People’s Planning for Improvements without Displacement: Transportation, Housing and Environmental Justice

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Los Angeles Walks

Latino Urban Forum

Los Angeles Taxi Workers Alliance

Coalition for Clean Air

RENEW Los Angeles County
Living Streets

- Living Streets are for people... ¡Calles para la Gente!

- Living Streets are alive – encourage physical activity and invite people to play.

- Living Streets are community-driven - are fair, inclusive, equitable and do not displace residents.

- Living Streets sustainable – are green, manage water and are an important part of our urban ecosystem.
Living Streets Tenets

• Integrate income, racial, and social equity into their design and function
• Be designed for people of all ages and physical abilities whether they walk, bicycle, ride transit, or drive
• Integrate connectivity and traffic calming with pedestrian-oriented site and building design to create safe and inviting places
• Connect people through everyday interaction and shared responsibility to street design and planning
• Strengthen and enhance neighborhoods as envisioned by community members without displacing current residents
• Encourage active and healthy lifestyles
• Integrate green management and conservation of water, energy, waste and plant life
• Be inviting places—with engaging architecture, street furniture, landscaping, and public art that reflect the diversity and cultures of the neighborhood
• Foster healthy and just commerce
• Vary in character by neighborhood, density and function
First Boyle Heights Community Task Force workshop, to brainstorm street problems/solutions
Street-selection criteria developed by participants in second Community Task Force workshop

Criteria:

· streets with lots of traffic, both pedestrian and motorized ✓ ✓
· most direct routes to the places we go ✓
· need lighting, dark streets ✓ ✓ ✓
· streets close to schools + that students use ✓
· don’t have many signals or crossing lights ✓ ✓ ✓ ✓
· streets that need more security ✓ ✓ ✓
· where there is a lot of commercial activity
Street-selection criteria developed by participants in second Community Task Force workshop

Criteria:

- abandoned/dirty ✓✓
- where there aren’t curb ramps
- bike lanes, on streets with less car traffic that go direct ✓✓
- more dangerous for pedestrians
- broken sidewalks ✓
- high speed ✓
- damaged streets
- very wide streets ✓
- streets with public transit
- little car traffic
Here local people walk a candidate street using the checklist of selection criteria developed by the Task Force.
Results from walking survey, used to choose key streets in need of health and safety improvements
Segment of Wabash chosen for further study in fifth Task Force workshop, including zone to north
Map created at seventh Community Task Force workshop, of program and elements for Wabash
Ninth Task Force workshop to select blocks for prototype and site/elements for initial project
Tenth Task Force workshop: designing community living rooms using full-size cut-outs of benches, planters and bulletin board to be built by residents
One of the prototype *Living Street* plans currently in development for a local residential street, Fickett.