



GREAT STREETS

CHALLENGE GRANT

ROUND 3

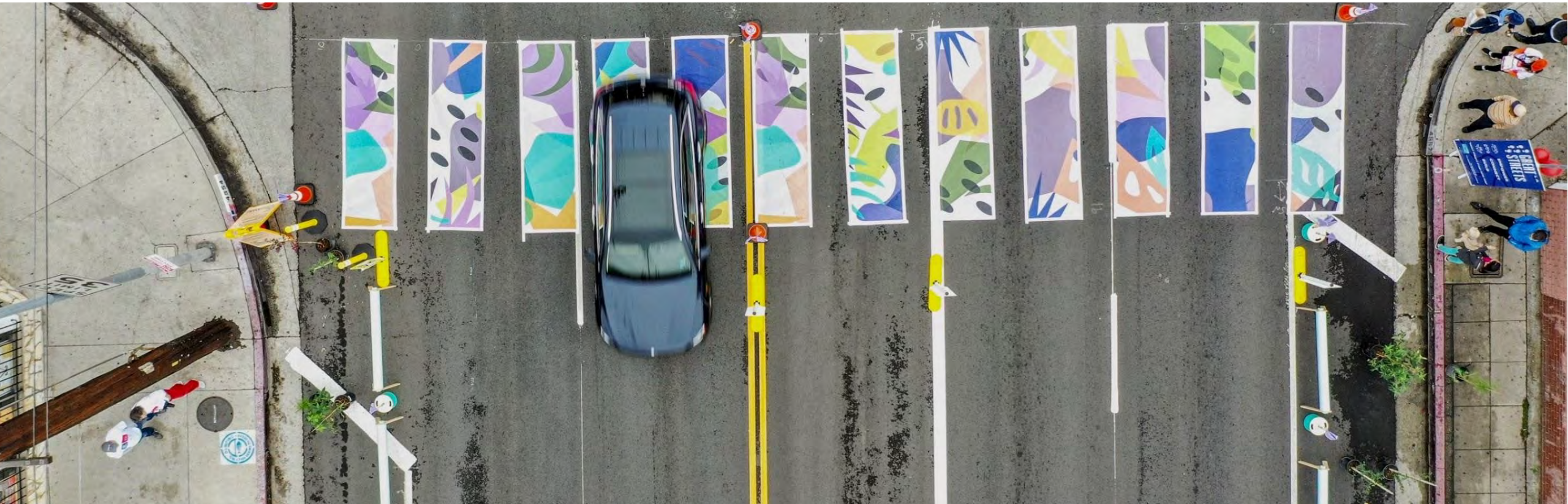
Outreach

Eric
Garcetti
@MayorOfLA



Outreach

July - December 2019



WHAT IS GREAT STREETS?

GREAT STREETS | WHAT IS IT?

- Mayor Eric Garcetti launched the **Great Streets Initiative** as his first Executive Directive to help Angelenos envision a brighter future for their neighborhoods by giving them the tools to bring their ideas to life.
- Our streets are the backbone of our neighborhoods and are the most under-utilized City resource – the places where we **live, work, learn, and recreate** on a daily basis.



GREAT STREETS | HISTORY

28

Great Streets

70,000+

Residents engaged

70+

miles improved

- **Multiple programs | Challenge Grant, Great Streets Great Business**
- **Diverse projects with bike lanes, curb extensions, parklets, business signage and murals**
- **Established strong community partnerships**
- **Built robust community capacity to transform their streets**
- **Implemented strong inter-agency coordination**

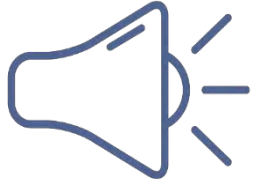
GREAT STREETS CHALLENGE

GREAT STREETS CHALLENGE | WHAT IS THE PURPOSE?

- **Empower communities** to build strong and sustainable relationships with the City family.
- Help communities envision and build transformative **street infrastructure and corridor investment** projects.
- Create projects that are **locally supported, data-driven, resource efficient & aligned with city priorities**.

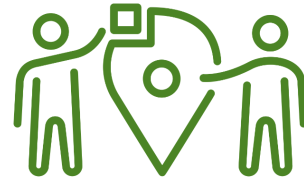
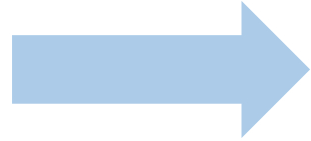


CHALLENGE GRANT | CYCLE 3 STRUCTURE



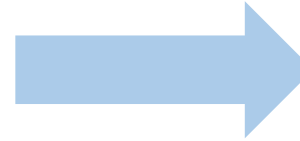
2 MONTH PERIOD

APPLICATION PERIOD OPENS



SELECTED BY CITY

10 CHALLENGE GRANTS AWARDED



6 MONTH PERIOD

COMMUNITY OUTREACH & TECHNICAL ASSISTANCE



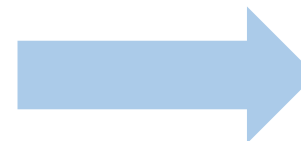
SELECTED BY CITY

4 BUILD PROJECTS CHOSEN



6 MONTH PERIOD

FINALIZE DESIGN & FEASIBILITY



1-YEAR PERIOD

CONSTRUCTION BEGINS

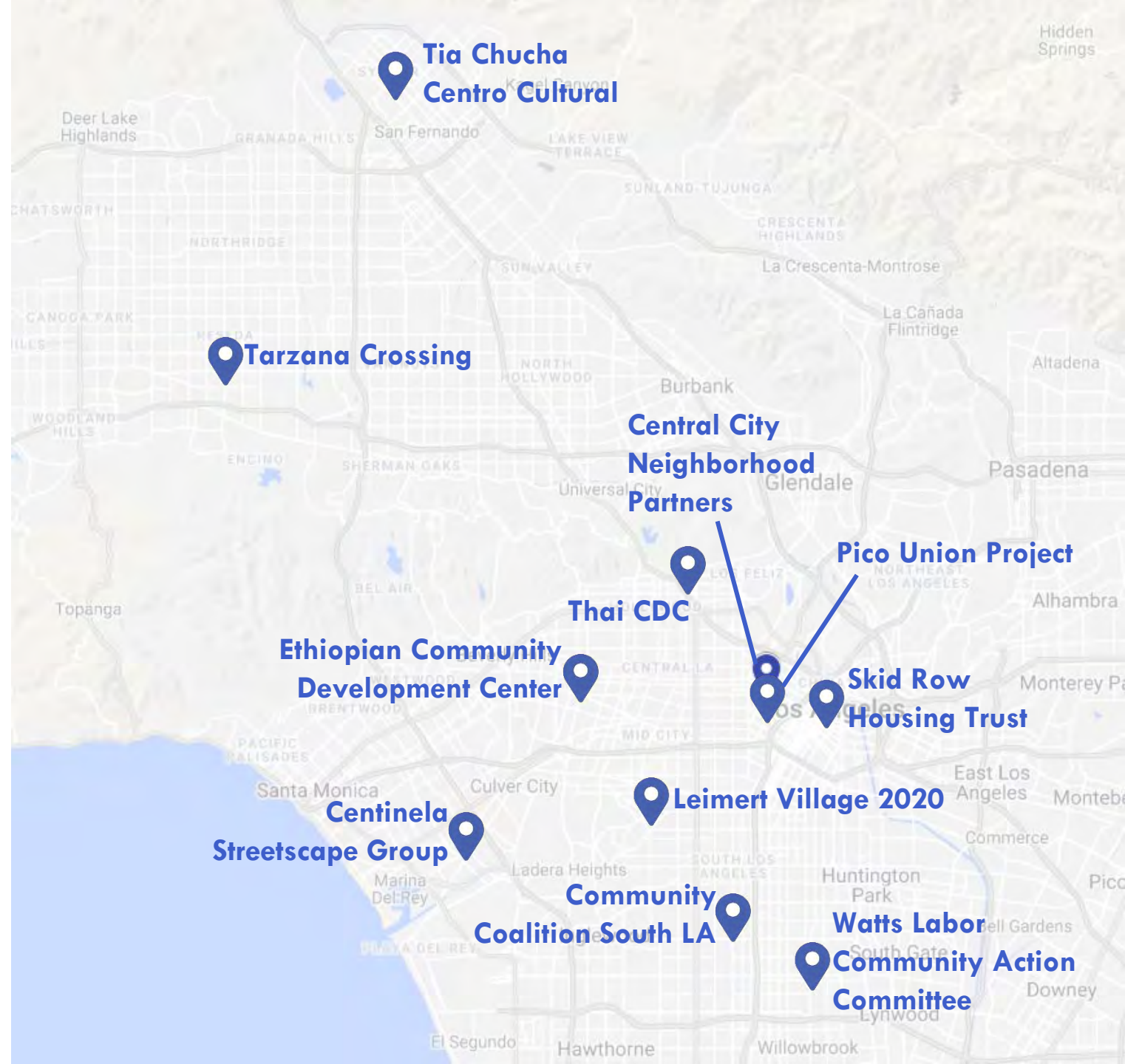


WHY THIS PROCESS?

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

10 CHALLENGE GRANT RECIPIENTS

2019 CHALLENGE WINNERS



CENTRAL CITY NEIGHBORHOOD PARTNERS

TOGETHER FOR ALVARADO

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

Council District: CD1, Cedillo

Mission: *Advancing systemic change to benefit low-income communities through collaboration.*





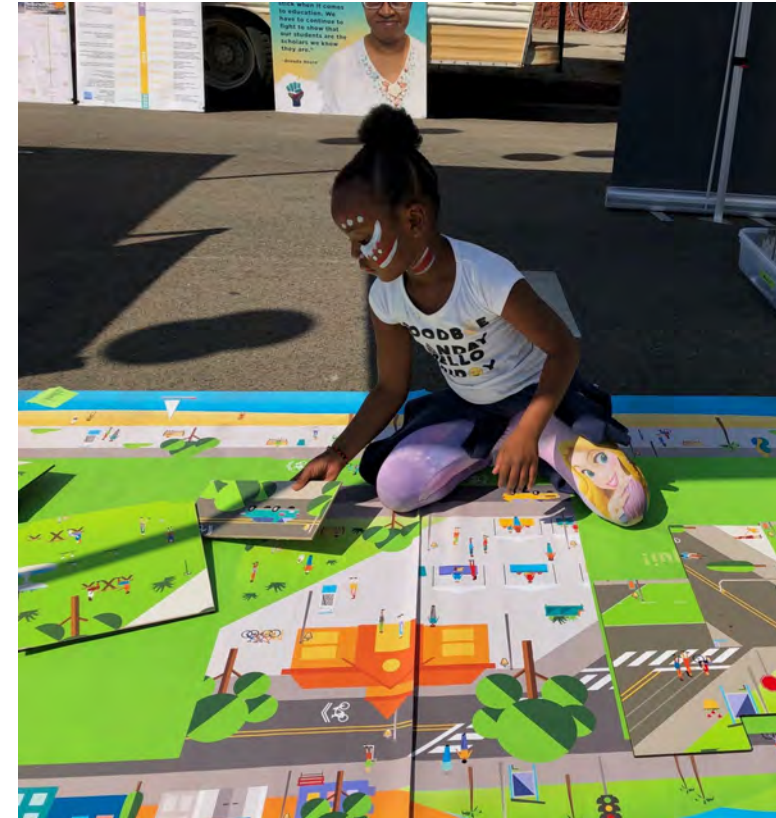
The People's Corridor

Project Area: Vermont/Manchester Ave Intersection in South LA

Council District: CD8, Harris-Dawson

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

COMMUNITY
COALITION
SOUTH LA



HEART OF DEL REY



CENTINELA STREETSCAPE GROUP

Project Area: Centinela Ave between
Short Ave & Braddock Drive in *Del Rey*

Council District: CD11, Bonin

Mission: *Committed to inclusively
improving the quality of life in Del Rey
and honoring the needs, rights and
contributions of our residents.*





DESTINATION LITTLE ETHIOPIA

Project Area: Fairfax Ave between Olympic & Pico Blvd in *Little Ethiopia*

Council District: CD10, Wesson

Mission: *Provides the Ethiopian Community of LA with a presence that can offer resources, programs and a collective community voice to address needs and increase civic engagement.*



ETHIOPIAN COMMUNITY DEVELOPMENT CENTER

LEIMERT VILLAGE, INC

Project Area: Leimert Blvd to Vernon Avenue in Leimert Park

Council District: CD10, Wesson

Mission: LPV020 aims to facilitate creative place-making at the intersection arts, heritage and economic development in order to create strategic partnerships between the arts and business communities.





PICO UNION PROJECT

El Parquito

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

Council District: CD1, Cedillo

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



SKID ROW HOUSING TRUST

THE PEOPLE'S PLAZA

Project Area: Wall Street between
6th and 7th in Skid Row

Council District: CD14, Huizar

Mission: *Provides permanent support housing so that people who have experienced homelessness, extreme poverty, poor health, disabilities, mental illness and/or addiction can lead safe, stable lives in wellness.*



TARZANA CROSSING



Project Area: Reseda Blvd between Wilbur Ave, Etiwanda Ave, Topham St & Oxnard St in Tarzana

Council District: CD3, Blumenfield

Mission: To increase safer, easier, and more pleasant movement on Tarzana streets.



Moving Beauty Pathway

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

Council District: CD7, Rodriguez

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

TIA CHUCHA'S CENTRO CULTURAL





WATTS LABOR COMMUNITY ACTION COMMITTEE



Central Avenue Corridor

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

Council District: CD15, Buscaino

Mission: Community-based, human social services organization dedicated to improve quality of life for South Central LA residents.





QUESTIONS?



Go Human 2020 Outlook

February 20, 2020

Dorothy Le Suchkova

Active Transportation and Special Programs

February 6, 2020

www.scag.ca.gov



Go Human 2020 Outlook Summary

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



Commit to Safety



Learn more about the SCAG Safety Pledge to design and build safer streets that promote walking, biking, and community connection.

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

Safety Pledge Commitment Activities

Examples of activities that cities can pledge to commit to:

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

<http://gohumansocal.org/Documents/Workshop-Materials/Safety-Pledge-Menu.pdf>



Kit of Parts - Available Now

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



Example of artistic crosswalk



Example of curb extension



Example of separated bike lane



Example of parklet

Go Human Challenge – Available Now

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

CLIMATE RESILIENCY Tic-Tac-Toe



ENVIRONMENTAL RESPONSIBILITY Oversized Puzzle



TRANSPORTATION SAFETY Rolling Dice



Open Streets Technical Assistance

- March – August 2020
- Technical assistance to incorporate safety component into open streets events
- Technical assistance to include webinars, 1 to 1 coaching and on-site tours at CicLAvia with partners



Local Community Engagement Partnerships – Mini Grants

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



Advertising Campaign, Co-branding and Printing

- Refreshed social media/digital advertising targeting the High Injury Network (HIN) (Summer 2020)
- Opportunities for co-branding and materials printing for partners who take the Safety Pledge (April 2020 start)
- **Police Departments and Schools:** Connect us to your police department and SCAG will develop materials for distribution.



Bike Month Strategies

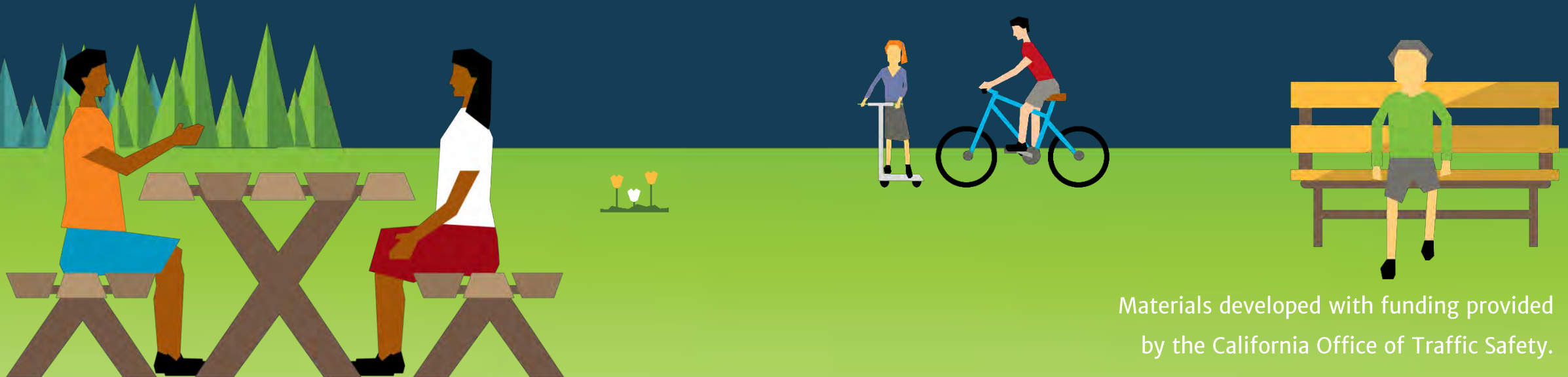


- We are looking to to better understand what's happening across the region and that we can support with materials/resources.
- Will highlight region-wide efforts through our communications channels to promote (social media, newsletter, blog, etc.)
- Some events on our radar
 - Imperial County Walk/Bike to School Day Activities:
 - May 6, 2020 at Westmorland Elementary School
 - May 13, 2020 at Seeley Elementary School
 - May 20, 2020 at Heber Jr. High School
 - May 21, 2020 at Dogwood Elementary School
 - City of Downey Ride and Stride Open Streets Event – May 17, 2020
 - Others?

Thank you for being champions for safety in your city and region!

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

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



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

Active Transportation Program – Cycle 5

Active Transportation Working Group

Cory Wilkerson

Active Transportation & Special Programs

February 20, 2020

www.scag.ca.gov



Program Summary



- Competitive Grant Program (Over Subscribed)
- Goals
 - Increase walking and biking
 - Improve safety for non-motorized users
 - Enhance public health
 - Assist regional agencies meet SB375 targets
 - Ensure DAC's fully share in the benefits
- Five Application Types
 - Small (Up to \$2 million) I or I/NI
 - Medium (\$2-\$7 million) I or I/NI
 - Large (\$7 million and up) I or I/NI
 - Non-Infrastructure Only
 - Plans (ATP, Bike, Ped, SRTS in Disadvantaged Communities)

SCAG Region – Statewide Success



- Cycle 1
 - \$112,224
 - 61% of all Statewide Funds
- Cycle 2
 - \$80,338
 - 45% of all Statewide Funds
- Cycles 3 & 3.5
 - \$83,340
 - 36% of all Statewide Funds
- Cycle 4
 - \$135,225
 - 57% of all Statewide Funds

Funding Availability

- Programs 4 Years of Funds
 - Fiscal years 2021/22, 2022/23, 2023/24, and 2024/25
- Cycle 5 – Funding Estimate
 - \$445,560 over four years
- Funding Distribution
 - 50% for Statewide Component
 - 10% for Small Urban and Rural Component
 - 40% for Metropolitan Planning Organization Component
- SCAG MPO Funding Estimate
 - \$93,419 over four years

SCAG Regional Program Funding Distribution

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

- Geographic Equity Funding Breakdown
 - \$88,748 over four years

	Population	%	\$
Imperial	190,266	1%	\$882
Los Angeles	10,253,716	54%	\$47,506
Orange	3,222,498	17%	\$14,930
Riverside	2,440,124	13%	\$11,305
San Bernardino	2,192,203	11%	\$10,157
Ventura	856,598	4%	\$3,969
	19,155,405	100%	\$88,748

Program Changes

- Disadvantaged Communities Criteria
 - Regional Definition
 - Moved to “Other” Category
 - Scored by CTC Staff
 - Healthy Places Index Added
- Pilot: Quick-build Projects Added to Eligible List
- Evaluation Process
 - CTC/Caltrans debrief with all evaluation teams
 - Comments required on all score forms
- Large Projects May Apply for Only Pre-construction Phases
- Small Project Size Increased from \$1.5mil to \$2.0mil
- Preliminary Study Report Equivalent and Application Consistency

Schedule/Next Steps

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

Grant Workshops and One on Ones

- March 16, 2020 – Coachella Valley
- March 18, 2020 – Orange County
- March 26, 2020 – Imperial County
- Others?
- One on Ones?

Thank You!

Cory Wilkerson
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Legislating New Approaches: Assembly Bill 2363 and the California Zero Traffic Fatalities Task Force



Rachel Carpenter, P.E.
Chief Safety Officer
California Department of Transportation

February 20, 2020

Presentation Overview

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

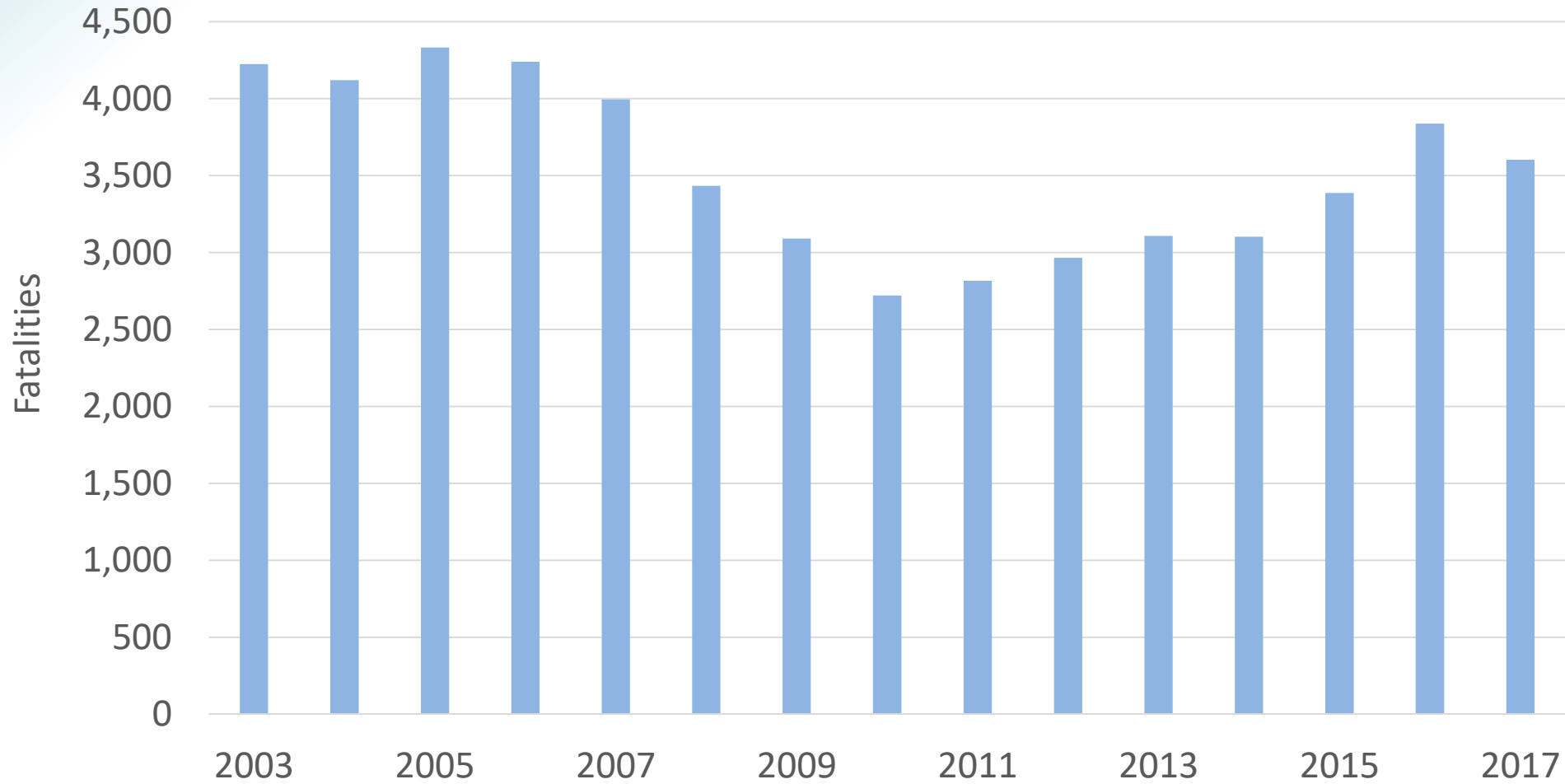


Source: www.sfmta.com



Source: www.sacramentokids.net

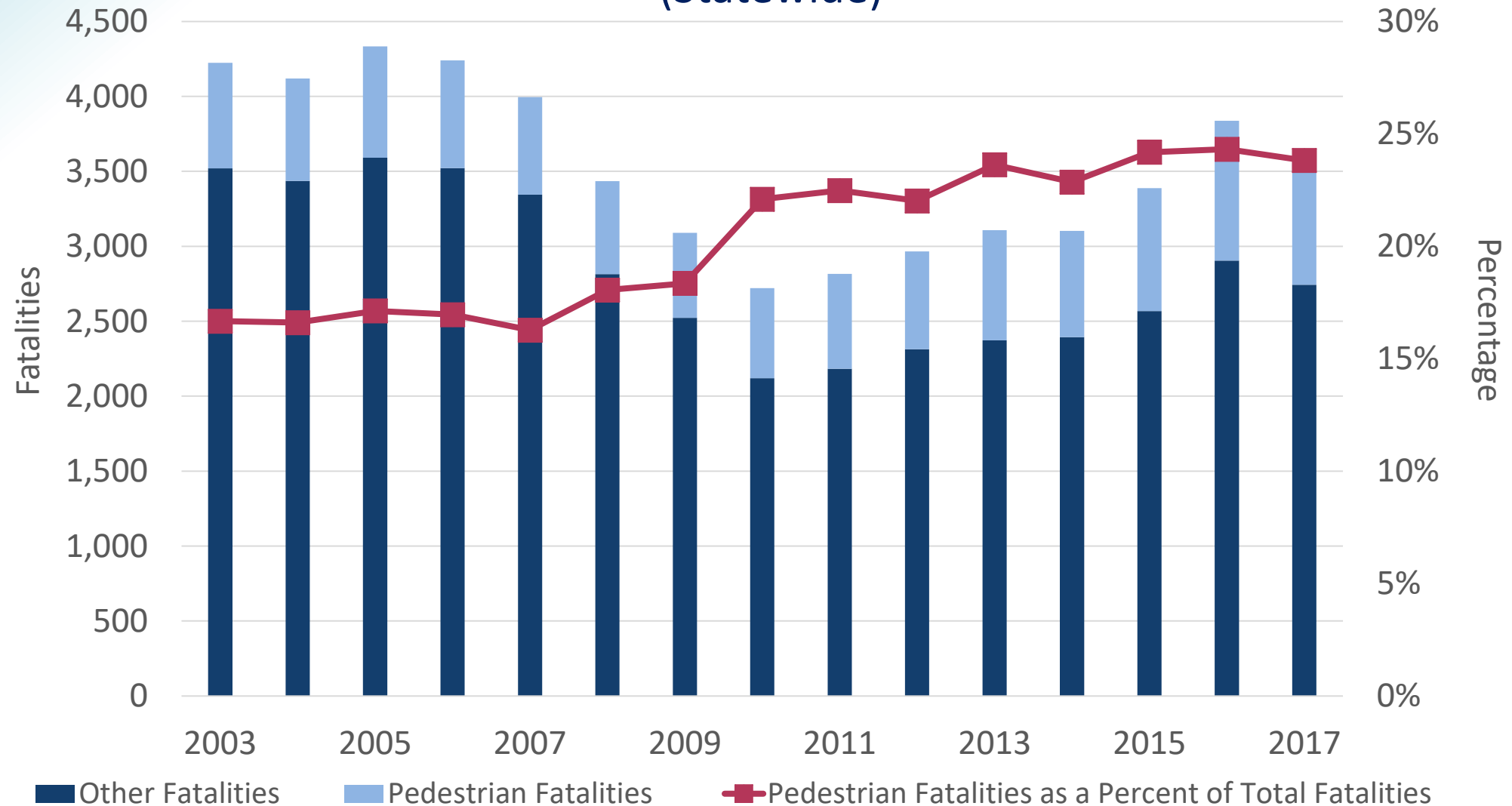
Fatalities in Traffic Collision, by year, California (Statewide)



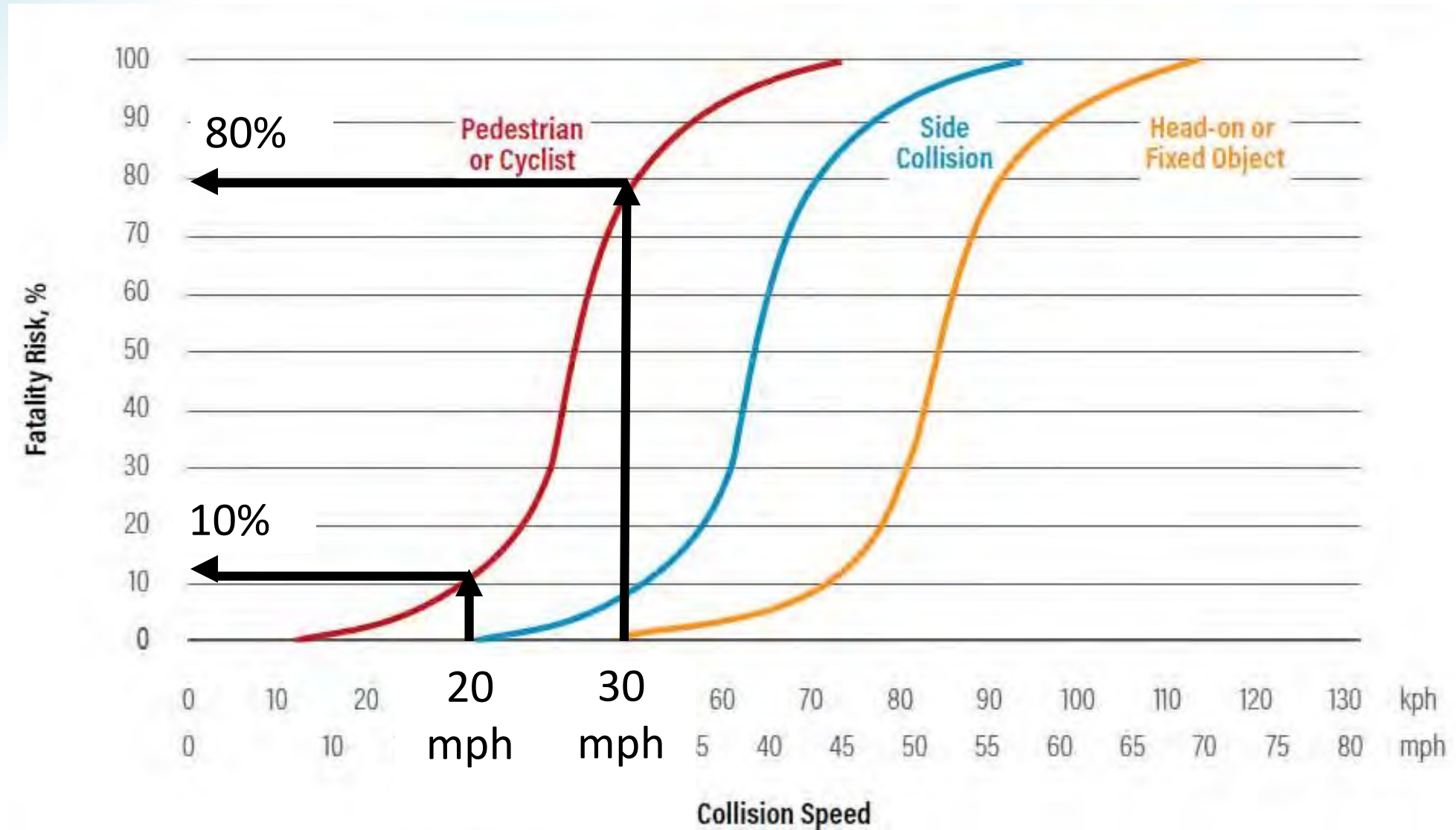
■ Total Fatalities

Pedestrian Fatalities in Traffic Collision, by year, California

(Statewide)

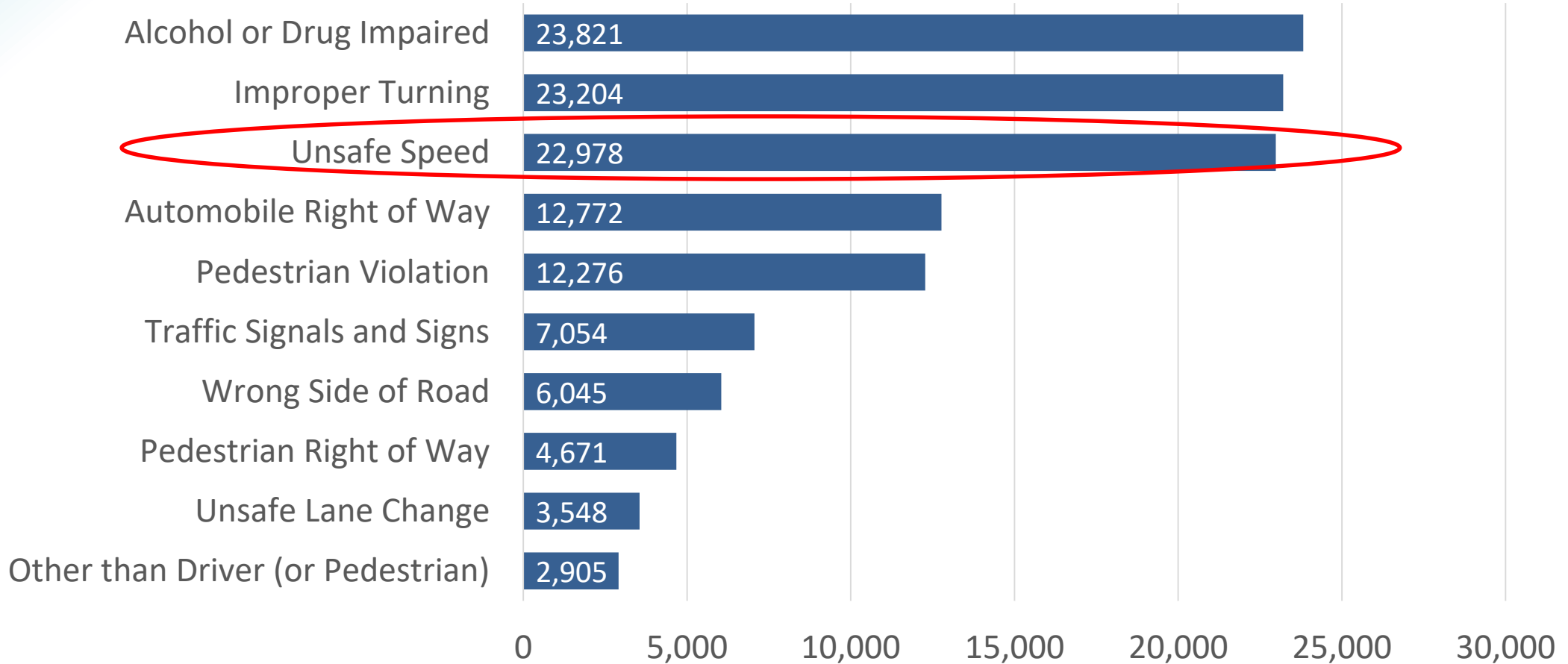


Fatality risk for collision speed, by crash type



Source: Wramborg, P., 2005. "A New Approach to a Safe and Sustainable Road Structure and Street Design for Urban Areas." Paper presented at 13th International Conference on Road Safety on Four Continents, Warsaw, Poland, October 5-7.

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



Summary of AB 2363

- By July 1, 2019 - requires the Secretary of Transportation to convene a Zero Traffic Fatalities Task Force.
- Specifies Task Force membership.
- Specifies factors to consider.
- By January 1, 2020 - requires the Secretary of Transportation to submit a report of findings on eight specific topics.

Summary of AB 2363 – Eight Topics

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

Task Force Members



Consultant Rock E. Miller



Advisory Group Members

San Francisco
Department of Public Health



METROPOLITAN
TRANSPORTATION
COMMISSION

ARUP

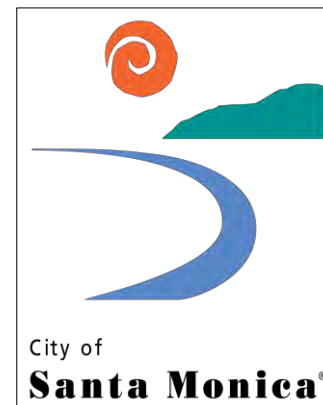


STREETLIGHT DATA

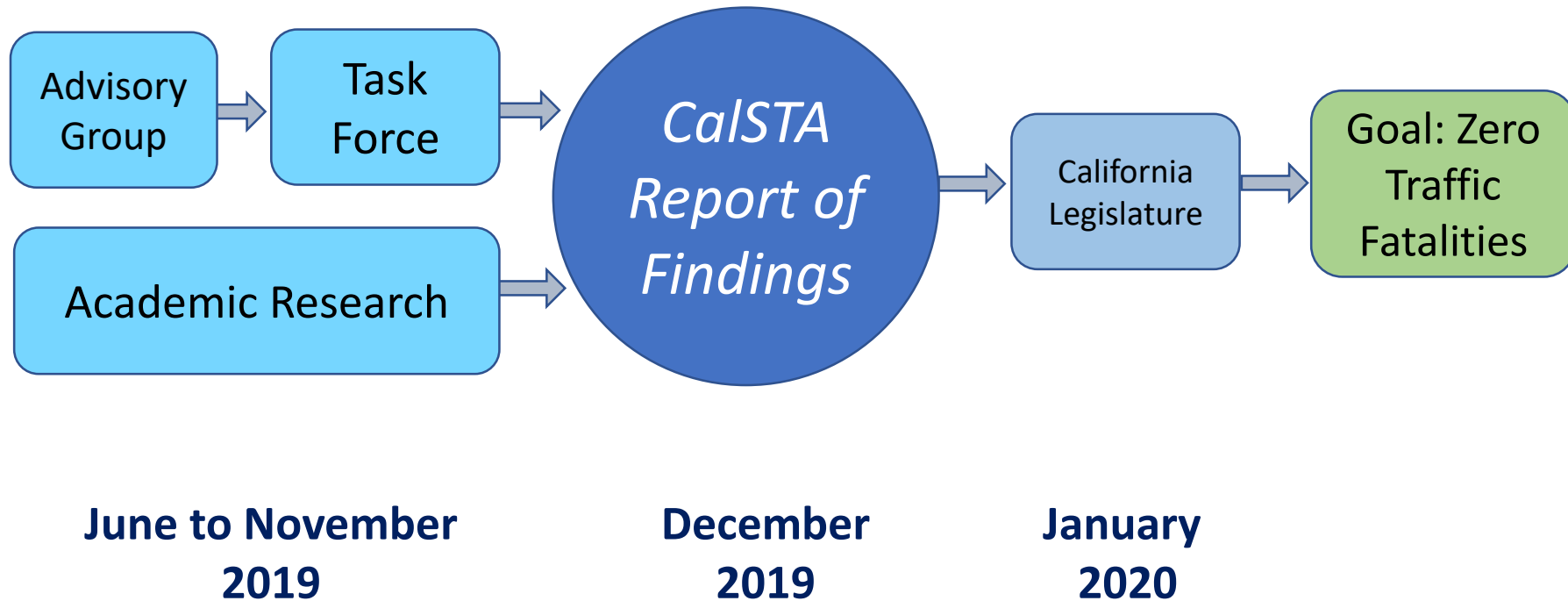


FEHR & PEERS

Subject Matter Experts



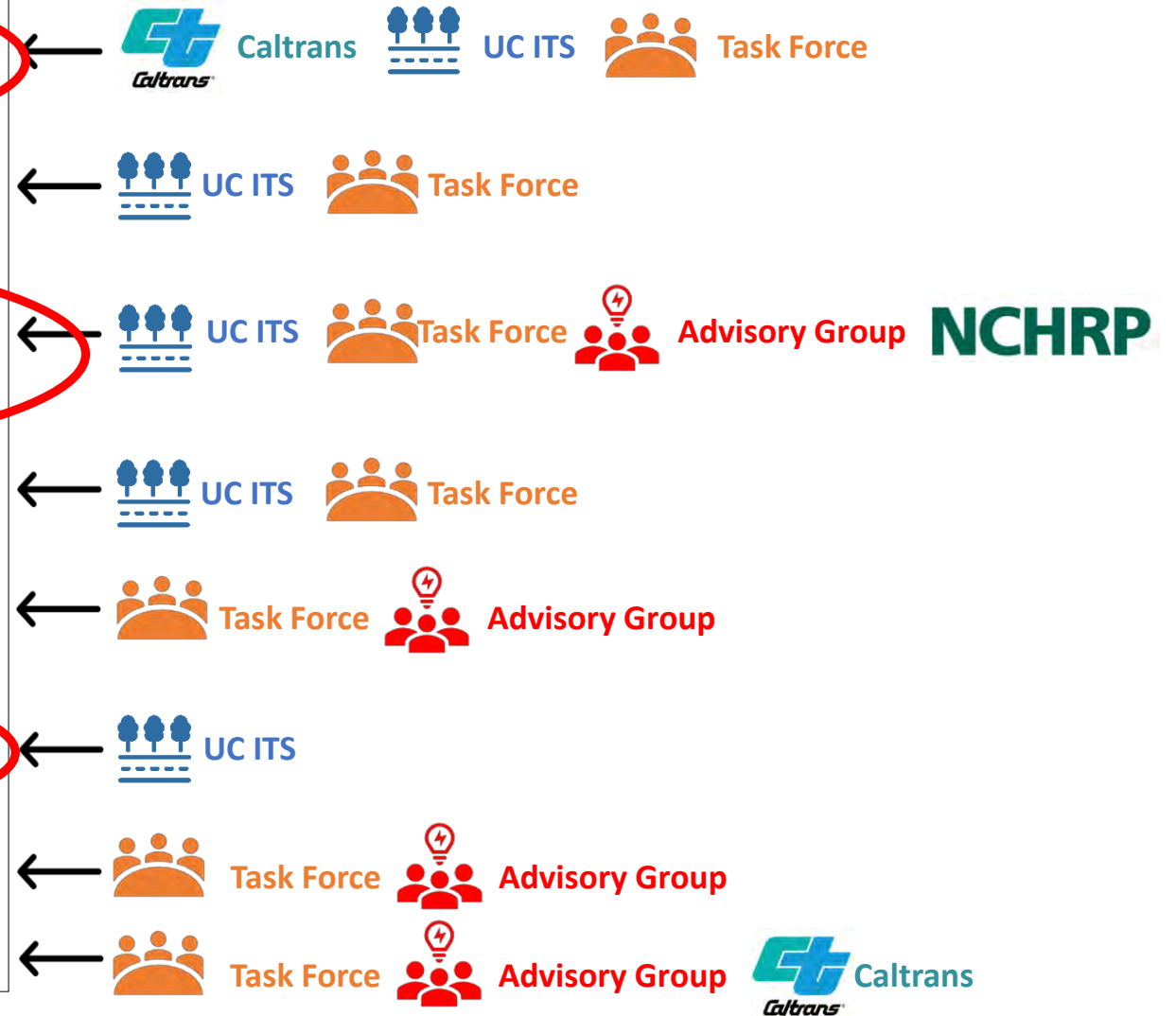
CalSTA Report of Findings



AB 2363 Report Topics

- 1) The existing process for establishing speed limits, including a detailed discussion on where speed limits are allowed to deviate from the 85th percentile.
- 2) Existing policies on how to reduce speeds on local streets and roads.
- 3) A recommendation as to whether an alternative to the use of the 85th percentile as a method for determining speed limits should be considered, and if so, what alternatives should be looked at.
- 4) Engineering recommendations on how to increase vehicular, pedestrian, and bicycle safety.
- 5) Additional steps that can be taken to eliminate vehicular, pedestrian, and bicycle fatalities on the road.
- 6) Existing reports and analyses on calculating the 85th percentile at the local, state, national, and international levels.
- 7) Usage of the 85th percentile in urban and rural settings.
- 8) How local bicycle and pedestrian plans affect the 85th percentile.

Main Sources and Inputs



Timeline



How California sets speed limits

CVC § 22350: Basic Speed Law

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



Source: Caltrans



Source: www.fhwa.dot.gov

How California sets speed limits

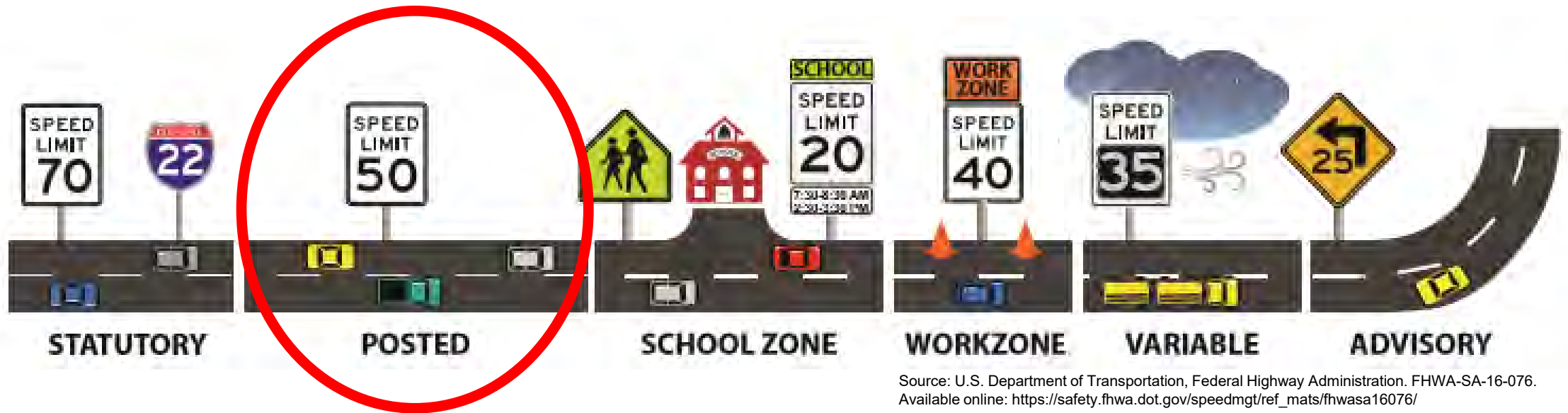


Source: U.S. Department of Transportation, Federal Highway Administration. FHWA-SA-16-076.
Available online: https://safety.fhwa.dot.gov/speedmgmt/ref_mats/fhwasa16076/

Maximum speed limits

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

How California sets speed limits

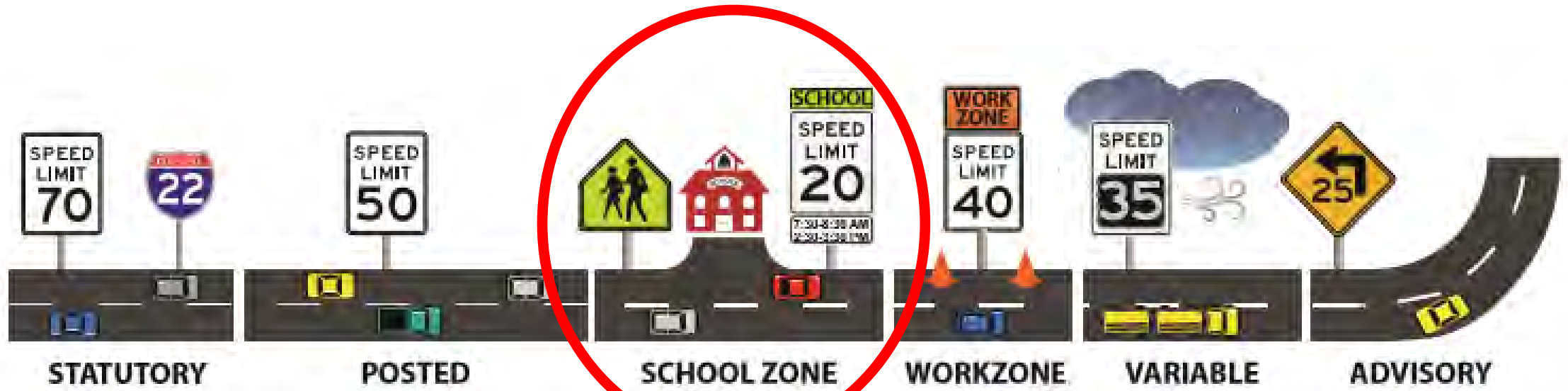


Source: U.S. Department of Transportation, Federal Highway Administration. FHWA-SA-16-076. Available online: https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa16076/

Engineering and Traffic Survey

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

How California sets speed limits

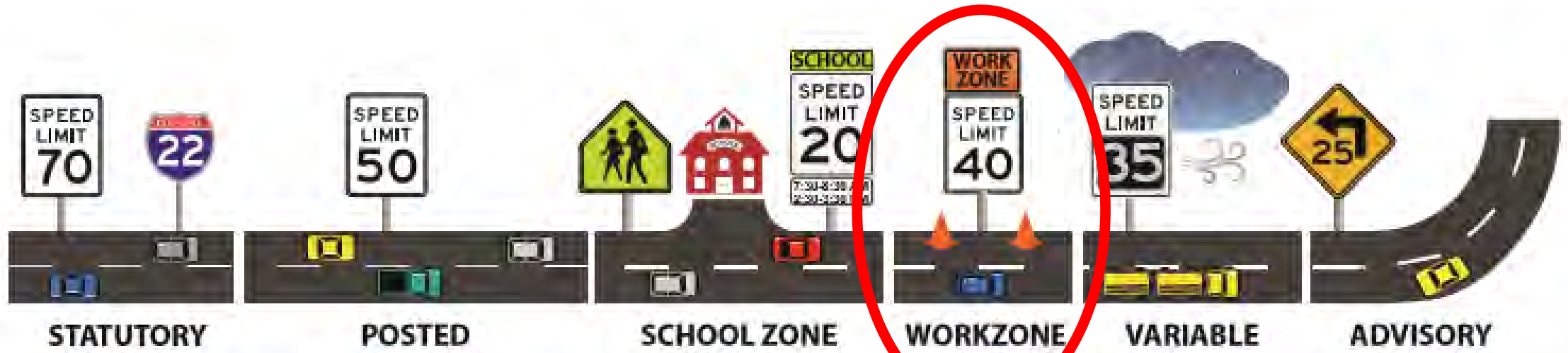


Source: U.S. Department of Transportation, Federal Highway Administration. FHWA-SA-16-076.
Available online: https://safety.fhwa.dot.gov/speedmgmt/ref_mats/fhwasa16076/

'Special Condition' Speed Limits

- 15 MPH: Uncontrolled railroad crossings; blind, uncontrolled intersections, alleyways
- 25 MPH: Business & residential areas, school zones, senior centers

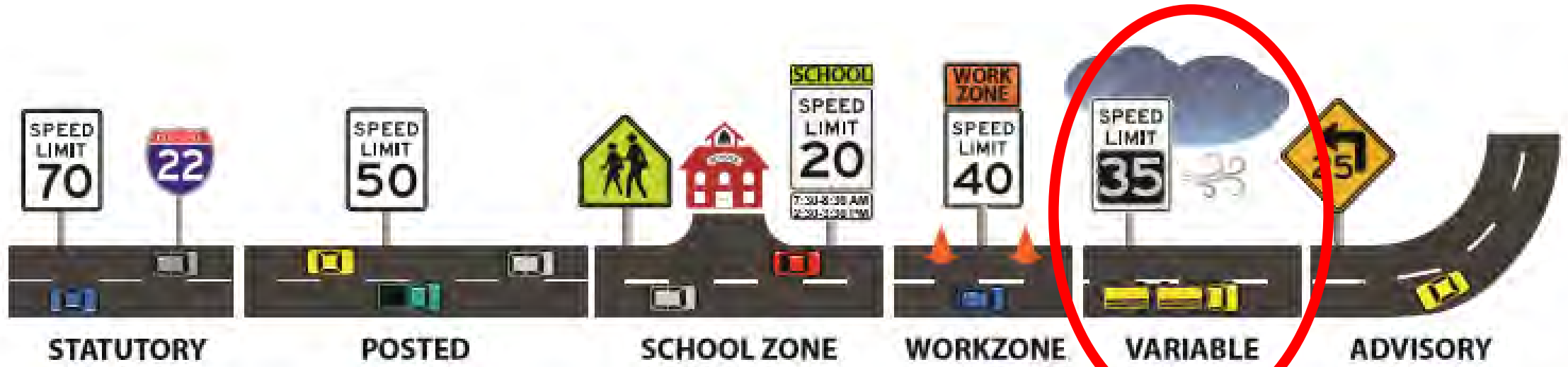
How California sets speed limits



Source: U.S. Department of Transportation, Federal Highway Administration. FHWA-SA-16-076.
Available online: https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa16076/

Temporary Traffic Control Speed Limits

How California sets speed limits

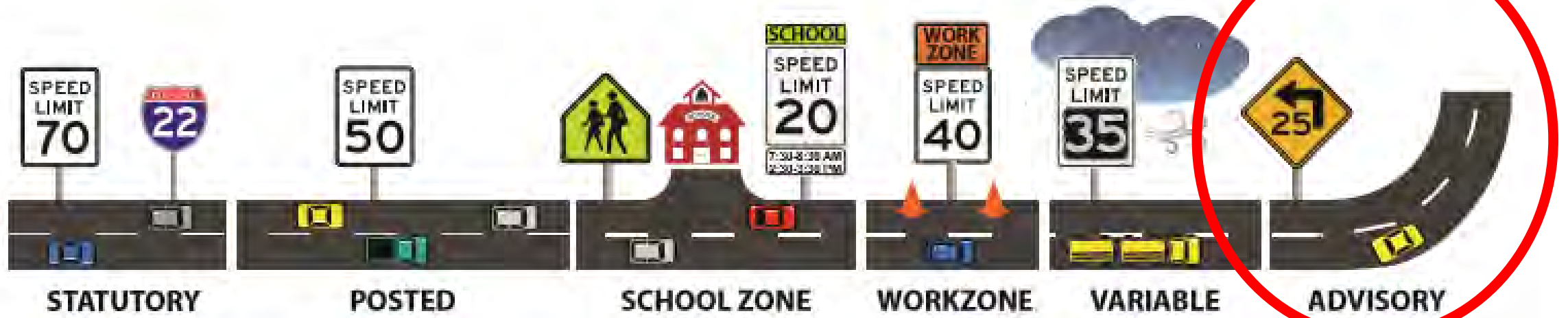


Source: U.S. Department of Transportation, Federal Highway Administration. FHWA-SA-16-076. Available online: https://safety.fhwa.dot.gov/speedlimit/ref_mats/fhwasa16076/

Temporary Traffic Control Speed Limits

Variable Speed Limits

How California sets speed limits



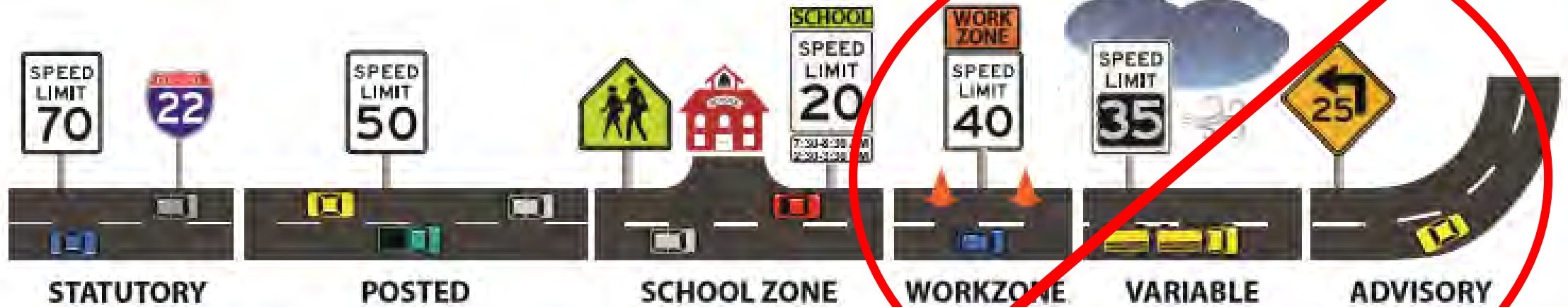
Source: U.S. Department of Transportation, Federal Highway Administration, FHWA-SA-16-076.
Available online: https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa16076/

Temporary Traffic Control Speed Limits

Variable Speed Limits

Advisory Speed Limits

How California sets speed limits



Source: U.S. Department of Transportation, Federal Highway Administration. FHWA-SA-16-076. Available online: https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa16076/

Temporary Traffic Control Speed Limits

Variable Speed Limits

Advisory Speed Limits

Policy Considerations – Speed Limits

- *Add & revise prima facie categories*
 - Add “business activity district”
 - Revise requirements related to school zones
- *Revise engineering and traffic survey procedures*
 - Require consideration of bicyclist & pedestrian safety
 - Allow greater deviations from the 85th percentile
 - Allow speed limits below 25 mph if supported



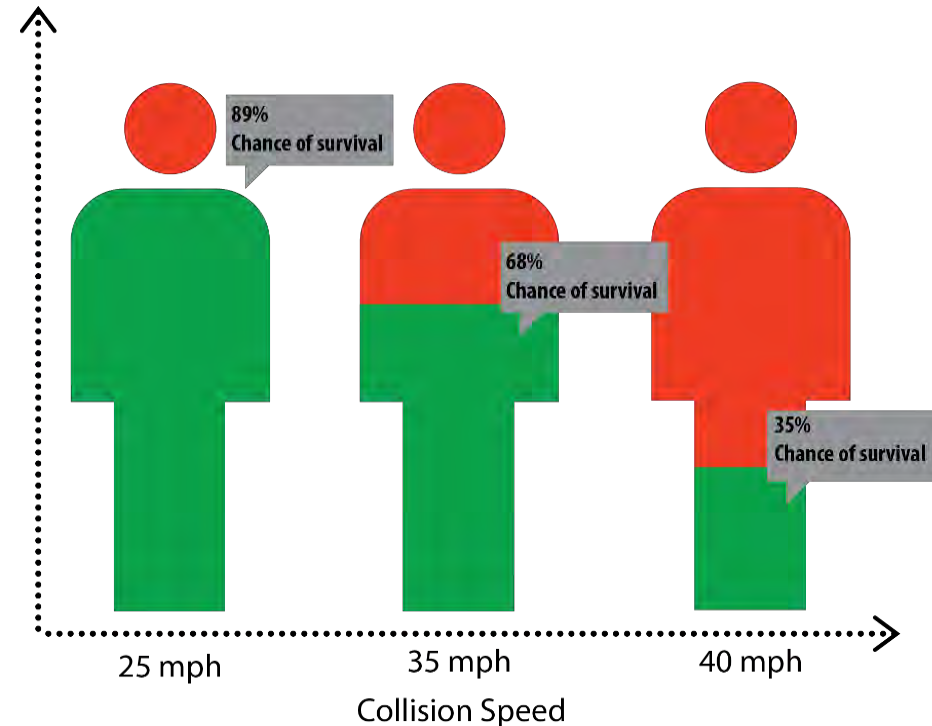
Source: www.fhwa.dot.gov



Source: www.cityofnapa.org

Policy Considerations – Speed Limits

- *Develop a new roadway-based context sensitive approach to establish speed limits that prioritizes the safety of all road users*

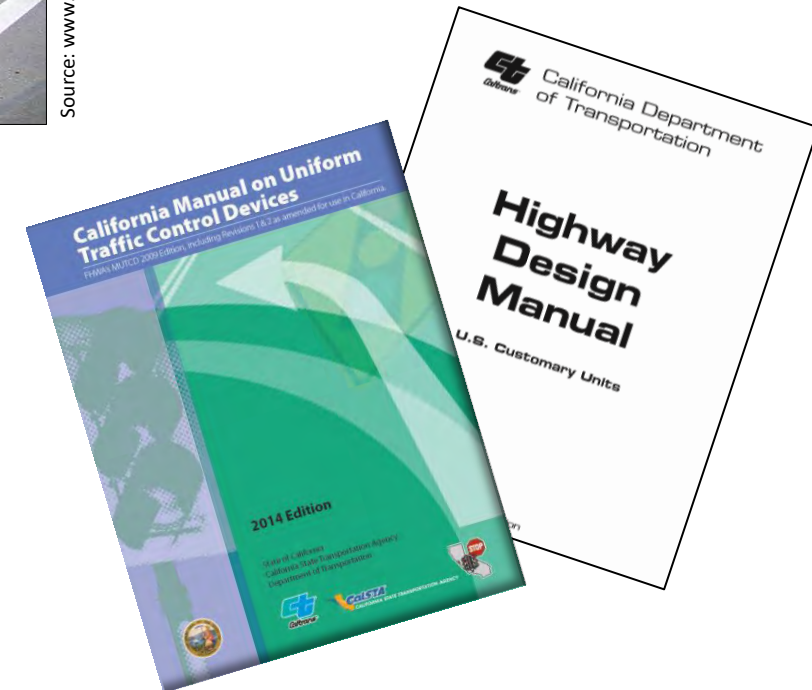


Policy Considerations – Engineering

- *Provide Statewide policies, guidance, and standards*
- *Review funding allocations from a data-driven perspective*
- *Review encroachment permitting process*



Source: www.fhwa.dot.gov



Policy Considerations – Enforcement

- *Use of Automated Speed Enforcement should supplement existing law enforcement personnel*
- *Automated Speed Enforcement guidelines must consider many complex issues*
- *Prioritize traffic safety enforcement amongst all transportation agencies*



Policy Considerations – Education

- *Develop a statewide coordinated traffic safety campaign*
 - Inform and educate
 - Prioritize public awareness and outreach

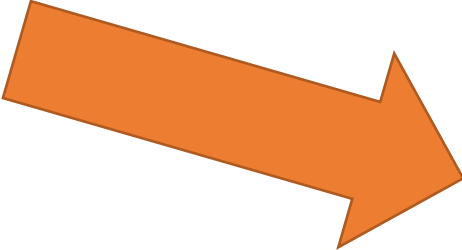
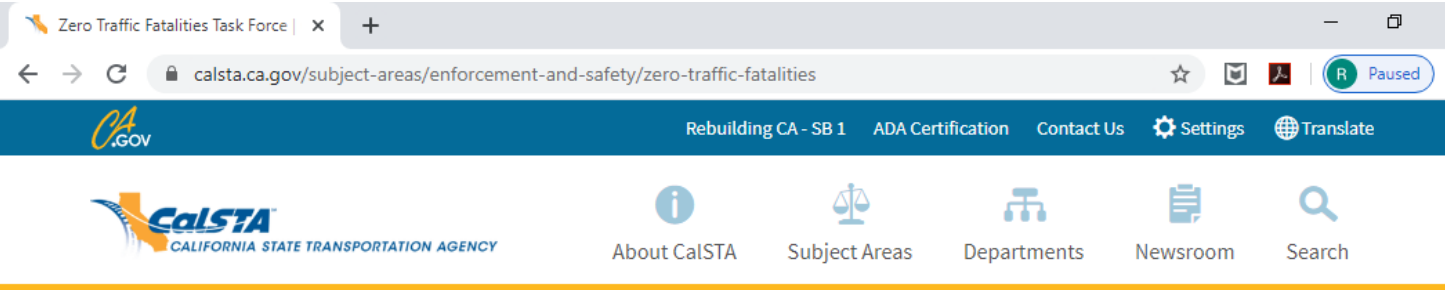


Source: www.fhwa.dot.gov



Source: www.fhwa.dot.gov

Report of Findings – CalSTA Website



[Home](#) | [Subject Areas](#) | [Enforcement and Safety](#) | Zero Traffic Fatalities Task Force

Zero Traffic Fatalities Task Force

- [Zero Traffic Fatalities Task Force - Report of Findings \(PDF\)](#)
- [Zero Traffic Fatalities Task Force - UC ITS Research \(PDF\)](#)

Background

Assembly Bill 2363 (Friedman) established the Zero Traffic Fatalities Task Force. The statutory goal of the Task Force is to develop a structured, coordinated process for early engagement of all parties to develop policies to reduce traffic fatalities to zero. The Task Force will also examine alternatives to the 85th percentile as a method for determining speed limits in California.

AB 2363

AB 2363 added Chapter 8 to Division 2 of the California Vehicle Code, requiring the Secretary of Transportation to establish and convene the Zero Traffic Fatalities Task Force, on or before, July 1, 2019.

In addition, AB 2363 requires the Secretary of Transportation to prepare and submit a report of findings of this task



Media Attention

HOME USA NYC MAS
STREET
State Capitol Up
Cap-And-Trade

Zero Fata
https://bikinginla.com/2020/02/05/...

BikinginLA
Presented by Proven & Co. Ltd.

Breaking news —
deadly 85th Percentile
new UK study s
February 5, 2020 / bikinginla / Qr

The report is in.
And it's not good news for
A statewide Zero Traffic Fr
Woman Laura Friedman's
determined it needs to g

“ F-S1: Existin
areas to set
environmer
Current pro
ago for
populatio
different

Introduction Data Overview

https://walksf.org/2020/02/06/new-state-report-echoes-the-need-to-set-speed-l

WALK
SAN FRANCISCO

https://visionzeronet.org/momentum-grows-to-modernize-speed-s

FEBRUARY 6, 2020 | BY LEAH SHAHUM
IN PRESS, NEWS, SAFETY OVER SPEED

Momentum Grows to Modernize Speed-Setting Practices for Safety with Release of California Report

FOR IMMEDIATE RELEASE
Media Contact: Leah Shahum, Director, Vision Zero Network
leah@visionzeronet.org

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

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

SFMTA

California State Assembly Democratic Caucus | ABOUT

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

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

By Melanie Curry | Feb 7, 2020 | 8 COMMENTS THIS POST IS SUPPORTED BY GJEL



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Thank you!

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