

ACONA Meeting Notes January 25, 2022

SB1383: New Composting Law and Athens Rate Increases

Speaker: Ed Chen, Government Affairs Director, Athens

Methane is the targeted environmental pollutant. Many landfills have been lined with methane-capturing devices, but there is still a push to remove methane-producing organics (including food waste) from landfills. (See slide in the Meeting Agenda file for a list of organics.) Athens composts organics and gives the compost back to communities (80 tons/year in Altadena). Athens is asking residents to segregate yard waste and food waste and put it into the green containers. Athens has YouTube videos about how to segregate organic waste (what goes where). Will include information with billings. Food recovery: Links restaurants with groups that distribute food to those in need (CareIt is one). Athens will be providing green cans for residents that have trash bins instead of trash cans. Food waste and yard waste can go in the same green can. Athens is looking into bear-proofing options for green cans.

Slow-Down Signs: Public Works Slow Streets Program

Speaker: Matthew Dubiel, P.E., Senior Civil Engineer, LA County Public Works

Public Works serves 10-million-plus county residents. In 2021 there were 104 pedestrian fatalities in the county. Slow Streets launched in July 2020—traffic safety initiative.

visionzerolacounty.com. Less traffic resulting from the pandemic could result in more speeding. Social distancing resulted in the need for more space for children to play and people to exercise; that included local streets. Thus the Slow Streets Program was proposed (May 2020). Not unique to LA County. Targets local residential streets: usually have no lane marking and are narrower. Neighborhood network: 10-25 intersections. There are speed limit and traffic limit requirements. Slow Street networks require a sponsor: can be residents, community-based organizations, NPOs.... Sponsors are the local support: Spread information, report damaged signs, tell the county about effectiveness. Phone number to call about sponsorship and for more information: 1-833-VZ4-LACO (1-833-894-5226). Altadena has received almost 600 signs in 213 locations (includes replacement signs). Current signs are temporary. County is investigating more permanent solutions. There may be a petition process for permanent installations; there wasn't one for the initial program because it was a response to the pandemic. Public Works has an app available from Apple or Google (look for: Los Angeles County - The Works).

Clean Power Alliance: Pros and Cons

Speaker: Sherita Coffelt, Clean Power Alliance

Clean Power Alliance (CPA) is a renewable energy provider. It is a CCA (Community Choice Aggregator) incorporating 32 participating public agencies in Ventura and LA Counties. Allows consumers more options for where they get their energy. Renewable power sources: hydroelectric, solar, wind, geothermal. LA County (and thus Altadena) is on the 50-50 plan (half renewable, half not) through Southern California Edison. This is the default plan when you sign up with SCE. CPA has three service levels: Lean power (40% renewable; less expensive), clean power (50-50), green power (100% renewable). Clean Power Alliance's energy is delivered through SCE, which owns the infrastructure. See slides in the Meeting Agenda for current and proposed rates and a comparison with SCE's rates.

Smash and Grab Crimes Q&A with Sheriff's Captain Jabari Williams

There have been no incidents reported in Altadena. Lake south of Washington is the closest one to Altadena. February 5 from 9am, Sheriff's station will be doing etching at Public Works, 252 Mountain View in Altadena.

Q&A

Q: Why is there so little enforcement of traffic laws in Altadena by the CHP? Wouldn't traffic enforcement impact average rates of speed? A: The Sheriff's department can do traffic enforcement as well.

Q: Is there a Vision Zero plan for Lake Ave and Altadena Drive? A: The area has been identified and is on the list. It's not on the top 20 most hazardous intersections, which is the current focus, and that is good news from that perspective, but it is on the list.

Q: Has Public Works analyzed the impact of traffic enforcement on the average speed on roadways? A: Vision Zero has three components:

- Engineering the roadways, (not about preventing collisions; not realistic, but about lessening severity).
- Enforcement. No specific studies, but when enforcement is done over a period of a couple of days, for example, speeding goes down. But it increases again when enforcement leaves. Something that may raise awareness: deploying speed trailers.
- Education also a component: how to stay safe.