Joint Working Group
Transportation Safety, Active Transportation, & Go Human Steering Committee

Thursday, June 10, 2021

www.scag.ca.gov
Save the Date for Transportation Safety/Active Transportation/Go Human Steering Committee Part II: Go Human and Sustainable Communities Program (SCP)

Thursday, June 17, 2021, 10:00am – 12:00pm
The meeting will take approximately two hours.

All participant lines will be muted.

At the end of each presentation, there will be a Q & A. If you have a question, please type it into the chat box.

All presentations will be emailed to those who registered to participate in today’s meeting.
| Agenda | 1. Welcome  
| Amy Zhou, SCAG | 1:00 – 1:10pm |
| 2. Virtual Engagement During the COVID-19 Pandemic  
| Leah Hubbard, Las Fotos | 1:10 – 1:25pm |
| 3. Traffic Safety Peer Exchanges & Transportation Safety Regional Economic Conditions  
| Courtney Aguirre, SCAG  
Anikka Van Eyl, SCAG | 1:25 – 1:35pm |
| 4. Active Transportation in Action: Demonstration Projects  
| Christian Vasquez, City of Beverly Hills  
| Lydia Kensinga, Alta | 1:35 – 1:55pm |
| 5. High Injury Networks  
| Amy Zhou, SCAG | 1:55 – 2:05pm |
| 6. Active Transportation Counts  
| Jaclyn Garcia, City of Los Angeles | 2:05 – 2:20pm |
| 7. Active Transportation Updates  
| Cory Wilkerson, SCAG | 2:20 – 2:25pm |
| 7. Go Human Teaser & Closing  
| Andres Carrasquillo, SCAG | 2:25 – 2:35pm |
OUR STREETS

LAS FOTOS PROJECT
SUMMER 2020

SCAG
June 10, 2021
Our Streets Class Goals

1. Explore mobility justice and traffic safety
2. Document mobility/safety issues in students’ communities
3. Envision improved infrastructure that centers mobility justice for communities of color.
Our Streets Class Objectives

1. Developing a photographic record and visual narrative of your relationship with public space and active/public transportation

2. Documenting LA residents’ experiences and challenges with mobility

3. Creating one edited or mixed-media piece displaying your vision for a safer street in your community

4. Crafting a reflection on what true mobility justice means for you and your community
EXPLORING INTERVENTIONS

Bus Boarding Platform
Raised in-lane stops for buses that extend directly from the curb with no separating bike lane. They instead feature sloped edges to allow bicyclists to ride over the platform.

Bus Stop Relocation
Placing bus stops after a traffic light improves bus travel time and increases visibility of pedestrians by allowing them to cross behind the bus where they are more visible to drivers.

Curb Extension
A curb extension permanently widens an existing sidewalk using concrete at intersections or midway along a street.

High-intensity-Activated-crossWalk-(HAWK)
A hybrid, button-activated beacon that uses progressive flashing and solid yellow and red lights to notify drivers to crossing pedestrians; when not in use, the beacons stay dark.

High Visibility Crosswalk
Also known as “continental” crosswalks, this style is characterized by wide “zebra” striping that clearly defines the pedestrian space and deters vehicles from moving into the crosswalk.

Interim Intersection Tightening
Uses temporary materials like paint, plastic bollards, and reflective markers to visually and physically narrow the street at intersections.

Leading Pedestrian Interval
The walk signal displays first to allow people walking to enter the intersection before cars traveling in the same direction.

New Traffic Signal
Reduces conflicts and confusion at intersections for all users and provides people walking with dedicated crossing opportunities.
COMPLETE STREETS
Mobility Justice examines the context and options available to communities and what investments BEYOND STREET INFRASTRUCTURE would make more sustainable modes of transit more tenable, like changes in policing, better bus schedules, lower fares, housing affordability, & family-oriented engagement.

Until many past wrongs and inequities are addressed, pursuit of mobility justice for marginalized communities may involve looking beyond individual choices about transportation modes to deeply related issues like housing instability, job options and over policing.
STUDENT WORK
ROCIO HERNANDEZ, 17
STEPHANIE GUTIERREZ, 16
STEPHANIE GUTIERREZ - SAFE STREET
VALERIA HERNANDEZ, 17
Exhibit: www.lasfotosproject.org/ourstreets

Contact: leah@lasotosproject.org
Regional Transportation Safety

Existing Conditions

Anikka Van Eyl, Junior Planner
Planning Strategy
June 2021
What are the overall trends?

SCAG Region Total Number of Fatal Victims

- 1,450 people die every year from collisions
- 5,500 people sustain serious injuries every year from collisions
- 124,000 people sustain injuries every year from collisions

Data for years 2009 to 2020
Where are Collisions Occurring?

Where Fatal Collisions occurred in the SCAG Region in 2019

- Local Roads: 65%
- Highways: 15%
- Arterials: 20%

77% OF ALL COLLISIONS OCCUR IN URBAN AREAS
When are Collisions Occurring?

Total Fatal and Serious Injury Collisions by Time of Day in the Southern California Region (2019)

Fatal and Serious Injury Collisions by Day of Week in the Southern California Region

Fatal and Serious Injury Collisions by Month in the Southern California Region (2019)
Who is being hurt?

Fatal Victims by Age and Gender in the Southern California Region (2019)

<table>
<thead>
<tr>
<th>AGE - YEARS</th>
<th>Male</th>
<th>Female</th>
<th>Not Stated</th>
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<tbody>
<tr>
<td>85+</td>
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<td>75 to 84</td>
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<td>65 to 74</td>
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<td>55 to 64</td>
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<td>45 to 54</td>
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<td>35 to 44</td>
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<td>25 to 34</td>
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<td>18 to 24</td>
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<td>15 to 17</td>
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<td>10 to 14</td>
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<td>5 to 9</td>
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<td>0 to 4</td>
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</table>

Fatal Victims, Serious Injury Victims and All Victims by Race in the Southern California Region (2019)

- Fatal Victims
- Serious Injury Victims
- All Victims

County Population

- Black
- Hispanic/Latino
- Asian
- Other
- White
Why are collisions occurring?
Thank you!

Questions?

Resources
Transportation Safety Regional Existing Conditions Report
Story Map
Fact Sheets and Additional Resources

Anikka Van Eyl
Junior Planner
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Beverly Hills Pedestrian-Bicycle Awareness Campaign + Camden/Brighton Demonstration Project

06.10.2021
SCAG Regional Nexus

- Beverly Hills + Hermosa Beach
- SCAG regional planning priorities
- Go Human
Project Background and Goals

- Grant funded by SCAG
- Supports Complete Streets Plan Goals
- Coordinate with Open BH + Public Works, Traffic & Parking Commission (TPC), other City Departments and Committees
- Develop educational materials to encourage walking, biking, and safely sharing the road via social media campaign
- Test streetscape designs that can be replicated elsewhere in the city + model Complete Streets best practices
Education + Encouragement

SCAG Pedestrian + Bicycle Awareness Campaign | Camden Drive and Brighton Way Demonstration

beverlyhills.org/mobility
Why do a Demonstration Project?

- Expedite implementation and deliver public benefits faster
- Test design solutions
- Experience improvements and provide feedback in the moment
- Demonstrations are a form of outreach themselves
- Build support for Complete Streets concepts elsewhere in the City
Pre-Demonstration Outreach/Coordination

Pre-Demonstration

- Two cross-departmental design charrettes
- Open BH program coordination meetings
- GAC & TPC Presentations
- Presentation/discussion with adjacent businesses
- Mailed notices (300 and 400 blocks of Camden, Brighton Way between Bedford and Rodeo Drives)
- Email blast to Complete Streets list
- Farmer’s Market, community center tip sheet/demonstration flyer distribution
Demonstration Install with Public Works Team
Live Test Benefits
Final Installation
Evaluation

Did you notice the changes to this intersection?

TELL US WHAT YOU THINK

bit.ly/bevhilldemo
Post-Demonstration Outreach/Coordination

27,171 Impressions

During/Post-Demonstration

- Demonstration as test & outreach
- Social media + press release
- Sidewalk decals
- Surveys (general, business) - feedback on project effectiveness, safety perception, support/opposition
- Pre- and post-demo counts & traffic assessment
- GAC, TPC, Council Presentations
Post-Demonstration Outreach/Coordination

General Survey

- "It makes the street more pleasant!"

234 Responses

- Rodeo Drive could benefit from similar treatments
- Split opinions on aesthetics. Some people love the bright colors and find it friendly and welcoming, others not.

Business Survey

32 Responses

- 59% agree a similar project would make the street more welcoming to customers, 11% neutral, 28% disagree.
- 56% agree a similar project would create a stronger sense of community, 11% neutral, 31% disagree.
Project Observations

- COVID impacts to project scope - unable to capture traffic counts
- Material durability - lessons learned
- No negative impacts to vehicle travel - proof of “red curb” concept
- Increased pedestrian compliance in scramble crossing (71% observed pre-installation, 80% observed post)
Next Steps

● Traffic & Parking Commission
● City Council Meeting (Summer 2021)
● Final Report & Lessons Learned
● City to conduct additional evaluation, as needed
Thank you! Questions?
California High Injury Network Definitions & Methodologies

Strategic Highway Safety Plan, Bicycle/Pedestrian Action Item

Active Transportation, Transportation Safety, Go Human Joint Working Group Part 1
June 10, 2021
In a typical year in California, traffic collisions result in:

• 3,700 people killed
• 16,000 seriously injured (e.g., broken bones, concussions, etc.)

In a typical year in Southern California, traffic collisions result in:

• 1,450 people killed
• 5,500 seriously injured (e.g., broken bones, concussions, etc.)
Traffic Speed Setting Issues

• Current procedures for setting speed limits in California rely on the 85th percentile methodology

• Limits ability of locals to lower speeds, even on streets with known safety issues (e.g., High Injury Networks)

• Zero Traffic Fatalities Task Force – Findings & Recommendations focused on speed
  o Locals seeking more flexibility on setting speed limits
  o Current legislation implementing ZTFTF recommendations (CA AB43) would permit jurisdictions to lower speed limits beyond the 85th percentile on High Injury Networks

Photo credit: Caltrans
High Injury Networks – Why?

- Identifying areas of need
- Motivating data-driven decision-making
- Providing more information on where to focus limited resources
- Providing opportunities to understand how communities of concern or disadvantaged communities are impacted by higher rates of serious injuries and fatalities
- Building greater public and political support
Strategic Highway Safety Plan - HIN Action

- High Injury Network Action Item
  - Develop statewide definition of and methodology for High Injury Networks at local level
  - Motivated by recommendations of Zero Traffic Fatalities Task Force
- Convened statewide working group in November 2020
• Reviewed HIN methodologies at different levels of government - cities, counties, MPOs
• Developed catalogue of 23 methodologies
• Reviewed methodologies & conducted interviews with case studies, including:
  • City of Los Angeles
  • City/County of San Francisco
  • City of San Jose
  • City of Daly City
  • City of Fremont
  • Alameda County
  • Los Angeles County
  • SCAG
California High Injury Network – Definition

- Network of designated corridor-level segments where the highest concentrations of collisions occur
- Typically based on a minimum of 3-5 years of data
- Represents a defined prioritized subset of the overall transportation network
- Most consider fatalities and serious injuries
California High Injury Networks – Core Components

- Years of data
- Level of Analysis
- Roadway facility types included
- Consideration of modes
- Overall thresholds
- Equity
- Weight assignment*
- Normalization*
California High Injury Networks – Challenges

- Access to reliable data
- Education and understanding
- Lack of robust collision data
- Software and staff resources
- Risk and liability concerns
- Potential for over-policing
“A High Injury Network is a network of designated corridor-level segments where the highest concentrations of serious and/or fatal collisions occur, typically over the course of the most recent three-to-five-year period of collision data. The HIN represents a defined prioritized subset of the overall transportation network.”
### Draft High Injury Network Methodology

<table>
<thead>
<tr>
<th>Category</th>
<th>Requirements</th>
</tr>
</thead>
</table>
| **Years of Data**                | • Should use between 3 – 5 years  
• Could be from SWITRS/TIMS or a jurisdiction’s established database |
| **Level of Analysis**            | • Should focus on corridors that are continuous and have comparable collision patterns or densities |
| **Roadway Facility Types**       | • Facilities where jurisdictions have the authority to establish speeds or conduct enforcement may be included |
| **Consideration of Share Modes** | • All modes of serious and fatal collisions should be considered, including bicyclists and pedestrians |
| **Share of Roadway Networks**    | • HIN should represent a subset of an overall roadway network—typically between 5 and 20 percent  
• Jurisdictions should aim to identify a share less than 50 percent of total roadway networks as the HIN |
| **Collision Density**            | • HIN development threshold should capture a significant number of KSI collisions—typically more than 40 percent |
| **Equity**                       | • Jurisdictions should take equity into consideration, such as how much of the proposed HIN falls into communities of concern or disadvantaged communities |
| **Maintenance**                  | • New evaluations should occur when speed limits are surveyed/modified, land use characteristics change, data changes or other changes occur. |
• Jurisdictions with HINs could potentially acquire authorization to lower speed limits on a subset of streets

• More jurisdictions with HINs = more data driven decision making

• Could be considered in funding prioritization at state, county, or regional levels

• Ultimate goal = Vision Zero/Toward Zero Deaths
Process and Next Steps

1. Finalize Report
2. Share with Stakeholders
3. Update Report with Feedback
4. Share with SHSP Steering Committee
Outreach and Feedback

We are looking for feedback and comments from a variety of stakeholders:

• Other transportation safety professionals
• Community-based organizations
• Cities, counties, tribes
• Decisionmakers and Elected Officials
• Federal or state agencies

If you are interested in providing feedback, please contact Courtney Aguirre (Aguirre@scag.ca.gov) or Amy Zhou (Zhoua@scag.ca.gov).
Questions? Comments?

Courtney Aguirre, Program Manager
Public Health & Safety
aguirre@scag.ca.gov

Amy Zhou, Junior Planner
Public Health & Safety
zhoua@scag.ca.gov
2019 Walk & Bike Count
Jaclyn Garcia, Transportation Planning Associate
June 10, 2021
2019 Walk & Bike Count Report

- Report released in April 2021
- LADOT’s first bi-annual count conducted in Fall 2019
- 63 count locations across the city
- Report summarizes 2019 data + trends over time since 2013
What Did We Count?

**PEDESTRIANS**
- Perceived gender
- Use of mobility assistance device
- Use of stroller

**BICYCLISTS**
- Perceived gender
- Use of helmet
- Sidewalk riding
- Contra flow riding
- Bikeshare riding

**MOTORIZED SCOOTERS**
- Perceived gender
- Use of helmet
- Sidewalk riding
- Contra flow riding

**OTHER**
- Perceived gender
- Use of helmet
- Sidewalk riding
- Contra flow riding
Where Did We Count?

- Representative sample of **various bicycle facilities**
- Representative sample of **various geographies** in city
- 41 locations (65%) have **historic counts** by the LACBC-coordinated Bike + Ped Count
- 22 new locations without previous counts
- Prioritizes **Vision Zero priority corridors** and locations with **recent or future pedestrian and bicycle facility improvements**
When Did We Count?

- Fall 2019 before daylight savings
- Holidays, big events, and unusual weather conditions were avoided
- Times of the day with the most activity:
  - Weekday mornings and evenings
  - Weekend mid-day
- Weekday counts were performed on a Tuesday, Wednesday, or Thursday
How Did We Count?

**Screenline count:** Create an imaginary line in the middle of a block and count those that travel through the line. Record each traveler by their direction of travel (ex: *eastbound* or *westbound*)

- Did not record which side of street traveler is on (ex: *north side* or *south side*)
How Did We Count?

Weekend Counts

- 43 volunteers recruited
- 50% of volunteers had counting experience
- In person training workshop hosted by LADOT
- Training manual created
- Free t-shirts!
- SCAG paper count form or mobile app
How Did We Count?

**Weekday Counts**

- Performed by LADOT staff and city contractors
- Manual counts through video camera observations
  - Staff temporarily set up and remove a video camera, observe footage in office
- The accuracy of counts through video is increased due to the ability to rewind/re-review footage as needed
- Some locations tested a machine learning algorithm developed by Cal State LA through Toyota Mobility Foundation grant partnership with City of LA
Results
Walking

- **70,367** people walking
- Top location was Figueroa Street in Downtown LA
  - **1,500 people an hour**
  - Nearly double the second highest location
- Downtown LA, Hollywood, and USC area ranked highest
Biking

- **13,448** people biking
- Top location was Ballona Creek Bike Path
  - Over **400 people an hour**
  - Over double next highest location
- West LA, Downtown LA, and USC area ranked highest
Motorized Scooters

- **2,342** people riding scooters
- Top location was Hoover Street by USC
- Downtown LA, and USC area ranked highest

### Top 10 Locations for Motorized Scooters

<table>
<thead>
<tr>
<th>Location</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main b/w Abbot Kinney and Park</td>
<td>70</td>
</tr>
<tr>
<td>Alameda b/w Temple and 1st</td>
<td>83</td>
</tr>
<tr>
<td>Vine b/w Sunset and Delongpre</td>
<td>93</td>
</tr>
<tr>
<td>Hollywood b/w Argyle and El Centro</td>
<td>123</td>
</tr>
<tr>
<td>Washington b/w Ocean and Grayson</td>
<td>127</td>
</tr>
<tr>
<td>7th b/w Hill and Olive</td>
<td>158</td>
</tr>
<tr>
<td>Spring b/w 6th and 7th</td>
<td>202</td>
</tr>
<tr>
<td>Figueroa b/w 7th and 8th</td>
<td>208</td>
</tr>
<tr>
<td>Figueroa b/w 30th St and 31st St</td>
<td>223</td>
</tr>
<tr>
<td>Hoover b/w 29th and 30th</td>
<td>286</td>
</tr>
</tbody>
</table>
Female Travelers

- **37%** of travelers were perceived to be female.
  - Increases to **40%** for those walking
  - Decreases to **18%** for motorized scooter riders
  - Decreases to **17%** for bicyclists
- Greater proportion of women walk on the weekends (**44%**)
- **120% increase** in female bicyclists on separated bike paths compared to streets with no bicycle facilities
- Percentage of female bicyclists increases to **19% on bike lanes**, and **22% on separated bike paths**
Sidewalk Riding

The propensity of sidewalk riding is an indicator that a street may not feel comfortable or safe for riders.

Citywide average of 78% of bicyclists ride on the street and 22% ride on the sidewalk
  - Decreases to 13% sidewalk riding in protected bicycle lanes

28% of motorized scooter riders ride on the sidewalk
Trends in Volumes

**MyFigueroa**
- Streetscape project completed in 2018
- Bicycle ridership increased 73% since 2017
- Sidewalk riding decreased 36% since 2015

**Spring St**
- Protected bike lane project completed in 2018
- Bicycle Ridership increased 17% since 2017
- Sidewalk riding decreased 22% since 2015
Lessons Learned

- Volunteer coordination is time consuming!
  - Approximately 100% of one full-time employees hours for a three month period
  - Data less accurate than other methods
- Data re-formatting is also time consuming!
  - Paper count form/contractor count template -> LADOT count template -> SCAG count template
- Traveler characteristic/behavior data just as valuable as count data itself
- Machine learning algorithm not ready for use in Walk & Bike Count
Next Steps

- Finalize count locations for Fall 2021
  - Count will increase from 63 to **100 locations**
- Future counts to include a combination of automatic counters and traditional manual counts in future
  - Decreases overhead + staff time
- LADOT will be installing bicycle loop detectors at 30 intersections and nearly 50 Eco-Counter multi-modal counters through Metro Call for Projects grant
Program Management and Costs

- Program costs are absorbed by department’s annual traffic counts budget
- Program managed by existing staff, one planner and one intern
- Intern support is critical for data cleansing, formatting, and analysis
- Report was created in-house = reduces costs
- **$21,000** for 2019 Walk & Bike Count
  - Funded contractor-performed weekday counts at 45 locations
- Anticipated costs for 2021 count: ~ **$50,000**
Questions/Comments?

Jaclyn Garcia
jaclyn.garcia@lacity.org
Active Transportation Program – Cycle 5

Program Update

Cory Wilkerson
Active Transportation & Special Programs
June, 2021
ATP Cycle 5 SCAG Region

Applications Submitted:

• 161 Applications in the SCAG Region
• $945 Million in ask

Funded:

• 37 Projects funded in the SCAG Region
• $185,069,000 Total

Augmentation?
Go Human Active Transportation Safety & Encouragement Campaign

Co-Branding & Regional Advertising Campaign

Temporary Safety Demonstrations & Programming

Safety Workshops, Webinars, and Technical Assistance
Go Human Co-branded Safety Materials
Go Human Kit of Parts

Curb Bulb-outs

Artistic Crosswalk

Bike Lane

Median Refuge Island

Parklet
Go Human Community Streets Mini-Grants

• Provides up to $10,000 to community organizations
• Application closed May 19th
• Announcements this week
• In 2020, SCAG provided over $210,000 to 28 community-driven projects.
Go Human Community Ambassadors

- Participatory & experiential planning and leadership series
- 3 counties: Imperial, San Bernardino, Ventura
- 60 Ambassadors, 6 virtual leadership sessions, and 1 local safety activation by each ambassador in the cohort
- Ambassadors are compensated
- Currently recruiting
- Workshops and trainings in progress!
SCAG's Go Human Traffic Safety Peer Exchanges

Traffic Safety Peer Exchanges Events

**Wednesday June 9, 1 – 2:30 p.m.**
Using Data to Craft a Safety Narrative: High Injury Networks

**Wednesday June 16, 1 – 2:30 p.m.**
Making Traffic Safety a Reality: Funding Strategies

**Tuesday June 22, 1 – 2:30 p.m.**
More than a Checkbox: Better Community Engagement

**Thursday June 24, 10 a.m. – noon**
Traffic Safety is a Public Health Issue: Collaborating to Save Lives

**Tuesday June 29, 1 – 2:30 p.m.**
Repairing & Investing: Addressing Equity in the Built Environment

Visit gohumansocal.org to register and sign up for the Go Human newsletter

Follow Go Human on socials @GoHumanSoCal
Community Ambassadors Program

- Participatory & experiential planning and leadership series
- 3 counties: Imperial, San Bernardino, Ventura
- 60 Ambassadors, 6 virtual leadership sessions, and 1 local safety activation by each ambassador in the cohort
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