



## Board Report

File #: 2020-0224, File Type: Program

Agenda Number: 18.

### PLANNING AND PROGRAMMING COMMITTEE JUNE 16, 2021

**SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FOUR**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

AUTHORIZE:

- A. The revised Metro Open and Slow Streets Grant Program Cycle Four Application Package and Guidelines; and
- B. Staff to administratively release Application and Guidelines Packages in the future cycles of the Open Streets Grant Program to Los Angeles County jurisdictions in anticipation of returning to the Board for funding recommendation approval.

#### **ISSUE**

In June 2013 the Board introduced Motion 72 (Attachment A), directing staff to award up to \$2 million annually to support Open Streets events. The proposed Cycle Four Application and Guidelines (Attachment B) build on the Cycles One, Two, Three and 2020 Mini-Cycle framework and support a competitive, regional, and equitable process. The proposed Cycle Four also expands funding eligibility under the existing Open Streets Grant Program framework to include Slow Streets as defined in the May 2020 Board Motion 2020-0375. Board authorization of the Metro Open and Slow Streets Cycle Four competitive grant program framework and release of competitive application package and guidelines are needed in order to proceed. Beyond Cycle Four, staff requests authorization to administratively release future Application and Guidelines Packages and return to the Board for approval of future Open Streets Grant Program funding recommendations.

#### **BACKGROUND**

Open and Slow Streets events are events that temporarily close streets to automotive traffic and open them to people walking, bicycling, or rolling. Cycles One, Two, Three, and the 2020 Mini-Cycle of the Metro Open Streets Grant Program were successful in encouraging participants to ride transit, walk and ride a bicycle on urban streets, possibly for the first time. The program contributes to meeting Metro objectives by encouraging future transportation mode shift and encouraging civic engagement to foster the development of multi-modal policies and infrastructure at the local level.

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The Metro Open and Slow Streets Grant Program provides opportunities for economic development and the improvement of public health by getting people out of their cars and onto the streets, patronizing local businesses, while exercising and interacting with their community in a safe and socially distant matter.

## **DISCUSSION**

### Cycle One Implementation

In response to Motion 72, staff developed a comprehensive framework and competitive grant process to solicit and evaluate applications for Open Streets events throughout Los Angeles County. At the September 18, 2013 meeting, the Metro Board awarded \$3.7 million to fund 12 separate event applications. One event was subsequently cancelled, and the funding was reprogrammed to Cycle Two. Of the 11 events completed, nearly 84 miles of streets were closed to cars and opened to pedestrians, bicyclists and other non-motorized forms of transportation across 18 separate jurisdictions. The events allowed participants to experience the region in a car-free and/or car-light manner and ride transit possibly for the first time.

To support cities in executing Open Streets events, staff held a half-day workshop prior to accepting applications that highlighted the objectives of the program; provided application assistance; described the process for planning, implementation and reimbursement; and showcased examples of previous successful regional events.

### Cycle Two Implementation

On March 16, 2016, the Metro Board authorized staff to release the Cycle Two Application and Guidelines. An Amendment by Board Member Hilda Solis was included that asked staff to seek opportunities to work with Councils of Governments and provided additional points to multi-jurisdictional events and events that include disadvantaged communities as determined by CalEnviroScreen and Metro Equity Focused Communities. Staff provided outreach to cities across LA County and hosted application workshops at Metro Headquarters and Councils of Government offices in LA County. In total, 19 competitive applications were received. In September 2016, the Board awarded \$4.04 million to 17 Cycle Two events scheduled through December 2018, programmed \$200,000 in supplemental funds to a Cycle One event that was postponed due to natural disaster, and reprogrammed \$100,000 from a cancelled Cycle One event to Cycle Two. Thirteen (13) of the 17 awarded Cycle Two events included disadvantaged communities and seven (7) were multi-jurisdictional. In total 14 Cycle Two events were delivered totaling 76 miles of car-free streets.

### Open Streets Evaluation Study

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 Cycles One and Two events utilizing grantee's Cycle One post-implementation reports, transit TAP data and other sources. Due to inconsistency in the data collected independently by cities during Cycle One, the contractor collected standardized data at the Cycle Two events. Some key findings of the evaluation study indicate that:

- Systemwide rail boarding increased an average of 7% on the day of the events compared with other typical weekend days;
- Lines directly adjacent to events saw the largest increase, with Metro Gold Line boarding increasing by 32% during the May 31, 2015 CicLAvia event in Pasadena;
- Overall sales of TAP Cards increased an average of 11% systemwide on the day of the events indicating introduction of new riders to the system; and
- People ride bikes more often after attending Open Streets events for the first time.

### Cycle Three and 2020 Mini-Cycle Implementation

On September 27, 2018, the Metro Board awarded \$4 million in funding to 15 new Open Streets events scheduled through December 2020. The Board also reprogrammed \$447,000 from two cancelled Cycle Two events toward Cycle Three, which received the largest number of funding applications of any Cycle to-date due to extensive community outreach to notify Los Angeles County jurisdictions of the program. In total 26 applications were received, of which 15 received funding. A motion put forth by Directors Hahn, Garcia, and Dupont-Walker directed staff to report back on the regional diversity of previous cycles and potential strategies to ensure regional diversity of funding in future cycles; and to create a \$1 million Mini-Cycle in 2020.

After initial authorization and subsequent workshops, staff returned to the Board for approval authorizing the 2020 Mini-Cycle. In May 2019, the Board awarded \$1,053,341 to five (5) new Open Streets events scheduled through December 2020, reprogrammed \$242,000 from one cancelled Cycle Three event towards the next-highest-scored Cycle Three event, Beach Streets Downtown, in accordance with funding policy; and reserved the remaining \$44,347 in Board-awarded Cycle Three and 2020 Mini-Cycle funds to be reprogrammed in any future Board-authorized funding Cycles of the program. To date, 8 Cycle Three and Mini-Cycle events have been implemented totaling nearly 40 miles of streets temporarily closed to automotive traffic.

### COVID-19 Impact and Slow Streets Concept

In response to the COVID-19 Pandemic, Los Angeles County entered in to the “Safer at Home Order” on March 20, 2020. The order requires Angelenos to stay at home for all except essential activities and restricts large gatherings throughout the County, including Open Streets. As a result, all Cycle Three and Mini-Cycle events were postponed to later dates indefinitely.

During the Regular Board meeting held May 28, 2020, the Metro Board of Directors approved Motion 2020-0375 authorizing the CEO to negotiate administrative scope changes to awarded Cycle Three and Mini-Cycle events, at the written request of the grantee, such that funds may be used for COVID-19 response Slow Streets or similar programs including:

- Expanding one-day events to longer-term temporary traffic interventions,
- Replacing a large, single-corridor event intended for regional audiences with many smaller, neighborhood-scale interventions catering to local audiences,
- Creating spaces within the public right-of-way to support economic activity such as dining and vending, and
- Providing education, encouragement, and monitoring for safe physical distancing in

accordance with the Safer at Home Order in partnership with and supporting community-based leadership.

In November 2020 staff submitted a Board Box report recommending extending Cycle Three and the Mini-Cycle through December 31, 2021 allowing awarded grantees to produce their events after the pandemic related restrictions on large gatherings had been lessened or consider reprogramming the awarded funding for the new Slow Street concept. As of June 2021, the remaining Cycle Three and 2020 Mini-cycle grantees have executed an amendment to their previously executed MOU or indicated interest in reprogramming funding for nine events toward Slow Streets and postponing four Open Street events to a later date through December 2021.

Event Name	Orig Date	Grant Amount	Status	Subregion
Beach Streets University	3/21/20	\$216,000	Slow Streets	Long Beach
CicLAvia to the Sea	4/5/20	\$300,000	Slow Streets	Central LA, Westside
Heart of the Foothills	4/19/20	\$350,000	Slow Streets	San Gabriel Valley
Downey Ride and Stride	5/17/20	\$172,405	Postponed	Gateway Cities
CicLAvia Glendale Meets Atwater Village	6/14/20	\$241,136	Slow Streets	San Fernando Valley
South Gate Ride and Walk	7/26/20	\$173,800	Postponed	Gateway Cities
CicLAvia Northeast LA	8/9/20	\$300,000	Slow Streets	NE Los Angeles
Beach Streets Downtown	8/29/20	\$216,000	Slow Streets	Long Beach
Santa Monica Coast	9/20/20	\$250,000	Slow Streets	Westside
CicLAvia Heart of LA	10/4/20	\$300,000	Postponed	Central LA
San Fernando Street Fest Nocturnal Ride	10/31/20	\$144,000	Slow Streets	San Fernando Valley
626 Golden Streets   Arroyo Fest	11/15/20	\$420,000	Slow Streets	San gabriel Valley
CicLAvia South LA	12/6/20	\$335,000	Postponed	South Los Angeles

Based on the Board Motion staff is recommending to continue to allow applicants to propose Slow Streets events, traditional Open Street events or a combination of multi-day and extended route events in Cycle Four.

### Cycle Four Initiation

The success of the Open Streets Grant Program-funded events to date has been the result of the strong partnership between Metro; the grantee cities; the Council of Governments; and nonprofit community-based organizations (CBOs), such as CicLAvia, Bikeable Communities, Community Arts Resources, BikeSGV, and others. The program will continue to encourage partnerships with the Cycle Four Open Streets Grant Program solicitation process.

The proposed Application Package and Guidelines for Cycle Four includes feedback from applicants, grantees and participants of Cycles One, Two, Three, and the 2020 Mini-Cycle, as well as recommendations solicited from the Open Streets Evaluation Study. To ensure that the Cycle Four program continues to increase multi-modal access, advance active transportation at the local level, and encourage transit usage while ensuring the health of participants in response to the COVID-19 pandemic, the Cycle Four Application Package and Guidelines emphasize the following:

- The Board-directed funding ceiling of \$500,000 per single event will remain in effect
- An increased focus on regional distribution and disadvantaged communities as equitable approach
- An increased focus on innovative events that encourage new and increased participation in Open and Slow Streets
- Open and Slow Streets events that continue to encourage social distancing including extended routes, multi-day events, and outdoor business activities.

During Cycle Three of the Open Streets Grant Program funding applications received far exceeded available funding. In response to expand the grant opportunity, Staff is recommending to increase the annual allocation from \$2 million to \$2.5 million. The increase in funding is consistent with the September 2018 Board Motion 16.1 which directed staff to create a \$1 million 2020 Mini-Cycle with a focus on ensuring regional distribution of events.

### Equity Platform

By providing additional scoring points to events held in disadvantaged communities during the competitive application review process, as defined by the CalEnviroScreen and the Metro developed Equity Focused Communities Map, Cycle Four of the Open and Slow Streets Grant Program advances the Equity Platform. Open and Slow Streets events give Metro the opportunity to provide informational resources on a variety of transportation options and ongoing and planned initiatives to community members in the communities where they live.

### **DETERMINATION OF SAFETY IMPACT**

Authorizing the Application Package and Guidelines for Cycle Four of the Open Streets Grant Program will not have any adverse safety impacts on our employees and patrons, and increases safety for people walking, bicycling or rolling at the events.

### **FINANCIAL IMPACT**

There is no impact or amendment required to the FY 2021 budget authorizing the Metro Open Streets Grant Program Cycle Four Application Package and Guidelines. Cycle Four funding will be requested through the FY 2022, FY 2023 and FY 2024 budget process. Staff does not anticipate that any Cycle Four invoices will be received until late FY2022.

Funding for remaining Open Streets Cycle Three events that extended to December 2021 will be reprogrammed to FY2022 without any additional expense. There is no impact or amendment required to the FY2022 budget.

Staff will work with Regional Programming, Budget and Local Programs, and the Office of Management and Budget (OMB) to identify funding source through FY 2024. As this is a multi-year program, the cost center manager and the Chief Planning Officer will be responsible for budgeting funds in future Cycles.

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## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Metro Open and Slow Streets Grant Program Cycle Four 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 firsthand and possibly for the first time, Metro is leveraging its investment through the Open and Slow Streets Grant Program to promote the development of communities that are not reliant on personal automobile.

## **ALTERNATIVES CONSIDERED**

The Board has the option to not authorize the Cycle Four initiation. This alternative is not recommended as it does not align with Board goals to increase awareness of opportunities throughout Los Angeles County for taking public transportation, walking, riding and rolling.

## **NEXT STEPS**

Upon Board approval, staff will release the Metro Open and Slow Streets Grant Program Cycle Four Application Package and Guidelines. An easy to fill out web-based application will be utilized, and an informational workshop will be held for applicants. It is anticipated that the application will be released in summer 2021 with staff returning for Board approval of the Cycle Four Open and Slow Streets Grant Program in winter 2021. Upon release of the Application Package and Guidelines staff will host a virtual workshop with jurisdictions to review the program and assist in application development. The first Cycle Four Open and Slow Streets event is anticipated to kick off in spring 2022.

## **ATTACHMENTS**

Attachment A - June 27, 2013 Board Motion #72

Attachment B - Metro Open and Slow Streets Grant Program Cycle Four Application Package and Guidelines

Attachment C - Metro Open Streets Grant Program Evaluation Study

Attachment D - May 28, 2020 Board Motion 2020-0375

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**MOTION BY  
MAYOR ANTONIO R. VILLARAIGOSA,  
SUPERVISOR GLORIA MOLINA,  
DIRECTOR ARA NAJARIAN, DIRECTOR MEL WILSON**

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.

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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 and Slow Streets Cycle Four Application Package & Guidelines**

*All fields are required for application submission unless noted.*

### **Program Guidelines**

#### **Program Objectives**

Open and Slow Streets are events which temporarily close the streets to automobiles and open them up to people to re-imagine their streets while walking, riding a bicycle, rollerblading or pushing a stroller in a car-free environment. The goals of the program are to encourage sustainable modes of transportation (bicycling, 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.

#### **Equity Approach**

Applicants are encouraged to propose events with a strong focus on equity, and additional points are awarded to events proposed in resource challenged communities as defined by the CalEnviroScreen and Metro Equity Focused Communities Map.

#### **Eligibility**

With a focus on regional equity, Cycle Four applications are open to Los Angeles County city and county jurisdictions as well as Council of Government offices. Funding may be distributed to more than one event per city/jurisdiction until the maximum funding allocation is reached. Applicants shall rank applications for 2 or more events in order of priority with 1 being the most important, 2 being the second most important, etc.

#### **Funding**

There is up to \$5 million available for grants for the Open and Slow Streets Grant Program Cycle Four. 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 single event. Any agreement on funding distributions among jurisdictions participating in a multi-jurisdictional 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 producing the event as scoped, award will be available to next highest scored application. Funds will be available starting in January 2022, pending Metro Board approval and events must be staged by December 31, 2023. 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. Innovative events that

differentiate themselves from past Los Angeles County Open Street events are highly favored in the scoring process.

## General Event Information – 10 points

### Project Feasibility – 20 points

Proposed partnerships and demonstration of potential for event success*	5
Event readiness (Funds will be required to be expended by December 31, 2022)	4
Agency's existing active transportation programs and policies	4
Community support	4
Matching funds committed	3

\* 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 – 49 points

Route is innovative and helps to encourage social distancing (Examples include evening events, weekday events, holiday events, multi-day events, themed events, events that encourage increased local retail/stakeholder participation, extended routes, and events that differentiate themselves from previous LA County Open and Slow Street events)	12
Route includes disadvantaged communities*	10
Proximity and access to commercial and retail corridors	5
Connections to cultural, architectural, historical and/or important destinations in the community	5
Event cost per mile	5
Route is along or intersects with existing bicycle infrastructure**	3
Route adheres to Social Distancing guidance	3
Topography - The route minimizes hilly terrain***	3
Route length (longer routes are encouraged)	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](http://en.wikipedia.org/wiki/The_Wiggle)

### Transit and Community Connectivity - 21 points

Route includes multiple jurisdictions	5
Applicant jurisdiction has not had a previous Open Street event in their community	5
Connections between multiple central business districts or retail corridors	5
Plan to attract participants from throughout the surrounding community	4
Accessibility to Metro Rail	2

## **Funding Eligibility**

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an Open Street event or Slow Street corridor. 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. Non material scope and event 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 directly providing services with respect to the project will be eligible for funding. Funding may be used for treatments, outreach, and associated planning and implementation costs to restrict or completely limit automobile use for any number of days throughout the grant cycle. Eligible street closure treatments include way finding, signage, delineators, A-frames, K-rail, and other street closure infrastructure. Street furniture or other programming will be the sole responsibility of the Grantee.

## **Data Collection and Reporting Requirements**

Grantee shall collect data that should be provided to Metro in a post-implementation spreadsheet 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. Data collection will include at a minimum but not be limited to: participation counts of pedestrians and cyclists along the route; and economic quantitative and qualitative impact on local retailers such as anecdotes and event change in sales compared to pre-event sales. Additional reporting criteria will be added to the Memorandum of Understanding to better evaluate how the event contributes toward achieving the program goals presented in Board Motion 72, including providing plans for any new permanent active transportation infrastructure in the community and plans for increasing bicycle and pedestrian mode shares post project.

## **General and Administrative Conditions Lapsing Policy**

Open Streets Cycle Four events must be staged by December 31, 2023. Funds not expended by this date will lapse. Lapsed funding will go towards the next grant cycle of the Open and Slow Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle, however new applicants and applicants from previously successful events will be prioritized.

## **Grant Agreement**

Each awarded applicant must execute a grant agreement with Metro before the event. 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 and to increase participant safety.

### **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 or Slow Street Event Name  
(Example: Sunnyside Sunday Parkways Open Street Event.)  
*Maximum Allowed: 150 characters.*

10. Event Description  
(Example: Main Street, Flower Street, Spring Street, 7<sup>th</sup> Street, 1<sup>st</sup> Street and Broadway Avenue in downtown Sunnyside will be closed to cars for the months of August through November 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 while maintaining social distancing. Local retailers and restaurants will be invited to expand their operation in to the street.)  
*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. Estimated Number of Hard and Soft Closures:

*Maximum Allowed: 4 digits*

14. Attach a map of the proposed route including a clear demarcation of event bounds by street name. If the proposal is for outside retail operations, indicate where treatments will be implemented along the corridor. A digital map made in Google maps or ArcGIS is preferred

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

*Maximum Allowed: 150 characters.*

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

If "YES" for Question 16

16a. 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*

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

If "YES" for Question 17

17A. How many rail grade crossings 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*

18. If vehicles will remain on your event route, list how your jurisdiction will ensure a safe interface between motorized and non-motorized modes of transportation, and or retail uses.

*Maximum Allowed: 300 characters*

### **Project Feasibility**

19. Estimated month & year of Event (Funds will be available starting in January 2022, pending Metro Board approval. Event must be staged by December 31, 2023)

*Maximum Allowed: 6 digits*

20. Describe how your City's General Plan or other planning program documents and procedures support open and slow street events and/or active transportation?

(Examples include: previous slow street implementation, adopted 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, implementation of local Transportation Demand Management ordinances and implementation of Parking Management Programs to encourage more efficient use of parking resources and curbside management)

*Maximum Allowed: 500 characters*

21. Would your jurisdiction be amenable to scope change or increased route length in order to encourage social distancing? (Y/N)

**Demonstration of Ability to Produce Successful Event**

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

If “YES” for question 22

22a. List your proposed partners and their role in the event planning and implementation.

*Maximum Allowed: 600 Characters*

If “NO” for question 22

22b. What is your city/jurisdiction 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*

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

*Maximum Allowed: 800 Characters*

If “YES” for question 23

23a. What lessons has your city learned from previous open and slow street events (or similar events that closed streets to auto traffic) that will increase the success of the proposed event? *Maximum Allowed: 800 Characters*

**Event Budget**

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

*Maximum Allowed: 10 characters.*

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

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

*Maximum Allowed: 10 characters.*

27. What are the estimated outreach costs?

*Maximum Allowed: 10 characters.*

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

*Maximum Allowed: 10 characters.*

29. What are the estimated event staging costs (including staffing, rentals, permits, etc.)?

*Maximum Allowed: 7 characters.*

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

31. What is the event cost per mile (Answer to #24 / Answer #11)?

32. 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**

33. Will the route connect multiple cities? Y/N  
List all partner cities.

If "YES" to question 33

33a. How will your city ensure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?

*Maximum Allowed: 1000 characters.*

34. Will the route be along or connect various commercial corridors? Y/N Explain.

*Maximum Allowed: 1000 characters.*

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

*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. List ways that the event will differentiate itself from previous LA County Open and Slow Street events and how it will attract new participants (examples include afternoon or evening events, weekday events, events that celebrate holidays, events that encourage increased local retail/stakeholder participation, multi-day events, etc.).

*Maximum Allowed: 1000 characters.*

39. Provide an outline of how the route will be activated.

*Maximum Allowed: 1000 characters.*

40. Use CalEnviroScreen score to determine the average score of the combined census tracts that the route traverses.

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

*Maximum Allowed: 4 digits*

## **Marketing and Outreach**

41. 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).

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

43. 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.

## **Route Accessibility**

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

*Maximum Allowed: 250 characters*

45. For those rail stations within a ½ mile radius of the event 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, local transit operators and other means).

*Maximum Allowed: 1000 characters*

46. How will your city encourage people to access the event other than by personal automobile?

*Maximum Allowed: 1000 characters*

## **Covid-19 Response**

47. What measures will be taken to encourage increased social distancing along the route.

48. What other measure will you use to increase the safety of participants.

## **Post Event Significance**

51. Closing the roadway is often one of the most expensive elements of implementing on-street bicycle and pedestrian infrastructure. Do you have any plans to utilize your open or slow street event related road closures to implement any pilot or permanent infrastructure.

*Maximum Allowed: 500 characters*

52. What measures will your city take increase bicycle and pedestrian mode shares post event?

*Maximum Allowed: 500 characters*



## Attachment C

Metro Open Streets Grant Program Evaluation Study

[http://libraryarchives.metro.net/DB\\_Attachments/ATTACHMENT%20C%20-%20Open%20Streets%20Evaluation%20Study.pdf](http://libraryarchives.metro.net/DB_Attachments/ATTACHMENT%20C%20-%20Open%20Streets%20Evaluation%20Study.pdf)



# Metro

## Board Report

Los Angeles County  
Metropolitan Transportation  
Authority  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA

**File #:** 2020-0375, **File Type:** Motion / Motion Response

**Agenda Number:** 40.

### REGULAR BOARD MEETING MAY 28, 2020

#### Motion by:

#### **DIRECTORS GARCETTI, SOLIS, GARCIA, BONIN, AND FASANA**

#### Open Streets Program Response to COVID-19

The COVID-19 emergency has required limiting or closing traditional public spaces, depriving residents from safe ways of spending time outside. As an alternative, many cities are reconfiguring streets through temporary traffic calming to create spaces for residents to get outside and maintain their physical and mental health. As a transportation authority, Metro can help local jurisdictions in Los Angeles County implement these reconfigurations.

Through the Metro Open Streets Grant Program, the Board recently awarded over \$5 million for various open streets events in Los Angeles County. However, due to the Safer at Home order and widespread call for social distancing in public, several large-scale, single-day, open streets events such as CicLAvia, 626 Golden Streets, and Long Beach's Beach Streets have been postponed, and their feasibility in the immediate future remains unclear.

In response to the COVID-19 pandemic, the May 13, 2020 Los Angeles County Department of Public Health Safer at Home Order permits local public entities to elect to temporarily close streets to through automobile traffic to allow more space for recreational activity in compliance with Social (Physical) Distancing requirements.

As such, residents of Los Angeles County may, in addition to traveling for essential trips, use the public right-of-way to walk and cycle for recreation or exercise close to home while maintaining safe physical distance. Many residents do not have easy access to open space and maintaining safe physical distances can be challenging on existing sidewalks, especially in densely populated neighborhoods. Easily accessible alternatives to beaches, trails and parks are needed throughout the county so that all residents can safely get outside. Allowing local entities to provide this additional space in streets through full or partial closure to motor vehicles, while avoiding impacts to transit operations where practicable, will relieve pressure on recreational facilities like beaches and trails, and reduce travel to them.

Temporary use of local streets to allow increased pedestrian and bicycle use at safe physical

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distances has been deployed in several cities in the U.S. during the COVID-19 crisis and is variously known as Healthy, Safe, Family-Friendly, or “Slow Streets.”

Since some Open Streets Grant Program awardees are unable to use their grants as intended, this funding can be put to different and effective use in the COVID-19 crisis response.

**SUBJECT: OPEN STREETS PROGRAM RESPONSE TO COVID-19**

**RECOMMENDATION**

APPROVE Motion by Directors Garcetti, Solis, Garcia, Bonin, and Fasana that the Board authorize the CEO to negotiate administrative scope changes to awarded events in the Open Streets Grant Program, at the written request of the grantee, such that funds may be used for COVID-19 response Slow Streets or similar programs, including but not limited to:

- Expanding one-day events to longer-term temporary traffic interventions;
- Replacing a large, single-corridor event intended for regional audiences with many smaller, neighborhood-scale interventions catering to local audiences;
- Creating spaces within the public right-of-way to support economic activity such as dining and vending; and
- Providing education, encouragement, and monitoring for safe physical distancing in accordance with the Safer at Home Order in partnership with and supporting community-based leadership.



# Metro Open Streets Grant Program Cycle Four

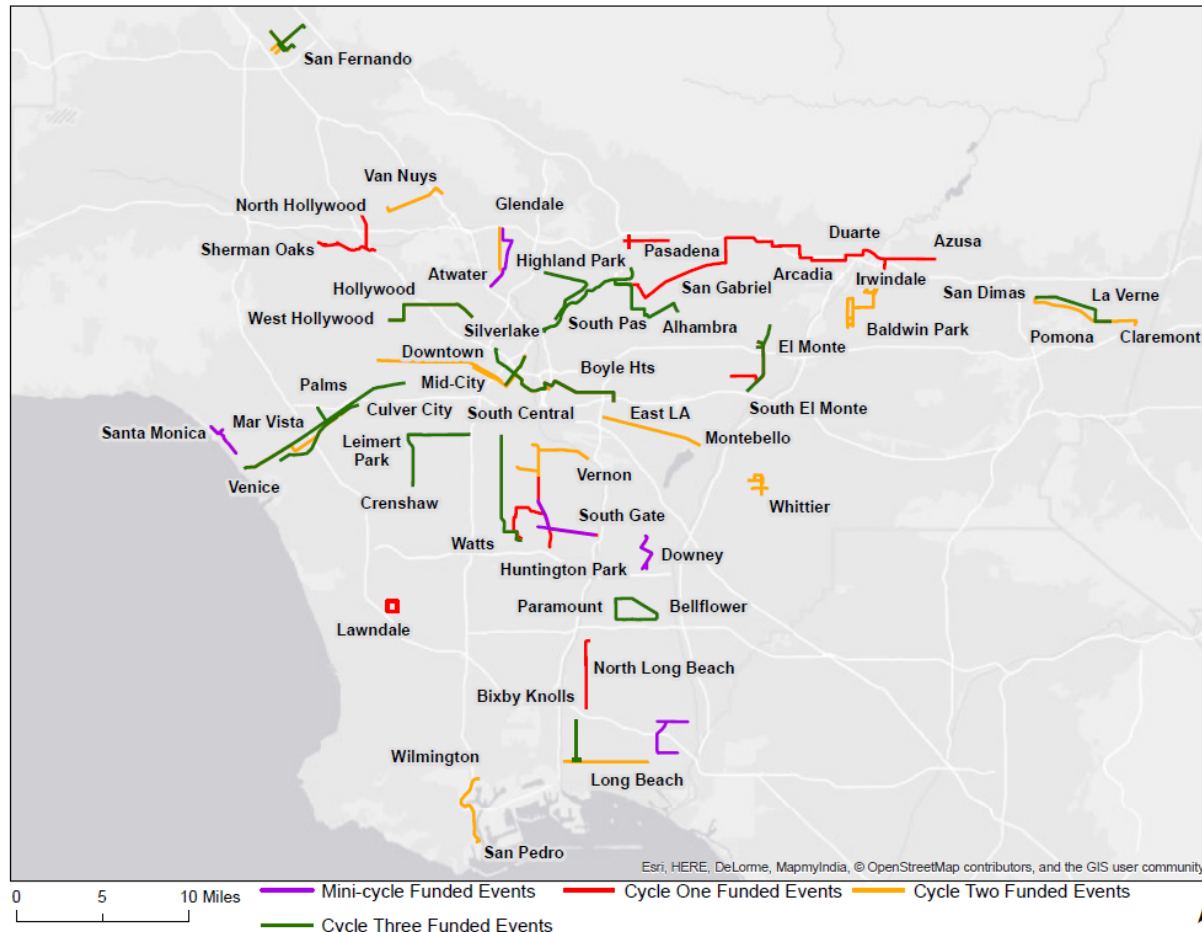
# Open Streets Grant Program

## **Recommendation: Authorize the Metro Open Streets Grant Program Cycle Four Application and Guidelines.**

- In June 2013, the Board introduced Motion 72, directing staff to award up to \$2 million annually to support Open Street events.
- Cycle Four builds on past cycles and supports a competitive application process for events through December 2023.
- Based on experience from the 2020 Mini-Cycle, staff recommends increasing the available annual funding from \$2 million to \$2.5 million.
- Following the May Board Motion 2020-0375 staff updated guidelines to allow for “slow streets” that encourage social distancing and multi-day events.
- Board authorization of the Open Streets Grant Program Cycle Four Application Package and Guidelines is requested in order to proceed.

# Program Implementation

- To date, \$12.74 million has been awarded to 46 events in 34 jurisdictions.
- Of these, 33 events totaling over 206 miles have been implemented.
- 13 additional events are planned through December 2021, including those postponed as result of COVID-19 and those re-scoped to “Slow Street” events.



# Open Streets Evaluation Study

## Key findings from event-day data:

- Rail boardings systemwide increased on average 7%.
- Lines directly adjacent to events saw the largest increase.
- Sales of new tap cards increased 11% systemwide on event-days compared to non-event Sundays. People ride bikes more often after attending Open Streets for the first time.



# Cycle Four Application and Guidelines

- Increase annual funding from \$2 million to \$2.5 million.
- Maintain \$500,000 max funding ceiling per event.
- Maintain focus on regional distribution.
- Continue to accept applications for Slow Streets and related programs that encourage social distancing, and safe spaces for walking and biking .
- Implement incentives through application scoring:
  - Events in equity-focused communities;
  - Innovative events;
  - Multi-day, extended route events that encourage social distancing; and
  - New routes and improvements on previous routes.



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# Cycle Four Next Steps

## Pending Board Approval:

- Release online application summer 2021.
- Hold an informational virtual application workshop.
- Outreach to COGs, the Metro TAC and TAC subcommittees.
- Return to Board for Cycle Four funding recommendations winter 2021.

