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Transportation

Keith Millhouse, Ventura County

Transportation Commission

JOINT MEETING OF THE

ACTIVE TRANSPORTATION, PUBLIC HEALTH, AND SUSTAINABILITY SUBCOMMITTEES

**Monday, January 14, 2013
12:30 p.m. – 3:00 p.m.**

**SCAG Los Angeles Office
818 West Seventh Street, 12th Floor
Board Room
Los Angeles, CA 90017
(213) 236-1800**

Videoconference Available

**Orange County Office
600 S. Main Street, Suite 906
Orange, CA 92863**

**San Bernardino County Office
1170 W. 3rd Street, Suite 140
San Bernardino, CA 92410**

**Ventura County Office
950 County Square Drive, Suite 101
Ventura, CA 93003**

**Imperial County Office
1405 N. Imperial Ave., Suite 1
El Centro, CA 92243**

**Riverside County Office
3403 10th Street, Suite 805
Riverside, CA 92501**

**Palmdale
38250 Sierra Highway
Palmdale, CA 93550**

**Coachella Valley Association of Governments
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260**

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Transportation Commission

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Marco Anderson at (213) 236-1879 or via email anderson@scag.ca.gov

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1928 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1928.

Active Transportation Subcommittee Member List

Orange County: Hon. Michele Martinez, Member, **Chair** (OC)
Hon. Patricia Kelley, Alternate (OC)

Los Angeles County: Hon. Margaret Clark, Alternate (LA)
Hon. Margaret Finlay, Member (LA)

Imperial County: Hon. Cheryl Viegas-Walker, Member (Imp)

Riverside County: Hon. Jeff Stone, Member, **Vice Chair** (Riv)
Hon. Lupe Ramos Watson, Alternate (Riv)

San Bernardino County: Hon. Jon Harrison, Member (SB)

Ventura County: Hon. Linda Parks, Member (V)

Ex-Officio Members:

Hon. Alan Wapner, Vice-Chair, Transportation Committee
(SANBAG)
Rye Baerg, P-Sector, Member (Safe Routes to School)
Terry M. Roberts, P-Sector, Alternate (American Lung Association)
Michael A. Morris, P-Sector, Other (FHWA)

**Public Health Subcommittee
Members List**

San Bernardino County: Hon. Deborah Robertson, Member **Chair**
Hon. Ray Musser, Member

Orange County: Hon. Ron Garcia, Member **Vice Chair**

Los Angeles County: Hon. Paula Lantz, Member
Hon. Sylvia Ballin, Member
Hon. Dan Medina, Member

Ex-Officio Members

Randall Lewis, President & CEO, Lewis Operating Group
(Patty Ochoa, Coalition for Clean Air
Terry M. Roberts, American Lung Association
Michael Morris, FHWA
Lianne Dillon, The Public Health Institute

Sustainability Subcommittee Member List

Los Angeles County: Hon. Pam O'Connor, Santa Monica, District 41 (Primary): **Chair**
Hon. Carol Chen, Cerritos, Gateway Cities (Alternate)
Hon. Marsha McLean, Santa Clarita, North LA County (Alternate)

Orange County: Hon. Kris Murray, Anaheim, District 19 (Primary) **Vice-Chair**

San Bernardino County: Hon. Larry McCallon, Highland, District 7 (Primary)
Hon. Ed Graham, Chino Hills, District 10 (Alternate)

Riverside County: Hon. Greg Pettis, Cathedral City, District 2 (Primary)

Ventura County: Hon. Brian Brennan, Ventura, VCOG (Primary)

Ex-Officio: Kristin Eberhard, NRDC (Primary)
David Shepherd, BIA (Alternate)
Terry Roberts, ARB (Other)
Michael Morris, FHWA (Other)

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TELECONFERENCE INFORMATION

(Pursuant to Government Code Section 54953)

JOINT MEETING OF THE ACTIVE TRANSPORTATION, PUBLIC HEALTH & SUSTAINABILITY SUBCOMMITTEE

Monday, January 14, 2013

12:30 – 3:00 PM

**Note: Teleconference Number
Provided Under Separate Cover**

**For Brown Act Requirements, please post the
agenda at your teleconference location.**

MEMBERS PARTICIPATING VIA TELECONFERENCE	
1. Hon. Marsha McLean, Santa Clarita, No. LA County Sustainability Subcommittee	Santa Clarita City Hall 23920 Valencia Blvd., #300 Santa Clarita, CA 91355
2. Hon. Ed Graham, Chino Hills, District 10, Sustainability Subcommittee	Civic Center City Council Conference Room 14000 City Center Drive Chino Hills, CA 91709
3. Mr. Randall Lewis, Ex-Officio Member Public Health Subcommittee	Lewis Operating Group 1156 N. Mountain Avenue Upland, CA 91786
4. Ms. Lianne Dillon, Public Health Institute Public Health Subcommittee	California Department of Public Health 1616 Capitol Avenue, Room 74.463 Sacramento, CA 95899
5. Hon. Margaret Clark, Rosemead, District 32 Active Transportation	Rosemead City Hall 8838 E. Valley Blvd. Rosemead, CA 91770

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**JOINT MEETING OF THE
ACTIVE TRANSPORTATION, PUBLIC HEALTH, AND
SUSTAINABILITY SUBCOMMITTEES
AGENDA
JANUARY 14, 2013**

The Active Transportation, Public Health, and Sustainability Subcommittees may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Pam O'Connor, Chair, Sustainability Subcommittee)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Subcommittee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three minutes. The Chair may limit the total time for all comments to twenty minutes.

CHAIRS' REPORTS

(Hon. Deborah Robertson, Chair, Public Health Subcommittee)

(Hon. Michelle Martinez, Chair, Active Transportation Subcommittee)

(Hon. Pam O'Connor, Chair, Sustainability Subcommittee)

REVIEW AND PRIORITIZE AGENDA ITEMS

(Hon. Pam O'Connor, Chair, Sustainability Subcommittee)

CONSENT CALENDAR

Page No.

Approval Items

- | | | |
|---|-------------------|----------|
| 1. <u>Minutes from November 5, 2012 Joint Active Transportation, Public Health, Sustainability Subcommittee Meeting</u> | Attachment | 1 |
|---|-------------------|----------|

INFORMATION ITEMS

- | | | |
|--|-------------------|-----------|
| 2. <u>Draft Subcommittee Policy Recommendations Discussion</u>
<i>(Huasha Liu, Director, Land Use & Environmental Planning, SCAG)</i> | Attachment | 5 |
| 3. <u>SCAG Active Transportation Safety Monitoring Program</u>
<i>(Alan Thompson, SCAG Staff)</i> | Attachment | 13 |
| 4. <u>Active Transportation in Sensitive Communities</u>
<i>(Allison Mannos, Los Angeles Alliance for a New Economy)</i> | Attachment | 21 |

**JOINT MEETING OF THE
ACTIVE TRANSPORTATION, PUBLIC HEALTH, AND
SUSTAINABILITY SUBCOMMITTEES
AGENDA
JANUARY 14, 2013**

- | | | |
|---|-------------------|-----------|
| 5. <u>SCAG Performance Monitoring Program</u>
<i>(Ping Chang, SCAG Staff)</i> | Attachment | 37 |
| 6. <u>Healthy, Equitable, & Safe Communities for All</u>
<i>(Manal Aboelata, Prevention Institute and Tracy Delaney,
SoCal Collaborative)</i> | Attachment | 47 |
| 7. <u>Establish Future Subcommittee Meeting Dates</u>
<i>(Hon. Pam O'Connor, Chair, Sustainability Subcommittee)</i>
<i>(Hon. Michelle Martinez, Chair, Active Transportation
Subcommittee)</i>
<i>(Hon. Deborah Robertson, Chair, Public Health Subcommittee)</i> | | |

STAFF REPORT

(Alan Thompson, Christopher Tzeng, Marco Anderson, SCAG Staff)

FUTURE AGENDA ITEMS

Any Subcommittee member or staff desiring to place items on a future agenda may make such a request.

ANNOUNCEMENTS

ADJOURNMENT

Please note that the next regular meetings of the Sustainability, Active Transportation, and Public Health Subcommittees will be separate meetings. The meeting dates and times will be determined.

Joint Meeting of the
Active Transportation, Public Health, and
Sustainability Subcommittees
of the
Southern California Association of Governments
November 5, 2012
Minutes

THE FOLLOWING MINUTES PROVIDE A SUMMARY OF THE JOINT MEETING OF THE ACTIVE TRANSPORTATION, PUBLIC HEALTH, AND SUSTAINABILITY SUBCOMMITTEES. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE: WWW.SCAG.CA.GOV/SCAGTV.

The Joint Meeting of the Active Transportation (AT), Public Health (PH), and Sustainability Subcommittees held its meeting at the SCAG offices in downtown Los Angeles. The meeting was called to order by the Public Health Chair, Hon. Pam O' Connor, Santa Monica, District 41.

Active Transportation Members

& Alternates Present

Hon. Michele Martinez, **Chair**
Hon. Patricia Kelley
Hon. Cheryl Viegas-Walker
Hon. Margaret Finlay
Hon. Margaret Clark
Hon. Jeff Stone, Vice Chair
Hon. Lupe Ramos Watson
Hon. Jon Harrison
Hon. Linda Parks

Representing

Member (OC)
Alternate (OC)
Member (Imp) (Videoconference)
Member (LA)
Alternate (LA) (Teleconference)
Member (Riv) (Videoconference)
Alternate (Riv) (Videoconference)
Member (SB) (Videoconference)
Member (Ventura)
(Videoconference)

Ex-Officio Members Present

Rye Baerg, P-Sector
Terry M. Roberts, P-Sector
Michael A. Morris, P-Sector

Member (Safe Routes to School)
Alternate (American Lung Assoc.)
Other (FHWA)

Public Health Members & Alternates Present

Hon. Deborah Robertson, **Chair**
Hon. Ray Musser
Hon. Paula Lantz
Hon. Ron Garcia, Vice Chair

Representing

Member (SB)
Member (SB)
Member (LA)
Member (OC) (Teleconference)

Ex-Officio Members Present

Randall Lewis, P-Sector

Patty Ochoa, P-Sector

Terry M. Roberts, P-Sector

Lianne Dillon, MPH, P-Sector
Michael A. Morris, P-Sector

Member (Lewis Operating Group)
(Teleconference)
Other (Physicians for Social
Responsibility)
Alternate (American Lung
Association)
Other (Public Health Institute)
Other (FHWA)

**Sustainability Members &
Alternates Present**

Hon. Pam O' Connor, **Chair**
Hon. Kris Murray, Vice Chair
Hon. Greg Pettis

Representing

Member (LA)
Member (OC) (Videoconference)
Member (Riv) (Videoconference)

Joint Meeting of the
Active Transportation, Public Health, and
Sustainability Subcommittees
of the
Southern California Association of Governments
November 5, 2012
Minutes

Hon. Ed Graham

Member (SB) (Videoconference)

Ex-Officio Members Present

David Shepherd, P-Sector

Alternate (BIA)

Terry Roberts, P-Sector

Other (ARB)

Michael A. Morris, P-Sector

Other (FHWA)

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Pam O'Connor, Chair, called the meeting to order at 10:10 a.m.

ROLL CALL

A roll call was taken and it was determined that a quorum was present for the Active Transportation Subcommittee; and the Public Health and Sustainability Subcommittees each needed one more member in order for a quorum to be present. [Shortly after the roll call was taken, Hon. Deborah Robertson and Hon. Greg Pettis arrived at the meeting, thereby establishing a quorum for each Subcommittee.]

PUBLIC COMMENT PERIOD - None

REVIEW and PRIORITIZE AGENDA ITEMS - None

CHAIRS' REPORT

Hon. Pam O'Connor, Sustainability Subcommittee Chair, Hon. Michele Martinez, AT Subcommittee Chair, and Hon. Deborah Robertson, PH Subcommittee Chair, each reported on the Draft Workplans, Goals and Objectives outlined at their previous Subcommittee meetings. In addition, each Subcommittee's proposed "Meeting Outlook" was approved at their respective Subcommittee meetings.

INFORMATION ITEMS

1. Presentation: Subcommittee Recommendations Process

Hasan Ikhata, Executive Director, discussed the action steps required to develop the 2016-2035 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) and the strategies needed for positive outcomes as it relates to Active Transportation, Public Health and Sustainability. The presentation focused on the economic, health benefits and implementation strategies and development for the region's future sustainability goals.

Hon. Jeff Stone discussed the positive health and safety outcomes that pertain to alternative-fuel vehicles. He noted that we have a responsibility to encourage and promote alternative transportation and to ensure that the infrastructure is in place to support the needs associated with alternative-fuel vehicles.

2. Presentation: Subcommittee Policy Frameworks

Joint Meeting of the
Active Transportation, Public Health, and
Sustainability Subcommittees
of the
Southern California Association of Governments
November 5, 2012
Minutes

Huasha Liu, Director, Land Use and Environmental Planning, provided a brief presentation of the five (5) Joint Policy Considerations and Deliverables outlined in the Policy Framework presentation, included in the agenda packet. The presentation focused on needs assessment, performance measurement, strategy, investment, and social equity/environmental justice.

Several committee members commented on the next steps. Subcommittees should consider the policy recommendations presented in the agenda packet, including for example a comprehensive definition of public health to guide regional public health policy.

In addition, a request was made to work with local jurisdictions in providing them with cost-effectiveness data and methodology information to assist them in their local sustainability efforts.

3. Presentation: Improving Public Health through Healthy Communities Initiatives in San Bernardino County

Ms. Evelyn Trevino, San Bernardino County Dept. of Public Health, presented a report on the public health challenges and responses to the Healthy Communities Initiatives in San Bernardino County. Ms. Trevino focused her topic on the alarming increase in obesity rates that the Riverside and San Bernardino Counties face due to the lack of infrastructure that promote healthy lifestyles.

4. Presentation: Challenges Facing Sustainable Transportation Policy Makers

Mr. Jaime de la Vega, General Manager, Los Angeles Department of Transportation, provided hand-outs entitled "Active Transportation Strategies for a Sustainable Metropolis." In addition to transit, expansion and transit-oriented development, Mr. de la Vegas provided background information on the active transportation expansions being implemented in the City of Los Angeles.

5. Presentation: Connecting Active Transportation, Open Space, and Public Health in Anaheim

Ms. Pamela Galera, Principle Project Planner, City of Anaheim, discussed the sustainability, healthy lifestyles and the connectivity plan and key results proposed and implemented throughout the City of Anaheim. Ms. Galera, noted that the Connectivity Plan is a holistic approach to the future. A website was created to communicate with the community regarding their interests and concerns on enhancing the community in the City of Anaheim. She invited the committee members and guests to visit and provide feedback on the Draft Anaheim Outdoors Report online at www.anaheimoutdoors.net.

6. Presentation: Active Transportation Infrastructure In the Inland Empire

Joint Meeting of the
Active Transportation, Public Health, and
Sustainability Subcommittees
of the
Southern California Association of Governments
November 5, 2012
Minutes

Mr. Tom Kirk, Executive Director, Coachella Valley Association of Governments, discussed the next steps in opportunities towards financing future active transportation infrastructure projects as conceptualized and studied for the Parkway 1e11 projects. The presentation focused on how the proposed Parkway 1e11 would be an automobile-free corridor that would provide walkers, joggers, cyclist and owners of Neighborhood Electric Vehicles (NEVs) a safe and environmentally friendly way to travel along the Whitewater River from Palm Springs to Coachella Valley, parallel to the SR-111. Efforts are underway to assemble funding for the current infrastructure design and for the infrastructure needed for the next 30 years.

7. Establish Future Subcommittee Meeting Dates

The following dates and times were noted for each respective Subcommittee:

- Active Transportation: 11-26-2012, 10:00-12:00 p.m.
- Public Health: 11-28-2012, 10:00-12:00 p.m.
- Sustainability: Date and Time to be determined

STAFF REPORT

Alan Thompson and Marco Anderson, SCAG staff, provided a brief overview of SCAG's Draft Preliminary Schedule for the development of the 2016-2040 RTP/SCS process. Fact sheets describing the benefits and schedule of the 2016-2040 RTP/SCS process for each County were included in the agenda packet.

FUTURE AGENDA ITEMS - None

ANNOUNCEMENTS

Hon. Pam O'Connor announced that "*Social Equity/Environmental Justice*" will be the topic for the next Joint Subcommittee meeting which will be held in January 2013.

ADJOURNMENT

Hon. Pam O'Connor adjourned the meeting at 12:40 p.m.

Minutes Approved by Alan Thompson

Alan Thompson
Staff to the Active Transportation Subcommittee

Consolidated Policy Subcommittee Recommendations

Key

Subcommittees	Policy Categories	Notes
<p>Listed in order of stage of development of policies:</p> <p><i>A. Public Health Subcommittee</i>-Scoping of direction for 2016-2040 RTP/SCS</p> <p><i>B- Sustainability Subcommittee</i>-refinement of existing policies from 2012-2035 RTP/SCS</p> <p><i>C. Active Transportation</i>-refinement of existing policies from 2012-2035 RTP/</p>	<p>1.DEFINITIONS- Standards and common assumptions undergirding implementation efforts</p> <p>2.NEEDS ASSESSMENT- Data gathering and stakeholder communication</p> <p>3.PERFORMANCE MONITORING-determination of goals, data gathering, and performance indicators</p> <p>4.STRATEGIES- actions, studies, and programs that SCAG can commit to with its partners to implement the current and future RTP/SCSs</p> <p>5.INVESTMENTS- Funding decisions and programs that SCAG can make with its partners to implement the current and future RTP/SCSs</p>	<p>2012 RTP/SCS Implementation- policies to encourage implementation of current 2012-2035 RTP/SCS</p> <p>2016 RTP/SCS Process- direction and guidance on developing the standards and data for use in developing the 2016-2040 RTP/SCS</p> <p>2016 RTP/SCS Policy- proposals for policy language to be vetted for inclusion in the 2016-2040 RTP/SCS</p>
<p><u>Underlined RED text</u>= Written submissions by Patty Ochoa, Lianne Dillon, Terry M. Roberts, and Kristin Eberhard (Ex-Officio Members of the Public Health and the Sustainability Subcommittees)</p> <p><u>Underlined BLUE text</u>= Additions by SCAG Staff per comments made by subcommittee members and stakeholders during Subcommittee Meetings</p>		

Subcommittee	Draft Policy Recommendations	Notes
1.DEFINITIONS		
<i>Public Health</i>	<p><u>Develop standard definitions related to public health measures for use in the region, and incorporate these definitions into standard practice and policy as key considerations for project selection and implementation. Examples are still under development and will continue to be proposed at meetings #5 & #6.</u></p>	2016 RTP/SCS Process
<i>Sustainability</i>	<p>Develop a definition of sustainability that recognizes the unique history and development patterns of Southern California yet challenges the region to achieve nationally ambitious targets</p> <p>Proposed definitions of Sustainability SCAG should use to undergird the 2016 RTP/SCS:</p> <p>UN: Meeting current needs without hindering future generations from meeting their own needs.</p> <p>SB375: Reduce GHG emissions to 1990 levels by 2035 through a combination of vehicle, and stationary source emissions reductions technologies, and per capita VMT reductions.</p> <p>Academic: Balance policies using triple bottom line determination: Equity, Environment, Economy -or- People, Places, Profit. Develop a definition of public health to guide regional public health policy.</p>	2016 RTP/SCS Policies
<i>Active Trans</i>	<p>Work with local jurisdictions and Caltrans to develop standard definitions of experimental bikeways in use in the region, ensuring consistency and helping acceptance of standards on State/national level.</p> <p><u>Active Transportation refers to transportation such as walking or using a bicycle, tricycle, velomobile, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart, shopping car, or similar low-speed electrical devices.</u></p>	<p>2016 RTP/SCS Process</p> <p>2016 RTP/SCS Policies</p>

	<p>Develop and refine performance metrics for location efficiency in order to measure development siting impacts.</p> <p>Refine methods for measuring and analyzing jobs/housing fit across regional housing and employment centers.</p>	
<i>Active Transportation</i>	<p>Develop appropriate Active Transportation Performance Measures for the 2016 RTP/SCS. Examples are still under development and will continue to be proposed at meetings #5 & #6.</p> <p>Consider measuring the co-benefits of active transportation and zero-emission/near-zero emission projects (i.e., neighborhood electric vehicle infrastructure, car-share and ride-share programs, etc.)</p> <p>Support the development of a pilot project in the SCAG region for the Healthy Community Indicators project sponsored by the Strategic Growth Council.</p>	2016 RTP/SCS Policies
Subcommittee	Draft Policy Recommendations	Notes
4. STRATEGIES		
<i>Public Health</i>	<p>Promote the development of a Public Health Work Plan to inform regional planning, pending budget availability.</p> <p>Consider public health policy and program development.</p> <p>Include improving public health outcomes as an explicit goal of the RTP/SCS.</p> <p>Work in partnership with local public health departments, planning departments (including transportation departments) and health organizations to develop public health policies and programs.</p>	<p>2012 RTP/SCS Implementation</p> <p>2016 RTP/SCS Process</p> <p>2016 RTP/SCS Policies</p>
<i>Sustainability</i>	<p>Encourage development and adoption of sustainable development policies and zoning, and local climate action plans.</p> <p>Develop policies regarding alternatives to traditional one-dimensional auto-oriented transportation engineering methods.</p>	2012 RTP/SCS Implementation

	<p>Develop regional growth scenarios to better achieve sustainability by analyzing varying emphasis on TOD, walk/bike-ability, complete streets, and alternative vehicles for neighborhood level trip making.</p> <p>Assist local agencies in analyzing the relative lifetime costs and benefits of infill development in terms of infrastructure and services.</p> <p>Encourage Appendix G deletions as part of CEQA Reform. Remove non re-source based categories from a need for exemption (i.e. shade & shadow, parking, aesthetics, level-of-services).</p> <p>Replace parking minimum standards, in dense development environments, with locally adopted performance oriented parking standards and guidelines. Encourage locally tuned variable parking standards.</p> <p>Encourage Infrastructure Funding & Financing system that returns operations and maintenance to locally funded rather than to solely dependent on developer funding.</p>	<p>2016 RTP/SCS Process</p> <p>2012 RTP/SCS Implementation</p>
<p><i>Active Transportation</i></p>	<p>Continue to seek stakeholder input on the FY12-16 Work Plan.</p> <p>Develop legislative strategy to pursue improvement of active transportation system</p> <p>Work in partnership with local public health departments and other organizations to develop active transportation strategies to increase public health and regional quality of life.</p> <p><u>Encourage the participation of schools and school districts in the development of the RTP/SCS with the aim of supporting the improvement of Safe Routes to School programs and shared use programs in the region.</u></p>	<p>2012 RTP/SCS Implementation</p>

	<p>Continue to promote Active Transportation as part of a comprehensive solution to help reduce GHG emissions and increase public health.</p> <p>Develop Needs Assessment.</p> <p>Develop regional projects and strategies.</p> <p>Develop/Expand performance measures.</p> <p>Develop additional mitigation strategies to address the negative health effects of the 2016 RTP/SCS</p>	<p>2016 RTP/SCS Process</p> <p>2016 RTP/SCS Policies</p>
Subcommittee	Draft Policy Recommendations	Notes
5. INVESTMENT		
<i>Public Health</i>	<p>Develop methods to leverage different sources of federal/state/local funding for public health.</p> <p>Research and review available funding sources for public health-related projects and programs.</p>	2012 RTP/SCS Implementation
<i>Sustainability</i>	<p>Perform validation studies to provide documented analysis of alternative trip generation, Level of Service (LOS) analysis and Parking Requirement methodologies.</p> <p>Continue to invest in local planning projects through the Compass Blueprint program, and new Green Region and Active Transportation grant programs.</p> <p>Explore ability to invest in design and direct implementation of sustainable projects.</p> <p>Invest in local customization of open-source scenario development and modeling systems.</p> <p>Advocate for member jurisdictions at the state and federal levels to secure value-capture funding and financing tools to encourage public benefit development.</p>	<p>2012 RTP/SCS Implementation</p> <p>2016 RTP/SCS Process</p> <p>2016 RTP/SCS Policies</p>
<i>Active Transportation</i>	Research and review available funding sources for Active Transportation related projects and programs.	2012 RTP/SCS Implementation

Develop an Active Transportation legislative strategy focusing on safety, streamlining costs and increased funding.

Develop methods to leverage different sources of federal/state/local funding for Active Transportation.

Promote funding sources to support complete streets and active transportation throughout the SCAG region.

Estimate amount of funding necessary to fully develop the Active Transportation Network.

2016 RTP/SCS Process

SCAG Active Transportation Safety Program

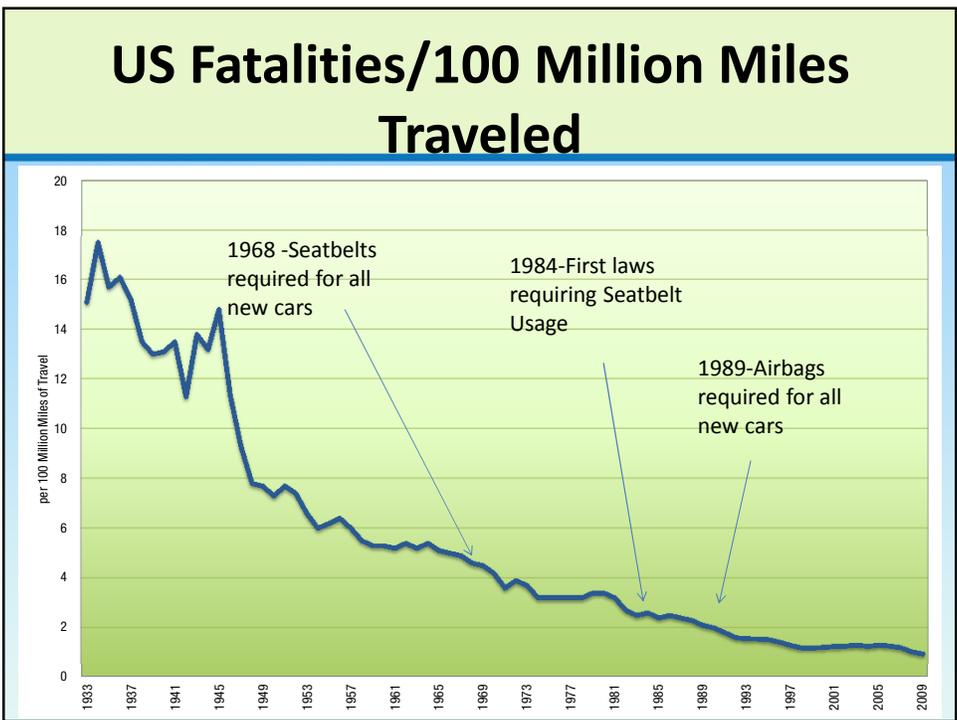
Alan Thompson
SCAG

Joint Active Transportation, Public Health and Sustainability Subcommittee Meeting






January 14th 2013



Traffic Fatalities in SCAG Region (2010)

COUNTY	Driver Killed	Passenger Killed	Pedestrian Killed	Cyclist Killed	Motorcyclist Killed	Total Killed
Imperial	20	9	2	0	7	31
Los Angeles	241	105	198	24	71	568
Orange	51	20	32	3	20	106
Riverside	133	31	31	8	36	203
San Bernardino	121	59	33	8	26	221
Ventura	29	8	5	1	7	43
Regional Totals	595	232	301	44	167	1,172

Traffic Injuries in SCAG Region (2010)

COUNTY	Driver Injured	Passenger Injured	Pedestrian Injured	Cyclist Injured	Motorcyclist Injured	Total Injured
Imperial	402	285	36	29	22	772
Los Angeles	42,261	20,620	4,786	4,199	2,657	71,866
Orange	12,085	4,946	809	1,203	756	19,043
Riverside	7,040	3,554	370	334	507	11,298
San Bernardino	6,994	4,056	409	305	467	11,764
Ventura	3,178	1,263	212	279	208	4,932
Regional Totals	71,960	34,724	6,633	6,349	4,617	119,655

Drivers in Fatal Collisions by Movement Preceding Collision in California (2009)

	Head-On	Sideswipe	Rear End	Broadside	Hit Object	Overtaken	Auto/Pedestrian	Other	TOTAL
MOVEMENT PRECEDING COLLISION									
Stopped	0.2%	0.2%	2.5%	0.9%	0.1%	0.1%	0.1%	0.1%	4%
Proceeding straight	8.2%	4.7%	7.1%	15.4%	6.0%	2.0%	11.1%	1.6%	56%
Ran off road	0.2%	0.2%	0.2%	0.1%	7.9%	2.6%	0.2%	0.2%	12%
Making right turn	0.0%	0.1%	0.1%	0.3%	0.1%	0.1%	0.5%	0.2%	1%
Making left turn	0.7%	0.1%	0.2%	4.0%	0.2%	0.1%	0.8%	0.2%	6%
Making U turn	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0%
Backing	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	0%
Slowing/stopping	0.1%	0.1%	0.7%	0.1%	0.0%	0.1%	0.0%	0.0%	1%
Passing other vehicle	0.5%	0.1%	0.1%	0.1%	0.2%	0.1%	0.1%	0.0%	1%
Changing lanes	0.0%	0.9%	0.6%	0.1%	0.2%	0.0%	0.1%	0.0%	2%
Parking maneuver	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Entering traffic	0.0%	0.0%	0.1%	0.2%	0.0%	0.1%	0.1%	0.0%	0%
Other unsafe turning	0.3%	0.1%	0.2%	0.1%	1.6%	0.7%	0.1%	0.1%	3%
Crossed into opposing lane	3.0%	0.4%	0.0%	0.5%	0.2%	0.1%	0.0%	0.0%	4%
Parked	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Merging	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Traveling wrong way	0.6%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	1%
Other	0.1%	0.3%	0.2%	0.3%	3.5%	1.3%	0.2%	0.1%	6%
Not stated	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.2%	0.1%	0%
TOTAL	14.0%	7.4%	12.1%	22.6%	20.2%	7.3%	13.7%	2.7%	100.0%

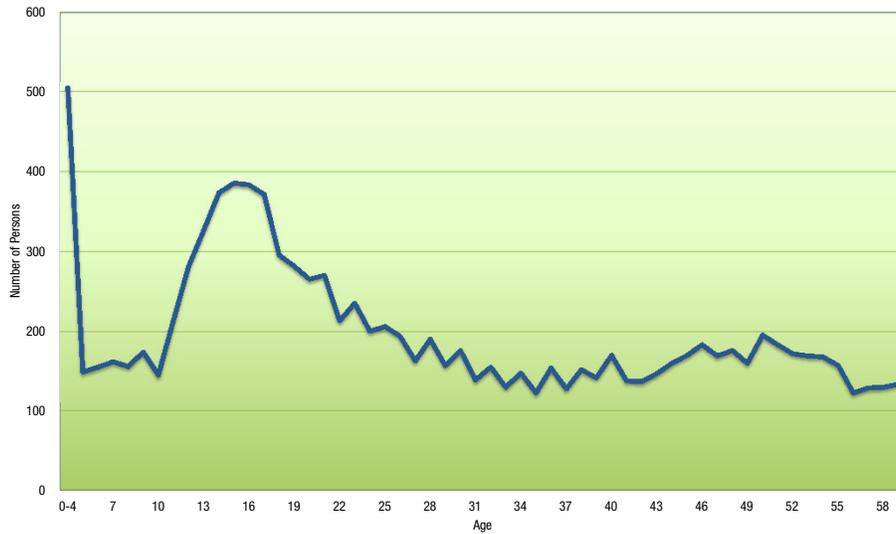
Drivers in Injury Collisions by Movement Preceding Collision in California (2009)

	Head-On	Sideswipe	Rear End	Broadside	Hit Object	Overtaken	Auto/ Pedestrian	Other	TOTAL
MOVEMENT PRECEDING COLLISION									
Stopped	0%	1%	13%	1%	0%	0%	0%	0%	16%
Proceeding straight	3%	5%	18%	18%	3%	1%	2%	1%	51%
Ran off road	0%	0%	0%	0%	2%	1%	0%	0%	3%
Making right turn	0%	0%	0%	1%	0%	0%	1%	0%	3%
Making left turn	2%	1%	0%	6%	0%	0%	1%	0%	10%
Making U turn	0%	0%	0%	1%	0%	0%	0%	0%	1%
Backing	0%	0%	0%	0%	0%	0%	0%	0%	1%
Slowing/stopping	0%	0%	5%	0%	0%	0%	0%	0%	6%
Passing other vehicle	0%	0%	0%	0%	0%	0%	0%	0%	0%
Changing lanes	0%	1%	1%	0%	0%	0%	0%	0%	3%
Parking maneuver	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering traffic	0%	0%	0%	1%	0%	0%	0%	0%	1%
Other unsafe turning	0%	0%	0%	0%	1%	0%	0%	0%	2%
Crossed into opposing lane	0%	0%	0%	0%	0%	0%	0%	0%	1%
Parked	0%	0%	0%	0%	0%	0%	0%	0%	0%
Merging	0%	0%	0%	0%	0%	0%	0%	0%	0%
Traveling wrong way	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other	0%	0%	0%	0%	2%	0%	0%	0%	3%
Not stated	0%	0%	0%	0%	0%	0%	0%	0%	1%
TOTAL	6%	9%	39%	29%	8%	3%	4%	2%	100%

Fatalities in California by Primary Collision Factor

	2005	2006	2007	2008	2009
Persons killed by Primary Collision Factor					
Driving Or Bicycling Under Influence	23.47%	23.42%	22.89%	23.23%	23.05%
Improper Turning	20.07%	19.28%	20.09%	19.17%	19.90%
Unsafe Speed	15.85%	15.20%	17.34%	16.55%	15.02%
Pedestrian Violation	9.08%	9.44%	8.77%	10.47%	10.24%
Wrong Side Of Road	7.18%	7.60%	7.03%	6.85%	5.82%
Automobile Right-Of-Way	6.06%	6.43%	5.52%	6.20%	5.88%
Traffic Signals And Signs	5.23%	5.38%	5.70%	4.44%	5.43%
Unsafe Lane Change	2.21%	2.29%	2.47%	2.15%	2.99%
Unknown	2.16%	2.31%	1.79%	1.85%	2.70%
Pedestrian Right-Of-Way	1.84%	2.29%	2.09%	2.71%	2.60%
Other Than Driver	1.72%	1.57%	1.13%	1.68%	2.24%
Not Stated*	1.70%	1.60%	1.69%	2.12%	1.63%
Other Hazardous Violation	1.25%	1.19%	1.34%	0.79%	0.39%
Improper Passing	1.00%	1.07%	0.73%	0.71%	0.94%
Unsafe Starting Or Backing	0.42%	0.19%	0.53%	0.47%	0.33%
Other Improper Driving	0.37%	0.31%	0.33%	0.21%	0.29%
Impeding Traffic	0.05%	0.12%	0.18%	0.00%	0.20%
Following Too Closely	0.21%	0.14%	0.10%	0.12%	0.13%
Other Equipment	0.07%	0.02%	0.20%	0.15%	0.10%
Hazardous Parking	0.05%	0.10%	0.05%	0.12%	0.07%
Lights	0.02%	0.05%	0.00%	0.03%	0.07%

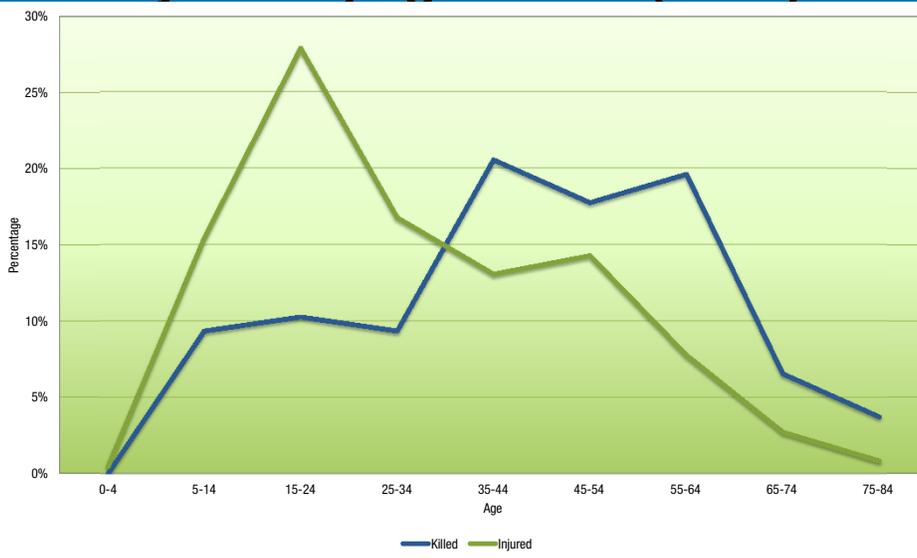
Pedestrians Injured by Age in California (2009)



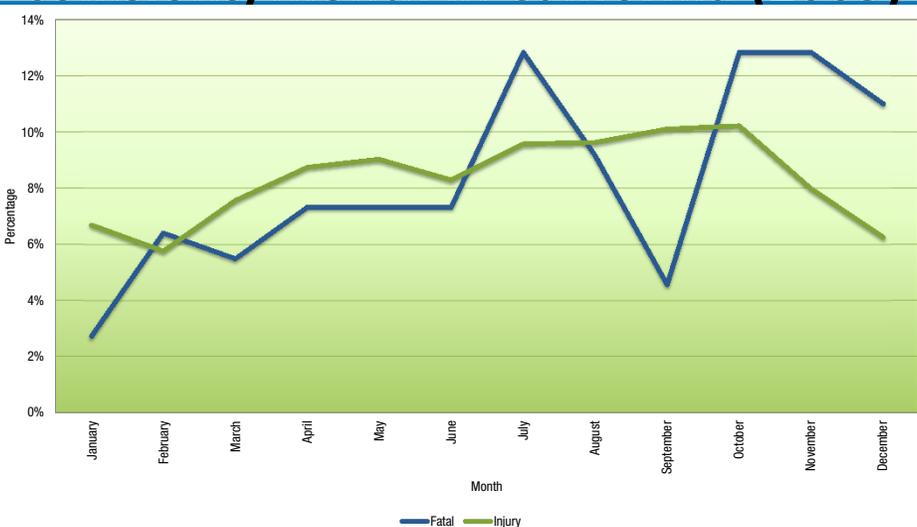
Pedestrians Injured by Age in California (2009)

	Crossing in crosswalk - at intersection	Crossing in crosswalk - not at intersection	Crossing - not in crosswalk	In roadway - includes shoulder	Not in roadway	Approach/leave school bus	Not Stated	TOTAL
0-4	2%	3%	6%	3%	5%		3%	4%
05-14	14%	15%	24%	10%	12%	18%	13%	16%
15-24	22%	25%	20%	24%	19%	18%	26%	22%
25-34	13%	11%	10%	18%	13%	9%	15%	13%
35-44	11%	12%	9%	15%	12%	9%	11%	11%
45-54	14%	11%	13%	15%	14%	36%	11%	14%
55-64	11%	10%	8%	8%	11%	9%	10%	9%
65 and over	13%	14%	9%	7%	13%		9%	11%
Total	44%	2%	27%	17%	8%	0%	1%	100%

Percentage of bicycle fatalities and injuries by age cohort (2009)



Percentage of Fatal and injury bicycle collisions/month in California (2009)



Hit and Run as a Percentage of all Collisions

- A. 11%
- B. 23%
- C. 32.8%
- D. 48%



Potential Active Transportation Safety Policies

- A. Establish a regional Safe Routes to School strategy
- B. Support activities that educate bicycle riders on rules/regulations and safety, particularly in sensitive communities
- C. Support legislation that increases penalties for hit and run violators
- D. Research innovative intersection treatments that may decrease injuries/fatalities

Questions?

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The Invisible Cyclists of Los Angeles

By Omari Fuller and Edgar Beltran

Night has fallen and you're driving through a gritty urban center when you approach an intersection. Just as you turn right through the crosswalk a dark figure materializes before you. You slam on the brakes and stop just a foot or two away. Without pausing to acknowledge the near miss, the figure cruises to the far side of the street and disappears down the sidewalk in the murky glare of streetlights.

You've just glimpsed an invisible cyclist.

Thousands of working-class people use bicycles to traverse cities and towns across the U.S. every day. In the city of Los Angeles, this group of cyclists is as dedicated as any other, riding through the wet of winter and simmering heat of summer.

Yet you won't see invisible cyclists at Los Angeles City Council meetings demanding bike lanes. You might not see them in the street either, as these cyclists tend to ride alone, often intermingled with pedestrians on the sidewalk, and without lights or reflective clothing. These cyclists are also often Latino immigrants, and nearly 20,000 of them in the L.A. metropolitan area use a bicycle as their main means of transportation to work

As we'll explain in this article, this particular group has different needs than other cyclists, yet their interests receive little attention. This article will also examine a program called City of Lights, which aims to bring invisible cyclists out of the shadows using a combination of self-empowerment training and advocacy work. We found City of Lights to be a promising model for assessing the needs of an under-served group and pursuing a more equitable distribution of resources.

Profile of an Oppressed Group

Working-class immigrant Latino cyclists face a multitude of challenges that are more pronounced than those facing most other cyclists. These include sub-standard bicycles and safety equipment, no knowledge of cyclist rights, more dangerous streets with fewer provisions for safe bicycling, increased danger of bicycle theft and robbery, police harassment, lack of health insurance, minimal publicly available data on the aforementioned conditions and no political representation. We will look at these

challenges in detail to make a case for the need to address the particular oppression that this group faces.

We'll rely on tenets from critical race theory (CRT) to help structure our arguments. A key CRT tenet considers racism to be endemic and pervasive in our society and institutions. We will note subversive effects that are specifically directed against Latino identity. CRT also uses personal narratives to amplify the other voices that challenge the dominant narratives in society. Throughout this article we'll hear the voices of those closest to this struggle. CRT also recognizes that there are unique challenges presented by the intersection of a plurality of identities related to race, class, gender, citizenship status and innumerable other characteristics. As such, we must acknowledge the multiple identities of this group of cyclists and the oppression that members of this group must endure in the form of unfair treatment as a result of those identities.

Less Money = Less Choice + More Danger

Low-wage workers have limited transportation options, compelling them to bike. Since work may not be steady enough or income high enough to be able to afford a car, or perhaps even a monthly bus pass, some are effectively captive cyclists. Limited mobility means fewer accessible job opportunities, which perpetuates low-income status.

Many can only afford to live in older, less affluent neighborhoods. In Los Angeles, these neighborhoods have older and narrower streets with no space for bike lanes. As one cyclist in the majority-Latino neighborhood of MacArthur Park put it, "I don't know who put all those bike lanes in Santa Monica [a more affluent and less diverse neighboring city], but they did a good job, and we need that here!"

The dangerous biking conditions that result from crumbling pavement and no separation from car traffic in these older neighborhoods disproportionately affect low-income people of color. Their affordable, second-rate bicycles strain unreliably under these conditions. Bicycle helmets, which should be indispensable for hazardous urban riding, are seen as expensive and optional.

A further hazard is the high volume of truck traffic that low-income cyclists encounter when traveling to and from work in industrial areas. According to Allison Mannos, program coordinator at the Los Angeles County Bicycle Coalition, accidents between cyclists and big-rigs are not uncommon. When injured, cyclists and their families, many

of whom lack health insurance, may suffer the additional hardship of expensive medical bills.

Another infrastructure problem is the dearth of bicycle parking in high-crime neighborhoods where bikes are more likely to get stolen. Allison Mannos comments, “Even if not so many of them have a bike, at least 50 percent of them *had* a bike. So they’re still cyclists in the sense that many would ride if their bikes hadn’t been stolen.”

Biking while Immigrant

As immigrants, this population of cyclists experiences other challenges on top of those that arise from being low-wage workers. The many undocumented immigrants of L.A. are legally barred from obtaining California driver’s licenses, limiting their transportation options by legal means on top of economic ones.

On the road, immigrant cyclists face more challenges when they have to deal with L.A. drivers. According to Adrian, a Latino student who is also active in the burgeoning Los Angeles bicycle movement, “Older Latino immigrants don’t know their rights. Due to language issues or being misinformed, they let cars push them to ride literally right next to the curb, almost pedal striking it.” (Pedal striking is bike lingo and refers to the dangerous situation arising when the pedal strikes something, which can cause the bike to swerve wildly and the cyclist to be thrown off the bike into traffic.) Thus, although the California Vehicle Code states that bicycles have all the rights and responsibilities of vehicle drivers, including full use of the roadway, ignorance of the law contributes to immigrant cyclists being intimidated and forced into even greater danger at the margins in the gutter and on the sidewalk.

Biking while Latino

Does being Latino contribute to being stopped by police while biking? Although the Los Angeles Police Department doesn’t release data on police stops by race, we know that one of the few places they’ve set up stings to enforce a no-bikes-on-sidewalk law is in the MacArthur Park area where around 80 percent of residents are Latino. Also, adult cyclists are not required to wear a helmet, but comments like “I’ve been stopped by the cops three times for not wearing a helmet,” were common when we interviewed working-class Latino cyclists. In these instances, possible police targeting compounded by ignorance of the law leaves Latino cyclists vulnerable to mistreatment that other groups may not face.

There is little opportunity for this group to redress these and other oppressions due to their lack of representation in the civic arena. Limited English language proficiency and a community-wide mistrust of the authorities help explain why it is uncharacteristic of this group to walk into City Hall and demand better police treatment or more resources for safe biking in their neighborhoods. Complicating any effort to make such demands is the absence of accident statistics or data on police stops and ticketing that might illustrate the degree to which heightened risks affect this particular group of cyclists. That is why, according to Allison Mannos, “Any data at all, quantitative or qualitative, that we can get on the experiences of this population is a good thing.”

Who Benefits? Who Loses?

Because they ride at the margins with little evidence of their plight and without a voice in the civic arena the public is oblivious to these invisible cyclists. Critical race theorists suggest that for every disadvantaged group, another group receives some advantage. We wonder who benefits from the challenges confronting invisible cyclists. One possibility is law enforcement, which increases its revenues and police power by ticketing and detaining members of this population on questionable grounds. Motorists are another group of beneficiaries who gain in time and convenience what invisible cyclists lose in safety. In other neighborhoods of L.A. that have better amenities, residents and bicyclists may benefit from infrastructure improvements that should be shared with less affluent parts of the city.

More work should be done to identify the beneficiaries in this scenario and to eliminate the incentives that perpetuate it. In the meantime, let’s consider the current efforts being taken on behalf of the invisible cyclists.

Illuminating the Shadows: Critical Race Theory and Advocacy

City of Lights is a program of the Los Angeles County Bicycle Coalition that was created to reach out to working-class Latino immigrant cyclists who have limited English proficiency. The program is working to ameliorate the oppressions that affect this group through advocacy and education, in the form of community workshops on safety issues, legal rights and bike maintenance.

City of Lights bike safety workshops educate cyclists on the rules of the road and safe riding techniques, essential knowledge for the dangerous areas where these cyclists ride. The educational programming is reinforced with the provision of donated safety equipment such as lights, helmets, locks and bike maps to cyclists for whom the expense of such equipment would be too great. A bike maintenance workshop might

stress the importance of maintaining the proper tire pressure, which not only helps prevent having a dangerous blow-out while riding in traffic, but can save cyclists money by avoiding the costs of tire repair or replacement and travel delays. These workshops are hands-on and designed to foster self-reliance, teaching cyclists how to maintain their bikes against the strain of riding on L.A. streets. Some workshop participants have expressed that their new bike maintenance skills could open a door to employment opportunities or business ownership, which could have a very positive effect on their income. Legal rights workshops are designed to curtail the number of unwarranted citations.

Data backs up the advocacy efforts of the City of Lights program. As Allison Mannos describes, existing cyclist data provides little information on Latino immigrant cyclists, who may not feel comfortable responding to conventional bike surveys. City of Lights tries to rectify this by conducting their own surveys with questions that capture the difficulties and experiences of this group of cyclists. Quantitative data is of interest, but collecting personal narratives also affords invaluable insights. For example, asking cyclists about their riding experience in the U.S. and in their country of origin can reveal a person's economic, social and environmental motives for riding.

The next advocacy step is to raise general awareness of invisible cyclists. To that end City of Lights staff attend conferences to highlight their data findings and workshops in the low-income Latino immigrant cycling community. They also push the Los Angeles City Council and municipal departments to provide more bike lanes and bike parking where these cyclists live, work and ride and they communicate with law enforcement to request data on how often and why invisible cyclists are stopped and cited, potentially revealing and deterring oppressive police tactics.

By focusing on invisible cyclists and establishing their concerns as worthy of attention, the City of Lights efforts build on another tenet of critical race theory: centering and validating the experiences of marginalized people. According to Allison Mannos, the key is to rely on the narrated experiences of members of the specific group to identify their needs, rather than imposing on them external ideas about what their needs are. “When we talked to these cyclists,” says Mannos, “we found out they aren’t that into racing or wearing spandex, but they are interested in having a place where they can work on their bikes and see other people like them. Our priority now is to create spaces like that where they can build their own cycling community.”

Bringing invisible cyclists together and out of the shadows should help address their numerous challenges and, hopefully, make your next encounter with them far less harrowing.

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Pilgrim on a biking mission

Jose Guzman and fellow cyclists hope to reshape transportation.

March 04, 2010|Hector Tobar <http://articles.latimes.com/print/2010/mar/04/local/la-me-tobar5-2010mar05>

Jose Guzman fell in love with bicycles thanks to God.

His first long bike trip was a few hundred miles through the dry mountains of Jalisco in central Mexico, in a long line with a few hundred other pedaling Catholic pilgrims. Later, he turned his passion for biking into a small delivery business, stacking 200 pounds of fresh chicken over his back wheel every day in suburban Mexico City.

In Los Angeles, Guzman pedals everywhere -- from his apartment in Pico-Union to the Inland Empire, Sylmar, Harbor City and other places, often hitching a ride part of the way on a Metro bus or subway line.

Guzman is a day laborer and soccer referee for hire. He's crossed the city on borrowed bikes and on bikes he's put together himself after salvaging frames and rusted wheels from the trash.

Once he owned a rebuilt bike with a pink frame, and when a girl at MacArthur Park yelled out, "Mommy, that man is riding a girl's bike," he answered back: "Señorita, it doesn't matter what it looks like, as long as the wheels turn and it gets me where I'm going."

Now Guzman has a new set of biking friends. Every week he visits a workshop in downtown Los Angeles, picking up bike repair and riding tips from Arlen Jones and Ramon Martinez, "bicycle cooks" and volunteers with the Los Angeles County Bicycle Coalition.

"In L.A. we have thousands, maybe tens of thousands of people on bikes that mainstream cyclists never see," Martinez told me. He called them "invisible cyclists" but then corrected himself because really, if you pay attention, you'll almost always see them on the streets.

I've seen the cyclists in the garment district, Koreatown and Pasadena, often in the uniforms of cooks or kitchen workers. They don't wear spandex and they don't bike to lower their cholesterol or to reduce their "carbon footprint."

They don't bike because it's a cool lifestyle choice. Mostly they bike out of necessity.

"My bike is my salvation," Guzman told me. "I see it as part of me. It's my vehicle. I carry bags, backpacks, groceries on it. Everything."

At the small work space on South Main Street, Guzman and a handful of other day laborers get lessons from some young but seasoned mechanics who are also passionate biking activists.

The two groups of men fix brakes together, take apart gear assemblies and push pedals with their hands until the spinning freewheels produce their normal, soothing clicks.

I was there on a recent morning, and it struck me as one of those rare but compelling L.A. moments when people from different backgrounds find a common purpose, bound together by a shared task and dream.

Martinez is a 23-year-old college graduate from Echo Park and a board member of the Bicycle Kitchen in Hollywood.

He's part of the city's ever more assertive biking movement. He imagines a future L.A. with a shifted ethos, where people abandon their cars and "quiet the streets" with muscle-powered vehicles. He wants the city to create more bike lanes and bikeways so people don't have to risk their lives when they head out on their daily rides.

For Martinez, fixing a bike is something best done with a group of people, as at the Bicycle Kitchen, where on any given day 50 people come to learn the art of bicycle repair in exchange for a small donation.

And every bicycle he's owned is a story made up of the memories of the places it took him. His current bike was assembled from a late 1980s Nashbar frame, with parts given to him by other bike cooks in many different places. "The bike becomes an extension of yourself," he said.

For Guzman, a 39-year-old high-school graduate, every bike he's ever ridden is a story too.

The bike he took on that first pilgrimage in Mexico was borrowed. He rode it from Zumpango just north of Mexico City to the shrine at San Juan de Los Lagos. After that 570-mile ride, he was proud of returning it without a scratch to its owner.

"I never even got a flat tire," he said.

That first journey will stay with him forever. "I remember going down a mountain, and being at the back of the line [of pilgrims], and seeing 500 cyclists in front of me," he said. The line of bikes stretched out more than a mile in the distance.

Guzman arrived in L.A. in 2004, and his biking life hasn't been quite as picturesque since. But it has been memorable.

He showed me an album of his L.A. biking experiences that resembled one of those works of conceptual art in which the artist is photographed in many different places but always in exactly the same pose.

In one picture he's on the sidelines of the Los Angeles Marathon, holding his bike erect. In others, he's at a soccer field in the South Bay, at Union Station downtown and at his uncle's house in Ontario. Always, he stands behind his bike with the same playful smile.

"I've been lucky," he told me. "I've only had a couple of small accidents."

Now he exchanges all his bike experience with other day laborers and with activists like Woodson Joseph, who showed up last week at the Main Street workshop. Guzman spoke of how a police officer gave him a thumbs-up when he saw the new reflectors provided by the Bicycle Coalition.

And Joseph dispensed advice about bike mechanics and bike geography.

"Alameda is bad because of the train tracks; Central is better," he said, discussing potential routes for biking downtown. In Mid-City, he continued, "I really like Budlong Avenue. Fourth Street is a really good east-west route. I recommend it."

Guzman and I took all this in. I imagined myself pedaling across the city. I thought of L.A.'s flat, bicycle-friendly topography, and how my rusty mountain bike was probably sturdy enough to get me to Santa Monica, Pasadena and other places.

Then I stepped outside onto Main Street, where cars and trucks zoomed past at 40 mph. It is not a landscape that encourages one to set off on a leisurely bike ride.

The bike utopia of L.A.'s future is still a long, long -- perhaps impossibly long -- way off. But thanks to a few working people and young activists with bicycle grease on their hands, it seems to get a little closer every day.

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The Invisible Cyclists: Immigrants and the Bike Community

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They ride on the sidewalks around the city, many of them without helmets or lights. For thousands of immigrants in Los Angeles, the bicycle is their primary means of transportation. But while “everybody’s sort of aware of these bikers,” says [Los Angeles County Bicycle Coalition](#) organizer Allison Mannos, “there’s not really any outreach. My interest is to address the people who never get taken into account.”

Mannos has co-founded a program, called [City of Lights](#), to do just that. The program is bringing material benefits to immigrant bike riders, but, more broadly, is trying to strengthen the sometimes tenuous-seeming links between transportation and social justice.

Helwin Aguilar, an immigrant from Mexico, had heard that he wasn’t required to wear a helmet over the age of 18. At a recent workshop operated by City of Lights, Aguilar raised his hand, and had his question answered: Adults over 18 do not legally need to wear helmets, and should not be ticketed for failing to do so. (Aguilar says he wears one, just to be safe.) The bicycle is his primary vehicle for work, education, and health care, yet he is fundamentally unaware of the laws surrounding its use.

The goals of the City of Lights program are ambitious, but the group started small, in response to complaints that immigrant bicyclists were riding on sidewalks at night (which is legal in the city of Los Angeles) but without lights or reflectors (which is not). City of Lights began distributing lights at day labor centers and were soon inundated with questions about routes and the intricacies of bike repair. Their next step was to open a weekly educational and bike repair workshop at a day labor center, south of downtown. In October, they were successful in getting the city to install bike racks in some of the poorest neighborhoods of Los Angeles.

All small steps, the organizers concede. But they could be crucial ones in building momentum for big picture environmental justice.

Los Angeles is a city where riding the bus or taking any kind of alternative transport tends to be viewed as an aberration. But since the people who do so often have no other choice, advocacy for bikes and buses occurs largely on behalf of the poorest Angelenos. Perhaps the closest ally bike advocates have in their work is the [Los](#)

Angeles Bus Rider's Union, one of the strongest voices for the minorities and people of color who, like those who bike because they cannot afford bus fare, have no other transportation options.

City planning perpetuates systems of inequality, explains Sun Young Yang, an organizer at the LABRU, when meager transportation options keep people from attending school or work. "In the rest of the world, mass transportation is seen as a basic human need," says Yang. "If you've seen major riots and revolutions in Venezuela and Iran, there were social upheavals because of mass transportation fare hikes." Yang says that the United States, also, has a venerable history of social activism linked with transportation, and she sees the work of the LABRU as an extension of the Montgomery Bus Boycott, which led to some of the greatest civil rights gains in American history, but started because of inequities on public transport.

Yet it's clear that this level of consciousness is not growing naturally among immigrant bikers. Only about eight people participate at the bike workshop each week, while dozens of others sit watching TV in the day labor center next door. Recently, outside one of the centers, the newly installed bike racks sat empty and bikes were chained to nearby fences instead.

Allison Mannos isn't surprised. Immigrants, she says, are not accustomed to amenities that cater to them as cyclists. "They're not used to someone giving them a light and saying, 'What you're doing is awesome, keep riding,'" she says. "So it just takes a lot more education."

Yang points out that advocacy on behalf of the poorest populations is always an uphill battle. If members of the LABRU reach out to 50 bus riders in one week, out of those, perhaps five will respond by attending a meeting. "A single mother is not going to use her one Saturday to go to a meeting," Yang says.

And yet, over the past 15 years, the LABRU has built up a base of more than 2,000 dues-paying members, and their work has brought material benefits to tens of thousands more in the form of reduced transit fares and increased bus lines. Similarly, she says, the work of just a dozen bicycle activists could bring benefits to thousands. One of those benefiting may be Daniel Rivera. Recently, Rivera was waiting for work outside a day labor center west of downtown with dozens of others. They milled about in a huge strip mall that included a Home Depot and a McDonald's. When a car would slow, laborers would rush toward it, hoping for any odd job that a Home Depot patron

might need. Rivera doesn't ride a bike because he says it's too dangerous. Instead he borrowed a relative's car and filled it with gas.

"It's better to ride a bike than take a car, because gas is so expensive," Rivera says. "But I don't ride often because it's so dangerous. People get hit in the streets. Obviously, I would like to ride bikes. If they had lanes, like in Santa Monica, I would." One of the next steps for City of Lights and the LACBC will likely be a new bike lane on Figueroa Street in downtown. It's difficult to picture the installation of a few small bike racks or the donation of shiny new tools to a workshop as major strides in a battle for social equity. But that's exactly what those small steps may be leading toward.

At the same time, City of Lights is working at the policy level to bring the needs of lower income Angelenos into the planning rooms. But they've had to start from scratch to figure out how to make the case for bike equity in city planning.

For that effort, Mannos decided to target the Los Angeles Master Bike Plan. Over the past few years, Los Angeles has been refining the plan, which will create a long-term vision for developing bike infrastructure and services in the city. Mannos approached the city, saying the plan should take into consideration lower-income areas. The city was open, she says, but conceded they had no idea how to do it.

So Mannos looked for models she could follow around the country but found next to nothing. "It's that off the radar to think about social justice with bicycles," she says. She ended up doing the legwork herself, talking to 20 urban planners and submitting recommendations for how to target bike planning to lower-income areas. She recommended that the census, transit dependence, obesity and concentration of industrial sites all to be taken into account to determine the course of the city's bike planning. She borrowed a recommendation from Seattle's Master Plan, which offered suggestions for targeting amenities to low-income communities.

When so much energy is spent pondering the scourge of suburban sprawl, "and no money on bike lanes in low income areas, that's problematic," Mannos says. "It's important to look at who's missing and try to inject equity into transportation planning." While bike lanes and planning equity are concrete goals, the bike-repair workshop and services offered by City of Lights have intangible benefits as well, especially for the handful of committed members who attend every week. Much like the bike co-ops that have blossomed around the country, the workshop brings together folks with similar interests who otherwise would not have a forum for connecting and who, in the case of immigrants, are acutely disconnected from organized services.

Jose Guzman has been volunteering at the workshop for a year. "We have to be open to new experiences and meeting new people. And here the medium that gives us those opportunities is the bicycle," he says. "We invite people, if they have a bike, to use it more often, or if they don't, to come in and get one at low cost, and get repairs." Guzman comes to the day-labor center for work, but when none is available, as is often the case, he learns about bike repair from City of Lights volunteers, offers free bike help to anyone who stops in, and participates in the educational sessions.

He told the story of a woman who had stopped in unhappy with her mountain bike just the other week. Guzman adjusted his own bike's seat, made sure it was in working order, and traded with her. The woman left happy. "We come here wanting economic compensation," he explains. "But when there are no opportunities for that, helping someone brings great satisfaction. In this time of difficulty, that's how it should be—solidarity, understanding that even though we don't have work, we have something to give."

Perhaps that feeling, of being able to affect others' lives, is the root of empowerment. Recently Guzman and others day laborers have begun running the workshop even when City of Lights volunteers aren't present. One day, they may make their own recommendations for changes to the city's bike plan.

<http://thecityfix.com/blog/invisible-riders-in-the-city-of-angels/>

Invisible Riders in the City of Angels

By Jonna McKone September 16, 2010

Planners Network, the organization of progressive planning, wrote about working-class cyclists in Los Angeles this week. Poorer sections of cities are notorious for having more dangerous intersections and this is true of Los Angeles. Beyond faster moving traffic in residential areas of immigrant commutes, unsafe sidewalks, higher rates of violence in low-income areas, higher rates of diet-related disease along race and socio-economic lines and fewer opportunities for physical activity, under-served populations also face persistent barriers to cycling. These barriers are especially pertinent given that immigrants are more likely to cycle than native born Americans.

The article's authors, Omari Fuller and Edgar Beltran, two graduate students in UCLA's department of urban planning, describe the 20,000 Latino cyclists, termed "invisible bikers" who "tend to ride alone, often intermingled with pedestrians on the sidewalk, and without lights or reflective clothing."

These cyclists – many without other transportation options – face disproportionate challenges to biking including:

- Limited knowledge of cyclists' rights due to language barriers, lack of involvement in bicycling issues, distrust of non-profits and government;
- Sub-standard bicycles and safety equipment;
- Limited transportation options due to price and/or proximity;
- Dangerous streets with fewer provisions for safe bicycling;
- Increased likelihood of bicycle theft and robbery in neighborhoods with limited infrastructure for bikes, including lack of bicycle parking; and
- Lack of health insurance.

These factors, as well as the high concentration of immigrant populations in many cities, make cycling policy and outreach an important issue that has long-been ignored. Job access for many low-income residents is a function of their access to public transit; and low-income communities are often far from public transportation, not only increasing transportation costs for those that must have cars (or stranding illegal immigrants without a driver's license), but helping keep poor areas poor.

In Los Angeles, the Latino and low-income populations predominantly live in older neighborhoods with "dangerous biking conditions that result from crumbling pavement and no separation from car traffic."

City of Lights, a program of the Los Angeles County Bicycle Coalition, assesses the needs of under-privileged groups of color the organization feels have the greatest need. Allison Mannos, program coordinator at Los Angeles County Bicycle Coalition, says accidents between cyclists and trucks are not uncommon especially given "the high

volume of truck traffic that low-income cyclists encounter when traveling to and from work in industrial areas.”

City of Lights also conducts outreach to target populations, runs community workshops on issues like bike maintenance, safety, and legal rights and works to garner and develop narratives of immigrant groups and their biking experiences. The group is also advocating at workshops and larger policy discussions.

According to Mannos, the key is to rely on the experiences of the community to identify their needs: “When we talked to these cyclists,” says Mannos, “we found out they aren’t that into racing or wearing spandex, but they are interested in having a place where they can work on their bikes and see other people like them. Our priority now is to create spaces like that where they can build their own cycling community.”

The focus is not unlike the [South Africa-based project we profiled](#) that uses photography to show a different face of bicycling culture. The significance of bicycling and mass transit is another reason to advocate for inclusive planning in cities to ensure affordable housing and work opportunities so all populations can enjoy the benefits of biking – it’s cheapness, opportunities for enjoyment and accessibility. Other projects, such as the ones supported by the [Complete Streets Coalition](#), have the potential to improve cycling for all — including for those with the greatest need.

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Active Transportation/Public Health/Sustainability
Subcommittees Joint Meeting

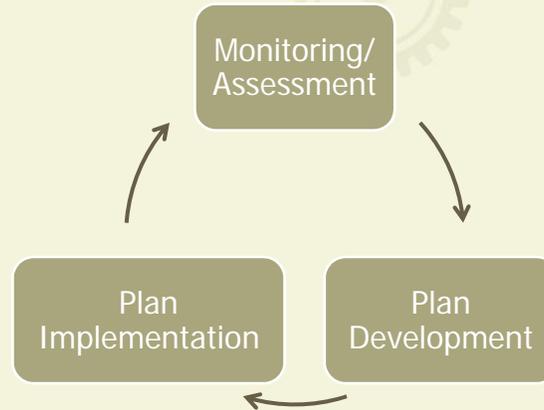
SCAG Performance Monitoring Program

Ping Chang, Program Manager
Land Use & Environmental Planning
January 14, 2013

Presentation Outline

- Roles and Functions of Performance Monitoring
- Evolving Practice & Recent Emphasis
- Performance Monitoring Program: Key Components
- Summary & Future Directions

Roles of Performance Monitoring



Functions of Performance Monitoring

- Monitor progress of the 2012-2035 implementation
- Assess the factors contributing to the progress or lack thereof
- Articulate policy goals to guide the development of policies and investment strategies
- Develop the 2016 RTP/SCS performance measures

Evolving Practice & Recent Emphasis

- Lack of a Monitoring/Assessment Tradition
- Increased Emphasis
 - 2009 California ARB (SB375) Committee Recommendations
 - 2012 RTP/SCS P&P TAC Performance Measures Subcommittee
 - 2012 Federal Transportation Reauthorization (MAP-21):
Performance-based Planning Requirements



Performance Monitoring Program Key Components

- Develop Performance Goals/Targets
- Develop Performance Indicators/Measures
- Monitor/Assess Outcomes
- Monitor/Assess Implementation Strategies
- Develop New Monitoring Tools
- Conduct Issue-based Monitoring Studies

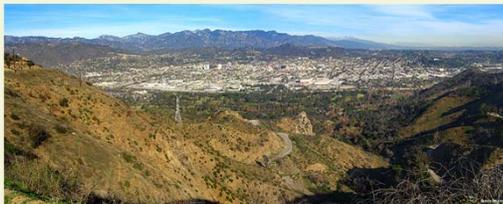
Develop Performance Goals/Targets

- 2012–2035 RTP/SCS has nine broad goals
- The plan has only two required performance targets:
 - Greenhouse emissions reduction (state requirement)
 - Transportation conformity (federal requirement)
- New federal law (MAP-21) requires additional performance targets
- SCAG may choose to set additional performance targets beyond MAP-21



Develop Performance Indicators Existing Categories

- Location Efficiency
- Transportation (mobility & accessibility, preservation, productivity)
- Economic well-being
- Environmental quality
- Equity
- Health & Safety
- Investment Effectiveness



Develop Performance Indicators Examples

- Location Efficiency (for alternatives evaluation)
 - Share of growth in High Quality Transit Area (HQTAs)
 - Percent of work trips less than 3 miles



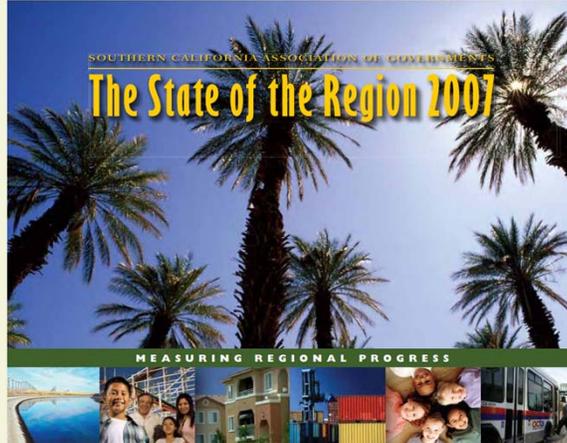
Develop Performance Indicators Examples

- Health (for monitoring)
 - Asthma incidence and exacerbations
 - Percent of households living within 500 feet from high-volume roads
 - Pre-mature deaths due to PM2.5



Monitor Outcomes

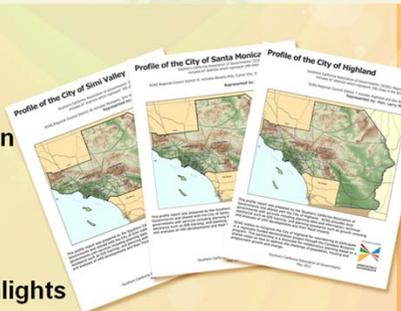
- State of the Region (next release expected May 2014)



Monitor Outcomes

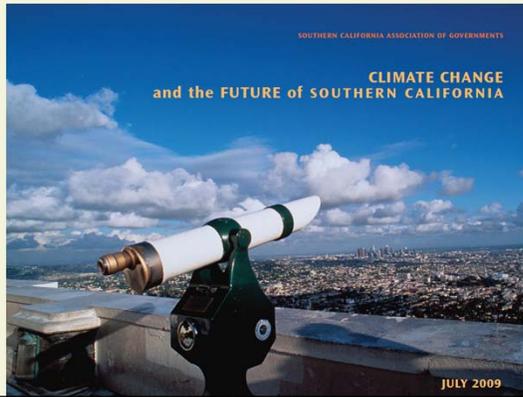
- Local Profiles (next release scheduled May 2013)

- Population
- Households
- Housing
- Transportation
- Employment
- Retail sales
- Education
- Regional highlights



Conduct Issue-based Monitoring Studies

- *"Gold Line Corridor Study"*
- *"Climate Change and the Future of Southern California"*
- Next Report expected for 2016
- Potential Issue Areas
 - Demographic change
 - Sustainable transport
 - Energy
 - Others



Monitor/Assess Implementation Strategies

- New initiative
- Sustainability project/strategy benefits
 - Transit Oriented Developments (TODs)
 - Mixed use/infill development
 - Travel demand management strategies
- Based on projects developed/strategies implemented in the SCAG region



Develop New Monitoring Tools

- New Initiative to be completed by Spring 2015
- Monitor progress through web-based GIS tools
- To be used also by local jurisdictions/planning partners
- Tool's monitoring capabilities (examples)
 - Growth monitoring
 - Non-motorized accessibility
 - Housing market dynamics

Summary and Future Directions

- Planned expansion underway for a robust Performance Monitoring Program subject to budget constraints
- Opportunities for further integration among program components and wider collaboration
- Performance measures are an integral component of Subcommittees' policy framework
- The expanded program will provide more support to staff to further develop performance monitoring indicators/measures for the development of the 2016 RTP



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For additional information,
please contact:

Ping Chang

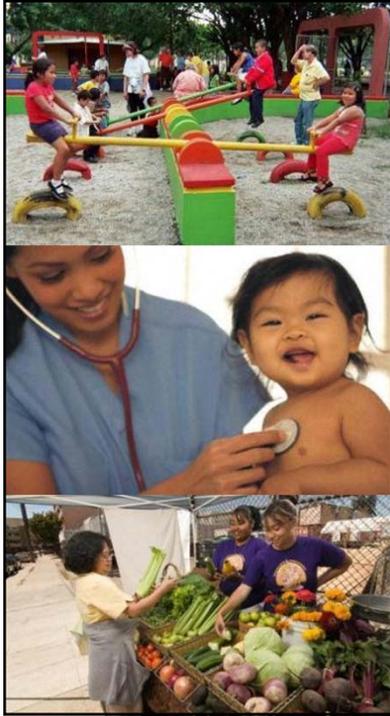
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Healthy, Equitable, & Safe Communities for All

Manal Aboelata, MPH
 Managing Director, Prevention Institute

Tracy Delaney Ph.D., R.D.
 Executive Director,
 Southern California Chronic Disease Collaborative

SCAG Joint Subcommittee Meeting
 January 14th, 2013

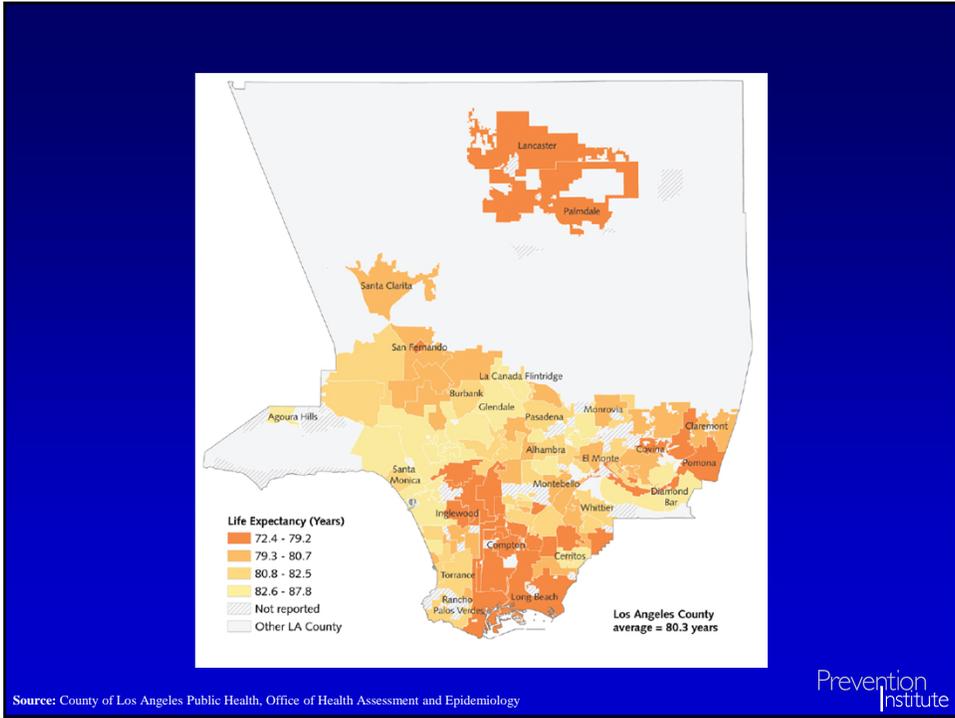
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"The Expo Line"



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Born in Compton, an African-American person can expect to die almost 15 years earlier than a White person born in a coastal town like Santa Monica.



“People’s health is strongly influenced by the overall life odds of the neighborhood where they live. Indeed, place matters. In many low-income urban and rural communities, whole populations are consigned to shortened, sicker lives.”

Source: Prevention Institute. *A Time of Opportunity: Local Solutions to Reduce Inequities in Health and Safety*, 2009.

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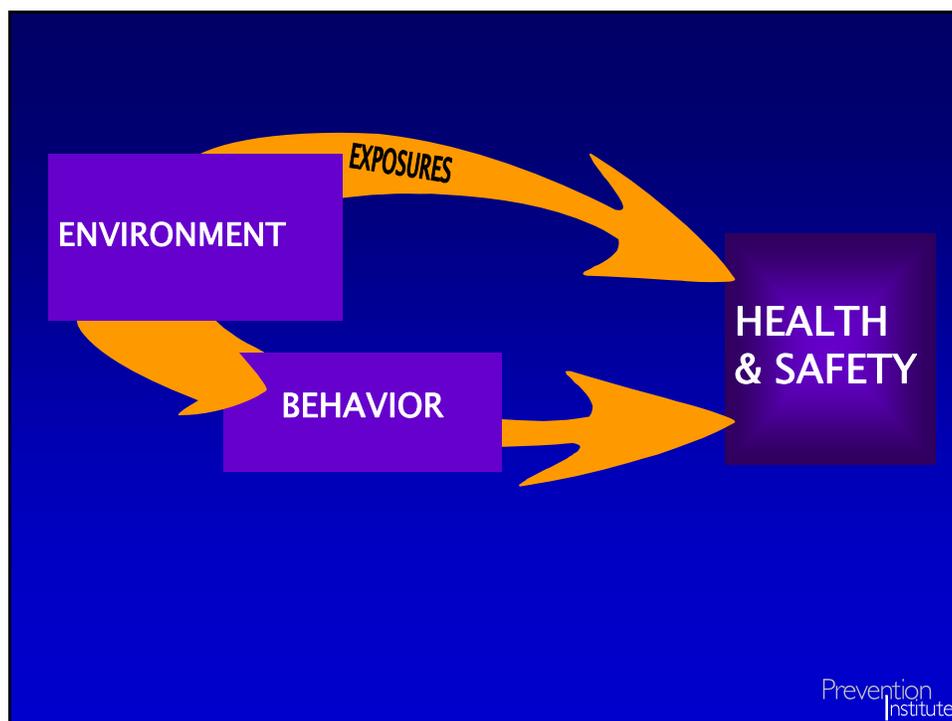
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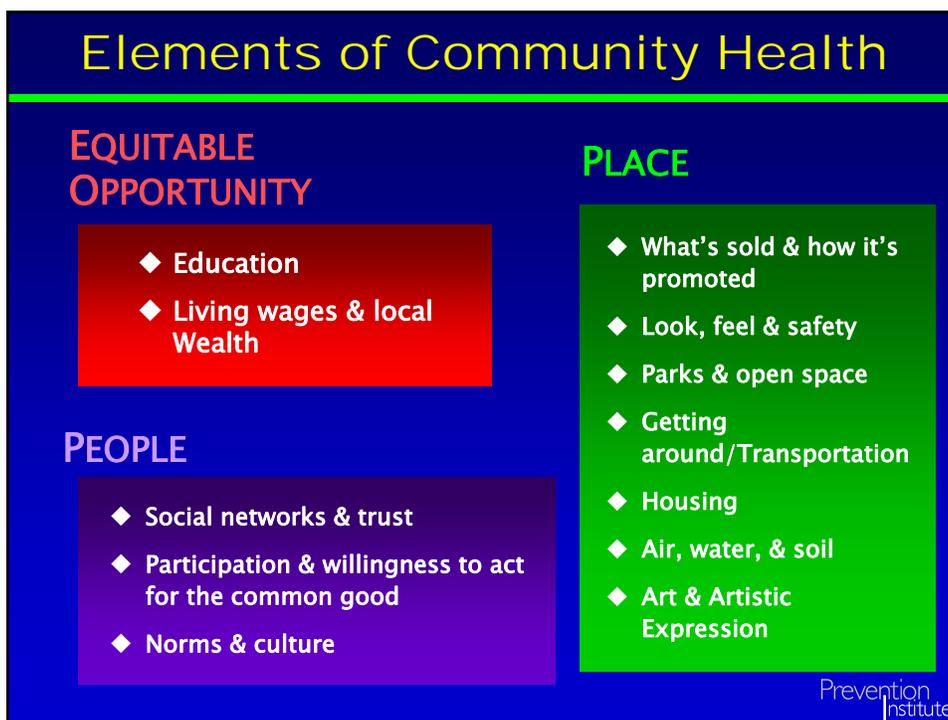
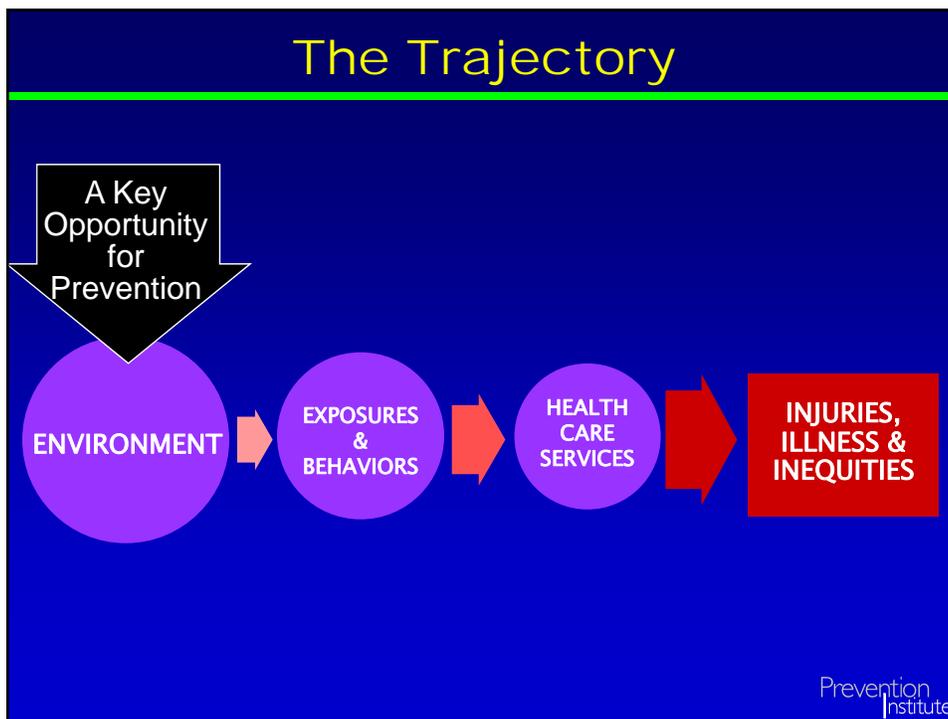


“ It is unreasonable to expect that people will change their behavior *easily* when so many forces in the social, cultural, and physical environment conspire against such change.”

Institute of Medicine

Source: Institute of Medicine. (2000). *Promoting health: Intervention strategies from social and behavioral research* (B. D. Smedley & L. S. Syme, Eds.). Washington, DC: National Academies Press.

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“What do humans do? Work, shop, eat
 drink, learn, recreate, convene, worship,
 heal, visit, celebrate, sleep”

-Jeff Speck, Author
*Walkable City: How Downtown Can Save America
 One Step at a Time*

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What is a safe, healthy and sustainable community? (Selected Indicators)	
Definition / Description	How we would measure it
Meets basic needs of all	
<ul style="list-style-type: none"> ■ Affordable healthy foods 	<ul style="list-style-type: none"> □ Access to healthy affordable foods <ul style="list-style-type: none"> ■ % households within ¼ mile grocery, farmers market ■ Liquor store density ■ % households served by foodbanks ■ % adults report household food money did not last ■ Retail food environment index
<ul style="list-style-type: none"> ■ Affordable and healthy transportation and housing options 	<ul style="list-style-type: none"> □ Access to healthy transport options <ul style="list-style-type: none"> ■ % adults bike/walk to work - % kids walk/bike school ■ % households within ¼ mile public transit stop □ Access to affordable quality housing <ul style="list-style-type: none"> ■ % households spending > 35% income on housing ■ % properties with housing violations, high lead levels
<ul style="list-style-type: none"> ■ Access to essential services – schools, health care 	<ul style="list-style-type: none"> □ Access to essential services <ul style="list-style-type: none"> ■ % uninsured ■ Neighborhood completeness measures
Quality and sustainability of environment	
<ul style="list-style-type: none"> ■ Clean air and drinking water 	<ul style="list-style-type: none"> Air <ul style="list-style-type: none"> ■ # days not meeting air standards ■ % households within 1000 ft major roadway
<ul style="list-style-type: none"> ■ Clean and safe neighborhoods and parks 	<ul style="list-style-type: none"> □ Parks and open space <ul style="list-style-type: none"> ■ % households within ¼ mile public park
<ul style="list-style-type: none"> ■ Minimized waste, toxics, and GHG emissions 	<ul style="list-style-type: none"> □ Toxics, waste, and GHG <ul style="list-style-type: none"> ■ Residential energy consumption ■ Toxic air contaminant exposures
Adequate levels of economic and social development	
<ul style="list-style-type: none"> ■ Living wage and job opportunities for all 	<ul style="list-style-type: none"> □ Wages and job opportunities <ul style="list-style-type: none"> ■ % unemployment

Health Equity

“Health equity means that every person, regardless of who they are, has an equal opportunity to achieve optimal health.”



Source: Braveman TA, et al. Health disparities and health equity: The issue is justice. 2011

Health & Equity Metrics

- ◆ **Safety:** Map ped and bike collisions by severity; per geographic area; or by daytime population.
- ◆ **Access to Goods, Jobs & Services:** Proportion of households that can walk or bike to meet 50% of daily needs; proportion of daily trips less than 3 miles by mode.
- ◆ **General Transportation:** Daily amount of work trip & non-work trip related physical activity.
- ◆ **Future Growth:** Share of housing growth in transit priority areas; targeting measures of 3-4 bdrm units, senior housing, and low-income units that will be built.

Source: Human Impact Partners. The Health and Equity Metrics.

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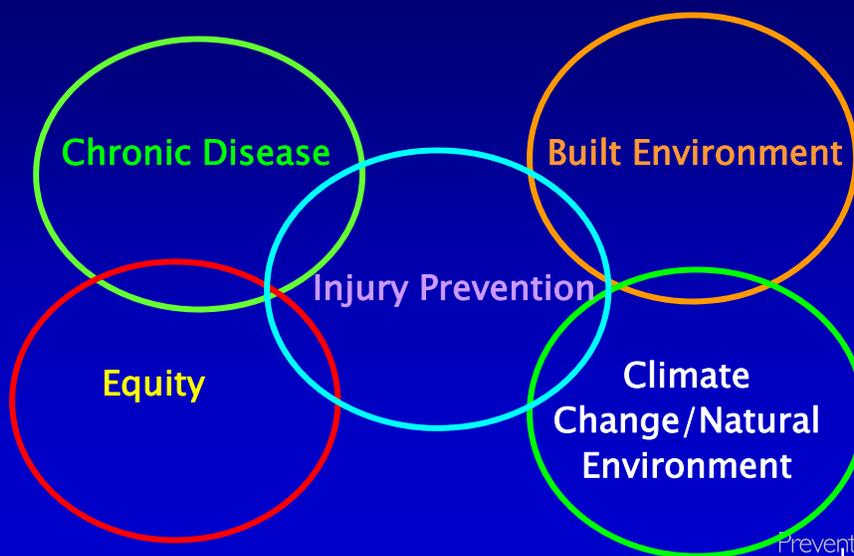
Health & Equity Metrics

- ◆ **Economic:** % income consumed by housing and transpo costs
- ◆ **Environmental Pollution:** Per capita miles traveled by mode; estimate premature mortality attributed to traffic-related PM 2.5; Estimate # of sensitive sites within 1,000 ft. of freeways & major pollution sources
- ◆ **Equity:** Measure and stratify indicators by race/ethnicity, income, geography, age, and disability.

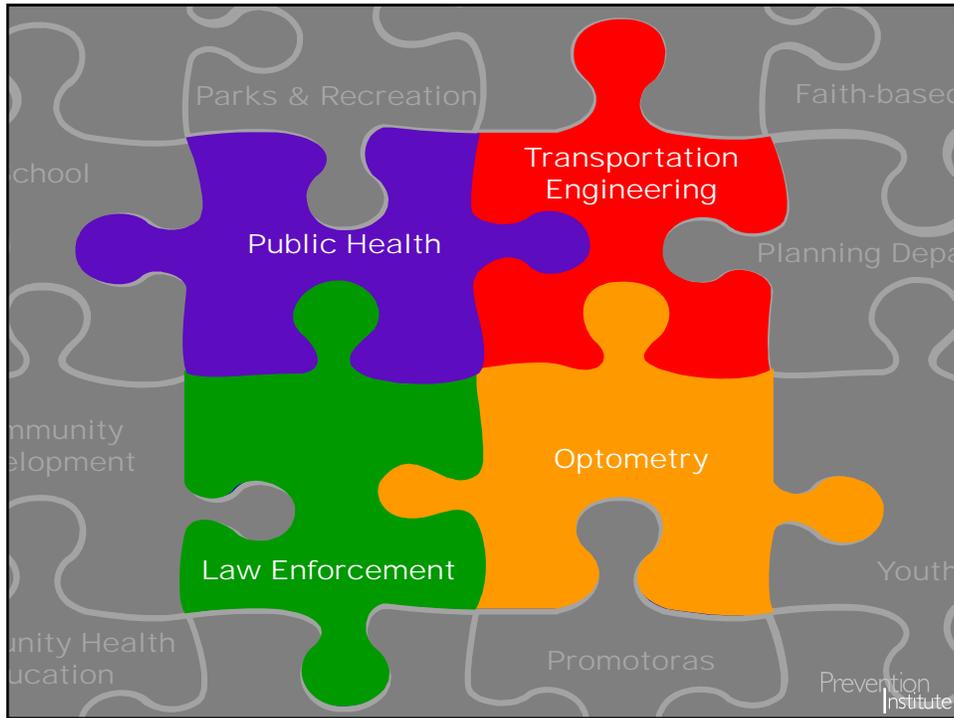
Source: Human Impact Partners. *The Health and Equity Metrics.*

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Opportunity to Converge



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Public Health PH	Shared Outcomes	Transportation Engineering TE
Expertise: •Population-based prevention approaches and data collection of injury rates	<ul style="list-style-type: none"> • Improved transportation infrastructure and systems • Ability for motorists, bicyclists, pedestrians, people with disabilities, and elderly to travel easily and safely • Decrease in traffic-related injuries and deaths 	Expertise: •Road and sidewalk design that provides safe travel for multiple modes of transportation
Desired Outcomes: •Reduce unintentional injuries among all travelers, including drivers, pedestrians, bicyclists, people with disabilities, elderly	Partner Strengths	Desired Outcomes: •Prevent traffic crashes and reduce severity of injuries if a crash does occur
Key Strategies: •Facilitate environmental and policy changes (i.e., pedestrian/bicycle-friendly street design, car seats, seat belts, DUI, bicycle helmets)	<ul style="list-style-type: none"> • Subject matter expertise • Authority and ability to implement policies and environmental changes • Understanding of motor vehicle patterns and individual transportation behaviors • Knowledge of street and vehicle design 	Key Strategies: •Promote safety regulations for occupants and vehicles •Implement street designs that promote safety (e.g., traffic calming)
Law Enforcement LE	Joint Strategies/Activities	Optometry O
Expertise: •Expertise in legal requirements and crash investigations and has the authority to enforce traffic laws	<ul style="list-style-type: none"> • Incorporate health and safety elements into transportation planning <ul style="list-style-type: none"> • Promote complete streets policies • Connect roadways to complementary systems of trails and bike paths • Implement smart growth strategies, including transit-oriented developments 	Expertise: •Understanding of how people visualize traffic signs and signals
Desired Outcomes: •Increased compliance to traffic safety laws		Desired Outcomes: •Improved vehicle displays, traffic signals, and road signage •Better driver assessment for licensing purposes
Key Strategies: •Enforce traffic laws, patrol neighborhoods, implement check points, cite reckless drivers, and participate in educational campaigns		Key Strategies: •Utilize color and design features to increase driver attention to traffic signals and signs

Shared Outcomes

- Improved transportation infrastructure and systems
- Ability for motorists, bicyclists, pedestrians, people with disabilities, and elderly to travel easily and safely
- Decrease in traffic-related injuries and deaths

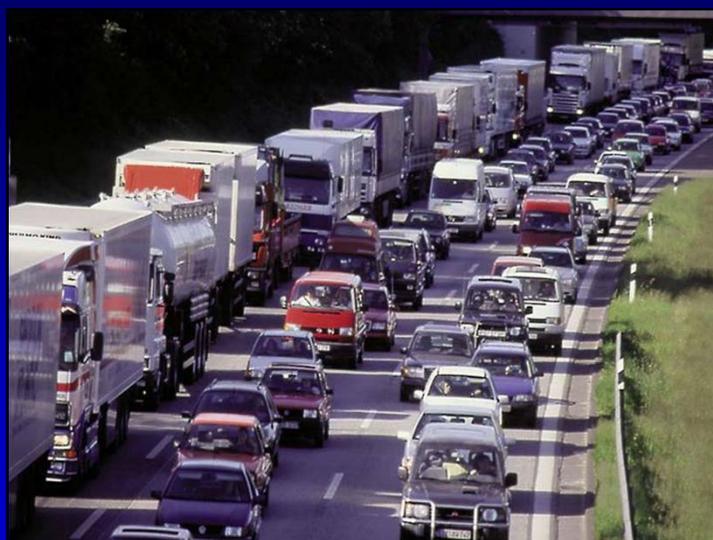




Image Courtesy: Reinventing Los Angeles
When the bicycles took over the highway...

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“ The ideas of
one generation
become the
instincts
of the next.”

D.H. Lawrence



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Prevention Institute
Prevention and equity at the center of community well-being

www.preventioninstitute.org

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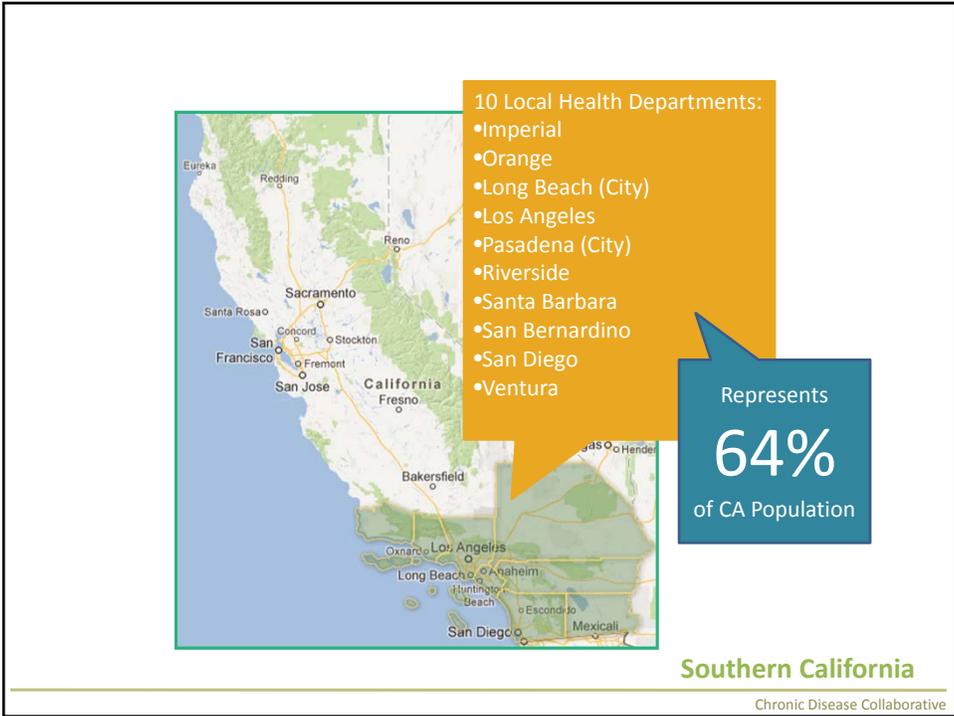


Opportunities to Interface Health and Transportation

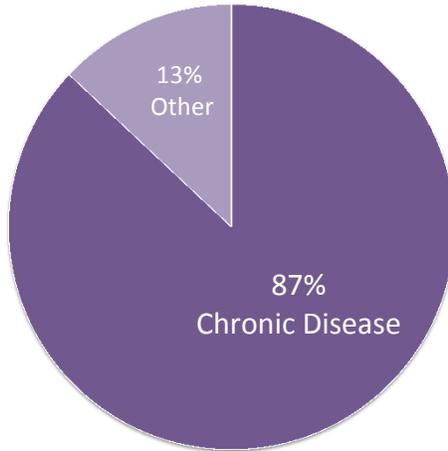
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Chronic Disease: Mortality ¹

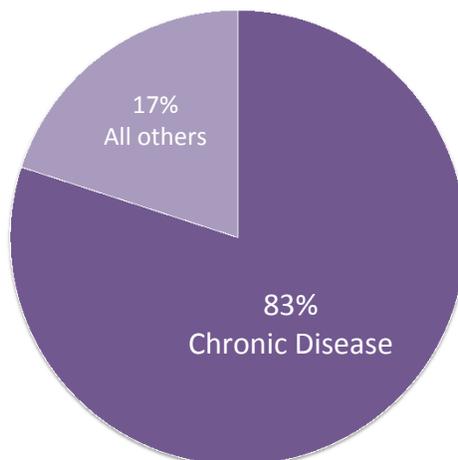


1. California Department of Public Health Vital Statistics Query Tool (www.apps.cdph.ca.gov/vsq/screen1a.asp?Year_Data=2008&Stats=1, accessed 3/15/2012); WHO Global Infobase. *Estimated Proportional Mortality of the United States* from <https://apps.who.int/infobase/Mortality.aspx>, accessed 3/15/2012.

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Chronic Disease: Healthcare Costs ²



2. Anderson GF, Wilson KB. *Chronic Disease in California: Facts and Figures*. Oakland, CA: California Healthcare Foundation; 2006. From www.chcf.org/~media/Files/PDF/C/PDF%20ChronicDiseaseFactsFigures06.pdf, accessed 3/16/2012).

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Chronic Disease Collaborative

SoCal Collaborative Mission Statement

“Forging a multi-sector alliance to create Southern California communities where all residents can be healthy and active.”

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Priority-Setting Summit Outcomes

Two Priority Initiatives

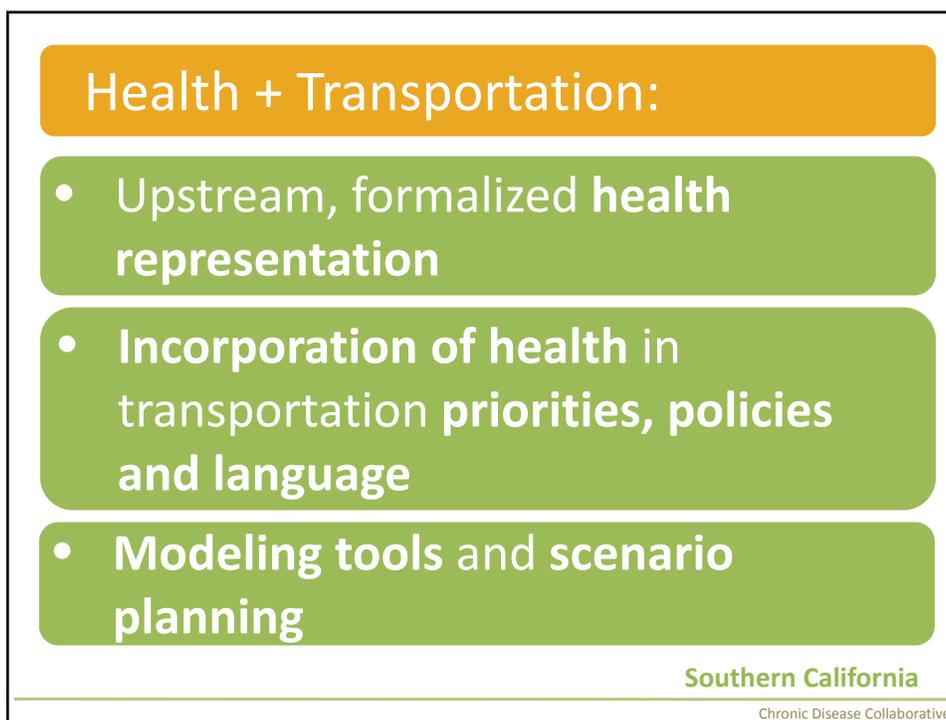
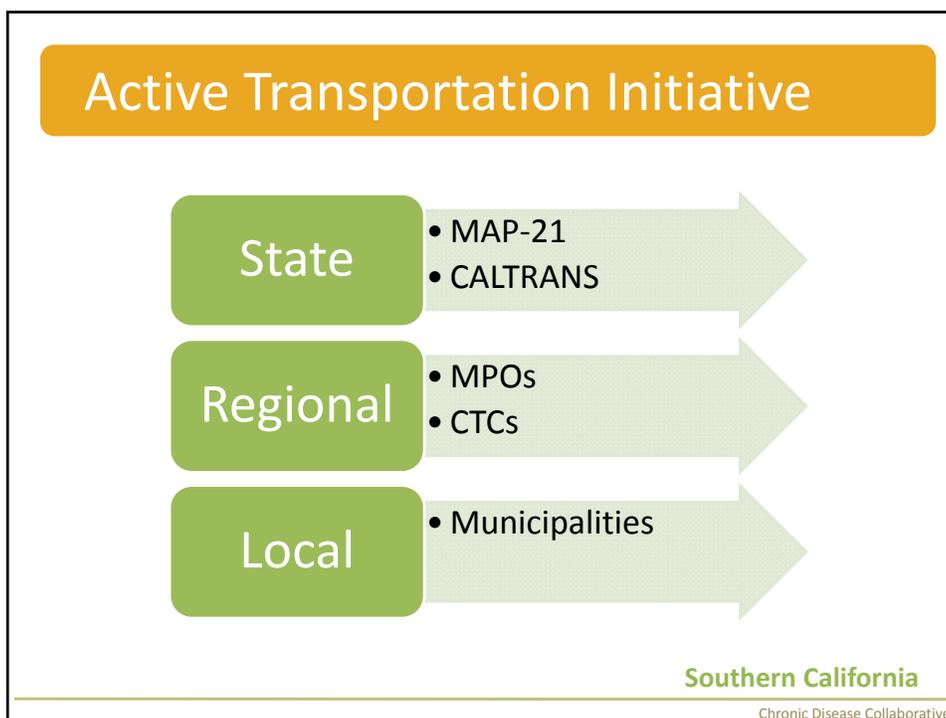
Active
Transportation

Healthy Food
Procurement

Data
Committee

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Health + Transportation:

- Performance-based **health metrics**
- **Health criteria** incorporated into **programs and grants**
- Evaluate **health impacts** of **transportation policies and projects**

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Chronic Disease Collaborative

SoCal Collaborative + SCAG:



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