

## MSRC *Go Human* Phase III Final Report

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**Contractor Organization:** Southern California Association of Governments

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### Disclaimer:

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## Table of Contents:

1. Program Summary: Actions & Outcomes
  - Project-level Outcomes & Next Steps
2. Challenges & Solutions
3. Estimating Emissions Reduction Benefits
4. Attachment
  - Event Final Reports

## 1. Program Summary: Actions & Outcomes

SCAG's *Go Human* event series engages communities to promote walking, biking, and rolling through temporary, pop-up safety demonstrations and opens streets events. This tactical approach allows local residents to participate in shaping proposed improvements by providing feedback and experiencing safe streets in their neighborhoods. The program's broader vision is oriented toward promoting healthy, connected, and equitable communities while reducing congestion, improving air quality, and making communities more livable.

*Go Human* events have included open streets concepts and temporary demonstrations. The open streets strategy closes a street or corridor to motorized traffic, providing an opportunity to showcase active transportation safety and encouragement messaging as well as offer additional opportunities to engage stakeholders about improvements to their communities. The temporary demonstration provides an opportunity for the community to participate directly in a visioning, design, installation, and evaluation process on potential improvements, building support for innovative and transformative projects. *Go Human* demonstration projects and open streets events provide significant air quality improvements in the short term (closed streets to motorized traffic) and the long term (expanded active transportation infrastructure augments mode shift strategies).

The grant partnership provided funding for nineteen (19) projects throughout four (4) counties: Los Angeles, Orange, Riverside, and San Bernardino. Across the series, the projects engaged over 20,000 people across four counties, with over 2,500 surveys collected. Survey results indicated that approximately 70% of respondents reported they had never attended a community meeting about transportation, suggesting the events engaged community members that are not historically engaged in planning decisions. Additionally, over 86% of respondents reported that the events inspired them to walk and bike more in their communities, and 44% of respondents reported using active transportation to get to and from the events, highlighting the influence of the *Go Human* events on travel behavior and future mode choices for people travelling around their communities.

The survey results across the event series highlighted positive support for the infrastructure treatments. From the events that included a demonstration bike lane, over 83% of respondents reported they support permanent installation. From the events demonstrating curb extensions, over 73% reported they support permanent installation. Similarly, at events demonstrating parklets, 87% of respondents reported they want parklets permanently installed in their community. Additionally, at events demonstrating artistic crosswalks, over 91% of respondents reported they want to see artistic crosswalks permanently installed. Across the event series, participants were also asked to report their top desired improvements for walking and biking. Some of the highest reported responses for improving the pedestrian environment include wider sidewalks, sidewalk lighting, and lower vehicle speed. For improving the experience for people biking, respondents reported desiring more bike lanes on the road, including more bike lanes protected from vehicles, access to bike share, and more driver education. From the survey responses across the event series, participants indicated positive feedback on the demonstration treatments, showing a strong indication toward support for full implementation. Outcomes also indicate the events reached non-traditional and hard to reach audiences, including many people who have not previously attended community meetings.

The following section provides a brief summary of each project, including stakeholder involvement, key outcomes, and next steps for local agency partners.

- **Orange County Department of Public Works, Redefine Hazard**

Held on October 21, 2017, the Redefine Hazard event was a collaborative effort led by *Go Human* and the County of Orange Department of Public Works and included the City of Garden Grove with substantial support from the City of Santa Ana and the City of Westminster. The event featured a low stress bicycle loop that incorporated Hazard Ave, Ward Street, Mast Avenue, Sali Street, Rhonda Avenue and Pleasant Street. The event's main hub was positioned adjacent to Hazard Avenue where the City of Garden Grove demonstrated a protected bicycle pathway from Ward Street and Pleasant Street. The hub featured County and City staff booths that promoted active transportation strategies and forthcoming projects. In addition, there were *Go Human* stations on Ward Street, adjacent to the temporary buffered bicycle lane, and on Sali Street, which was along the neighborhood greenway portion of the route. These stations provided opportunities for participants to learn about innovative treatments and provide feedback on design preferences. Coordination between the three agencies proved critical for the event to be a success. This event required multi-jurisdictional coordination. The multi-jurisdictional strategy proved to be effective in maximizing resources, educating technical staff on innovative designs, and coordinating future improvements on roadways that transgress several cities.

The Feedback Wall received 68 individual comments, most of which were positive and supportive of the proposed Hazard Avenue improvements. Surveys completed by event participants reveal that proposed improvements to Hazard Avenue are strongly aligned with the needs of the community: 97% of survey respondents indicated support for separated bikeways as a permanent change, 95% said they supported slowing motorist speeds along Hazard Avenue, and 94% said they supported neighborhood greenways as a permanent means of improving their community. These results are significant, considering that more than 64% of survey participants reported walking, bicycling, carpooling, and transit three or more days per week. For the next steps the City of Westminster plans to amend the Project Report to include a Class II Bikeway alternative as part of the permanent construction project, which began in late 2019. The City of Westminster also seeks to implement long term pilot project to simulate the proposed road diet through some major intersections to obtain traffic data and public feedback in collaboration with Department of Public Works.

- **City of La Quinta, Village Make**

On November 18, 2017, *Go Human* and the City of La Quinta partnered to host, *Village Make*. Village Make transformed La Quinta's streets into more enjoyable places for walking and bicycling. The event took place along Calle Tampico and throughout the Village, providing participants with the opportunity to experience planned and potential safety designs that improve access to and throughout the Village. Temporary interventions included buffered bike lanes, a repurposed alleyway, an artful traffic circle, additional seating, parklets, and a cut-through walking path. The project's Community Advisory Committee engaged multiple stakeholders, including Coachella Valley Art Scene, Pedego Electric Bikes, Old Town Artisan Studios, Jule's Market, Old Town Peddler, Old Town La Quinta, Riverside University Health System – Public Health, Sm'Art Studio and La Quinta Historical Society.

The survey results demonstrated strong support for improvements, with 98% of respondents reporting they support making the improvements permanent and 96% reporting the

improvements make the street feel safer and more inviting. The event also drew community members who are not typically civilly engaged, with 76% reporting they had never attended a community meeting about transportation. The project was a success and the La Quinta Art Alley will become a permanent feature of the city. Following Village Make, three alley-adjacent restaurants agreed to allow murals on the rear sides of their buildings. After a successful pop-up at Village Make, Casa Mendoza restaurant has submitted plans for a permanent rear patio. Improvements like the traffic circle and mid-block crossing have been included in the final design for permanent construction, which was initiated in 2019 and completed in 2020. For more information on the final project, [see the city's website here](#).

- **City of Costa Mesa, Experience Merrimac**

The *Explore Merrimac* event was held on Saturday, April 21, 2018, at Orange Coast College (OCC). More than 400 residents, visitors, and students took part in the event, completing about 100 surveys. Explore Merrimac offered Costa Mesa residents and Orange Coast College students an opportunity to re-imagine Merrimac Way by transforming the streets into safer and more enjoyable places to walk, bike, skate and roll. The event along Merrimac Way provided attendees the opportunity to experience potential improvements to enhance bicycle and pedestrian safety and create connections to the college. Temporary demonstrations featured a protected bike lane on both sides of Merrimac Way, sidewalk seating and shade, an activated community event hub, and connections to the Core Campus Bike Loop path. The project team included multiple key stakeholders and partners, including City of Costa Mesa staff, Costa Mesa Bikeways and Walkability Committee, Orange Coast College Faculty and Staff, Orange County Transportation Authority (OCTA), Food Riders Student Organization and Local residents.

The results of this survey demonstrated strong turnout from residents not typically engaged with transportation issues in their communities. A majority of survey respondents reported walking or biking as their primary form of transportation and more than 90% want to see more buffered bike lanes and safer streets, more generally. For next steps, the City of Costa Mesa evaluated public feedback to consider implementing the protected bike lane as permanent infrastructure on Merrimac Way. Due to the success of the event, the project was fully implemented in 2021. After implementation of the Core Campus Loop connection, Orange Coast College will explore creating additional bike and skateboard parking on campus via the creation of "mobility hubs". After the success at Explore Merrimac, the city will continue efforts to improve safety for bicyclists and pedestrians on a broader scale, including initiating a city-wide active transportation plan. The city unveiled the project at a ribbon cutting ceremony on Friday, November 19, 2021. [A video of the ribbon cutting event is available here](#).

- **Walnut Park (unincorporated Los Angeles County), Camina en Walnut Mark**

The *Camina en Walnut Park* event was held on Saturday, June 16, 2018, in the unincorporated Walnut Park neighborhood of Los Angeles. Camina en Walnut Park brought together the community to experience the vibrant Pacific Boulevard by foot and on wheels. The event featured entertainment and feedback stations at Walnut Nature Park and the Gloria Molina Community Empowerment Center. Temporary demonstrations included a scramble crosswalk, a multi-use trail, a bus bulb, curb extensions, and high visibility crosswalks. The project team

included many stakeholders, including YWCA of Greater LA (YWCA), Los Angeles County Department of Parks and Recreation, Los Angeles County Department of Consumer & Business Affairs, City of Huntington Park, Los Angeles County Community Development Commission, and the California Highway Patrol

The event attracted more than 900 residents and community stakeholders with over 150 completing surveys. The results of the participant survey indicated that a majority of respondents traveled to the event using active transportation. Additionally, 55% of respondents reported regularly traveling using active transportation. Each demonstrated element of infrastructure support and desire to make the infrastructure permanent from at least 90% of respondents. For next steps, the County was awarded funding to develop a Pedestrian Master Plan. [More information on the Plan is available here](#). The County recently secured funds to implement the design and construction of the plan to incorporate the community preferred improvements and feedback from the event. Future improvements include curb extensions, high visibility crosswalks, and bus stop improvements along Pacific Avenue in Walnut Park.

- **City of West Covina, Active West Covina**

The *Active West Covina* project was implemented on Saturday, July 21, 2018. Attendance was approximately 500 people, with a diversity of demographic groups represented. The Active West Covina open-street festival celebrated Glendora Avenue as the entertainment and community hub of the city. The event highlighted potential street features that made it more enjoyable for people to walk, shop, and dine. Temporary infrastructure demonstrations included a rambla, great lawn, woonerf and parklets.

More than 70 attendee surveys were collected at the *Active West Covina* event. Analysis of those surveys indicate strong support for the demonstration elements which were featured with each element receiving over 80% of participants support. Participants also provided feedback on their top three transportation improvements, including more trees and shade, more separated bike lanes, and improved sidewalks. For next steps, the city anticipates incorporate community feedback into final design of Glendora Avenue, while continuing to promote walking, biking and other forms of Active Transportation. The city also seeks to use this project as a catalyst to spur other opportunities to encourage biking and walking in West Covina.

- **City of Ontario, Re-Imagine Downtown**

Re-Imagine Downtown, Ontario's Walk, Bike 'n Roll Euclid Experiment, was held on Wednesday, August 8, 2018, in conjunction with the city's concert in the park summer series to augment attendance. The event provided residents the opportunity to experience safety improvements that make Euclid Avenue more enjoyable to walk and bike. Re-Imagine Downtown offered participants the chance to test out temporary features including a protected bike lane, pedestrian bulb-outs, and a parklet with sidewalk seating and shade, as part of a broader efforts to engage the community around future safety improvements in the city.

The event was a collaborative effort with many partners including City staff, Caltrans staff, local community-based organization CASA, the Arts Area, and other local residents. The city received positive feedback from the over 1,200 event attendees and over 200 surveys were received.

More than 90% of survey respondents support the demonstrated treatments, and over 94% want to see the bike lane permanently installed. As a next step, the City of Ontario evaluated public feedback to consider finalizing the designs for the improvements on Euclid Avenue as part of the City's Active Transportation Program and the [city-wide Active Transportation Plan](#). Caltrans District 8 continued to work with the city on proposed improvements to Euclid Avenue including finalizing traffic calming designs and investigate project alternatives through continued public outreach efforts. After the success at Re-Imagine Downtown, the city utilized the event to serve as a catalyst to continue efforts to improve safety for bicyclists and pedestrians on a broader scale, and was also awarded funding as part of the State Active Transportation Program Cycle 5 to implement a portion of the improvements demonstrated on Euclid Ave.

- **City of Culver City, Experience Elenda**

On Saturday, September 15, 2018, Experience Elenda demonstrated planned active transportation infrastructure treatments on Elenda Street, between Washington and Culver Blvd. To gain resident feedback on bike and pedestrian improvements. The demonstration allowed participants to experience and provide feedback on a two-way cycle track, high-visibility crosswalks, and curb extensions. The project team included a robust steering committee including, City staff, Bike Culver City, Bird, California Highway Patrol, La Ballona Elementary School Parents, Lime, Local Residents, Southern California Automobile Club (AAA), Walk 'n Rollers, and Women on Bikes Culver City.

The event attracted over 600 participants ranging from all ages, with a primary attendance from families and school-aged children. SCAG partnered with the La Ballona Elementary school and the school district to demonstrate Safe Routes to School (SRTS) projects that are planned along the Elenda corridor. The project team received over 200 surveys and received generally positive feedback, as about 90% of attendees support the two-way cycle track, and the other improvements demonstrated.

The city utilized the community feedback received at the event to inform the final design and leverage support for the Elenda Street bikeway and used the support to continue to increase awareness of biking and walking in the community and plan for Safe Routes to School improvements. Given the success of the event, the city permanently constructed the improvements, completed in fall 2021. To see more information about the project, [visit the city's website here](#). [Additional news coverage of the project kick off is available here](#).

- **City of Chino, Connecting Chino**

The *Connecting Chino* event was held on Saturday, September 22, 2018, on the streets surrounding the Chino Community Building. Connecting Chino created an opportunity for community members to test out potential bicycle and pedestrian infrastructure improvements on Tenth, B and Eleventh Streets near the Chino Community Building. The temporary treatments included a two-way cycle track, bicycle boulevards and perpendicular curb ramps. The project Steering Committee included various partners with local organizations and residents to guide the project planning process.

Over 300 residents and community stakeholders were able to experience the temporary demonstration of a bicycle boulevard, accessible curb ramp, and a two-way protected cycle track. Additionally, Mayor Eunice Ulloa, Supervisor Curt Hagman, Assembly member Freddie Rodriguez and SCAG Regional Council Member Ray Marquez all addressed the crowd. For next steps, the city looks to incorporate community feedback into current development of conceptual feasibility plans for a 4.7 mile bicycle boulevard network. The city also looks to use this event as a kickoff point to further coordinate with Community Services Department to host additional bicycle education events throughout the community.

- **City of La Cañada Flintridge, Feet First**

Feet First brought together the community to rediscover the benefits of walking and biking to school. Around 100 students and parents attended the walk to school event on October 6, 2018. The event took place at the Winery Channel Parking Lot with safety demonstrations along Foothill Boulevard. Temporary installations included a high visibility crosswalk, wayfinding signage and a walking school bus. The project included a Community Advisory Committee to guide the project including City Department of Public Works staff, local residents, and School District staff.

During the event, visitors were experienced street safety demonstrations, remarks from Mayor Terry Walker and other elected officials, and temporary continental crosswalks. The event culminated in a Walking School Bus from the event hub to La Canada Elementary. The Walking School Bus allowed students to use their improved street smarts to safely walk to school. The survey results indicated that 93% of respondents felt inspired to walk and bike more after the day's event and that they would like to see more events in the city that promote walking and biking. Additionally, 90% reported support for making the high visibility crosswalks permanent. Staff also had the opportunity to present the results of the participant survey and SRTS school survey to the La Cañada Flintridge City Council on November 20, 2019. For next steps, the city looks to expand their partnership with the La Cañada Unified School District to host additional walk to school day events, purchase bike racks, and explore grant opportunities for the procurement of other bicycle and pedestrian amenities at school sites. Additionally, the city seeks to use the Feet First planning and implementation process as a model for a new community engagement strategy in the city and pursue funding for the development of an Active Transportation Plan and/or Safe Routes to School Plan.

- **City of Glendora (San Gabriel Valley Council of Governments), Roll to the Stroll**

The *Roll to the Stroll* event was held on Friday, November 22, 2019, in the City of Glendora. Roll to the Stroll partnered with the annual Glendora Holiday Stroll and Tree Lighting Festival to offer community members a unique experience of Glendora Avenue. Together, the events opened up the City of Glendora's main street between Bennett and Carroll Avenues and allowed residents to preview street improvements that are intended to make walking and biking in the community safer and more enjoyable. The project Community Advisory Committee included multiple key members, including the Glendora Transportation Division, Glendora Public Works Department, and a local community-based organization, Active San Gabriel Valley.

More than 4,000 residents, visitors, and students took part in the event, completing 42 surveys. The results of this survey demonstrated strong turnout from residents not typically engaged with transportation issues in their communities, as over 60% had never attended a community meeting on transportation issues. A majority of survey respondents reported walking or biking as a primary way to get around their communities, and 99% supported the improvements more generally.

For next steps, the city utilized the momentum from Roll to the Stroll to continue to increase awareness of walking, biking, and rolling in the community and leverage support for walking and rolling improvements in Glendora in advance of the Los Angeles Metro L Line extension, with a new station opening in Glendora by 2025. The project team utilized the community feedback received at the event to inform future designs and support a regional multimodal corridor in the East San Gabriel Valley as part of the Arrow Highway Corridor Plan. The city has also been conducting additional public engagement and demonstration activities, including a [demonstration project showcasing first/last mile improvements](#), in anticipation of the new Metro station. [The city was also recently recognized by Active San Gabriel Valley](#), a local CBO, on their efforts to improve multimodal transportation.

- **City of Lake Elsinore, Active L.E.**

The *Active L.E.* demonstration and Día de Los Muertos festival attracted over 2,000 attendees. Active L.E. transformed City streets into safer and more enjoyable places to bike, walk, and play. The event featured entertainment and feedback stations at City Park during the Día de los Muertos festival and showcased temporary two-way protected bicycle lanes, creative crosswalks and parklets. The project steering committee was comprised of several partners, including city staff, Studio 395, a local design collective, Riverside County Sheriff's Department, and the Riverside University Health System – Public Health.

Event attendees experienced and provided feedback on temporary infrastructure such as creative crosswalks, two-way protected bicycle lanes, and parklets, all of which are being considered in the City's ongoing active transportation plan. The event featured free bike rentals for kids and adults, a bike repair station, a bike parade, and bike valet services provided by a local organization.

For the next steps, the city incorporated community feedback into the Active Transportation Plan outreach summary and plan to continue to engage residents about biking and walking in Lake Elsinore as part of the City's active transportation planning process. The city is also continuing to identify locations within the City of Lake Elsinore that may be suitable for the permanent installation of creative crosswalks, parklets, and two-way protected bike lanes. Additionally, they hope to coordinate with Community Services Department to host additional bicycle education events throughout the community.

- **City of Riverside, Illuminate Riverside**

On December 7, 2018, *Go Human* and the City of Riverside partnered to host, *Illuminate Riverside*. Illuminate Riverside made accessing the Festival of Lights from the Metrolink Station brighter, safer, and more enjoyable. The project provided participants a safer walkway from the

station to the Festival of Lights and featured temporary improvements including a curb extension, artistic crosswalks, a class III bike lane, a lighted tunnel, and wayfinding signage. The event featured free e-scooter rides and guided walking tours to experience the pop-up safety improvements. The project team gained feedback from the community to facilitate public involvement and plan for implementation. The advisory committee was made up of various stakeholders including Riverside Transportation Authority, Riverside County Transportation Commission, Inland Empire Biking Alliance, Metrolink, and the Riverside University Health System- Public Health.

The event attracted over 1,000 participants, with over 40% from the local community, and collected 209 surveys from event attendees. The surveys received positive feedback, including 100% of respondents reporting they want to see the lighted tunnel as a permanent feature, 93% of respondents want to see the bike share and e-scooter share as permanent features, 80% of respondents think it's "very important" to make it easier to walk and bike between where people live, work, and play, and 70% of respondents think the ability to walk and bike between their home and work influences their decision to change jobs or relocate. As the next steps, the City of Riverside will evaluate public feedback to consider implementing improvements around the Metrolink Station area and on Mission Inn Avenue. In partnership with the Riverside County Active Transportation Network, the City held walk and bike audits to further assess conditions around the station area to prioritize improvements. The city will continue their efforts to plan and implement active transportation infrastructure and efforts to improve safety for bicyclists and pedestrians on a broader scale through the development of a city-wide active transportation plan. Additionally, given the success of the event, the city held additional engagement events as part of a city-wide active transportation plan, which concluded in summer 2021. Inspired to create more pedestrian lighting from the feedback received during the event, the city also installed [ay underpass](#).

- **City of Los Angeles, Safe Routes to School**

The Los Angeles Department of Transportation (LADOT), in partnership with *Go Human*, hosted a series of demonstration projects in 2019 and 2021, in connection with the City's Top 50 Schools – Planning Project, including Esperanza Elementary, Leo Politi Elementary, and Magnolia Street Elementary School.

***Esperanza Elementary School***

The Esperanza Elementary School demonstration was held on Tuesday, May 14 and Wednesday, May 15, 2019. The project demonstrated a one-way street conversion with the addition of one curb extension, two new crosswalks and improved vehicle valet operation. Twelve hundred parents and students participated in the demonstration across two days. Following the demonstration project, the Council Office requested that bonds proceeds be applied to the implementation of a subset of treatments from the Esperanza Elementary School SRTS Plan.

***Leo Politi Elementary School***

The Leo Politi School Neighborhood Safety Pop-Up Day was held on October 2, 2019. The Department of Transportation transformed 11<sup>th</sup> Street, between Westmoreland and Magnolia Avenue, to enhance the safety and comfort of students, families and community members using neighborhood streets. The event used low-cost, temporary materials to trial planned engineering enhancements in the school community. The demonstration included a roundabout at the intersection of 11<sup>th</sup> Street and Westmoreland Avenue; and new curb extensions and high visibility crosswalks on 11<sup>th</sup> Street at Elden and Magnolia Avenues. The changes aimed to slow vehicle speeds, reduce conflicts between vehicles and pedestrians, and improve visibility and safety for people walking. The demonstration aimed to decrease speed, by creating a low stress corridor. The pop up ultimately was used to bridge the period between planning and construction.

Evaluation was conducted via separate surveys, each assessing a different component. Of the 139 participants who responded to the survey related to curb extensions, 89% stated the new curb extensions made them feel safer. Of the 125 participants that responded to the survey related to driver awareness, 89% said drivers seemed more aware of people crossing at intersections. Of the 168 participants who responded to the survey related to the roundabout, a majority (70%), said that they felt safe and that the roundabout was easy to navigate. LADOT will explore options to secure grant funding for the infrastructure elements.

#### ***Magnolia Avenue Elementary School***

The Magnolia Avenue Elementary School Demonstration was held on Wednesday, October 6<sup>th</sup>, 2021, alongside National Walk to School Day. The demonstration included the Orchard Avenue One-Way Redesign, including Safety Valet, and the 17<sup>th</sup> Street “School Street,” including a Pedestrian/Bike Only Zone. The “School Street” demonstration will be the first of its kind in the County. The demonstration enhanced safety for students, families and the larger community. The project served as a catalyst to expand school streets demonstrations in the County and work with partners to demonstrate safe routes to school improvements.

- **City of South El Monte, Streets of Gold**

The *South El Monte Streets of Gold* event was held on Saturday, October 26, 2019, in the City of South El Monte, held in partnership with the 626 Golden Streets Open Streets event. In collaboration with *Go Human*, Streets of Gold demonstrated planned active transportation infrastructure treatments on Santa Anita Ave between Central Ave and Fawcett Ave. The demonstration allowed participants to experience and provide feedback on protected bike lanes, artistic crosswalks, curb extensions, and parklets. The Community Advisory Committee included a robust team of staff from the El Monte/ South El Monte Chamber of Commerce, Active San Gabriel Valley, LA County Sheriff Department, and the LA County Fire Department.

More than 800 residents, visitors, and students took part in the event, completing about 185 surveys. The event demonstrated several active transportation elements, including protected bike lanes, curb extensions, parklets, and creative crosswalks, integrated with the open streets event. The results of the survey demonstrated strong turnout from residents not typically engaged with transportation issues in their communities, as 67% had never attended a

community meeting on transportation issues. A majority of survey respondents reported walking or biking as a primary way to get around their communities, and 69% supported the protected bike lane, 68% supported the creative crosswalks, with the majority of respondents supporting the curb extensions and parklets.

For the next steps, the city utilized the community feedback received at the event to inform the final design for bike infrastructure on Santa Anita Avenue, and used the support gained from Streets of Gold to plan for more pedestrian and bike infrastructure in the City of South El Monte. The city also looks to leverage event documentation materials such as event photography and videography to continue educating residents, employers/employees, and visitors about walking and biking safety and encouraging them to walk and bike more and capitalize on the community support received to seek grant funding opportunities for more active transportation programming and infrastructure projects.

- **City of Baldwin Park, Bike Friendly Business District**

The *Taste of Baldwin Park* event was held on Thursday, August 29, 2019, in conjunction with the Baldwin Park Downtown Street Market. More than 3,500 residents, visitors, and students took part in the event, completing 80 surveys. The results of the survey demonstrated strong turnout from residents not typically engaged with transportation issues in their communities, as over 60% had never attended a community meeting on transportation issues. The event demonstrated a parklet and bicycle parking and featured a guided group ride showcasing local bicycle friendly business districts. A majority of survey respondents reported walking or biking as a primary way to get around their communities, 97% support the parklet and 93% want to see the parklet permanently installed. 87% support bicycle parking, and 70% are supportive of separated bike lanes in their communities to make it safer and more enjoyable to bike in their communities.

For next steps, the city is evaluating public feedback to consider implementing a parklet in the downtown area as a permanent fixture. After the success of *Taste of Baldwin Park*, the city will continue to increase awareness of walking, biking, and rolling in the community through the development of the Bicycle Friendly Business District Program and incentives for bicycling and walking to local businesses. To continue the Bicycle Friendly Business Program implementation and promote the businesses to the local community, the city will continue to host monthly bike rides on the second Saturday of each month, where participants visit a local bike-friendly business with a giveaway, promotion, or activity. The city also plans to utilize the community feedback to inform future planning efforts, including the development of a regional greenway network to encourage multimodal transportation options across the region. Next steps also include the permanent implementation of a request-a-bicycle-rack pilot program, continuing the demonstration cargo bike program for local businesses, and continuing to engage local businesses and community residents in partnership with local community-based organizations.

- **City of Wildomar, Go Active Wildomar**

The City of Wildomar, in partnership with *Go Human*, demonstrated walking, biking, and rolling improvements at City Hall on March 12, 2021. Over 100 residents explored street treatments

intended to make active transportation safer and more enjoyable throughout the city. Staff at *Go Active Wildomar* collected feedback on potential bicycle and pedestrian improvements under consideration as part of the Wildomar [Mobility Plan](#). The 76 surveys collected at Go Active Wildomar showed support for the walking and biking improvements featured, such as bike lanes, artistic crosswalks, curb extensions, and parklets. Feedback shows support of the project elements including , 87% support the separated bikeway, 87% support the bulb-outs/curb extensions, 86% support the bicycle lane, 85% support the pedestrian refuge island, 78% support the parklet, and 71% would consider commuting by bike to destinations in Wildomar if improvements were built today. The City of Wildomar will use the community feedback to finalize the Wildomar Mobility Plan, determine community transportation needs, and prioritize permanent infrastructure improvements. The city also plans to feature the demonstration project in upcoming grant applications to be more competitive for federal, state, and regional funding opportunities.

- **City of Buena Park, Meet on Beach**

The *Go Human Go Beach project, Meet on Beach*, was held on Sunday, November 17, 2019, in the Cities of La Habra, Buena Park, Anaheim, Stanton, Garden Grove, Westminster, and Huntington Beach. More than 3,000 residents, visitors, and students took part in the event, completing over 790 surveys total across the seven cities. *Meet on Beach* was an open streets event, encouraging attendees to walk, bike, skate, roll and explore the open streets, without vehicle traffic. The results of the survey demonstrated strong turnout from residents not typically engaged with transportation issues in their communities. A majority of survey respondents reported the event inspired them to walk and bike more, and about half of respondents say that unsafe drivers keep them from walking more in their communities.

For next steps, the city is evaluating public feedback to inform initial planning efforts for Beach Boulevard and beyond. After the success of *Meet on Beach*, the city will leverage the event momentum and use documentation materials such as event photography and videography to continue educating the communities about walking and biking safety and encouraging them to walk and bike more in their community. The city was also recently awarded a grant for a city-wide active transportation plan to further support active transportation engagement and future infrastructure improvements.

- **San Bernardino County Transportation Authority, Safe Routes to School**

The San Bernardino County Transportation Authority (SBCTA) Safe Routes to School (SRTS) implements active transportation events supporting the County's Safe Routes to School Program. The Program and events ultimately implemented education, encouragement, and evaluation at 25 schools, 17 of which are in the MSRC service area, engaging more than 13,791 students and families throughout the County. The project included 123 walking and bicycling events to educate students regarding safety and to increase the number of students walking and biking to school. The San Bernardino County Safe Routes to School (SRTS) Program was a robust partnership with San Bernardino County Transportation Authority (SBCTA), San Bernardino Department of Public Health (SBCDPH), San Bernardino County Superintendent of Schools, as well as SCAG. The programs also included student and parent/caregivers' surveys, highlighting the top concerns that keep students from walking and biking, including safety, vehicle speeds,

and lack of adults for students to walk or bike with. A high percentage of parents/caregivers (42%) agree that walking and biking to school is good for their child's health. In addition, the majority of the parents/caregivers that responded to the survey responded positively or neutrally regarding their student's school encouraging students to walk and bike and is something they wish they could do more often if conditions improve around the top concerns that currently keep students from walking and biking. The County continues to engage students and caregivers in safe walking and biking and aims to continue the programs started with this grant through seeking additional funding sources.

- **City of Long Beach, Activate Artesia**

Activate Artesia was held over a three day period from August 20-22, 2021, with a community block festival held on Saturday, August 21, 2021. In partnership with the 10th Annual Uptown Jazz Festival, the City of Long Beach and SCAG's *Go Human* program held Activate Artesia Blvd to offer community members a unique experience to reimagine Artesia Boulevard. The event opened up Artesia between Atlantic and Lewis to allow residents to test out and provide feedback on future street safety improvements that make the community safer and more enjoyable to walk and bike. The demonstration highlighted important safety improvements planned in the upcoming "Artesia Great Boulevard" project. The event also engaged and highlighted local businesses along the corridor through a large scale outreach process in partnership with the project steering committee, which included Long Beach Transit, City Public Works and Special Events staff, local neighborhood associations, and Office of Vice Mayor Rex Richardson.

The demonstration included a parklet, high visibility crosswalks, conflict striping for existing bike lanes, and curb bulb-outs, as well as creative placemaking and cultural programming, including a Black Health Equity Fair. The event spanned three days, with the second day featuring a large community block festival and a full street closure in coordination with the 10<sup>th</sup> Annual Uptown Jazz Festival. The event engaged local community residents in North Long Beach with over 250 attendees and 72 surveys completed. The event provided an opportunity for the public to provide feedback on proposed infrastructure improvements to Artesia Blvd as part of the "Artesia Great Boulevard" project, and the city looks to utilize the feedback gained from the event to inform the final. The [Activate Artesia final report and event video](#) are posted on SCAGs *Go Human* website. Additional local news coverage is [available here](#).

## 2. Challenges & Solutions

Across the event series there were several challenges encountered during the planning process. One of the most significant challenges encountered during the series was the COVID-19 pandemic. The onset of the pandemic caused challenges at all levels, interrupting daily life, work patterns, and disproportionately affecting Black, Indigenous, and People of Color, rural areas, and low income communities. Due to the pandemic, staff adjusted event timelines, especially for projects in the Cities of Wildomar, Long Beach, and Los Angeles Safe Routes to School events. Staff worked with local partners to shift the way in which events were executed to ensure safe physical distancing and healthy environments for all event participants. With careful planning and strategic communication with local partners, staff was able to adjust the timeline to hold events in 2021 and ensure participant safety,

especially with the swift roll out of testing and vaccines at the regional level. Staff also integrated recovery and resiliency strategies into the events, such as holding events at essential service locations, such as grocery stores and food pick up sites, integrating health equity resources and programming into events, and providing onsite vaccine and testing information to participants, to provide resources to community members during this challenging time.

Another key challenge throughout the event series was local agency turnover and staff capacity to support and participate in the events. To plan and deliver successful projects, it's essential to have local agency collaboration and staff capacity at the local level to manage the day to day aspects of the project in their community. For many projects, SCAG staff found there is low capacity among local partners, especially in historically disinvested communities and disadvantaged communities (DACs). City staff have essential functions to provide day to day services to the community, and often these types of projects are extra work on top of an already full plate. To help bridge the gap and provide more direct assistance to agency partners, SCAG staff allocated more time toward supporting projects and created efficiencies wherever possible, such as communicating lessons learned from previous projects, providing template graphics, surveys, and reports, and hiring consultant teams to provide hands-on support throughout project planning, implementation, and evaluation. Additionally, SCAG staff met with local agencies at the onset to provide an overview of roles and responsibilities, anticipated time commitment, and timeline for the project to be transparent about the labor commitment involved. SCAG was also involved in the implementation and day-of event to oversee the demonstration, support with intercept surveys and facilitating community feedback, and other programming activities.

Additionally, one of the most successful aspects of the *Go Human* events were the Community Advisory Committees (CACs). The CACs brought together local community-based organizations, local agencies, elected officials, and other key local residents and champions to collectively envision and plan key aspects of the projects. Although the CACs were a key tool in the success of the projects, the time commitment and labor of community residents and CBOs was often uncompensated. Additionally, the meetings were often designed to accommodate agency participation rather than providing a welcoming and inviting space for community members to participate. This was often due to funding constraints to purchase items such as food and refreshments, provide services such as childcare, and flexible funding to rent a community space outside of a government building, as well as providing compensation to community members for their expertise and participation in the meetings. There are several areas of recommended improvements SCAG identified throughout the event series. Compensating community members and CBOs for their expertise and participation is a proven strategy to center community needs and prioritize community-led engagement. Providing flexibility in funding to cover costs for childcare, food, and refreshments would allow community members to be fully engaged and participate in meetings, as childcare and food preparation are often barriers to civic engagement. These improvements would help support and promote more meaningful community engagement and ultimately lead to better overall outcomes.

### 3. Emissions Reduction Benefits

The *Go Human* demonstrations serve as effective community-oriented projects with the broader goals to improve air quality and engage communities on active transportation infrastructure. Encouraging people to experience treatments and explore their communities using active transportation has great potential to shift the number of people using a vehicle as their primary mode of transportation toward

more people using active transportation for short trips in their communities. These transformations have the potential to reduce greenhouse gas emissions and air pollutants from vehicles, to ultimately support regional climate change mitigation goals. Across the event series, promotional materials provided information to attendees for how to access events via public transportation and promoted walking and biking to the events when possible, encouraging attendees to use sustainable transportation methods to travel to and from the events.

From surveys collected across the demonstration projects, the outcomes point to engagement with people not historically reached by government partners, as 70% of attendees had never attended a community meeting. This shows a strong interest in active transportation, indicating a strong potential to use more sustainable modes of transportation. Additionally, survey outcomes from across the series show 41% of people used active transportation means to travel to the demonstration project, representing a high number of vehicles that were taken off the road during the event. Eighty-seven percent of attendees surveyed were inspired to walk or bike more, highlighting a potential longer-term change in travel behavior resulting from the events. These figures demonstrate how the events significantly influenced attendees and provide SCAG with concrete data to inform and model future scenarios. Additionally, there is an opportunity for future collaborations to further quantify emissions reductions, such as with universities, to obtain real-time air pollutant and greenhouse gas emissions data at future *Go Human events*.

#### 4. Attachment

- Event Final Reports