

# Appendix C: Mini-Grant Awardee Final Reports



# Washington Neighborhood Community Corners

**Organization:**

Arts Council for Long Beach

**Project Name:**

Washington Neighborhood  
Community Corners

**Reach:**

1,240

**Award Amount:**

\$14,001.20



● Long Beach,  
Los Angeles County



The following report was written by Arts Council for Long Beach about Washington Neighborhood Community Corners.

## Overview

Arts Council for Long Beach (ArtsLB) held a series of community events between July 9, 2022 and August 30, 2022 in preparation for our Washington Community Corners project in October 2022. With the generous support of SCAG, we held six in-person and three virtual community events that were designed to foster a deep level of participation from the people who will be most affected by the project. The murals themselves will be completed after the grant period.

The Washington Neighborhood Community Corners project will create four bulb-outs with community-driven murals painted on the asphalt at the intersection of Chestnut Avenue and 15th Street in Long Beach. The murals will be based on community-directed themes, and will be created by local artists. This busy four-way intersection is located in the city's diverse Washington neighborhood.

The outcomes for these events, as stated in our application to SCAG, were:

- Ensure that the murals' artistic themes accurately reflect the will of the community
- Establish the kind of art people want to represent them
- Spread the word about the artist call process

Events included the following:

**7/9/22** at Books and Buckets in person - 30 attended

**7/16/22** at 14th and Pacific in person - 50+ attended

**7/19/22** at Latinos En Accion virtual - 50+ attended

**7/20/22** at ACZip Open House at 14th Street Park in person - 50+ attended

**8/2/22** Community Project Committee meeting virtual - 50+ attended

**8/16/22** at Latinos En Accion virtual - 10 attended

**8/24/22** at Long Beach Day Nursery in person - 300+ attended

**8/29/22** at Washington MS in person - 300+ attended

**8/30/22** at Washington MS in person - 300+ attended

By far, the most important impact of this project has been in bringing multiple generations of people living in the Washington Neighborhood together under the banner of art. Recent incidents at the 15th and Chestnut intersection have included several incidents of cars hitting pedestrians and multiple near misses. The problem has been severe enough to spur a public protest to petition the City of Long Beach to take action to ensure the safety of pedestrians in the neighborhood. The Community Corners Project has brought neighbors who would not typically interact are now working



together to use public art to solve a traffic safety issue that has been a major concern to residents.

As the Community Corners Project takes shape, we are finding a sense of community cohesion forming that we hope will encourage the community to use its power to affect change in the community once the mural has been completed.

## Lessons Learned

As we shape the final Community Corners Project murals, we are learning how important the 15th and Chestnut intersection is to the community, as well as long-standing community concerns for pedestrian safety. This intersection is used throughout the day by pedestrians, including students attending the Long Beach Day Preschool and Washington Middle School. Many drivers fail to stop, and cars frequently park in red zones, blocking oncoming drivers' views of pedestrians waiting to cross.

The residents of the Washington Neighborhood are excited about the project as a result of the community events. More than anything else, we have reaffirmed

the power of community-driven public art to bring people together to solve problems of local concern. Washington Neighborhood residents have expressed interest in having colorful murals on the bulb-outs that will catch drivers' eyes.





# Project Visibility

**Organization:**

Bike Culver City

**Project Name:**

Project Visibility

**Reach:**

6,000

**Award Amount:**

\$15,000



● Culver City,  
Los Angeles County



The following report was written by Bike Culver City about Project Visibility.

## Overview

An estimated 3,000 members of the public passed by our booth at the Culver City Farmer's market over the six Tuesdays in July - August, 2022. The Project Visibility team interacted with an average of 50 individuals over each 5-hour period (2 - 7 pm) for six Tuesdays for a total of approximately 300 actual interactive contacts.

For the first half of the grant period, applicants filled out simple forms on Zoho forms which were then analyzed for qualifications to receive safety equipment (Individuals working in or around Culver City with maximum incomes of 66K per HUD 2021 guidelines for workers in the West Los Angeles area. Applicants with more than one dependent were okay-ed if income was 75K or less).

Usually, within a week, individuals were recontacted via phone, text, or email as to whether they qualified or not. Those that did qualify were asked to return to the Farmer's Market to pick-up their free safety units. Although many said they would return for pick-up, a number in fact, did not return resulting in a sizable number of units that were reserved but not picked up.

Subsequently, the Project Visibility team switched to a "on-the-spot" application, followed by the immediate distribution of safety gear. This method worked very well, with applications vetted on the spot and quick determinations made as to eligibility.

We distributed promotional materials (including posters, flyers, and business cards) in person and electronically about the project to over 60 businesses, including Trader Joe's, CC Co-op, Burger King, Taco Bell, Tanner's Coffee, Equator Coffee, Super Domestic Coffee, Village Well Bookstore, Mendocino Farms, Power Yoga, CC Senior Center, Amazon Studios, Sage, Sprout's, Culver City Transit Center, and numerous nursing homes, restaurants, bakeries, etc. This form of outreach was very time-consuming and labor-intensive and yielded mixed results. Typically, many corporate owned businesses did not accept promotional material, or if they did, did not prominently display it or make much of an effort to pass information on to their workers. For instance, out of the six nursing homes we contacted in the area, employing dozens of qualified night and early morning applicants, only two applications were received. On the other hand, the local Trader Joe's market produced six qualified recipients.

Eventually 150 of the safety lights or vests were distributed, including 15 over two days at the CC Fiesta La Ballona (FLB) in Vets Park. The Fiesta attracted thousands of attendees, while the Bike Culver City Bike Valet with which we shared a booth, serviced over 500 cyclists, e-bikers, scooter riders, etc. Additionally, we were able to distribute the 100 free helmets that Project Visibility received from *Go Human* (SCAG) as part of our FLB activities.

We created both English and Spanish language safety equipment application forms which were accessed



digitally through a created interactive page at the existing Bikeculvercity.org website. A follow-up form was created to track equipment use and acceptance one month after being received.

## Lessons Learned

1. Southern California is an unapologetically car-centric culture with scant attention for non-car transport.
2. Most low-income employees, despite the cost, drive a single-occupancy car and eschew active and public transportation.
3. Many low-income employees are reluctant to fill out a simple form for free safety equipment if required to list phone number and email address. Many are fearful that the information they provide will be turned over to agencies seeking to do them harm. Untrusted authorities include law enforcement, immigration agents, non-profits, local, state, and federal governments.
4. Low-income employees are difficult to reach. Many of their employees, especially corporate employees, are indifferent to promoting free safety equipment for their workers.
5. One-on-one interactions with low-income workers coupled with immediate equipment giveaway yielded the best results.

6. I would recommend on-the-spot application and equipment giveaway in any future efforts. I would like to note that many potential recipients expressed surprise, and on occasion, suspicion, that high-quality safety equipment was being given away free to qualified applicants. The chosen equipment itself proved to be very attractive. We denied several market-goers who wanted to purchase either the safety vest or lights after discovering that they didn't qualify for free units.



# Project Visibility

## Be Safe, Be Visible

Make your choice between a lighted vest or hi-vis lites



**Choice A**  
LED Vest  
(Rechargeable)

Free to qualified applicants  
Go to [www.bikeculvercity.org](http://www.bikeculvercity.org)  
to qualify now!  
**SIMPLE APPLICATION**

**OR** **Choice B**  
Arm/Ankle/Backpack Lights  
(rechargeable)





Bike Culver City

[www.bikeculvercity.org](http://www.bikeculvercity.org)

projectvis2022@gmail.com






# BIPOC Bicycle Safety and Popular Education at the Oxnard Bike Hub

**Organization:**

BikeVentura

**Project Name:**

BIPOC Bicycle Safety and Popular Education at the Oxnard Bike Hub

**Reach:**

1,600

**Award Amount:**

\$14,989





The following report was written by BikeVentura about BIPOC Bicycle Safety and Popular Education at the Oxnard Bike Hub.

## Overview

The BIPOC Bicycle Safety and Popular Education project took place at our Oxnard Bike Hub, a do-it-together bicycle shop located in a struggling neighborhood in a city with poor cycling infrastructure. Between June 15–August 31, 2022, we converted *Go Human* safety material into popular education dialogue with HUB visitors, both in English and Spanish, and learned about how our neighborhood’s cyclists assess the city’s cycling infrastructure.

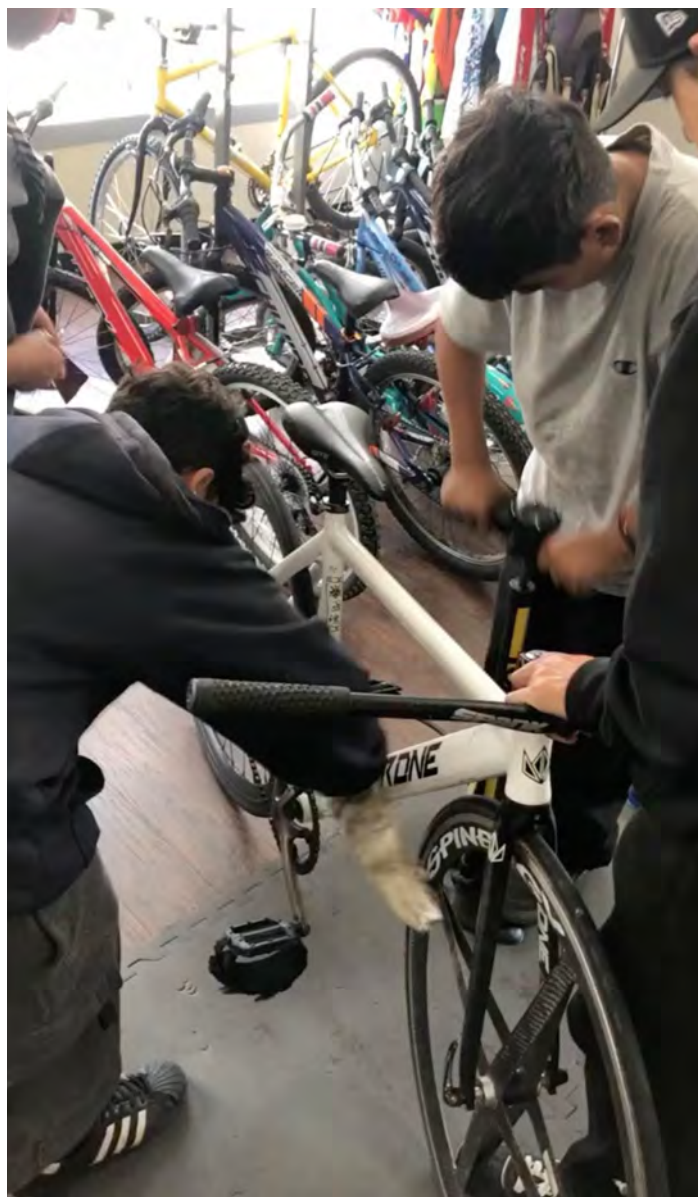
The project reached the immediate neighborhood residents, including at-risk youth, working poor adults, and unhoused cyclists. Whether they came to ask about bikes, to buy a refurbished bike, or to fix their own bike, we regularly engaged them in conversation about how long they’d been biking, how they feel about the walking and cycling infrastructures in town, and what they think a safer city infrastructure might look like.

Long-time cyclists who commute to work were the most eager to share. Those currently experiencing the difference cycling the newly-painted bicycle lanes on C Street, a main artery through our neighborhood, mentioned that the green paint and dedicated lanes has made them feel safer than before, with only the bicycles stenciled on the streets. They believe that it’s because many motorists don’t know what to do when there’s a cyclist attempting to share the road; the green paint seems to help because it communicates to drivers that they should keep mindful of the dedicated lane.

We asked residents how they first learned to keep safe while bicycling or walking and what they think about safety tips, guidelines, and laws that exist for cyclists, pedestrians, and motorists. Most said they did not receive formal instruction and so didn’t know about many of them. We found that they came to intuit the need to ride in the same direction as traffic, but many disagree with regulations that do not let them ride on the sidewalk when there is no bike lane. However, many

enjoy riding on the street rather than on sidewalks or bike lanes, as long as they can keep up with the speed of the cars.

At the end of the project, we organized a safety course and led a community bike ride, and exchanged our thoughts about bike lanes. We agreed we felt safer with a large group of cyclists, and it was nice to be seen by



residents to remind them of cycling as a fun activity. We wrapped up the ride by encouraging cyclists to attend local city council meetings to share their thoughts on how to improve pedestrian and cycling infrastructure.

## Lessons Learned

Green bike lanes in town feel safer, and community members hope more can appear throughout the city. They believe the more prominent lanes are effective because they communicate to drivers what drivers themselves are supposed to do to share the road, as "many drivers just don't know."

Formal youth and adult cycling education courses could help cyclists do their part in keeping safe while riding. Because many people learn to ride a bike during their youth, it would be helpful if schools could incorporate it in their curriculum.

Motorists should also receive more education on how to share the road with cyclists; driver license renewals don't require motorists to be up to date with changing laws regarding cyclists. As a result, drivers don't seem to know how to share the road well, even when there are road signs.

More community members would walk or ride their bicycle more if they felt safer outside. We learned that most youth do not walk or ride their bike to school; Their parents and caregivers believe it is safer to drive them.

The majority of the safety concerns youth and unhoused community members cited were police harassment, as several have had their bicycles confiscated by police.





# Pedestrian Traffic Safety Campaign

**Organization:**

Central City Neighborhood Partners (CCNP)

**Project Name:**

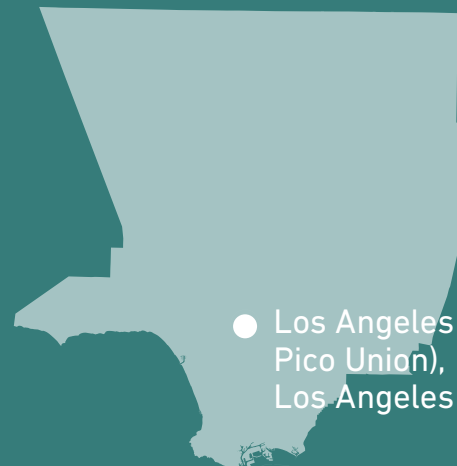
Pedestrian Traffic Safety Campaign

**Reach:**

24,498

**Award Amount:**

\$15,000



● Los Angeles (Westlake/  
Pico Union),  
Los Angeles County



The following report was written by Central City Neighborhood Partners (CCNP) about Pedestrian Traffic Safety Campaign.

## Overview

During the months of July and August 2022, Central City Neighborhood Partners (CCNP) launched its Pedestrian Traffic Safety Campaign and engaged with approximately 24,498 community members! CCNP was able to deliver and bring awareness on the importance of pedestrian and vehicle safety through a unique approach to constituents in Council District 1 through in-person events, written materials, and social media interactions.

CCNP sent out two e-newsletters on two different dates that reached 6,078 individuals. Each newsletter focused on delivering different messages to the community members in English, Spanish and K'iche', an indigenous dialect spoken by many members of the community. CCNP also sent out 10,002 text messages that highlighted pedestrian and vehicle safety when crossing the street and tips on how pedestrians can stay safe.

SCAG Summer Youth hires at CCNP assisted throughout the span of the project by gathering information pertaining to Vehicle and Pedestrian Safety, with the information collected, students were able to create social media posts, quizzes, text messages and newsletters. To generate awareness of the project CCNP launched their Driver and Pedestrian Safety Social Media Week. Throughout the week, the CCNP team encouraged the community to share the safety measures they take to ensure they stay safe while driving and walking. This social media week was purposely planned for the first week of August to promote our Pedestrian Traffic in-person event, "Activate the Night." Throughout the entirety of the project, CCNP was able to create 18 social media posts and engage with 5,549 individuals across all social media platforms.

The "Activate The Night" event was an in-person event that allowed families and children to learn more about road signage and participate in CCNP's obstacle course. A variety of outreach efforts were implemented to help promote the pedestrian traffic safety message and the event. Some of the efforts include flier distribution and postcards on parked vehicles in the Westlake/Pico Union area. During the event, the community

members had the opportunity to navigate the obstacle course, decorate their bikes/strollers/carts with lights, design a glow-in-the-dark t-shirt or ride their bikes and scooters in designated areas. Participants also had the opportunity to take home posters and flyers that were provided by *Go Human*. The obstacle course included a crosswalk where participants were advised to stop and look both ways before proceeding, a bike lane, construction zone area, and stop, yield, and children's crossing signs as part of the signage. The CCNP team also incorporated *Go Human* material throughout the obstacle Course. 141 people participated in the event, and many kids were able to navigate the obstacle course with their bikes/scooter all while learning about road signage and road safety.

CCNP would like to thank SCAG and the *Go Human*



campaign for providing us with the opportunity to provide the community members of Westlake/Pico Union with an interactive and engaging project. Because of *Go Human* Mini-Grants, CCNP has been able to engage with individuals and disseminate information throughout the community regarding pedestrian/vehicle traffic safety.

## Lessons Learned

CCNP ensures that the voice of the community is at the forefront which is why implementing qualitative surveys geared toward creating safer streets was key for this project. CCNP disseminated their “Pedestrian/Vehicle” surveys to community members. Questions on the survey included safety concerns while walking around their community, street signage their street lacks, and what safety measures should be taken in order to feel safe. The majority of people in the Westlake/Pico Union community walk to and from places, especially when coming to CCNP to obtain services. During the survey and collection process community members voiced their concerns regarding street safety and pedestrian safety. The CCNP team was present to assist community members 1-on-1 and to learn more about the concerns. A response that stood out was, “Vehicles don’t stop when they see someone about to cross the street, in fact, they speed to avoid stopping for 5 seconds.” Additionally, the top 3 changes community members would like to see to ensure safer streets include: speedometers, speed bumps, and more police patrolling the area. CCNP took the information collected through the surveys and implemented these components into the obstacle course that was set to debut during the Activate the Night event.





# Chesterfield Square Mural Dedication Event

## Organization:

Chesterfield Square Community Block Club

## Project Name:

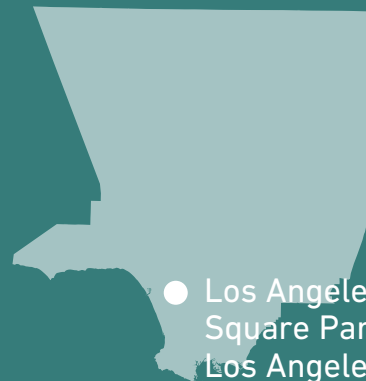
Chesterfield Square Mural Dedication Event

## Reach:

200+

## Award Amount:

\$3,600



● Los Angeles (Chesterfield Square Park),  
Los Angeles County



The following report was written by Chesterfield Square Community Block Club about the Chesterfield Square Mural Dedication Event.

## Overview

The event showcased large scale art around our community during a group bike ride, taught bike skills and increased bike confidence to children, distributed helmets and showcased a newly painted mural and a pocket park to community members and those outside of our community. We were able to show the community safe ways to ride their bikes through our community and encourage people from outside of our community to visit our community.

We had three goals with the group ride:

1. To get people who live in the community to ride their bikes in the community
2. To get cars that drive in the community to see cyclists on the road
3. To get people who live outside of our community to visit and interact with the community on a personal level

The group ride attracted both community members and those outside of the community. During the ride (4.8 miles), we were able to interact with community

members that weren't on the ride and were able to showcase our community.

The children's bike skills workshop reached children from a variety of ages and gave them necessary safety skills when riding their bikes. Helmet distribution and helmet fittings were a key part of this, many of the children who arrived at the park didn't have helmets, so we were able to provide them with necessary piece of equipment. Kids were biking the bike route that we had set up well after the event, so it will encourage them to continue that in the future and therefore shows immediate impact.

The bike tune up station ensured that bikes were safe to ride and gave people tips about how to maintain their bike at home and encouraged pre-ride safety checks.

The event also had multiple community resources for attendees to visit and it unveiled the newly painted mural on the bathroom structure and showcased Chesterfield Square Park, which has mature shade trees, playground and open space. There is both a bicycle and a bus in the mural, designed to remind our community to bike or take public transit.



Members of the community now know about the park and can feel more comfortable in visiting it using car free transportation, and people outside of the community have seen how welcoming the park can be and will also visit.

## Lessons Learned

This project wasn't without its hiccups. It took a lot of time and dedication to pull it off. The biggest lesson learned was being able to adjust and pivot as needed. There were often times where even with planning and submission of deliverables to stakeholders in a timely manner we still needed to be the drivers making sure that approvals were received and that the event was agendized as planned. Communication and cooperation were key.







# Active Community Education

**Organization:**

Comite Civico del Valle

**Project Name:**

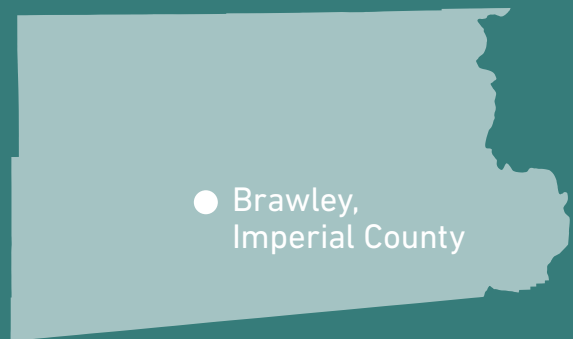
Active Community Education

**Reach:**

956

**Award Amount:**

\$14,606



● Brawley,  
Imperial County



The following report was written by *Comite Civico del Valle* by Active Community Education.

## Overview

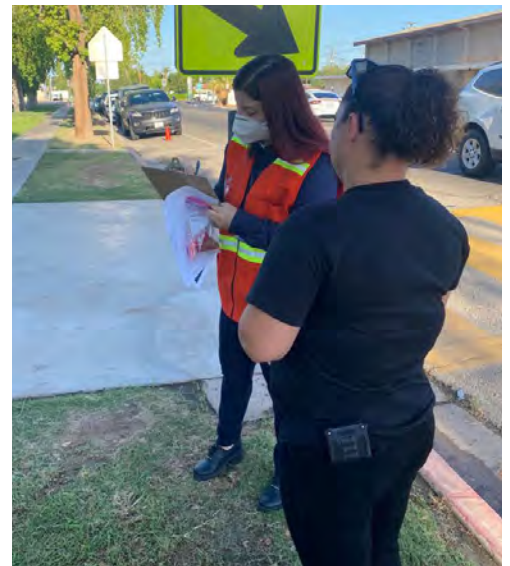
Throughout the length of this program, we partnered with the Calipatria, Brawley, and Seeley school districts, engaging and educating over 956 community members through the organization of various events and outreach efforts. The outreach teams attended local school events and health fairs that allowed them to connect with both students and their parents, bringing awareness on the safe and proper ways to travel to school, the importance of safety routes, and the various types of safety hazards to be aware of. The outreach team emphasized the importance of always following road signals and how taking alternative modes of transportation like riding a bicycle to school not only better your lifestyle, but also helps our environment by reducing vehicle emissions in our neighborhoods.

Our target population, and where outreach efforts most had an impact with the program, was school-age children and teenagers ranging from pre-school through high school. We deployed various outreach teams to target local elementary and high school students by distributing flyers and educational material on road safety equipment and having discussions with parents. Our organization also hosted our own Back to School event where we met parents one-on-one and demonstrated correct helmet use and roadway safety. We also raffled and distributed over 100 helmets to students in need of safety helmets.



## Lessons Learned

Communities lack road safety education and safe alternative modes of transportation. Our community made it very apparent that designated bike lanes and infrastructure were needed to support safe cycling. There is a great need for traffic safety awareness, especially among youth who use phones while driving. There is also a need for education around helmet wearing and enforcing helmet wearing for school-aged children.





# Go Crenshaw Wayfinding Project

**Organization:**

Community Intelligence

**Project Name:**

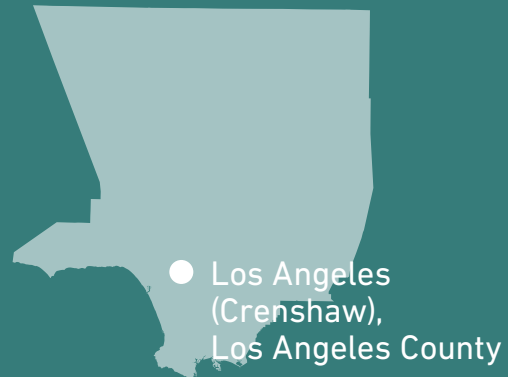
Go Crenshaw Wayfinding Project

**Reach:**

Hundreds

**Award Amount:**

\$14,606



The following report was written by Community Intelligence about the Go Crenshaw Wayfinding Project.

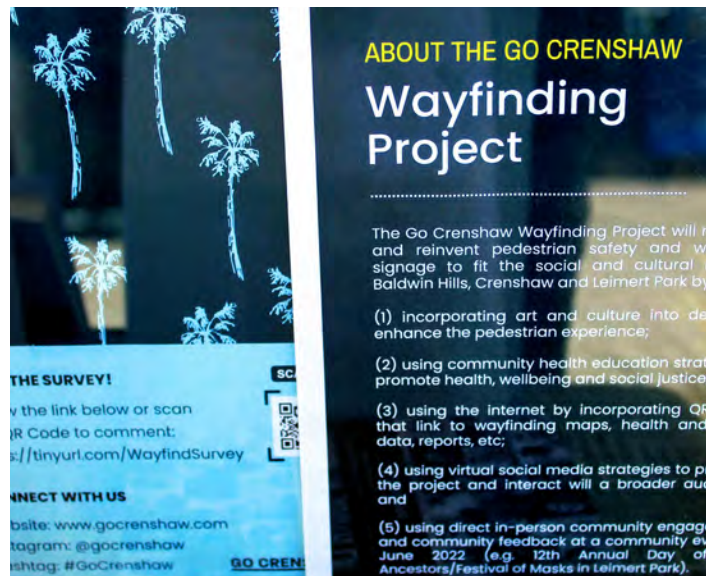
## Overview

The Go Crenshaw Wayfinding Signage Project developed signage that (1) incorporated art and culture; (2) used community health education strategies to promote pedestrian safety; (3) linked to wayfinding maps, and health and safety data reports; (4) used social media strategies; (5) used direct in-person community engagement; and (6) was bilingual English/Spanish. As part of the project, we placed 80 signs at 10 intersections along Crenshaw Blvd starting at Jefferson Blvd in the north and ending at Slauson Ave in the south. We started receiving positive comments right away. For example, at each community engagement event, people were very interested in the project and our social media posts received many likes/loves. Also, before we had even put up the first sign, a local business owner (a barbershop) asked what we were doing and if he could see the signs. He responded that they looked cool and asked if we could put one up in front of his business. As I was putting up the signs, several people (at least 15-20) asked questions about the signs and/or took out their phones to scan the QR code. A Latinx woman asked me about the signs in Spanish. People in cars were also interested in the signs. At least three drivers asked me about the signs as they were stopped at the intersection. One of them briefly discussed pedestrian safety along Crenshaw Blvd with me. We also received comments on social media from drivers who had seen the signs. Overall, given its size and scope, the project has been a smashing success.

We reached many groups and organizations. For example, Community Intelligence was part of the collaborative that produced the 12th Annual Day of the Ancestors/Festival of Masks in Leimert Park. Through that collaboration we introduced the project to many people. Community Intelligence was a part of the Crenshaw Creative collaborative (made up of 10+ organizations) that co-produced the Getty 25 Celebrates Crenshaw event. We shared a booth and spoke to people about the project. We also reached individuals directly and indirectly. For example, we directly connected with many people at the community events and as we were putting up signs on the streets. On the

internet, our posts were seen by many and shared by some. Gauging from the location of our outreach efforts and the feedback we received, the majority of people that were reached were from the greater Crenshaw community.

The project impact has been positive. People indicated that they liked the signs. Further more they said that they want more wayfinding/placemaking signage, placards with information about the community, signage that is colorful and informative, signage that is



designed for the people who live here, and signage that is more permanent. Overall, the project did an excellent job at eliciting the wants, needs, hopes and desires of pedestrians. The major impact is that the project successfully piloted community-developed wayfinding signage in the Crenshaw community.

We learned/realized that our wayfinding sign concept is very business-friendly and that it would have been great for us to partner with the local business improvement district, chamber of commerce or other such entity to obtain their buy-in and engagement.

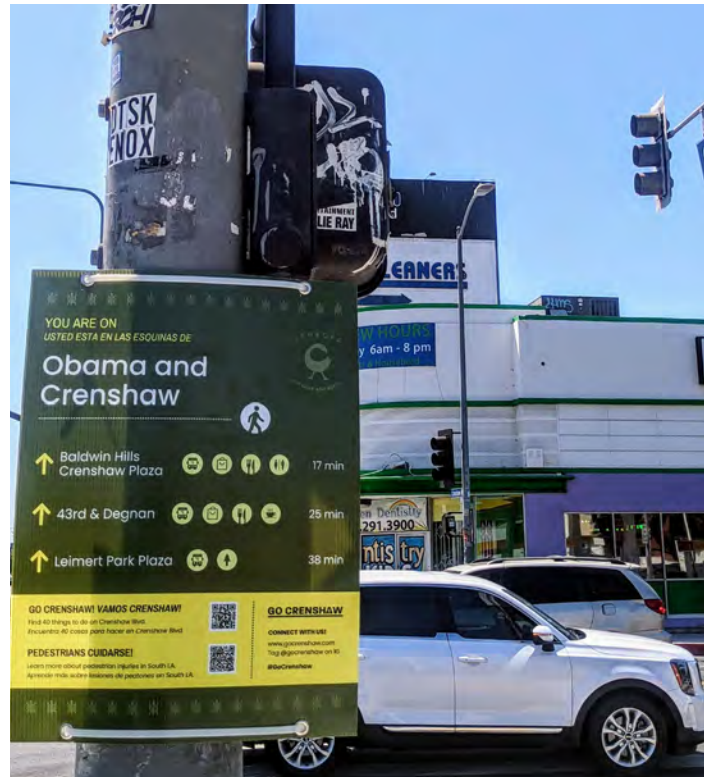
## Lessons Learned

We learned that it was possible to make bilingual (English/Spanish) wayfinding signage that incorporated placemaking strategies, pedestrian safety information, and eye-catching colors.

We learned that our community wants more permanent wayfinding signage that takes into account local values and culture and includes QR codes/internet/social media access.

We learned that the 'late afternoon' and the 'early evening' were much better times for putting up the wayfinding signage than the middle of the day. There were many people on the streets and sidewalks, which made it very easy to interact with people and to answer questions about the signs or the project.

We learned that many people saw the wayfinding signs to be art. Of course, we had incorporated African symbols and eye-catching colors to make them distinguishable but it was cool to see people react to it as 'street art'.





# Bright Lights of Costa Mesa

**Organization:**

Costa Mesa Alliance for Better Streets

**Project Name:**

Bright Lights of Costa Mesa

**Reach:**

1,250

**Award Amount:**

\$14,936.54



● Costa Mesa,  
Orange County



The following report was written by Costa Mesa Alliance for Better Streets about Bright Lights of Costa Mesa.

## Overview

Thanks to the *Go Human* Mini-Grant, we were able to get over 2500 lights (approximately 1250 pairs of red and white lights) into the hands of bicycle commuters and students on the Westside of Costa Mesa. We accomplished this through the following giveaways and campaigns:

- Street distributions at three locations on three separate evenings, from 5-7pm, at intersections with heavy bicycle traffic, where we gave away over a thousand pairs of lights. We had three city council members (Reynolds, Marr and Chavez) as well as Orange County Supervisor Katrina Foley participate in these giveaways.
- We gave away 250 pairs of lights each to Estancia High School and Costa Mesa High School. The schools offered to distribute these lights to the students for us due to the new safety rules that prohibit visitors on campus during school hours.
- We partnered with Save Our Youth (SOY), a Westside nonprofit, to outfit their fleet of community bicycles with lights. We also gave them a supply of lights to provide for free to the students who visit SOY.
- We participated in the Shalimar Park back to school event, and gave away almost a hundred pairs of lights as well as over fifty helmets.
- We provided hundreds of lights to Orange Coast College which were all distributed during their student orientation week.
- We partnered with NEAT Coffee, a local business, to give away lights at their summer outdoor movie night.
- We also partnered with another local business, The Inconvenience Store, to outfit bicyclists participating in their monthly bicycle rides in partnership with the Total Trash Cycling Club.
- In recognition for our efforts, we were thanked multiple times from the dais at the most recent city council meeting and we were given an award of recognition from the County of Orange.



Overall we believe that this project has had a large and positive impact on the City of Costa Mesa, particularly on the Westside. First and foremost, we put thousands of lights into the hands of vulnerable commuters and students, who told us that they often bicycle out of necessity rather than for recreation or fitness. We have observed our lights “in the wild” so we know that they are being used, which has increased their overall safety. Second, we had a strong and positive impact on the public and elected officials. We received hundreds of views on our social media pages in connection with the campaign and we received strong positive feedback in comments and via other communications. Elected officials also recognized our work and were inspired to participate in the giveaways with us. We hope that by demonstrating for them – in the way that only standing on a busy corner for hours can – that the demand for walking and bicycling is extremely high and that more attention needs to be brought to the causes of active transportation safety.

## Lessons Learned

First and foremost we learned a lot about logistics for pulling off significant events with volunteers. While CMABS has undertaken large projects before, they were usually in the form of single events or large installations, which can be organized by a small group of people and set up/monitored by even fewer. This event required us to reach out to a large pool of volunteers and get them integrated quickly into the event's planning and operation.

Second, we learned the value of having all of the plans for the events ready to go as soon as the grant is confirmed. We were hesitant to over-plan before the grant money was guaranteed, but that left us a bit behind where we wanted to be. In particular it would have been helpful to have the bicycle light order teed up earlier in the process, as shipping logistics threatened to derail execution during the grant period. Thankfully we were able to overcome that problem and execute everything we wanted to accomplish (and then some) on time, but even more advanced planning would be helpful in the future.







# Harvard Park Walking Club for Safer Streets

## Organization:

Connie Rice Institute for Urban Peace

## Project Name:

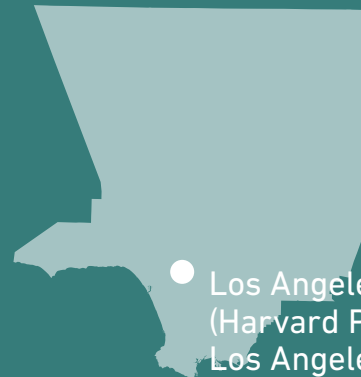
Harvard Park Walking Club for Safer Streets

## Reach:

100

## Award Amount:

\$14,936.54



Los Angeles  
(Harvard Park),  
Los Angeles County



The following report was written by Connie Rice Institute for Urban Peace about the Harvard Park Walking Club for Safer Streets.

## Overview

Urban Peace Institute (UPI) organized a community engagement project to bring awareness to the increasing traffic safety issues in Harvard Park, Los Angeles and to call for safer streets. UPI organized a community meeting and three safety walks in the community. These efforts shed light on the uptick of community violence that is occurring through reckless driving. The Harvard Park Walking Club empowered residents to reclaim their community streets and feel safe moving to and from their neighborhood.

To get this started, UPI held a community meeting to identify locations and areas of priority to bring awareness to the increasing traffic safety issues. This community meeting included participation from ten residents and two local gang intervention agencies, Chapter T.W.O. Inc., and Strong Shoulders Agency. Collectively, walking routes were established and details and logistics were discussed and agreed upon.

On Saturday, August 6, 2022, UPI held the first Safer Streets walk in the morning with 20 participants. All participants wore reflective vests and held signage promoting safer driving in the community. The signage was reflective of the community and in both English and Spanish. The walking route covered Vermont Ave/ Slauson St to Vermont Ave/Gage Ave and was about a mile long. Following the walk, UPI distributed pre-surveys to all participants, yet only eight surveys were completed. Respondents felt neutral, with 48% reported

feeling safe walking or biking in their neighborhood.

On Monday, August 15, 2022, UPI held the second Safer Streets walk in the morning on the first day of school. UPI along with 25 participants continued to use signage to promote safer driving in the community by walking with students and families going to school. The walking route included three schools: Budlong Elementary School, John Muir Middle School, and Augustus F. Hawkins High School. The walk was 2 miles long and covered Vermont Ave. Following the walk, UPI distributed surveys to capture feedback and input, but only six surveys were completed. Sixty-two percent of respondents stated that “cars driving too fast” was what prevented them from walking and biking in their neighborhood.

On Friday, August 19, 2022, UPI held its third Safer Streets walk in the afternoon before school dismissal at Augustus F. Hawkins High School with 25 participants. UPI walked and chanted about the need for safer driving. UPI and partners assisted parents and students with safe passage, deterring cars from speeding through crosswalks near the school zone. The walk was less than a mile and covered Vermont Ave and 60th St UPI distributed and collected 11 completed surveys.

The result of UPI’s Harvard Park Safer Streets included visibility and interest for safer streets from residents, community organizations, schools, and elected officials. UPI prioritized outreach to parents of students in Harvard Park, particularly those whose routes to and

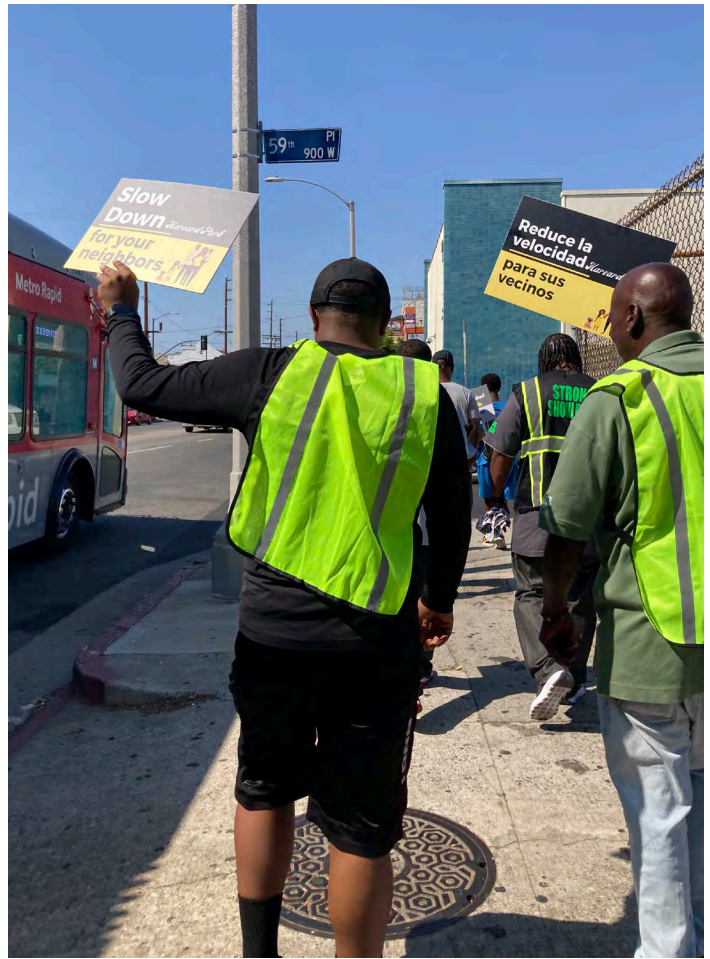


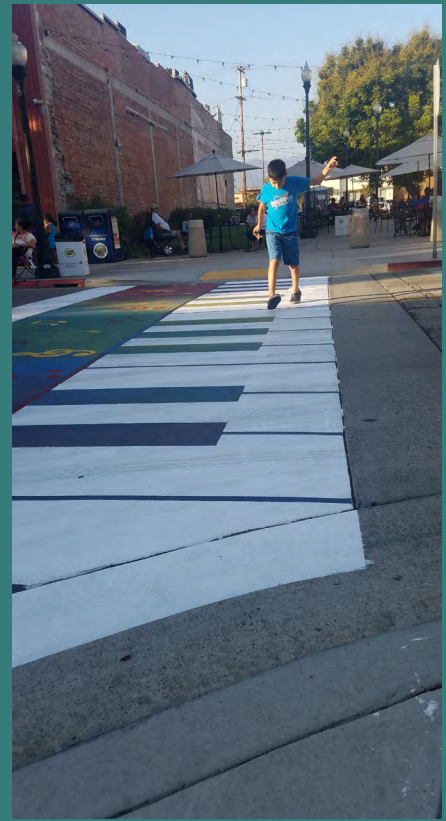
from school are impacted by traffic violence. Many drivers near and around the three local schools drove slower with the presence of the Harvard Park Walking Club. The Harvard Park Walking Club empowered and activated parents and students to advocate for pedestrian safety in their neighborhood.

## Lessons Learned

UPI identified three schools near the Harvard Park community with different morning and afternoon school schedules. As a result, the Harvard Park Walking Club held their walks at different times to promote awareness to three schools. Also, morning walks were easier to support due to less double parking and triple parking from parents during drop-off time. Walks in the afternoon were more difficult to support because of the double and triple parking from parents during pick-up time. The Harvard Park Walking Club recommended starting the safety walks an hour early during pickup time to increase visibility in the community and lessen the probability of double and triple parking.

Documenting our safety walks on social media raised awareness to elected officials. By our second walk representatives of elected officials wanted to support and participate. UPI would like to continue our safety walks with the support of more residents, community organizations, schools, and elected officials. In the future, UPI will plan and promote with more ample time and incorporate more residents, community organizations, schools and elected officials.





# El Monte Asphalt to Arts

**Organization:**

Day One

**Project Name:**

El Monte Asphalt to Arts

**Reach:**

834

**Award Amount:**

\$15,000



The following report was written by Day One about El Monte Asphalt to Arts.

## Overview

Day One has previously implemented a demonstration artistic crosswalk in El Monte using the *Go Human* kit of parts. Response to the demonstration project in the summer of 2021 was positive and we believe it paved the way for support from the City. The location for the Asphalt to Arts project was selected by City Staff to be at Main Street and Lexington in the Valley Mall, a popular shopping destination and site of El Monte's weekly farmers market.

Through Day One's community connections, we were able to engage a local artist who is pre-approved by the City for public art installations. Once he provided us with mock-ups of multiple designs, we conducted two in-person presentations to collect community feedback. The first presentation was at the farmers market on August 11 and the second was at a Back to School Resource Fair at Arceo Park on August 13th. Printed posters showing three mock-up designs were displayed and community members were asked to vote for their favorite by placing a sticker next to their preferred design. We collected a total of 243 votes and 54% of the voters chose one design - a piano keyboard with musical notes. We also received some feedback via social media with a total of 17 responses with no clear winner.

Day One staff presented the proposed designs and the results of our community feedback presentations to El Monte City Council on August 16th. The Council approved the location and all three designs with the instruction to present the designs to the City's Art in Public Places Advisory Committee on August 22nd, so they could make the final choice. The Committee approved the piano keyboard design.

The crosswalk was painted on Wednesday, August 31, 2022. The heat was intense that day and the artist informed us at the end of the day that he would need to return to the site to put some finishing touches on the artwork. He will do the follow up work during the farmers market on September 15 to take advantage of the usual street closure for him to work (complications prevented completion on September 1 and 8). At the

time of this report, Day One staff are discussing an official "ribbon cutting" with City Staff and Electeds.

As a bonus, the City installed artwork at a crosswalk not far from our site within the past year. They painted the crosswalk lines black and our staff commented to City staff that crosswalk lines should be white or yellow. The lines had been repainted to white when we returned, an apparent result of our engagement with this project.



The site is a popular destination for shopping on a daily basis and the weekly farmers market attracts hundreds of residents. This project should help to normalize artistic crosswalks for future implementation at other locations in the City of El Monte.

## Lessons Learned

Installing public art can be contentious. A mural project was being discussed at the Council meeting we attended. There was a lot of disagreement about the art being proposed. It helped that our designs were fairly neutral and our community feedback sessions were key in getting approval so quickly.

We have to consider all the details and ask specific questions with City staff. We expected them to help with the street closure and their expectation was that we'd hire a traffic control company or use a very limited time window during the weekly farmers market. Market staff close the street all day for the market, but our main contacts didn't share that information.

City staff don't always know each other or communicate. Market staff didn't know about our attempt to finish the work and prevented the artist from completing the job on September 8. Our contact at the City didn't know or communicate that the market was closed on September 1 due to excessive heat.

The approval process was rushed compared to normal and City Council members were quick to point this out. We've learned to anticipate even a simple project can take longer than expected.





## Pomona Asphalt to Arts

**Organization:**

Day One

**Project Name:**

Pomona Asphalt to Arts

**Reach:**

12

**Award Amount:**

\$15,000



*The following report was written by Day One about Pomona Asphalt to Arts.*

## Overview

Day One has previously implemented a demonstration artistic crosswalk in Pomona using the *Go Human Kit of Parts*. Response to the demonstration project in the summer of 2021 was positive and we believe it paved the way for support from the City. The relationship between Day One staff and City staff and elected officials has historically been very informal. Following the departure of a long time Day One staff member who was based in Pomona, our current staff met with City staff and found they are still hesitant to implement artistic crosswalks at this time. They are open to further discussion and community outreach for a pilot project. One City staff member confided that he thought this process could take up to one year and seemed surprised that this project had a three month window.

Through Day One's community connections, we were able to engage the School of Arts and Enterprise to identify students who could help us with an artistic crosswalk design. Two students developed draft designs and waited for direction to proceed with final designs. When it became clear that City staff would not let us proceed with a crosswalk before this grant's deadline, we pivoted with the SAE to a different approach. Instead, we agreed to take the students' art to make a banner that could be mounted on the side of a building, visible to Gary Avenue, a main arterial in Pomona. We provided a list of potential safety messages to be included on the banner, but allowed the students to come up with their own version for the final design, which is: "Slow Down - Life Awaits You." We applaud the students for their creativity as the message can work on multiple levels and feels a little less like a PSA and more like a philosophical statement.

Staff at the SAE were very helpful in connecting us with a local banner printer and also helped connect us with the location where the banner is going to be mounted on September 30th, which is the side of the Hilltop Jamaican Market on the corner of 2nd Street and Gary Avenue. The location is a high profile area on the edge of the Pomona Arts Colony and walking distance to numerous shops, restaurants, the American Museum of Ceramic Art, a concert hall, a theater, and the Pomona

Metrolink station. We anticipate the banner will be seen by thousands of residents and visitors.

We have an unveiling ceremony planned for Friday September 30, 2022. We anticipate using this project to help us leverage the future implementation of a pilot crosswalk through another SCAG funded project to develop a Complete Streets policy in Pomona.

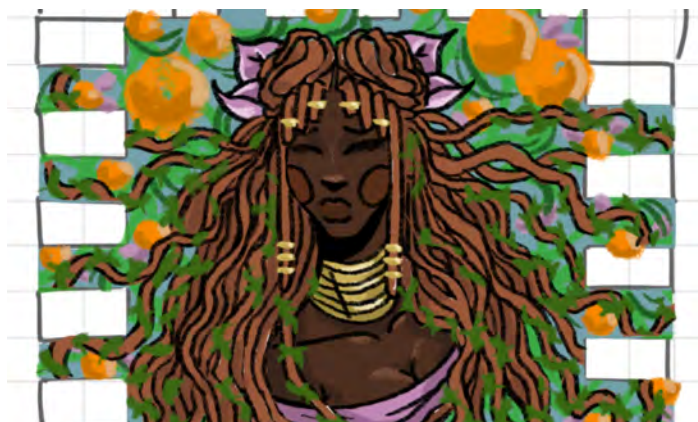
## Lessons Learned

Despite studies and examples of successful implementation elsewhere, Pomona City staff will still need to be convinced that it's okay to install art as part of a crosswalk.

We will need to counter the argument that an artistic crosswalk is not the best way to address pedestrian safety, which was presented by City staff. The counter argument will likely be that art is one of many options and is an inexpensive, attractive option to supplement more robust measures like curb extension, better lighting, etc.

Our relationships in the community were crucial to our ability to pivot and change the final outcome of this project. We will continue to cultivate and expand those relationships. We also need to further cultivate our relationships with City staff and elected officials.

Giving the student artists some flexibility in developing the final design and messaging produced great results. We have to allow some ownership of each project with collaborators to get the best outcomes.







# Bicycle Education And Safety Training (B.E.A.S.T)

**Organization:**

East Side Riders Bike Club

**Project Name:**

Bicycle Education And Safety Training (B.E.A.S.T)

**Reach:**

250

**Award Amount:**

\$15,000



● Los Angeles (Watts),  
Los Angeles County



The following report was written by East Side Riders Bike Club about Bicycle Education And Safety Training (B.E.A.S.T.).

## Overview

Through our BEAST Class, we were able to reach 250 community members and teach them how to maintain their bikes. We also provided helmets, bicycle safety information, and group rides through the streets of Compton, Watts, and South LA.

Families had great times learning and understanding the importance of wearing a helmet. We are grateful for the Mini-Grant, and the ability to connect with California OTS and more on this grant. We reached out to families, just about 180 were kids from all communities: 90 were from Watts, 50 were from Compton, and 40 were from South LA. The adults were all somewhat experienced - we try to get whole families involved so that kids can feel more comfortable riding bikes with their mom, dad, brothers, and sisters. We held four Classes in Watts, two in Compton and two in South LA. Classes were held at Compton ESR Headquarters, Watts Ted Watkins Park, South LA Green Meadows Park.



## Lessons Learned

We learned not to make our classes large to accommodate more people, because we lose the touch of learning when we have massive classes. The biggest class was just about 55 people in Watts and that was far too many. The right amount is about 20-25 per class during the rules of the road and bike repair, and for the riding instructional part we can have as many that want to join.





# Safe Streets/*Calles Seguras* Awareness Project

## Organization:

Highlanders Boxing Club

## Project Name:

Safe Streets/*Calles Seguras* Awareness

## Reach:

1,000+

## Award Amount:

\$9,620



● Highland,  
San Bernardino County



The following report was written by Highlanders Boxing Club about Safe Streets/Calles Seguras Awareness.

## Overview

The Highlanders Boxing Club Safe Streets/Calles Seguras Awareness Project organized two community events to address the problem of youth street take over and drag racing. Over 1000 residents were reached including young Latinx and African American children, adolescents and young adults (and their parents and grandparents). Local, county and state legislatures also attended the events. During the events, speakers included the local sheriff department and police to increase awareness of these illegal activities; public health and fire department officials increase people’s awareness of the injuries and fatalities associated with street take over and drag racing. State Assemblymember James Ramos indicated that he would take this issue to a safety task force that San Bernardino County has established.



## Lessons Learned

The greatest lessons learned from both events included 1) people of color in urban communities will respond to issues if they are asked; 2) the street takeover problem is growing and it will take more than community awareness events to reduce this problem; and 3) street takeover events are a youth problem that is not being taken seriously by the public such as gangs or drugs.





# Ride, Walk and Roll Orange County

**Organization:**

Latino Health Access

**Project Name:**

Ride, Walk and Roll Orange County

**Reach:**

30,354

**Award Amount:**

\$15,000



● Anaheim,  
Orange County



The following report was written by Latino Health Access about Ride, Walk and Roll Orange County.

## Overview

The Ride, Walk & Roll Orange County was an educational project that allowed us to reach, involve and develop the road safety awareness of working-class families in the County. Our project included:

1) A digital safety campaign led by LHA youth. The campaign consisted of four educational videos disseminated through social media and digital ads on Instagram, Facebook, and TikTok.

2) Two educational events with safety equipment distribution: One event was in the City of Costa Mesa, and the second was in the City of Anaheim. Both events were interactive and engaging. Participants were educated about the importance of being visible and predictable, how to put on their helmet and install bike lights, the lanes they should use when riding a bicycle, and other rules of the road.

3) A community-led walking tour: Families experienced different means of transportation on the same day. Participants walked and used public transportation to walk from Santa Ana to Hart Park in the City of Orange. During the walk, families observed and assessed public transportation, walking conditions, and access to open space. The tour finished with a family picnic.

Participant feedback and recommendations included the following:

Walking Tour and Bus Ride:

- It is difficult to walk in the streets of downtown and minor detours were necessary due to the construction of the street car.
- It was difficult to identify the bus stops due to the ongoing streetcar construction.
- The bus ride felt safe.
- Buses are not stroller-friendly and families felt rushed getting on
- Some bus stops have a screen of wait time but not all.

- Families were grateful that bus passes were provided, as they are expensive and some could not afford it for their whole family. They want the Youth Ride Free program to continue.
- Families did not feel safe because of trash, graffiti, and homeless people.
- Some participants did not know there was a trail that connected Santiago Park to Hart Park.
- It was shaded, there were trees and vegetation.

Picnic:

- Families loved it, for some of them it was the first time doing a activity like a picnic.
- Families felt happy to have such an activity, after being in a pandemic.
- Families were grateful that they were provided with refreshments & food.
- Families said they would do it again as it was a good bonding experience.
- The park was clean and green.

Our project helped to increase safety awareness and capacity among residents who rely on active transportation but live in areas that are often disinvested and have limited safety mechanisms by design. We managed to reach 29,103 in social



media, texted and emailed 1,039 LHA participants and partners, engaged 191 people during distribution events, and 54 community members participated in our Family Picnic day.

## Lessons Learned

We learned that we must send the scripts and materials at least three to four weeks in advance to be approved and created on time.

Our events were successful because we incorporated popular education principles, and structured them in ways that were very visual, interactive and engaging.

The distribution events were successful because we selected locations well known by the community and with high transit users, cyclists and pedestrians flow. This project reaffirmed the importance of going where the people are and not waiting for them to come to us.

In the summer, evening distribution events (pop-ups) should be after 6pm, two hours and 30 minutes maximum (including 30min set-up and 20min clean up), and in the mornings between 9am-11:30am, because the days are very hot.

The Family Picnic event was great. Participants walked, rode the bus, and hiked to the park and back home, but it was tiring especially for the children who participated. For the next events we must create shorter routes or limit physical activities to two modes of active transport per day.

Although the Family Picnic event was in the morning, and the trail was shaded, it was a very hot day. Perhaps summer is not the best season of the year to do outdoor community activities such as bike rides, walks or hikes.

Activities such as the Family Picnic should be planned at least four weeks in advance to be able to confirm location, order materials, organize and prepare everything that is needed for the event, as well to have enough time for outreach, promotion and pre-registration. If the event date is decided weeks in advance, it is very difficult to know the weather conditions of that day, so we must be flexible and have plan B or C at the beginning of the planning process.

In order to attract and retain people for our Family Picnic we incorporated the F's of engagement strategies Fun - Family - Food. It is unfortunate that the Mini-Grants (Caltrans and OTS) funds do not allow us to purchase arts & crafts materials, refreshments, food or giveaways, as many Community Based Organizations use those as strategies to attract, educate, engage and retain participants. At LHA we understand the importance of these strategies, which is why we used unrestricted and other grant funds to purchase refreshments, food, gift cards and crafts that the Mini-Grant funds did not allow.





# Equipment & Skills Essential for Promotores Securing LA City/County Safe Street Contracts

**Organization:**

Los Angeles Walks

**Project Name:**

Equipment & Skills Essential for Promotores Securing LA City/County Safe Street Contracts

**Reach:**

180

**Award Amount:**

\$14,480



● Los Angeles, Los Angeles County





*The following report was written by Los Angeles Walks about Equipment & Skills Essential for Promotores Securing LA City/County Safe Street Contracts*

## Overview

Through the support of the *Go Human* Mini-Grant, we were able to train, supply and compensate our safe street promotores on two major transportation contracts with LADWP and LA Metro. We were able to purchase important supplies (i.e.: digital tools, workshop materials, handouts, etc.) for promotores to successfully execute these contracts. The Mini-Grant also supported training to make sure promotores understood the contracts, the deliverables, and the contract subjects and outreach content.

During the term of this grant (May to August 2022), we've had tremendous progress with our contract with LADWP, where our promotores are hired to recruit local small businesses to adopt e-bikes for deliveries and to leverage the fact that Wilmington has one of LA's best and most connected bike lane networks. During our weekly meetings with promotores, we devoted four of those meetings to discuss equipment and training needs. With the support of purchased equipment we also held a contracts training workshops in May, 2022. At this training, we brought together Wilmington and San Pedro promotores and our partner the LA County Bike Coalition to do training on the benefits of e-bikes and how to recruit local businesses. So far through this contract

we hired eight promotores, recruited 28 businesses (Wilmington, San Pedro, and Harbor City), and disbursed \$14,000 in contract payments.

As for our LA Metro contract, we unfortunately had a late start due to delays by the agency, beginning just a week ago. The goal of this contract is to engage the neighborhoods around Union Station to better design Alameda Street for pedestrian access, a project we hope to contract our promotores. With the support of the *Go Human* Mini-Grant, we were able to begin early onboarding on the contract through one-on-one coffee



meetings: discussing upcoming contract deliverables and promotores role in meeting said deliverables. We anticipate more progress in the coming months and for us to leverage the equipment and training utilized in the LADWP contract for this contract.

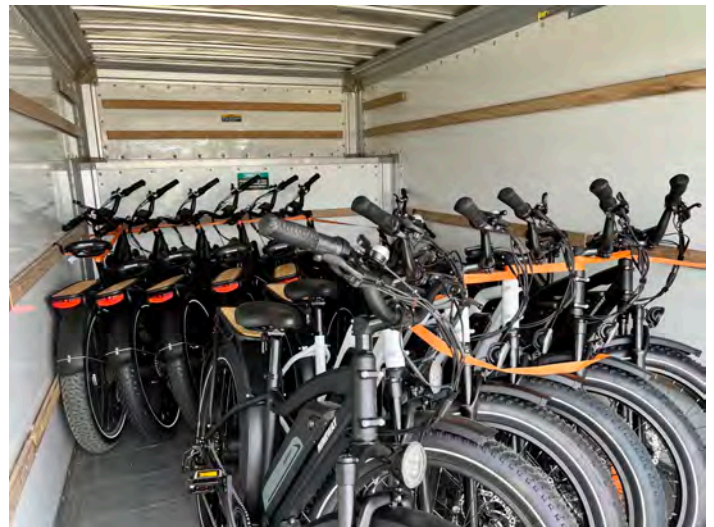
## Lessons Learned

Through this project we learned one major lesson, which is that community needs are always evolving and changing, especially for communities on the frontline of health, economic, and infrastructure injustice. Be it COVID, inflation, or increased stress due to the heatwave, depending on who and when you ask, the needs of a community can drastically change. The same applies to our promotores, whose equipment and training needs are always evolving. And so in our conversations we were mindful of not only focusing on the outcomes: a set list of supplies and training topics that will help prepare and give confidence to our promotores.



We also honored the process: having multiple engagements with promotores on discussing needs, being open to leveraging local network of item vendors and trainers, and being flexible with our final list of supplies and training topics.

And perhaps that is why our promotores model is so successful: the needs and priority of our promotores become natural needs and priorities of Los Angeles Walks and our innovative Safe Street Promotor Educator program.



Los Angeles Walks @LosAngelesWalks

Safe, walkable streets is more than infrastructure, it's about power 🙌: our safe street #promotores are community-based certified paid consultants w/ the cultural & language skills essential for transportation contracts. Who better an expert of our streets than those living it?

**Safe Street Promotor Educators**

**IMPACT REPORT**

**Contractor:** LA Department of Water & Power & LA County Bike Coalition

**Contract Goal:** Small Business E-Bike Pilot Program To solicit local businesses to adopt e-bikes for deliveries with the option to eventually purchase.

**Contract Impact:**

<b>\$14,000</b>	<b>8</b>	<b>28+</b>
Payments to promotores for contracted work	Number of safe street promotores hired	Businesses recruited (as of August 2022)

"Just because they tell me no, it gives me more momentum. If three doors close, we have to move on."  
- Promotora Maria S.

Southern California Association of Governments and 9 others



# Decorative Crosswalk Plan

**Organization:**

National Health Foundation (NHF)

**Project Name:**

Decorative Crosswalk Plan

**Reach:**

8,000 Pico-Union residents (based on the average number of residents per block)

**Award Amount:**

\$15,000



● Los Angeles (Pico-Union),  
Los Angeles County



The following report was written by National Health Foundation about the Decorative Crosswalk Plan.

## Overview

The Pico-Union Decorative Crosswalk Study Project was a Community Based Research Project that included an observational study and a survey designed and implemented by members of the Comunidad de NHF group. The observational study took place during scheduled beautification and safety walks ("311 Walks"). The survey was designed by community members and was distributed in-person and online through the Comunidad Facebook page. All data tools were bilingual Spanish and English and participants could request reading and writing support.

The observational study, conducted on July 1st and August 26th between 8:30 a.m.-8:45 a.m. showed that 29/49 (59.1%) and 9/13 (69.2%) of cars who arrived at the intersection made illegal maneuvers (continuing straight or turning left at the intersection). Although Comunidad members wanted to report high speed traffic, they had no way to measure speed of cars. However, this intersection is included in the High Injury Network and high speed contributes to greater pedestrian injury and deaths.

The survey assessed the opinions of 44 respondents, of which 10.5% worked in, 42.1% live in, and 42.1% attend or have family members that attend school in Pico-Union. When asked to rank the feeling of safety of the

intersection, most respondents felt very unsafe 17/40 (40.5%) or unsafe 11/40 (26.2%) compared to 2/40 (5%) who felt safe and 1/40 (2.65) who felt very safe. The top three reasons respondents felt unsafe were illegal maneuvers, high velocity, and pedestrian injuries and deaths.

Survey respondents were asked what traffic safety improvements they would like to see at the intersection; results were that 61.9% were in support of speed bumps; 57% were in support of blinking lights at a crosswalk; 50% were in support of a traffic light; 50% were in support of ADA crosswalks; 40.5% are in support of blinking lights on a stop sign; and 38.1% were in support of a four-way stop.

Comunidad members recruited local muralists who they worked with to design initial and final mockups. During the initial meeting, members reviewed artist biographies and submitted samples, and selected 3B Collective. At the subsequent meetings, they shared ideas and feedback with 3B Collective to include images that reflect the culture of the community and the priority of child safety.

Comunidad members and NHF staff presented the data and renderings to Pico-Union Neighborhood Council (PUNC) on September 7th to gain support and make connections to other stakeholders. At NHF's annual



Community Fair, on October 22, the mural renderings will be highlighted in a special presentation. The larger community will be able to provide feedback at this time. This opportunity will allow NHF to share information about the importance of pedestrian safety and plans to address this intersection.

## Lessons Learned

This process demonstrated the ability of Comunidad members to participate in research projects. Due to COVID and staff changes, the group goals had been stagnant but this process re-energized core members and encouraged the development of creative solutions to perpetual problems.

Relationships built overtime with the group members have been valuable in increasing group cohesion and vision, leading to smooth decision-making processes.

Equitable language and literacy processes are essential to engaging communities NHF works with which are primarily people who identify as Central American/Latino and working-class. Comunidad members can communicate through art, with colors, figures and words.

Members also desired more participation in the mural design process from their peers and the greater community.

Muralists are also concerned for pedestrian safety, and they are highlighting the community's culture.

**Are you an artist with a passion for community?**

**Apply to be our Pico Union Crosswalk Muralist!**

Requirements:

- Have experience with graphic design and digital mockups
- Have experience with various art styles and forms
- Being a member of, or connected to, the Pico Union community a plus!
- BIPOC community members encouraged to apply!

**APPLY HERE by July 18:**

<https://bit.ly/CrosswalkMural>



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## Safe Travels/*Viajes Seguros*

**Organization:**

Nyeland Promise

**Project Name:**

Safe Travels/*Viajes Seguros*

**Reach:**

3,200

**Award Amount:**

\$15,000



*The following report was written by Nyeland Promise about Safe Travels/Viajes Seguros.*

## Overview

Safe Travels Continuation/*Viajes Seguros* in Nyeland Acres was a multi-lingual program, a Mini-Grants program with Southern California Associations of Governments developed to increase community intelligence and reduced anxiety for walkers, bikers, and children when walking in and around the streets. The Program centered on resilient streets, a framework for using street space for community resiliency, recovery, and resource delivery that prioritizes disadvantaged communities and communities most harmed by traffic injuries and fatalities. Nyeland Promise was motivated to apply for a second grant because of the lack of infrastructure in the community that generally provides safety to pedestrians.

The Safe Travels Program consisted of a social media campaign, one-on-one outreach, robotexts, banners, and a bike rodeo. The residents of Nyeland Acres received weekly robotext with pedestrian and bicycle safety tips. The Nyeland Promise social media channels and newsletter were filled with pedestrian safety education. All of the 500 followers on the social media channels were exposed to the educational materials. A group

of community volunteers put up banners and flyers around the community so residents that don't have access to the internet would also be informed about being safe when walking or biking around Nyeland Acres. The volunteers also distributed educational brochures to residents.

The Nyeland Acres Bike Rodeo took place at the Nyeland Acres Community Center, giving children of all ages an opportunity to learn proper hand signaling and traffic safety skills to reduce riding accidents involving youth. At the event, the Oxnard Bike Hub set up a series of stations which provided participants an opportunity to learn correct riding skills and techniques. One of the stations included a mechanical inspection for participants' bikes and equipment. Children received free helmets, bikes, safety reflectors and other educational materials. Children were able to test their newly learned skills by going for a bike ride around Nyeland Acres escorted by Ventura County Sheriff and Oxnard Police Department. There were over 400 residents that attended the Bike Rodeo. Nyeland Promise raffled over 40 brand new bikes that were donated by the Ventura Downtown Lions Club. Nyeland Promise created a video of the bike rodeo.



Residents of all ages were positively impacted by the Safe Travels/*Viajes Seguros* multi-lingual program. Nyeland Promise will continue to educate the residents of Nyeland Acres to always be aware of their surroundings and to be safe when walking or biking.

## Lessons Learned

- Using 3rd to 4th grade level language on our materials was key for our residents to understand our message.
- Residents that do not have internet access can be reached via flyers and banners around the community.
- Collaborating with other organization brings vast knowledge to serve and meet resident needs.
- Mobilizing the community is important when trying to get changed done in the community.
- Residents attended a neighborhood meeting to talk to County officials about setting up speed humps, sidewalks and crosswalks in Nyeland Acres.







# Continuing to Ride: Biking While Black Through Decriminalization, Disenfranchisement, and Gentrification

## Organization:

Yolanda Davis-Overstreet Consulting

## Project Name:

Continuing to Ride: Biking While Black Through Decriminalization, Disenfranchisement, and Gentrification

## Reach:

30K+ over the next 12 months

## Award Amount:

\$15,000



● Los Angeles,  
Los Angeles County



The following report was written by Yolanda Davis-Overstreet Consulting about Continuing to Ride: Biking While Black Through Decriminalization, Disenfranchisement, and Gentrification.

## Overview

Over the past year, our nine-minute short film BIKING WHILE BLACK reached approximately 26,000 viewers (and counting) just on YouTube. In 2021 – 2022, the short documentary was also screened at the Better Cities Film Festival in Detroit, at the California Bicycle Coalition's Summit in Oakland and in Katowice, Poland at the UN-Habitat Better Cities Film Festival. We have also reached thousands of viewers through posting on our social media channels. This short film has been recognized in the circles of both social film curators and city planners as award-winning media and advocacy work by Better Cities Film judges and the American Planning Association – Los Angeles and California chapters. We have also hosted local screenings to grow community collaboration and advocacy work.

That being said, our goal on this short is to continue to grow our audience, engagement, and education, alongside promoting this film as a viable tool to activate the urgent call for mobility-justice change block by block. We believe we can double, if not triple the audience reach by strengthening our social media approach and launching a fundraising campaign to grow our model of advocacy through media on this topic and justice-based work.

## Screenings and Events in 2022-2023 (to date)

- Launch Screening / 9/18/22
- Enter the film into the Better Cities Film Festival (Detroit) / end of September
- Bike Ride and Screening: collaboration with People For Mobility Justice / late October
- Launch Fundraising Campaign / Website / ongoing social media strategizing
- Gathering around the film and pedestrian safety to piggyback off LACB Bike Fest. Yolanda will be receiving an award for her street safety work on Adams Blvd – Spoke Award. / November
- Screening in London / February 2023



## Lessons Learned

- There really is no replacement for radical community and justice-based work. The time we have dedicated to executing our project far exceeds the budget -but for us, it has been worth it in this time. We too know, through our efforts and the narratives shared with us, that state and federal budgets imperatively need to shift to support this transportation and mobility-justice work – that transcends into many facets of sustaining our livelihoods and futures.
- This work could not have been executed without sound and trustworthy collaborations.
- Our work over the past three years, demonstrates how more regenerative community building can occur. Over the past three years, we have experienced and lived into our community awareness increasing and our neighborhood spaces shifting to play a vital role in pedestrian safety. But so much more needs to be done!





# Bloomington Path for All

## Organization:

People's Collective for Environmental Justice,  
A Project under Social and Environmental  
Entrepreneurs

## Project Name:

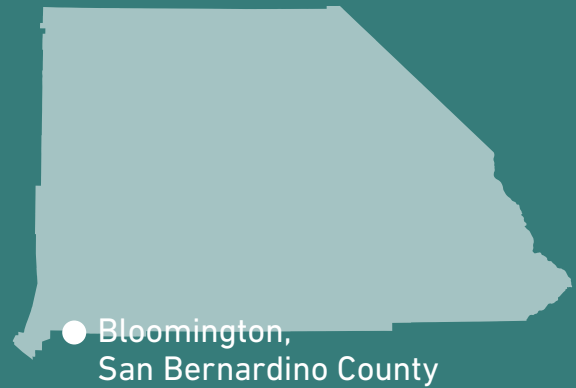
Bloomington Path for All

## Reach:

500

## Award Amount:

\$14,859.04



● Bloomington,  
San Bernardino County



The following report was written by People’s Collective for Environmental Justice, A Project under Social and Environmental Entrepreneurs about the Bloomington Path for All.

## Overview

The Bloomington Pathway for All project was a coordinated effort by the People’s Collective for Environmental Justice and the Concerned Neighbors of Bloomington (CNB). This project was designed to do two things:

- Conduct a walk audit within Bloomington communities to obtain real-time observational data about the conditions in key areas of their communities. Data collected is useful information that can be shared with decision makers, specifically as it relates to the transition from agricultural to industrial land uses (ie mega warehouse developments).
- Conduct a survey to provide analysis on Bloomington residents’ awareness of the impacts of air pollution coming directly from the logistics industry.

Main points we learned from the Environmental Survey were:

- Nearly half of the 168 respondents do not know where to obtain information about environmental concerns. Other participants rely on family, friends, and social media. A small percentage rely on environmental organizations for this information.
- Eighty-six percent of respondents stated they do not know where to call to report an environmental concern or emergency. A small percentage indicated calling the police or 911. A lower rate did indicate an agency such as South Coast AQMD.
- Over half of all 168 respondents (56%) were extremely concerned with the air quality in Bloomington, and 26% were very concerned. Moderately concerned respondents made up 11.3% and 4.2% were slightly concerned.
- Seventy-four percent indicated that smog in the atmosphere impairs their visibility of the hills or mountains. A smaller percentage (17.3%) did

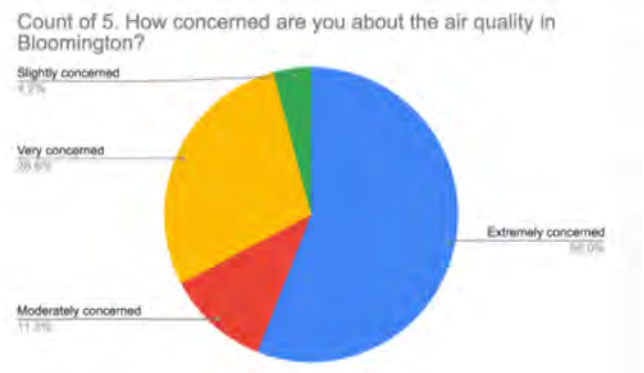
not report this concern. Also, 3.6% reported that sometimes this is a concern for them.

- Over a third of respondents (38%) reported feeling moderately safe walking in Bloomington, followed by 29% feeling slightly safe and 21% feeling very safe. A smaller percentage (3%) felt extremely safe.
- A third of all respondents (33%) reported traffic as their biggest concern, followed by land use at 28% and air quality at 24%. A smaller percentage, 5.4%, reported climate change as their biggest concern, followed by noise pollution at 2.4%.

Overall, participants observed conflicting land use where abandoned property, residential homes, industrial projects, warehouses, truck stops, and unmarked buildings created a sense of confusion and inconsistency. This sense of loss of community to new development was connected to an understanding that traffic was no longer only consisting of area residents but an increase of passing traffic from other cities and semi-trucks from out of state. The once quiet and semi-rural community is now used by outside traffic as a thoroughfare. The ability for residents to walk their community and identify these areas of concern together with personal insights provided context for understanding community concerns and problem-solving.

Ultimately, through community involvement and participatory data collecting, we have identified areas

5. How concerned are you about the air quality in Bloomington?



of concerns in our community, and will share these concerns through future community forums, and make recommendations for improvement to decision-makers, planning commission and other key local and state agencies. CNB and PCEJ Team anticipate these findings to be used to advocate and expand the study to other areas surrounding Bloomington.



## Lessons Learned

This project could be a long-term project over 12 months. We are considering this to be a preliminary study – and what we learned from this study will contribute to the next long-term project with more in-depth analysis and involving more Bloomington communities.

Projects like this could be an invaluable tool for advocacy and conducting more research to impact local, state and federal levels on the impacts of the logistics industry.

Based on the Environmental Survey results, PCEJ and CNB have learned that more education and increase awareness on Environmental Justice is needed for Bloomington residents.





# South LA Mobility Justice Lab

**Organization:**

People for Mobility Justice (PMJ)

**Project Name:**

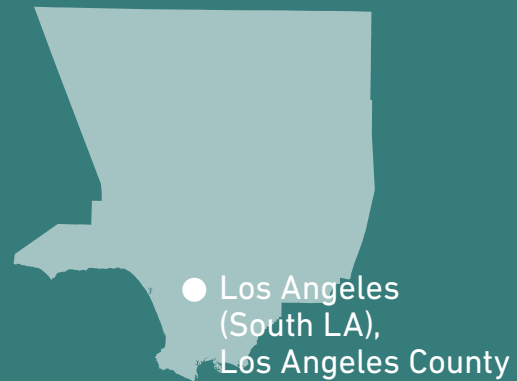
South LA Mobility Justice Lab

**Reach:**

150+

**Award Amount:**

\$14,753.52



The following report was written by People for Mobility Justice about the South LA Mobility Justice Lab.

## Overview

The South LA Mobility Justice Lab was held at Baba's Vegan Cafe during CicLAvia South LA on July 10, 2022. PMJ activated the corner of 67th St and Western Ave with a whole set of activities including music, live mural painting, the mobility justice selfie booth, bike safety lessons, and informational booths by Heal the Bay and TRUST South LA. We also raffled out 75 bike helmets and bike lights as a way to promote bike safety. We were able to engage over 150 bicyclists and pedestrians of all ages that passed by our activation as they rode the CicLAvia route. Most participants were BIPOC that live in South LA.

Through our engagement, we were able to discuss the significance of the Western Ave corridor and the need for community-oriented investment in infrastructure through lens of our mobility justice philosophy. We connected the community with engagement opportunities for transportation projects in South LA such as Western Ave Our Way (LADOT) and Universal Basic Mobility (Slate Z). The largest impact came from people riding Western Ave without fear of a traffic collision. The transformation of Western Ave when removing when cars are removed was astounding and most people mentioned it when we dialogued. We believe it gave the community a chance to envision the possibility of what safer streets can look like.

Our activation also attracted some media attention. Spectrum News 1 did a piece discussing the transformative nature of CicLAvia on Western Ave and





two of our staff were featured speaking on the impact of little infrastructure and over-policing on BIPOC communities.

## Lessons Learned

The biggest lesson learned was the need for more communication with CicLAvia prior to organizing an activation. We now realize that approval from LA City Street Services is required in order to activate a small section of a side street like 67th St, even if the main arterial (Western Ave) is closed for the day. Since we had a fast turnaround for our implementation we pivoted our planned events from the street to the sidewalks. Unfortunately, we had to drop the idea of doing a bike rodeo due to lack of space. Despite this setback CicLAvia was a very supportive partner for our event and we look forward to working with them in the future.





# How East Los Moves: Creative, Custom People Powered Transit

**Organization:**

Public Matters

**Project Name:**

How East Los Moves: Creative, Custom People Powered Transit

**Reach:**

11,250

**Award Amount:**

\$15,000



● City Terrace, Los Angeles County



The following report was written by Public Matters about *How East Los Moves: Creative, Custom People Powered Transit*.

## Overview

How East Los Moves! made the topic of people-powered transit accessible and engaging to East LA residents at the 2nd Annual City Terrace Art Walk (CTAW) through displays and expressions of creativity and hands-on artmaking workshops. The one-day event, in collaboration with local residents and LA County's Department of Public Works (including the Vision Zero Team), took over two blocks of City Terrace Drive which were closed to car traffic on Saturday, July 30, 2022.

By embedding How East Los Moves! at the CTAW, we were able to reach more than 800 attendees who encountered our displays of creative, custom people-powered transit and a bike lane demo from the *Go Human* Kit of Parts. 275 people participated in our workshops, customizing people-powered transit items such as skateboards and visors with guidance from local artists. We engaged people of diverse ages and mobilities. Including photo and video content shared and re-shared via social media, we estimate reaching over 11,250 people.

How East Los Moves! complemented other work Public Matters presented at CTAW: a complete street demonstration of City Terrace Drive and a showcase of City Terrace Complete Streets proposals by high school students from East LA Renaissance Academy at Torres High School (Torres). By design, the display of the people-powered transit fleet and the participatory

workshops were intended as entry points to conversations about complete streets.

First District Supervisor Hilda L. Solis engaged with workshop participants and was taken on a tour of the exhibit by the Torres artists. Public Works staff noted that the Art Walk's inviting, celebratory atmosphere was conducive to community engagement. Community members were happy to talk to Public Works, who collected over 200 surveys and at one point, completely ran out. Public Works was so enthusiastic about the results that the Director of Public Works included the project in their monthly Director's Message, which goes out to all Public Works staff and the Board of Supervisors.

For the CTAW, we intentionally sought out local partnerships with people and organizations within the community to more effectively connect with residents. The Garage Board Shop, a local business that uses skateboarding and cycling as a vehicle for engaging local families and cultivating community, was a natural partner for our first workshop. For our second workshop, we collaborated with three artists (Kristine Garcia, Deseret Rodriguez, and Mia Martinez) rooted in the community. Las Fotos Project, a non-profit organization with Eastside origins that empowers teenage girls and young gender-expansive artists through photography, documented the entire event.

How East LA Moves! provided a space for community members to "see" what sharing the road with different modes of transportation could look like, before actual



changes are made to the built environment. It also reinforced the diverse ways East LA residents get around—with style. Tapping the pride of place and the practice of custom culture enabled us to connect with CTAW attendees and workshop participants, and to direct them to surveys and conversations about complete streets with LA County Public Works Staff.

## Lessons Learned

Partnerships with local community members like Belinda Martinez, founder of My City My Dreams, which led the City Terrace Art Walk, and Ariana Rodriguez of Visión City Terrace, are invaluable. Without their guidance and facilitation, we couldn't have connected as effectively with community members, especially given our tight timeline. It is good practice to compensate community members for their time and expertise, to recognize that their lived experience and local knowledge is indispensable to any community engagement effort.

The creative, vibrant, and participatory nature of How East Los Moves! made active transportation appealing, approachable, and easy to understand for community members. It enabled them to visualize what's possible in their neighborhood, made the concepts of complete streets and people-powered transportation more digestible, and reinforced that they can shape the neighborhood they want.

Lastly, while we were very excited that the maximum *Go Human* grant award was increased, we wonder whether the practice of reimbursing grantees entirely after project completion might pose an undue burden upon groups or grassroots community organizations that lack resources upfront. What deserving projects might write off the opportunity for *Go Human* funds because they lack outright means to front expenses?





# State of the Neighborhood

**Organization:**

Rose Park Neighborhood Association

**Project Name:**

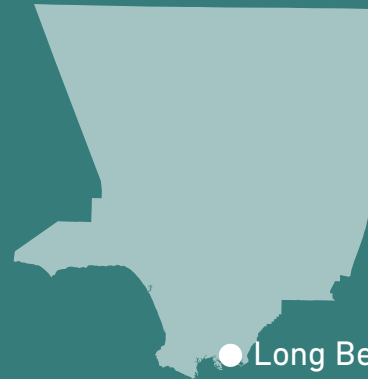
State of the Neighborhood

**Reach:**

2825

**Award Amount:**

\$11,950



● Long Beach (Rose Park),  
Los Angeles County



*The following report was written by Rose Park Neighborhood Association about State of the Neighborhood.*

## Overview

Addressing our need for safe streets via “State of the Neighborhood,” we established objectives both large and small by reaching out to municipal and community organizations while always intersecting with our residents. We reached our City’s Public Works department, specifically the Traffic Engineering and Mobility Team. Having board members experienced in urban planning and residents skilled at demonstrating neighborhood traffic collisions made for effective interactions.

We are proud of and humbled by our Ride Rodeo event. This is now a turning point for inclusion and access for children regardless of their “wheels” bike; trike, walker, scooter, wheelchair. Eighty families went through the helmet fitting and bike safety checks. We created a template and lessons learned packet we hope to share with our Beach Streets program; and with our Citizens Advisory Commission on Disability.

Coming out of COVID, residents’ hopes of going out have changed - it appears that they’d like to stay local. Our Neighborhood Directory and its signature centerfold map is getting rave reviews. Created by a former resident and graphic artist, this map navigates life in our area. The directory is reinforcing our small business connections around safe streets. Including our video, we have a package of well crafted tools to continue our safe streets efforts.



## Lessons Learned

- **Stay the course.** We started three years ago to frame a safe streets initiative within our neighborhood area. We met with Public Works, worked with the city's Distracted Driving program, and sought resident input. Now, residents verbalize the importance of safe streets - so much so that they have initiated a petition to continue building momentum toward slower speeds and improved E 7th St pedestrian crossings.
- **Provide Public Works opportunities to present their plans.** Over the past two years we have had three meetings with the City's Traffic Engineer and have supported the Public Works Mobility Team, which has finally evolved to discussing our safe streets strategies and tactics. At our State of the Neighborhood meeting, our City's Public Works staff presented an image of a re-imagined E 7th Street with landscaped medians and enhanced pedestrian

crosswalks which will be part of a future street improvement project (in for bid).

- **Bring in other groups.** During this summer's campaign we brought in the City's Walk and Roll team, partnered with Tichenor Clinic for Children and invited LB Pride as a sponsor. Each of these relationships individually and now collectively have reinforced and amplified the importance of safe streets in our area. A small group of residents who'd organized a block party allowed us the perfect inclusive space for our Ride Rodeo event. Inclusion and access objectives need continuing vetting and recalibration. Simple omissions e.g. lack of non-adjacent parking for families with a person with a mobility disability meant they couldn't participate.





# Willard Safe Streets

**Organization:**

Santa Ana Active Streets

**Project Name:**

Willard Safe Streets

**Reach:**

3600

**Award Amount:**

\$15,000



● Santa Ana,  
Orange County





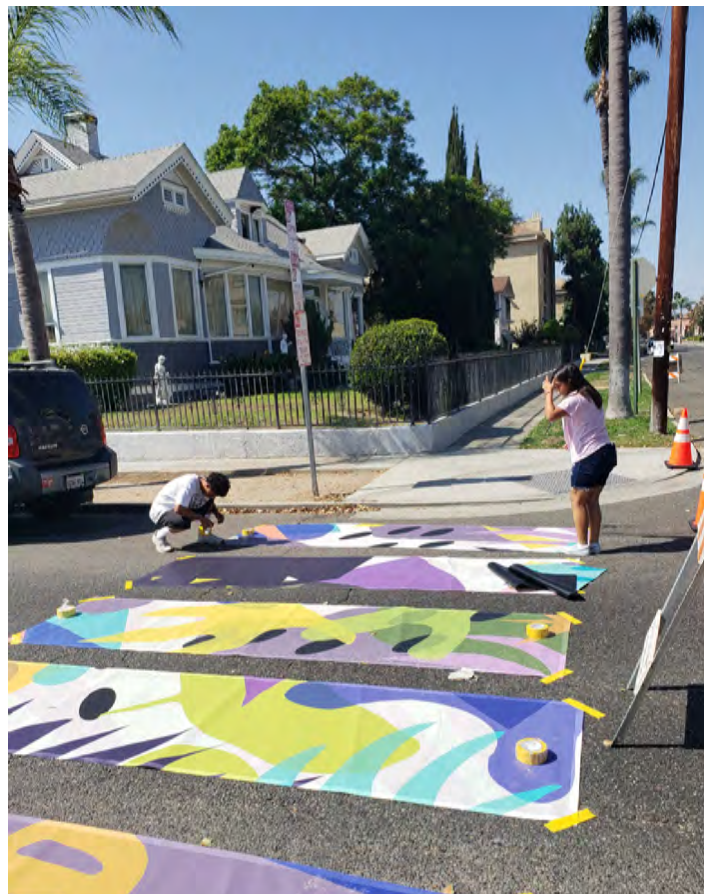
The following report was written by Santa Ana Active Streets about Willard Safe Streets.

## Overview

Willard is one of the densest neighborhoods in the City, with a median renter rate of 80% where residents spend more than 30% of their income paying rent. Participants were majority families with children and elderly folks. The families that came by were those who were cost-burdened and expressed their appreciation for the free incentives such as monetary gift cards donated from the City's Revive Santa Ana program, helmets, refillable water bottles, and resources from the organizations that were tabling.

In general, an event that offers a variety of activities for kids and resources for families is always appreciated in low income communities. During the event we heard from participants that they enjoyed learning about resources they didn't already know about such as the nearby library, bike classes, The Bicycle Tree bicycle cooperative and appreciated the idea of safe streets because some of them were mothers or caregivers. The artistic crosswalk made participants feel seen and reminded them to be alert when walking or biking. The bike course we implemented taught children and youth how to scan and signal when riding a bike. Participants also received a free helmet and learned the proper fitting steps.

The impact of having a playful "Place It" activity was that participants were encouraged to imagine what their neighborhood could look like if there were safer streets and open space. Some ideas included having a skatepark, a zoo, and parks for recreational activities such as soccer and riding bikes. A mom who grew up in Willard actually couldn't recall spending much time in any parks as a youth, but remembered the first time she brought her son to the park and watched him play. This showed us the high need of bringing more open spaces to communities such as this one. The area's high number of renters, pollution burdens, and its place as a cut-through neighborhood for traffic going into the region's Civic Center and downtown has made it difficult for neighborhood residents to advocate for a better quality of life.



## Lessons Learned

We dreamed big on this project. Lots of effort and collaboration was made prior to the event date. We are thankful for the support we received from Toole Design, SCAG staff, volunteers, Willard Neighborhood Association, and City of Santa Ana Public Works, Traffic Engineering, and Police Department in all their efforts to help our vision become a reality. One big lesson from this event was learning the process of obtaining permits. There are many requirements and deadlines that created a few barriers for us. We were grateful that our partner from the Willard Neighborhood Association was familiar with these documents because of her involvement in community events. Another thing we learned was to begin our communication with City staff early so that they can understand and support our visions for community events. As a CBO, our visions of community engagement can often look different than an entity such as Public Works and Traffic Engineering. The event showed us the continuous need for safe streets, open space, and resources for low income communities. We saw families, children, and elderly folks share their desires for recreational spaces and visibility of pedestrians and cyclists. Additionally, if we host a similar event we need more volunteers or fewer activities.





# SAAS Speaker Series

**Organization:**

Santa Ana Active Streets

**Project Name:**

SAAS Speaker Series

**Reach:**

7000

**Award Amount:**

\$11,102.22



● Santa Ana,  
Orange County



*The following report was written by Santa Ana Active Streets about the SAAS Speaker Series.*

## Overview

The SAAS Speaker Series was aimed at bringing policy level discussions about transportation into a people-centered space. We did this through a hybrid model of in person and virtual activities. Our aim was to invite local Santa Ana residents through social media posts and posting flyers around neighborhoods that have been affected by the topics that would be discussed. Across three sessions, we posted flyers in the Logan, Artesia Pilar, Lacy and Willard neighborhoods, and at the City's Chicano Heritage Festival, which had more than 5000 attendees and which took place in the Artesia Pilar neighborhood.

Forty-seven percent of people who "like" the SAAS Facebook page are from Santa Ana, and 38% of SAAS Instagram Follows are from Santa Ana.

Of the more than 5900 reached virtually and 1100 reached through in-person outreach, the following breakdown of the three speaker series is as follows:

### Session #1. Topic: Unsafe Santa Ana (7/22/2022)

164 watched Instagram Live

10 joined by Zoom

4 in person

### Session #2. Topic: OC Streetcar (8/29/2022)

788 viewed Instagram Live

7 joined by Zoom

### Session #3. Topic: Bus Riders Story. (8/31/2022)

214 engaged and 187 likes

Spanish language interpretation was provided for the first and second sessions. Due to a limited timeframe, no English translation was provided for the Bus Riders Stories. In spite of this, engagement remained relatively high for the Bus Riders Stories.

Initial outreach helped develop new partnerships with community members and resources. We were able to connect with the principal of Carver Elementary School, and we were able to host the second session at the Southwest Community Center. Staff at Carver

Elementary and Southwest Community Center expressed interest in continuing to build partnerships with SAAS.

Of the community members and residents that participated in all the speaker series, three members expressed interest in getting involved with SAAS advocacy efforts more directly. We also had the opportunity to engage with two journalists with the Los Angeles Times that sought to write about the OC Streetcar. None of this would have been possible without the contributions of the SAAS advocate committee, especially four of our members which contributed their time in developing presentations, recording video and assisting with the day of portions of speaker series events.



## Lessons Learned

The focus for the project was to use the knowledge and personnel we had access to. This strategy served us well as it gave members of our advocate subcommittee an opportunity to share knowledge and research they were passionate about and bring it to residents that often don't have access to this information. Partnering with an engaged group of community members also allowed us to reshape previously held ideas on what a speaker series could be. The "Bus Rider Stories" was initially envisioned to address the challenges of riding the bus as a pedestrian or bicyclist and what a fair and just bus system would look like. Initial ideas included live streaming at an intersection with high bus ridership and asking passersby about their challenges riding the bus. After further discussion with our advocate subcommittee member Marilyn Montano, who is a daily bus rider, we wanted to address this topic by asking bus riders about their lives. This included asking them about restaurants they like eating at, destinations they like to go to, and even their dreams. In this way, the full identity of the "Speaker" can be embodied as we also learn about the challenges and joys of riding public transit.





# Revitalizing Public Transit Through Bus Bench Art

**Organization:**

The Artlands

**Project Name:**

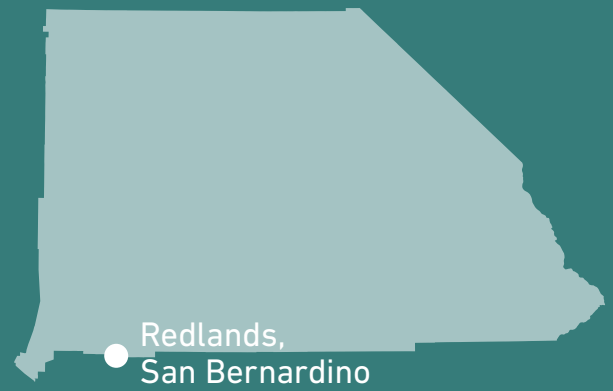
Revitalizing Public Transit Through Bus Bench Art

**Reach:**

71,680 residents of Redlands

**Award Amount:**

\$13,400



Redlands,  
San Bernardino



The following report was written by The Artlands about Revitalizing Public Transit Through Bus Bench Art.

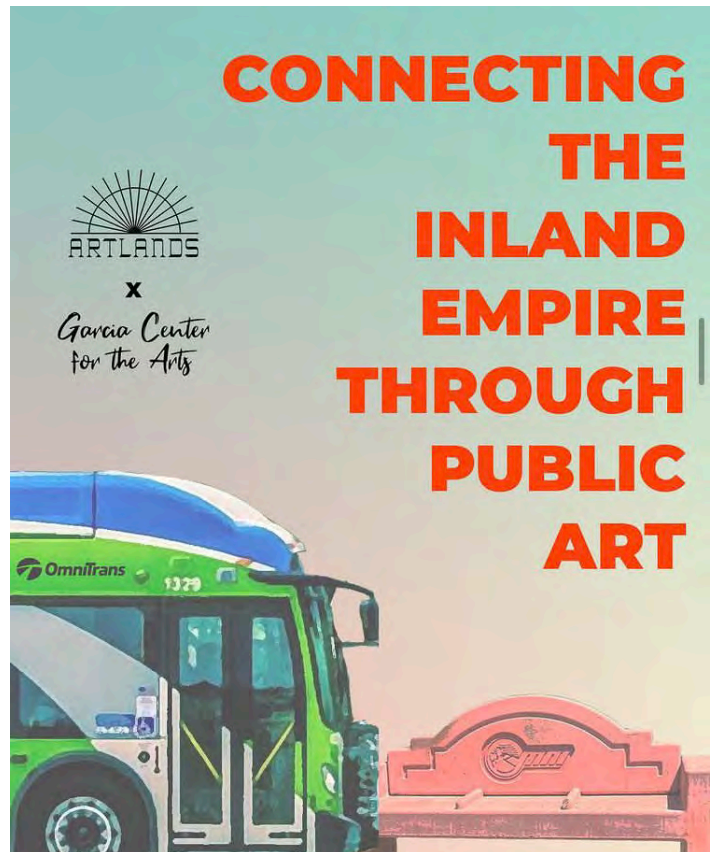
## Overview

Our project consisted of having local artists paint murals on 10 concrete bus stop benches located throughout the city of Redlands, CA. Benches were painted in multiple neighborhoods and in downtown, reflecting a diverse cross-section of the community. In addition to reaching residents and visitors to the City of Redlands, we also impacted 10 local artists providing them with a paid opportunity in which their art would be showcased in public. For many, it was their very first public art project.

## Lessons Learned

The lessons that we learned from this project involved communication. In addition to communicating with the artists and providing updates to *Go Human* on the project, we coordinated this with Omnitrans, our local transit agency, the Garcia Center for the Arts, and also with the Redlands Police as we had to provide updates and schedules as to when we would be painting. Coordinating a large, cross-town public art project involves a lot of communication in ways that we had not anticipated. In the future we would be better prepared for this.

Also, we learned a lot about painting and sealing concrete surfaces.





# Youth-Led Walkability Assessment

**Organization:**

Youth Leadership Institute

**Project Name:**

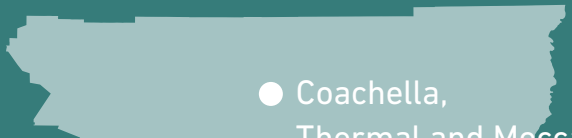
Youth-Led Walkability Assessment

**Reach:**

8

**Award Amount:**

\$10,630.11



● Coachella,  
Thermal and Mecca,  
Riverside County





*The following report was written by the Youth Leadership Institute about the Youth-Led Walkability Assessment.*

## Overview

The Walking Audit Project provided a unique opportunity for youth from the Eastern Coachella Valley (mostly from Coachella and Mecca) to take a closer look at the infrastructure of their hometowns. The main impact of the Walking Audit was how eye-opening the experience was to many of the youth. One youth even remarked how many of the things she was used to on her daily walks to the bus stop weren't "normal" and don't happen in other communities.

The project highlighted some of the major differences between the recently renovated areas of Coachella's downtown and the unincorporated community of Mecca. Youth noticed how despite recent investments in infrastructure, Mecca's recent changes heavily favored automobile traffic over the safety and comfort of pedestrians. In Coachella, despite the heat, youth had easy access to public seating and shade. In contrast,

Mecca had a severe lack of shading and youth were only able to rest until we reached our midway point of the park.

Some of the differences highlighted were a lack of visible crosswalks, shattered glass, and lack of shade and areas to sit. Especially in the areas used as stops for the school's buses. Downtown Coachella, which is more of a commercial area, was well maintained, cleaned and adequately shaded compared to where youth often had to be picked up and dropped off on a daily basis to attend school. While there have been improvements to pedestrian access in both cities over the past decade, there are still many improvements left to be made to ensure the safety of pedestrians.

Overall, the Walking Audit gave youth the opportunity not only to provide feedback but also allowed them the time to reflect on how some of the small changes they suggested could vastly improve the overall quality of life in their communities.



## Lessons Learned

Although the youth that participated in this project walk through these pathways on a daily basis, this project gave them the opportunity to provide feedback and look at their community through a critical lens. They were able to identify unpleasant/unsafe areas and made suggestions to improve accessibility, through an analytical lens.

There were many overlapping issues that were identified by youth and discussions around inclusivity were uplifted. In addition, due to the summer weather, participants also discussed the role climate may continue to play in accessing the built environment, and the importance of green spaces.

Collectively improvements suggested by youth participants would create a safer, more accessible and culturally welcoming environment. While preparing for this project, we consulted with other local organizations that have also identified similar improvements, specifically from adults in the Eastern Coachella Valley. However, youth were also able to tap into their unique lived experiences, since they rely heavily on the built environment to reach school bus stops and youth

spaces, especially during weekday mornings and during after school hours. Overall, their narratives reinforce that youth perspectives are vital when it comes to informing how infrastructure improvements are made on a city and county level.

