

# Meeting Recording

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

# Active Transportation Working Group

July 20, 2016



# 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

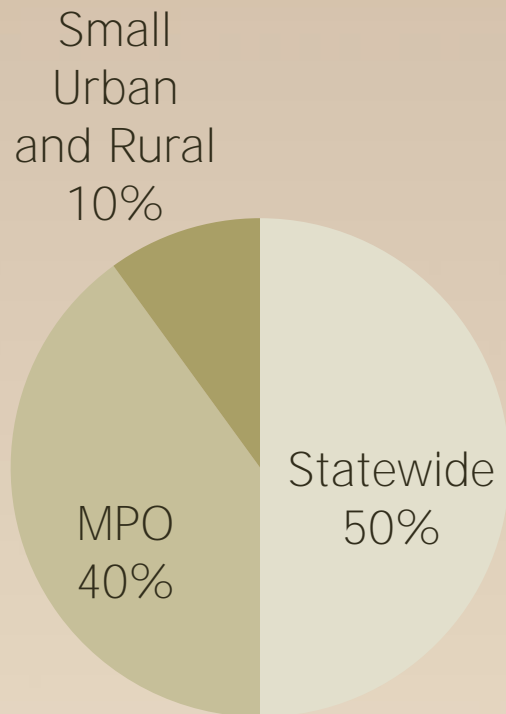
July 20, 2016

Stephen Patchan  
Active Transportation and  
Special Programs



# 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

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





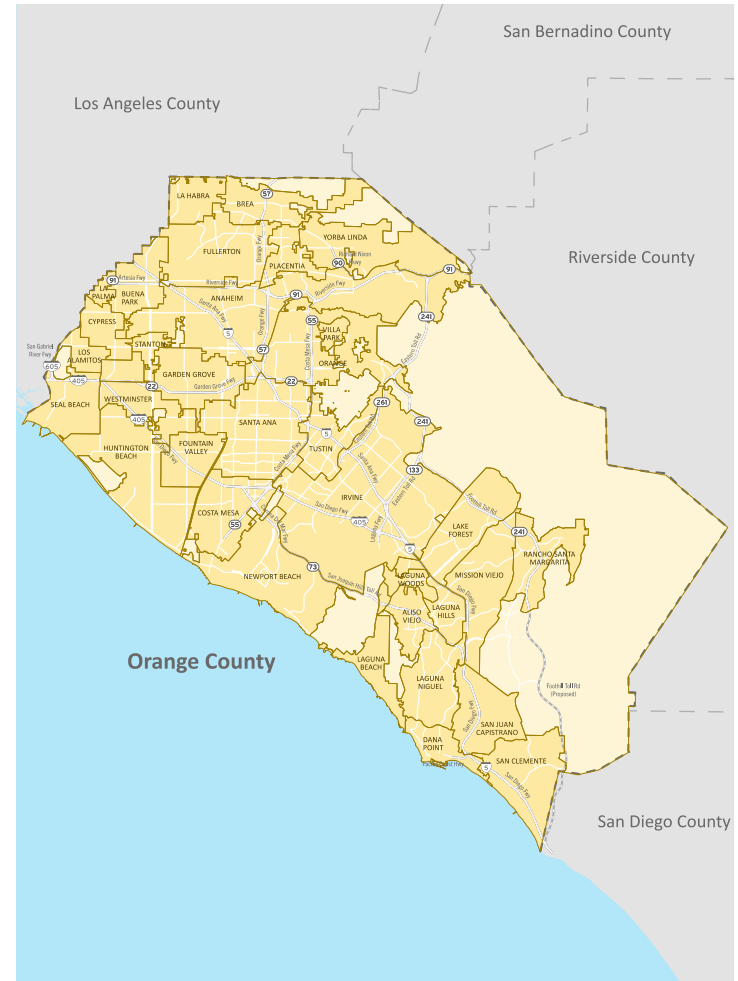
## Introduction

## 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”



# Orange County Complete Streets



## Contents

### Foreword

- Introduction

### Part A: Vision & Policy Framework

- Vision
- Policy Framework

### Part B: Design Guidance

- Design Goals
- Street Types
- Technical Guidance
- Implementation
- Resources





## 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





## 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

Part A: Vision and Policy Statement

### A2 Policy Framework

A2.1 Policy guidance	X
2.1.1 Vision	X
2.1.2 All users and modes	X
2.1.3 All projects and phases	X
2.1.4 Clear, accountable exceptions	X
2.1.5 Network	X
2.1.6 Jurisdiction	X
2.1.7 Design	X
2.1.8 Context Sensitivity	X
2.1.9 Performance measures	X
2.2.1 Implementation steps	X

**jurisdiction**  
Applicable by all agencies to cover all

**design**  
Is the use of the latest and best in criteria and guidelines while recognizing the need for flexibility in addressing user needs.

**context sensitivity**  
Is that Complete Streets solutions complement the context of the community.

**performance measures**  
Establishes performance standards measurable outcomes.

**implementation steps**  
Describes specific next steps for implementation of the policy.

<http://www.smartgrowthamerica.org/policy-streets/changing-policy/implementation>

**Further information**  
National Complete Streets Coalition; policy workbook <http://www.smartgrowthamerica.org/documents/ca/resources/cs-policyworkbook.pdf>

aims to create a comprehensive, integrated, connected network for all modes.

Policy Framework 42

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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





## Design Goals

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

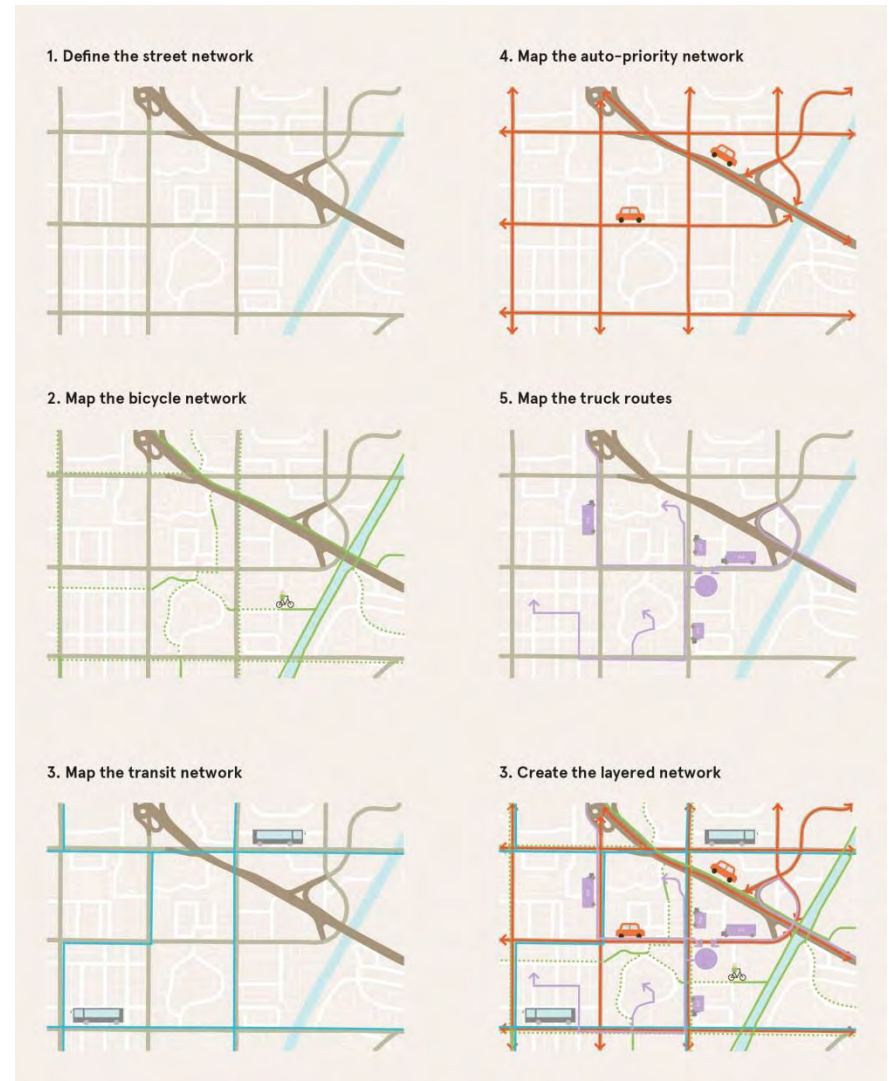
- Create safer cities
- Reinforce walkability
- Ensure connectivity
- Improve bicycle networks
- Maintain vehicular mobility
- Integrate transit networks
- Effective truck and goods movement
- Design for sustainable streets
- Promote streets as public spaces
- Promote context-sensitive design and neighborhood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





## 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 encourage 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
OCCSH categories:	MF	MC	ML	BP	NM	DS	AL	RS	SS
Position on movement and place matrix:									
<b>FREEWAY OR THE TOLL ROADS</b>									
Transportation Corridor:	✓								
<b>MPAH CLASSIFICATIONS</b>									
Principal Arterial:		✓	✓						
Major Arterial:		✓	✓						
Primary Arterial:		✓	✓	✓					
Secondary Arterial:			✓	✓		✓			
Divided Collector Arterial:			✓	✓	✓	✓			
Smart Streets (Special Designations):			✓		✓	✓			
Collector Arterial:					✓	✓			
<b>UNCLASSIFIED ROADS</b>									
Other local roads								✓	✓





## 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

### 3D views

**Street type**  
Name and color identify the street type

**Recommendations**  
Provide guidance for key components of the street

**Annotations**  
The numbers relate to points listed in recommendations

**3D Image**  
Conceptually illustrates the application of the recommendations

### Cross sections

**Street type**  
Name and color identify the street type

**Variant of street type**

**Relative priority**  
Icons indicate the relative priority of different transportation facilities for this street type variant

**Cross-section and plan**  
Illustrate the concept for the street type variant

**Key Considerations**  
provide guidance on important design factors



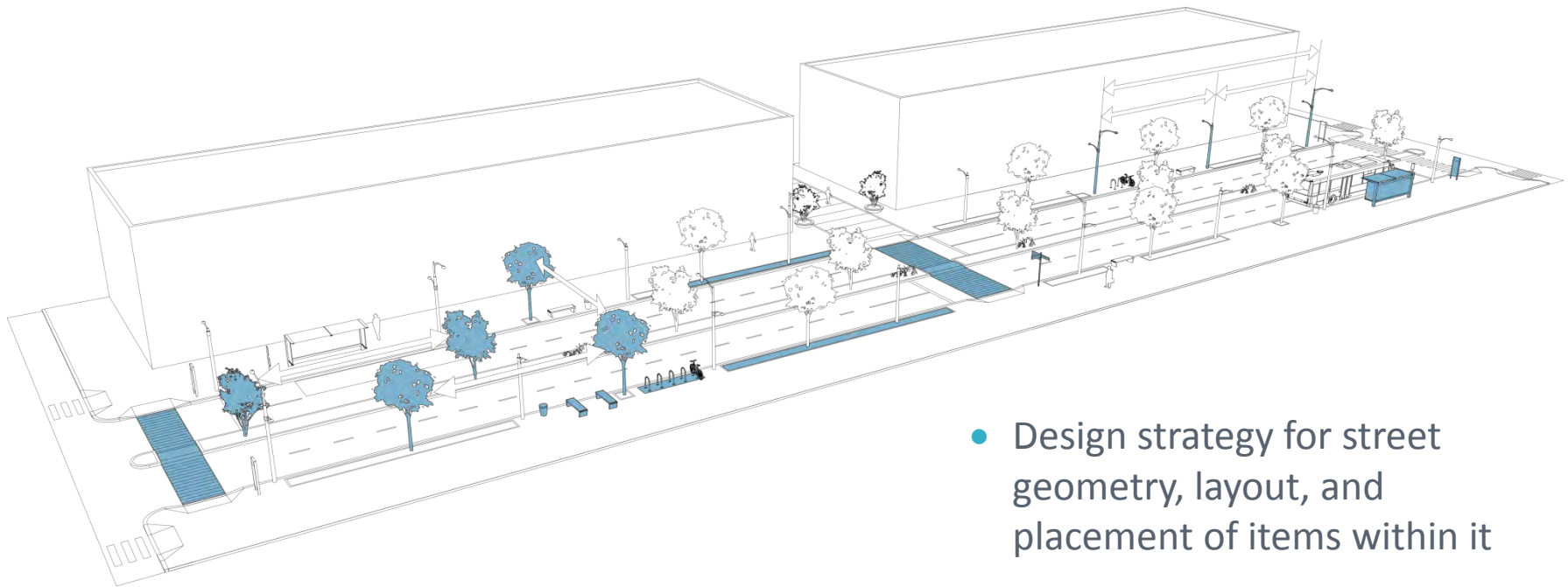
## Technical Guidance

- 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





## 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



# Orange County Complete Streets



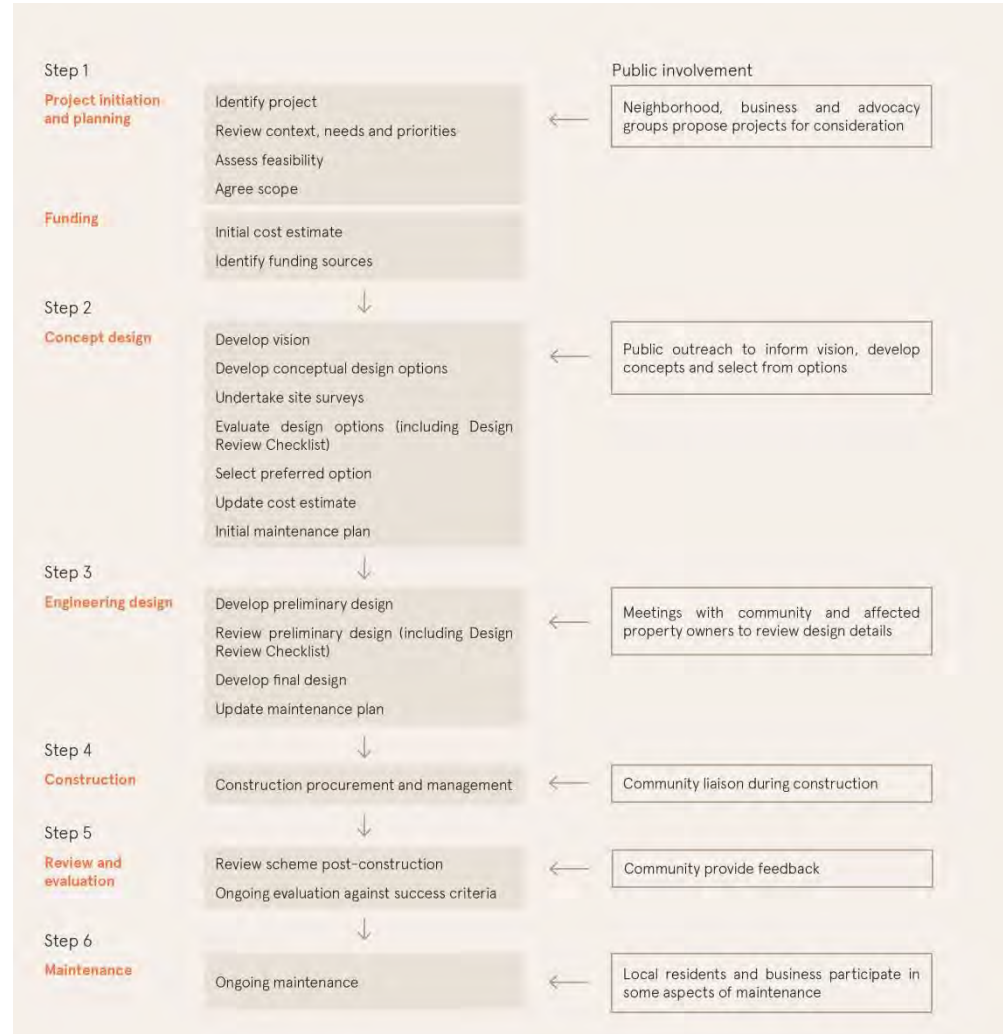
## Complete street components





## 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





## 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

Implementation 81

### Capital and maintenance costs

Despite a common misconception that Complete Streets cost more to build than 'incomplete' streets, this is not necessarily the case if careful planning encouraged by Complete Street policies help jurisdictions find cost effective measures that can be accomplished at little or no extra cost over time.

#### Introduction

As discussed in the preceding section there are many approaches to implementing Complete Street improvements on existing streets as well as incorporating elements into new developments or roadway plans. As a result, the costs of implementing Complete Streets elements are also extremely variable. Interventions can range from new paint on roadways to major physical enhancements. For this reason, the cost of Complete Street improvements can also range from hundreds to millions of dollars. Simple improvements can include restriping roadways to be more inclusive for all modes, and when this is coupled with regular road maintenance, the implementation of such a Complete Street element has minimal extra costs. For a more dramatic improvement, such as one that includes a full retrofit or reconstruction of an intersection, costs will be much greater.

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Item	Cost (\$USD)
16.00	FTL
42.00	FTL
22.00	LF
20.00	LF
XXX	
2.00	LF
5.00	LF
5.00	LF
10,000.00	(1) EACH
200.00	EACH
2,750.00	EACH
1,000.00	EACH
650.00	EACH
300.00	EACH
10,000.00	EACH
300.00	EACH
1,500.00	EACH
10,000.00	
100,000.00	
2,000.00	EACH
500.00	EACH
20.00	LF
30.00	LF
5.00	FTL
12.00	LF
2.00	LF
2.00	LF
4.00	EACH
0.00	EACH
0.00	LF
100.00	EACH

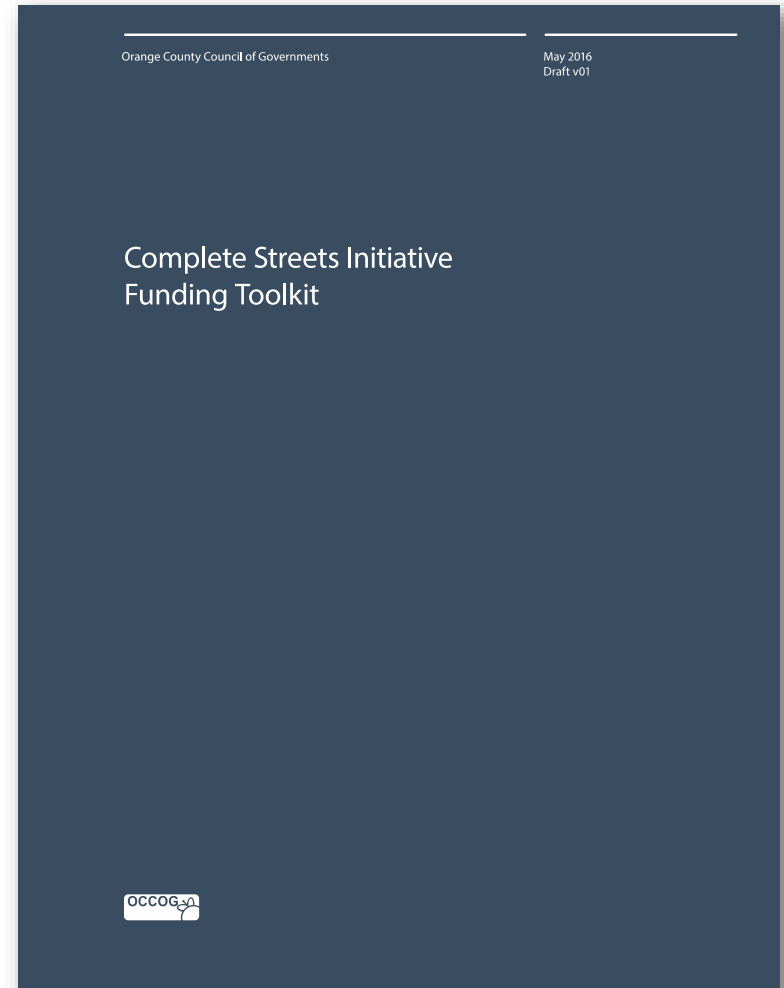
WHEEL PARKING SPACE  
BICYCLE SHARED LANE MARKING  
SHARED LANE SIGNAGE

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## 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”







## 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		
	Introduction	X
	How to use this document	X
	About the Orange County Complete Streets Funding Toolkit	X
<b>Part A: Funding Toolkit</b>		
Refer here for...	Introduction	X
	The Grant Lifecycle	X
<b>Part B: Successful Grant Case Studies</b>		
Refer here for...	Introduction	X
	Case Study 1: Santa Ana Active Transportation Infrastructure	X
	Case Study 2: Community Action Partnership of Orange County	X
	Case Study 3: Garden Grove Open Streets	X
	Case Study 4: Newport Beach Bike Lane Improvements	X
	Matrix of Complete Streets grants awarded in Orange County	X
<b>Part C: Preparing a Grant Budget</b>		
Refer here for...	Introduction	X
	Characteristics of a Grant Budget	X
	How to Develop a Cost Budget	X
	What to Include	X
	Justifications	X
	Match Funding	X
	Budget Variations and Risks	X
	Long Term Funding Post Grant	X
	Useful Resources	X



## 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

Part A: Funding Toolkit

Funding Toolkit

### The grant lifecycle

All grants have a lifecycle. It is helpful to think of them in our phases – the Pre-Announcement Phase, the Pre-Award Phase (Part 1: Funding Opportunity Announcement and Application, and Part 2: Grant Making Authority Review of Applications), the Award Phase and the Post Award Phase.

- Pre-Announcement Phase  
Prior to official funding opportunity announcement, preparing to apply for a grant
- Pre-Award Phase Part 1  
Funding opportunity announcement and application
- Pre-Award Phase Part 2  
Grant making authority application review
- Award Phase  
Award decision and notifications
- Post-Award Phase  
Implementation reporting and closeout

### The Pre-Announcement Phase

Keeping up to date on funding opportunities  
Knowing what funding opportunities are coming is half the battle. It is important to stay up to date on policy changes and press announcements that will give clues as to where money is likely to become available for Complete Streets projects.

It is important to keep an open dialogue with professional colleagues to get insight on potential opportunities. Another way is to sign up for e-mail alerts or to regularly check grant making authority websites.

Where to start  
The good news is that you can start preparing now. One of the best ways to ensure you are a successful candidate for grants is by having things in place ahead of time, prior to the announcement of a funding opportunity.

1. Ensure that you are registered to apply for grants. This can take up to three weeks to complete. This should be done as early as possible and should be factored into your timeline for application.<sup>1</sup>
2. Determine the goals of your agency or jurisdiction. Having a clear list of priorities and projects in mind will help to filter which grants to go after and where to spend your time and resources.
3. Ensure the appropriate policies and plans are in place. Supporting documents that show direction and dedication to the goals of your grant application signal a strong purpose and willingness to ensure

the project is completed. Documents adopted by the agency City Council or Board are the strongest, and can be complemented with other supplemental pieces of work. For some grants, having an existing Regional Transportation Plan, City Plan or Complete Streets Plan can be a requirement.

Examples include:

- Master, general, or specific plans
- Active transportation plans (bicycling or pedestrian plans)
- Mobility plans or non-motorized plans
- Transportation demand management plans
- Safe Routes to School plans
- Sustainable Neighborhood or Community plans
- Transit Oriented Communities plans

Grant applications include specific guidelines for each agency. OCTA's Call is different from Caltrans ATP, for example. Follow the guidelines for a successful project.

4. Have appropriate projects in place. Depending on what type of grant you are going after, much like having the right policies and plans in place, having shovel ready projects can also be very important. Projects that are ready to go but just lack the funding are attractive to grant making authorities because of the limited risk for hurdles. This adds to a compelling application that the only thing standing in the way of a fully realized project is the funds for implementation.
5. Timeline and schedule. Pre-Announcement phase time to form a timeline and schedule of what you need to accomplish in order to complete the grant application.

<sup>1</sup> <http://www.grants.gov/web/grants/applications/organization-registration.html>

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## 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



# Questions





## Contact Details

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# Health and Economic Impact Study

July 20, 2016

Rye Baerg  
Active Transportation and  
Special Programs



# 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:

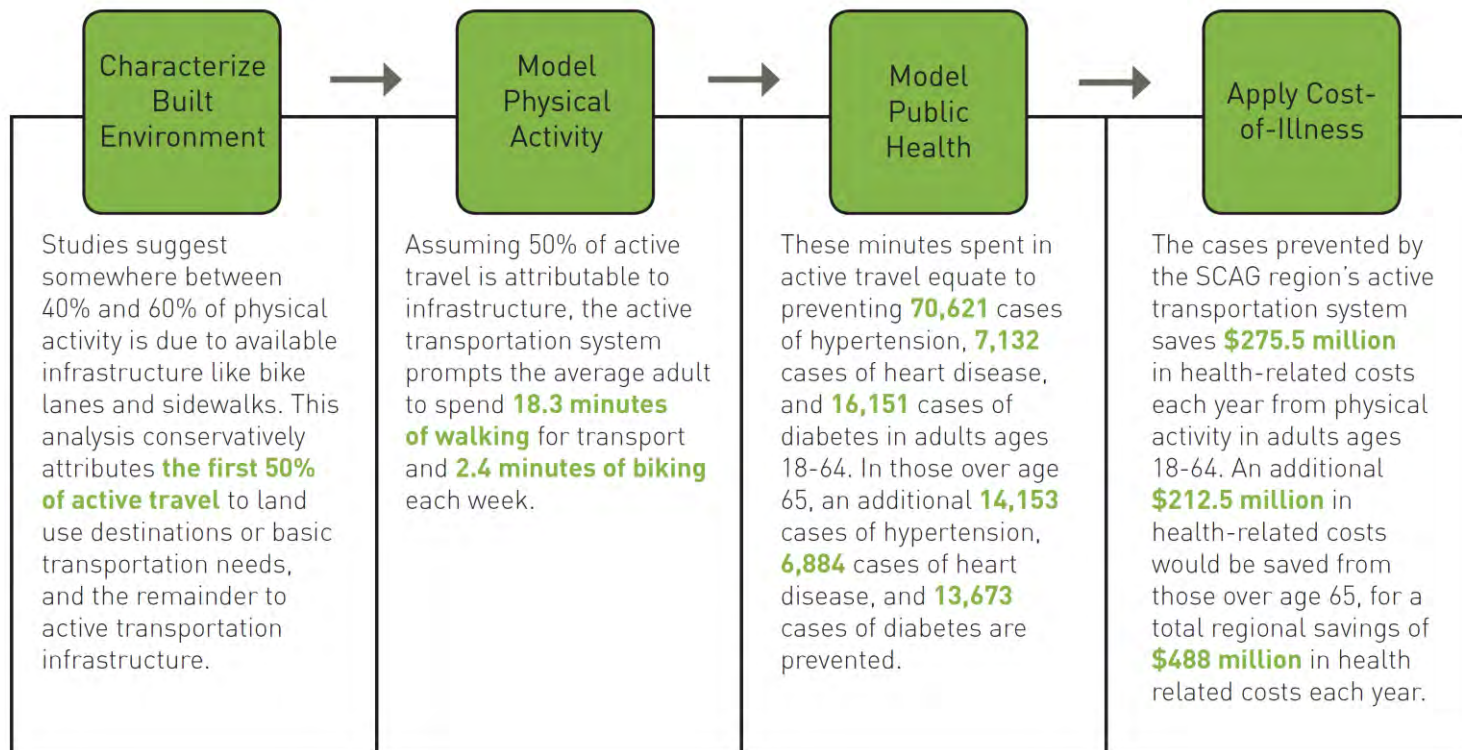
- Build from evidence and best practices
- Use local data when available
- Identify appropriate non-local data when needed
- Develop a study process for use by local partners
- Monetize previously modeled health benefits of RTP/SCS



# Draft Infographics

## How Do We Monetize the Benefits of Active Transportation Infrastructure?

By assessing the built environment and travel pattern behaviors, cases of hypertension, heart disease, and diabetes can be understood as events prevented by physical activity attributed to active transportation infrastructure. By applying cost-of-illness figures, the prevented cases can be translated into predicted savings and monetized health outcomes through the following process:





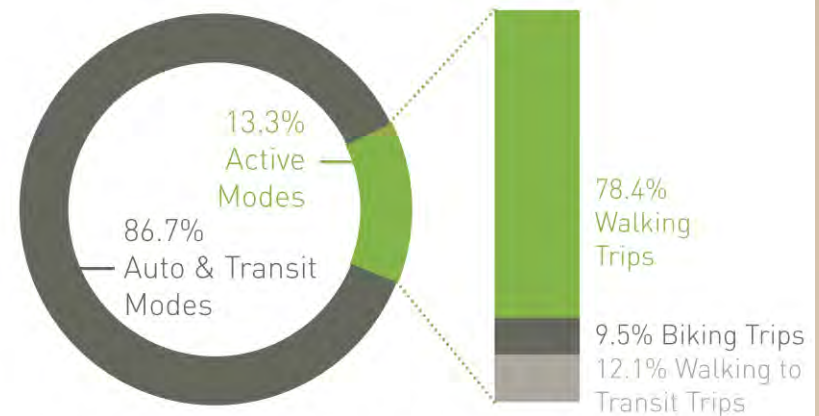
# Draft Infographics

## 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

## SCAG Region Economic Burden of Disease

Chronic diseases are costly, contributing to both health care expenditures and lost productivity expenses. Using econometric modeling, cost-of-illness studies calculate a “per case” estimate of additional spending attributable to diabetes, heart disease, and hypertension.



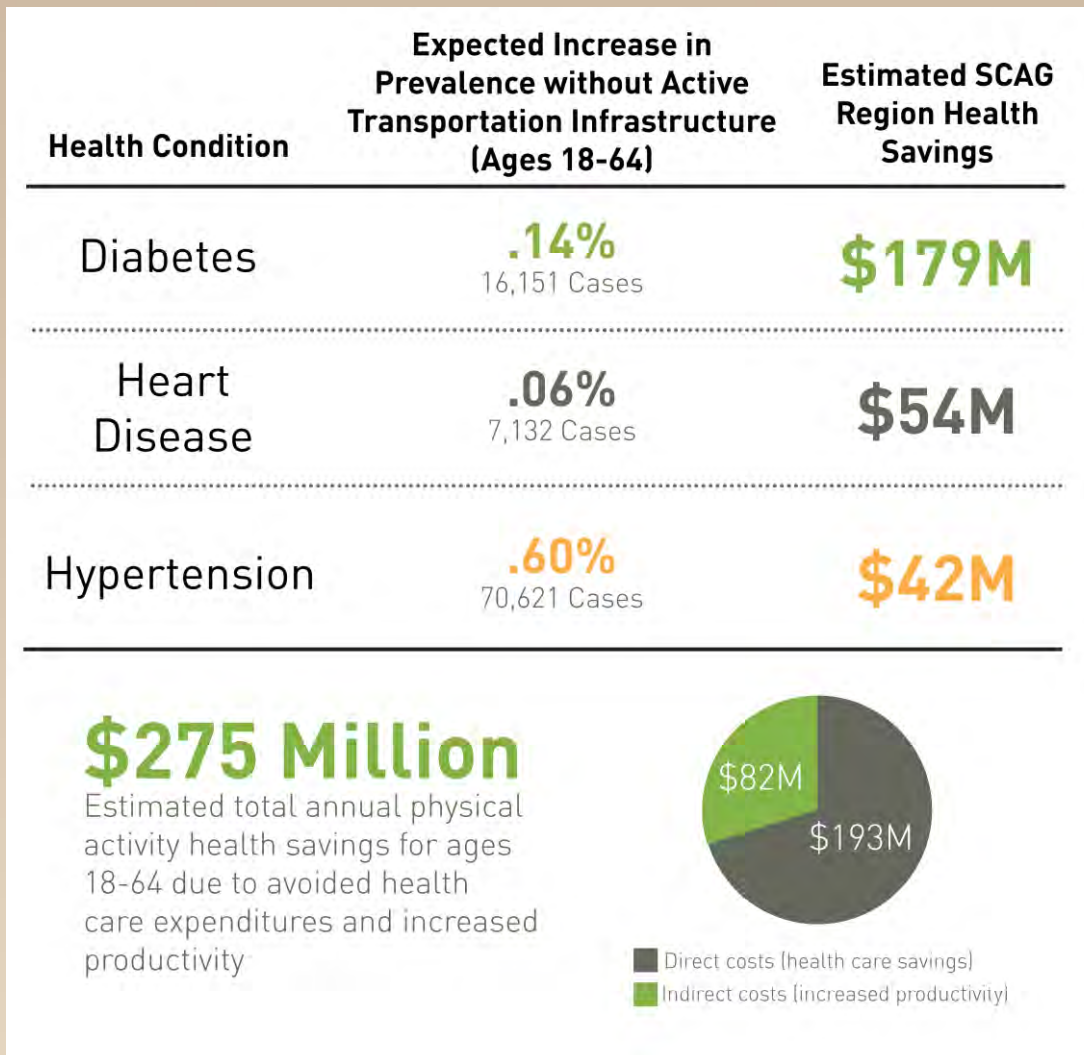
### \$12.8 Billion

Total annual regional costs of diabetes, heart disease, and hypertension in ages 18-64. Seniors add an additional \$8.5 billion in health costs for the same conditions.

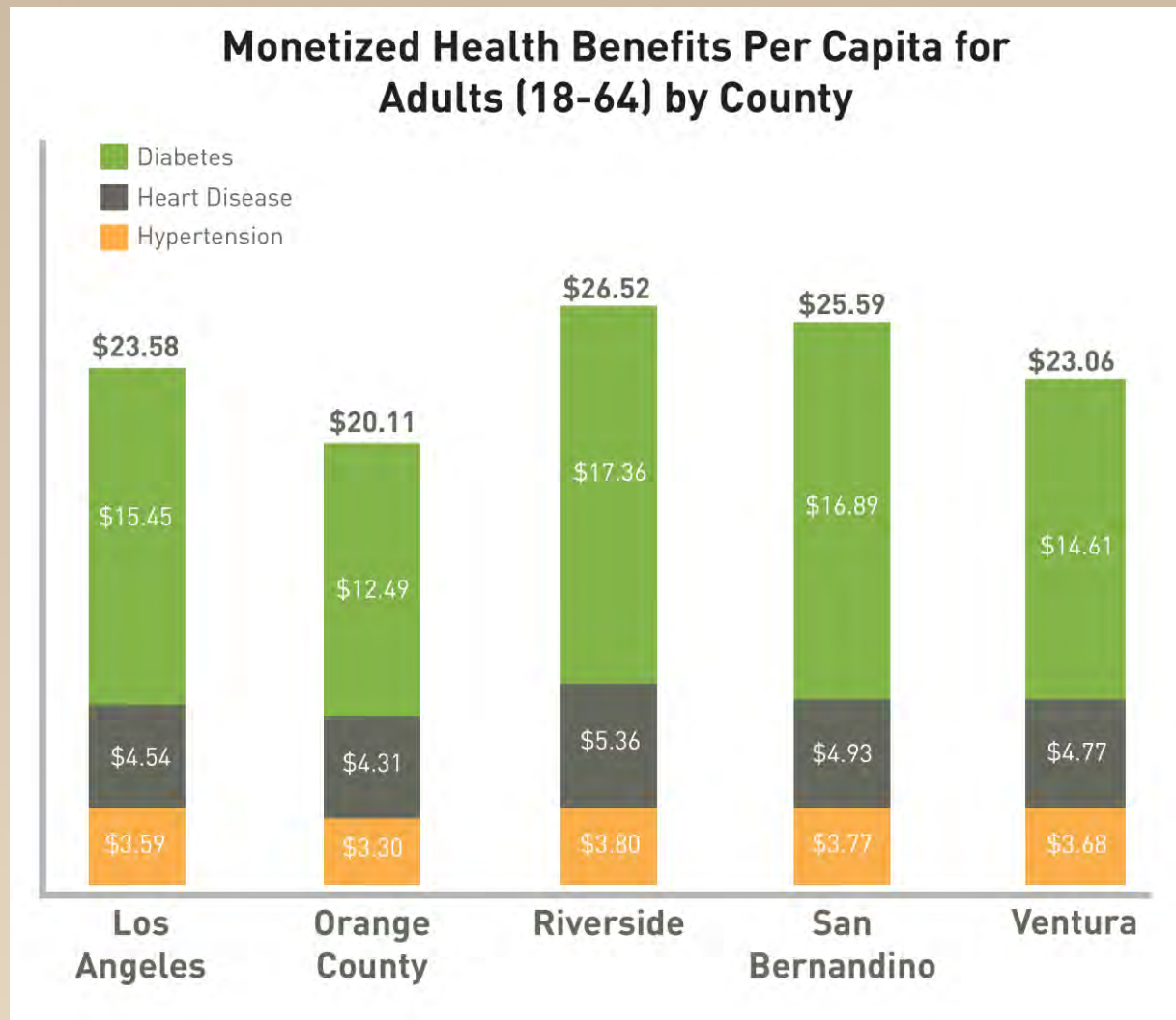
Health Condition	Adult Prevalence (2012) (Ages 18-64)	Senior Prevalence (2012) (Ages 65+)	Cost per Case
Diabetes	<b>6.6%</b> 753,000 Cases	<b>21.1%</b> 428,000 Cases	
Heart Disease	<b>3.4%</b> 391,000 Cases	<b>19.2%</b> 488,000 Cases	
Hypertension	<b>22.0%</b> 2,514,000 Cases	<b>61.1%</b> 1,238,000 Cases	

■ Direct costs (health care spending)  
■ Indirect costs (reduced productivity)

# Draft Infographics



# Draft Infographics



# Draft Infographics

## Predicted Annual Physical Activity Savings in 2040 for Adults (Age 18-64)

Diabetes



Heart Disease



Hypertension



# 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**

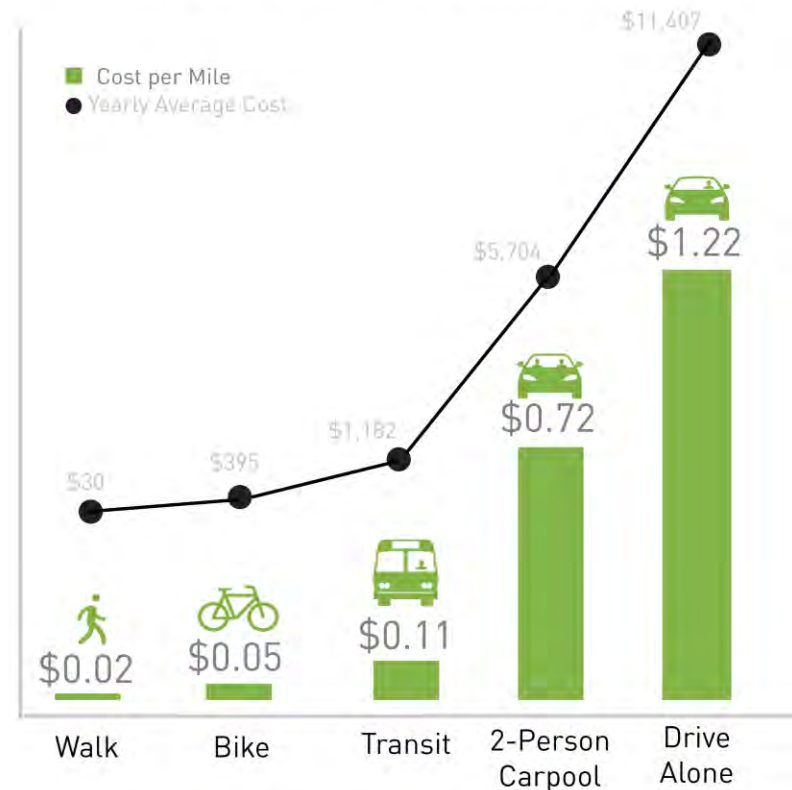
Annual consumer cost of walking a daily **9.6 million miles** daily to destinations and transit



**\$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 cycling, 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

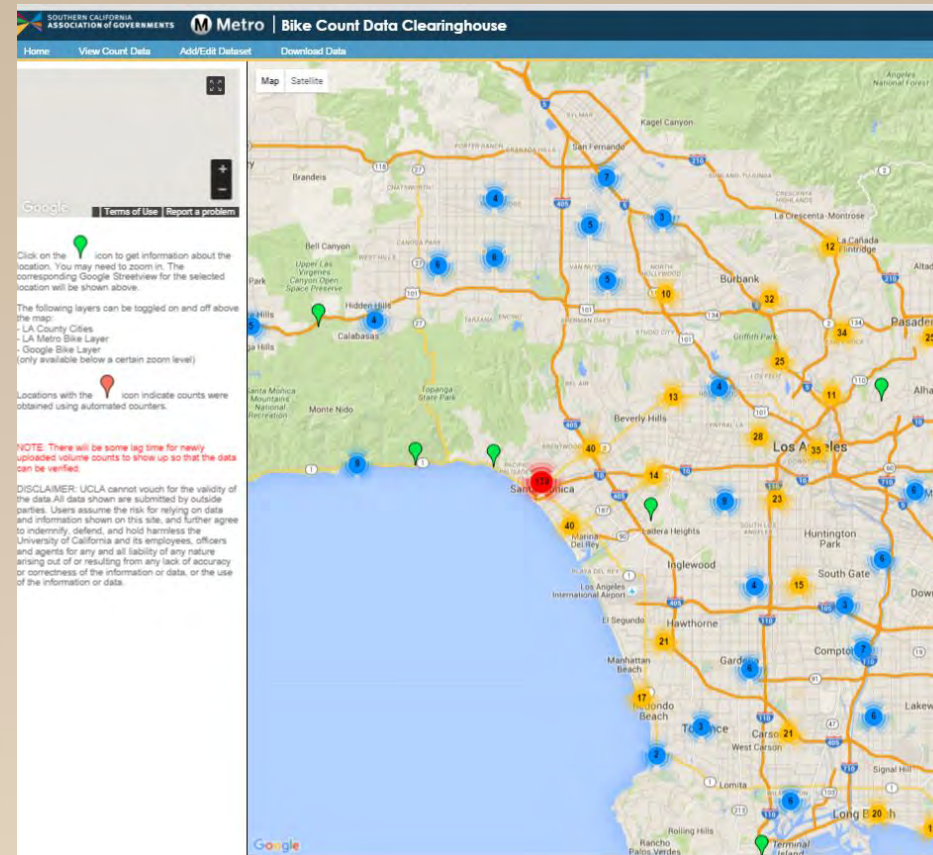
July 20, 2016

Rye Baerg  
Active Transportation &  
Special Programs



# Background

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



**Metro**<sup>®</sup>



# 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

**Bicycle/Pedestrian Data Collection - Screenline Count Form**

Date: 20\_\_\_\_-\_\_\_\_-\_\_\_\_  
Location: \_\_\_\_\_

This Page: \_\_\_\_\_  
Count Period: \_\_\_\_\_

Pages: \_\_\_\_\_

**Bicyclists**

Count bicyclists when they cross this imaginary line

Bikes - Right to Left: \_\_\_\_\_  
Bikes - Left to Right: \_\_\_\_\_

Female: \_\_\_\_\_  
Sidewalk Riding: \_\_\_\_\_  
Wrong Way Riding: \_\_\_\_\_  
Other: \_\_\_\_\_  
Other: \_\_\_\_\_

**Pedestrians**

Count pedestrians when they cross this imaginary line

Pedestrians - Right to Left: \_\_\_\_\_  
Pedestrians - Left to Right: \_\_\_\_\_

Wheelchair/Special Needs: \_\_\_\_\_  
Skateboard/Scooter/Skates: \_\_\_\_\_  
Child: \_\_\_\_\_  
Other: \_\_\_\_\_  
Other: \_\_\_\_\_

# 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<sup>62</sup>

# Stakeholder Survey

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

# Southern California Active Transportation Safety & Encouragement Campaign



## Active Transportation Working Group

July 20, 2016

Julia Lippe-Klein





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



**Fontana Arts Festival**

**Saturday, July 30, 2016**  
*sábado, 30 de julio de 2016*

**5pm – 10pm**

**Fontana's Sunset on Sierra**

# 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

- Best Practices & Case Studies
- How to Take Action
- Using Data for Active Transportation Decision Making

P

- Grant Funding 101: Tips & Checklists
- How to Work with the Media
- Conducting Bicycle Trainings

CG

- Hosting Group Rides
- Conducting Walk & Bike Audits
- Developing Open Streets Events
- Promoting Active Transportation at Work

W

- 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 16<sup>th</sup>  
Partnership opportunities
- Cross promoting events – What’s happening in your community?

# More information:



Open Streets & Temporary Events

Stephen Patchan

[patchan@scag.ca.gov](mailto:patchan@scag.ca.gov)

Toolbox/Trainings & Bicycle Classes

Alan Thompson

[thompson@scag.ca.gov](mailto:thompson@scag.ca.gov)

Julia Lippe-Klein

[Lippe-klein@scag.ca.gov](mailto:Lippe-klein@scag.ca.gov)

# Upcoming Funding Opportunities

July 20, 2016

Sarah Jepson and Stephen Patchan  
Active Transportation and Special  
Programs



# 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>.