

Public Health Working Group

February 15, 2018

Rye Baerg

Active Transportation and Special Programs



2017 Working Group Outlook

- Summer 2017/Winter 2018 – Listening Sessions
- Spring 2018 – Draft Public Health Framework
- Summer 2018 – Review with Stakeholders
- Fall 2018 – Policy Committee Approval

Regional Transportation Plan

- Integrated Land-Use and Transportation Plan
- **Developed through “bottoms-up”** process that respects city control
- Aims to meet state-adopted GHG reduction targets for 2020, 2035
- First RTP/SCS adopted April 2012
- 2016 RTP/SCS adopted April 2016



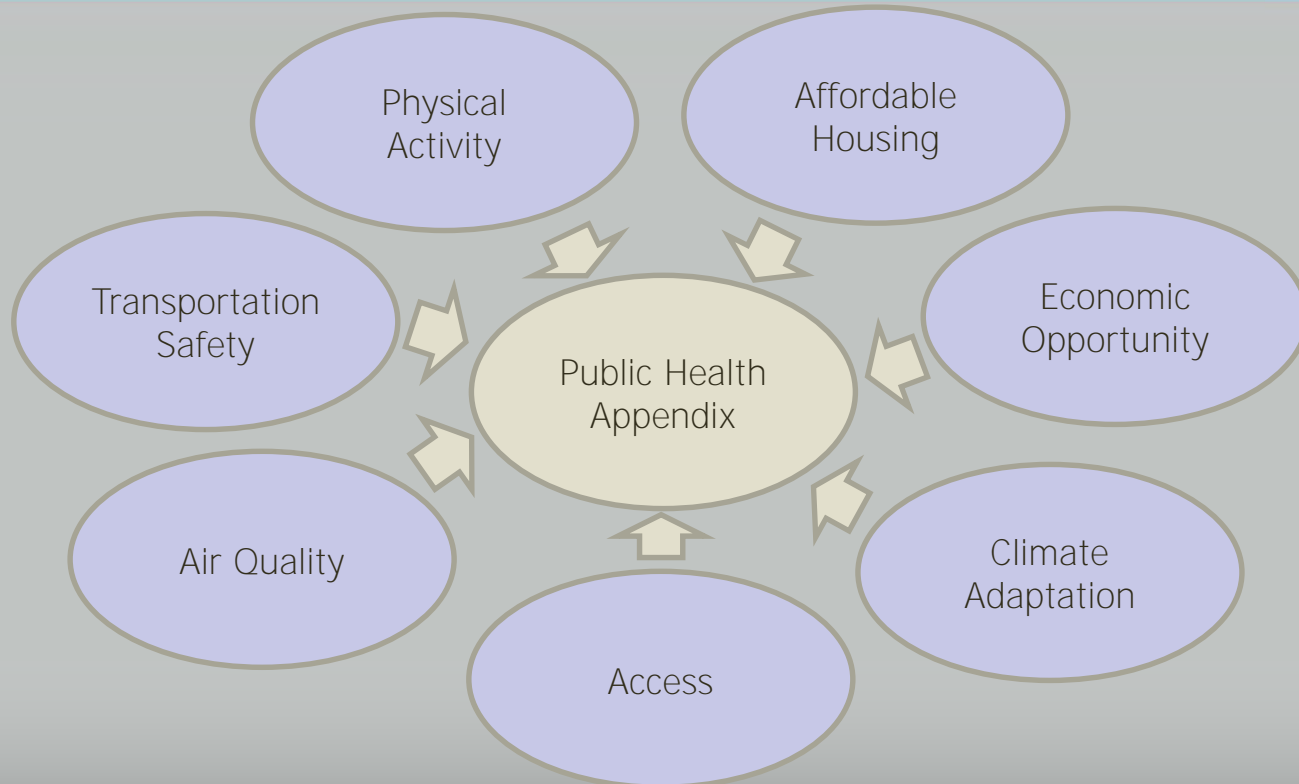
Public Health Framework

- Broad document summarizing Working Group Feedback
- Used for as a base for future outreach with regional stakeholders including sub-regions and county agencies
- Highlight focus areas for SCAG to begin early data collection and analysis

Listening Sessions

- Thematic review of focus areas in the plan
- Discussion of new possible analysis related to each area and identification of data needs
- Discussion of how the Health Analysis in the RTP/SCS can be improved as a planning tool for local jurisdictions and stakeholders

2016 RTP/SCS: Public Health Plan Analysis Focus Areas



Listening Session Schedule

- March – Economy and Housing
- August – Climate and Air Quality
- February – Access and Physical Activity
- Spring – Health Equity and Environmental Justice
- Spring – Draft Framework

Performance Measures

TABLE 3 Performance Measures by Focus Area

Relevant Performance Measures		Public Health Focus Areas						
Metric	Data Source	Accessibility	Affordable Housing	Air Quality	Climate Adaptation	Economic Wellbeing	Physical Activity	Safety
Additional jobs supported by improving competitiveness	Regional Economic Model REMI					X		
Additional jobs supported by transportation investments	Regional Economic Model REMI					X		
Net contribution to Gross Regional Product	Regional Economic Model REMI					X		
Criteria pollutant and greenhouse gas emissions	Travel Demand Model/ARB EMFAC Model			X	X			
Share of growth in High Quality Transit Areas (HQTAs)	RTP/SCS socio-economic small area data	X	X					
Average distance for work and non-work trips	Travel Demand Model	X						
Percent of trips less than 3 miles	Travel Demand Model	X					X	
Work Trip Length Duration	Travel Demand Model	X						
Land Consumption	Scenario Planning Model				X			
Mode share of walking and bicycling	Travel Demand Model						X	

Access to Essential Destinations

TABLE 4 Plan Performance - Accessibility*

Metric	Result of Plan	
	2040 Baseline	2040 Plan
Share of growth in High Quality Transit Areas (HQTAs) from Base Year (% of Households in in HQTAs)	36%	47%
Jobs/Housing Balance in HQTAs	36% Housing 44% Employment	46% Housing 55% Employment
Average distance for work trips (miles)	15.1	15.5
Average distance for non-work trips (miles)	7.8	7.9
Percent of work trips less than 3 miles	20.4%	20.3%
Percent of non-work trips less than 3 miles	41.7%	41.9%
Work Trip Length Duration	Auto 25.3 min Transit 79.9 min Walk 25.7 min Bike 26.9 min	Auto 22.0 min Transit 76.3 min Walk 25.4 min Bike 26.5 min
Percentage of PM Peak transit trips <45 min	26.2%	30.1%
Percentage of PM Peak HOV Trips <45 min	72.9%	78.4%
Percentage of PM Peak SOV Trips <45 min	82.2%	88.6%

*Please see the Performance Measures Appendix for more information on data sources and methodology used to calculate these outcomes.

Physical Activity

TABLE 9 Plan Performance - Physical Activity*

Metric	Result of Plan	
	2040 Baseline	2040 Plan
Percent of work trips less than 3 miles	20.4%	20.3%
Percent of non-work trips less than 3 miles	41.7%	41.9%
Mode share of walking	10.7%	13.5%
Mode share of bicycling	1.6%	2.2%
Obese population*	26.3%	25.6%
High blood pressure*	21.5%	20.8%
Heart Disease*	4.4%	4.2%
Diabetes Type 2*	6.1%	6.0%

**Results are for areas experiencing land use and population changes not the entire SCAG region. *Please see the Performance Measures Appendix for more information on data sources and methodology used to calculate these outcomes.*

Rye Baerg
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Metro First Last Mile Program



Los Angeles County
Metropolitan Transportation Authority

FIRST LAST MILE STRATEGIC PLAN



Background

**Health and Active
Transportation Motion**

**Active Transportation
Agenda**

**SCAG/Metro
Joint Work Program**



**First Last Mile
Strategic Plan**



Purpose



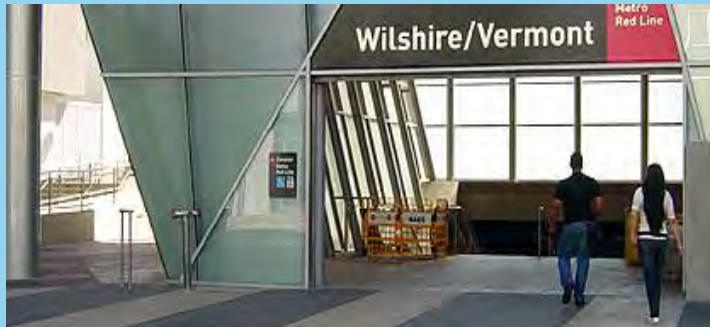
Designed to facilitate easy access

Looking at the transit catchment areas of stations and stops and with an emphasis on improving multi-modal access



Components of the Plan

In-depth case studies of 10 prototypical sites will provide a range of geographic, demographic, and physical challenges.



The findings of the study will be compiled into a strategic plan with modal access targets, an assembly of best practices, and implementable design guidelines and recommendations



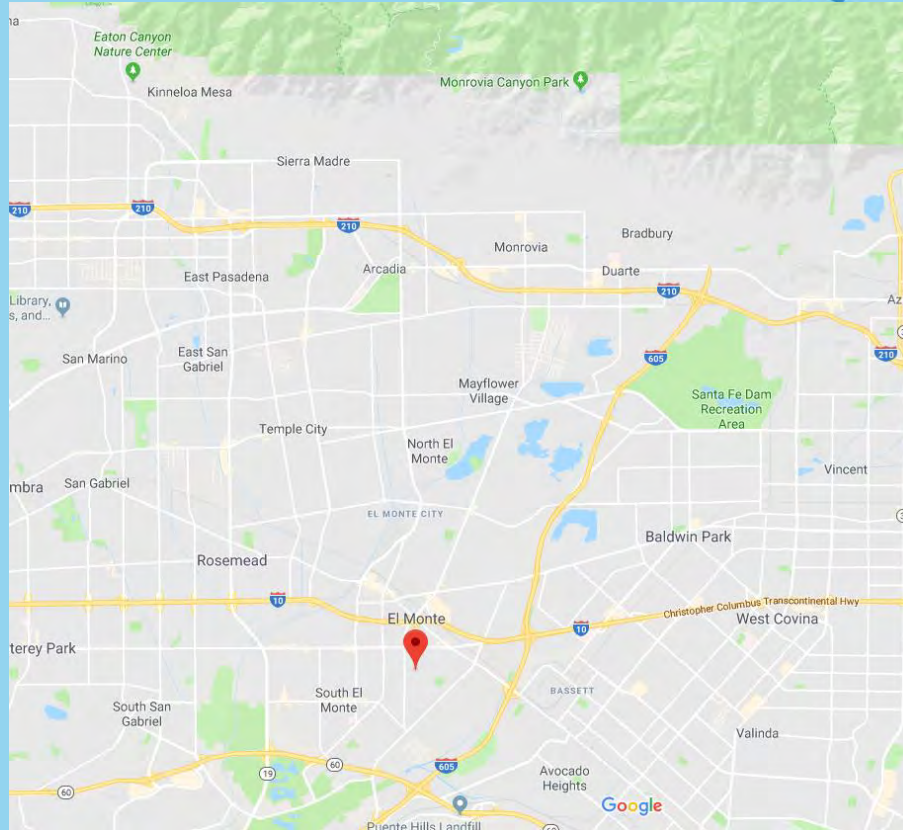
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Los Angeles County
Metropolitan Transportation Authority

TRANSIT TO OPEN SPACE AND PARKS STRATEGIC PLAN

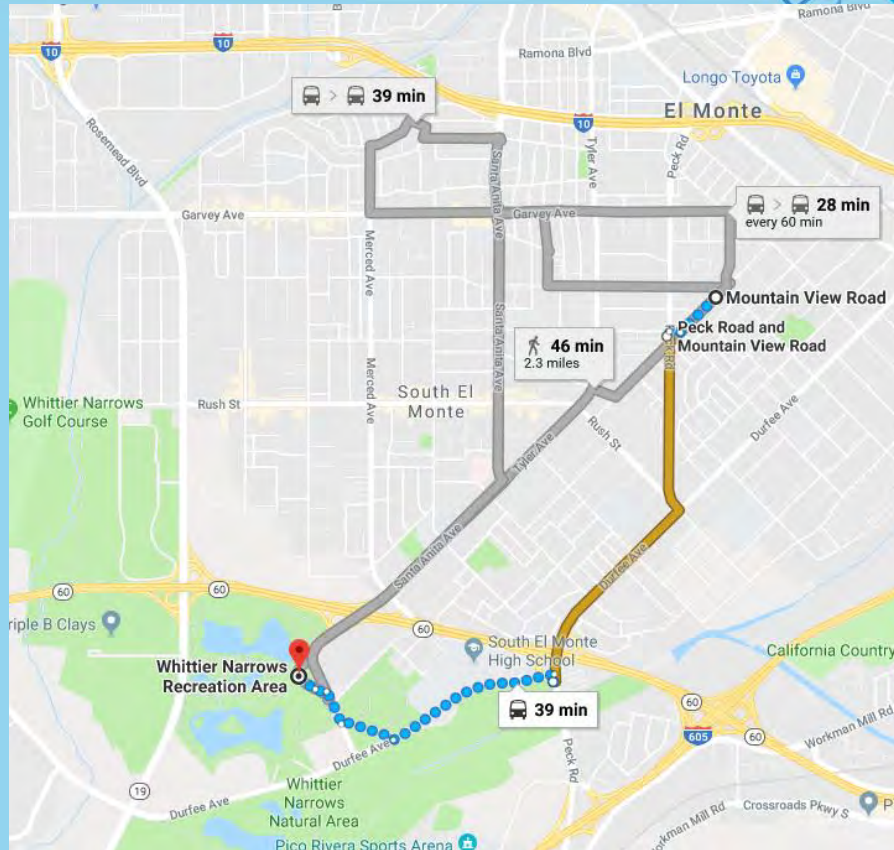


Why Does LA County Need a Transit to Parks Plan?



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Why Does LA County Need a Transit to Parks Plan?



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Why Does LA County Need a Transit to Parks Plan?

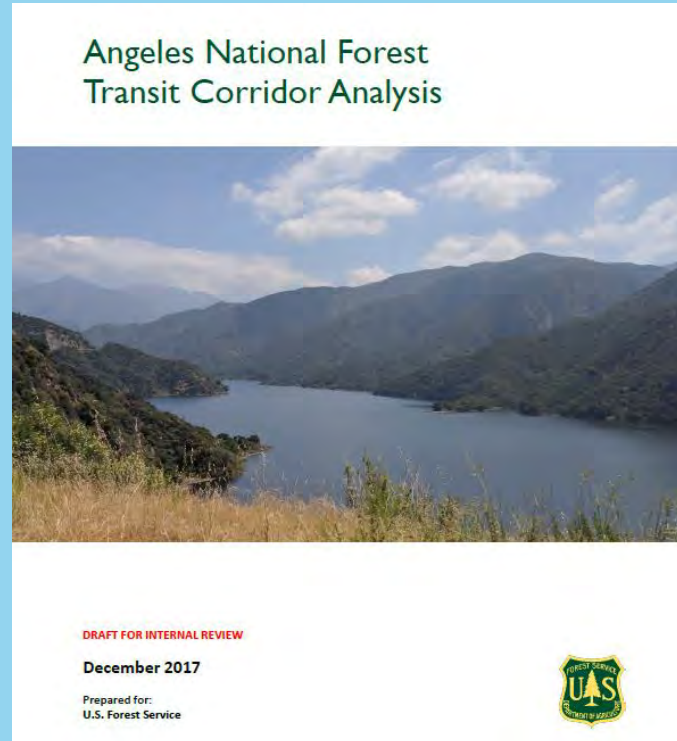


1. Angeles National Forest
2. Department of Public Health
3. County Parks Need Assessment
4. Ongoing Community Efforts

Why Does LA County Need a Transit to Parks Plan? Forest Service Transit Analysis

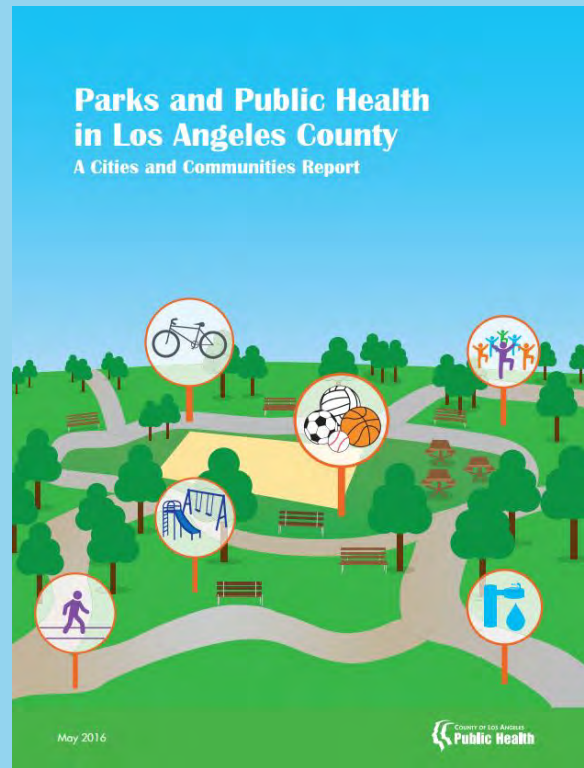


New designation as a National Monument requires new Transportation Plan to increase non-automobile access, especially for disadvantaged communities.



Why Does LA County Need a Transit to Open Space and Parks Strategic Plan?

- > Public Health
 - > 2016 LA County Department of Public Health study
 - > Correlation between economic hardship, reduced local park space, and premature mortality, cardiovascular disease, and diabetes.

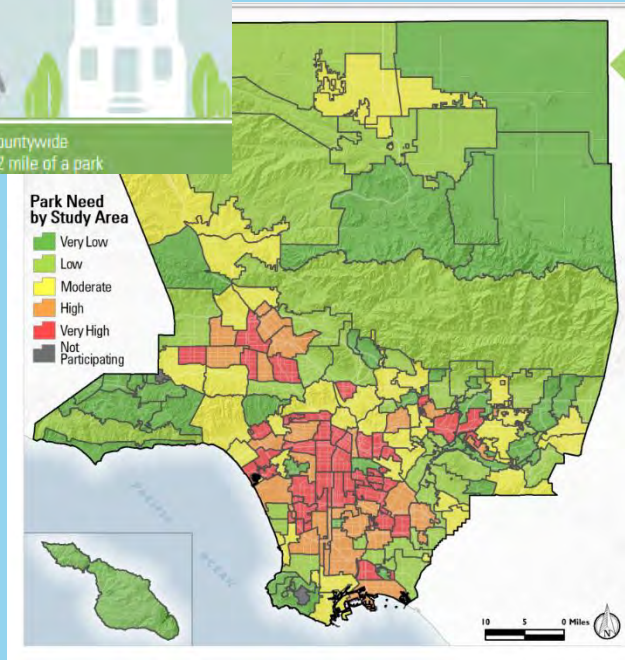
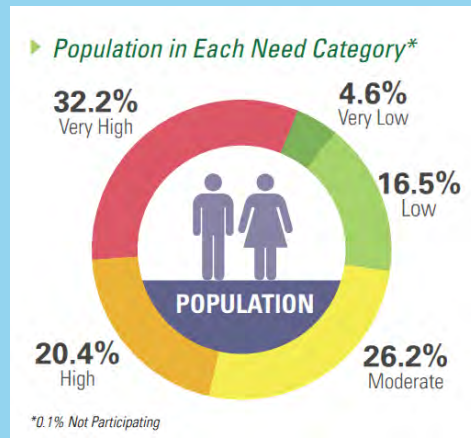


WHY? LA County Needs Assessment

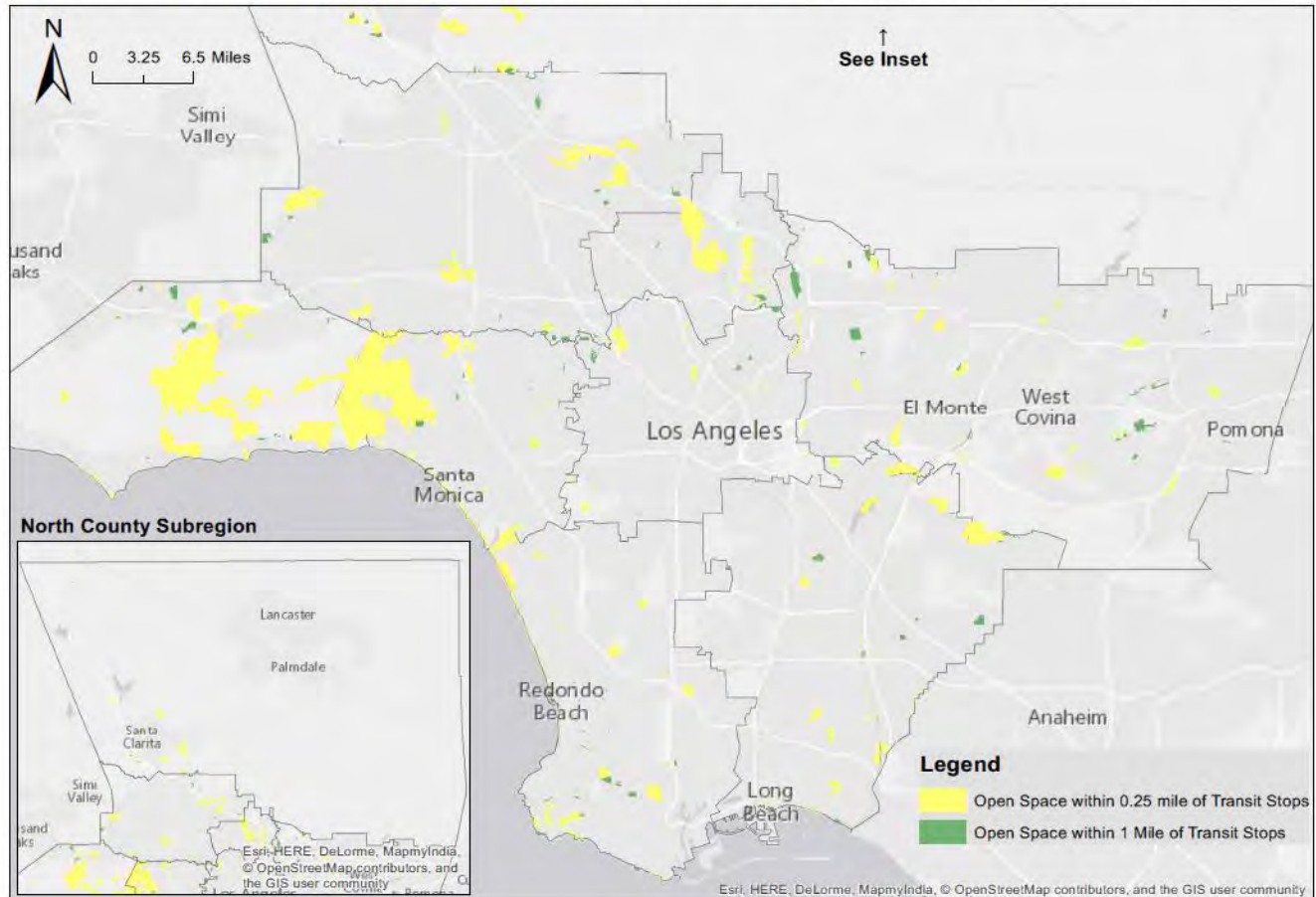


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Why Does LA County Need a Transit to Parks Plan?



ATTACHMENT A: Regional Open Space and Natural Areas Accessible by Transit



Me

Ongoing Community Efforts



- LA County DPW shuttles to beach and Baldwin Hills
- Griffith Observatory DASH
- Pasadena implementing Transit to Parks
- Community Based Organizations

Background

Metro Board's Motion



In the Transit to Open Space and Parks Access Motion (June 23, 2016 – Board Agenda Item 52), the Board requested:

- >Action Plan to Improve Parks Access, to Include:
 - >Assessment of Current Service
 - >Identification of Funding
 - >Potential Support Efforts
 - >Ways to Promote/Expand Service

What is the Transit to Open Space and Parks Strategic Plan?



Recommend cost-effective investments for connecting disadvantaged and park poor communities to open space and parks using transit.

What Metro is aware of:



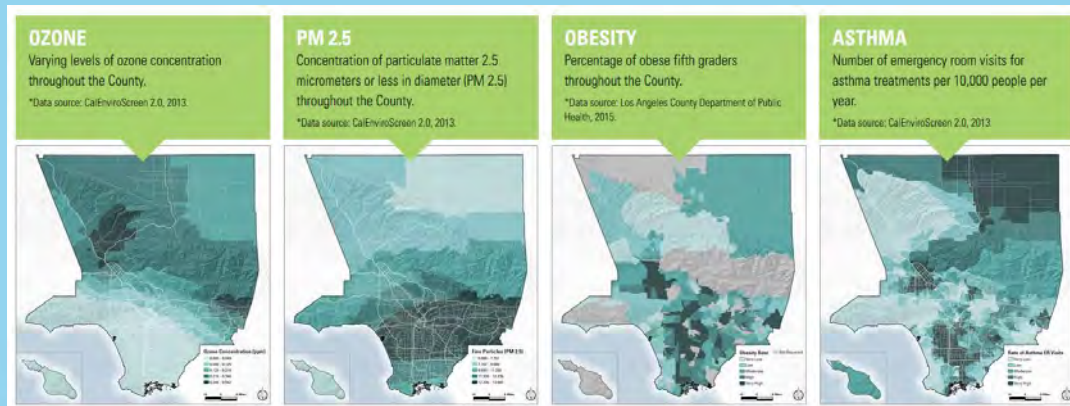
- > Substantial Prior Work and Data
- > Range of Prior/Current Access Projects with mixed success
- > Many Parks can currently be accessed by Transit
- > Some Grants/Funding Programs Available



Me

THE OBJECTIVES

- > Analyze park access needs across the County with a focus on **disadvantaged park-poor communities**
- > Review and evaluate prior efforts to improve open space access
- > Guide decision making on future projects and investments
- > Engage potential partners and other stakeholders
- > Recommend potential activities to improve park access



T2P Team



> **Project Team**

- + Here LA
- + Nelson\Nygaard
- + Placeworks
- + Nature for All
- + Community Nature Connection

> **Advisory Committee**

- + Local and county government agencies
- + Social justice and environmental CBO
- + Geographic diversity

Schedule



	Milestone/Task	Completion Date
1	Kick-off	Nov 2017
2	Advisory Committee	Dec 2017
3	Best Practices Review	Feb 2018
4	Advisory Committee	Feb 2018
5	Data Compilation and Analysis	Mar 2017
6	Advisory Committee	May 2018
7	Strategic Plan and Recommendations	June 2018
8	Advisory Committee	July 2018
9	Final Report	August 2018



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Case Studies



- Fifteen case studies
- Shuttle Programs
- Bus Route Modifications / Additions
- First/Last Mile (walking and biking)
- Carshare/Shared Ride
- Promotional, Marketing, Educational
- Supportive programs like bike racks, surfboard racks on transit, special target population programs.



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Case Studies- Lessons Learned



- Marketing and advertising play a big role
- Hours of operation need to match demand
- Service capacity needs to match demand
- Provision of transit service can be provided with TDM practices
- Carshare/Shared Ride
- Use data to track and modify
- No one size fits all approach

Next steps- Data Analysis



Parks/Open Space
(typologies, swimming)



People/Communities
(demographics)



Transit
(time, frequency)

Final Plan



- Identifying lots of existing efforts
- Toolkit
- Completed August 2018

Thank You



Physical Activity

February 15, 2018

Rye Baerg
Senior Regional Planner



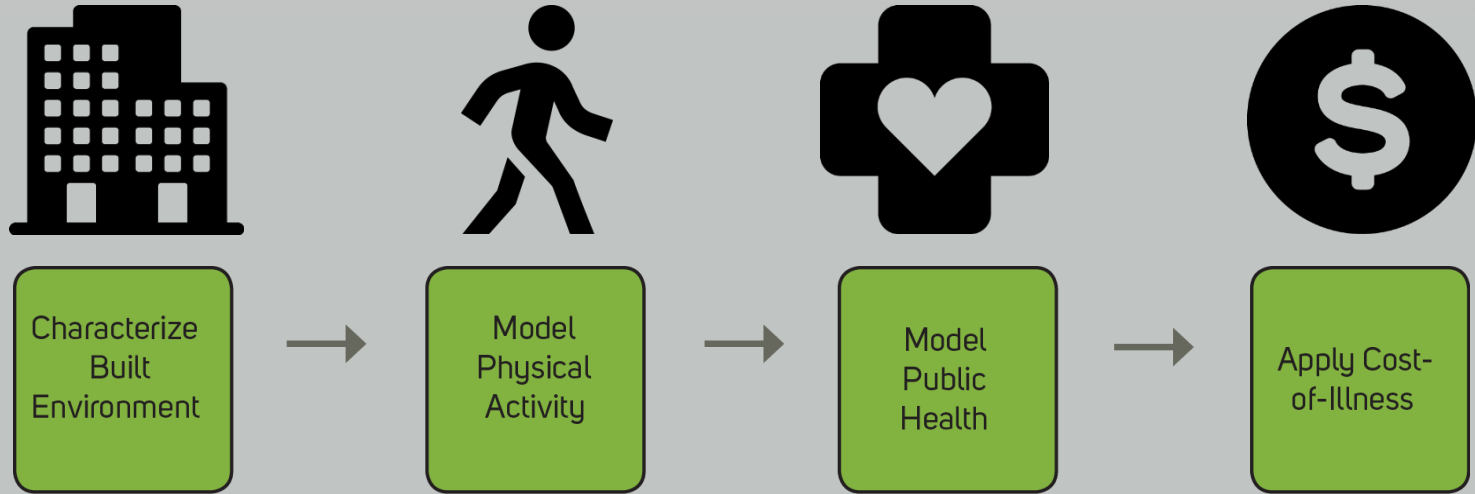
California Public Health Assessment Model



CALIFORNIA STRATEGIC
GROWTH COUNCIL

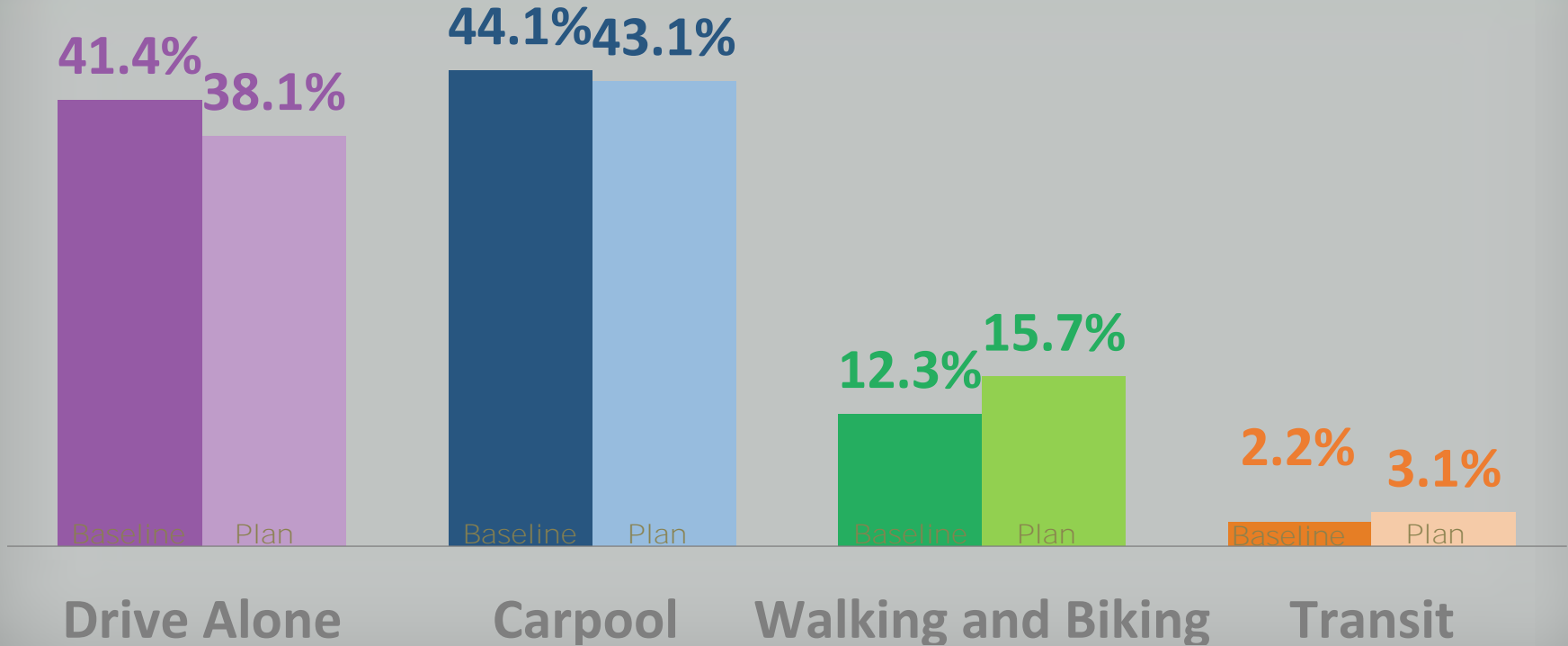


Modeling Process



Mode Choice – Total Trips

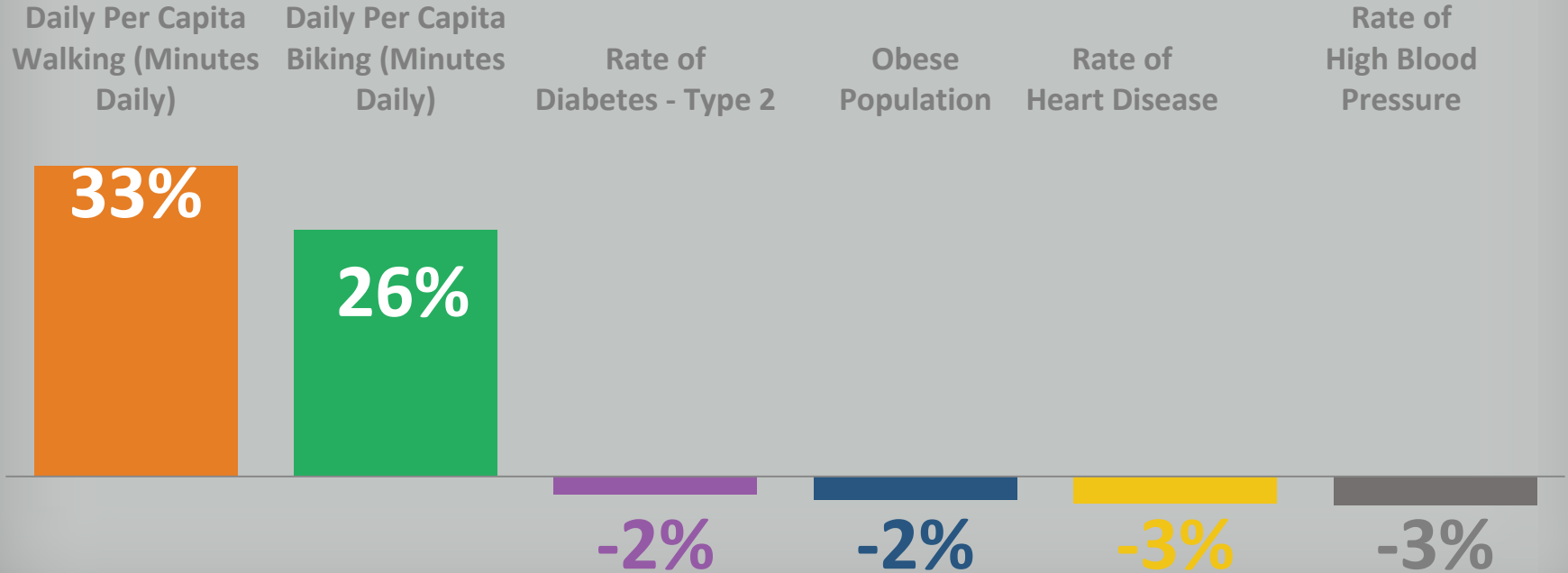
Plan vs. Trend Baseline



Note: These figures include additional improvements in walking and biking associated with the benefits of certain active transportation investments, which are analyzed as a supplement to SCAG's Regional Trip Based Model

Public Health Outcomes in 2040 – Adults Aged 18-65

Plan vs. Trend Baseline

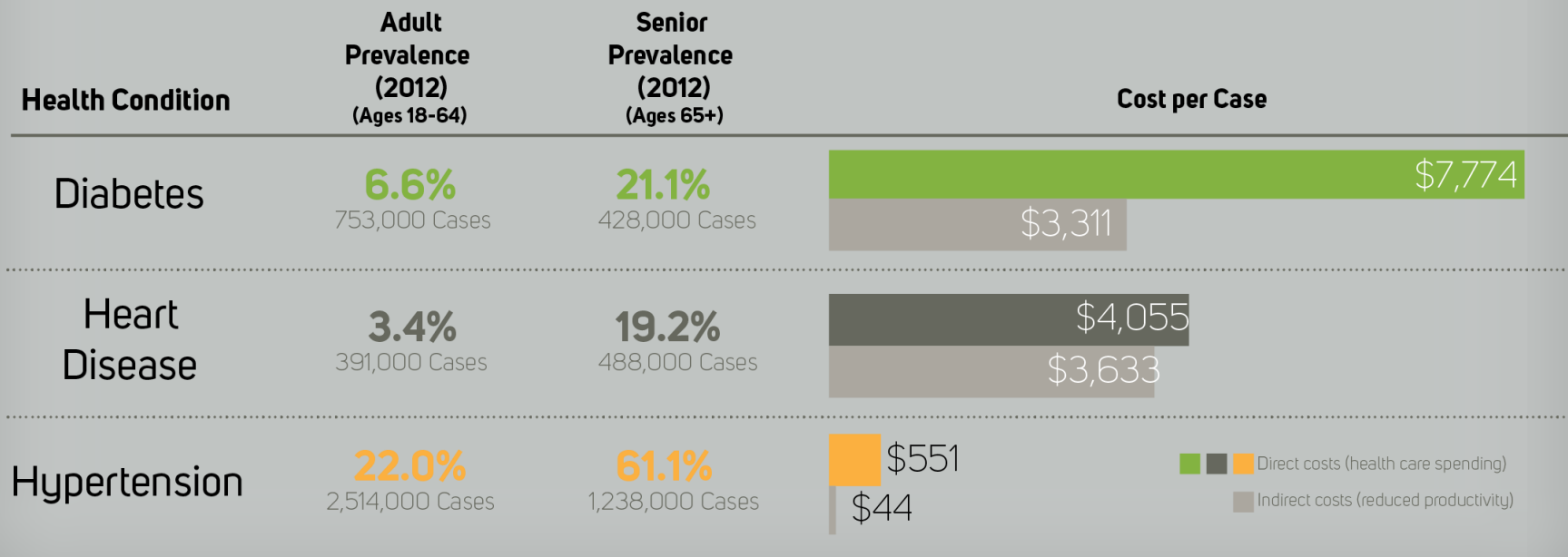


* Results are for the new population in areas of the plan experiencing land use changes.

Active Transportation Health and Economic Impact Study

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

Current Costs to the Region



Current Costs to the Region



\$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.

Physical Activity

Daily Trips in the SCAG Region by Mode



3.3 Million

Hours of Daily Walking



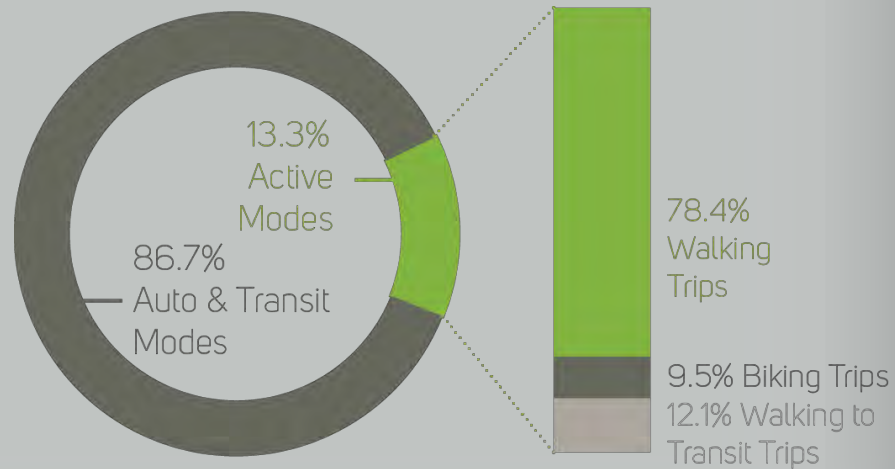
1.9 Million

Hours of Daily Biking



139 Thousand

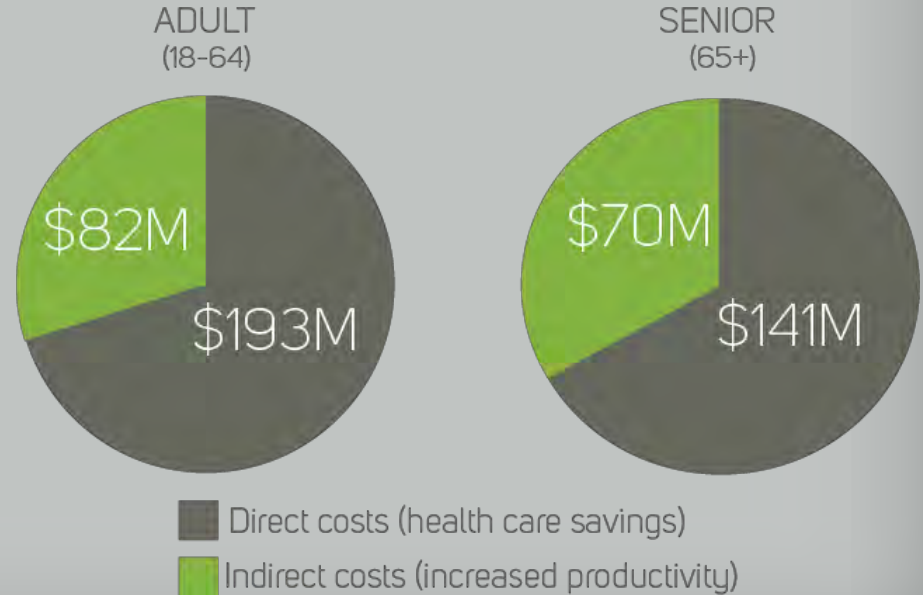
Hours of Daily Walking to Transit



Current Infrastructure

\$488 Million

Estimated total annual physical activity health savings for adults and seniors due to avoided health care expenditures and increased productivity



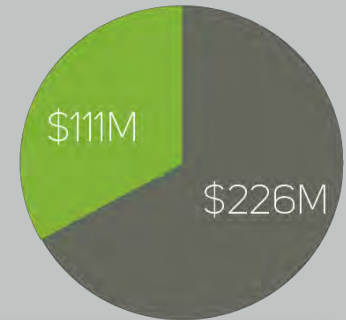
Additional Savings from 2016 RTP/SCS Implementation

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



\$337 Million

Predicted annual physical activity savings in 2040 in adults ages 18-64 from full RTP implementation



■ Direct costs (health care savings)
■ Indirect costs (increased productivity)

2016 RTP/SCS Implementation

\$4.5 Billion

Overall, accumulated savings from reduced hypertension, diabetes, and heart disease in adults (ages 18-64) is predicted to be \$4.5 billion throughout the life of the RTP.

2016 RTP/SCS Implementation

RTP Active Transportation Investment Areas

\$2.8B

Regional Trip
Strategies

\$2.2B

Transit Integration
Strategies

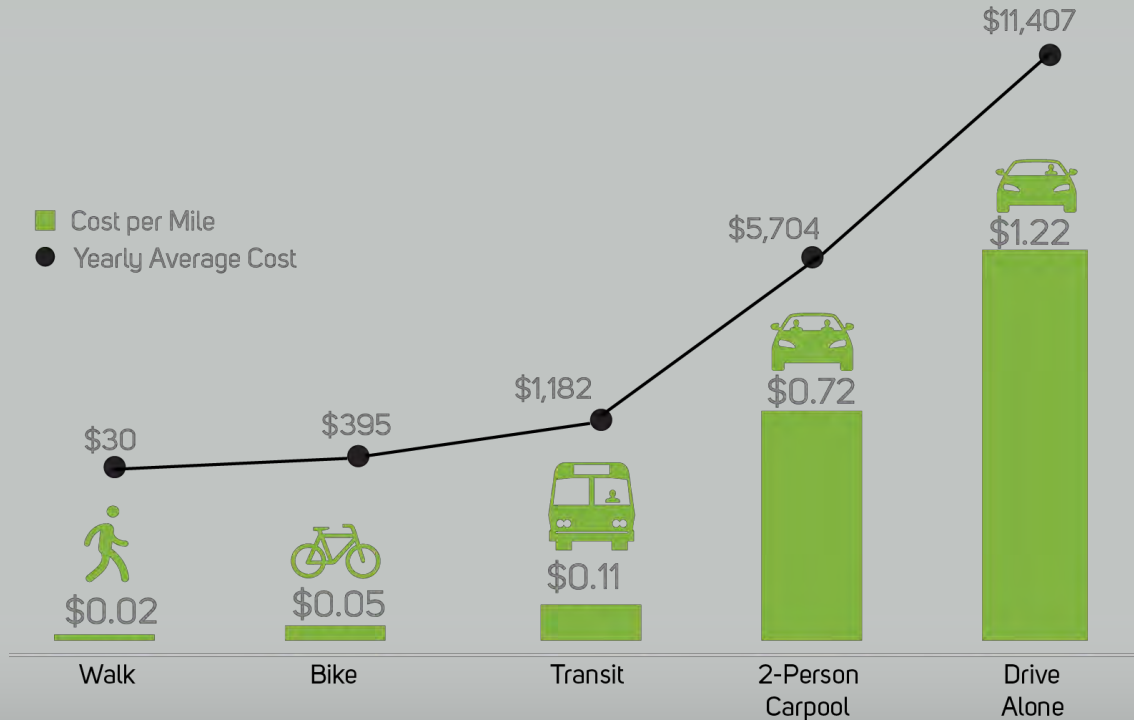
\$7.6B

Short Trip
Enhancements
(sidewalks and
bikeways)

\$288M

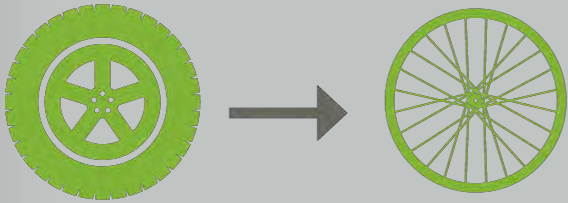
Education and
Encouragement
Campaigns

Consumer Savings



Yearly and Per Mile Costs by Mode

Consumer Savings



2.3 Million

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

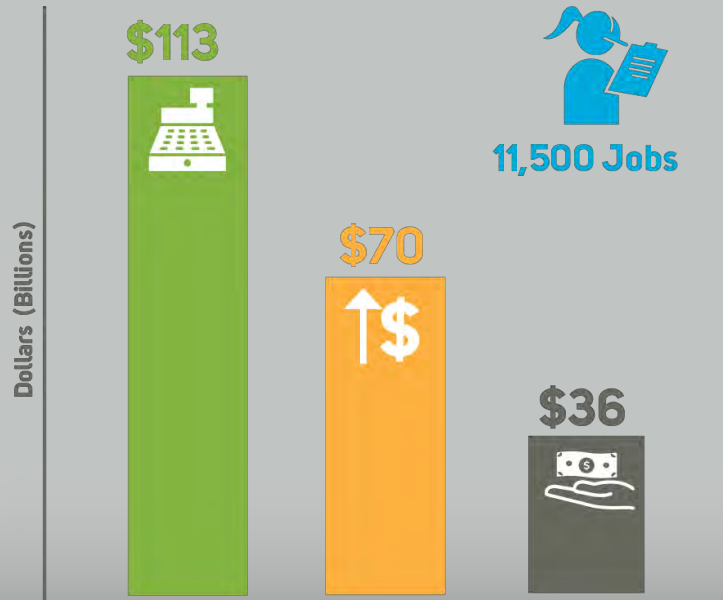


\$976 Million

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

Regional Impact

Average Annual Economic Impacts due to Active Transportation



Employment (total jobs)

The total number of jobs associated with active transportation infrastructure spending and the associated health effects



Personal Income (\$B)

Employment total multiplied by average wages by position type



Sales Output (\$B)

Sales output discounted for prior stages of manufacturing that occurred outside the SCAG region.



Value Added (\$B)

The difference between retail sale prices and the cost to purchase the item being sold.

Thank You!



Active Transportation

2020 RTP/SCS Development



Joint Active Transportation/Public Health Working Groups
February 15, 2018

2016 Regional Transportation Plan/ Sustainable Communities Strategy

- \$554 Billion Plan
- \$12.9 dedicated to Active Transportation (2.3% of plan)
- Doubling of Active Transportation investments compared to 2012 RTP
- Links Active Transportation Investment to Land-Use/Transit.



2016 RTP/SCS

Regional Trips (\$2.8B)

- Regional Bikeways
- Regional Greenways

Education/Encouragement (\$288M)

- Safe Routes to School
- Safety/Encouragement Campaigns
- Demonstration Projects

Short Trips (\$7.6 B)

- Neighborhood Mobility Areas (Neighborhood Greenways)
- Sidewalks/Local Bikeways
(1st/last mile to...)

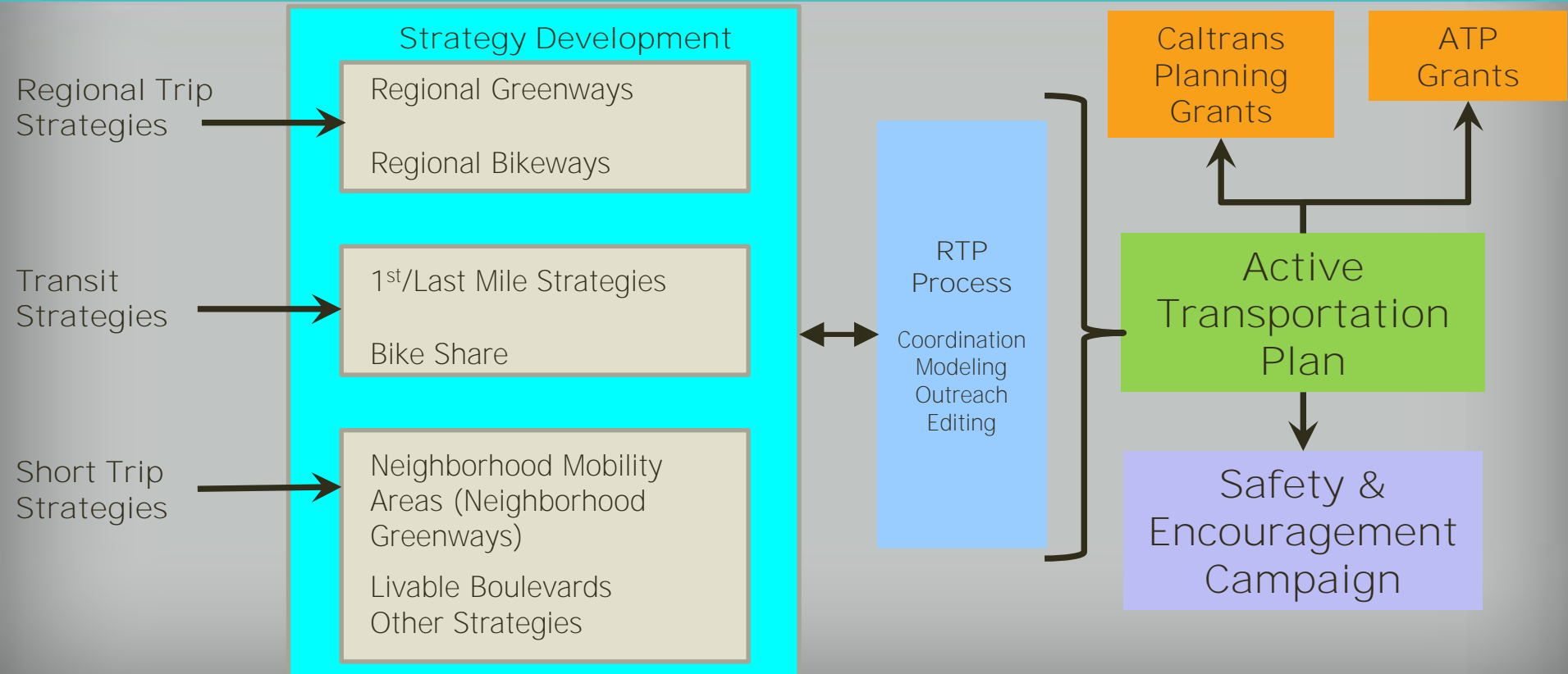
Access to Transit (\$2.2B)

- First Mile/Last Mile
- Livable Corridors
- Bike Share

2020 Active Transportation

- How can we continue to coordinate/integrate strategies with other modes and land-use in RTP/SCS?
- How do we meet mandated targets such as safety?
- How do we make RTP/SCS more useful for local jurisdictions?
- What is impact of new technology?
 - Ride share,
 - Autonomous vehicles,
 - Electric bikes

2020 Active Transportation Plan Development



Regional Trip Strategies



Regional Bikeways

- Connects across jurisdictions
- Connects to local bikeway networks and destinations
- 2,200 miles



Regional Greenways

- Class 1 and Class 4 bikeways
- Connects to regional bikeway networks
- Connects to local walking networks
- 2,200 miles

Regional Trips Research

- What is status of Regional Bikeways and Greenways?
- What opportunities/challenges has the region faced in implementing, maintaining and optimizing use of these facilities?
- How can regional planning, policies, programs improve outcomes?



Transit Strategies



First Last Mile

- Rail Corridors (224 Stations)
- Transit-Oriented Development
- Complete Streets



Livable Boulevards

- Bus Corridors
- Increased Density Development at Nodes
- First-Last Mile to Nodes + Corridor Improvements



Bike Share

Near Rail Transit Stations
218 Bike stations/ 2,180 bikes

Transit Strategies Research

- What is status of First/Last Mile networks?
- What opportunities/challenges has the region faced in implementing, maintaining and optimizing use of facilities?
- How can regional planning, policies, programs improve outcomes?



Short Trip Strategies



Neighborhood Mobility Areas

- **“Main Street” Strategy**
- Outside HOTA
- Neighborhood Electric Vehicles + Active Transportation



Local Bikeway Networks

Connections between residences and regional networks, transit and local activities

12,900 miles if bikeways in 2040.

Short Trips

- Short trips represent 38% of all trips in the region.
- 78% of these short trips are currently taken by automobile.

Short Trips Research

What strategies are available to:

- a) Shift these trips to non-SOV trips?
- b) Make longer trips shorter/achieve trip segments with other modes?

What impact would this have on:

- a) GHG and air quality outcomes?
- b) Physical activity rates?
- c) Regional economic impacts?

What are impacts of new tech/innovations?

- a) E-Bikes
- b) Ride Share



Local Planning Need

Number of Cities in SCAG Region with No Active Transportation Plan

	Total Cities	Local Bike	Local Ped	Local SRTS	% Incomplete
IMP	7	43%	86%	100%	76%
LA	88	60%	80%	82%	74%
OC	34	65%	79%	94%	79%
RIV	28	75%	89%	89%	85%
SBD	24	50%	58%	63%	57%
VEN	10	50%	80%	80%	70%
Total	191	66%	84%	90%	80%



Number of Missing Components	Average Cost per Component	Total Planning Need
459	\$100,000	\$45,900,000

Questions?

Alan Thompson, Senior Regional Planner
(Active Transportation Safety)

Thompson@scag.ca.gov 213-236-1940



Active Transportation Database

Project Overview

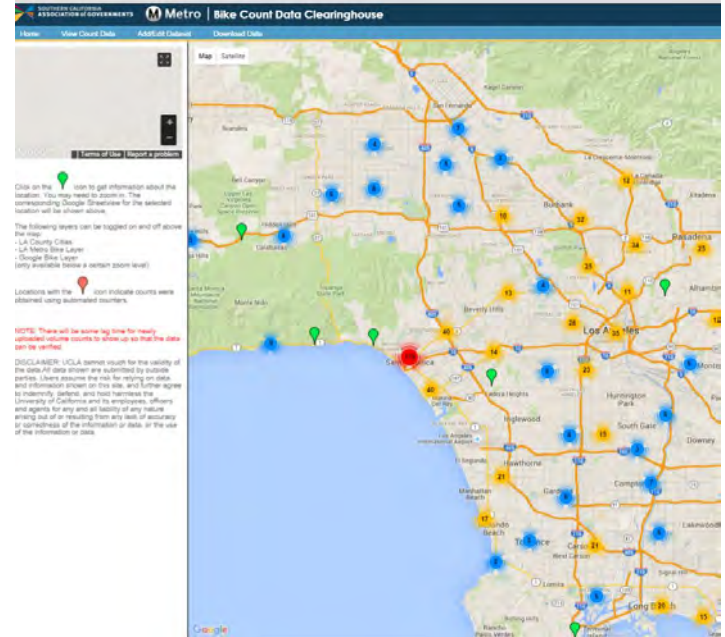
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Rye Baerg
Senior Regional Planner



Bicycle Data Clearinghouse Background

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



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Original BDC Deliverables

- Conducting Bicycle and Pedestrian Count Manual
- Count Forms
- Literature Review
- Modeling Integration White Paper
- Union Station Bike Count Report

Bicycle/Pedestrian Data Collection - Screenline Count Form

Date: _____ This Page: _____ Pages: _____
Location: _____ Count Period: _____ Rain: _____

Bicyclists

Count bicyclists when they cross this imaginary line

Bikes - Right to Left

Bikes - Left to Right

Makes additional marks to record other characteristics

Female _____
Solewalk Riding _____
Wrong Way Riding _____
Other: _____
Other: _____

Pedestrians

Count pedestrians when they cross this imaginary line

Pedestrians - Right to Left

Pedestrians - Left to Right

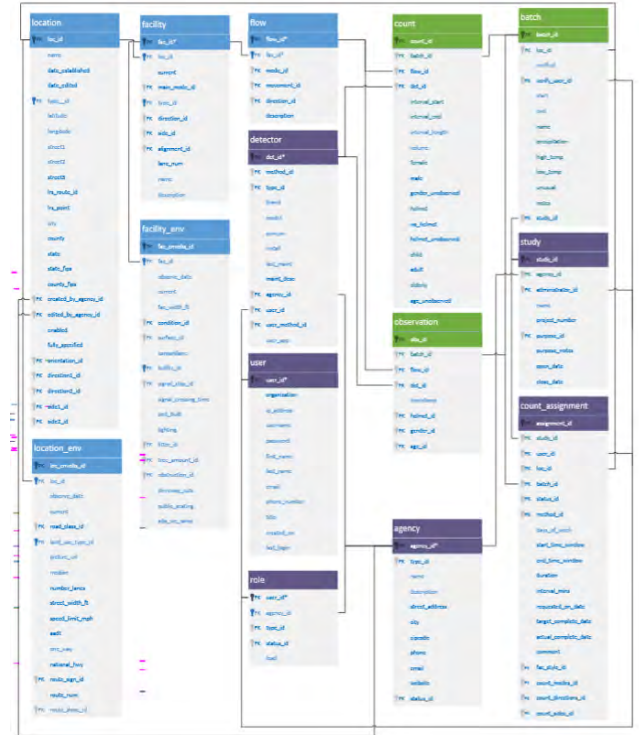
Makes additional marks to record other characteristics

Wheelchair/Special Needs _____
Skateboard/Scooter/Skates _____
Child _____
Other: _____
Other: _____

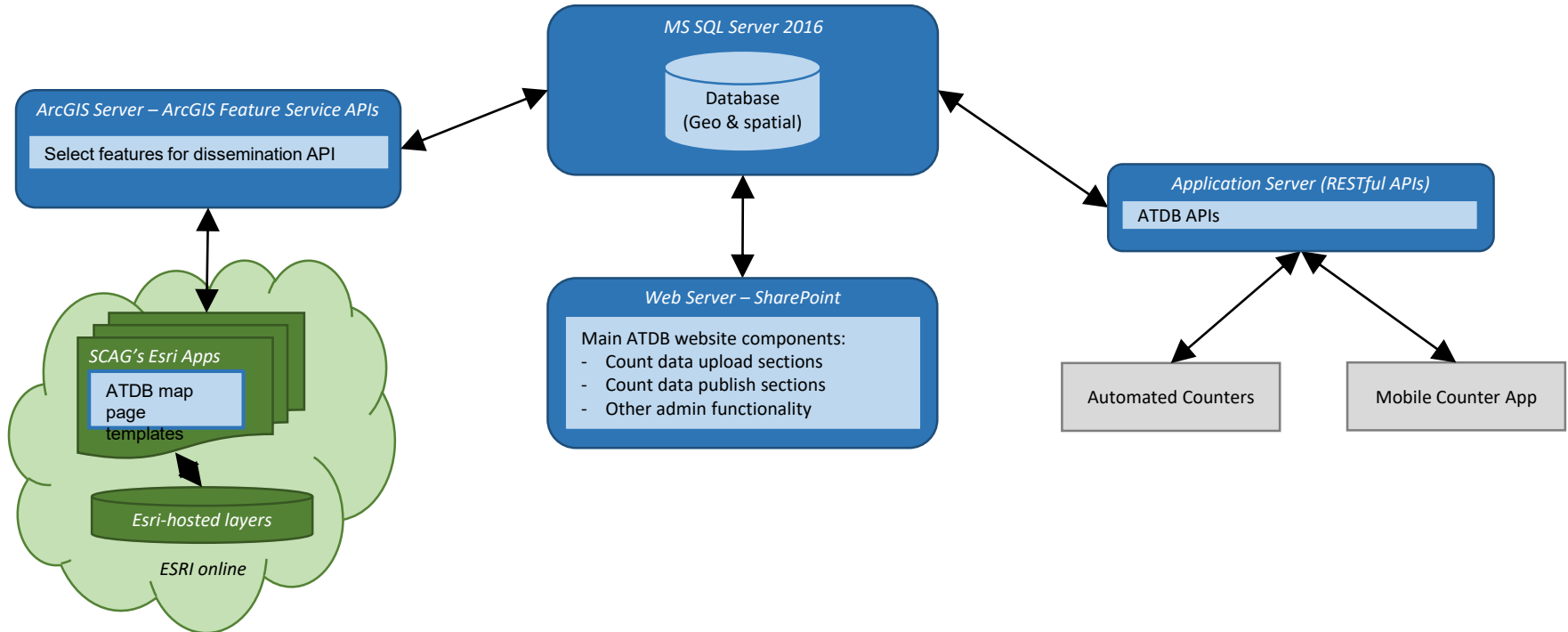
Goals of the ATDB Update

- 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

ATDB Schema



System Architecture



New User Interface

SCAG

Active Transportation Database

Home About Tutorials

MAP AND EXPORT DATA

Contact Us Log In Register

Active Transportation Database

ATDB FACT | In 2017, over 340,000 pedestrians and cyclists passed through the Metro Downtown Santa Monica station.

ATDB Account Login

Don't have an account? [Register Here](#)

User Name

Password

Log In Cancel

[Forgot Password?](#)

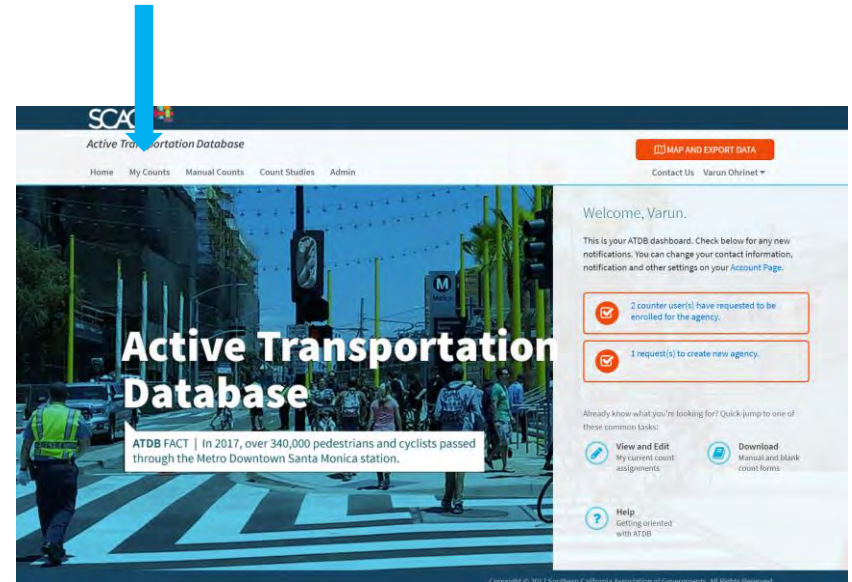
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User Roles

Register to Contribute to the **ATDB**

Email *	Phone Number
<input type="text"/>	<input type="text"/>
First Name *	Last Name *
<input type="text"/>	<input type="text"/>
Title	Organization
<input type="text"/>	<input type="text"/>
Password *	Confirm Password *
<input type="password"/>	<input type="password"/>

Counter Role



The image shows a screenshot of the SCAQV Active Transportation Database (ATDB) dashboard. A blue arrow points to the 'MAP AND EXPORT DATA' button in the top right corner. The dashboard features a navigation menu with 'Home', 'My Counts', 'Manual Counts', 'Count Studies', and 'Admin'. A large banner image shows a street scene with a pedestrian crossing and a sign that reads 'Active Transportation Database'. Below the banner, a text box states: 'ATDB FACT | In 2017, over 340,000 pedestrians and cyclists passed through the Metro Downtown Santa Monica station.' The right sidebar contains a welcome message for 'Varun', a list of notifications (2 counter user requests and 1 request to create a new agency), and quick links for 'View and Edit My current count assignments', 'Download Manual and Blank count forms', and 'Help Getting oriented with ATDB'. The footer includes the copyright notice: 'Copyright © 2017 Southern California Association of Governments. All Rights Reserved.'

Count Admin

The image shows a screenshot of the SCAG Active Transportation Database (ATDB) dashboard. At the top, the SCAG logo is visible on the left, and the text "Active Transportation Database" is centered. Below this is a navigation menu with links for "Home", "My Counts", "Manual Counts", "Count Studies", and "Admin". On the right side of the header, there is a "MAP AND EXPORT DATA" button and a "Contact Us" link with a dropdown arrow for "Varun Ohri".

The main content area features a large background image of a city street with a crosswalk. Overlaid on this image is the text "Active Transportation Database" in large white font. Below this, a white box contains the text: "ATDB FACT | In 2017, over 340,000 pedestrians and cyclists passed through the Metro Downtown Santa Monica station."

On the right side of the dashboard, there is a "Welcome, Varun." message. Below this, there are two notification boxes: one stating "2 counter user(s) have requested to be enrolled for the agency." and another stating "1 request(s) to create new agency." Below these are three quick links: "View and Edit My recent count assignments", "Download Manual and Blank count forms", and "Help Getting oriented with ATDB".

At the bottom of the page, there is a small copyright notice: "Copyright © 2017 Southern California Association of Governments. All Rights Reserved."

Three blue arrows point from the top of the image down to the "Manual Counts" link in the navigation menu.

System Admin

The image shows a screenshot of the SCAG Active Transportation Database (ATDB) dashboard. At the top, the SCAG logo is visible on the left, and the text "Active Transportation Database" is centered. Below this is a navigation menu with links for "Home", "My Counts", "Manual Counts", "Count Studies", and "Admin". On the right side of the navigation bar, there is a "MAP AND EXPORT DATA" button and a "Contact Us Varun Ohri" link. The main content area features a large background image of a city street with a crosswalk. Overlaid on this image is the text "Active Transportation Database" in large white font. Below this, a white box contains the text: "ATDB FACT | In 2017, over 340,000 pedestrians and cyclists passed through the Metro Downtown Santa Monica station." To the right of the main content area, there is a "Welcome, Varun." message, followed by a paragraph of introductory text. Below this are two notification boxes: one stating "2 counter user(s) have requested to be enrolled for the agency." and another stating "1 request(s) to create new agency." At the bottom of the dashboard, there are three quick links: "View and Edit My current count assignments", "Download Manual and blank count forms", and "Help Getting oriented with ATDB". Four blue arrows point downwards from the top of the image towards the "Admin" link in the navigation menu.

SCAG
Active Transportation Database

Home My Counts Manual Counts Count Studies Admin

MAP AND EXPORT DATA
Contact Us Varun Ohri

Active Transportation Database

ATDB FACT | In 2017, over 340,000 pedestrians and cyclists passed through the Metro Downtown Santa Monica station.

Welcome, Varun.

This is your ATDB dashboard. Check below for any new notifications. You can change your contact information, notification and other settings on your Account Page.

- 2 counter user(s) have requested to be enrolled for the agency.
- 1 request(s) to create new agency.

Already know what you're looking for? Quick-jump to one of these common links:

- View and Edit My current count assignments
- Download Manual and blank count forms
- Help Getting oriented with ATDB

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Manual Data Upload

Home / Manual Counts / Load Manual Count Data / Load Tally Data

Load Tally Data

Agency

Count Administrator

Study

Count Taker

Location

Dates Counts Taken *

Start Time

Interval Duration (In Minutes)

Number of Intervals *

Modes Counted *
 Mixed Pedestrians Bicycles Wheelchairs Other wheeled devices

Directions Counted *
 Northeast Southwest

Weather Factor

High Temperature

Low Temperature

Precipitation

Other Usual Factors

[FORMAT TALLY ENTRY TABLE](#)

Flow	Start	End	Vol.	Estim.	Notes	Intervals	Helmet	NO HELM	Gender	Child	Elderly	Other
Northeast Bicycles	1:00 AM	1:15 AM	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>	<input type="text"/>		<input type="text"/>	<input type="text"/>	<input type="text"/>
Northeast Pedestrians	1:00 AM	1:15 AM	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>	<input type="text"/>		<input type="text"/>	<input type="text"/>	<input type="text"/>
Southwest Bicycles	1:00 AM	1:15 AM	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>	<input type="text"/>		<input type="text"/>	<input type="text"/>	<input type="text"/>

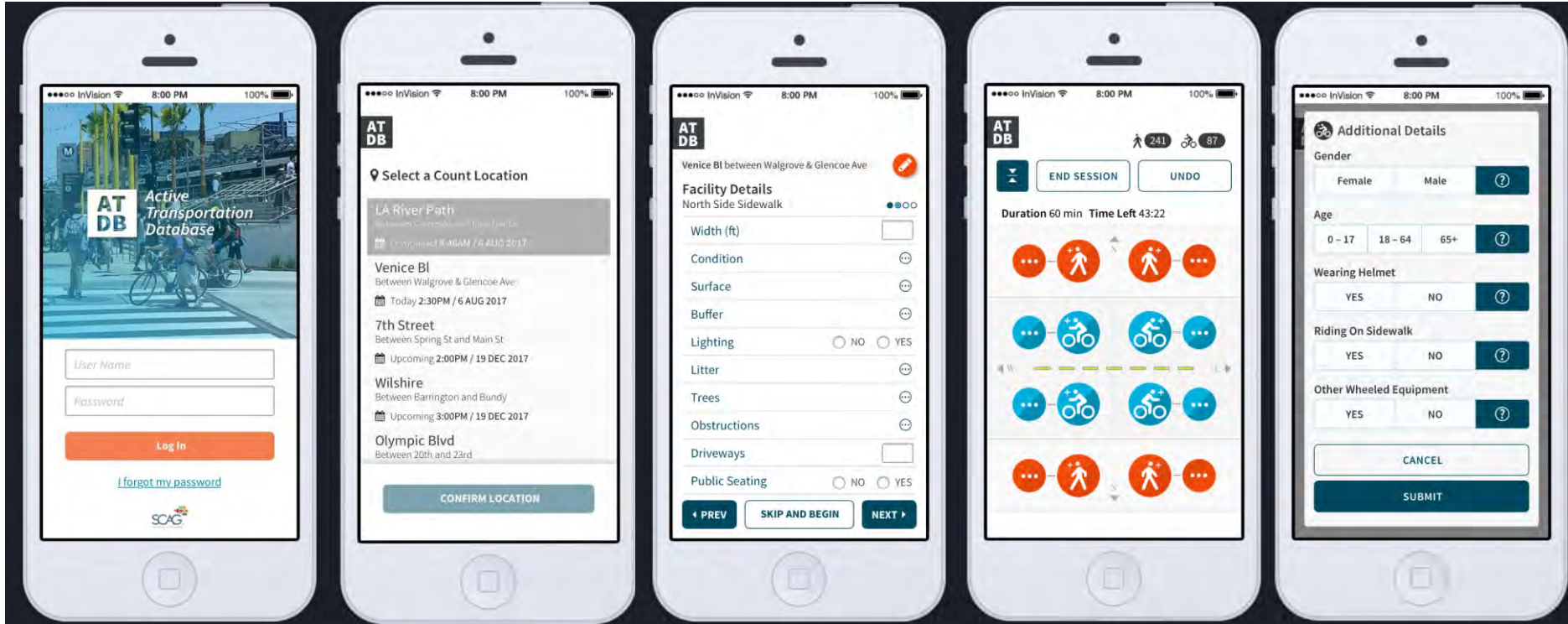
SCAG ACTIVE TRANSPORTATION INTERVAL COUNT FORM

PAGES: 1/2 | INTERVAL STRIKING: 0000 | DATE: 1/18/2018 | LOCATION: 0000000000

CHOOSE WHICH THEY CROSS THE AMBULATORY LINE

	MALE	FEMALE	
	ADULT	CHILD	
	ELDERLY		
TOTAL			TOTAL
	MALE	FEMALE	
	ADULT	CHILD	
	HELMET	NO HELMET	
TOTAL			TOTAL
	MALE	FEMALE	
	ADULT	CHILD	
	ELDERLY		
TOTAL			TOTAL
	MALE	FEMALE	
	ADULT	CHILD	
	ELDERLY		
TOTAL			TOTAL

Mobile App



Automated Counter Interface

Load Counts File Page

AUTOMATED COUNTS > MANAGE SHORT TERM COUNTER DATA > LOAD COUNTS FILE

Load New Automated Counter Data for Santa Monica

Counter:

Location:

Facilities and Flows Included in Counts:

Add	Index	Facility	Flow	Order
<input type="button" value="Remove"/>	1	North-side bike lane	West-bound bikes	▼
	2	North-side bike lane	East-bound bikes (wrong way)	▼▲
	3	North-side sidewalk	West-bound pedestrians	▼▲
	4	North-side sidewalk	East-bound pedestrians	▲

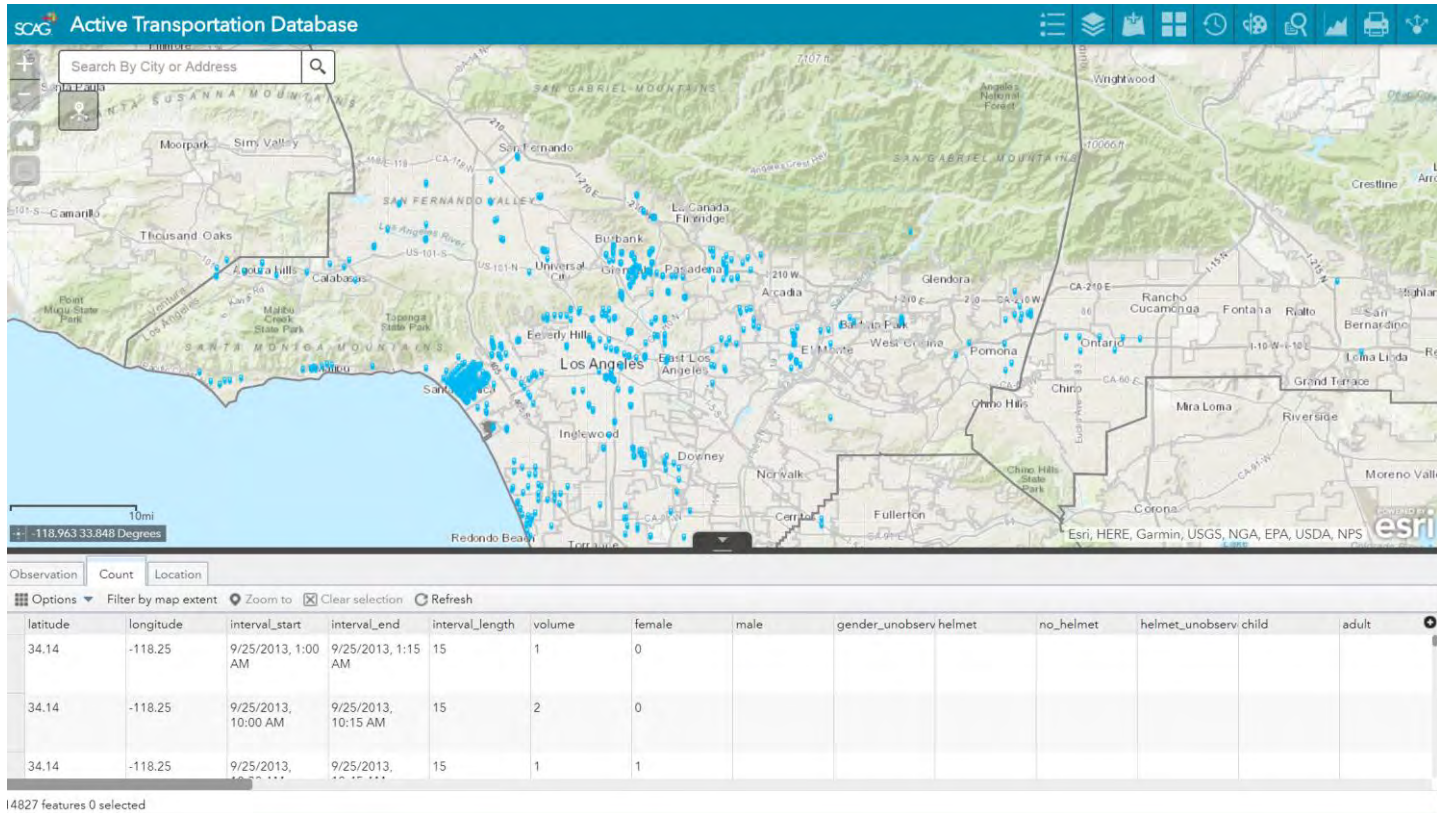
Load Data from File:

Choose

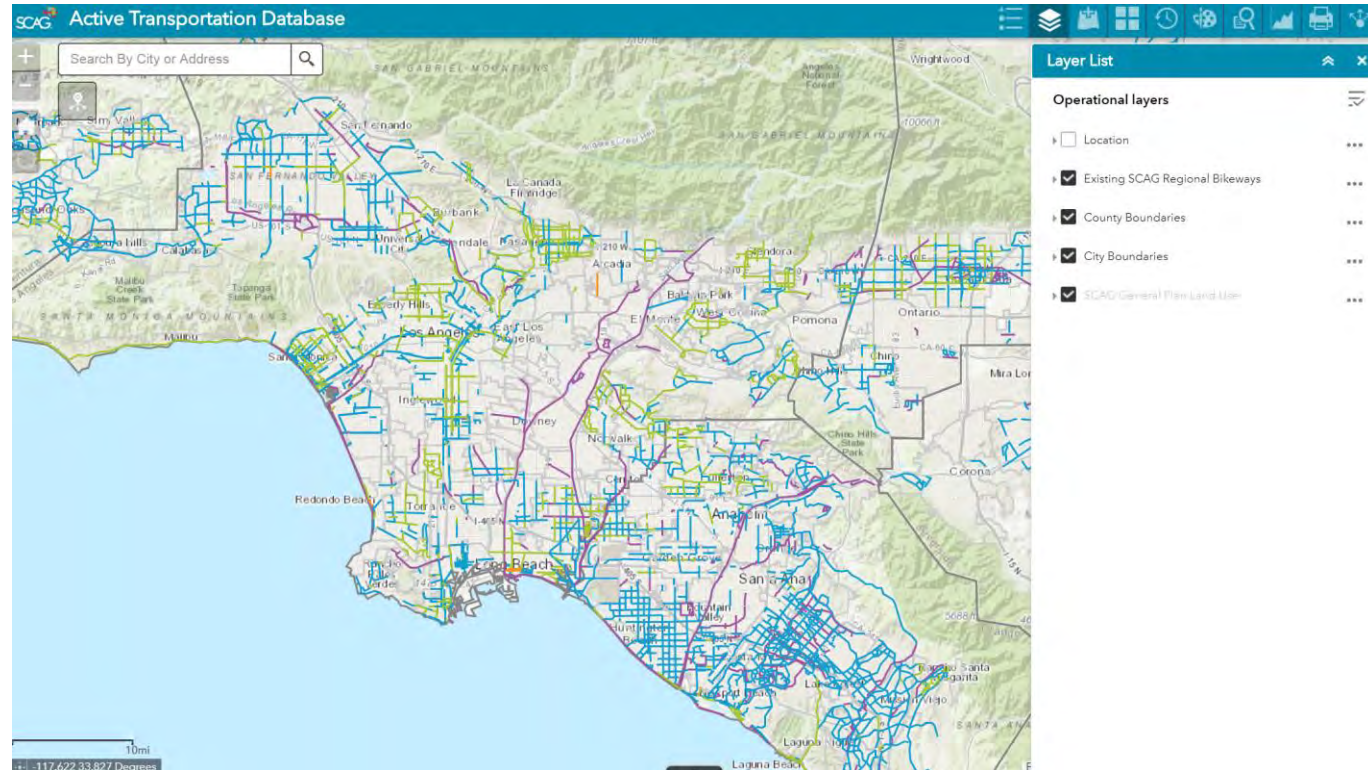
Notes:

This screen lets the user specify an temporary automated counter data set to be loaded. This includes selecting one of the counter devices for the agency, selecting a location at which the counts were collected, indicating which facility/flow combinations for the location are included in the counts along with their sequencing, and pointing to the file location. The user can then choose to load the file (subsequent to which they will be able to review and verify the data) or abort out.

Data Download/Planning Portal



Data Download/Planning Portal



Siting Selection Methodology

Regional Bikeway Shapefile Standardization

Project Overview

2-15-18

Ali Masterson
Intern



Collaboration Process

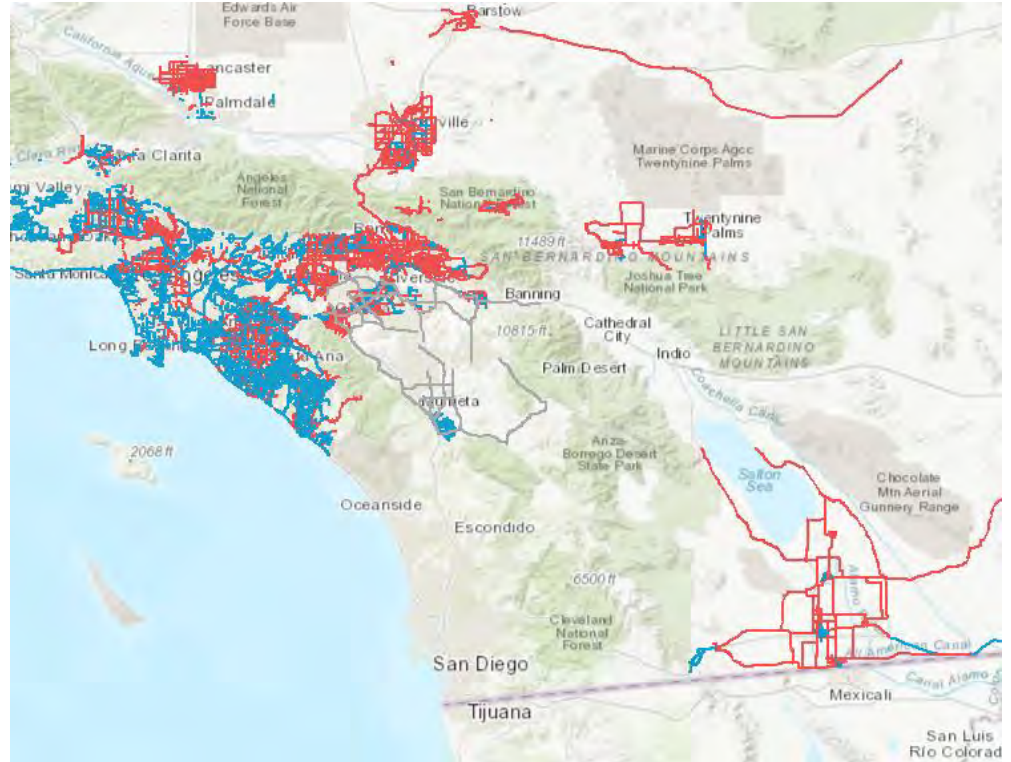
- Collected shapefiles from each CTC
- Standardized Fields Across Files
- Aligned shapefile with actual roadway network
- Working through Local Input Process to validate current version
- Develop a web option to send SCAG updates for individual routes
- Standardized fields for future consulting contracts

Bikeway Shapefile

- Current version is on SCAG's Open Data Portal

<https://gisdata-scag.opendata.arcgis.com/>

- 29 fields
- 25,221 records (segments)
- 4,130 miles of existing bikeways
- 6,807 miles of proposed upgrades/additional bikeways



List of Variables

- FID (Object ID)
- BPID
- CALTRNS_ID
- Seg ID
- Last_Updt
- Name
- City
- County
- **Class_E**
- **FacDes_E**
- **Class_P**
- **FacDes_P**
- Install_Da
- Miles_1
- Shape_Leng
- On_
- From_
- To_
- Plan_Adop
- Plan Ref
- Plan_Juris
- Plan_URL
- Plan_Stage
- UCOST
- SCOST
- APP_ID
- FTIP_ID
- RBN
- Comment

Data Dictionary

Class

0 – Segment does not include an existing bikeway

Class 1 - Bike Path/Multiuse Path

Class 2 - Bike Lane

Class 3 - Bike Route

Class 4 - Separated Bikeway

Class 5 - Bicycle Friendly Boulevard

Facility Description

A qualitative description of the bikeway.

E.g.; two-way cycle track, contra-flow bike lane, Roseway



Next Steps

- Metro to provide refined file for LA County
- Incorporate Local Input Process data
- Complete Metadata
- Republish to SCAG's Open Data Portal
- Complete Data Collection Tool



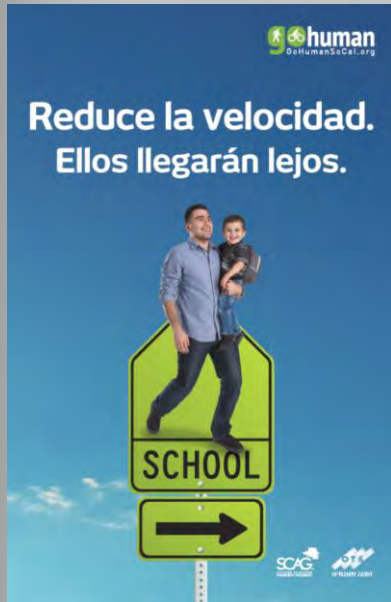
Southern California Active Transportation Safety & Encouragement Campaign

February 2018

Julia Lippe-Klein
Associate Planner
Southern California Association of Governments



What is *Go Human*? 4 piece set.



Advertising Campaign



Open Streets & Demo Projects



Partnerships & Co-Branding



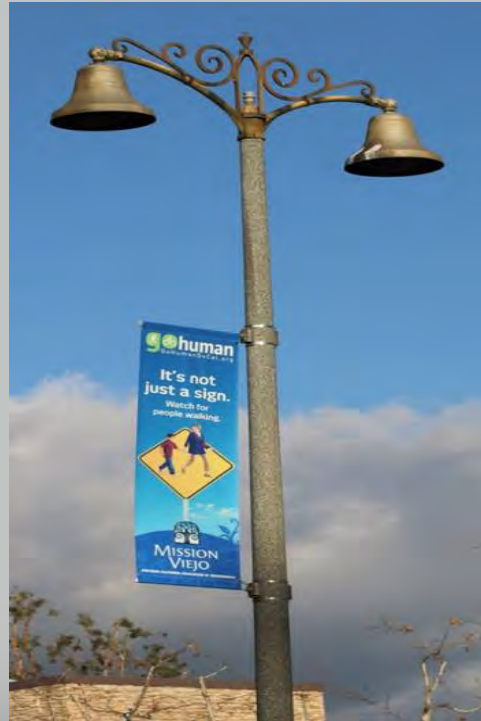
Material Distribution

Spring and Summer Advertising Campaign

- 2 flights of paid advertising across 6 counties
 - May 2018 (National Bike Month)
 - July/Aug 2018 (Back to School)
- Campaign to align with Vision Zero efforts and strategies
- Currently exploring new creative options for focus group testing
- Goal to achieve 250 million new impressions (1/2 billion to date!)
- Seeking partners interested in participating

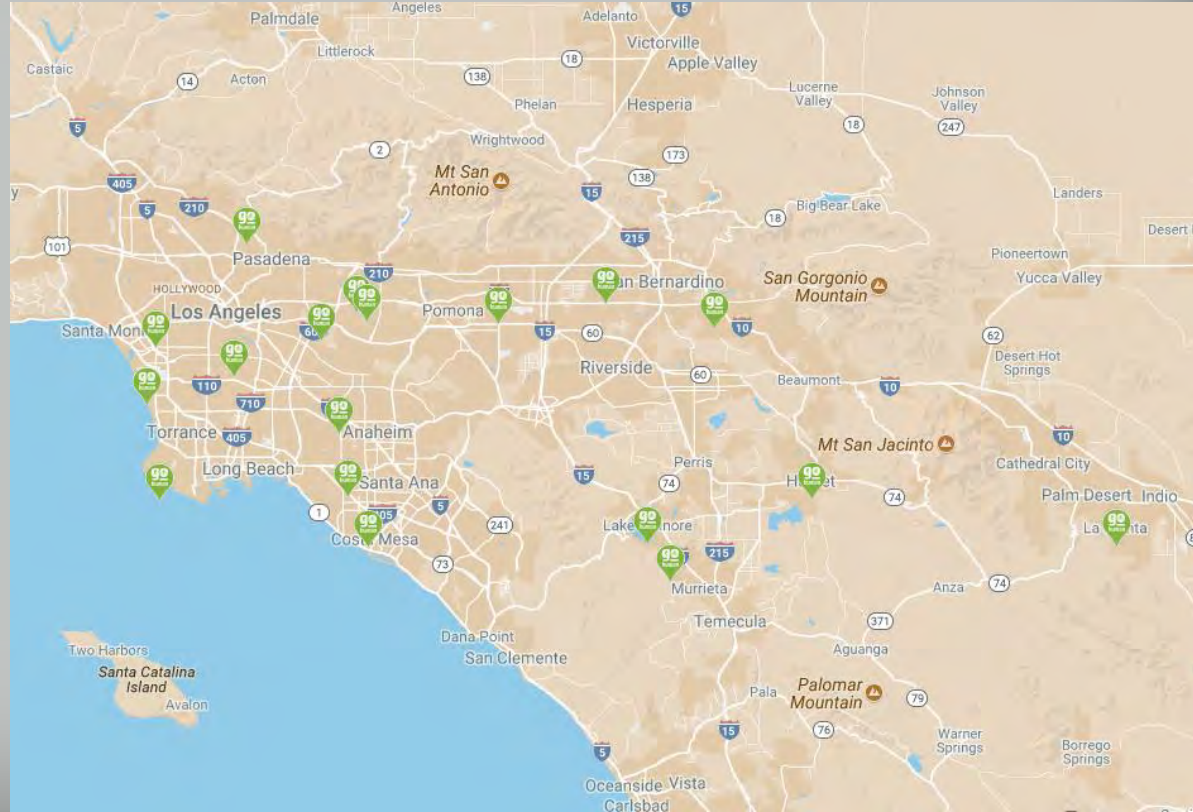


Opportunities for Co-Branding & Printing



Open Streets & Demonstration Projects

- Arrow Highway (SGV) (Fall 2018)
- Baldwin Park
- Buena Park
- Costa Mesa
- Culver City
- El Monte
- Hemet
- La Canada
- La Quinta (12/18/17)
- Orange County
- Ontario (Summer 2018)
- San Jacinto (9/29/18)
- South El Monte
- Walnut Park (June 2018)
- West Covina
- Chino





   #GoHumanSoCal

Lippe-Klein@scag.ca.gov



2019 Active Transportation Program

February 15, 2018

Stephen Patchan

Active Transportation and Special Programs



Goals and Objectives

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users

Draft Statewide Guidelines— California Transportation Commission

What stays the same?

- State selects highest scoring projects first (60% of program funding)
- MPOs select projects after State selection (40% of program funding)
- SCAG receives 50% of MPO share. (Approx \$109 M)
- Funding match is not required but encouraged
- Disadvantaged communities will receive at least 25% of funding
- Planning awards will be capped at 2% of funding
- All planning awards will be awarded to disadvantaged communities

Draft Statewide Guidelines

What is changing?

- More money!!! SB1 adds \$200m per cycle.
- 4 year cycle (2019/20 to 2022/23)
- Caltrans is an eligible applicant
- Emphasis on context sensitive design and transformative projects
- Separate applications for project type
 - Plan
 - Non-infrastructure
 - Small project- Infrastructure/Non-infrastructure
 - Medium project- Infrastructure/Non-infrastructure
 - Large project- Infrastructure/Non-infrastructure
- Public Health question is merged into the Statement of Need

Draft Statewide Guidelines

Cycle 4 ATP Question Matrix by Application Type

Topic	Plan	Non-Infrastructure	Infrastructure		
			Small	Medium	Large
Disadvantaged Communities (DAC)	30	10	10	10	10
Need	20	45	40	35	30
Safety		10	25	25	20
Public Participation* **	25	15	10	10	10
Scope/Implementation	25	10	15	10	10
Context Sensitive & Innovation				5	5
Transformative Projects					5
Evaluation and Sustainability		10			
Cost Effective					5
Leveraging			0	5	5
Corps (0 or -5)		0	0	0	0
Past Performance (0 to -10)		0	0	0	0
Total	100	100	100	100	100

Draft Statewide Guidelines Schedule

- CTC adopts ATP Guidelines May 16, 2018
 - Call for projects May 16, 2018
 - Project applications to CTC (postmark date) July 31, 2018
 - CTC adopts Statewide project list January 2019
-
- <http://www.catc.ca.gov/programs/atp/>

Draft Regional Guidelines

- The SCAG region will receive approximately \$109m
 - \$104m will be awarded to implementation projects (Projects or Programs, no Planning)
 - \$5.4m will be awarded to planning and capacity building projects
- Regional Guidelines developed by SCAG in collaboration with the County Transportation Commissions
- Geographic equity will be implemented to ensure all counties receive awards for infrastructure projects

Draft Regional Guidelines

Implementation Projects

- Eligible Applicants Submit Proposals through Statewide Application Process
- County Transportation Commissions can add up to 10 points to CTC score
- Population-based Funding Targets Determine Funding Available in Each County

Draft Regional Guidelines

Planning & Capacity Building Projects

- SCAG to issue a supplemental call for projects through Sustainability Planning Grant (SPG) Program (Fall 2018)
- Funding Requests To Be Capped to Encourage Agencies to Continue to Apply in Statewide ATP Competition
- SPG Guidelines and Applications to be developed Spring/Summer 2018

Regional Guidelines Schedule

- RC Approves ATP Regional Program Guidelines April 5, 2018
- CTC approves or rejects MPO Guidelines August 15, 2018
- RC Adopts SCAG Regional Program Approval April 4, 2019
- Commission adopts MPO selected projects June 2019

Sustainability Planning Grants— Discussion Draft

Goals

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility of non-motorized users
- Continue to foster jurisdictional support and promote implementation of the goals, objectives, and strategies of the 2016 RTP/SCS.
- Seed active transportation concepts and produce plans that provide a preliminary step for future ATP applications.

Sustainability Planning Grants— Discussion Draft

Eligibility

- SPG will fund Planning and Capacity Building (Non-Infrastructure) projects
- NO Minimum; \$250k Max
- Planning and Eligible Non-infrastructure projects not awarded through the ATP Statewide are eligible but grants to be capped at \$250k

Other SCAG Considerations

- In past cycles, SPG has leveraged non-ATP funding to broaden eligibility
- In past cycles, SCAG has administered ATP grants awarded through SPG

SPG Schedule— Discussion Draft

- RC Adopts SCAG SPG Guidelines Sep 6, 2018
- SPG Call for Projects Sep 6, 2018
- SPG Application Deadline Oct 31, 2018
- RC Adopts SCAG Regional Program Approval April 4, 2019
- CTC adopts MPO Program June 2019

Sustainability Planning Grants— Discussion Draft

Proposed Project Types (RTP/SCS Alignment):

- Regional Corridors
- Transit Integration/First-Last Mile
- Short Trip Strategy (Network Plans, including SRTS)
- Go Human (Demos, Open Streets, Ads)
- Comprehensive Community-Wide Plans

Thank you!

Stephen Patchan
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