

**ChangeLab Solutions**



**Building Bikeable Communities**



*Recorded on  
April 28, 2015*

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**Sponsored by:**



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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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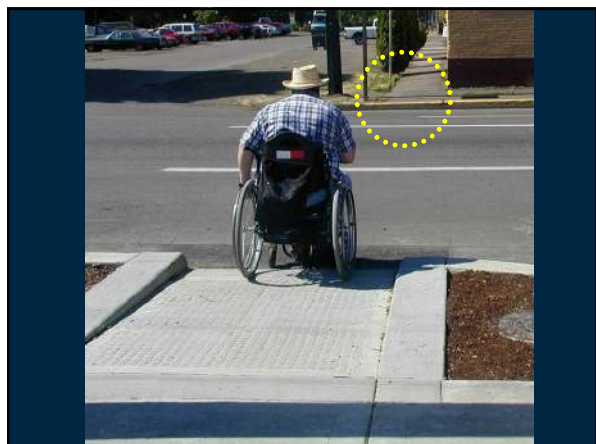
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Image from Donald Appleyard  
*Livable Streets*. University of California Press. 1981

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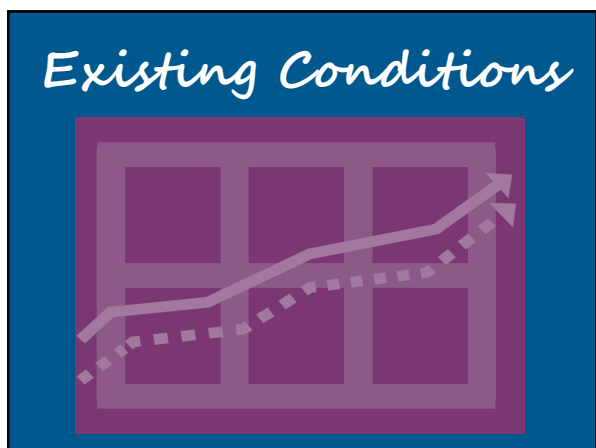
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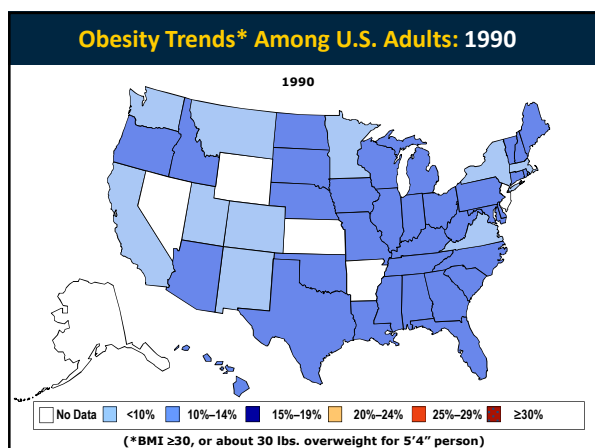
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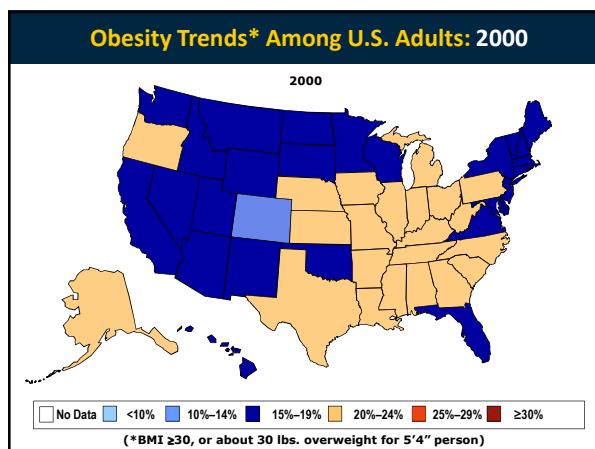
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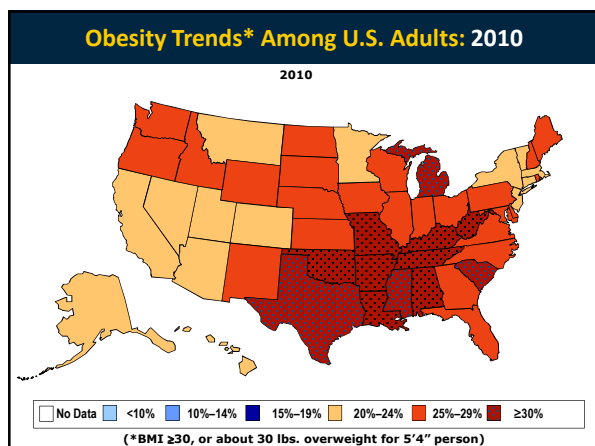
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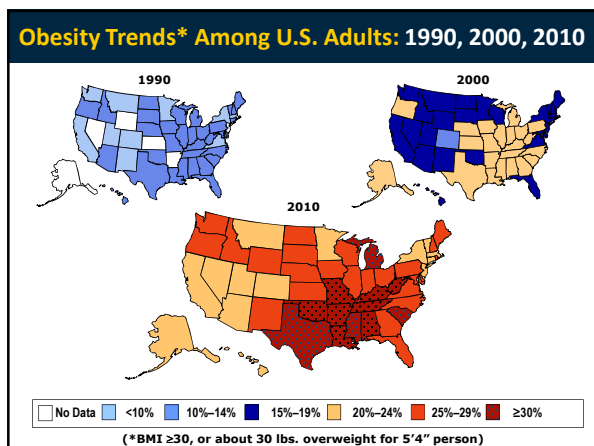
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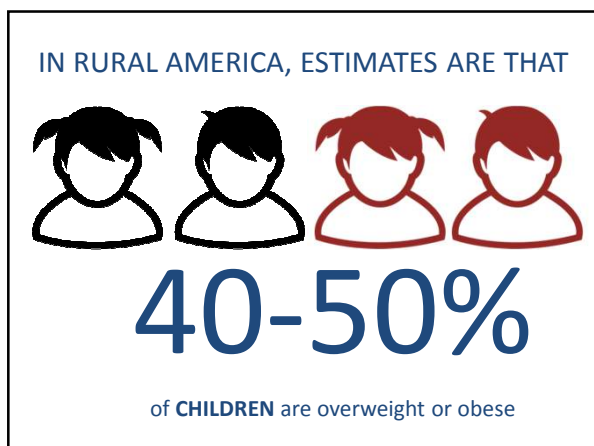
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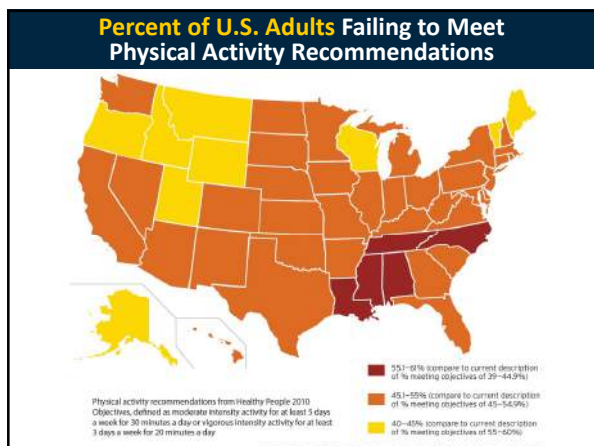
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Why are *streets* important to *our* health?

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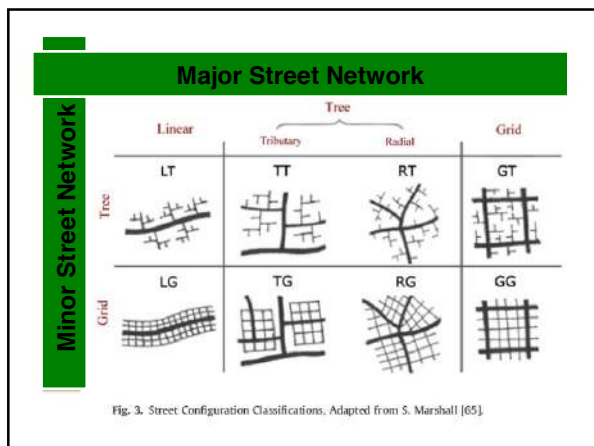
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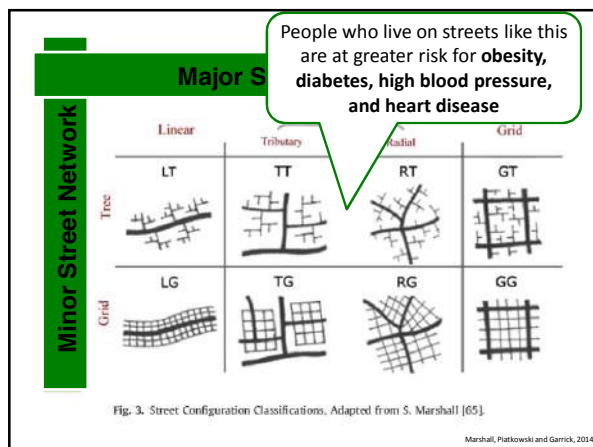
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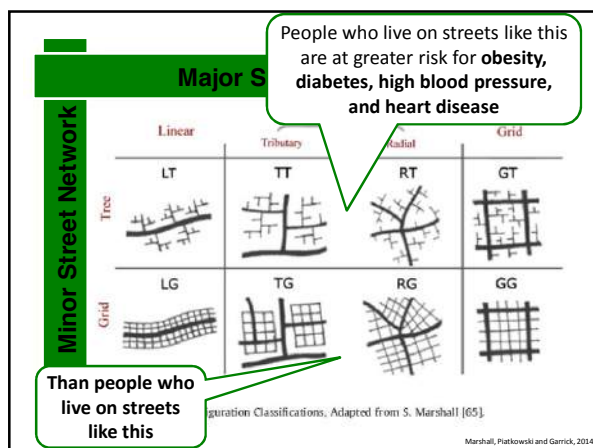
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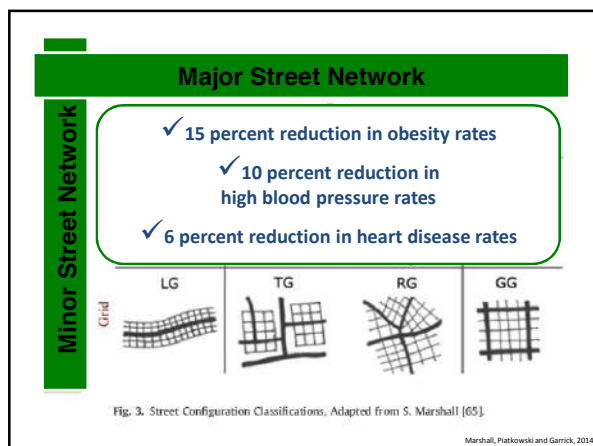
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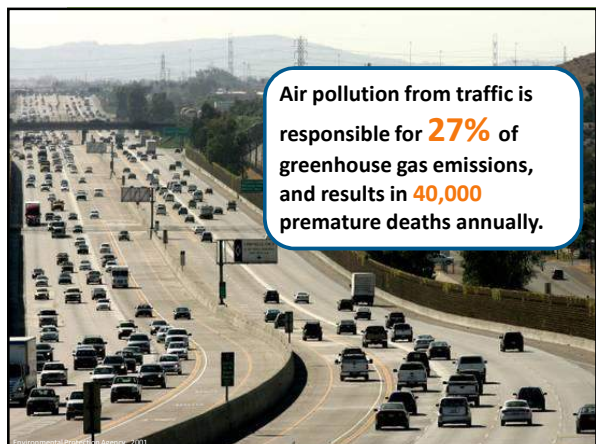
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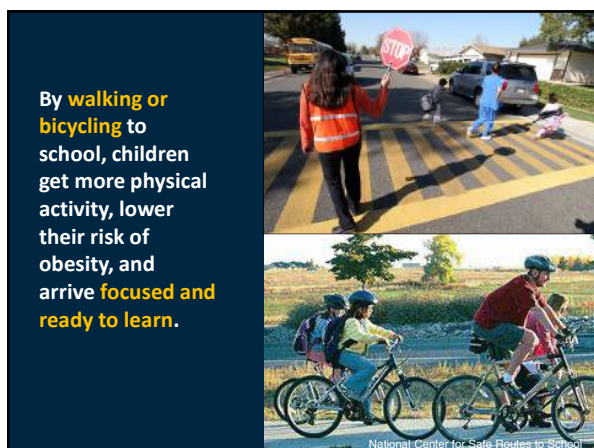
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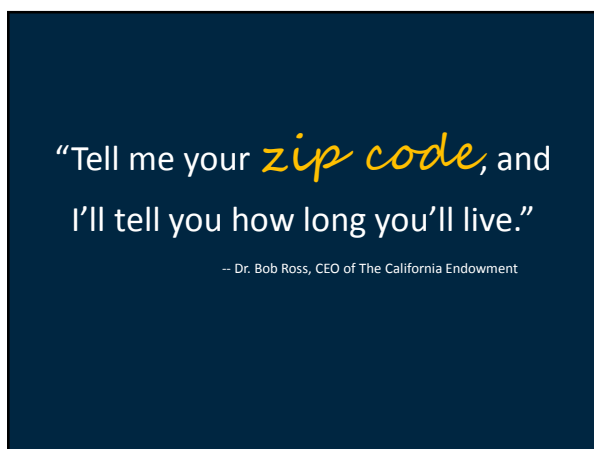
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## POLL

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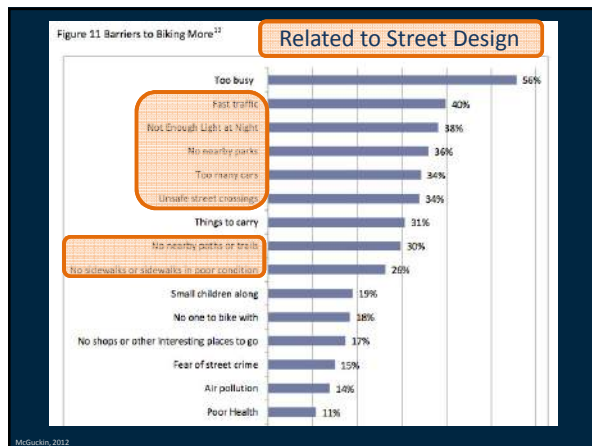
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So, what are the ingredients to building *bikeable* communities?



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**ChangeLab Solutions**

## Four Requirements for Bikeable Communities



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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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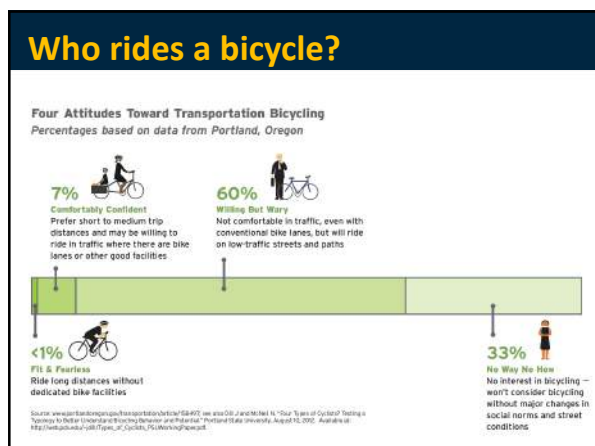
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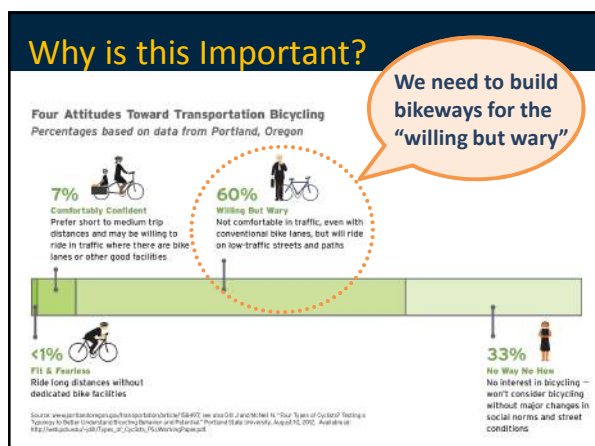
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## Safety

Pg. 105

### SAFETY Chapter 4

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 diets,		Local jurisdiction	San Antonio, TX



## 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 likely 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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## Bicycle Racks on Buses

### Community Example

Imperial Valley



## Access

Pg. 110

### INCREASED ACCESS

#### Chapter 7

Strategy	Policy	Goal/Description	Also Supports	Who Adopts?	Examples
Increased Access to Bicycles	Bike Share	Provide bicycles for short trips at strategic locations around town.	Convenience	Local jurisdiction	Capital Bike Share, Washington, DC; B-Boulder, Denver, CO; Deco Bike, Miami Beach, FL
Increased Access to Bicycles	Bike fleets for Government Employees	Require local agencies to provide bike fleets for employees whose duties require short distance travel.	Convenience	Federal, State, Local jurisdiction	National Park Service Red Bike Program, Glacier National Park; B-Cycle Employer Bicycle, Washington, DC; Department of Energy Argonne National Laboratory Bike Share program, IL; City of Berkeley, CA
Increased Access to Bicycles	Encourage Private Employers to Provide Bike Fleets	Use tax credits or other incentives to encourage private employers to create bike fleets or to subsidize bicycle purchases for employees who want to use bicycles for work trips.	Convenience	Local jurisdiction	Chicago, IL; Long Beach, Santa Barbara, Oakland, Berkeley, Claremont, Costa, CA; St. Louis, MO; Washington, DC
Increased Access to Bicycles	Bike Distribution and Maintenance	Sponsor bike redistribution programs that facilitate the transfer of abandoned or donated bicycles to residents, especially youth, who lack funds to purchase a bicycle.		Local jurisdiction	Adopt a Bike, Hill Town Board, NYC; San Francisco, CA




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Social Acceptability					
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	Require 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	Olmstead County, MN; 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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**WHY SPEED MATTERS**

Field of vision at 15 MPH

Field of vision at 38 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.*

**HIT BY A VEHICLE  
TRAVELING AT:**

**20  
MPH**

9 out of 10 pedestrians survive

**HIT BY A VEHICLE  
TRAVELING AT:**

**30  
MPH**

6 out of 10 pedestrians survive

**HIT BY A VEHICLE  
TRAVELING AT:**

**40  
MPH**

Only 1 out of 10 pedestrians survive

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

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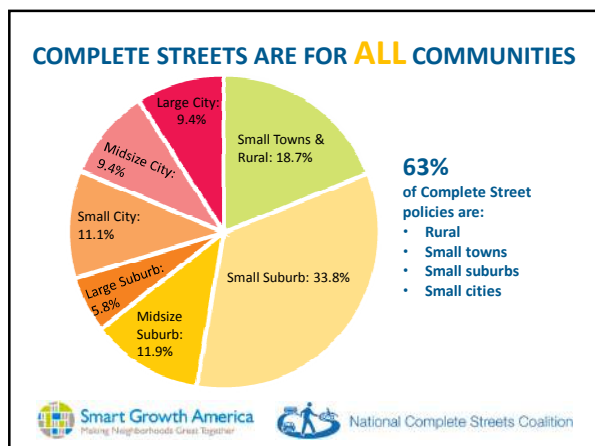
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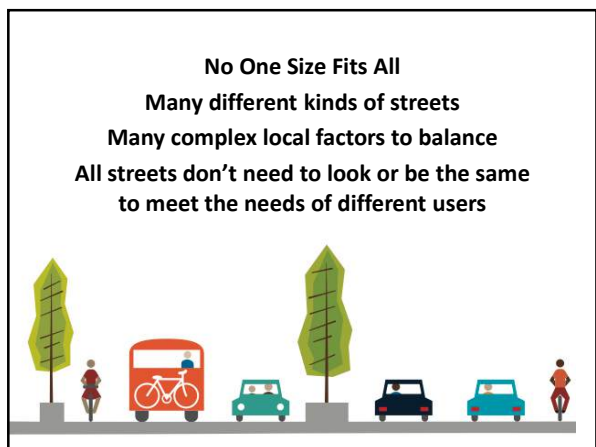
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- Retrofitting streets is expensive – ensure new projects are built right
- Forward looking approach

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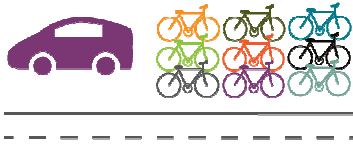
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**REDUCE REPAIR  
+ MAINTENANCE COSTS**

Road Damage:

1 car = 9,600 bikes




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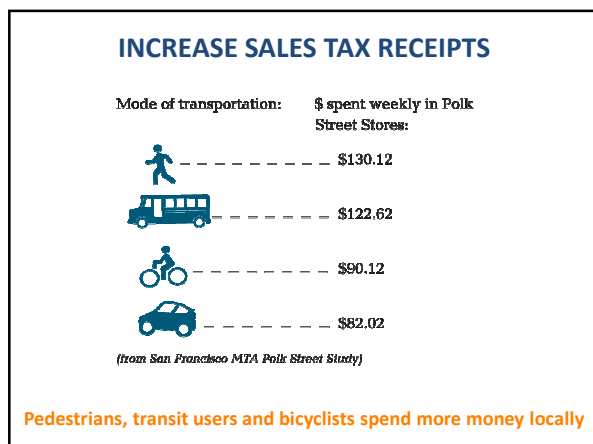
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### INCREASES BENEFITS FOR COSTS

**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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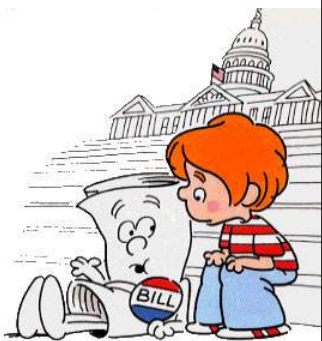
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### WHAT DO WE MEAN BY POLICY?




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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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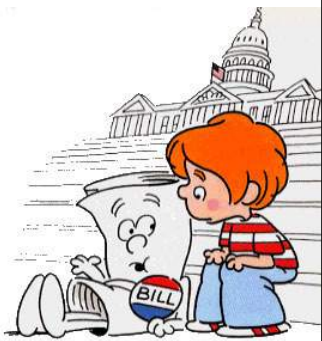
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### WHAT DO WE MEAN BY POLICY?

- 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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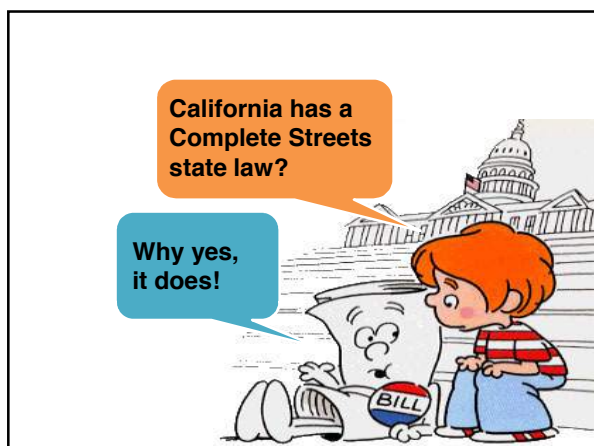
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## California Complete Streets Act

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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## 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

### Education

Direct/indirect nutrition education and physical activity promotion

- Classes, workshops, youth meetings
- Community events

Healthy food and beverage demonstrations

### PSEs

Engage SNAP-Ed eligible community members to effect change

- Class participants, youth, parents

Coalition building

Develop partnerships to fully implement PSE strategy

### SOW Activities

- Fulfill administrative grant requirements per USDA, CDPH, LACDPH
- Participate in CX3 assessments, data collection
- Participate in RE-AIM and Impact Outcome Evaluation

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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

### HEAL grant

CTG funding, administered by LACDPH PLACE Program in May 2013

Regional Bicycle Master Plan for 5 cities in San Gabriel Valley  
Promote active transportation

### NEOP

USDA funding, administered by LACDPH Nutrition & Physical Activity Program in November 2013

Nutrition education  
Physical activity promotion  
PSEs

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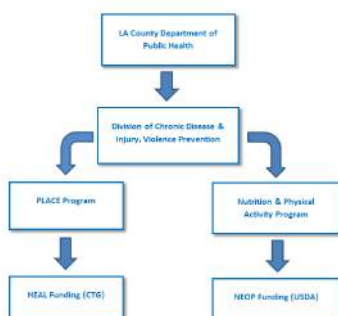
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### Key Components to Success

Organizational capacity  
Policy window  
Partnerships



### 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

### 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



## 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!



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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**

*Thank you!*

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