

Southern California Association of Governments

Active Transportation Working Group

December 17, 2014

Meeting Notes

Event Announcement: <http://newsletter.scag.ca.gov/eflyer/events121714a.htm>

Agenda: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/atwg121714agn.pdf>

Presentation: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/atwg121714presentation.pdf>

Attendees:

Alexis Lantz	LACDPH
Alana Cheng	
Andres Molina	Parsons Brinckerhoff
Annette Cortez	The Sierra Group
Barry Ross	Alliance for a Healthy Orange County
Bonnie Holmes-Gen	American Lung Association
Brian Cole	UCLA Fielding School of Public Health
Bryan Moller	LACBC
Carla Blackmar	PHI
Christina Batteate	UCLA Fielding School of Public Health
Craig Durfey	
Crystal Adams	WRCOG
Daisy Ramirez	County of Riverside Department of Public Health
Deborah Diep	CDR/CSUF
Deborah Murphy	Deborah Murphy Urban Design + Planning
Demi Espinoza	Safe Routes to School National Partnership
Domingo Gonzales	City of Barstow
Doug Park	
Edward V.	
Eric Bruins	LACBC
Gail Shiomoto-Lohr	City of Mission Viejo
Greg Nord	OCTA
Jason Al-Iman	
Jennifer A Gill	LA Metro
Jennifer Lopez	Kaiser Permanente
Jenny Bard	American Lung Association
JMM	
Joan Cardellano	Coastal Conservancy
Josh Lee	SANBAG
Julie Parker	
Juliet Arroyo	Evan Brooks Associates
Justine Garcia	City of Glendora

Kathryn Higgins	South Coast AQMD
Leslie Scott	Scott Consulting
Londa Smith	
Malcolm Harris	Trust South LA
Marianne Kim	AAA
Marika Poynter	City of Irvine
Melissa Dugan	
Michael Masterson	Gatzke Dillon and Balance LLP
Nancy Pfeffer	Gateway Cities COG
Naomi Iwasaki	CHC
Nicolas J. Linesch	Planner & Urban Modeler
Philip Chu	SANBAG
Phyllis Tucker	T&T Public Relations
Rachel Bennett	Prevention Institute
Rachel Kesting	
Rachel Kwok	City of Santa Monica
Rebecca Barrantes	The Sierra Group
Ruby Maldonado	Land Use Manager, OC Development Services/Planning
Sal Lopez	Evan Brooks Associates
Shirley Medina	RCTC
Susan Kim	City of Anaheim
Travers Ichinose	OCHCA
Tricia Almiron	
Waqas Rehman	LA County DPW
Wendy Strack	

Active Transportation Working Group Comments by Topic Area	
Topic Area	Comment
Active Transportation Survey	How are walking trips counted? Number of people vs one or multiple trips? Looking at the location, curious about how many trips were for school.
Car Sharing	Given the growth of Uber and Lyft and car sharing in terms of sharing the economy, how are those impacting the SCAG region and how does that impact the model in shifting people out of vehicle ownership or the need for multiple cars?
Complete Streets	How do strategies such as Complete Streets and First/Last mile apply to the RTP? They seem like a very specific strategy? There are many definitions of complete streets and not a one size fits all solution for different communities. We have to look at effectiveness of complete streets to redevelop infrastructure. We need to figure out some kind of goal for access to

	<p>active transportation network. Can people actually access the things that we are building? Need metrics for implementation.</p>
<p>Disadvantaged Communities</p>	<p>Need injury and safety goals for communities that have already shifted modes but where infrastructure doesn't support them.</p> <p>Can models identify areas with most negative health outcomes due to transportation (obesity, asthma, cardio) and create prioritization formulas for areas of highest need?</p> <p>There is a need to make the connection between health and active transportation and be strategic with it. Need to look at the distribution of active transportation and how policies affect that distribution. It is important for public health and equity reasons. We need to frame goals in terms of changing distribution, developing metrics, and modeling.</p> <p>Looking at mode share to prioritize communities would help because a lot of communities are disadvantaged but have high levels of active transportation because of dependence on public transit. How do we prioritize communities for provisions for active transportation?</p>
<p>First/Last Mile</p>	<p>Not enough parking spots at different Metro sites, so how would first/last mile work? Does your strategy have ways to promote funding for parking structures?</p> <p>First/last mile is still far from business centers or destinations when talking about urban sprawl.</p> <p>Transit more important for suburban locations to encourage active transportation.</p> <p>If you develop where the parking structure would be you get more trips from the development than the parking structure; park space does not pay property tax.</p> <p>Solution for last mile: develop at transit station and take tax revenue from development and subsidize transit/bus to get people to use them; impossible to provide enough parking.</p>
<p>Funding</p>	<p>Funding complete streets is difficult. Cities are having difficulty funding the maintenance of existing streets.</p> <p>Interested in small local government perspective regarding how to address planning, construction, and funding.</p> <p>Need investment to repair existing sidewalk system; lack of funding in jurisdiction. How will that be addressed in</p>

	<p>scenarios? How will funding gaps in AT network be addressed?</p>
<p>Bike Networks and Sidewalks</p>	<p>Need to repair existing sidewalk system. Need to close gaps in bike networks.</p>
<p>Mode Share Goal</p>	<p>For 2/3 active transportation mode share goal, what year was that for? What are we starting from? What is the percentage now? Is there a way of relating investments in bike/ped infrastructures and outcomes in achieving goal? How can we get there from here? For data connected to bike/ped trips, many less than 30 min are less than half a mile. What was the data based on and where did it come from? Was equity taken into account? Did they come from high poverty areas? Were traditional uses of transportation taken into consideration? SCAG should look at cross-jurisdictional connections and how different rates vary across different jurisdictions Was there mode share goals beyond the under 3 miles goal? Transit number? Are we interested in broader goals for mode share? What destinations make up the shares for bike/ped trips? Unless the city's bike plan is updated, it doesn't include full range of facilities that we know we need to accomplish mode-shift; should use cost estimate for protective lane even though city shows lower quality because we need higher quality of facilities to achieve goals</p>
<p>Public Health Study</p>	<p>Would like to know more about the active transportation health and economic impact study. What it would look like and what we can expect to see from that study? Will it look at disadvantaged communities in South LA?</p>
<p>Scenario Planning Model</p>	<p>What is an example of policy that can be modeled using urban footprint tool that relates to active transportation? Decision makers would benefit from seeing a model that shows streetscape from a dynamic perspective based on various mode shares across all modes of travel; difficulty in picturing 10% bike/walk mode share. Need to look at landscaping and greenways. Traditionally there has never been high investment scenario for walking or biking (usually 1% or 1.5%), we</p>

need to really push the envelope (7-8% of transportation funds).