

Review of CAAP Letter

Letter to: Long Beach City Council

CC: Long Beach Department of Development Services

Long Beach Climate Action and Adaptation Plan (CAAP)

Honorable Mayor and Councilmembers,

City Fabrick, Walk Long Beach, and Puente Latino Association acknowledges the City of Long Beach's efforts to update the Long Beach Climate Action and Adaptation Plan (CAAP), which has a strong foundation of values based on several years of community outreach. However, the CAAP inadequately details a roadmap for actionable GHG emissions reductions. Additionally, the CAAP sets emissions goals in accordance with statewide GHG reduction targets of 40% below 1990 levels by 2030 and carbon neutrality by 2045. According to the Intergovernmental Panel on Climate Change (IPCC)'s [1.5 degree special report](#), our communities must aim to reduce GHG levels by at least 45% from 2010 levels by 2030, and reach carbon neutrality by 2050.

The City's CAAP needs to have stronger interim goals in order to reasonably reach its 2045 goals. In order to prevent global warming from exceeding 1.5 degrees, the City of Long Beach must take a more ambitious approach as leaders on climate action, especially given the fact that West, North, and Central Long Beach residents are highly vulnerable to the effects of climate change. Given the current reduction goals as shown in Table 9 and Figure 20 from the CAAP, the ~200,000 MT CO₂e/year reduction from 2020 to 2030 is extremely disproportional with the 1.5 million MT CO₂e/year that CAAP is expecting to occur from 2030 to 2045. Each moment a carbon free future is delayed is a direct burden to low-income communities of color who are already carrying the burdens of human-caused climate change.

The CAAP recommends a menu of options for reducing GHG emissions in different sectors such as building and energy, air quality, and transportation. Actionable items are expanded upon in Chapters 4 and 6. However, the action items lack a definitive timeline. The CAAP only states if the project is 'short', 'medium', or 'long' term and offers no deadline and no target goals--two important metrics that create accountability between the City and the Long Beach community. There are many promising ideas in CAAP on how to reduce GHGs, but

without a robust action-oriented implementation plan with hard deadlines and goals, it shows little commitment to real change. City Fabrick, Walk Long Beach, and Puente Latino Association urges the City to revisit these actionable items to clarify deadlines and goals for the City to bear responsibility and help improve transparency and trust with constituents and partners.

To its credit, The CAAP does present relevant policy recommendations such as increasing community solar and microgrids, expanding green streets, and improving pedestrian and bike infrastructure citywide. In the example, 'T-2 Expand and Improve Pedestrian Infrastructure Citywide' (shown below), the equity strategy involves working with neighborhood nonprofits and organizations to identify opportunities for pedestrian improvements. The CAAP reflects an understanding of environmental justice and the disproportionate impact that climate change has on West, North, and Central Long Beach. It can be assumed that the City is very interested in building a climate movement that is as equitable as possible. However, the first step to that is implementing an ambitious and well laid out plan of action, neither of which we can clearly say the City's CAAP achieves.

If you have any questions about our request to change the CAAP before the CEQA process begins, or would like to discuss the issue further, please contact Alexander Jung from City Fabrick at (562) 901-2128 or alex@cityfabrick.org

Thank you for your consideration,

City Fabrick

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Walk Long Beach



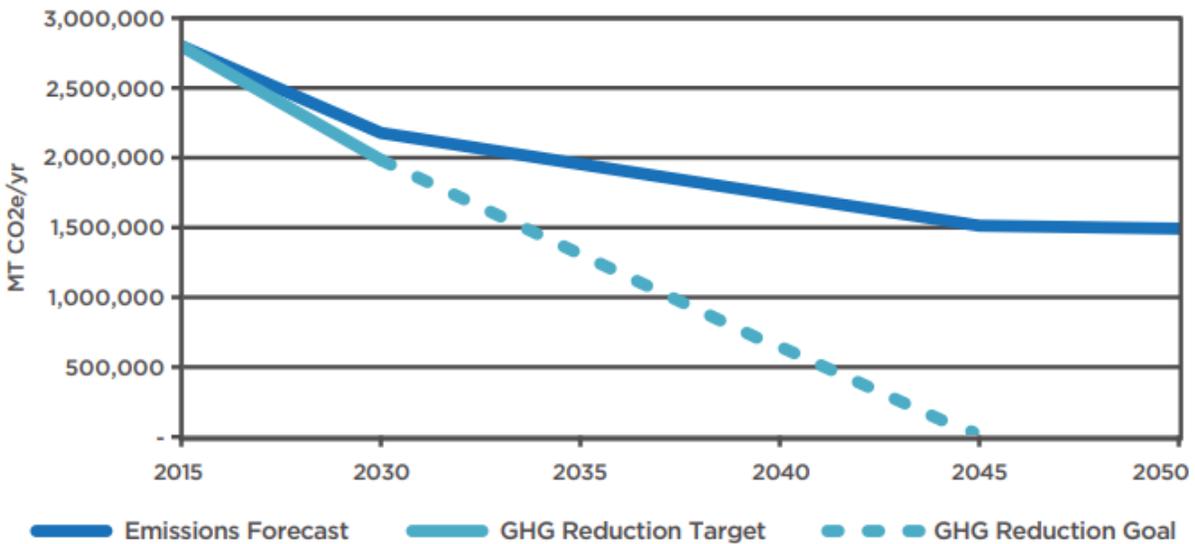
Puente Latino Association



Table 9: City of Long Beach GHG Reduction Targets

2030 GHG Target	3.04 MT CO₂e/Service Population
Emissions Business as Usual Forecast	2,176,931 MT CO ₂ e/yr
Emissions Target Level	1,984,272 MT CO ₂ e/yr
GHG Reductions Needed	192,659 MT CO₂e/yr
2045 GHG Aspirational Goal	Net-Carbon Neutrality
Emissions Business as Usual Forecast	1,513,047 MT CO ₂ e/yr
Emissions Target Level	0 MT CO ₂ e/yr
GHG Reductions Needed	1,513,047 MT CO₂e/yr

Figure 20: Emissions Targets versus Business-as-Usual Forecasts 2015-2050



T-2

Expand and Improve Pedestrian Infrastructure Citywide

Ensure safe and convenient pedestrian infrastructure is provided citywide, including uninterrupted sidewalk connections, adequate lighting and visibility, shading, and safe intersections.

Implementation Lead:	Public Works Department
Partners:	Health and Human Services Department – Healthy Active Long Beach; Development Services Department; Long Beach Transit; Metro; nonprofit transportation organizations; and neighborhood groups
Timeline:	Medium
Potential Cost Level:	Medium to High

Description

Expanding and improving pedestrian infrastructure in neighborhoods can increase walking and reduce driving. Walkable neighborhoods are also generally safer for users of other modes, such as wheelchairs, bicycles, scooters, and public transit. People are less likely to walk in places that lack sidewalks or that have sidewalks that are uneven, too narrow, and lack Americans with Disabilities Act ramps and other amenities, such as safety infrastructure. Pedestrian infrastructure improvements should address those basic issues and can also include installing sidewalk amenities, such as street trees and other landscaping, lights, street furniture (e.g., benches, trash and recycling bins), and transit shelters. Pedestrian safety improvements can include streetlight crossings or designated bike lanes (to minimize biking and e-scooters on sidewalks). In addition, traffic-calming features like medians, bulb-outs, and curb extensions can discourage high-speed, cut-through traffic and result in safer routes for pedestrians.

Equity Strategy

Work with local neighborhoods, such as nonprofit, community and neighborhood organizations, to identify and prioritize areas for pedestrian infrastructure and safety enhancements. Seek resources that will support the City in advancing equity in pedestrian infrastructure.

Co-benefits:

- ✓ Increased public health benefits through active transportation and active lifestyles
- ✓ Decreased vehicle-pedestrian collisions, injuries, and deaths
- ✓ Improved local air quality
- ✓ Increased walkability, spurring economic development
- ✓ Increased development of neighborhood character

Implementing Actions

T-2.1: Implement the Mobility Element of the General Plan, the Communities of Excellence in Nutrition, Physical Activity, and Obesity Prevention (CX3) Pedestrian Plan, and the Downtown Transit-Oriented Development (TOD) Pedestrian Plan to achieve GHG emissions reduction targets from infrastructure investment and other efforts to encourage walkability and active transportation.

T-2.2: Leverage the development review and environmental review processes to implement pedestrian infrastructure improvements.

T-2.3: Integrate the financing, design, and construction of pedestrian facilities within other street projects to install pedestrian improvements alongside vehicle, transit, and bikeway improvements.

T-2.4: Ensure that all planning processes, such as neighborhood and specific plans, identify opportunities for pedestrian improvements.

T-2.5: Pursue funding opportunities, including the California Department of Transportation's Active Transportation Grants and cap-and-trade revenue programs, for development of pedestrian infrastructure.

T-2.6: Identify infrastructure gaps in neighborhoods not analyzed in the City's other pedestrian plans, and develop pedestrian improvement plans accordingly.