



Safe and Active Streets Working Group

March 22, 2023

WWW.SCAG.CA.GOV

2023 *Go Human* Community Hubs & Safety Strategies

March 22, 2023



WWW.SCAG.CA.GOV



Contents

- 1 About *Go Human***
- 2 2023 Community Hubs**
- 3 2023 Initiatives**

Go Human Program Background

- SCAG launched its community engagement and traffic safety program, *Go Human*, in 2015 to reduce traffic collisions and encourage people to walk and bike more.
- The campaign supports a regional transportation nexus through a coordinated strategy of neighborhood and community-level safety and engagement strategies.



**People who walk
and bike are**

3%
daily trips

32%
fatalities

Source: SCAG 2021 Transportation Safety Regional Existing Conditions Report

2023 *Go Human* Community Hubs: Program Goals

- 2023 *Go Human* Community Hubs Program is a funding opportunity for community organizations to implement traffic safety strategies through community gathering and resource sites.

Eligible Applicants	Community-based organizations, non-profits, social enterprises
Max. Funding Amount	\$40,000
No. of projects to be awarded	10



Program Goals

- Leverage new or existing community gathering and resource sites to implement traffic safety strategies including but not limited to messaging, education, engagement activities, leadership development, community assessment or resource distribution.
- Hubs may include a physical or digital space or network.
- A hub co-locates multiple resources accessed by community members.



Potential Project Types



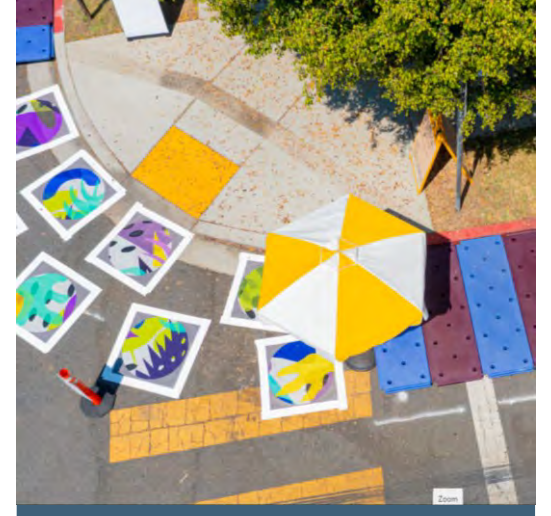
Co-locating traffic safety resources for distribution



Community bicycle rides & walk audits

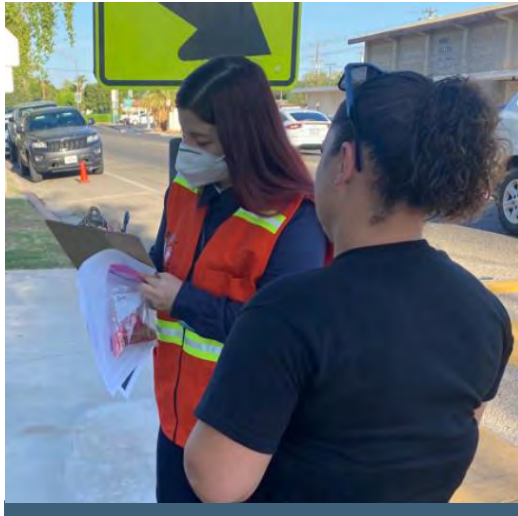


Design & development of public art or signage

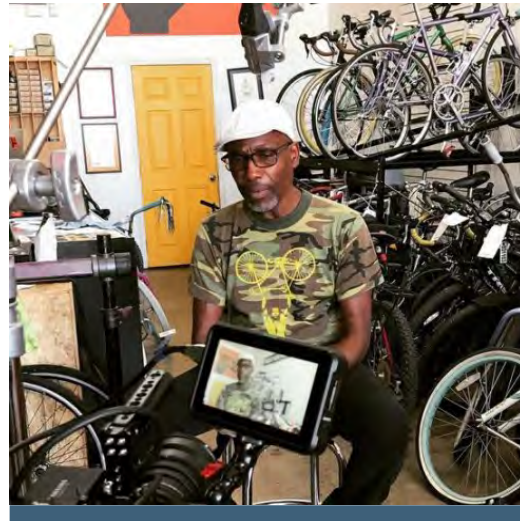


Open streets events & safety demonstrations

Potential Project Types



Leadership & capacity building



Storytelling, oral histories/futures, or film development



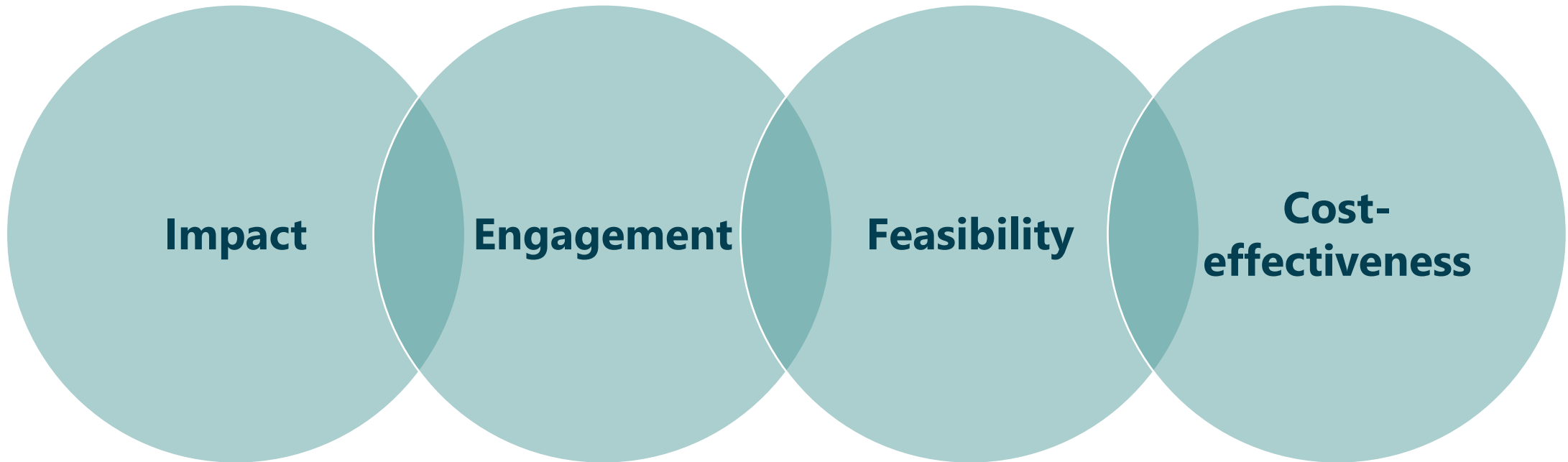
Virtual information or media hubs



Safety cohort or planning teams

Application & Selection Criteria

Project proposals will be evaluated based on the following Selection Criteria



Program Timeline



**Program Guidelines currently available at the Go Human website.*

Go Human 2023 Safety Strategies



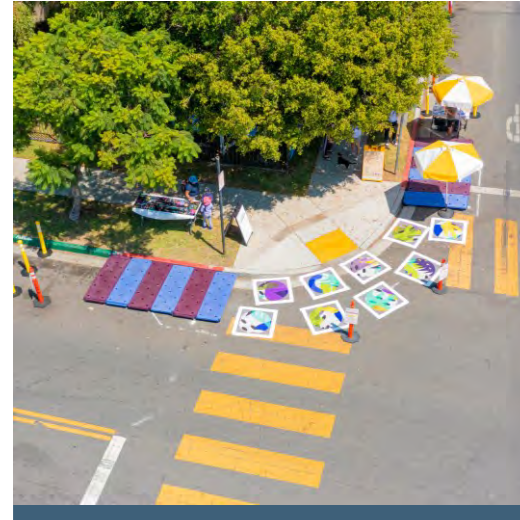
Go Human Community Hubs

Grants of up to \$40,000 for traffic safety projects



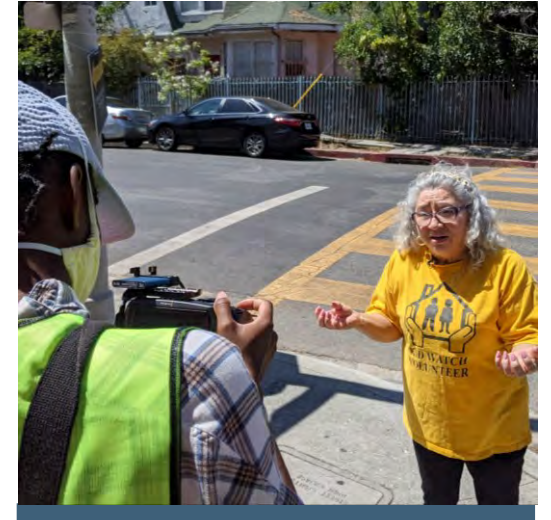
Local Ad Campaigns

Distribution of *Go Human* safety advertisements for local campaigns



Kit of Parts & Technical Assistance

Support for demonstrations of safety infrastructure



Storytelling Campaign

Centering community voices with communication activities

Local Advertisement Campaigns

- SCAG supports traffic safety campaigns by designing, printing, and shipping advertisements to local partners.
- Ads can be co-branded with partner logos and use pre-set or custom messages, in any language spoken in the region.



Local Advertisement Campaigns

- Ad types include banners, lawn signs, digital ads, and more.
- **Requests** for co-branded materials are now open.
- Production on print material and media services will begin to be filled in Spring 2023.



Kit of Parts & Technical Assistance

- Engagement tool for jurisdictions to temporarily demonstrate safety infrastructure.
- Available to jurisdictions, agencies and community-based organizations year-round at no cost.
- SCAG will provide in-depth technical assistance for five (5) Kit of Parts deployments through September 2023.
- New Resource: [Kit of Parts Playbook](#)



Safety Storytelling Campaign



Community Oral Histories

Video(s) about local efforts centering mobility justice and challenge dominant narratives of traffic safety.



Traffic Safety Pledge Drive

Incentives for new signatories to the *Go Human [Safety Pledge](#)*.



Community Expert-Led Education

Compensating community leaders to provide creative training services.



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/go-human>



Sustainable Communities Program Call #4: Civic Engagement, Equity & Environmental Justice (SCP CEEEEJ)

March 2023

WWW.SCAG.CA.GOV

SCP CEEEJ Goals



Support the development of plans to close the **racial equity gap**.



Support a **range of eligible** land use and transportation activities.



Prioritize efforts that benefit **Communities of Concern, SB 535 Disadvantaged Communities, and other Priority Populations**.



Encourage **equitable partnerships** between community-based organizations (CBOs) and local governments.

Funding Objectives

- This program is anticipated to include up to \$5M through a mix of funding sources.
- Projects must be transformative and meet at least one of the following objectives:



**Affirmatively
Furthering Fair
Housing**



**Accelerate Infill
Housing**



**Reduce Vehicle
Miles Traveled**



**Reduce
Greenhouse Gas
Emissions**



**Support
Implementation
of Connect SoCal**

Priority Populations

Focuses geographic and region-wide benefits for **Disadvantaged and Historically Underserved Communities**

**SB535 Disadvantaged
Communities**
(CalEnviroScreen 4.0)

**TCAC/HCD Opportunity
Areas**

**SCAG Communities of
Concern**

AB 1550 Communities

Project Eligibility

Applicants are encouraged to apply to one or more of the following categories:



Housing & Land Use Strategies

Affordable Housing Plans & Ordinances, Specific Plans

Integrating Infill Housing into General Plans



Multimodal Communities

Vision Zero Policy and Programs or Transportation Safety Plans

Multimodal Corridor Plans

Applicant Eligibility


Primary Applicant

- Cities and Counties
- County Transportation Agencies
- Transit Agencies
- Tribal Entities
- Natural Resources or Public Land Agencies
- Public Academic Institutions
- School Districts
- Special Districts
- Regional Housing Trust Funds
- Housing Authorities

Co-Applicant

- Community Based Organizations (CBOs)
- Non-Profits
- All primary applicants are also eligible as co-applicants

 Eligible as primary applicant for all funding

 Eligible as a primary applicant for REAP 2 funds only

 Must be a registered 501c3 or have a Fiscal Sponsor

Co-Applicant Partnership Structure

Primary Applicants are encouraged to apply in partnership with up to two Co-Applicant(s)



**Primary
Applicant**



Co-Applicant



Co-Applicant

- Co-Applicants would be compensated to lead key elements of the project via an MOU with SCAG
- A Consultant team will be procured to support the work

Proposed Scoring Criteria



Pending State approval

Application Timeline*

Spring 2023

Call Opens
Application Workshops
Office Hours

Summer 2023

Project Recommendations
and Awards

May/June 2023

Call Closes
Project Evaluation

Late Summer/Fall 2023

Begin MOUs and
procurements

**subject to change*



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/scp>

Hannah Brunelle

brunelle@scag.ca.gov

(213) 236-1907



710 North

Mobility Hubs

SCAG Safe & Active Streets Working Group

March 22, 2023





Today's Topics

Project background, vision & goals

Community engagement

Partner discussion & lessons learned

- Cal State LA
- LA County

Defining a “Mobility Hub”

Selecting priority hubs

Hub concepts & first/last mile

Next steps

Today's Speakers

- **Ryan Johnson, Project Manager, Alta Planning + Design**
- **Edward Duong, Community Engagement Specialist, Active San Gabriel Valley (Active SGV)**
- **Mylissa Magallanes, Deputy Director for Strategic Partnerships & Initiatives, Cal State LA**
- **Katie Mac, Administrative Services Manager, LA County Public Works**
- **Hank Hsing, Senior Civil Engineer, LA County Public Works**

Project Partners

- SCAG
- LA County Department of Public Works
- Los Angeles Department of Transportation (LADOT)
- Cal State LA
- SGV Council of Governments (SGVCOG)
- Metro
- City of Alhambra
- City of South Pasadena
- Active San Gabriel Valley
- Asian and Pacific Islander Forward Movement (APIFM)
- Here LA
- Transportation Management & Design (TMD)
- And more!





Project Area

Key Destinations

- Union Station
- South Pasadena L (Gold) Line Station
- Chinatown L (Gold) Line Station
- LA County Public Works HQ in Alhambra
- Cal State LA
- LAC+USC Medical Center Campus
- Ernest E. Debs Regional Park

Project Vision & Goals

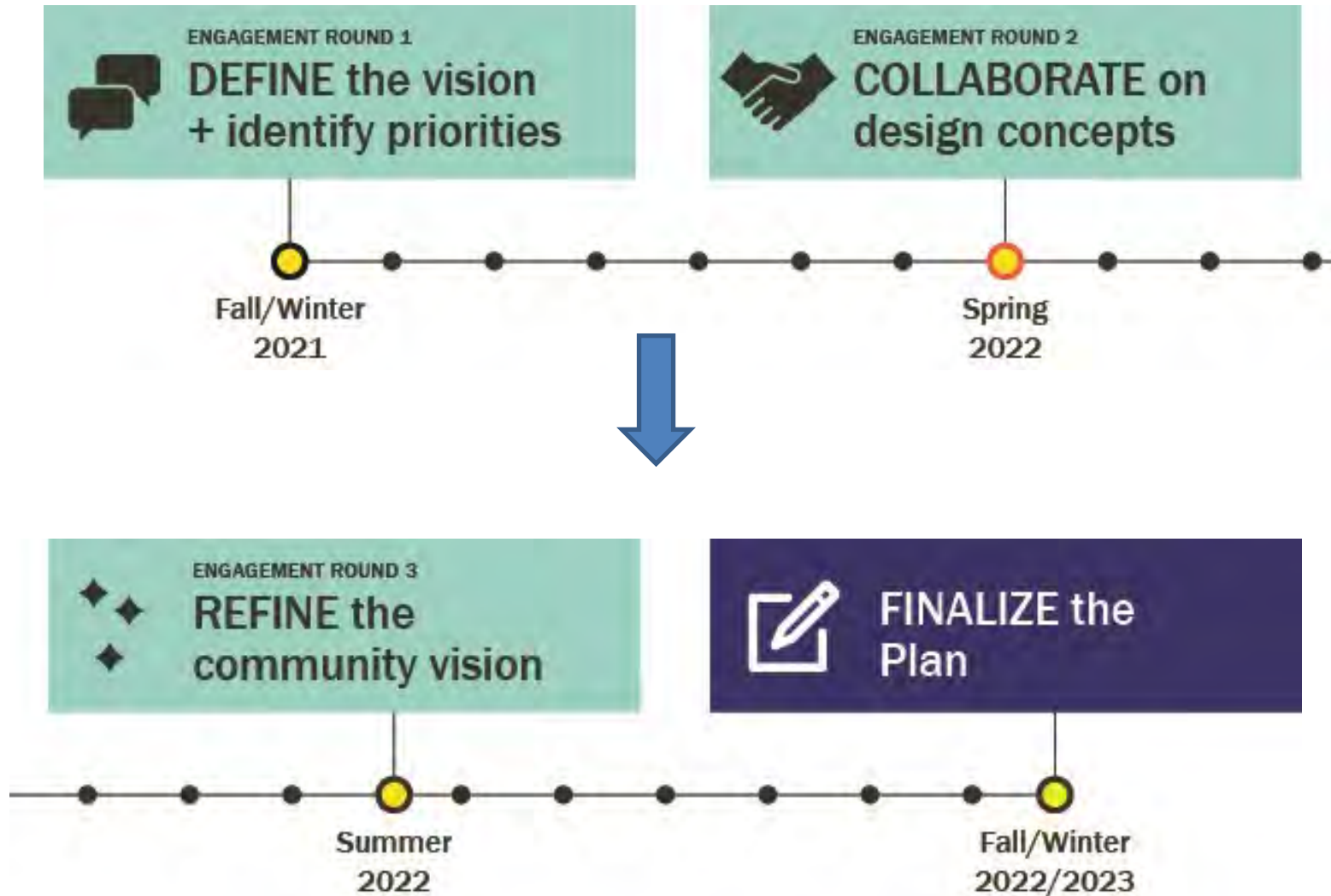
Vision

Create mobility hubs that are attractive, accessible, and connected within the area surrounding the northern end of the 710 Freeway to provide residents, commuters, and employees with sustainable, affordable, and future-ready transportation options.

Goals

- **Accessibility:** Identify mobility hub locations that connect to the greater multimodal transportation network and are accessible to people using all modes.
- **Mode Shift:** Develop solutions that encourage residents, commuters, and employees to use sustainable and flexible modes of transportation, reducing vehicle miles traveled (VMT).
- **Equity:** Center the concerns and experiences of historically underserved communities within the planning process and co-create solutions that improve real, everyday transportation challenges.
- **Collaboration:** Collaborate with community members and agency partners to ensure proposed improvements are supported by all stakeholders.
- **Feasibility:** Develop solutions that are cost-effective and feasible to implement.

Engagement Timeline



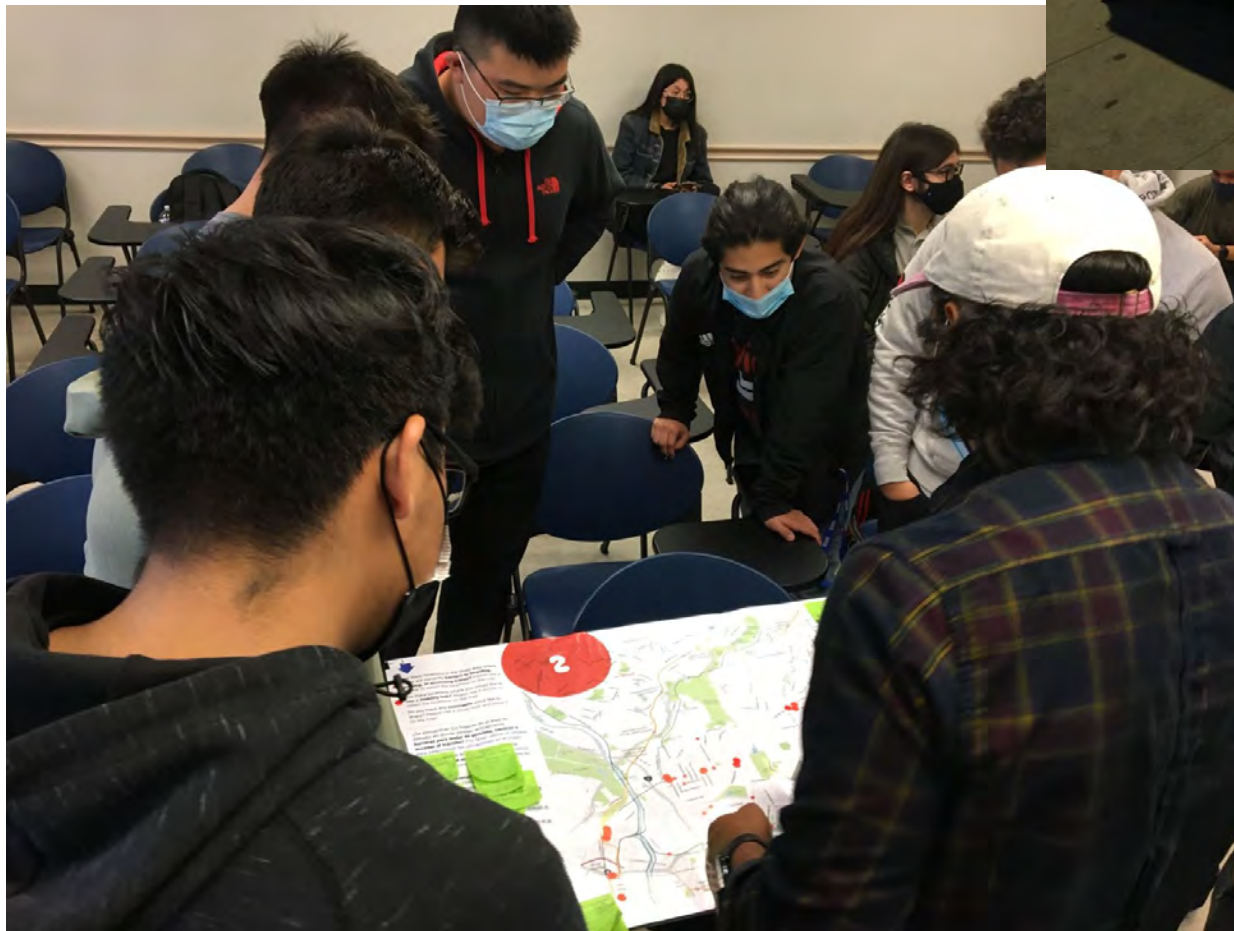
Community Engagement

- Website, Survey & Web Map (in-person and virtual)
- 10 pop-ups in Round 1
- 5 workshops in Round 2
- Intercepts at the 10 mobility hub locations in Round 3
- Social Media Challenge
- Online survey for the draft concept plans
- Paid collaboration with local nonprofit (APIFM)



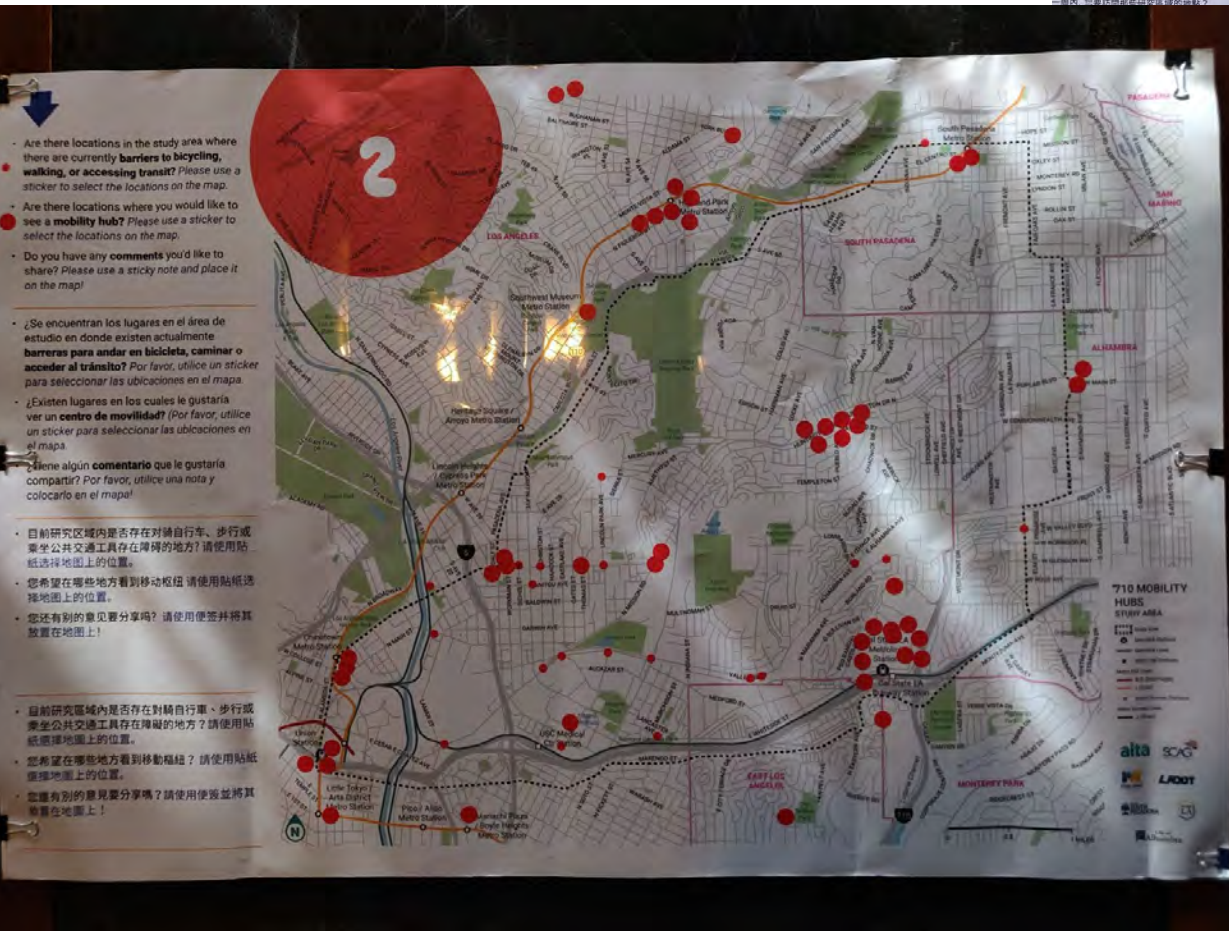
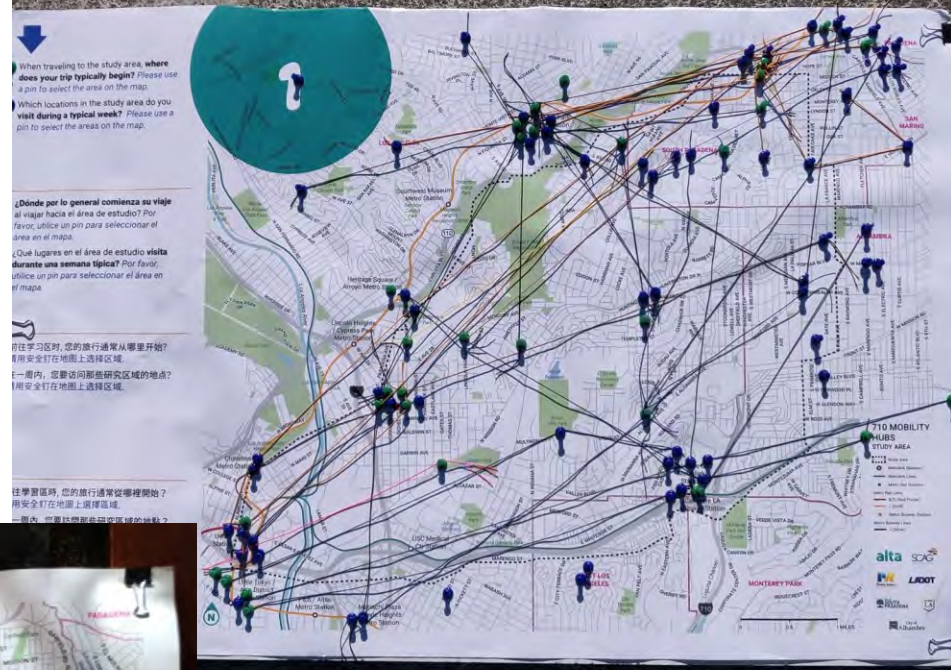
Community Engagement

- 10 pop-ups in Round 1



Community Engagement

- 10 pop-ups in Round 1



Community Engagement

- 5 workshops in Round 2



Community Engagement

- Intercepts at the 10 mobility hub locations in Round 3



710 NORTH MOBILITY HUBS

YOUR FEEDBACK IS NEEDED!

The 710 Mobility Hubs Plan seeks to identify future Mobility Hub locations that would offer more transportation options, public spaces, and environmentally friendly features!

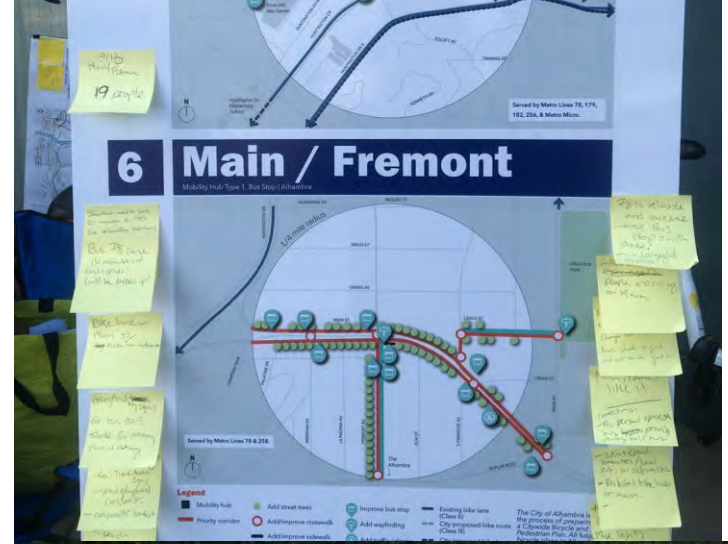
10 different sites have been identified as potential Mobility Hubs

Location	Key Characteristics
Huntington / Monterey	<ul style="list-style-type: none"> Convenient transit connections High density use of land Public transit at intersection High proximity to transit High proximity to transit
Main / Fremont	<ul style="list-style-type: none"> Convenient transit connections High density use of land High proximity to transit High proximity to transit High proximity to transit

June 15th deadline for feedback

Community Engagement

- Intercepts at the 10 mobility hub locations in Round 3



Community Engagement

Social Media Challenge

OVERVIEW MOBILITY HUBS PUBLIC FEEDBACK SURVEY TIMELINE DOCUMENTS CONTACT

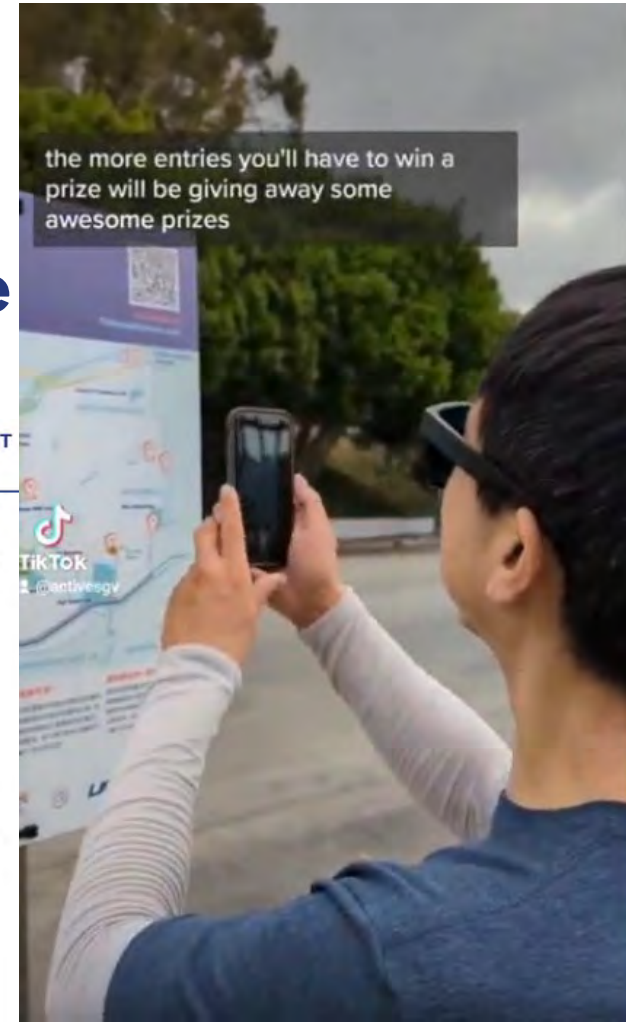
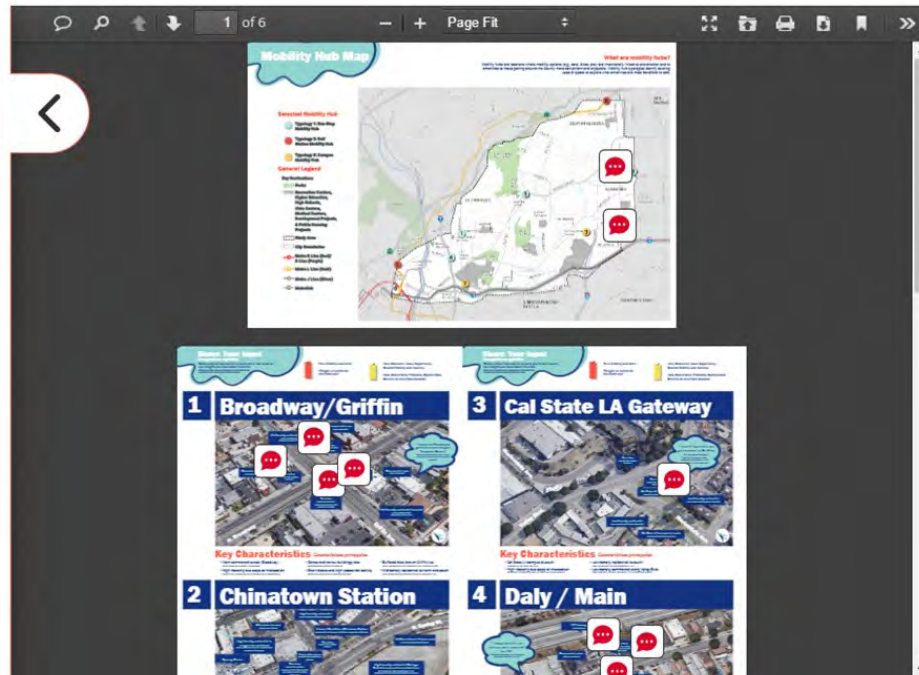
English Español
中文(中国) 繁體中文

710 North Mobility Hubs Plan

This document has two main sections. Click the section names below to jump between them.

SECTION	PG
OVERVIEW MAP	1
MOBILITY HUB LOCATIONS	2

ADD A COMMENT



Interactive Web Map

710mobilityhubs.com

Partner Discussion - Cal State LA & LA County Public Works

- What was your role on this project?
- Why are mobility hubs important to the communities your agency serves?
- What are your lessons learned and takeaways for others looking to do similar projects?
- What are the next steps for your agency for this project?



Partner Discussion – How did we define “Mobility Hubs” in this context?



What is a Mobility Hub?

Definition

- A place where two or more travel options (e.g., walking, biking, transit, and shared mobility) come together

Key Elements

- Curbside management
- Parking for desired modes
- Wayfinding & user information
- Shared vehicles & micromobility devices
- Bicycle self-repair stations
- Placemaking opportunities



Potential Mobility Hub Amenities



Types of Mobility Hubs

1

Bus Stop Mobility Hub

2

Rail Station Mobility Hub

(includes all amenities from the bus stop mobility hub plus...)

3

Campus Mobility Hub

(includes all amenities from the rail station mobility hub plus...)

Types of Mobility Hubs

1

Bus Stop Mobility Hub



Bike share



Short-term bike parking



Seating



Wayfinding



Micro-mobility parking



Free wi-fi



Pedestrian-scaled lighting



Shade and shelter

Amenities will depend on the specific location (e.g., not all Type 1 Hubs will have the same amenities).

Types of Mobility Hubs

2

Rail Station Mobility Hub

(includes all amenities from the bus stop mobility hub plus...)



Car share parking



Bike repair station



Information kiosk



Real-time arrival signs



Electric vehicle charging



Passenger pick up and drop off



Public art installation



Long-term bike parking

Types of Mobility Hubs

3

Campus Mobility Hub

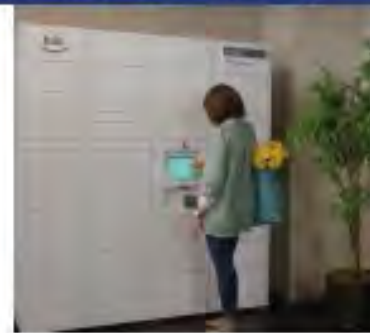
(includes all amenities from the rail station mobility hub plus...)



Convenience store



Convenience store



Delivery locker



Exercise playground



Work station



Work station

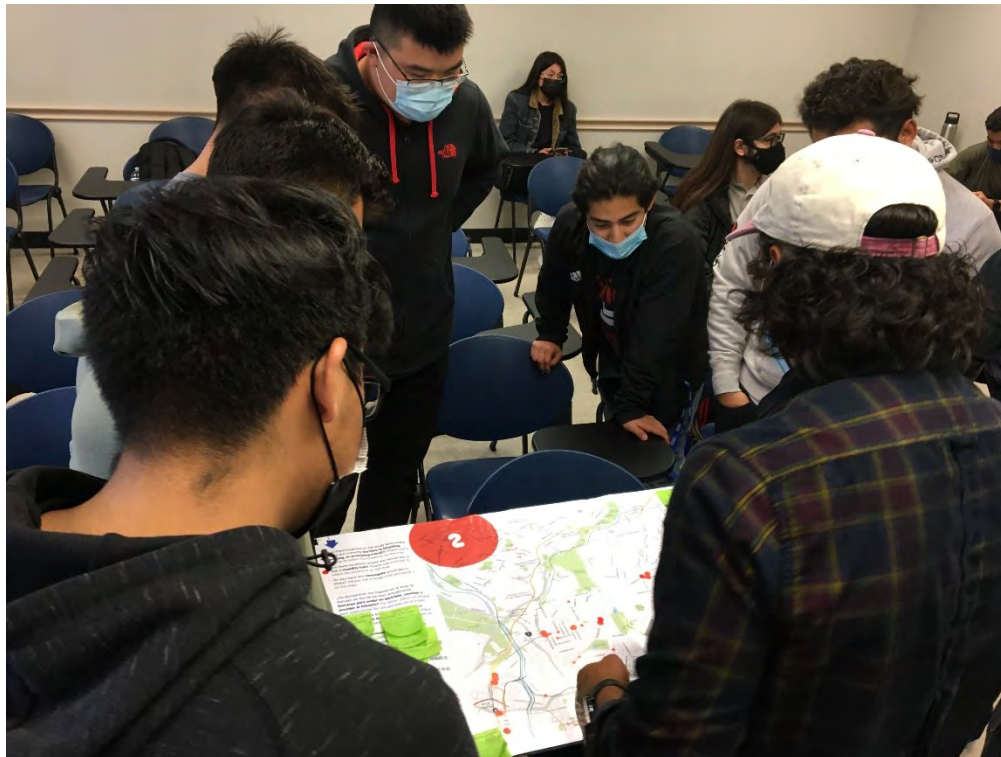


Work station

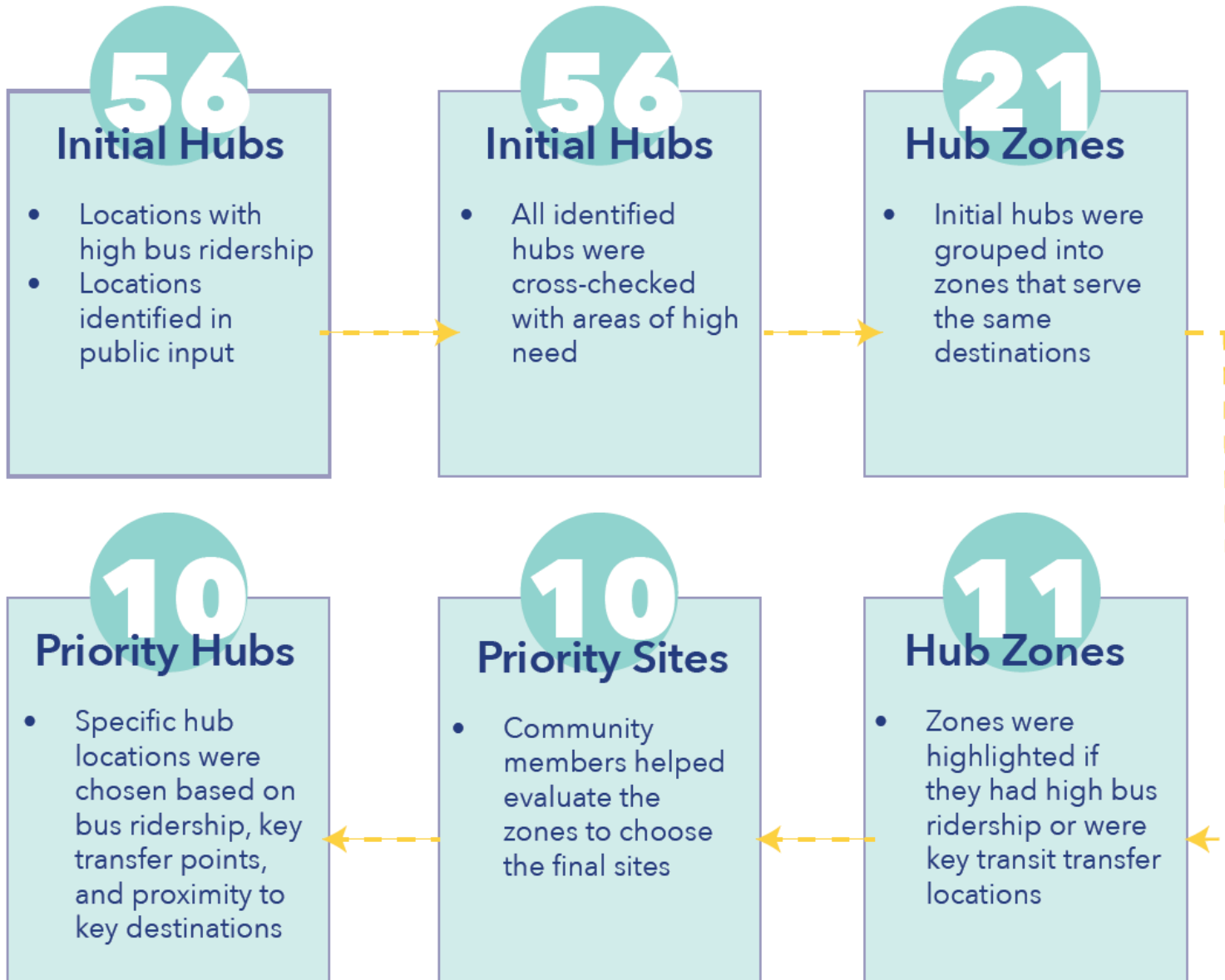


Campus kiosk

Partner Discussion – How did we select the priority Mobility Hubs?



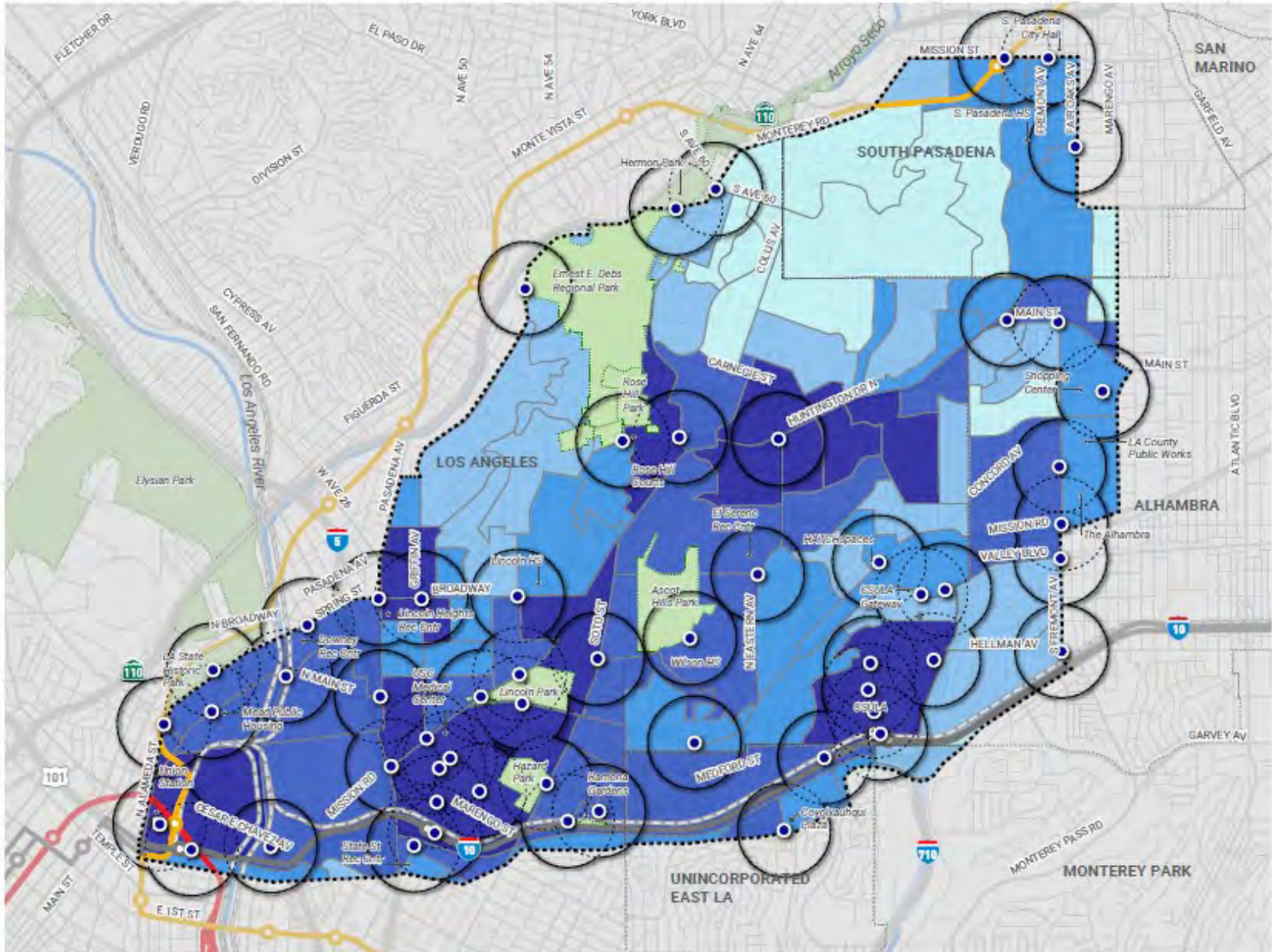
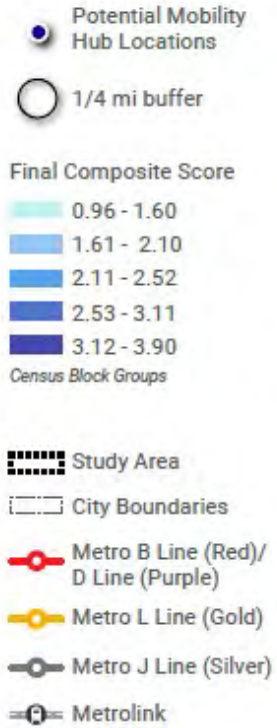
Mobility Hub Refinement Process



Determining Areas of High Need

Equity	Possible Score	Weight Multiplier	Equity Final Composite Score
Age	1-5	25% x Average of Equity Scores	1-5 Possible Score
Automobile Ownership	1-5		
CalEnviroscreen	1-5		
Healthy Places Index	1-5		
Heat Vulnerability	1-5		
Linguistic Isolation	1-5		
Communities of Concern	1-5		
Gentrification & Displacement	1-5		
Demand	Possible Scores	Weight Multiplier	Demand Final Composite Score
Activity Units	1-5	25% x Average of Demand Scores	1-5 Possible Score
Employment Density	1-5		
Population Density	1-5		
Transit Propensity	1-5		
First/Last Mile	Possible Scores	Weight Multiplier	First/Last Mile Final Composite Score
Key Transfer Locations	1-5	40% x Average of First/Last Mile Scores	1-5 Possible Score
Bus Ridership	1-5		
Mobility Supportive Areas	1-5		
Bikeways	1-5		
Bike and Pedestrian Collisions	1-5		
Community Input	Possible Scores	Weight Multiplier	Community Input Final Composite Score
Online Interactive Map	1-5	10% x Average of Community Input Scores	1-5 Possible Score

Areas of High Need



Note: Lower scores indicate less need for mobility hubs, from an equity perspective.



Priority Mobility Hub Locations

Selected Mobility Hub

- Typology 1: Bus Stop Mobility Hub
- Typology 2: Rail Station Mobility Hub
- Typology 3: Campus Mobility Hub

General Legend

Key Destinations

- Parks
- Recreation Centers, Higher Education, High Schools, Civic Centers, Medical Centers, Development Projects, & Public Housing Projects

Study Area

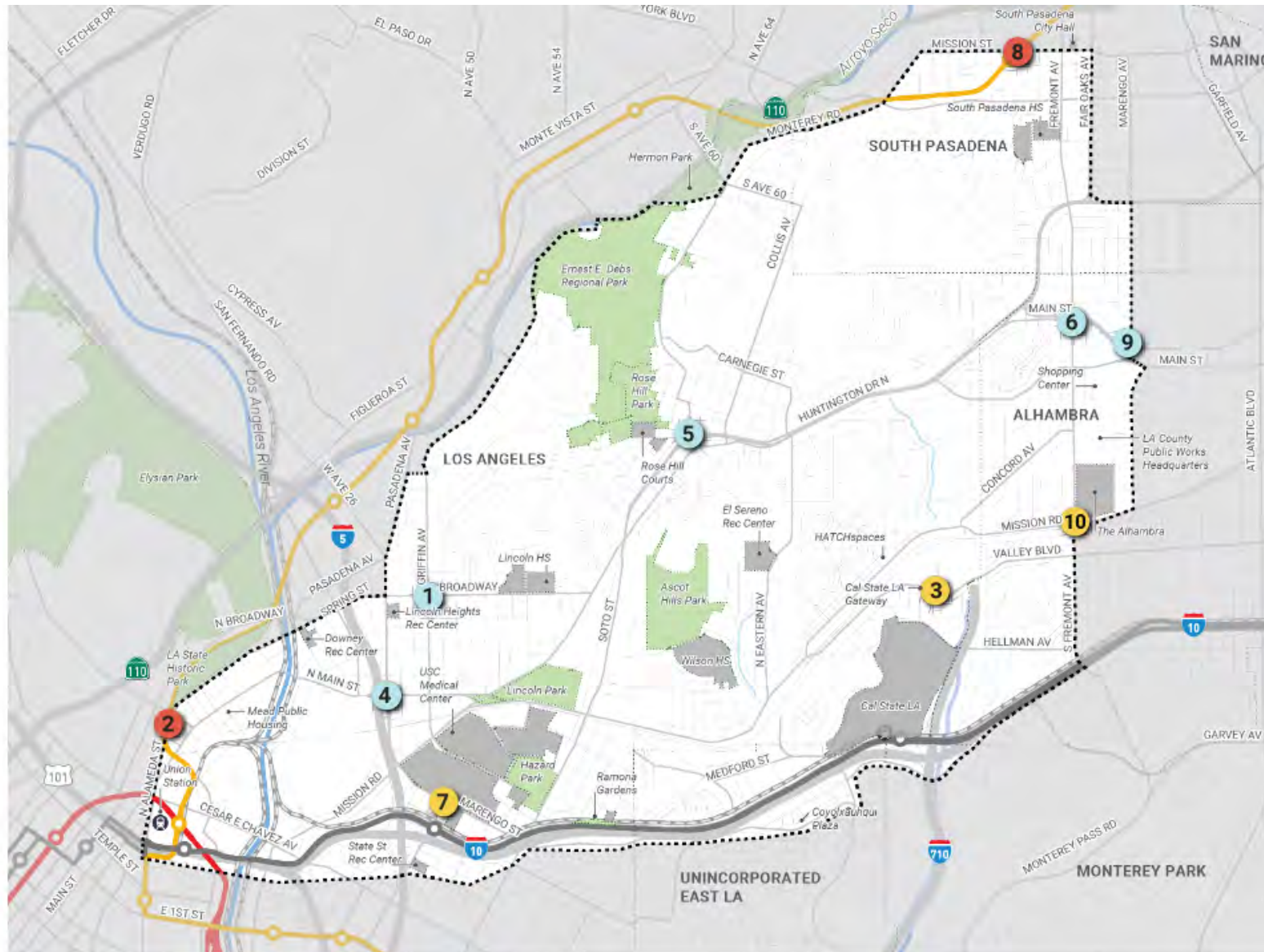
City Boundaries

—●— Metro B Line (Red)/D Line (Purple)

—●— Metro L Line (Gold)

—●— Metro J Line (Silver)

Metrolink



3

Cal State LA Gateway



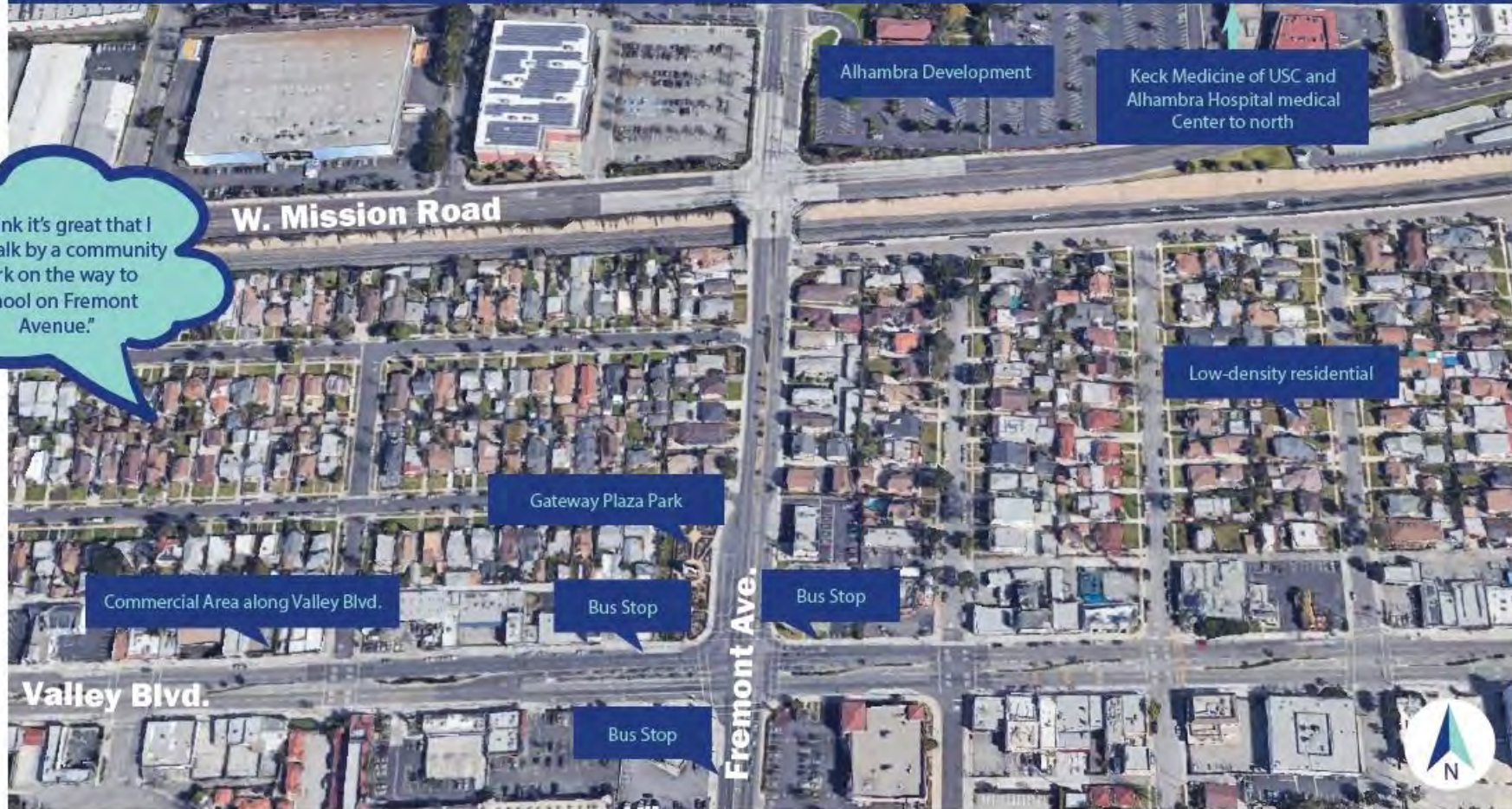
Key Characteristics

- Cal State LA campus to southwest
- High ridership bus stops at intersection
- Low-density residential to south
- Low-density commercial along Valley Blvd.

10

Valley / Fremont

"I think it's great that I can walk by a community park on the way to school on Fremont Avenue."



Key Characteristics

- Commercial street (Valley)
- Community park at intersection
- Low-density residential to north and south
- High ridership bus stops at intersection
- Hospitals to north

Partner Discussion – How did we conceptualize the priority Mobility Hubs and identify First/Last Mile connections?



Mobility Hub Concepts

CAL STATE LA GATEWAY CAMPUS MOBILITY HUB

- Bicycle / Micro-mobility**
 1. Short-term bike parking
 2. Bike share
 3. Bicycle repair station
 4. Electric bike charging
 5. Micro-mobility parking
- Information / Wayfinding**
 1. Wayfinding signs
 2. Free public Wi-Fi
 3. Information kiosk
 4. Real-Time arrival signs
- Waiting Areas**
 1. Shade structure / Bus shelter
 2. Seating
 3. Lighting
 4. Trash receptacles
 5. Shade trees
 6. Drought tolerant landscape
 7. Public art
 8. Hydration station
 9. Charging station for devices
 10. Work station
 11. Exercise playground
- Support Services**
 1. Convenience store / retail
 2. Street vendor accommodations
 3. Delivery locker


- Served by Metro Line 76
- Circulation
- Existing Element



Mobility Hub Concepts

VALLEY/FREMONT BUS STOP MOBILITY HUB

- Bicycle / Micro-mobility**
 1. Short-term bike parking
 2. Bike share
 3. Bicycle repair station
 4. Electric bike charging
 5. Micro-mobility parking
- Information / Wayfinding**
 1. Wayfinding signs
 2. Free public Wi-Fi
 3. Information kiosk
 4. Real-Time arrival signs
- Waiting Areas**
 1. Shade structure / Bus shelter
 2. Seating
 3. Lighting
 4. Trash receptacles
 5. Shade trees
 6. Drought tolerant landscape / green streets
 7. Hydration station
 8. Charging station for devices

 Served by Metro Lines 76 & 258 and Alhambra Community Transit (ACT) Green & Blue Lines

 Circulation

 Existing Element



First-Last Mile Connections



Cal State LA Gateway

Mobility Hub Type 3, Campus | Los Angeles

Mobility Challenges

The Cal State LA Gateway mobility hub is north of an entrance to Cal State LA and west of a low-density commercial corridor along Valley Boulevard. Mobility challenges in this area include:

- Long blocks and narrow sidewalks along priority corridors.
- Difficulty locating the Cal State LA campus.
- Speeding cars along Valley Boulevard.
- Lack of pedestrian lighting along priority corridors.
- Lack of shading along priority corridors.
- Incomplete crosswalks along priority corridors.

Priority Corridor Reason for Inclusion








Valley Boulevard (Mariondale to Grand View)	Connects to commercial corridor to the east on Valley
Mariondale Avenue (Valley to Campus)	Leads to Cal State LA

First-Last Mile Connections



Served by Metro Line 76.

Legend

- | | | | | |
|--|---|--|--|--|
|  Mobility hub |  Add pedestrian lighting |  Improve bus stop |  Existing bike lane (Class II) |  710 Mobility Hub Project proposed greenway (Class III) |
|  Priority corridor |  Add street trees |  Add wayfinding |  City-proposed bike route (Class III) |  710 Mobility Hub Project proposed bike lane (Class II) |
|  Rail line |  Add/improve crosswalk |  Add traffic calming |  City-proposed bike lane (Class II) | |
|  Add/improve sidewalk & amenities | | | | |

First-Last Mile Connections

1A	Mobility Hub	At Valley / Mariondale	<ul style="list-style-type: none"> Wayfinding signs (4 signs, one on each corner)
1B	Valley Boulevard	Mariondale to Grand View	<ul style="list-style-type: none"> Infill missing street trees (1,000 LF, both sides of street) Add street trees (1,700 LF, both sides of the street) Add pedestrian lighting (1,000 LF, both sides of street) Bus stop improvements (2 locations. Include bus shelter, seating, trash can) Crosswalk enhancements (5 locations. Add continental striping to the east and north legs of Valley/Mariondale and add new continental crosswalk on west leg. Add new continental crosswalks and stop control to all legs of Valley/Highbury. Add new continental crosswalks to all legs of Valley/Westmont. Add new continental crosswalks to south, east, and north legs of Valley/Cabrillo. Add new continental crosswalks to south, east, and west legs of Valley/Grand View) Add traffic calming measures (slow speed signage and possible planting in center turn lane/median)
1C	Mariondale Avenue	Valley to Campus	<ul style="list-style-type: none"> Infill missing street trees (900 LF, both sides of street) Add pedestrian lighting (900 LF, both sides of street) Crosswalk enhancements (3 locations. Add continental striping to the east and north legs of Valley/Mariondale and add new continental crosswalk on west leg. Add new continental crosswalks on north and south legs at Mariondale/College Square. Add continental striping to all four legs of Paseo Rancho Castilla/Mariondale) Wayfinding signs (4 signs, one at each corner at campus entry) Add/improve sidewalk & amenities in campus, including new sidewalk on west side with street trees and pedestrian lighting, and widened sidewalk and street trees on east side (300 LF into campus)

Note: Projects that are located at the intersection of two Priority Corridors are included on each street in the project list, above. Dimensions are estimated and rounded. Corridor dimensions are provided for the full length of the corridor (i.e. include intersections). Bike projects are included on pages 22-23. **All projects identified in this document, including the recommended bike facility types, are subject to continued feasibility studies, as well as findings in each individual City (e.g. ongoing planning efforts).**



First-Last Mile Connections

10

Valley / Fremont

Mobility Hub Type 1, Bus Stop | Alhambra

Mobility Challenges

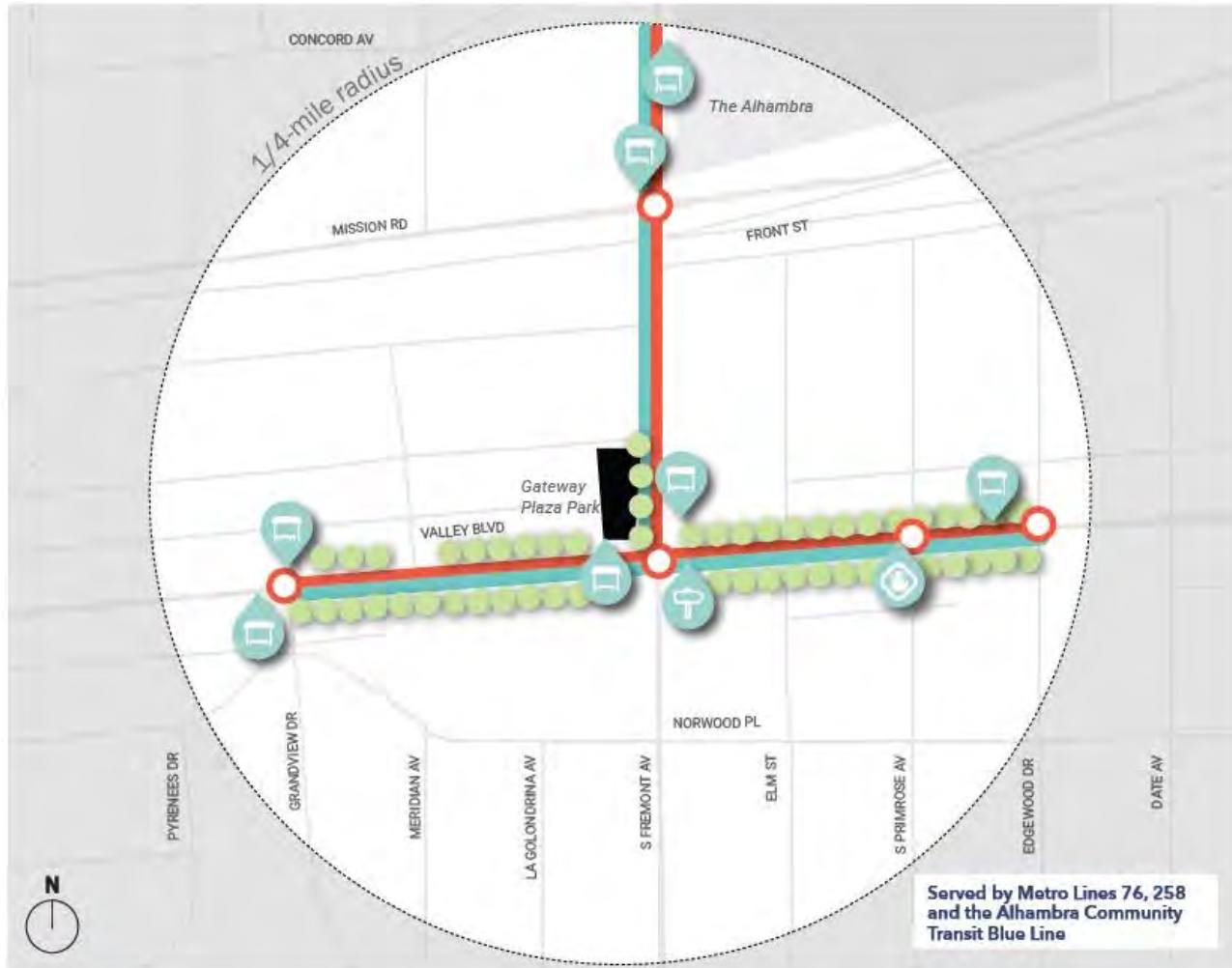
The Valley / Fremont mobility hub lies south of The Alhambra. The mobility hub also has commercial areas to the east and west along Valley Boulevard. Mobility challenges in this area include:

- Speeding cars along Valley Boulevard.
- Lack of pedestrian lighting along Valley Boulevard.
- Lack of shading along priority corridors.
- Missing bus shelters.
- Incomplete crosswalks along priority corridors.

Priority Corridor Reason for Inclusion

Valley Boulevard (Grandview to Edgewood)	Connects to the commercial corridor
Fremont Avenue (Valley to Orange)	Leads to The Alhambra

First-Last Mile Connections



Legend

- Mobility hub
- Add pedestrian lighting
- Improve bus stop
- Priority corridor
- Add street trees
- Add wayfinding
- Add/improve crosswalk
- Add traffic calming

The City of Alhambra is in the process of preparing a Citywide Bicycle and Pedestrian Plan. All future bicycle plans in Alhambra will be formulated as part of that plan.

First-Last Mile Connections

1A	Mobility Hub	At Valley / Fremont	<ul style="list-style-type: none"> Wayfinding signs (4 signs, one on each corner)
1B	Valley Boulevard	Grandview to Edgewood	<ul style="list-style-type: none"> Add street trees (1,800 LF, both sides of street) Add pedestrian lighting (1,800 LF, both sides of street) Bus stop improvements (4 locations. Include bus shelter, seating, and trash can) Crosswalk enhancements (4 locations. Add continental striping to the south, east, and west legs of Valley/Grandview. Add specialty paving to all four legs of Valley/Fremont. Add continental crosswalks to the north, west, and south legs of Valley/Primrose. Add continental striping to all four legs of Valley/Edgewood) Investigate the potential application of traffic calming measures. Measures may include but are not limited to speed signage, reduced curb radii, etc.
1C	Fremont Avenue	Valley to Orange	<ul style="list-style-type: none"> Infill missing street trees (220 LF, west side of street) Add pedestrian lighting (2,500 LF, both sides of street) Bus stop improvements (3 locations. Include bus shelter, seating, and trash can) Crosswalk enhancements (2 locations. Add specialty paving to all four legs of Fremont/Valley and all four legs of Fremont/Mission.)

Note: Projects that are located at the intersection of two Priority Corridors are included on each street in the project list, above. Dimensions are estimated and rounded. Corridor dimensions are provided for the full length of the corridor (i.e. include intersections). *The City of Alhambra is in the process of preparing a Citywide Bicycle and Pedestrian Plan. All future bicycle plans in Alhambra will be formulated as part of that plan.*



Partner Discussion - Cal State LA & LA County Public Works

- What was your role on this project?
- Why are mobility hubs important to the communities your agency serves?
- What are your lessons learned and takeaways for others looking to do similar projects?
- What are the next steps for your agency for this project?



Next Steps

- Present to other groups in the region (SCAG Regional Transit TAC, Cal State LA, American Planning Association)
- Consider demonstrations/pilots at a selection of priority mobility hubs (possibly with SCAG funding assistance)
- Identify funding sources for permanent mobility hub implementation
 - Caltrans Clean California (due April 28, 2023)
 - Metro ExpressLanes Net Toll Revenue Reinvestment (possibly Summer 2023)
 - California Active Transportation Program (Cycle 7 in 2024)



Thank you!

Questions?

710mobilityhubs.com

Contact

Ryan Johnson
Consultant Project Manager
ryanjohnson@altago.com
(213) 437-3392

Hannah Brunelle
SCAG Senior Planner
brunelle@scag.ca.gov
(213) 236-1907

UC Berkeley SafeTREC

Community Pedestrian and Bicycle Safety Program (CPBSP)

3/22/2023

Garrett Fortin, fortinga@berkeley.edu

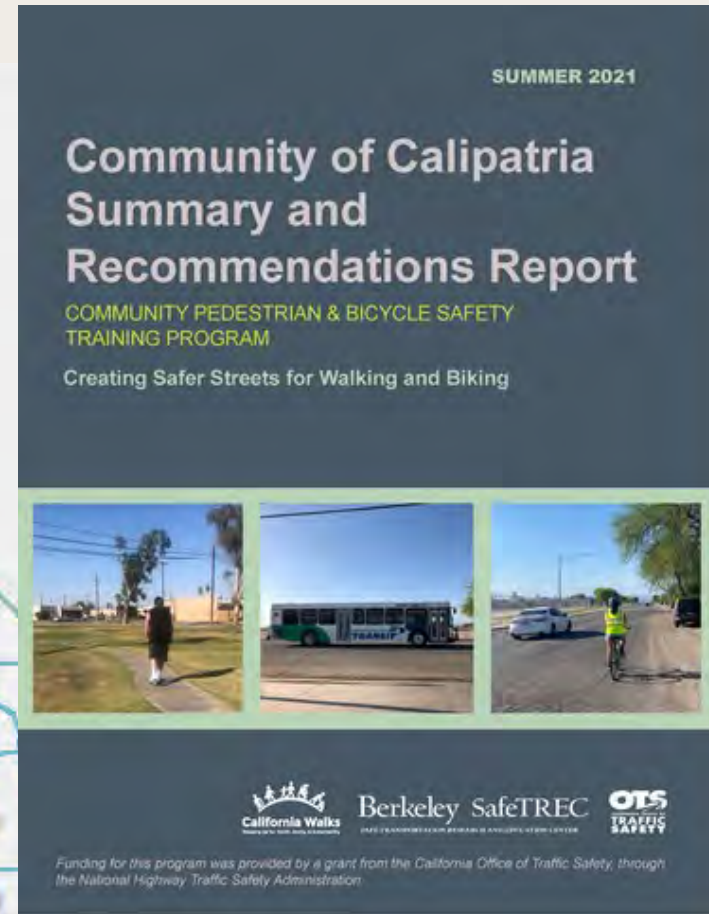
Berkeley SafeTREC



Safety Programs

Community Pedestrian and Bicycle Safety Training (CPBST)

- Partners with communities across the state (7 in 2023) to create community-driven actions, packaged in a summary and recommendations report.
- This is accomplished via a community workshop that is tailored by a planning committee through an extensive planning process.
- Applications for the CPBST program are closed this year.



Safety Programs



Comunidades Activas y Seguras (CAyS)

- Works with local partners to engage Spanish-speaking communities (3 in 2023) in pedestrian & bicycle safety.
- Creates opportunities for sites to exchange ideas as a cohort & develop education and advocacy content.
- Teaches Safe System strategies in fun ways, such as via a lotería game. The image to the left shows one element of the game.
- The CAyS program has one opening left this year!

Safety Technical Assistance

Focus Regions

The FHWA designated several MPOs, including SCAG, as part of its Pedestrian and Bicyclist Focused Approach to Safety, seen on the map excerpt to the right.

Our Focus Regions program seeks to enhance the reach of our programs in these MPO regions. We offer free TA based on our TA menu and seek to connect cities and communities with SafeTREC's other programs.



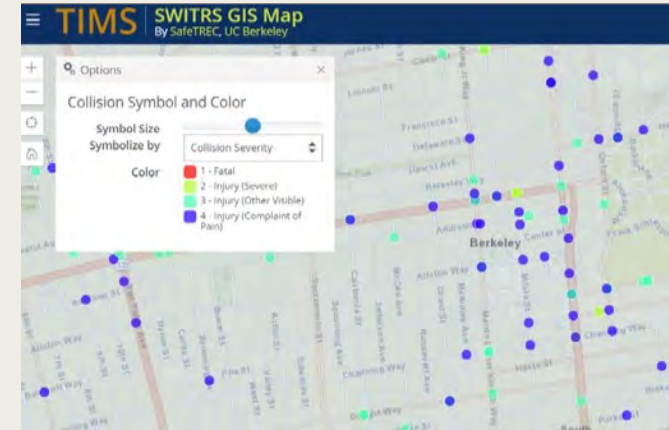
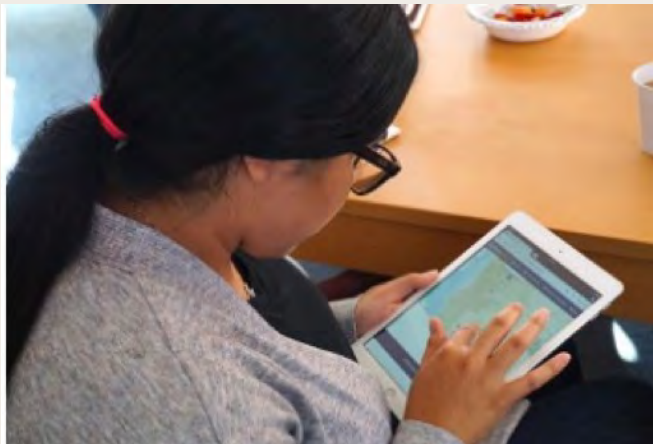
Additional Resources

Street Story

Street Story is a tool for collecting community feedback on transportation safety issues.

Share stories on Street Story of where you've been in a crash or near miss, or where you feel safe or unsafe traveling.

<https://streetstory.berkeley.edu>



Transportation Injury Mapping System (TIMS)

TIMS is a web-based tool that allows users to analyze and map data from California's Statewide Integrated Traffic Records System (SWITRS).

To further explore collision data, register for a free account to access the tools and resources on TIMS.

<https://tims.berkeley.edu>

THE 2024 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY
OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



Leslie Cayton

Associate Regional Planner

March 22, 2023

Development Update



FOUNDATIONS
AND
FRAMEWORKS

2021

DATA
COLLECTION
AND POLICY
DEVELOPMENT

2022

OUTREACH
AND
ANALYSIS

2023

DRAFT
PLAN AND
ADOPTION

2024

COMPLETED MILESTONES

- ✓ Draft Goals & Vision
- ✓ Draft Performance Measures
- ✓ Local Data Exchange
- ✓ Project List

MILESTONES FOR 2023

- Public Outreach & Engagement
- Plan Modeling, Analysis, Writing
- Draft Release in Fall 2023

Connect SoCal 2024 Subcommittees



**NEXT GENERATION
INFRASTRUCTURE**



**RESILIENCE &
CONSERVATION**



**RACIAL EQUITY &
REGIONAL PLANNING**

PURPOSE

Dive deeper into key areas for Connect SoCal and provide recommendations to the Policy Committees on how to address these issues in the Plan

REPRESENTATION

Members from across the region with invited participation from business or civic leaders and practitioners

DURATION

Launched in September 2022

Final Meeting and Recommendations: January 19 (RE&RP) and 23 (R&C), February 15 (NGI)

More info: scag.ca.gov/subcommittees



Policy Development Framework for Connect SoCal 2024: Update

Policy Development Framework

- Adopted by the Regional Council on June 2, 2022
- Documented draft vision and goals
- Outlined policy priorities from Connect SoCal 2020, recent Regional Council actions, and emerging issues
- Established the subcommittees



NEXT: July 2023 Update with **Regional Planning Policies** and **Implementation Strategies**

MOBILITY

- System Preservation
- Complete Streets
- Transit & Multimodal Integration
- Transportation Demand Management
- Transportation System Management
- Technology Integration*
- Safety
- Financing the System

COMMUNITIES

- 15 Minute Communities *
- Housing the Region *
- Priority Development Areas
- Priority Equity Areas *

**New policy area for Connect SoCal 2024*

ENVIRONMENT

- Sustainable Development
- Air Quality & Clean Technology
- Natural & Working Lands Preservation
- Nature-based Solutions*
- Addressing Climate Hazards
- Water Resilience *

ECONOMY

- Goods Movement
- Broadband *
- Universal Basic Mobility*
- Workforce Development*
- Tourism



Outreach & Engagement

Upcoming Opportunities

HOW TO PROVIDE FEEDBACK?

- Completing the **survey** and sharing it out
- Attending a **public open-house workshop** starting next month: Join us in Long Beach on April 11
- Stopping by our booths at **pop-up events** like the LA County Fair, 626 Golden Streets and more!

Learn more about these outreach efforts by visiting our website:

[ConnectSoCal.org](https://connectso-cal.org)

Questions? Comments?

FOR MORE INFORMATION, PLEASE VISIT
SCAG.CA.GOV/CONNECT-SOCAL





2023 ATP Regional Program and Safe Streets 4 All

March 22, 2023

WWW.SCAG.CA.GOV

Cycle 6 Active Transportation Program

- Programs 4 Years of Funds
 - Fiscal years 2023/24, 2024/25, 2025/26, and 2026/27
- Cycle 6 – Funding Estimate
 - \$1.7 billion over four years
- Funding Distribution
 - 50% for Statewide Component
 - 10% for Small Urban and Rural Component
 - 40% for Metropolitan Planning Organization Component
- SCAG MPO Draft Funding Estimate
 - \$361 million over four years



Cycle 6 Active Transportation Program

- Statewide Component: 22 Projects from the region
 - \$345 million over four years
- MPO Component: 73 Projects from the region
 - \$361 million over four years
- Population based funding target for each County
 - Imperial County – \$3.47 million
 - Los Angeles County – \$192.121 million
 - Orange County – \$61.143 million
 - Riverside County – \$46.304 million
 - San Bernardino County – \$42.034 million
 - Ventura County – \$16.189 million



Cycle 6 ATP Schedule

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

Safe Streets 4 All

- Action Grant Awards
 - \$12,274,329 in total funding
 - 17 projects across the Region
- Implementation Grant Awards
 - \$32,713,196 in total funding
 - 3 projects from the SCAG Region
 - City of Los Angeles
 - City of Wildomar
 - County of Los Angeles
- National Roadway Safety Strategy – Call to Action:
 - <https://www.transportation.gov/NRSS/CallToAction>





THANK YOU!

For more information, please visit:

scag.ca.gov/active-transportation