

**Toolkit for City of Irvine Council meeting  
Tuesday, July 26th, 2022 at 5:00 p.m.**

**Toolkit for City of Irvine Council meeting  
Tuesday, June 27th, 2023 at 3:00 p.m.**

*Please comment during non-agendized items on Irvine's broken climate promises*

### **Item 1.1: CLIMATE ACTION AND ADAPTATION PLAN STRATEGY AND SCHEDULE**

Please use your voice to speak up in support, either in person or via email using the link here.  
Instructions below.

#### **Issue Summary**

**In August 2021, the Irvine City Council voted unanimously to reach zero emissions by 2030, but the draft CAAP does not uphold that promise!**

For years community members have been demanding a CAAP and we now see in the draft CAAP that many key elements needed to ensure the council meets its zero carbon by 2030 goal are missing. Irvine has completely stepped back from their climate promise and is **proposing a 55% reduction of 2019-level emissions by 2045. We need bold climate action NOW through an effective CAAP.**

Key strategies around transportation are missing from the plan, and the plan lacks benchmarks for success or a means to track progress. We need to ensure that the plan will be effective and that there is transparency and accountability in implementing the plan.

#### **Solution**

To get climate action back on track, Irvine City Council must ensure the following items are included in the CAAP.

1. Mode share targets
  - a. draft CAAP says Irvine is counting on EVs, but CARB Scoping Plan says it's impossible to hit climate goals without getting people out of cars. Include VMT reduction goals for each transportation strategy by completion date where applicable since VMT are more directly related to emissions than any other transportation indicator
2. A Technical Appendix
  - a. A technical report on assumptions for calculations is essential to show how we plan to reach our goals
3. Implementation plan w timelines, benchmarks, and costs
4. Annual monitoring report

- a. Means to measure success for each strategy ensures accountability and transparency on progress
5. CEQA checklist
  - a. CAAP should include as a measure a checklist to streamline the construction of CAP-compliant projects without EIRs
6. A Pathway to 2030
  - a. Move up goals where possible so that most of the strategies are aimed to be completed by 2030 so that Irvine can reach its 2030 zero carbon goal

## HOW TO PARTICIPATE

**Written Comments:** [Click here to email the council regarding the urgent need for climate action](#) by 1:00 PM the day of the meeting. **Please customize the email and share the personal reasons you care about climate, just communities, and a livable future. The more personal your comments are, the more effective they will be.**

### Instructions for speaking:

**In-Person:** Address: 1 Civic Center Plaza, Irvine, CA 92606

*In light of Covid, we encourage you to prioritize your safety and speak in person only if you are comfortable.*

- To address the city council on climate action, please register by completing the electronic form available on the kiosk at the entrance to the city council chamber, indicating you would like to speak on agenda item 1.1
- Speakers will be called by name, likely **between 3 pm and 3:15 pm**.
- How long to speak: If 20 or fewer public comment requests are submitted, each speaker shall be limited to three minutes. If 21-30 speakers submit public comments, each speaker shall be limited to two minutes. If 30+ speakers submit public comments, each speaker shall be limited to 90 seconds. The time limit per speaker shall be established based on the number of requests to speak submitted to the City Clerk before the first speaker is called. Requests to speak submitted after the first speaker is called shall receive 90 seconds. These time limits may be shortened or extended, or a cumulative limit on the time for all public speakers may be imposed, at the discretion of the Mayor or by a majority vote of the City Council.

### Via Zoom by computer or smart device

Click [here](#) and enter passcode: 272906

Please provide your name in the Zoom application to allow the City Clerk to identify you when it is your time to speak.

### Via Zoom by telephone

Dial 669-900-6833 or 346-248-7799.

When prompted use Meeting ID: 848 4853 1263 and Passcode: 272906

The City Clerk will identify you by the last 3 digits of your phone when it is your time to speak. When requested by the City Clerk, call-in users can unmute and mute their phones by pressing \*6. Raise your hand by pressing \*9 but you cannot lower your hand once raised.

## WHAT TO SAY

**Please share the personal reasons you care about climate, justice, and a livable future. The more personal your comments are, the more effective they will be.**

**In addition, below are key facts you can use in your comments.** Please put these comments in your own words if you use them.

### **Irvine's Broken Climate Promises**

- In August 2021, the Irvine City Council committed to zero emissions by 2030 when it [voted unanimously](#) in favor of the ACHIEVES climate resolution, but this CAAP is a complete dismissal of that promise without even acknowledging the climate resolution
- Based on emission data provided for the CAAP strategies, Irvine will only reduce climate pollution 55% by 2040 from 2019 levels. The CAAP projects 1.25M metric tons of annual CO2 from Irvine by 2040, and the GHG inventory says city emissions were 2.25M metric tons in 2019 – a rate of 47.6K per year.
- Based on emissions projections for the CAAP strategies, Irvine will only achieve a 23% reduction by 2030, far from zero carbon.
- Irvine prides itself on being the city of innovation, and climate science has shown we need to cut emissions as soon as possible. If any city can achieve zero carbon by 2030 it is Irvine, but the current draft strategies will not get us there
- We need to speed up completion dates for strategies where possible to reach zero carbon sooner and add new strategies for sectors with emissions where we don't currently plan to achieve zero carbon

### **Transportation Focus Needed to Reduce Pollution and Traffic Violence**

- Transportation is the largest source of greenhouse gas emissions in Irvine, but the CAAP does not include mode shift targets that specify goals for getting people to walk, bike, and use transit instead of relying on cars for transportation.

- The CAAP also does not include vehicle miles traveled (VMT) reduction goals, which are well-established best practice and more directly related to emissions than any other transportation indicator. Irvine must include VMT reduction goals for each transportation strategy and include the creation and implementation of a Mobility Master Plan, Complete Streets Plan and Vision Zero policy to eliminate traffic injuries and deaths.
- Irvine's dependence on cars is also a safety issue. On average, 37 people are killed or severely injured by cars on Irvine roads each year.
- **Irvine's 2024 [budget](#) projects a 23% INCREASE in injury traffic collisions in 2023-24 over 2020-2021**, with 399 traffic collision injuries expected to rise to 492. This is unacceptable. No one should be injured or killed while riding or walking to school or work. Irvine must create strategies with measurable actions and benchmarks to ensure safe streets and bikeways for all.
- A 13-year [study](#) found that protected bike lanes led to a drastic decline in fatalities for ALL ROAD USERS, that painted bike-lanes provide NO safety improvement, and painted bike sharrows make roads more dangerous.

#### **EVs are not sufficient to meet Irvine's climate goals**

- The draft CAAP says Irvine is counting on EVs to meet climate goals, but the CARB Scoping Plan says it's impossible to hit climate goals without getting people out of cars. This is only possible by focusing on safe equitable active transportation which includes benchmarks and completion dates for key projects.
- Measurable result for getting folks out of cars and safety of Irvine means we need to establish mode shift targets.
  - The CAAP says the city will implement pedestrian improvements as specified in the City of Irvine Strategic Active Transportation Plan and Local Roadway Safety Plan, but both those plans fall short of what we need to meet climate and public safety goals.
  - Implement sidewalk improvements, high-visibility crosswalks, crossing improvements, and corridor improvements as specified in the City of Irvine Strategic Active Transportation Plan and Local Roadway Safety Plan.
  - Irvine's CAAP says it will implement its [Strategic Active Transportation Plan](#) and [Local Roadway Safety Plan](#) to reduce emissions. But neither of those plans does not prioritize meaningful improvements at dangerous intersections or arterials where traffic deaths or severe injuries occur most frequently. See Figure 5.3.1 Corridor Typology and Concept Plan Location Overview Map (p. 118) vs. Figures 2.4.1 and 2.4.2 Bicycle-Involved Collisions (2013-2018)
    - For example, the only improvement planned for one of the most dangerous intersections in the city – Walnut and Culver is paint striping.
  - Irvine's SATP presents potential concepts, not plans. It says, "the ISATP should not be considered final. These concepts are subject to additional design and constructibility review, as well as community input." (p. 117)

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- The development of the LRSP involved three engagement meetings, including just one meeting with community members (p. 4).
- **The LSRP contains no implementation plan or timeline, and though it contains traffic injury and death information and maps, it does not prioritize physical improvements in those areas.**
- The LSRP says that physical separation is key for increasing safety (p. 2), but it does not mention physically separated bike lanes (p. 58) – it focuses instead on signal improvements.

### **Key Takeaways (p. 10)**

- The share of pedestrians and cyclists in KSI collisions is almost 2x their share in all injury collisions.
- Unsafe speed is the top primary violation for all collisions, cited as the primary collision factor in 30% of all injury collisions.
- About two-thirds of all pedestrian collisions and pedestrian KSI collisions involve a pedestrian crossing in a crosswalk at an intersection.
- Nearly 40% of bicyclist collisions are "right hook," involving a right-turning driver.
- Major 8-lane and 6-lane roadways make up just 9% of the total roadway miles in the City but over 50% of the total injury collisions.
- Roadway users 19 years old or younger are disproportionately involved in collisions compared to their share of the City's population.

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### **Urgent Need for Climate Justice in Irvine**

- The IPCC report says we must slash emissions now to stop the worst of climate change impacts. We are out of time for empty promises.
- In Irvine, many people are experiencing the impacts of climate change and our fossil fuel dependency. These are most often communities who have been historically oppressed because of their race, ethnicity, and income, and are being further harmed by pollution, extreme weather, and limited access to green spaces.
  - According to CalEPA, some Irvine neighborhoods range from the 74th-99th percentile for pollution burden among all California communities.
  - In Irvine, people of color are disproportionately impacted by pollution and are experiencing environmental injustice.
  - **The Irvine Business Complex area, which is home to many Irvine families, is in the 99th percentile for pollution burden and is also one of Irvine's most racially and ethnically diverse neighborhoods, and is predominantly made up of Hispanic and Asian communities, which together comprise 68.3% of residents.**

- We need to ensure we have an equity lens with all strategies, this includes focusing on transportation in our most climate impacted communities, and including pathways for low income folks and youth to join the energy workforce program at low cost.
- Many strategies do include specific programs for disadvantaged communities but more details are needed to show how programs are going to be accessible for those most impacted for ex:
  - MS. 1-1 includes a free residential yard tree program that prioritizes homes in disadvantaged communities. However the areas needing trees most, are commonly where there are renters and apartments. More details are needed regarding how we will increase tree canopy coverage in communities with renters and apartments.
  - MS. 1-2 says Irvine will Revitalize and invest in parks near underserved/disadvantaged communities. However IBC is one of the park poor areas of the cities. How will this program expand to them if there are no existing parks to revitalize

### **We Need to Transparently Track Progress**

- Currently the Draft does not include specific benchmarks of how each strategy will be tracked for success. This makes it hard to know if a strategy will be successful and is something the community should support
- Benchmarks and measurements for success would look like
  - committing to 100 new miles of protected bike lanes
  - Committing to a % of energy/water saved by 2030
  - Listing **VMT reductions**
  - Including a % of mode shift
- The plan also must include a full Implementation plan w timelines, benchmarks, and costs
  - This means we would know when it is aimed to have projects completed by for all strategies, measurements of success and potential costs associated with strategies
- The plan should include a commitment to an Annual monitoring report as a strategy
  - Committing to measuring progress and success for each strategy and sharing that information with the community ensures accountability and transparency on progress
- The community deserves to be involved in the CAAP process even after the CAAP is created and once it is being implemented. This means we need a commitment to transparency and accountability in the CAAP