

Joint Working Group

Transportation Safety, Active Transportation,
& Go Human Steering Committee

Thursday, June 10, 2021

www.scag.ca.gov



Save the Date – Working Group Part II



Save the Date for Transportation Safety/Active Transportation/Go
Human Steering Committee Part II:
Go Human and Sustainable Communities Program (SCP)

Thursday, June 17, 2021, 10:00am – 12:00pm

Session Logistics



The meeting will take approximately two hours.



All participant lines will be muted.



At the end of each presentation, there will be a Q & A. If you have a question, please type it into the chat box.



All presentations will be emailed to those who registered to participate in today's meeting.

Agenda



- | | |
|--|---------------|
| 1. Welcome | 1:00 – 1:10pm |
| <ul style="list-style-type: none">• Amy Zhou, SCAG | |
| 2. Virtual Engagement During the COVID-19 Pandemic | 1:10 – 1:25pm |
| <ul style="list-style-type: none">• Leah Hubbard, Las Fotos | |
| 3. Traffic Safety Peer Exchanges & Transportation Safety Regional Economic Conditions | 1:25 – 1:35pm |
| <ul style="list-style-type: none">• Courtney Aguirre, SCAG• Anikka Van Eyl, SCAG | |
| 4. Active Transportation in Action: Demonstration Projects | 1:35 – 1:55pm |
| <ul style="list-style-type: none">• Christian Vasquez, City of Beverly Hills• Lydia Kenselaar, Alta | |
| 5. High Injury Networks | 1:55 – 2:05pm |
| <ul style="list-style-type: none">• Amy Zhou, SCAG | |
| 6. Active Transportation Counts | 2:05 – 2:20pm |
| <ul style="list-style-type: none">• Jaclyn Garcia, City of Los Angeles | |
| 7. Active Transportation Updates | 2:20 – 2:25pm |
| <ul style="list-style-type: none">• Cory Wilkerson, SCAG | |
| 7. Go Human Teaser & Closing | 2:25 – 2:35pm |
| <ul style="list-style-type: none">• Andres Carrasquillo, SCAG | |

SCAG
June 10, 2021

OUR STREETS

LAS FOTOS PROJECT
SUMMER 2020

Our Streets Class Goals

1. Explore mobility justice and traffic safety
2. Document mobility/safety issues in students' communities
3. Envision improved infrastructure that centers mobility justice for communities of color.

Our Streets Class Objectives

1. Developing a photographic record and visual narrative of your relationship with public space and active/public transportation
2. Documenting LA residents' experiences and challenges with mobility
3. Creating one edited or mixed-media piece displaying your vision for a safer street in your community
4. Crafting a reflection on what true mobility justice means for you and your community



Bus Boarding Platform

Raised in-lane stops for buses that extend directly from the curb with no separating bike lane. They instead feature sloped edges to allow bicyclists to ride over the platform.



Bus Stop Relocation

Placing bus stops after a traffic light improves bus travel time and increases visibility of pedestrians by allowing them to cross behind the bus where they are more visible to drivers.



Curb Extension

A curb extension permanently widens an existing sidewalk using concrete at intersections or midway along a street.



High-intensity-Activated-crossWalk-(HAWK)

A hybrid, button-activated beacon that uses progressive flashing and solid yellow and red lights to notify drivers to crossing pedestrians; when not in use, the beacons stay dark.

EXPLORING INTERVENTIONS



High Visibility Crosswalk

Also known as "continental" crosswalks, this style is characterized by wide "zebra" striping that clearly defines the pedestrian space and deters vehicles from moving into the crosswalk.



Interim Intersection Tightening

Uses temporary materials like paint, plastic bollards, and reflective markers to visually and physically narrow the street at intersections.



Leading Pedestrian Interval

The walk signal displays first to allow people walking to enter the intersection before cars traveling in the same direction.



New Traffic Signal

Reduces conflicts and confusion at intersections for all users and provides people walking with dedicated crossing opportunities.



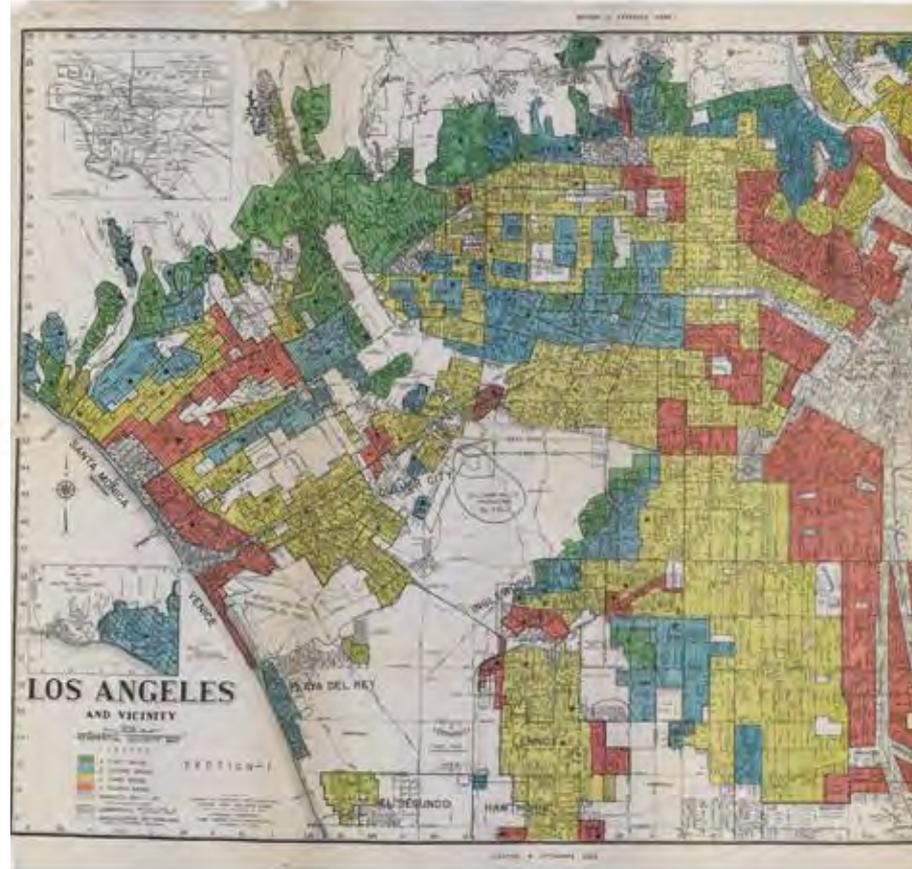
FINAL PROJECT INSPIRATION

Mobility Justice

examines the context and options available to communities **AND** what investments **BEYOND STREET INFRASTRUCTURE** would make more sustainable modes of transit more tenable, like >>>>

Until many past wrongs and inequities are addressed, pursuit of mobility justice for marginalized communities may involve **looking beyond individual choices about transportation modes to deeply related issues** like housing instability, job options and over policing.

changes in policing, better bus schedules, lower fares, housing affordability, & family-oriented engagement



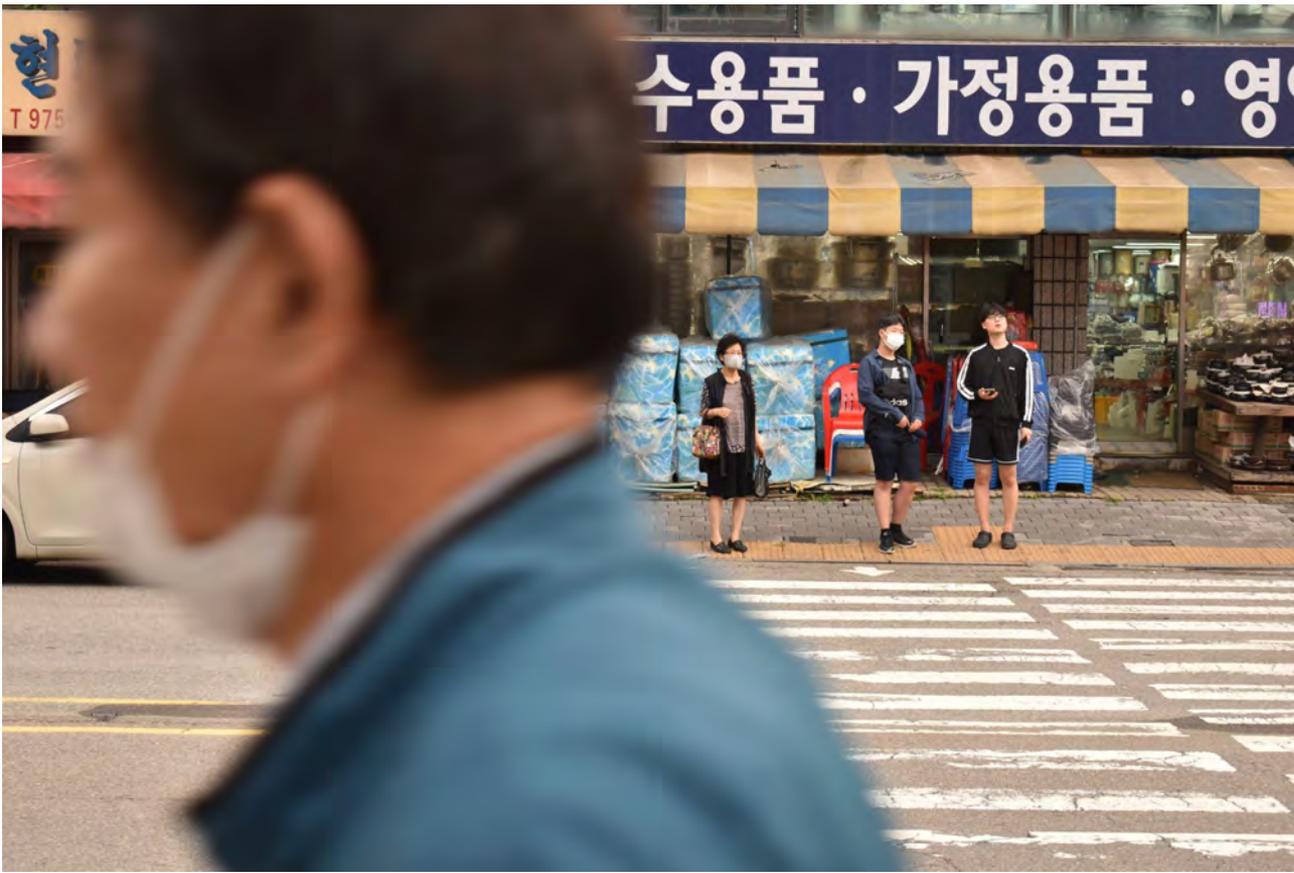
STUDENT WORK



ANNA VASQUEZ, 15



ANNA VASQUEZ - SAFE STREET



ANNIE SON

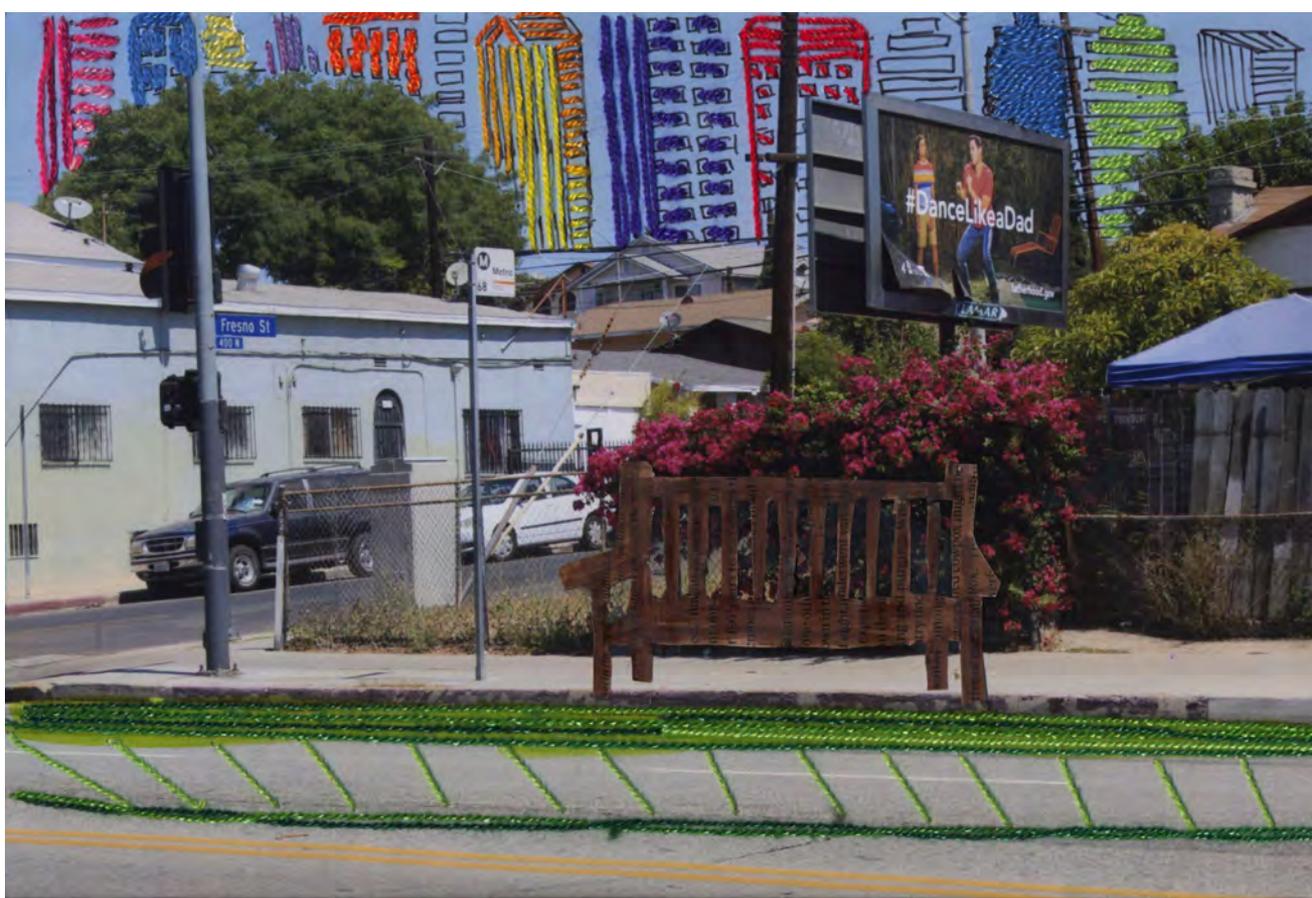




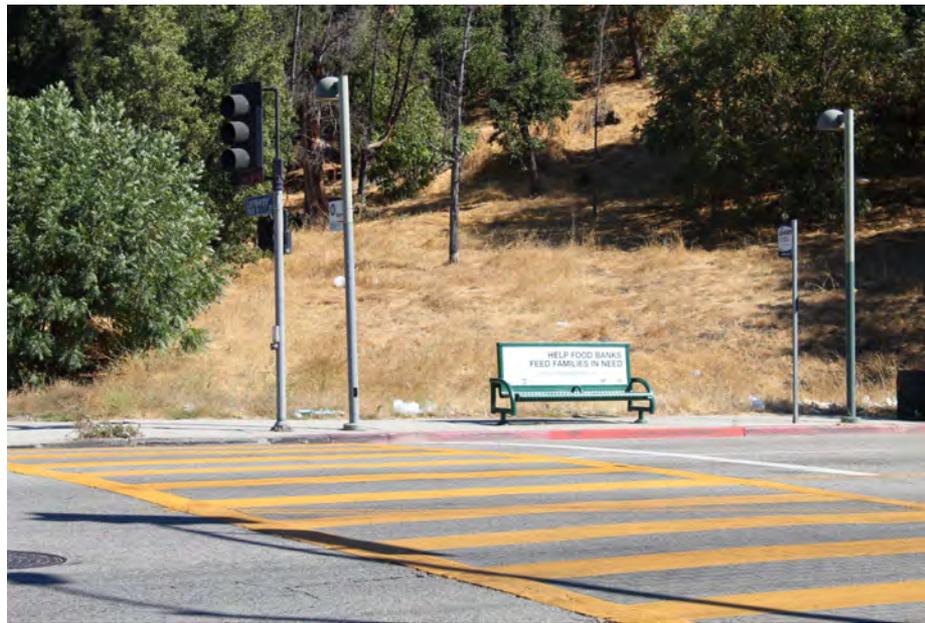
ANNIE SON - SAFE STREET



HALEY SANTIBANEZ, 16



HALEY SANTIBANEZ - SAFE STREET



PILLI JAQUEZ, 18



PILLI JACQUEZ - SAFE STREET



ROCIO HERNANDEZ, 17



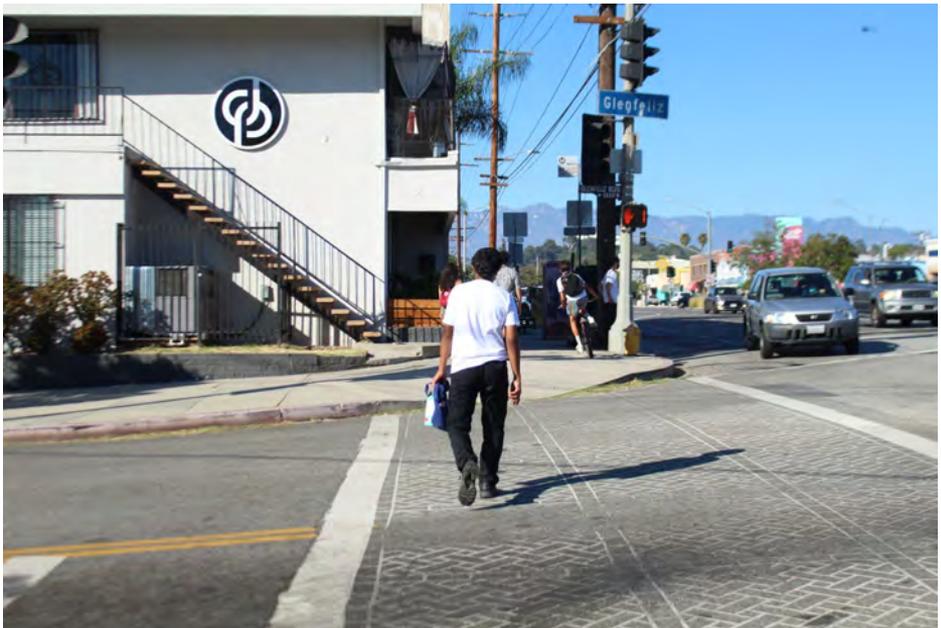
ROCIO HERNANDEZ - SAFE STREET



STEPHANIE GUTIERREZ, 16



STEPHANIE GUTIERREZ - SAFE STREET



VALERIA HERNANDEZ, 17



VALERIA HERNANDEZ - SAFE STREET

OUR STREETS

Exhibit: www.lasfotosproject.org/ourstreets

Contact: leah@lasotosproject.org

LAS FOTOS PROJECT

SUMMER 2020

Regional Transportation Safety

Existing Conditions

Anikka Van Eyl, Junior Planner

Planning Strategy

June 2021

www.scag.ca.gov





Transportation Safety

REGIONAL EXISTING CONDITIONS



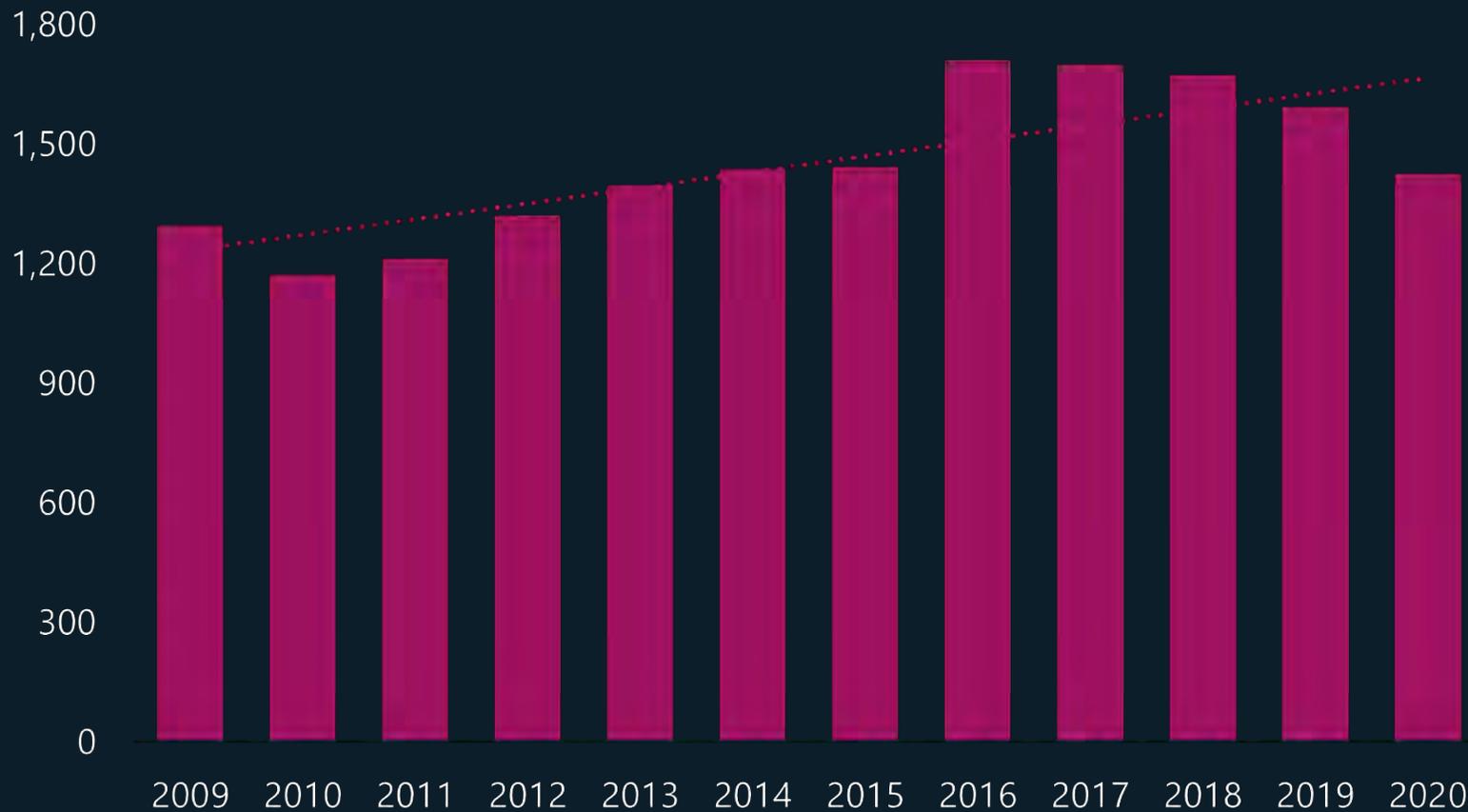
Arriving Home Safe

The State of Transportation Safety in the Southern California Region

Southern California Association of Governments | June 8, 2021

What are the overall trends?

SCAG Region Total Number of Fatal Victims



1,450
PEOPLE DIE EVERY YEAR
FROM COLLISIONS



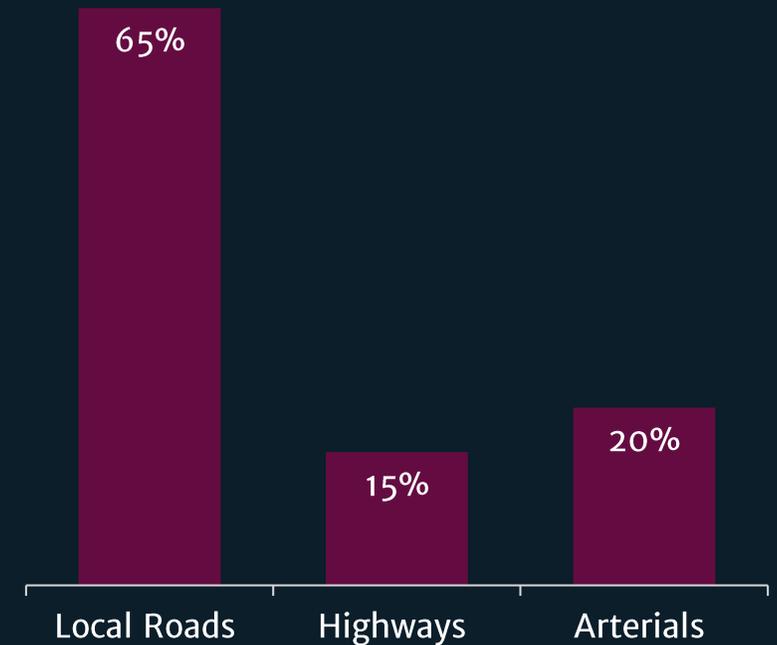
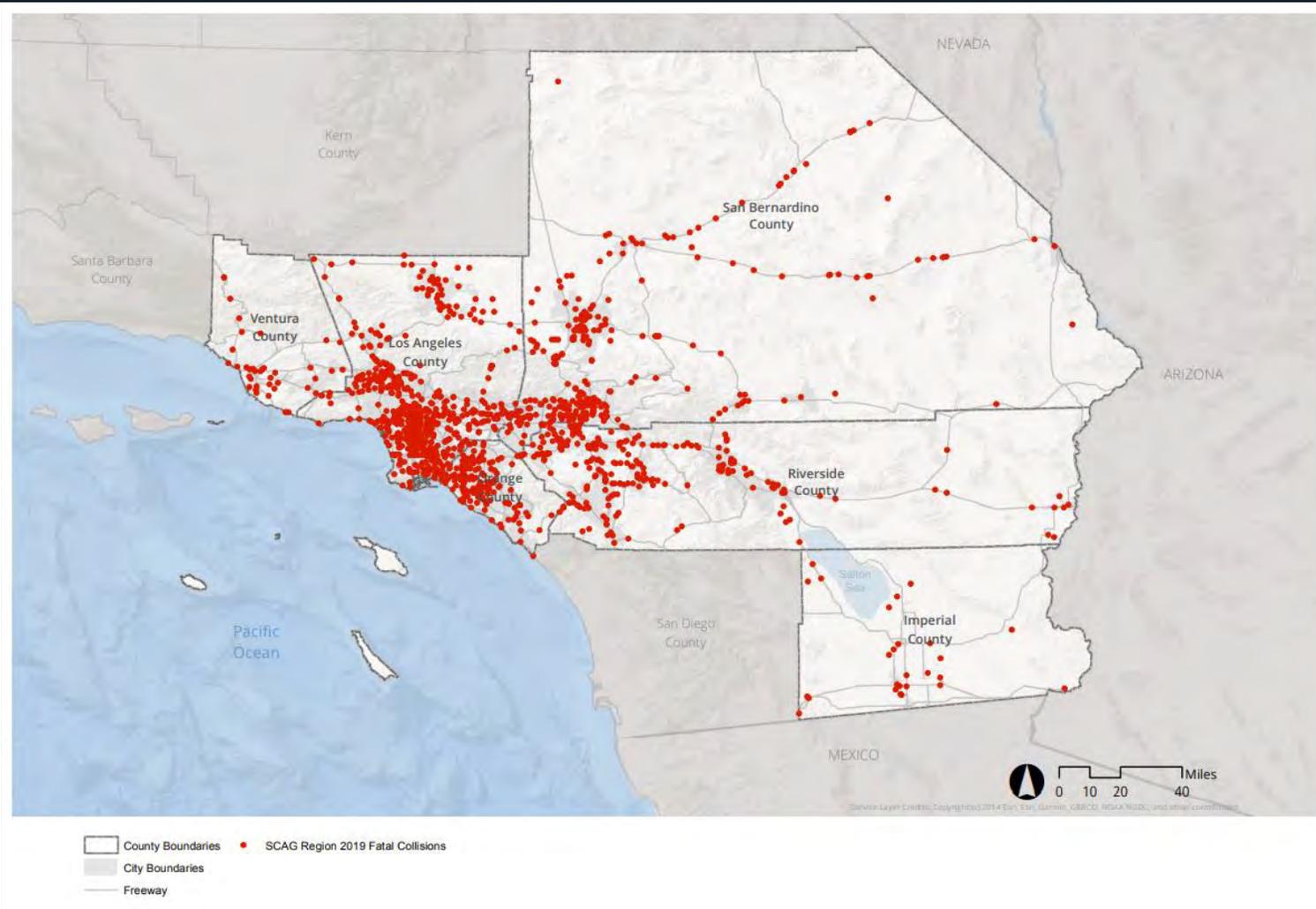
5,500
PEOPLE SUSTAIN SERIOUS
INJURIES EVERY YEAR
FROM COLLISIONS



124,000
PEOPLE SUSTAIN INJURIES
EVERY YEAR
FROM COLLISIONS

Where are Collisions Occurring?

Where Fatal Collisions occurred in the SCAG Region in 2019



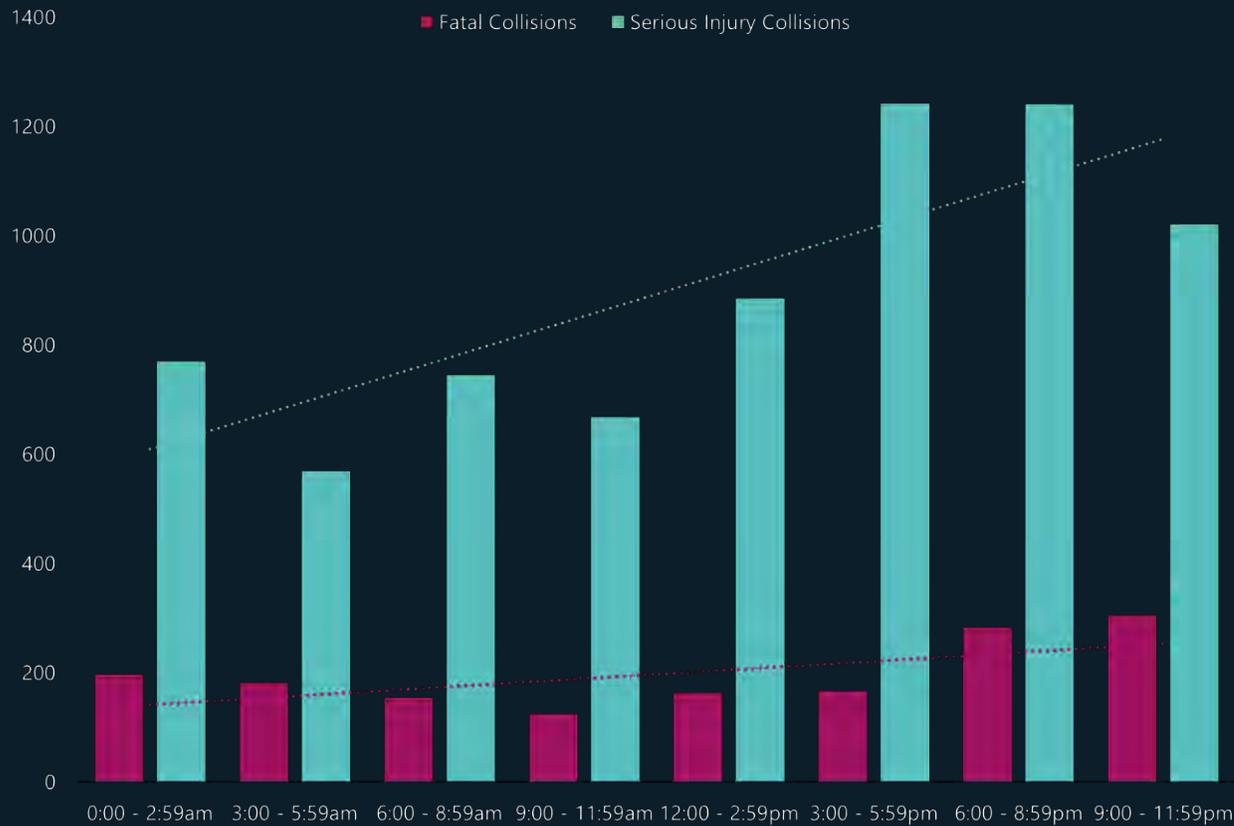
77%
OF ALL COLLISIONS OCCUR IN URBAN AREAS



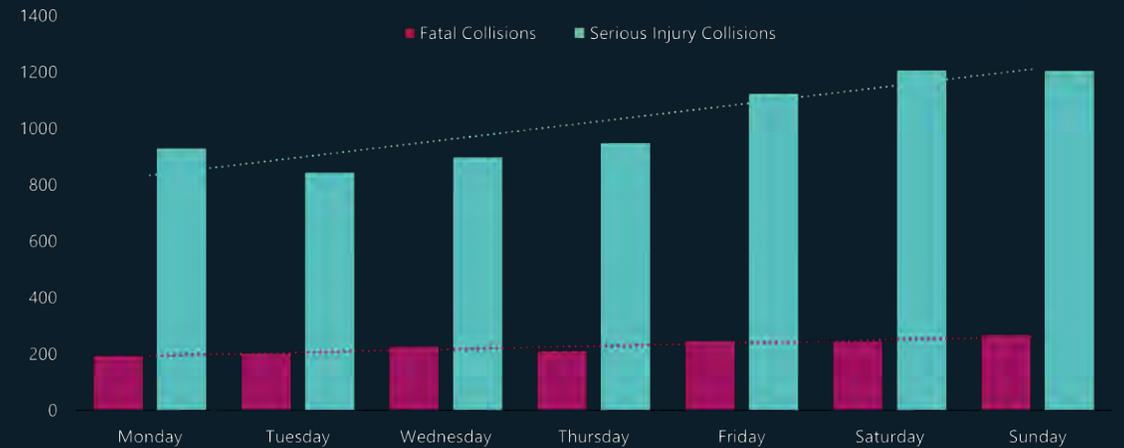
When are Collisions Occurring?



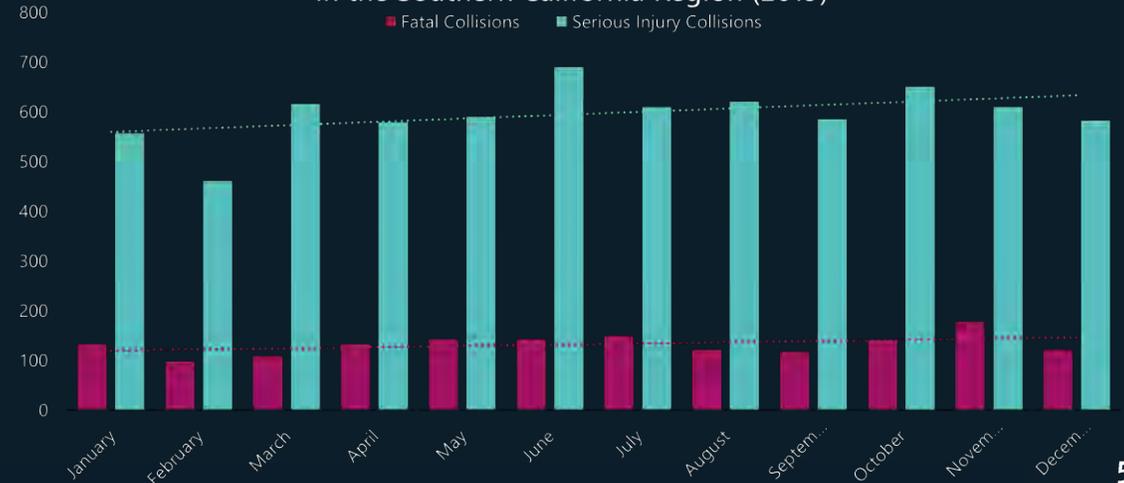
Total Fatal and Serious Injury Collisions by Time of Day in the Southern California Region (2019)



Fatal and Serious Injury Collisions by Day of Week in the Southern California Region

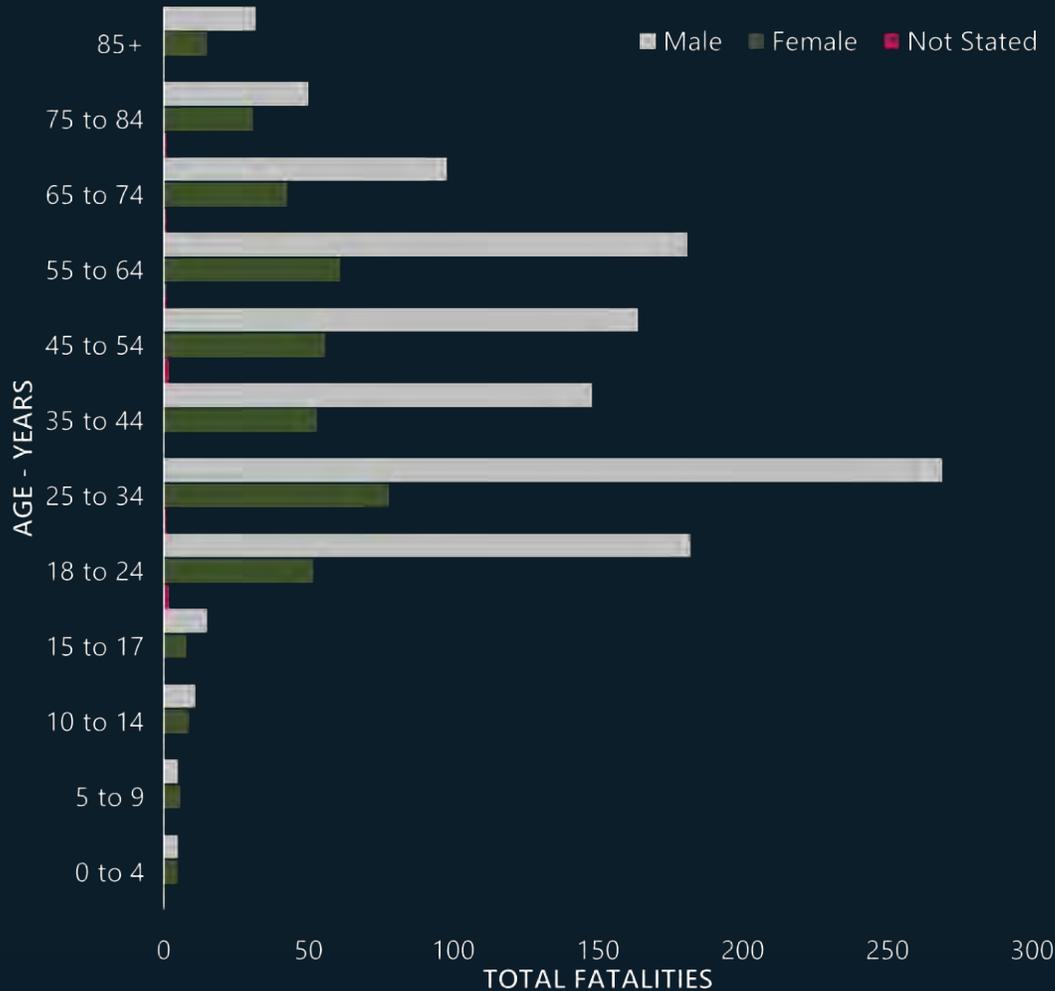


Fatal and Serious Injury Collisions by Month in the Southern California Region (2019)



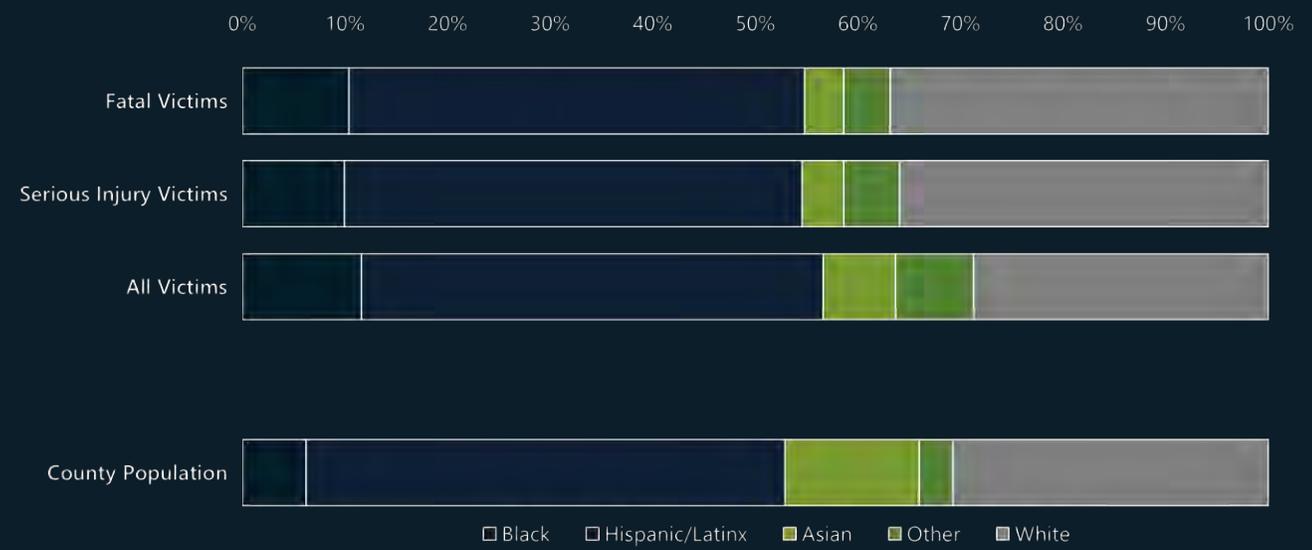
Who is being hurt?

Fatal Victims by Age and Gender in the Southern California Region (2019)

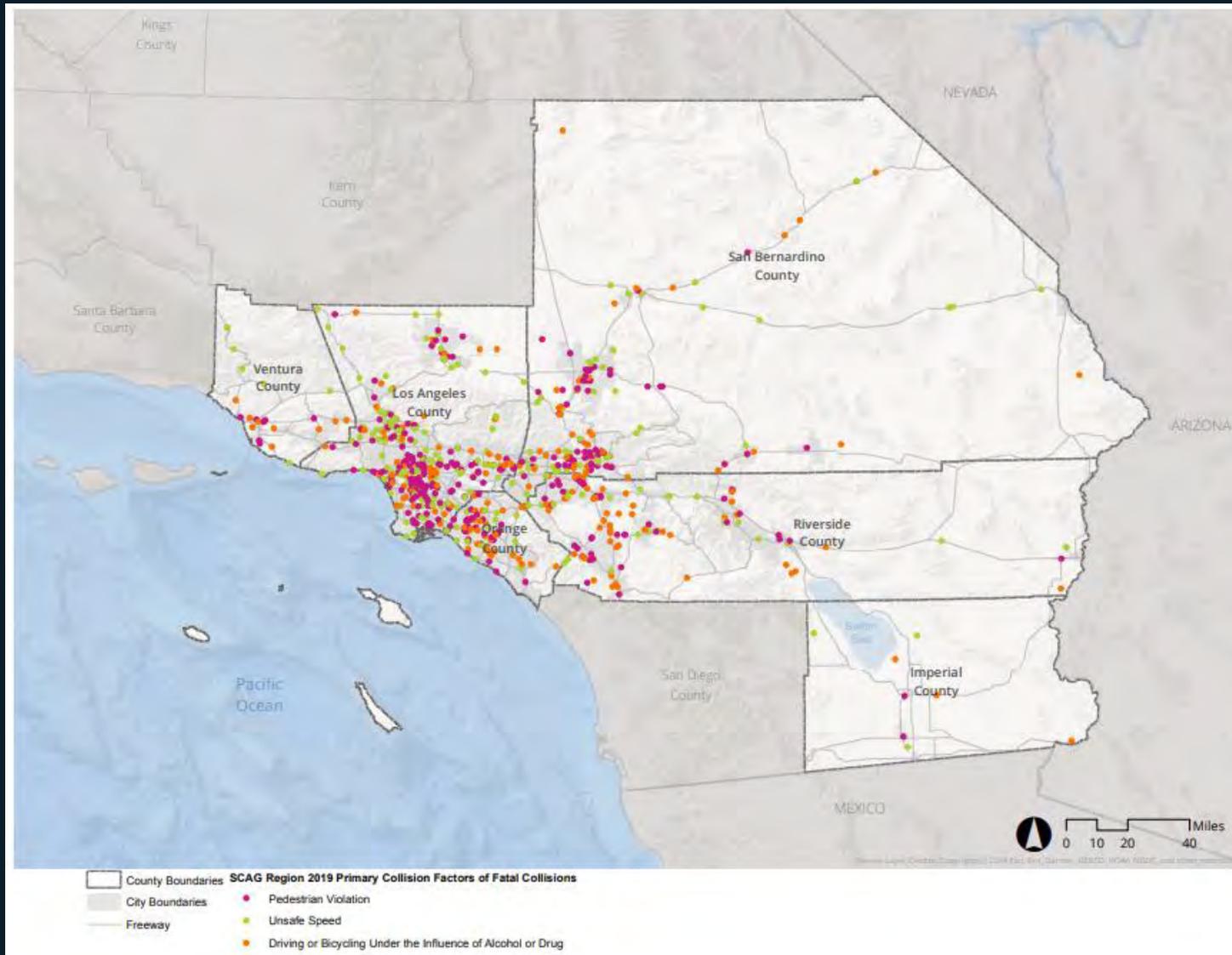


32%
OF ALL DEATHS INVOLVE PEOPLE WALKING OR BICYCLING

Fatal Victims, Serious Injury Victims and All Victims by Race in the Southern California Region (2019)



Why are collisions occurring?



Why are collisions occurring?



Speed is the critical factor in the severity of collisions.



HIT BY A VEHICLE TRAVELING AT 25 MPH



HIT BY A VEHICLE TRAVELING AT 35 MPH



HIT BY A VEHICLE TRAVELING AT 40 MPH



Thank you!

Questions?

Resources

[Transportation Safety Regional Existing Conditions Report](#)

[Story Map](#)

[Fact Sheets and Additional Resources](#)

Anikka Van Eyl
Junior Planner
vaneyl@scag.ca.gov
www.scag.ca.gov





BH MOBILITY BEVERLY HILLS

ABOUT GET AROUND CURRENT PROJECTS & EVENTS HELP AND RESOURCES



Get Around

WALKING
The Business Triangle is one of the most pedestrian-friendly areas in the LA region and has some of the first diagonal crosswalks installed in the United States.

ROLLING
The City of Beverly Hills is working with the community to expand the walkability of all our streets by adding pedestrian amenities, streetscape enhancements, and new and improved crossings.

TAKING TRANSIT

DRIVING
Use this page to help plan your trip by walking and learn tips for how to stay safe while crossing the street.



Beverly Hills Pedestrian-Bicycle Awareness Campaign + Camden/Brighton Demonstration Project

06.10.2021

SCAG Regional Nexus

- Beverly Hills + Hermosa Beach
- SCAG regional planning priorities
- Go Human



Project Background and Goals

- Grant funded by SCAG
- Supports Complete Streets Plan Goals
- Coordinate with Open BH + Public Works, Traffic & Parking Commission (TPC), other City Departments and Committees
- Develop educational materials to encourage walking, biking, and safely sharing the road via social media campaign
- Test streetscape designs that can be replicated elsewhere in the city + model Complete Streets best practices



Education + Encouragement

BH MOBILITY BEVERLY HILLS ABOUT GET AROUND CURRENT PROJECTS & EVENTS HELP AND RESOURCES

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TAKING TRANSIT

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Use this page to help plan your trip by walking and learn tips for how to stay safe while crossing the street.

beverlyhills.org/mobility

SAFE BIKING TIPS FOR BEVERLY HILLS

- Wear your helmet:** Make sure your helmet fits snugly and is firmly buckled under your chin.¹
- Be predictable:** Ride in a straight line and use hand signals. Alert pedestrians when approaching from behind with a bike bell or by saying "passing on the left."²
- Be seen:** Use a front white light and a rear red reflector or light when biking in the dark.³
- Ride with traffic:** Ride on the right, in the direction of traffic. Obey all signs and signals.⁴
- Be aware and pay attention to traffic:** Never use headphones.⁵ You won't be able to hear what's going on around you.⁶
- Stay far enough away from parked cars that if a driver opened the door, it would not hit you.⁷**
- Lock your bike:** Be sure to lock both the front wheel and the bike frame to the rack.⁸
- Ride one person per seat, with both hands on the handlebars. Keep one hand on the handlebars when signaling a turn.⁹**
- Plan your trip ahead of time¹⁰** using the bike icon at [Google.com/Maps](https://www.google.com/maps).
- Before you ride, pump your tires and check your brakes and chain to make sure they are working.¹¹**

1 California State Department of Justice website (2016-16-201)
2 National Highway Traffic Safety Administration (2016-16-201)
3 California Highway Patrol website (http://highwaysafety.org)
4 National Highway Traffic Safety Administration (2016-16-201)
5 Website of American Road & Builders Builders (2016-16-201)
6 National Highway Traffic Safety Administration (2016-16-201)
7 Website of American Road & Builders Builders (2016-16-201)

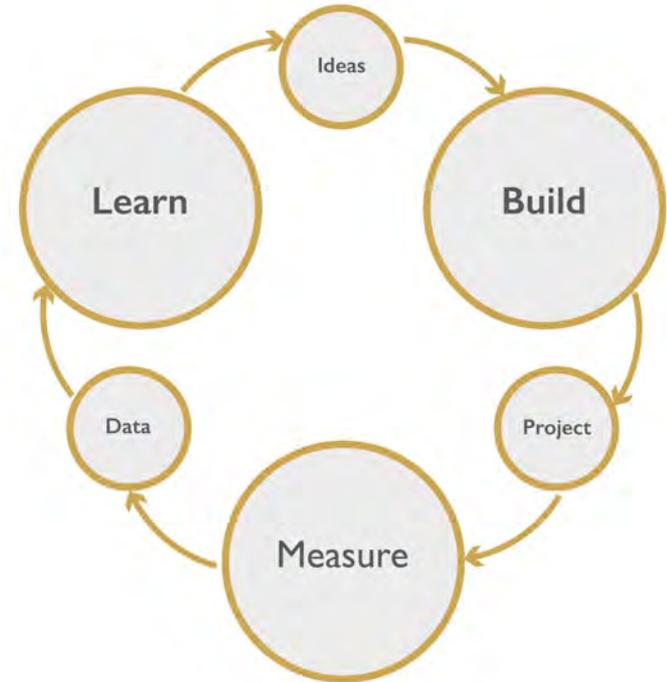
It's a beautiful day for a bike ride!

For your safety and others, remember to be predictable when you ride. For more safety tips, visit beverlyhills.org/mobility.



Why do a Demonstration Project?

- Expedite implementation and deliver public benefits faster
- Test design solutions
- Experience improvements and provide feedback in the moment
- Demonstrations are a form of outreach themselves
- Build support for Complete Streets concepts elsewhere in the City



Pre-Demonstration Outreach/Coordination

Pre-Demonstration

- Two cross-departmental design charrettes
- Open BH program coordination meetings
- GAC & TPC Presentations
- Presentation/discussion with adjacent businesses
- Mailed notices (300 and 400 blocks of Camden, Brighton Way between Bedford and Rodeo Drives)
- Email blast to Complete Streets list
- Farmer's Market, community center tip sheet/demonstration flyer distribution



Demonstration Install with Public Works Team



Live Test Benefits



Final Installation



Evaluation



BEVERLY HILLS

Did you notice
the changes to this
intersection?

TELL US WHAT
YOU THINK

bit.ly/bevhillsdemo



BH MOBILITY
BEVERLY HILLS

Post-Demonstration Outreach/Coordination

27,171

Impressions

During/Post-Demonstration

- Demonstration as test & outreach
- Social media + press release
- Sidewalk decals
- Surveys (general, business) - feedback on project effectiveness, safety perception, support/opposition
- Pre- and post- demo counts & traffic assessment
- GAC, TPC, Council Presentations



Post-Demonstration Outreach/Coordination

General Survey

“It makes the street more pleasant!”

234

Responses



- Rodeo Drive could benefit from similar treatments
- Split opinions on aesthetics. Some people love the bright colors and find it friendly and welcoming, others not.

Business Survey

32

Responses



59% agree a similar project would make the street more welcoming to customers, 11% neutral, 28% disagree.



56% agree a similar project would create a stronger sense of community, 11% neutral, 31% disagree.

Project Observations

- COVID impacts to project scope - unable to capture traffic counts
- Material durability - lessons learned
- No negative impacts to vehicle travel - proof of “red curb” concept
- Increased pedestrian compliance in scramble crossing (71% observed pre-installation, 80% observed post)



Next Steps

- Traffic & Parking Commission
- City Council Meeting (Summer 2021)
- Final Report & Lessons Learned
- City to conduct additional evaluation, as needed



Thank you! Questions?



California High Injury Network Definitions & Methodologies

Strategic Highway Safety Plan, Bicycle/Pedestrian Action Item

Active Transportation, Transportation Safety, Go Human Joint Working Group Part 1
June 10, 2021

www.scag.ca.gov



California's Existing Conditions

In a typical year in California, traffic collisions result in:

- 3,700 people killed
- 16,000 seriously injured (e.g., broken bones, concussions, etc.)

In a typical year in Southern California, traffic collisions result in:

- 1,450 people killed
- 5,500 seriously injured (e.g., broken bones, concussions, etc.)



Traffic Speed Setting Issues

- Current procedures for setting speed limits in California rely on the 85th percentile methodology
- Limits ability of locals to lower speeds, even on streets with known safety issues (e.g., High Injury Networks)
- Zero Traffic Fatalities Task Force – Findings & Recommendations focused on speed
 - Locals seeking more flexibility on setting speed limits
 - Current legislation implementing ZTFTF recommendations (CA AB43) would permit jurisdictions to lower speed limits beyond the 85th percentile on High Injury Networks



Photo credit: Caltrans

High Injury Networks – Why?



Identifying areas of need



Motivating data-driven decision-making



Providing more information on where to focus limited resources



Providing opportunities to understand how communities of concern or disadvantaged communities are impacted by higher rates of serious injuries and fatalities

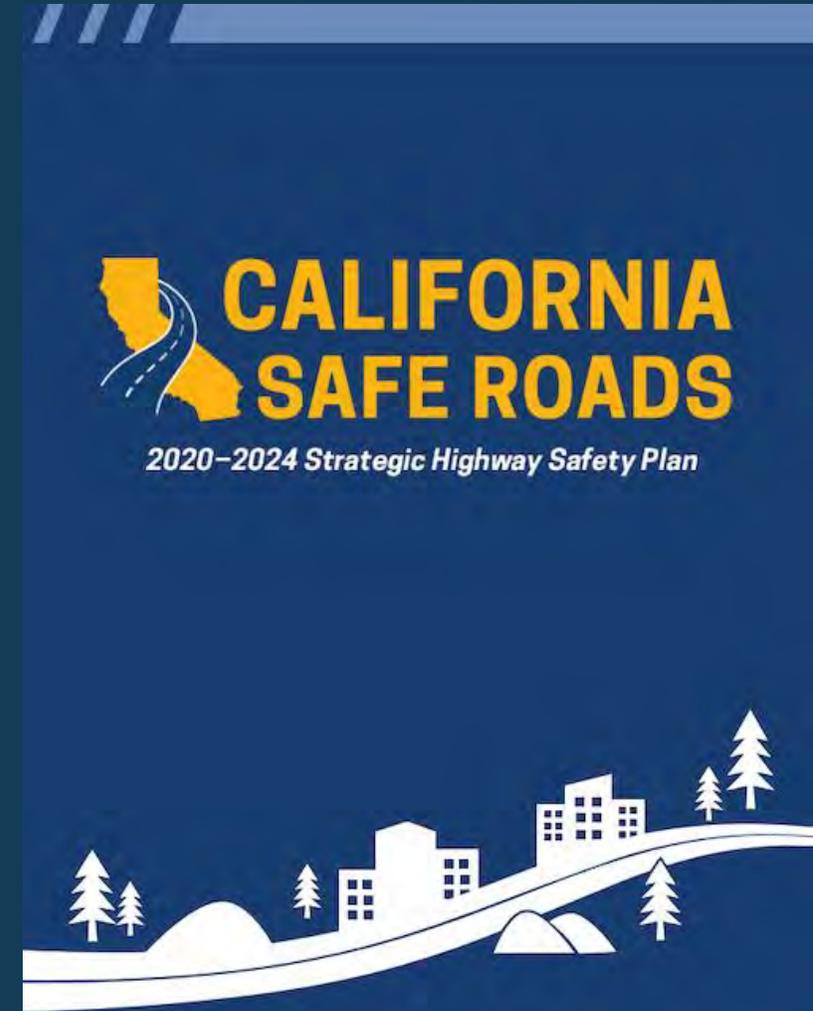


Building greater public and political support

Strategic Highway Safety Plan - HIN Action



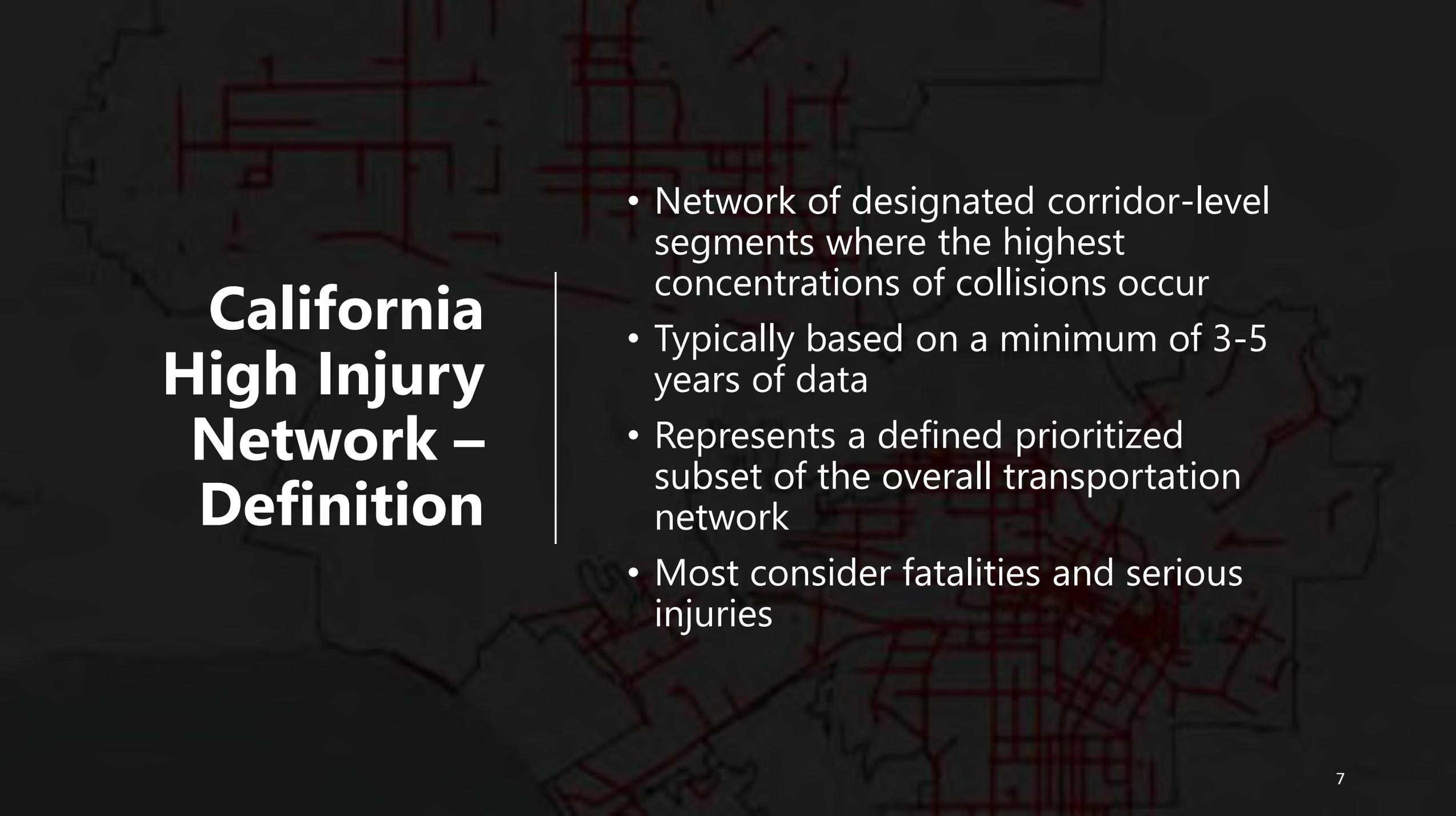
- High Injury Network Action Item
 - Develop statewide definition of and methodology for High Injury Networks at local level
 - Motivated by recommendations of Zero Traffic Fatalities Task Force
- Convened statewide working group in November 2020



Researching & Understanding High Injury Networks

- Reviewed HIN methodologies at different levels of government - cities, counties, MPOs
- Developed catalogue of 23 methodologies
- Reviewed methodologies & conducted interviews with case studies, including:
 - City of Los Angeles
 - City/County of San Francisco
 - City of San Jose
 - City of Daly City
 - City of Fremont
 - Alameda County
 - Los Angeles County
 - SCAG





California High Injury Network – Definition

- Network of designated corridor-level segments where the highest concentrations of collisions occur
- Typically based on a minimum of 3-5 years of data
- Represents a defined prioritized subset of the overall transportation network
- Most consider fatalities and serious injuries

California High Injury Networks – Core Components

Years of data

Level of Analysis

Roadway facility types included

Consideration of modes

Overall thresholds

Equity

Weight assignment*

Normalization*

California High Injury Networks – Challenges

Access to reliable data

Education and understanding

Lack of robust collision data

Software and staff resources

Risk and liability concerns

Potential for over-policing

Draft High Injury Network Definition



"A High Injury Network is a network of designated corridor-level segments where the highest concentrations of serious and/or fatal collisions occur, typically over the course of the most recent three-to-five-year period of collision data. The HIN represents a defined prioritized subset of the overall transportation network."

Draft High Injury Network Methodology



Years of Data

- Should use between 3 – 5 years
- Could be from SWITRS/TIMS or a jurisdiction's established database

Level of Analysis

- Should focus on corridors that are continuous and have comparable collision patterns or densities

Roadway Facility Types

- Facilities where jurisdictions have the authority to establish speeds or conduct enforcement may be included

Consideration of Share Modes

- All modes of serious and fatal collisions should be considered, including bicyclists and pedestrians

Share of Roadway Networks

- HIN should represent a subset of an overall roadway network– typically between 5 and 20 percent
- Jurisdictions should aim to identify a share less than 50 percent of total roadway networks as the HIN

Collision Density

- HIN development threshold should capture a significant number of KSI collisions– typically more than 40 percent

Equity

- Jurisdictions should take equity into consideration, such as how much of the proposed HIN falls into communities of concern or disadvantaged communities

Maintenance

- New evaluations should occur when speed limits are surveyed/modified, land use characteristics change, data changes or other changes occur.

Implications

- Jurisdictions with HINs could potentially acquire authorization to lower speed limits on a subset of streets
- More jurisdictions with HINs = more data driven decision making
- Could be considered in funding prioritization at state, county, or regional levels
- Ultimate goal = Vision Zero/Toward Zero Deaths

Process and Next Steps



Finalize Report



Share with Stakeholders



Update Report with Feedback



Share with SHSP Steering Committee



Outreach and Feedback



We are looking for feedback and comments from a variety of stakeholders:

- Other transportation safety professionals
- Community-based organizations
- Cities, counties, tribes
- Decisionmakers and Elected Officials
- Federal or state agencies

If you are interested in providing feedback, please contact Courtney Aguirre (Aguirre@scag.ca.gov) or Amy Zhou (Zhoua@scag.ca.gov).



Questions? Comments?

Courtney Aguirre, Program Manager
Public Health & Safety
aguirre@scag.ca.gov

Amy Zhou, Junior Planner
Public Health & Safety
zhoua@scag.ca.gov

www.scag.ca.gov





2019 Walk & Bike Count

Jaclyn Garcia, Transportation Planning Associate

June 10, 2021

2019 Walk & Bike Count Report



- Report released in April 2021
- LADOT's first bi-annual count conducted in Fall 2019
- 63 count locations across the city
- Report summarizes 2019 data + trends over time since 2013

What Did We Count?

PEDESTRIANS

- Perceived gender
- Use of mobility assistance device
- Use of stroller

BICYCLISTS

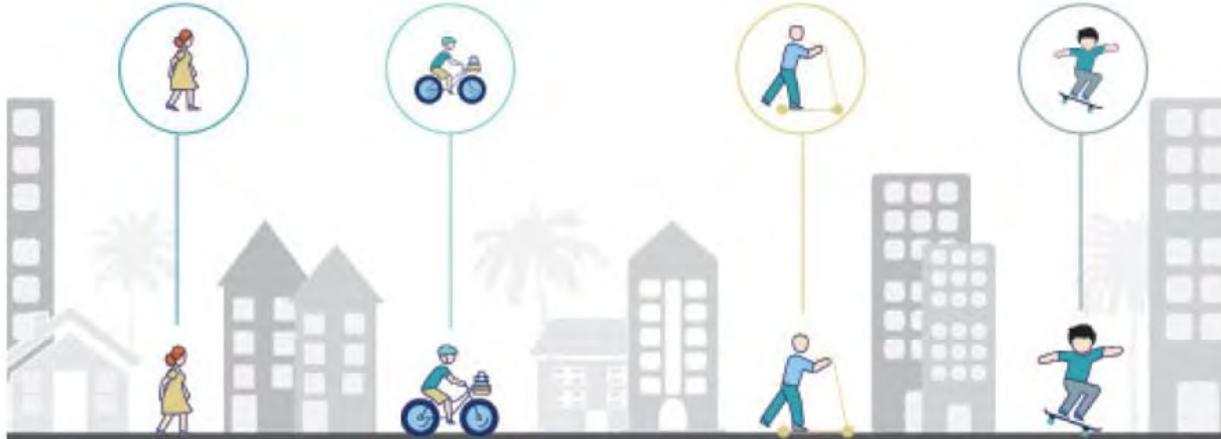
- Perceived gender
- Use of helmet
- Sidewalk riding
- Contra flow riding
- Bikeshare riding

MOTORIZED SCOOTERS

- Perceived gender
- Use of helmet
- Sidewalk riding
- Contra flow riding

OTHER

- Perceived gender
- Use of helmet
- Sidewalk riding
- Contra flow riding



Where Did We Count?



Shared Use Path



Protected Bike Lane



Buffered Bike Lane



Standard Bike Lane



Bike Sharrow



Bike Route

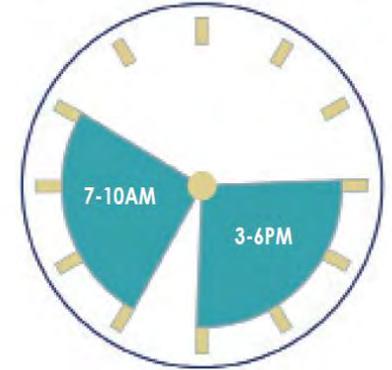


None

- Representative sample of **various bicycle facilities**
- Representative sample of **various geographies** in city
- 41 locations (65%) have **historic counts** by the LACBC-coordinated Bike + Ped Count
- 22 new locations without previous counts
- Prioritizes **Vision Zero priority corridors** and locations with **recent or future pedestrian and bicycle facility improvements**

When Did We Count?

- Fall 2019 before daylight savings
- Holidays, big events, and unusual weather conditions were avoided
- Times of the day with the most activity:
 - Weekday mornings and evenings
 - Weekend mid-day
- Weekday counts were performed on a Tuesday, Wednesday, or Thursday



How Did We Count?

Screenline count: Create an imaginary line in the middle of a block and count those that travel through the line. Record each traveler by their direction of travel (ex: *eastbound* or *westbound*)

- Did not record which side of street traveler is on (ex: *north side* or *south side*)



How Did We Count?



LADOT
Volunteers Needed

Help Us Count People!

What gets measured, matters.
LADOT will conduct its first walk and bike count for Los Angeles, which had previously been conducted by local non-profits. This count is critical to LA's climate and safety goals, and influences our projects and programs to encourage walking and biking in the city.

Mark Your Calendars!
Count Days:
October 19, 20, 26, 27
November 2
Training Day:
October 18
@ LADOT HQ

It's as easy as...

1. Sign up!
2. Get trained!
3. Count!

Contact: ladot.trafficsurvey@lacity.org
ladot.lacity.org/walk-bike-count



Weekend Counts

- 43 volunteers recruited
- 50% of volunteers had counting experience
- In person training workshop hosted by LADOT
- Training manual created
- Free t-shirts!
- SCAG paper count form or mobile app

How Did We Count?

Weekday Counts

- Performed by LADOT staff and city contractors
- Manual counts through video camera observations
 - Staff temporarily set up and remove a video camera, observe footage in office
- The accuracy of counts through video is increased due to the ability to rewind/re-review footage as needed
- Some locations tested a machine learning algorithm developed by Cal State LA through Toyota Mobility Foundation grant partnership with City of LA



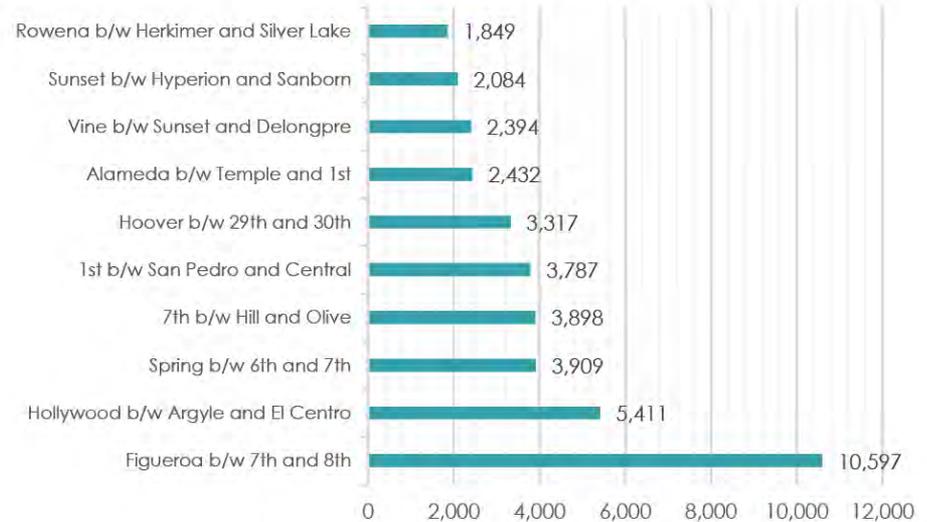


Results

Walking

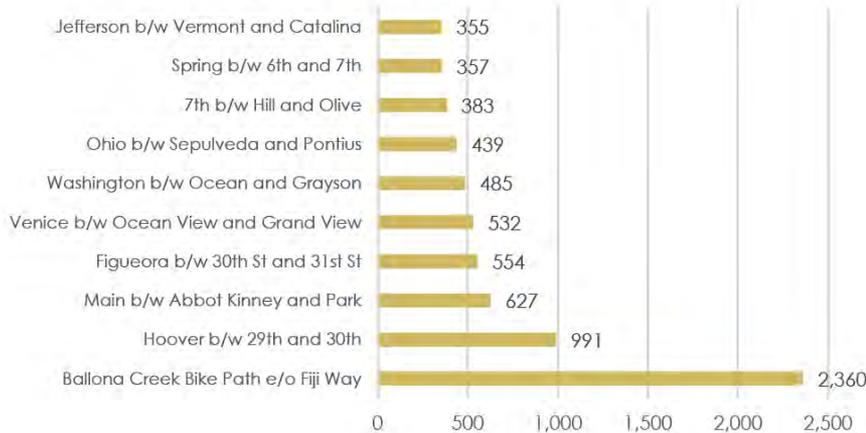
- **70,367** people walking
- Top location was Figueroa Street in Downtown LA
 - **1,500 people an hour**
 - Nearly double the second highest location
- Downtown LA, Hollywood, and USC area ranked highest

Top 10 Locations for Walking



Biking

Top Locations for Biking



- **13,448** people biking
- Top location was Ballona Creek Bike Path
 - Over **400 people an hour**
 - Over double next highest location
- West LA, Downtown LA, and USC area ranked highest

Motorized Scooters

- **2,342** people riding scooters
- Top location was Hoover Street by USC
- Downtown LA, and USC area ranked highest

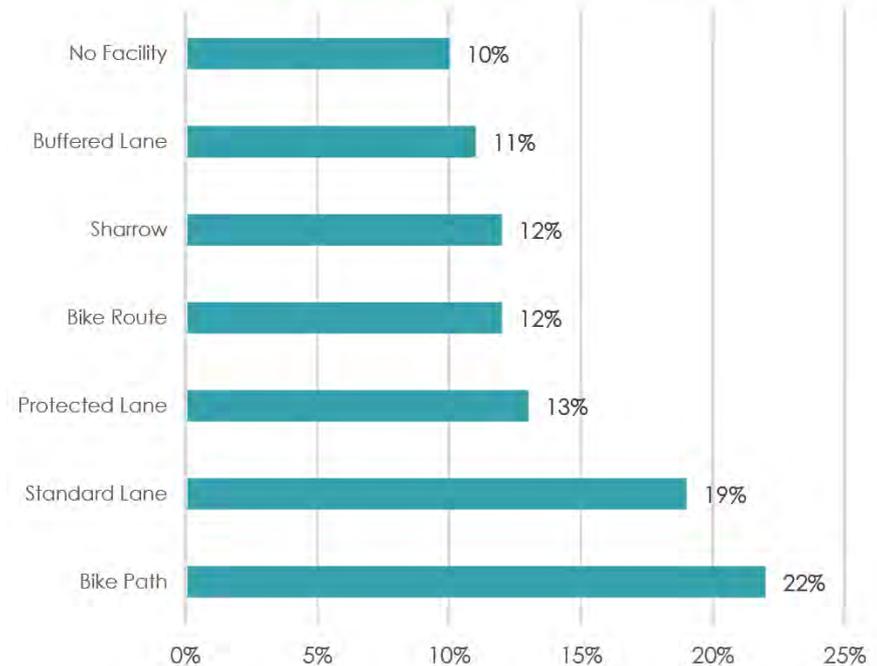
Top 10 Locations for Motorized Scooters



Female Travelers

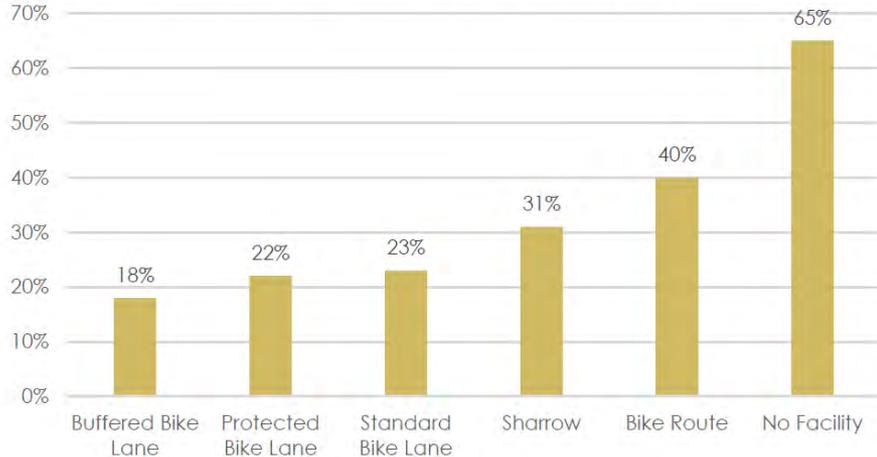
- **37%** of travelers were perceived to be female.
 - Increases to **40%** for those walking
 - Decreases to **18%** for motorized scooter riders
 - Decreases to **17%** for bicyclists
- Greater proportion of women walk on the weekends (**44%**)
- **120% increase** in female bicyclists on separated bike paths compared to streets with no bicycle facilities
- Percentage of female bicyclists increases to **19% on bike lanes**, and **22% on separated bike paths**

% Female Bicyclists by Facility Type



Sidewalk Riding

Sidewalk Riding by Facility Type



- The propensity of sidewalk riding is an indicator that a street may not feel comfortable or safe for riders.
- Citywide average of **78%** of bicyclists ride on the street and 22% ride on the sidewalk
 - Decreases to **13%** sidewalk riding in protected bicycle lanes
- **28%** of motorized scooter riders ride on the sidewalk

Trends in Volumes

MyFigueroa

- Streetscape project completed in 2018
- **Bicycle ridership increased 73%** since 2017
- **Sidewalk riding decreased 36%** since 2015

Spring St

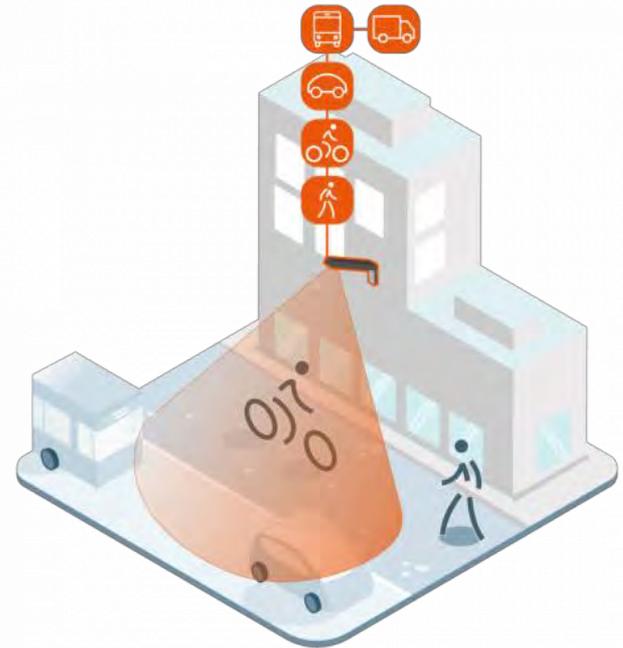
- Protected bike lane project completed in 2018
- **Bicycle Ridership increased 17%** since 2017
- **Sidewalk riding decreased 22%** since 2015

Lessons Learned

- Volunteer coordination is time consuming!
 - Approximately 100% of one full-time employees hours for a three month period
 - Data less accurate than other methods
- Data re-formatting is also time consuming!
 - Paper count form/contractor count template -> LADOT count template -> SCAG count template
- Traveler characteristic/behavior data just as valuable as count data itself
- Machine learning algorithm not ready for use in Walk & Bike Count

Next Steps

- Finalize count locations for Fall 2021
 - Count will increase from 63 to **100 locations**
- Future counts to include a combination of automatic counters and traditional manual counts in future
 - Decreases overhead + staff time
- LADOT will be installing bicycle loop detectors at 30 intersections and nearly 50 Eco-Counter multi-modal counters through Metro Call for Projects grant



Program Management and Costs

- Program costs are absorbed by department's annual traffic counts budget
- Program managed by existing staff, one planner and one intern
- Intern support is critical for data cleansing, formatting, and analysis
- Report was created in-house = reduces costs
- **\$21,000** for 2019 Walk & Bike Count
 - Funded contractor-performed weekday counts at 45 locations
- Anticipated costs for 2021 count: ~ **\$50,000**

Questions/Comments?

Jaclyn Garcia

jaclyn.garcia@lacity.org



Active Transportation Program – Cycle 5

Program Update

Cory Wilkerson

Active Transportation & Special Programs

June, 2021

www.scag.ca.gov



ATP Cycle 5 SCAG Region

Applications Submitted:

- 161 Applications in the SCAG Region
- \$945-Million in ask

Funded:

- 37 Projects funded in the SCAG Region
- \$185,069,000 Total

Augmentation?

Thank You!

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www.scag.ca.gov



Go Human Active Transportation Safety & Encouragement Campaign



Co-Branding & Regional Advertising Campaign



Temporary Safety Demonstrations & Programming



Safety Workshops, Webinars, and Technical Assistance



Go Human Co-branded Safety Materials



Go Human Kit of Parts



Curb Bulb-outs



Artistic Crosswalk



Bike Lane



Median Refuge Island



Parklet

Go Human Community Streets Mini-Grants



- Provides up to \$10,000 to community organizations
- Application closed May 19th
- Announcements this week
- In 2020, SCAG provided over \$210,000 to 28 community-driven projects.

City Fabrick

CX3 COMMUNITY SURVEY

The City of Long Beach would like to hear how COVID-19 has impacted your walking experience in your neighborhood.

TAKE THE 5 MINUTE SURVEY NOW!



Bike Ventura

TRUST South LA

T.R.U.S.T. SOUTH LA
CONSEJOS DE SALUD PARA COVID-19

Máscaras son requeridas afuera de su hogar. Lávete las manos frecuentemente. Evita tocar tu cara. Quédate en la casa si estás enfermo. Desinfecta superficies que son usadas frecuentemente. Mantenga una distancia de 6' entre usted y personas fuera de su hogar.

4221 S. Main St.
Los Angeles, CA 90027
323.723.4118

TRUST SOUTH LA **go human**

TRUST SOUTH LA is a proud member of the go human network.

Go Human Community Ambassadors



- **Participatory & experiential planning and leadership series**
- **3 counties: Imperial, San Bernardino, Ventura**
- **60 Ambassadors, 6 virtual leadership sessions, and 1 local safety activation by each ambassador in the cohort**
- **Ambassadors are compensated**
- **Currently recruiting**
- **Workshops and trainings in progress!**



SCAG's *Go Human* Traffic Safety Peer Exchanges



Traffic Safety Peer Exchanges Events



Wednesday June 9, 1 – 2:30 p.m.

Using Data to Craft a Safety Narrative: High Injury Networks

Wednesday June 16, 1 – 2:30 p.m.

Making Traffic Safety a Reality: Funding Strategies

Tuesday June 22, 1 – 2:30 p.m.

More than a Checkbox: Better Community Engagement

Thursday June 24, 10 a.m. - noon

Traffic Safety is a Public Health Issue: Collaborating to Save Lives

Tuesday June 29, 1 – 2:30 p.m.

Repairing & Investing: Addressing Equity in the Built Environment

Visit gohumansocal.org to register and sign up for the *Go Human* newsletter

Follow *Go Human* on socials @GoHumanSoCal



Community Ambassadors Program

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- 60 Ambassadors, 6 virtual leadership sessions, and 1 local safety activation by each ambassador in the cohort
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