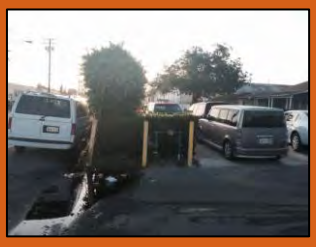

Existing Site Conditions

ACTIVE TRANSPORTATION PROGRAM, CYCLE 1

South Street Sidewalk Gap Closure Project

Safe Routes to Schools

PREPARED FOR:
California Department of Transportation
Division of Local Assistance, MS1
ATTN: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

PREPARED BY:
City of Anaheim California
200 S. Anaheim Blvd.
Anaheim, California 92805
(714) 765-5066

May 21, 2014

Benefitting Schools

Thomas Jefferson Elementary School
Olive Street Elementary School

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ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION
Part 1
(Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html
prior to filling out this application

Project name:	City of Anaheim: South Street Sidewalk Gap Closure

For Caltrans use only: ____TAP _____STP____RTP ____SRTS ____SRTS-NI ____SHA
____DAC ____Non-DAC ____Plan

I. GENERAL INFORMATION

Project name:	City of Anaheim: South Street Sidewalk Gap Closure

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Anaheim 200 S. anaheim Blvd., Suite 276; Anaheim, CA 92805	2. PROJECT FUNDING ATP funds Requested $ 796,000.00 Matching Funds (If Applicable) $ Other Project funds $ TOTAL PROJECT COST $ 796,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Nick Guilliams, Engineering Manager nguilliams@anaheim.net; (714) 765-5066	
4. APPLICANT CONTACT (Address & zip code) 200 S. Anaheim Blvd, Suite 276; Anaheim, CA 92805	5. PROJECT COUNTY(IES): Orange County
6. CALTRANS DISTRICT #- Click Drop down menu below District 12	7. Application # 2 of 4 (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	SCAG Southern California Association of Governr
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 12-5055
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 00145S

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☐ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*: NOT APPLICABLE	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☐ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☒

Project name:	City of Anaheim: South Street Sidewalk Gap Closure

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☐ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
    ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
    ☐ Active Transportation Plan

    (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
    ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☐ Bicycle and/or Pedestrian infrastructure
    Bicycle only: ☐ Class I ☐ Class II ☐ Class III
    Ped/Other: ☒ Sidewalk ☐ Crossing Improvement ☐ Multi-use facility

    Other:

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

    ***Please see additional Recreational Trails instructions before proceeding**

25. ☒ Safe routes to school- ☒ Infrastructure ☒ Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
See Attached List of All Impacted Schools and Information Requested Below
27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

☒ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

City of Anaheim
Schools located near Safe Routes to School Project Sites
South Street Sidewalk Gap

School District Name and Address	School District Name and Address	County-District-School Code (CDS)	Total Student Enrollment	Free/ Reduced Lunch	% of Walk/ Bike	# of Students along route	Project Distance from Ele/Middle School	Median Household Income (Source: FactFinder)
Thomas Jefferson Elem 504 East South Street Anaheim, CA 92805	**Anaheim City SD** 1001 South East St Anaheim, CA 92805	30 66423 6027437	568	509 (89.6%)	60%	57 (combined)	0.34 miles	$56,829 Below Poverty: 1,603
Olive Street Elementary 890 South Olive St Anaheim, CA 92805	**Anaheim City SD** 1001 South East St Anaheim, CA 92805	30 66423 6113393	736	686 (95.3%)	70%		0.60 miles	$53,036 Below Poverty: 1,549
			1,304	> 75%				DAC < $49,305

*Data for 2012-2013 school year

ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION
Part 2
(Includes Narrative Sections II, III & IV)

Limited to 20 pages, single-sided, double-spaced, with a minimum 12-point font.

II. PROJECT INFORMATION

1. **Project Location:** South Street, from approximately 525 feet west of East Street to the intersection of South Street and East Street. The project is located in Anaheim proper.

2. **Project Coordinates:** Latitude 33.829050 (Decimal degrees) Longitude -117.900921 (Decimal degrees)

3. **Project Description:** The proposed project includes final design and engineering, environmental clearance, and constructing approximately 525' of new 4' wide ADA compliant sidewalk (with an 8' wide parkway (grass area between the sidewalk and street)), curb and gutter per City of Anaheim standards. The sidewalk will close a gap in the existing sidewalk network and will be constructed on the south side of South Street. The current "pathway" is a combination of dirt, driveways, and some concrete that is beyond its useful life. Approximately 85' of the pathway is completely blocked by shrubs and trees resulting in pedestrians walking around the barrier into the roadway. This barrier will be "set back" on residential property through right-of-way acquisition making way for the new sidewalk, curb and gutter (reference Project Location Map and the Preliminary Design drawing). To enable the new sidewalk, work includes minor right-of-way acquisition (there are no known obstacles to this ROW work), removing/setting back and reconstructing brick and wood fencing, clearing and grubbing existing landscaping, constructing curb and gutter infrastructure (to support the new sidewalk), new plantings to replace vegetation, relocating a fire hydrant, four water meters, and one gas meter and pressure valve (essential project components), installing traffic loops to improve pedestrian safety, signage and pavement markings, and reconstructing driveway approaches. The work also includes a non-infrastructure component that will include partnering with a qualified health or Safe Routes to Schools organization (to be procured following applicable Anaheim and Caltrans procurement policies). The non-infrastructure focus will be encouragement and education with 100% of this work targeting a disadvantaged community.

4. **Project Status:** Project work already underway or completed includes: 1) Preliminary Plans (see Appendix) by our in-house staff, which includes a typical cross section design, 2) Right-of-way parcels have been identified and preliminarily assessed with respect to the amount of square footage that is required and the estimated cost to acquire the property, 3) Community buy-in including a project specific presentation held April 23, 2014, with the Central Neighborhood Council, and 4) Planning Department has preliminarily determined the level of environmental documentation required for this project will most likely be a Categorical Exemption given that the project is located in a "built" environment and the project extends an existing sidewalk network.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

The conditions along South Street expose children to safety risks and hazards, and as a result, the route is not part of any school travel or safe route to school plan for Thomas Jefferson ES or Olive Street ES. Both schools are located less than one mile from the proposed project site and there are an estimated 730 children ages 0-18 living in what we have identified as the "benefitting neighborhoods" (see the green shaded areas on the Project Location Map). There are three primary needs for this project:

Fig. 1: Student walking west on the dirt pathway on South Street. Thomas Jefferson Elementary School is less than 0.4 miles from this intersection going west. Pedestrians must walk around cars parked in the pathway.

1. ***Children Walking in the Street and No Bus Service.*** Children walking in the

road is the highest safety risk encountered at the project location. According to the Federal Highway Administration's Pedestrian Safety Strategic Plan: Background Report, "walking in the roadway" accounted for 19% of all pedestrian fatalities in 2008. There is currently no sidewalk connectivity on the south side of South Street. Families who choose to walk their children to school are forced to walk on a dirt pathway that has parked vehicles or along the edge of South Street, and even in traffic lanes, which increases the likelihood of a conflict between motorist and pedestrian. Alternatively, families who chose to make the short trip by driving contribute to roadway congestion and greenhouse gas emissions.

With an estimated 730 children (0-18) living in the benefitting neighborhoods, there is a significant number of potential "walkers" who will benefit from this project. In addition, both Thomas Jefferson ES and Olive Street ES are classified as "neighborhood schools" which excludes them from providing bus service. The transportation choices for families with school children include walking, biking, or driving. Driving is not necessary given the distance, biking is not possible (there are no bike lanes on South Street) and walking is not possible because of the break in connectivity.

2. Poor Sight Distance. According to the Federal Highway Administration's Pedestrian Safety Strategic Plan: Background Report, "not visible" accounted for 11% of all pedestrian fatalities. Students walking along South Street must contend with parked vehicles and oversized bushes that are directly in their travel path. As a result, pedestrians frequently enter lanes of traffic while traveling to and from school. Particularly when students weave in and out of the areas that are currently blocked by vehicles or shrubs, visibility for motorists is severely impaired.

3. ***North Side of South Street.*** The north side of South Street is void of a continuous sidewalk and is extremely congested with double-parked and sometimes triple-parked vehicles which hides pedestrians walking on the sidewalks that do exist. By creating a clear, unobstructed sidewalk on the south side of South Street, pedestrians will be able to cross at the signalized intersection at South Street and East Street and continue west on South Street. Closing sidewalk gaps in major connecting pathways along South Street will allow students to commute safely to school and residents to incorporate fitness into their daily activities, improving the overall health of the community.

Fig 2. North side of South Street. No sidewalk connection exists on the north side of South Street and severe parking congestion and goods movement trucks frequent businesses on the north side. A safer sidewalk network on the south side will encourage pedestrians to the south side of the street.

2. Consistency with Regional Transportation Plan (RTP) (100 words or less)

Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

The sidewalk gap closure project is consistent with the Southern California Association of Governments' 2012-2035 RTP, which underscores the importance of sidewalk connectivity as follows:

- ***Public Health:*** Sidewalks near schools are associated with greater physical activity and lower obesity rates (p. 30).
- ***Safety:*** Expanding sidewalk networks reduces accidents related to multimodal transportation systems (p. 36).

- ***Active Transportation:*** "Given that all trips start with walking, it is important that sidewalks are accommodating to all users." (p. 53)
- ***Travel Demand Management:*** The RTP goal is to bring 12,000 miles of deficient sidewalks into ADA compliance (p. 141).

IV. NARRATIVE QUESTIONS

1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS.

A. Describe how your project encourages increased walking and bicycling, especially among students.

The proposed project encourages increased walking and bicycling by utilizing three of the "Five E's" of Safe Routes to Schools: ***Engineering.*** The primary objective of the project is to make physical improvements to the infrastructure surrounding two elementary schools that reduce potential conflicts with motor vehicle traffic and establishes safer and fully accessible walkways. The two schools are all located less than one mile, on flat terrain, from the project location making walking an easy trip. These physical improvements include removing barriers such as fences and over-sized foliage/bushes, closing a sidewalk gap with curb and gutter, installing traffic loops to alter the timing of lights, installing signage, and pavement markings. ***Education*** & ***Encouragement***: A secondary objective of the project is to work with a qualified safe routes to schools organization to provide bicycle and pedestrian safety training, driver safety campaigns, walk and bike to school day events, and a "frequent walker mile program" event (subject to school participation). The combination of engineering, education, and encouragement will, by definition, "encourage" an increase in walking and bicycling, especially among students. The project is located within less than one mile of two public schools (Thomas Jefferson ES and Olive Street ES). By closing a gap in the sidewalk network on the south side of South Street, students will be able to use South Street to travel more safely to and from school.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

The primary users we are targeting are students walking or biking to two benefitting schools. During our assessment process, each school was contacted to learn more about the walking and biking habits of their student population. The following table summarizes the results of our research:

Table 1
Benefitting Schools

No.	School	Enrollment	No. of Students Currently Walking or Biking to School[1]	No. of Students Living Along Proposed School Route	Anticipated Percentage Increase after Completion of Project[4]
1	Thomas Jefferson ES	568	60%[1]	57 (combined)[1]	10%[2]
2	Olive Street ES	736	70%[1]		5%[2]
4	TOTALS	1,304		57	

[1]Reported by Dr. Linda Wagner, Superintendent, Anaheim City School District
[2]A 10% and 5% increase is estimated because of the high number of students who already walk or bike to school

One striking fact that surfaced during our analysis revealed that a significant number of students are already walking and biking to school. This is due primarily because neither elementary school provides bus service. Other contributing factors include the vast number of students living in adjacent neighborhoods because of dense, built-out neighborhoods (the average household size is more than 1.5 people more than the national average), and the mild weather conditions in Anaheim which allows walking 365 days per year. So while this project attempts to achieve a greater percentage of students walking to school, the primary impetus is to create a safer walking route for the vast number of students already walking.

Secondary users we are targeting to benefit are residents living along and near South Street. U.S. Census data estimates 3,110 residents live in the three Census Tracts immediately adjacent to the proposed improvements (707 households x 4.4 average household size). The U.S. national average household size is 2.59 (2010 data) while the

average household size in the benefitting Census Tracts is 4.4, which underscores the dense neighborhood conditions where the project is located.

Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The proposed project improves walking to and from local schools by the simple reason that it improves sidewalk connectivity. The area where improvements are proposed is a diverse mix of single- and multi-family homes, one church, a recycling center, the City of Anaheim Parks and Recreation Department City Yard, wholesale auto dealers, manufacturers, schools, home improvement showrooms, and one gas station. Realistically, the sidewalk improvements are primarily benefitting students walking west to the two benefitting elementary schools, nearby residents who work at one of the businesses noted above, and employees arriving near the project site by public bus and then walking to their job site.

C. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

The proposed project accomplishes all three elements: improves connectivity to an existing sidewalk network, removes barriers, and closes a sidewalk gap. On the south side of the street, the obstruction is primarily fencing and over-sized bushes and shrubs. The proposed new sidewalk will connect to existing sidewalk at the intersection of South Street and East Street and then 525 feet west on South Street (at the palm trees in Figure 3). An additional barrier that will be mitigated is rainfall. The current pathway becomes flooded with debris bordering the road which discourages pedestrian use because there is no curb and gutter infrastructure.

Fig 3. The proposed project will remove this barrier and in its place construct sidewalk, curb and gutter features.

The project's scope of work includes removing all barriers, connecting the existing sidewalks to each other, and constructing curb and gutter infrastructure. These three primary elements will improve connectivity, remove barriers, and close a sidewalk gap.

2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. *(0-25 POINTS)*

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities: There is significant research proving the effectiveness of sidewalks in reducing pedestrian injuries and fatalities. According to the 2013 Caltrans Local Roadway Safety Manual, installing sidewalks to help pedestrians avoid walking along a roadway has a crash reduction factor (CRF) range from 65-89%. The CRF is an indication of the effectiveness of a particular treatment (i.e. sidewalks), measured by the percentage of crashes it is expected to reduce. The Manual also cites, "better guidance signs and markings for non-motorized and motorized roadway users should be considered." The proposed project includes a $6,000 line item to bring all roadway signs and striping into compliance with industry standards. In addition, according to the Federal Highway Administration's (FHWA) "Safety Benefits of Walkways, Sidewalks, and Paved Shoulders," roadways without sidewalks are more than twice as likely to have pedestrian crashes as sites with sidewalks on both sides of the street. Clearly, the construction of sidewalks, signage and striping on South Street is expected to realize significant safety benefits for residents, including students, living in the adjacent neighborhoods as well as visitors to the proposed project area.

B. Describe if/how your project will achieve any or all of the following:

Reduces speed or volume of motor vehicles: Statistically, when sidewalk gaps are closed, additional students will choose to walk to school and residents will choose to walk to nearby destinations. According to a research report from the "Impact of the Safe Routes to Schools program on walking and biking: Eugene, Oregon," the percent increase was anywhere from 5-

20%. The resultant increase in walking will, in turn, decrease the number of motor vehicles on South Street. The education component of the proposed project will include driver safety elements which will underscore the need for everyone to slow down in school zones.

Improves sight distance and visibility: The proposed project will ***significantly*** improve sight distance and visibility for motorists by removing fencing and shrubs that are currently impeding views of pedestrians. Large, overgrown foliage and fences will be removed or set back in order to construct sidewalks, which in turn creates a designated place for walking as opposed to pedestrians sharing the roadway with vehicles. Another sight distance issue is vehicles parking in the dirt pathway as witnessed during a reconnaissance visit to the site during a needs assessment. With sidewalk, curb and gutter infrastructure, vehicles will be forced to park alongside the curb and pedestrians will no longer be "hidden" walking in and around parked vehicles.

Improves compliance with local traffic laws: Increased compliance with local traffic laws will be achieved through the educational component of the project. Parents and caregivers will be asked to follow the rules of the road via one driver safety campaign at both benefitting schools.

Eliminates behaviors that lead to collisions: The decision to construct a sidewalk on the south side of South Street was founded, in part, on reducing behavior that could lead to collisions. Children will take the easiest path to their school if there is no clear "school route." Darting back and forth between different sides of the street to avoid mud and puddles will no longer be an issue with paved sidewalks with curb and gutter. Children will also not be required to walk around parked vehicles, which could result in one bad decision to "step out" without looking.

Addresses inadequate traffic control devices: This project does not include a traffic control device component. The funds requested for "E" circular traffic loops is to replace the existing loops that will be damaged/destroyed during the construction of this project.

Addresses inadequate bicycle facilities, crosswalks or sidewalks: The primary objective of the proposed project is to address inadequate sidewalks on South Street, as discussed in great detail in prior responses. The project also includes new striping for the crosswalk at the intersection of South and East.

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

The Transportation Injury Mapping System (TIMS) SRTS Map Viewer reports a total of 15 bike and 5 pedestrian incidents occurring within a half-mile of the project site between 2009 and 2011. Of these incidents, there has been three severe injuries. One bicycle collision occurred within the limits of the proposed project area. As previously underscored, one of the primary purposes of this particular SRTS project is to create a safer passageway for the vast number of students ***who already walk to school***. The current "sidewalk" is more accurately described as a dirt walkway at grade level intermixed with driveways and broken concrete that is beyond its useful life (see Project Photos). There is no true divider separating pedestrians from vehicles on South Street. Without a clear divider of curb and gutter work, vehicles can easily swerve into pedestrians walking along the edge of the roadway.

3. **PUBLIC PARTICIPATION and PLANNING** *(0-15 POINTS)*
   A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.
   B. Describe the local participation process that resulted in the identification and prioritization of the project:

The prioritization of this project is the direct result of three community-based efforts:

1) Anaheim Outdoors Connectivity Plan. In 2010 the City embarked on a citywide effort to develop the Anaheim Outdoors Connectivity Plan. The process included 26 different stakeholder agencies meeting six times and multiple meetings with 12 community-based organizations (including neighborhood councils). Community meetings were extremely varied to accommodate resident schedules including evening and weekend workshops. For example,

an Open House was held on Saturday, September 22, 2012, from 10:00 AM – 12:00 noon at the Pearson Park Amphitheatre Patio to solicit input on the Draft Plan. The meetings ranged from charrette-type workshops where residents were lead through a series of questions and hands-on exercises to more formal presentations by city staff and consultants. A community-lead output of the planning process was the prioritization of "continuous wide sidewalks throughout the City," and participation in SRTS grant programs (p. 37). ***2) Neighborhood Council Meeting***: On April 23, 2014, Mr. David Kennedy presented the proposed project at the Central District Neighborhood Council meeting at the Downtown Anaheim Community Center. More than 40 residents attended this meeting. The meeting informed benefitting residents of the City's plans to construct an ADA compliant sidewalk on South Street in order to provide a connecting pathway for pedestrians to travel safely along the street with moving vehicular traffic. ***3) Stakeholders:*** Communication with both benefitting schools has been instrumental in understanding the need and priority for this project and city staff worked with school officials to obtain data. This project is fully supported by Dr. Linda Wagner, Superintendent of the Anaheim City School District (see support letters). We also reached out to, and coordinated with, Ms. Amy Buch from the Orange County Health Care Agency to understand the need for and options for education and encouragement activities. The proposed budget includes a $15,000 line item to conduct education and enforcement activities. This is the direct result of our coordination and discussions with Ms. Buch. The Anaheim Police Department is also an ardent supporter of this project as evidenced by a support letter from Officer Matthew Budds.

C. Is the project cost over $1 Million? Y/N No

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N N/A

4. COST EFFECTIVENESS *(0-10 POINTS)*

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

Alternatives considered during the planning process included 1) no action, and 2) construct only sidewalk infrastructure at grade (no curb and gutter). The capital cost for the "no action" alternative is $0; however, creating a safer passageway for students and the avoidance of a pedestrian fatality or serious injury within one mile of two schools with over 1,304 students is deemed critical. The second alternative assessed was closing the sidewalk gap by just pouring concrete at grade with no curb and gutter infrastructure. While this had the potential to decrease the capital cost by 30-40%, this alternative was deemed short-sighted, unfair for residents because other areas of the City benefit from curb and gutter infrastructure, and not economically prudent since there would be cost savings to mobilize once to correct all deficiencies. This alternative would also not prevent flooding across the pathway during wet weather.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{Benefit*}{Total\ Project\ Cost}$ and $\frac{Benefit*}{Program\ Funds\ Requested}$). *Benefits must directly relate to the goals of the Active Transportation Program.

The monetary calculation is a combination of the following two benefits (all calculations and data printouts are provided in the Appendix):

Table 2
Summary of Cost Benefit Analysis

No.	Cost/Benefit Analysis Source	Cost	Benefit
1.	TIMS SWITRS Analysis	$796,000	$471,528
2.	World Health Organization HEAT Software		$4,058,000
	TOTAL	$796,000	$4,529,528

1) TIMS SWITRS Benefit: Using the TIMS Benefit-Cost Calculation tool and entering crash data for only the project location site, there was one visible injury and one complaint of pain data to input for "ped & bike" crash type. We used R37 as the countermeasure. The benefits derived totaled $471,528.

2) World Health Organization Health Economic Assessment Tool (HEAT): The HEAT assessment tool estimated the value of total benefits accumulated over 20 years based on data inputs consistent with our project and population at $4,058,000.

Based on these two monetary benefits and a total project cost of $796,000, the ratio of benefits to costs and funds requested is:

Benefits Compared to Total Project Cost:

$4,529,528/$796,000 = **5.70**

Benefits Compared to Program Funds Requested:

$4,529,528/$796,000 = **5.70**

5. IMPROVED PUBLIC HEALTH *(0-10 points)*

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

The proposed project aligns with the *Anaheim Outdoor Connectivity Plan* to combat the City's childhood obesity rate. In a 2010 study conducted by the UCLA Center for Healthy Policy Research, the City of Anaheim had 44% of its students (K through 6th grade) considered obese. Studies show that overweight children often grow to be obese adults increasing the risk for diabetes, cardiovascular disease, and hypertension in addition to a list of many other health related issues. Obesity, second only to tobacco use, is the leading preventable disease in the United States. Lower-income families suffer disproportionately from health problems related to physical inactivity, which includes disadvantaged households being three times more likely to live a sedentary lifestyle than people from households with incomes above $50,000. This sedentary lifestyle exacerbates the prevalence of diabetes and obesity, in particular, with

more than 25% of lower income households having a body mass index of more than 35% (obese) compared to 19% for households earning more than $50,000. The ultimate goal is to encourage families to integrate physical activity into their daily routine. There are approximately 280 sunny days in Anaheim and less than 13.5 inches of rain annually, making the climate extremely "walking friendly." California students are required to attend school 180 days per year. With the sidewalk gap closure, a household could "clock" an estimated 180 hours per year (30 minutes roundtrip x 2 times per day x 180 days = 180 hours) of exercise. The student would "clock" one-half of this time at 90 hours per year. Even if the household chose to walk only 50% of the time, the resulting benefit would be 90 hours and 45 hours, respectively. The U.S. Surgeon General's physical activity recommendation is 30 minutes of physical activity (e.g. walking) five days per week, or 130 hours per year. By expanding pathways for non-motorized transportation, students will be able to increase their physical activity by walking or biking to school and other destinations.

In addition to helping to alleviate obesity rates in children, the *Anaheim Outdoor Connectivity Plan* is working to improve air quality. Expanding pedestrian pathways will also reduce GHG emissions as residents forego the use of motorized transportation in lieu of non-motorized transportation (walking or bicycling). This reduction of fuel-based machinery will improve the City's air quality and help people suffering with asthma or similar breathing conditions. The overall health of the City will reap significant benefits through the proposed project which has the potential to increase physical activity, decrease GHG emissions, and create a healthier environment for the community.

6. **BENEFIT TO DISADVANTAGED COMMUNITIES** *(0-10 points)*

A. I. Is the project located in a disadvantaged community? Y/N YES

II. Does the project significantly benefit a disadvantaged community? Y/N YES

a. Which criteria does the project meet? (Answer all that apply)

☐ Median household income for the community benefited by the project: $_____

☐ California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: _____

☒ **For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:**

The proposed project is located within less than one mile of the following two SRTS-eligible schools (i.e. elementary schools):

1. Thomas Jefferson Elementary School: 93% Free or Reduced Price Meals eligibility
2. Olive Street Elementary School: 94% Free or Reduce Price Meals eligibility

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged. Not Applicable.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

One hundred percent of the sidewalk gap closure project falls geographically within a disadvantaged community and 100% of the funding requested will be targeted for a disadvantaged community. The proposed project reduces a significant barrier for children walking to school by removing fences and foliage that block non-motorized movement to and from Thomas Jefferson ES and Olive Street ES. Currently, students who travel along South Street must “walk around” these barriers which pushes them into the roadway, which has an average daily traffic count of 5,500 at the project site and a posted speed limit of 35 MPH.

Thomas Jefferson ES has a current student enrollment of 568 and the school is located 0.34 miles from the proposed project location. Almost 93% of the students attending Thomas Jefferson ES are Hispanic or Latino and 52% are “English Learners” (students speak a primary

language other than English at home and have been assessed to lack English language skills for speaking, reading, writing, and comprehension). Olive Street ES student enrollment is 736 and is located 0.54 miles from the project location. Over 93% of students are Hispanic or Latino and 66% are English Learners.

The current barriers are particularly problematic for the benefitting disadvantaged community because both schools have no bus service for students. Walking, biking, or having a family member or friend driving to school are the only methods for getting to and from school. While research indicates that lower income families usually own at least one vehicle, there are other negative conditions attributed to disadvantaged communities that can be improved with this sidewalk gap closure project. These include:

- ***Safety:*** Lower-income children, and especially children of lower-income minority families are injured or killed more often while walking and bicycling than are middle-class and upper-income children. According to the TIMS Safe Routes to Schools Collision Map Data there have been five pedestrian collisions within one-half mile of Thomas Jefferson ES from 2009-2011. One bicycle collision occurred near the proposed project location. Improved sidewalk connectivity may increase the number of families choosing to walk to school because of a safer journey (Journal of Park and Recreation Administration, winter, 1998).
- ***Health and Obesity:*** Please refer back to the Public Health section for an extensive discussion on the health benefits the proposed project will have on lower income families.

Complementing the sidewalk infrastructure project will be an encouragement component (non-infrastructure) led by a qualified health or Safe Routes to Schools organization (to be procured after the grant award that adheres to City of Anaheim and Caltrans procurement policies). The successful organization will develop an encouragement campaign to highlight the completion of the gap closure and the benefits of integrating walking to and from school into their daily routine. Recent research and decades of public health practice have

demonstrated that integrating physical activity into daily routines may be a more effective public health strategy than individual messages or structured exercise programs (source: Active Living by Design).

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 points)

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N YES

a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

NAME: Virginia Clark, Region Deputy, Region 1
Email: Virginia.clark@ccc.ca.gov
Phone #: (916) 341-3147
DATE: April 30, 2014

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N YES

a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

NAME: Cynthia Vitale
Email: Cynthia@csgcalifornia.com
Phone #: (916) 558-1516, ext. 126
DATE: April 30, 2014

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N YES

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

On April 30, 2014, CCC representative Virginia Clark responded via email indicating that the CCC will **not** participate in this proposed project. A copy of Ms. Clark's response is provided in the Appendix.

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

On May 8, 2014, the Orange County Conservation Corps indicated that they would like to participate in this proposed project by contributing to the landscape assistance portion of the project. A copy of Ms. Vitale's response is provided in the Appendix. As required by the ATP grant program, we will enter into an MOU with the OCCC prior to requesting authorization of funds for construction.

8. APPLICANT'S PERFORMANCE ON PAST GRANTS (0 to -10 points)
Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

The City has two active SRTS grants and both projects are complying with project delivery milestones (i.e. no red flags), according to the most recent Caltrans Project Delivery status report. To the best of current staff's knowledge about prior ATP-type grant funded projects, the City of Anaheim has never failed to deliver a project. In addition, we reviewed all prior Project Delivery Status reports (source: Archives, October 1, 2009 through December 31, 2013) and all SRTS milestones have been satisfactorily delivered. The City has one active red flag for an HSIP grant award but this project is not an ATP-type project (dynamic message signs to provide direction to motorists around the ARTIC facility). The red flag is the result of the project not advancing to construction within the required timeframes. Caltrans provided the required ROW certification on March 12, 2014, and this project is now advancing as scheduled. The signs will be installed by November 2014 and the project closed out.

The City of Anaheim has extensive experience managing reimbursable federal and state grant-funded capital improvement projects. The City's most recently filed Schedule of Expenditures of Federal Awards reports a total of 70 federal grants being managed by the City totaling $128 million. These awards span many agencies including the U.S. Department of Transportation, the U.S. Housing and Urban Development, Caltrans, and the Strategic Growth Council. The Design Services Department has experience managing DOT/FHWA-funded projects which includes the E-76 process.

Recent and relevant ***federal*** SRTS grant and project management experience includes:

- $506,500 – FHWA Safe Routes to Schools grant to close bicycle lane gaps throughout the City of Anaheim to improve safety conditions for children walking and biking to school.

- $530,000 – FHWA Safe Routes to Schools grant to construct sidewalks, curbs, gutters and minor drainage facilities on the south side of La Palma Avenue.
- $468,600 – FHWA Safe Routes to Schools grant to construct 8' wide sidewalks and curb ramps and install bike lanes on Ball Road between Magnolia and Dale Avenue.

This project will be led and managed by Karl Francis, P.E., Principal Engineer. Mr. Francis has extensive experience managing complex infrastructure projects on time and on budget. Mr. Francis will be supported and have oversight by Mr. Nick Guilliams, P.E., Engineering Manager. The Anaheim Public Works Department has a systematic and proven internal process to track federal funding and ensure timely completion of federal reports. The system includes a series of checks and balances to identify fraud and abuse. The Public Works Department is supported by a host of qualified Certified Public Accountants, Grant Managers, Contract Specialists, OSHA Compliance Officers, federal/state wage specialists, and on-site attorneys. All of these in-house specialists will be assigned to the South Street sidewalk gap closure project, as appropriate, to ensure compliance with all fiscal and programmatic requirements. The City has not had a Single Audit Act finding for over three years.

~End 20-page, double-spaced, 12-point font narrative~

Project name:	City of Anaheim: South Street Sidewalk Gap Closure

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project					Date:	5/13/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		**TCRP No.**
12						

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
ORA				City of Anaheim	
				MPO	**Element**
				SCAG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Nick Guilliams	714-765-5066	nguilliams@anaheim.net

Project Title

Anaheim: South Street Sidewalk Gap Closure

Location, Project Limits, Description, Scope of Work ☐ See page 2

The project is located in the City of Anaheim on South Street. SOW: final design and engineering, environmental clearance, constructing ~525' of new eight feet wide, ADA compliant sidewalk, curb and gutter, minor right-of-way acquisition,removing/setting back and reconstructing brick and wood fencing, clearing and grubbing existing landscaping, constructing curb and gutter infrastructure, new plantings to replace vegetation, relocating a fire hydrant, four water meters, and one gas meter and pressure valve, traffic loops, signage and pavement markings, and reconstructing driveway approaches.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	City of Anaheim
PS&E	City of Anaheim
Right of Way	City of Anaheim
Construction	City of Anaheim

Purpose and Need ☐ See page 2

The conditions along South Street expose children to safety risks and hazards, and as a result, the route is not part of any school travel or safe route to school plan for Thomas Jefferson ES or Olive Street ES. Both schools are located less than one mile from the proposed project site and there are an estimated 730 children ages 0-18 living in what we have identified as the "benefitting neighborhoods." Needs include: 1) children walking in teh street and no bus service to the benefitting schools; 2) poor sight distance, and 3)

Project Benefits ☐ See page 2

Project benefits include closing a sidewalk gap, improved sight distance and visibility, a reduction in behaviors that lead to collisions, and improved compliance with local traffic laws,

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone			Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			10/01/14
Circulate Draft Environmental Document	**Document Type**	CE	12/01/14
Draft Project Report			01/01/15
End Environmental Phase (PA&ED Milestone)			02/01/15
Begin Design (PS&E) Phase			10/01/14
End Design Phase (Ready to List for Advertisement Milestone)			07/01/15
Begin Right of Way Phase			12/01/14
End Right of Way Phase (Right of Way Certification Milestone)			10/01/15
Begin Construction Phase (Contract Award Milestone)			01/01/16
End Construction Phase (Construction Contract Acceptance Milestone)			09/01/16
Begin Closeout Phase			10/01/16
End Closeout Phase (Closeout Report)			12/31/16

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/13/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
12	ORA					
Project Title:	Anaheim: South Street Sidewalk Gap Closure					

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E		100						100	
R/W SUP (CT)									
CON SUP (CT)									
R/W		267						267	
CON			429					429	
TOTAL		367	429					796	

Fund No. 1:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E		100						100	$15,000 of the construction funding in 15/16 is budgeted for non-infrastructure activities (education & encouragement)
R/W SUP (CT)									
CON SUP (CT)									
R/W		267						267	
CON			429					429	
TOTAL		367	429					796	

Fund No. 2:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Project name:	City of Anaheim: South Street Sidewalk Gap Closure

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)	**Amount**
PE Phase (includes PA&ED and PS&E)	$ 100
Right-of-Way Phase	$ 267
Construction Phase-Infrastructure	$ 414
Construction Phase-Non-infrastructure	$ 15
Total for ALL Phases	**$** 796

All Non-ATP fund types on this project* (to the nearest $1000)	**Amount**
None	$
	$
	$
	$
	$
	$

*Must indicate which funds are matching

Total Project Cost	$ 796
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)	**Amount**
Request for funding a Plan	$
Request for Safe Routes to Schools Infrastructure work	$ 781
Request for Safe Routes to Schools Non-Infrastructure work	$ 15
Request for other Non-Infrastructure work (non-SRTS)	$
Request for Recreational Trails work	$

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P		
PS&E	07/01/2014	10/01/2014
Right-of-Way	03/01/2014	05/01/2015
Construction	10/01/2015	01/01/2016

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name:	City of Anaheim: South Street Sidewalk Gap Closure

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
10/01/2015	12/01/2015	City procures qualified consultant to develop education and encouragement
		materials. Will follow Caltrans and City procurement regulations.
02/01/2016	05/01/2016	Coordination with schools to develop education and encouragement
		materials and develop action plan.
09/01/2016	11/15/2016	Implement education and encouragement action plan in partnership with
		each benefitting school.
11/15/2016	12/15/2016	Collect data regarding effectiveness of education and encouragement
		campaign; develop final report with statistical evidence. Include final report
		with grant close-out documents.

Project name:	City of Anaheim: South Street Sidewalk Gap Closure

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5/16/14
Name: Nick Guilliams Phone: (714) 765-5066
Title: Engineering Manager e-mail: nguilliams@anaheim.net

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5-16-14
Name: Mark Vukojevic Phone: (714) 765-5148
Title: City Engineer e-mail: mvukojevic@anaheim.net

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: SEE ATTACHED LETTERS Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: SEE ATTACHED LETTERS Phone: _____
Title: e-mail: _____

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: _____ Date: _____
Name: NOT APPLICABLE Phone: _____
Title: _____ e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

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ANAHEIM CITY SCHOOL DISTRICT

SUPERINTENDENT
Linda Wagner, Ed.D.

BOARD OF EDUCATION
Sandy Blumberg
Jeff Cole
Bob Gardner
Dr. José F. Moreno
James Vanderbilt

1001 S. East Street
Anaheim, CA 92805-5749

Phone: 714-517-7500
Fax: 714-517-8538

www.acsd.k12.ca.us

May 5, 2014

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS 1
Sacramento, CA 94274-0001

To Whom It May Concern:

SUBJECT: Sidewalk Gap Closure Project on South Street

On behalf of the Anaheim City School District (ACSD), I am writing to express support of the City of Anaheim's effort to secure an Active Transportation Program grant for a sidewalk gap closure project in close proximity to two elementary schools in our district. This project provides many benefits to students attending these schools, including safety, mobility, and opportunity for physical activity.

School*	Enrollment	Participation in Free or Reduced Price Lunch Program	Distance from Proposed Sidewalk Gap Closure Project
Thomas Jefferson Elementary School	659	86%	0.34 miles
Olive Street Elementary School	649	94%	0.60 miles

**The schools listed above are not on a school closure list.*

As superintendent for the ACSD, my number one priority is the welfare and safety of our students. The current gaps in the sidewalk along South Street (to the east of the schools) pose hazards for children walking or biking to and from school. It is my belief that filling these gaps would provide safe travel and encourage an increased number of children to forego riding in a car in favor of commuting to school on foot or bike.

It is my hope that the evaluation panel gives favorable consideration to the City of Anaheim's request for assistance with a project that will positively impact students in our schools.

Sincerely,

Linda Wagner, Ed.D.
Superintendent

LW:taj
c:\mydata\worddocs\letters\city_safe routes support ltr_south st.doc

Project name:
City of Anaheim: South Street Sidewalk Gap Closure

VIII. ADDITIONAL APPLICATION ATTACHMENTS

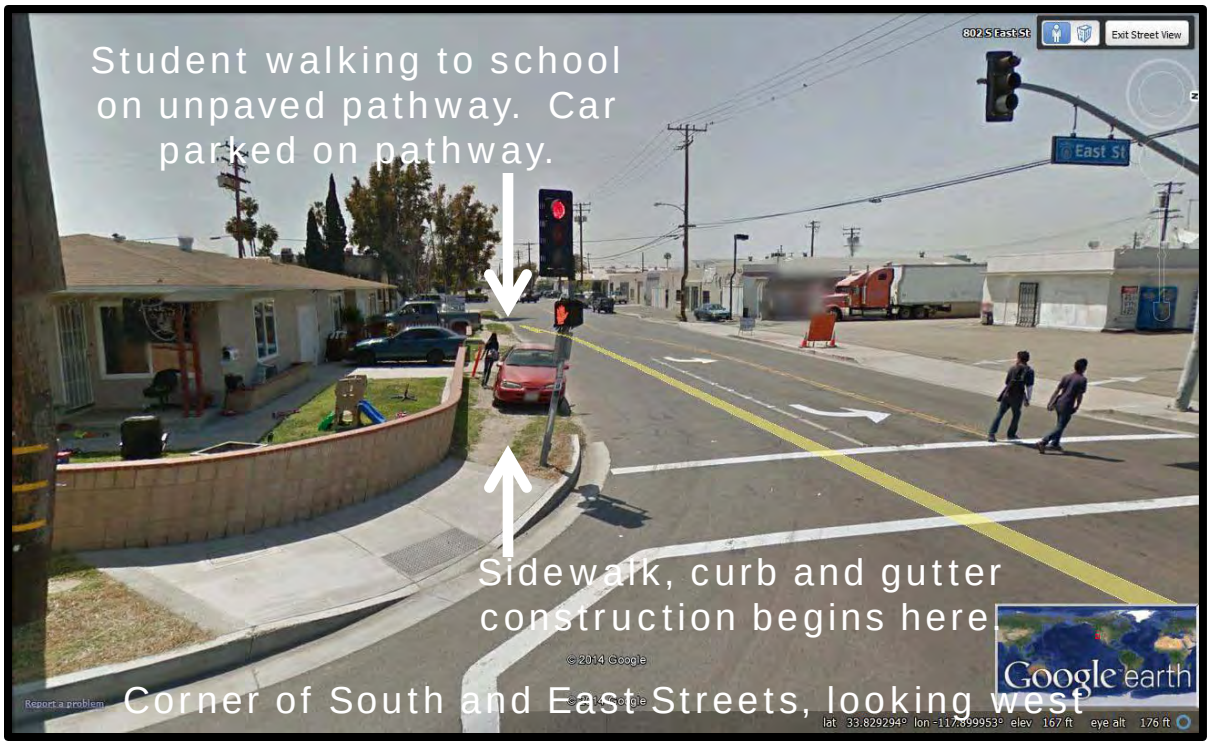
Check all attachments included with this application.

- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
  - ☒ North Arrow
  - ☒ Label street names and highway route numbers
  - ☒ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - ☒ Minimum of one labeled color photo of the existing project location
  - ☒ Minimum photo size 3 x 5 inches
  - ☐ Optional video and/or time-lapse
- ☒ Preliminary Plans- **REQUIRED for Construction phase only**
  - ☒ Must include a north arrow
  - ☒ Label the scale of the drawing
  - ☒ Typical Cross sections where applicable with property or right-of-way lines
  - ☒ Label street names, highway route numbers and easements
- ☒ Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - ☒ Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - ☒ Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - ☒ Must identify all items that ATP will be funding
  - ☒ Contingency is limited to 10% of funds being requested
  - ☒ Evaluation required under the ATP guidelines is not a reimbursable item
- ☐ Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- ☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- ☐ Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- ☒ Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
- ☒ Documentation of the public participation process (required)
- ☒ Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- ☒ Additional documentation, letters of support, etc (optional)

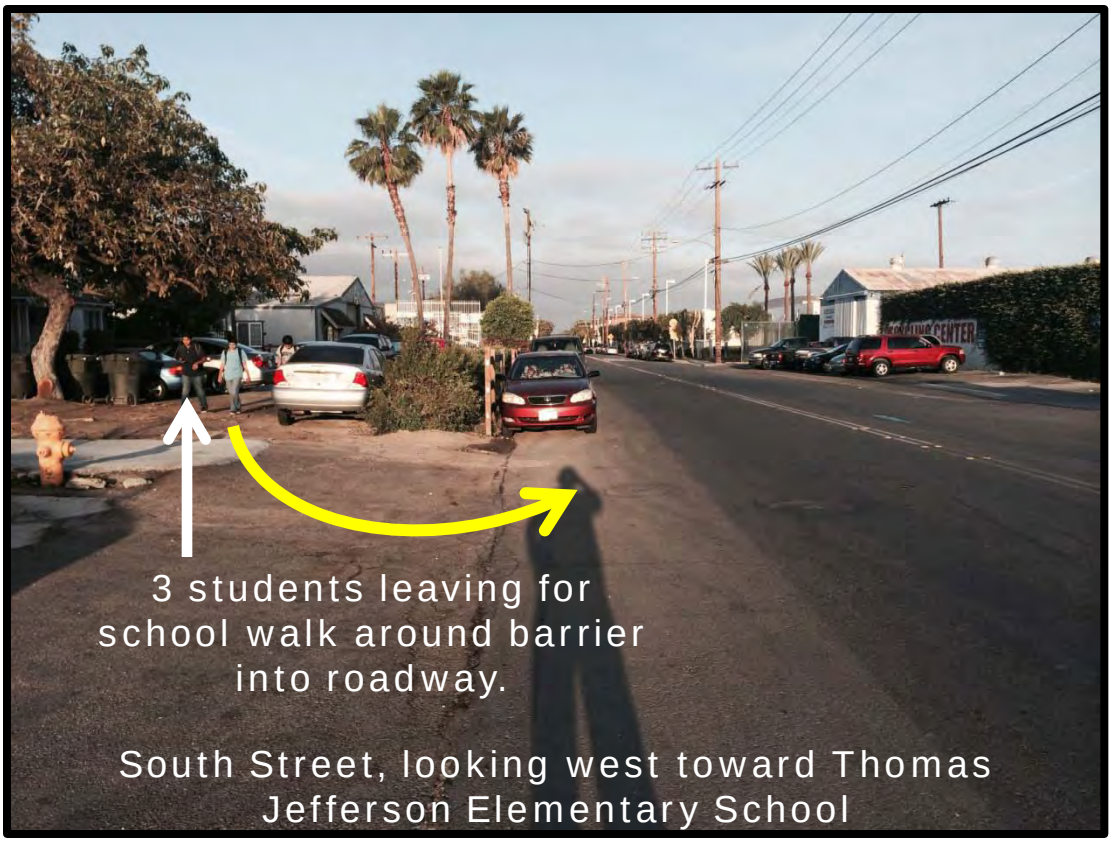
Project Location Map
South Street Sidewalk Gap Closure

Gap: ~525'
Free or Reduced Price Lunch Participation:
Thomas Jefferson: 90%
Olive Street: 95%

APPENDIX B
Photo Pages – South Street Sidewalk Gap Closure



APPENDIX B
Photo Pages – South Street Sidewalk Gap Closure



APPENDIX B
Photo Page – South Street Sidewalk Gap Closure

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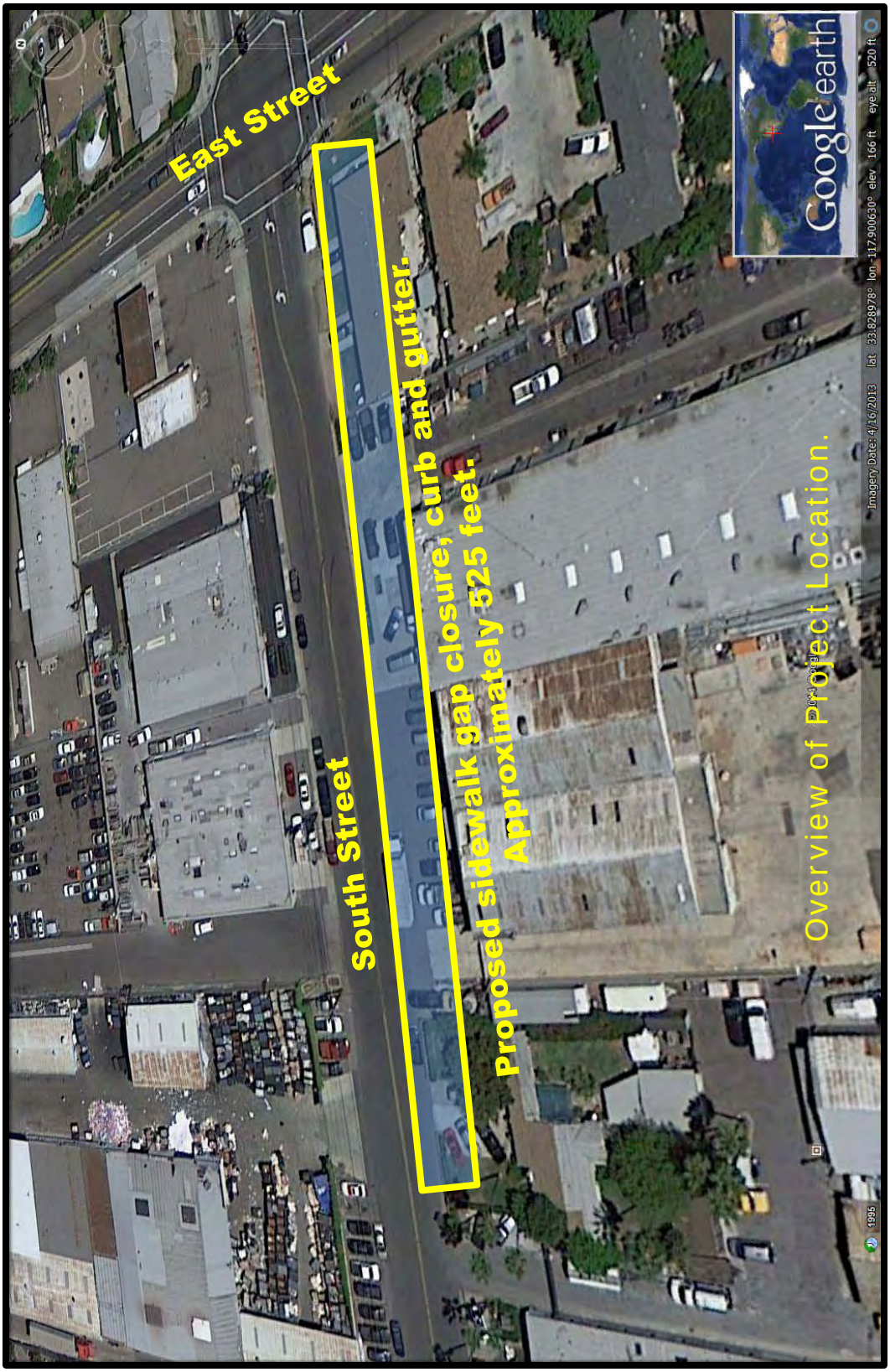
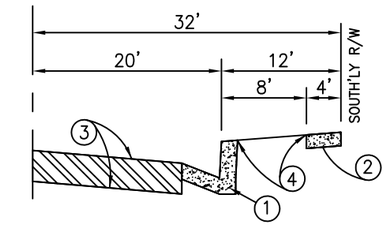
Photo Pages – South Street Sidewalk Gap Closure



SOUTH STREET LOOKING EAST'LY

SOUTH STREET LOOKING EAST'LY

SOUTH STREET LOOKING WEST'LY



TYPICAL SECTION

1. CONST. 6" TYPE A CURB AND GUTTER
2. CONSTRUCT 4" SIDEWALK
3. CONSTRUCT 9" A.C.~REMOVE EXISTING
4. LANDSCAPING

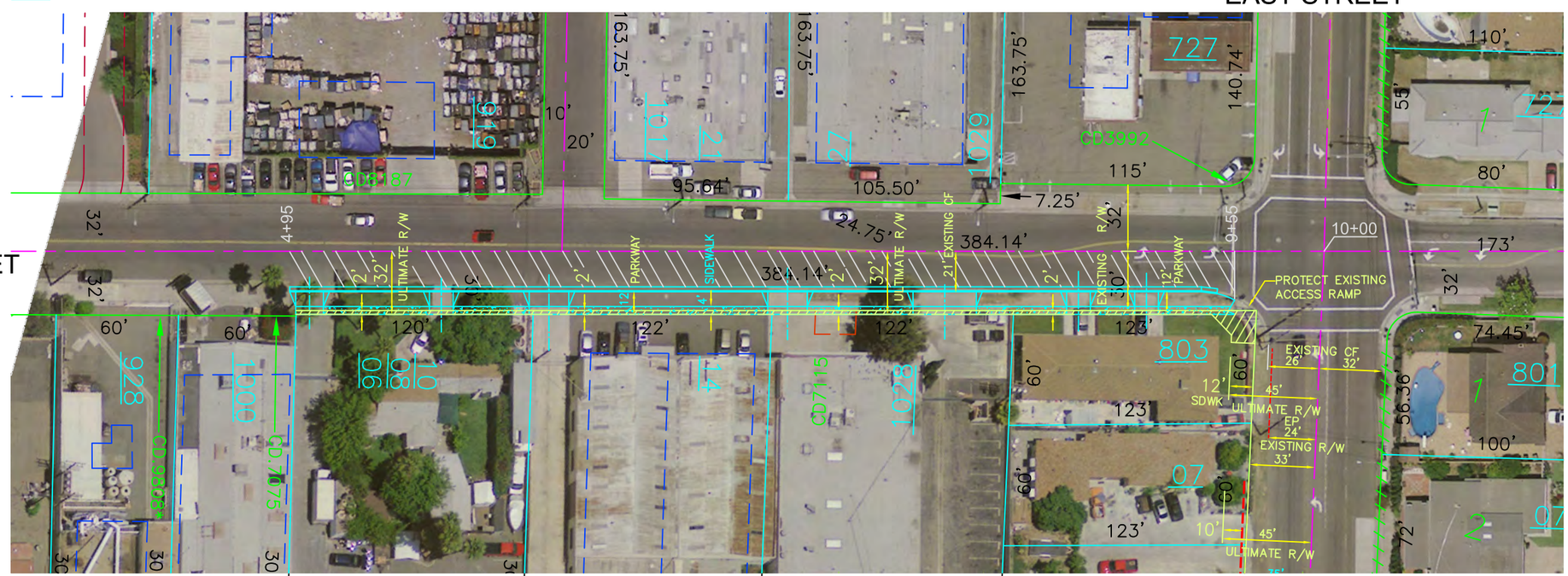
PROPOSED R/W TAKE NECESSARY FOR ULTIMATE WIDTH REQUIREMENTS

PROPOSED CURB & GUTTER AND ADA COMPLIANT SIDEWALK

PROPOSED 9 INCH FULL DEPTH ASPHALT CONCRETE ~REMOVE EXISTING

EAST STREET

SOUTH STREET



APN: 037-261-03
1006, 1006 1/2, 1008 E. SOUTH STREET

APN: 037-261-04
1014 E. SOUTH STREET

APN: 037-261-05
1028 E. SOUTH STREET

APN: 037-261-06
803 S. EAST STREET

EAST STREET

N

CITY OF ANAHEIM
DEPARTMENT OF PUBLIC WORKS
200 SOUTH ANAHEIM BLVD. #276
ANAHEIM, CA 92805
(714) 765-5176
www.anaheim.net

STREET IMPROVEMENT
SOUTH STREET
FROM 525' W/O EAST STREET TO EAST STREET

CITY OF ANAHEIM
DEPARTMENT OF PUBLIC WORKS

REVIEWED BY:	XX
DESIGNED BY:	XX
SCALE:	1"=20'
SHEET OF	XX

H:\Design\Design\PROJECTS\2013-2014\xxxx-APT Applications\CAD\East & South\EN_SOUTH.dwg 04/15/2014 10:20

Detailed Engineer's Estimate
For Construction Items Only

Agency: City of Anaheim

Project Name: South Street Sidewalk Improvements from Approx. 525 feet W/O East Street to East Street

Project Location:

Date of Estimate: April 14, 2014

Prepared by: Design Staff

Item No.	Description	Quantity	Units	Unit Cost	Total
1	CLEAR AND GRUB	1	LS	$5,000.00	$5,000
2	EXCAVATION	320	CY	$55.00	$17,600
3	A.C. PLANING (COLD MILL @ JOIN LINES)	1000	SF	$6.00	$6,000
4	ASPHALT CONCRETE	600	TON	$90.00	$54,000
5	REMOVE EXISING CURB & GUTTER	150	LF	$5.00	$750
6	CONST. PCC CURB & GUTTER	475	LF	$35.00	$16,625
7	CONST. 6" THICK PCC DRIVEWAY	2000	SF	$32.00	$64,000
8	CONST. 4" THICK PCC SIDEWALK	1544	SF	$22.00	$33,968
9	RELOCATE FIRE HYDRANT	1	EA	$10,000.00	$10,000
10	ADJUST WATER VALVE TO GRADE	2	EA	$400.00	$800
11	RELOCATE WATER METER	4	EA	$600.00	$2,400
12	RELCOATE BOLLARDS	4	EA	$400.00	$1,600
13	RELOCATE METAL VAULT	1	EA	$1,000.00	$1,000
14	ADJUST TRAFFIC SIGNAL PULL BOX TO GRADE	1	EA	$800.00	$800
15	REMOVE & RECONSTRUCT 3 FT. BRICK FENCE	125	LF	$240.00	$30,000
16	REMOVE & RECONSTRUCT WOOD FENCE	100	LF	$60.00	$6,000
17	LANDSCAPING & IRRIGATION	2722	SF	$20.00	$54,440
18	SANDBLAST AND REMOVE EXISTING STRIPING	1	LS	$4,000.00	$4,000
19	INSTALL STRIPING AND MARKINGS	1	LS	$6,000.00	$6,000
20	TRAFFIC LOOPS TYPE "E" CIRCULAR	8	EA	$400.00	$3,200
21	CONSTRUCTION INFORMATION SIGN	2	EA	1,800	$3,600
22	RELOCATE GAS METER & PRESSURE VALVE	1	EA	5,000	$5,000
				Subtotal:	$326,783
				***Contingency:**	$32,678
				TOTAL:	$359,461

* Up to 10% Contingency may be included (contingency is limited to 10% of funds being requested)
Use above spreadsheet for CONTRUCTION ITEMS ONLY. Use the next section to detail non-construction costs.

ATP FUNDS REQUESTED BY PHASE (TO THE NEAREST $1000)		Amount
1	PE Phase (includes PA&ED and PS&E)	$ 100,000
2	Right-of-Way Phase	$ 267,000
3	Construction Phase - Infrastructure	$ 360,000
4	Non-Infrastructure - Encouragement and Education (Thomas Jefferson ES & Olive ES)	$ 15,000
5	Construction Phase - Construction Management	$ 54,000
	Total for ALL Phases	$ 796,000

Non-infrastructure includes public awareness, outreach, program evaluation, education, enforcement, funding for training or developing training materials, developing transportation plans.

South Street Sidewalk Gap Closure Project
On-line Link to Regional Plan

Electronic Link to SCAG Regional Transportation Plan, 2012-2013:
http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf

Adopted:
April 2012

Consistency with Regional Transportation Plan (RTP)
Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

The sidewalk gap closure project is consistent with the Southern California Association of Governments' 2012-2035 RTP, which underscores the importance of sidewalk connectivity as follows:

- ***Public Health:*** Sidewalks near schools are associated with greater physical activity and lower obesity rates (p. 30).
- ***Safety:*** Expanding sidewalk networks reduces accidents related to multimodal transportation systems (p. 36).
- ***Active Transportation:*** "Given that all trips start with walking, it is important that sidewalks are accommodating to all users." (p. 53)
- ***Travel Demand Management:*** The RTP goal is to bring 12,000 miles of deficient sidewalks into ADA compliance (p. 141).

CITY OF ANAHEIM
CENTRAL DISTRICT NEIGHBORHOOD COUNCIL MEETING

April 23, 2014
7:00 p.m.
Downtown Anaheim Community Center
250 E. Center St.

A G E N D A

I.	Welcome and Introductions *(7:00-7:05pm)*	Meghan Shigo, Neighborhood Council Chair
II.	Emergency Preparedness *(7:05-7:15pm)*	Desiree Johannessen & Alexandra Solano, Fire & Rescue
III.	"Do Your Part-Save Water" Program *(7:15-7:45pm)*	Issis Macias, Public Utilities
IV.	Pilot Public Safety Board *(7:45-8:15pm)*	Lylyana Bogdanovich, City Manager's Office
V.	Safe Routes to School Grant Projects *(8:15-8:25pm)*	David Kennedy, Public Works
VI.	Adjournment *(8:25pm)*	Meghan Shigo, Neighborhood Council Chair

What is the Neighborhood Council?

Your district's neighborhood council is instrumental in focusing on the needs of your neighborhood. The District Neighborhood Council is part of the Anaheim Neighborhood Improvement Program that uses an inter-departmental approach to improve the livability of Anaheim's neighborhoods. Utilizing 4 neighborhood districts and interdepartmental teams assigned to each district, neighborhood improvement is accomplished by creating partnerships between neighborhood "stakeholders" (City departments, residents, property owners, school officials, the religious community business community and non-profit organizations). This partnership develops a long term vision for your neighborhood's success! Neighborhood Councils bring people together to work on issues of concern and identify actions they can make to address them.

****Additional Neighborhood Council Meeting on Voter Outreach & Elections Information – Wednesday, May 21 at 7:00 p.m., Gordon Hoyt Center, 201 S. Anaheim Blvd.****

2014 Central District Neighborhood Council Meetings Dates
Wednesday, July 23, 2014 at 7:00 p.m.
Wednesday, October 22, 2014 at 7:00 p.m.

For meeting locations and more information please call (714) 765-4456 or visit us at www.anaheim.net/neighborhoods

CENTRAL DISTRICT NEIGHBORHOOD COUNCIL MEETING
April 23, 2014

	NAME (NOMBRE)	ADDRESS (DIRECCION DE DOMICILIO)	PHONE (TELEFONO)	E-MAIL (CORREO ELECTRONICO)
	Ramon Barrera	Contact information redacted. Will provide upon request.		
	Maria Luz Valencia			
	Irene Barrera			
	Maribel Barrera			
	Marlene Sampson			
	Joel Barrera			
	Maurice Turner			
	Corry Torgerson			
	Ada Tamayo			
	Isela Lopez			

CENTRAL DISTRICT NEIGHBORHOOD COUNCIL MEETING
April 23, 2014

	NAME (NOMBRE)	ADDRESS (DIRECCION DE DOMICILIO)	PHONE (TELEFONO)	E-MAIL (CORREO ELECTRONICO)
	Ken Steinhardt			
	Meghan Shigo	Contact information redacted. Will provide upon request.		
	Stephanie Kramer			
	Jack + Patti Sandoval			
*	Alexandra Solano			
*	Desiree Johnessen			
	Barbara Gonzalez			
X	David Kennedy			
	J. Arellano			
	Robert & Karla May			

CENTRAL DISTRICT NEIGHBORHOOD COUNCIL MEETING
April 23, 2014

	NAME (NOMBRE)	ADDRESS (DIRECCION DE DOMICILIO)	PHONE (TELEFONO)	E-MAIL (CORREO ELECTRONICO)
	Mary Jo Flynn	Contact information redacted. Will provide upon request.		
	Sue DeVaney			
	Jimmie Romero			
	Xanclee Beas			
	Bradley Daniels			
	Peggy Himanus			
	Sister Adinellen, OP			
	Tracey Drennan			
	Matt Hicks			
	Erika Pettite			

CENTRAL DISTRICT NEIGHBORHOOD COUNCIL MEETING
April 23, 2014

	NAME (NOMBRE)	ADDRESS (DIRECCION DE DOMICILIO)	PHONE (TELEFONO)	E-MAIL (CORREO ELECTRONICO)
	Art Beas	Contact information redacted. Will provide upon request.		
	Leticia Murillo			
	Keith Olesen			
	Ernest Pizzo			
	Cornelia Pizzo			
	Andy Nogal			
	Andrea D Flores			
	Thomas Gaul			
	Dinah Torgerson			
	Marlene Arellano			

CENTRAL DISTRICT NEIGHBORHOOD COUNCIL MEETING
April 23, 2014

	NAME (NOMBRE)	ADDRESS (DIRECCION DE DOMICILIO)	PHONE (TELEFONO)	E-MAIL (CORREO ELECTRONICO)
	Scott Barrett	Contact information redacted. Will provide, upon request.		

CENTRAL DISTRICT NEIGHBORHOOD COUNCIL MEETING
April 23, 2014

	NAME (NOMBRE)	ADDRESS (DIRECCION DE DOMICILIO)	PHONE (TELEFONO)	E-MAIL (CORREO ELECTRONICO)
	Kristine Landers	Contact information redacted. Will provide, upon request.		

Community Workshop #1

Anaheim Urban Greening Connectivity Planning

6:30 p.m. – 9 p.m.

Location:
Anaheim City Hall West Tower
Gordon Hoyt Conference Room 2nd floor Room
201 S. Anaheim Blvd
Anaheim, CA

SUMMARY REPORT

INTRODUCTION

On August 25, 2011, the City of Anaheim conducted the first of two Community Workshops for the Anaheim Urban Greening Connectivity Planning project. The purpose of the workshop was: (a.) to gather input from the community on their perspectives for improved pedestrian, vehicular and bicycle circulation throughout the City, and (b.) to record all community input for use in the preparation of design guidelines leading to the final phase development of circulation enhancements for City streets, trails and bicycle routes.

BACKGROUND

The Los Rios District is known as the oldest neighborhood in California. It is comprised of historic housing dating from 50 to over 200 years old, as well as a smattering of retail open to the public during normal business hours. In 1978, the City of San Juan Capistrano City Council approved the Los Rios Specific Plan, a plan designed to maintain the historic integrity of the area while allowing for accessory commercial uses and some growth and development in the overall area. The plan was comprehensively updated in 1999, and a portion of the plan, the Los Rios Park, has been implemented since then.

Now, over ten years later, the City has recently been given the opportunity by the Southern California Association of Governments (SCAG) to utilize up to $100,000 of SCAG funds to further the Los Rios Specific Plan Circulation Element. Through a rigorous RFP process with the City, SCAG selected the design firm MIG to hold workshops with the Los Rios community stakeholders and develop a conceptual plan for final phase circulation enhancements to Los Rios Street. The final plan will include specific landscape improvements that will identify landscape and hardscape development opportunities and will create a cohesive and safe place for residents and tourists of all modes of transport to enjoy.

WORKSHOP FORMAT

Pamela Galera from the City of Anaheim welcomed community members and gave background information about the rationale for the project and related planning efforts in the City. Rick Barrett of Moore Iacofano Goltsman, Inc. (MIG), planning consultants for the Anaheim Urban Greening Plan, gave an introduction to the project and an overview of the workshop goals. Rick then presented a slide show on the design and outreach process,

providing an expansive overview of the team structure and approach, strategies and examples of similar projects.
Upon conclusion of the presentation, the attendees were asked to congregate around any one or more of six (6) stations, five (5) of which represented geographical areas of the City, and one (1) station dedicated to "Big Picture", City-wide ideas and issues. For the purpose of input-gathering, the City was divided into five regions: 1) West Anaheim, 2) The Colony and Downtown, 3) Platinum Triangle and South Anaheim, 4) Anaheim Canyon Business District, and 5) East Anaheim.

Throughout the evening, participants were encouraged to submit feedback through discussion and comment cards. These comments were collected, and contact info for all attendees were compiled into a roster for future information-sharing and invitations to future meetings.

DISCUSSION

Issues, Opportunities and Constraints

Issues and challenges were discussed, these comments included:

- Possible improvements in transit R.O.W. areas and waterway connections
- Increased opportunities to walk or take transit instead of driving
- Concerns about safe pedestrian and bicycle travel
- Drainage issues
- ADA accessibility/parking
- Slower speed limit for vehicles, enforcement of speed limits
- Places to walk to: destinations, loop route for walkers
- Maintain/enhance pedestrian friendliness
- Incremental improvements
- Extensive/increased foot traffic on trails and sidewalks
- Investigate alternative street configurations (i.e. one way, defined sidewalks, turnabouts)

Comments

Participants provided comments regarding their vision for the City, broken out into five (5) distinct geographic sections, and general, Citywide comments were recorded separately.

West Anaheim

- Katella widening
- Not enough parks
- Existing green space small and unusable
- Magnolia Road improvement
- Unsafe streets
- Inadequate lighting
- Minimal landscaping
- Needs drainage improvement on several cross-streets – flooding an issue
- Convert roofs of industrial area into green roofs
- Reduce stormwater runoff
- Put in fingers of green (mini parks, i.e. bioswales) into parking lots outside of large office buildings
    - Increase amount of green spaces usable by all
    - Can also be productive landscapes for employees to enjoy
- Businesses help with maintenance
- Cerritos Ave. is unsafe for pedestrians – heavy vehicular traffic

- Union Pacific railroad
- Connect to adjacent cities
- Pocket parks
- Bus stops with benches
- Many roads need TLC
- Street drainage improvements not conducive to bike users
- County land along Brookhurst
- Loara High School – students walking to and from school
- Anaheim Plaza on Euclid – not pedestrian friendly
    - Car-centric –needs more local businesses
- Allow/encourage green roofs
- More local business and road improvements
- Dedicated Bike lane on Orange Avenue

Colony

- Fast traffic on State College
- Incompatible with bike trails
- Trolley into downtown from south on railroad line
- North side of Santa Ana Ave. should be pedestrian friendly
- Reservoir = passive recreation opportunities?
- Bird watching
- Lincoln traffic too fast to be bike corridor into downtown
- Include sensors at intersections to detect bikes
- Bike loop connecting to downtown
- Multi-purpose trails around downtown
- Potential connection to Manchester Ave.
- La Palma Ave. between Sunkist & State College narrows
- Opportunity to create bicycle corridors throughout Colony – lead people Downtown
- Look at different streets in downtown to determine primary function
- Shared sidewalks
- Skateboarders are users too
- Connect to Fullerton bike trail
- Convert two-way streets to one-way
- Change excess asphalt to sidewalks
- Disconnected sidewalks (Ganahl Lumber on Ball, for example)
- Acacia Ave. bike lane - to connect to Fullerton
- Metrolink station connection
- Opportunities for trails at East and La Palma Basin
- More Bike Racks downtown!

Platinum Triangle

- Reduce overall traffic speeds
- Create "real" bikeway (dedicated lanes)
- SCE greenspace encourages late problem activities (Katella & Brookhurst)
- Better access to resort for workers
- Better access to river trail
- Joint use of green space with schools
- Signs to restaurants for bikers
- County shortfall - $48 mil. Effect on improvement program?
- Better access across (over) river

- Better connection to schools
- Property value in PT is a concern
- Year-round water in Santa Ana River feasibility
- How does this project link to ARTIC?
- Stress on emergency services responsiveness – more trails = drain on resources
- Staffing requirements for additional green space is a concern
- Questioning Edison easement by energy field. What is it used for…or the need?
- Police patrol on Edison easement
- Bike use on Orangewood is a concern
- Concern of dumping on SCE easement
- Hikers, bikers and equestrians – mixed use compatibility
- Safer way for multi-use to cross over the river
- Independent pedestrian bridges from streets
- Safety of trails adjacent to railroad
- More trees and shrubbery habitat along riverbed
- Make attractive w/rest stops (benches)
- Link schools with safe trails, safe route to schools
- Break up large parking lots with green strips
- Green roofs on large commercial buildings
- Pocket parks along Brookhurst

Anaheim Canyon

- Dirt road north side of office buildings
- Dust, high speeds, noise - Dust control measures
- Bike trail on Lincoln
- Green up north side of river
- Traffic calming and pedestrian safety
- Trailhead hitching posts on river trail
- Unsafe walking connection to river from west side
- Bike speeds on trail an issue
- Green Pocket Parks
- Better access to river trail
- Water recreation – kayaks, etc.
- Grade separations at Crowther
- Bike connections from Canyon businesses to River
- Other water bodies – lakes – remove fence separating trails from streets (Miller St. etc.)
- Median on Tustin Ave. at river bridge
- Stop U-turns on Tustin

East Anaheim

- Create Regional Park
- Better pedestrian/horse connections
- Continue multi-use trail
- No Safe uphill travel (narrow middle?)
- Access to private property (east of 241)
- Bike trail classification
- Incorporate exercise equipment (Riverdale)
- Ensure horse trail connection to Santa Ana River
- Multi-use trail: hikers, bikes, horses
- Safe bike environment on Fairmont Blvd. (widen road)

- Add multi-use bridges across river
- Pedestrian connection to river at Fairmont
- Deer Canyon equestrian bridge
-

"Big Picture" (City-wide)

- P3 nonprofits important to success of plan
- Relieves taxpayer burden
- Bike licensing
- Transit Occupancy Tax (TOT)
- Police substation on river
- Bike/pedestrian safety – vehicle speeds!
- REO – Some green space from developers
- Brea – great example of arts
- Make Anaheim more attractive
- Increased/improved public transit
- Developer agreements -Leveraging
- Retain nodes on river
- Modify parking agreements finance – O & M
- Connecting to other cities
- Bicycle Stations – community bike shop
- "Bicycle Boulevards"
- Age-appropriate amenities, bench locations, distances between rest areas
- Links – loops – crossings
- Developer fees – revisit expenditures
- Commercial fees & traffic fees
- Non-profit endowment fund
- Adopt–A-Park
- Productive landscapes
- Grow and sell produce
- Increase property values
- Improve public policy
- Art in public places – a condition of approval fee
- Benefit assessment district
- Density bonus – fee = trails
- Reduce parking requirement
- Transit
- Bike friendly environment
- Retail nodes
- Safety & security Patrols
- Lighting & Landscaping
- Eliminate Hiding places
- Multi-use needs to include: hikers, bikers and equestrians, dog walkers
- Connections to other cities

Next Steps

It was noted that the next community workshop would be scheduled around the middle of December. Notices will be sent to residents and an announcement will be advertised in the local newspaper as to the exact date and time. Public input from tonight's workshop will help MIG to develop several concepts for the circulation enhancement plan, which will be presented at Workshop #2 for further comments and feedback from the public.

Community Open House

Anaheim Outdoors

6:30 p.m. – 8:30 p.m.

Location:
Anaheim City Hall – Front Lobby
201 S. Anaheim Blvd
Anaheim, CA

SUMMARY REPORT

INTRODUCTION

On December 13, 2011, the City of Anaheim conducted an Open House for the Anaheim Outdoors project. The purpose of the open house was: (a.) to gather input from the community on their perspectives for improved pedestrian, vehicular and bicycle circulation throughout the City, and (b.) to record all community input for use in the preparation of design guidelines leading to the final phase development of circulation enhancements for City streets, trails and bicycle routes.

WORKSHOP FORMAT

The workshop was an open house format. A sign-in station, large-scale map, and seven (7) chapter stations were distributed throughout the City Hall Lobby. Community members were encouraged to visit each station and give input according to the chapter topics. The chapter topics included: 1. Build Community, 2. Improve Connectivity, 3. Promote Healthy Lifestyle, 4. Increase Recreation Opportunities, 5. Enhance the Sustainable Landscape, 6. Increase Financial Value and 7. Implement and Maintain the Plan. Several representatives from the City of Anaheim and MIG were present to answer questions, encourage dialog, and record comments throughout the evening.

Throughout the evening, participants were also encouraged to submit feedback through comment cards. These comments were collected, and contact info for all attendees were compiled into a roster for future information-sharing and invitations to future meetings.

STATIONS

1. Build Community

Comments included:

- At Walnut (Edison Easement) between Walnut and 9th
  - On south side of easement, consider what type of barrier will protect property owners from noise/looky loos/etc.
- Traffic calming required on Walnut between Ball and Katella

- Community leadership awards
- Include outreach to Salvation Army

2. Improve Connectivity

Comments included:

- Redefine bike path and trail ROW
- Roadway should have same rules at roads (auto yield to bike yield to ped)
- Do not block slow traffic on right
- Runners and walkers should stay on trail
- Separate walkers and bike
- When widening roads always factor in bike lanes
- Provide through bike lane at T-intersection
- Too much traffic on Lemon (between 91 and La Palma)
- Consider strategic seating opportunities to encourage interaction
- Encourage unifying landscapes similar to Anaheim Hills
- Promote different street trees for each neighborhood
- Slow for safety when bikes are in area
    - Like kid zone & road workers
- 3' space to pass bike

3. Promote Healthy Lifestyle

Comments included:

- Find sites for community gardens
- Develop prototype of community garden
    - Gardening classes
    - Food and nutrition classes
- Contact Bill Taormina – oversees City vacant land
- Encourage Clean City practices

4. Increase Recreation Opportunities

Comments included:

- Space for soccer
- Community garden
- Create liaisons for distribution of materials and feedback
- Promote Farmer's markets
- Incorporate local schools and community
- Cooking competitions
- Provide skate parks

6. Enhance the Sustainable Landscape

Comments included:

- Increase Tree Canopy, "Urban Forest"
- Avoid creating hiding places
- Buffer between cars and bikes/walkers
- Provide connections to Santa Ana River from Downtown
- Carbon Creek would be a great connection
- SCE ROW – Cerritos to River- potential wilderness connection
- Concern with greater use of Energy Field more noise and impact on adjacent neighbors
- In Orange Hart Park to Mainplace - successful creekside trail with many trees
- Lemon Street – safety a concern (neighbor perception lots of DUI's)
- La Palma Park – perception scary (with number of transients)

6. Increase Financial Value

Comments included:

- Better access to recreation and parks increases property value
- Slow down traffic on Walnut (for safer crossing)
- Create jogging trails around Disneyland
- Bed taxes increase with more than one night stay
- Look at population distribution vis-à-vis improvements

7. Implement and Maintain the Plan

Comments included:

- Encourage Business Community investment
- Coordinate joint use agreements work with risk management
- Develop small pilot projects in temporary spaces ie. Community gardens, trails
- Collaborate with scouts for development and maintenance
- Provide more explicit explanation of "lower fruit" implementation
- Herald and promote volunteer opportunities
- Promote inter-generational investment in each other
- Develop stronger connection to community retirees
- Consider social aspects of implementation/on-going maintenance
- Provide well connected network of information on Anaheim Outdoors
- Capitalize on potential for getting people involved
- Encourage hotel bike reservations
- Website voting on proposed improvements/activities
- Solicit interactive input (i.e. "what would you volunteer for?")

May 2, 2014

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS 1
Sacramento, CA 94274-0001

Subject: Support for Anaheim's Active Transportation Program Grant Application

The City of Anaheim's Central District Neighborhood Council strongly supports the City's attempt to obtain funding for a Safe Routes to School project in our district.

The sidewalk gap closure project would increase the safety of children walking or biking to and from school. There are currently two large gaps in the sidewalk along South Street, making it difficult for pedestrians to walk or bike safely along the length of that roadway. Filling the gaps would improve conditions for children walking or biking to two area elementary schools: 1) Thomas Jefferson Elementary School, and 2) Olive Street Elementary School.

As advocates for our residents, we promote projects that will improve the lives of the people in our community. Creating safe, accessible pedestrian pathways, such as sidewalks, will encourage physical activity and reduce traffic in our densely populated neighborhoods.

Thank you for your consideration of the City of Anaheim's application for an Active Transportation Program grant.

Sincerely,

Meghan Shigo
Central District Neighborhood Council Chair

A Great Place to Learn!

ANAHEIM CITY SCHOOL DISTRICT

SUPERINTENDENT
Linda Wagner, Ed.D.

BOARD OF EDUCATION
Sandy Blumberg
Jeff Cole
Bob Gardner
Dr. José F. Moreno
James Vanderbilt

1001 S. East Street
Anaheim, CA 92805-5749

Phone: 714-517-7500
Fax: 714-517-8538

www.acsd.k12.ca.us

May 5, 2014

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS 1
Sacramento, CA 94274-0001

To Whom It May Concern:

SUBJECT: Sidewalk Gap Closure Project on South Street

On behalf of the Anaheim City School District (ACSD), I am writing to express support of the City of Anaheim's effort to secure an Active Transportation Program grant for a sidewalk gap closure project in close proximity to two elementary schools in our district. This project provides many benefits to students attending these schools, including safety, mobility, and opportunity for physical activity.

School*	Enrollment	Participation in Free or Reduced Price Lunch Program	Distance from Proposed Sidewalk Gap Closure Project
Thomas Jefferson Elementary School	659	86%	0.34 miles
Olive Street Elementary School	649	94%	0.60 miles

**The schools listed above are not on a school closure list.*

As superintendent for the ACSD, my number one priority is the welfare and safety of our students. The current gaps in the sidewalk along South Street (to the east of the schools) pose hazards for children walking or biking to and from school. It is my belief that filling these gaps would provide safe travel and encourage an increased number of children to forego riding in a car in favor of commuting to school on foot or bike.

It is my hope that the evaluation panel gives favorable consideration to the City of Anaheim's request for assistance with a project that will positively impact students in our schools.

Sincerely,

Linda Wagner, Ed.D.
Superintendent

LW:taj
c:\mydata\worddocs\letters\city_safe routes support ltr_south st.doc

COUNTY OF ORANGE
HEALTH CARE AGENCY

PUBLIC HEALTH SERVICES
HEALTH PROMOTION

MARK A. REFOWITZ
DIRECTOR

RICHARD SANCHEZ, MPH
ASSISTANT DIRECTOR

DAVID M. SOULELES, MPH
DEPUTY AGENCY DIRECTOR

DONNA S. FLEMING, DrPA, MSW
CHIEF OF OPERATIONS

AMY BUCH, MA
DIVISION MANAGER
HEALTH PROMOTION

MAILING ADDRESS:
12 CIVIC CENTER PLAZA, SUITE 127
SANTA ANA, CA 92701-4057

TELEPHONE: (714) 834-5728
FAX: (714) 834-3492
E-MAIL: ABuch@ochca.com

Excellence
Integrity
Service

May 6, 2014

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS 1
Sacramento, CA 94274-0001

Subject: Anaheim's Active Transportation Program/Safe Routes to School Project

The Orange County Health Care Agency (OCHCA) supports the City of Anaheim's proposed sidewalk gap closure project to increase safety for pedestrians and bicyclists, and promote physical activity for community members, students attending two elementary schools located less than one mile from the project site. We are optimistic that the proposed improvements will increase regular, physical activity making for an overall healthier community.

The OCHCA is dedicated to protecting and promoting the optimal health of individuals, families, and our diverse communities. Providing safe and appealing opportunities for physical activity is an especially important priority for OCHCA. Existing sidewalk gaps in the project area on South Street make it difficult, unappealing, and unsafe for students wanting to commute by foot or bike to school. Closing the gaps will provide safer conditions for students traveling to and from school via "active transportation," and increase the likelihood of more students choosing to commute via active means.

We appreciate Anaheim's leadership to improve sidewalk connectivity near schools in high-density neighborhoods. Thank you for considering this important project.

Sincerely,

Amy Buch

Amy Buch, M.A.
Division Manager
Orange County Health Care Agency

City of Anaheim
POLICE DEPARTMENT

May 13, 2014

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS 1
Sacramento, CA 94274-0001

Subject: City of Anaheim's Application for an Active Transportation Program Grant

The Anaheim Police Department's Planning and Research Detail is pleased to write this letter in support of the City's efforts to obtain funding for a sidewalk gap closure project in the vicinity of two schools.

The Police Department is committed to protecting the residents of Anaheim. It is our belief the installation and improvement of sidewalks at the identified project location would increase the safety of pedestrians and bicyclists along this busy street. With an average daily traffic volume of approximately 5,500 vehicles, South Street at the project site is a significant vehicular artery within the City. During the peak hours when children are most likely to be walking to and from school, the levels of vehicle traffic are at their highest. This level of traffic creates a hazard for pedestrians and bicyclists who are required to walk in lanes of traffic to overcome the lapse in connectivity between finished sidewalks. These gaps along South Street discourage children from walking or riding their bikes to and from school.

Roadways without sidewalks are more likely to lead to "walking along roadway crashes" than those where sidewalks are present. Filling the gaps between sidewalks in the project area will increase safety and encourage more children and residents to walk to school and other destinations.

We appreciate the opportunity to provide our support to this worthy endeavor. I would encourage you to give favorable consideration in support of the City's application.

Sincerely,

Officer Matthew Budds
Anaheim Police Department
Planning & Research Detail
8201 E. Santa Ana Canyon Rd.
Anaheim, CA 92808

OCTA

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Darrell Johnson
Chief Executive Officer

May 13, 2014

California Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS 1
Sacramento, CA 94274-0001

Subject: **Active Transportation Program - South Street Sidewalk Gap Closure**

The Orange County Transportation Authority (OCTA) supports the City of Anaheim (City) California Active Transportation Program application for the South Street Sidewalk Gap Closure Project. The project will increase the use of active transportation travel modes, enhance safety and mobility for non-motorized users, and advance efforts to achieve greenhouse gas reduction goals. Further, the project is a safety enhancement project for the City, providing improved benefits for the community.

OCTA looks forward to the California Transportation Commission's decision on funding this project with Active Transportation Program funding. If you have any questions, please contact Adriann Cardoso, Capital Programming Manager, at (714) 560-5915.

Sincerely,

Kia Mortazavi
Executive Director, Planning

KM:lz

c: Adriann Cardoso, OCTA
Douglas Park, City of Anaheim

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

From:	Cynthia Vitale
To:	Destin Blais (dblais@blaisassoc.com)
Cc:	Katharyn Bandoni; Paige Brokaw; "Josh Volp"; Virginia Clark (Virginia.clark@ccc.ca.gov); calocalcorps@gmail.com; Cynthia Vitale
Subject:	RE: Anaheim Active Transportation Program Packets for Review
Date:	Thursday, May 08, 2014 8:11:00 PM
Attachments:	image002.png

Hi Destin,

This email is an additional confirmation that you have contacted the local corps and that Orange County Conservation Corps would like to participate on this project. Specifically, they would like to contribute to the landscape assistance portion of the projects. Please use this information to complete your application, and feel free to attach it to your final application.

Thanks,
Cynthia

Cynthia Vitale
Conservation Strategy Group
1100 11th Street, Suite 200
Sacramento, CA 95814
(916) 558-1516 ext. 126

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From: Josh Volp [mailto:jvolp@hireyouth.org]
Sent: Thursday, May 08, 2014 10:41 AM
To: Cynthia Vitale
Cc: Katharyn Bandoni; Paige Brokaw
Subject: RE: Anaheim Active Transportation Program Packets for Review

Hi Cynthia,

I've reviewed the attached City of Anaheim ATP packets. OCCC can provide landscape assistance on two of the three projects they're proposing.

- Anaheim Cerritos Project
- Anaheim South Street Project

Thank you and let me know if you have any questions.

Josh Volp
Director of Operations

Orange County Conservation Corps
Toll Free: (888) 641.CORP (2677) x 221
Join our efforts @ **www.HireYouth.org**

ORANGE COUNTY CONSERVATION CORPS
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From: Cynthia Vitale [mailto:Cynthia@csgcalifornia.com]
Sent: Wednesday, May 07, 2014 5:57 PM
To: Katharyn Bandoni; Josh Volp
Cc: Cynthia Vitale
Subject: FW: Anaheim Active Transportation Program Packets for Review

Good afternoon,

Please review the attached ATP apps and let me know if OCCC would like to participate, and if so, what components they can contribute to.

Thanks,
Cynthia

From: Destin Blais [mailto:dblais@blaisassoc.com]
Sent: Wednesday, April 30, 2014 8:35 AM
To: Cynthia Vitale; Virginia.clark@ccc.ca.gov
Cc: 'Douglas K. Park'
Subject: Anaheim Active Transportation Program Packets for Review

Good Morning Ms. Vitale and Ms. Clark,

On behalf of the City of Anaheim, please find three files attached to this email which comply with the Active Transportation Program (ATP) grant requirements for the May 21, 2014, deadline. I believe the attachments are self-explanatory but please do not hesitate to call me at (949) 589-6338 or Mr. Doug Park, P.E., with the City of Anaheim at (714) 765-4439, if you have questions.

There are three separate Safe Routes to Schools projects. We provided Western Avenue to you yesterday under a separate email. I'm including it here too so you have all of Anaheim's projects in one email.

Can you kindly respond to this email letting us know you have received the attachments?

Thank you.

Sincerely,
Destin

Destin Blais
Blais & Associates
professional grant management
Direct: 949-589-6338
Mobile: 949-322-3056
Corporate: 469-579-5905
www.blaisassoc.com

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From: Clark, Virginia@CCC
To: "dblais@blaisassoc.com"
Cc: Dulay, Jennifer@CCC; Wilson, Duane@CCC; Rankin, Michelle@CCC; Simpson, Trish@CCC; Cynthia Vitale
Subject: FW: Anaheim Active Transportation Program Packets for Review
Date: Wednesday, April 30, 2014 2:09:18 PM
Attachments: image003.png

Destin Blais,

The CCC would like to participate in the Anaheim _Cerritos ATP project only. I am carbon copying the local project manager Jennifer Dulay (909) 594-4206. Please contact her with project details.

Virginia Clark
Region Deputy, Region 1

California Conservation Corps
(916) 341-3147
fx(877) 834-4177
virginia.clark@ccc.ca.gov

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL
Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps
Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program

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From: Dulay, Jennifer@CCC
Sent: Wednesday, April 30, 2014 11:07 AM
To: Clark, Virginia@CCC; Wilson, Duane@CCC
Cc: Rankin, Michelle@CCC
Subject: RE: Anaheim Active Transportation Program Packets for Review

Hi Virginia,

We would like to participate in the first proposal packet: Anaheim_Cerritos; there is a portion of landscaping that we can assist with.

We will not be able to participate in the South Street or Western Avenue proposal packets.

Thank you.

From: Clark, Virginia@CCC
Sent: Wednesday, April 30, 2014 8:55 AM
To: Dulay, Jennifer@CCC; Wilson, Duane@CCC

Cc: Rankin, Michelle@CCC
Subject: FW: Anaheim Active Transportation Program Packets for Review

Please review this ATP project and let me know if you are interested in participating.

Virginia Clark
Region Deputy, Region 1

California Conservation Corps
(916) 341-3147
fx(877) 834-4177
virginia.clark@ccc.ca.gov

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL
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Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program

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From: Destin Blais [mailto:dblais@blaisassoc.com]
Sent: Wednesday, April 30, 2014 8:35 AM
To: Cynthia@csgcalifornia.com; Clark, Virginia@CCC
Cc: 'Douglas K. Park'
Subject: Anaheim Active Transportation Program Packets for Review

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Sincerely,
Destin

Destin Blais

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DOCUMENTATION OF DISADVANTAGED COMMUNITY STATUS

Disadvantaged Community Documentation				
School District Name and Address	**School District Name and Address**	**County-District-School Code (CDS)**	**Total Student Enrollment**	**% of Students Eligible for Free/Reduced Lunch**
Thomas Jefferson Elementary 504 East South Street Anaheim, CA 92805	**Anaheim City SD** 1001 South East St Anaheim, CA 92805	30 66423 6027437	568	509 (89.6%)
Olive Street Elementary 890 South Olive St Anaheim, CA 92805	**Anaheim City SD** 1001 South East St Anaheim, CA 92805	30 66423 6113393	736	686 (95.3%)
			1,304	> 75%

*Data for 2012-2013 school year (SOURCE: State of California Department of Education)

South Street Sidewalk Gap Closure Project
Benefit Cost Analysis Calculations and Data

Summary of Cost Benefit Analysis			
No.	Cost/Benefit Analysis Source	Cost	Benefit
1.	TIMS SWITRS Analysis	$796,000	$471,528
2.	World Health Organization HEAT Software		$4,058,000
	TOTAL	$796,000	$4,529,528

1. TIMS SWITRS Analysis. Reference the following pages for printouts from TIMS software program.

2. World Health Organization Health Economic Assessment Tool. The following explanations are provided for input values.

Utilizing the World Health Organization's Health Economic Tool Assessment (HEAT) the economic impact an intervention (such as closing a sidewalk gap) can be analyzed using date for adults (16 and over) in a study area. The tool provides an estimate of the economic benefits accrued from walking as a result of reduced mortality rates. To monetize the benefit of the proposed project, we project that the improvements to pedestrian infrastructure and overall mobility in the City of Anaheim will result in double the amount of pedestrians, aged 16 and older, walking over a 20-year period. To calculate the monetary benefit of this goal, we used a baseline of current data from the U.S. Census Bureau that estimated 3,110 people live in the benefitting neighborhoods less the 57 students living along the school route for a total baseline of 3,053. Based on SCAG estimates that an estimated 4% of people walk for commuting purposes, the total baseline of adult walkers is 124 (3,110 x .04). We then incorporated the following data into the HEAT:

- Length of average trip for walker (1 mile roundtrip);

- Baseline number of people who walk (124);
- Proportion of new walkers/bikers caused by intervention/sidewalk gap closure (90%, as suggested by HEAT instructions for projects that will benefit a mix of newly induced walkers and will implement interventions that make it easier to walk);
- The time it will take for walking/biking behaviors to change and benefits to be realized (1 year);
- Mortality rate as defined in the United Kingdom (U.S. data not available for HEAT tool);
- The Value for a Statistical Life (VSL), which is $2,159,370 U.S. Dollars;
- 20 year time period for analysis;
- Number of people who benefit from the ATP project (walkers: 124 x 3 = 372); and
- Cost of proposed project ($796,000 U.S. Dollars).

Benefit / Cost Calculation Result

1. Project Information

Application ID	Anaheim: Rev. 1 South Street Sidewalk Gap Closure	Version	1

2. Countermeasures and Crash Data

Crash Data Time Period	01/01/2003	to	12/31/2012	Years	10.01

- Install sidewalk / pathway (to avoid walking along roadway)

CM Number	Project Type	Crash Type	CRF	Life
R37	Ped and Bike	Ped & Bike	80	20

Crash Type	Fatality (Death)	Severe Injury	Injury – Other Visible	Injury – Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	1	1	0	0	2

Annual Benefit	$ 23,576	Cost	$ 796,000
Life Benefit	$ 471,528	B/C Ratio	**0.59**

3. Benefit Cost Result

Total Benefit	$ 471,528
Total Cost	$ 796,000
B/C Ratio	**0.59**

Safety Practitioner / Engineer:

Signature:

By signing this B/C Calculation Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

Collision Diagram

Primary Street:
E. South Street

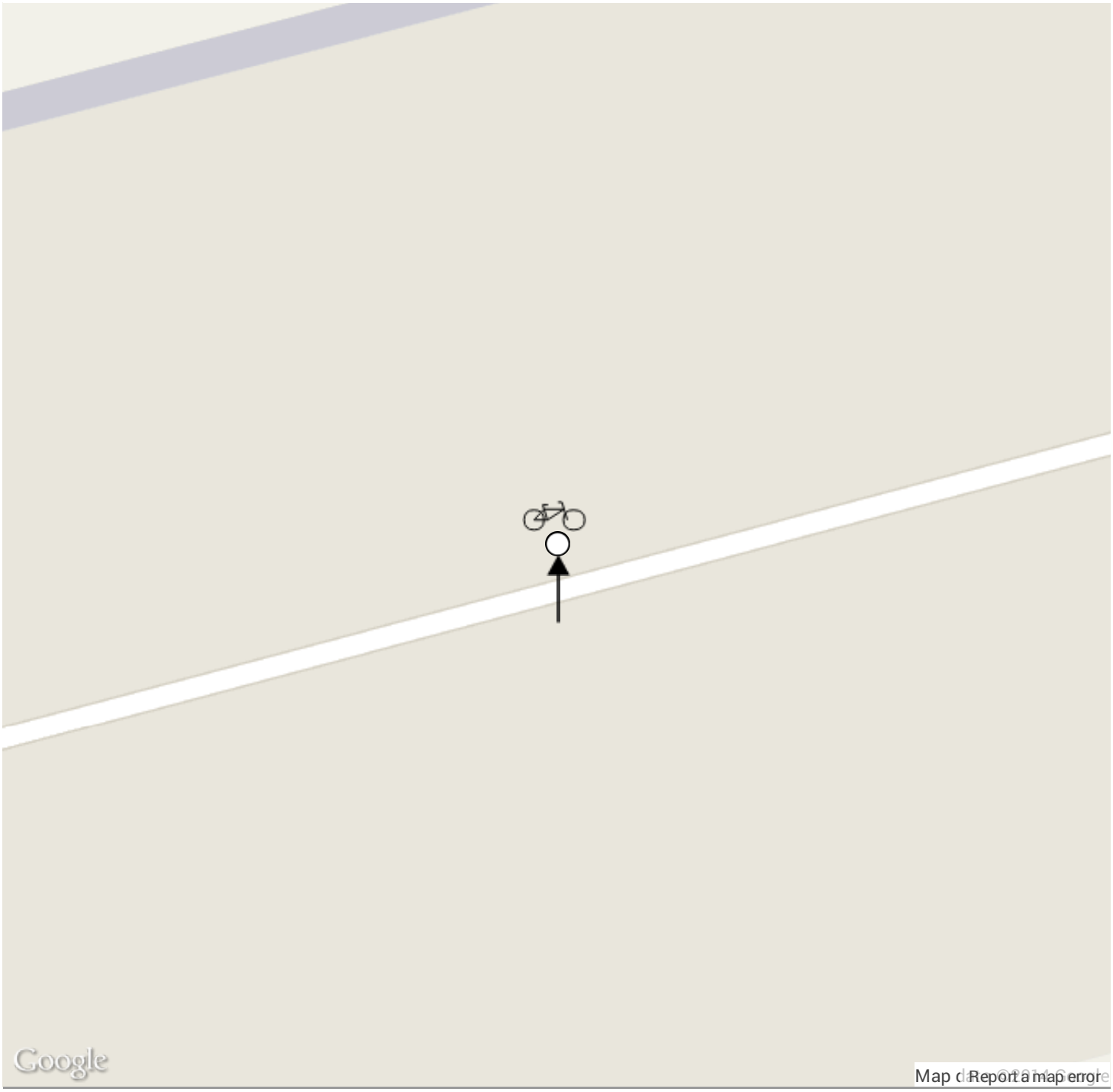
Secondary Street:

Time Period:
010103-123112

Agency Name:
Anaheim: South Street Sidewalk G

Mapping Summary	
Fatal Collision	0
Injury Collision	1
Mapped	1
Not Drawn	0
Total	1

Straight	Overturned
Left Turn	Ran Off Road
Right Turn	Stopped
U-Turn	Parked
Pedestrian	Bicycle
Object	Injury Crash
Fatal Crash	



Date Created: 05/08/2014
Created by TIMS (http://tims.berkeley.edu) © UC Regents, 2013

Safe Routes to School Collision Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

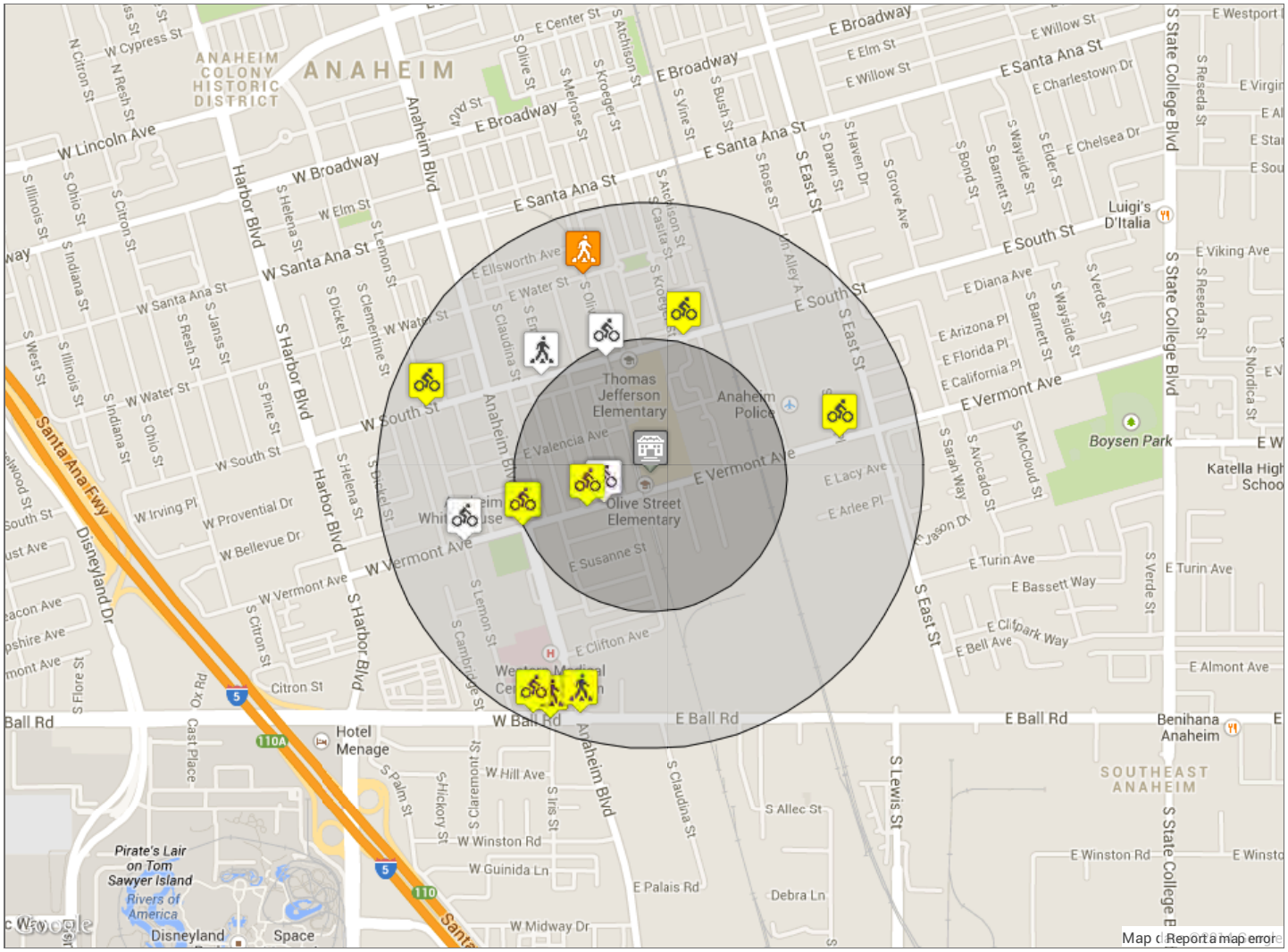
Olive Street Elementary

890 South Olive St. | Anaheim | Orange County | CDS: 30664236113393

Types of Collisions: ☑ Bicycle ☑ Pedestrian

Collision Severity: ☑ Fatal ☑ Severe Injury ☑ Other Visible Injury ☑ Complaint of Pain

Years : 2009 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	0	1	3	0	4	**4**
¼ - ½ mi.	0	1	8	2	4	7	**11**
Total	0	1	9	5	4	11	**15**

Collision List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
4174477	2009-03-20	15:28	DAKOTA ST	SOUTH ST	0	-	Yes	No
4232906	2009-04-29	7:46	SOUTH LEMON ST	WEST VERMONT AV	6	S	Yes	No
4254267	2009-05-15	14:53	VERMONT AV	PHILADELPHIA ST	0	-	Yes	No
4354693	2009-07-19	3:26	OLIVE ST	WATER ST	0	-	No	Yes
4428712	2009-09-25	15:46	OLIVE ST	SOUTH ST	0	-	Yes	No
4485013	2009-11-09	7:35	EAST SOUTH ST	EMILY ST	52	W	No	Yes
4660169	2010-03-12	16:51	VERMONT AV	PHILADELPHIA ST	164	W	Yes	No
4777579	2010-06-12	17:24	WEST BALL RD	S IRIS ST	7	W	No	Yes
4781951	2010-06-15	13:18	SOUTH ANAHEIM BL	EAST VERMONT AV	0	-	Yes	No
4826166	2010-07-07	21:02	WEST VERMONT AV	SOUTH ANAHEIM BL	9	W	Yes	No
4893547	2010-09-13	7:27	PHILADELPHIA ST	EAST VERMONT AV	4	N	Yes	No
5144011	2011-03-29	7:35	SOUTH ST	SOUTH LEMON ST	5	W	Yes	No
5238836	2011-06-15	14:10	EAST BALL RD	SOUTH LEMON ST	205	E	Yes	No
5378821	2011-10-12	9:12	EAST BALL RD	SOUTH ANAHEIM BL	3	E	No	Yes
5379286	2011-10-13	20:52	VERMONT AV	ROSE PL	0	-	Yes	No

Safe Routes to School Collision Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

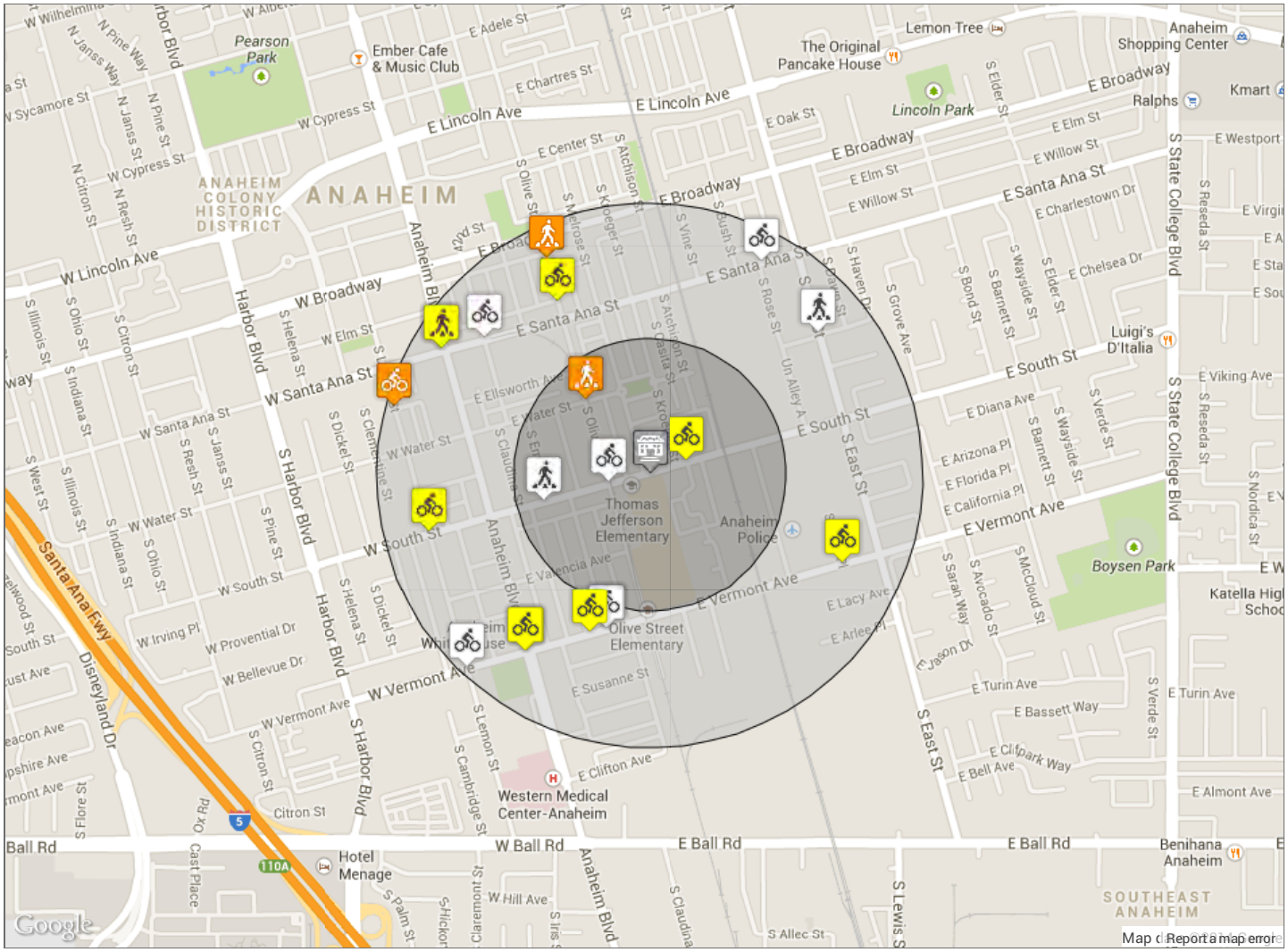
Jefferson (Thomas) Elementary

504 East South St. | Anaheim | Orange County | CDS: 30664236027437

Types of Collisions: ☑ Bicycle ☑ Pedestrian

Collision Severity: ☑ Fatal ☑ Severe Injury ☑ Other Visible Injury ☑ Complaint of Pain

Years : 2009 - 2011



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	1	1	2	2	2	**4**
¼ - ½ mi.	0	2	7	7	3	13	**16**
Total	0	3	8	9	5	15	**20**

Collision List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
4174477	2009-03-20	15:28	DAKOTA ST	SOUTH ST	0	-	Yes	No
4214352	2009-04-22	18:50	OLIVE ST	EAST SANTA ANA ST	151	N	Yes	No
4232906	2009-04-29	7:46	SOUTH LEMON ST	WEST VERMONT AV	6	S	Yes	No
4254267	2009-05-15	14:53	VERMONT AV	PHILADELPHIA ST	0	-	Yes	No
4354693	2009-07-19	3:26	OLIVE ST	WATER ST	0	-	No	Yes
4428712	2009-09-25	15:46	OLIVE ST	SOUTH ST	0	-	Yes	No
4485013	2009-11-09	7:35	EAST SOUTH ST	EMILY ST	52	W	No	Yes
4660169	2010-03-12	16:51	VERMONT AV	PHILADELPHIA ST	164	W	Yes	No
4709478	2010-04-30	18:12	LEMON ST	SANTA ANA ST	408	S	Yes	No
4733941	2010-05-20	7:04	OLIVE ST	BROADWAY	242	S	No	Yes
4781951	2010-06-15	13:18	SOUTH ANAHEIM BL	EAST VERMONT AV	0	-	Yes	No
4826166	2010-07-07	21:02	WEST VERMONT AV	SOUTH ANAHEIM BL	9	W	Yes	No
4872438	2010-09-02	7:33	EAST ST	HAVEN DR	0	-	No	Yes
4893547	2010-09-13	7:27	PHILADELPHIA ST	EAST VERMONT AV	4	N	Yes	No
4969385	2010-11-18	5:46	SOUTH ANAHEIM BL	EAST SANTA ANA ST	0	-	No	Yes
5103005	2011-02-26	19:45	SANTA ANA ST	ROSE ST	40	E	Yes	No
5144011	2011-03-29	7:35	SOUTH ST	SOUTH LEMON ST	5	W	Yes	No
5168325	2011-04-08	18:55	SANTA ANA ST	CLAUDINA ST	0	-	Yes	No
5356018	2011-09-10	16:43	SOUTH ANAHEIM BL	WEST SANTA ANA ST	11	S	Yes	No
5379286	2011-10-13	20:52	VERMONT AV	ROSE PL	0	-	Yes	No

HEAT estimate

Reduced mortality as a result of changes in walking behaviour

The number of individuals walking has **increased** between your pre and post data.
There are now **248 additional** individuals regularly walking, compared to the baseline.

However, the average amount of walking per person per day has not changed.
The reported level of walking in both your pre and post data gives a reduced risk of mortality of: **15 %**, compared to individuals who do not regularly walk.

You have chosen to assess the benefits of **90 %** of this change in reported levels of walking
Taking this into account, the number of deaths per year that are prevented by this change in walking is: **0.15**

Financial savings as a result of walking

Currency: USD, rounded to 1000

The value of statistical life in your population is:	**1,574,000 USD**
*Based on a **5** year build up for benefits, a **1** year build up for uptake of walking, and an assessment period of **20** years*	
the average annual benefit, averaged over **20** years is:	**203,000 USD**
the total benefits accumulated over **20** years are:	**4,058,000 USD**
the maximum annual benefit reached by this level of walking, per year, is:	**233,000 USD**
This level of benefit is realised in year **7** when both health benefits and uptake of walking have reached the maximum levels.	
When future benefits are discounted by **3 %** per year:	
the current value of the average annual benefit, averaged across 20 years is:	**145,000 USD**
the current value of the total benefits accumulated over 20 years is:	**2,904,000 USD**

:

Benefit–cost Ratio

The total costs of:	**796,000 USD**
Should produce a total saving over **20** years of:	**2,904,000 USD**
assuming **5** year build up of benefits, **1** years build up of uptake, and discounting of **3 % per year**	
The benefit to cost ratio is therefore:	**3.65:1**

Please bear in mind that HEAT does not calculate risk reductions for individual persons but an average across the population under study. The results should not be misunderstood to represent individual risk reductions. Also note that the VSL not assign a value to the life of one particular person but refers to an average value of a â€œstatistical lifeâ€•.

It is important to remember that many of the variables used within this HEAT calculation are estimates and therefore liable to some degree of error.

You are reminded that the HEAT tools provide you with an approximation of the level of health benefits. To get a better sense for the possible range of the results, you are advised to rerun the model, entering slightly different values for variables where you have provided a â€œbest guessâ€•, such as entering high and low estimates for such variables.

HEAT
Health economic assessment tool

© World Health Organization,
Regional Office for Europe, 2011