



Board Report

File #: 2018-0410, File Type: Program

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 19, 2018

SUBJECT: OPEN STREETS GRANT PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AWARDING \$4 million to 15 new Open Streets events scheduled through December 2020 (Attachment B-1);
- B. REPROGRAMMING \$447,000 from two cancellations of Open Street Cycle Two events, Meet the Hollywoods and Burbank on the Boulevard, towards Cycle Three; and
- C. AMENDING the award amount of the lowest scored event application (Paramount & Bellflower Open Streets Neighborhood Connectivity Event) to \$161,000 per Cycle Three Application and Guidelines (Attachment C).

ISSUE

In September 2013 the Metro Board approved the Open Streets Competitive Grant Program framework to fund a series of regional car-free events in response to the June 2013 Board Motion 72. The approved framework includes the following:

- An annual allocation up to \$2 million.
- Competitive process and program.
- Technical process to collect data and evaluate the events.

In March 2018 The Metro Board approved initiation of Cycle Three of the Open Streets Grant Program (Attachment C). Per a Director Fasana and Garcetti motion the maximum funding ceiling per event was increased to \$500,000 and the funding ceiling per jurisdiction was removed. The Cycle Three recommendation includes funding for 15 new events and supplemental programmatic elements, for a total of \$4 million over 2 calendar years. This funding recommendation is within the approved framework of an annual allocation of up to \$2 million. Board approval is necessary to program the funds to 15 Cycle Three events and reprogram two (2) canceled Cycle Two events.

BACKGROUND

Open Street events are one-day occurrences funded by grants that close public streets to automobile traffic and open them for bicyclist and pedestrians to provide opportunities to experience walking, riding a bike, and riding transit possibly for the first time. In addition the program encourages future mode shift to walking, bicycling and public transportation, and promotes civic engagement to foster the development of multi-modal policies and infrastructure at the local level.

Open Streets Cycle One and Two Summary

Staff created a comprehensive framework and competitive grant process to solicit and evaluate applications for Open Street events throughout Los Angeles County.

At the June 2014 meeting, the Board awarded \$3.7 million to 12 jurisdictions for Cycle One of the Open Streets Grant Program. At the September 2016 meeting, the Board awarded \$4.14 million to 17 jurisdictions for Cycle Two. To date 23 events awarded funding in Cycle One and Cycle Two have been completed totaling nearly 150 miles of streets across 28 separate jurisdictions. By December 2018, 3 additional events in 5 jurisdictions covering more than 13 additional miles of car-free streets are expected to be delivered. Attendance from Cycle One events estimated at 459,000 people, and tabulation of Cycle Two attendance data is ongoing.

The Burbank on the Boulevard and Meet the Hollywoods events were cancelled at the request of the cities due to financial constraints. Staff recommends the \$447,000 grant award for these cancelled Cycle Two events to be reprogrammed in Cycle Three.

Open Streets Evaluation

Staff released a Request for Proposals Package (RFP) in the spring of 2016 seeking the professional services of a contractor to conduct an in-depth evaluation of the 11 implemented Cycle One events utilizing grantee's post-implementation reports, transit TAP data and other sources. The contractor will all also include an appendix of standardized data that the contractor collects at the Cycle Two events. The goal of the Evaluation Study is to determine the effectiveness of the program at providing opportunities for walking, riding transit and riding a bike on a city street, possibly for the first time; encouraging future mode-shift to more sustainable forms of transportation; and promoting civic engagement to foster the development of multi-modal policies and infrastructure at the local level. The initial event data shows the following:

- Similar to other large community events, Metro Rail system ridership increased by an average of 8% on the day of events compared to the average for non-event weekend day days during the previous month.
- Sales of new TAP Cards increased an average of 11% at Metro Rail system stations on the day of events which indicated introduction of new riders to experience riding Metro.
- 29% of Open Street participants arrive by bike, 18% by transit and 7% on foot, compared to

1%, 7% and 3% respectively for regular LA County travel.

- According to consultant's survey result 62% of participants attending an event for the first time report that they ride a bike regularly; whereas 80% of participants attending an event for the second time or more report that they ride a bike regularly.

Overall, the evaluation of Cycle One has shown that Open Street events provide opportunities for using non-automobile forms of transportation, attract new riders to experience the Metro system, and positively impact travel behavior of Los Angeles County residents on the day of events. However further evaluation is needed in order to determine whether the events have a lasting impact on travel behavior and meet the Board goals as listed above. The task can be completed by looking back at the impact that past events completed during Cycles One and Two created on travel behavior and infrastructure development. In addition, the assessment should also look forward at the impact of events during Cycle Three via the standardized data collection template discussed below. The final results of the Evaluation Study of Cycle One and appendix of data for Cycle Two will be delivered upon completion of Cycle Two events in December 2018.

DISCUSSION

Open Streets Cycle Three

Outreach

Following Board approval, staff conducted extensive outreach, presenting the program to the Councils of Governments (COG), the Technical Advisory Committee (TAC) and the Streets and Freeways Subcommittee. Staff released the Open Streets Grant Application online on April 11, 2018 and subsequently hosted an Open Streets Program Workshop on May 8, 2018. The workshop featured speakers from across the region that have implemented Open Street events sharing guidance on how to plan and implement an event and Metro staff providing instructions on how to apply for grant funding. Over 100 people representing cities and agencies across the Los Angeles region were in attendance at the events that Metro attended and hosted.

Application Review and Recommendation

Event applications have become more standardized in length and scope as the program has matured. Additional scoring criteria were added to applications for innovative scope, multi-jurisdictional events, and routes in disadvantaged communities as determined by the CalEnviroScreen Score. Separate criteria were added for new and existing applicants. The application evaluation was conducted by an internal and external technical team with experience in multi-modal transportation, including representatives from Metro Planning and Operations and the Southern California Association of Governments. The events were evaluated based on their ability to meet the project feasibility and route setting guidelines approved by the Board that stressed readiness, partnership expertise and connections to transit and existing active transportation infrastructure.

A total of 26 project applications were received on June 8, 2018 that included a total of \$7.2 million of

funding requests. Of the 26 applications received, 15 were for routes along disadvantaged communities, and 9 applications received were for multi-jurisdictional events. All of the 26 applications submitted received passing scores and the top 15 are recommended based on funding allocation (Attachment B-1). The total recommended events account for \$4.528 million of funding requests. We recommend that the top 14 applicants receive their full funding request, and that the 15th applicant receive an amended reduced award in order to use all available funding including funds reprogrammed from the two cancelled Cycle Two events. These recommended events are regionally diverse (Attachment B-2), connected to transit stations, regional bikeways and major activity centers.

Cycle Three includes 2 years of Open Street programming, with the first event being proposed for winter/spring 2019 and the final event being proposed for fall/winter 2020. The 2-year timeline will allow for the staging of events within the December 2020 deadline and ensure that events will maximize attendance and regional participation by not being held on consecutive dates.

Staff will utilize funds from the FY 18/19, 19/20 and 20/21 budget allocation to cover expenses for Metro Rail Operations, Marketing and Community Relations support for Open Streets events through December 2020. Operations are required to support the events with increased rail supervisors at grade crossings, at stations for crowd control, and to provide a bus and operator for community outreach on the day of events. Community Relations and Marketing is needed for day-of-event support, management and procurement of marketing materials, transport of marketing and outreach goods, staff training and TAP outreach and sales.

Cycle Three Evaluation

During Cycle Three, jurisdictions will be provided with a standardized data collection template developed by the Cycle One and Two Evaluation Study contractor. Additional reporting criteria will be added to the MOU and standardized data collection template to better evaluate the progress of the program toward achieving the objectives of the program goals presented in Board Motion 72 including providing post-implementation reports that include plans for new active transportation infrastructure and what the jurisdictions will do to increase bicycle and pedestrian mode shares post event.

DETERMINATION OF SAFETY IMPACT

The Open Streets Grant Program Cycle Three will not have any adverse safety impacts on our employees and patrons.

FINANCIAL IMPACT

The funding of \$2 million for the first year of the program is included in the FY 18/19 budget in cost center number 4320, under project number 410077, Open Street Grant Program. We expect \$2 million to cover anticipated invoices for events (including Cycle Two and Three) in this fiscal year. Since this is a multi-year program, the cost center manager and Chief Planning Officer will be responsible for budget the costs in future years.

Impact to Budget

A local funding source, Proposition C 25%, will be utilized for Open Streets. These funds are not eligible for Bus and Rail Operating and Capital expenses. Proposition C 25% funds are eligible for transportation system management/demand management (TSM/TDM) programs such as Open Streets events. SCAG identifies Open Street Events as Transportation System Management / Transportation Demand Management (TSM/TDM) programs in the 2012 RTP Congestion Management Appendix in the section titled Congestion Management Toolbox - Motor Vehicle Restriction Zones. Should other eligible funding sources become available, they may be used in place of the identified funds.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro Open Streets Cycle Three aligns well with Strategic Plan Goal 3. By introducing local communities and stakeholders to the value of car-free and car-light mobility and providing opportunities to experience this mobility first hand and possibly for the first time, Metro is leveraging its investment through the Open Streets Grant Program to promote the development of communities that are not reliant on personal automobile. Metro outreach participation in Open Streets events, many of which are in disadvantaged communities, provides opportunities for Metro staff to discuss and answer questions about ongoing and planned initiatives with community members in the communities where they live.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the recommended funding of Cycle Three of the Open Streets Grant Program. This alternative is not recommended as it is not in line with the June Board Motion 72 establishing the Metro Open Streets Grant Program.

NEXT STEPS

Upon approval, staff will notify project sponsors of the final funding award and proceed to initiate Memorandum of Understanding (MOU).

Staff will also follow up with grantees on post event implementation, per the Cycle Three evaluation requirements, which include enhancement efforts to invest on bicycle and pedestrian infrastructure and promoting public transportation mode shift.

ATTACHMENTS

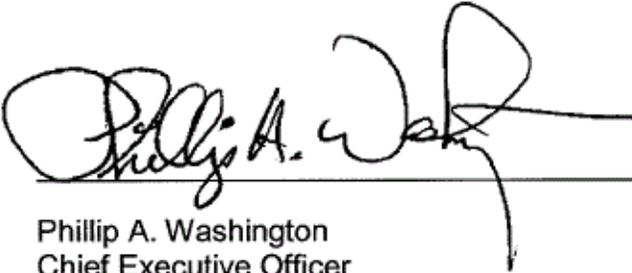
- Attachment A - June 2013 Metro Board Motion 72
- Attachment B-1 - Open Streets Cycle Three Scoring and Funding Recommendations
- Attachment B-2 - Open Streets Cycle Three Recommended Events (Map)
- Attachment C - Open Streets Cycle Three Application Package & Guidelines

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Phillip A. Washington
Chief Executive Officer

**MOTION BY
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Planning and Programming Committee
June 19, 2013

Los Angeles County “Open Streets” Program

Across the nation, cities have begun hosting “open streets” events, which seek to close down streets to vehicular traffic so that residents can gather, exercise, and participate in pedestrian, bicycling, skating and other related activities.

These events are modeled after the “*Ciclovias*” started in Bogota, Colombia over thirty years ago in response to congestion and pollution in the city.

In 2010, Los Angeles held its first “open streets” event, called CicLAvia.

After six very successful events, CicLAvia has become a signature event for the Los Angeles region.

With over 100,000 in attendance at each event, CicLAvia continues to successfully bring participants of all demographics out to the streets.

This event offers LA County residents an opportunity to experience active transportation in a safe and more protected environment, and familiarizes them with MTA transit options and destinations along routes that can be accessed without an automobile.

The event also takes thousands of cars off the streets, thereby decreasing carbon emissions.

Bicycling, as a mode share, has increased dramatically within LA County in the last years, boosted largely by the awareness brought about by these “open streets” programs.

Over the past decade, LA County has seen a 90% increase in all bicycle trips.

CONTINUED

In response to this growing demand, many local jurisdictions have begun implementing robust bike infrastructure and operational programs that enhance the safety and convenience of bicycling as a mode of travel.

Seeing the success of CicLAvia in Los Angeles, these jurisdictions have expressed a desire to pursue their own “open streets” events to increase awareness for active transportation and reduced reliance on the private automobile.

MTA should partner alongside a regional “open streets” type program in order to coordinate, assist, and promote transit related options.

These events will become a significant contributor to MTA’s overall strategy to increase mobility and expand multi-modal infrastructure throughout the region.

They will also promote first-mile/last-mile solutions and fulfill the Sustainable Communities Strategy Plan, as proposed by the Southern California Association of Governments.

WE THEREFORE MOVE THAT the MTA Board of Directors direct the CEO to use the following framework in order to create an “open streets” program:

1. Identify an eligible source of funds to allocate annually up to \$2 million to support the planning, coordination, promotion and other related organizational costs.
2. Report back at the September 2013 Board meeting a recommended competitive process and program, working with the County Council of Governments and other interested cities, to implement and fund a series of regional “open streets” events throughout Los Angeles County.
3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

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Open Streets Cycle Three Scoring and Funding Recommendations

	Date	Event Title	Applicant	Grant Request	Award Amount	Length Miles	Average Score	Disadvant- aged	Multijuris- dictional
1	November 8, 2020	626 Golden Streets ArroyoFest	South Pasadena	\$420,000	\$420,000	7	90.5		X
2	May 19, 2019	626 Golden Streets Mission to Mission	South Pasadena	\$332,000	\$332,000	5	88.3		X
3	August 11, 2019	CicLAvia: Meet the Hollywoods	West Hollywood	\$500,000	\$500,000	6.5	84.5	X	X
4	March 3, 2019	CicLAvia: Culver City and Palms	Culver City	\$300,000	\$300,000	5.5	82.5		X
5	October 11, 2020	CicLAvia: Heart of LA 2020	Los Angeles	\$300,000	\$300,000	8.25	80.8	X	X
6	October 26, 2019	626 Golden Streets SGV Streets and Treats	SGVCOG	\$170,000	\$170,000	4.5	80.8	X	X
7	February 23, 2020	CicLAvia: South LA - Space Shuttle Endeavour Route	Los Angeles	\$335,000	\$335,000	5.5	80.3	X	
8	November 2, 2019	San Fernando Street Festival - Nocturnal Ride	San Fernando	\$144,000	\$144,000	4.01	80.3	X	
9	April 5, 2020	CicLAvia to the Sea	Los Angeles	\$300,000	\$300,000	9	79.3		
10	October 6, 2019	CicLAvia: Heart of LA 2019	Los Angeles	\$300,000	\$300,000	6	79.0	X	
11	December 2, 2020	CicLAvia: South LA/Watts	Los Angeles	\$335,000	\$335,000	5.8	78.8	X	
12	April 19, 2020	Heart of the Foothills	San Dimas	\$350,000	\$350,000	4.7	78.3	X	X
13	March 30, 2019	Beach Streets West	Long Beach	\$200,000	\$200,000	2.2	78.0	X	
14	August 16, 2020	CicLAvia: Northeast LA	Los Angeles	\$300,000	\$300,000	5.5	78.0		
15	June 1, 2019	Paramount & Bellflower Open Streets Neighborhood Connectivity Event	Paramount	\$242,000	\$161,000	5.5	78.0	X	X
16	October 13, 2019	Downey Ride & Stride	Downey	\$129,361	\$0	4.96	76.8	X	
17	April 21, 2019	CicLAvia: Glendale Meets Atwater Village	Glendale	\$264,800	\$0	3.5	76.8	X	X
18	March 21, 2020	Beach Streets Downtown	Long Beach	\$216,000	\$0	4	76.3		
19	December 2, 2019	CicLAvia: West Valley	Los Angeles	\$335,000	\$0	8	76.3		
20	May 2, 2020	NorWALK, Run, Bike and Play Open Streets Event	Norwalk	\$152,640	\$0	4.24	76.3	X	
21	June 14, 2020	CicLAvia: Iconic Wilshire Blvd	Los Angeles	\$300,000	\$0	3.5	74.8	X	
22	September 29, 2019	COAST - City of Santa Monica's Open Streets Event 2019	Santa Monica	\$300,000	\$0	2.06	72.0		
23	September 27, 2020	COAST - City of Santa Monica's Open Streets Event 2020	Santa Monica	\$300,000	\$0	2.06	71.8		
24	September 15, 2019	Beach Streets University	Long Beach	\$216,000	\$0	4.1	71.0		
25	May 30, 2020	Beach Streets Midtown	Long Beach	\$200,000	\$0	2.5	70.0		
26	June 30, 2019	CicLAvia: Wilmington	Los Angeles	\$255,000	\$0	2.5	70.0	X	

15 events in 18 cities

67% in disadvantaged communities

53% multijurisdictional

Total Grant Request	\$7,196,801
Less scores under funding limit	\$2,668,801
=	\$4,528,000

126.38	% All App	57.7%	34.6%
41.42	% Award	66.7%	53.3%
84.96			

Funding Cap	\$4,000,000
Reprogrammed Cycle Two Funds	\$447,000
Total Cycle Amount	\$4,447,000

** Per Cycle Two App and Guidelines Lapsing Policy

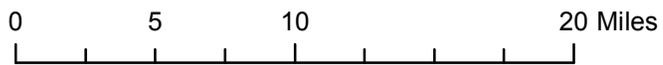
Paramount's award reduction	\$81,000
Final Paramount award	\$161,000

* Per Cycle Three App and Guidelines Funding Section

Open Streets Cycle Three Recommended Events



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community




Metro

 Los Angeles County
 Metropolitan Transportation Authority

 One Gateway Plaza
 Los Angeles, CA 90012-2952

 213.922.2000 Tel
 metro.net

Open Streets Cycle Three Application Package & Guidelines

All fields are required for application submission unless noted.

Program Guidelines

Program Objectives

Open Streets are events which temporarily close the streets to automobiles and open them up to people to re-imagine their streets while walking, biking, rollerblading or pushing a stroller in a car-free environment. The goals of the program are to encourage sustainable modes of transportation (biking, walking and transit), provide an opportunity to take transit for the first time, and provide an opportunity for civic engagement that can foster the development of a city's multi-modal policies.

Eligibility

Applicants must be a city/county/council of government office within Los Angeles County. Funding may be distributed to more than one event per city/jurisdiction until the city/jurisdiction maximum funding allocation is reached. Applicants shall rank applications in order of priority with 1 being the most important, 2 being the second most important, etc.

Funding

There is up to \$4 million available for grants for the Open Streets Grant Cycle Three. There are no minimum funding guarantees per applicant jurisdiction or event. Any city/jurisdiction, or a combined multi-jurisdictional team, can apply for a maximum of \$500,000 per a single event. Any agreement on funding distributions among jurisdictions participating in a multijurisdictional event must be negotiated directly between the applicant and all other jurisdictions that are participating in the event. There is no guarantee that applicant will receive full funding request. If grant applicant is unable to accept amended award amount and commit to produce the event as scoped, award will be available to next highest scored application. Funds will be available starting in January 2019, pending Metro Board approval and events must be staged by December 31, 2020. Funding sources may be federal and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

Scoring

Project will be evaluated on the following criteria on a 100 point score. An event must receive a minimum of 70 points to be eligible for funding.

General Event Information – 10 points

Project Feasibility – 25 points

Proposed partnerships and demonstration of potential for event success*	10
Event readiness (Funds will be required to be expended by December 31, 2020)	4
Agency's existing active transportation programs and policies	4
Community support	4

Matching funds committed	3
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* Partners may include but are not limited to COGs, community groups, event producers and non-profits. Previous grantees must demonstrate success with previous events and lessons learned. New applicants must demonstrate that they have the capacity to produce an Open Street event.

Route Setting – 35 points

Route is innovative (Examples include evening events, events that encourage increased retail/stakeholder participation, and events that deviate from previous LA County Open Street events)	5
Event cost per mile and value of connections to destinations along the route	5
Proximity and access to commercial and retail corridors	5
Connections to cultural, architectural, historical and/or important destinations in the community	4
Route includes disadvantaged communities*	4
Route is along or intersects with existing bicycle infrastructure**	3
Activities for pedestrians (e.g. dance classes, yoga, concessions, information booths)	3
Topography - The route minimizes hilly terrain***	3
Route length (industry standards recommend a minimum of between 4 and 6 miles in length)	3

*Based on average of 70th percentile CalEnviroScreen Score for census tracts directly adjacent to the proposed route (<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>)

**Will the route be on or intersect any existing bicycle infrastructure? Will the route encourage first time riders to modify their travel behavior in the future?

*** As an example see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle

Transit and Community Connectivity - 30 points

Route includes multiple jurisdictions	10
Ability to attract participants from surrounding and countywide jurisdictions	5
Accessibility to Metro Rail	5
Connections between multiple central business districts or retail corridors	5
Applicant jurisdiction has not had a previous Open Street event in their community	5

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an event. Funding may be used for any operational or capital cost associated with the day-of event excluding activation/routing held off street unless approved in writing by the Open Streets Grant Program Manager. Funding may not be used for alcohol related activities. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Scope and event day changes shall be handled administratively and be approved by Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding.

Data Collection and Reporting Requirements

Grantee shall collect data using Metro's selected data collection methodology and survey instrument as provided by the Metro's Open Street Evaluation Study contractor. Data should be provided to Metro in a post implementation report no later than three months after the event is executed. Metro will withhold ten percent (10%) of eligible expenditures per invoice as retainage. Metro will release retainage after Metro has evaluated Grantee's post implementation report and data collection performance

according to the criteria specified by Metro and its Evaluation Study contractor. Data collection will include at a minimum but not be limited to: participation counts of pedestrians and cyclists along the route; transportation use data and counts of individuals exiting Metro Rail Stations with bicycles where applicable; personal anecdotes, and economic impact on local retailers.

General and Administrative Conditions Lapsing Policy

Open Streets Cycle Three events must be staged by December 31, 2020 and funds not expended within this time will lapse. Lapsed funding will go towards the next grant cycle of the Open Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle -- however their requests will be prioritized after new applicants and previously successful applicants.

Grant Agreement

Each awarded applicant must execute a grant agreement with Metro. The agreement will include the event scope and a financial plan reflecting the grant amount, event partners and the local match. Funding will be disbursed on a reimbursement basis subject to satisfactory compliance with the original application cost and schedule as demonstrated in a quarterly report supported by a detailed invoice showing the staff and hours billed to the project, any consultant hours, etc. Final scheduled payment will be withheld until the event is staged and approved by Metro and all post implementation requirements have been satisfied.

Audits and Event Scheduling

All grant programs may be audited for conformance to their original application. Metro shall review event schedule and final date of the event to ensure regional and scheduling distribution. At Metro's Program Manager's request events may be rescheduled to avoid overlapping events.

Application

General Information

1. City/Government Agency Name:
2. Project Manager Name:
3. Project Manager Title and Department:
4. Project Manager Phone Number:
5. Project Manager E-mail Address:
6. City Manager Name:
7. City Manager Phone Number:
8. City Manager E-mail Address:

General Open Street Event Information

9. Open Street Event Name

(Example: Sunnyside Sunday Parkways Open Street Event.)

Maximum Allowed: 150 characters.

10. Event Description

(Example: Main Street, Flower Street, Spring Street, 7th

Street, 1st Street and Broadway Avenue in downtown Sunnyside will be closed to cars from downtown to Mid-Town to invite people on foot and on bikes to rediscover the streets of their community in a car-free environment. Local retailers and restaurants will be invited to expand their operation in to the street. A health fair, yoga in the street, booths from local community organizations, and an art show will be included in the route.)

Maximum Allowed: 500 characters.

11. Estimated Route Length (in miles):

Maximum Allowed: 4 digits.

12. Estimated Number of Signalized Intersections:

Maximum Allowed: 3 digits

13. Attach a map of the proposed route including a clear demarcation of event bounds by street name. A digital map made in Google maps or ArcGIS is preferred

14. Describe the pavement quality along the route and any considerations that will be made for poor quality pavement.

Maximum Allowed: 150 characters.

15. Does the event route cross any freeway on or off ramps? (Y/N)

If "YES" for Question 15

15A. How many freeway crossings exist along the proposed route and what are their locations? (NOTE: Additional coordination with CalTrans will be required for each freeway ramp crossing at the cost of grantee).

Maximum Allowed: 150 characters

16. Does the event include rail grade crossings? (Y/N)

If "YES" for Question 16

16A. How many grade crossing exist along the proposed route and what are their locations? (NOTE: Additional staff resources will be required for each grade crossing at the cost of grantee).

Maximum Allowed: 150 characters

17. Municipal and private motorized vehicles are prohibited from the route for the entirety of the event. List how your jurisdiction will monitor the route without motorized vehicles; what measures will be taken to ensure that vehicles do not enter the route, and any other safety measures that will be taken.

Maximum Allowed: 300 characters

Project Feasibility

18. Estimated Month & Year of Event (Funds will be available starting in January 2019, pending Metro Board approval. Event must be staged by December 31, 2020)

Maximum Allowed: 6 digits

19. Does your City's General Plan or other planning program support open street events and/or active transportation?

(Examples include: adopted a Complete Streets Policy or Updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, Developing or implementing Bike Share Programs, adopted Climate Action Plans, and Implementation of Parking Management Programs to encourage more efficient use of parking resources)

Maximum Allowed: 500 characters

20. Would your jurisdiction be amenable to reduced scope or route length? (Y/N)

Demonstration of Event Success

21. Does your city plan to partner with any non-profits, event production companies and other community partners to assist in event implementation and planning? (Y/N)

If "YES" for question 21

21a. List your proposed partners and their role in the event planning and implementation:

Maximum Allowed: 600 Characters

If "NO" for question 21

21b. What is your city doing in lieu of partnerships with outside agencies (including non-profits and other community partners) to engage the community and make the event successful? *Maximum Allowed: 800 Characters*

22. Does your city have previous experience organizing open street events or other large public events (such as large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or events that require street closures)? List and describe.

Maximum Allowed: 800 Characters

If "YES" for question 22

22a. What lessons has your city learned from previous open street (or similar) events that will increase the success of the proposed event? *Maximum Allowed: 800 Characters*

Event Budget

23. What is the total estimated cost of the event?

Maximum Allowed: 10 characters.

24. What is the requested grant amount? *Maximum Allowed: 10 characters*

25. What is the proposed local match amount? (min 20% in-kind required)

Maximum Allowed: 10 characters.

26. What are the estimated outreach costs?

Maximum Allowed: 10 characters.

27. What are the estimated pre-event planning costs?

Maximum Allowed: 10 characters.

28. What are the estimated day(s) of event(s) staging costs (including staffing, rentals, permits, etc.)?

Maximum Allowed: 7 characters.

29. Agencies are required to provide a 20% match: Will you provide an in-kind or a local fund match?

1. In-kind
2. Local Fund Match

30. What is the event cost per mile (Answer to #23 / Answer #11)?

31. Attach completed Financial Plan and event Scope of Work templates provided at <https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/>

Route Setting

32. Will the route connect multiple cities? Y/N

List all partner cities.

If "YES" to question 32

32a. How will your city insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?

Maximum Allowed: 1000 characters.

33. Will the route be along or connect to commercial corridors? Y/N Explain.

Maximum Allowed: 1000 characters.

34. Will the route be along any residential corridors? (Y/N)

Maximum Allowed: 1000 characters

If "YES" to question 34

34a. How will your city ensure connectivity throughout the route, a sense of one contiguous event through residential areas, and that participants do not feel isolated from the more active commercial areas of the event?

Maximum Allowed: 1000 characters.

35. Will the route be along any industrial or institutional corridors (such as large medical centers, universities, or fairgrounds)? (Y/N)

Maximum Allowed: 1000 characters

If "YES" to question 35

35a. How will your city insure connectivity throughout the route, a sense of one contiguous event through industrial/institutional areas, and that participants do not feel isolated from the more active commercial areas of the event?

Maximum Allowed: 1000 characters.

36. Will the route be along or connect to cultural, architectural, recreational and/or historical destinations and events? Y/N Explain.

Maximum Allowed: 1000 characters.

37. List and describe the bicycle and off-street pedestrian infrastructure along or adjacent to the route. *Maximum Allowed: 1000 characters.*

38. What is the elevation change between the highest and lowest points along the proposed route? (Tip: you can use a free website like www.mapmyride.com or google maps to calculate this information).

39. Will the event be innovative? Y/N

If "YES" to question 39

39a. List ways that the event will deviate from previous LA County Open Street events and how it will attract new participants (examples include afternoon or evening events, events that celebrate holidays or other special occasions such as Valentine's Day and Halloween, events that encourage increased retail/stakeholder participation, etc.).

40. Provide an outline of the general programming elements/ideas/goals that will be represented in activities along the route the day of the event (an example is public health goals will be highlighted by fitness classes such as yoga along the route).

Maximum Allowed: 1000 characters.

41. Use EnviroScreen score to determine the average score of the combined census tracts that are located directly adjacent to the route.

<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>

Maximum Allowed: 4 digits

Regional Significance

42. List all rail stations within a ½ mile radius of the event route.

Maximum Allowed: 250 characters

43. For those rail stations within a ½ mile radius of the event route that do not connect directly to the route, please provide explanation for the lack of connection, and describe how you will ensure safe transport of participants from those stations to the route (including coordination with the station operators and other means).

Maximum Allowed: 1000 characters

44. How will your city transport people to the event other than by personal automobile? Explain how you will use organized bike trains/feeder rides (groups of people who travel by bike together), bike-bus shuttles (that carry a minimum of 10 bikes each) or other multi-modal options to transport people to the event, particularly if no Metro Rail or other rail option is available.

Maximum Allowed: 1000 characters

Marketing and Outreach

45. Briefly describe the marketing strategy you will employ to encourage event participation from nearby jurisdictions and throughout the county. *Maximum allowed: 150 characters*

46. What strategies will you employ to encourage increased participation of businesses located along the event route (examples include temporary suspension of sidewalk display permitting, workshops, door-to-door outreach, etc.)? *Maximum allowed 150 characters*

47. Upload a letter of support from the city/county applicant and if applicable each city/non-profit/other partner. (Please include all letters in one PDF).

48. Describe how your city will satisfy Metro's data collection requirements (i.e. agency staff, volunteers, consultant, etc.) and any additional event data the agency may collect.

49. If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.

Open Streets Cycle Three



Metro

Recommendation

Award and program a total of \$4 million for Cycle Three (3) of the Open Streets Grant Program (through December 2020) per the Metro Board Motion 72 and programmatic support as follows:

Including the following components:

- Award \$4 million to 15 new Open Street Events scheduled through December 2020**
- Reprogram \$447,000 from canceled Cycle Two Open Street events Meet the Hollywoods and Burbank on the Boulevard towards Cycle Three**
- Provide reduced funding award of \$161,000 to bottom scored application from the City of Paramount**

Cycle One and Two Open Street Implementation

- Board has awarded \$7.74 million to 28 events in 32 jurisdictions and set aside \$300,000 for an evaluation study.
 - 23 events have been staged totaling nearly 150 miles
 - 3 events to be held through December 2018 for 12 additional miles of Open Streets
 - Additional points granted to multijurisdictional events and disadvantaged communities



Open Streets Evaluation

- **The Cycle One Evaluation Study and Cycle Two data appendix will be delivered in December 2020**
 - **Shows that Open Street events provide opportunities to use non-auto forms of mobility, attract new riders to the Metro system, and positively impact travel behavior on the day of events.**
- **Further evaluation is needed to determine whether the events have a lasting impact on travel behavior and meet the goals of Board Motion 72**
 - **Staff will study the impact that past events created on travel behavior and infrastructure development.**
- **A standardized data collection template will be provided in Cycle Three and Grantees will provide post implementation reports that include plans for new active transportation infrastructure and what the jurisdictions will do to increase bicycle and pedestrian mode shares post event.**

Cycle Three Funding Recommendations

	Date	Event Title	Applicant	Grant Request	Award Amount	Length Miles	Average Score	Disadvantaged	Multijurisdictional
1	November 8, 2020	626 Golden Streets ArroyoFest	South Pasadena	\$420,000	\$420,000	7	90.5		X
2	May 19, 2019	626 Golden Streets Mission to Mission	South Pasadena	\$332,000	\$332,000	5	88.3		X
3	August 11, 2019	CicLAvia: Meet the Hollywoods	West Hollywood	\$500,000	\$500,000	6.5	84.5	X	X
4	March 3, 2019	CicLAvia: Culver City and Palms	Culver City	\$300,000	\$300,000	5.5	82.5		X
5	October 11, 2020	CicLAvia: Heart of LA 2020	Los Angeles	\$300,000	\$300,000	8.25	80.8	X	X
6	October 26, 2019	626 Golden Streets SGV Streets and Treats	SGVCOG	\$170,000	\$170,000	4.5	80.8	X	X
7	February 23, 2020	CicLAvia: South LA - Space Shuttle Endeavour Route	Los Angeles	\$335,000	\$335,000	5.5	80.3	X	
8	November 2, 2019	San Fernando Street Festival - Nocturnal Ride	San Fernando	\$144,000	\$144,000	4.01	80.3	X	
9	April 5, 2020	CicLAvia to the Sea	Los Angeles	\$300,000	\$300,000	9	79.3		
10	October 6, 2019	CicLAvia: Heart of LA 2019	Los Angeles	\$300,000	\$300,000	6	79.0	X	
11	December 2, 2020	CicLAvia: South LA/Watts	Los Angeles	\$335,000	\$335,000	5.8	78.8	X	
12	April 19, 2020	Heart of the Foothills	San Dimas	\$350,000	\$350,000	4.7	78.3	X	X
13	March 30, 2019	Beach Streets West	Long Beach	\$200,000	\$200,000	2.2	78.0	X	
14	August 16, 2020	CicLAvia: Northeast LA	Los Angeles	\$300,000	\$300,000	5.5	78.0		
15	June 1, 2019	Paramount & Bellflower Open Streets Neighborhood Connectivity Event	Paramount	\$242,000	\$161,000	5.5	78.0	X	X
16	October 13, 2019	Downey Ride & Stride	Downey	\$129,361	\$0	4.96	76.8	X	
17	April 21, 2019	CicLAvia: Glendale Meets Atwater Village	Glendale	\$264,800	\$0	3.5	76.8	X	X
18	March 21, 2020	Beach Streets Downtown	Long Beach	\$216,000	\$0	4	76.3		
19	December 2, 2019	CicLAvia: West Valley	Los Angeles	\$335,000	\$0	8	76.3		
20	May 2, 2020	NorWALK, Run, Bike and Play Open Streets Event	Norwalk	\$152,640	\$0	4.24	76.3	X	
21	June 14, 2020	CicLAvia: Iconic Wilshire Blvd	Los Angeles	\$300,000	\$0	3.5	74.8	X	
22	September 29, 2019	COAST - City of Santa Monica's Open Streets Event 2019	Santa Monica	\$300,000	\$0	2.06	72.0		
23	September 27, 2020	COAST - City of Santa Monica's Open Streets Event 2020	Santa Monica	\$300,000	\$0	2.06	71.8		
24	September 15, 2019	Beach Streets University	Long Beach	\$216,000	\$0	4.1	71.0		
25	May 30, 2020	Beach Streets Midtown	Long Beach	\$200,000	\$0	2.5	70.0		
26	June 30, 2019	CicLAvia: Wilmington	Los Angeles	\$255,000	\$0	2.5	70.0	X	

- 15 events in 18 cities
- 67% disadvantaged communities
- 53% multijurisdictional

Total Grant Request	\$7,196,801
Less scores under funding limit	\$2,668,801
=	\$4,528,000

126.38	% All App	57.7%	34.6%
41.42	% Award	66.7%	53.3%
84.96			

Funding Cap	\$4,000,000
Reprogrammed Cycle Two Funds	\$447,000
Total Cycle Amount	\$4,447,000

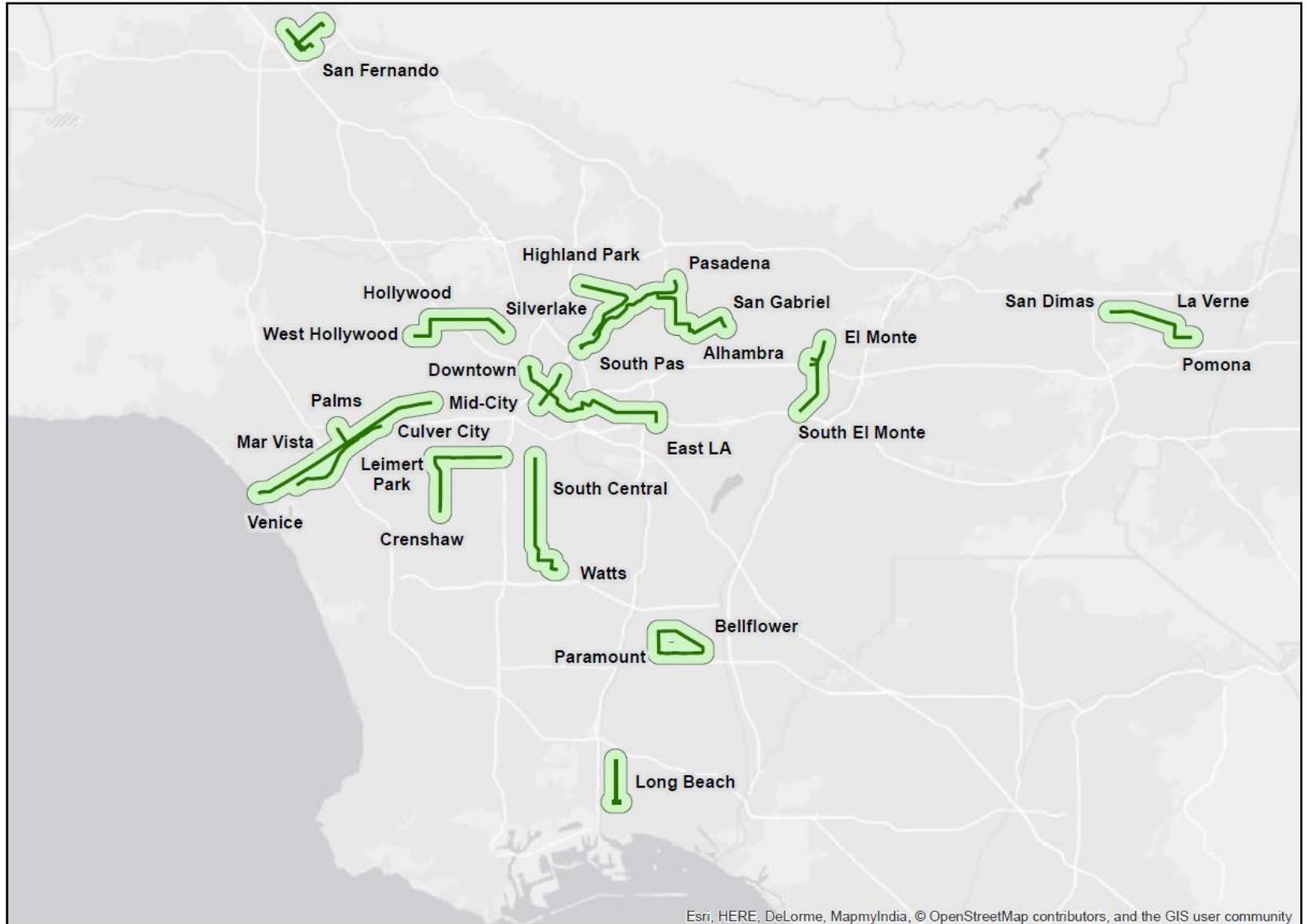
** Per Cycle Two App and Guidelines Lapsing Policy

Paramount's award reduction	\$81,000
Final Paramount award	\$161,000

* Per Cycle Three App and Guidelines Funding Section



Map of Cycle Three Recommended Events



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

0 5 10 20 Miles



Map of Recommended Events All Cycles



0 5 10 Miles

— Cycle Three Recommendations — Cycle One Funded Events — Cycle Two Funded Events



Regional Distribution of Applications and Awards

Subregion	Apps Received	Percent of Total Apps Received	Apps Awarded	Percent of Total Apps Awarded
Gateway Cities	19	29.7%	10	22.7%
Central Los Angeles	11	17.2%	9	20.5%
San Gabriel Valley	10	15.6%	9	20.5%
Westside Cities	10	15.6%	8	18.2%
South Bay	7	10.9%	3	6.8%
San Fernando Valley	4	6.3%	3	6.8%
Arroyo Verdugo	3	4.7%	2	4.5%
Total	64	100.0%	44	100.0%

Timeline For Next Steps

Fall 2018 - Execute MOU Agreements & work with community relations on event engagement strategy

Spring 2019 – Stage first event

