.

That, that's part of why in this motion, we're literally calling it multimodal transportation.

Safety improvements because we want to ensure that not only are we working in tandem, as we mentioned in the beginning with like metro in our large you know transportation providers because it's going to be critical even if we didn't do fan zones like this is still going.

To be critical arm. And that's why they've already been connected to LA 28, but also in the motion we're asking for DPW to also step in and look.

At, you know, look at the streets and the roadways around the the.

Venues that are announced I know in the San Gabriel Valley, we have, you know, been blessed now as a total of 31 being an ST52, being an St. one now Olympic venues. However, we struggle in that area with local transportation because it's suburbia, you know.

It's car based in community, so just to ensure how we can even bring about safety with for pedestrians and walkways and bikeways around these areas.

That's the other ask in the in the motion.

That DPW truly stepped in and start looking at.

The lens of safety around these venues to ensure not only are we going to be working with transportation to ease, look at how we can ease congestion.

I know back in the early 80s in the Olympics, you could.

It was carless as well, and they created a whole plan of like you pay for if you have an Olympic ticket, you get a reduced cost.


So though there is opportunities that they're working on, on the metro end to try to see how we can they can assist with this carless venture. But in tandem, we also have


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to look at the safety around the venues. Folks, be safe when they're walking, biking, rolling to.


These venues and in a Safeway.


So truly just kind of stimulating and making sure we're all working cohesively together.


 **+14*****06** 20:33
Touch.


 **Room 140** 20:40
One question online, Erica.

 **Martinez, Erica** 20:45
Yes, hi there.

 **Room 140** 20:46
Hi there and I think my.


 **Martinez, Erica** 20:47
And I think my question kind of Oh no, it's echoing.
Can you hear me?


 **Room 140** 20:50
We got you. Are you OK? Yeah.


 **Martinez, Erica** 20:51
OK, OK.
Oh, my apologies.
I I think my question just held to where Isella was going and specifically on the directive or Department of Public Works, I want to make sure I'm reading it right because it's a little concerning and it may be that this is not what it means and and maybe.


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 **+14*****06** 21:00
Yes.


 **Room 140** 21:01
In.
Yeah.

 **Martinez, Erica** 21:11
You could help me out.
As I read the directive to Department of Public Works.
It seems to ask them to re prioritize sub fiscal commitments and look at how it could.
Use funding.

 **Room 140** 21:28
Andy.

 **Martinez, Erica** 21:29
To provide improvements now near some of these fan zones and potentially also
near some of the Olympic venues or the game venues, and that feels concerning
because we've all been hearing especially.

 **Room 140** 21:32
It's.

 **Martinez, Erica** 21:45
From Department of Public Works as well as others like Metro that transportation
funding is greatly impacted.
And so it might.
Serve as well as we're trying to understand this important conversation, what the
trade-offs are of the directive in this motion. What does not get funded. If we now
have new criteria for something else to be prioritized, and that and I think that may
be true for the.
Region as a whole, and so I. So I'd like some more visibility.

Am I reading that right?

Because it feels like one of the consequences of this, and I know Department of Public Works is also on on the line.

R1 Room 140 22:30

Yes, I'll request Steve to kind of talk a little bit more in depth, but just to clarify on my end, Erica, I think the idea is not to reprioritize anything in the pipeline, but build upon what we have already in terms of our plans and projects to improve.

Connectivity to some of those fan zones, mobility hubs and sites already in under the planning.

So for instance, I'll again reflect back to the metro agenda tomorrow, 1 project that we've been tracking for for a decade now, rail to River project, I know in Second district that's been a priority prior to 2021 redistricting. We had the segment B of that project.

Which Forest District has and it's been moved with leveraging some of the 710 funds. It's part of that 710.

Mobility plan, Long Beach to install, but particularly that project is.

Access to again a core centric otherwise.

Harder to forget folks, all the way to La River then that river rail system connects all the way from the mountains down to Long Beach, right? Further mobility options.

So gonna uplift that as an example, but the idea here is not to reprioritize those.

But look at where those projects are and finding synergies to further push. And then on top of that, I know with the.

Each supervisorial district tip funds.

There are more discretionary to each office.

They have certain new priorities that come in about they could discuss it with the department to see if it makes sense to provide a multi modal or a new shuttle or a new access for that purpose, leveraging their own discretion funding.

But with that, I'll pass it along to Steve.

You. Well, I think you you touched on that there there are discretionary funding available from each district.

In addition, one of the exciting things about doing work that ties to the Olympics is if there's Olympic funding available that's funding that we can get for legacy improvements that otherwise you know, we'd have to be tapping out other parts of

money.

So that would be my, my focus would be on trying to get additional pots of money with the visibility and the need that the Olympics bring, whether it's through maybe sponsorship dollars can also be used for for safety improvements, right. Once again, legacy improvements that we want to.

Keep in place.

This afternoon. So these are all the things we can do in the Olympic umbrella gives us that ability to to do that.

But Eric, your points well taken.

We have to do this under an equity in a safety lens, vision, zero eyes, top of pot.

Top of mind, things like that.

So I think so.

ME **Martinez, Erica** 25:06

I would be so angry.

Both of your responses and and the clarification on on the language is important and and I appreciate that.

So I wonder if there's a way to make sure that the language more clearly reflects what I heard both the author's office say as well as Department of Public Works and and we can take that offline. But but I am.

It feels good to understand the intent and just wanted to make sure that the language doesn't.

Be misread in in any way, but thank you.

That was my question.

R1 **Room 140** 25:39

In the same way, and I'll share, since I was traveling back last night from Apdra conference in DC, just landed last night back and there was a bit of good news, Steve, that at least Secretary Duffy.

It was set in in a room full of 600 people, so there is a commitment that came from the federal administration in terms of supporting the.

World Cup next year and LA 2028 games.

So get to see how that comes up.

With respect to the federal support, but there was a bit of a good news wanted to

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share.

OK. One other quick question about the opportunities for small business.

I know interactive one do is on the task force that's outlined here, but I know you know, yesterday we heard about the the select, I might be getting the name wrong but that lasec is directing procurement opportunities too for the World Cup. We've been working also with the.

City on getting all games related procurement opportunities on ramp.

And we have our county permitted vendors.

I'm curious like how will leverage those pathways to be sure. Like you're saying that these fan zones will really benefit local entrepreneurs, particularly entrepreneurs and small businesses and vendors in our unincorporated areas.


I think it's well, first of all, I think it's when we're going to have to work more closely with I think part of the coordination is we have to work.

Our cities, our local cities, are unincorporated to ensure that it's not that folks, because as we go around, I'm sure you've seen this too.

There's folks.

There aren't even aware that you know you have to be accounting vendor to be.

Process. I think this actually gives an opportunity to expand it to more small business that isn't already, you know connected or attached to this.

 **+12*****72** 27:40

Yes.

 **Room 140** 27:44

And having like these fan zones creates like a like a micro opportunity to bring more people into the fold.

And certainly there would be more discussion.

Of how we can bring them in, probably even like another motion after that to really.

 **+12*****72** 27:57

I was.

 **Room 140** 28:00

Fine tune how we're looping in the small business.

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Thank you.

This is certainly this motion intends for it to be a good opportunity for the have access and features included in the entire.

You know, work world encompass of the Olympics.

That's great.

 **+12*****72** 28:17

If I'm not here when you.

 **Room 140** 28:18

And you don't have to have this right now, but it also just makes you think how. How will we track that?

What are the metrics we're trying to achieve in the impact of these fan zones for small businesses for small entrepreneurs?

 **+12*****72** 28:22

Travel.

 **Room 140** 28:29

So would love to discuss that further.

Yeah, some of that work may fall into already anticipated.

Report that we come in with respect to the economic impact.

Report that we've been working with Mr. Cook and Cynthia.

Co.

So I think.

We did discuss about expanding the view of like how the small businesses are incorporated. Part of that report with multiple opportunities through county and all the Big 5 that are kind of embedded into one LA approach at City of LA Chamber of Commerce, but also giving unique OPP.

To those cities where they be holding sites to uplift and the metro.

Contract for.

Game services for also is plugged in with the EO so that they are also collaborating.

Final question, then I'll be done. But also on director, run around the task force across you just mentioned John Cook being kind of the point the county on the

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games and I know he's coordinating a group. There may be other task force I'm not aware of how are.

We gonna leverage those or how will those relate to the task force laid out in Directive 1?

It is good question again, and the idea was not to yet more work. In addition task force, but I'll fold it into the you know, series of videos, task force and folks that are set up.

I know County is not reimbursed the departments for their time engaging in all of that meaningful work up into that this point, so.

 **+12*****72** 30:00

No.

 **Room 140** 30:09

We did discuss with John in terms of not creating another subgroup.

 **+12*****72** 30:12

I like to go before I.

 **Room 140** 30:15

Fan Zone holding all of that work, part of the already happening.

Montana to duplicate rather be.

Essentially, what is most conducive out of the existing work?

Already happening?

Obviously creating.

Yes, I'll continue.

I don't miss it.

We have public comment now on the 1st motion. Any members of the public would like to speak on that issue.

Please raise your hand or or if you're out by phone, please press 6 to speak.

We will allow two minutes per each person.

Go ahead, Mr.

Ambass.

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JB Jordan Bass 31:41
Hi, can you hear me, Kristoff?

R1 Room 140 31:41
Hi, can you hear me? Yes.

JB Jordan Bass 31:44
Yes. OK. So for for the mobility and making sure people with disability are accounted for.

R1 Room 140 31:51
Video.

JB Jordan Bass 31:53
I think that something that needs to be taken into account is filling in gaps with affordable and scalable options.
For example, in Santa Maria, they are using something called a Carson aegis.
Essentially baby bus.

R1 Room 140 32:03
And.

JB Jordan Bass 32:09
It is a bus that is small enough to need a normal driver.
Driver's license.
You don't need a bus specific driver's license to buy it and drive it, so I think.
To working with independent businesses, maybe one of their team members or employees could drive one of these buses around and take people through a route that accommodates these small businesses as a smaller, more affordable option.
Since the state of California has an incentive program for this bus and.
I think it would be a great way for people to be accounted for.
Who have disability while also getting community members and stakeholders in the Community involved.

R1

Room 140 32:57

For the comment.

The other comments from the public.

And then we'll move forward to the next motion. As brought to you by being presented by SD1 and SD3, that is the equity accountability and accelerated implementation of the Los Angeles County Bicycle Master Plan 0 action plan.

Thank you and good afternoon, everyone.

The motion before you to follow up motion to the one coauthored by supervisors Horvath and Solis by the Board of Supervisors in September of 2024.

I'm just a little bit of background here. As you may recall, the initial motion generated the report back provided by public works this cluster on April 30th.

And among other things, our report provided provided a status update.

On the development of the LA County Bicycle Master plan.

The provider is Synopsys of best practices for implementation of mobility treatments and how other jurisdictions overlay their pavement preservation work with the installation of those treatments.

Provided status update on the development of a methodology for prioritizing corridors in the Bicycle master plan and Vision Zero Vision 0 action plan.

Safety, equity and connectivity.

As primary factors and it provided a status update on progress toward developing an overlay for unincorporated LA county roads that connects high speed or high need corridors in the Vision 0 action plan and the safety and mobility treatments called for in the Bicycle master plan, the departments P.

Preservation program.

So the motion before us today is a response to that report and is intended to accelerate the installation of the treatments called for in the 2012 Bicycle Master Plan and the soon to be updated.

After plan.

The motion does a few things, and I apologize in taking this a little bit of a little bit out of order, but there's connection here.

So you'll understand when I'm done.

The the first thing that it does it is that it directs the Department of Public Works to verbally present its April 30th report to the Board of Supervisors at the upcoming

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June 3rd Board of Supervisors meeting, and to provide written quarterly updates on the status of the develop.

Of the updated Bicycle master plan and its associated environmental impact report. Seeing the limited progress on the implementation of the treatments called for in the 2012 Bicycle Master Plan and understanding the critical importance of the updated plan, receiving regular progress updates instead of asking the board to sign off on what will likely be a new, very lengthy very.

Complex general plan amendment with limited socialization at the board level will be needed getting this right.

Secondly, it directs public works to develop a publicly accessible.

Data portal or website for monitoring the implementation of projects called for in the Bicycle Master plan, including the location status and the distance covered by the project, which is to be developed by the time the updated Bicycle Master Plan is submitted to the board for consideration.

A similar directive was included in the city of Los Angeles's HLA ballot measure, and in much the same vein as recommendations, one in four in the motion. The intention is to daylight the work that is or is not being done.

Supervisor once again believes that a greater degree of transparency is intended to generate greater accountability for delivering the treatments that have been laid out in the Vision 0 action plan.

The updated Bicycle master plan.

And then the third piece of this?

Directive 2IN, the motion instructs the Department of Public Works, in consultation with County Council, to prepare an ordinance utilizing best practices from other jurisdictions, including the cities of Los Angeles, Seattle, Cambridge, MA and Somerville, MA, all of which.

Or.

Of course, met with prior to the April 30th report back in order to ascertain exactly how these jurisdictions are overlaying mobility treatments with their pavement preservation programs, and determining whether or not they've in fact codified that requirement, or if it exists in policy.

Then.

And just.

There, knowing that only.

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22% of the 2012 Bicycle Master Plan has been implemented.

The supervisor sees a strong need to accelerate delivery of the projects called for in the updated plan, as well as to create a greater degree of accountability for delivering during these projects. So by moving in the direction laid out in the motion, we're able to consolidate the work.

But more importantly, knowing.

What pavement projects are planned 567 years out gives it apt a sizable runway.

To plan, design and secure funding for these multi benefit projects.

So in the end, money should never really be a factor preventing the county from delivering these projects.

A.

A.

Editorialize just a little bit here and, and I'm going to to leave you with this.

During the last quarter of 2024 from September 1st.

Early before the Board of Supervisors approved the previously referenced motion.

To December 31st, 2024, fifteen more pedestrians had been killed on streets in unincorporated La County and 33 pedestrians and cyclists had been seriously injured.

That's an absolute tragedy, but beyond in the death or injury of these 48 people, there are also economic costs that impact families, communities and the economy.

The Usdat assigned the value of human life at \$13.2 million, and the value of a serious injury at \$1.36 million.

And that's in 2023.

Others.

The loss of life isn't compelling enough in the last quarter of 2024, as we began deliberating in response to the motion over how to accelerate the implementation of the Bicycle Master plan.

\$143,738,000 came out of the regional economy. Hmm, so.

With that being said.

Want to thank SD2 for continued partnership on this effort.

Excuse me, SD1 on the on your continued partnership.

On this effort, SD2 or the funding motion that you provided on the 1st Motion and of course public works for your gym coordination and development of the second motion.

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So with that said, I'm I'm happy to answer any questions.
No questions asked. So Diego.

DM **Diego Martinez** 40:22

Hi, can you hear me?

Yeah, I I appreciate your work on the bicycle master plan.

I'm just calling in. I'm calling in on.

R1 **Room 140** 40:36

On.

DM **Diego Martinez** 40:38

To advocate for.

R1 **Room 140** 40:40

Thank you.

DM **Diego Martinez** 40:42

A.

A county wide version of the HLA measure.

R1 **Room 140** 40:43

OK.

DM **Diego Martinez** 40:46

We need a system of enforcement for the bicycle master plans that actually gets built. Thank you.

R1 **Room 140** 40:56

Thanks, Erika.

ME **Martinez, Erica** 41:01

Yes, sorry, the dogs are barking, so I apologize if I can't get through my question. I

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will send it in. But but I think I really appreciate the agreement on how important the lives protecting the lives of of the cyclist is and in the profound sadness of the.

R1 Room 140 41:17

Yes.

ME Martinez, Erica 41:21

Lives that have been lost. And so I think.

Definitely share that.

That that observation and in the need to move quickly.

There are just two questions that I have.

One is what is inclusive of the term safety and mobility treatments. If you just could give me an example of that, because it seems really broad and I think that the other ones not so much a question, but it's more an observation that Directive 3 feels like it.

Could have these.

Potential unforeseen cost implications that may hinder actually.

R1 Room 140 41:59

OK.

ME Martinez, Erica 42:00

The movement on pavement projects that's also a really important policy goal for the county.

And so I'm just maybe just highlighting that as a concern, right?

R1 Room 140 42:06

Please.

ME Martinez, Erica 42:12

And it's always the juggling act that we do when we're trying to come up with solutions.

R1 Room 140 42:15
Mm hmm.

ME Martinez, Erica 42:17
But I am worried about Directive 3.
But if you could please help me understand.
By giving me examples of these very broad terms of safety and mobility treatments
and what that might entail.
Thank you.

R1 Room 140 42:31
Sure. Thank you for the questions, both very good questions firstly.
It is AAR, sort of all-encompassing kind of umbrella terms that we've used to
reference the treatments or the corridors that are called out in the Vision 0 action
plan, which are primarily safety related and then the treatments that have been called
out in the 2012 B.
Master plan and will be included in the updated Bicycle Master Plan. We've sort of
referred to those as.
Mobility treatments they would include in the bicycle master plan.
Buffered bike lanes protected bike lanes.
Traffic calming measures etc etc. In the Vision 0 action plan.
You talk about.
The streets mitigations.
We talk about continental crosswalks, etc etc.
I would.
I would refer to Steve, who's in the room if you banned on that answer at all.
You know, I think, Justin, you you kind of said it said it perfectly.
The IT it it is an entire spectrum of improvements can be and it can be something as
simple and as affordable as striping a bike lane for example. And that would be one
where you'd have a relatively low cost improvement that can come along with
pavement preservation, however.
You also could have a very expensive separated bike lane, so it runs the gamut and
one of the things in our in our report that we recommended.

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And and you know, the ordinance itself may contain this is if flexibility and the understanding that.

That, you know, improvements pavement are gonna have priorities, right. And it should be the same for safety improvements and mobility improvements, right? We want it.

We wanna make sure we have funding for our number one Vision 0 corridors, right? And then we tie those together with the pavement, and that's a win. Win you go together.

But if it's a if, it's a, it's a, a an improvement.

Either mobility safety is much farther down on the priority list.

Should be a decision matrix.

That that allows you to say that's one that we're not gonna do unless we get some separate pool of funding.

So we don't dilute the either.

The either the more important prioritized safety mobility improvements, or the pavement itself.

As Erica said, another important factor.

Let me jump in.

Just I'll let you finish up. Steve brought something to mind.

So go ahead, OK.

Great. Yeah.

Thanks for talking about that trade off.

Maybe or or potential sort of like hit, but here that I.

Worry about interactive too, like I completely understand the reason that anytime you repaving you wanna put in these essential safety and improvements like cost, efficiency and totally understand that.

But it brings to mind if there are different criteria for prioritizing where the pavement improvements need to go.

Than the prioritization for what bicycle improvements need to go in, or what vision 0 improvements need to go in.

It feels like maybe.

The the things in the bicycle and the Vision Zero plans will just go in where we're doing pavement resurfacing. It seems like there might be some conflict in the OR there could be without knowing the plans, there could be some headbutting in the

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prioritization criteria across these three.

Different programs, so that makes sense, yes.

So the the intention is not is not conflict, but coordination on this.

And that's why in the first motion, public works was.

Directed to develop a sort of program overlay mm hmm so that we would have a better understanding of where the sort of five year outlook for pavement preservation projects was.

Where all of the bicycle master plan corridors are and what treatments are called for on those corridors.

Mm hmm. And where the Vision 0 Action Plan Corp.

So as we're so as public works is planning for paid preservation projects 567 years out, we can identify the treatments for the complete streets.

Projects that we need to go on those corridors and can goes to to Erica's previous question.

Conduct whatever sort of design engineering, environmental process in advance, as well as seek out funding on the funding side of things that would require that public either identify project dollars which we know are hard to come by or or active transportation money at this at the state level.

And start applying programs.

So when I said earlier that goal of this is to create a scenario and #100% perfect, but to create a scenario as much as possible where money is never a factor, it's because we have that.

That five or six or seven-year planning runway where we've identified projects that will that are overlaid on those payroll reservations map and public works can go out and start applying for funding.

To implement the complete streets treatments at the same time that they go out and St. coordination across these different buckets.

It also reduces like.

Like.

Like imposing on the community, right?

So when you start doing like a street project, people get frustrated because they see, like, you know, now I have to merge or there's congestion because of road construction.

So versus going back and then again, interrupting the community with adding.

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You know the the additional improvement now you just have to do it one time because it's being worked together with a road improvement sometimes comes at an additional cost.

Staff have to go out there.

And improve.

Yeah, and I I totally understand that.

That's super clear.

I think what's less clear is which of the three?

Is the pavement improvement projects the bicycle projects and the vision Vision Zero projects?

Is it the pavement projects that are taking priority when they do the vision zero and the improvement?

So that's that's part of what has sort of led us to this point and some of the reasons that.

I called for in the bicycle master plan.

Have been slow to roll out.

It's because oftentimes some of the bicycle master plan treatments.

As prohibited if you will.

And there's a need to roll out those payment preservation projects.

That means the payment preservation right?

So this this would attempt to mitigate that and to Erika's earlier point question around cost. I think it's important to know that.

There are a number of potential mitigations here.

1st, as we talked about, this would provide public works which is significant runway period to identify how much bicycle master plan treatments will cost five or six or seven years down the line and.

Pay for those.

But in the jurisdictions that we spoke with.

Los Angeles.

We be in the process of of opting sort of.

But the jurisdictions of Somerville, Cambridge, Seattle, even San Diego.

I don't recall if there were any others, but I think that I think that covers it.

They had sort of fail safes, if you will, in place. And that's why in instruction number number.

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Three, we didn't want to be terribly prescriptive even in the city of Los Angeles. If there is, if there are gestical issues and hindrances to implementing ability Plan LAD has a certain degree of discretion to identify in a decent corridor and move the project over there as long as it maintains the same level of connectivity. Umm, so there is some flexibility in the city of Los Angeles ordinance. Umm, but also note there's some flexibility in some of the other ordinances in the jurisdictions we spoke with. For instance, if project is infeasible. In another, the city manager or director of Public Works is able to come before the council. Provide a written report as to why that project cannot proceed at this time. And effectively, a temporary exemption is granted. So we didn't want to be too prescriptive in the motion on the idea here is to allow public works a little bit of flexibility to draft something that they feel is workable and bring it back to this cluster so that there can be an opportunity to engage. In kind of dialogue on. That we see working once we see, don't see working and there will be a process for development. More comments in here or go ahead and move the public comment. On this issue, if any. Members of the public like to address this item. Raise your hand on teams, or if you're by phone, please, please press *6 to speak and we'll allow two minutes. The first up is Jordan Bess.

JB

Jordan Bass 51:54

So as someone who does bike in LA County and has seen the lack of bike infrastructure, but also how it's currently been implemented, it is currently quite lacking even in newer sections. A lot of bike infrastructure essentially is just a strip of paint and right next to is. A massive truck going 50 mph on a 40 mile per hour Rd. So one of the major issues for biking safety is the lack of grade. Separation between you and the driver, which also means that not only is the bicyclist at risk, but if a driver needs to use the bicycle designated lane, that forces

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the biker into the cyclist into the car lane, which can cause swerving accidents.
Personal injury lawsuits, stuff like that.

R1 Room 140 52:46
And.

JB Jordan Bass 52:47
So one major issue is a making sure that places are properly safe.

R1 Room 140 52:49
Hey.
OK.

JB Jordan Bass 52:53
But also that cars, if you can't implement full grade separation, something has to be done with the design speed of a road to make sure that vehicles are going slow enough so that everyone can avoid each other instead of forcing cyclists to use roads where cars are rout.

R1 Room 140 52:58
The.
OK.

JB Jordan Bass 53:11
Going at deadly speeds for them.

R1 Room 140 53:16
Thank you for that.
Next, next speaker is Connor Web.

CW Connor Webb 53:20
Hi, good afternoon.
I just want to say that I fully support this this motion.

R1 Room 140 53:23
That's.

CW Connor Webb 53:27
I am particularly excited about the fact this is a a motion that's similar to what Azure HLA implemented for the city of LA.

R1 Room 140 53:29
It's.
Where's?

CW Connor Webb 53:36
But what's different about this is that this is coming from the, you know, the inside from the supervisors themselves. And I'm really excited to see what the county can do with that internal motivation and.

R1 Room 140 53:49
And.

CW Connor Webb 53:49
And you know my experience.
Working or seeing the Department of Public Works for the county move projects along has been really positive.
So I'm looking forward to the county being able to set an example for localities around us on how to implement these active transportation master plans.
So really looking forward to it.
We'll support this.
My one suggestion here would be that.
We, you know, as as we're planning these, these pavement projects, you know, 5-7 years out.
That there's outreach with adjacent localities.
To try to coordinate projects, you know part of the Bicycle Master Plan is is aligning our plans with the plans of surrounding jurisdictions.

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So trying to do that with implementation, I think.

As much as feasible would would be a smart move here as well. Thank you.

R1 Room 140 54:43

You speaker is just listed as Jay.

Add.

From Jay, we'll go ahead and to the next speaker is just named meeting guest.

+14***06** 55:08

Is. Is that me?

Can you guys hear me?

R1 Room 140 55:13

Yes.

+14***06** 55:15

Oh, hello.

So my name is Caroline.

I've been an avid bicyclist for about 10 years in Los Angeles County, commuting to work and regularly riding paths like Bolara Creek in the Strand.

And my boyfriend takes the Metro EVINE and we share a car, but we've always prioritized alternative transportation and safer streets for everyone.

But in the past 10 years I've been hit by a car twice.

Ice while biking most recently was just last Wednesday, and I'm grateful to be standing here, but I have to ask, can I or other cyclists really wait another 10 years for meaningful safety improvements?

And I originally chose to bike because taking the bus nearly doubled my travel time, and that's still the case today, because buses are stuck in the same car traffic. San Francisco fixed this with Red bus only lanes and Venice Blvd. Is attempting to do that, but most people.

Ignore just like pain and stripes or completely green bus lanes.

So when I'm riding on those lanes, I feel terrified.

Even if it is a Class 4 bike lane.

Now if I wanted to get to the E line, it's nearly impossible without a car.

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Or if you have like hours to spend waiting for a bus even on the West side, which is more bike friendly than most of LA, it's still dangerous and disconnected.

Many bike lanes just end or dump you out onto freeway entrances.

The exit of a path just ends abruptly in Rancho Park, and if you want to go downtown, you're like on the road with motorists.

But personally I've made a habit of walking when trips are under 2 miles, but crossing A4 Lane stroke feels like you're putting your life into your own hands.

I my landlord's son, Owen Coolidge was killed last last year, March 18th, crossing MLK Blvd. Just shy of his 24th birthday.

And he's one of many lives lost to dangerous Rd. design.

R1 Room 140 57:20

Thank you. 2 minutes are up.

For that.

OK, so Jay has responded.

You able to speak?

Not sure if you can hear me.

I support this motion.

It has a safety for all road users, not just bicyclists. The cities where I live also look at the LA County plans for bike lanes to seamlessly connect projects that they're working on.

So it helps a lot to set the standard for cities.

And of the public comments.

So we'll go ahead into the.

I'm sorry another comment was made by again by Jordan Bass. He agreed.

HLA was a massive step we need to take the next step, a county wide HLA.

Jennifer, please support LA County version of Measure HLA to complete the bikeway gaps between the cities and Los Angeles, Los Angeles County.

Thank you.

The next and final third motion is from SD5.

That's for support of finding veteran death certificates within 72 hours.

Thank you everybody.

Anderson St.

Five title Motion is support for signing veteran death certificates within 72 hours

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currently.

Unfortunately, when the Department of Veterans Affairs is processing death certificate, it can take between four and eight weeks for family members to get the death certificate processed.

And as we all know, is.

A process.

Death certificates are constitutes that the reliance on that death certificate.

Significant delays in getting essential paperwork.

Other affairs process in a really dramatic time for family members.

There's not active legislation this.

Is supporting but it is pushing to sponsor legislation.

But answer this timeline to get that timeline out to 72 hours.

There was language and fiscal year 2025, military construction, Veterans Affairs related agencies, appropriations bill that would have required a quicker timeline for Terry families to receive their veterans desk.

Not that died with reconciliation.

Sorry, this is to support any legislation that would.

Expedite that timeline to 72 hours.

Robert Alvarez from DMV is on the line.

Robert, I don't know if you want to add any additional commentary here before we open it up for questions, but at least want to give you opportunity.

RP Roberto Alvarez Portillo 59:51

No, I I think you mentioned that most of it.

R1 Room 140 59:51

Hi.

RP Roberto Alvarez Portillo 59:56

The other thing is there are some restrictions in Virginia policy.

So if a veteran has not been seen in the last 120 days by their primary care provider, there are limitations to the doctors being able to sign that death certificate so.

R1 Room 140 1:00:12
And.

RP Roberto Alvarez Portillo 1:00:15
That just creates a backlog because then.
Countries and states have to go through and assess to death and look at all the.

R1 Room 140 1:00:20
OK.

RP Roberto Alvarez Portillo 1:00:23
Medical records.
So this would just help streamline and ensure that family members are able to get
that death certificate in timely manner.

R1 Room 140 1:00:34
Thanks Robert.
Any questions or comments clarifying questions? This would be at the federal level,
federal law.
Yeah.
Mike Owen.

GA Gaudette, Mike Aguilera 1:00:47
Yes, hi community services.
This is Mike. From the third Andrews I remember from the last time this was tried.
There was also a letter sent to Secretary McDonough.
But this motion allow us to sign on to a letter to Secretary Collins, requesting not
only a policy change in the VA, but also.
A reimbursement to County Medical examiner for any cost that we would incur.
As a result of such a policy.

R1 Room 140 1:01:21
Two prong my understanding of anytime there's support that does give larr latitude

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to do letters or any other activities that would support slative activity. As far as incorporating reimbursement for local related to this, I don't believe that is tied into this.

Robert back in and ask if he wants to add any more color to that.

RP Roberto Alvarez Portillo 1:01:46
No.

R1 Room 140 1:01:46
I have been policy of the county.

RP Roberto Alvarez Portillo 1:01:49
We.

R1 Room 140 1:01:50
For a task. So in addition to his response, lair maybe a question to Laura.
What's already standing? This would build onto that standing.
Yeah, I'm sorry I misunderstood your question, Mike.
It doesn't. I think maybe Mike is like included.

RP Roberto Alvarez Portillo 1:02:07
Yeah. From the perspective of their apartment, we haven't elected it and we haven't checked in with medical examiner's office.
We we would have to get back to you on that one.

GA Gaudette, Mike Aguilera 1:02:17
And Roberto, do you know the number of people that this isn't impacting families in LA County?

R1 Room 140 1:02:18
Number.

RP Roberto Alvarez Portillo 1:02:24
We don't have a number.

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But we can.

We can try to get an estimate and again check with medical examiner to get get you more data.

GA Gaudette, Mike Aguilera 1:02:34
Thank you.

R1 Room 140 1:02:40
Questions or comments?

I'm not seeing any.

So we'll move to public comment on this issue.

Any members of the public would like to address this item. Please raise your hand now on teams or if you are by phone, please press *6 to speak.

We will allow two minutes for each person.

Seeing any?

Sorry, we got one Jordan best.

Go ahead.

JB Jordan Bass 1:03:01
Yeah. I just want to reiterate what people in the chat have been saying.

R1 Room 140 1:03:04
And.

JB Jordan Bass 1:03:05
How a county wide version of HLA would be very impactful for those who bike and for those who could be able to bike but don't because it's currently too dangerous. There's a lot of.

R1 Room 140 1:03:18
We're actually.
We're actually on an item about military and Veterans Affairs right now. I believe you can add more public.

JB **Jordan Bass** 1:03:21

Oops, sorry. OK, well, my bad. Sorry.

R1 **Room 140** 1:03:25

First, OK.

Next is gonna be the closed session.

No, no, sorry. We're no presentation.

So we will now just go to public comment.

OK.

Jordan, if you would like to go ahead and reiterate that message.

JB **Jordan Bass** 1:03:43

Sure. So just to, sorry for my interruption there.

I got distracted.

There was a little earthquake around here.

So people who want to be able to bike need to have the option to do so safely.

There's a big problem of people want to bike or people who have the opportunity to be able to bike to get to work or to go to the grocery store.

But because it's not safe enough, they don't.

And so we need to get people biking, not just through events like cyclavia, but through maybe community biking events that are more frequent to get people to get people in the mindset that they can bike around their neighborhood that they can bike and be more community oriented instead.

Of being essentially going from point A to point B in a vehicle and then losing out on a sense of community and a sense of safety.

R1 **Room 140** 1:04:44

Thank you, Jordan.

Seeing any other public comment.

So thank you everyone for joining.


Our next meeting will be held on Wednesday, May 28th at 11:30.

We'll move to closed session.

We are adjourning the meeting.

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 **+14*****06** 1:04:58
Hello.

 **Room 140** 1:04:58
Thank you. Thank you.

 **+14*****06** 1:05:07
Hello.

☐ **Anna Hom-Wong** stopped transcription