



Safe and Active Streets Working Group (SASWG)

Tuesday, September 12, 2023

WWW.SCAG.CA.GOV

Session Logistics



The meeting is scheduled for 2 hours.



All participant lines will be muted.



At the end of each presentation, there will be a Q & A. If you have a question, please type it into the chat box.



All presentations will be posted on the SCAG website.

Safe & Active Streets Working Group

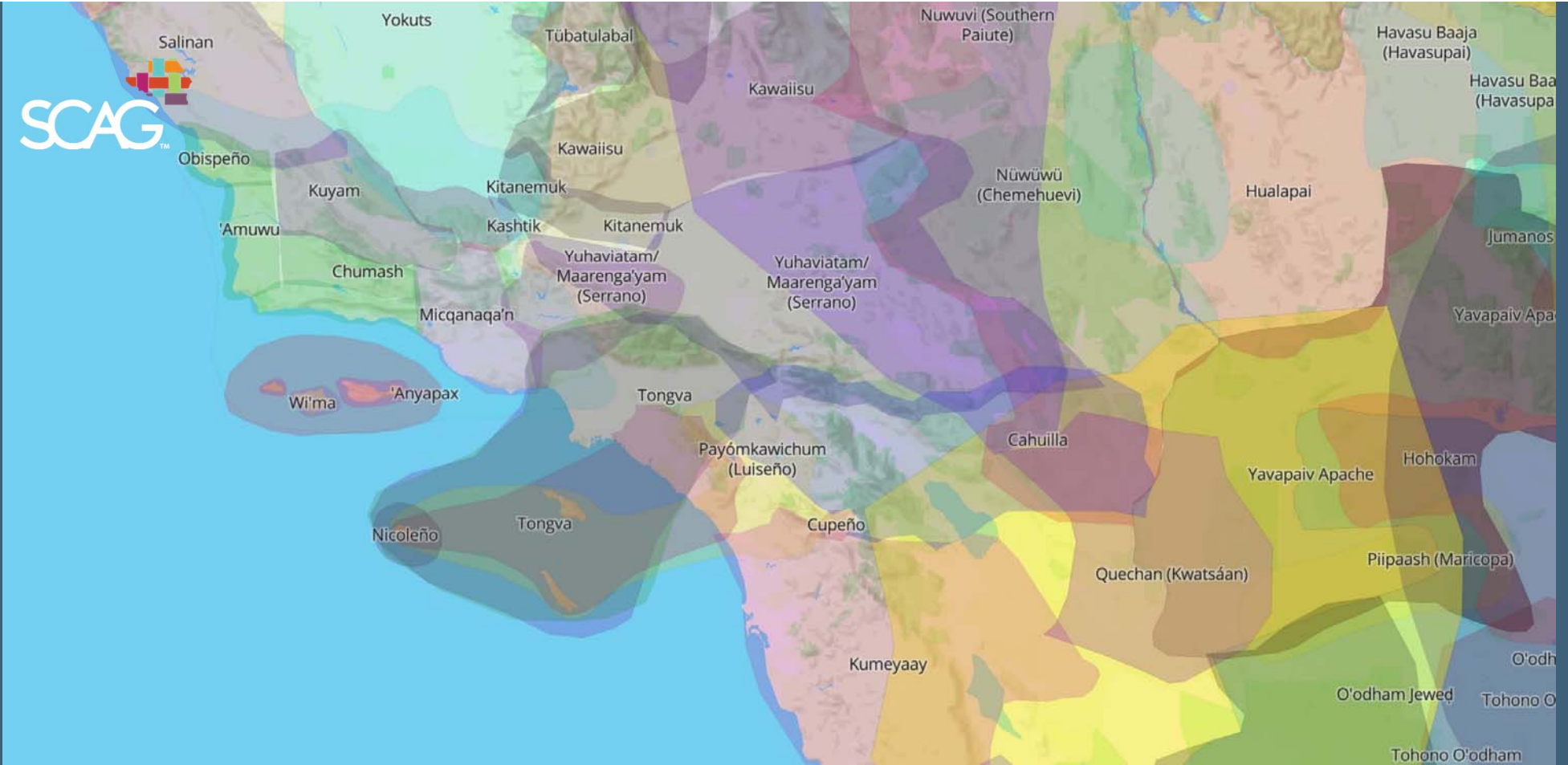
Interpretation Services Available

SCAG offers interpretation for the Safe & Active Streets Working Group
(& for other SCAG events)

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

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





LAND ACKNOWLEDGEMENT

AGENDA

- 1. Welcome** **1:00 – 1:05pm**
Mike Gainor, SCAG
- 2. Go Human Community Hubs Panel** **1:05 – 1:50pm**
Alina Borja, SCAG
Brenda Heredia MPH, Nyeland Promise
Shawn Kuk, Koreatown Youth & Community Center
Tony Cifuentes, Highlander Boxing Club
- 3. Break** **1:50 – 1:55pm**
- 4. Overview of OTS Grant Programs** **1:55 – 2:15pm**
Mike Gainor and Julia Lippe Klein, SCAG
- 5. Connect SoCal 2024 Updates** **2:15 – 2:45pm**
Leslie Cayton, Mike Gainor, and Krista Yost, SCAG
- 6. Closing** **2:45 – 2:50pm**
Mike Gainor, SCAG

Safe Travels in Nyeland Acres

Brenda Heredia, MPH
Project Coordinator

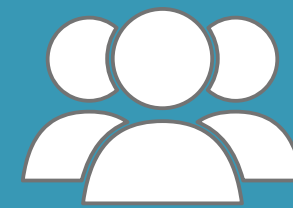




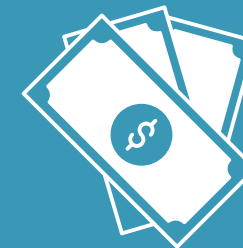
NYELAND PROMISE

NON-PROFIT ORGANIZATION

Founded in 2018 to serve the residents of Nyeland Acres with essential resources, advocacy, education and more. Nyeland Acres is a disadvantaged community in Ventura County. Our mission is to improve the quality of life for residents of all ages.



3,200
RESIDENTS



\$46,579
MEDIAN INCOME



SAFE TRAVELS

01

OUTREACH

- Robotext
- Social Media
- Utility Bill Insert
- Banners
- In-person outreach

02

SPECIAL EVENTS

- Bike Rodeo
- Walking Audit

03

LANGUAGES

- English
- Spanish
- Mixteco



Examples of OUTREACH

Our outreach reached:

- Utility bill inserts = 310
- Social Media reach= 1,134
- Robotext = 525




REDUCIR LA VELOCIDAD PARA LOS PEATONES

SLOW DOWN FOR PEDESTRIANS

Viajes Seguros en Nyeland Acres







REDUCIR LA VELOCIDAD PARA LOS PEATONES

SLOW DOWN FOR PEDESTRIANS

Viajes Seguros en Nyeland Acres

Nyeland Promise Message:

Safe Travels in Nyeland Acres!!
Driver Tip 🚗

It's summer time and more people are out in the streets walking. Slow down and watch out for pedestrians.

SCAG Go Human

Viajes seguros en Nyeland Acres!!
Consejo para el conductor 🚗

Es verano y más gente está en las calles caminando. Reduzca la velocidad y tenga cuidado con los peatones.

SAFE TRAVELS IN NYELAND ACRES



Pedestrian Safety
Follow the rules and road signs at all times.



01

Stop at the corner of the street. Look left, right, then left again before crossing.



02

Walk on the left side of the street.



03

Watch out for cars that are backing up.



04

Wear something bright or reflective.

Safe Travels in Nyeland Acres

www.NyelandPromise.com



In collaboration with the Oxnard Bike Hub, Nyeland Promise hosted a fun Bike Rodeo in Nyeland Acres. A family friendly event where we handed out over **150** helmets to children.

- Mechanical station
- Helmet Design
- Traffic Safety station
- Bike Ride

Nyeland Acres

BIKE RODEO



Comadres

WALKING AUDIT

AARP AARP Walk Audit Tool Kit Worksheet
Sidewalks, Streets and Crossings WALKING AUDIT

Community Name: _____
Starting location: _____ Ending location: _____
Route: _____
Audit date: _____ Start time: _____ AM | PM End time: _____ AM | PM
Posted speed limit(s): _____ Do the motorists appear to be obeying the speed limit(s)? _____
Total number of vehicle lanes: _____ The street is: one-way | two-way
If more than one lane: Does the roadway have a median and/or a pedestrian island?
The street has: no sidewalk no sidewalk but needs one no sidewalk but needs two
 partial sidewalks a sidewalk on one side of the street sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply

THE SIDEWALK:

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., concrete or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

THE STREET:

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

THE PEDESTRIAN CROSSING SIGNALS:

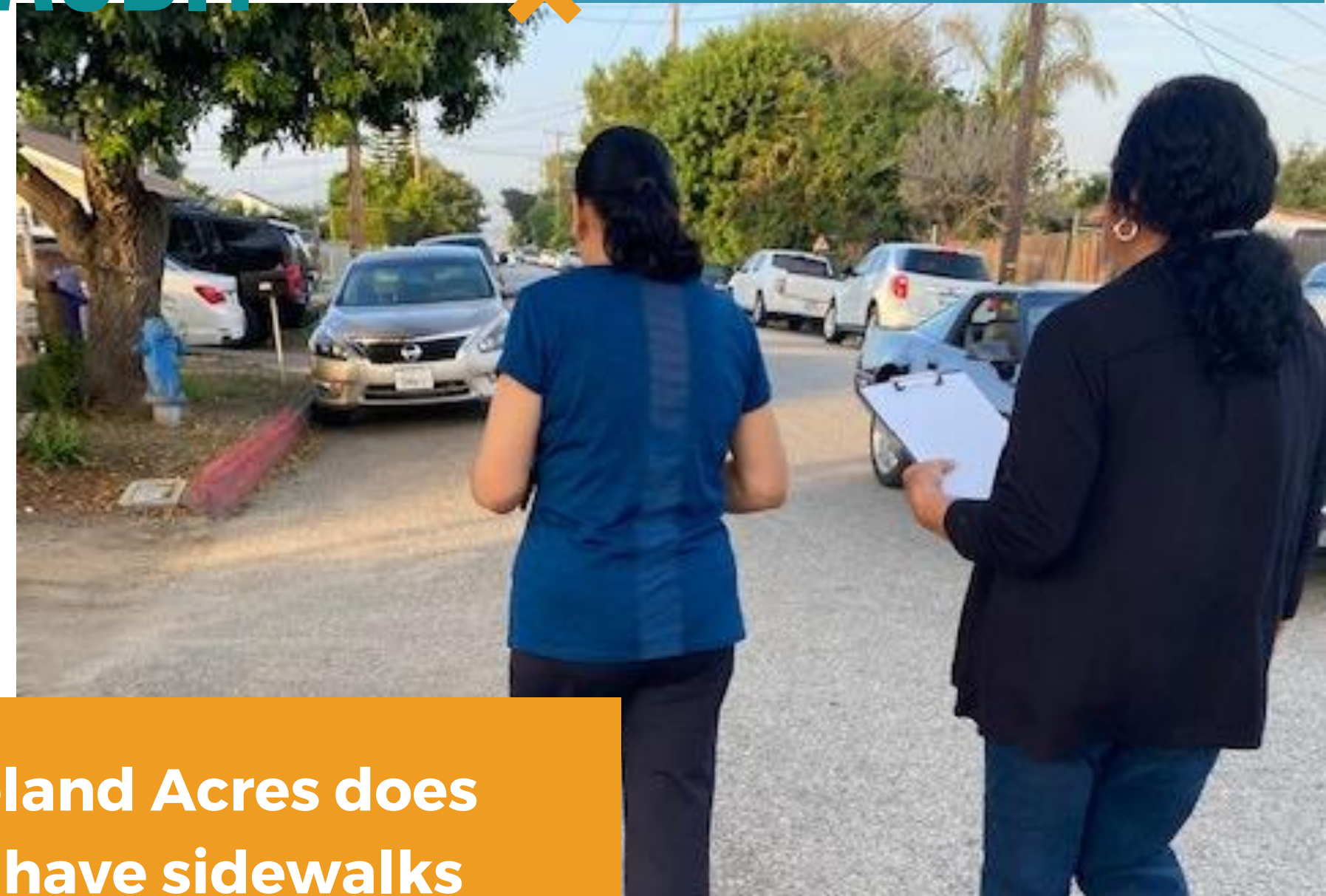
- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop the vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time provided: _____ minutes _____ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above: Great Acceptable Mixed Poor

Visit [AARP.org/WalkAudit](https://www.aarp.org/WalkAudit) to download, print, copy and/or share additional worksheets.

© AARP 2022



Nyeland Acres does not have sidewalks

All participants reported the Walkability of the area as Poor.

SAFE TRAVELS SUCCESSES



Residents are more aware of traffic safety



Increase in bikers



Wear bright clothes



Children wear helmets



Reduces stress



Make a difference



FOR MORE INFO:



805-844-0861



www.NyelandPromise.com



NyelandPromisePrograms@gmail.com





KOREATOWN YOUTH+
COMMUNITY CENTER



Koreatown Community Walk Audits

2023

PRESENTATION

LIST OF TOPICS

- Our Story
- Pedestrian Safety in Koreatown
- Walk Audits
- Surveys
- Findings
- Moving Forward...





THE MISSION OF KYCC IS TO SERVE THE EVOLVING NEEDS OF THE KOREAN AMERICAN POPULATION IN THE GREATER LOS ANGELES AREA AS WELL AS THE MULTIETHNIC KOREATOWN COMMUNITY. KYCC'S PROGRAMS AND SERVICES ARE DIRECTED TOWARD RECENTLY IMMIGRATED, ECONOMICALLY DISADVANTAGED YOUTH AND FAMILIES, AND PROMOTE COMMUNITY SOCIOECONOMIC EMPOWERMENT.

Environmental
Services

Community
Economic
Development

Clinical
Services

Youth Services

Affordable
Housing

Our Story



Founding

KYCC was founded in 1975 as a small outreach project for recently immigrated Korean youth, who were struggling with poverty and language barriers.

Growth

Over the last 45 years, the organization has gone through a remarkable evolution, not only in size, but also in the diversification of its services and target populations.

Today

Over 190 employees with an annual operating budget in excess of \$20M. KYCC serves more than 12,000 people each year at eight locations throughout Koreatown.

Pedestrian Safety in Koreatown

How do residents move about Koreatown?

- **Most vulnerable**
 - **seniors**
 - **youth**
 - **families with children**
- **Non-work trips**
 - **Commercial services/retail**
 - **Medical/health**
 - **Recreation**
- **Walk + transit**



Pedestrian Safety in Koreatown



Pedestrian Safety in Koreatown





Walk Audits

- **15 community members participated in 3 walk audits - simulated neighborhood trips**
- **Audit routes covered over 60 blocks of Koreatown via walking and public transit (DASH)**
- **Audit worksheets were adapted from the AARP Walk Audit Tool Kit worksheets**



Survey

- **Community canvassing of 40+ individuals in English, Spanish, and Korean language**
- **148 survey responses collected in multiple languages (Spanish, English responses only)**
- **Survey challenge: Bots**
 - **2,427 Korean language responses**
 - **Not included in final analysis**



Community Engagement

- Community canvassing of 40+ individuals - two days/12 staff hours
- 24 social media posts - 6 each on TW/FB/IG/Linkedin
- 6 boosts on FB/IG
- Korean language media coverage
 - Korea Daily, Korea Times, Radio Korea, MBC America



Findings

- **Sidewalks in disrepair**
- **Pedestrian lighting limited within residential areas**
- **Pedestrian crossings lacking**
- **Trash/debris prevalent along sidewalks**
- **Bicyclists/scooters on sidewalks**
- **Transit (bus) stops with inadequate shading/cover**
- **Transit (bus) stops with poor signage**
- **Physical safety concerns**



Moving Forward

- **Illuminating residents' testimonies about walkability and transit safety around Koreatown**
- **Increasing community advocacy for safer pedestrian conditions**
- **Improved community understanding of sidewalk, transit stops, and street conditions.**
- **Koreatown Mobility Needs Assessment**
- **Capital project/improvements???**

CONTACT US

Mailing Address

3727 W 6th Street., Suite 300
Los Angeles, CA 90020

Phone Number

(213) 365-7400

Website

www.kyccla.org



**KOREATOWN YOUTH +
COMMUNITY CENTER**

Street Safety and Appeal

YES | NO | OTHER Skip any statements that don't apply

THE LOCATION HAS:

- 1. Places to sit
- 2. Shade trees
- 3. Grass, flowers and landscaping (if yes, is the greenery well maintained? _____)
- 4. Awnings, outdoor umbrellas or other shelter from rain and other weather conditions
- 5. Drinking fountains (if yes, are they working and clean? _____)
- 6. Public restrooms (if yes, are they clean and safe? _____)
- 7. A transit or bus shelter (if yes, is there seating? _____)
- 8. Trash receptacles (if yes, so they appear to be regularly emptied?)
- 9. Buildings and/or homes that are well-maintained
- 10. Informative signage
- 11. Well-placed signage
- 12. Streetscape features (art, signage, etc.) that are representative of/suitable for the community
- 13. Pedestrian-scaled lighting
- 14. A posted speed limit that seems suitable (if yes, does it appear that drivers are obeying the limit? _____)

IMPRESSIONS:

- 1. The location/street is a safe and appealing destination
- 2. The location/street is a safe and appealing travel route
- 3. The location/street appears to be safe for users of all ages, abilities, races, income levels, etc.
- 4. The location/street appears to be safe for pedestrians during both the day and night
- 5. Pedestrians appear to be safe from moving vehicles
- 6. Pedestrians appear to be safe from crime, harassment or similar threats

For "No" or "Other" answers, use the space below or on the back of this worksheet to briefly explain the response.

NOTES OR OTHER OBSERVATIONS:

Tree roots causing uneven sidewalks may impede mobility
Not all stops are shaded

Walkability of the area, based on the findings above: Great Acceptable Mixed Poor



HBC CHAMPS COMMUNITY PEDESTRIAN SAFETY RODEO EVENTS



Being safe at all times...



HBC CHAMPS RODEOS



**together
being cool &
KEEPING IT
SAFE**





HBC CHAMPS PEDESTRIAN CLINIC & families

Our Event RODEO & family get togethers



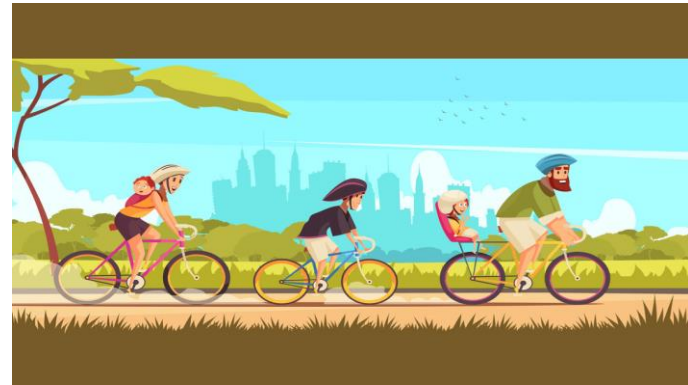
HBC CHAMPS ADVOCACY COMMUNITY GROUPS



FAMILY LOVE



Parents And Youth Coming Together, pedestrian safety time





HBC TRAFFIC SAFETY CLINIC



pedestrian safety education
for our community youth



THE END 🐵🐵🐵🐵



thank you GO HUMAN & SCAG
FROM OUR HBC COMMUNITY!!





BREAK

Please return in 5 minutes

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



Leslie Cayton, Associate Regional Planner
Safe & Active Streets Working Group
September 12, 2023



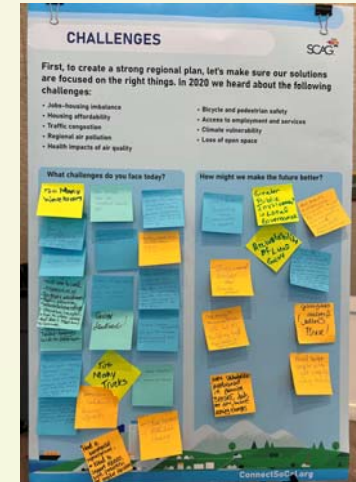
Outreach Summary

Spring 2023

Outreach Activities



- **20** in-person workshops
- **7** virtual workshops
- **20** Pop-Up and Street Team Engagements
- **16** Community Partners
- Regionwide advertising campaign
- Resulting in over **3,600** surveys collected



What We Heard: Survey



*When you think about the **challenges** our region faces, please choose three (3) that are most important to you.*

**Shortage of affordable
and diverse housing
options (51%)**

**Limited reliable travel
options besides driving to
everyday destinations (37%)**

**Climate change impacts
(33%)**

What We Heard: Survey



*When you **envision our region in 2050**, which three (3) choices best describes what you'd like to see?*

**Healthy for all people
to live in (53%)**

**Prosperous, with
economic opportunity
for all residents (46%)**

**Safe for all modes of
travel (39%)**

What We Heard: Community Partnerships



Limited transportation options and the housing affordability affect quality of life, particularly in historically disinvested areas.

Infrastructure improvements should be coupled with direct benefits and protections for residents/small businesses at risk of displacement.

Desire for continued engagement with community partners on Connect SoCal implementation including updates on strategies and performance metrics.



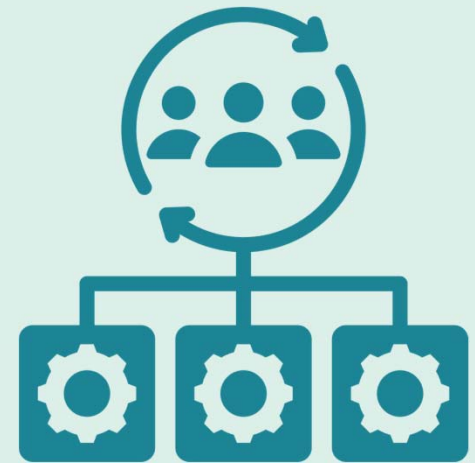
Policy Framework

July 2023 Update

Policy Development Framework Background



- First 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 special subcommittees
- **Regional Council adopted the updated Policy Framework with Regional Planning Policies on July 6, 2023**



What is included in the Regional Planning Policies?

- Priorities established with the *Core Vision* of Connect SoCal 2020
- Policy direction from SCAG's Policy Committees since 2020 and recommendations from Connect SoCal 2024 special subcommittees

What is the purpose?

- Articulate broad and established regional policies to achieve goals and realize the regional vision of Connect SoCal 2024
- Provide a resource for transportation agencies or local jurisdictions to demonstrate alignment with RTP/SCS when seeking funding from state or federal programs

Updated Draft Vision & Goals

Draft Vision: A healthy, accessible, and connected region for a more resilient and equitable future.

1. Build and maintain a robust transportation network. (MOBILITY)
2. Develop, connect, and sustain communities that are livable and thriving. (COMMUNITIES)
3. Create a healthy region for the people of today and tomorrow. (ENVIRONMENT)
4. Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all. (ECONOMY)



Updated Draft Vision & Goals

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Updated Draft Vision & Goals

Draft Vision: A healthy, prosperous, accessible and connected region for a more resilient and equitable future.

3. Create a healthy region for the people of today and tomorrow.
(ENVIRONMENT)

- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic acute stressors and disruptors such as climate change.
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions **and enable more sustainable use of energy and water.**
- Conserve the restore the region's natural agricultural resources.



Policy Categories by Goal



MOBILITY

- System Preservation
- Complete Streets
- Transit & Multimodal Integration
- Transportation Demand Management
- Transportation System Management
- Technology Integration*
- Safety
- Funding the System/User Fees

COMMUNITIES

- 15 Minute Communities *
- Housing the Region *
- Priority Development Areas
- Equitable Engagement & Decision-Making*

**New policy area for Connect SoCal 2024*

ENVIRONMENT

- Sustainable Development
- Air Quality & Clean Technology
- Natural & Working Lands Preservation
- Climate Resilience*

ECONOMY

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

Mobility Examples

Draft Regional Planning Policies



- **Complete Streets:** Pursue the development of complete streets that comprise a safe multi-modal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).
- **Transit Multimodal Integration:** Encourage and support the implementation of projects both physical and digital that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.
- **Safety:** Eliminate transportation-related fatalities and serious injuries on the regional multimodal transportation system.

Communities Examples

Draft Regional Planning Policies



- **15 Minute Communities:** Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region where residents can either access the most basic, day-to-day needs within a 15-minute walk, bike ride, or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses.

What is the purpose of the Implementation Strategies?

- Support policy priorities for SCAG to implement Connect SoCal 2024 by fulfilling or going beyond the related Regional Planning Policies.
- Represent near-term efforts where SCAG can:

SDO

LEAD



PARTNER



SUPPORT



Stakeholder Engagement and Feedback



- **Spring 2023:** Draft **Regional Planning Policies** shared with several stakeholder groups:

- County Transportation Council (**CTC**) Planning Directors
- Subregional Executive Directors
- SCAG's Regional Planning Working Groups (**RPWG**)
- Technical Working Group (**TWG**)
- Regional Transit Technical Advisory Committee (**RTTAC**)
- Global Land Use & Economic (**GLUE**) Council

- **July 2023:** Draft **Implementation Strategies** shared with key partners (e.g., CTCs, COGs and transit agencies) for strategic feedback
- **Included in the 9/7 JPC Staff Report**

SDO



The Region in 2050

THE PLAN

\$750B OF INVESTMENTS

SD1

~60% Operations & Maintenance

WW2

~37% Capital Projects & Other Programs

~3% Debt Service

COST



\$1



BENEFIT



\$1.50



~50% Homes & Jobs near transit



~65+% New homes in priority areas



37 sq mi spared from development

PLAN REQUIREMENTS

- ✓ Federal Conformity Requirements
- ✓ State GHG emission reduction target



POPULATION

20,883,000
+11%



HOUSEHOLDS

7,798,000
+26%



EMPLOYMENT

10,248,000
+14%

CHALLENGES REMAIN

State of Good Repair

Connect SoCal 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
- ✓ Public Outreach & Engagement
- ✓ **July 2023 Policy Framework Adopted**
- ✓ September 7: Plan Preview

REMAINING MILESTONES

- Plan Modeling, Analysis, Writing
- **Early November: Draft Plan and Draft PEIR Release**
- January 12: Comment Deadline

Questions? Comments?

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



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



**Safe and Active Streets
Working Group**

Krista Yost
Assistant Regional Planner
September 12, 2023

COVID-19 Impacts

How did the COVID-19 Pandemic Impact Active Transportation?



- Surge in Active Transportation
- Bicycle Sales
- Expanded/New Types of Active Transportation Infrastructure
 - Slow Streets
 - Quick Builds
- Transportation Safety Issues
- Equity Considerations

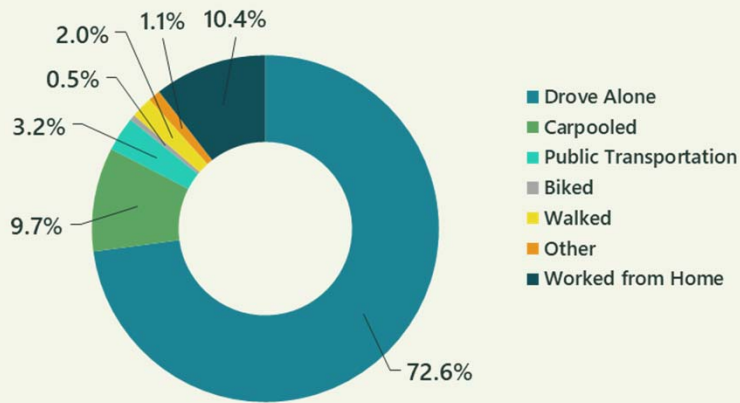


Mode Share

How is Active Transportation Changing in the Region?

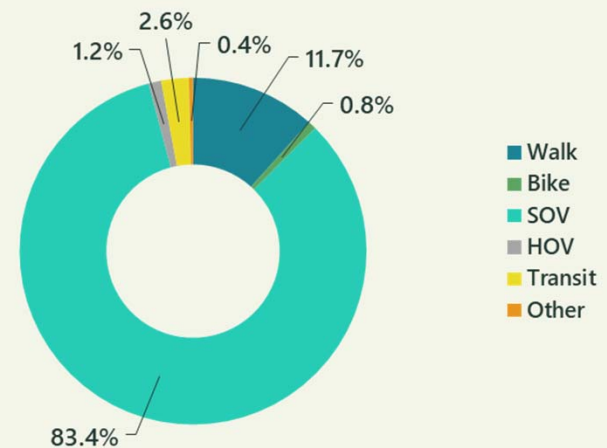


Commute Mode Share



- Overall, **2%** of commuters walk to work and **0.5%** bike to work

Mode Share for All Trips



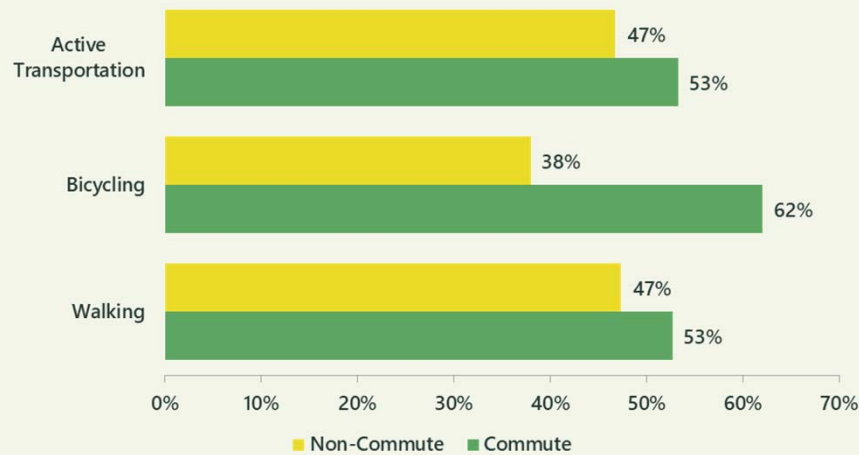
- Walk trips comprise an average of **11.7%** of all trips in the region
- Bicycle trips account for **0.8%** of all trips

Commute Trends

How is Active Transportation Changing in the Region?



Active Transportation for Commute and Non-Commute Trips



- Non-commute trips outpace commute trips for both walking and biking

Change in Active Transportation Commute Mode Share



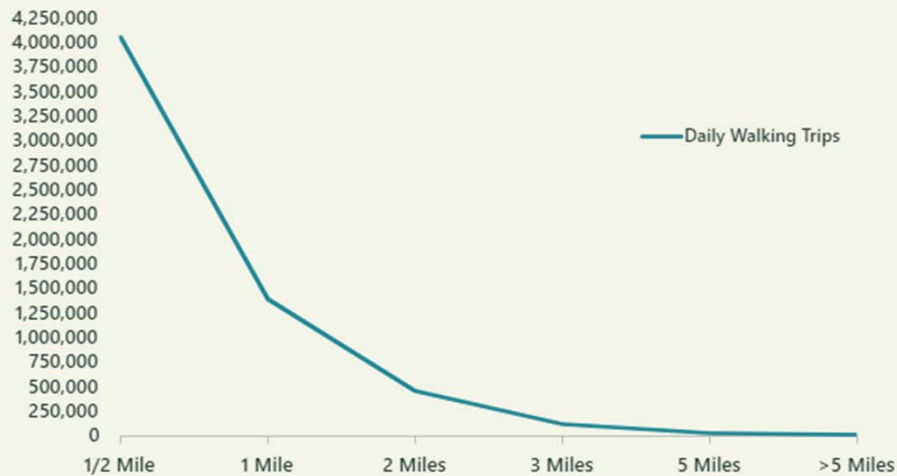
- Active transportation commute mode share dropped by **0.5%** from prior years

Walking & Bicycling Trends

How is Active Transportation Changing in the Region?



Total Number of Walking Trips, by Distance



- Approximately **66.4%** of walking trips are under half a mile, while **89.3%** are less than one mile

Total Number of Bicycling Trips, by Distance



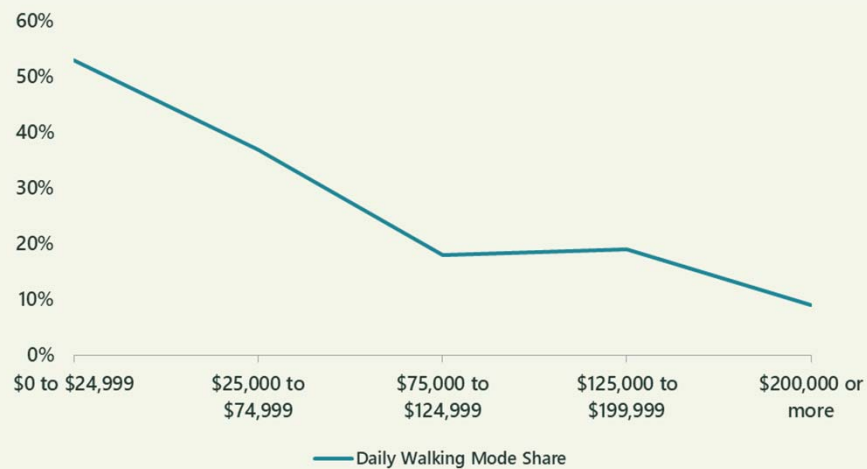
- Every day in the SCAG region, about **400,000 trips** are taken by bicycle, covering an average distance of **2.1 miles**

Walking & Bicycling Trends

How is Active Transportation Changing in the Region?

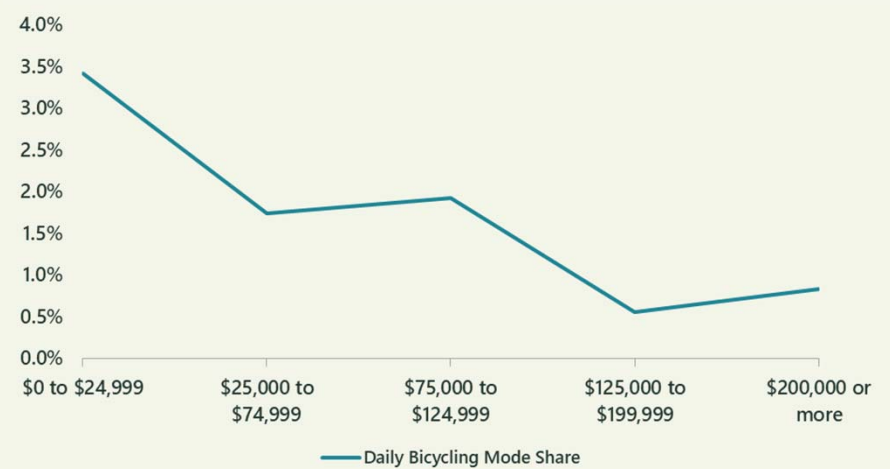


Walking Trips as a Percentage of all Trips, by Income



- Lower-income households exhibit higher rates of walking

Bicycling Trips as a Percentage of all Trips, by Income



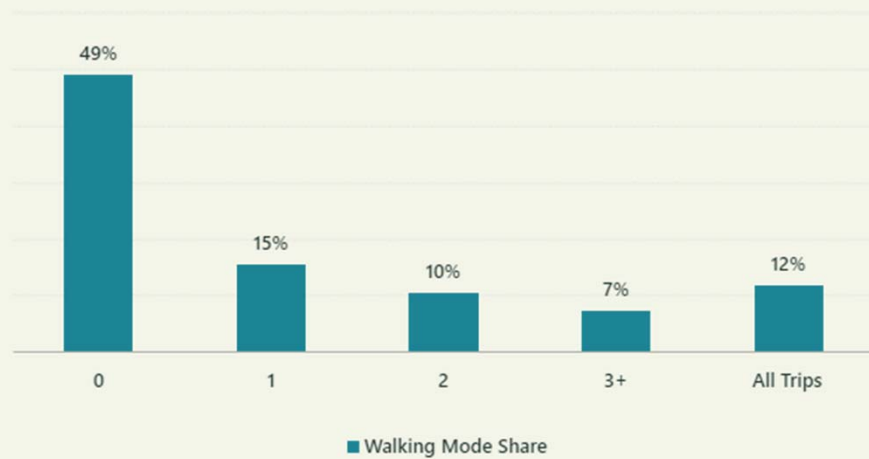
- Bicycle ridership rates vary across income levels

Walking & Bicycling Trends

How is Active Transportation Changing in the Region?

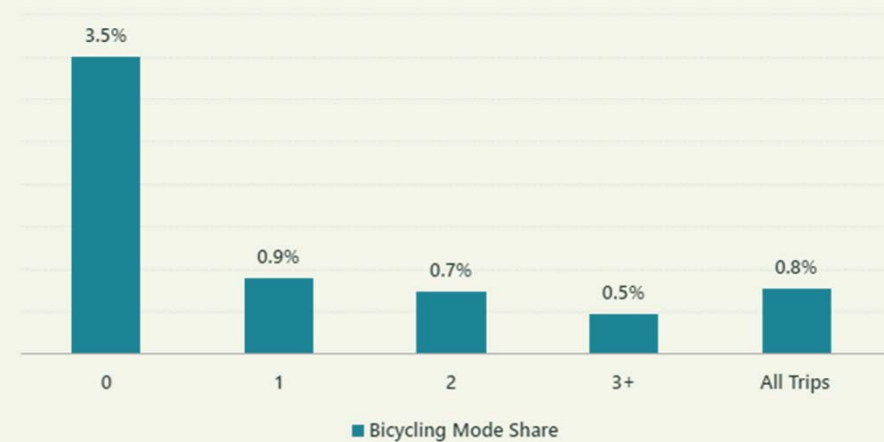


Walking Trips as a Percentage of all Trips, by Household Vehicle Ownership



- For households with no vehicles, walking constitutes approximately **49%** of trips

Bicycling Trips as a Percentage of all Trips, by Household Vehicle Ownership



- Households with no vehicles engage in bicycling for **3.5%** of all trips

What Progress Has Been Made Since 2020?

Supporting Local Planning Efforts

- Active Transportation Program (ATP)
- Sustainable Communities Program (Active Transportation & Safety)
- *Go Human*

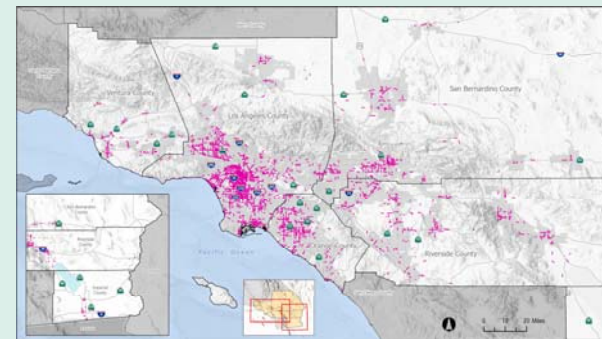


Policy and Planning

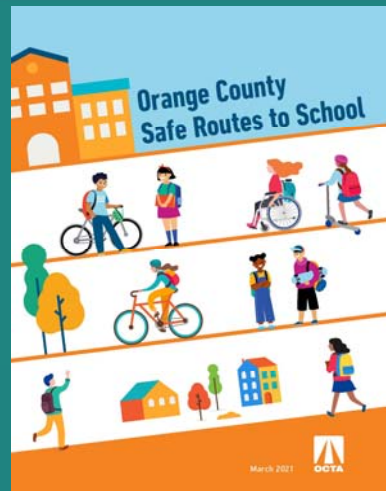
- Disadvantaged Communities Active Transportation Planning Initiative
- Partnership with the California Active Transportation Resource Center (ATRC)
- California's Strategic Highway Safety Plan's Bicycle and Pedestrian Challenge Area Teams
- Mobility as a Service (MaaS) Feasibility White Paper
- Curb Space Management Study

Data Collection and Analysis

- Active Transportation Database (ATDB)
- Regional High Injury Network (HIN)



What Progress Has Been Made Since 2020?



Plans
&
Projects

What are the Challenges?

• **Transportation Safety**

- Most significant challenge for active transportation

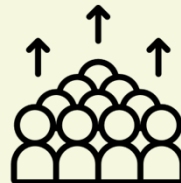
• **Gaps in Connectivity**

- First/Last Mile Problem
- Missing sidewalks, sidewalks in poor repair, lack of shade, missing curb ramps, excessive spacing



• **Climate Change**

- Severe Precipitation/Flooding
- Heatwaves
- Urban Heat Island Effect



• **Technology & Micromobility**

- Sidewalk clutter, improper parking and resulting safety issues, equitable access
- Need for proper regulation and infrastructure improvements



• **Curb Space Management**

- Increased demand for curb space has resulted in competition among modes, roadway congestion, and illegal parking

• **Demographic Changes**

- +2 million residents and an aging population by 2050
- Built Environment



Transportation Safety

What are the Challenges?

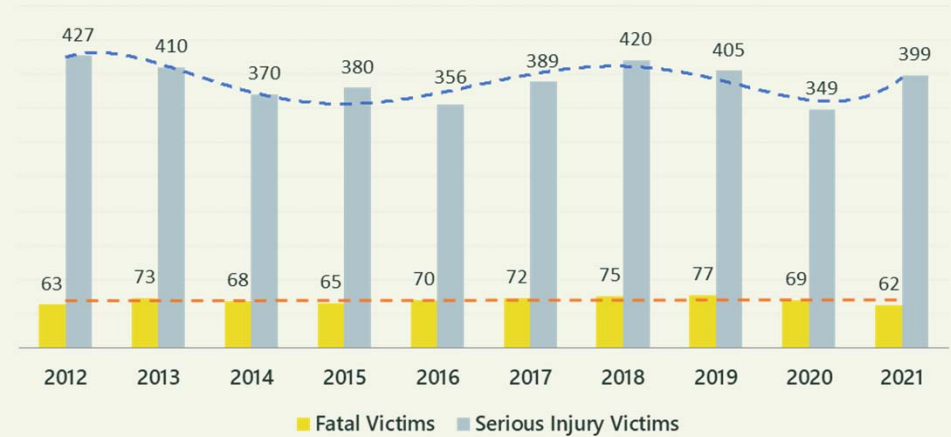


Pedestrian Fatalities & Serious Injuries: 2012-2021



- Pedestrian fatalities have been increasing, while serious injuries show more volatility

Bicycle Fatalities & Serious Injuries: 2012-2021



- Bicyclist fatalities have remained stable, while serious injuries have been decreasing

Strategies

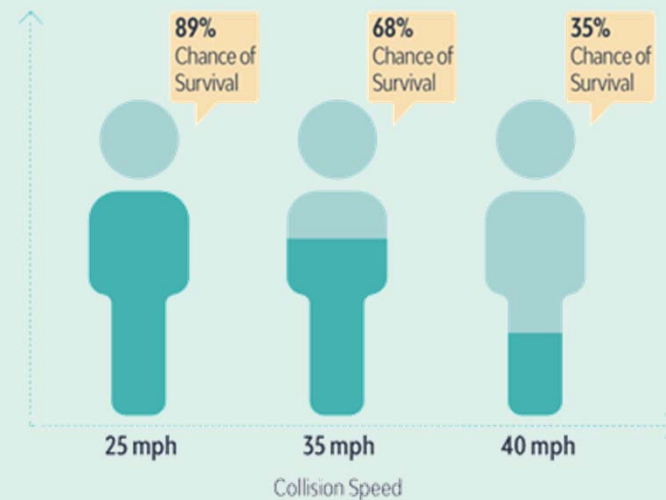
How are we Going to Achieve our Vision?



Transportation Safety

- **Safe System Framework**
- **Education:** Educate all road users on safe behaviors
 - Regional safety campaigns
 - Equitable community engagement strategies
- **Engineering:** Apply effective and/or innovative countermeasures
 - ADA compliant sidewalks/intersections
 - Lighting
- **Emerging Technologies:** Apply emerging technologies to roadway, vehicle, and user
 - Regulatory framework for partnerships with micromobility operators
 - Innovative curb management programs

Relationship Between Vehicle Speed, Collisions, and Fatalities



Strategies

How are we Going to Achieve our Vision?

Complete Streets

- Safe multi-modal network with facilities for all types of users
- Support non-auto travel, thereby reducing greenhouse gas emissions impacts
- Advance equity by providing more accessible and affordable travel options



Broadway Streetscape Project in Downtown Los Angeles

Multimodal Integration

- Mobility Hubs
- Mobility as a Service (MaaS)
- Shared Mobility



Mobility Hubs Concept



Strategies

How are we Going to Achieve our Vision?



Short Trips

- Pedestrian and Bikeway Infrastructure
- First/Last Mile Infrastructure
- Safe Routes (to School, Parks, Transit, or for Older Adults)



La Ballona Elementary Safe Routes to School Project (Culver City)

Regional Trips

- First/Last Mile Infrastructure
- Regional Bikeway Network
- Regional Greenway Network
- California Coastal Trail



Coachella Valley (CV) Link

Connect SoCal Development Update



FOUNDATIONS
AND
FRAMEWORKS

DATA
COLLECTION
AND POLICY
DEVELOPMENT

OUTREACH
AND
ANALYSIS

DRAFT
PLAN AND
ADOPTION

COMPLETED MILESTONES

- ✓ Draft Goals & Vision
- ✓ Draft Performance Measures
- ✓ Local Data Exchange
- ✓ Project List
- ✓ Public Outreach & Engagement
- ✓ July 2023 Policy Framework Adopted
- ✓ September 7: Plan Preview

REMAINING MILESTONES FOR 2023

Plan Modeling, Analysis, Writing

Early November: Draft Plan and Draft PEIR Release

January 12: Comment Deadline

Questions? Comments?

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



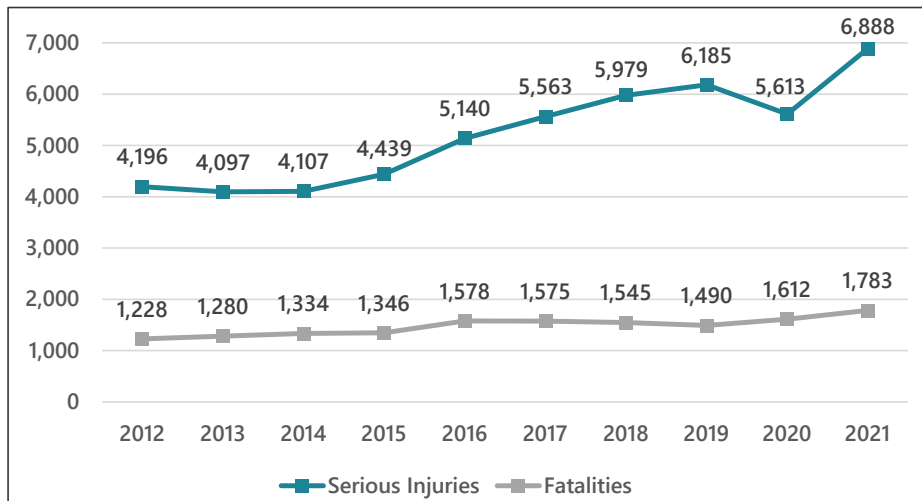


CONNECT SOCIAL 2024: TRANSPORTATION SAFETY PERFORMANCE

Mike Gainor, SCAG

REGIONAL TRANSPORTATION SYSTEM SAFETY

SCAG Region Fatalities & Serious Injuries: 2012-21



- The SCAG region has experienced a steady increase in traffic-related serious injuries since 2013 (except 2020).
- The region averages 1,477 traffic fatalities each year.
- However, fatalities have been rising each year since 2019.

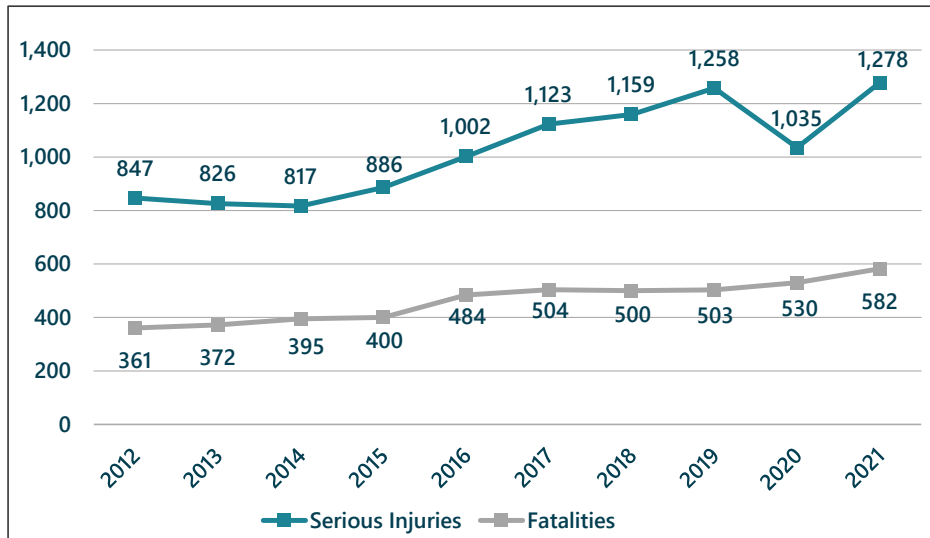
Fatalities & Serious Injuries by County: 2019

County	Fatalities		Serious Injuries		Non-Motorized Fatalities & Injuries
	Total	Rate	Total	Rate	
Imperial	29	1.17	85	3.43	13
Los Angeles	683	0.88	3,465	4.47	1,464
Orange	164	0.61	673	2.51	261
Riverside	269	1.26	841	3.95	195
San Bernardino	302	1.33	854	3.75	239
Ventura	43	0.66	267	4.10	69
SCAG Region	1,490	0.95	6,185	3.93	2,241

- In 2019, San Bernardino County experienced the highest rate of fatalities, while Orange had the lowest.
- LA County reported the highest rate of serious injuries, & Orange County had the lowest rate.
- LA County had the highest number of non-motorized serious injuries & fatalities (12% higher than its population share).

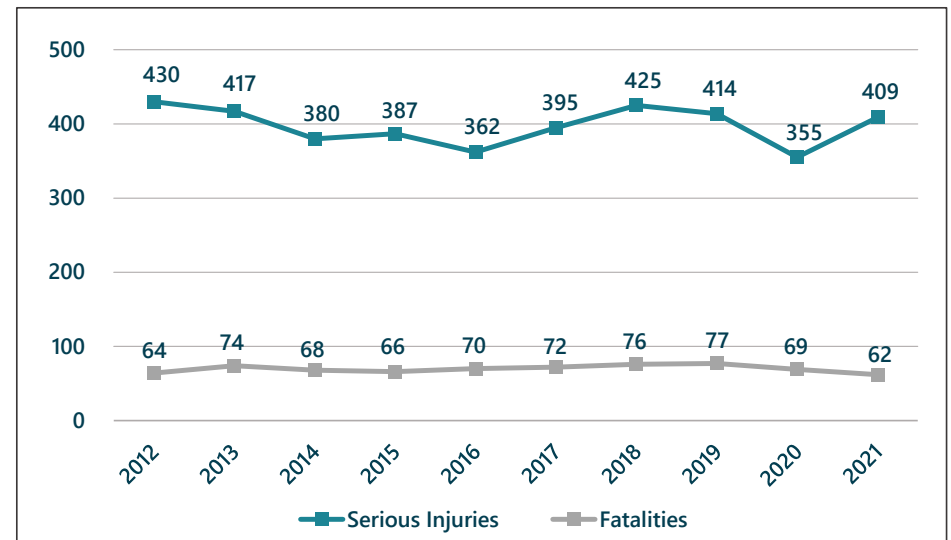
ACTIVE TRANSPORTATION SAFETY

Pedestrian Fatalities & Serious Injuries: 2012-2021



- Pedestrian serious injuries have followed the pattern for all traffic-related serious injuries since 2012.
- However, pedestrian fatalities have continuously increased each year (except for 2017-18).
- The abrupt increase from 2021 to 2022 is concerning.

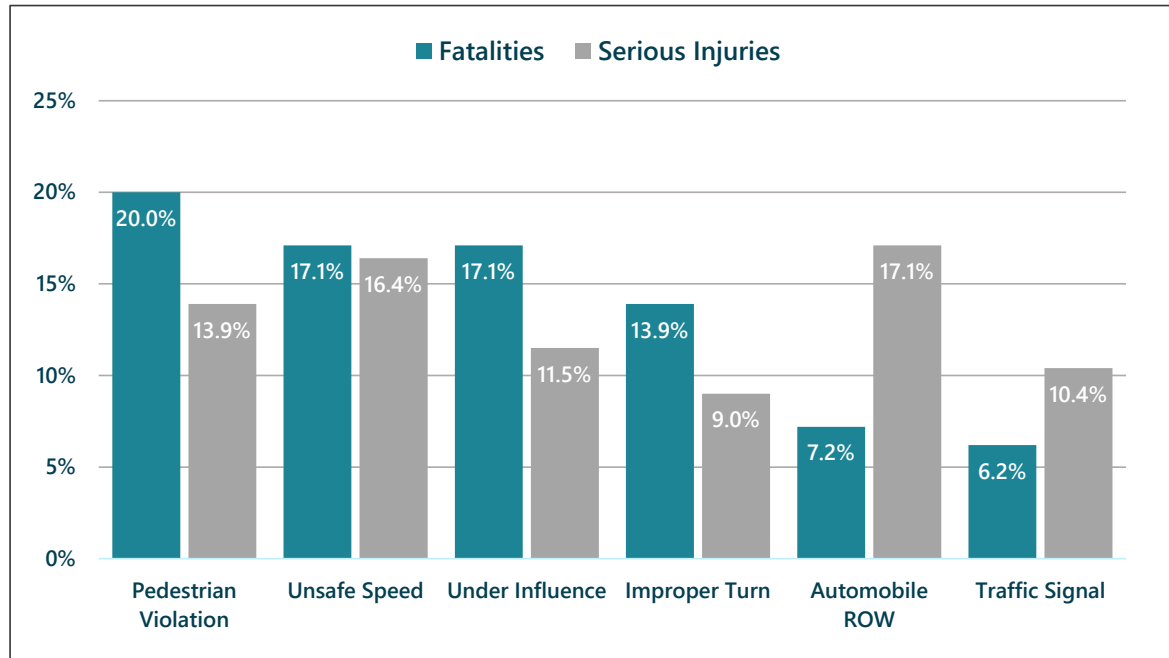
Bicycle Fatalities & Serious Injuries: 2012-2021



- Bicycle serious injuries have averaged 397 each year, from a low of 355 in 2020, to a high of 430 in 2012.
- Bicycle fatalities average about 70 every year, ranging between 62 in 2021 & 77 in 2019.
- The current pattern of annual decline in bicycle fatalities since 2019 is encouraging since the reduction continued after 2020.

SCAG REGION ROADWAY SAFETY

Primary Collision Factors: 2019



- Understanding the causes of serious collisions offers valuable insights into how they may be avoided in the future.
- This graphic depicts the 6 most frequent factors that led to collision fatalities & serious injuries in the SCAG region in 2019.
- Pedestrian violations were the leading cause of fatalities, accounting for 20% of traffic-related deaths in 2019.
- Automobile right of way infractions were the most frequent cause of collision-related serious injuries (17%).
- Speeding accounted for a significant share of both roadway fatalities (17%) & serious injuries (16.4%).
- Driving under the influence was the primary causal factor for 17% of fatalities & 11.5% of serious injuries.

FEDERAL SAFETY PERFORMANCE MEASURES

Roadway Safety (PM 1)

- Total number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million VMT
- Total number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT
- Total number of non-motorized fatalities & serious injuries

Transit System Safety

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

SCAG REGIONAL SAFETY TARGETS

Regional PM 1 Safety Targets: 2022-2023

Performance Measure	2022 Target	2023 Target	Annual Change
Total Number of Fatalities	1,511.4	1,485.2	-1.7%
Rate of Fatalities (per 100M VMT)	0.95	0.93	-2.1%
Total Number of Serious Injuries	7,164.7	7,441.8	+3.9%
Rate of Serious Injuries (per 100M VMT)	4.50	4.68	+4.0%
Total Number of Non-Motorized Fatalities & Serious Injuries	2,140.0	2,235.5	+4.5%

- The federal transportation safety (PM 1) targets must be updated annually.
- SCAG projects a reduction of about 2% in both the number (-1.7%) & rate (-2.1%) of collision-related fatalities from 2022 to 2023.
- However, an increase of about 4% is expected in both the total number (3.9%) & rate (4.0%) of serious injuries occurring on regional roadways.
- The combined total of non-motorized fatalities & serious injuries is projected to increase in the region by 4.5%.
- While regional traffic fatalities are trending downward, incidents resulting in serious injury & those involving pedestrians & bicyclists continue to increase.
- To improve regional safety performance, SCAG developed a High Injury Network to help local jurisdictions focus improvements where they are most needed.