



# Appendix A: Mini-Grant Stories



**Habitat**  
for Humanity  
Greater Los Angeles

**Social distancing  
in practice**

6 feet

To support public health, please  
maintain a minimum of 6 feet from others.  
Thank you for your cooperation.

Habitat LA | habitatla.org

**CREATIVE CROSSWALKS**  
promotes pedestrian safety with high  
visibility designs that are functional and  
artistic.

**CRUCES PEATONALES  
ARTÍSTICOS**  
promueven la seguridad de los peatones  
con diseños funcionales, creativos y de alta  
visibilidad.

SDG gohuman OHS

ONE WAY



The stories in this appendix were written by the organizations that received a Community Streets Mini-Grant in the 2021 funding cycle.

**Organization:**  
**ActiveSGV**

**Project Name:**  
**SGV Re-Cycle**

**Reach:**  
**40 people**

**Award Amount:**  
**\$9,800**

.....

**County:**  
**Los Angeles**

**Community:**  
**San Gabriel Valley**

**Project Goal:**

Provide free bicycles to community members who could not afford them for transportation



*The following story was written by ActiveSGV about the SGV Re-Cycle Project.*

The project provided 40 bicycles to community members in the City of El Monte and surrounding areas. Our reach focused on low-income, immigrant community members who are not able to afford a bicycle but would greatly benefit from its use for transportation. All participants who received a bicycle did not own a bicycle or had a bicycle that was beyond repair for safe use. The lack of affordable bicycles is a growing problem during the pandemic. Many bicycle shops are still without inventory, and the prices for used bicycles has increased dramatically with the overwhelming demand. The ability to provide a bicycle, and also ensure that the bicycle is in safe and working order offers the confidence that many people do not have when looking for a used bicycle.

In addition, we were able to combine the project with existing programming to maximize the effectiveness and provide lasting impact beyond just the bicycles. All participants were encouraged to take a free bicycle safety class with their family members (which we are currently providing under the Metro BEST program) and were provided with a free pair of bicycle lights. Those who participated received information related to rules of the road, and basic bicycle repairs. Combining the project with educational material allowed us to insure the safety of those community members who received a bicycle and possibly be able to share that knowledge with members of the community.

Members of the community who participated in this project reaffirmed that without SGV Re-Cycle, they would not be able to afford a bicycle of any type during this time. The need for the individuals who are disproportionately affected by the pandemic has increased as the uncertainties of our current state have continued. We have learned that the need for education was greatly appreciated in our community and led to the increased confidence of the participants. In future projects, we will strive to provide a complete project that takes all these possible needs into consideration in hopes that future projects will have a multifaceted approach to provide the best overall, complete experience possible.

**Organization:**  
ActiveSGV

**Project Name:**  
Reimagine Poplar

**Reach:**  
25,000+ people

**Award Amount:**  
\$9,800

.....

**County:**  
Los Angeles

**Community:**  
Alhambra

**Project Goal:**  
Conduct a demonstration of safe streets infrastructure along Poplar Avenue



*The following story was written by ActiveSGV about the Reimagine Poplar Project*

Reimagine Poplar was the first known traffic safety demonstration project in the City of Alhambra. It included the installation of the first dedicated bicycle lane in the city. A longer-term demonstration project (16 days) consisting of high visibility crosswalks, curb extensions, and a Class II bike lane along a four block segment of Poplar Boulevard in Alhambra; the project reached over 25,000 community members. This estimate accounts for the average number of daily vehicle trips along the roadway; social media coverage by local elected officials, ActiveSGV, and partner organizations (e.g., Council Members Sasha Renee Perez, Adele Andrade Stadler, Jeff Maloney); local media coverage by StreetsblogLA; and resident survey administration and participation.

104 residents and members of the public completed a project survey. 88.5% of respondents stated they lived in Alhambra, 1% worked in Alhambra, and 10.5% visited Alhambra. 23% of respondents stated they live on Poplar Blvd, 23% use Poplar Blvd to reach a business on or near Poplar Blvd, and 54% use Poplar Boulevard to reach another destination. 68% of respondents had an opportunity to walk or bicycle on Poplar Boulevard with the new changes.

71% of survey respondents said Poplar Boulevard was better with the new changes. 18% said it was about the same, and 11% said it was worse. 85% of respondents said they would walk or bicycle more if the City built safer streets through bicycle and pedestrian improvements like this project. When asked which improvements they would like to see on Poplar Boulevard, 85% said high visibility crosswalks, 67% said bicycle lane, 57% said landscaping/more trees, 43% said curb extensions, and 21% responded "Other".

As a result of connections fostered between ActiveSGV, local residents, city transportation commissioners, city staff and local elected officials, during the planning, implementation, and evaluation phases of the project, the City is already pursuing additional opportunities to pilot street safety improvements. For example, the City formally submitted a letter of interest in joining an SGVCOG application to the Metro Open Streets Cycle 4 program for a regional Slow Streets demonstration program. If awarded, this will allow the planning team to install additional demonstrations in the community in 2022 and/or 2023. In the shorter term, ActiveSGV staff has also been in contact with Council Member Jeff Maloney who represents a district adjacent to Poplar Boulevard about installing a temporary demonstration project along Palm Avenue in Fall

2021. In addition, the City may also pursue Measure M Subregional funding to make permanent improvements to Poplar Boulevard - in response to the positive feedback from local residents to the demo - as part of the SGVCOG's application process in October 2021.

**'Lessons Learned' from Reimagine Poplar included:**

- Early Sunday mornings are a great time to implement a demo from a safety and comfort perspective, especially during the hotter months of the year.
- Demo signage should explicitly state on more than one occasion that a pilot project is temporary in nature and utilizes materials that are not permanent. We encountered some confusion that the "paint" and "thermoplastic" was not drawn perfectly on the street.
- Foil backed lane tape was more durable than the wider, crosswalk specific lane tape used. The latter ended up bubbling and moving in areas the first night after the installation, resulting in some members of the public mistaking the project as a botched permanent installation.
- City Council participation in the planning and implementation process was very helpful. We had one Council Member in particular who championed the project, observed and participated in the demo installation (she even tried using a torch to install delineators!), and actively promoted it on her social media feeds, garnering over 500 likes and 19 comments on her Instagram post about it.



**Organization:**  
Altadena Town Council

**Project Name:**  
Dena United PEACE in  
the Park Walk N Roll

**Reach:**  
250 in person, 25,000+  
social media

**Award Amount:**  
\$9,800

.....

**County:**  
Los Angeles

**Community:**  
Altadena / Pasadena

**Project Goal:**  
Provide opportunity for engagement and  
feedback of demonstration projects



*The following story was written by Altadena Town Council about Dena United PEACE in the Park Walk N Roll*

Dena United PEACE in the Park, Walk N Roll brought together over 20 community based organizations, civic leadership, Pasadena City Council, Altadena Town Council, Los Angeles County Parks Department, Los Angeles County Sheriff's Department, California Highway Patrol (CHP), National Association for the Advancement of Colored People, multi-generational families from Pasadena and Altadena including those experiencing homelessness to enjoy complimentary breakfast, community visioning, inspirational speakers, giveaways, a nature walk, and a family walk n' roll, including a bike skills ride around the park.

The Safe Streets Committee of the Town Council led a community walk audit while identifying mobility and access points needing improvement around the park, and installed a creative curb extension demo, a chalk art roundabout and a crosswalk in the bike skills course. Go Human branded signage lined the Ventura Street parkway, a high speed street with lack of sidewalks, showcasing the need for traffic calming and the development of safe routes to parks in Altadena.

In the words of Heavenly Hughes/My Tribe Rise co-organizer: On Saturday August 21st, we watched the bicycle skills course being set up, bikes being unloaded for parents and children to ride, the CHP prepping to distribute kids bike helmets, yoga stretching, park visioning by Amigos de los Rios and wayfinding signage plans, families using the exercise equipment, the NEY Robotics Program bringing out small remote control robots, volunteers decorating the breakfast tables and stage area, hub leaders organizing the Kids Community activation hubs, and chalk artists bringing color and creativity to the sidewalks and park pathway.

Altadena Town Council spoke about mobility injustice with traffic collisions and fatalities and how we can do better together. The Los Angeles Department of Public Works placed the Slow Street signage of kids on scooters, people walking, traffic control and calming demonstration signs for the riders around the park and at the children's traffic circle. Low riders circled the park demonstrating safe driving, being inclusive of bicyclist and pedestrians. Families gathered to participate in the various park activations and mobility hubs and you could smell pancakes, eggs, sausage, country potatoes, and fresh coffee brewing as we started the day for P.E.A.C.E. Positive Energy Activates Constant Elevation.

We were not able to activate the SCAG Kit of Parts and needed to get that rolling first. We did

manage to use the Slow Street Signage - LA County's Vision Zero COVID implementation for traffic calming street networks and some traffic cones to create a safer environment around the park. Collaboration is much needed in our community and this event was unique with a variety of community-based organizations and local government demonstrating ways to use the park to create safe space. Walk audits as follow-up is needed as a separate event for a broader reach. These lessons were valuable and empowering of the new community relationships to grow with our organization.



**Organization:**  
Antelope Valley  
Partners for Health

**Project Name:**  
Safe Street Initiative

**Reach:**  
4,546 people

**Award Amount:**  
\$10,000

**County:**  
Los Angeles

**Community:**  
Los Angeles

**Project Goal:**

Share the importance of traffic safety and community resilience



*The following story was written by Antelope Valley Partners for Health about Safe Street Initiative.*

Antelope Valley Partners for Health (AVPH) worked on the “Safe Street Initiative, Antelope Valley” from June 28, 2021, to August 20, 2021, and continues to share the importance of traffic safety at local community events. AVPH’s project outcome consisted of continued street-level community resiliency, and acknowledging the importance of traffic safety from education and awareness outreach. The individuals reached from the project were 89% individuals who travel by automobile in the Antelope Valley and the 11% were individuals who primarily walk to/from schools, services providers, or nearby retailers. Individuals consist of parents or caregivers of children aged 0 to 18 years old, students and transitional youth receiving summer lunches or youth-related services, motorists, and participants of the Drive-Thru Food Pantry events.

With the impact of this project, the school district of Lancaster asked us to participate as vendor and facility host in their largest summer event: the Lancaster School District Backpack Event. We spoke to over 500 individuals about traffic and pedestrian safety. We also provided those individuals items such as safety handout materials, reminder tools, bookmarks, and giveaway items for bikes. Because of that great effort, the Lancaster School District requested to collaborate in the late Fall of 2021 to share information about traffic and pedestrian safety to parents/caregivers and students, including providing one-page fact sheets. They also accepted our offer to provide all 19 schools with traffic safety lawn signs to continue the awareness beyond the project time frame. We now have an active communication channel with the Superintendent, Safety Director and Safety Coordinator to provide more efforts about traffic safety and possibly conduct the Walk to School Day event in October 2021.

We learned from this work, that our local districts and cities are focusing on traffic safety this fiscal year by applying to grants related to traffic safety and Safe routes. AVPH was also contacted during this grant period by a local level organization regarding partnering up in a grant writing process for traffic safety which will focus providing educational and awareness components at a local community center that allows any resident of the Antelope Valley to participate.

AVPH learned from implementation of the project during this active pandemic that being visually seen and available offers the best gateway to have those vital communications with the target population. With that reference, we used the element of reaching out to our target population where they gathered or participated. We found that walking up to cars as they wait to receive

their items/incentives was a great method to share about the importance of traffic and pedestrian safety. We also implemented a strategic implementation approach to ensure that individuals were receiving the information in their preferred language, and felt comfortable with a conversation about the topic. Lastly, we learned that even if school districts were unsure of their process of students returning to school due to the current status of the virus, we need to place them as priority in the conversation, as both local school districts hosted last minute backpack events. If we were more involved with school districts at their initial stage of planning the event, we may have had the opportunity to provide a larger impact on activities for participants to partake in.



**Organization:**

**The Bicycle Kitchen/La Biccocina**

**Project Name:**

**Night Lights for Bikes**

**Reach:**

**136 people**

**Award Amount:**

**\$1,000**

**County:**

**Los Angeles**

**Community:**

**Los Angeles**

**Project Goal:**

Distribute bicycle lights to members of the community, and provide information about safe riding

*The following story was written by the Bicycle Kitchen about Night Lights for Bikes.*

We are based in the under-served, unincorporated area of East Hollywood. Our distribution intersections were in proximity to our location, in the local low-income population within a 5-mile radius. We distributed our lights to cyclists riding without lights, along with information regarding safe night-riding and a demonstration on using the lights. Based on our survey results, 71.4% identified as a man/*hombre* and 22.4% identified as a woman/*mujer*. 33% of those surveyed had been in a collision while riding a bike at night, and of that group, 66.7% had not had lights on. With these bright, re-chargeable lights distributed to our participants, we expect to greatly reduce the risk of collisions by increasing the visibility of our targeted population.

We learned that a shocking 48.8% of our population surveyed did not at all know what equipment was required by law for safe bicycle riding. This clearly shows an information gap regarding safe transportation laws and regulations in our city and state. We learned that 23.8% of our population have been in a collision while riding at night without lights, which is a small sample of the larger cycling community in Los Angeles County. Another lesson learned is that the evening window was more unsuccessful to catch cyclists on major thoroughfares than expected. Mid-project we pivoted to catching cyclists at dusk before night fell, or very late at night (perhaps

This coincided with working hours for many cyclists but we didn't ask that question of our participants). Smaller, arterial streets had more success than the main thoroughfares, which we did not initially anticipate.



**Organization:**  
Center for Community  
Action and  
Environmental Justice

**Project Name:**  
South Fontana Climate  
Action and Safety  
Coalition

**Reach:**  
42 people

**Award Amount:**  
\$9,960

**County:**  
Riverside

**Community:**  
Fontana

**Project Goal:**  
Support advocacy efforts for safer  
neighborhood streets and improve air  
quality in the community.



*The following story was written by Center for Community Action and Environmental Justice.*

Center for Community Action and Environmental Justice (CCA EJ), in partnership with the South Fontana Concerned Citizens Coalition, engaged with the City of Fontana to address the safe routes and truck routes policies coming down the pipeline to address the influx of truck traffic due to increase of warehouse developments during City Council and Planning Commission meetings.

CCA EJ supported residents who have formed an organic coalition to advocate for their community for better air quality and safer routes for their families. Due to the influx of warehousing, thousands of trucks travel through residential areas making it unsafe for many residents, especially students who will soon return to school and will be walking through streets that have experienced high volumes of truck traffic. The city has designated specific truck routes to keep the community safe, however due to the lack of signage and enforcement, trucks are traveling through residential areas, causing safety hazards and an increase of pollution, which is highly impacting the air quality and health impacts of the community. Recently CCA EJ, along with Fontana residents, have advocated for the passage of the Indirect Source Rule, now we have a task to help make sure this new rule is implemented and enforced. The ultimate goal is to create safer routes for communities and improve the air quality that impacts the health and safety of this community and surrounding ones. So far CCA EJ and Fontana residents were able to begin a dialogue with Fontana City staff and will continue to address the issues moving forward.

This grant made it possible to create the resources needed to even begin a dialogue with the city and help educate and empower the South Fontana community who just wants a safer place to live.

CCA EJ was able to engage a total of 42 Fontana residents through the process at different community meetings and council meeting actions. CCA EJ was able to reach a large Latino community and a small percentage of monolingual Spanish-speaking residents.

We learned many lessons, one is that COVID-19 is still a fear amongst community members, making it difficult for them to engage in community advocacy. There is still a technology gap in our BIPOC, low income communities that we need to help close to improve engagement.

**Organization:**

**Central City  
Neighborhood Partners**

**Project Name:**

**Safely Stepping Out**

**Reach:**

**14,000 people**

**Award Amount:**

**\$10,000**

**County:**

**Los Angeles**

**Community:**

**Los Angeles**

**Project Goal:**

Re-enforce basic steps that community members, young and old, can implement to take a proactive approach to their safety and of others

*The following story was written by Central City Neighborhood Partners about Safely Stepping Out.*

During the months of July and August 2021, Central City Neighborhood Partners (CCNP) engaged approximately 14,000 community members in basic pedestrian traffic safety practices via in-person events, written materials, and social media interactions. As the COVID-19 pandemic shifted to recovery, CCNP wanted to ensure that the community was reminded of basic traffic safety steps they could easily implement to help prevent traffic injuries as they stepped back into “normal” daily life. To this outcome, CCNP developed a series of four comics depicting ways for pedestrians to “safely step out” and were available in English, Spanish, and K’iche to maximize community engagement. In addition, CCNP implemented a series of interactive activities that took place in July and August, helping to expand the reach and impact of the project. The following is a summary of the interactive activities that took place throughout the project time period:

- CCNP hosted two safety walks with community members, targeting youth and older adults. 309 individuals participated in this 2-day event, including 54 seniors, 83 children, and 172 adults.
- CCNP hosted a week-long social media event on Facebook, Instagram, and Twitter, highlighting the importance of safety and how to safely step back out. The social media event received 4,308 impressions.
- CCNP sent out two e-newsletters providing safety education to 3,109 individuals on two separate dates.
- CCNP sent out a traffic safety text message to 6,674 individuals. The message that was shared in English and Spanish was “CCNP: Make sure your first steps are safe by paying attention to the road and not your phone.” The Spanish text message was: “*Asegurese que sus primeros pasos son seguros prestando atención a la calle y no al telefono.*”
- CCNP also distributed 600 pedestrian traffic safety comics to community members.

Through the implementation of this project, CCNP helped to bring pedestrian traffic safety back into the minds and lives of the pedestrians, public transit users, bicyclists, and drivers. Through using simple messaging with colorful graphics, CCNP was able to re-enforce basic steps that community members, young and old, can implement to take a proactive approach to their safety and the safety of others. The interactive engagements offered a safe opportunity for participants to openly share positive and negative experiences regarding traffic safety interactions.



**Organization:**  
Collins Neighborhood  
Association

**Project Name:**  
Coke St. CAP

**Reach:**  
50-75 people

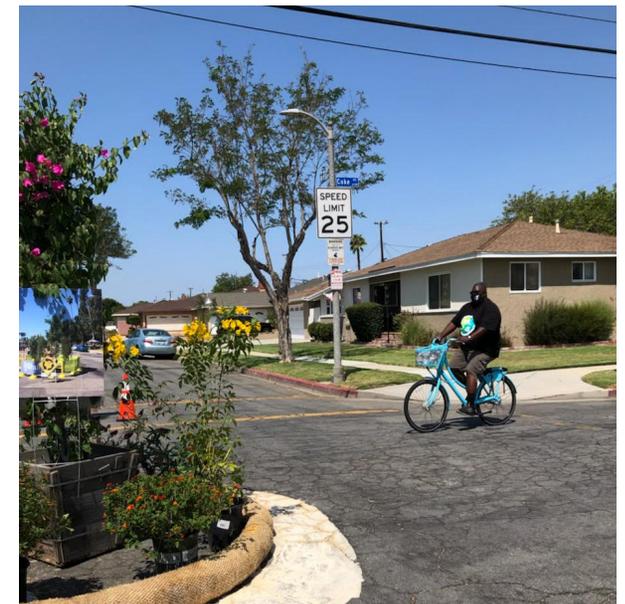
**Award Amount:**  
\$9,525

**County:**  
Los Angeles

**Community:**  
Long Beach

**Project Goal:**

Bring awareness to the need for traffic calming measures in a local neighborhood that has a school.



*The following story was written by Collins Neighborhood Association about Coke St. CAP.*

The Coke St. (CAP) Cross and Play project was a safe street neighborhood project. The Collins Neighborhood Association hosted a safe street event with education about and a demonstration of a mini-roundabout, curb extension, creative crosswalks, and a separated bike lane. The purpose of the Coke St. CAP project was to promote a traffic calmed neighborhood for biking, walking and playing.

We were able to reach the members of the Collins Neighborhood Association surrounding the Collins Elementary School (PUSD), the City of Long Beach Walk and Roll, Step Up Step Out, and local community groups. The impact was bringing awareness to the need of traffic calming measure in neighborhoods near schools and with streets that operate as a secondary high occupancy street.

The lessons learned with implementing this project are:

- Identify what licenses, permits or approvals are needed from the city or other agencies.
- What is the process and guidelines for obtain the licenses, permits or approvals?
- Is there a cost, and if so, is it an approved budget item for your project? Identify key stakeholders and communicate early and often.
- Use all forms of outreach and marketing to advertise and promote your event.
- Solicit input and feedback from the community throughout the entire process.
- Engage vendors early and obtain a written commitment for the agreed service to be performed.

**Organization:****Community Intelligence  
LLC****Project Name:****Incomplete Streets,  
Pedestrian Injuries****Reach:****3,000+ people****Award Amount:****\$9,975**  
.....**County:****Los Angeles****Community:****South Los Angeles****Project Goal:**

Identify the presence or absence of Caltrans-recommended pedestrian safety measures along high-injury collision corridors in historic South Central Los Angeles (LA).

*The following story was written by Community Intelligence LLC about Incomplete Streets.*

This project used the Transportation Information Mapping System to examine motor vehicle versus pedestrian related injuries and deaths in Los Angeles (LA), California from 2016 through 2020; and conduct a survey was to identify the presence or absence of California Department of Transportation (Caltrans) recommended pedestrian safety measures along high-injury collision corridors in historic South Central Los Angeles (LA), California. We found that:

Despite representing less than 9% of the LA population, Black/African Americans represent:

- 18% of pedestrians killed;
- 20% of those seriously injured;
- 17% of those hospitalized;
- 20% of those injured and complaining of pain requiring medical treatment.

Motor vehicle versus pedestrian related injuries and deaths increased by 3.4% among Black/African Americans and 1.8% among Hispanic/Latino's from 2016 through 2020 while they decreased among other racial/ethnic groups; and Black/African Americans were more frequently cited for motor vehicle versus pedestrian related violations than other racial/ethnic groups. For example, over 21.6% of all motor vehicle versus pedestrian related violations were attributed to Black/African Americans while only 22.5% were attributed to Whites despite LA's White population being three times larger than LA's Black/African American population. Last, we conclude that racial/ethnic disparities in motor vehicle versus pedestrian related injuries and deaths; and, potential racial/ethnic bias by authorities in issuance of violations to LA's Black/African Americans during motor vehicle related collisions were confirmed by this report.

Directly, and through our extended network, we sent the Zoom webinar notifications and copies of the reports to over 1,500 people; we posted the event and reports on LinkedIn where they were viewed over 1,400 times; we posted the event on the Crenshaw Walks Facebook page, where it was viewed and shared as well. We also shared the event and reports with 40 of LA's transportation and mobility justice leaders. On 8/19/21, over 20 people attend our Zoom webinar on Pedestrian Injuries and Deaths and the Absence of Safety Measures on High injury Corridors in South LA.

The meeting was impactful. A Los Angeles Walks intern from the University of California's Master

of Public Health program reached out to say that she learned a lot and that she would like to interview us. A UCLA Professor of Health Policy and Psychology wrote me to emphasize the importance of this type of research and tell me that she shared the report with a Los Angeles Times reporter.

*“Appreciated the webinar of this very important work. I shared it with a LA Times reporter. Keep the eye on the prize in our community as this is no small issue.” -Dr. Vickie Mays.*

A youth leader wrote to tell me that she learned more about how public health and the environment are connected. Dr. Margaret Yonekura of Dignity Health Care in downtown Los Angeles said that she would share the report with her colleagues in emergency medicine. Last, the reports document pedestrian injuries during the first year of the COVID-19 pandemic and the inaction associated with the heavily publicized but low-yield Vision Zero initiative.

We learned that the Transportation Information Mapping System can be used to produce informative reports and that Google Maps is a useful tool for observing environmental conditions like the presence or absence of pedestrian safety measures. And we learned that asking network partners to disseminate information about the reports and the Zoom webinar helped us to build an informed and engaged audience.

**Organization:**  
**Community Partners**  
(DBA LA Walks)

**Project Name:**  
**A Safe Street Solution  
for Every Crash**

**Reach:**  
**150 people**

**Award Amount:**  
**\$10,000**

.....  
**County:**  
**Los Angeles**

**Community:**  
**South Los Angeles**

**Project Goal:**  
Formalize the lessons from this program and train our membership and victim families in our Rainbow Halo queue, and engage with victims of traffic violence and their families



*The following story was written by Community Partners about A Safe Street Solution for Every Crash*

Thanks to the support of the Go Human Community Streets Mini-Grants, Community Partners hosted two meetings with Southern California Families for Safe Streets, a coalition of victims and family members of victims of traffic violence.

Our first meeting was our Family Picnic on Saturday August 7, 2021, which was in person at the Van Nuys/Sherman Oaks Park. Altogether, we had 24 people join us at our family picnic, where we provided food and a space to network, get to know one another, and to do our program. All attendees were victims or friends/family of victims. Of the attendees, just over half were new members to our group. Significant time was spent going around and sharing our individual stories of crashes and why we were brought into this work. After nearly a year-and-a-half of isolation, this powerful exercise not only built stronger bonds among old and new friends but set the tone for the second half of our program, where we discussed LA City's transportation department's Rainbow Halo program. We shared details of the program and our Co-Chairs Jeri Dye Lynch and Lili Trujillo shared their experience of getting rainbow halos for their own children, Conor and Valentina, both of whom were killed in traffic violence. Also present was Jasmine Waddle and her son, who lost Chyna Waddle just a year ago. Jasmine is currently working on getting a Rainbow Halo for Chyna and so was able to provide an update on her progress. Through their stories and their engagement with rainbow halos, we were able to connect how rainbow halos can serve as powerful tools to mobilize the public, media, and elected officials to secure safe street infrastructure.

Our second meeting was our bi-monthly Family Brunch on Saturday, August 28, 2021 which was at the Lomita home of one of our Co-Chairs, Lili Trujillo. As we've done during the pandemic, we also provided a virtual opportunity to participate through Zoom. Combined, we had 15 people join us for our brunch. During our brunch, we provided updates on important bills moving through the California legislature, including AB 43 (lowering local speed limits) and AB 1238 (decriminalizing jaywalking), two policies that, had they been law before, would have saved the lives of some of our family members. Afterwards, we discussed five new rainbow halos requests we were working on with different families: Chyna Waddle (killed in 2020), Jose Cuellar (killed in 2013), Jammie Wilson (killed in 2019), Bethany Holguin (killed in 2019), and Brian Hull (killed in 2016). Also discussed were different ways we can show up for these families and how we can engage their

elected officials to secure better pedestrian infrastructure.

After both events, participants noted how spiritually and emotionally full they felt from the program. These bonds not only strengthen the larger movement for safe streets, but it also allows Los Angeles Walks to lean more deeply into the volunteer work of our SoCal Families for Safe Streets members.

Implementing this project, we learned two important lessons:

Sharing physical space is something un-replicable on Zoom when it comes to connecting over grief and shared tragedy. While Zoom has been critical to connect over the pandemic, the ability to read faces, show physical touch, and share in food is fundamental to building trust and a social and/or political movement. As a manager of this project, I've quickly learned how much more powerful our family stories and leaders are when we share physical space together. We've already discussed how to do more in person programming but with necessary safe-guards, like providing a proof of vaccination.

Not every victims' family wants to be an advocate. There is a temptation among safe street advocates, and even at times within Los Angeles Walks, to see victims' families are natural advocates for safer streets. After all, if there is anyone who has paid the highest price for our mis-designed streets, it would be victims' families. However, there are a number of families who seek to get rainbow halos for their loved ones as an act of mourning, not an action to push for policy or infrastructure change.



**Organization:**  
**Day One**

**Project Name:**  
**Vamos Pomona,  
Pasadena, El Monte**

**Reach:**  
**2,500 people**

**Award Amount:**

**\$7,630 (Pomona), \$8,880  
(Pasadena), \$7,630 (El Monte).**

**County:**  
**Los Angeles**

**Community:**  
**Pomona, Pasadena, El Monte**

**Project Goal:**

Create safer walkable streets, using community engagement to identify intersections that are in need of improvement or intervention to address community concerns



*The following story was written by Day One about Vamos Pomona, Pasadena, and El Monte.*

At its core, our project prioritized community engagement and modeling community improvements so that we can gather feedback from community members. During the course of this project, we were able to connect with residents at Farmers Markets, Art Nights, food distribution sites, vaccine sites and at other community or pop-up events. We gathered feedback either in the form of a paper and online survey, or by having individual conversations about street safety, walkability and potential street improvements.

Overall, we were able to start a discussion about improving street safety. We were able to describe the different types of street improvements to residents and make the connections between physical improvements and improved safety. Many residents either had never thought about how to make streets safer, or thought the only way to do it was through increased enforcement. At the end of this project, we are walking away knowing that we increased the community's knowledge of the need for street safety, street improvements and their ability to advocate for these necessary improvements.

From day one, we had very strict expectations of having this project be completely community-driven and to have the pop-up event be a decision that was decided by residents. We quickly realized that the answers we received were all over the place and that the street improvements were not possible without having a traffic control plan or more planning time.

In Pomona and El Monte, we had to make hard decisions about where to host the event. In the end, we agreed that having a pop-up demonstration that is accessible to residents and models street improvements was the better road to take, as opposed to not having a pop-up demonstration at all. We also learned that residents had very real issues that they were worried about that impacted how they walk and bike, and which can't be improved by physical improvements; these include weather conditions, perception of safety from historical issues such as gang violence, and time/money.

**Organization:**  
El Sol Neighborhood  
Educational Center

**Project Name:**  
Safe Routes

**Reach:**  
451 people

**Award Amount:**  
\$10,000

.....  
**County:**  
Los Angeles

**Community:**  
San Gabriel Valley

**Project Goal:**

Collect information from Adelanto residents by having as many individuals complete our Safe Routes survey.



*The following story was written by El Sol Neighborhood Educational Center about Safe Routes.*

Upon Community Streets Mini-Grant approval, El Sol began to organize qualified coordinators and community health workers to take part of this project. El Sol plan was to collect information from key stakeholders (Adelanto residents) by having as many individuals complete our Safe Routes survey. The survey questioned resident's activities from:

- How many times a week do you practice outdoor activities?
- How safe do you feel in your community practicing daily walks?
- What changes you would like to see which would incentivize you to practice outdoor activities in your neighborhood?

El Sol contacted a total of 451 respondents. Data and responses are all demonstrated on PowerPoint submitted with this final report.

El Sol first concern was the well-being of our health workers and community. This was our first main obstacle, wanting to provide the community with one-on-one direct contact as has been our strategy in the past, but also practicing safe distancing protocols while trying to provide assistance while resident complete a lengthy survey. El Sol had been working with the City of Adelanto during most of the pandemic. Adelanto is marked by severe income, educational, insurance and housing barriers. This, according to the 2020 Census, created a hot-spot for environmental injustice, leading to community neglect and directly affects residents of Adelanto and their living experience in the city.

Adelanto was a hot-spot for COVID-19 cases due to the lack of resources and education. Due to the high cases schools, businesses, community-based buildings were all obligated to shut down. Upon closure El Sol searched for other access points on how to contact residents while still practicing safe distancing protocols.

El Sol would collaborate with schools which provided families with a week's worth of meals via drive-through for families whose children attended. Unfortunately, these schools closed upon receiving the Mini-Grant approval. El Sol has a long history of working with community leaders, supermarkets, and family-owned businesses. El Sol sought to collaborate not only with businesses, but also churches.

El Sol was welcomed to participate and is always asked for assisting to lead events. El Sol took

part in various reopening and resource gatherings specifically aimed for children going back to school for example: backpack giveaways, book fairs and much more. These events offered El Sol direct access to our most important stakeholder parents. El Sol was able to collect information not only on how residents felt about their community and outdoors activities, but if they would allow their children to take part of walking/biking in their neighborhood. Parents are our most important stakeholders since they are the volunteers at school, community leaders which advocate for change in the city for a better tomorrow for their children.

El Sol community health workers collected 451 responses from Adelanto resident which all plead for change and safer streets. El Sol received 78 direct comments on what the community wants to see, and approximately 20 committed residents willing to take part of any upcoming meeting to create change in Adelanto.

Since 1991, El Sol Neighborhood Educational Center (El Sol) has served vulnerable communities in the Inland Empire. In its 30 years of experience, El Sol has engaged and deployed community health workers to advocate for residents.

Even through lengthy experience, El Sol had never faced a pandemic like COVID-19. El Sol had not faced a complete closure of direct access to parents and residents. The city of Adelanto lacks the infrastructure for online learning specifically for non-English speakers. 48.5% of Adelanto residents are non-English speakers and 65.8% of all residents are Hispanic or Latino.

Adelanto also houses the highest rate of foreign-born population, much higher than the California average and higher than the San Bernardino County average. These numbers demonstrate that most residents can be categorized as immigrants, monolingual Spanish speakers and residents with limited English proficiency and above it all a pandemic which has closed access to resources offered by businesses which has now cut down on the labor market.

El Sol faced many obstacles especially in the city of Adelanto, but with the motivation from El Sol health workers, El Sol was able to reach 451 residents.



**Organization:**  
Habitat for Humanity of Greater Los Angeles

**Project Name:**  
New Visions for a Safer Washington Neighborhood

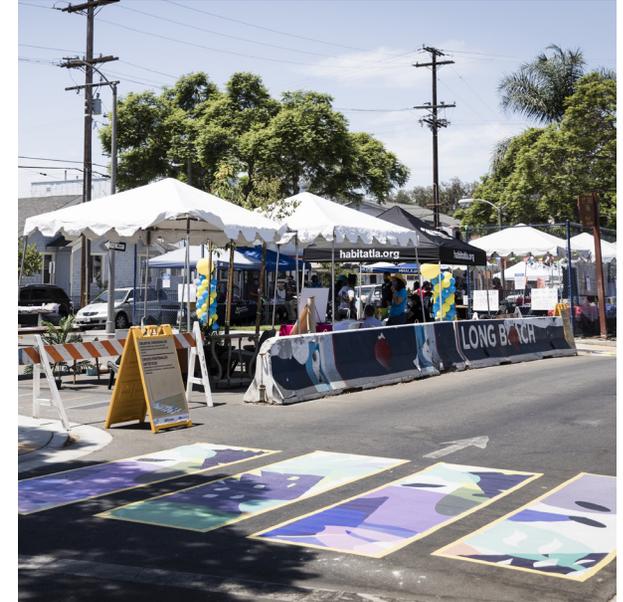
**Reach:**  
381 people

**Award Amount:**  
\$10,000

.....  
**County:**  
Los Angeles

**Community:**  
Long Beach

**Project Goal:**  
Encourage residents to take part in the Anaheim Corridor Zoning Implementation Process and empower people of all ages to design their own space



*The following story was written by Habitat LA about New Visions for a Safer Washington Neighborhood.*

Habitat LA, in partnership with Place It!, hosted an in-person model building workshop during the Washington Neighborhood Community Block Party and Resource Fair. The Fair was held in 14th Street Park, which runs the length of the community. The Park is one of the main walking routes for many residents, including students walking to and from school. It offers greenery, shade, play structures, as well as a skate park, but it is also bisected by several streets. The Park has long-been one of the community's areas of concern and they have previously called upon the City to act against drivers that speed through these streets, putting pedestrians, bicyclists, and playing children in danger. While the City installed barriers in the section where we placed our pop-up, people drive around them and through the park.

Habitat LA and Place It! hosted a community planning pop-up, offering residents an opportunity to re-imagine this space. The goal of this project was to encourage residents to take part in the Anaheim Corridor Zoning Implementation Process (ACZIP). Resident comments collected through this process will be used to inform future zoning and planning policies, which will impact bicyclist and pedestrian safety as well as housing and green space. By providing a hands-on opportunity for residents to re-imagine this space, we hoped to inspire them to take part in additional planning and advocacy opportunities.

At the pop-up, we reached people who had been a part of our previous at-home model-building workshops. This offered us an exciting opportunity to help residents bring the models they had previously put together at home to life. For example, a young participant of our webinar series was so excited to make his model a reality, he quickly agreed to work with Place It!'s John to place seating, plants to offer shade, and used chalk to draw a fountain. The re-imagined space was enjoyed by residents who used the space to take a rest and chat. At our table, we also had a smaller-scale model of the plaza. Participants used found pieces to re-imagine the space, resulting in creative designs. This allowed us to engage more fully with residents, including families whose children were naturally drawn to the model. Both models allowed us to engage with residents who had not previously heard about the ACZIP.

In addition to the pop-up, Habitat LA and Place It! completed a train-the-trainer workshop to residents that had previously participated in our planning workshops and were interested in leading their own. In total, six resident leaders participated, and one held a planning workshop at

a community block party, hosted in a neighboring community.

The impact of this grant was that we empowered people of all ages to be their own designers. We generated additional support for a plaza at this location with enhanced bike and pedestrian safety and had the opportunity to speak with a representative from the first district council office in support of this vision. Lastly, we increased the number of residents who are advocating for the transformation of this space.

The most important thing we learned was that having model-building workshops prior to the pop-up event was indispensable. From those engagement events, we were able to identify the site we used as one that was important to residents, instead of simply deciding on our own. Additionally, as the participants had already built models of the space at home, they were both familiar with the space and excited about the possibility of it being transformed into a more pedestrian, bicyclist, and play-friendly space.

Coupling the event with the Fair was both a benefit and a challenge. We were able to piggyback off the promotion of the event, which allowed us to connect with people who would not typically engage with this work. However, it was also a challenge as many residents' time was limited because they wanted to engage with other resources being offered at the event.

Having a smaller-scale model in addition to the life-size model was very helpful. It allowed us to engage younger children and their parents, as well as people who were perhaps less inclined to move furniture around but still wanted to have a hand in the design of the space.



**Organization:**  
Los Angeles County  
Bicycle Coalition

**Project Name:**  
E-Bike Safety Training

**Reach:**  
30 people

**Award Amount:**  
\$10,000

.....  
**County:**  
Los Angeles

**Community:**  
Los Angeles

**Project Goal:**  
Provide seniors a better understanding of e-bike safety, how cost-effective they are, and how they improve mobility for the elderly in meaningful ways



*The following story was written by Los Angeles County Bicycle Coalition about E-Bike safety Training.*

One in five Los Angeles County residents reports having a disability that presents significant challenges to their mobility; adults aged 65 and over account for 41% of that total population. While mobility issues affect all populations, Black, Indigenous, People of Color (BIPOC) are at greatest risk of developing complications with their mobility. We partnered with community organizations in under-served communities of Long Beach and South Los Angeles to address growing disparities between these groups and increase the safety of people most harmed by traffic injuries and fatalities. We held two in-person e-bike safety training sessions and one virtual training during August, in which we served a total of 30 seniors aged 55 and over. We held our first bike safety training and e-bike demonstration with members of the Long Beach Senior Center. Our second event was in South Los Angeles with the Ahmanson Senior Center @ EXPO. Before providing seniors the opportunity to test out the e-bikes, they participated in a brief bike safety training session, taught by a League of American Bicyclists-certified Cycling Instructor, where they learned about helmet adjustment, appropriate cycling wear, hand signaling, and more.

Based on the feedback from seniors, they found the bike safety training informative and shared that they learned something new. Following the bike safety training, our team member Kevin Shin provided seniors an e-bike demonstration using our fleet of Himiway and Spinciti e-bikes. Kevin explained the functions of the e-bikes, including how to power them on, control speed, and break. After that, Kevin provided a demonstration on how to ride the bike safely across an enclosed course.

Initially, seniors were skeptical about their ability to ride the e-bikes because they all shared concerns over their weight. While some seniors found that the lightness of the Spinciti bikes made them easier to ride, other seniors shared that the Himiway bikes' sturdiness and presence on the road gave them greater control over the e-bike. Our goal with the e-bike safety training and demonstration was to provide seniors a better understanding of e-bike safety, how cost-effective they are, and how they improve mobility for the elderly in meaningful ways. Based on the feedback from seniors, our event increased their knowledge about e-bikes, reduced concerns over their safety, and encouraged them to look into purchasing an e-bike of their own.

Research suggests that added health benefits of e-bikes are improvements in cognitive function

and mental health in senior populations. The reason behind these findings is that e-bikes bring seniors out of their homes and get them active. Many seniors expressed their joy in being reunited with their friends since COVID-19 prompted the initial shutdown in March 2019. Our greatest impact was bringing back joy to seniors who have struggled with inactivity and isolation through this pandemic.

The greatest challenge we met during this project was securing a third location to host our e-bike training amidst increasing COVID-19 cases in Los Angeles County. Despite the high interest in e-bike safety training, community organizations were averse to hosting in-person events. Given that our target population is a high risk, we looked into alternatives to providing e-bike safety training.

Our result was an e-bike video tour, in which we provided a detailed explanation of e-bikes, including function, safety tips, and maintenance. Misconceptions over the safety of e-bikes discourage the elderly from using them as alternatives to regular bikes, automobiles, public transportation, or walking. Providing safety training to these folks increased their confidence in their mobility.

A notable lesson to take from this is that with the proper resources and information, our most vulnerable populations to traffic injuries and collisions are better equipped to safely and efficiently navigate their communities. This experience is a reminder of the power of mobility justice and the great work ahead of us to continue promoting safer, healthier, and more sustainable methods of transportation for all.



**Organization:**

Los Angeles Neighborhood  
Land Trust

**Project Name:**

11th Avenue Park and Hyde  
Park - Community Safety  
Project

**Reach:**

300-400 people

**Award Amount:**

\$9,337  
.....

**County:**

Los Angeles

**Community:**

Los Angeles

**Project Goal:**

To collect resident feedback on  
travel behavior and infrastructure  
improvements in the community

*The following story was written by the LA Neighborhood Land Trust about the Community Safety Project.*

Issues of pedestrian safety in Hyde Park around 11th Avenue Park were identified by community residents during previous community engagement that took place in late 2020 and early 2021. As a result of this engagement and hearing resident's concerns, the Neighborhood Land Trust team developed the Go Human grant.

Due to COVID-19 and other safety issues in the community, we used a combination of virtual and in-person outreach. This included two Zoom open houses and several in-person tabling sessions at the park and community landmarks including a laundromat and the library. We had very few residents participate in the virtual sessions so the team created additional strategies to reach community members that focused more on in-person tabling. Additionally, we conducted door-to-door canvassing in order to reach more residents. Due to the quick project turnaround some of the community organizations like churches and food pantries were taking a summer break and so we weren't able to engage their stakeholders. Residents who did not have access to the Internet or technology contacted our Community Organizer via phone to complete surveys and answer questions based on the project.

The demographics of survey respondents varied. The majority either live or work in Hyde Park. Most respondents drive and/or walk in the community. One respondent was a cyclist but was in a near death accident and shifted to skateboarding - highlighting the lack of bicycle infrastructure in Hyde Park. On average, 37% of respondents stated they walk on the sidewalks and 44% believe that sidewalks are accessible only sometimes, with the primary issues being uneven sidewalks and bulky items such as furniture from illegal dumping making them inaccessible.

Over 70% of respondents feel that streets are difficult to cross because there is not enough time and drivers do not stop for pedestrians. The majority of respondents (44%) believe drivers do not behave well. 85% of respondents never bike on the streets and 70% rated bicycle access and safety as lacking in Hyde Park. We ask residents if they feel safe in their neighborhood and 40% stated yes, 37% stated no and 22% sometimes. For residents who stated no, many explained this is because of gun violence, homelessness and street racing. Most residents shared additional comments about community safety, one resident stated, "The city should help homeless people find a place to live." Another resident shared, "I have lived in Hyde Park for forty years and it is a great neighborhood, I hope there are new changes are being made to up lift the lives for kids and

access to be outside playing.” Most respondents completed the survey while in conversation with us which was rewarding.

Next steps on the project include sending the survey results to partners who supported outreach including the Neighborhood Council and Council District 8. We plan to share and discuss next steps for addressing the top issues residents highlighted. This includes installing speed bumps on 11th Avenue and working with both Councils to follow-up on additional safety issues that residents identified.

There are two main lessons learned from the project. The primary lesson was related to engagement and challenges reaching people who are wary of participating. The COVID-19 Delta variant created a challenge for reaching residents. Virtual meetings were poorly attended so we shifted to different types of engagement. Although there was hesitation by residents to participate in meetings, we discovered that tabling at 11th Avenue Park, laundromats and libraries were effective ways of reaching people. Additionally, door-to-door canvassing allowed us to engage with residents in deeper dialogue, hearing their concerns and experiences.

A second lesson learned is the significant number of issues facing residents in addition to concerns about traffic and speed, other issues impact why and how residents move about the neighborhood. Participants raised concerns related to community safety and maintenance. Specific concerns include street racing, pedestrian safety including fatalities, illegal dumping, community members experiencing homelessness camping on sidewalks, gun violence, and violence against women.

We also learned community residents have been advocating to get speed bumps installed around 11th Avenue Park for the past couple of years without success. As next steps, we will start to work on advocating for speed bumps on 11th Avenue and other streets in Hyde Park.

**Organization:**  
**Music Changing Lives**

**Project Name:**  
**Spread Paint Not Hate**

**Reach:**  
**N/A**

**Award Amount:**  
**\$10,000**

.....  
**County:**  
**San Bernardino**

**Community:**  
**Rancho Cucamonga**

**Project Goal:**

Promote the message that people needs to be kind to one another while driving, walking, or rolling in the community.



*The following story was written by Music Changing Lives about Spread Paint Not Hate.*

Music Changing Lives and the City of Rancho Cucamonga partnered on this project to provide a creative way to encourage the neighborhood to be advocates for traffic safety in their neighborhood through creativity and paint. We painted a 9,000 square-foot sidewalk mural that touted messages of love, hope and unity that brought the community out in droves to interact with one another on the streets again; our hope is for families to remember that there is room for all users on our streets and that we need to be kind to one another as we drive, walk, or roll through our communities. Artists painted with spray cans while using stencils for letters and shapes in front of Los Amigos Elementary School to create a one-of-a-kind art piece that they hope will be a symbol of resilience, unity, and compassion. We chose to use the stencils so that anyone could come by and create with us, and it worked! We had the principal and vice-principal helping to #SpreadPaintNotHate, along with community members, the fire and police departments, and even the mayor and city council. To have our project make headlines in the Sun newspaper really meant a lot, and we've gotten an overwhelming response from artists wanting to bring this project to their communities and an offer to work with 500 other schools to bring life to them.

These relationships have been solidly built with trust and mutual respect for what each entity contributes and brings to the community. The critical lesson learned while implementing this project was moving forward, we will establish a work plan to follow, outlining the time needed to create the projects and what is expected from both parties so that accountability is delivered from both parties outlining their respective roles and responsibilities, clear expectations, and a clear vision of the project. The open lines of communication that were established between the artist and the Department of Public Works were invaluable: for example they helped ensure our products used were safe for humans and animals, and tested the clear coat used to ensure none would slip and fall if it was wet; safety first is important to any project. Perhaps more importantly, this multi-partner collaboration has allowed Music Changing Lives (MCL) to optimize its resources (e.g., time, funding, staff, technical expertise, etc.) and deliver the highest quality of project possible that the Rancho Cucamonga community, particularly the Los Amigos neighborhood, embraced wholeheartedly.

**Organization:**  
**Nyeland Promise**

**Project Name:**  
**Safe Travels/Viajes  
 Seguros**

**Reach:**  
**3,200 people**

**Award Amount:**  
**\$10,000**

.....

**County:**  
**Ventura**

**Community:**  
**Oxnard**

**Project Goal:**

Promote community intelligence regarding safe travels through our community

*The following story was written by the LA Neighborhood Land Trust about the Community Safety Project.*

We developed a robust bilingual educational program and conducted extensive outreach surrounding safe passages, bike safety, and pedestrian traffic in our neighborhood for the safety of our children and residents. This created community intelligence regarding safe travels through our community. We distributed bilingual information to our residents at events, social media outlets, distribution of fliers at food distributions, inserts in backpacks for children, robotexting, and community signage.

We produced a bilingual video shot in our community with our residents. We showed this video to the neighborhood at a large outdoor gathering. We also made an in-person presentation to the Boys & Girls Club in Nyeland Acres, provided bilingual safety handouts in the backpacks of more than 400 school-aged children, placed banners throughout our community, and provided our residents with lawn signs. All of this raised the level of awareness of safe passage throughout our community and created an awareness of pedestrian safety. We reached approximately 3,200 direct people many times over, that live in Nyeland Acres, and many more people as they traverse through our community.

This program provided a unique opportunity for us to engage with our residents about safety. In fact, one night at around 9:00 P.M., a car stopped in front of our house and asked, "Are you the people that put up the banners asking people to slow down?" When we said yes, they thanked us and asked us for a lawn sign so they could put on in front of their house to protect their special needs child.

Creating the video was a way to engage more agencies in our area and bring awareness to our needs. We received engagement with two SCAG members, our local transportation agency (VCTC), and our County Board of Supervisors. This video was the driving force for us to establish a YouTube channel so we can have a larger reach. This grant provided us an opportunity review all safety needs in our community and we conducted several meetings with the City of Oxnard and requested they install crosswalks on the street under their jurisdiction. We are awaiting a follow-up after they conduct their study. We are hopeful they will add these crosswalks in our community.



**Organization:**  
**Public Matters**

**Project Name:**  
**University Park Slow Jams**

**Reach:**  
**44 people**

**Award Amount:**  
**\$10,000**

**County:**  
**Los Angeles**

**Community:**  
**Los Angeles**

**Project Goal:**

Advocate for pedestrian safety, especially school children, through creative media campaign.



*The following story was written by Public Matters about University Park Slow Jams.*

Over the course of the grant period, University Park Slow Jams (UPSJ) successfully conceptualized and implemented 3 distinct media shoots for the production of a back-to-school safety messaging campaign. UPSJ directly engaged with over 20 parents and 20 children from Foshay Learning Center, John Mack Elementary, Norwood Elementary, Vermont Elementary, and Lenicia B. Weemes Elementary, all part of USC Kid Watch's network. While we worked with the parents over Zoom for the past year, due to the pandemic, it was both our first opportunity to work with the kids and also in-person with the parents.

Parents and children emphasized how validated they felt by being directly involved, as co-creators and co-conspirators in the creation of the messaging campaign that is built around their daily experiences. UPSJ set the foundation for a spirited collaboration through multiple planning meetings and engagements during the grant period. We worked with USC Kid Watch to recruit families for a series of 3 production shoots that took place over 3 weekends during the summer. Parents previously identified and prioritized traffic safety concerns around each school. We used their input to guide story and materials development, while collectively determining shoot locations around each of the 5 schools. Parents were asked to create back-to-school street safety costumes with their kids. The point being that while parents and kids in other, more affluent communities might worry about the latest back-to-school fashion trends, University Park parents worry about clothing that safely protects their kids while crossing the street to get to school. We were overwhelmed with the care, creativity, and time parents spent creating the costumes. At each shoot, families wielded props, donned costumes, and performed skits and choreography.

UPSJ set the stage for future actions, advocacy and success. Changes to the built environment—an ultimate goal—unfortunately take years. Central to this is building awareness, effectively making the case for why changes need to be made and defining priorities. Even more critical is the question of who delivers the message. UPSJ has built a solid team of local residents who are primed to lead the charge.

Together, we co-created bilingual (Spanish/English) photo and video content to be deployed in UPSJ's upcoming back-to-school messaging campaign. In the process, we have been able to take direct action in-person, and externally project local lived experiences, traffic safety concerns, and what we have learned out to the broader community.

The upcoming back-to-school campaign will call attention to inhospitable street conditions UPSJ families previously identified through our collective mapping efforts, story-gathering, and spatially-distant walk audits. Designed to invite people into the conversation, the campaign's tone is disarmingly whimsical and humorous, pointing out the absurdity of the measures families must take to safely get their kids to and from school. As we begin to roll out these co-created media assets for the campaign, we anticipate an increased public awareness of the acute traffic safety issues in University Park.

After transitioning from online to in-person engagement this summer, it was shocking for the UPSJ team to directly connect findings from parents' walk audits and see firsthand the conditions around the schools: dangerous driver patterns, missing curb ramps, damaged sidewalks, and broken street lights.

Working with the families this summer reinforced the importance of direct engagement. Families fully embraced the opportunity to exercise their creativity and work in-person on the photo/video shoots for the back-to-school safety messaging campaign. While families are historically hard to reach and engage when school is out of session, in this case, they leapt at the opportunity to work on the UPSJ photo/video shoots. They showed up en masse for 8 am weekend photo/video shoots. Attendance was high and consistent. Even the families who were not able to participate on the days of the three shoots still came to every planning meeting.

This simply underscores how critical the issue of traffic safety is for University Park parents and their children. Fun as it is to make costumes and be the stars in a creative messaging campaign, we understand the real reason families showed up is because they are looking for change.



**Organization:**  
Rose Park Neighborhood  
Association

**Project Name:**  
On the Boulevard

**Reach:**  
130 people

**Award Amount:**  
\$8,101

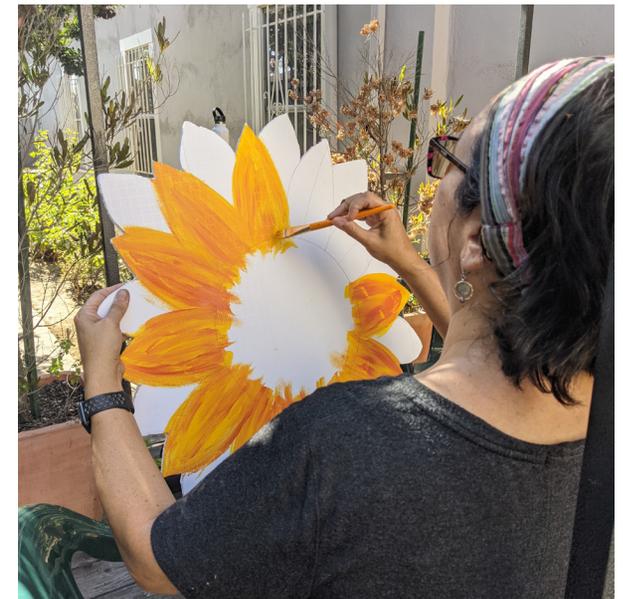
.....

**County:**  
Los Angeles

**Community:**  
Long Beach

**Project Goal:**

Build community awareness on what a transformed neighborhood boulevard could look like from the perspective of the pedestrian.



*The following story was written by Rose Park Neighborhood Association about On the Boulevard.*

We started with an idea. The idea was to interpret the pedestrian experience along the major street bisecting our neighborhood of Rose Park. We established a frame of data gathering, including an orientation to residents and guests, a data platform and survey, handwritten messages, and conversations, and then a process to gather and review our assumptions and how to expand and deepen the need for a pedestrian oriented environment. The event had two elements: "A Rose for You" direct connection to specific small businesses with hand painted signs, and "Sights and Sounds" identifying what is needed to improve the pedestrian experience along the street.

The key in a historic mixed-use neighborhood are the small businesses, shops, and the residents that live nearby. We reached 130 individuals directly. We had hoped for more but learned that everyone wanted to take more time than we had anticipated to share their thoughts and participate in the goals of the action. Some unanticipated findings: pedestrians typically walked with head down due to the narrow sidewalk to avoid trees and trashcans - but once approached with 'free lemonade' were pleased to discuss the street, the sidewalk and the adjacent areas.

We received an extraordinary - and unexpected - positive response from small businesses, and in the past few days more interest has evolved. Most telling is that we had thought people might want to walk 'the loop' to use the data platform; rather they preferred to stand or sit, thus avoiding the need to cross the street. The data platform was an excellent tool easily accessed by QR code providing a spreadsheet of itemized responses.

We have had 4 debriefs since the event day with greater reflection and depth of understanding, as well as encouragement to continue actions on a regular basis, the next On the Boulevard action will combine both elements of identifying signage and expanding the needs assessment.

We have had 4 debriefs and are planning a 5th. These have re-framed our perspective and next steps include: continued Neighborhood pop-ups, aligning the "Sights and Sounds" with the "A Rose for You" efforts. Fundamentally, we are re-interpreting the concept of power; that drivers have historically held greater structural and perceptively greater power than pedestrians. We were reminded to use simple fixes when possible, e.g. wayfinding indicators to a 'bike boulevard' one block off the main street of East 7th Street, reducing bike vs auto collisions and to focus

forward on creating a 'linear neighborhood' and actively changing the emotions felt along the street. And finally, reminding all that East 7th Street is a residential and small business street.

We learned we have support within our City's Public Health Department, as well as, local advocacy groups to expand the concept of pedestrian oriented boulevards regionally.



**Organization:**  
Santa Ana Active  
Streets

**Project Name:**  
¡Luces Vivas!

**Reach:**  
255-282 people

**Award Amount:**  
\$10,000

**County:**  
Orange

**Community:**  
Santa Ana

**Project Goal:**  
Engage community residents in issues  
with mobility and active transportation  
while promoting bicycle safety



*The following story was written by Santa Ana Active Streets about ¡Luces Vivas!*

Overall this event impacted a variety of people, including new and past volunteers, families, mothers, youth, workers at nearby businesses, those headed towards work, and elderly folk who are running errands. Oftentimes people stopped by our tables and then went home to bring more folks.

The population that stopped by doesn't have one definition. Participants came through on their bicycles as they noticed our setup, mothers and grandmothers walked by with their grocery carts to pick up materials for their grandkids, we saw families who were taking public transit and saw us near their bus stop. This event gave young volunteers the opportunity to engage with their community, practice their social skills, and learn how they can connect with our organization and the issues with mobility and active transportation in their community. While ¡Luces Vivas! participants received materials, both volunteers and participants gained knowledge on the safety issues people encounter as they walk, bike, run, or take the bus in Santa Ana.

This event was also educational. Many participants who came by did not know proper helmet fitting. When people would ask for a certain helmet color, we would start to explain the three steps to fit a helmet properly. Even though some would ask for a green helmet, which in our inventory was a size large, we would measure their head with a string and tape measure and hand them their proper size. We tell them that it is not about the color but about the proper helmet size for their head. We then taught how to fit the helmet using poster boards with pictures and steps. Other educational components provided include a rules of the road mini pocket pamphlets, bike safety coloring books, a bike infrastructure map of Orange County. We then explained why we were in that specific area distributing the materials.

After hearing that the intersection has high collision rates, participants often felt inclined to share their experiences of where they encountered a near-miss collision or had experienced one. About half of the participants have shared a similar story. Many saw the connection of why we were distributing safety materials and appreciated the event's value to the community. An impact of this event was networking with community members and with local organizations. We found ways to include other organizations during our event so that they can share information on their upcoming activities and resources. We connected with the City of Santa Ana at our first event where they shared about an upcoming bikeway project. Latino Health Access also came

to provide COVID-19 vaccine information, and we had Tenants United Santa Ana share about tenants' rights and rental relief resources. This is a great way to connect community members to resources that may be inaccessible or that they are unaware of. These issues intersect and we see a huge impact these forms of networking can make.

Although SAAS regularly hosts four of these events per year outside of the Mini Grant process, we noticed that the additional three events we hosted with the Mini Grant were still just as successful as our regular programming. We learned that mobility doesn't stop. People still keep traveling to work, school, grocery stores etc. because not everyone works from home or can get things delivered.

### **Attendance**

We saw little less than our regular amount of participants. We tend to get about 100-150 people and during the mini grant we were getting about 70-109 people.

### **Outreach**

This event required little promotion because we instantly got people coming by as they were on their way to their destination. This program was a way to connect with people directly who need the bicycle safety materials and resources the most, without having to do heavy digital and pre-event outreach.



**Organization:**

**Santa Ana Active Streets**  
c/o Charitable Ventures Orange County

**Project Name:**

**SAASy Thursdays**

**Reach:**

**133 people**

**Award Amount:**

**\$10,000**

**County:**

**Orange**

**Community:**

**Santa Ana**

**Project Goal:**

Give ride participants a hands-on education of riding safely on the road



*The following story was written by Santa Ana Active Streets about SAASy Thursdays.*

The purpose of the SAASy Thursdays bike ride was to give ride participants a hands-on education of riding safely on the road. We provided safety demonstrations at the beginning of the bike ride on fitting a helmet properly, using hand signals for riding and distributed safety materials such as bike lights, reflective wristbands, and bike helmets. For many of the people on this bike ride it was the first time they had ever rode their bikes on the road and in a group. Many expressed that the format of our rides made it very accessible to participating, including offering a number of bikes to borrow, creating short routes for more novice riders, and providing incentives like train tickets, paletas, meals and snacks.

The key to making a fun and educational program was through our collaboration with local community members. We were able to organize our volunteers, which is made up of predominantly local Santa Ana residents, to help develop the themes of the bike rides. The July 22 ride to the Santa Ana River Trail to the Anaheim Regional Transportation Intermodal Center to catch a Metrolink train back to Santa Ana, was pitched by a volunteer. Many participants shared it was the first time they had ever rode the Metrolink, and a train in general. Other volunteers wanted fun activities that could easily engage residents and their families. So, we hosted a ride to two paleterias on July 29, and a movie night ride on August 5. Our last ride on August 12th, we partnered with Tenants United Santa Ana (TuSA) to host an educational bike ride about the gentrification of downtown Santa Ana, people who have fought back against this force, and where these changes are taking place today. TuSA created the script for the bike ride and identified key locations for us to visit. SAAS developed the route and how to arrive at each location. Together we also created an interactive app that is available in English and Spanish that showed the route of the ride and gave an additional context to the tour.

All the rides also included collaboration with key partners and individuals. The Bicycle Tree staff and volunteers supported us by joining on as bike captains and developing and testing routes. The day of the rides The Bicycle Tree staff and volunteers assisted participants with minor bike repairs. If SAAS ran out of bikes, The Bicycle Tree would lend some to folks. The Bicycle Tree also supported in printing essential documents like waivers and flyers. El Centro Cultural de Mexico supported the movie night bike ride on August 5th by allowing the ride to start and end at their building. We also partnered with a local artist in creating all the flyers. We believe that working

with local artists assists in creating images that resonate with the community because the person is from the community. Metrolink also supported the river and train ride by donating pens and lanyards to be distributed during the ride.

**Lessons Learned:**

One of our objectives was engaging families in while taking precautions around COVID-19. Bike rides are a perfect opportunity to host a healthy activity in a group as the ride is in near constant motion and is entirely outdoors.

Hosting these events showed us the need for inclusive activities for families. By creating multiple routes, starting during early evening hours, and providing bicycles to folks who don't own a bicycle, we bridged multiple barriers for families to join a bike ride.

There was a high demand for the loaned bicycles. On multiple occasions, we had a wait list for people requesting to borrow a bicycle. We tried to connect them to The Bicycle Tree to procure a bicycle, but oftentimes folks had to be turned away for the lack of available bicycles. We will continue to offer bikes and find more creative ways to make more available to avoid turning people away.

Our starting and ending points were accessible to many residents, but were still inaccessible those further away and who lacked car access. Future efforts have us interested in partnering with other organizations and bike shops to start and end in locations that are not usually served.



**Organization:**

**Southern California  
Mountains Foundation**  
(Urban Conservation Corps)

**Project Name:**

**Walking is a Human Right**

**Reach:**

**3,200 people**

**Award Amount:**

**\$9,980.13**

**County:**

**San Bernardino**

**Community:**

**San Bernardino**

**Project Goal:**

Create "Community-Driven  
Recommendations to Make San  
Bernardino More Walkable to Ensure  
Basic Human Rights"

*The following story was written by the Southern California Mountains Foundation about Walking is a Human Right.*

The goal of this project was to create "Community-Driven Recommendations to Make San Bernardino More Walkable to Ensure Basic Human Rights" specifically in low income neighborhoods of color and to ensure that walking is accessible, especially for vulnerable populations such as children, women and the elderly. During a six-week program period, approximately 210 people were reached throughout the program period through 10 small discussion groups/workshops/walking audits conducted outdoors (due to COVID-19 pandemic these events were combined) with the exception of three that workshops/discussion groups indoors, as well as the administration of a survey that reached over 100 community residents.

With the rise in COVID-19 cases in San Bernardino, the project team was required to become more resourceful and flexible in the implementation of program strategies. For instance, residents did not want to participate indoors to discuss project issues due to their fear of being infected with the COVID-19 virus. Therefore, the project team had to combine strategies outdoors to get the information needed.



**Organization:**  
**Streets Are For  
Everyone**

**Project Name:**  
**Interfaith for Safer Streets**

**Reach:**  
**2,250,000 people**

**Award Amount:**  
**\$8,250**

.....  
**County:**  
**Los Angeles**

**Community:**  
**South Los Angeles**

**Project Goal:**

Improve the infrastructure of South L.A., support those who have been impacted by traffic violence, and educate the community about responsible driver, pedestrian, and cyclist behaviors



*The following story was written by Streets Are For Everyone about Interfaith for Safer Streets.*

SAFE (Streets Are For Everyone), in partnership with Mt. Salem New Wave Christian Fellowship Church, started by reaching out to ministers across South Los Angeles. In total 220 houses of worship were contacted and invited to one of two “Welcome Events” where civic leaders and ministers were educated on traffic violence stats and how Faith for Safer Streets was a solution to this. These events also featured the upcoming Go Human South LA encouragement campaign.

In total 47 people signed up for these welcome events which were attended by not only ministers but the Los Angeles Police Department (LAPD), Los Angeles County Supervisor Holly Mitchell’s staff, activists, media, and other civic leaders. Everyone was very interested in Faith for Safer Streets and what its goals and objectives were. There was a lot of interest in the Go Human South LA material. These events also resulted in local South LA media attention.

Concurrent to the Welcome Events, photos were being taken with models who live and work in South LA for a “Go Human South LA” encouragement campaign. In total, photos were taken of 16 different models and scenes for this campaign. These photos were submitted for review and production to SCAG.

On 31 July, Faith for Safer Streets did its first event, a backpack giveaway at Mt. Salem New Wave Christian Fellowship Church. In total, 157 backpacks were given away to local families and their children. Every backpack had information on pedestrian and bicycle safety for kids in both Spanish and English provided by AAA of Southern California.

On 28 August, Faith for Safer Streets held its final event, a remembrance for the 1,497 people injured and 124 people killed by traffic violence in the last 12 months in South Los Angeles. This event was held outdoors at Figueroa Street Elementary School, along one of the most dangerous streets in Los Angeles. It was attended by 35 individuals including Councilmember Marqueece Harris-Dawson, a representative from the LAUSD Board of Education, Chief of Staff for the Los Angeles Department of Transportation, Captain of the LAPD South Traffic Division and victims of traffic violence in South LA. Interfaith leaders from across South LA also spoke and provided prayers and blessings. These leaders represented over 800 houses of worship in South LA and the surrounding communities. The event had 800 yellow flags and a pop-up memorial to remember all those injured and killed.

The feedback and interest generated from this event was tremendous. Councilmember Harris-Dawson originated a request for help with outreach for traffic safety projects and ways to manage speed in South LA. LADOT has since reached out for dialogue with Faith for Safer Streets on South LA traffic violence. A meeting is also being set up with LAUSD Board of Education Staff regarding school safety.

We underestimated the amount of work needed to organize and set up the Remembrance Event. While it came off well, it consumed more staff work than originally predicted. We also didn't predict how much time it would take to get the Go Human South LA encouragement campaign designed, approved, and printed. As a result, we weren't able to get the material in time to distribute for the Grant deadline but will distribute them as soon as we do receive them.



**Organization:**  
Streets For All

**Project Name:**  
Ktown Block Party

**Reach:**  
500-1,000 people

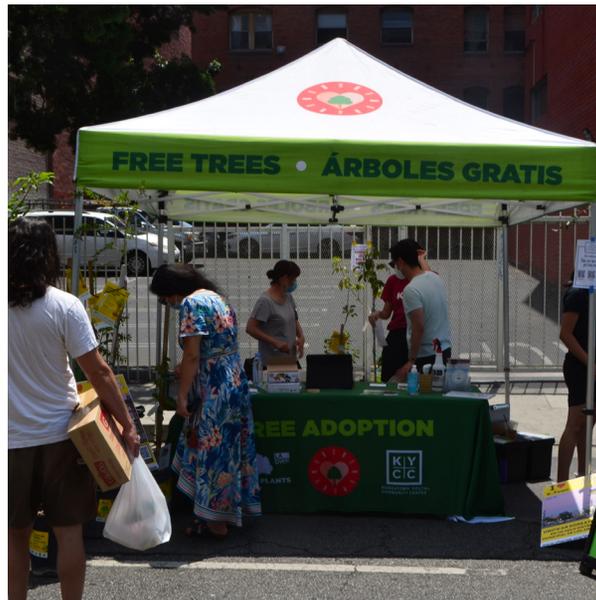
**Award Amount:**  
\$10,000

**County:**  
Los Angeles

**Community:**  
Los Angeles

**Project Goal:**

Provide open space for LA's most park-poor neighborhood, educate the community on ways to reduce traffic violence and collect feedback while providing a revenue boost to the small businesses on this corridor



*The following story was written by Streets For All about Ktown Block Party.*

Ktown Block Party was an open streets event on 6th Street in Koreatown. The goal of the project was to provide open space for residents of Los Angeles' most park-poor neighborhood, educate the community on ways to reduce traffic violence and collect feedback on the same, and provide a revenue boost to the small businesses on this corridor, which were hit hard during the pandemic. Local performance artists were invited to perform at the Ktown Block Party. Entertainment included traditional Korean dance, a singer and guitarist, and K-pop and Latin Dance instruction which was provided by the YMCA. The event was emceed by Kristina Wong and Sister Unity.

We also used this event to collect community feedback for a large-scale proposal to permanently turn a ½-mile stretch of 6th Street into a pedestrian corridor. Attendees were incentivized to take the survey by receiving a large box of ramen. We had approximately 200 ramen boxes and all of them were distributed. We had QR codes that attendees could scan with their smart phones to take the survey in English, Korean, or Spanish. We also had paper surveys available to ensure everyone had access.

We planned to set up the curb extensions, creative crosswalks, and parklets. However, the kit of parts was never delivered to us. This was of no fault of SCAG nor us. For some reason, the trucking company never delivered it. SCAG was able to obtain one parklet for us to use and we were grateful for their quick planning once we realized the delivery wouldn't be made. We were thrilled to learn that roughly three quarters of the respondents want to see 6th Street permanently turned into a pedestrian plaza.

Outreach for the event was conducted in English, Spanish, and Korean. Streets for All shared social media posts on our accounts and we sent an email blast to our email list. The event was also featured on local media sites like KoreaDaily, StreetsblogLA, and KoreatownLosAngeles.com. We distributed fliers to the local businesses and apartment buildings along 6th St. and nearby Wilshire Boulevard.

We learned that the community is eager to have public space in Koreatown, even if it means closing off a street to cars. 157 people took the English-language survey, 71.3% of whom want this corridor to permanently become a pedestrian plaza. 22 people took the Korean-language survey, 54.5% of whom want to see this become permanent. 21 people took the Spanish-language

survey and 81% of these respondents want to make this permanent.

The vast majority of survey respondents were Koreatown residents who walked to the block party. This is important data. If 6th Street permanently becomes a pedestrian plaza, we want to make sure it's done based on the needs and desires of the community, not from outside interests.

We learned that there can always be more outreach. We did well considering we had a small team, but many residents told us they didn't hear about the event on time. But now that we have our first open streets event completed, we have a lot more volunteers who are willing to help us for next time.



**Organization:**  
The Artlands

**Project Name:**  
The Artlands Crosswalk Mural

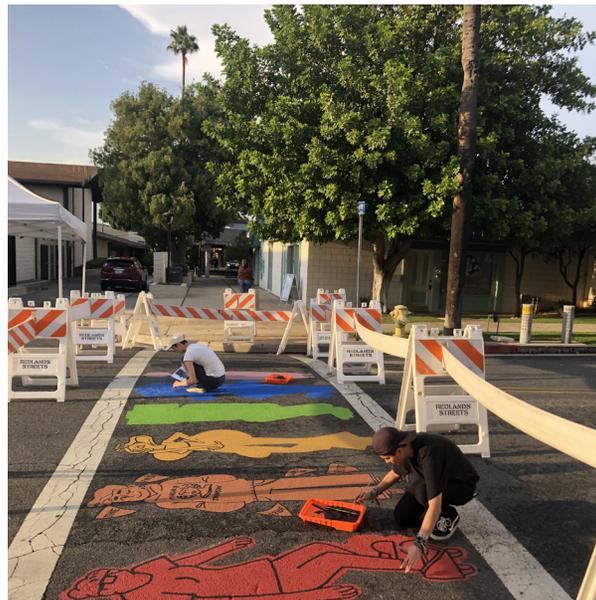
**Reach:**  
60 people

**Award Amount:**  
\$8,000

**County:**  
San Bernardino

**Community:**  
Redlands

**Project Goal:**  
Create the first piece of street art in the history of the City of Redlands



*The following story was written by the Artlands about the Artlands Crosswalk Mural.*

The mural was painted on Thursday 9/9/21 and clean-up and finishing touches were completed the morning of 9/10/21. The day of painting brought out numerous members of the community to check out what was going on as well as volunteers, reporters, and photographers. Overall it was a very successful day of painting despite triple digit temperatures in the early part of the day and a thunderstorm that brought rain in the mid-afternoon, creating a three-hour delay, but no damage to the mural. The mural has already received lots of positive feedback from the community.

The outcome of this project as a whole is that it has already impacted so many people. This will be the first piece of street art in the history of the City of Redlands, and as a result, it prompted a debate within our City Council on asphalt art and whether or not it should be allowed or if it should fall within certain guidelines. In this case, the city allowed us to move forward with our project without putting any restrictions on color or design. This impacts not only our project but paves the way for future street art projects in the city.

Additionally, as far as we have been able to find out it is the first piece of public art in not only Redlands but the Inland Empire area, outside of the Coachella Valley, to center on the LGBTQIA community. At the City Council meetings where this project was being discussed for approval, we had numerous speakers and community members come up to support the project and say how much it will impact them and the community as a whole. The artists who created the design are also part of the LGBTQIA community and had their first opportunity to work on a piece of public art.

This has been a massive learning experience for not only me and our organization, but for the City as well. I think we all learned so much more about road paint and regulations than we ever intended to. This was our organization's first ever grant.

We have done mural projects before for private businesses but have never gone through the grant process, or worked through and navigated city approval processes and regulations. We learned a great deal about the approval process for public art projects and it will enable us to work on more in the future. We also learned a lot about working with different types of paint. Painting in

a roadway requires different paint than working on a wall. So not only did we have to find and secure road paint, but we also had to have custom colors made.

All of this is going to make us stronger and more knowledgeable in the future and we are very grateful for the support we've received through this Community Streets Mini-Grant.



**Organization:**  
Walk 'n Rollers

**Project Name:**  
ST Forward - Foothill  
Safety Campaign

**Reach:**  
2,000+ people

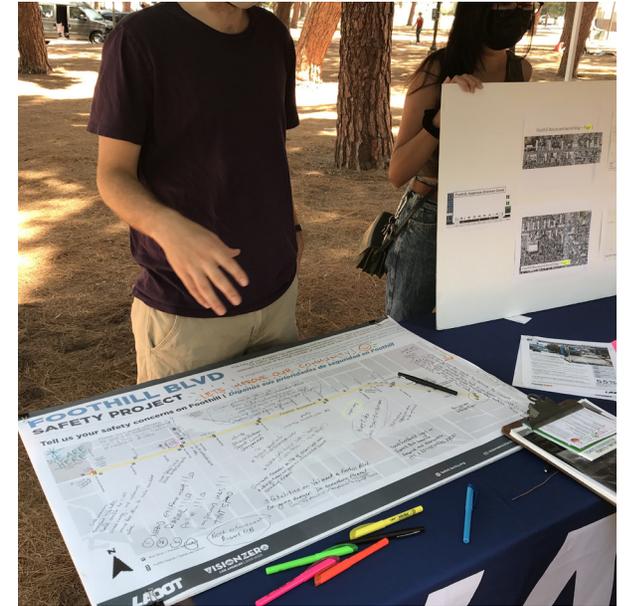
**Award Amount:**  
\$10,000

**County:**  
Los Angeles

**Community:**  
Sunland / Tujunga

**Project Goal:**

Outreach to over 90+ businesses to help promote the event, educate the public about our community's traffic challenges, and build new partnerships with local youth leadership to include them in envisioning safer streets in our community



*The following story was written by Walk 'n Rollers about ST Forward - Foothill Safety Campaign.*

Our project reached over 250 school aged children during their online sessions and Spring Camp workshops as they participated in Placelt! workshops, illustrating their vision for a safer Foothill Boulevard corridor. These creations demonstrated creativity and ingenuity, ranging from stop signs and bike lanes to pedestrian bridges and railroad crossing-type barricades to effectively stop traffic. These elements inspired the mural titled “Watch for Us” which will remain in place for up to two years, being visible to millions of drivers.

The Pop Up demonstration event reached as many as 200 participants. Self-guided and guided walking tours were made available so participants could experience the neighborhood and pop-up elements - creative crosswalk and curb extensions - to be able to more accurately voice their concerns and offer solutions. The Los Angeles Department of Transportation (LADOT) staff, district Councilmember Monica Rodriguez and area California Assembly Representative Luz Rivas offices' were on site and taking comments, providing an excellent opportunity for direct community feedback.

Further, SCAG's *GoHuman* elements were placed in highly visible locations around the perimeter of the park to continue bringing awareness to safety issues on this corridor. These materials were visible to tens thousands of drivers each day since the event. Additionally, 90 businesses, 50 community members, and over 30 volunteers were directly involved in the events.

One of the most fulfilling aspects was that this event helped launch St Forward's ST Smart Traffic working group, and created the right context for the launch of our newly created website and visual identity. It also allowed us to recruit volunteers and members who are passionate about traffic safety in our community. This will leave in place a working group to foster sustainability for the overall vision.

#### **Highlights:**

- Community members in direct dialogue with LADOT engineers and Assembly staff members
- New collaborations with local organizations and businesses
- New outreach to over 90+ businesses to help promote the event and educate the public about our community's traffic challenges
- Close collaboration with CD7 and new connections with the Los Angeles Police Department,

Traffic Division, Los Angeles Public Library and others

- Vaccination station
- Challenged local Neighborhood Council traffic committee to expand their work to include a focus on engineering improvements in addition to law enforcement to solve our traffic challenges
- Connecting with hundreds of local youth on traffic safety and to include them in envisioning safer streets in our community
- Connecting with many community members to create a mural that inspires our neighbors to watch for pedestrians, equestrians, cyclists, handicapped, etc. The mural also uplifted the diversity of our community, and explicitly communicated that traffic challenges affects all.
- Kit of parts was a revelation and received very positive feedback. It allowed neighbors to visualize improvements that are urgently needed in our community
- Built new partnerships with local youth leadership (Orange Elephant and Sunland Tujunga Voices United)

**Lessons Learned:**

- The need for early and robust promotion
- The value of partnerships
- Accurate pricing of all elements as early in the process as possible
- The need to contact local leaders at the time of the grant application, not upon receiving an award
- More time is required for a project of this scope
- More focused programming/less is more
- Better team communication



**Organization:**

Yolanda Davis-Overstreet  
Consulting / Ride in Living Color

**Project Name:**

Walk the Boulevard: West  
Adams Safety Project

**Reach:**

200 people

**Award Amount:**

\$10,000

**County:**

Los Angeles

**Community:**

Los Angeles

**Project Goal:**

Build a connection to City, CBO's, and mobility justice-based work while providing a platform for the community to learn about how Adam's Blvd safety project has been adjusted based on community feedback.



*The following story was written by Yolanda Overstreet Consulting about Walk the Boulevard.*

This community engagement event was a success in the following ways:

We were able to ignite the participation of community members, community-based organizations, neighborhood schools, the West Adams Neighborhood Council Board Members, Public Safety Committee Members, and the Los Angeles Department of Transportation's (LADOT), Vision Zero and Safe Routes to School representatives.

We provided 11-engagement tables that spanned the 2-mile space along the Adams Blvd Corridor ensuring that we would engage with the diverse residents in the community. According to LADOT's Lauren Ballard this engagement approach and model of community engagement has never occurred. She expressed that this is an effective and more grounded approach that should be built upon.

Community engagement on the pedestrian safety issues did occur as passers-by stopped to inquire and discussed with the strategic representatives at each table. Feedback shared was that the community has never had an event focused on their safety needs in this manner or method.

With the focus on speeding and pedestrian safety that morning, the reality of these issues was emphasized to us all due to the continuum of speeding cars as we Walk the Blvd.

The community, CBOs, and LADOT have been encouraged by this effort and are discussing ways in which we can continue to build upon this type of popular education to grow awareness, advocacy, and safety in the West Adams neighborhood.

We conducted an ongoing English/Spanish survey-this effort did not gather the response we would have liked it to receive. We did share a range of our outreach material, however only nine responses were captured.

We developed a social media campaign that spoke on the lives lost along the Adams Corridor and tagged the informative resources from news coverage on the incidents, Go Human Drive Safe info, LADOT Vision Zero report, and the Walk the Blvd Survey; and improved upon our Linktree outreach approach

**Lessons Learned:**

- Seed funding to build upon the existing grassroots “non-funded” advocacy work is vital to addressing the ground truths safety issues in COC.
- Collective and intentional partnerships such as this help build credibility to the community organizers’ and or CBO’s work and purpose.
- There is still so much work that must be done - therefore there needs to be a continuum of funding to implement the community-based efforts.
- The process of gathering data on the traffic violence within COC is an act of social injustice; the existing data is unpredictable, unreliable, and untraceable in many instances according to the research that has been done by Madeline Brazen at UCLA Lewis Center for Regional Policy Studies, and my ongoing conversations with Lauren Ballard at LADOT VZ.
- “Hope of creating safer and more united sustainable neighborhoods” is there, but we have to create more meaningful collaborations that speak to the care, human rights, safety, and healing aka evolving of the people who live in the community and around the community.



**Organization:**

Yolanda Davis-Overstreet  
Consulting / Ride in Living Color

**Project Name:**

**BIKING WHILE BLACK: How Safe  
Are Black Lives Bicycling?**

**Reach:**

250+ people

**Award Amount:**

**\$10,000**

**County:**

Los Angeles

**Community:**

Los Angeles

**Project Goal:**

Create a 3-5-minute short film examining two questions: What are the safety issues Black Lives face while bicycling, and what are the envisioned and justice-based solutions that are addressing these issues?



*The following story was written by Yolanda Overstreet Consulting about Walk the Boulevard.*

The openness and willingness of the community, grassroots advocates, and City agencies to participate in this project has been phenomenal. Our approach to observe, discuss and present the data and the sensitive and tough conversations around police enforcement, infrastructure disenfranchisement that has played out for decades, racism, and racial profiling and even death (transportation and racial inequities) proved to be very successful during each of our interviews. Our post-production photo posts on Instagram (mainly) generated attention and interest in diverse populations, age groups, and cultural backgrounds; they are eager to see the final short documentary.

Organizations such as the Los Angeles Department of Transportation (LADOT), California Walks, Cal Bikes, and Antioch University LA / USMA (to name a few) are very interested in finding ways to support these efforts and work moving forward.

Each of the interviewees, we see as evident extensions in which we can continue to find ways of aligning our efforts to eradicate racism and create safer spaces for Black Lives to bicycle.

We are very interested in building upon this documentary effort to create a longer version of this narrative so that we can include all the interviewees' (who are not included in this short). Each one of them offered extensive and valuable insights and feedback; along with pairing this storytelling tool with a resource guide and calls to action.

Below is the entire rooster of who we interviewed:

- Chris Smith, Single Dad, Sous Chef & Bicyclist
- Ade Falade, Owner, Ride On! Bike Shop/Co-Op & Bicyclist
- Lena Williams, Bicycle Safety Education Manager, People for Mobility Justice & Bicyclist
- Madeline Brozen, Deputy Director, UCLA Lewis Center for Regional Policy Studies
- Wajenda Chambeshi, Supervising Transportation Planner (External Affairs), LADOT
- Dr. Adonia Lugo, PhD, Chair, Antioch University LA / MA Urban Sustainability Program
- Damon Turner, Founder, Los Angeles Bicycle Academy & Bicyclist

Additional interviewees (not featured) due to it being a short documentary that still had to be extended to close to 8 minutes to ensure that the narrative was sound and complete in its delivered message:

- Lauren Ballard, Vision Zero (VZ) Supervising Transportation Planner, LADOT
- Caro Jauregui, Co-Executive Director, California Walks
- David Price, Director of Racial Equity for the Civil + Human Rights and Equity Department City of Los Angeles
- Channing Martinez, Director of Organizing, Labor Community Strategy Center & Bicyclist
- Pauletta Pierce, Community Advocate & Bicyclist
- Kali Malukah, Teacher & Bicyclist
- Dominique Satterwhite, West Adams Stakeholder & Bicyclist

Key lessons learned were the following:

- Seed funding to build upon the existing grassroots “non-funded” advocacy work is vital to addressing the ground truths safety issues in communities of color (COC).
- Collective and intentional partnerships such as this help build credibility to the community organizers’ and/or community-based organizations’ (CBO) work and purpose.
- There is still so much work that must be done - therefore there needs to be a continuum of funding to implement the community-based efforts.
- The process of gathering data on the traffic violence within COC is an act of social injustice; the existing data is unpredictable, unreliable, and untraceable in many instances according to the research that has been done by Madeline Brozen at UCLA Lewis Center for Regional Policy Studies, and my ongoing conversations with Lauren Ballard at LADOT VZ.
- “Hope of creating safer and more united sustainable neighborhoods” is there, but we have to create more meaningful collaborations that speak to the care, human rights, safety, and healing, aka evolving of the people who live in the community and around the community.



**Organization:****Youth Leadership Institute****Project Name:****Youth-Led Safety & Walkability Assessment****Reach:****15 people****Award Amount:****\$6,428.42****County:****Los Angeles****Community:****Long Beach****Project Goal:**

Engage local youth in issues of transportation and mobility justice, as well as intersecting issues of environmental and housing justice

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

Through this project, we were able to engage with 15 local youth in a summer program to build capacity in transportation and mobility justice, as well as intersecting issues of environmental justice and housing justice. We reached an online audience of over 3,000 through social media posts on our Instagram feeds/stories and Twitter.

Youth in the program represented a variety of schools and communities including Long Beach Polytechnic High School, California State University Long Beach, Long Beach Community College, and California Academy of Math and Science. All youth participants were youth of color as well. Through a series of virtual workshops, youth built relationships, developed skills, and created art pieces in addition to collecting data and developing a findings and recommendation report.

Youth participation was strong throughout the program and several youth expressed interest in getting involved with a year-round program with our agency to continue to develop their leadership, advocacy, research and storytelling skills. Another highlight would be that the youth who conducted walking tours were able to develop clear findings and recommendations to improve the safety and accessibility of the streets near Polytechnic High School that can be used to advocate for much needed improvements. Youth were able to connect with their community and collect data by observing a familiar neighborhood in a new way. As a result, youth gained valuable research experience and were able to propose solutions to the problems they identified.

Youth also completed evaluations after the workshops to help staff measure impact. In the responses, youth indicated an overall improved understanding of the topics covered.

Some highlights from evaluations included:

- “I loved that we got to work with others”
- “I enjoy everything especially the pace thank you to our wonderful organizers.”
- “I learned the various ways people of color are targeted ... Also ways to make a collective effort to address [it]”
- “I didn’t know that Long Beach had so many organizations focused on environmental justice.”
- “I love the space and attitude and the people, I love everything!”

There is both a need and desire among youth to conduct further research into safety and access issues as they relate to transportation, especially for youth who rely on a variety of transportation modes. Collectively we learned that the area surrounding one of the main high schools in Long Beach is actually hazardous for many reasons. Further investigation and advocacy would be needed to assess the conditions surrounding other schools as well. This is a key issue especially for young people returning to in-person school and those who rely on buses, biking, walking and/or wheelchairs.

Another lesson from this project is that many young people feel there is stigma attached to riding buses. The stigma they named was primarily around safety issues and reliability. Youth were interested in taking action to fight the stigma, which could entail a media campaign targeted towards youth. One final lesson was that youth appreciated the opportunity to reflect creatively using poetry or collage to communicate their thoughts on the topics we covered in the program. Art can be a powerful tool to bring together many different issues that intersect with transportation and it helps the youth imagine the future of transportation in their communities.