

**ChangeLab Solutions**



**Building Bikeable Communities**



*Recorded on  
April 28, 2015*

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**Sponsored by:**



**CHAMPIONS  
for CHANGE™**

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**Today's Presenters:**



**Benjamin D. Winig, JD, MPA**  
Senior Staff Attorney & Program Director



**Diane Dohm, MSCRP**  
Transportation Planner

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## ChangeLab Solutions

ChangeLab Solutions creates innovative law and policy solutions that transform neighborhoods, cities, and states. We do this because achieving the common good means everyone has safe places to live and be active, nourishing food, and more opportunities to ensure health. Our unique approach, backed by decades of solid research and proven results, helps the public and private sectors make communities more livable, especially for those who are at highest risk because they have the fewest resources.



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## ROADMAP

- Introductions and Overview
- Built Environment & Health
- Four Requirements for Bikeable Communities
- Complete Streets
- Guest Speaker: David Diaz, day one



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## POLL

Do you currently work on biking policies/programs/activities?

1. Yes – have been for a while
2. Yes – new to it
3. No, but our agency wants to start working on biking activities
4. No – here to learn more
5. Other (please type in chat box)

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# POLL

In what type of communities do you **work**?

- 1. Urban
- 2. Suburban
- 3. Rural
- 4. Urban-Suburban
- 5. Suburban-Rural
- 6. All



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# POLL

In what type of community do you **live**?

- 1. Urban
- 2. Suburban
- 3. Rural



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ChangeLab Solutions



**Making the Connection:  
Built Environment & Health**



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What makes communities less healthy?

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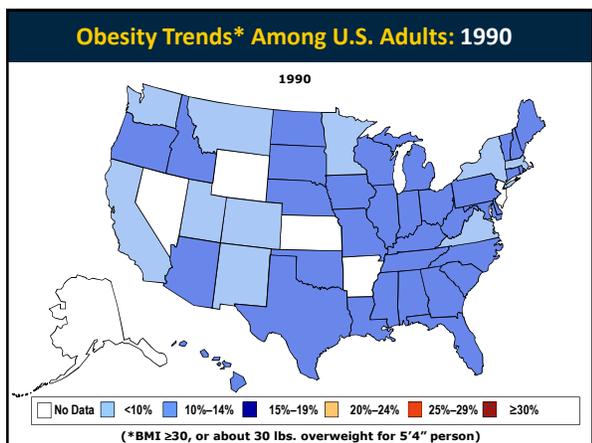
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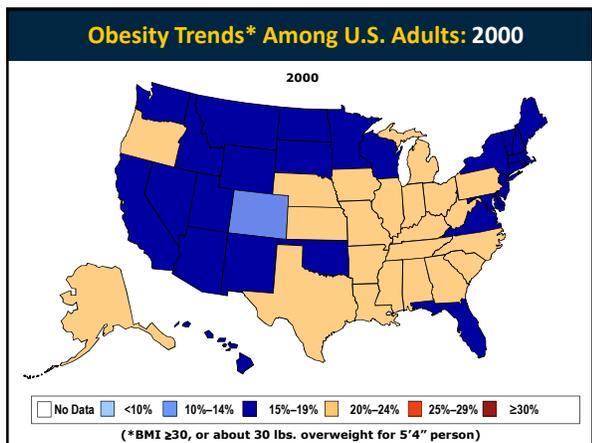
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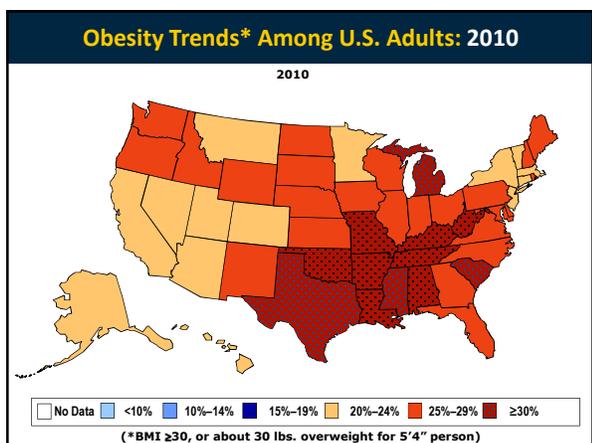
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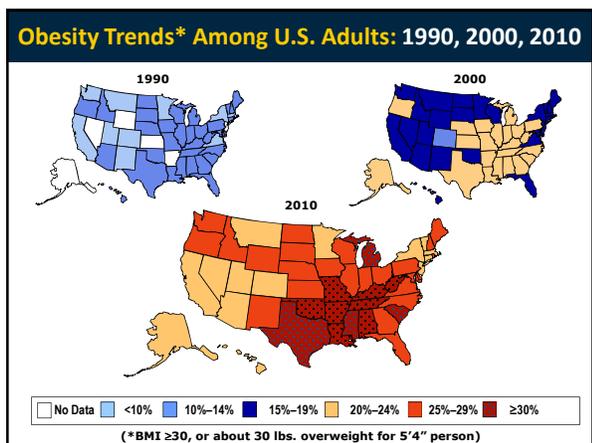
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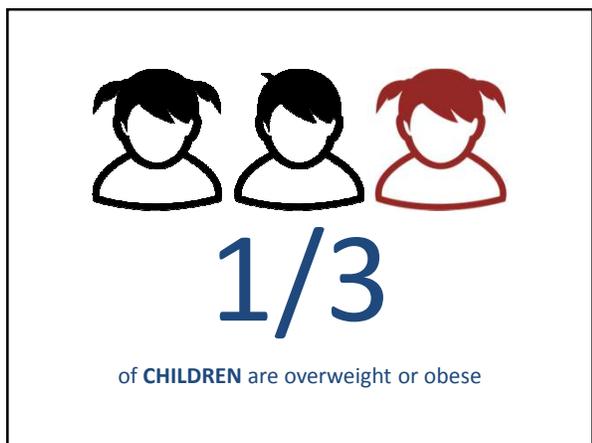
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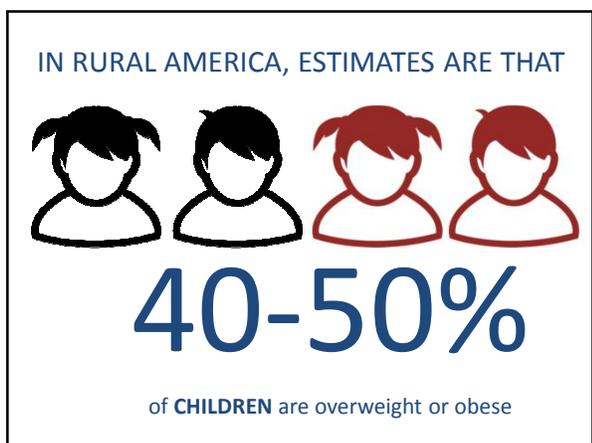
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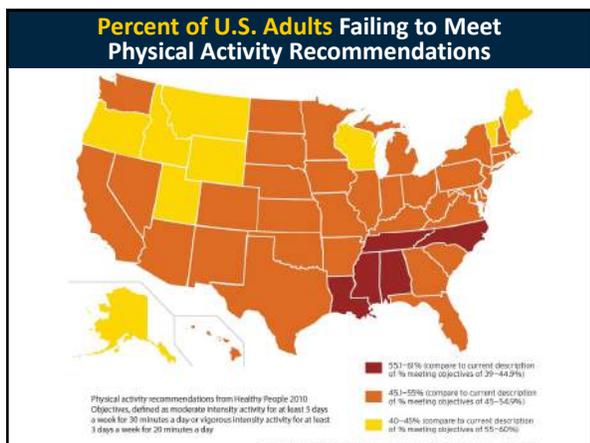
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Why are *streets* important to *our* health?

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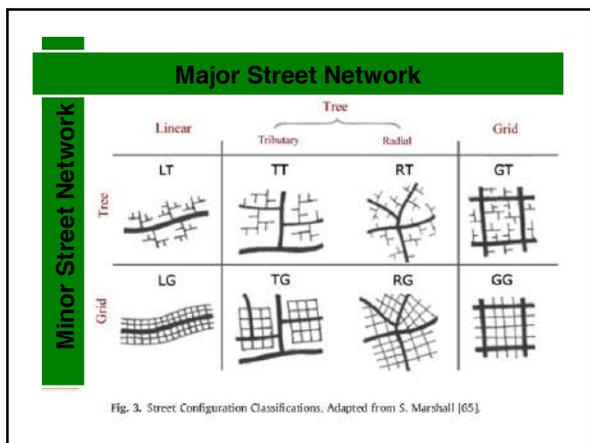
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**Major S**

People who live on streets like this are at greater risk for **obesity, diabetes, high blood pressure, and heart disease**

|      |        |           |        |      |
|------|--------|-----------|--------|------|
|      | Linear | Tributary | Radial | Grid |
| Tree | LT     | TT        | RT     | GT   |
| Grid | LG     | TG        | RG     | GG   |

Fig. 3. Street Configuration Classifications, Adapted from S. Marshall [65].

Marshall, Patkowski and Garrick, 2014

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**Major S**

People who live on streets like this are at greater risk for **obesity, diabetes, high blood pressure, and heart disease**

|      |        |           |        |      |
|------|--------|-----------|--------|------|
|      | Linear | Tributary | Radial | Grid |
| Tree | LT     | TT        | RT     | GT   |
| Grid | LG     | TG        | RG     | GG   |

Than people who live on streets like this

Fig. 3. Street Configuration Classifications, Adapted from S. Marshall [65].

Marshall, Patkowski and Garrick, 2014

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**Major Street Network**

**Minor Street Network**

- ✓ 15 percent reduction in obesity rates
- ✓ 10 percent reduction in high blood pressure rates
- ✓ 6 percent reduction in heart disease rates

Grid

LG TG RG GG

Fig. 3. Street Configuration Classifications, Adapted from S. Marshall [65].

Marshall, Platkowski and Garrick, 2014

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Every additional hour spent in a car per day is associated with a **6%** greater risk of being obese

Frank, 2004 and Schmitz, 2008

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A man who lives in a walkable, mixed-use area is **10 pounds** lighter than a similar man who lives in a car oriented area.

Howard Frumkin, Lawrence Frank, & Richard Jackson. 2004. *Urban Sprawl and Public Health: Designing, Planning, Building for Healthy Communities.*

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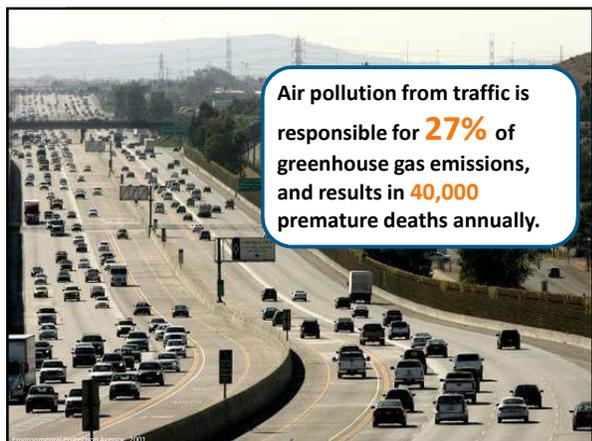
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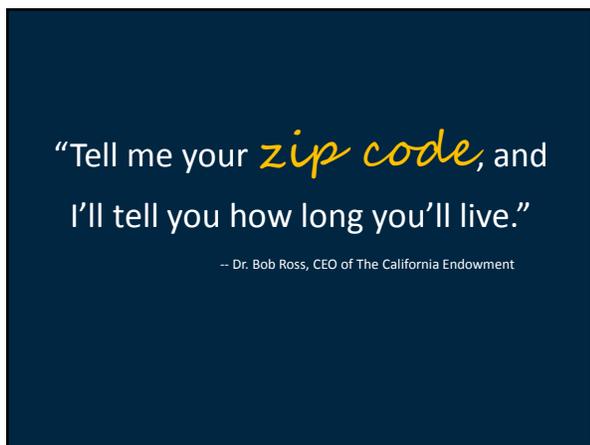
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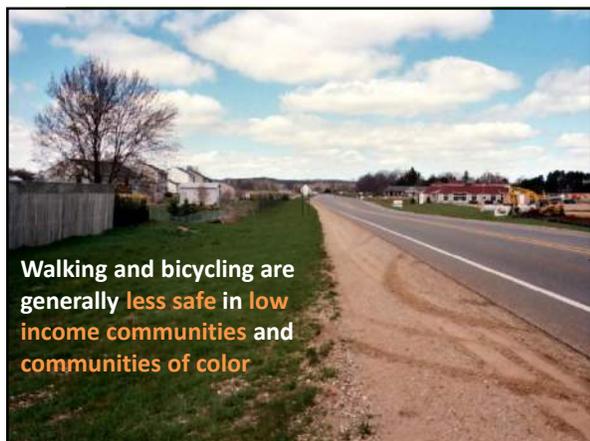
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# POLL

How often do **YOU** ride a bicycle?

Choose only one

1. Every day
2. Once a week
3. Once a month
4. A few times a year
5. Once a year
6. Never



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# POLL

Why do **YOU** ride a bicycle?

Choose ALL that apply

1. Exercise
2. Errands/shopping
3. Commute to work
4. Connect to transit
5. For Fun / Leisure
6. Other (type in chat box)
7. I don't ride a bike



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# POLL

## Why DON'T you ride a bicycle?

Choose ALL that apply

1. Too many cars
2. Cars too fast
3. Unsafe street crossings
4. No bike paths
5. Destinations are too far away
6. Other (type in chat box)




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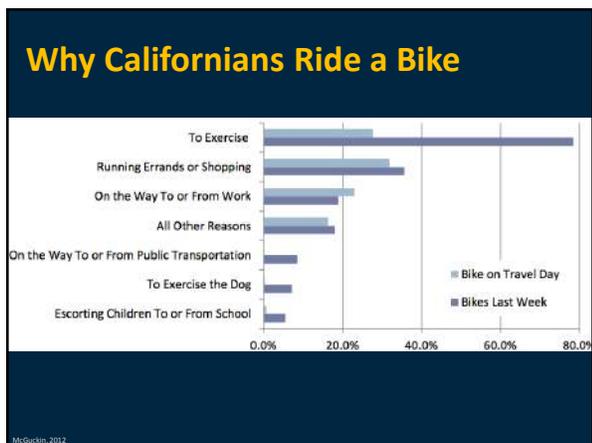
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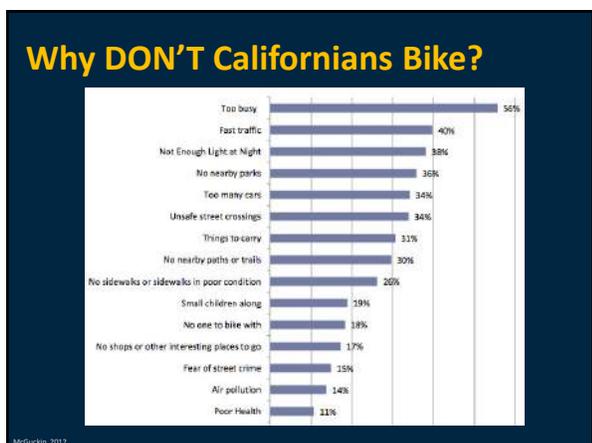
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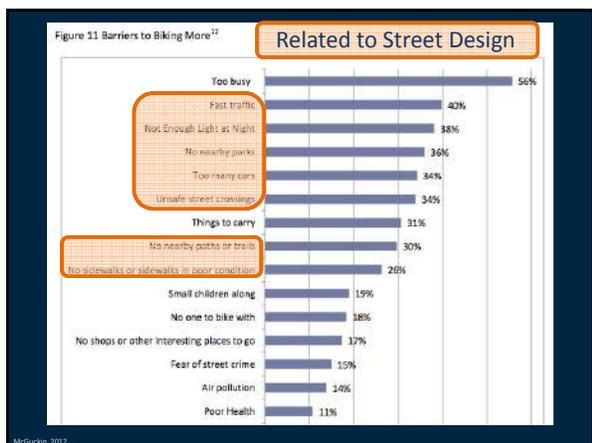
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So, what are the ingredients to building *bikeable* communities?

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ChangeLab Solutions

Four Requirements for Bikeable Communities

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**Let's Ride!**  
4 Requirements for a Bikeable Community

To build a bicycle- and pedestrian-friendly city, we need to address four key areas: safety, convenience, access, and social acceptability. These four areas are the foundation of a bikeable community.

**Safety**  
Providing a safe and comfortable riding environment is essential for a bikeable community.

**Convenience**  
Making it easy to use a bicycle for transportation is key to a bikeable community.

**Access**  
People have access to bicycles.

**Social Acceptability**  
Creating a culture that values and supports bicycling is essential for a bikeable community.

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**ChangeLab Solutions**

**Getting the Wheels Rolling**  
A Guide to Using Policy to Create Bike-Friendly Communities

**Comprehensive guide** includes policies, programs, and best practices to create bike friendly communities!

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**Who rides a bicycle?**

**Four Attitudes Toward Transportation Bicycling**  
Percentages based on data from Portland, Oregon

**7%** **Comfortably Confident**  
Prefer short to medium trip distances and may be willing to ride in traffic where there are bike lanes or other good facilities.

**60%** **Willing, But Wary**  
Not comfortable in traffic, even with conventional bike lanes, but will ride on low-traffic streets and paths.

**<1%** **FIT & Fearless**  
Ride long distances without dedicated bike facilities.

**33%** **No Way No How!**  
No interest in bicycling — won't consider bicycling without major changes in social norms and street conditions.

Source: [www.change-lab.com/pubs/transportation-bicycling-08-07/](http://www.change-lab.com/pubs/transportation-bicycling-08-07/) see also OJ and M. Hall, "Our Types of Cyclists: Insights on Why We Use and Don't Use Bicycles for Transportation," Portland State University, August 11, 2010. Available at: <http://web.archive.org/web/20100811080000/http://www.change-lab.com/pubs/transportation-bicycling-08-07/>

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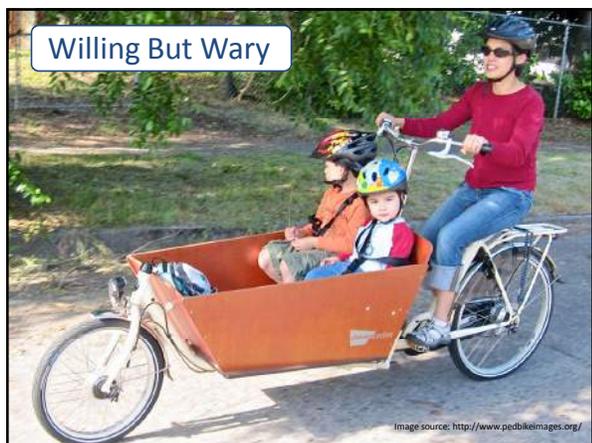
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| <h1 style="color: orange;">Safety</h1> <span style="background-color: orange; border-radius: 50%; padding: 5px; font-weight: bold;">Pg. 105</span> |   |  |               |                                    |  |
|--|---|--|---------------|------------------------------------|--|
| <h2 style="color: green;">SAFETY</h2> <h3 style="color: white;">Chapter 4</h3>   |   |  |               |                                    |  |
| Strategy   | Policy  | Goal/Description   | Also Supports | Who Adopts?                        | Examples   |
| Safer Bikeways   | Complete Streets  | Require all new or renovated streets to provide safe, comfortable, and convenient travel for all everyone, including pedestrians, bicyclists, people with disabilities, and motorists. | Convenience   | Local jurisdiction, State, Federal | New Haven Complete Streets Policy; Oregon Bike Bill; San Francisco Bay Area Metropolitan Transportation Commission   |
| Safer Bikeways   | State Bikeway Laws  | Encourage or require statewide bicycling planning and the implementation of bikeways as part of road projects.   | Convenience   | State                              | California Bicycle Transportation Act; Illinois Bikeway Act; North Carolina's Bicycle and Bikeway Act  |
| Safer Bikeways   | Road Design Guidelines  | Permit and encourage transportation engineers to use designs that maximize bicycle safety and convenience.   | Convenience   | State, Local jurisdiction          | Adoption of NACTO Bike Guide by Austin, TX; Atlanta, GA; Portland, OR; Salt Lake City, UT; Syracuse, NY; Moses Lake, WA  |
| Safer Bikeways   | Bicycle Friendly Traffic Control Devices (Bicycle Signals, Bike Boxes, and Bicycle Detectors) | Permit and encourage use of traffic control devices that limit confusion and risk among people bicycling and drivers at intersections.   | Convenience   | Local jurisdiction, State, Federal | Oregon and California place bicycle signals on their list of approved traffic signals; California and Wisconsin require demand-actuated signals detect bicycles. |
| Safer Bikeways   | Traffic Calming   | Reduce vehicle speed and decrease dangers posed by fast cars to those walking and bicycling by encouraging use of traffic control infrastructure such as speed bumps, road narrows,    |               | Local jurisdiction                 | San Antonio, TX  |

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## Traffic Calming

**Community Example**

*City of National City, Circulation Element, General Plan, 2011*

Policy C-2.6: Enhance the quality of life in the City's neighborhoods and minimize impacts on schools, hospitals, convalescent homes and other sensitive facilities through the implementation of traffic calming measures in these areas to reduce vehicle speeds and discourage cut-through traffic.

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**Convenience** Pg. 107

**CONVENIENCE**  
Chapter 5

| Strategy        | Policy   | Goal/Description  | Also Supports | Who Adopts?                        | Examples  |
|-----------------|--|---|---------------|------------------------------------|---|
| Bicycle Parking | Require Bike Parking in New Development and Major Remodels   | Require that new commercial and multifamily developments include a specified quantity of short- and long-term bicycle parking.  |               | Local jurisdiction                 | More than 150 local governments including Washington, DC          |
| Bicycle Parking | Require Parking Lots and Garages to Provide Bicycle Parking  | Require existing bicycle parking lots and garages to provide bicycle racks as a condition of renewing their business license.   |               | Local jurisdiction                 | Cleveland, OH; Cincinnati, OH; San Francisco, CA                  |
| Bicycle Parking | Commuter Bicycle Parking in Office Buildings                 | Require building owners to permit employees to bring their bicycles into office buildings.  |               | Local jurisdiction                 | New York, NY; San Francisco, CA                                   |
| Bicycle Parking | Require Large Civic Events to Provide Bicycle Parking        | Require monitored bicycle parking at large civic and sporting events.   |               | Local jurisdiction                 | Alameda, CA; San Francisco, CA                                    |
| Bicycle Parking | Local Government Installation of Bike Parking                | Install bicycle parking racks in existing areas where there is heavy demand for bicycle parking, such as shopping and entertainment districts and near government buildings, libraries, and recreational areas. |               | Local jurisdiction                 | Washington, DC  |
| Bicycle Parking | Support Bicycle Parking through Requiring LEED Certification | Require developers to demonstrate that public buildings earn a sufficient number of points to meet designated LEED certification standards.   |               | Local jurisdiction, State, Federal | Kansas City, MO; Indiana; Department of Health and Human Services |

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**Social Acceptability** Pg. 109

**SOCIAL ACCEPTABILITY**  
Chapter 6

| Strategy                   | Policy  | Goal/Description   | Also Supports | Who Adopts?                                | Examples   |
|----------------------------|---|--|---------------|--|--|
| Drivers and Bicycle Safety | Incorporate Bicycling Safety into Driver Education and Training Courses | Require driver training, testing, and traffic schools to include bicycle safety material, provide for bicycle "rules of the road" questions on written driver's license tests, and require public and private driver training courses to include bicycle and pedestrian traffic safety lesson. | Safety        | State                                      | Minnesota, New Hampshire, Washington                 |
| Drivers and Bicycle Safety | Incorporate Bicycle Safety into Driver Licensing Requirements           | Require drivers' manuals and license tests to include rules on sharing the road safely with bicycles.  | Safety        | State                                      | California   |
| Drivers and Bicycle Safety | Require Bicycle Safety Training for Professional Drivers                | Require ongoing training focused on bicycle and pedestrian safety for professional drivers.  | Safety        | Local jurisdiction                         | San Francisco, CA                                    |
| Drivers and Bicycle Safety | Incorporate Bicycle Safety into Traffic School Curriculum               | Require traffic school curricula to include bicycle safety and road sharing.   | Safety        | State, Local jurisdiction                  | Washington State; Santa Cruz, CA; Marin County, CA   |
| Bike Education in Schools  | Requiring Bicycle Education in Elementary Schools                       | Require elementary schools to expand health and safety or physical education curriculum to teach children about the benefits of bicycling, bicycle safety, and how to bicycle.   |               | State, Local jurisdiction, School district | Clatsop County, OR; Portland, OR; Alameda County, CA |

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# POLL

Have you worked on Complete Streets projects or policies?

1. Yes
2. No



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## What is a complete street?



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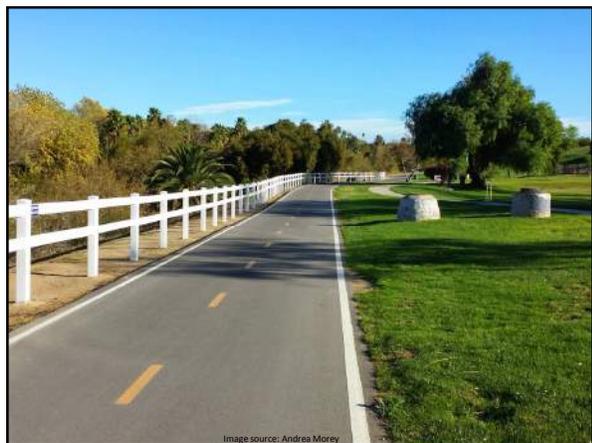
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**WHY SPEED MATTERS**

Field of vision at 15 MPH      Field of vision at 30 to 40 MPH

*A driver's field of vision increases as speed decreases. At lower speeds, drivers can see more of their surroundings and have more time to see and react to potential hazards.*

|   |   |   |
|---|---|---|
| <b>HIT BY A VEHICLE<br/>TRAVELING AT:<br/>20<br/>MPH</b><br><br>9 out of 16 pedestrians survive | <b>HIT BY A VEHICLE<br/>TRAVELING AT:<br/>30<br/>MPH</b><br><br>5 out of 10 pedestrians survive | <b>HIT BY A VEHICLE<br/>TRAVELING AT:<br/>40<br/>MPH</b><br><br>Only 1 out of 10 pedestrians survives |
|---|---|---|

Source: <http://visionanetwork.org/>

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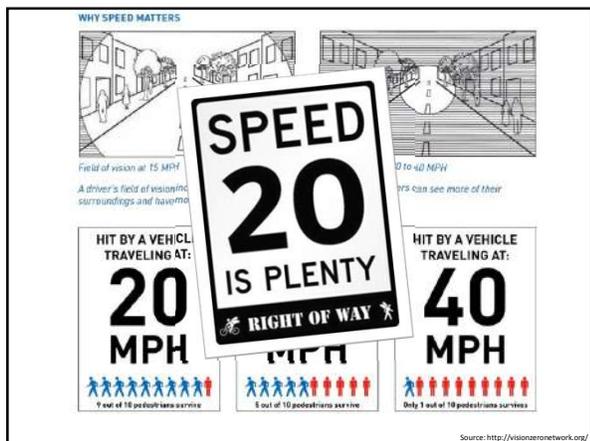
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Image source: Andrea Morey

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“thinking **strategically** about **context** is essential for success”

“There’s really no silver bullet or perfect recipe that works in all communities or all organizations. The **unique characteristics** of a place need to inform how we make decisions and implement Complete Streets.”

(Complete Streets from Policy to Project, Center for Transportation Studies (CTS), University of Minnesota)

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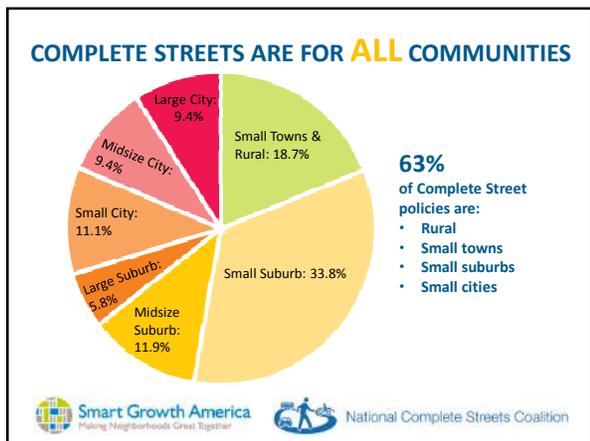
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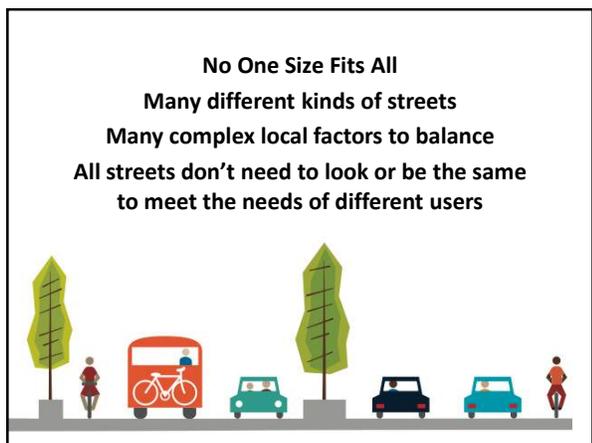
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- Retrofitting streets is expensive – ensure new projects are built right
- Forward looking approach

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**REDUCE REPAIR  
+ MAINTENANCE COSTS**

Road Damage:

1 car = 9,600 bikes



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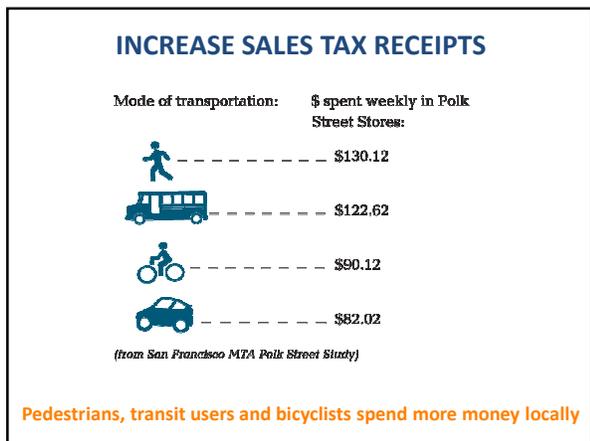
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### INCREASES BENEFITS FOR COSTS

For every \$1 spent on bicycle infrastructure, there is a \$4-5 return on investment

- ✓ Reduced health costs
- ✓ Increase in safety
- ✓ Reduced costs to motorized traffic



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### What is a complete streets policy?



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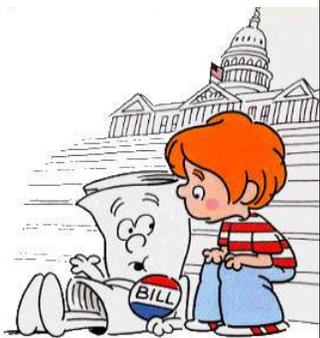
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### WHAT DO WE MEAN BY POLICY?



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### WHAT DO WE MEAN BY POLICY?

A policy is:

- a statement in writing
- binding
- setting out a general approach to be applied broadly



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### WHAT DO WE MEAN BY POLICY?

- Local ordinances
- Zoning language
- Resolutions
- Standards
- School/agency policy language
- Contracts/agreements
- State/federal laws
- Organization/company policies



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**AN IDEAL *Complete Streets* POLICY:**

1. Vision
2. All Users
3. All Projects (new and retrofit)
4. Street Connectivity
5. All Agencies
6. Latest & Best Design Guidelines
7. Local Context & Character
8. Performance Standards
9. Specific Next Steps
10. Exceptions Process

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# POLL

Does California have a state law concerning Complete Streets?

1. Of course we do. We're California!
2. Yeah, but it's kinda weak.
3. Not sure.
4. Nope (but it would be cool if we did).

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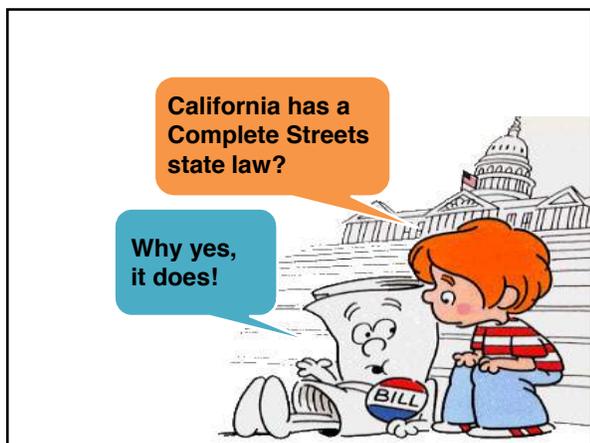
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**California Complete Streets Act**



As of January, 2011, all cities and counties must plan for the development of a balanced, multimodal transportation network that meets the needs of all users.

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**Public Health Rationale**



- Improving public health
- Reducing treatment costs

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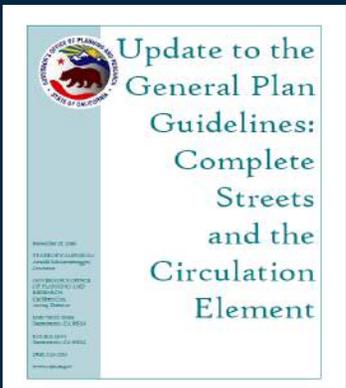
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**Update to the  
General Plan  
Guidelines:  
Complete  
Streets  
and the  
Circulation  
Element**

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**ChangeLab Solutions**  
**COMPLETE STREETS RESOURCES**

[www.changelabsolutions.org](http://www.changelabsolutions.org)

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**POLL**

Which policies are you interested in learning more about? Choose ALL that apply

1. Traffic Calming
2. Bikes & Transit
3. Bike Share
4. Open Streets
5. Complete Streets
6. Other – type in chat box

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**POLL**

Which policies would you like to work on in your community? Choose ALL that apply

1. Traffic Calming
2. Bikes & Transit
3. Bike Share
4. Open Streets
5. Complete Streets
6. Other – type in chat box

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**ChangeLab Solutions**

**Building Bikeable Communities  
Near You!**




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**CURRENT PROJECT:  
COMPLETE STREETS STRATEGY  
FOR SANBAG**

**Highlights**

- Resource List
- Case studies
- Model ordinance
- Model language for General Plans




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**ChangeLab Solutions**

**Guest Speaker:  
David Diaz**




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## Guest Speaker



**David Diaz, MPH**  
day one

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## El Monte Complete Streets

Youth Participatory Action Research  
by El Monte Day One Youth  
Advocates



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## LACDPH Nutrition & Physical Activity Program

### NEOP Internal Programs

Early Childhood  
Retail  
Worksite

### NEOP Subcontractors

Peer to Peer (5)  
Faith Based (5)  
Youth Engagement (5)  
Schools (2)

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## Aligning With SNAP-Ed

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|--|---|
| <p><b>Education</b></p> <p>Direct/indirect nutrition education and physical activity promotion</p> <ul style="list-style-type: none"> <li>• Classes, workshops, youth meetings</li> <li>• Community events</li> </ul> <p>Healthy food and beverage demonstrations</p><br><p><b>SOW Activities</b></p> <ul style="list-style-type: none"> <li>• Fulfill administrative grant requirements per USDA, CDPH, LACDPH</li> <li>• Participate in CX3 assessments, data collection</li> <li>• Participate in RE-AIM and Impact Outcome Evaluation</li> </ul> | <p><b>PSEs</b></p> <p>Engage SNAP-Ed eligible community members to effect change</p> <ul style="list-style-type: none"> <li>• Class participants, youth, parents</li> </ul> <p>Coalition building</p> <p>Develop partnerships to fully implement PSE strategy</p> |
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## Subcontractor Selection

Competitive LACDPH RFP process

Day One awarded funding under the Youth Engagement category

- Demonstrated organizational capacity in RFP application
- Youth-serving organization experienced in recruiting youth advocates and implementing youth driven initiatives
- Strong ties to the community, stakeholders, city officials





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## Existing Initiatives

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| <div style="background-color: #0056b3; color: white; padding: 2px; text-align: center; font-weight: bold; margin-bottom: 5px;">HEAL grant</div> <p>CTG funding, administered by LACDPH PLACE Program in May 2013</p> <p>Regional Bicycle Master Plan for 5 cities in San Gabriel Valley</p> <p>Promote active transportation</p> | <div style="background-color: #0056b3; color: white; padding: 2px; text-align: center; font-weight: bold; margin-bottom: 5px;">NEOP</div> <p>USDA funding, administered by LACDPH Nutrition &amp; Physical Activity Program in November 2013</p> <p>Nutrition education</p> <p>Physical activity promotion</p> <p>PSEs</p> |
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### Key Components to Success

Organizational capacity  
Policy window  
Partnerships




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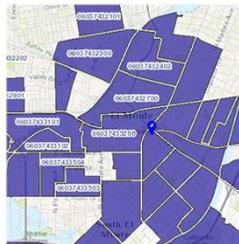
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### El Monte Statistics

28% childhood obesity, 67% adults obese or overweight

212 unhealthy food outlets vs 38 healthy food outlets

Mountain View High School, 96.6% FRPM



- District snapshot
  - El Monte Union High School District: 6 schools, 90.2% FRPM
  - El Monte City School District: 15 schools, 91.5% FRPM
  - Mountain View School District: 13 schools, 95% FRPM

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### Selecting Complete Streets

Youth at Mountain View High School identified active transportation and complete streets for their research project

Youth developed a community survey

- 68% reported that they would bike more often if it were easy and safe.
- 77% reported that they definitely want to see more bike lanes
- 75% reported that they definitely want to see bike safety signs, parks signs, and bike route signs in the community



- BikeSGV conducted manual pedestrian and bicycling counts in the city of El Monte, as well as Street audits
- Collaborative approach to PSE selection in alignment with El Monte Health Element, funded by PLACE

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## Advancing Complete Streets

- Youth led efforts through Youth Participatory Action Research (YPAR)
  - Selected issue to research
  - Conducted research project through video voice project
  - Gathered information & data
  - Analyzed the data
  - Informed, educated & mobilized the community
  - Prepared & conducted presentations to key stakeholders
- Youth promoted the project to the community and peers to network and built relationships



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## Partnerships

- Mountain View High School
- Bike San Gabriel Valley
- Healthy El Monte Coordinating Council
- Local healthcare providers, family resource centers, grocery stores



El Monte Union High School District Board  
El Monte/South El Monte Best Start  
El Monte/South El Monte Chamber of Commerce  
Councilwoman Victoria Martinez

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## Policy Adoption

BikeSGV submitted draft policy language  
Youth led complete streets rally prior to city council meeting  
Youth attended city council meeting  
Youth presented their YPAR video to city council  
Policy unanimously adopted November 25, 2014



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## Next Steps & Sustainability

Implementation

Cycle 2 of ATP funding

Metro's future policy (2016)  
requiring cities to adopt a  
Complete Streets resolution

[Complete Streets YPAR Video](#)



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## Thank You!



David Diaz, MPH  
(626) 229-9750  
david@goDAYONE.org



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## ChangeLab Solutions RESOURCES



[www.changelabsolutions.org](http://www.changelabsolutions.org)

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# QUESTIONS?



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ChangeLab Solutions is a non-partisan, nonprofit organization that educates and informs the public through objective, non-partisan analysis, study, and/or research. The primary purpose of this discussion is to address legal and/or policy options to improve public health. There is no intent to reflect a view on specific legislation.

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## ChangeLab Solutions

*Thank you!*

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[dohm@changelabsolutions.org](mailto:dohm@changelabsolutions.org)



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