

# GO HUMAN: RESILIENT STREETS TOOLKIT



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## INTRODUCTION

The *Resilient Streets* Toolkit is designed to build capacity for any jurisdiction to engage in a community-driven process to identify and implement street-level engagements. The toolkit offers insights that demonstrates viable and inclusive opportunities to reuse streets with resilient projects to help meet the social and environmental challenges of today, while building community capacity to engage in a more inclusive and holistic process so that resilience actions are guided by fundamental community values.

This toolkit complements SCAG's *Go Human* Campaign – an award winning and nationally recognized campaign to encourage traffic safety and active transportation. With the goals to 1) create safer streets; 2) increase active transportation use; 3) reduce greenhouse gas emissions; 4) improve public health; 5) support active transportation investments; and 6) change the reputation of the region, the *Go Human* Campaign has helped change the way that cities, neighborhoods, and residents engage with their built and social environment.

The SCAG region, like California and the nation, experienced a period of annual declines in traffic-related fatalities and serious injuries until 2012 when they began to steadily rise. On average between 2012 and 2016, 1,500 people are killed, 5,200 are seriously injured, and 136,000 are injured in traffic collisions each year. About 73 percent of those killed between 2001 and 2016 were in vehicles or on motorcycles, while the remaining 27 percent were walking or bicycling. This is disproportionate to their mode share, as only 12 percent of all daily trips are walking or biking trips.

This toolkit can be used as a guide to demonstrate various types of street treatments that promote bike and pedestrian safety and add

traffic calming measures in the public right of way in an effort to expand safety.

Funding for *Go Human* is provided by a grant from the California Office of Traffic Safety (OTS), through the National Highway Traffic Safety Administration.

## Goals & Purpose of Toolkit

The goal of this Toolkit is to help jurisdictions, cities, and communities design and implement viable community-driven *Resilient Street* engagements, using a variety of tools – including SCAG’s *Kit of Parts*, and other best-practice examples that can be adapted for jurisdictions to use.

This toolkit highlights tools and resources available to jurisdictions through SCAG’s *Go Human* Campaign that supports *Resilient Streets* projects. The *Go Human* Campaign supports jurisdictions in the SCAG region by providing safety and encouragement resources that include:

- Regional Advertising Campaign
- Co-Branding Opportunities – SCAG co-brands ads with partner logos for local outreach on lawn signs and banners (also in partnership with police departments & school districts)
- Safety workshops, webinars and toolbox resources, all recorded on topics such as accessing funding, policy, outreach and more, to advance active transportation in your communities
- *Kit of Parts* – Includes showcasing street treatments and innovative safety designs (protected bike lane, parklets, etc.) as opportunities to collect feedback and strengthen funding applications.

This Toolkit offers a framework to consider in the planning and implementation process that includes:

- Effective and meaningful community engagement to co-create a *Resilient Streets* framework
- Examples of *Resilient Streets* projects
- Potential funding opportunities
- Practical Lessons-learned

This toolkit focuses on equity as a primary consideration in *Resilient Street* activations. Projects and community engagement processes must recognize the historic impacts of social and racial inequities and strategies must identify opportunities to advance and support equity.

SCAG’s Board of Directors, on July 14, 2020, approved a resolution on Social and Racial Justice. This [resolution](#) can serve as a guide to jurisdictions in their efforts to build equity into *Resilient Streets* projects. SCAG’s resolution calls for actions from the Board, including declaring racism a public health crisis and the need to establish an equity committee. SCAG will prioritize funding efforts and targeted engagement from Black, Indigenous and People of Color communities in long term emergency resilience and COVID-19 recovery efforts.<sup>1</sup>

## **WHAT ARE *RESILIENT STREETS*?**

*Resilient Streets* is a framework for using street space for community resiliency, recovery, and resource delivery that prioritizes disadvantaged and vulnerable communities, such as Black, Indigenous and People of Color; frontline workers; and street vendors. This framework emphasizes community-driven co-creation, where community engagement is ongoing for a project.

Conceptualized during the COVID-19 pandemic, *Resilient Streets* can build a community’s capacity to respond and adapt to major challenges that affect how people engage with one another and with

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<sup>1</sup> <https://www.scag.ca.gov/committees/CommitteeDocLibrary/rcResolution206232.pdf>



their built environment. Projects can showcase how our neighborhoods and communities can strengthen connections and relationships between residents, local businesses, and other local stakeholders through shared actions to respond and adapt to meet collective challenges.

SCAG recognizes the shifting needs and priorities of communities across the region as a result of COVID-19. The *Resilient Streets* toolkit focuses on ways to implement on the ground changes based on these new needs in communities across the SCAG region. It has expanded the concept of traffic safety amid the efforts to reduce the transmission of the COVID-19 and recognize its unprecedented impact on our communities.

## HOW TO START PLANNING *RESILIENT STREETS* STRATEGIES

### [Begin with a community-driven process](#)

Meaningful public and community engagement processes are not only vital to the success of any *Resilient Street* implementation project, but they are also opportunities for community-based leadership and encourage civic engagement with local residents who are unfamiliar with or new to public participatory processes.

Any community engagement process must be rooted, at minimum, in the following set of principles:

- ❑ **AUTHENTICITY:** Residents and stakeholders shall guide decision-making. Avoid the “D.A.D.” model of public participation “Decide, Announce, Defend”. Ensure that the decision-making process includes opportunities and any technical resource for stakeholders to lead as informed participants. This could include providing technical assistance

to stakeholders on specific issues to build a more informed understanding of the decisions necessary for a project.

- **TRANSPARENCY:** Start with conversations – assessing priorities and needs. Aim to build an understanding that not all communities have equal access or capacity. Saying and acknowledging that disparities exist is critical.
  
- **CROSS-CULTURAL COMMUNICATION:** Engagement must be open and inclusive of all cultures, lifestyles, and economic statuses. Embrace cultural approaches to welcome and encourage involvement by all members of a community. In addition to providing language translation for meetings and collateral materials, it is important to understand that the use of streets and the public right of way vary community by community. Some uses of streets are opportunities for economic development (ie. Street vending) and social interactions (i.e plazas) that must be taken into consideration in the design and implementation of *Resilient Streets* projects.
  
- **PARTNERSHIP & COLLABORATION:**  
It's not a one-way conversation. Build a big tent – explore unlikely partnerships (not only the usual folks you reach out to).
  
- **CREDIBILITY:** Bring in community leadership and experience.
  
- **ACCOUNTABILITY:** Follow-through and implement consistent check-ins.
  
- **EQUITY:** Make equity a guiding goal in all projects, and understand how the historically context of communities of color have faced have influenced the decision-making process.

## What are the questions to ask at the beginning of any *Resilient Street* engagement project or process?

- What community would you like a *Resilient Street* project to serve?
- What is your strategy for determining current community needs?
- How can streets be used to support community needs?
- What are some of the current best practices, and how can we learn from them?
  - Access to COVID-19 testing, essential services, resource distribution, transit hubs, and others

## What can community engagement actually look like?

There are several forms of community engagement strategies that can be used to inform *Resilient Streets* activations.

### Informing and Partnering with Community Stakeholders

- Community-wide public meetings: Community-wide public meetings can offer an opportunity to reach a wide cross-section of the community and can serve as an initial step in communicating the intent and scope of the *Resilient Streets* activation. This process can also serve as an initial step in hearing both the opportunities and challenges related to a project, and any other potential partnerships and collaborations related to *Resilient Streets* activation projects.
- Individual Communications with key stakeholder leaders: Targeted and informal discussions with key community stakeholders and leaders can offer opportunity to engage interest, and any other potential opportunities, challenges, and partnerships related to a *Resilient Streets* activation project. These discussions should occur early as to inform a scoping and planning strategy for the project.

- Door-to-Door Outreach:  
Targeted door-to-door outreach to gather first-hand community feedback to an existing or potential project.

Tools to identify communities where benefits of *Resilient Streets* Activation are needed:

- A community driven process should be prioritized when determining the location(s) and type(s) of *Resilient Street* programming. Outcomes from public meetings and outreach should be used as the main driver in the decision-making process for project selection, location and implementation.
- In conjunction with community input, a secondary step to identify potential locations for *Resilient Streets* Activations, jurisdictions can use the following tools that can help prioritize community locations based on various types of indicators of vulnerability and risk (i.e. high rates of traffic related accidents; environmental justice areas; and public health indicators).

Tools that Identify High Incidences of Traffic Accidents

- High Injury Network Maps: In some cities and regions, High Injury Network (HIN) Maps exist to highlight streets where the highest concentrations of traffic deaths and severe injury crashes occur. These HIN maps are useful as supplemental tools to help identify priority corridors and intersections that can benefit from *Resilient Streets* activation projects, and helps in identifying streets with a higher risk of injury than other streets. Here are a few examples of HIN maps:
  - City of Los Angeles [High Injury Network Maps](#)<sup>2</sup>: This tool was developed by the Los Angeles Department of Transportation (LADOT) and focuses comprehensive safety improvements on a subset of the HIN where the highest concentrations of traffic deaths and severe injury

<sup>2</sup> <https://ladotlivablestreets.org/programs/vision-zero/maps>

crashes occur, represented by the Priority Corridors and Intersections.

- SCAG Regional HIN Maps<sup>3</sup>: This tool highlights a regional stretch of roadways where the highest concentrations of collisions occur on the transportation network.

### Tools for Environmental Justice communities – vulnerable areas of disproportionate environmental pollution:

- CalEnviroScreen<sup>4</sup>: CalEnviroScreen was developed by the State of California Environmental Protection Agency’s (CalEPA) Office of Environmental Health Hazard Assessment (OEHHA) as a “screening methodology that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution. In the context of *Resilient Streets* activation projects, CalEnviroScreen can be used as another supplemental a tool to identify communities most at risk (i.e. environmental justice communities) and where the benefits of *Resilient Streets* activations.

### Tools that Identify Public Health related vulnerabilities

- The California Healthy Places Index (HPI)<sup>5</sup> was developed by the Public Health Alliance of Southern California that includes an interactive map, graphs, data tables, and policy guide with practical solutions for improving community conditions and health. This tool can assist in exploring local factors that predict life expectancy and comparing community conditions across the state.

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<sup>3</sup> <http://maps.scag.ca.gov/hin/index.html>

<sup>4</sup> <https://oehha.ca.gov/calenviroscreen>

<sup>5</sup> <https://healthyplacesindex.org/>



## ***GO HUMAN KIT OF PARTS***

### *What is the Kit of Parts and how can it be used for Resilient Streets Activations?*

As mentioned earlier, *Resilient Streets* Activations are about using street space for community resiliency, recovery, and resource delivery that prioritize disadvantaged and vulnerable communities. There are a number examples throughout the SCAG region (see section on “Examples Of *Resilient Street* Engagement Projects”) where temporary infrastructure was used demonstrate benefits.

As a resource, SCAG’s *Kit of Parts* can be used as temporary infrastructure to meet the goals and objectives of a jurisdiction’s project. SCAG’s *Go Human Kit of Parts* consists of 5 different street treatments that when combined create a temporary Complete Street demonstration. In addition to supporting a street event, these pop-up materials can be used to demonstrate safety infrastructure as part of a *Resilient Streets* project, and to solicit feedback from communities. The *Kit of Parts* are intended only to be used for a few days and are not intended to be installed without staff oversight during the entire duration of the demonstration.

Equity and community input should be a main driver in deciding where and which treatments to use. SCAG’s [Go Human Campaign](#)<sup>6</sup> has a number of community-centered checklists that can serve as a useful guide to gain a better understanding of active transportation and safety issues impacting communities. Within SCAG’s *Go Human Campaign toolbox*<sup>7</sup> (i.e. factsheets, checklists, and case studies), it highlights the following set of checklist and other tools:

- [Community Walkability Checklist](#)<sup>8</sup>

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<sup>6</sup> <http://gohumansocal.org/Pages/Toolbox.aspx>

<sup>7</sup> <http://gohumansocal.org/Pages/Toolbox.aspx>

<sup>8</sup> <http://gohumansocal.org/Documents/Tools/Useful-CommunityWalkabilityChecklist.pdf>

- [Community Bikeability Checklist](#)<sup>9</sup>
- [Health and Equity](#)<sup>10</sup>

The community engagement checklist above can be used as a starting point. This [Kit of Parts](#) guide provides additional details on the street treatments available.

## How can the *Kit of Parts* be used to support *Resilient Streets* engagement projects?

There are a number of *Kit of Parts* street treatment materials available that can be used to support *Resilient Streets* engagement projects. Each street treatment includes an educational sign that describes the treatment in English and Spanish. There is also a feedback/survey form available to assess support for designs and get other feedback.

The types of pop-up street treatments in the *Kit of Parts* include:

**Parklets** — also known as curbside seating or street seats — are small street plazas that extend the sidewalk and create more space to eat, relax, and hang out. They can include sidewalk extensions that are repurposed one or more parking spaces or lanes, often installed as curb-height platforms. They can offer space for myriad uses, including providing additional seating, shade, green space, space for physical distancing, or public art in commercial districts.



<sup>9</sup> <http://gohumansocal.org/Documents/Tools/Useful-CommunityBikeabilityChecklist.pdf>

<sup>10</sup> <http://gohumansocal.org/Documents/Tools/MakingTheCase-HealthEquity.pdf>

**Curb Extensions:** Curb extensions or bulb-outs make crossing the street shorter, safer and easier. They narrow the street, slowing down traffic to keep everyone safe. According to the National Association of Transportation Officials (NACTO) “Curb extensions visually and physically narrow the street, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. They may be implemented on downtown, neighborhood, and residential streets, large and small. Curb extensions increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians.”<sup>11</sup>



**Artistic crosswalk:** Artistic Crosswalks promote pedestrian safety with high visibility designs that are functional and artistic. These can be utilized in areas with high pedestrian activity, especially in commercial corridors, that may have long stretches without traffic signals or crosswalk.



<sup>11</sup> <https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/>

**Separated bike lane:** A Separated Bike Lanes create more space between cars and people on bikes, improving safety and comfort for everyone.

Streets with protected bike lanes saw 28 percent fewer injuries per mile than comparable streets with no bike infrastructure. People were also 2.5 times more likely to bike on the protected lanes than in general travel lanes.<sup>12</sup>



The separated bike lane:

- Provides a more comfortable experience on high-speed and high-volume roadways than on-road shoulders.
- Offers more space to ride in areas with a high-volume of pedestrians, when paired with sidewalks.
- Increases the degree of connectivity over a side path, when configured as a one-way directional facility on both sides of the street.
- Can provide a safe space for cyclists in the street, preventing any conflicts that may arise between cyclists and pedestrians on a sidewalk<sup>13</sup>

### **Median refuge island:**

Median Refuge Islands are protected spaces in the center of the street that shortens the crossing distance and exposure to traffic for a bicyclist or pedestrian. Refuge islands also calm traffic by narrowing the



<sup>12</sup> <https://injuryprevention.bmj.com/content/17/2/131.full>

<sup>13</sup> <https://ruralsdesignguide.com/physically-separated/separated-bike-lane>



roadway. Median refuge islands can reduce pedestrian crashes by 56%<sup>14</sup> by making crossing the street easier and safer. Pedestrian refuge islands shorten the crossing distance and allow people walking and biking to navigate one direction of traffic at a time.

## **HOW TO ADAPT COMPONENTS OF *KIT OF PARTS* FOR *RESILIENT STREETS* PROJECTS**

Each of the various types of *Kit of Parts* components offer ‘turn-key’ and ‘temporary’ infrastructure that can be used as-is or adapted for a *Resilient Streets* project.

In selecting a *Kit of Parts* component, there are several practical considerations that will need to be taken into account early in the *Resilient Street* project identification process. It is important to note that the *Kit of Parts* components also address traffic safety goals, as the use of different *Kit of Parts* components are intended to address multiple traffic safety measures. For example, Median Island Refuges have helped reduce pedestrian related incidents by 56%; and protected bike lanes have been shown to reduce bike related injuries by 28% per mile.

### **Practical considerations and tips for identifying potential locations for the components**

#### **Parklets**

Parklets increase available open space for communities without easy access to parks and other safe outdoor spaces, which may detrimentally affect mental health. This element provides shade and physically distant seating, and jurisdictions can use the Parklet to mitigate the heat island effect. If used in conjunction with outdoor dining, the Parklet should especially support local, Black-, Indigenous-, or Person of Color-owned businesses. Often

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<sup>14</sup> [https://safety.fhwa.dot.gov/provencountermeasures/ped\\_medians/](https://safety.fhwa.dot.gov/provencountermeasures/ped_medians/)



neighborhood landmarks, these businesses can contribute to community resilience.

- Location: Parklets can occupy parking spaces, street medians, traffic triangles, repurposed travel lanes and parking lots or excess asphalt space at angled or irregular intersections in commercial or residential areas.
- Size: From a couple of parking of spaces to spaces extending along the length of a block, to larger spaces occupying entire parts of a block.
- Shape: Linear, square, rectangular, triangular, or irregular
- Type of activity: Passive or active recreation. <sup>15</sup>
- The *Kit of Parts* Parklet includes umbrellas for shade, and bollards and pedestals that can be used for seating.

## Protected bike lanes

- Protected bike lanes can be used to show communities and neighborhoods the feasibility of biking as an alternative form of transportation, both for recreation and essential travel. Particularly during the COVID 19 environment, an outdoor travel setting may be seen as a safer option.
- Can be used as part of *Resilient Streets* setting to provide safer access for people that cycle to essential services like food distribution locations, community refrigerators, grocery stores or other mutual aid activities to support resource delivery.
- Can be used to connect residential neighborhoods to essential services.
- From a functional perspective, protected bike lanes require a wide street to provide enough space for a designated separation for the bike lane, using the *Kit of Parts* railings and flag bollards to create a visible and safe area for cyclists.

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<sup>15</sup> [https://nacto.org/docs/usdg/reclaiming\\_the\\_right\\_of\\_way\\_brozen.pdf](https://nacto.org/docs/usdg/reclaiming_the_right_of_way_brozen.pdf)

## Artistic Crosswalks

Artist crosswalks provide high visibility, which can lead to an increased level of safety for pedestrians, particularly in areas identified as part of a high injury network. By increasing the visibility of a crosswalk, pedestrian confidence can be elevated, and can add value to increasing walking as a mode of recreation and essential travel.

Potential locations for artistic crosswalks include:

- Areas with heavy pedestrian activity, where there are long stretches without designated crosswalks.
- Proximity to locations with vulnerable pedestrian groups, such as schools, hospitals, senior or recreation center, libraries and parks.
- Locations that can serve a multi-use path or trail, such as where a trail crosses a street at a mid-block location.
- Can be used in a *Resilient Streets* setting to provide safer pedestrian access to essential services such as grocery stores, medical centers and pharmacies. Can also provide more space for physical distancing when crossing.
- The *Kit of Parts* artist crosswalk includes colorful mesh strips that provide a bright and visible crossing in the street, and can be used to brighten an existing crosswalk, or taped down to create a temporary new crossing.

## Curb Extensions

Similar to artistic crosswalks, curb extensions, particularly in areas identified as part of a high injury network, can offer an increased level of safety for pedestrians due to the high visibility and added temporary infrastructure provided by the barriers.

- Curb extensions should be demarcated from the existing street space using temporary curbs, bollards, planters, and/or striping.

- Be mindful of existing infrastructure (i.e. fire hydrants) and whether the location of curb extension requires relocating existing infrastructure to meet public safety needs.
- The *Kit of Parts* includes modular planes and curved end pieces that create the curb extensions and can be used in a *Resilient Street* setting to provide additional space for queuing while maintaining a safe distance from others.
- Decorative circles can be used to demarcate queuing locations to ensure people stay 6' apart.

## Median Island Refuge

A Median Island Refuge adds another layer of public safety features that provide pedestrians and cyclists with an increased level of confidence to use the streets. A Median Island Refuge can be used in a *Resilient Street* setting to support safer crossings in commercial areas when traveling to essential services such as supermarkets, pharmacies, food distribution sites, or to provide safe access to BIPOC owned businesses.

Identifying locations could include<sup>16</sup>:

- Where a bikeway crosses a moderate to high volume or high-speed street.
- Along streets with high bicycle and pedestrian activity.
- Along streets with few acceptable gaps to cross both directions of traffic.
- At signalized or unsignalized intersections.
- Where it is desirable to restrict vehicle access, a median can double as a diverter to prevent cut-through traffic on a bicycle route.
- The *Kit of Parts* Median Island planes, pedestals and stanchions can be set up alongside the Artistic Crosswalk, to provide a designated safe space for crossing and physical distancing at larger intersections located near essential services.

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<sup>16</sup> <https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/median-refuge-island/>

## Logistics for installation and breakdown:

1. **How to Reserve the *Kit of Parts*:** This survey provides information on the *Kit of Parts* [here](#).
  - Note: Typically the *Go Human* team needs 4 weeks lead time in order to coordinate, schedule, and plan for a demonstration. After approval, partners will be required to sign a renter agreement and to provide proof of insurance.

## 2. **Transportation and Storage Considerations:**

Each jurisdiction is responsible for the pick-up and transport of the *Kit of Parts* components.

### A La Carte Use:

If you are considering using only select design treatments from the *Kit of Parts*, contact SCAG staff:

- SCAG does not assist with loading or unloading any of the design treatment pieces. Applicant is required to provide assistance.
- Requires a 16' truck or truck rental for both pick up and drop off
- Upon pick-up of Storage of *Kit of Parts* components, the jurisdiction must ensure the safe storage of the components.

### Use of all 5 Treatments:

To create a Complete Street, partners are encouraged to utilize all 5 street treatments. Partners must be able to storing a 7.5' x 16' x 7.5' container at the event location, the *Kit of Parts* can be delivered to your site:

- Partners will be required to coordinate delivery and pick up with a Pack Rat representative 3 weeks prior to the event.
- Once the container is delivered, it will remain in the drop off location until the scheduled pick up.
- Please note that delivery and pick up times are not exact – we recommend scheduling delivery a day prior to the event and pick up a day after the event.
- Delivery / Pick up is only available Monday through Saturday.

### 3. Set up and Staffing Requirements:

- A detailed set of instructions for set-up and breakdown for each of the *Kit of Parts* components will be provided by SCAG and must be followed to ensure the safe assembly and use of the components.
- It is recommended that appropriate number of staff is available for the set-up and breakdown of each of the *Kit of Parts* components. Below is a recommended minimum number of staff needed for set-up of each of the treatments.
- Once installed, it is recommended that at least 2 staff members is assigned to ensuring the maintenance and proper use of the components during the duration of the street engagement activity.

#### Artist Crosswalk:

- Dimensions : 11 ft x Varies  
Individual strips : 11' x 3'
- Advised Number of Installers: 4
- Estimated Install Time : 45 mins

#### Protected Bike Lane:

- Dimensions : 5 ft min x 520 ft
- Advised Number of Installers: 2
- Estimated Install Time : 45 mins

#### Curb Extensions:

- Dimensions : (2) 6 ft x 23 ft
- Advised Number of Installers: 2



- Estimated Install Time : 30 mins

Parklets:

- Dimensions: 6ft x 24ft
- Advised Number of Installers: 2
- Estimated Install Time : 25 mins

Median Refuge Islands:

- Dimensions : 6 ft x 47 ft
- Advised Number of Installers: 2
- Estimated Install Time : 20 mins

4. Other requirements:

- Upon completion of using the *Kit of Parts*, each jurisdiction is required to complete an evaluation questionnaire provided by SCAG no later than 30 days after returning the *Kit of Parts*.

## EXAMPLES OF *RESILIENT STREETS* ENGAGEMENT PROJECTS

The following implemented examples of *Resilient Streets* engagement projects that include, Streets for resource delivery, Slow streets, Streets for outdoor dining/retail; Open streets (or commercial street closure).

### *Resilient Street* Projects that promote local economic recovery

#### Outdoor Dining & Open Streets (Commercial closures for Small Business)

**City of Oakland Flex Streets<sup>17</sup>:** The City of Oakland is exploring how to provide opportunities for economic revitalization and community engagement through creative and flexible uses of sidewalks, parking lanes and streets. The initiative streamlines permitting requirements to provide additional space for Oakland businesses to operate outdoors, on the sidewalk, in the street and on privately



<sup>17</sup> <https://www.oaklandca.gov/resources/business-use-of-streets-and-sidewalks-initiative>

owned parking lots. In order to advance racial equity, the City prioritized applications for vulnerable businesses of color. They also provided additional technical support to these businesses to help with the application process, street design and purchasing of materials. The city released an online survey for businesses and the community to provide feedback on this initiative so that it can continue to evolve based on the needs of the community. There is no fee to participate in this program, but businesses are required to provide general liability insurance to the City. Parking lane closures are determined based on feedback from business owners and community stakeholders. Traffic engineers are developing a roster of potential closures based on that feedback. Funding source unknown.

Photo: Oakland Chinatown Chamber of Commerce – Street Fest Fridays – Credit Ricky Rodas

## City of West Hollywood – OUT Zones<sup>18</sup>

Outdoor Use Temporary Zones (OUT Zones) provide outdoor space in public rights-of-way for restaurants, shops, and personal care



establishments to operate outside. The program also consists of an online [business directory](#) with links to each business participating in the program. OUT

Zone permits are free for applicants and all parking requirements have been temporarily waived, but each business must provide general liability insurance to the city. Businesses can participate by

<sup>18</sup> <https://www.weho.org/city-government/city-manager/business-development/outzones>

[applying online](#), with a 14 day turnaround for approval. The city provides a webinar with program and application details, and a step by step guide for creating site plans. Locations for activations are driven by business applicants. This program was funded through the City's General Fund. The City of West Hollywood worked closely with the West Hollywood Chamber of Commerce on outreach, to ensure that all businesses were aware of the program opportunities. Note: The City of West Hollywood is under 2 sq miles, making the outreach and engagement process to all businesses in the city more attainable.

Photo from WeHo Times

### City of Los Angeles – LA Al Fresco Program<sup>19</sup>

The LA Al Fresco Program allows restaurants to expand their dining onto the sidewalk, parklets, parking lanes, parking lots and in the street. The program is conducted through a fee free online application process, allowing businesses to self-certify for sidewalk and parking lot expansions. The City provides traffic control equipment free of charge. Locations are determined



based on applicant need, and Department of Transportation approval. Initial business outreach was done via Council Offices and social media. In the second phase of the program, 55% of program resources will be directed to BIPOC (Black, Indigenous, people of color) businesses or located in areas that have experienced

<sup>19</sup> <https://ladot.lacity.org/coronavirus/apply-al-fresco>

disproportionate job loss due to COVID-19. The City of LA has hired a consultant to do targeted outreach to these groups. The city has also made a concerted effort to include street vendors in this program. To do so, the city is working with a local non-profit that organizes on behalf of LA Street vendors - all permitted street vendors can apply to use the right of way, just as a restaurant would. This program was initially funded with reallocated Transportation and Open Streets dollars, and the Mayor's office will be asking the Los Angeles City Council for additional funds to keep this program going.

### City of Long Beach Business Open Streets Initiative <sup>20</sup>

The Business Open Streets program temporarily transforms public areas into safe spaces for physically-distanced activities. Businesses including restaurants, salons, and gyms can work with the City to temporarily expand onto the sidewalk or street adjacent to their business with temporary parklets. In addition, the City of Long Beach



implemented several temporary full commercial street closures including in their Downtown area on Pine Street - providing an opportunity for multiple businesses to set up in the street. Businesses can apply for this program [online](#) on their own, or in partnership with a BID. The City has also created a [simple toolkit](#) for businesses to use when developing their site plans. The application is free and the City will provide the necessary traffic equipment.

<sup>20</sup> <http://www.longbeach.gov/goactivelb/programs/temporary-open-streets/business-open-streets/pine-avenue-closure-phase-1>  
<http://www.longbeach.gov/goactivelb/programs/temporary-open-streets/>



Restaurants are required to provide all other items such as furniture, parklet decks, umbrellas etc. Locations for in street parklets are based on each business application and must be reviewed for safety by the Departments of Public Works, Fire, Police, the Office of Special Events, and the respective City Council offices for approval. CARES Act funding was used to support this program. Equity is at the center of this program, prioritizing areas and populations that have been hit hardest by COVID19<sup>21</sup>. Chambers and Business Districts have helped spread the word about this program.

Photo: Go Active Long Beach Twitter

## **Resilient Streets Projects that promote safe (space to properly stay physically distanced) active recreation**

### **Slow Streets, Modified Open Streets & Streets for Resource Delivery**

#### **City of Oakland Slow Streets<sup>22</sup>**

The City of Oakland Slow Streets Program is intended to support safe physical activity by creating more space for physical distancing for all Oaklanders by declaring that all Slow Streets with and without soft closure barriers are closed to through traffic so that people can more comfortably use these low-traffic streets for



<sup>21</sup> <https://www.lbchamber.com/covid-19/>

<sup>22</sup> <https://www.oaklandca.gov/projects/oakland-slow-streets>

physically distant walking, wheelchair rolling, jogging, and biking all across the City. The city chose the initial Slow Street locations based on current and proposed neighborhood bike routes that were previously developed with community input. The program was designed to be flexible, and focused on equity to ensure that it was meeting the needs of the community. After the initial launch, the city developed an online survey to get community feedback, and met with community partners and advocates in key neighborhoods. This feedback was critical to the success of the program and led to some key changes – the City stopped choosing the Slow Street locations, and instead only implement new Slow Street corridors that arose from community partnerships. The program also expanded to include the Essential Places program which added quick-build, traffic safety infrastructure near grocery stores, health clinics, and food distribution sites (see more below). The Slow Streets program is self-enforced, with the City providing the necessary traffic equipment. The city has put together an interim findings report on the program offering an overview, data and next steps<sup>23</sup>.

Oakland Slow Streets - Photo from City of Oakland website

## City of Oakland - Essential Places<sup>24</sup>

The Essential Places program is an extension of the Oakland Slow Streets Program. After receiving feedback from residents on the Slow Streets program, the City expanded the program to include intersection improvements that support residents' safe access to essential services such as grocery stores, food distribution sites and COVID-19 test sites. These locations overlay with the city's High Injury



<sup>23</sup> <https://cao-94612.s3.amazonaws.com/documents/Oakland-Slow-Streets-Interim-Findings-Report.pdf>

<sup>24</sup> <https://www.oaklandca.gov/news/2020/5-22-20-oakland-slow-streets-continues-adapting-to-residents-needs-launches-first-essential-places-installation-in-east-oakland>

Network and high priority neighborhoods according to equity indicators such as race and income<sup>25</sup>. Quick build safety infrastructure is used in these locations to make the program flexible, effective and inexpensive. Locations were determined based on community need, with equity at the center of this program. Additional details about the initial findings from this program are available [here](#). Funding source unknown.

Photo from City of Oakland website

## City of LA Slow Streets<sup>26</sup>

The Los Angeles Slow Streets program closes residential streets to through traffic as a way to provide residents with more space for recreational activities while continuing to stay physically distant from others. Rather than having the City select the slow street locations, neighborhood and community organizations can apply to participate in the program through an online application process, submitting their preferred routes for LA Department of Transportation (LADOT) approval. LADOT recommends that the slow streets in a neighborhood covers between 10 and 25 intersections or street segments, but no more than 2 miles of streets. Closures of less than 10 blocks are not recommended, as these closures are often too small to facilitate active use. Sponsor organizations coordinate volunteers in each neighborhood slow street to monitor the barricades, ensure that they remain in place, and communicate any issues to the City. Community engagement for this program will be prioritized in low-income communities and communities lacking access to parks and



<sup>25</sup> <https://cao-94612.s3.amazonaws.com/documents/Oakland-Slow-Streets-Interim-Findings-Report.pdf>

<sup>26</sup> <https://ladot.lacity.org/coronavirus/apply-slow-street-your-neighborhood>

open space. The City developed an online survey to gain community feedback on the program. To date more than 50 miles of Slow Streets have been implemented.

## New York City Open Streets<sup>27</sup>

The city has opened up 100 miles of streets to allow for greater physical distancing and recovery during the pandemic. Their program is broken down into several categories to support different groups and



needs during COVID 19: Open Streets for social distancing (outdoor recreation), open streets restaurants ([outdoor dining](#)), cool streets (for recreation, activating cooling features in certain areas), Outdoor



Learning Streets<sup>28</sup> (outdoor classrooms) and play streets (creative play space).<sup>29</sup> Despite the wide array of programs, success seems to be varied depending on the location. New York based Transportation Alternatives has put together a detailed progress report<sup>30</sup> to

study the outcomes of this program, noting some large issues with the cities equity approach. Open street pop up bike lanes were not distributed equitably to areas with the most need, and many Open

<sup>27</sup> <https://www1.nyc.gov/html/dot/html/pedestrians/openstreets.shtml>

<sup>28</sup> <https://www1.nyc.gov/html/dot/html/pedestrians/outdoorlearning-streets.shtml>

<sup>29</sup> <https://theurbanactivist.com/idea/play-streets-in-new-york-a-safe-haven-designed-to-thrive/>

<sup>30</sup> <https://www.transalt.org/open-streets-progress-report>



street recreational locations were implemented near existing parks, not in areas with the most need for additional outdoor space. This program is still evolving, trying to address the wide array of needs in the City.

Photo above Street Lab - A prototype of a newly designed, no-touch obstacle course to support safe, hands-free play for children on the streets. (Photo: Gardiner Anderson/for New York Daily News)

## NACTO Streets for pandemic response and recovery - grantees<sup>31</sup> and resources guide<sup>32</sup>

To support cities as they adapt public space to provide health services information to residents, create space for safe mobility, and bolster local economies, NACTO has selected ten community-based projects to receive Streets for Pandemic Response and Recovery funding.

Follow along to see how these projects move forward in the months to come. The grant projects all align with the various *Resilient Street* project types.



NACTO also created a useful Streets for [Pandemic Recovery and Response guide](#) to use as a resource as you rethink the best ways to utilize your street space during these unprecedented times. They break down various street response scenarios (critical response, safe crossings, slow streets etc.) many of which can be implemented

<sup>31</sup> <https://nacto.org/program/streets-for-pandemic-response-and-recovery-grant-program/>

<sup>32</sup> <https://nacto.org/publication/streets-for-pandemic-response-recovery/>

using the *Kit of Parts*. Each strategy outlines best practices for planning, engagement, design/implementation and monitoring.

Photo of NACTO streets for Critical Services design

## FUNDING OPPORTUNITIES

Finding resources to implement *Resilient Streets* engagement projects can be challenging, particularly in a time when public resources are shrinking and community needs are growing. However, with some creativity, planning, and resiliency, potential funding partners do exist.

The following are a set of funding resources that may connect to the overall goals and objectives of *Resilient street* projects. The eligibility requirements for each of the funding sources vary and may change given the changes dynamics of COVID-19 pandemics. The links to the respective funding source below will offer the most up-to-date information on eligibility.

	ABOUT	ELIBILITY	LINK
<b>FOUNDATIONS</b>			
<b>S. Mark Taper Foundation</b>	The S. Mark Taper Foundation, founded in 1989, is a private family foundation dedicated to enhancing the quality of people’s lives by supporting nonprofit organizations and their work in our communities.	non-profit 501 c (3) organization that provides services in any of the following eight Southern California counties of: Los Angeles; Imperial Orange; Riverside; San Bernardino; San Diego; Santa Barbara;Ventura	<a href="http://www.smtfoundation.org/application.html">http://www.smtfoundation.org/application.html</a>
<b>California Community Foundation</b>	Systemic solutions addressing the root causes of the most pressing issues facing Los Angeles	Grant applications are considered from 501(c)(3) nonprofits whose work is aligned with their mission and priority areas.	<a href="https://www.calfund.org/about-ccf/#wwf">https://www.calfund.org/about-ccf/#wwf</a>

	ABOUT	ELIBILITY	LINK
	County.	Organizations must be located within, and primarily of service to residents of, Los Angeles County. Exceptions may be made for regional, statewide or national public policy efforts benefiting a substantial portion of the local population.	
	<b>CORPORATE SPONSORSHIPS</b>		
<b>Southern California Edison</b>	Using shareholder funds from our parent company, Edison International supports local organizations that help our communities shine bright while tackling tough issues such as improving air quality and reducing our carbon footprint on Earth.	Local organizations that help communities shine bright while tackling tough issues such as improving air quality and reducing our carbon footprint	<a href="https://www1.sce.com/nrc/CommunitySponsorshipGrantApp.pdf">https://www1.sce.com/nrc/CommunitySponsorshipGrantApp.pdf</a>  <a href="https://www.sce.com/about-us/community">https://www.sce.com/about-us/community</a>
<b>Sempra Energy</b>	Programs that falls into one of the following priority areas of: Climate Action, Diversity and Inclusion, Economic Prosperity and Local Support	Community-based nonprofit organizations with an IRS tax except status	<a href="https://www.sempra.com/corporategiving">https://www.sempra.com/corporategiving</a>  <a href="https://www.sempra.com/corporate-giving-guidelines-faq">https://www.sempra.com/corporate-giving-guidelines-faq</a>
<b>Amgen</b>	Amgen Charitable Donations and Sponsorships are focused on humanitarian, social, education and community	Nonprofit organizations that are recognized by the Internal Revenue Service as tax-exempt public charities under sections 501(c)(3) and 509(a)(1), (2), (3) of the Internal Revenue Code,	<a href="https://www.amgen.com/responsibility/grants-and-giving/non-healthcare-donations-and-sponsorships/">https://www.amgen.com/responsibility/grants-and-giving/non-healthcare-donations-and-sponsorships/</a>



	ABOUT	ELIBILITY	LINK
	programs.	organizations qualified as a tax-exempt charitable organizations under section 1101.01(4) of the Puerto Rico Internal Revenue Code, and governmental organizations located in the United States where the purpose of the grant is to support a charitable, educational, scientific or literary purpose will be considered for donations and sponsorships.	
Citi Foundation	The mission of the Citi Foundation is to promote economic progress and improve the lives of people in low-income communities around the world. We invest in efforts that increase financial inclusion; catalyze job opportunities for youth; and reimagine approaches to building economically vibrant communities.	Community groups, nonprofits, and public sector agencies (local governments)	<a href="https://www.citigroup.com/citi/foundation/about/2020-Citi-Foundation-Guidelines.pdf">https://www.citigroup.com/citi/foundation/about/2020-Citi-Foundation-Guidelines.pdf</a>
Northrop Grumman	Northrop Grumman seeks to support and strengthen the communities in which our employees work and live. In addition to in-kind and volunteer resources, Northrop Grumman works to make the lives of the people in our communities better,	State and government accredited schools and 501(c)(3) nonprofit organizations	<a href="https://www.northropgrumman.com/corporate-responsibility/corporate-citizenship/corporate-contributions-guidelines/">https://www.northropgrumman.com/corporate-responsibility/corporate-citizenship/corporate-contributions-guidelines/</a>

	ABOUT	ELIBILITY	LINK
	safer, and more successful and resilient.		
Anthem	Anthem’s community sponsorships support fundraising events, smaller-scale programs and mission priorities that align with and promote our Healthy Generations program.	The organizations that are those classified by the Internal Revenue Service as tax-exempt public charities under section 501(c)(3).	<a href="https://www.anthemcorporateresponsibility.com/funding-options">https://www.anthemcorporateresponsibility.com/funding-options</a>
Kaiser Permanente	Kaiser Permanente’s grants and event sponsorships are offered to nonprofit organizations, government entities, and academic institutions based on current funding priorities and the location of their programs and services.	Nonprofit organizations and governmental entities	<a href="https://community.kp.org/grants-and-volunteering/funding-opportunities">https://community.kp.org/grants-and-volunteering/funding-opportunities</a>
<b>PUBLIC SECTOR</b>			
LA Metro	Metro’s Open Streets Program	Cities and counties within LA Metro region	<a href="https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/">https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/</a>
Metropolitan Water District	Metropolitan created the Community Partnering Program in 1999. It provides sponsorships for	Local, regional, state and national organizations with a Sec. 501(c) 3 tax status, nonprofit educational institutions and public	<a href="http://www.mwdh2o.com/inthecommunity/community-outreach">http://www.mwdh2o.com/inthecommunity/community-outreach</a>

	ABOUT	ELIBILITY	LINK
	community-based organizations including nonprofit groups, professional associations, educational institutions and public agencies.	agencies may submit a proposal for a sponsorship	
<i>SCAG Go Human Mini-Grants</i>	The Local Community Engagement and Safety Mini-Grants (Mini-Grants) expand the concept of traffic safety amid the efforts to reduce the transmission of the novel coronavirus (COVID-19) and recognize its unprecedented impact on our communities.	Community-based organizations, non-profits, artists, students and creators may propose projects for consideration	<a href="http://gohumansocal.org/Pages/Mini-Grants.aspx">http://gohumansocal.org/Pages/Mini-Grants.aspx</a>

## Lessons Learned

In this era of the COVID-19 pandemic, it is clear that all communities are impacted by social and economic challenges. While the COVID-19 pandemic leaves no community untouched, we recognize that some communities are more impacted than others. In communities where the impacts of historic inequities of lack of investment due to issues of race and income, the impacts of COVID-19 become even more pronounced. While our current social environment continues to shift on a daily basis, one thing is clear, the progress we have made to make equity a priority in our all of our public decision-making must continue.

At the core of the *Resilient Streets* activation projects is the positive impact on the quality of life of residents. *Resilient Streets* activation projects offer a host of opportunities where residents reimagine and reconnect with each other and with their community. It promotes collaboration towards a collective goal to build stronger and healthier communities. Toward that end, it is important to recognize that successful *Resilient Streets* activation projects are ones that:

- Prioritizes safety, and particularly in our COVID-19 pandemic environment, meets the public safety guidelines of our public health agencies.
- Realizes the priorities of communities and where meaningful community engagement, while challenging at times, also builds trust.
- Makes equity and inclusion the fundamental driver early in the planning process to ensure that both are prioritized in the beginning of any scoping and planning. The outcomes of a project must reflect the needs and wants of the community, while ensuring that equity and inclusion remain central to the project planning.
- Inspires imagination for some potential permanent infrastructure changes defined by the community.

SCAG's *Go Human* Campaign's commitment to building a healthier, a safer, and a more connected region will move Southern California towards a more sustainable future.