

Slide #	Content	Script
1	Complete Streets 101 (title page)	<ul style="list-style-type: none"> Welcome (Click) Credit Enterprise, HUD, RA, Move LA & SAJE <p>In this session we will do:</p> <ul style="list-style-type: none"> Short presentation Hands on exercise Walk about in our neighborhood
2	Photo of cars jamming street	When we run into traffic gridlock we usually think it's because there are too many people, but wait
3	People sitting on chairs	<ul style="list-style-type: none"> Is it too many people, or too many people in cars? Without the cars, there's plenty of space.
4	Empty street with people in middle	The street looks empty once we group people as if they were on a bus
5	Street with cyclists & walkers	<ul style="list-style-type: none"> The street looks very spacious when the people walk and get on their bikes And, the sidewalks are so much more interesting! The point of this is to challenge us to think about streets in a different way than just places for cars.
6	What is an incomplete street?	<ul style="list-style-type: none"> To understand what a "complete street" is, let's first look at some photos of incomplete streets. (Click) They are designed to be a thoroughfare for cars Nobody thought about these streets as places people would walk or bike to or hang out in But sometimes people don't have a choice, as in the lower left picture. Can you think of some examples of an incomplete street in your neighborhood?
7	What is a complete street?	<ul style="list-style-type: none"> This is a "complete street" Comfortable and safe for driving OR (Click) biking and (Click) walking. It is not just a thoroughfare designed to move a lot of cars; it is for everyone.
8	There are many memorable streets	<p>There are many streets that have memorable identities and most of them also have a lot of pedestrians. It's rare to find a famous street corner <i>doesn't</i> have people walking on the sidewalks.</p> <ul style="list-style-type: none"> Haight Ashbury in San Francisco (Click) Times Square in NYC (Click) The Third Street Promenade in Santa Monica
9	Complete Streets	<p>But we've designed most streets for cars over the last 50 years, so we've got a challenge</p> <ul style="list-style-type: none"> (Click) Make it safe: for the kids, (Click) for people driving to get out and walk, (Click) and for the cyclists (Click) And we need to get people where they want to go safely

10	Incomplete streets often called “dangerous by design” because they don’t protect peds	<ul style="list-style-type: none"> Many streets don’t have crosswalks (Click) 40% of pedestrian fatalities occur where there’s no crosswalk Somebody designed and engineered these streets, they didn’t just become this way accidentally. And they are only designed for one thing. So we use the term “dangerous by design.” Since we made them this way on purpose, we can make them differently on purpose too.
11	Speed Kills	<ul style="list-style-type: none"> Many city streets have a 35 mph speed limit, and many people drive faster. The faster cars go, the more dangerous they are. When a vehicle is traveling at 20 mph a pedestrian has a 5% chance of dying if hit (Click) Pedestrians struck by a car moving 30 mph have a 40% death rate. (Click) 40 mph has an 80% death rate. (Click) But at 50 mph the pedestrian’s chance of dying is 100% Even just slowing down traffic can make us all safer.
12	What is a complete streets policy?	<ul style="list-style-type: none"> It requires planners and engineers to ROUTINELY design streets for ALL users regardless of age, ability, or mode of transportation in the same way they’ve ROUTINELY designed them just for cars in the past. This is a shift from how planning is typically done.
13	Before: incomplete street	<ul style="list-style-type: none"> It’s best to design streets for all users when the street is built. Retrofitting is more expensive.
14	After: complete street	<ul style="list-style-type: none"> But retrofitting streets does work. And in LA it’s likely all of our streets are built, so now we need to retrofit. Adding medians, bike lanes, taking away lanes of traffic, and adding greenery are all strategies to retrofit a street. We’ll talk more about this later.
15	Tremendous potential	<ul style="list-style-type: none"> Complete streets are important because so many people walk And because we could be walking a LOT more. Most trips are short trips – a mile or less. But people are much more likely to drive. (Click) 50% of driving trips are 3 miles or less (Click) 28% of driving trips are 1 mile or less (Click) 72% of trips 1 mile or less are by car
16	Health benefits	<ul style="list-style-type: none"> Complete streets are a prescription for better health too. We should make it easier to walk and bike because there’s an obesity epidemic in the U.S. Each year the obesity rate in America is growing. But walking, biking and taking public transportation can help reduce those rates.
17	Cost of Car Ownership	<ul style="list-style-type: none"> This is a prescription for our wallets too. We can save a lot of money by driving less. If there were more walkable streets families wouldn’t have to

		<p>own so many cars.</p> <ul style="list-style-type: none"> Getting rid of just one car could save a family about \$7,400 a year, or \$600 a month. (data from 2004)
18	<p>Exercise: Walkabout</p> <p>Please see exercise instructions labeled Complete Streets Exercise 1 Instructions</p>	<ul style="list-style-type: none"> We are going to go on a walkabout in the neighborhood. But before we do, let's get ready by thinking about some of the little things we could change about our streets. Put the concepts discussed in the presentation to use on the street by identifying changes that need to be made to create a better environment for walking and biking
19	<p>Exercise: Talk about the Walkabout</p> <p>Please see exercise instructions labeled Complete Streets Exercise 1 Instructions</p>	<ul style="list-style-type: none"> When you return to the classroom, pass out the Complete Streets Exercise 1 handout showing who is responsible for changing the way the street looks. Revisit the questions in the instruction sheet. Identify the agency responsible for making changes to improve your experience.
20	Safe & Inviting for Walkers	<ul style="list-style-type: none"> This woman is crossing from a parking lot to a hospital on a street designed to be a thoroughfare. No crosswalk at the nearest corner. (Click) other people without cross walks (Click) Give them a cross walk. It's only paint!
21	walkers (level sidewalks)	<ul style="list-style-type: none"> What happens when this guy encounters this (Click) or this (Click)
22	Walkers (wide enough)	Many sidewalks are too narrow for the people riding their bikes (more on that later) (Click) and waiting for the bus.
23	Walkers (protected from fast moving cars)	<ul style="list-style-type: none"> (Click) look how close this bus bench is to the moving cars. (Click) what if you had a stroller, a toddler or something else requiring more than a foot of sidewalk between traffic for safety?
24	Walkers (shade & light)	<ul style="list-style-type: none"> In Los Angeles we need shade to make walking comfortable in the summer and fall Likewise, we need lights to feel safe at night So here is the list of everything we just talked about. These are pretty small changes that could make a pretty big difference.
25	Safe & Inviting for bus riders	<ul style="list-style-type: none"> It's not just about people walking though. Most bus stops look like this (click) adding a bench in the sun doesn't help much (click twice) putting it 3 feet from moving cars just creates a scary place to sit. We can do better.

26	Safe & inviting for cyclists	<ul style="list-style-type: none"> It's legal to ride a bike on the sidewalk in the city of LA, but that's not true everywhere in California. People do it because it feels safer than being in the street. (Click) Highly visible bike lanes, like this one on Spring Street, are a great solution
27	Road Diet	<ul style="list-style-type: none"> Let's talk about some of the tools planners use to make streets safer and more pleasant. Bike lanes are sometimes created by reducing the number of automotive traffic lanes; this is called a Road Diet. (Click) A road diet either reduces the width of the street or changes the configuration of the lanes. This is a diet for a street with two lanes of traffic in each direction (Click) By putting in a center turn lane, one lane of traffic in each direction can handle about the same amount of traffic as before. Frees up space to add bike lanes. (Click)
28	Bicycle Boulevards	<ul style="list-style-type: none"> Bike paths have their own right-of-way and are generally located on rivers, beaches, or former railroads Bike routes are streets (shared with cars) that have been designated as relatively good places to bike. New type of Bike Route called a Bicycle Boulevard. Allows cars but it's not a through street for cars. At some intersections bikes can go through but cars have to turn. Bike Sharrows pictured above generally run parallel to busy streets and offer a safer route with less car traffic.
29	<p>Exercise: Identify Streets for Waling, Biking, & Driving</p> <p>Please see exercise instructions labeled Complete Streets Exercise 2 Instructions</p>	<ul style="list-style-type: none"> Identify possible bike boulevards and streets needing a road diet Look at maps
30	Temporary Street Closures	<ul style="list-style-type: none"> Think of streets as gathering places. They can be a place for gatherings and events too! Examples of using streets for more than just driving are: CicLAvia (Click) Hollywood Farmers Market (Click) Street Fairs
31	Streets for People	<ul style="list-style-type: none"> In Silver Lake closed a short "extra" street to create a park (Click), (Click) Popular area for walking with lost of shops & restaurants City program that can be done in other neighborhoods

32	City Departments Involved in Creating Streets	<ul style="list-style-type: none">Graduate planning student Huma Husain produced this image
33	POP Quiz! What is the average number of cars per household in the City of Los Angeles?	<p>How many cars do people in Los Angeles own? (Click)</p> <p>Raise your hand if you think the answer is a... b... c... or d.</p> <p>(Click) d) 2.25 is the amount of parking the city requires for new residential</p> <p>(Click) c) 1.9 is the average number of cars that homeowners have</p> <p>(Click) a) 1.1 is the average number of cars that renters own</p> <p>(Click) b) 1.4 is the right answer.</p> <p>Why does the city require so much more parking than the average? Something to think about.</p>
34	POP Quiz! How many households in Los Angeles own only one car or no car at all?	<p>How many households in Los Angeles own only one car or no car at all?</p> <p>Raise your hand if you think the answer is a... b... c... or d.</p> <p>(Click) a) 23% of HOMEOWNERS also own 2 or more cars</p> <p>(Click) b) 34% of HOMEOWNERS only own 1 or no car</p> <p>(Click) c) Correct Answer – 57% of ALL HOUSEHOLDS in LA own one car or less</p> <p>(Click) d) BUT 71% of RENTERS in LA own only one car or no car at all. And LA is a city of renters; roughly 62% of housing units are renter-occupied. So we need more transportation options that aren't car centered.</p>
35	Thank You	The End