Repairing and Investing: Addressing Equity in the Built Environment

June 29, 2021
1:00 pm – 2:30 p.m.

www.scag.ca.gov
Meeting Logistics

1. Webinar length: approximately 1.5 hours
2. Please take care to mute your audio/phones
3. At the end of the presentations, there will be a Q&A session followed by facilitated breakout sessions
4. If you have a question during a presentation, type it into the chat box, or raise your hand and we will call on you after the presentation is finished
5. Think of something later? Email aguirre@scag.ca.gov or the presenter
6. All presentations will be emailed to those who registered to participate in today’s webinar
Land Acknowledgement
Presentations

Presentation #1: Overview of Regional Conditions, Go Human Campaign
Andres Carrasquillo, SCAG

Presentation #2: Race, Place, and Space
Naomi Doerner, Director of Equity, Diversity & Inclusion, Nelson\Nygaard

Presentation #3: Repave Oakland, Oakland’s 2019 3-Year Paving Plan
Josie Ahrens, Transportation Planner II, Oakland DOT

Safe Streets for All: Addressing Disproportionate Traffic Safety Outcomes in the City of LA
Lauren Ballard, Supervising Transportation Planner, Los Angeles Department of Transportation
Overview of Regional Conditions & Go Human Campaign

Summer 2021

www.scag.ca.gov
What are the overall trends?

SCAG Region Total Number of Fatal Victims

Why are collisions occurring?
One of the top contributing factor of all collisions is unsafe speed.

Speed is the critical factor in the severity of collisions.

HIT BY A VEHICLE TRAVELING AT 25 MPH
89% chance of survival.

HIT BY A VEHICLE TRAVELING AT 35 MPH
68% chance of survival.

HIT BY A VEHICLE TRAVELING AT 40 MPH
35% chance of survival.

1,450 PEOPLE DIE EVERY YEAR FROM COLLISIONS

5,500 PEOPLE SUSTAIN SERIOUS INJURIES EVERY YEAR FROM COLLISIONS

77% OF ALL COLLISIONS OCCUR IN URBAN AREAS
Arriving Home Safe

The State of Transportation Safety in the Southern California Region

Southern California Association of Governments | June 8, 2021

Visit scag.ca.gov/transportation-safety for all county-specific factsheets, a Story Map, the Transportation Safety Regional Existing Conditions Report, and more.
Go Human Active Transportation Safety & Encouragement Campaign

Co-Branding & Regional Advertising Campaign

Temporary Safety Demonstrations & Programming (Kit of Parts)

Safety Workshops, Webinars, and Technical Assistance
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
1 Nelson/Nygaard Overview
2 Context of Race, Space & Place
3 Racial Equity Approach
Overview

- We are an internationally recognized transportation planning firm with 130 people in offices across the country.
- We are a former woman-owned business.
- We are guided by our core values and actions to advance equity—internally and within the broader transportation industry.
- We understand the importance of building supportive relationships with our WMBE partners.
Overview

We Put People First

Developing transportation systems to promote broader community goals of mobility, equity, sustainability, health, and economic development.
Context of Race, Space & Place
Context for Race, Space & Place

Race
Socially constructed hierarchy based on physical features—skin color, hair texture, etc.—rooted in white supremacy, placing white people at the top of the hierarchy and Black people at the bottom.

Racism
The marginalization and/or oppression of people of color based on a socially constructed racial hierarchy that privileges white people. Racism occurs at the internal, interpersonal, institutional and structural levels, resulting in systemic racism.

Diagram:
- Structural/Systemic (Transportation +)
- Institutional (City, DOTI)
- Interpersonal (Community)
- Individual (You)
Context for Race, Space & Place

National

› Colonial Planning, Jim Crow, Federal Highway Act, Urban Renewal, Slum Clearance, Eminent Domain, GI Bill

› Highly unequal communities, programs and resources centered on anti-discrimination and harm mitigation.

Local

› Residential segregation laws and covenants, redlining, and blockbusting.

› Segregated communities of color concentrated in areas with less mobility and upward economic mobility access and options

› Higher pollution rates, poor public health outcomes, higher crash injury and fatalities, higher enforcement rates
Context for Race, Space & Place

Racial Equity

Ensuring everyone has what they need to be successful and thrive by taking race and the impacts of racism into account and systemically removing barriers.
Racial Equity Approach
Racial Equity Approach

- Set Desired Equity Vision for Mobility
- Analyze Historical and Current conditions
- Engage Impacted Communities
- Develop Equity Strategies & Scenarios
- Implement & Benchmark Progress
- Establish a Transparent Feedback Loop
Racial Equity Data Analytics Approach

- Our data analytics approach centers the people who most rely on alternative mobility.
- The “transit propensity index” serves as the foundation.

<table>
<thead>
<tr>
<th>Demographic Group</th>
<th>TIF</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle Ownership</strong></td>
<td></td>
</tr>
<tr>
<td>No Car</td>
<td>13.19</td>
</tr>
<tr>
<td>One</td>
<td>1.02</td>
</tr>
<tr>
<td>2 or More</td>
<td>0.36</td>
</tr>
<tr>
<td><strong>Race</strong></td>
<td></td>
</tr>
<tr>
<td>White Alone</td>
<td>0.47</td>
</tr>
<tr>
<td>Black or African American</td>
<td>2.11</td>
</tr>
<tr>
<td>Asian</td>
<td>1.19</td>
</tr>
<tr>
<td>Hispanic</td>
<td>1.18</td>
</tr>
<tr>
<td><strong>Household Income</strong></td>
<td></td>
</tr>
<tr>
<td>Less than $15,000</td>
<td>2.12</td>
</tr>
<tr>
<td>$15,000 to $24,999</td>
<td>1.88</td>
</tr>
<tr>
<td>$25,000 to $34,999</td>
<td>0.78</td>
</tr>
<tr>
<td>$35,000 Plus</td>
<td>0.39</td>
</tr>
</tbody>
</table>
Racial Equity Analysis Approach

Transit Deserts are those areas:
- not covered by transit or
- with a transit coverage that doesn’t meet the transit needs

Variables used to determine Transit Deserts are:
- Demographics
- Employment
- Transit coverage
Thank you!

Naomi Doerner
Director of Equity, Diversity & Inclusion

e: ndoerner@nelsonnygaard.com
Repave Oakland
Oakland’s 2019 3-Year Paving Plan

Oakland Department of Transportation

Josie Ahrens, Transportation Planner II
she/her/hers
2019 3-Year Paving Plan

3
Demonstrate quick action with a 3-year citywide paving plan.

100
Deliver $100M in paving construction, tripling average annual spending.

75
Prioritize $75M on local streets to improve neighborhood quality of life.
<table>
<thead>
<tr>
<th><strong>Quick Definitions</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pavement Condition Index (PCI)</strong></td>
</tr>
<tr>
<td><strong>Underserved Populations</strong></td>
</tr>
<tr>
<td><strong>Equity</strong></td>
</tr>
</tbody>
</table>
Planning Areas

- West Oakland: 36,863
- Downtown: 19,169
- Emeryville: 79,213
- Glenview/Redwood Heights: 31,976
- Central/East Oakland: 98,937
- East Oakland Hills: 23,658
- North Oakland Hills: 23,658
- North Oakland/Adams Point: 79,213
- Fruitvale/Eastlake: 98,739
- Coliseum/Airport: 3,752

- Larger than neighborhoods
- Smaller than Council Districts
- Simple way of looking at distributing paving resources
Street Condition & Equity

<table>
<thead>
<tr>
<th>Area</th>
<th>Share of Local Streets In Poor Condition</th>
<th>Share of Underserved Populations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central East Oakland</td>
<td>29%</td>
<td></td>
</tr>
<tr>
<td>Coliseum/ Airport</td>
<td>2%</td>
<td>1%</td>
</tr>
<tr>
<td>Downtown</td>
<td>7%</td>
<td></td>
</tr>
<tr>
<td>East Oakland Hills</td>
<td>10%</td>
<td>6%</td>
</tr>
<tr>
<td>Eastlake/ Fruitvale</td>
<td>17%</td>
<td></td>
</tr>
<tr>
<td>Glenview/ Redwood Heights</td>
<td>10%</td>
<td>4%</td>
</tr>
<tr>
<td>North Oakland Hills</td>
<td>16%</td>
<td>2%</td>
</tr>
<tr>
<td>North Oakland/ Adams Point</td>
<td>19%</td>
<td>14%</td>
</tr>
<tr>
<td>West Oakland</td>
<td>6%</td>
<td>8%</td>
</tr>
</tbody>
</table>
Distribute funding for local streets by the share of underserved populations and share of local street miles in poor condition.

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<td>7%</td>
</tr>
<tr>
<td>East Oakland Hills</td>
<td>8%</td>
<td>10%</td>
</tr>
<tr>
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<td>17%</td>
<td>28%</td>
</tr>
<tr>
<td>Glenview/ Redwood Heights</td>
<td>7%</td>
<td>10%</td>
</tr>
<tr>
<td>North Oakland Hills</td>
<td>9%</td>
<td>16%</td>
</tr>
<tr>
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<td>17%</td>
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<tr>
<td>West Oakland</td>
<td>6%</td>
<td>8%</td>
</tr>
</tbody>
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Local Streets Prioritization

Local Streets

Program funds in nine planning areas by equity and street condition.

Prioritize individual streets by street condition and school proximity.

PCI Goal

46 \rightarrow 50

How We Prioritized Local Streets within Planning Areas:

1. Select streets in poor condition near schools, then

2. Select streets in poor condition in order of worst PCI until dollar target is met.
Implementation

To date, we’ve paved 22 miles the Central East Oakland planning area.
Year 1

Complete Streets Metrics:
• 718 new curb ramps
• 824 crosswalk improvements
• 29,000 square feet of sidewalk repairs
• 8 miles of new bikeways
• 4.8 miles of paving around schools
Year 2
Thank you!

Complete Streets Paving & Sidewalks
Oakland Department of Transportation
SAFE STREETS FOR ALL

Lauren Ballard
Los Angeles Department of Transportation
Vision Zero Los Angeles

- Goal to end traffic fatalities in Los Angeles
- Established via Mayor Garcetti Executive Directive
- Focuses investments on areas with the greatest need
High-Injury Network (HIN) is made up of 6% or 500 miles of City of LA’s total street network (7,500 miles)

HIN accounts for nearly two-thirds of death and severe injury crashes (KSI) involving people walking and biking

49% of HIN falls within top quintile (top 20%) most vulnerable communities
Vision Zero Priority Corridors

2017 Priority Corridors
- Methodology
  - Top Quintile of Health and Equity Index
  - Senior or Child Involved
  - Fatal or Severe
- 40 Corridors Adopted

2019, 2021 - 30 More Priority Corridors
- Methodology
  - Death and Severe Injury Crashes per mile
- Prioritize Top Quintile Projects
- 23 Adopted in 2019
- 8 Adopted in 2021
Priority Corridor Safety Projects in South Los Angeles

- **Avalon Bl - 6.2 miles**
  - 149 people killed or severely injured between 2009-2017
  - 44% were walking or riding a bike

- **Broadway - 2 miles**
  - 34 people killed or severely injured between 2009-2018
  - 59% were walking or riding a bike
  - 40 mph speed limit
Priority Corridor Project: Avalon Blvd in South LA

Pre-Project

Quick-Build Project (2020)

Future Project: Complete Streets Project Scheduled to Break Ground 2022
Priority Corridor Project: Broadway in South Los Angeles

Pre-Project

Quick-Build Project (2020)

Future Project: Scheduled to Break Ground 2024
Pre-Project Engagement on Avalon

Bike Day on Avalon
Canvassing
Corridor Activation
Friday Night Bike Lights
Pre-Project Engagement on Broadway

- Walk Audit
- Community Action Comm. Mtg
- Elementary School Presentation

- January 2018 MLK Day Pop-Up
- First 5 LA Workshop
- Walk Audit
- Vision Zero Town Hall
Adams Blvd Engagement: Walk the Boulevard

ADAMS BLVD SAFETY PROJECT
Walk the Boulevard

Saturday, June 26, 9am-12pm
Visit booths to learn about safety improvements coming to Adams between Fairfax and Crenshaw
MASKS & SOCIAL DISTANCING ARE REQUIRED TO PARTICIPATE
ladot.lacity.org/adams
visionzero@lacity.org

MARK RIDLEY-THOMAS
WEST ADAMS NEIGHBORHOOD COUNCIL
LADOT
Current and Upcoming Projects

Adams Blvd Vision Zero Project
* Begins August 2021 *

Reseda Blvd Vision Zero/Complete Streets Project
* Under Construction *
Thank you!

Lauren Ballard
Los Angeles Department of Transportation
lauren.ballard@lacity.org

www.ladotlivablestreets.org
Breakout Session

- Learning Objectives
  - Learn ways to think about and implement the intersections of equity and the built environment at a practical level.

- Session Purpose
  - How can you apply this information to your community?
Breakout Session Questions

- What did you hear today that made you think incorporating equity into the built environment could work in your region or how it could be improved?

- What are some of the obstacles in embedding equity into the build environment? Have you seen these in your jurisdictions?
SCAG’s Go Human Traffic Safety Peer Exchanges Evaluation Survey:

Sign up for another!
https://scag.ca.gov/traffic-safety-peer-exchange-events

We will be posting recordings here:
https://scag.ca.gov/go-human-safety-resources
<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>7/13</td>
<td>1 p.m.</td>
<td>Human - Centric Safety in Rural Communities (Riverside, San Bernardino, and Imperial Counties)</td>
</tr>
<tr>
<td>7/15</td>
<td>11 a.m.</td>
<td>Traffic Safety in the City: Centering Equity and Access (Orange, Riverside, and San Bernardino Counties)</td>
</tr>
<tr>
<td>7/20</td>
<td>1 p.m.</td>
<td>Traffic Safety in Suburbia: Serving All Ages (Ventura and Los Angeles Counties)</td>
</tr>
<tr>
<td>7/23</td>
<td>1:15 p.m.</td>
<td>Reimagining Community Safety</td>
</tr>
<tr>
<td>7/29</td>
<td>1 p.m.</td>
<td>Traffic Safety in Suburbia: Serving All Ages (Orange, Riverside, and San Bernardino Counties)</td>
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Contact the Project Team

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joverman@camsys.com

For more information
https://scag.ca.gov/go-human

www.scag.ca.gov