GREAT STREETS
CHALLENGE GRANT
ROUND 3
Outreach
Outreach

July - December 2019
WHAT IS GREAT STREETS?
Mayor Eric Garcetti launched the Great Streets Initiative as his first Executive Directive to help Angelenos envision a brighter future for their neighborhoods by giving them the tools to bring their ideas to life.

Our streets are the backbone of our neighborhoods and are the most under-utilized City resource — the places where we live, work, learn, and recreate on a daily basis.
GREAT STREETS | HISTORY

28 Great Streets
70,000+ Residents engaged
70+ miles improved

• Multiple programs | Challenge Grant, Great Streets Great Business
• Diverse projects with bike lanes, curb extensions, parklets, business signage and murals
• Established strong community partnerships
• Built robust community capacity to transform their streets
• Implemented strong inter-agency coordination
GREAT STREETS
CHALLENGE
• Empower communities to build strong and sustainable relationships with the City family.

• Help communities envision and build transformative street infrastructure and corridor investment projects.

• Create projects that are locally supported, data-driven, resource efficient & aligned with city priorities.
CHALLENGE GRANT | CYCLE 3 STRUCTURE

2 MONTH PERIOD
APPLICATION PERIOD OPENS

SELECTED BY CITY
10 CHALLENGE GRANTS AWARDED

6 MONTH PERIOD
COMMUNITY OUTREACH & TECHNICAL ASSISTANCE

SELECTED BY CITY
4 BUILD PROJECTS CHOSEN

6 MONTH PERIOD
FINALIZE DESIGN & FEASIBILITY

1-YEAR PERIOD
CONSTRUCTION BEGINS
COMMUNITY ENGAGEMENT | WHY?

WHY THIS PROCESS?

• It is important to the Mayor and the City to bring Angelenos into the City process.
• At the core of a Great Street is an engaged and active community.
• Our CPs have built capacity to understand City processes and streetscape infrastructure.
• Our CPs have empowered their community to think critically about their neighborhoods.
• They have led them through the process of creating a vision for their Great Street.
• They have developed a community-driven design supporting that vision.
10 CHALLENGE GRANT RECIPIENTS
2019
CHALLENGE WINNERS

- Tia Chucha Centro Cultural
- Centinela Streetscape Group
- Ethiopian Community Development Center
- Leimert Village 2020
- Skid Row Housing Trust
- Watts Labor Community Action Committee
- Community Coalition South LA
- Central City Neighborhood Partners
- Pico Union Project
- Thai CDC
- Tarzana Crossing
CENTRAL CITY NEIGHBORHOOD PARTNERS

TOGETHER FOR ALVARADO

**Project Area:** Alvarado St between 7th St & Wilshire Blvd in Westlake

**Council District:** CD1, Cedillo

**Mission:** Advancing systemic change to benefit low-income communities through collaboration.
The People’s Corridor

Project Area: Vermont/Manchester Ave Intersection in South LA

Council District: CD8, Harris-Dawson

Mission: Works to transform the social and economic conditions in South LA that foster addiction, crime, violence and poverty by building a community institution that involves thousands in creating, influencing and changing public policy.
HEART OF DEL REY

CENTINELA STREETSCAPE GROUP

Project Area: Centinela Ave between Short Ave & Braddock Drive in Del Rey
Council District: CD11, Bonin
Mission: Committed to inclusively improving the quality of life in Del Rey and honoring the needs, rights and contributions of our residents.
DESTINATION LITTLE ETHIOPIA

Project Area: Fairfax Ave between Olympic & Pico Blvd in Little Ethiopia
Council District: CD10, Wesson
Mission: Provides the Ethiopian Community of LA with a presence that can offer resources, programs and a collective community voice to address needs and increase civic engagement.

ETHIOPIAN COMMUNITY DEVELOPMENT CENTER
LEIMERT VILLAGE, INC

Project Area: Leimert Blvd to Vernon Avenue in Leimert Park
Council District: CD10, Wesson
Mission: LPV020 aims to facilitate creative place-making at the intersection arts, heritage and economic development in order to create strategic partnerships between the arts and business communities.
PICO UNION PROJECT

**El Parquito**

**Project Area:** Blaine, Alvarado, Pico & Olympic Blvd in Pico-Union

**Council District:** CD1, Cedillo

**Mission:** A multi-faith cultural arts center and house of worship that aims to invigorate the community of LA and reflect the Jewish value of being a light to all nations.
THE PEOPLE’S PLAZA

Project Area: Wall Street between 6th and 7th in Skid Row
Council District: CD14, Huizar
Mission: Provides permanent support housing so that people who have experienced homelessness, extreme poverty, poor health, disabilities, mental illness and/or addiction can lead safe, stable lives in wellness.
TARZANA CROSSING

Project Area: Reseda Blvd between Wilbur Ave, Etiwanda Ave, Topham St & Oxnard St in Tarzana
Council District: CD3, Blumenfield
Mission: To increase safer, easier, and more pleasant movement on Tarzana streets.
Moving Beauty Pathway

Project Area: San Fernando Road between Polk & Hubbard in Sylmar

Council District: CD7, Rodriguez

Mission: To transform community in the Northeast San Fernando Valley and beyond through ancestral knowledge, the arts, literacy, and creative engagement.
Central Avenue Corridor

**Project Area:** Central Avenue between 103rd St to Imperial Highway in Watts

**Council District:** CD15, Buscaino

**Mission:** Community-based, human social services organization dedicated to improve quality of life for South Central LA residents.
QUESTIONS?
Go Human 2020 Outlook
February 20, 2020

Dorothy Le Suchkova
Active Transportation and Special Programs
February 6, 2020

www.scag.ca.gov
Go Human 2020 Outlook Summary

- **Kit of Parts**: Resources available now, additional Kits complete by August 2020
- **Go Human Challenge Items**: Available now
- **Open Streets Technical Assistance**: March – August 2020
- **Local Community Engagement Mini Call for Projects and Implementation**: April – August 2020
- **Co-Branding**: Available March/April – August 2020
- **Advertising**: Summer 2020 flight
Go Human Safety Pledge

Commit to Safety

- By signing the *Go Human* Safety Pledge and committing to a safety strategy, partners become eligible for safety resources such as borrowing the Kit of Parts, co-branded materials, and more.
- Cities that are currently working on safety efforts and who sign the pledge to be publicly recognized for their efforts.
- Safety Pledge can be found here: https://scag.wufoo.com/forms/scag-safety-pledge/
Safety Pledge Commitment Activities

Examples of activities that cities can pledge to commit to:

• Host a temporary safety demonstration project
• Vision Zero Resolution
• Safe Routes to School Plan
• Conduct bike and walk audits
• More info on sample menu of activities:
Kit of Parts - Available Now

- Creation of 2 more kits
- More robust lending library across the SCAG region – ultimate goal is 1 kit per county.
- Current Kits (2) – Available now
  - 1) Parklet
  - 2) Curb Extension
  - 3) Separated Bike Lane
  - 4) Artistic Crosswalk
  - 5) Median Refuge Island
Go Human Challenge – Available Now

Educational pop-up games designed to be used in conjunction with an existing event to enhance community engagement.

**CLIMATE RESILIENCY**
Tic-Tac-Toe

**ENVIRONMENTAL RESPONSIBILITY**
Oversized Puzzle

**TRANSPORTATION SAFETY**
Rolling Dice
Open Streets Technical Assistance

• March – August 2020

• Technical assistance to incorporate safety component into open streets events

• Technical assistance to include webinars, 1 to 1 coaching and on-site tours at CicLAvia with partners
Local Community Engagement Partnerships – Mini Grants

- April – August 2020
- Mini call for projects targeted for community engagement
- Fund community engagement projects to advance safety in local communities
- Examples include public art, wayfinding, or demonstration projects
- Opportunity for Feedback
Advertising Campaign, Co-branding and Printing

• Refreshed social media/digital advertising targeting the High Injury Network (HIN) (Summer 2020)

• Opportunities for co-branding and materials printing for partners who take the Safety Pledge (April 2020 start)

• Police Departments and Schools: Connect us to your police department and SCAG will develop materials for distribution.
Bike Month Strategies

• We are looking to better understand what’s happening across the region and that we can support with materials/resources.

• Will highlight region-wide efforts through our communications channels to promote (social media, newsletter, blog, etc.)

• Some events on our radar
  • Imperial County Walk/Bike to School Day Activities:
    • May 6, 2020 at Westmorland Elementary School
    • May 13, 2020 at Seeley Elementary School
    • May 20, 2020 at Heber Jr. High School
    • May 21, 2020 at Dogwood Elementary School
  • City of Downey Ride and Stride Open Streets Event — May 17, 2020
  • Others?
Thank you for being champions for safety in your city and region!

More information on the advertising campaign, as well as, other components of Go Human can be found at www.gohumansocal.org

Dorothy Le Suchkova, Senior Regional Planner, suchkova@scag.ca.gov

Materials developed with funding provided by the California Office of Traffic Safety.
Active Transportation Program – Cycle 5
Active Transportation Working Group

Cory Wilkerson
Active Transportation & Special Programs
February 20, 2020
Program Summary

• Competitive Grant Program (Over Subscribed)

• Goals
  • Increase walking and biking
  • Improve safety for non-motorized users
  • Enhance public health
  • Assist regional agencies meet SB375 targets
  • Ensure DAC’s fully share in the benefits

• Five Application Types
  • Small (Up to $2 million) I or I/NI
  • Medium ($2–$7 million) I or I/NI
  • Large ($7 million and up) I or I/NI
  • Non-Infrastructure Only
  • Plans (ATP, Bike, Ped, SRTS in Disadvantaged Communities)
SCAG Region – Statewide Success

• Cycle 1
  • $112,224
  • 61% of all Statewide Funds

• Cycle 2
  • $80,338
  • 45% of all Statewide Funds

• Cycles 3 & 3.5
  • $83,340
  • 36% of all Statewide Funds

• Cycle 4
  • $135,225
  • 57% of all Statewide Funds
Funding Availability

• Programs 4 Years of Funds
  • Fiscal years 2021/22, 2022/23, 2023/24, and 2024/25

• Cycle 5 – Funding Estimate
  • $445,560 over four years

• Funding Distribution
  • 50% for Statewide Component
  • 10% for Small Urban and Rural Component
  • 40% for Metropolitan Planning Organization Component

• SCAG MPO Funding Estimate
  • $93,419 over four years
SCAG Regional Program Funding Distribution

• SCAG MPO Funding Estimate
  • $93,419 over four years
  • 5% to Sustainable Communities Program
    • Planning and Non-Infrastructure Grant Program

• Geographic Equity Funding Breakdown
  • $88,748 over four years

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Program Changes

• Disadvantaged Communities Criteria
  • Regional Definition
    • Moved to “Other” Category
    • Scored by CTC Staff
  • Healthy Places Index Added

• Pilot: Quick-build Projects Added to Eligible List

• Evaluation Process
  • CTC/Caltrans debrief with all evaluation teams
  • Comments required on all score forms

• Large Projects May Apply for Only Pre-construction Phases

• Small Project Size Increased from $1.5mil to $2.0mil

• Preliminary Study Report Equivalent and Application Consistency
Schedule/Next Steps

• March 25–26, 2020 — CTC adopts ATP Guidelines and Call for Projects
• April 2, 2020 — SCAG adopts Regional ATP Guidelines
• June 15, 2020 — Project Applications Deadline (postmark date)
• November 16, 2020 — CTC Statewide Recommendations
• December 2–3, 2020 — CTC adopts Statewide Projects List
• March 30, 2021 — Deadline to submit MPO Recommendations
• May 2021 — CTC adopts MPO Projects List
Grant Workshops and One on Ones

- March 16, 2020 – Coachella Valley
- March 18, 2020 – Orange County
- March 26, 2020 – Imperial County
- Others?
- One on Ones?
Thank You!
Legislating New Approaches: Assembly Bill 2363 and the California Zero Traffic Fatalities Task Force

Rachel Carpenter, P.E.
Chief Safety Officer
California Department of Transportation
February 20, 2020
Presentation Overview

1. Traffic Safety Data Overview
2. AB 2363 Background & Summary
4. Speed Limits in California: Existing Process
5. Report Recommendations
6. Next Steps & Conclusion

Source: www.sfmta.com
Source: www.sacramentokids.net
Fatalities in Traffic Collision, by year, California (Statewide)

Total Fatalities

- 2003
- 2005
- 2007
- 2009
- 2011
- 2013
- 2015
- 2017

Fatalities
Pedestrian Fatalities in Traffic Collision, by year, California

(Statewide)
Fatal & Serious Injury Collisions by Primary Cause
(Statewide, 2008-2017)

- Alcohol or Drug Impaired: 23,821
- Improper Turning: 23,204
- Unsafe Speed: 22,978
- Automobile Right of Way: 12,772
- Pedestrian Violation: 12,276
- Traffic Signals and Signs: 7,054
- Wrong Side of Road: 6,045
- Pedestrian Right of Way: 4,671
- Unsafe Lane Change: 3,548
- Other than Driver (or Pedestrian): 2,905

Introduction
Data Overview
AB 2363
Report of Findings
Speed Limits: Existing Process
Recommendations
Conclusion
Summary of AB 2363

• By July 1, 2019 - requires the Secretary of Transportation to convene a Zero Traffic Fatalities Task Force.

• Specifies Task Force membership.

• Specifies factors to consider.

• By January 1, 2020 - requires the Secretary of Transportation to submit a report of findings on eight specific topics.
Summary of AB 2363 – Eight Topics

1. Existing process for establishing speed limits
2. Existing policies on how to reduce speeds
3. Recommendations on alternatives to the 85th percentile
4. Engineering recommendations to increase safety
5. Additional steps to eliminate road fatalities
6. Calculating the 85th percentile locally, statewide, nationally, and internationally
7. Usage of the 85th percentile in urban and rural settings
8. Effect of bicycle and pedestrian plans on the 85th percentile
Task Force Members
CalSTA Report of Findings

- Advisory Group
- Task Force
- Academic Research
- CalSTA Report of Findings
- California Legislature
- Goal: Zero Traffic Fatalities

June to November 2019
December 2019
January 2020
AB 2363 Report Topics

1) The existing process for establishing speed limits, including a detailed discussion on where speed limits are allowed to deviate from the 85th percentile.

2) Existing policies on how to reduce speeds on local streets and roads.

3) A recommendation as to whether an alternative to the use of the 85th percentile as a method for determining speed limits should be considered, and if so, what alternatives should be looked at.

4) Engineering recommendations on how to increase vehicular, pedestrian, and bicycle safety.

5) Additional steps that can be taken to eliminate vehicular, pedestrian, and bicycle fatalities on the road.

6) Existing reports and analyses on calculating the 85th percentile at the local, state, national, and international levels.

7) Usage of the 85th percentile in urban and rural settings.

8) How local bicycle and pedestrian plans affect the 85th percentile.
Timeline

**Task Force Workshop #1**
- May

**Task Force Workshop #2**
- June
  - Advisory Group Meeting

**Task Force Workshop #3**
- July
  - Draft Report
  - Final Draft Report

**Final Report**
- 2020

**Information Gathering**
- 2020

**Review and Approval**
- Today

Introduction, Data Overview, AB 2363, Report of Findings, Speed Limits: Existing Process, Recommendations, Conclusion
How California sets speed limits

CVC § 22350: Basic Speed Law

“No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent.”

Source: Caltrans

Source: www.fhwa.dot.gov
How California sets speed limits

Maximum speed limits

- Two lane undivided roadways: 55 MPH
- All other: 65 MPH

How California sets speed limits

Engineering and Traffic Survey

- **Step 1:** Measure prevailing vehicular speeds and set base speed limit according to the 85th percentile speed (i.e., the speed that 15% of motorists exceed)
- **Step 2:** Adjust base speed limit according to traffic and infrastructure conditions
How California sets speed limits

‘Special Condition’ Speed Limits

• 15 MPH: Uncontrolled railroad crossings; blind, uncontrolled intersections, alleyways
• 25 MPH: Business & residential areas, school zones, senior centers
How California sets speed limits

Temporary Traffic Control Speed Limits
How California sets speed limits

Temporary Traffic Control Speed Limits

Variable Speed Limits
How California sets speed limits

Temporary Traffic Control Speed Limits
Variable Speed Limits
Advisory Speed Limits

How California sets speed limits

Temporary Traffic Control Speed Limits
Variable Speed Limits
Advisory Speed Limits

Policy Considerations – Speed Limits

• Add & revise prima facie categories
  ▪ Add “business activity district”
  ▪ Revise requirements related to school zones

• Revise engineering and traffic survey procedures
  ▪ Require consideration of bicyclist & pedestrian safety
  ▪ Allow greater deviations from the 85th percentile
  ▪ Allow speed limits below 25 mph if supported

Source: www.fhwa.dot.gov
Source: www.cityofnapa.org
Policy Considerations – Speed Limits

• Develop a new roadway-based context sensitive approach to establish speed limits that prioritizes the safety of all road users
Policy Considerations – Engineering

- Provide Statewide policies, guidance, and standards
- Review funding allocations from a data-driven perspective
- Review encroachment permitting process
Policy Considerations – Enforcement

• **Use of Automated Speed Enforcement** should supplement existing law enforcement personnel

• **Automated Speed Enforcement guidelines** must consider many complex issues

• **Prioritize traffic safety enforcement amongst all transportation agencies**
Policy Considerations – Education

• Develop a statewide coordinated traffic safety campaign
  ▪ Inform and educate
  ▪ Prioritize public awareness and outreach

Source: www.fhwa.dot.gov
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Media Attention

First Bill in Response to Speed Limit Study Includes Small Reform Steps

A.B. 2121 is a small first step to extend the time between traffic speed surveys, and other recommendations.

By Melanie Curry  Feb 7, 2020


FOR IMMEDIATE RELEASE

Media Contact: Leah Shahum, Director, Vision Zero Network

leah@visionszeronetwork.org

San Francisco, CA — As momentum grows across the U.S. to overhaul outdated strategies that fail to prioritize safety over speed, the State of California will consider new recommendations to modernize its speed-setting practices as part of an increasing call for change in traditional roadway safety practices.

A new report released this week, mandated by the CA Legislature, charge California State Transportation Agency (CalSTA) to convene a State Zero Traffic Fatalities Taskforce to identify changes to speed setting methodology.
Thank you!

Rachel Carpenter

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