Meeting Recording

- http://scag.adobeconnect.com/p67qmn91qxo/

Active Transportation Working Group

July 20, 2016

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
50 YEARS

Agenda

- 2017 ATP Regional Program/Sustainability Planning Grant Active Transportation Call for Projects
- OCCOG Complete Streets Handbook and Funding Toolkit
- Health and Economic Impact Study
- Active Transportation Database
- Go Human Update
- Other Funding Opportunities

2017 ATP Regional Program/Sustainability Planning Grant Active Transportation Call for Projects

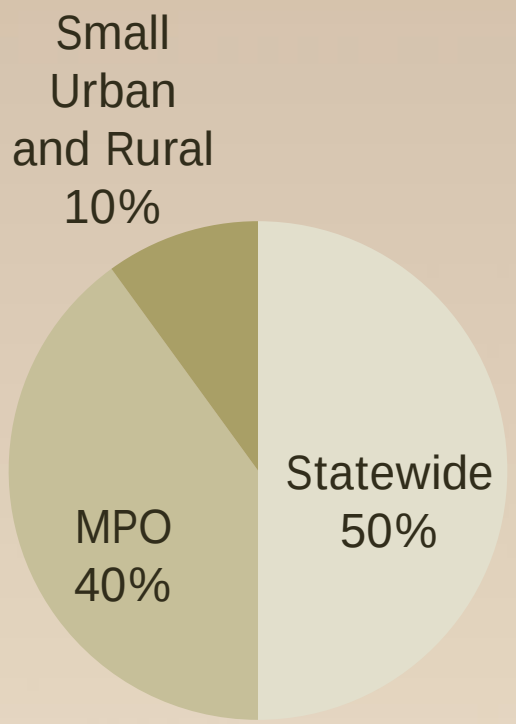
July 20, 2016

Stephen Patchan
Active Transportation and
Special Programs

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
50 YEARS

2017 Active Transportation Program

- 3 Funding Programs
- Cycle 3 total funds=~$240 M
- Funding Breakdown:



SCAG Regional Program

- $50 million
- Fiscal Years 2019-2020, 2020-2021

2017 ATP Regional Guidelines

- June 7, 2016: SCAG Regional Guidelines were approved by SCAG Regional Council.
- August 17, 2016: SCAG Regional Guidelines will be approved by the California Transportation Commission.

2017 ATP Regional Guidelines

- 25% set aside for Disadvantaged Communities
- Infrastructure project funding will be allocated using population based funding targets for each County.
- Planning projects must be in Disadvantaged Communities.
- 2% Planning Cap
- Supplemental Call for Projects to fund planning and capacity building projects: Sustainability Grant Program-Active Transportation (SPG-AT)

2017 ATP Schedule

- August/September 2016: Evaluation Window
- October 28, 2016: CTC staff recommendations for statewide/small urban/rural projects
- December 7-8, 2016: CTC adopts statewide and small urban/rural projects
- January 27, 2017: Deadline for SCAG Regional Program Recommendations
- February 2, 2016 SCAG Regional Council Approval
- March 2017: CTC adopts SCAG Regional Program

2017 ATP: Key Issues

- Alignment of process with regional and countywide plans
- Application complexity
- "One-size-fits all" application
- 50%+ SCAG jurisdictions don't have plans

2017 ATP Approach

- Use CTC application/project selection for Capital Projects (No change from Cycle 1,2)

- Planning & Capacity Building Call for Projects
  - "New" applicants only
  - Project requests <$200,000
  - $2.5+ M available

- Coordinate with Sustainability Planning Grant Program to expand resources/eligibility

Sustainability Call for Proposals

- Grant program support since 2005 for local planning efforts throughout SCAG region
- 2013 Call for Proposals
  - 70 projects
  - $9 million
- Categories
  - Active Transportation
  - Green Region
  - Integrated Land Use & Transportation

Funding Strategy

- Multi-year Budget: FY 16-17, 17-18, 18-19
- Multiple Funding Sources
  - SCAG (CPG, TDA)
  - ATP Regional Program—Planning & NI Funds
  - MSRC (tentative)
- Fund Estimate to be released in September

Active Transportation Guidelines

- Eligible Projects
  - Plans (DAC, non-DAC)
  - Programs
  - Capacity Building
- County Funding Targets (minimums)
- SCAG-CTC Evaluation Teams (1 per county)
- ATP Scoring Criteria

Sustainability Planning Grant-Active Transportation Call for Projects

The goals of the SPG-AT program are to:

- Expand *GoHuman* by increasing funding and inviting more cities and counties to host demonstration projects and events.
- Integrate multiple funding streams to increase the overall budget for active transportation planning and capacity building projects.
- Seed active transportation concepts within a wide range of communities and provide a preliminary step for future ATP applicants.
- Continue to foster jurisdictional support and promote implementation of the goals, objectives and strategies of 2016 RTP/SCS.

SPG-AT Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SPG-AT funds:

- Local or Regional Agency - Examples include cities, counties, Regional Transportation Planning Agency and County Public Health Departments.
- Transit Agencies - Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Public schools or School districts
- Tribal Governments - Federally-recognized Native American Tribes.

SPG-AT Project Types

- Community or Area-Wide Active Transportation Plans (maximum award: $200,000)
- Non-Infrastructure Projects (maximum award: $200,000)
- Project Level Planning Exercises (Maximum project award: $50,000)

Community or Area-Wide Active Transportation Plans

Examples of eligible plans include:

- Community-wide Active Transportation Master Plan
- Community-wide Bicycle or Pedestrian Master Plan
- Safe Routes to School Master Plan
- First-Last Mile Plans (active transportation improvements only)
- Neighborhood Mobility Area (NMA) Plan (active transportation only). See RTP/SCS for description of NMAs.

Non-Infrastructure Projects

Examples of eligible projects include:

- Development and implementation of bike-to-work or walk-to-work school day/month programs.
- Conducting bicycle and/or pedestrian counts, walkability and/or bicycle friendly assessments or audits, or pedestrian and/or bicycle safety analysis.
- Conducting pedestrian and bicycle safety education programs.
- Development and publishing of community walking and biking maps, including school route/travel plans.
- Development and implementation of walking school bus or bike train programs.
- Open Streets Event directly linked to the promotion of a new infrastructure project or designed to promote walking and biking on a daily basis.

Project Level Planning Exercises

- Examples of eligible projects include:
  - Site Level Plan
  - Corridor Studies/Plans
  - Design Charrettes
  - Capacity Building/Educational Initiatives
  - Other

Scoring Criteria

Scoring Criteria	
Question #1: Project Need	50 Points
Mobility	15
Safety	20
Public Health	5
Disadvantaged Communities	10
Question #2: Project Goals, Objectives and Outcomes	35 Points
Mobility	20
Safety	5
Public Health	5
Public Participation	5
Question #3: Partnerships and Leveraging	15 Points
Leveraging	5
Cost Effectiveness	5
Public Participation	5

SPG-AT Schedule

- September 2016 Call for Projects Open
- November 11, 2016 Application Deadline
- December 21, 2016 Staff Recommendations
- December 21, 2016 to January 27, 2017 County Transportation Commission Approvals
- February 2, 2016 SCAG Regional Council Approval
- March 2017 CTC adopts Regional Program

Orange County
Complete Streets

SCAG Presentation

Orange County Council of Governments

19 July, 2016

OCCOG

steer davies gleave

FEHR & PEERS
Improving Communities Since 1985

Leslie Scott Consulting

Introduction

Role of OCCOG

- Funding
- Procurement and Project Management

Stakeholder Engagement

- Needs Assessment Survey – 100% return
- Face to face meeting with all 35 jurisdictions
- Also Caltrans, Transportation Corridor Agencies and Building Industry Association
- 3 Public Workshops

Study aims

Goal:

- Inform the design and operation of a transportation network that enables safe access for all users, regardless of age, ability or mode of transportation

Study objectives:

- Provide **policy** to help jurisdictions meet California Complete Streets Act (2008)
- Provide **design** guidance to help planners and engineers design streets that are more complete

Output:

- The OC Complete Streets Handbook and Funding Toolkit
- Guidance, **not mandatory**

"The Orange County Complete Streets Initiative (OCCSI) is a tool to help realise Complete Streets in Orange County

It is written to be used by all - local communities, jurisdictions, agencies, advocacy groups, developers, elected officials and more – to understand what Complete Streets are, how to shape policies to help deliver them, how to design them, and how to evaluate success"

Contents

Vision Statement

Complete Streets in Orange County communities offer safety, comfort and convenience for all streets users, regardless of transport mode, user age, or ability.

Complete Streets are designed in response to their unique local context in Orange County, while also recognizing their role in moving people and goods from one place to another, and also as spaces for people to recreate, exercise, conduct business, engage in community activities and interact with their neighbors.

The implementation of Complete Streets will benefit Orange County communities through decreased numbers of and severity of traffic collisions; reduced expenditure on road-widening; increased physical activity and reduced health risks; reduced consumption of resources and a cleaner environment; and encouraging local spending and supporting economic vitality.

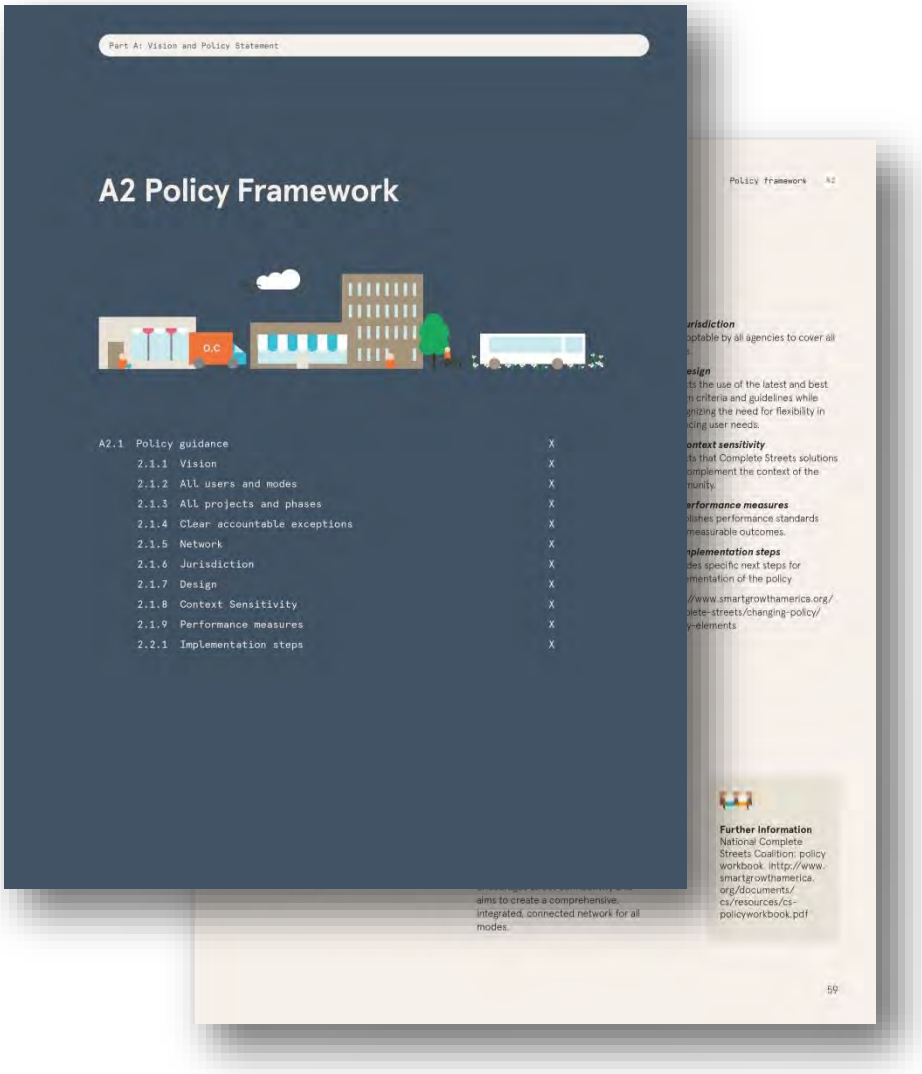
Orange County Street types

- Different types of streets mapped against both movement and place axes
- Position varies according to how ‘local’ or significant they are in terms of movement and place
- Nine broad types identified that recognizes the diversity of streets and roads in Orange County
- The movement and place concept works with existing designations of streets

Orange County
Complete Streets

Policy Framework

- A tool and resource to aid Orange County jurisdictions in the development of written policies related to Complete Streets
- The policy framework provides
  - A summary of various policy and planning tools and processes
  - Guidance on how to develop written policy



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Policy Guidance

- The document provides guidance on how to develop written policy for Complete Streets that meets the ten best practice elements defined by the National Complete Streets Coalition
- For each of the ten elements guidance is given on what should be covered to write two types of policy
  - Basic level
  - Advanced level
- Best practice examples of policies written elsewhere are also given

A2 Policy framework

✓ ***Vision***

The vision statement provides a vision of how and why a jurisdiction would like to create more Complete Streets.

A basic level vision statement could include providing safety for users of all modes. For example:

[JURISDICTION NAME] will create a safe and convenient multimodal transportation system for users of all modes including those travelling on foot, by bicycle, car, public transportation and drivers of commercial vehicles.

A more advanced vision statement might suggest that a significant change in the way streets are considered is required to enable a jurisdiction to address the needs of all users of streets, regardless of age and ability. It might state that streets are a public space and that implementing Complete Streets measures will not only lead to safer streets but also a cleaner environment and healthier people. It could also include that Complete Streets measures apply to all phases of a project (more on this in a subsequent section below).

The strongest vision statements include the words 'shall' or 'must,' showing that they are clear in their direction. An example could be:

Implementing Complete Streets measures is not only about following a state-mandated policy, rather it is promoting a shift in thinking about transportation. Streets are public spaces that must consider the needs of all users, regardless of age and ability, and accommodate a range of uses such as recreation, shopping, exercise, business and socializing. Good street design not only benefits transportation and safety, it promotes better health, provides a cleaner environment, enhances sense of place, and strengthens local economies.

Example 1
Laguna Beach, California
"Continue to investigate new techniques which promote the balancing of principles that roads are not just for cars; that residents have a right to the best quality of life, which includes the least noise possible, the least pollution possible, the safest environment possible and an environment which fosters a rich community life." (Smart Growth America Complete Streets Local Policy Workbook, 2013)

Example 2
Carlsbad, California
"A livable streets vision is more than implementation of a state-mandated approach during a general plan update process. It is a fundamental shift in how the city will plan and design the street system - recognizing the street as a public space and ensuring that the public space serves all users of the system" (City of Carlsbad Mobility Element Ch. 3 of General Plan, 2015)

Example 3
City of Los Angeles, California
"'Complete Streets' take into account the many community needs that streets fulfill. Streets do not just move people from one location to another. They provide a space for people to recreate, exercise, conduct business, engage in community activities, interact with their neighbors, and beautify their surroundings. Complete Streets offer safety, comfort, and convenience for all users regardless of age, ability or means of transportation. They also lead to other public benefits, including improved transportation, a cleaner environment, and healthier neighborhoods." (City of Los Angeles Mobility Plan 2035, 2015)

60

Orange County
Complete Streets

Design Goals

A set of ten overarching goals to complement the delivery of Complete Streets

- Create safer cities
- Reinforce walkability
- Ensure connectivity
- Improve bicycle networks
- Maintain vehicular mobility
- Integrate transit networks
- Effective truck and goods movement
- Design for sustainable streets
- Promote streets as public spaces
- Promote context-sensitive design and neighborhood character

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Movement priorities

- A layered street network prioritizes streets for a specific mode (or multiple modes)
- This approach recognizes that not all complete streets are the same

Existing roadway classifications and OCCSH street types

- The existing street designation classification is the starting point
- The purpose of the OCCSH street classification is to encourages users to consider the streets context

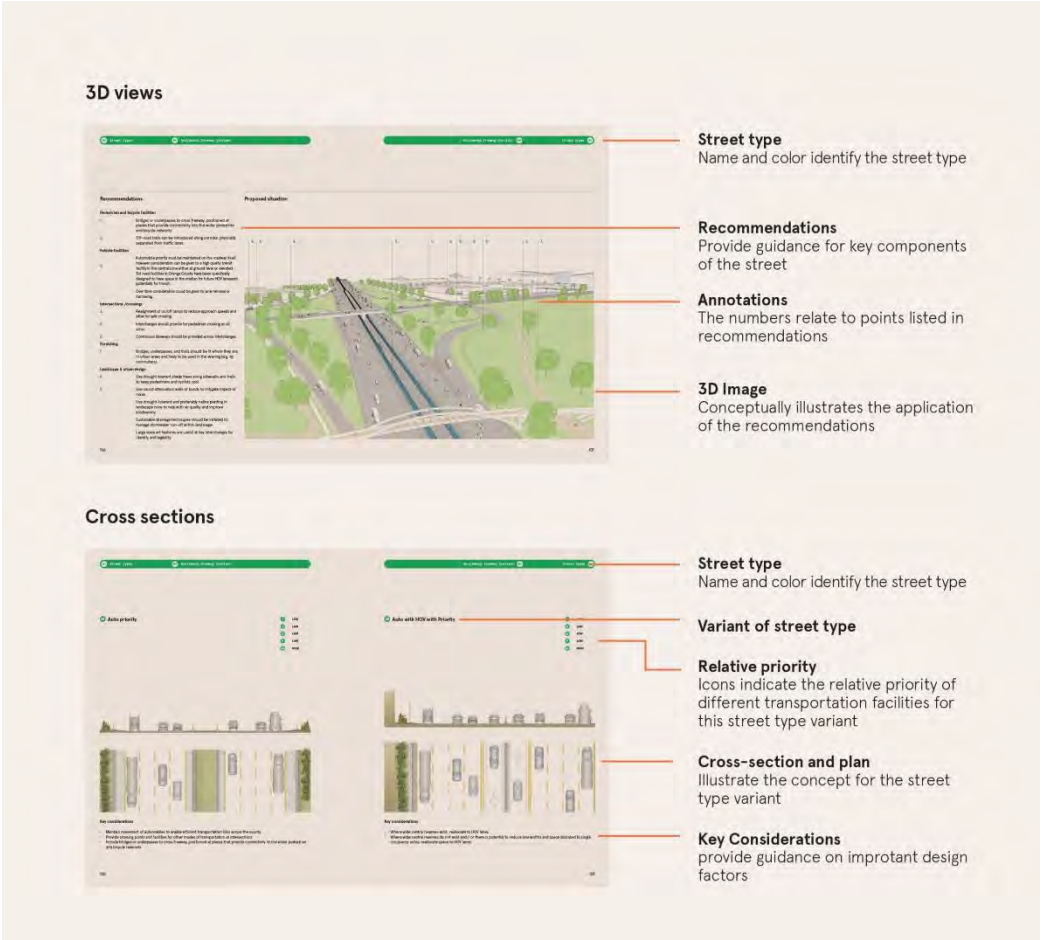
TABLE 1: COMPARISON OF STREET TYPOLOGIES WITH EXISTING ROADWAY CLASSIFICATIONS

	Multimodal Freeway Corridor	Movement Corridor	Mixed Land Use Corridor/ Hub	Industrial / Business Park Street	Neighborhood Main Street	Downtown Street	Alley	Residential Street	Shared Street
OCCSI categories:	MF	MC	ML	BP	NM	DS	AL	RS	SS
Position on movement and place matrix:									
FREEWAY OR THE TOLL ROADS									
Transportation Corridor:	✓								
MPAH CLASSIFICATIONS									
Principal Arterial:		✓	✓						
Major Arterial:		✓	✓						
Primary Arterial:		✓	✓	✓					
Secondary Arterial:			✓	✓		✓			
Divided Collector Arterial:			✓	✓	✓	✓			
Smart Streets (Special Designations):			✓		✓	✓			
Collector Arterial:					✓	✓			
UNCLASSIFIED ROADS									
Other local roads								✓	✓

Orange County
Complete Streets

Street types

- Multimodal Freeway Corridor
- Movement Corridor
- Mixed Land Use Corridor / Hub
- Industrial / Business Park Street
- Neighborhood Main Street
- Downtown Street
- Alley
- Residential Street
- Shared Street



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Orange County
Complete Streets

Technical Guidance

- Street design strategy
- Pedestrian environment components
- Bicycle and non automobile components
- Roadway components
- Intersections and crossings
- Transit components
- Curbside management
- Place-making
- Landscape and ecology

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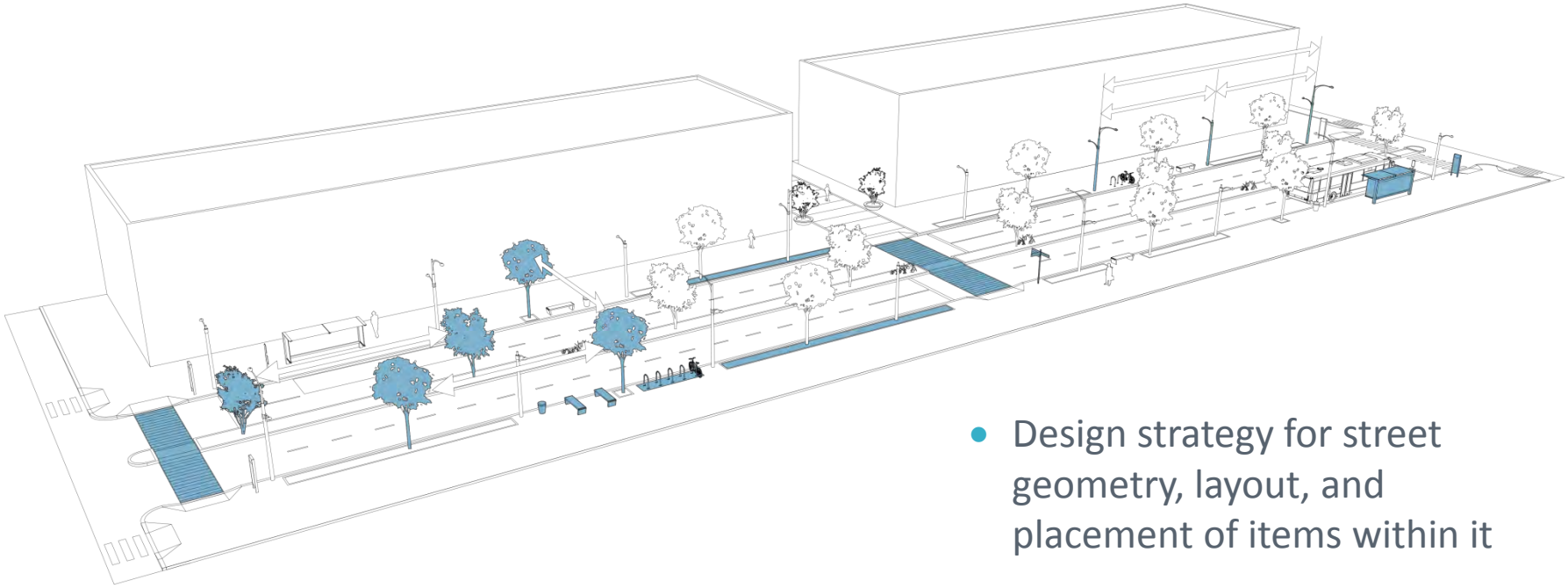
Street Design Strategy and Components



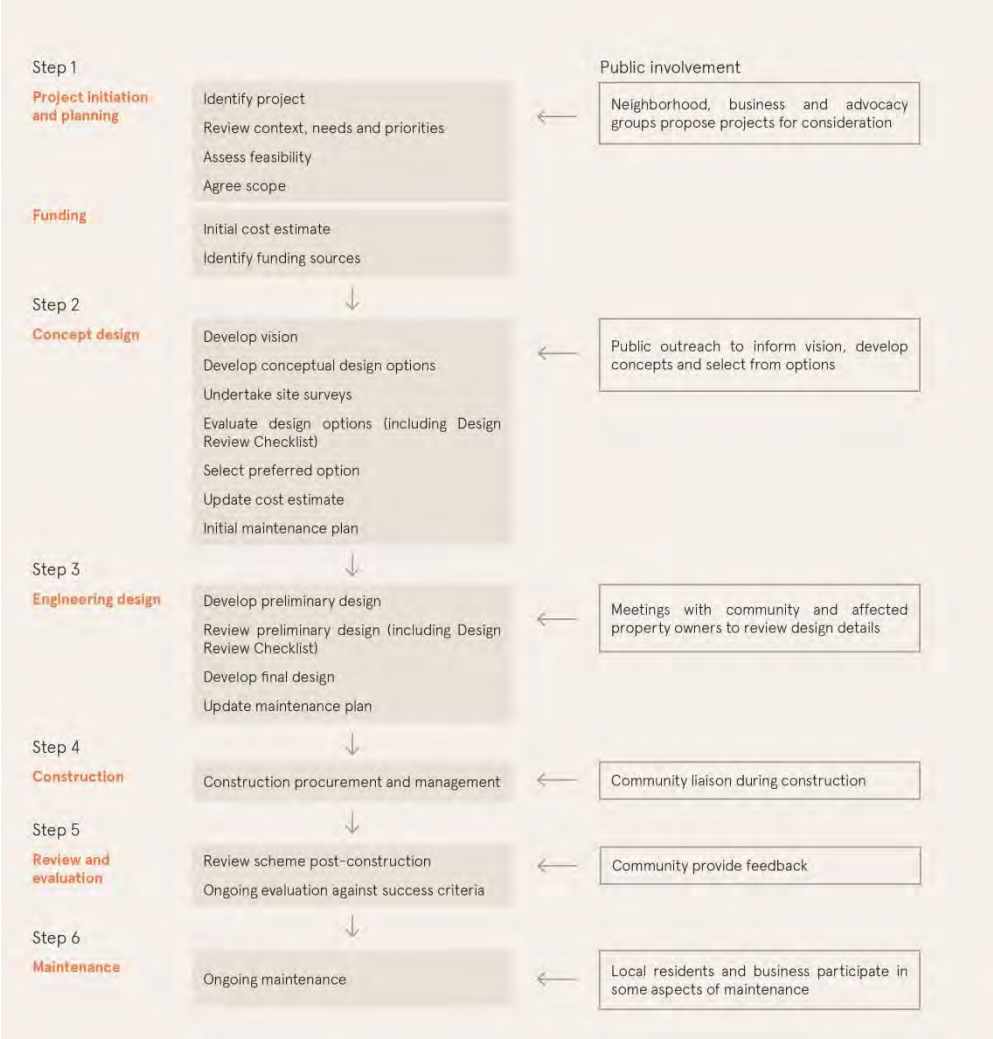
- Design strategy for street geometry, layout, and placement of items within it
- Design guidance for streetscape components

Complete Street project implemented - Del Prado, Dana Point

Complete street components

Project types and implementation processes

- Street Improvement / retrofit projects
  - Roadway reconstruction
  - Utility replacement
  - Modal improvement
  - Maintenance
- Development related projects
  - Upgrade ROW adjacent to a development
  - Large scale masterplanning
- Outline process of implementation



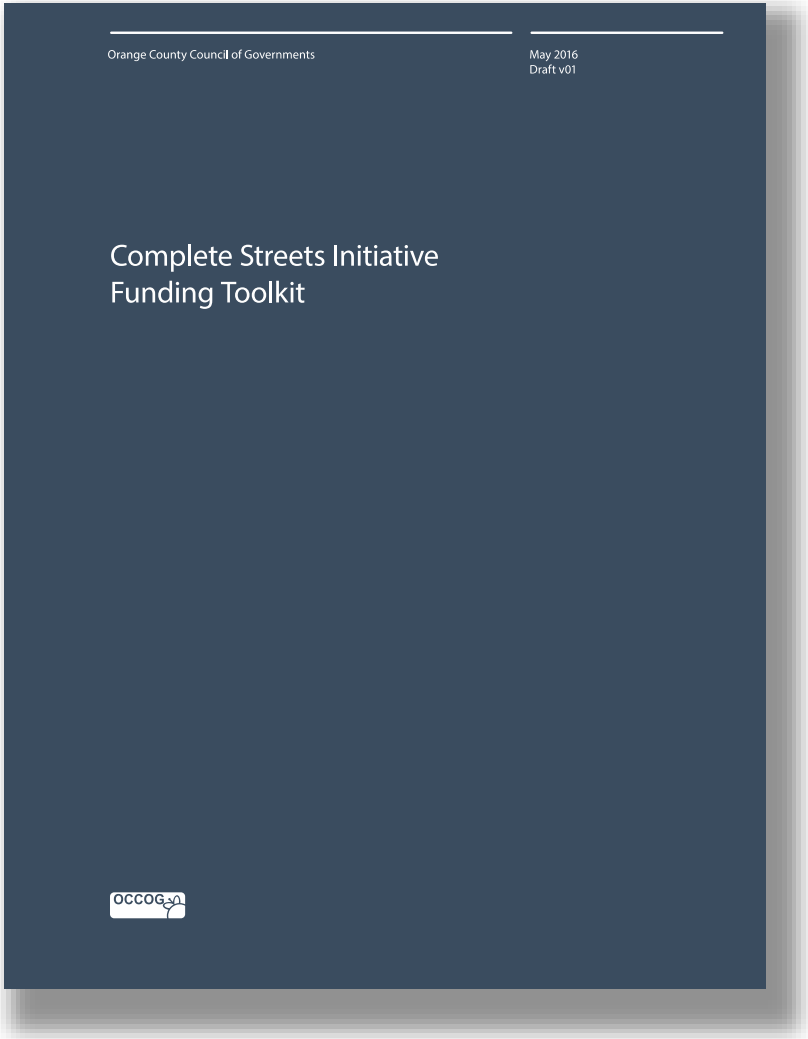
Orange County
Complete Streets

Capital and maintenance costs

- Integrating with city planning and operations
- Working within existing budgets
- Obtaining funding for specific projects
- Working with developers
- Holding temporary events

The Funding Toolkit - Document aims

- "This funding toolkit is intended to complement the OCCOG Complete Streets Initiative Design Handbook by providing a baseline understanding of how to secure grant funding for complete street initiatives"



Orange County
Complete Streets

Contents

Part A: Funding Toolkit

- The Grant Life Cycle

Part B: Successful Grant Case Studies

- 4 Case Studies

Part C: Preparing a Grant Budget

- Characteristics of a Grant Budget
- How to Develop a Cost Budget

Appendices

- Grant Application Quick Reference Checklist
- Costs for Retrofitting Complete Streets
- Costs for New Build Complete Streets
- Costs by Item
- Existing & Future Funding Sources

Contents

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Funding Toolkit - The Grant Life Cycle

- The Pre-Announcement Phase
- Pre-Award Phase Part 1: Funding Opportunity Announcement and Application
- Pre-Award Phase Part 2: Grant Making Authority Review of Applications
- The Award Phase
- The Post Award Phase

Orange County
Complete Streets

Preparing a Grant Budget

- Characteristics of a Grant Budget
- How to Develop a Cost Budget
- What to include
- Justifications
- Match Funding
- Budget Variations and Risks
- Long term Funding Post Grant
- Useful Resources
- Cost Estimates
- Funding Sources

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Questions

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Health and Economic Impact Study

July 20, 2016

Rye Baerg
Active Transportation and Special Programs

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
50 YEARS

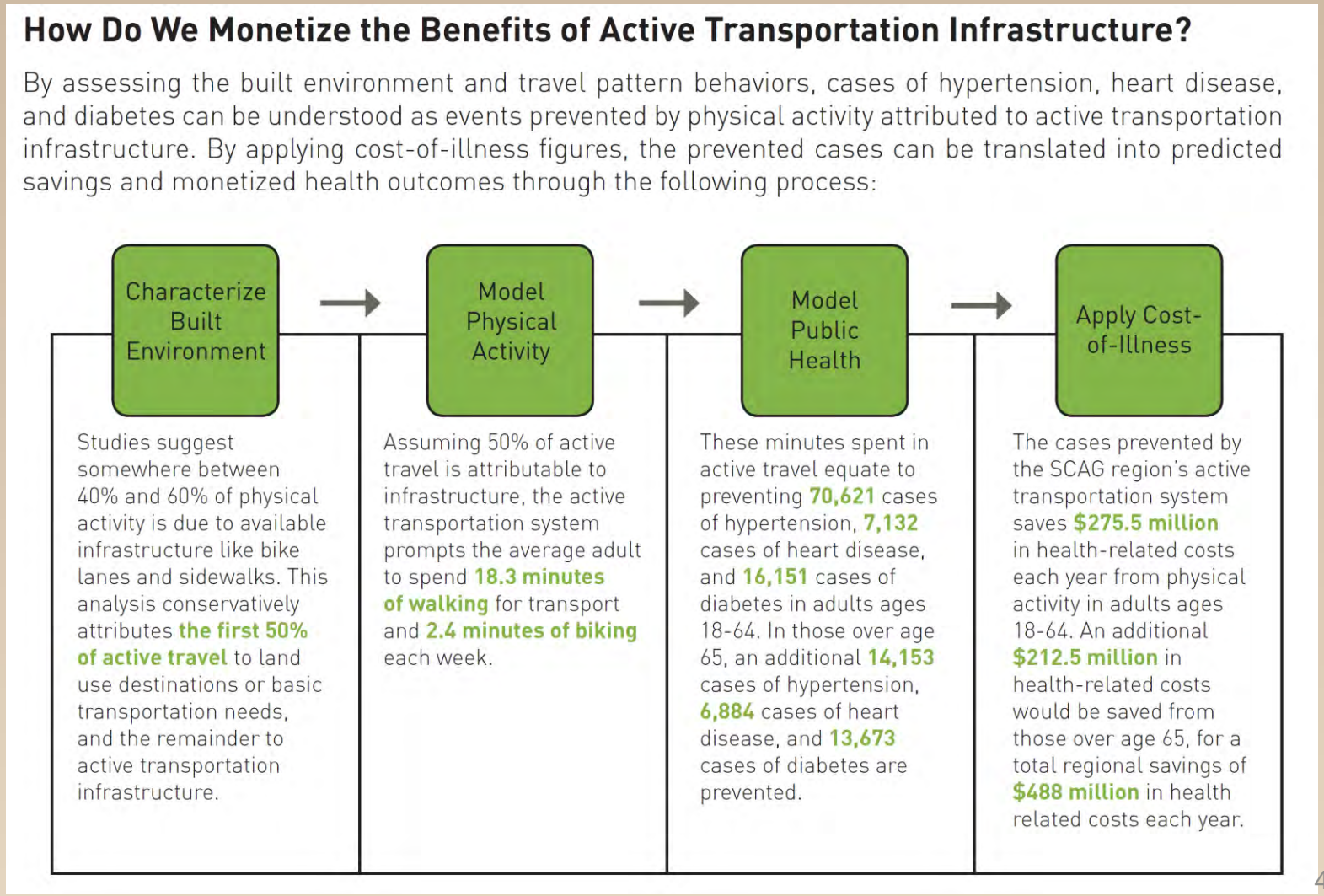
Background

Goal: Estimate current annual public health, transportation and economic costs and benefits of **bicycling and walking on the SCAG region's economy**

Key Elements:

- Build from evidence and best practices
- Use local data when available
- Identify appropriate non-local data when needed
- Develop a study process for use by local partners
- Monetize previously modeled health benefits of RTP/SCS

Draft Infographics

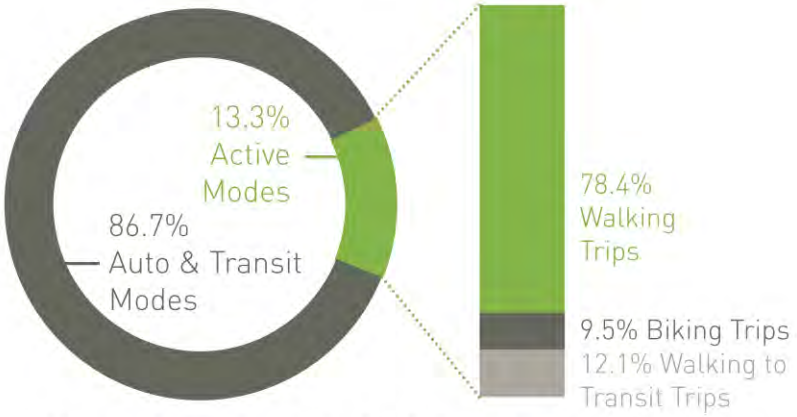


Draft Infographics

Active Transportation Usage in the SCAG Region

In the California the average trip per day per person is **3.6 trips per day**. Collectively, individuals in the SCAG region alone make **8.6 million active transportation trips** (walk, bike, or walk to transit) daily. Of those, the vast majority are the **6.7 million walk trips** for a total daily distance of **14.5 million miles**.

Average Length of Trip by Mode



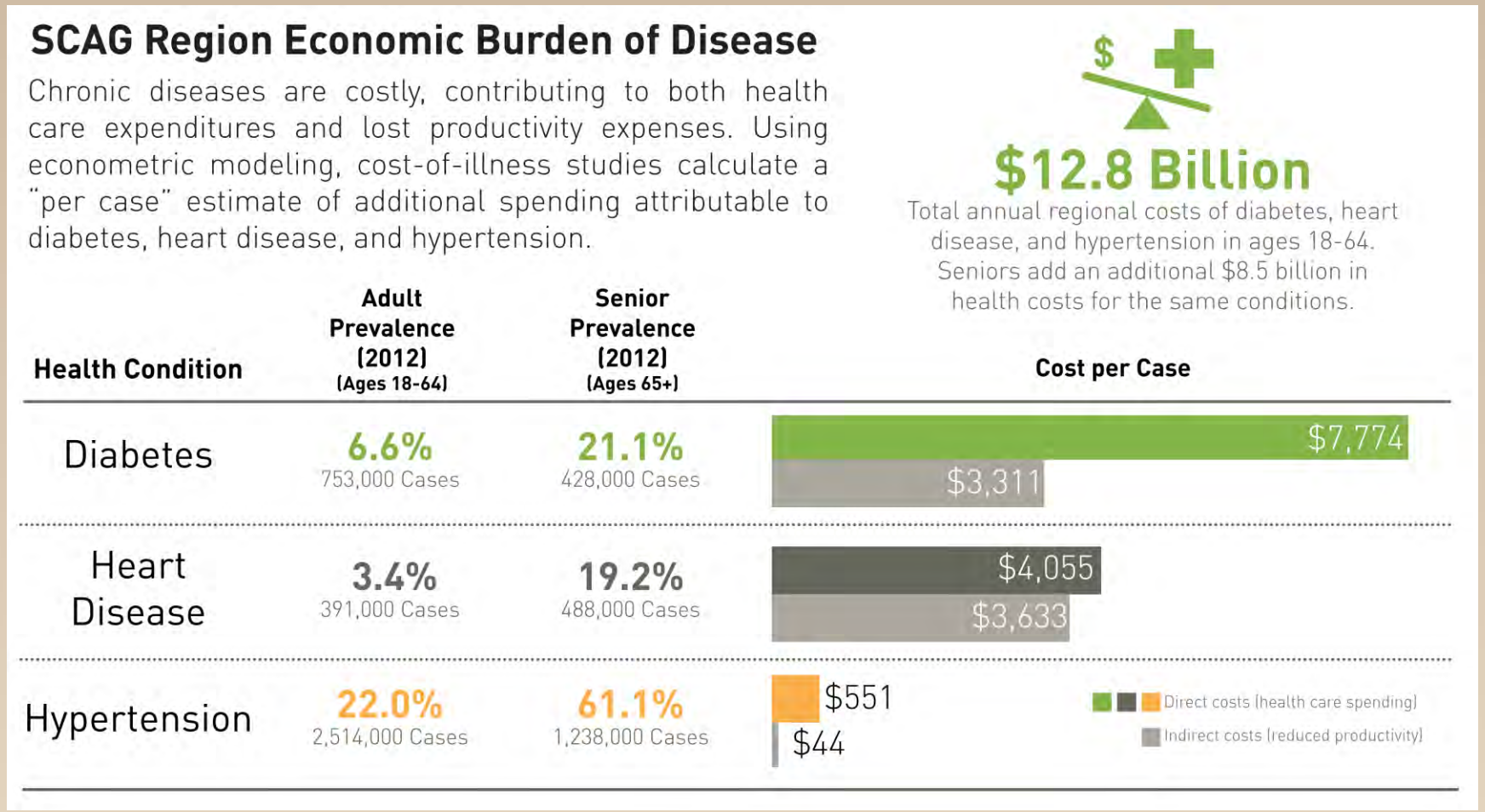
Daily Trips in the SCAG Region by Mode

3.3 Million
Hours of Daily Walk Trips

1.9 Million
Hours of Daily Bike Trips

139 Thousand
Hours of Daily Walk to Transit Trips

Draft Infographics



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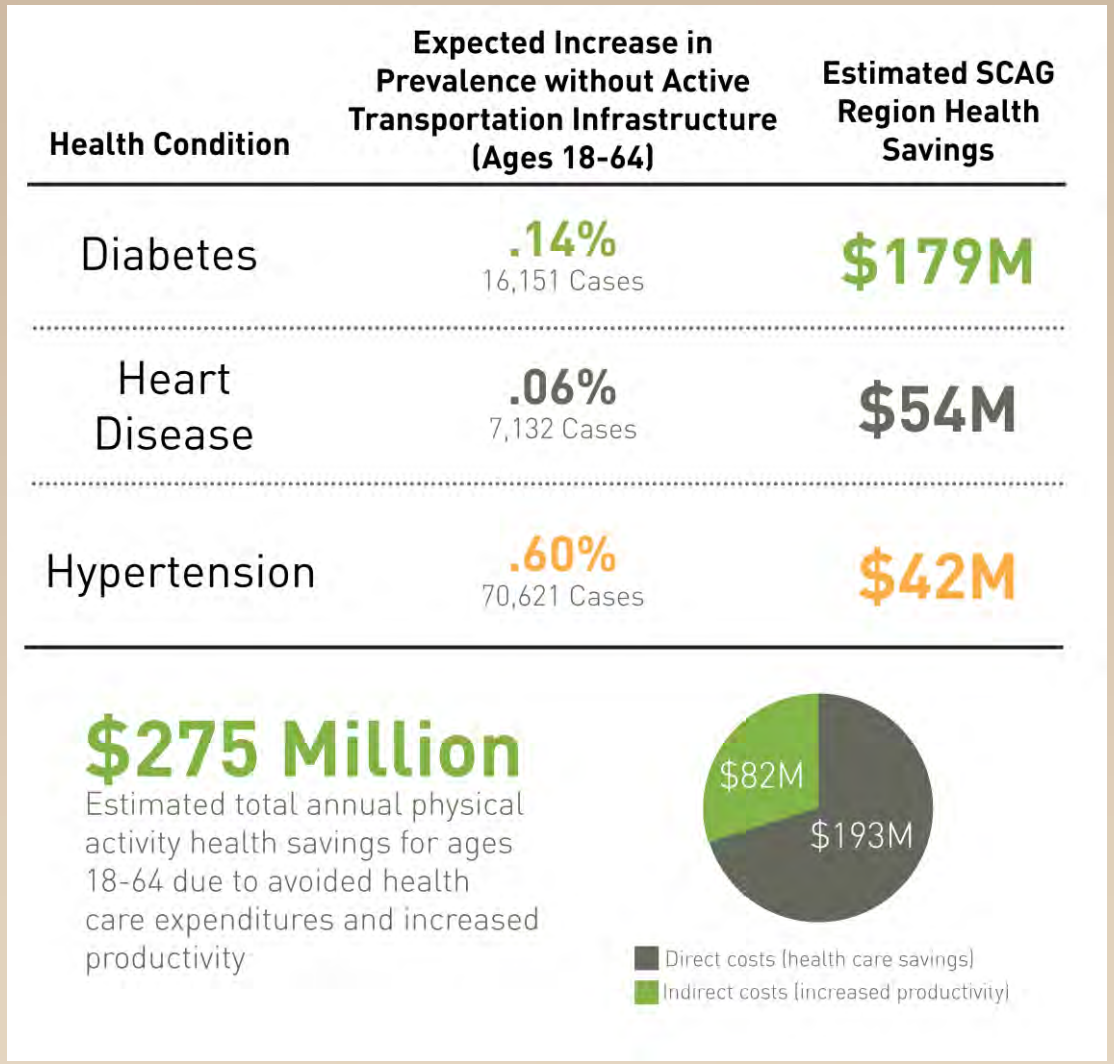

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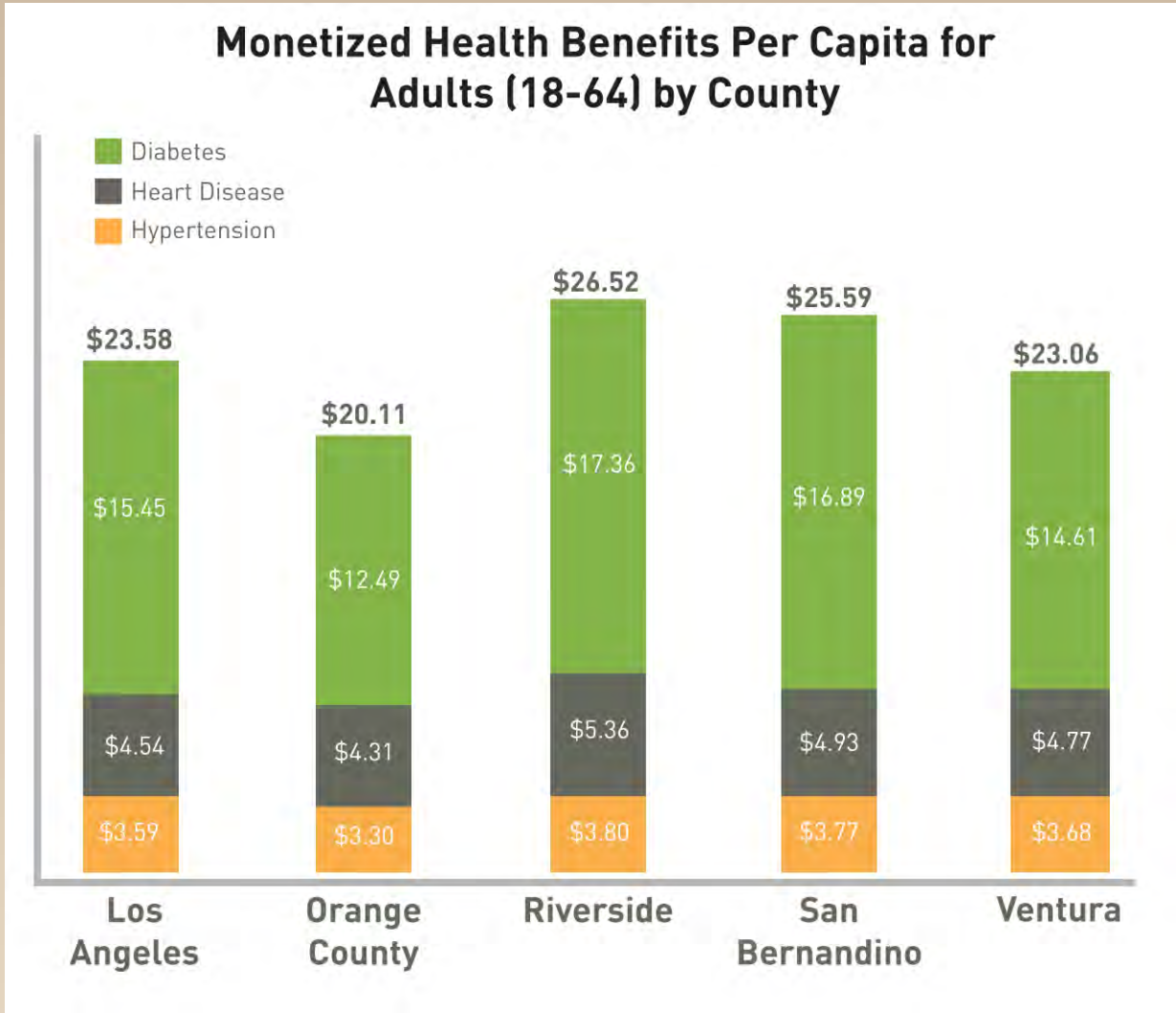

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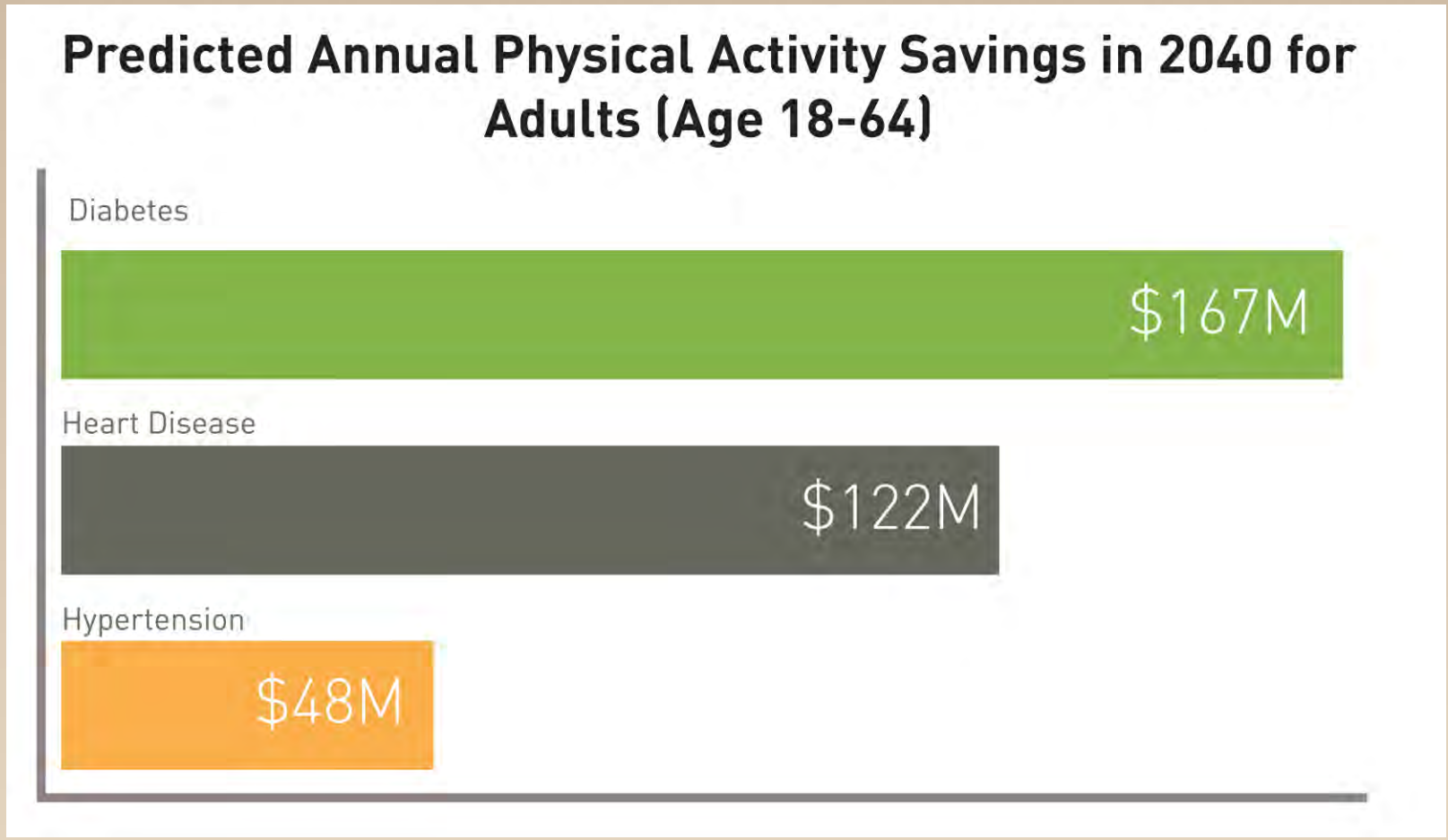


Draft Infographics

Consumer Costs of Active Transportation

Travel costs vary by mode for residents in the SCAG region. Consumers spend money throughout the year on active transportation items items such as tires, clothing, shoes, helmets, and parts. While these costs add up, it is relatively cheaper to own and maintain a bicycle ($0.05 per mile) compared to owning a car ($1.22 per mile).

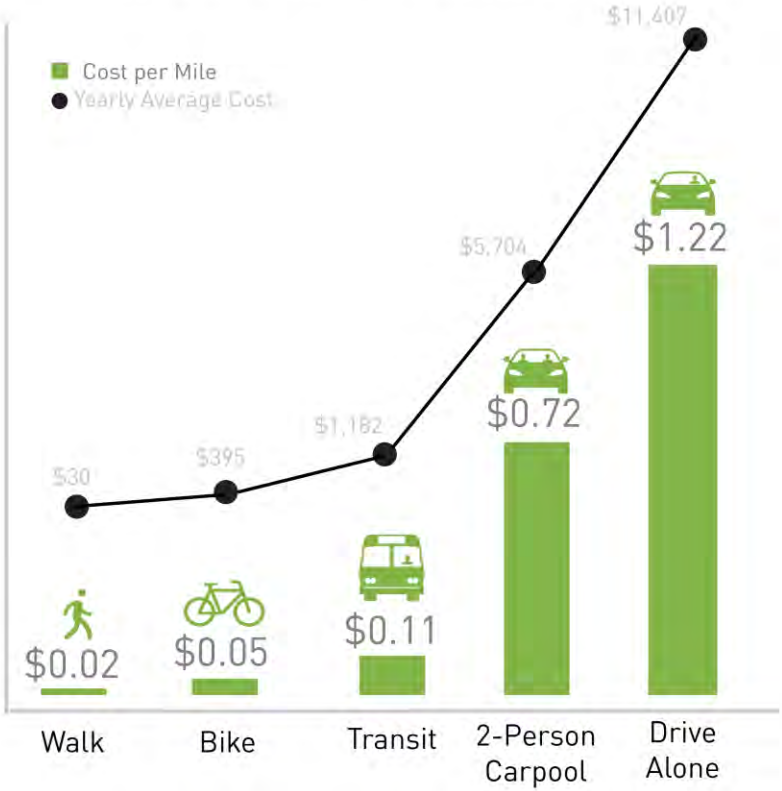
$62M

Annual consumer cost of walking a daily **9.6 million miles** daily to destinations and transit

$91M

Annual consumer cost of the upkeep of biking a daily **4.9 million miles** daily

Yearly and Per Mile Costs by Mode



Draft Infographics

2.3M

Estimated annual vehicle-miles traveled that could be eliminated in the year 2040 through RTP active transportation programming

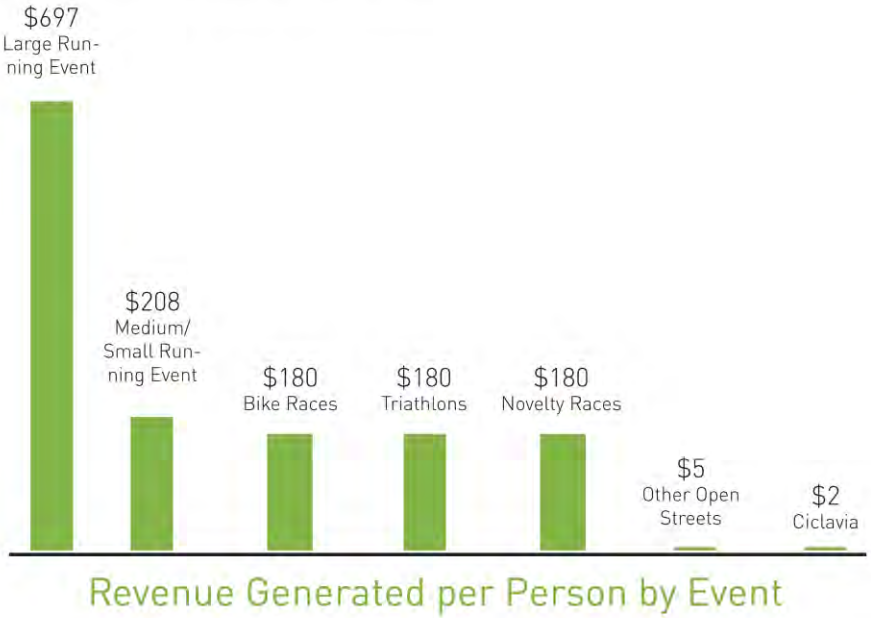
$976M

Potential annual savings in the year 2040 from estimated reduced vehicle-miles traveled

Draft Infographics

Economic Impact of Active Transportation

Communities sometimes look to running or biking events as a community or economic development strategy. Large running events, such as the Los Angeles Marathon, generate the greatest revenue per participant. Conversely, open streets events, such as CicLAvia, generate very little revenue per participant, in part due to the lack of registration fees.



Revenue Generated per Person by Event

$10.5M
Estimated revenue generated per large running event

$200M
Approximate spending of cicycling, running, and walking participants in SCAG region active transportation events

Next Steps

- REMI Inputs Include
  - Infrastructure Costs
  - Vehicle Operations
  - Retail Sales
  - Mobility
  - Health Care
- Summarize Final Results
- Present Results to Technical Working Group

Takeaways

- Estimates of health care savings are conservative
  - Only includes 18-64 year olds (senior costs tend to be higher)
  - Attributes last 50% of active minutes to infrastructure
  - Estimates are for only three diseases
    - Does not include full spectrum of benefits (obesity related chronic diseases)
- Small improvements in chronic disease rates can lead to large savings

Southern California Active Transportation Database

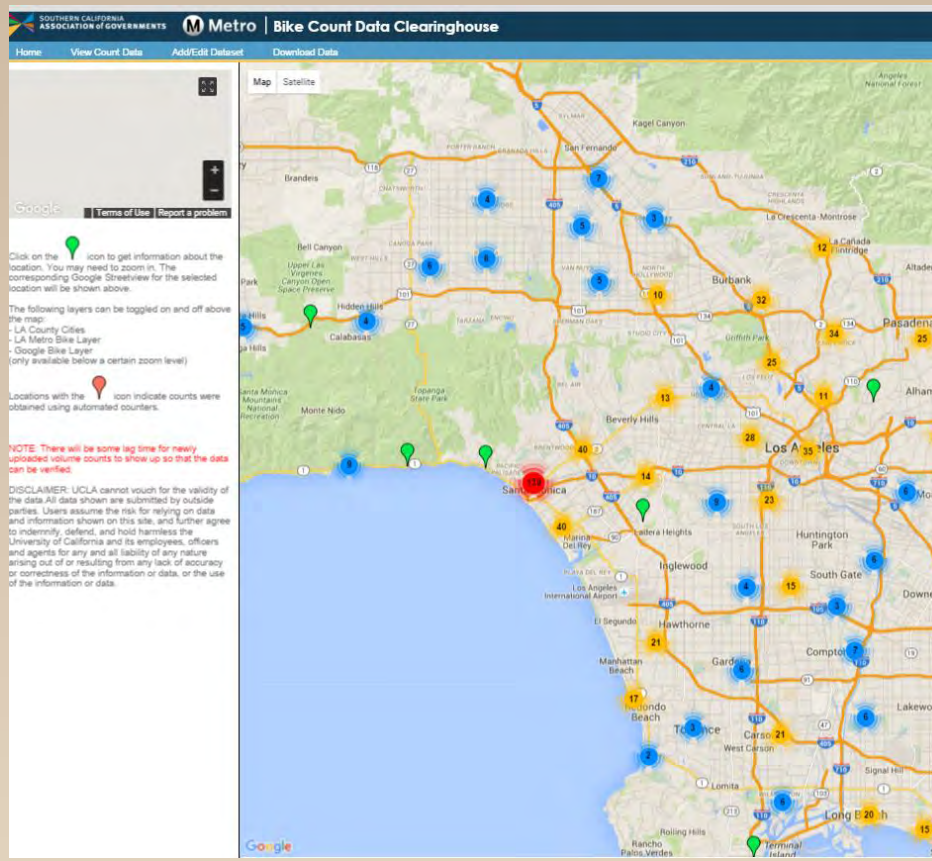
July 20, 2016

Rye Baerg
Active Transportation &
Special Programs

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
50 YEARS

Background

- Released in 2012
- Allows storage of manual counts
- Primarily focused on bicyclists

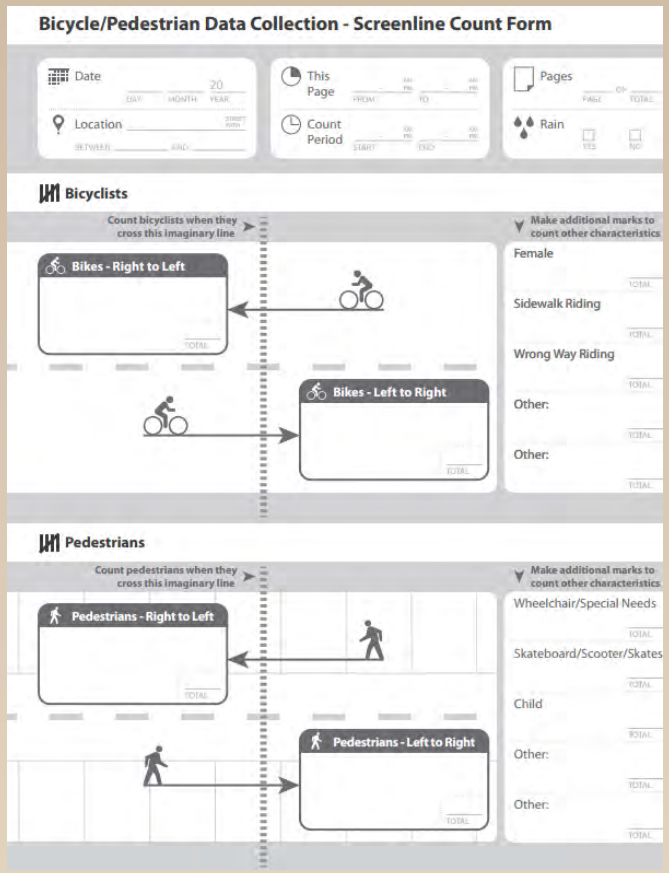


Metro

50 YEARS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Goals of the Update

- Integrate Pedestrian Data
- Improve Usability
- Improve Data Retrieval and Reporting
- Support Mobile App Integration
- Provide a Planning Tool for ATP and other Projects
- Integrate Automated Counters
- Support Regional Modeling Efforts



Preliminary Timeline

- May (2016)-Kick Off
- August (2016)-Strategic Plan
- December-January (2016)-Beta Version
  - Database
  - Applications
  - Automated Counter Interface
- April (2017)-Public Release/Trainings

Stakeholder Survey

- http://www.surveygizmo.com/s3/2811606/SCAG-Active-Transportation-Database

Southern California Active Transportation Safety & Encouragement Campaign

gohuman
GoHumanSoCal.org

Active Transportation Working Group

July 20, 2016

Julia Lippe-Klein

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Open Streets/Demo Projects: Fontana's Sunset on Sierra 7/30

Open Streets/Demo Projects: Phase 2 Jurisdictions

October 2016 – May 2017

Comprehensive Events (7)

- Orange County (OC) Loop
- City of Riverside
- City of Rialto
- City of Cudahy
- City of Long Beach
- City of Rancho Cucamonga
- City of Fullerton

Programming Events (2)

- City of Santa Ana
- City of Garden Grove

Go Human Toolbox Content

EO

P

CG

W

- Best Practices & Case Studies
- How to Take Action
- Using Data for Active Transportation Decision Making
- Grant Funding 101: Tips & Checklists
- How to Work with the Media
- Conducting Bicycle Trainings
- Hosting Group Rides
- Conducting Walk & Bike Audits
- Developing Open Streets Events
- Promoting Active Transportation at Work
- Commuter Program Start Kit
- FAQs & County Specific Data

Bicycle Workshops + Group Rides

- "Need to Know" Bicycle Safety Workshops offered across the region throughout August (15 total) – 2 hrs.
- 1 Group Ride per County to explore best practice bike facilities
- Target audience: Community champions, elected officials, city planners, transportation and health professionals, community groups, and employers
- Trainings and rides facilitated by two League of American Bicyclists LCIs

Updates

- Award: National Association of Government Communicators recognized *Go Human* at the 2016 Blue Pencil & Gold Screen Awards (brand identity and transit shelter poster designs)
- Op Ed: “It’s not just a sign: 4 Reasons why “Bikes May Use Full Lane”

  Al Murray, Tustin Councilmember, OCTA Director, former Irvine police lieutenant

  OC Register, July 2016
- Parking Day – September 16th

  Partnership opportunities
- Cross promoting events – What’s happening in your community?

More information:

Open Streets & Temporary Events
Stephen Patchan
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Toolbox/Trainings & Bicycle Classes

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SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
50 YEARS

Upcoming Funding Opportunities

July 20, 2016

Sarah Jepson and Stephen Patchan

Active Transportation and Special Programs

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
50 YEARS

Big Jump Project

- The Big Jump Project is a three-year effort to help 10 places achieve a big jump in biking – a doubling or tripling of people riding – by building a network of safe and comfortable places to ride and engaging the community.
- http://www.peopleforbikes.org/pages/the-big-jump-project-application

Big Jump Project

- The goal is also to validate a core concept: that if a city does all the right things, more people will ride and the community will be a better place to live, work and play.
- Information Webinar Thursday, July 21, 2016 at 10am PT.
- https://attendee.gotowebinar.com/rt/3267665370435146756.