



Built Environment and Transportation Conceptual Measures Workshop

San Diego County Climate Action Plan Update

Introduction

As part of the public involvement process for the **Climate Action Plan Update** (CAP Update), the County of San Diego (County) is conducting intentional engagement centered on conceptual greenhouse gas (GHG) emissions reduction measures.



*Built Environment
and Transportation*

*Wednesday August 24,
2022
6:00 p.m.
Zoom*

On Wednesday August 24, 2022, County staff held a virtual public workshop to discuss

conceptual measures in the Built Environment and Transportation, the fifth in a series of meetings focused on each emissions reduction sector. In advance of the meeting, staff promoted the event through e-blasts, social media posts, and direct emails to relevant and interested stakeholders. During the event, 28 participants joined representing unincorporated residents, community-based organizations, and concerned residents from incorporated cities. This summary documents meeting objectives and format, how input was solicited, and what was learned from the participants.

Objectives

The meeting was organized and conducted to accomplish the following objectives:

- Create a comfortable, engaging environment where all participants have an opportunity to provide meaningful input and share concerns.
- Obtain input to help develop the Climate Action Plan Update GHG reduction measures and the vision statement for the Built Environment and Transportation sector.
- Explore opportunities and challenges related to greenhouse gas reduction measures that may be considered for the Climate Action Plan Update.
- Provide an overview of the Climate Action Plan Update in a clear and easy to understand way, including the purpose, process, outcomes, timeline, and future opportunities to provide input.

Format

At the virtual meeting, community members participated in a staff-led presentation and polling questions. The workshop was centered around three topics: Basics of Built Environment and Transportation sector emissions; Draft equitable, net-zero vision statement for the sector; Strategies and measures to reach the draft vision. Throughout the workshop, community members were invited to share their perspectives through the chat, polls, and open discussion. The workshop and prompts were designed so that staff could learn more about community members' perspectives about climate change and potential actions to reduce greenhouse gases.

An interpreter was in attendance for community members whose primary language is Spanish. The meeting materials were also offered in Spanish.



Major Themes

Major themes common to all the input received from participants are listed below. The ordering does not reflect importance or frequency.

- Stakeholders wanted to see more of an emphasis on public transportation and opportunities to improve the systems and increase ridership.
- Equity considerations related to increasing electric vehicle access to all communities, including low-income individuals and renters.
- Electric vehicles play an important role in decarbonizing the Built Environment and Transportation sector but we should do more than replace fossil fuel-powered cars with electric cars.

Feedback on Conceptual Measures

Nine conceptual measures were presented to participants:

1. Reduce the County's fleet and small equipment emissions XX% by 2030.
2. Install 2,040 electric vehicle charging stations by 2030 and provide incentives for ZEVs in the unincorporated areas.
3. Increase the use of low-carbon and zero-emission landscaping equipment and construction equipment in the unincorporated area.
4. Reduce emissions from loading docks and vehicle idling in the unincorporated area.
5. Reduce the number of miles traveled in car by County employees by XX% by 2030.
6. Improve County roads so they're more user-friendly for bikes, pedestrians, etc.
7. Reduce vehicle miles traveled in car in the unincorporated area by XX% by 2030 from new development.
8. Support walking, biking, transit, ridehailing, and carsharing in the unincorporated area.
9. Improve traffic operations on County roadways.

Stakeholders expressed interest in all measures, however decarbonizing on-road and off-road vehicle fleet and shifting towards alternative modes of transportation were of more interest than improving traffic efficiency. Other topics that came up when asked if there were any other strategies, measures, or actions the County should consider included

- Make public transportation free
- Monorail to airport
- Free or very cheap public transportation. EV shuttles at beaches, etc
- Develop a Bicycle Master Plan, a Pedestrian Master Plan, an Active Transportation Plan, or updating an existing biking and walking plans with robust measures and goals
- Emphasizing funding in grants for low-income communities to shift vehicles, incentivizing small businesses, more access to public transit, green jobs near us, and fixing County road infrastructure
- Provide EV charging infrastructure for those living in apartments.
- Amend local regulations and policies to allow for wider sidewalks and the use of setbacks for public spaces, and/or implement temporary and permanent car-free zones/zero emission zones.
- EV charging and solar for multi unit housing. Creative incentives for landlords and management companies. Also use malls, box stores, etc as micro grids with solar on roofs and parking lots
- Enhance public transportation in unincorporated area. Why can't we create our own?



- How can we encourage sustainability in existing development, not just new development?
- Not punishing the poor through VMT and Idling fines and fees.
- Develop a Mobility Action Plan (or similar plan) outlining all of the strategies needed to achieve mode shift targets
- Are there strategies for decarbonizing cross-border transit/vehicle use? (maybe that is beyond the County's jurisdiction)
- There wasn't enough public transit in these measures
- Set aggressive and specific VMT reduction and mode shift targets for biking, walking, and transit. For example, the City of San Diego just adopted a CAP with a citywide 50% modeshift target for biking, walking, and transit
- Change building code to remove requirements for parking spots

Poll Everywhere Responses

Staff asked 13 questions throughout the workshop, and a total of 15 workshop participants responded.

Welcome! What brought you here today? Total responses 9
Unique participants 9

General Interest or Curiosity:

i am interested in what the county is doing to combat climate change

Want to see SD adopt strong climate policy

Interested in sustainability

Interest in CAP process.

I'm concerned about climate change, and am interested in what the county is doing to combat it.

Industry Interest:

Participating on behalf of the SD Regional Chamber of Commerce -- our members are interested in CAP, sustainability, and industry.

Advocate for strong building electrification goals

I am interested in the interaction between CAP and VMT.

Environmental Justice:

I want to understand how communities in North County San Diego can be labeled Enviro Justice communities. High fire, food insecurity, less access to transit, etc.

I am a... Total responses 15
Unique participants 10

Responses:	Count	Percent
resident of the unincorporated county	4	26.67
resident of an incorporated city (e.g., City of San Diego, Poway, Encinitas...)	6	40
resident of a Native American reservation	0	0
resident of another area (outside of SD County, on a military base, etc.)	0	0
Built environment/transportation professional	1	6.67
community-based organization representative	3	20
County employee	0	0



other	1	6.67
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Did we get it right? Does the vision statement, "Complete communities that leverage the unique characteristics of unincorporated area communities, support critical services and amenities such as retail, parks, and libraries, include accessible options such as sidewalks and bike lanes, and where infrastructure to support zero emission vehicles is widely available." reflect your prior comments?

Total responses	9
Unique participants	9

Responses:	Count	Percent
Yes, the vision statement reflects my prior comments	1	11.11
Almost There	6	66.67
Not Quite	2	22.22
No, the vision statement does not reflect my prior comments	0	0

For those of you who think we're almost or not quite there, what else do you think should be included?

Total responses	10
Unique participants	8

Clarifications:

- The sentence seems to limit scope to unincorporated County. Is that correct?
 - The wording itself is a bit awkward. The first word 'complete' specifically. A community is never complete.
 - The term "built environment" is confusing since it doesn't include buildings
 - N/A
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More Detail:

- Retail should be rephrased to "local businesses" or "local retail and services;" there should be an express reference to multimodal transportation.
 - Not sure. But definitely include fire risks and food security aspect.
-

Fueling Considerations:

- Renewable fuels and sustainable gasoline and diesel should be available at current gas stations in the county.
 - More opportunities for hydrogen fueling stations need to be deployed. The current hydrogen personal cars cost 1/2 as much as a battery ev.
-

Promoting Other Transportation Options:

- More emphasis on public transportation. Electric bikes are a way to provide last mile for public transit. Just replacing cars with EVs is not a solution.
 - The vision statement should specifically address the fact that the only way to slash transportation emissions is to shift commuters out of their cars and into more sustainable modes, allowing commuters to have shorter trips in village centers and away from dangerous and unsustainable high fire zoned areas.
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Why is reducing emissions in the Built Environment and Transportation sector important to you?

Total responses	10
Unique participants	7

Zero-Emission Vehicles:



With the cost of battery electric vehicles and to cost of raw materials through the roof, it's not a viable option for everyone

If we imagine a 100% EV transportation mode and infrastructure, it completely changes VMT factors and allows greater development of unincorporated communities.

Transportation is a both a constraint/enabler of economic development -- shifting our transportation modes to be zero emission is critical for sustainable economic development

Equity. Renewable fuels can have the biggest impact in the transportation sector- up to 80% reduction of ghg gallon for gallon by replacing drop in fuels.

Equity and Public Health:

its either gas or food or rent in the backcountry

my community needs more access to jobs near us and/or more public transportation. also asthma.

reduce air pollution, and reduce carbon dioxide increase to the atmosphere

Climate Change:

Climate change

Transportation is a both a constraint/enabler of economic development -- shifting our transportation modes to be zero emission is critical for sustainable economic development

Because of the direct causal impact on climate change.

Does the strategy "Decarbonize on and off-road vehicles" make sense for your community? Why/why not? Total responses 7
Unique participants 5

Responses:	<i>Upvotes</i>	<i>Downvotes</i>
Is the expansion of public transit in the unincorporated communities not part of the equation?	0	0
Renewable fuels makes sense to me, however penalizing idling cars more than a few seconds doesn't make sense to me if the fuels are Net zero or near zero	1	0
Must be incentives for multi unit housing...renters MUST be part of the plan	1	0
Kinda. Could there be more funding allocated for low-income programs access to these vehicles?	2	0
As part of strategy to reduce vehicle miles traveled. Should include incentives to move to smaller vehicles (3 wheels, e-bikes)	1	0
We have to stop burning for our energy. So things will not be a 1 for 1 exchange. We have to adapt	0	0
Yes, makes sense but needs more incentives to encourage buying EV for personal use.	0	0

What are other actions the County could take to decarbonize on-road and off-road vehicle fleets? Total responses 8
Unique participants 6

Responses:	<i>Upvotes</i>	<i>Downvotes</i>
Develop strategies to alleviate range anxiety as a factor preventing drivers to switch to EV.	0	0
Incentives for farmers to switch to electric	0	0
Convert The county fleets to Hydrogen and Bio-fuels	1	2
Incentives for small landscaping businesses to switch to electric equipment.	3	1



implementing a city-wide electric vehicle strategy to accelerate EV adoption, including electric bicycles, that focuses on the barriers to ownership and charging for residents within low income communities	2	1
Use wind and solar to create hydrogen power. Carlsbad would be a perfect place	1	0
Electrifying 100% of the county-owned fleet, including all heavy duty and emergency response vehicles by 2030.	2	0
Tax gas and large vehicles	1	1

If any alternative modes of transportation were readily available to you, how likely would you be to use them?

Total responses 12
Unique participants 16

Responses:	Count	Percent
Very likely	7	58.33
Somewhat likely	2	16.67
Somewhat unlikely	0	0
Very unlikely	3	25

Which measure would you most like to see implemented?

Total responses 13
Unique participants 13

Responses:	Count	Percent
Reduce miles traveled in car by County employees	3	23.08
Improve County roads so they're more user-friendly for bikes, pedestrians, etc.	4	30.77
Reduce miles traveled in car in the unincorporated area from new development	4	30.77
Support walking, biking, transit, ridehailing, and carsharing in the unincorporated area	2	15.38

Of the strategies discussed this evening, which is the most exciting to you?

Total responses 12
Unique participants 12

Responses:	Count	Percent
region: other	0	0
region: Decarbonize on-road and off-road vehicle fleet	5	41.67
region: Shift towards alternative modes of transportation	5	41.67
region: Improve traffic efficiency	2	16.67

Are there any other Built Environment and Transportation strategies, measures, or actions the County should consider?

Total responses 16
Unique participants 9

Public Transportation:

Make public transportation free
Monorail to airport



Free or very cheap public transportation. EV shuttles at beaches, etc
Enhance public transportation in unincorporated area. Why can't we create our own?
There wasn't enough public transit in these measures
Multimodal or Infrastructure Changes:
develop a Bicycle Master Plan, a Pedestrian Master Plan, an Active Transportation Plan, or updating an existing biking and walking plans with robust measures and goals
amend local regulations and policies to allow for wider sidewalks and the use of setbacks for public spaces, and/or implement temporary and permanent car-free zones/zero emission zones.
Develop a Mobility Action Plan (or similar plan) outlining all of the strategies needed to achieve mode shift targets
Set aggressive and specific VMT reduction and mode shift targets for biking, walking, and transit. For example, the City of San Diego just adopted a CAP with a citywide 50% modeshift target for biking, walking, and transit
Change building code to remove requirements for parking spots
Are there strategies for decarbonizing cross-border transit/vehicle use? (maybe that is beyond the County's jurisdiction)
Equity Considerations:
emphasizing funding in grants for low-income communities to shift vehicles, incentivizing small businesses, more access to public transit, green jobs near us, and fixing County road infrastructure
Not punishing the poor through VMT and Idoling fines and fees.
How can we encourage sustainability in existing development, not just new development?
Electric Vehicles:
Provide EV charging infrastructure for those living in apartments.
EV charging and solar for multi unit housing. Creative incentives for landlords and management companies. Also use malls, box stores, etc as micro grids with solar on roofs and parking lots

Given what we just discussed, which co-benefits are important to you? Select all that apply	Total responses	82
	Unique participants	12
Responses:	Count	Percent
Improve community health	6	7.32
Conserve farmland	4	4.88
Save money on utility bills	4	4.88
Save public tax dollars	3	3.66
Improve air quality	11	13.41
Increase energy security/resilience	7	8.54
Conserve water	11	13.41
Conserve habitat	9	10.98
Create green jobs	8	9.76
Reduce noise	0	0
Promote environmental and social justice	7	8.54
Improve access to electric vehicles	5	6.1
Improve walking, biking, rolling, and transit options	7	8.54



Given the following list, what other criteria are important to you when evaluating measures? Rank the following: support co-benefits; support equity and environmental justice; reduce GHG emissions quickly; reduce costs to residents and businesses; save taxpayer money

Total responses 11
Unique participants 11

Responses:	Rank
Support co-benefits	3
Support equity and environmental justice	2
Reduce GHG emissions quickly	1
Reduce costs to residents and businesses	4
Save taxpayer money	5