

Safe and Active Streets

Regional Planning Working Group

Thursday, March 10, 2022

www.scag.ca.gov



Session Logistics



The meeting will take approximately 1.5 hours.



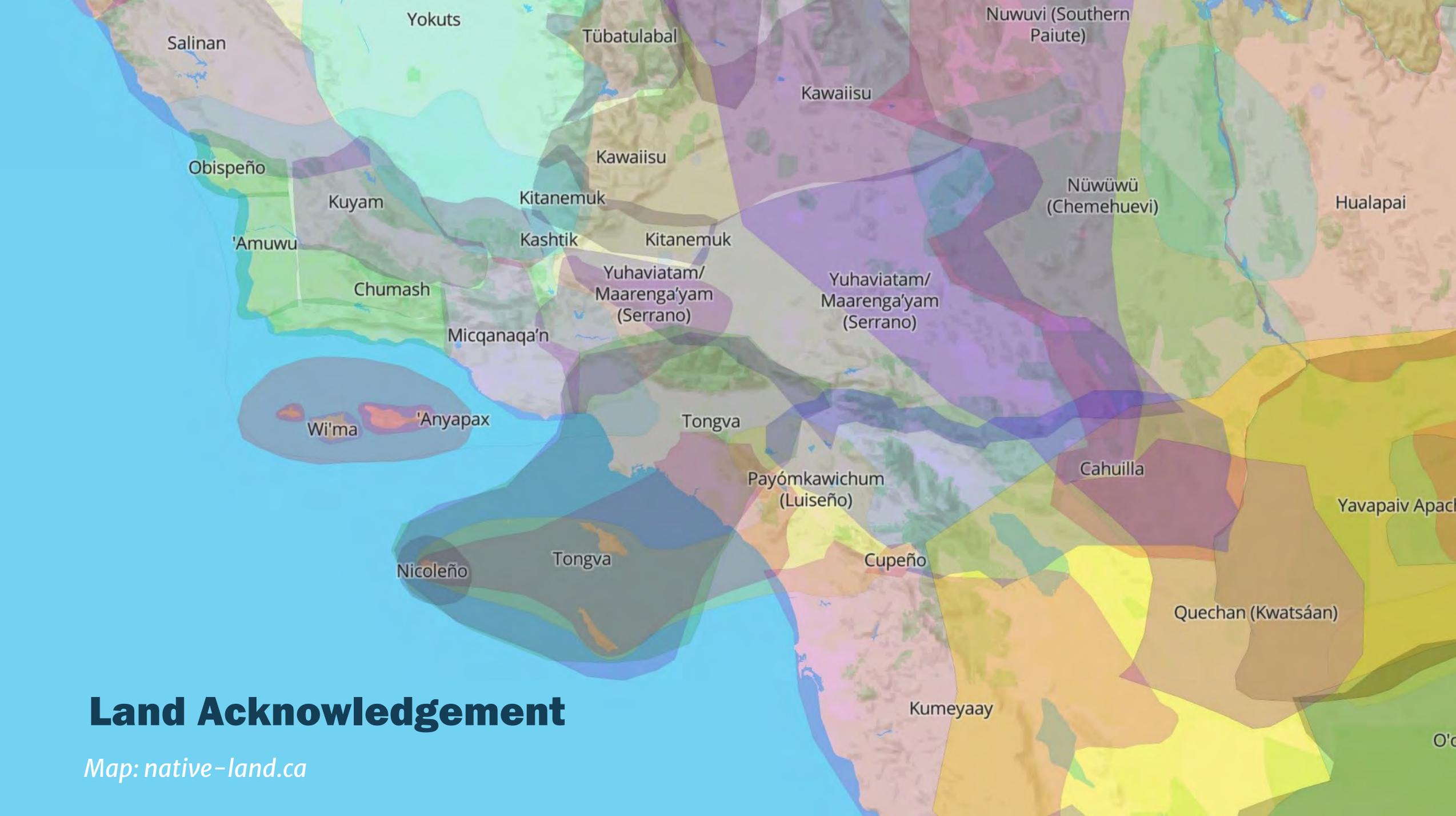
All participant lines will be muted.



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.



Land Acknowledgement

Map: native-land.ca

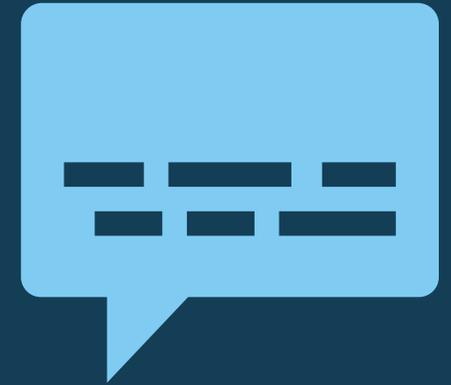
Interpretation services available!



SCAG offers free interpretation services for the Safe and Active Streets Working Group
(and other SCAG events)

When registering, indicate your interest in **interpretation services** and your **preferred language**.

Interpretation services are guaranteed with **72-hour advance notice**.



Agenda



- | | |
|---|---------------|
| 1. Welcome & Introductions | 1:00 – 1:05pm |
| <ul style="list-style-type: none">• <i>Anikka Van Eyl, Southern California Association of Governments (SCAG)</i> | |
| 2. Local Planning | 1:05 – 1:35pm |
| <ul style="list-style-type: none">– Avalon Active Transportation Plan
<i>Malia Schilling, Toole Design</i>– El Monte Vision Zero Action Plan
<i>Tom Bertulis, KTUA</i> | |
| 3. Regional High Injury Network | 1:35 – 1:45pm |
| <ul style="list-style-type: none">• <i>Annaleigh Ekman, SCAG</i> | |
| 4. Go Human: 2022 Look Ahead, Mini Grants, & More! | 1:45 – 2:10pm |
| <ul style="list-style-type: none">• <i>Alina Borjas, SCAG</i> | |
| 5. Connect SoCal 2024 Goals & Performance Measures | 2:10 – 2:20pm |
| <ul style="list-style-type: none">• <i>Leslie Cayton, SCAG</i> | |
| 6. ATP Cycle 6 Updates | 2:20 – 2:25pm |
| <ul style="list-style-type: none">• <i>Julia Lippe-Klein, SCAG</i> | |
| 7. Announcements | 2:25 – 2:30pm |
| <ul style="list-style-type: none">• <i>Anikka Van Eyl, SCAG</i> | |



Avalon Active Transportation Plan (ATP)

SCAG Safe and Active Streets Working Group

Agenda

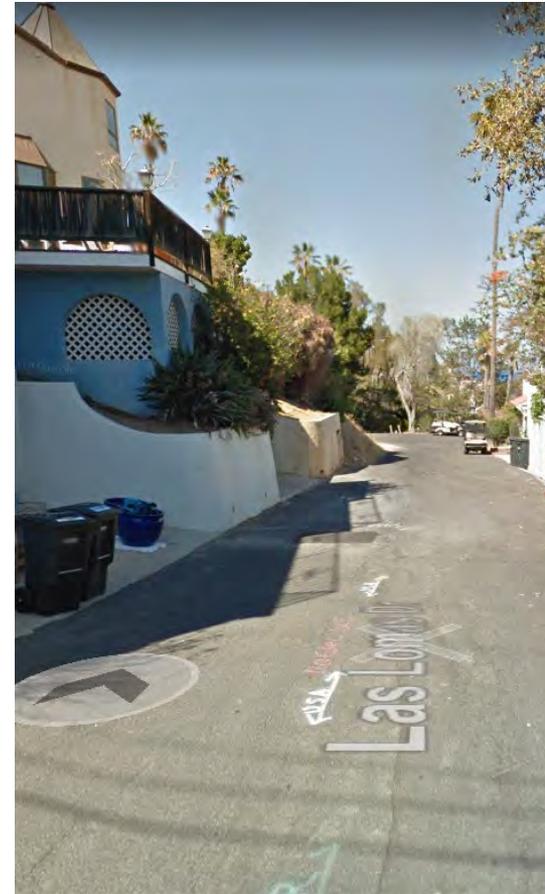
1. Background and Overview
2. Outreach and Engagement
3. Plan Recommendations:
 1. Policies
 2. Facilities

Background and Overview

Active Transportation in Avalon



Active Transportation in Avalon



Why an ATP?

Identify and plan for future pedestrian and bicycle projects in Avalon.



Vision

In 20 years, Avalon is a place where:

- Everyday travel is simple, seamless, and environmentally sustainable.
- Walking and bicycling feel enjoyable and rewarding for residents and visitors alike.
- Students mostly walk and bicycle to school.
- Streets are comfortable and safe for people of all ages and abilities.
- Innovative and creative transportation solutions are embraced.

Plan Goals

- 1** Provide **safe and comfortable** walking and bicycling networks.
- 2** Make walking, bicycling, and transit the most **convenient and appealing** transportation choices.
- 3** Promote **human-centered streets** that reduce motor vehicle dependency.
- 4** Provide for **safe and comfortable school travel** by foot and by bicycle.

Outreach and Engagement

Outreach and Engagement

Be a part of the Avalon Active Transportation Plan

Help us improve comfort and safety for people walking, biking and taking transit!

**Join a Walk Audit!
April and May, 2021**

The City of Avalon is developing an Active Transportation Plan that will include recommendations for future policies and infrastructure projects to improve walking and biking in Avalon.

Help us by participating in a walk audit - walk a short route to observe and make notes about safety concerns and other issues that impact the ability of people to walk and bike comfortably. Due to current pandemic restrictions, you can participate in either a self-guided or virtual walk audit.

- **Self-guided walk audit:** Download and print materials for a self-guided walk audit at www.cityofavalon.com/atp
- **Virtual walk audit:** Join City staff and the project team for one of two virtual walk audits on **Saturday, May 1 at 10:00 am** or **Saturday, May 8 at 10:00 am**.

» Learn more and see instructions on how to participate in an upcoming walk audit at cityofavalon.com/atp.



Outreach and Engagement



What we heard

Walking is a popular way to get around, but walking can be challenging.

There isn't enough space for walking or biking on many city streets, and bike parking is sorely needed.

Visitors don't always have what they need to get around comfortably, and they often don't know they can walk places with ease.

A culture of driving (to work, to school, for errands) is a challenge to a safer, greener, more sustainable community.

Recommendations

Proposed Policies and Programs

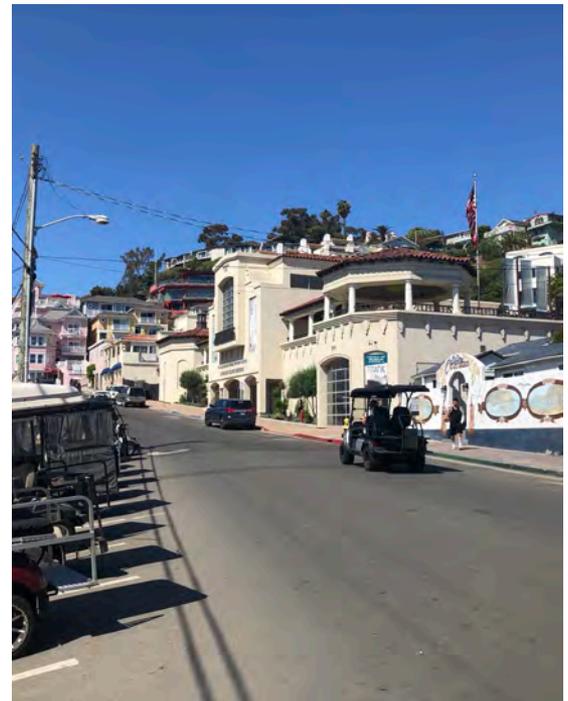
Bicycle parking



Safe Routes to School

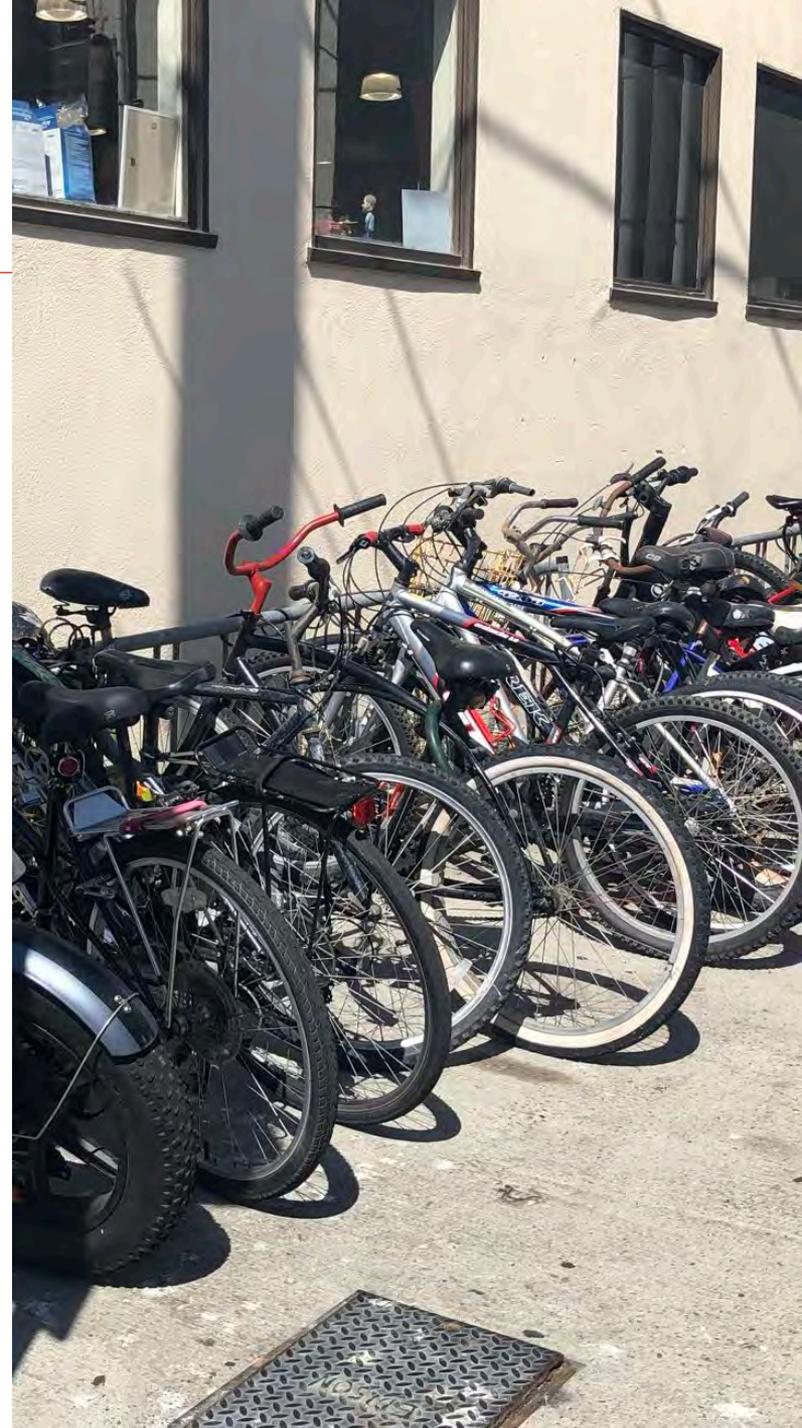


Vehicle permitting and parking



Proposed Policies and Programs: Bicycle parking

- Establish a framework for bicycle parking locations and types.
- Encourage public/private partnerships to deliver parking.
- Update the existing bicycle parking ordinance.



Proposed Policies and Programs: Safe Routes to School

- Identify community champions and establish community partnerships.
- Coordinate education and encouragement events and programs.
- Create a community wide campaign to promote walking and bicycling.



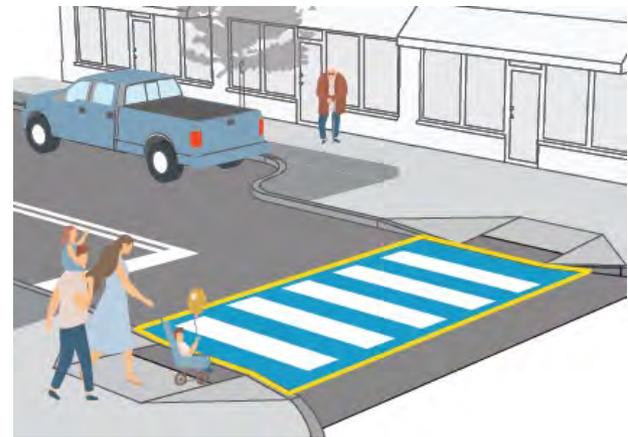
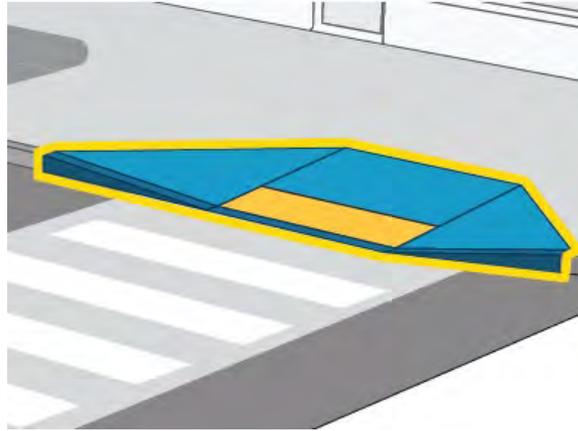
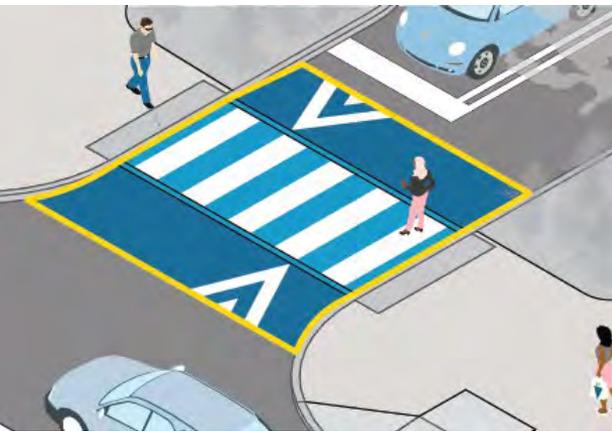
Proposed Policies and Programs: Vehicle permitting and pricing

- Price and time vehicle parking to reflect its value.
- Explore feasibility of a centralized facility for long-term, full-size vehicle parking.
- Establish commercial parcel and freight delivery partnerships.
- Invest in shared mobility solutions.

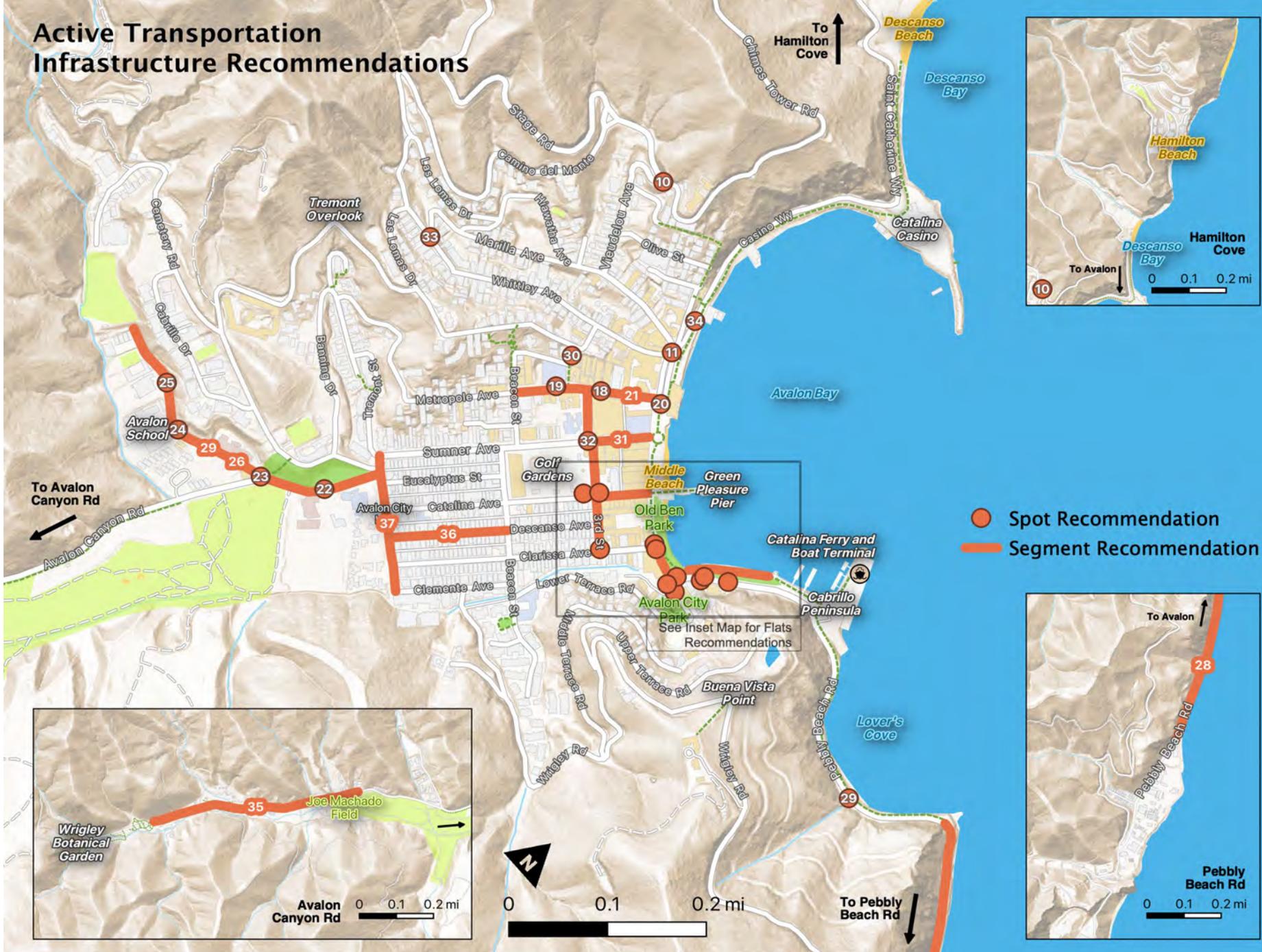


Proposed Pedestrian and Bicycle Facilities

38 infrastructure recommendations to improve conditions for walking, biking, and taking transit.



Active Transportation Infrastructure Recommendations



Priority Project: Pebbly Beach Elbow

Preliminary Concept - Not for Construction

Community feedback highlighted concerns about pedestrian safety in this area, which is the gateway to the downtown core and the heart of Avalon. Pedestrian volumes are high here, and because sidewalks are narrow people often walk in the roadway. This practice, while common in Avalon, creates safety risk because high volumes of truck and other vehicle traffic also pass through these intersections.

Improvements will support traffic calming and improved multimodal safety by raising the currently congested Pebbly Beach Road/Crescent Avenue intersection to sidewalk level, creating a shared space that prioritizes people walking and biking.

Project extents: Pebbly Beach Road from Cabrillo Mole to Crescent Avenue; Crescent Avenue from Pebbly Beach Road to Clarissa Avenue

Estimated Cost: \$155,000 - \$284,000

- A** Remove two existing crosswalks on Pebbly Beach Rd
- B** Relocate bus stop from Trailhead building further up Pebbly Beach Rd
- C** Raise intersection to sidewalk level and add raised crosswalks to the Crescent Ave and Pebbly Beach Rd legs of the intersection. Install landscaping or bollards as needed to channelize pedestrian movements.
- D** Eliminate existing parking spaces
- E** Add crosswalk
- F** Expand sidewalk
- G** Relocate bollards closer to street edge and add landscaping to channelize pedestrian movements
- H** Upgrade to high-visibility crosswalk





Thank you!

View the plan online:

<http://www.cityofavalon.com/atp>

El Monte Vision Zero Action Plan

SCAG Safe and Active Streets Working Group

March 10, 2022



Tom Bertulis, MS, PE, PTOE
Senior Active Transportation Engineer
KTUA Planning and Landscape Architecture
Tom@KTUA.com



Agenda

1. Introduction
2. Existing Conditions
3. Public Outreach Tools/Events
4. **Best Practices & Policies**
5. **Recommendations & Cut Sheets**



We want to hear from you!

El Monte Vision Zero Action Plan Draft Presentation

January 27 | 6-7pm

VISION ZERO

Register at: <https://tinyurl.com/EMVZ127>

Help us create a safer El Monte!



¡Queremos saber de ti!

Presentación del borrador del Plan de acción visión cero de El Monte

27 de enero | 6-7pm

VISION ZERO

Regístrate en: <https://tinyurl.com/EMVZ127>

¡Ayúdanos a crear un El Monte más seguro!

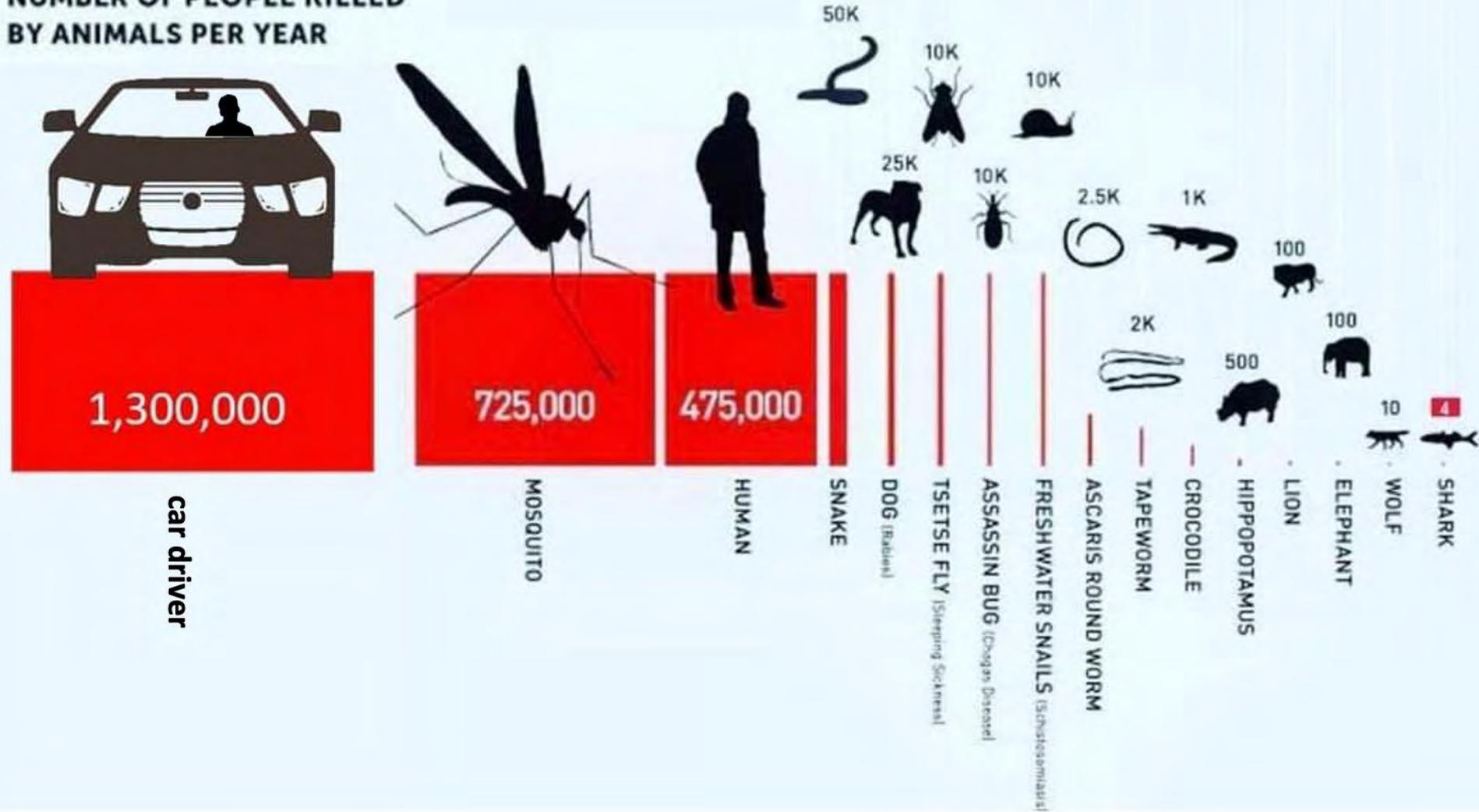




WORLD'S DEADLIEST ANIMALS

NUMBER OF PEOPLE KILLED BY ANIMALS PER YEAR

Global Outlook



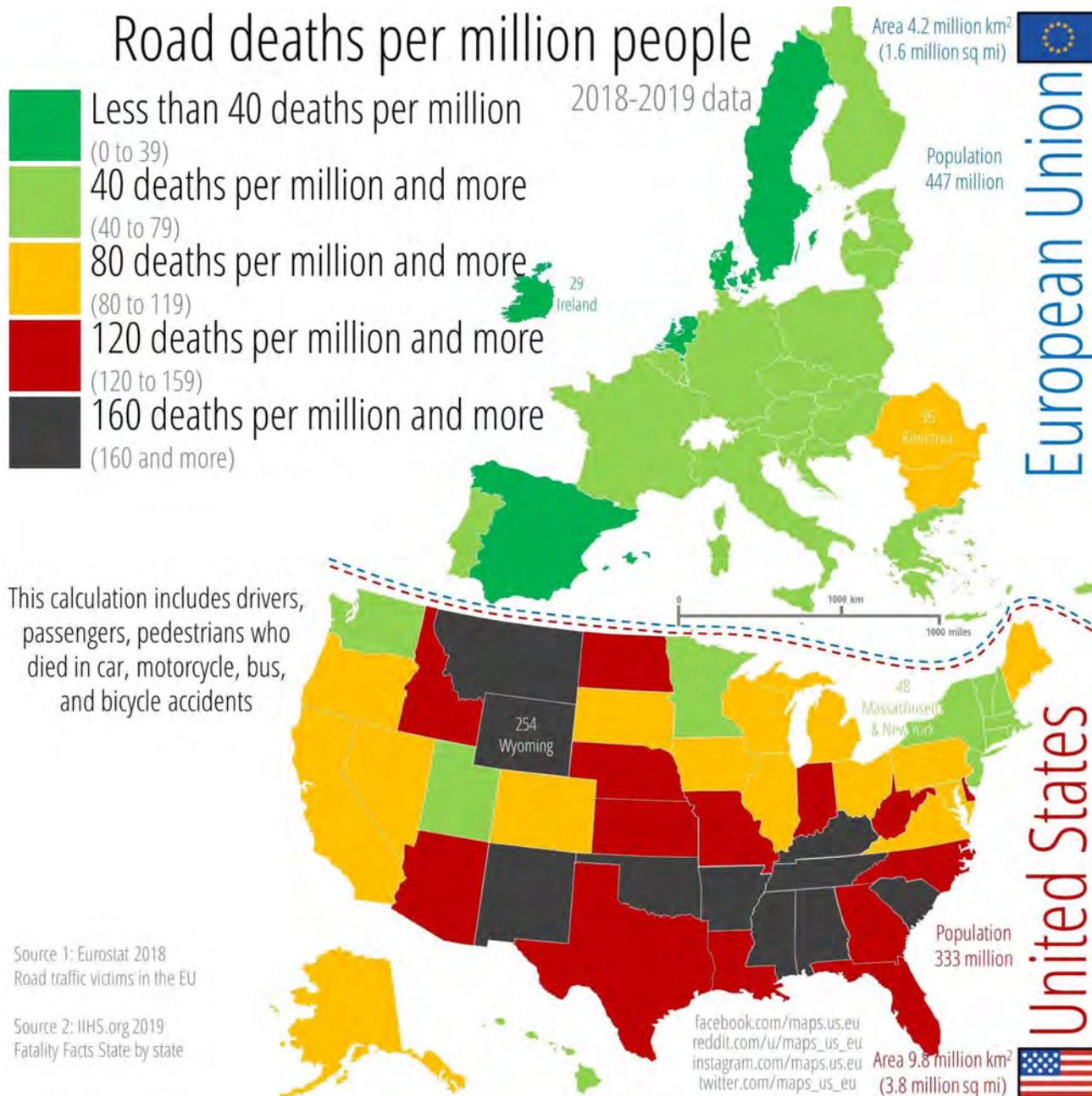


Northern Hemisphere Outlook

Road deaths per million people

2018-2019 data

- Less than 40 deaths per million (0 to 39)
- 40 deaths per million and more (40 to 79)
- 80 deaths per million and more (80 to 119)
- 120 deaths per million and more (120 to 159)
- 160 deaths per million and more (160 and more)

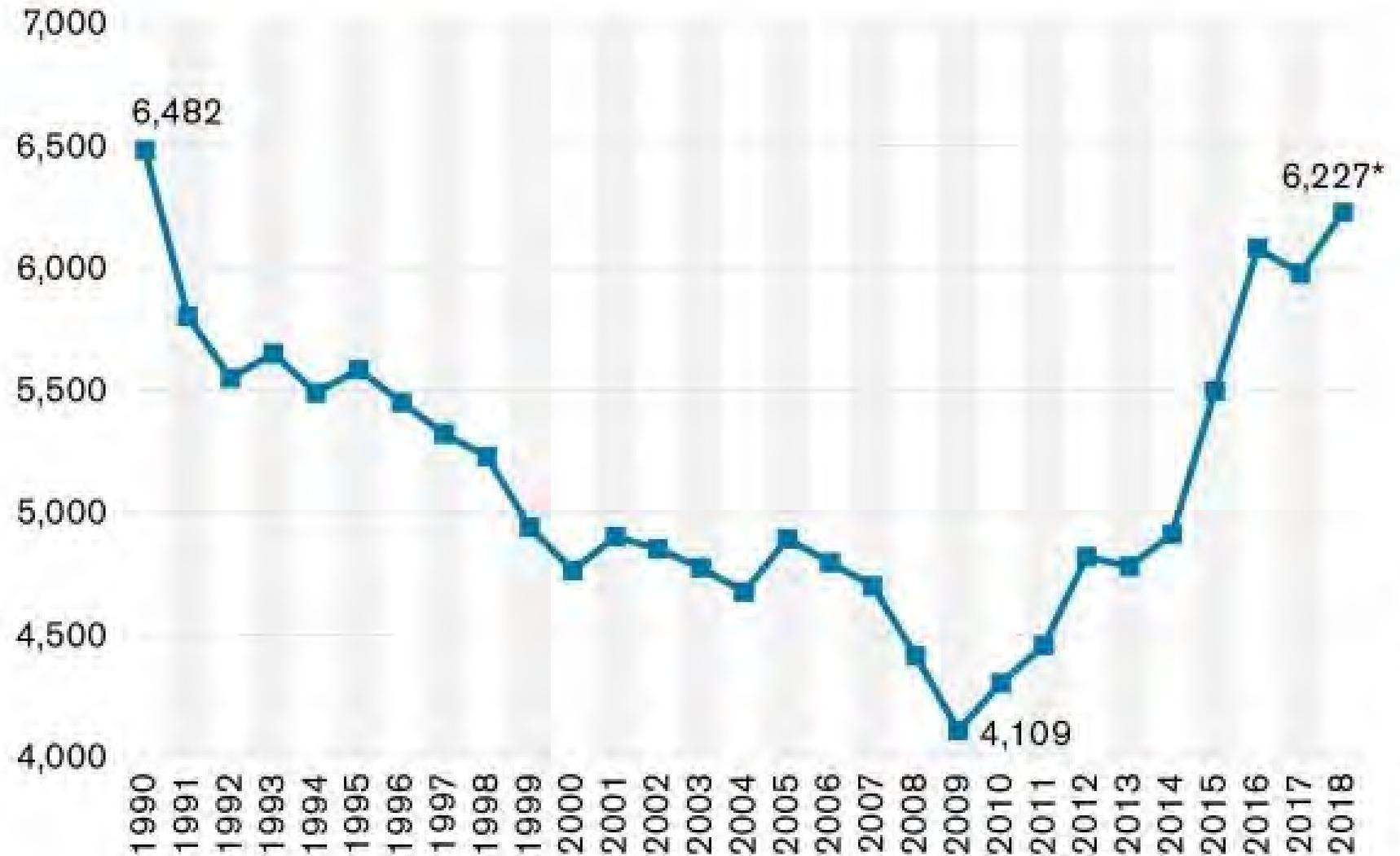


This calculation includes drivers, passengers, pedestrians who died in car, motorcycle, bus, and bicycle accidents

National Outlook



Figure 3 U.S. Pedestrian Fatalities: 1990 - 2018



Source: SHSOs and FARS

* 2018 estimate based on preliminary data and historical trends

Percentage increase in number of fatalities (2010-2019)



45%
40%
35%
30%
25%
20%
15%
10%
5%



National Outlook



5%
All Other
Traffic Deaths



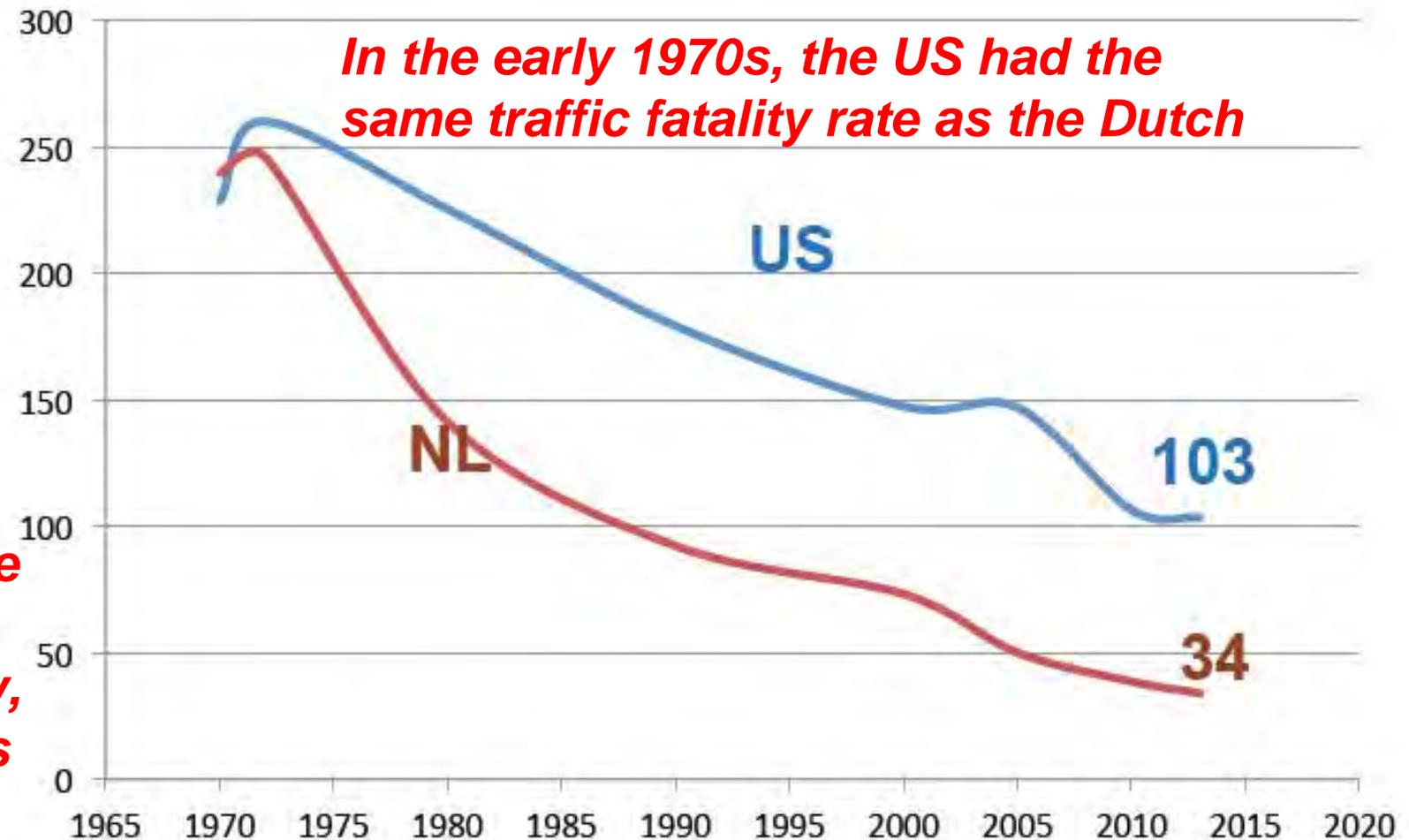
Source: NHTSA Fatality Analysis Reporting System

Comparing Dutch & US Fatality Rates



Northern Hemisphere Outlook

If the US had the same traffic fatality rate as the Netherlands today, we'd save 20,000 lives a year



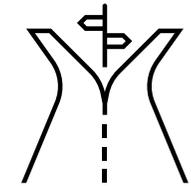
What is Vision Zero?

- A worldwide road traffic safety policy that aims to eliminate traffic fatalities and serious injuries.



- Proactive rather than reactive

- **Reactive:** “Let’s find collision ‘black spots’ ”
- **Proactive:** “Let’s design safe roads!”



- Vision Zero or Zero Deaths **has been adopted by:**

- Los Angeles,
- Los Angeles County,
- Long Beach, and
- Caltrans



What is Vision Zero?

Traditional approach to traffic safety:

- # Traffic deaths are INEVITABLE 
-  - Assumes **PERFECT** human behavior 
- X  Aims to PREVENT collisions 
-  Aims to PREVENT collisions 
- \$ INDIVIDUAL responsibility 
- Saving lives is EXPENSIVE

Vision Zero approach to traffic safety:

- Traffic deaths are PREVENTABLE
- Integrate **IMPERFECT** human behavior
- Prevent FATAL AND SEVERE collisions
- Utilizes a **SYSTEMS** approach
- Saving lives is **NOT EXPENSIVE**

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2. Existing Conditions

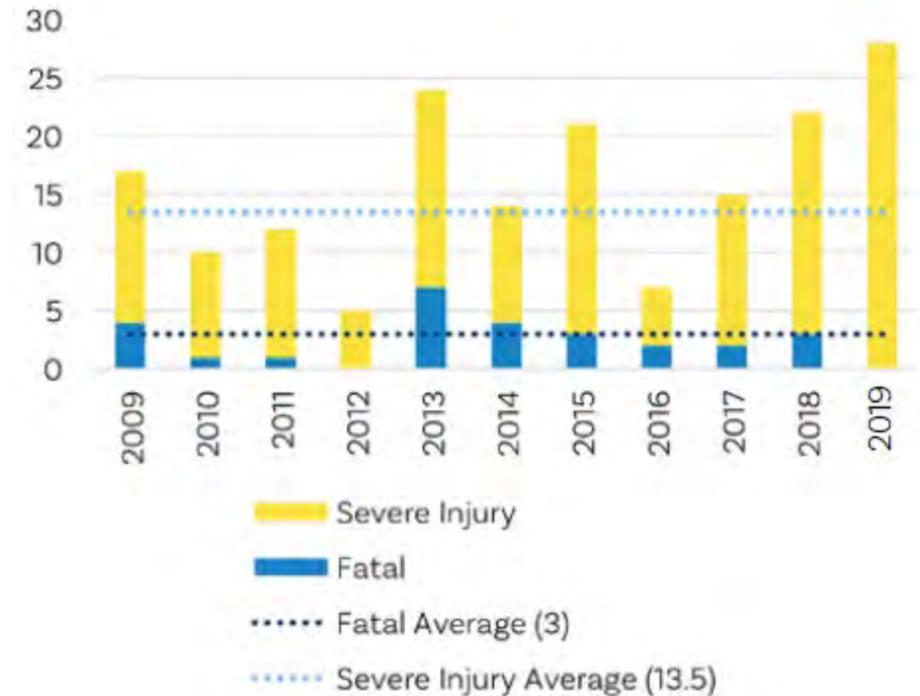
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City of El Monte - 9.65 Square Miles, 115,000 Population (2010 Census 113,475)

165 Fatalities/Severe Injuries

1,543 Vehicle Related Collisions (between 2009 & 2019)

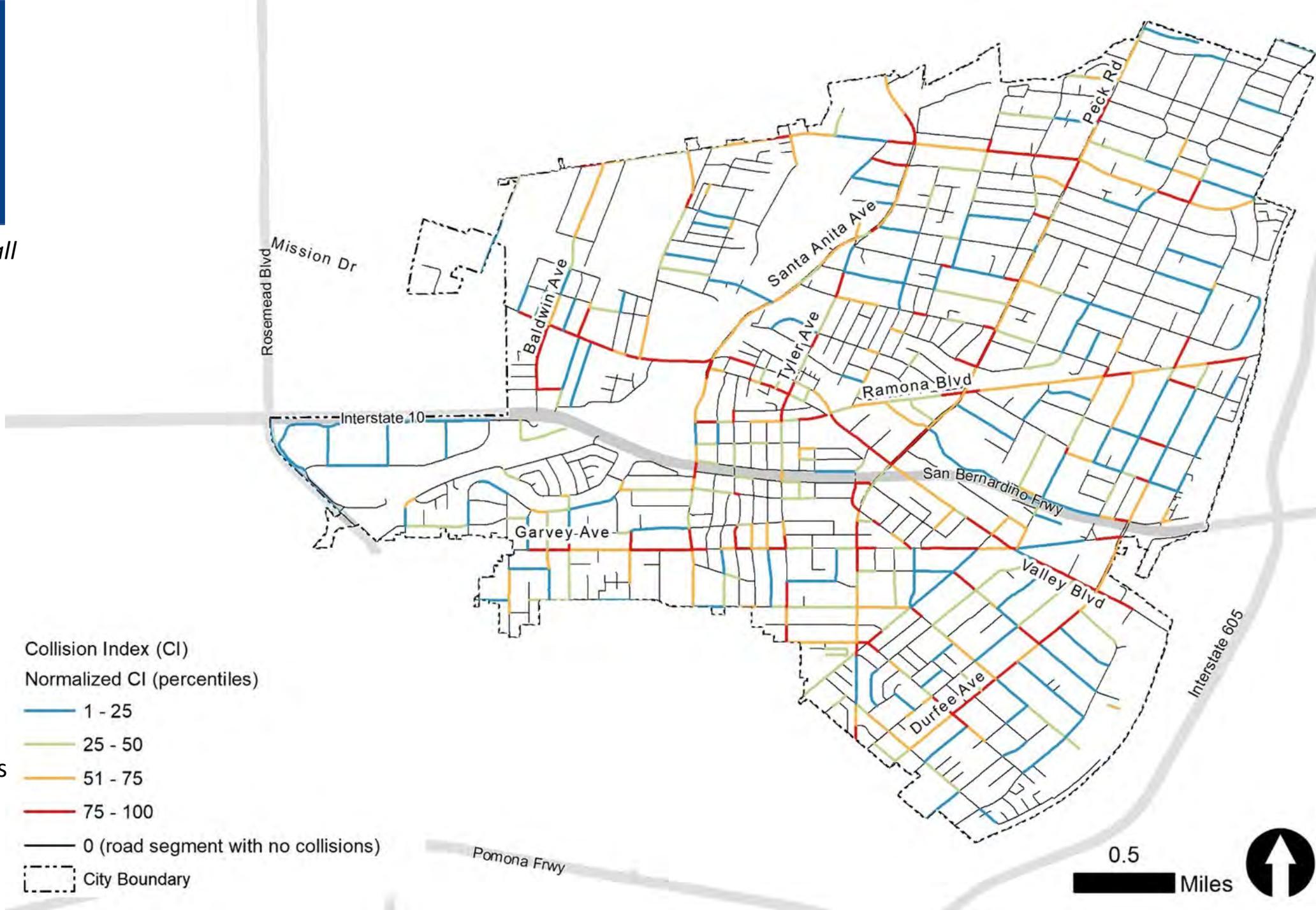
- **72** Fatalities/Severe Injuries in **auto v auto** collisions
 - 953 total collisions
- **39** Fatalities/Severe Injuries in **bicyclist** collisions
 - 341 total collisions
- **54** Fatalities/Severe Injuries in **pedestrian** collisions
 - 249 total collisions



Collisions data was **mapped** to ID high collision rate *locations that need countermeasures*. These locations are labeled as **High Injury Networks**.

EXISTING CONDITIONS: HIGH-INJURY NETWORK (HIN)

- The HIN summarizes *all* collisions per road segment (~1 km or less)
- **Weights *bike and pedestrian-involved* collisions 25% more than auto-auto**
- **Weights *fatal and severe collisions* 25% more than injury-only**
- 75th - 100th-percentile road are HIN (red lines on map)



HOW AN HIN IS IDENTIFIED: COLLISION TRESS & MAPPING HOTSPOTS

1. Categorize collision locations

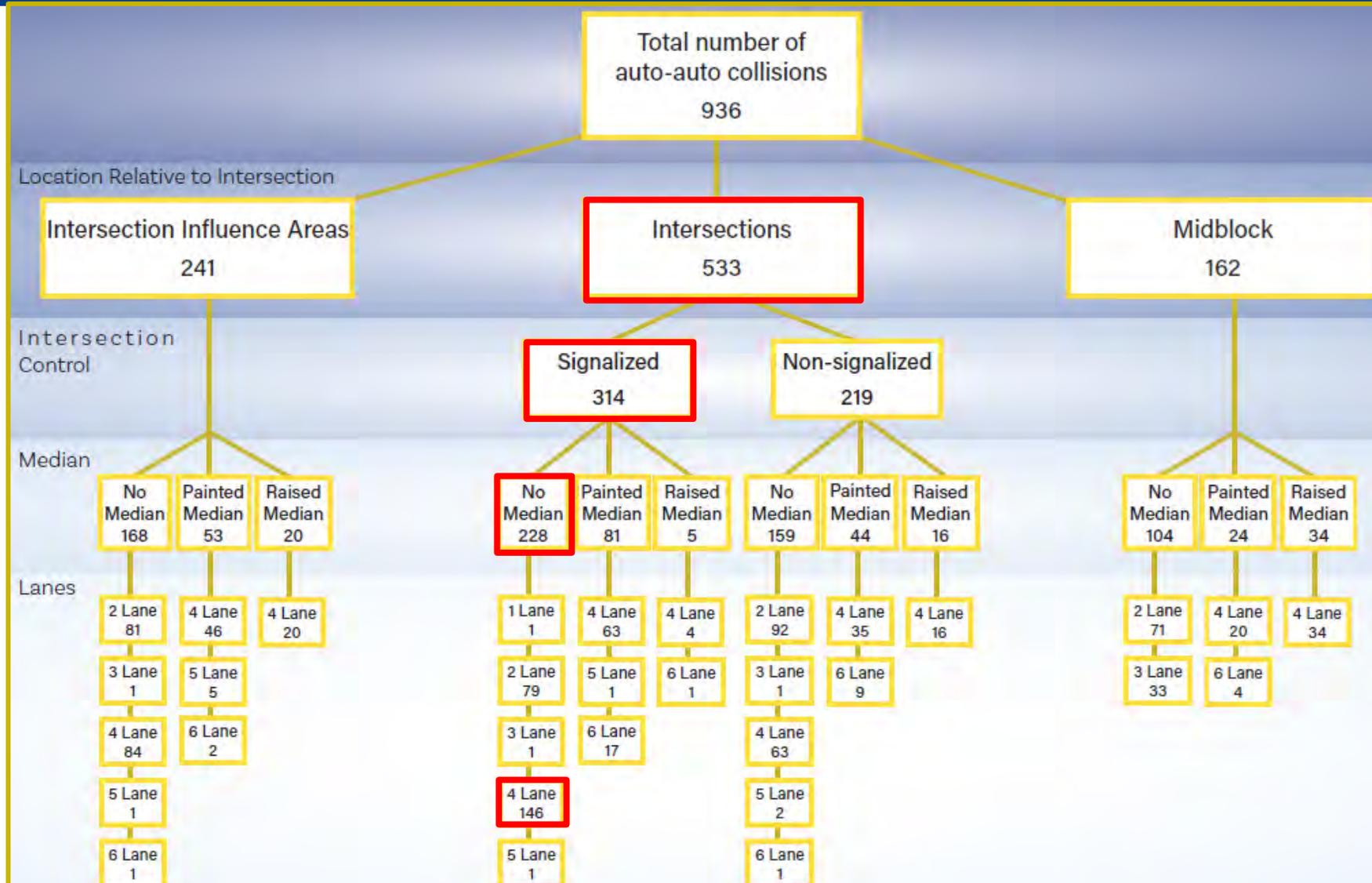
- Intersections
- Intersection “influence areas”
- Midblock

2. Roadway characteristics

- Intersection control (signal)
- Median type
- Number of lanes

3. Map collisions with *most common combination of location & road characteristics* (highest number)

- Intersection control (signal)
- Median type
- Number of lanes



MAPPING COLLISION HOTSPOTS

Typically at **4-lane
signalized
intersections with
no median.**



3. Public Outreach Tools and Events

03

Stakeholder Outreach and Engagement 39

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1. **StoryMap and online survey**
2. Sidewalk decals
3. **Educational video**
4. Farmer's Market #1 (August 19)
5. Farmer's Market #2 / GoHuman (September 30)
 - **Voting boards**, surveys, draft recommendations
 - Coordinated surveys & demos with GoHuman campaign
6. Public presentations on January 27 and February 8
7. Four (4) TAC Meetings - the final TAC meeting will be Feb 10th



4. Best Practices & Policies

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- California Assembly Bill 43 allows for **setting speed limits based on the consideration of safety for people walking and biking**, not on the 85th percentile rule.
- **20 MPH zones recommended** in:
 - Streets with high collision rates
 - Near schools and parks
- **30 MPH**, or lower, zones recommended **on arterial roadways**
- Jurisdictions with defined safety corridors (like HINs) may lower speeds along them (at the latest, by June 2024)

40
KPH → **30**
KPH **19 MPH**
in Toronto

25 MPH
PED-VEHICLE
COLLISIONS

FATAL & SERIOUS
INJURIES



Key Facility Types (intersections)



Hardened Centerline and High Visibility Crosswalks



2 Curb Ramps



Roundabout or Traffic Circle



Flashing Yellow Arrow



Turn Wedges



Raised Crosswalk



Truck Apron and Reduced Radius Corner to Reduce Walking Distance



Yellow Backplates



Low Cost Bulb Outs



Concrete Bulb Outs

Key Facility Types (midblock)



Pedestrian Refuge and Rectangular Rapid Flashing Beacon



Pedestrian Signal



Pedestrian Hybrid Beacon



Speed Feedback



Bike Priority Lanes



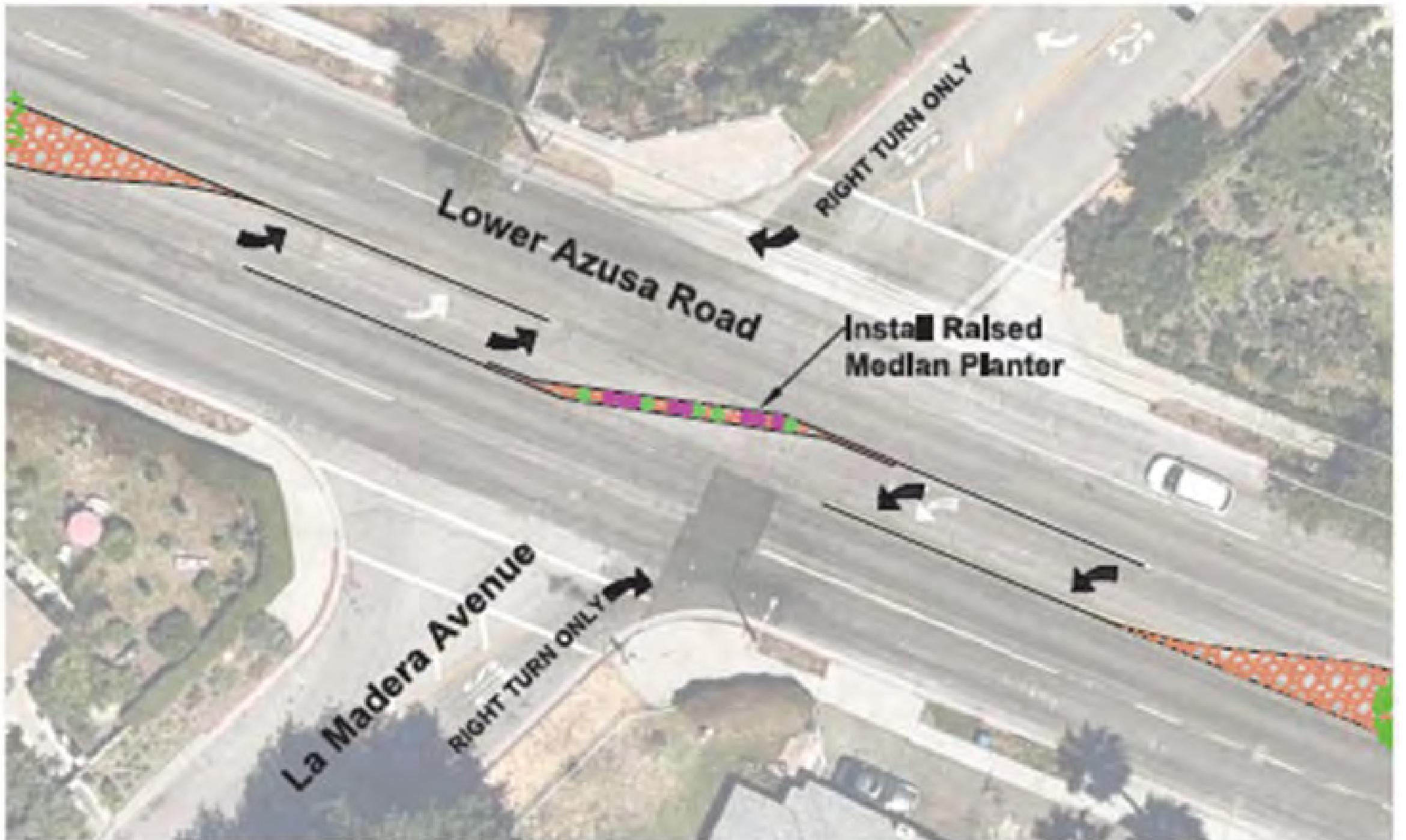
Advisory Bike Lanes and Speed Cushions



Bike Conflict Marking



Buffered Bike Lane



Lower Azusa Road

RIGHT TURN ONLY

Instal Raised Median Planter

La Madera Avenue

RIGHT TURN ONLY

10

PRIORITY CORRIDORS

- EMVZ Priority Corridors**
- Road Name**
- Bryant Rd
 - Durfee Ave
 - Garvey Blvd
 - Lower Azuza Rd
 - Magnolia Dr
 - Parkway Dr
 - Peck Rd / Meeker Ave & Asher St
 - Ramona Blvd
 - Santa Anita Ave
 - Tyler Ave
 - Valley Blvd



Cut sheets developed for 10 Corridors

- **Bryant Road:** Tyler Ave – Cypress Ave
- **Durfee Ave:** Magnolia St – Denholm Dr
- **Garvey Blvd:** Central Ave – Santa Anita Ave
- **Lower Azusa Road:** Elrovia Ave – Peck Rd
- **Magnolia St:** Allgeyer Ave – Durfee Ave
- **Peck Road:** Ranchito St – Lower Azusa Road
- **Ramona Blvd:** Ferris Rd – La Madera Dr
- **Santa Anita Blvd:** Ranchito St – McGirk Ave
- **Tyler Avenue:** Ramona Blvd – Valley Blvd
- **Valley:** Ramona Blvd – North Peck Rd

Durfee Avenue

Recommended Improvements

Figure 6-5 provides concept level improvements with numbered call-outs and corresponding sample pictures below the map. Landuse on the north and south side of the road is commercial retail with numerous driveways accessing Durfee Ave. A concept level cost estimate is shown in Table 6-4.



A **FIGURE 6-5:** Durfee Avenue Project Sheet: Between Magnolia Street and Denholm Drive

PROPOSED LANE DIMENSIONS (FEET)	LANE INSIDE	LANE OUTSIDE	LANE CENTER TURN	PARKING PARALLEL	BIKE LANES	PROPOSED TOTAL WIDTH	EXISTING CURB TO CURB	REMAINING
Quantity	2	2	1	2	2			
Width	11	11	11	7	5.5			
Total Width	22	22	11	14	11	80	80	0



Pedestrian Signal



Bicycle Lane



High Visibility Crosswalks



Low Cost Bulb Outs



Crossing Island



Conflict Striping

Tyler Avenue

Recommended Improvements

Figure 6-12 provides concept level improvements with numbered call-outs and corresponding sample pictures below the map. Landuse on the north and south side of the road is commercial office and retail with numerous driveways accessing Tyler Avenue. A concept level cost estimate is shown in Table 6-11.



H **FIGURE 6-12:** Tyler Avenue Project Sheet: Between Ramona Boulevard and Valley Boulevard



1
Corner Radius Reduction with Truck Apron



2
Yellow Backed Signal Heads



3
Pedestrian Scale Lighting



4
Speed Feedback Signs



5
NoTOR Sign



6
High Visibility Crosswalk

Thank you!

ktua

The plan can be viewed here:

<https://elmonteca.gov/DocumentCenter/View/4960/El-Monte-Vision-Zero-Action-Plan>

Project Contact:

Tom Bertulis, MS, PE, PTOE
Senior Active Transportation Engineer
KTUA Planning and Landscape Architecture

Tom@KTUA.com



Regional High Injury Network

Safe and Active Streets Working Group

Annaleigh Ekman
Planning Strategy
March 10, 2022

www.scag.ca.gov



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



77%
OF ALL COLLISIONS
OCCUR IN
URBAN AREAS

Why are collisions occurring?

One of the top contributing factors 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.



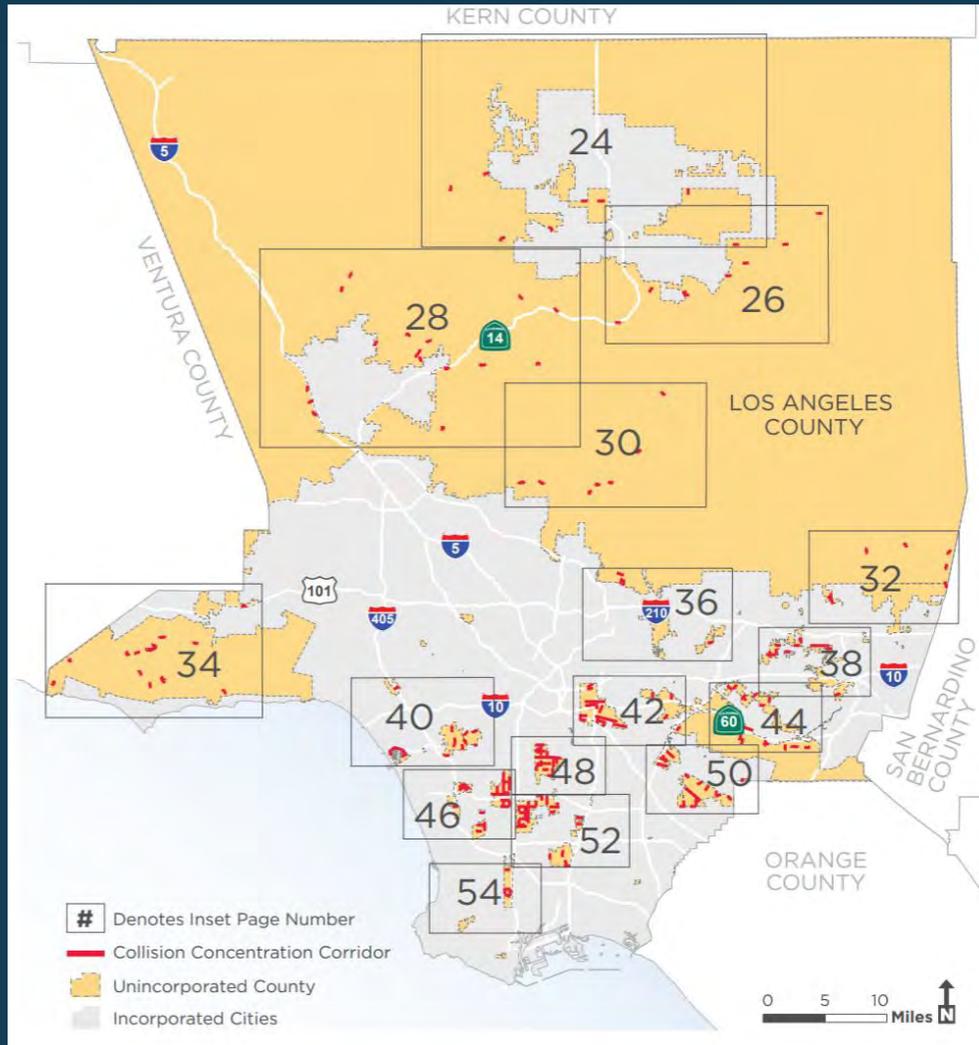
HIT BY A VEHICLE TRAVELING AT 35 MPH
68% chance of survival.



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



What is a High Injury Network (HIN)?



- A network of designated corridor-level segments where the highest concentrations of collisions occur
- Represents a defined prioritized subset of the overall transportation network
- One of many evaluation strategies for beginning to address traffic safety

Image Source: [Los Angeles County, Collision Concentration Corridors](#)



2018

- SCAG developed its first regional HIN



2020

- Convened statewide HIN working group



2021

- Shared Recommendations for California Statewide Guidance on HINs with Caltrans
- AB 43 Traffic Safety Legislation

Local Applications for HINs

- Identify **areas of need**
- Support **data-driven decision-making**
- Provide more information on where agencies can focus limited resources to **prioritize potential projects**
- Understand how **high need communities** are impacted by higher rates of collisions
- Build greater **public and political support**

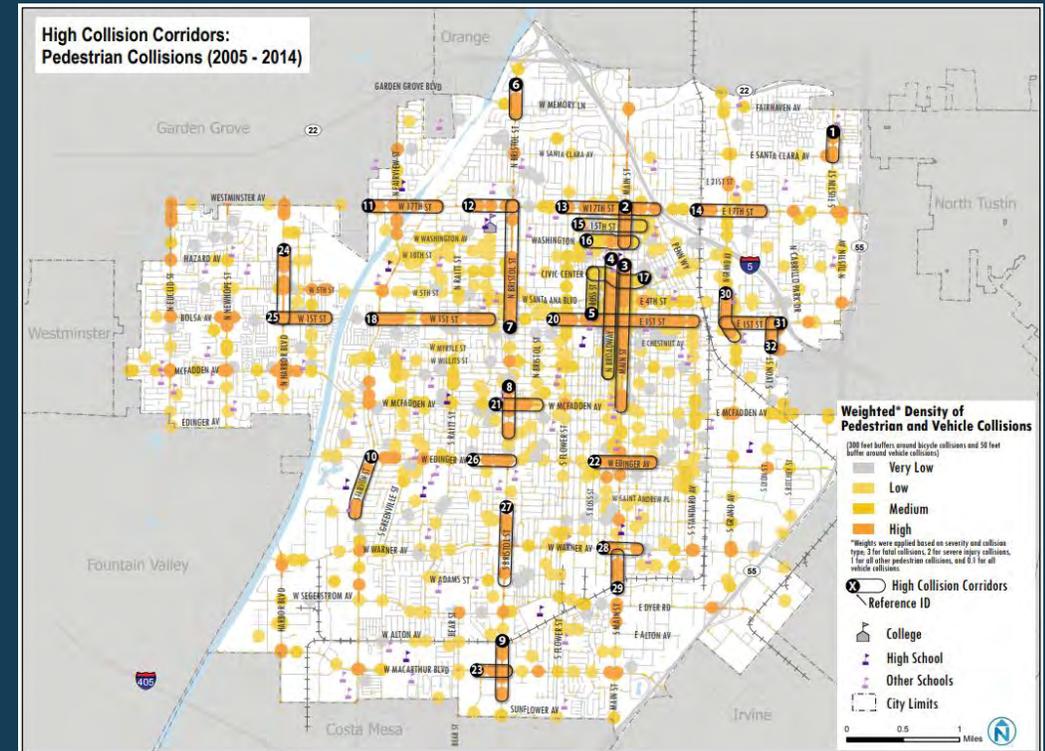


Image Source: City of Santa Ana, [Safe Mobility Santa Ana Plan](#)



SCAG Jurisdictions with High Injury Networks



Image Source: City of Long Beach, [Safe Streets Long Beach: A Vision Zero Action Plan](#)

SCAG's HIN Methodology



Five years of collision data (2015-2019) from Transportation Injury Mapping System (TIMS)

TomTom (2019) roadway network

No weighting

Only collisions resulting in fatal or serious injuries

Normalize by roadway length

HIN Threshold based on victims

Change or Update

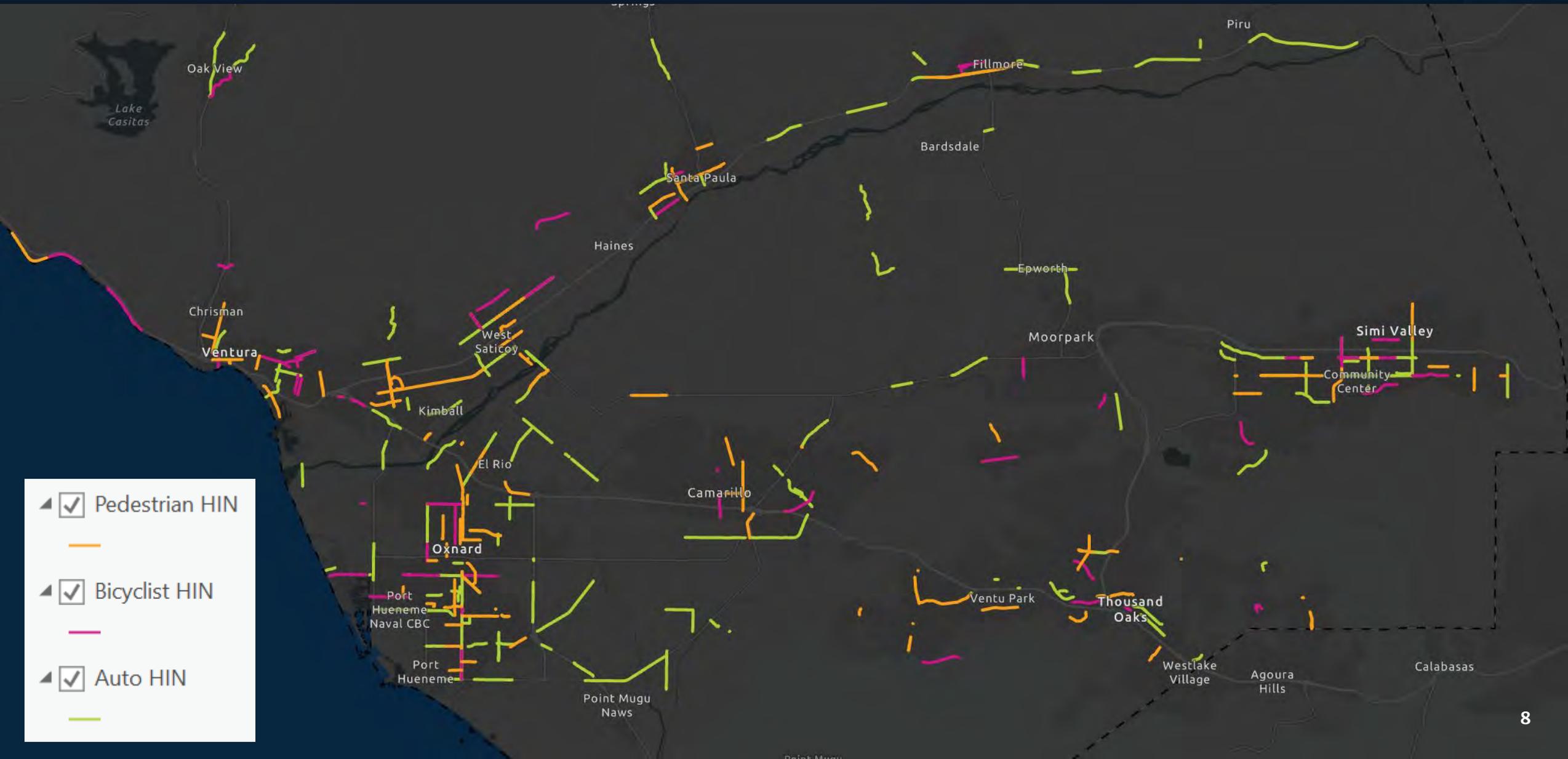
Existing

Analysis of corridors, not intersections

Exclude freeways

Assessment at the county-level

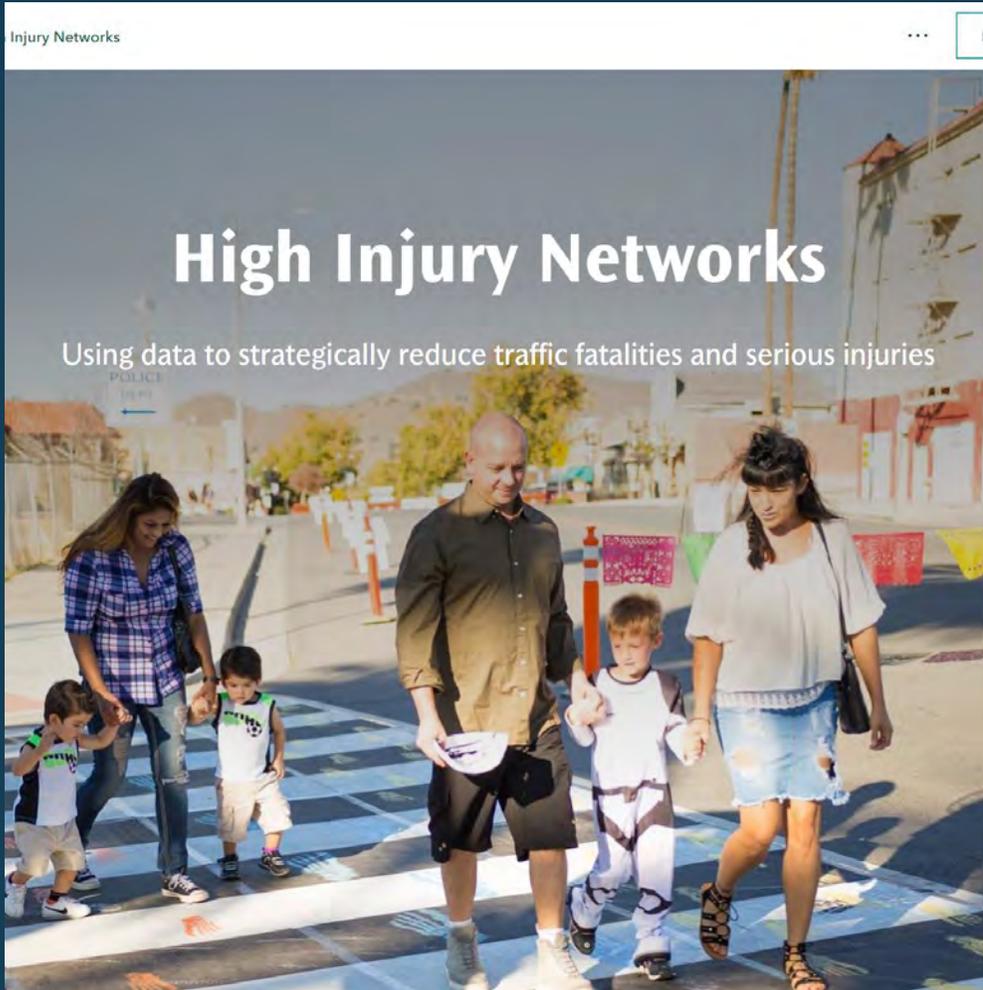
Example Output: Ventura County



- Pedestrian HIN

- Bicyclist HIN

- Auto HIN

High Injury Network Update

- Pending finalized 2019 TIMS data
- Publish Regional HIN Update in Summer 2022

Transportation Safety Dashboard

- New webpage for regional transportation safety data and information
- Similar to City of Los Angeles Vision Zero GeoHub
- Expected launch in 2023

We want to know...

**How do you typically
acquire safety data?**

**Fill out the poll on
your screen!**

Questions?

Annaleigh Ekman

Ekman@scag.ca.gov

www.scag.ca.gov



Let's
PAUSE

**Stretch your legs. Use the restroom. Take a breath.
Simply take a minute or two for you.**

***Go Human* 2022 Outlook**

Alina Borja, Junior Planner

Planning Strategy

March 10, 2021

www.scag.ca.gov



Agenda



- *Go Human* Overview
- Quick Updates and Success Story
- 2022 Safety Strategies
 - Community Streets Mini-Grants Program
 - Co-Branding & Leveraging Strategies
 - Kit of Parts
 - Storytelling Strategies
- Actions to take today.
- Invitation to sign the *Go Human* Safety Pledge

About Go Human

- *Go Human* centers the safety of people walking and biking and focuses on changing driver behavior to improve safety.
- During the COVID-19 pandemic, traffic volumes decreased while traffic fatalities increased.



Regional Traffic Safety Data Snapshot

On average, every year

124,000	5,500	1,450
Injuries	Serious Injuries	Fatalities
(339/day)	(15/day)	(4/day)

People who walk and bike

3%

Daily trips

32%

Fatalities

Go Human Quick Updates



- January 2022** SCAG submitted an application for an OTS bicycle and pedestrian safety grant to support *Go Human* activities October 2022 – September 2023. Decision expected in Summer 2022.
- February 2022** Solicited feedback on the 2022 *Go Human* Mini-Grants Guidelines.
- March 2022** Kick off of local advertisement campaign in Cathedral City in support of the City's Active Transportation Plan development.

Go Human Success Story

SunLine Transit & Go Human Bus Wraps



Go Human Success Story

SunLine Transit & Go Human Bus Wraps



This can be you, too!



1

Community Streets Mini-Grants Program

*Small grants for
community-driven
safety projects.*

2

Co-Branding & Leveraging Strategies

*Extending the reach of the
Go Human safety campaign
with partner agencies.*

3

Kit of Parts

*Temporary demonstrations
of safety infrastructure to
support community
engagement.*

4

Storytelling Strategies

*Connecting stakeholders to
Go Human safety strategies
and celebrating project
outcomes*

1 Community Streets Mini-Grants Program

About

Competitive community grant program that funds traffic safety projects. Awards made up to \$10,000. SCAG will fund up to 25 projects.

Timeline

- Call for Applications opens Spring 2022
- Informational webinars for potential applicants will be scheduled.
- Implementation period tentatively set for June – August 2022



2 Co-Branding & Leveraging Strategies

About

SCAG designs, co-brands, prints, and ships safety advertisements at no cost to partner agencies and CBOs.

SCAG will also provide media services to AHSC awardees with Program budgets for *Go Human* ads.

Timeline

Requests for co-branded material is now open.

Production on print material and media services will begin to be filled in early Spring.



About

No-cost engagement tool for jurisdictions to temporarily demonstrate safety infrastructure.

Kit Deployments are integrated into our other programs, such as Mini-Grants, Community Safety Ambassadors, ATP, etc.



Timeline

SCAG will provide coordination for eight (8) Kit of Parts deployments through September 2022.

4 Storytelling Strategies

About

SCAG will work with community partners to develop and implement a creative, dynamic campaign to promote *Go Human* safety strategies. This includes potential compensation to community partners.

This effort will connect relevant stakeholders to *Go Human* safety strategies, celebrate project outcomes, and leverage multiple communications channels.

Timeline

Anticipated start in Winter 2022.



2021 Mini-Grant Awardee Spotlight:

*Nyeland Promise
Mini-Grant Project:
Safe Travels/Viajes Seguros*



What actions can I take now?

1

Community Streets Mini-Grants Program

Start brainstorming
project ideas.

If you represent a local
jurisdiction, partner with
an eligible CBO.

2

Co-Branding & Leveraging Strategies

Request advertisement
material today at
GoHumanSoCal.org!

3

Kit of Parts

Connect with us if you're
interested in using the Kit
of Parts for a
demonstration.

4

Storytelling Strategies

Partner with us to amplify
your work.

Go Human's Safety Pledge: An Invitation to Join Us



Connect to SCAG *Go Human* Resources

Get Recognition for being a Safety Champion

Join the Growing Safety Pledge Cohort

Sign the pledge at GoHumanSoCal.org!



Thank you, Safety Pledge signatories!



City of Banning	City of Hemet	City of Placentia	Los Angeles County Public Works
City of Beaumont	City of La Canada Flintridge	City of Riverside	Metrolink
City of Bellflower	City of Lake Elsinore	City of Rolling Hills Estates	Imperial County Public Health
City of Buena Park	City of Long Beach	City of Rosemead	Imperial County Transportation Commission
City of Calimesa	City of Los Angeles	City of San Jacinto	Orange County Transportation Authority
City of Calipatria	City of Lynwood	City of Temecula	San Bernardino County Transportation Authority
City of Cathedral City	City of Maywood	City of Thousand Oaks	
City of Chino Hills	City of Mission Viejo	City of West Hollywood	
City of Claremont	City of Moreno Valley	City of Wildomar	
City of Costa Mesa	City of Norwalk	Town of Altadena	
City of Culver City	City of Ojai	Caltrans	
City of Downey	City of Ontario	LADOT	
City of Duarte	City of Palm Desert	Los Angeles County Department of Public Health	
City of El Centro	City of Palmdale		
City of Glendora	City of Pasadena		

Thank you!

Andres Carrasquillo, Community Engagement Specialist
Carrasquillo@scag.ca.gov, (213) 630-1401

Visit gohumansocal.org
And follow @gohumansocal on Twitter, Instagram, and Facebook.



Materials developed with funding provided
by the California Office of Traffic Safety.



Connect SoCal 2024

Draft Vision, Goals, and Performance Measures

Safe and Active Streets Working Group

March 10, 2022

www.scag.ca.gov



Overview: **Connect SoCal 2024**



- **Vision Statement**
 - What do we want the region to become?
 - Where do we want to go?

- **Four Simplified Goals**
 - Mobility, Communities, Environment, and Economy
 - Further defined through sub-goals

- **Through lines**
 - Equity
 - Resilience

What kind of region do we want in 2050?

Working Drafts:

- **Option 1:** “A healthy, equitable and resilient region that works together to plan effectively for the challenges of tomorrow.”
- **Option 2:** “A healthy, accessible and connected region for a more resilient and equitable future.”

Build & maintain a robust transportation network.

- Support investments that are well-maintained and operated, coordinated, and resilient, and result in improved safety and air quality and minimize greenhouse gas emissions.
- Ensure reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high need communities.
- Support planning for people of all ages, abilities, and backgrounds

Develop, connect, & sustain communities that are livable & thriving.

- Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households.

Create a healthy region for the people of today & tomorrow.

- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.
- Integrate the region's development pattern and transportation network to improve air quality and reduce greenhouse gas emissions.
- Conserve the region's resources.

Support a sustainable, efficient, & productive regional economic environment that provides opportunities for all residents.

- Improve access to jobs and educational resources
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities.

Connect SoCal 2024: Draft Goals Overview



- 1. Build & maintain a robust transportation network. (Mobility)**
- 2. Develop, connect, & sustain communities that are livable & thriving. (Communities)**
- 3. Create a healthy region for the people of today & tomorrow. (Environment)**
- 4. Support a sustainable, efficient, & productive regional economic environment that provides opportunities for all residents. (Economy)**

Connect SoCal 2024: Performance Measures

- Performance measures correspond to goals
- Evaluate plan's investments & strategies relative to goals
- Support ongoing monitoring of progress toward achieving goals & targets
- Address federal performance reporting requirements for transportation conformity, MAP-21, & Environmental Justice
- Address state GHG reduction requirements



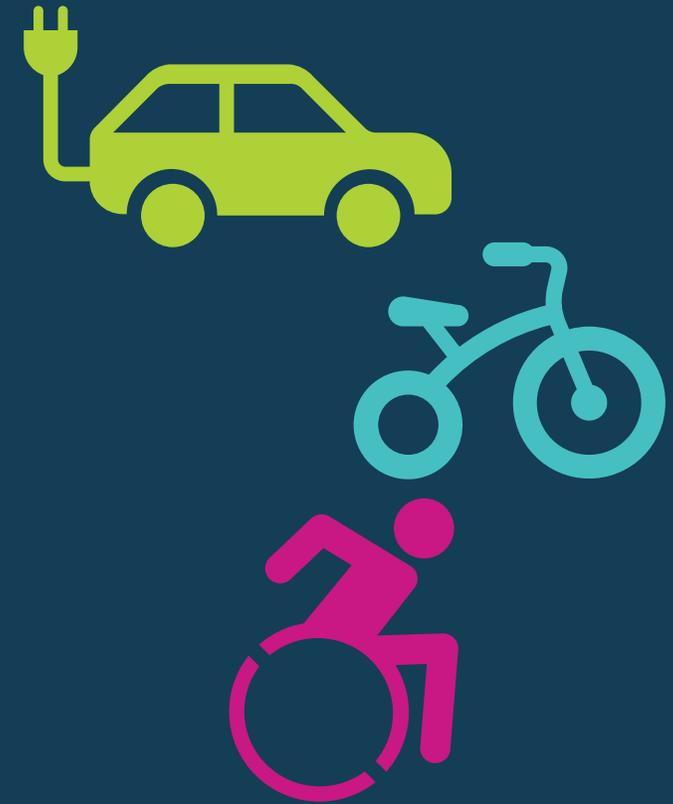
Connect SoCal 2024: Draft Performance Measures - Mobility

- Average distance traveled (work trips & all trips)
- Travel time distribution by mode
- Travel time to work
- Mode share for work trips & all trips
- Transit seat utilization & boardings per capita
- Share of major destinations accessible by transit
- Active transportation mode share (work, non-work, & all trips)
- NHS pavement & bridge condition



Connect SoCal 2024: Draft Performance Measures - Mobility

- Highway non-recurrent delay
- Person-delay per capita & by facility type
- Peak hour excessive travel delay per capita
- Travel time reliability for automobiles
- Transit mode share
- Percent of reliable person-miles traveled on NHS
- Percent utilization of regional transportation system during peak demand
- HOT lane utilization (all time periods)



Connect SoCal 2024: Draft Performance Measures - Communities

- Percent of trips less than 3 miles
- Share of regional employment growth occurring in HQTAs (TPAs)
- Share of regional households located in HQTAs (TPAs)
- Percent of households located within 500' of high-volume roadways
- Share of parks reachable w/in 30 mins by automobile
- Public health issues & costs
- Ratio of infill residential to all new residential
- Share of household income devoted to housing costs



Connect SoCal 2024: Draft Performance Measures - Environment

- GHG emission reductions per capita
- Vehicle Miles Traveled (VMT) per capita
- Criteria pollutant emissions
- Pollution-related respiratory disease
- Energy consumption per capita
- Urban water consumption per capita
- Total square miles of greenfield & rural lands converted to urban use



Connect SoCal 2024: Draft Performance Measures - Environment

- Percent of population living in flood hazard, wildfire risk, sea level rise, & extreme heat areas
- Percent of housing units expected to be constructed in climate hazard areas
- Percent of Williamson Act contract acres impacted by growth or transportation projects



Connect SoCal 2024: Draft Performance Measures - Economy

- Number of new jobs added to regional economy directly related to RTP/SCS transportation system investments
- Number of new jobs added due to improved regional economic competitiveness
- Transportation system investment benefit/cost ratio
- Share of employment destinations reachable w/in 30 mins by automobile
- Percent Interstate system mileage providing reliable truck travel time
- Truck delay by facility type
- Travel delay/cost relationship
- Port/distribution facilities efficiency
- Warehouse origin/destination assessment



Feedback & Timeline

Questions for Feedback:

- Is there anything missing?
- How can we better integrate equity & resilience?



Timeline:

- **Now to April 2022:** Share draft goals & vision statement with Regional Planning Working Groups
- **June 2022:** Share draft goals & performance measures with SCAG Policy Committees



Thank you!

Questions/Feedback?

Goals/Vision | Sarah Dominguez, dominguezs@scag.ca.gov
Performance Measures | Courtney Aguirre, aguirre@scag.ca.gov

www.scag.ca.gov



Active Transportation Program – Cycle 6

Safe and Active Streets Working Group

Mobility Planning and Goods Movement

March 10, 2022

www.scag.ca.gov



Funding Availability

- Programs 4 Years of Funds
 - Fiscal years 2023/24, 2024/25, 2025/26, and 2026/27
- Cycle 6 – Draft Funding Estimate
 - \$650,740,000 over four years
- Funding Distribution
 - 50% for Statewide Component
 - 10% for Small Urban and Rural Component
 - 40% for Metropolitan Planning Organization Component
- SCAG MPO Draft Funding Estimate
 - \$137,679,000 over four years

ATP Cycle 6 - Schedule



- March 16–17, 2022 – CTC adopts ATP Guidelines and Call for Projects
- April 7, 2022 – SCAG adopts Regional ATP Guidelines
- June 15, 2022 – Project Applications Deadline (postmark date)
- October 21, 2022 – CTC Statewide Recommendations
- December 7–8, 2022 – CTC adopts Statewide Projects List
- April 6, 2023 – SCAG adopts MPO Recommendations
- April 21, 2023 – Deadline to submit MPO Recommendations
- June 2023 – CTC adopts MPO Projects List

Thank You!

For one-on-one grant support, please contact:

Cory Wilkerson
wilkerson@scag.ca.gov
(213) 236-1992
www.scag.ca.gov



Safe Routes Partnership ATP Cycle 6 Webinar series

- Webinar #1, Plan Application: <https://saferoutespartnership.org/resources/webinar/atp-webinar-series-1>
- Webinar #2, Ensuring the Sustainability of Your Non-Infrastructure Program: <https://saferoutespartnership.org/resources/webinar/atp-cycle-6-webinar-2>
- The third and final webinar in the series will be held next month.

Thank you!
See you in June 2022!

Anikka Van Eyl (vaneyl@scag.ca.gov)

Courtney Aguirre (Aguirre@scag.ca.gov)

www.scag.ca.gov

