Central City Neighborhood Partners

Feedback Highlights:

- Many of the youth were intrigued by the plan and wanted to learn more about how they can get involved. Many raised great points on ways to improve their community and their curiosity among the proposed plans.
- Community members were really engaged and wanted to learn more about what it means to create more jobs closer to where individuals live. Many also brought up the homelessness crisis and how they can work in community to address the concerns.
- Many were in agreement with the proposed plan and loved the idea of creating more spaces that are adequate for their children.
- Many agreed to having more affordable housing, however wanted to know how that would help the homelessness crisis. Many noted that building homes is not always the answer as they may end up abandoned, and the need for more support.

Day One

Feedback Highlights:

- We presented the slide deck provided and then talked about how their opinions are important since the plan will affect their future. Feedback was varied, but some students mentioned wanting more green space, a few expressed recognition of the importance of the plan, and a few talked about how transportation should be a bigger community focus. One student wrote: “I say it’s important because a lot of people can’t afford cars or ways of transportation that they take the bus.” Another student mentioned she’d like more Metro stations and more buses. One student told us it’d be like more bike lanes.
- The students gave their feedback on comment sheets so we didn’t have the opportunity to have consensus.
- The students are active in Pasadena related to environmental concerns and mobility. Pasadena 100 is a group advocating for carbon free energy in Pasadena, so they were most interested in environmental goals of Connect SoCal. A number of attendees told me they never really knew what SCAG is and what it does, so they appreciated the presentation. The majority of attendees and they would do the survey online and a couple of the attendees were interested in the remaining workshops.
- In not sure I can declare a consensus among the attendees although they all shared concerns about the environment and all the ways to reduce GHGs. The three organizations they represented are all very active in Pasadena advocating for local solutions. For them, expanding their perspective to the whole SCAG region seemed to be interesting and relevant for them.

Day One

Feedback Highlights:

- A few attendees seemed surprised that the Inflation Reduction Act was not mentioned in the slides and wanted to know if that will be included or mentioned in the plan.
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<td>Friends of Harbors, Beaches and Parks</td>
<td>5/5/2023</td>
<td>The Southbound Rover in Nature Regional Group hosted a talk by Amy L. White, policy consultant for Friends of Harbors, Beaches and Parks about how to participate in SCAG's current Connect SoCal planning document development.</td>
<td>0-24</td>
<td>The participants were very interested in learning about advanced mitigation no fund conservation efforts and want to be kept abreast of future Connect SoCal participation opportunities. There is widespread agreement that community participation in the document development is critical.</td>
<td>Everyone agreed that in order for conservation and environmental policies to be adequately addressed, the community must be actively involved.</td>
<td>Not necessarily.</td>
<td>No suggestions were offered per se, but the R2BP environment-focused survey results were helpful in understanding what the conservation community aims to do and issues in wants to resolve. The definition of conservation should be as broad and inclusive as possible (i.e., not just land protection, but also restoration, resilience, and reclamation).</td>
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<td>Friends of Harbors, Beaches and Parks</td>
<td>5/7/2023</td>
<td>Southbound Rover in Nature Working Group hosts Amy White, policy consultant for Friends of Harbors, Beaches and Parks who presents Connect SoCal Policy Planning for the Future of the SCAG Region.</td>
<td>0-24</td>
<td>Many of the participants were there to learn about the Connect SoCal plan and didn’t necessarily have direct feedback during the meetings. Questions about how to align non-profit conservation work with mitigation, 30x30, and Connect SoCal were mentioned several times. Another concept raised was how SCAG’s work aligned (or didn’t) with that of the conservation community and how SCAG could (or shouldn’t) be trusted.</td>
<td>Consensus was reached that alignment of conservation work (land protection, reclamation, restoration, etc.) could bolster both the community driven work and meet the needs of SCAG and its partner agencies. For example, if the housing mandate is something SCAG promotes, the 30x30 mandate should also be promoted.</td>
<td>There were no disagreements—simply questions. Two key questions were: (1) why is there only one group promoting the Connect SoCal outreach effort and (2) what does the conservation community have to benefit from if it gets involved?</td>
<td>No suggestions were offered per se, but the R2BP environment-focused survey results were helpful in understanding what the conservation community aims to do and issues in wants to resolve. The definition of conservation should be as broad and inclusive as possible (i.e., not just land protection, but also restoration, resilience, and reclamation).</td>
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<td>Latino Health Access</td>
<td>5/10/2023</td>
<td>We met with our youth participants to present the project and gather feedback. They learned about the project and gave their recommendations to ensure these plans are also youth-friendly.</td>
<td>24-48</td>
<td>The youth provided feedback on housing quality and quantity. They are concerned about their ability to obtain quality housing options in the future for themselves and their families. They also expressed concern about the environment, especially the air pollution. Other comments were relating to affordable healthcare and increasing ADA amenities.</td>
<td>Yes, there were areas of widespread agreement. All the youth agreed there is a housing crisis and they would like the housing access and quality to improve in our region for the future. They also all agreed we need to make improvements to the bike and pedestrian infrastructure.</td>
<td>Yes.</td>
<td>No suggestions were offered per se, but the R2BP environment-focused survey results were helpful in understanding what the conservation community aims to do and issues in wants to resolve. The definition of conservation should be as broad and inclusive as possible (i.e., not just land protection, but also restoration, resilience, and reclamation).</td>
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<td>Latino Health Access</td>
<td>5/22/2023</td>
<td>We presented virtually to our organization staff to receive their feedback. It was a very interactive session, and participants provided tremendous feedback on the four categories of mobility, environment, economy, and communities using breakout rooms. The session was held in Spanish.</td>
<td>0-24</td>
<td>The group was very engaged with all of the topic areas discussed. For mobility, participants emphasized increasing access and safety for all who use the streets, including wheelchair users. For environment, the group focused on reducing road congestion, improving visibility of streets, and creating programs to increase use of recycled materials. For economy, the major theme was access for small businesses to thrive. Lastly, for community, fair housing, housing, and road safety, and reducing the amount of liquor and/or other substances in disinvested zip codes were the main themes.</td>
<td>Yes, the group agreed they envision an increase in access and equity tos roads, housing, and healthy options for the next generation. They also agreed there should be more assistance programs for housing since the current climate is making it harder for people to obtain their own housing.</td>
<td>Participants only agreed with the cycle of increased taxes and cost of living. The exacerbates issues that affect the low-income and disadvantaged zip codes in our region.</td>
<td>They suggested to analyze more impacts based on zip code/areas since each is impacted by mobility, environment, housing, and community differently.</td>
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<td>Latino Health Access</td>
<td>5/24/2023</td>
<td>We met with a group of participants and opened it up to their families to learn about active transportation and the Connect SoCa project. They were very engaged, learned a lot, and provided a lot of feedback for the following topic areas: communities, mobility, economy, and equity &amp; resilience.</td>
<td>0-24</td>
<td>The participants emphasized how a list of our community members from low-income households are the most impacted by a lot of our region’s issues. They advocated for more equitable public transportation options, job opportunities, and quality housing options. We held the session in a World Cafe Style so everyone would have the opportunity to add comments to each topic.</td>
<td>The consensus was on the topics of accessible housing, public transportation, and education on savings. The group spoke about increasing wages to allow people to access more accessible and high quality housing. Regarding public transportation, they mentioned increasing bus and train options, with more route options and fewer waiting times.</td>
<td>N/A.</td>
<td>The participants suggested more consistent survey collection to detect more of the community problems. They also suggested making public transportation options more accessible for all. The suggestion was to make it free.</td>
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<td>4/16/2023</td>
<td>We held the session in a World Cafe Style so everyone would have the opportunity to add comments to each topic.</td>
<td>25-49</td>
<td>They were averse to SCAG and this process. They wanted to add areas that were not a focus. Persons were willing to complete the survey while others were not willing to complete it.</td>
<td>They were agreement in the lack of opportunities (jobs) and the concern of low paying jobs.</td>
<td>Participants were agreement in that change was needed and that planning was needed as well.</td>
<td>People felt that training was necessary and outreach to the community on where and how to apply for jobs.</td>
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<td>Los Amigos de la Comunidad, Inc.</td>
<td>A local Health Center celebrating mother's day with clients</td>
<td>25-49</td>
<td>Participants were not familiar with SCAG or this process. They were appreciative of the explanation and efforts. Participants were glad that they were getting an opportunity to complete the survey and provide their input.</td>
<td>They agreed that it is important that vision was being heard. They felt we covered topics that they had not thought about but were important such as future jobs and infrastructure.</td>
<td>No.</td>
<td>They want persons that live near the border be considered - such as language and literacy levels.</td>
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<td>Los Amigos de la Comunidad, Inc.</td>
<td>Community festival with informational and vendor booths. There are also 2 stages with entertainment</td>
<td>0-24</td>
<td>Persons were excited about work training and investment needs from the government for this. People shared their concerns of the air quality and respiratory illnesses that are very prevalent in our community such as asthma. Persons were motivated about submitting their feedback. We issued flyers with the QR Code which they took with them and later sent us screenshots of completion via Facebook messenger.</td>
<td>Most agreed that more jobs are necessary to improve our economy. Jobs with better salaries and benefits.</td>
<td>They agreed that we need plan for better air quality.</td>
<td>They liked how we were there at this event to provide information and felt that such community events were a good place for outreach.</td>
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<td>Los Amigos de la Comunidad, Inc.</td>
<td>Los Amigos Convening workshop</td>
<td>25-48</td>
<td>Participants expressing the importance of being involved in the decision making process and for this future investment of resources and projects. It is important to them to understand the process as their participation is meaningful. They want to know how their participation will cadre in the future and the community.</td>
<td>They agreed that a latino community they do not participate. Many felt due to language barriers.</td>
<td>They agreed on the need to plan for housing and economic opportunities. They need to be informed about upcoming opportunities and resources and how to effectively access them. They are others taking advantage of opportunities and now realized why they have missed opportunities due to lack of knowledge and participation.</td>
<td>That it continue to be accessible in their language (Spanish) at all levels where they understand the concepts. They want to be active participants in byarn's term.</td>
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<td>Los Amigos de la Comunidad, Inc.</td>
<td>Los Amigos SCAG Workshop for the supportive community in Imperial County</td>
<td>25-49</td>
<td>This community is within 10 miles from the Lithium Valley Site. They are extremely concerned about the environment, mobility, and economy. They asked us to return, which we have already to continue the discussion. We are scheduled to attend a 3rd time. They have many concerns about this new development taking place.</td>
<td>They agree that they are very apprehensive of impacts and want to make sure they get community benefits. The topic was the SCAG workshop but their focus is the Lithium and how that fits with Connect SoCa. They feel this allows them to input for the future. This is an opportunity they have been waiting for.</td>
<td>They need to be involved so that they are not impacted negatively. They asked about how to participate in other community meetings.</td>
<td>The wanted continuous information and interaction as their community evolves and industry - lithium - takes on a larger role.</td>
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<td>Los Angeles Ecovillage Institute</td>
<td>We presented at the weekly meeting of the Urban Sol / Tiers Urbana housing co-op, a 100% affordable limited equity housing cooperative with a focus on ecological urban lifestyles. The group of participants includes people who commute frequently on public transit and by bicycle, long-term LA residents, and commuters.</td>
<td>0-24</td>
<td>Two main themes emerged from our discussion: the need for more reliable, frequent, and well-maintained public transit, and the need to prioritize protected bike lanes and dedicated bus lanes over private vehicles. Beyond just making changes to existing systems, participants suggested that we need to change planning and zoning regulations to allow people to live closer to where they work and play, reducing the need to travel. Other visions for the future included creating a street car system, encouraging bicycle co-ops to offer pedi-cabs, and allowing small businesses to operate in Metro stations to make them safer.</td>
<td>Participants agreed that one of the biggest challenges for the region is that public transportation options are unreliable, inconsistent, and poorly maintained. For example, it’s difficult for commuters to plan their day around transit because service is so inconsistent. Also, many Metro stations have elevators and escalators that are out of service for weeks or months. This discourages people from using public transit. Metro should have an increased maintenance budget. Everyone was in agreement over the need for more bike lanes, and specifically protected bike lanes that are not shared with cars or buses. They questioned the need for multiple lanes dedicated only to cars while bike lanes have to share space. Participants were in agreement that we should not be widening or increasing the capacity of freeways.</td>
<td>Participants raised concerns about the fact that plans like the one certain wildly great recommendations but that government agencies can choose to disregard them. They impressed that governments should focus on implementing existing plans and tracking their progress.</td>
<td>Participants agreed that public transit and biking should be the highest priorities for the plan, as opposed to car infrastructure.</td>
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<td>We presented at a meeting of the Rentap Village Neighborhood Council, which represents approximately 25,000 people in the Rentap Village neighborhood. The council is made up of long-term neighborhood residents.</td>
<td>0-24</td>
<td>Participants were mostly focused on public transit infrastructure and access. They raised questions about whether Metro will implement free fares, and whether transit that is currently free (the DASH bus) will continue to be free. They were also interested in the timeline for large Metro projects like the purple line extension, and how the extension will be marketed. There was also a question about what the government is doing to deal with the dangers of public spaces scattered about on the sidewalks and “speeding” on sidewalks.</td>
<td>Participants in agreement that public transit should be free. Many were concerned about Metro ridership being low. Many indicated that there was some progress being made in cleaning up the buses and trains, but that Metro did this quite a ways too soon on this, and it is among the largest reasons that keeps people from using the public transit systems. People also were in agreement about scooters being dangerous, and that steps should be taken to keep them from laying around the sidewalks, making their a tripping hazard. They also raised the danger of scooter riders speeding among pedestrians on the sidewalks and crosswalks.</td>
<td>No one raised disagreements.</td>
<td>Some were concerned that public agencies often do extensive studies, draw broad input, write reports, and then “nothing comes of it.” A few participants felt that government agencies engaged in research, polling and report writing should be more interconnected with other government agencies and community groups that follow through on implementation, and that there should be transparent and simple methods for the public to follow progress and accountability.</td>
<td>No one raised disagreements.</td>
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<td>Los Angeles Ecovillage Institute</td>
<td>4/30/2023</td>
<td>Community hub: space to present on Connect SoCal and solicit feedback. The event also featured a talk by Mark Lakeman, an urban planner with a Portland-based project called City Repair, on community building and placemaking. About 50 people attended, and the mood was diverse in terms of age, race, and where people were coming from. We had many participants from the neighborhood, as well as people coming from other parts of LA and as far away as Orange County. We gave a presentation on Connect SoCal, with a focus on the mobility goal, and then broke people into smaller groups to discuss the plan's goals. Each group presented their reflections on the plan and on regional transportation issues overall, and we ended with a large discussion about ways to get more imaginative in developing sustainable transportation options.</td>
<td>50-74</td>
<td>Several themes came up in our conversation: many participants stressed the need to protect pedestrians and bikers from cars, allowing people to safely choose non-car modes of transportation. Others noted that public transit needs to be more frequent and reliable if it is going to be a viable alternative to cars. Several also expressed concern about the number of people sleeping on transit because they don't have housing. Many participants brought up the importance of learning from our region's transit history and being more imaginative in developing sustainable transportation options.</td>
<td>There was widespread agreement about safety. Many people stated that in order for people to move from areas at their primary mode of transportation, other modes need to be safer. Reacting to the &quot;shared streets&quot; graphic in the Connect SoCal presentation, participants pushed back against shared bus/bike lanes, since they are very dangerous for bikers. Someone suggested separating car traffic completely from other modes by having upper and lower decks on roads. A participant from Bogota shared that bike lanes in her city are in the middle of the street (meaning that cars do not have to cross the bike lane to turn) and are separated from cars by a physical barrier. Bogota is also the birthplace of ciclovías, which many people brought up as a great initiative. Some recommended closing streets permanently to cars, for example in a street like Venice that stretches from central LA to the beach. Participants also felt unsafe walking. One participant mentioned that the risk posed by cars is so severe that she feels the urge to tell her mother she loves her before going out biking or on foot. Others stated that wider sidewalks would feel more welcoming to pedestrians.</td>
<td>Many participants expressed opposition to policy solutions that try to improve on cars, for example, subsidizing electric cars or developing self-driving cars. While these both offer slight improvements on existing cars, they still incentivize driving and fail to address many of the problems with cars, like noise, danger, traffic, and air pollution (which is only partially caused by carbon emissions, since road dust and fine wear contribute more pollution than exhaust). Even electric cars are still fairly harmful to the environment because of how their batteries are produced. Participants viewed the push for EVs as greenwashing that encourages consumerism and pushes people to continue driving everywhere.</td>
<td>Some people also stated that we shouldn't be building new highways or car infrastructure at all, because this is effectively subsidizing a harmful mode of transit with public funds. Instead, we could be offering subsidies for people to buy electric bicycles. One person mentioned that as a senior citizen, he would benefit from a subsidized electric bike that he could not otherwise afford.</td>
<td>Participants appreciated that Connect SoCal considers housing and the environment alongside transit, since transit can't be addressed in a vacuum. We discussed needing to change zoning rules to allow housing to be closer to workplaces, reducing travel time. Participants envisioned structuring the region around small community hubs that allow residents to access their daily needs—workplaces, parks, healthy food markets, exercise and gathering spaces—by walking or biking, with longer trips between hubs connected by rail.</td>
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Participants engaged in a tour of the Ecostillage, which includes a presentation on our aquaponics system. About 20 people attended, many of them coming from the surrounding neighborhood. We gave a presentation on Connect SoCal with a focus on the mobility goal, and then had an open discussion of the plan's goals.

Participants discussed the influence of corporate interests in the development of the region's landscape and infrastructure and expressed that if the government is serious about moving away from cars they need to push back against the auto industry and truly prioritize alternative modes of transportation. They also noted that public transit is extremely segregated, as compared to a city like New York, where many classes and races take the subway. As in the last convening, participants stressed that improving the safety and reliability of non-car modes is essential to lowering emissions, and recommended policies like building protected bike lanes or designating certain streets like Wilshire Boulevard car-free. Many participants brought up the fact that many other cities around the country and the world are doing a much better job than LA with sustainable transportation, and that we need to learn from their examples. This group also mentioned the impact of the housing crisis on transit, with many unhoused people essentially living on subway trains.

Participants agreed that it's important that public transit be used by people from different social, racial, and economic backgrounds. Currently, public transit is almost exclusively used by low-income people of color, particularly Latino communities. Participants expressed that our public transit should be a space that people from different backgrounds share—which is the case in other cities and countries.

Public transit will be more widely used when it runs more frequently. People pointed out that LA technically has an extensive public transit network, with routes all over the region, but that the lack of consistency in arrival times makes it difficult to use, often doubling or even tripling your commute time. If transit was more consistent, people of all classes should choose over driving.

Participants brought up that we need to provide more affordable housing for people living on the streets, making sidewalks and transit safer and more welcoming. New housing should be multi-family and dense, since single-family housing does not make sense from a transit standpoint.

Participants objected to the focus on economic growth in Connect SoCal. They felt that the goal is in conflict with the mobility and community goals, because the pursuit of economic growth is the cause of the social and environmental justice challenges in the region. Instead, we should be working towards de-growth and addressing the harm caused by past economic growth.

Participants suggested that the region should be learning from cities like Mexico City, which has an established public transit system and alternative forms of transportation. We can learn from Mexico City because its population size and geographic layout is similar to our region. The public transit system in Mexico City is largely successful because of the support of the Mexican government.

One participant suggested a policy recommendation that local government start its own city ride share program instead of the status quo. A few participants also mentioned that more light rail also came up. Encourage more alternative mobility, safer sidewalks and protected bike lanes since so many areas in OC don't have that.

Participants expressed a desire to see the Regional Transportation Plan and Sustainable Communities Strategy connected to local efforts to implement Climate Action and Adaptation Plans, and to see these policies put into CAAHs.

Participants also brought up ensuring there’s places to charge electric car. In apartments with shared parking or that require residents to park on the street, it’s very hard to charge your vehicle and providing more charging is important.

Participants emphasized adding building electrification goals, especially given the recently published research around airfline and gas stove. Buildings are primary source of carbon emissions in North America, so building electrification is crucial to reducing GHG emissions. They also emphasized prohibiting any new fossil fuel infrastructure. If building something from scratch, start the right way.

Making transportation routes more accessible also came up. A participant mentioned that, in Seattle, there’s an app that you can plug your destination and find out a route to get there via different types of transportation, and an OC app similar to that would be helpful.

More light rail also came up. Encourage more alternative mobility, safer sidewalks and protected bike lanes since so many areas in OC don’t have that.

More local power creation was also a high priority. Request affordable EV charging. No point in expensive EV charging standing in a low income neighborhood. Places should have solar power and provide free charging.

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<td>Orange County Environmental Justice Education Fund</td>
<td>Event/Engagement Description: Save Our Seniors Network</td>
<td>5/16/2023</td>
<td>Consider making it easier to get crossing guards in safety strategies.</td>
<td>Yes, the lack of visibility of SCAG relative to other governmental bodies was unanimous. The need for concrete connections between implemented policies and overarching goals for Connect SoCal was absent.</td>
<td>Participants emphasized that companies like Amazon have created an expectation of lightning fast delivery of goods, which has created unjust and harmful work conditions and a huge burden on low-income communities and the environment. They emphasized that having more local production of goods and food, and moving away from an expectation of rapid delivery, would be more beneficial for our environment, well-being, and local economies.</td>
<td>Include mixed land use strategies, like having grocery stores under apartments. Having seniors, children, and students be exempt from public transportation fees &amp; having discounts to low-income individuals. Having discounts to parents. We mentioned re-planting as part of complete streets for those who may use wheelchairs and other devices to get around. How will people with disabilities be prioritized in complete streets? Any apps to improve transportation should be accessible in all of the languages spoken by our communities. Participants emphasized improving transportation accessibility for the elderly and those without access to app phones. Encouraging local officials to be present in the communities that work with their water, look at their streets, take their bus routes, and get first-hand experience with the obstacles they face.</td>
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<td>Santa Ana Active Streets</td>
<td>Event/Engagement Description: Willard Neighborhood Association meeting</td>
<td>5/8/2023</td>
<td>The need for concrete connections between implemented policies and overarching goals for Connect SoCal was absent.</td>
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<td>Santa Ana Active Streets</td>
<td>Event/Engagement Description: Monthly Santa Ana Active Streets volunteer and programs meeting</td>
<td>5/18/2023</td>
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<td>Geek Our Seniors Network</td>
<td>Event/Engagement Description: presentation of SCAG Overview slider to Executive Committee</td>
<td>5/16/2023</td>
<td>The need for concrete connections between implemented policies and overarching goals for Connect SoCal was absent.</td>
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Connect SoCal 2024 Outreach: Community Partner Engagement Events Summary
Engagement

People don't trust electric vehicle requirements.

Event/Engagement Description

They hope some of the SCAG projects will be focusing on housing.

4/15/2023

5/4/2023

Participants used the QR code to record on Post-it boards.

We invited community members involved in our committee and posted on social media.

We need more housing and accessible transportation. We need more opportunities for kids and youth in our communities.

Individuals

Number of

Wore there areas of widespread agreement or consensus? If so, please describe.

Did participants disagree with any themes, policies, or interventions? If so, please describe.

Did participants offer suggestions to improve the goals or underlying policies that will inform Connect SoCal? If so, please describe.

Save Our Seniors Network

General Body Meeting, SCAG: The SCAG Perspective

The role of public input in transportation input as being of impact. The reality of the sandwich generator's after dependence on commuting. The sandwich generation are those who care for a parent over 60 and have at least one child under 18. The impact of the availability of services for elders - especially during times of crisis. The critical role of location for elders who have no personal transportation. The impact of the availability of their family has on the health of all.

While the term “age” is included in the description of Connect SoCal 2024, the needs of the elderly are not included directly in any of the questions. The questions relate to work and only the obligations to younger family members.

Asian populations exhibit significant intercommunity heterogeneity that is not reflected in home ownership and similar GIS statistics. Categorizing all Asians together often overlooks significant factors such as generational status in the U.S. Longer life expectancies results in greater dependence on health equity since the elderly require greater care. The lack of health equity metrics was perceived as a serious omission. In particular, the impact of the environment on health, was a clear implication of the regional plan yet it was not significantly addressed.

Given the timeframe of the regional plan, long-term health metrics are inherently fundamental. Life expectancy per income category are correlated to proximity to environmental hazards would be variable that demonstrate the direct relevancy of regional planning to everyday lives. Long term health effects can have significant economic impacts, adding yet more support to the prioritization of health equity in the survey. A health is a fundamental quality of life factor. Income growth at the expense of health outcomes may pose counterproductive. Health improvements across all demographics may equalize populations across income categories.

General Body Meeting, SCAG: The SCAG Perspective

The paradigm of resilience is simple. We need more housing and accessible transportation. We need more opportunities for kids and youth in our communities.

A community’s ability to mobilize to address crises and dire needs was indicated as a critical measure of equity. How to address homelessness in a humane manner. Regional planning that vigorously focuses on human connections. Greater focus on connecting with nature.

A community’s ability to mobilize was also indicated as critical to resilience.

The extremely slow process of changing land use designs and land use patterns change. Such as airports continuing to operate when homes are built around them. Airports were originally constructed far from homes, but continue to operate when homes are built around them. This further promotes unsustainable land use patterns.

Connect SoCal 2024 Outreach: Community Partner Engagement Events Summary

Provide more convenient and effective digital interactions to allow less technologically literate people voice their and their communities needs.

Save Our Seniors Network

Live presentation of overview slides as well as Equity & Resilience and Community Feedback

A community's ability to address crises and dire needs was indicated as a critical measure of equity. How to address homelessness in a humane manner. Regional planning that vigorously focuses on human connections. Greater focus on connecting with nature.

A community’s ability to mobilize was also indicated as critical to resilience.

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Save Our Seniors Network

Virtual workshop to discuss safeguarding our seniors

The opportunity was offered to current consumers (clients) of our employment program. Those that didn’t shy shared their concerns and frustrations with paratransit service specifically and otherwise having to rely on public transportation like the bus, rail or shuttle options in their communities. Two individuals shared that they with paratransit was more reliable because they feel safer there than on the bus or train.

Safety and operator compassion in understanding stood out most from those who were vocal, while others nodded in agreement when asked directly in a yes or no format.

We need more housing and accessible transportation. We need more opportunities for kids and youth in our communities.

People don’t trust electric vehicle requirements.

Community members had questions regarding how the goals will be implemented.

Save Our Seniors Network

Join SCAG Staff who are interested in hearing more about ways you have for transportation improvements throughout L.A. County.

Community members are worried about the future of their neighborhood. The high cost of housing rent and access to amenities in their neighborhood not only for themselves also for their families and children. We had parents and youth join the conversation and they all agree that we need to have more resources available for youth in the future. Community members are concerned about the current status of transportation for example lack of reliability in transit, cost of transit and advocate for paratransit.

We need more housing and accessible transportation. We need more opportunities for kids and youth in our communities.

Community members had questions regarding how the goals will be implemented.

Southern California Resource Services for Independent Living

5/10/2023

We invited community members involved in our committee and posted on social media.

Community members are worried about the future of their neighborhood. The high cost of housing rent and access to amenities in their neighborhood not only for themselves also for their families and children. We had parents and youth join the conversation and they all agree that we need to have more resources available for youth in the future. Community members are concerned about the current status of transportation for example lack of reliability in transit, cost of transit and advocate for paratransit.

We need more housing and accessible transportation. We need more opportunities for kids and youth in our communities.

Community members had questions regarding how the goals will be implemented.

Strategic Action for a Just Economy

5/18/2023

With a focus on the Community Pillar, the Connect SCAG presentation duration was 45 minutes; a 30-minute bilingual presentation and 15-minute feedback activities. Participants were able to have their feedback recorded on tablets as boards. Participants used the QR code to take the survey.

The participants expressed that their needs are focused on more immediate housing and living issues than issues that will be resolved in the year 2050. Participants also noted, “the number of displaced people are alarming. If cost of rent does not stop increasing, my family will be more focused on keeping their homes.

Affordable housing is not affordable on minimum wage.

Even though transportation is an issue, the community is more focused on keeping their homes.

Airport Foundation

They hope some of the SCAG projects will be focusing on housing.
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<td>Uplift San Bernardino/Making Hope Happen Foundation</td>
<td>5/17/2023</td>
<td>The Uplift San Bernardino team presented Connect SoCal to the Neighborhood Association Council of San Bernardino</td>
<td>0-24</td>
<td>Participants stated, “Access to parks for this coming summer, it’s so sad Perris hill park is being cleaned out but people are just being moved to across the street.” “Housing is such a big challenge right now!” “Better transportation and safety for streets, too many speeding drivers.” “Finding displaced people long term solutions.” Affordable Housing is a big issue in the community.</td>
<td>No</td>
<td>SCAG is not well known nor are their projects. “This is a first I am hearing about SCAG.”</td>
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