Active Transportation Program – Cycle 5

Program Update

Cory Wilkerson

Active Transportation & Special Programs

March, 2021

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ATP Cycle 5 SCAG Region

Applications Submitted:

- 161 Applications in the SCAG Region

- $945-Million in ask

Statewide: Point Cut-Off = 92 points!

- $91,650,000 Total

- Los Angeles: $76,651,000 (Connecting Canoga Park – $30mil)
- Riverside: $2,531,000
- San Bernardino: $6,273,000 (Muscoy SRTS Ped – $1.9mil)
- Ventura: $6,195,000

Thank You!

Cory Wilkerson

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2020-2021 Sustainable Communities Program
Smart Cities & Mobility Innovations Call for Applications

Marisa Laderach
Senior Regional Planner, Mobility Planning and Management

March 11, 2021

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WWW.SCAG.CA.GOV

# 2020-2021 Sustainable Communities Program (SCP)

- Supports implementation of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), *Connect SoCal*

- SCP provides **multiple opportunities** to seek funding and resources to meet the needs of communities, address recovery and resiliency strategies considering COVID-19, and support regional goals
    - **Active Transportation & Safety (AT&S)**
    - **Housing & Sustainable Development (HSD)**
    - **Smart Cities & Mobility Innovations (SCMI)**

- Some notable goals:
    - Provide needed **planning resources** to local jurisdictions for **active transportation** and **multimodal planning efforts, sustainability, land use,** and **planning for affordable housing**;
    - **Promote, address and ensure health and equity** in regional land use and transportation planning and to **close the gap of racial injustice.**

2020-2021 SCP: Smart Cities & Mobility Innovations

- The Smart Cities & Mobility Innovations Call seeks to explore implementation of three **Connect SoCal Key Connections**:
  - Smart Cities & Job Centers
  - Go Zones
  - Shared Mobility & Mobility as a Service

- The funding will be directed towards local jurisdictions that seek to **use technology and innovation** by implementing curb space management measures.
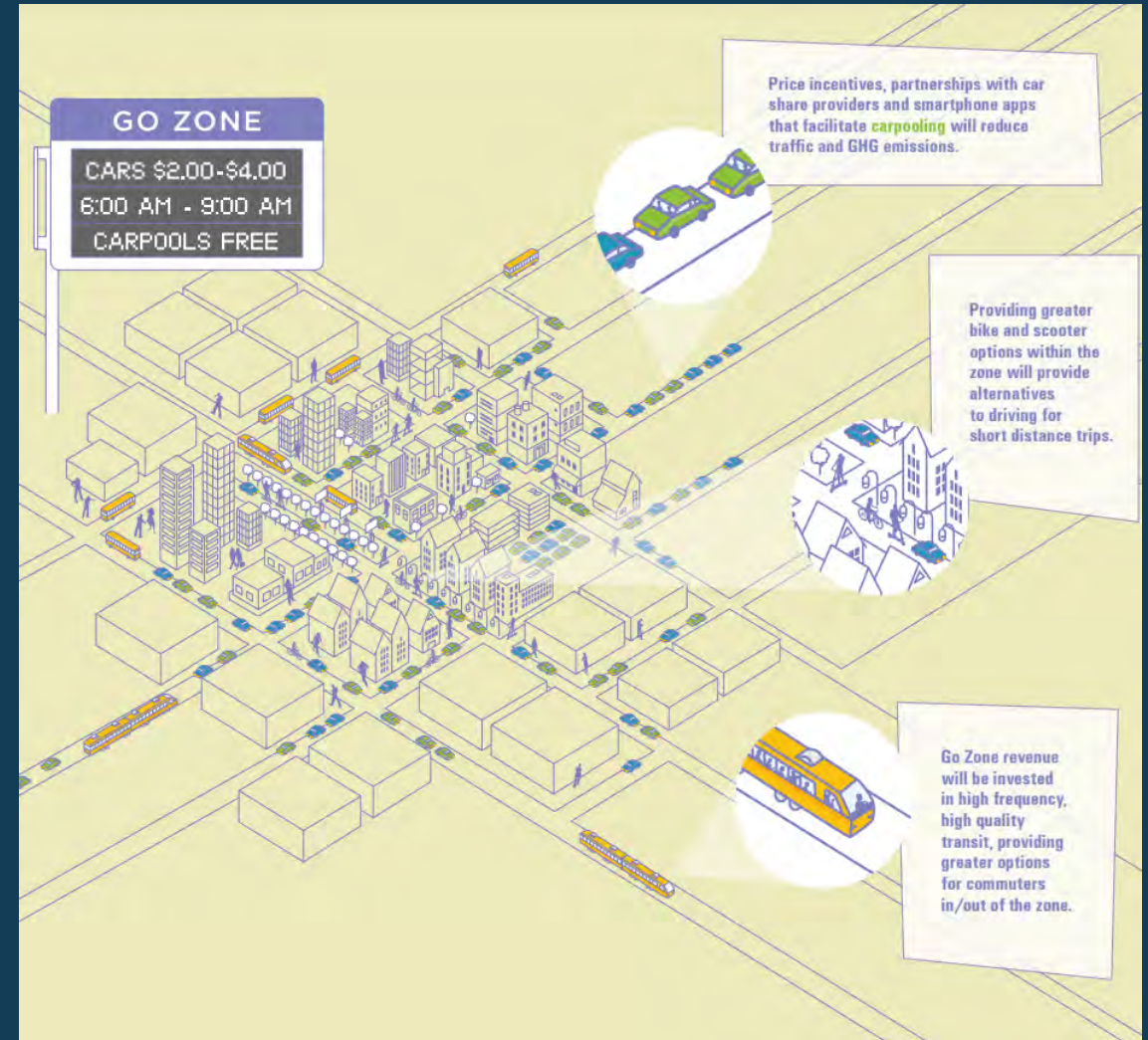
Curb Space Data Collection & Inventory

Technology Assessment or Adoption Plan

Project Type and Eligible Projects

Parking Management Plan

Permitting Process Evaluation

Schedule

SCP-Smart Cities and Mobility Innovations Milestones	Date
Call for Applications Opens	February 8, 2021
Application Workshop	March 8, 2021 April 5, 2021
Call for Applications Submission Deadline	April 23, 2021 (5:00 p.m.)
Regional Council Recommendation	July 1, 2021
Final Work and Invoices Submitted	June 30, 2023

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Active Transportation Database

Hannah Keyes

Mobility Planning & Management

March, 2021

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Overview

The Active Transportation Database (ATDB) was developed to collect and store bicycle, pedestrian, wheelchair, and scooter/skateboard volume counts from infrastructure and planning projects across Southern California. It is expected to serve the following purposes:

- Provide a standardized methodology for pre and post counts required by the Active Transportation Program (ATP)

- Allow for agencies that have installed automated counters to store data in order to develop seasonal correction factors for short duration counts and other modal analysis

- Provide an open data set for researchers interested in analyzing trends in bicycle and pedestrian trips and mode shift

- Support active transportation planning by providing a "one-stop-shop" of data commonly used in active transportation planning

Resources

- Tutorial page with guides for <u>setting up count programs</u> and using all elements of the ATDB including;
  - <u>Paper form templates</u>,
  - <u>Mobile application</u>,
  - <u>Spreadsheet template and upload tool</u>,
  - API for EcoCounter <u>automated counters</u>;
- An interactive <u>webmap</u> to view count data as well as 40+ additional planning layers for context.

- Linking all SCAG region EcoCounter devices to the ATDB
- Collaborating with Caltrans Active Transportation Resource Center (ATRC) on statewide expansion
    - ARTC Counter Loan Program

Questions?

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Agenda

- New Resources on *Go Human Website*
- Upcoming Programs
- Timelines

Go Human Team

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New Resources at GoHumanSoCal.org

SCAG

Updated
Co-Branded Material
Request Form

2020 Mini-Grant
Outcomes Report

Resilient Streets
Toolkit

Safe Streets and Justice Mini-Grants Program

- Provides up to $10,000 to 30 community organizations. Funding priorities include:
  - Investment in Black-, Indigenous-, and people of color-led organizations; public health organizations, disability justice organizations, social service organizations; parent groups; organizations that serve elders; organizations that serve rural communities.
  - Projects that leverage *Go Human* safety resources, including co-branded safety materials or the Kit of Parts.
  - Leadership and capacity building strategies.
- Call for Projects will open in April 2021.
- In 2020, SCAG provided over **$210,000** to **28 community-driven projects.** Previous projects include:
  - Storytelling radio series focusing on transit
  - Virtual workshops for youth
  - Free bike match and repair for essential workers and families
  - Co-creation of community resilience and safety resources

Costa Mesa Alliance for Better Streets

THE ORANGE COUNTY REGISTER

LOCAL NEWS • News

Costa Mesa testing traffic barriers on West 19th Street to slow traffic, improve safety
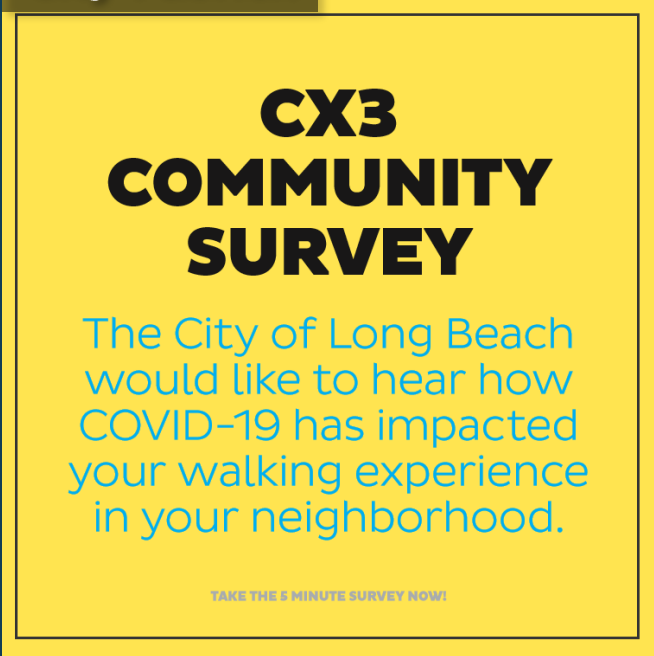
Costa Mesa Public Services staff work to install a temporary roundabout at Wallace Ave. and Center St. during a demonstration of traffic speed mitigation options on Friday, September 11, 2020. (Photo By Jeff Antenore, Contributing Photographer)

By ALICIA ROBINSON | arobinson@scng.com | The Orange County Register
PUBLISHED: September 11, 2020 at 12:09 p.m. | UPDATED: September 11, 2020 at 1:04 p.m.

Material Produced by Mini-Grant Awardees

- In 2020, SCAG provided over **$210,000** to **28 community-driven projects.** Previous projects include:

  - Storytelling radio series focusing on transit
  - Virtual workshops for youth
  - Free bike match and repair for essential workers and families
  - Co-creation of community resilience and safety resources

Central City Neighborhood Partners

TRANSIT THURSDAY

Taxi

City Fabrick

CX3 COMMUNITY SURVEY

The City of Long Beach would like to hear how COVID-19 has impacted your walking experience in your neighborhood.

TAKE THE 5 MINUTE SURVEY NOW!

VAMOS POMONA

do day one

Day One

Material Produced by Mini-Grant Awardees

Central City Neighborhood Partners

Latino Health Access

T.R.U.S.T South LA

Bike Ventura

SCAG Safety Pledge

- Calls on local governments to commit to improving safety. SCAG invites elected officials and staff to sign.

- Members of the Safety Cohort have access to *Go Human* safety material.

- 55 jurisdictions have signed on to date.

- New Safety Pledge map in Summer 2021

- Sign the pledge online.

SCAG Safety Pledge

Commit to Safety to design and build safer streets that promote walking, biking and community connections.

The SCAG Safety Pledge encourages local governments to commit to improving safety in your community. Your city can choose to participate in a variety of ways depending on the unique needs of your community. Anything from adopting a Vision Zero plan, to hosting a pop-up safety demonstration, to implementing a safety outreach campaign can help make a difference.

By committing to this pledge today, your organization will have access to SCAG's Safety Resources including:

- Temporary Safety Demonstration Projects
- Co-branded safety materials (billboards, lawn signs, bus shelter ads, etc.)
- Sample Resolution
- Sample Social Media
- Newsletter Content
- And more!

For more information, please visit the SCAG Safety Resources Page.

Name * | Email *

First | Last

Title * | Organization *

Thank you to Jurisdictions & Agencies that Committed to the Safety Pledge!

Altadena
Banning
Beaumont
Buena Park
Calimesa
Calipatria
Cathedral City
Chino Hills
Costa Mesa
Culver City
El Centro
Glendora

Hemet
Imperial County
    Transportation
    Commission
La Cañada Flintridge
Long beach
Los Angeles
Lynwood
Maywood
Mission Viejo
Moreno Valley
OCTA

Orange
Palm Desert
Palm Springs
Palmdale
Pasadena
Placentia
Rosemead
San Jacinto
Thousand Oaks
West Hollywood
Wildomar

Community Safety Ambassador Program

Community Safety Ambassador Program

- Participatory & experiential planning and leadership series
    - Hands-on curriculum
    - Walk-audits, governmental partnerships, community events, demonstrations.
    - Build local knowledge & strengthen local networks

- 3 counties: Imperial, San Bernardino, Ventura
    - 20 Ambassadors per county (60 total)
    - 6 virtual leadership sessions for each cohort
    - 1 local safety activation carried out by each ambassador in the cohort

- Ambassadors are compensated

Sub-Regional Peer Exchange
Jonathan Overman, Cambridge Systematics
Drusilla van Hengel, Nelson\Nygaard

Timeline

Safety Strategy	Anticipated Date
Co-Branded Material Requests	Digital Graphics Requests: Ongoing Printed Material Requests: April – September 2021
Kit of Parts	Ongoing
Community Ambassadors	Application open – late March – *now recruiting!* Program launch – April
Mini-Grants Program	Call for Applications - April 2021
Sub-Regional Safety Peer Exchanges	May – July 2021
SCAG Safety Pledge	Ongoing

Thank you!

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

SCAG Traffic Safety Peer Exchanges
Joint Working Group Meeting

Jon Overman

Cambridge Systematics

Dru van Hengel

Nelson\Nygaard

www.scag.ca.gov

March 11, 2021

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Background
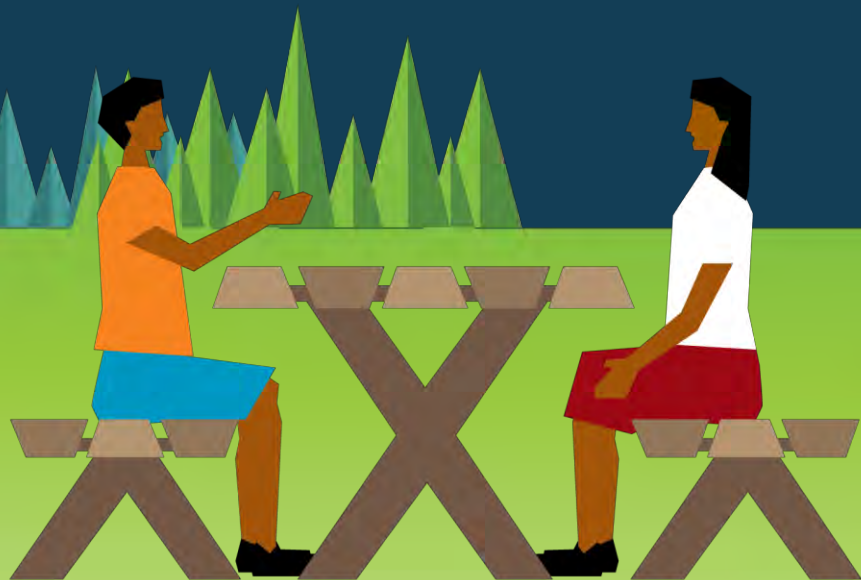
- Today's purpose
  - Introduce project
  - Discuss ways to get involved
- Project background
  - Funded by grant from California Office of Traffic Safety
  - Sub-regional traffic safety peer exchanges:
    - *Share best practices and encourage implementation of safety strategies to reduce fatalities and serious injuries, in particular for vulnerable populations*
  - Other Elements of the Project
    - Go *Human* Safety Pledge – update

Build Upon Previous Work

1) Traffic Safety Leadership Symposium *(May 2019)*

- Equity Considerations in Improving Traffic Safety
- Public Education Campaigns and Outreach Strategies
- Designing Safer Streets Through Planning
- Leading Change: The Role of Elected Officials

2) Regional Traffic Safety Workshops *(August 2019)*

- Imperial
- Los Angeles/ Ventura
- Orange
- Riverside / San Bernardino

3) Traffic Safety Webinars *(September 2019)*

- Accessing And Using Data To Evaluate Traffic Safety
- Implementing Traffic Safety: The Southern California Context
- Educate And Encourage Through SCAG's Go *Human* Campaign
- Overview Of Statewide Policy And Legislation Impacting Traffic Safety

1) https://scag.ca.gov/read-plan-adopted-final-plan (see Appendix 2 – Traffic Safety Leadership Symposium White Paper)
2) https://scag.ca.gov/go-human-regional-traffic-safety-workshops (PPTs available)
3) https://scag.ca.gov/go-human-traffic-safety-webinars (Recordings available)

Traffic Safety Peer Exchanges

- 12 sessions in May, June, and July

- Open to any safety practitioner (jurisdictions, community-based organizations, non-profits)

- Content currently being developed – we want to hear from you!

Need Feedback On:

Topics:

- Equity across data, proven countermeasures, engagement, developing/implementing a plan, challenges with and alternatives to enforcement, etc.

Purpose:

- Skill building or relationship building

- Project/experiential based

Format:

- Regionally focused or topic-focused

- Individual sessions or progressive tracts

Go *Human* Safety Pledge

- Active since 2019
  - 50 unique signatories
    - Cities/Towns (38)
- Discussion:
  - What were the desired outcomes of the pledge, when it was drafted?
  - What has the pledge accomplished?
  - What do you hope it achieves moving forward?

TAKE THE SCAG SAFETY PLEDGE

Commit to safety and sign the SCAG Safety Pledge to design and build safer streets that promote walking, biking and community connections.

Go to www.menti.com and use the code 2525 0463

Get Involved Now!

Need volunteers for:

1. Go *Human* Pledge Update – Brainstorming Session

2. Peer Exchange – Content Brainstorming Session (and survey)

3. Peer Exchange – Speaker or Panelist

bitly.com/HelpSCAG

4. Attend a peer exchange

Contact the project team

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Nelson\Nygaard

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Targeting Equitable Community Investment Across Southern California

Jayne Vidheecharoen
UCLA - Capstone Project for SCAG - 2021

Background

Context

- Project Overview
- Primary Research Questions
- Target Outcomes
- Literature Review
- Methodology Focus

Project Context

- Historical disinvestment, racist policies, and systemic oppression create inequities across Southern California
- Funding (and how other resources are distributed) can directly support efforts to address inequities
- Must be mindful that this increased investment doesn't cause further displacement
- SCAG is looking to better prioritize resources in communities most impacted by economic, social, and environmental inequities

Primary Research Questions

- How can SCAG use a data-informed outreach approach and prioritization methodology to identify and encourage disinvested communities to apply for funding?
- SCP currently uses Environmental Justice (EJ) Areas, Communities of Concern (CoCs), and SB 535 Disadvantaged Communities (DAC). How much do these existing geographies overlap?
- Are there additional data indicators to consider that might provide a more holistic picture of the most impacted communities in the region?
- How can SCAG use data to more strategically evaluate funding applications and proposals to target investment to communities with the highest need?

Outcome - Prototype Tool & Scorecard

- A data-based spatial tool to visualize key indicators across multiple programmatic categories to illustrate the most impacted geographies and identify gaps in past funding investments;
- A scorecard system to synthesize existing frameworks and create unified criteria to guide equitable targeting and awarding of technical assistance, and an initial plan to apply the scorecard to the Southern California region.

Literature Review

- Environmental Justice and Racial Equity
- Importance of Prioritization and Technical Assistance
- Equity frameworks and tools
- Prioritization practices at MPOs

Methodology - MPOs and Other Organizations

Mixed-methods approach analyzing documentation and conducting semi-structured interviews with SCAG staff and staff at other organizations, mainly focused around:

- **Indicators** - How do they define communities of concern and why?
- **Scoring Analysis Areas**- What methodologies do they use to score census tracts and highlight communities of concern?
- **Mapping** - What interactive mapping tools have they created to make this data easily accessible to the public?
- **Prioritization** - How do they use scorecards and an equity analysis to prioritize projects?

Findings

MPOs

- MPOs Reviewed
- Equity Indicators
- Scoring Methodologies
- Mapping Interfaces
- Prioritizing Projects

# SCAG - Programs and Tools Reviewed

- Connect SoCal
- Disadvantaged Communities (DAC) Planning Initiative
- Sustainable Communities Program (SCP)
- Environmental Justice (EJ) Tool
  - Communities of Concern
  - SB 535 Disadvantaged Areas
  - Native American & Tribal Lands
  - Environmental Justice Areas
- Active Transportation Database (ATDB)

Other MPOs Reviewed - East Coast and West Coast

- Broward MPO
- The San Diego Association of Governments (SANDAG)
- **Boston Region MPO***
- **Atlanta Regional Commission (ARC)***
- Delaware Valley Regional Planning Commission (DVRPC)
- **Metropolitan Transportation Commission (MTC) & Association of Bay Area Govt. (ABAG)***

* = case study

MPO "CoC" Indicators - Compared
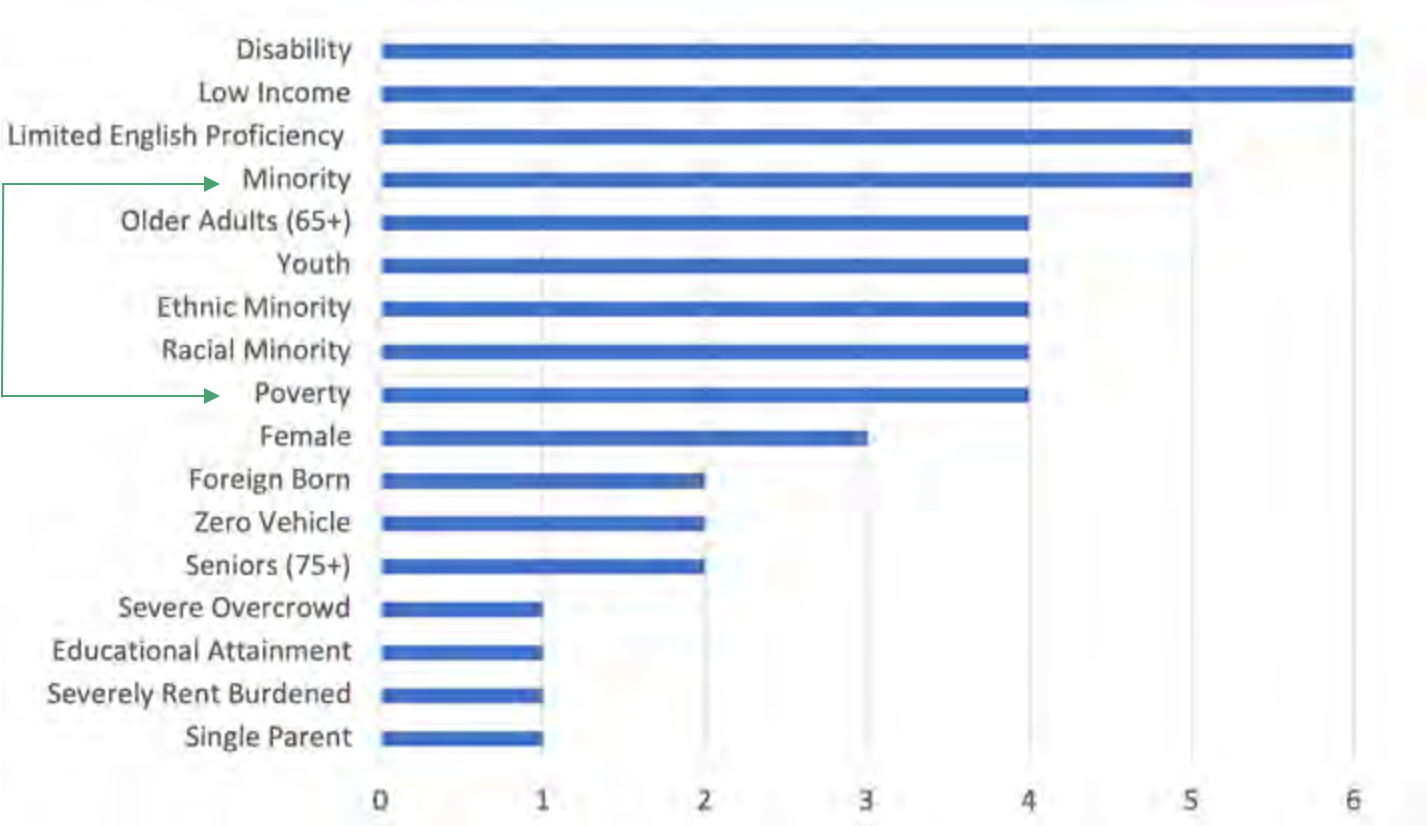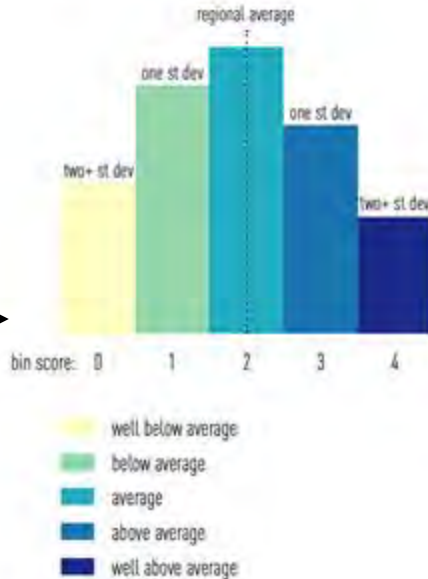

SCAG current CoC & EJ Areas

Scoring - Binary vs Bins

Two common techniques for scoring census tracts, either a binary threshold or a cumulative bin scoring approach.

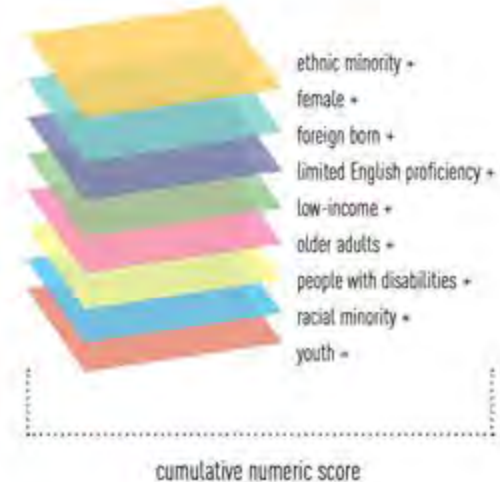| Binary Thresholds (In or Out)	Bins (Scale of 0-4)
SCAG	Boston MPO
SANDAG	Atlanta Regional Commission
ABAG / MTC	Broward MPO
	DVRPC

Figure 1: Criteria Bin Scoring

Bin scores of 1 and 3 are one standard deviation (st dev) from the regional average. Bins scores of 0 and 4 contain any remaining census tracts.

regional average

one st dev

one st dev

two+ st dev

two+ st dev

bin score: 0   1   2   3   4

- well below average
- below average
- average
- above average
- well above average

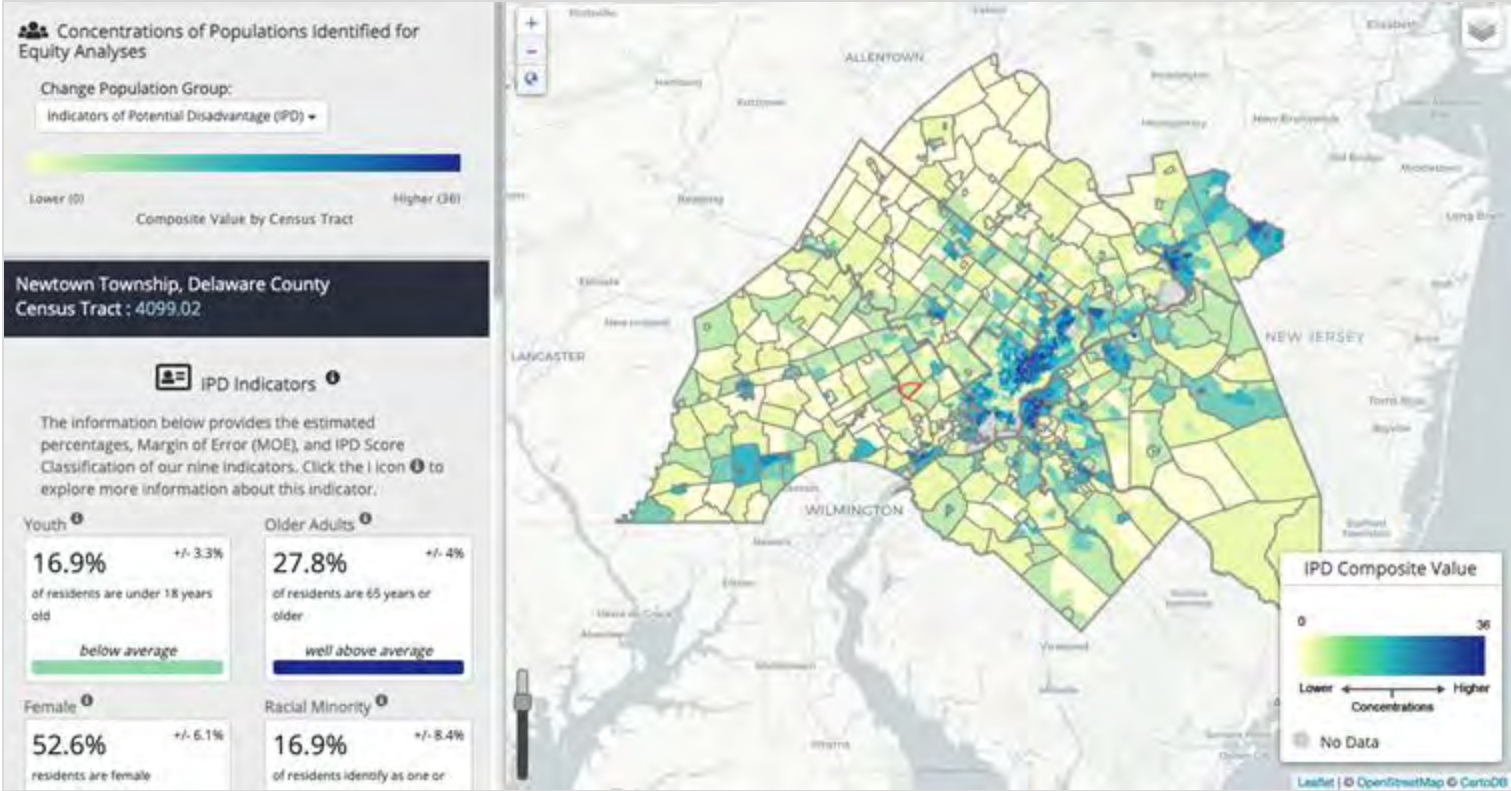**Figure 2: Cumulative Bin Scoring**

Every census tract has a maximum possible score of 36 since there are 9 criteria and a maximum bin score of 4 per criteria.

- ethnic minority +
- female +
- foreign born +
- limited English proficiency +
- low-income +
- older adults +
- people with disabilities +
- racial minority +
- youth =

cumulative numeric score

Mapping - Interactive Interface example DVRPC

Prioritizing - Equity Multiplier Example from Boston MPO

1. Use the bin method to find the Equity Index score & assign multiplier
2. When scoring projects, use the multiplier to "boost" equity related criteria
3. Instead of a separate category for equity, apply multiplier across all categories consistently, while other criteria may vary by project area
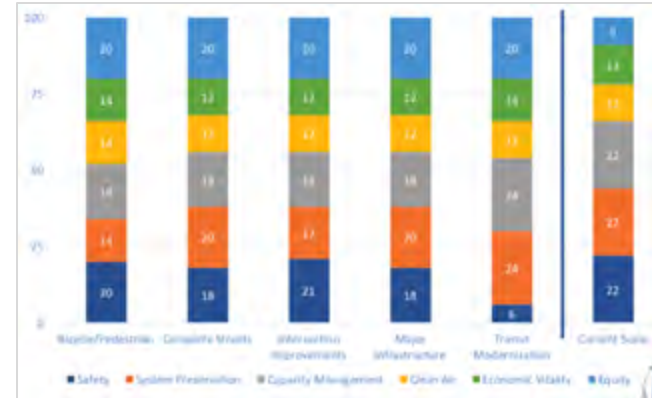

Project's Equity Index	Project's Equity Multiplier
1 to 5	1.25
6 to 10	1.5
11 to 15	1.75
16 or greater	2

Hypothetical Project Scores for CA/SC Criteria

Criteria	Base Score	Multiplier	Final Score
Reduces CO₂ emissions	3	None	3
Reduces other transportation-related emissions (CO, NOx, VOCs, and PM₂.₅)	5	1.5	7.5
Addresses environmental impacts	1	None	1
Enhances the natural environment	2	None	2
	11		13.5

Findings

Beyond the MPO

- Programs Reviewed
- Equity Indicators
- Scoring Methodologies
- Mapping Interfaces
- Prioritizing Projects

Equity Lens (Beyond the MPO) - Programs Reviewed

- National Equity Atlas (National)
- Opportunity Atlas (National)
- SB 535 Disadvantaged Communities (CA State)
- TCAC/HCD Opportunity Areas (CA State)
- California Healthy Places Index (CA State)
- Social Equity Index (LA County)
- Metro Equity Focused Communities (LA County)
- LA Equity Index (LA City)

Indicator Groups - By SCAG Themes

Includes all indicators used by MPOs and the expanded sets in the indexes reviewed, with similar types grouped

(ex. Youth and Older adults grouped as Age)

Theme	Population	Economy	Healthy & Complete Communities	Mobility	Environment

Indicator Groups	Age
	Race/Ethnicity
	Family
	Language
	Gender
	Disability
		Poverty
		Education Level
		Employment
		Income
		Job Density
		Growth
		Wage
		Political
		  Engagement
		Enforcement
			Housing Burden
			Homes
			Historic
			Disinvestment
			Internet Access
			Vacancy
			Population
			  Density
			Insurance
			Disease
			Hospitalization
			Lifespan
			Birth-Weight
				Commute
				Access to Car
				Proximity
				Transit Access
				Safety
					Air Pollution
					Water Quality
					Waste
					Greenery Access
					Traffic Density
					Hazards

Total	22	35	19	10	17

Scoring Indexes - Varies based on the index goal

- Each of these indexes are unique in their methodology for scoring based on the specific *goals* of the index.
- Wide range of goals, more difficult to generalize a scoring methodology across all of these indexes.
- Some use statistical modeling to evaluate the relationship between indicator and *specific* outcome
  - HPI Example: relationship between Policy Action Areas and **life expectancy at birth**

Mapping - Investing in a custom interface is important

More opportunities to create better user experience and features that caters to specific needs of the user.
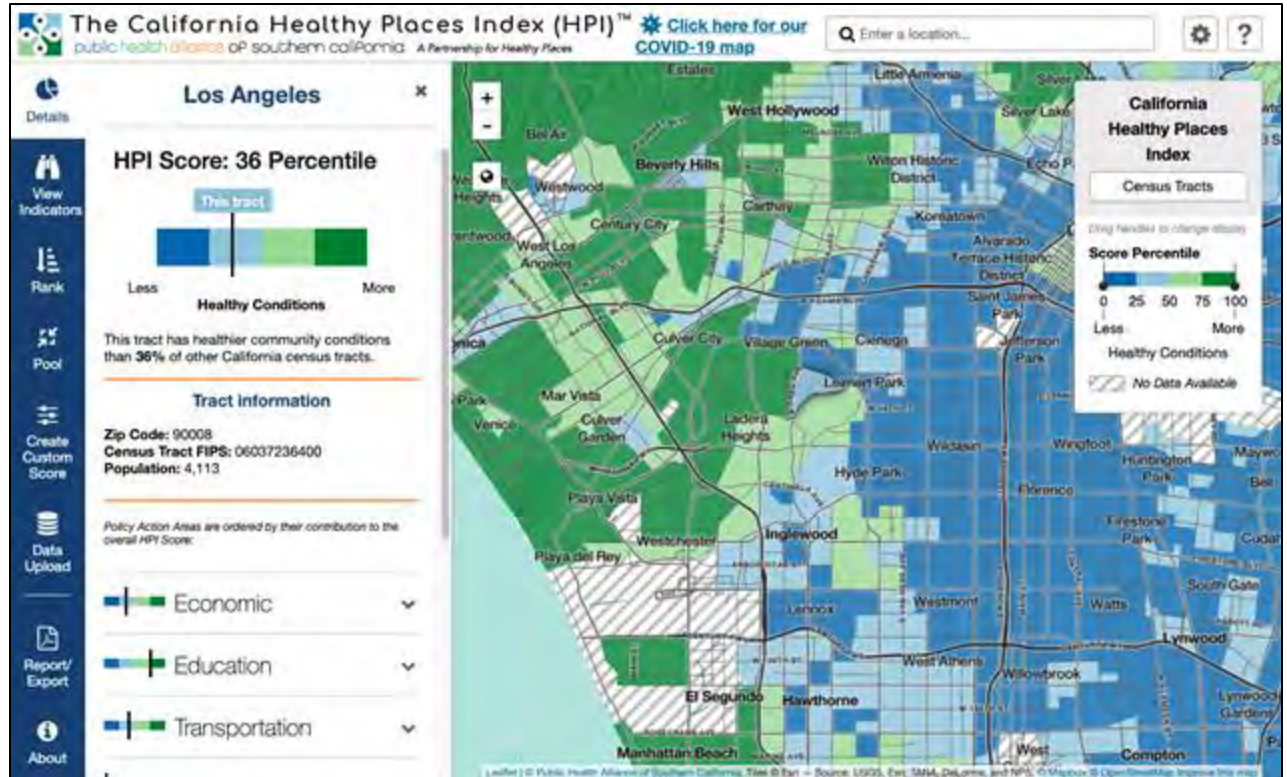
Prioritizing - Metro Example mix of indicators & indexes

- Metro Active Transportation (MAT) Program (Cycle 1) awarded points based on:
  - Metro Equity Focused Communities (low-income, non-white, zero-car)
  - Healthy Places Index
  - SCAG COCs
  - SB 535 Disadvantaged Communities
- Future cycles they may adjust how the EFC are incorporated into scoring

Recommendations

First Draft

- Indicators
- Scoring
- Mapping
- Prioritizing

Indicators & Indexes - Draft List Across Themes

Theme	Priority Population	Economy	Healthy & Complete Communities	Mobility	Environment
Indicators	Income Poverty Race/Ethnicity Disability Youth Seniors (75+) Limited English Proficiency	Employment Education Attainment Job Density Wage	Housing Burden - Rent Severe - Overcrowding Homeownership Internet Access Life Expectancy Health Insurance	Proximity to freeways Relative access to transit Safety/Collisions Commute time Access to vehicle	Air pollution Water Quality Waste Climate Vulnerability Park Access
Indexes	EJ Areas SCAG COCs SB 535 DAC	TCAC Opportunity Areas	HPI Urban Displ.(?)	EPA Walkability Index (?)	CalEnviroScreen

Scoring - Proposed Methodology

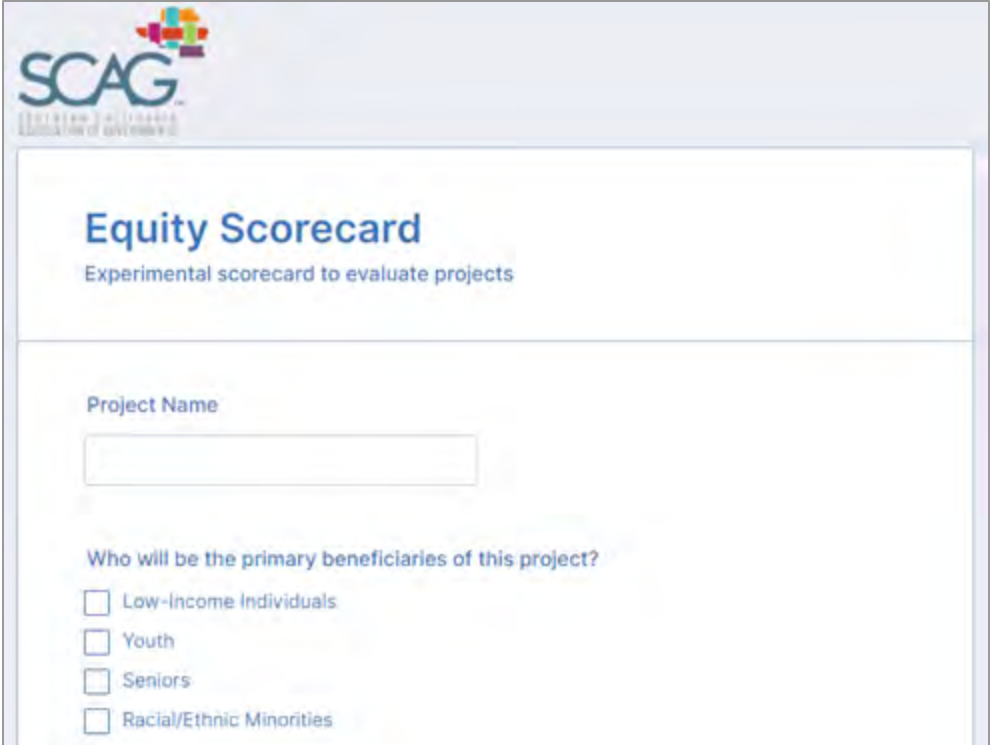|				
Priority Population Standard deviation bins & Cumulative bin scoring	Core Priority Populations map layer used across all thematic areas	Thematic areas applied as different *filters*	Now, continue to leverage relevant established indexes	Next, custom blend for each SCP program area based on program goals and data analysis

Mapping Tool - Prototype in progress
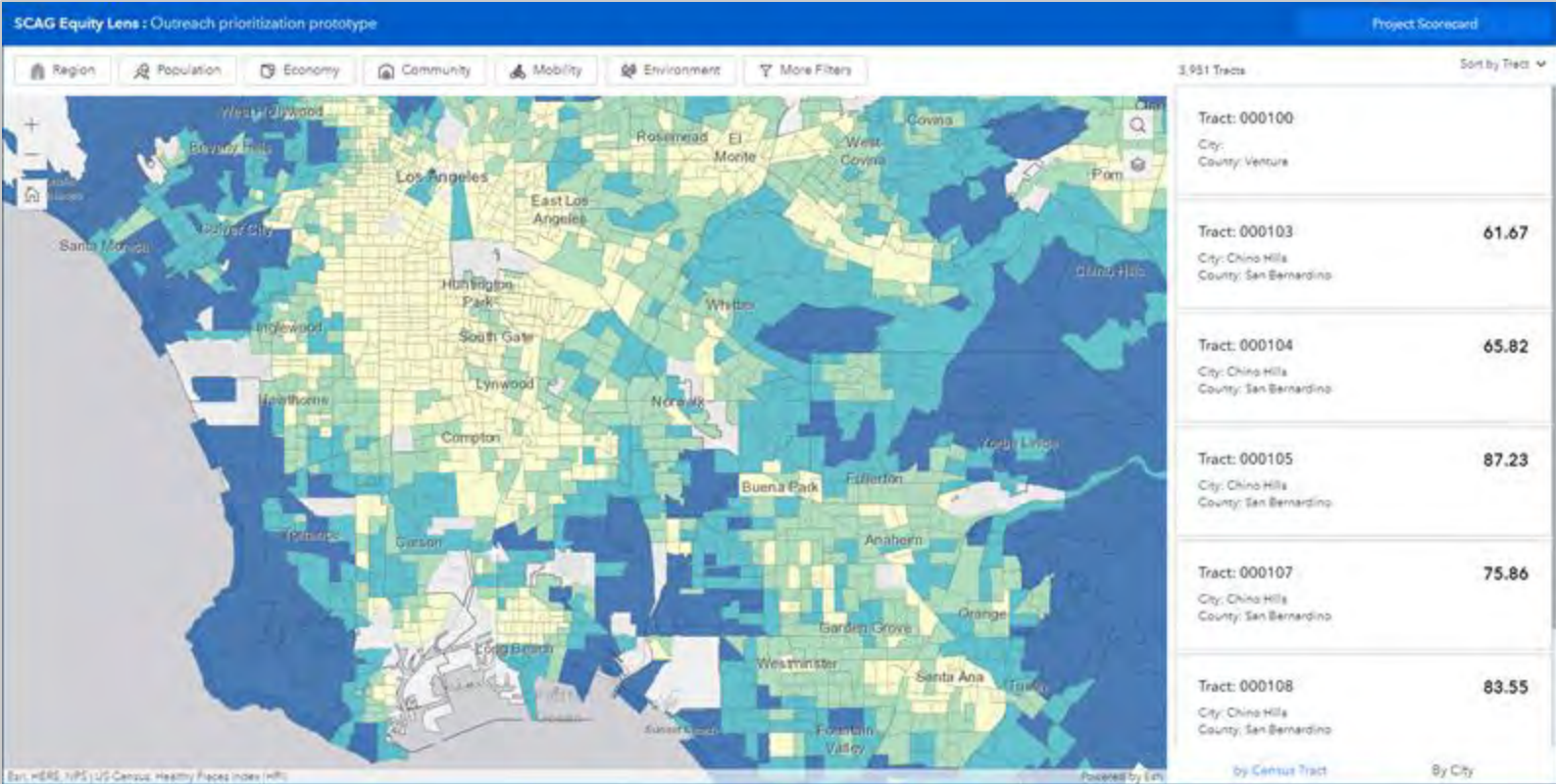
Prioritizing - Scorecard Sections

- Proposal
- Community
- Engagement
- Benefits
- Significance & Alignment
  - Economy
  - Healthy & Complete Communities
  - Mobility
  - Environment
- Burdens
- Accountability

SCAG

Equity Scorecard
Experimental scorecard to evaluate projects

Project Name

Who will be the primary beneficiaries of this project?
- [ ] Low-Income Individuals
- [ ] Youth
- [ ] Seniors
- [ ] Racial/Ethnic Minorities

We invite you to provide feedback on the filters and scorecard questions
bit.ly/SCAG-EQ

If prompted, select continue as guest

Context: City of Los Angeles

VISION ZERO
LOS ANGELES | 2015-2025

City of Los Angeles

ERIC GARCETTI
MAYOR

EXECUTIVE DIRECTIVE NO. 27

Issue Date: June 19, 2020

Subject: **Racial Equity in City Government**

Our city is in pain, and we are hungry for change. The demonstrations for racial justice in recent weeks have not exposed something new -- they've laid bare the urgent and overdue demand to end structural racism.

Traffic collisions are increasing in LA

The number of traffic fatalities and injuries from 2013-2017 in the City of Los Angeles.
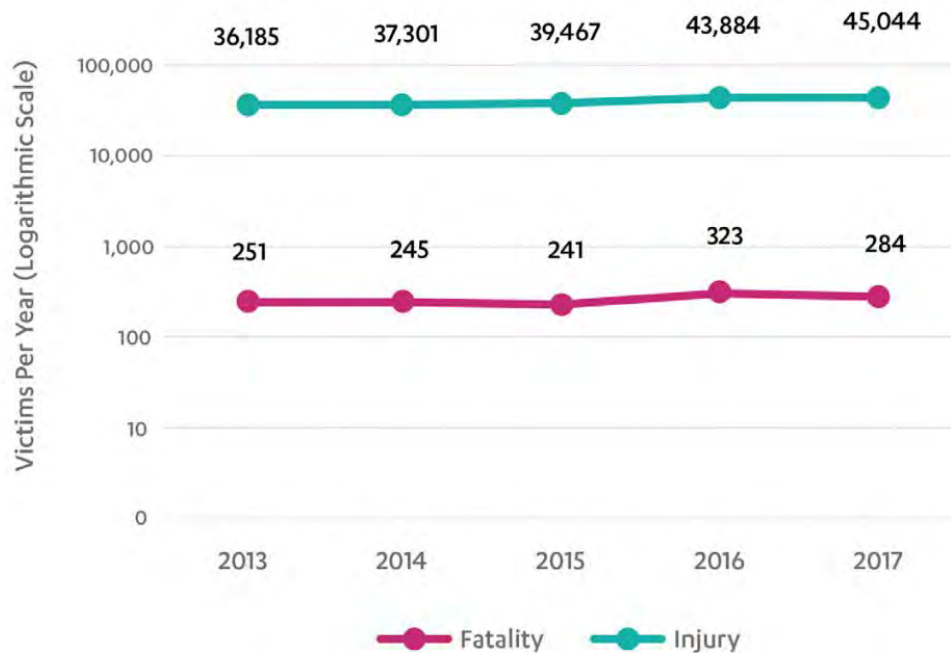
Black victims are overrepresented in traffic collisions

Traffic collision victims by race and population, City of Los Angeles 2013-2017
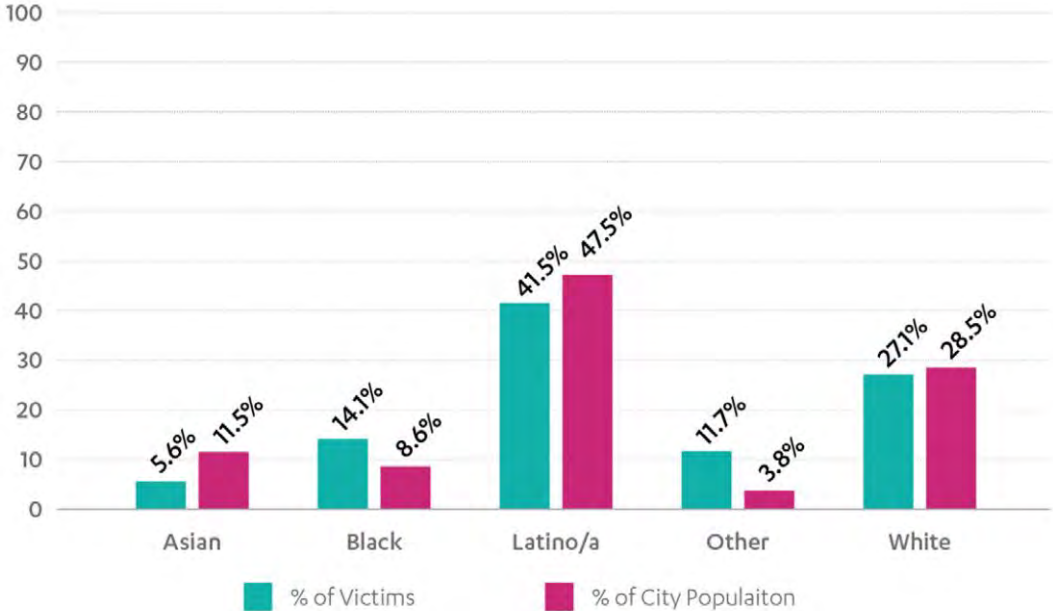
People who are walking need the most protection

Number of fatal victims by race and mode
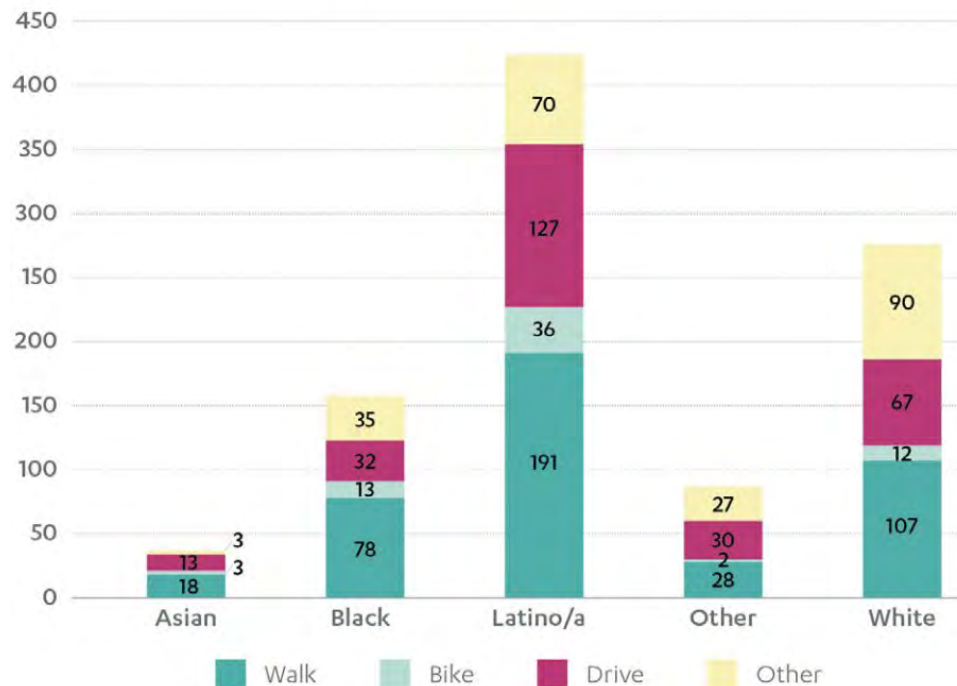
43%

of all victims who were killed in this dataset were walking.

One in four fatal victims represents a Black or Latino/a pedestrian.

Wrapping up

- Addressing traffic violence against people of color is a way to improve racial outcomes in transportation

- Strategies to improve pedestrian safety among Black people:
    - Address traffic speeds in Black communities
    - Invest in high-quality, safe street crossings
    - Understand that safety goes beyond traffic safety alone
- When is equity achieved?
    - When one's outcomes in life are not predetermined, in a statistical or experiential sense, on their racial, economic, or social identities.

Thank you

Madeline Brozen, Principal Investigator
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Annaleigh Ekman
ekman@scag.ca.gov

Link to view the Policy Brief
https://www.lewis.ucla.edu/research/
black-lives-la-traffic-safety/

Data Sources

U.S. Census Bureau. (2018). 2013-2017 American Community Survey 5-year estimate, Table B03002 Collapsed [Excel file]. Retrieved from https://www.socialexplorer.com/

Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2020.

Pedestrian Collisions and Socioeconomic Disparities in Orange County, CA

Active Transportation and Transportation Safety
Southern California Association of Governments
Thursday, March 11 2021

Peter García

About Me

- Student Professional Worker with LADOT by day
- Policy advocate with Santa Ana Active Streets by night
- Grew up in Santa Ana
- Mobility in-justice in SA and in OC motivated me to pursue transpo
- UCLA Luskin 2020 graduate
- Analyze how race, class, and power interact with transportation finance policy & planning and mobility

What and Why Was This Anyway?

- Capstone (client project) for my MURP (2020) in Transportation Planning with UCLA's Luskin School of Public Affairs
- In coordination with Latino Health Access, based in Santa Ana, California

Introduction:

Why Pedestrian Crashes?

"It's transportation redlining in many respects. It's intentional. It's by design. It's systemic."

–Former Santa Ana Councilmember Michele Martinez

Why Pedestrian Crashes?

- Pedestrian deaths climbing nationwide
- Including OC, even controlling for growth
- Public health crisis: deaths up while walking rate remains the same
- Pedestrian crashes also tell us a lot about who has and who lacks...

POWER

Why Pedestrian Crashes?

- Pedestrian crashes + deaths expose power disparities in transportation planning
- Ped crashes + deaths as physical manifestation of racial, economic, and mobility injustice
- Consider transportation planners and engineers' historic and current role in promoting white physical and social mobility
- POC physical and social mobility, however, constrained and policed

White Man's Road... ...thru Black Man's Home!
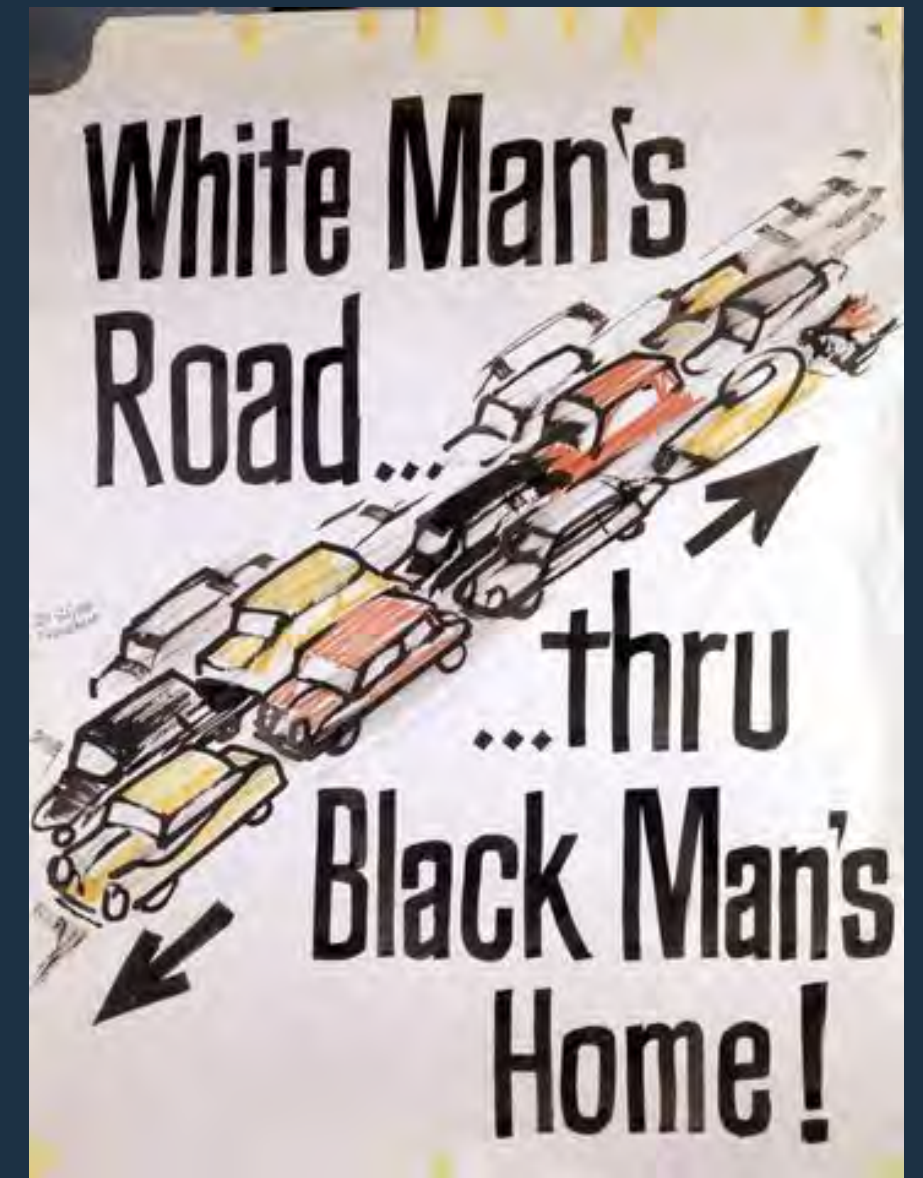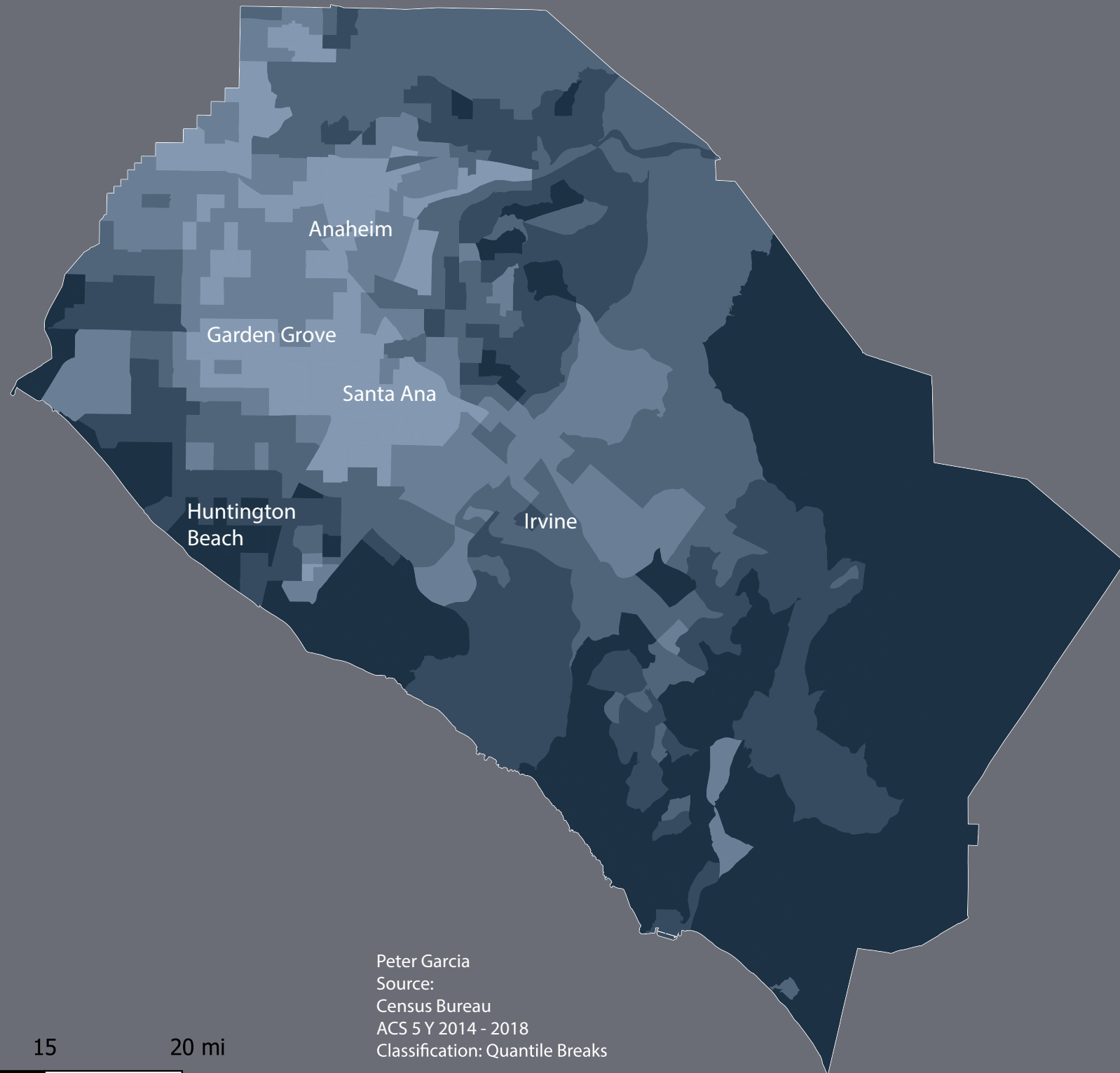
White Population by
Percentage per Census Tract

- 0% - 18%
- 18% - 37%
- 37% - 54%
- 54% - 67%
- 67% - 98%

Anaheim

Garden Grove

Santa Ana

Huntington
Beach

Irvine

Peter Garcia
Source:
Census Bureau
ACS 5 Y 2014 - 2018
Classification: Quantile Breaks

0   5   10   15   20 mi

1

Objective and Methods

Research Questions

- What is the relationship between socioeconomic disparities and pedestrian collision hotspots in Orange County?
- What interventions have been put into place to mitigate those collisions, if any?
- What are the barriers to implementing such recommendations?

Methods and Theories

- Applied critical race theory as central theoretical engine
- Historical analysis
- Statistical + spatial analysis
- Content analysis of county transportation policies
- Qualitative interviews with reps and planners
- Crash data 2013–2017 obtained from UC Berkeley's Transportation Injury Mapping System

2

Crash Locations and Victim Demographics

Pedestrian Crashes in Orange County, 2013-2017

- ● Pedestrian Crash
- Cities / CDPs
- Unincorporated Orange County

Anaheim

Garden Grove

Santa Ana

Huntington Beach

Irvine

Pacific Ocean

Peter Garcia
Source:
Census Bureau
UC Berkeley's Transportation
Injury Mapping System 2013 - 2017

0   5   10   15   20 mi
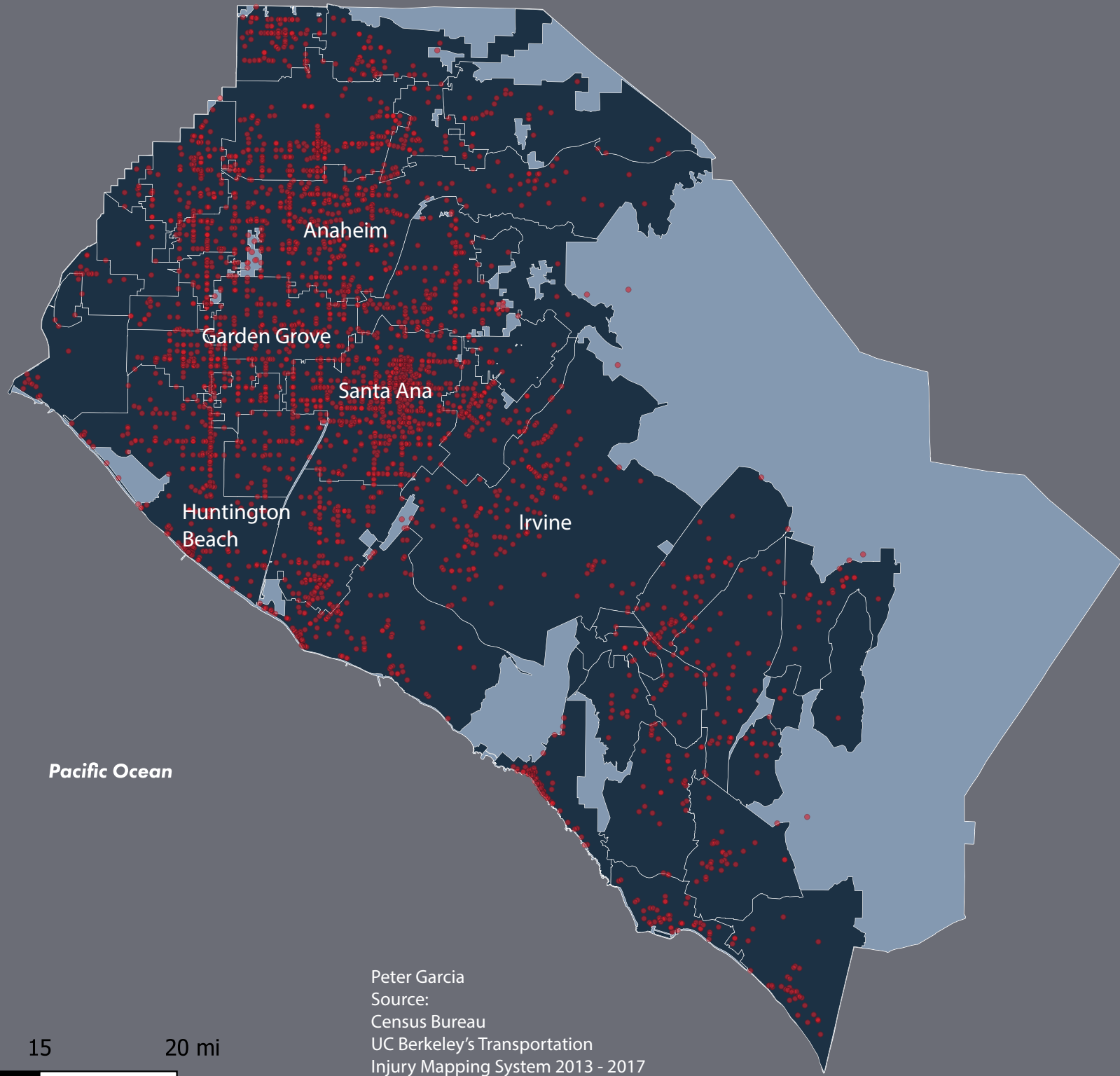
Pedestrian Deaths in
Orange County, 2013-2017

● Pedestrian Death
Cities / CDPs
Unincorporated Orange County

Anaheim

Garden Grove

Santa Ana

Huntington
Beach

Irvine

Peter Garcia
Source:
Census Bureau
UC Berkeley's Transportation
Injury Mapping System 2013 - 2017

0   5   10   15   20 mi
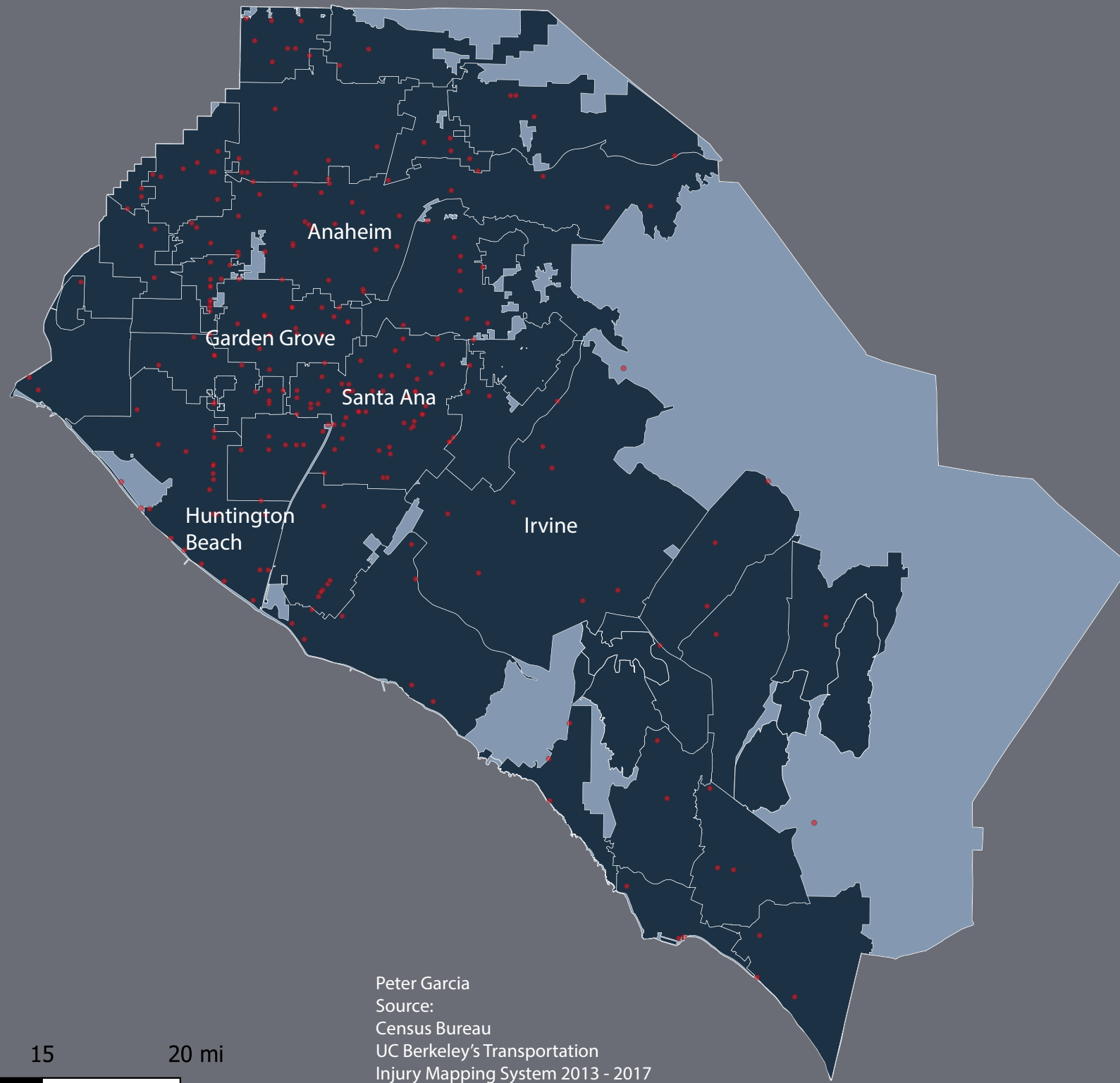
Pedestrian Crashes and Streets
Designated as Arterials in
Master Plan of Arterial Highways

— Arterial Highway
■ Cities / CDPs
■ Unincorporated Orange County

Anaheim

Garden Grove

Santa Ana

Huntington
Beach

Irvine
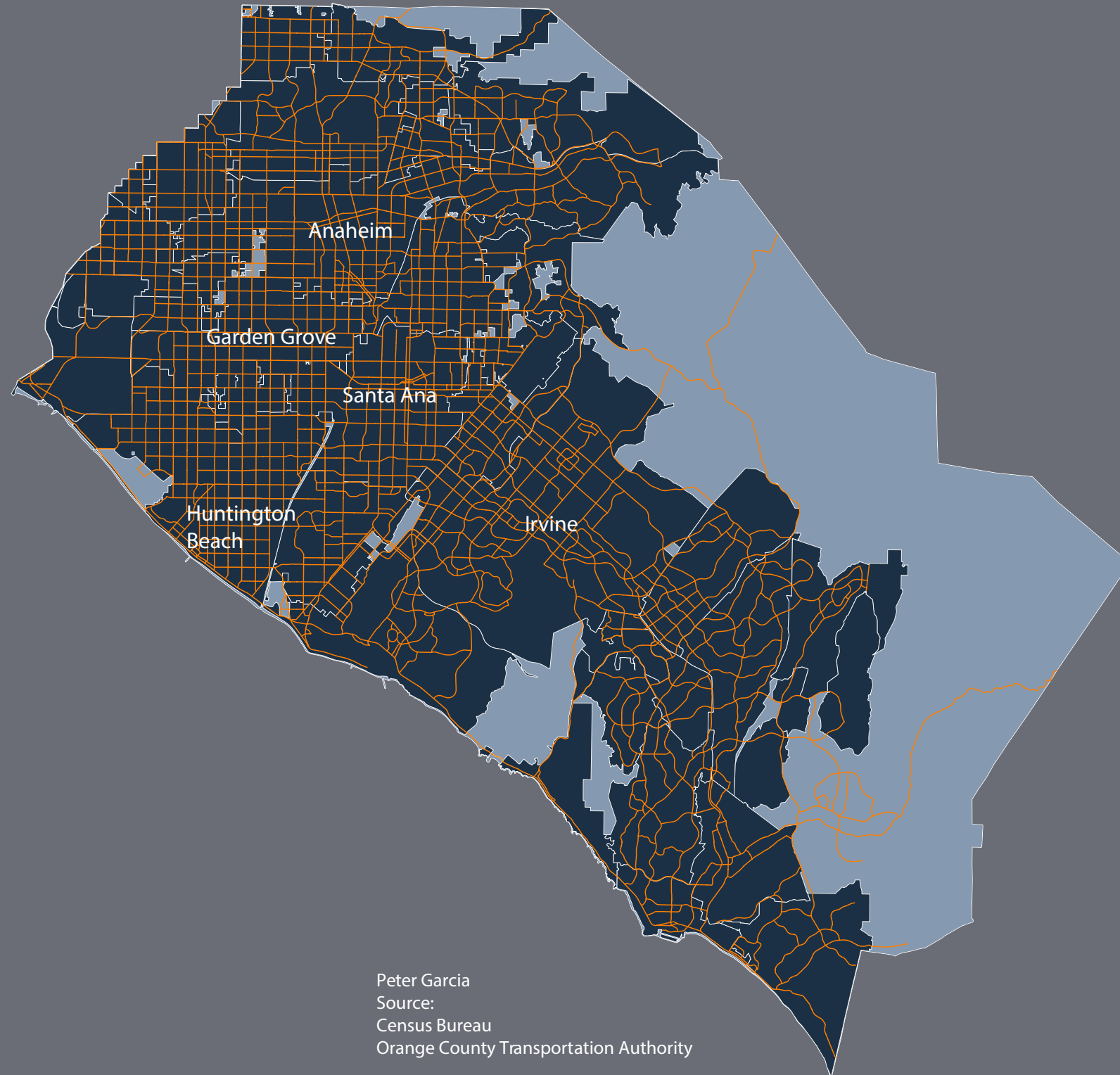
Peter Garcia
Source:
Census Bureau
Orange County Transportation Authority

Pedestrian Crashes and Streets
Designated as Arterials in
Master Plan of Arterial Highways

⊙ Pedestrian Crash
— Arterial Highway
■ Cities / CDPs
■ Unincorporated Orange County

0   5   10   15   20 mi
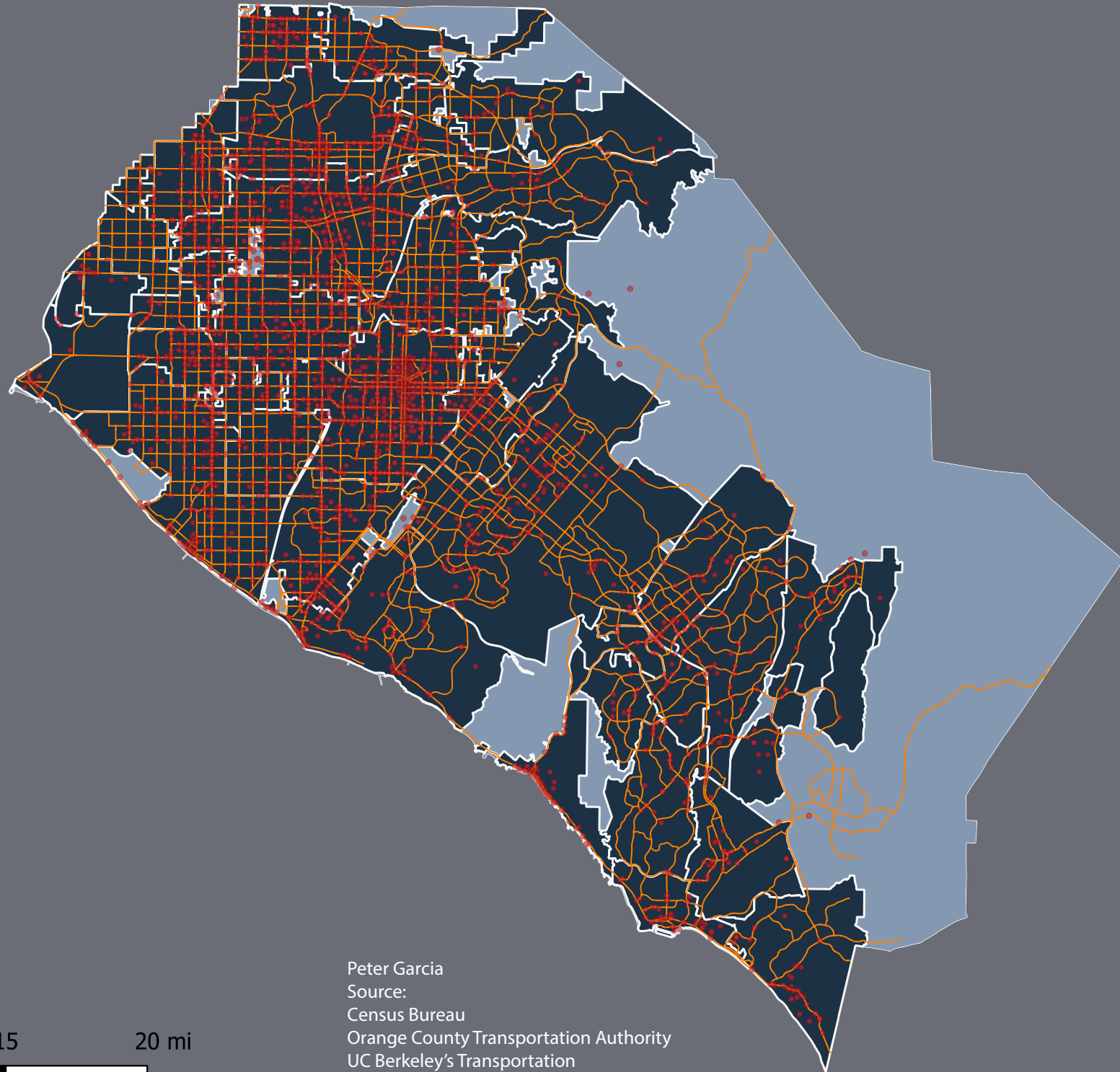
Peter Garcia
Source:
Census Bureau
Orange County Transportation Authority
UC Berkeley's Transportation
Injury Mapping System 2013 - 2017

Pedestrian Crashes and Streets
Designated as Arterials in
Master Plan of Arterial Highways

• Pedestrian Crash
— Arterial Highway
■ Cities / CDPs
■ Unincorporated Orange County

0   5   10   15   20 mi
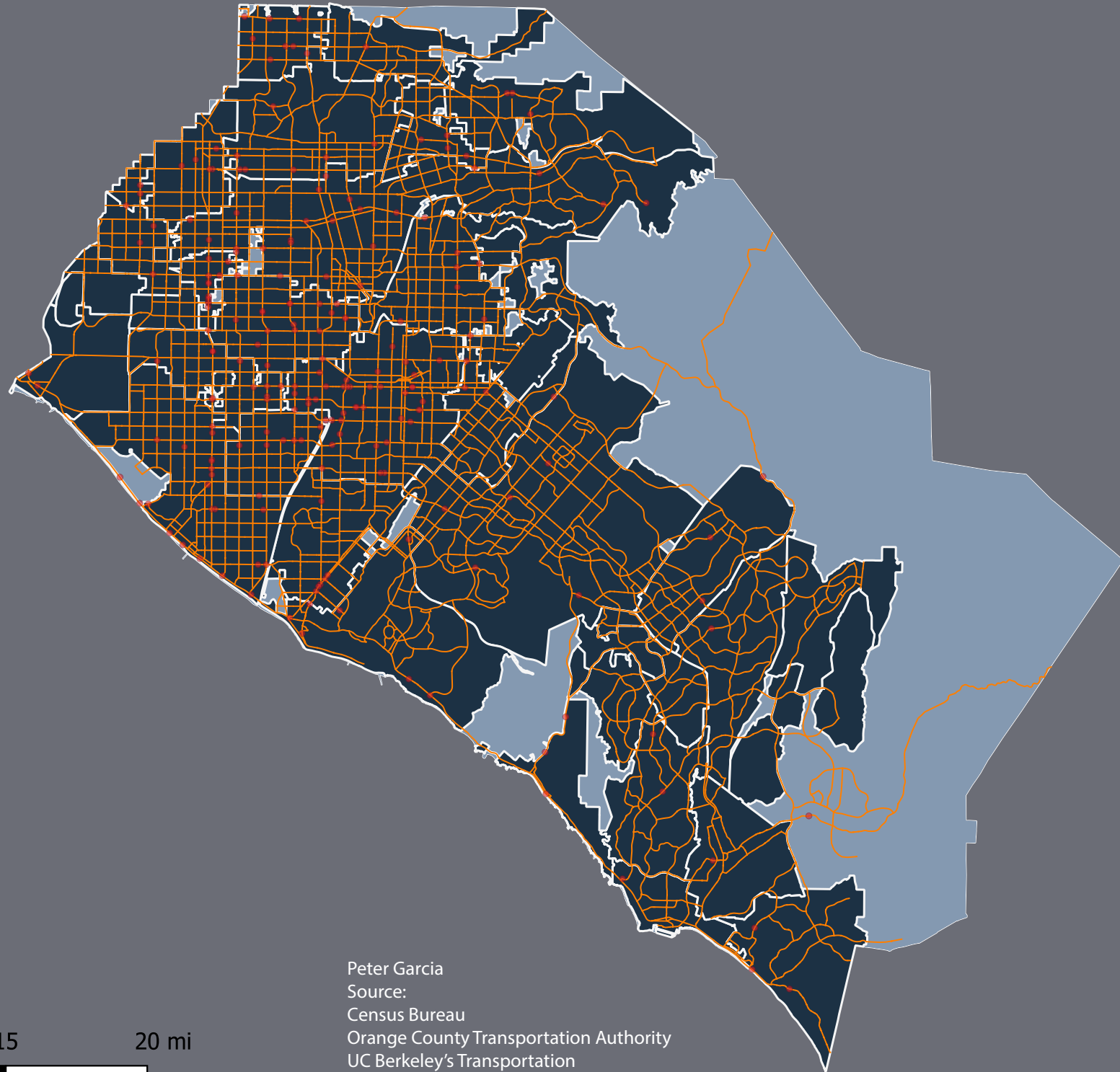
Peter Garcia
Source:
Census Bureau
Orange County Transportation Authority
UC Berkeley's Transportation
Injury Mapping System 2013 - 2017

Crashes by Road Infrastructure

Arterial Streets 18%
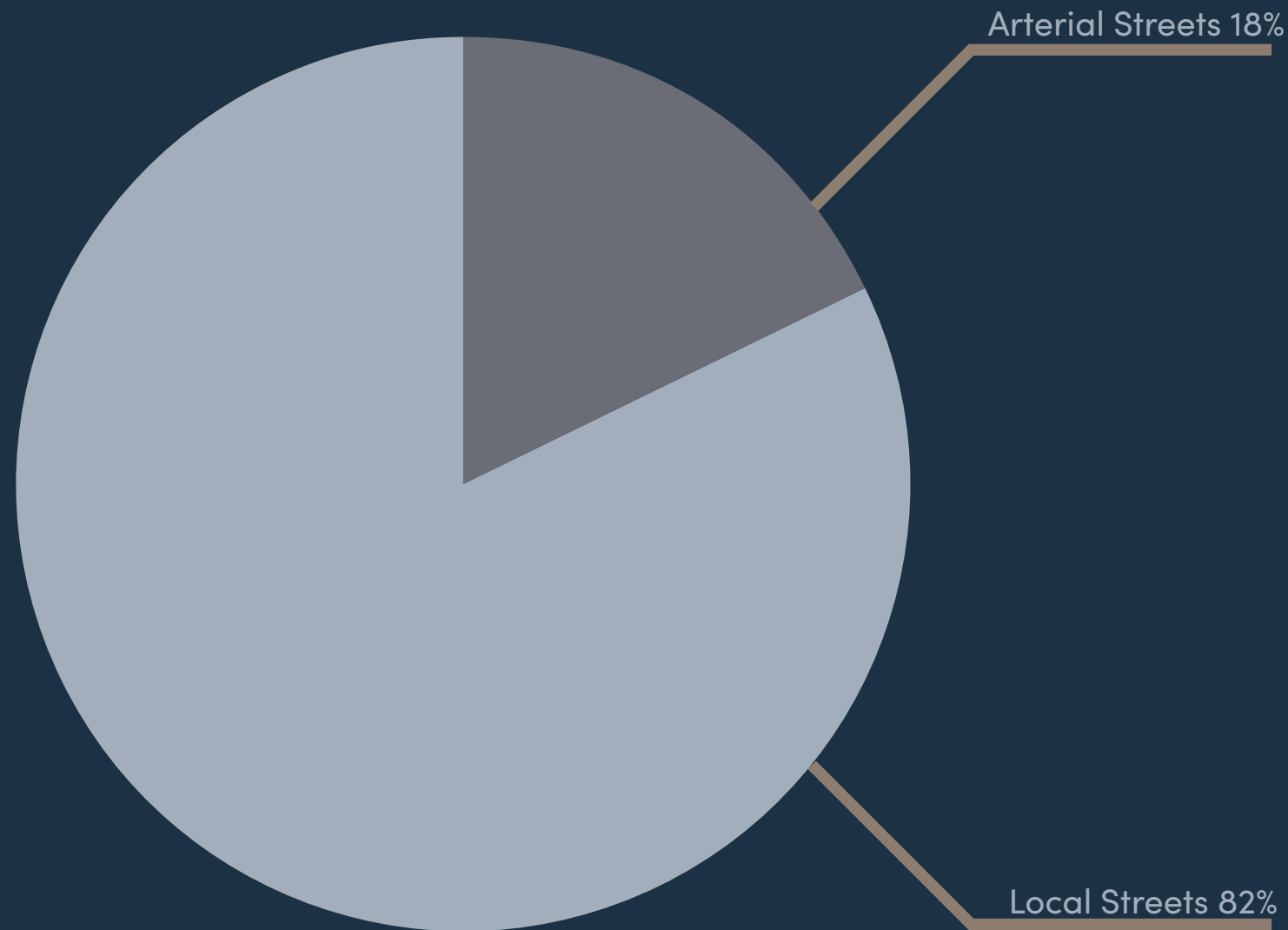
Local Streets 82%

- Roadway Centerline Mileage in OC:
- Local Streets 6992 mi (82%)
- MPAH Arterials 1536 mi (18%)

Crashes by Road Infrastructure

Local Streets 25%

Arterial Streets 75%
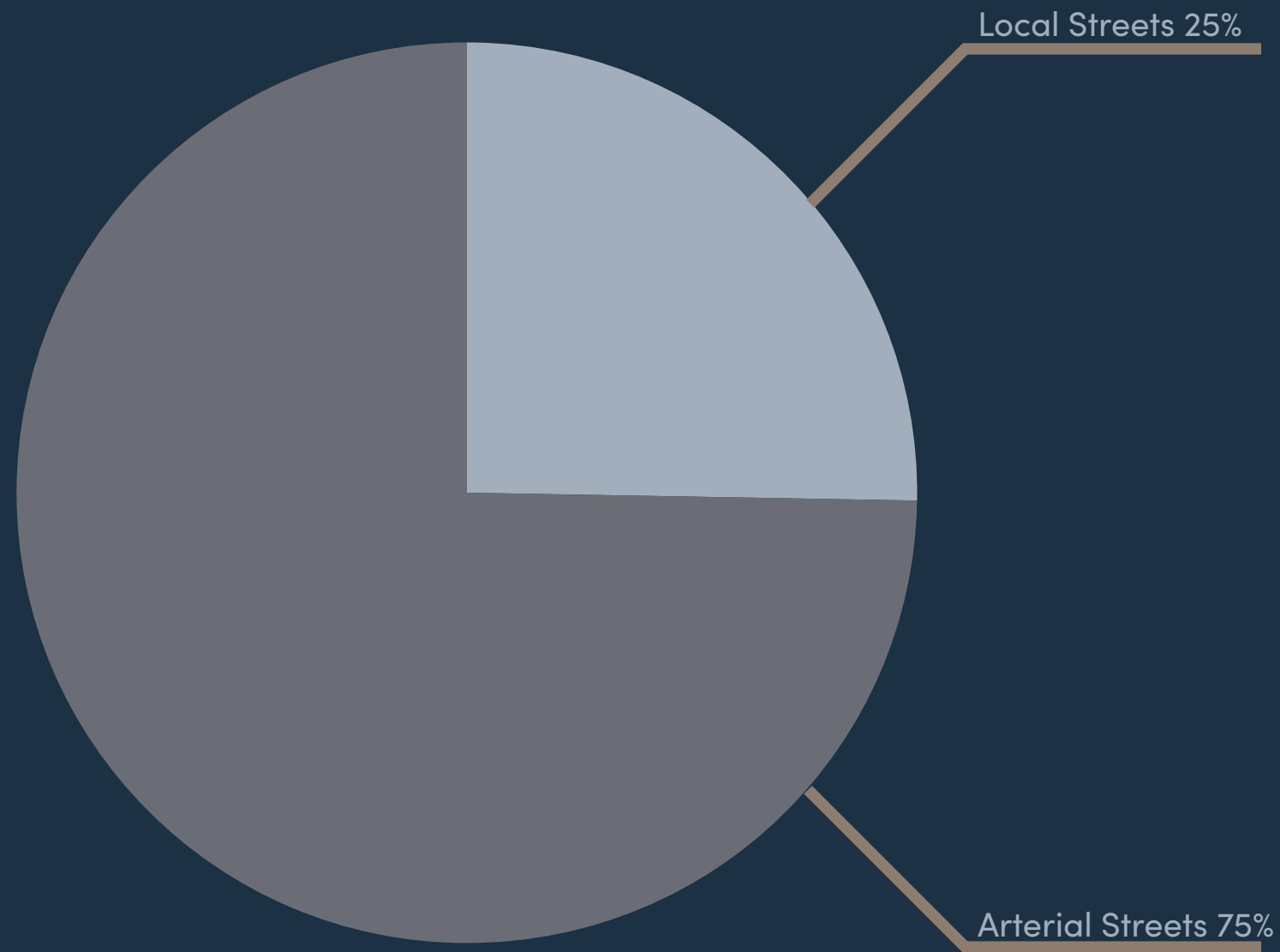
- Pedestrian Crashes based on Roadway Type
- Local Streets 929 (25%)
- MPAH Arterials 2849 (75%)
- Total: 3778

Crashes by Road Infrastructure

Local Streets 17%

Arterial Streets 83%
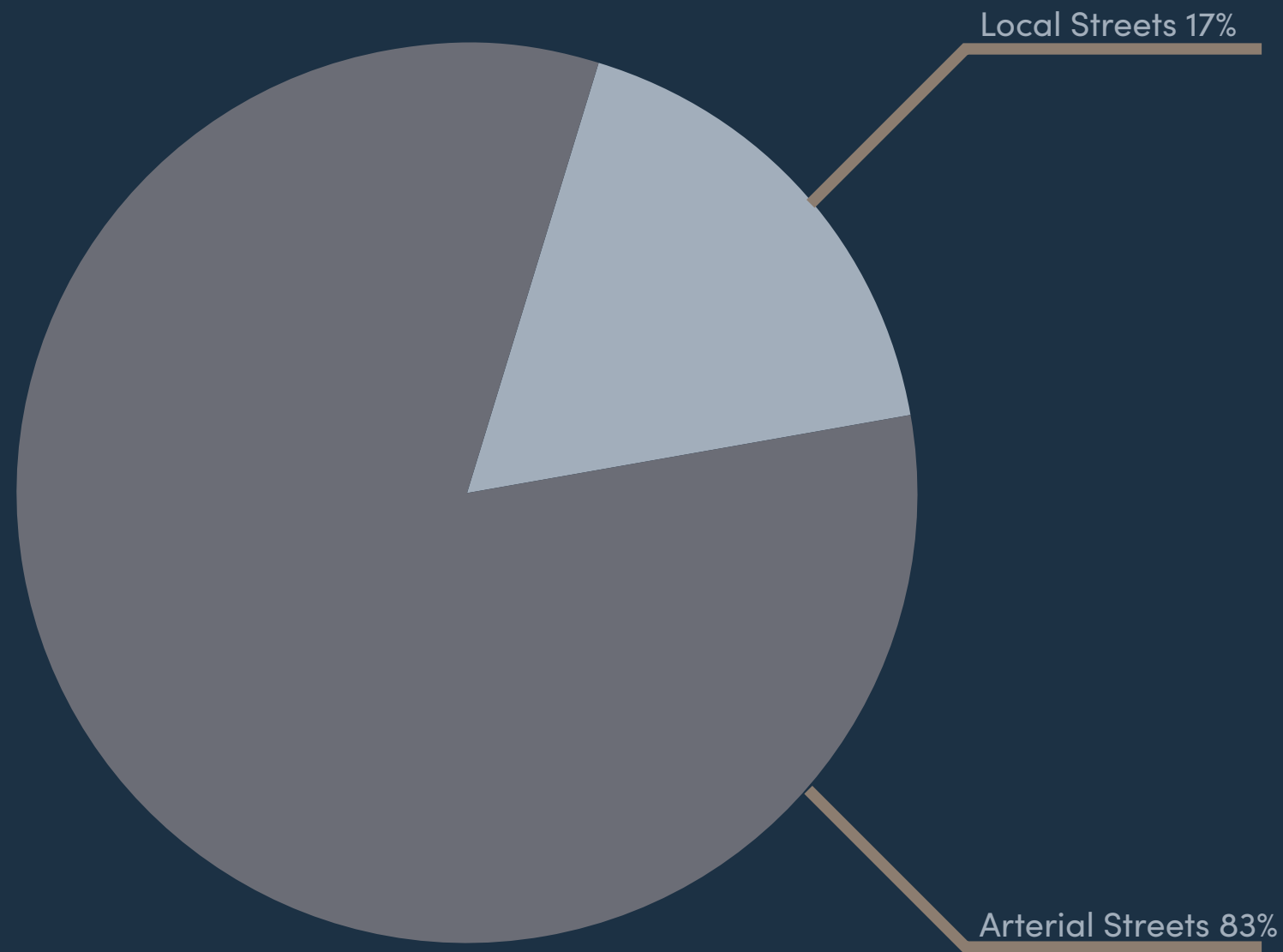
- Pedestrian Deaths based on Roadway Type
- Local Streets 47 (17%)
- MPAH Arterials 224 (83%)
- Total: 271

Victim Demographics

County Demographics	Percentages	Race	Number of Victims	Percentages	Race	Deaths	Percentages
Hispanic	34%	Hispanic	1250	45%	Hispanic	94	41%
White	40%	White	1049	38%	White	85	37%
Asian	21%	Asian	262	9%	Asian	34	15%
Black	2%	Black	100	4%	Black	5	2%
Other	0%	Other	126	5%	Other	11	5%
Two+	3%	Two+	N/A	N/A	Two +	N/A	N/A
	100%		2787	100%		229	100%

Variables Predicting Crashes

- Ran a regression model testing some socioeconomic and sociodemographic variables
- Percent Latino was statistically significant (more Latinos in a census tract, more crashes)
- Percent carlessness was statistically significant (more carless households, more crashes)
- Notably, percent poverty was not statistically significant
- –The poor do drive in Orange County, owing to the region punishing carlessness and rewarding car ownership

3

Why they Keep Happening / Policy Barriers

Policy Barriers

- OCTA's Master Plan of Arterial Highways + Measure M2 regulations
- Institutional resistance
- Lack of institutional knowledge among representatives
- Lack of institutional capacity from residents and stakeholders

Transportation Finance Policy Barriers

- OC's transportation local option sales tax (*Measure M/M2*) primarily funds automobile centric capital projects
- *Measure M/M2* ordinance restricts traffic safety measures on MPAH streets, force widenings
- Cities solely depend on *Measure M* for their transportation projects, breaching *M2* ordinance will definitely bankrupt a city

Design by
Finance Policy

Lack of Capacity

- Those in the know lack institutional power and/or support to make any meaningful change
- Community-based orgs focused on improving safety (SAAS, CMABS) do not have the institutional power or support to make change in county transportation policy
- Remember: County policy creates the most dangerous ped. environments in OC
- And those who benefit the most from ped. safety improvements lack political power at the county level: poor Latinos

Coda

From Equity to Mobility Justice

From Equity to Mobility Justice

- Almost a year since I completed this, rethinking how I would approach differently
- Equity still in the margins of transportation planning
- The conversations are there – the implementations are mostly not
- While improvements in transportation equity considerations will help improve social outcomes,
- Equity itself may not fully challenge the underlying power structures that dominate transportation planning and its processes
- Eventual transition to mobility justice

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Thanks!

SCAG's Equity Efforts

Joint Working Group of Active Transportation, Transportation Safety, and the Go Human Steering Committee.
Thursday, March 11, 2021

1:00 p.m. – 3:00 p.m.

www.scag.ca.gov

SCAG
INNOVATING FOR A BETTER TOMORROW

SCAG's Commitment to Racial & Social Justice

- July 2020 – SCAG Board adopted resolution

- Established Special Committee on Equity and Social Justice

- Focus on:

  - Definition of equity
  - Equity inventory
  - Diversity, Equity, and Inclusion work plan
  - Public Participation Plan review
  - Equity Framework

Staff report on board action available here

Special Committee on Equity & Social Justice website

Update on Defining Equity

- Informed by research, best practices, peer agency review, and guided by input from the Special Committee, SCAG staff, and stakeholders.

- Leading with *racial* equity to address the pervasive and deep inequities faced by people of color across the region.

  "As central to SCAG's work, racial equity describes the actions, policies, and practices that eliminate bias and barriers that have historically and systemically marginalized communities of color, to ensure all people can be healthy, prosperous, and participate fully in civic life."

Equity Framework & Early Action Plan (EAP)

- Ensuring work advances beyond life of Special Committee

- Includes internal and external short, medium & long-term actions

Strategies

Integrate & Institutionalize: Internal & external systems change to improve racial equity

Listen & Learn: Develop a Shared Understanding

Engage & Co-Power: Everyone feels included

Strategies apply across SCAG's core equity goals

Shift the Organizational Culture

Center Racial Equity in Regional Policy & Planning

Encourage Racial Equity in Local Planning Practices

Activate & Amplify: Communicating more broadly and partnering to amplify impact
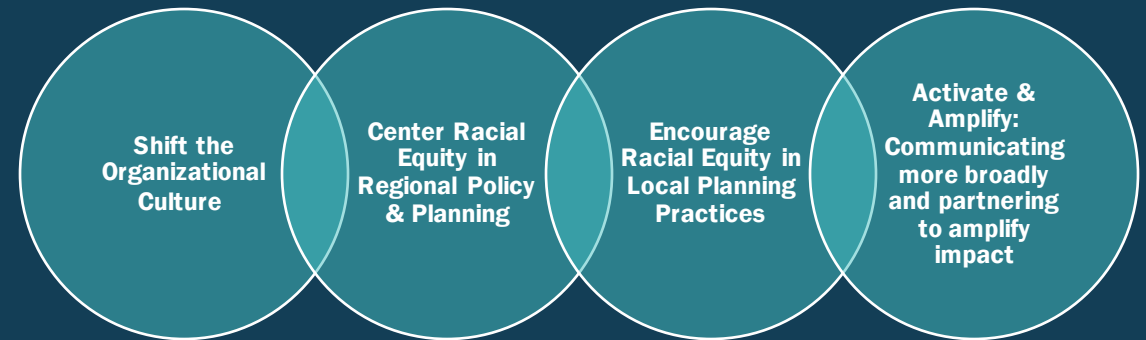
Sustainable Communities Program

- $15M in technical assistance to local jurisdictions to implement Connect SoCal

- Calls for Applications in multiple categories:

  - Past: Active Transportation, Housing

  - Feb 2021: Smart Cities & Mobility Innovations

  - June 2021: Under Development

ENGAGE & CO-POWER →

- Targeted outreach, coaching, listening sessions, evaluation criteria for underserved communities

- Community Based Organizations on Evaluation Panel

INTEGRATE & INSTITUTION-ALIZE →

- Support local plans that address inequities in the region

Call for Collaboration

- Partnership with California Community Foundation to support deeper community engagement in planning activities and programs that accelerate housing production

- Funding available on competitive-basis for:
  - Partnership Programs to support implementation of existing plans, initiatives or partnerships
  - Spark Grants to seed new models of collaboration and engagement

ENGAGE & CO-POWER

Empowering community-based organizations to bring voices to the table that are often left behind, but are also the most impacted by the policies in question
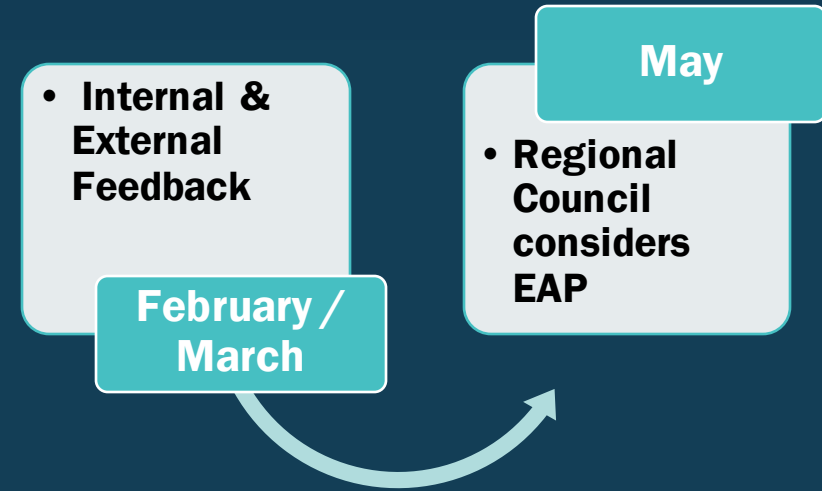
Comments & Questions

scag.ca.gov/our-work-inclusion-diversity-equity-and-awareness

Disadvantaged Communities Active Transportation Planning Initiative

Active Transportation Working Group | 3/11/2021

Sam Corbett | Principal, Alta Planning + Design | samcorbett@altago.com

Southern California Association of Governments (SCAG)

Active Transportation Plan TOOLKIT

Ventura

Los Angeles

Orange

San Bernardino

Riverside

Imperial
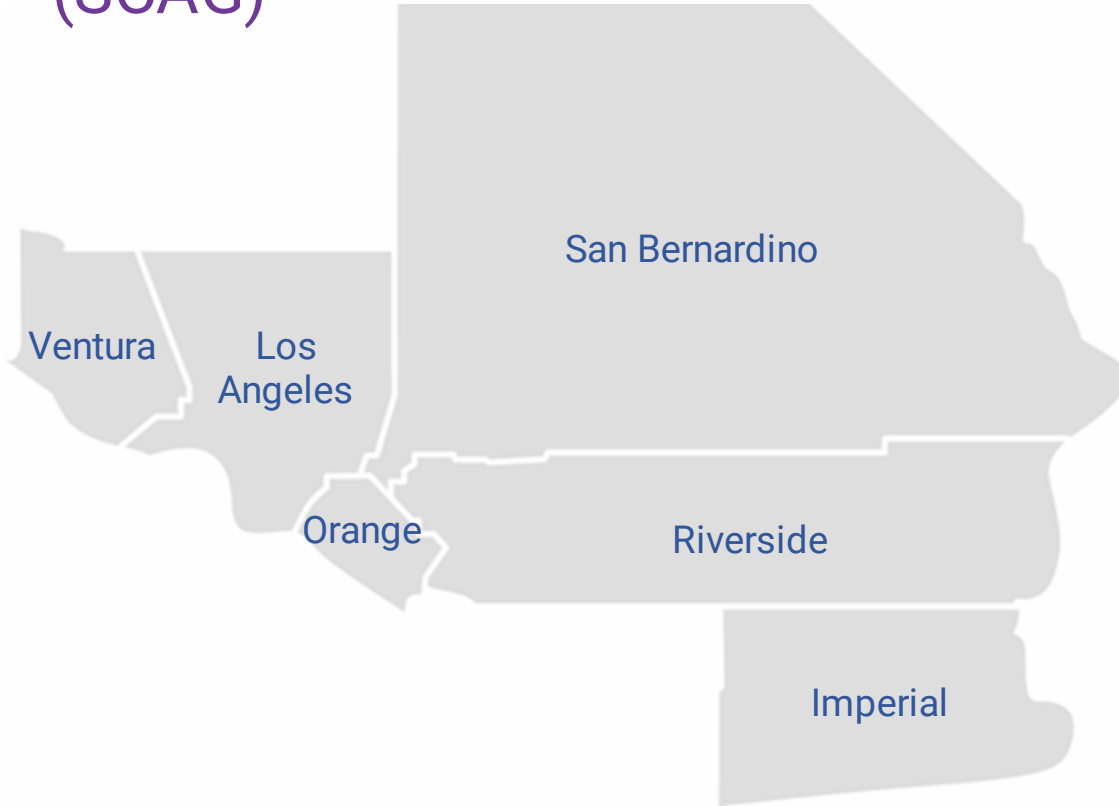
Nation's Largest MPO

191 Cities
6 Counties

18.9 Million People

16th Largest Economy in the World

Planning Impetus

- Fatalities and serious injuries disproportionately impact people walking and bicycling

- 66% of SCAG's High Injury Network is in disadvantaged communities

- Disadvantaged communities face a greater pollution burden and worse public health outcomes than other communities throughout the state

- 56% of jurisdictions within SCAG meet the thresholds for disadvantaged status

- **Of these communities, less than 26% have active transportation plans**

Project Background

- SCAG's Disadvantaged Communities Planning Initiative (DCPI): 2 year planning effort (2019-2021)

- Develop an Active Transportation Plan Toolkit

- Toolkit approach was piloted in 7 communities
    - Urban, suburban, rural

- Project Team:
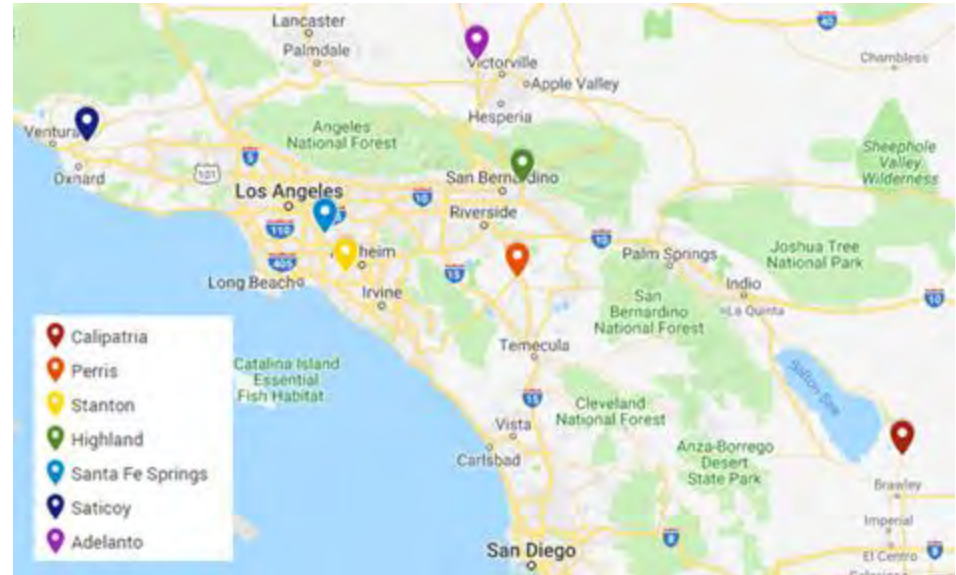
DCPI Goals

1. Develop **low-cost model** for delivering active transportation plan in low-resourced communities;

2. **Expand use and value** of SCAG's existing active transportation resources;

3. Ensure approach is **applicable in a variety of contexts**, recognizing the diversity of the SCAG region;

4. Align planning products with the requirements of the **California Active Transportation Program for funding**;

5. Go beyond the current state-of-practice to produce **data-driven and innovative planning solutions**;

6. Design for **long-term sustainability**; provide guidance and recommendations to support use of the Toolkit beyond the life of the project.

Toolkit Preparation

- National Scan of Best Practices

- Outreach + Equity Framework

- Expert Focus Group

- Data Analysis Tools
  - Includes public health assessment

= Preliminary Toolkit

Expert Focus Group

Data Analysis

The black X's show fatalities. If you zoom out, the X's get clustered in green dots.

Equity Framework

Health Assessment

Active Transportation Plan
TOOLKIT

Toolkit Piloting Process

Active Transportation Plan TOOLKIT

- Community Advisory Committees

- Partnerships with Community-Based Organizations (CBOs)

- Engagement Activities
  - Interactive Web Map
  - Walk Audits
  - Art Installation
  - Project Website
  - Social Media Advertisements
  - Community Surveys
  - Virtual Town Hall
  - Curbside Displays

Community Advisory Committee

Community Walk Audit

Art Installation - Halloween Festival

Toolkit Piloting Process - *Go Human*

- SCAG's community outreach + advertising campaign to reduce traffic collisions and encourage walking/biking

- Hosted 2 capacity-building trainings per community

- Planned community demonstration events

= Capacity Building + Public Input

Go Human *Trainings*

Anticipated Go Human *Events*

Go Human *Trainings*

Anticipated Go Human *Events*

Active Transportation Plan
TOOLKIT

Toolkit Piloting Process - COVID-19

- Cancelled Activities
  - Bicycle + Pedestrian Counts
  - *Go Human* Demonstration Events

- Transition to Virtual Engagement
  - Social Media Advertisements
  - Recommendations Survey
    [Online + Print]
  - Virtual Town Hall
  - Call-in Office Hours
  - Curbside Displays

- Paper / In-Person Activities
  - Support from CBOs

= Importance of Partnerships with CBOs

Surveys at Food, Clothing, and Diaper Distributions (CBO)

Surveys at Essential Businesses (CBO)

Bilingual Virtual Town Hall

Toolkit Piloting Process - Completion

- 7 completed Active Transportation Plans

- Roadmap for securing funding, implementing recommendations

- Built community support for walking and biking

- Allowed for continuous improvements to Toolkit

Key Lessons Learned

1. **There is a big appetite for AT improvements.** All 7 communities saw a strong desire for improvements to make walking and biking more comfortable, convenient, and safe.

2. **City staff are resource-constrained.** Even with Toolkit, cities may not have the resources to complete their Plans without additional support (especially mapping and network development).

3. **Successful community engagement approaches included partnerships with CBOs, social media advertisements, and going to the people**. Engagement needs to be tailored for each community and take a variety of approaches (i.e., high / low / no tech).

4. **Planning efforts can adjust to a pandemic** while still engaging vulnerable residents.

Toolkit Final Components

MANUAL
- DCPI Background
- How-to Guide
- Planning Tips

TEMPLATE
- Customizable Plan
- Spanish Executive Summary
- Template Tutorial
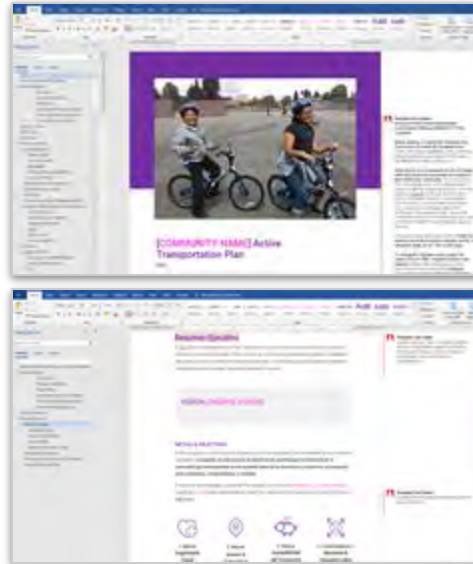
RESOURCES
- Data Analysis, Outreach
- Graphics Library
- Recommendations
- Adoption, Implementation
- *+ more*

Toolkit Final Components
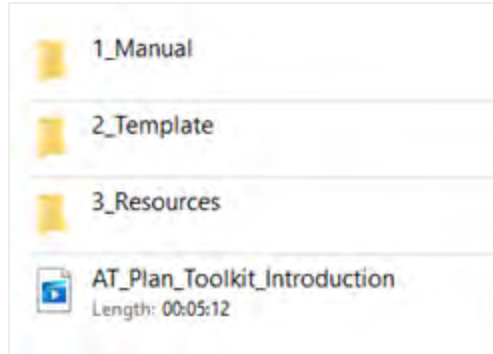
1. Manual

How to Use the Template

Adopting and Implementing the Plan

2. Template

Step 1_Watch Template Tutorial

Step 2_Install Fonts

Step 3_Build Your Plan

AT_Plan_Toolkit_Template_Tutorial

0:03:38   0:12:51

Active Transportation Plan
TOOLKIT

2. Template

Step 1_Watch Template Tutorial

Step 2_Install Fonts

Step 3_Build Your Plan

3. Resources

Active Transportation Program Grant Technical Assistance
Completed AT Plans
Data Analysis
DCPI Lessons Learned
Facility Design Guidelines
Graphics Library
Needs Assessment
Outreach
Plan Adoption
Recommendations
Word Tips and Tricks
Work Plan

Using the Automated Data Tool
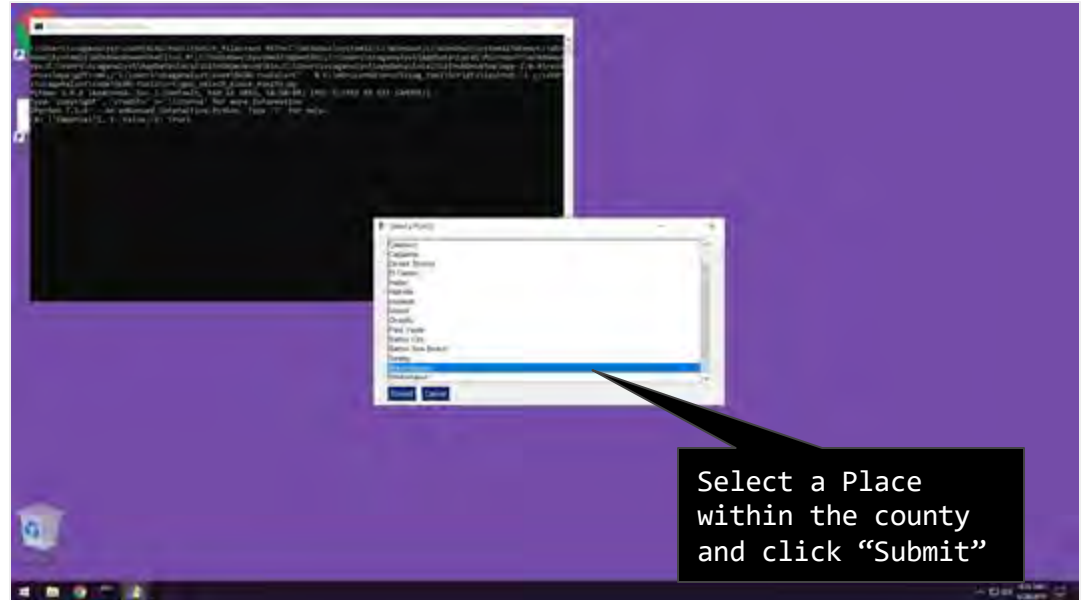
Select a Place within the county and click "Submit"

3. Resources

Making Maps with the Outputs

3. Resources

Active Transportation Program Grant Technical Assistance

Completed AT Plans

Data Analysis

DCPI Lessons Learned

Facility Design Guidelines

Graphics Library

Needs Assessment

Outreach

Plan Adoption

Recommendations
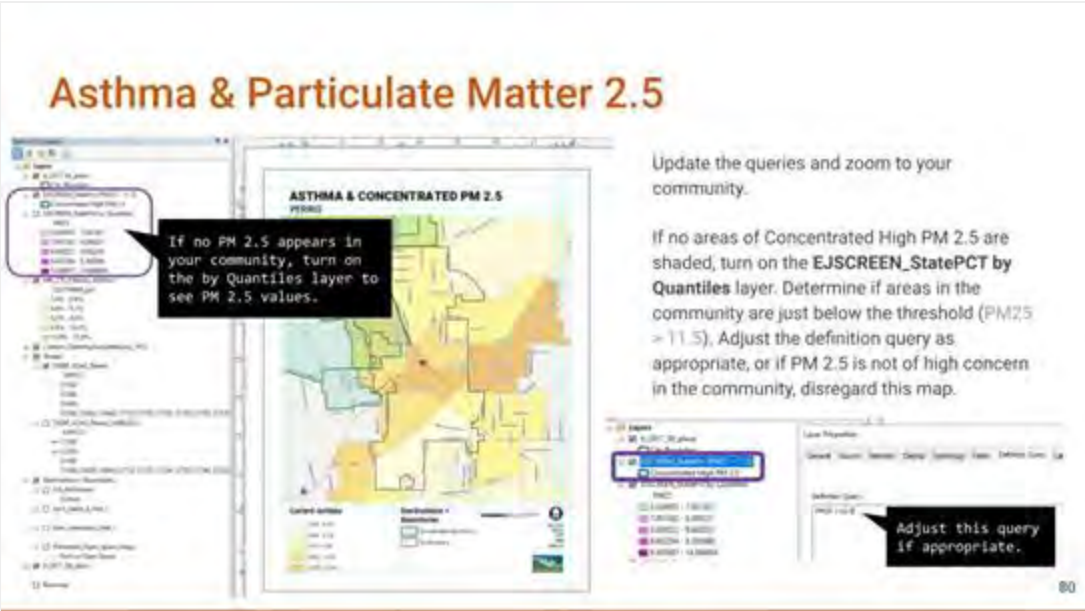
Word Tips and Tricks

Work Plan

Using the Data Workbook

3. Resources

Active Transportation Program Grant Technical Assistance
Completed AT Plans
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Graphics Library
Needs Assessment
Outreach
Plan Adoption
Recommendations
Word Tips and Tricks
Work Plan

Conducting the Health Assessment

3. Resources

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Plan Adoption
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Word Tips and Tricks
Work Plan

Sample Materials
AT_Plan_Toolkit_Engagement_Tracker
AT_Plan_Toolkit_Resources_Outreach_and_Equity_Framework
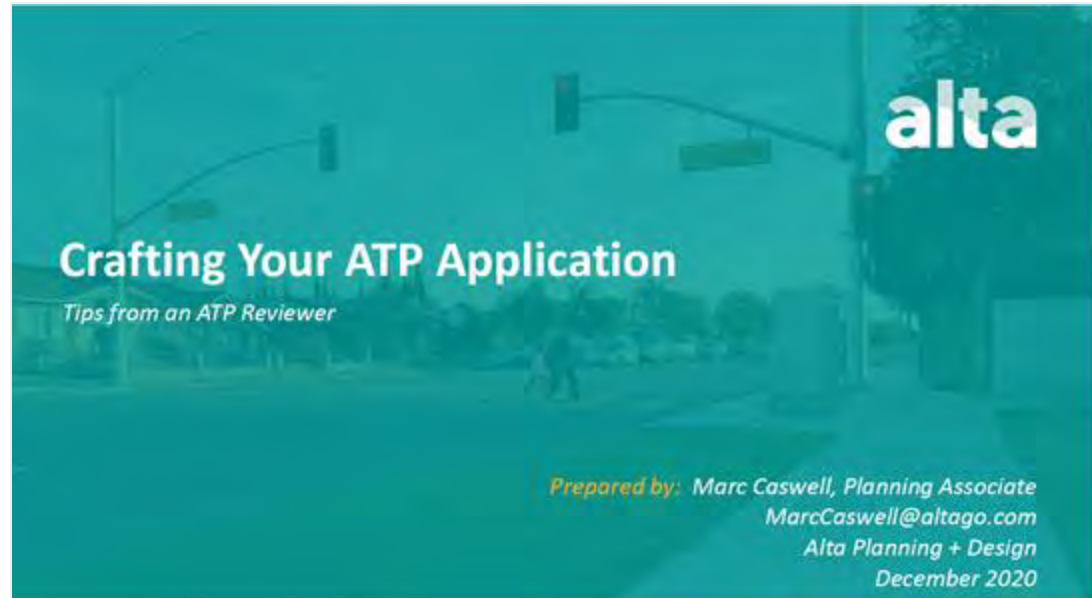AT_Plan_Toolkit_Resources_Outreach_Toolkit

Using the Outreach Materials

3. Resources

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Work Plan

Sample City Council Materials
Sample Planning Commission Materials

Adopting + Implementing the Plan

Crafting Your ATP Application

Tips from an ATP Reviewer

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Alta Planning + Design
December 2020

Toolkit Launch

- Coming Spring 2021

- Includes all materials for jurisdictions to develop their own active transportation plans

- Visit scag.ca.gov to learn more!

Engage

Implement

Excite

Active Transportation Plan
TOOLKIT

Questions?

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