



*Existing Site Conditions*



**ACTIVE TRANSPORTATION PROGRAM, CYCLE 1**

# Cerritos Avenue Sidewalk Gap Closure Project

## Safe Routes to Schools

**PREPARED FOR:**

California Department of Transportation  
Division of Local Assistance, MS1  
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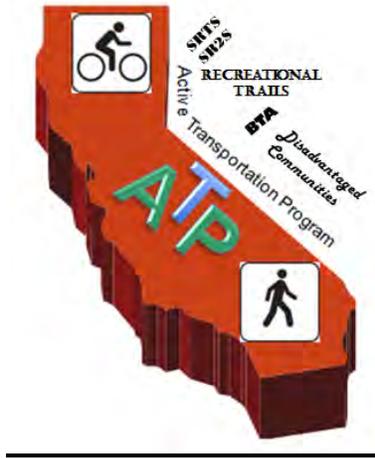
May 21, 2014

*Benefitting Schools*

Palm Lane Elementary School  
Ball Junior High School  
Loara High 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:

For Caltrans use only: \_\_\_TAP \_\_\_STP \_\_\_RTP \_\_\_SRTS \_\_\_SRTS-NI \_\_\_SHA  
\_\_\_DAC \_\_\_Non-DAC \_\_\_Plan

## I. GENERAL INFORMATION

**Project name:**

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code)	2. PROJECT FUNDING ATP funds Requested      \$ _____ Matching Funds (If Applicable)      \$ _____ Other Project funds      \$ _____ TOTAL PROJECT COST      \$ _____
3. APPLICANT CONTACT (Name, title, e-mail, phone #)	5. PROJECT COUNTY(IES):
4. APPLICANT CONTACT (Address & zip code)	7. Application # _____ of _____ (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below	

**Area Description:**

8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu>	
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>	

**Master Agreements (MAs):**

11.  Yes, the applicant has a FEDERAL MA with Caltrans.
12.  Yes, the applicant has a STATE MA with Caltrans.
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*:	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:**

**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:
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

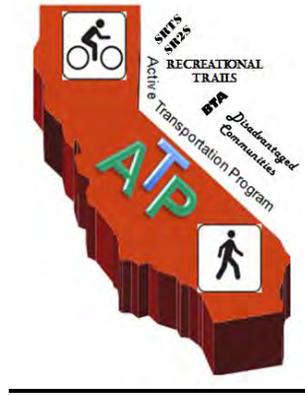
\*\*Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

- 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  
Cerritos Avenue 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)
<b>Palm Lane Elementary</b> 1646 West Palm Lane Anaheim, CA 92802	<b>Anaheim City SD</b> 1001 South East St Anaheim, CA 92805	30 66423 6027379	777	680 (92.5%)	80-85%	36	0.6 miles	\$55,382 Below Poverty: 1,470
<b>Ball Junior High School</b> 1500 West Ball Road Anaheim, CA 92802	<b>Anaheim Union High</b> 501 Crescent Way Anaheim, CA 92803	30 66431 6061683	1,128	958 (84.9%)	50%	44	0.8 miles	\$54,632 Below Poverty: 1,327
<b>Loara High School</b> 1765 West Cerritos Ave Anaheim, CA 92804	<b>Anaheim Union High</b> 501 Crescent Way Anaheim, CA 92803	30 66431 3033784	2,624	1,756 (68.4%)	50%	92	0.2 miles	\$59,809 Below Poverty: 1,176
			4,529	> 75%		172		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:** Cerritos Avenue, directly east of Euclid Street (from approximately 175 feet east of Euclid Street to approximately 562 feet east of Euclid Street). The project is located in Anaheim proper.

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

3. **Project Description:** The proposed project includes final design and engineering, environmental clearance, and constructing a 5' wide sidewalk with 8' parkway (grass area between the sidewalk and street) on the north side and a 5' wide sidewalk with no parkway on the south side, per Anaheim standards. The sidewalks will close gaps in the existing sidewalk network and will be constructed on both the north and south side of Cerritos Avenue. The existing sidewalks currently terminate abruptly at large, overgrown trees, cinder block walls, chain link fences, and wood fences. These barriers will be "set back" on residential property through right-of-way acquisitions making way for the new sidewalks. Approximately 168 feet of new sidewalk will be constructed on the north side of Cerritos Avenue and 355 feet on the South side (reference Project Location Map and Preliminary Design). To enable the new sidewalks, work includes minor right-of-way acquisition (there are no known obstacles to this ROW work), removing/setting back and reconstructing blockwalls with pillars, chain link fences, and other fencing materials, clearing and grubbing existing landscaping, constructing curb and gutter infrastructure (to support the new sidewalks), new plantings to replace vegetation, installing new water lines and water meters (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 C) 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 24, 2014, with the South 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 Cerritos Avenue 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 Palm Lane Elementary School (ES) or Dale Junior High School (HS). Both schools are located less than one-half mile from the proposed project site and there are an estimated 300 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 is also one high school, Loara High School (2,624 enrollment), located 0.4 miles from the site that will benefit from this project. There are three primary needs for this project:



Fig. 1: Student walking on the south side of Cerritos Ave. alongside shoulder of road. Notice parked cars force students to move closer to vehicle lanes and “hide” pedestrians from motorist view.

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 both the north and south side of Cerritos Avenue. Families who choose to walk their children to school are forced to walk along the edge of Cerritos Avenue, 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 300 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 Palm Lane ES and Ball Junior HS 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 Cerritos Avenue) 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 Cerritos Avenue must contend with cinder block walls, chain link fences, and wood fences, literally directly in their path of travel. As a result, both pedestrians and cyclists 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 fencing, visibility for motorists is severely impaired.

**3. High Vehicular Speed & High Traffic Volume.** The speed limit within the proposed project limits is 35 miles per hour (MPH). However, the actual speed of motorists tends to be in excess of the posted speed limit. In addition, at the project site, the Average Daily Traffic

Count (ADT) is 9,400. The combination of speed and high traffic count contributes to the increased safety risk for children walking to/from school. Closing sidewalk gaps in major connecting pathways along Cerritos Avenue will allow students to commute safely to school and residents to incorporate fitness into their daily activities, improving the overall health of the community.

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

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 three schools that reduce

potential conflicts with motor vehicle traffic and establishes safer and fully accessible walkways. The three schools are all located less than one mile, on flat terrain, from the project location making walking and biking an easy trip. These physical improvements include removing barriers such as cinder block, chain link, and wooden fences, 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 three public schools (Palm Lane Elementary, Loara High School, and Ball Junior High School). By closing a gap in the sidewalk network on both the north and south sides of Cerritos Avenue, students will be able to use Cerritos Avenue to travel more safely to and from school.



Fig 2. Sidewalk improvements are proposed on both sides of Cerritos Avenue to close a gap in the sidewalk network for students and residents in this low income community.

**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 three 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:

No.	School	Enrollment	No. of Students Currently Walking or Biking to School <sup>1</sup>	No. of Students Living Along Proposed School Route	Anticipated Percentage Increase after Completion of Project <sup>4</sup>
1	Palm Lane ES	777	80-85% <sup>2</sup>	36 <sup>2</sup>	5% <sup>5</sup>
2	Ball Junior HS	1,128	50% <sup>3</sup>	44 <sup>3</sup>	5-20%
3	Loara HS	2,624	50% <sup>3</sup>	92 <sup>3</sup>	5-20%
4	TOTALS	4,529		172	

<sup>1</sup>As reported by each school (see Appendix for evidence)

<sup>2</sup>Reported by Dr. Linda Wagner, Superintendent, Anaheim City School District

<sup>3</sup>Reported by Erik Greenwood, Chief Technology Officer, Anaheim Union High School District

<sup>4</sup>Research report from the "Impact of the Safe Routes to Schools program on walking and biking: Eugene, OR."

<sup>5</sup>A 5% increase is estimated for Palm Lane because almost 85% of students 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 Palm Lane ES does not provide 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 one person more than the national average), and the mild weather conditions in Anaheim. 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 Cerritos Avenue. U.S. Census data estimates 1,290 residents live in the two Census Tracts immediately adjacent to the proposed improvements (345 households x 3.75 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 3.75, which underscores the dense neighborhood conditions where the project is located. Nearby and viable walking destinations for residents include Buena Vista Care Center (99 bed skilled nursing center), insurance agent, two beauty salons, corner food store and neighborhood restaurant, Anaheim Korean Presbyterian Church, and the Anaheim Euclid Library branch.

C. 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. Connectivity from Cerritos Avenue will also provide students easy access to the Euclid Library (.26 miles) and six bus stops within a half-mile radius from the proposed project site. The project is located on Cerritos Avenue between Euclid Street and Walnut Street, which are major connections to local schools and highly visited destinations such as Disneyland (1.36 miles), Downtown Disney (1.26 miles), and the Disneyland Hotel (.83 miles). The project location is in the center of some of the City's busiest tourist sites providing connectivity for students, residents, and visitors to commute to and from major destinations via non-motorized transportation methods such as walking or bicycling.

D. 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. Coincidentally, at the project site, Cerritos Avenue contains barriers and obstructions on both the north and south side - - at almost the same location (closest to Euclid Street). On the south side of the street, the obstructions are primarily cinder block walls, wood fences, and chain link fences. The existing sidewalk simply terminates at these barriers both on the east and west side. On the north side

of Cerritos Avenue, the obstruction is a fence and a stand of approximately 5-8 large trees (see photos with red blossoms). The obstructions are only on the west end. The proposed sidewalk can connect simply to the existing sidewalk on the east end. An additional barrier



Fig 2. Obstruction on Cerritos Ave. Current sidewalk terminates at this cinder block wall.

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.

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 an \$8,000 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 both sides of Cerritos Avenue 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 Cerritos Avenue. 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 fences, trees and shrubs that are currently impeding views of pedestrians. Large, overgrown trees, block walls, and gated driveways 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.

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

**Eliminates behaviors that lead to collisions:** The decision to construct sidewalks on both sides of Cerritos Avenue (instead of just one side) 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 Cerritos Avenue as discussed in great detail in prior responses. The project also includes new striping for the crosswalk at Euclid and Cerritos.

- 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 9 bike and 13 pedestrian incidents occurring within a half-mile of the project site between 2009 and 2011. Of these incidents, there has been 1 fatality and 21 injuries. Three collisions occurred at the intersection of Euclid and Cerritos but, in full disclosure, after researching these three collisions it cannot be asserted that they would have been avoided had a sidewalk been in place at the proposed project area. However, 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” (more accurately described as a walkway at grade level) is divided from vehicles by a white striped line (see Project Photos). This is the only divider separating pedestrians from vehicles on Cerritos Avenue. 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 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 24, 2014, Mr. Doug Park presented the proposed project at the South District Neighborhood Council meeting at the Euclid Branch Library (0.25 miles from the project site). The meeting informed nearby residents of the City’s plans to construct an ADA compliant sidewalk on Cerritos Avenue in order to provide a connecting pathway for pedestrians to travel safely along the street with moving vehicular traffic. **3) Stakeholders:** Communication with all three 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 and Michael Matsuda, Superintendent of the Anaheim Union High School District. 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 an \$8,000 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  Yes

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  Yes

Safe Routes to Schools and sidewalk connectivity projects have been prioritized in the Anaheim Outdoors Connectivity Plan (p. 37) and the project is consistent with the SCAG RTP.

#### 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) close the gap on only one side of Cerritos Avenue. 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 three schools with over 4,500 students is deemed critical. The second alternative assessed was closing the sidewalk gap on just one side of Cerritos Avenue. While this had the potential to decrease the capital cost by 40-60%, this alternative was deemed short-sighted, unfair for residents who lived on the opposite side of the street, and not economically prudent since there would be cost savings to mobilize once to correct the deficiencies on both sides of the street.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e.,  $\frac{\text{Benefit*}}{\text{Total Project Cost}}$  and  $\frac{\text{Benefit*}}{\text{Program Funds Requested}}$ ). \*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	\$1,209,000	\$198,042
2.	World Health Organization HEAT Software		\$2,419,000
TOTAL		\$1,209,000	\$2,617,042

**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 \$198,042.

**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 \$2,419,000.

Based on these two monetary benefits and a total project cost of \$1,209,000, the ratio of benefits to costs and funds requested is:

Benefits Compared to Total Project Cost:

$$\$2,617,042/\$1,209,000 = \mathbf{2.16}$$

Benefits Compared to Program Funds Requested:

$$\$2,617,042/\$1,209,000 = \mathbf{2.16}$$

**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 6<sup>th</sup> 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 and junior high school):

1. Palm Lane Elementary School: 93% Free or Reduced Price Meals eligibility

2. Ball Junior High School has 85% 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 cinder block and wood fences that block non-motorized movement to and from Palm Lane ES, Ball Junior HS, and Loara HS. Currently, students who travel along Cerritos Avenue must “walk around” these barriers which pushes them into Cerritos Avenue, which has an average daily traffic count of 9,400 at the project site and a posted speed limit of 35 MPH.

Palm Lane ES has a current student enrollment of 777 and the school is located 0.6 miles from the proposed project location. Almost 85% of the students attending Palm Lane ES are Hispanic or Latino and 53% 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). Ball Junior HS’s student enrollment is 1,128 and is located 0.8 miles from the project location. Over 78% of students are Hispanic or Latino and 25% are English Learners.

The current barriers are particularly problematic for the benefitting disadvantaged community because both Palm Lane ES and Ball Junior HS 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 six pedestrian collisions within one-half mile of Ball Junior HS and one bicycle collision from 2009-2011. One of these pedestrian and bicycle collisions occurred near the proposed project location at 7:30 AM and 7:28 PM, respectively. While not at the specific project location, there was one fatal pedestrian collision at 7:14 AM within one-half mile of Ball Junior HS in 2011. 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 Jennifer Dulay responded via email indicating that the CCC would like to participate in this proposed project by assisting with a portion of the landscaping. A copy

of Ms. Dulay's response is provided as Appendix I. As required by the ATP grant program, we will enter into an MOU with the CCC prior to requesting authorization of funds for construction.

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 Appendix I. 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:

## **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](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.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/16/14
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	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Nick Guilliams		714-765-5560		<a href="mailto:nguilliams@anaheim.net">nguilliams@anaheim.net</a>		
Project Title						
Anaheim: Cerritos Ave. Sidewalk Gap Closure						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
The project is located in the City of Anaheim on Cerritos Avenue, directly east of Euclid Street (from approximately 175 feet east of Euclid Street to approximately 562 feet east of Euclid Street). The scope of work includes final design and engineering, environmental clearance, and constructing a 5' wide sidewalk with 8' parkway (grass area between the sidewalk and street) on the north side and a 5' wide sidewalk with no parkway on the south side, per Anaheim standards. To enable the new sidewalks, ROW acquisition is required (minor), block walls and other fences will need to be set back. Signage and markings included.						
<input checked="" type="checkbox"/> Includes ADA Improvements			<input checked="" type="checkbox"/> 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						<input type="checkbox"/> See page 2
The conditions along Cerritos Avenue 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 Palm Lane Elementary School (ES) or Dale Junior High School (HS). Both schools are located less than one-half mile from the proposed project site and there are an estimated 300 children ages 0-18 living in what we have identified as the "benefitting neighborhoods." The purpose of the project is to make walking to school safer, improve motorist site distance, and separate pedestrians from vehicular traffic.						
Project Benefits						<input type="checkbox"/> See page 2
Project benefits include increased safety, closing a sidewalk gap, improved public health.						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals			<input checked="" type="checkbox"/> 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)					12/01/15	
Begin Construction Phase (Contract Award Milestone)					01/01/16	
End Construction Phase (Construction Contract Acceptance Milestone)					11/01/16	
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.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/16/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
12	ORA					
<b>Project Title:</b> Anaheim: Cerritos Ave. 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)		100						100	
PS&E		20						20	
R/W SUP (CT)									
CON SUP (CT)			80					80	
R/W		200	267					467	
CON			542					542	
<b>TOTAL</b>		<b>320</b>	<b>889</b>					<b>1,209</b>	

Fund No. 1:	Active Transportation Program Funding								Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)		100						100	\$8,000 of the construction funding in 15/16 is budgeted for non-infrastructure activities (education & encouragement)
PS&E		20						20	
R/W SUP (CT)									
CON SUP (CT)			80					80	
R/W		200	267					467	
CON			542					542	
<b>TOTAL</b>		<b>320</b>	<b>889</b>					<b>1,209</b>	

Fund No. 2:	Proposed Funding (\$1,000s)								Program Code
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									
<b>TOTAL</b>									

Fund No. 3:	Proposed Funding (\$1,000s)								Program Code
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									
<b>TOTAL</b>									

Project name:

**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)	\$
Right-of-Way Phase	\$
Construction Phase-Infrastructure	\$
Construction Phase-Non-infrastructure	\$
<b>Total for ALL Phases</b>	<b>\$</b>

**All Non-ATP fund types on this project\*** (to the nearest \$1000)

**Amount**

	\$
	\$
	\$
	\$
	\$
	\$

\*Must indicate which funds are matching

Total Project Cost	\$
Project is Fully Funded	

**ATP Work Specific Funding Breakdown** (to the nearest \$1000)

**Amount**

Request for funding a Plan	\$
Request for Safe Routes to Schools Infrastructure work	\$
Request for Safe Routes to Schools Non-Infrastructure work	\$
Request for other Non-Infrastructure work (non-SRTS)	\$
Request for Recreational Trails work	\$

**ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE**

	<b>Proposed Allocation Date</b>	<b>Proposed Authorization (E-76) Date</b>
PA&ED or E&P		
PS&E		
Right-of-Way		
Construction		

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: Cerritos Avenue 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:   
Name: Nick Guilliams  
Title: Engineering Manager

Date: 5/16/14  
Phone: (714) 765-5066  
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:   
Name: Mark Vukojevic  
Title: City Engineer

Date: 5-16-14  
Phone: (714) 765-5148  
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: \_\_\_\_\_  
Name: SEE ATTACHED LETTERS  
Title: \_\_\_\_\_

Date: \_\_\_\_\_  
Phone: \_\_\_\_\_  
e-mail: \_\_\_\_\_

**Person to contact for questions:**

Name: SEE ATTACHED LETTERS  
Title: \_\_\_\_\_

Phone: \_\_\_\_\_  
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: \_\_\_\_\_  
Name: NOT APPLICABLE  
Title: \_\_\_\_\_

Date: \_\_\_\_\_  
Phone: \_\_\_\_\_  
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>



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

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 Cerritos Avenue**

On behalf of the Palm Lane Elementary School, I encourage you to support the City of Anaheim's Safe Routes to Schools project on Cerritos Avenue between Euclid Street and Walnut Street. The project is located just slightly over one-half mile from Palm Lane. The project promises to provide much-needed safety improvements which we believe will increase physical activity opportunities for our students via safer walking and biking routes to and from school.

School*	Enrollment	Participation in Free or Reduced Price Lunch Program	Distance from Proposed Sidewalk Gap Closure Project
Palm Lane Elementary School	754	90%	0.6 miles

*\*The school listed above is not on a school closure list.*

Palm Lane Elementary School supports learning for over 750 students. Ninety percent (90%) of our students qualify for the federal Free & Reduced Price Meal Program administered by the U.S. Department of Agriculture. Eighty-five percent (85%) of our students are of Hispanic or Latino origin and 60% of our students are English Learners, which means they are students who use a primary language other than English at home and who have been assessed to lack defined English language skills necessary to succeed in regular instructional programs. Many of our students walk or ride their bicycle to/from school.

We believe the proposed project will have a positive impact on our community, and will provide an increase in safety for our students and their parents. We strongly encourage your support of this project!

Sincerely,

Linda Wagner, Ed.D.  
Superintendent

LW:taj  
c:\mydata\worddocs\letters\city\_safe routes support ltr\_pl-cerritos.doc

1001 S. East Street  
Anaheim, CA 92805-5749

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

www.acsd.k12.ca.us



# ANAHEIM UNION HIGH SCHOOL DISTRICT

*Learning With Purpose: College and Career Ready*

May 8, 2014

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

**Subject: Safe Routes to Schools: Cerritos Avenue Sidewalk Gap Closure Project**

The Anaheim Union High School District eagerly supports the city of Anaheim’s application for an Active Transportation Program Safe Routes to School grant for the proposed Cerritos Avenue sidewalk gap closure project.

The proposed project will provide increased safety and physical activity opportunities for our students via safer walking and biking routes for one junior high school:

SRTS-Qualifying School* (elementary or middle school)	Enrollment	Participation in Free or Reduced Price Lunch Program	Distance from Proposed Sidewalk Gap Closure Project
Ball Junior High School	1,128	84.9%	0.8 miles

*\*The school listed above is not on a school closure list.*

Currently, sidewalk gaps on both the north and south sides of Cerritos Avenue make it difficult for students to travel safely to and from school on foot or bike. By closing the gaps in the sidewalk, this project will make walking and biking to school a more viable option for students, thereby promoting physical activity and reducing the number of cars going to and from school in an area with high traffic congestion. I also want to point out that the project site is located within 0.2 miles of Loara High School (2,624 student population). In total, two public schools in the Anaheim Union High School District, with a combined student population of 4,529, will benefit from the proposed project.

Equally important, the sidewalk gap closure project will also make an impact on the environment by reducing the number of vehicle trips and resulting greenhouse gas emissions. Connecting existing sidewalks will offer students the opportunity to actively engage in helping the environment by choosing to commute to school on foot or bike instead of by car.

On behalf of the students, faculty, and staff of the Anaheim Union High School District, we are excited about the benefits of this project, and we encourage Caltrans to give favorable consideration to the city of Anaheim’s request.

Sincerely,

Michael Matsuda  
Superintendent  
Anaheim Union High School District

**Superintendent’s Office**  
501 N. Crescent Way/P.O. Box 3520  
Anaheim, CA 92803-3520  
(714) 999-3501 • Fax: (714) 535-1706

Project name:

### **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)

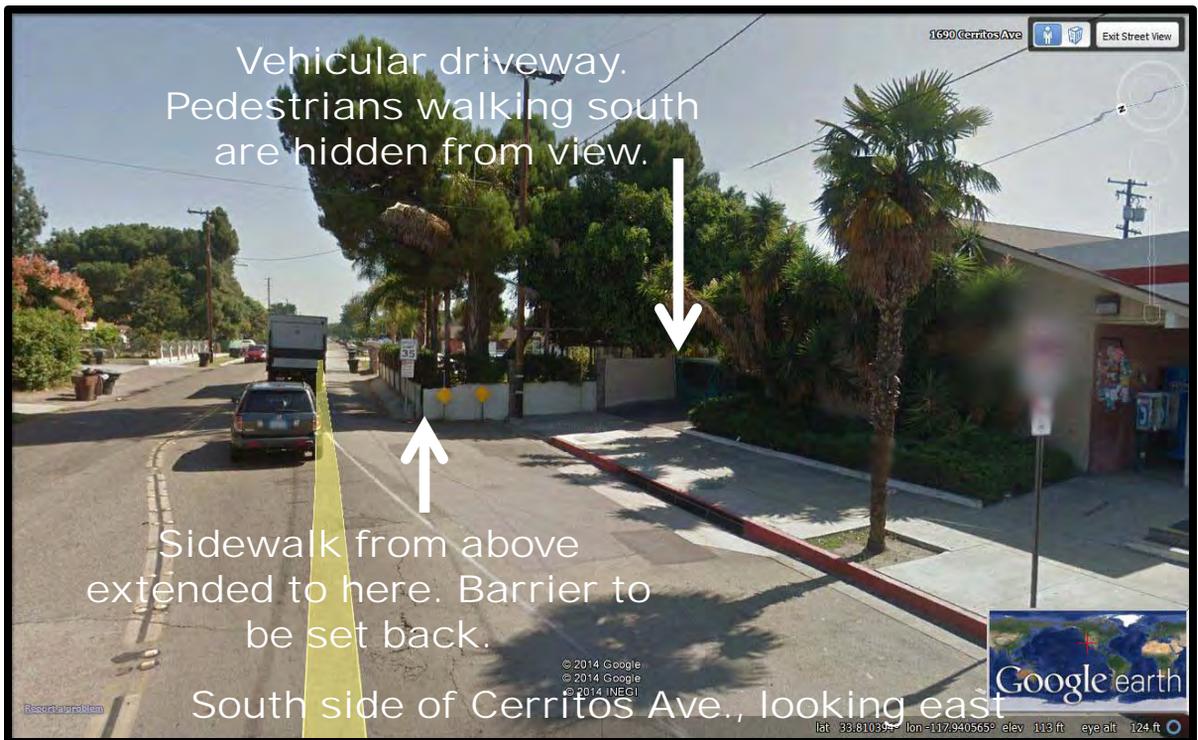


# Project Location Map Cerritos Ave. Sidewalk Gap Closure

Free & Reduced Price Lunch  
Program Participation Rates:  
Palm Lane ES: 93%  
Ball JH: 85%

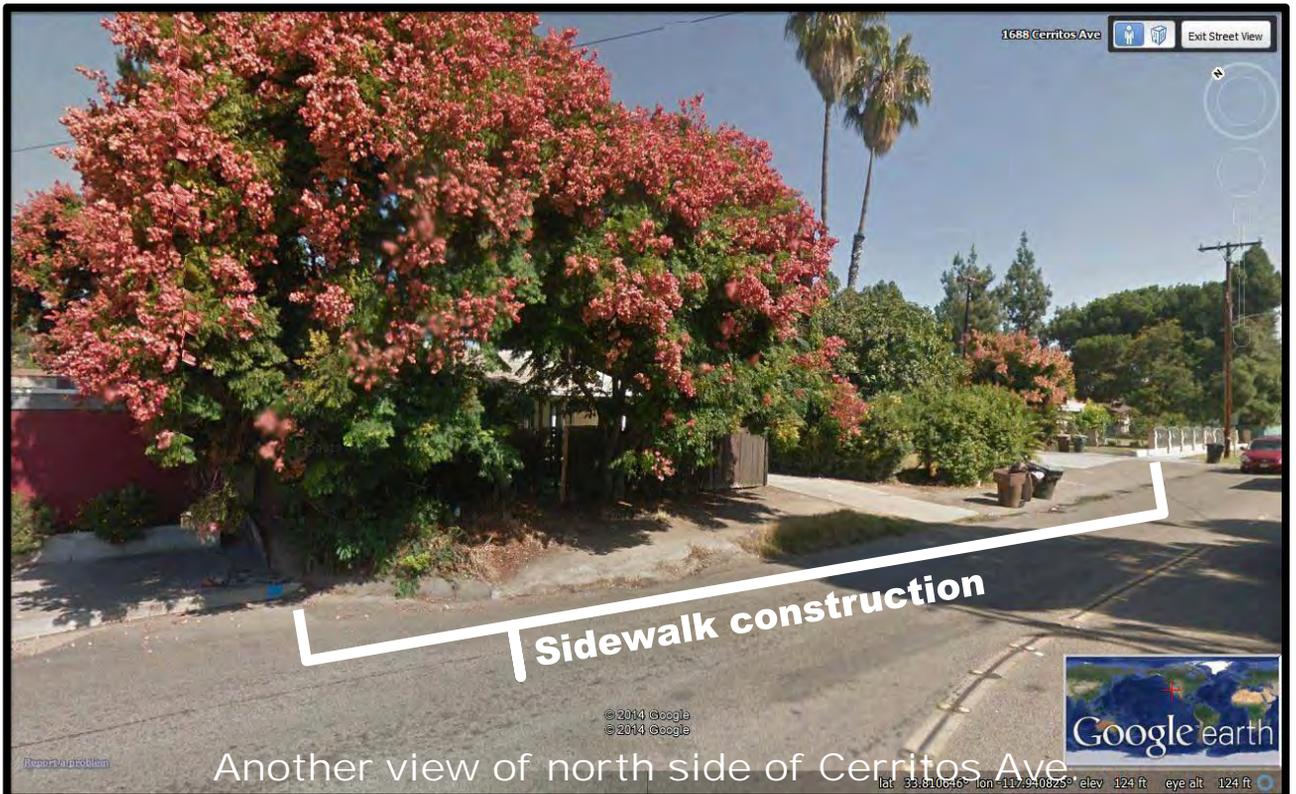
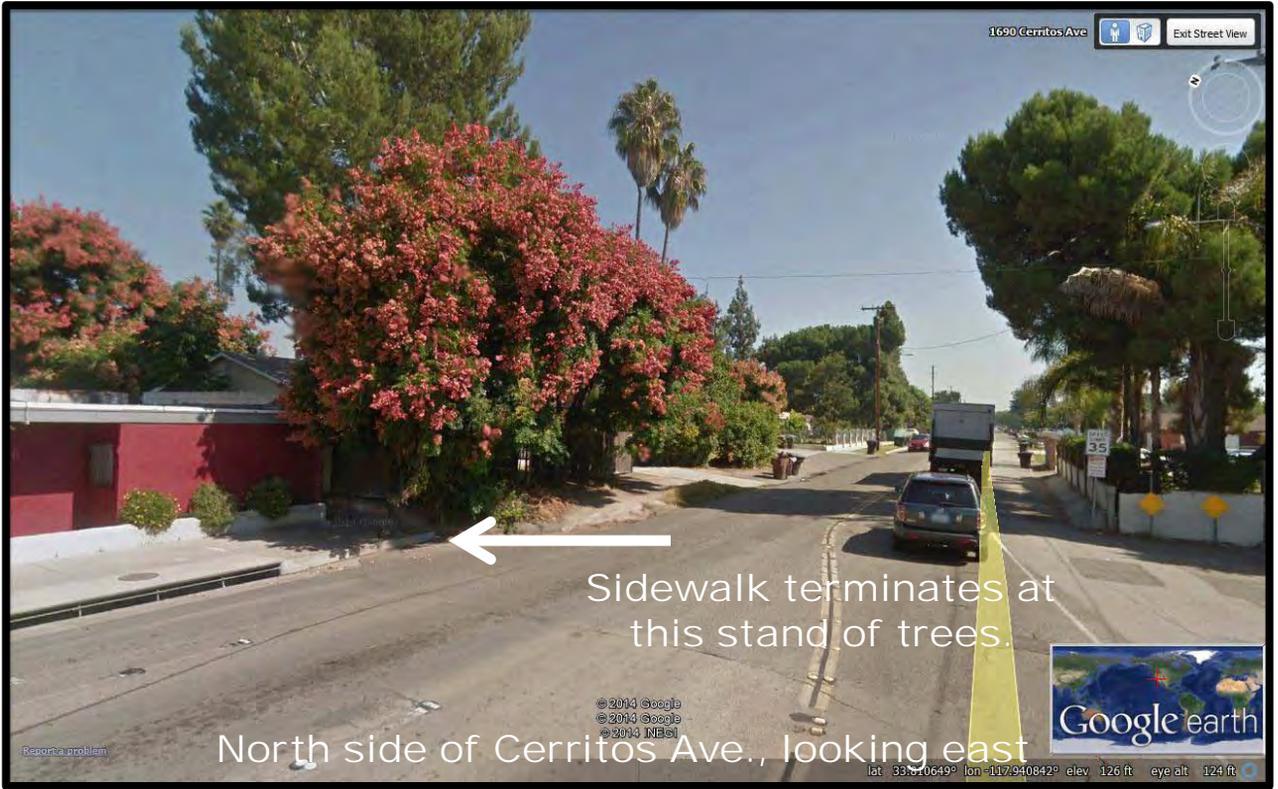
# APPENDIX B

## Photo Pages – Cerritos Avenue Sidewalk Gap Closure



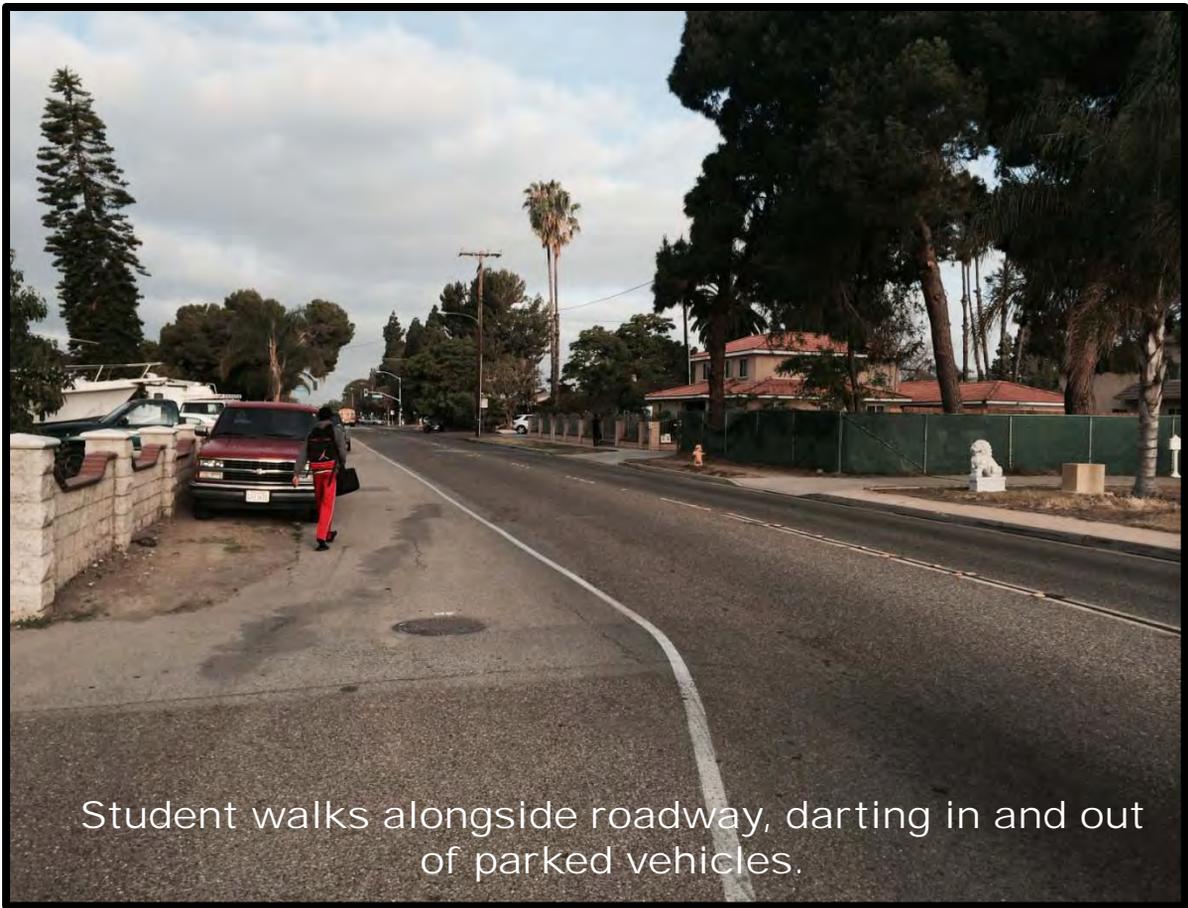
# APPENDIX B

## Photo Pages – Cerritos Ave. Sidewalk Gap Closure



# APPENDIX B

## Photo Page – Cerritos Ave. Sidewalk Gap Closure



Student walks alongside roadway, darting in and out of parked vehicles.



Cerritos Ave., looking toward Euclid. Three students walk alongside road. Proposed sidewalk to be constructed in this pathway.

# APPENDIX B

## Photo Pages – Cerritos Ave. Sidewalk Gap Closure

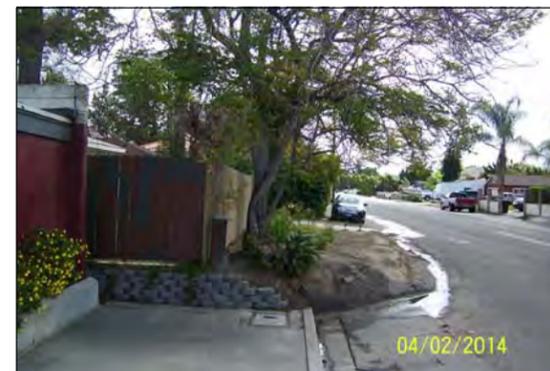




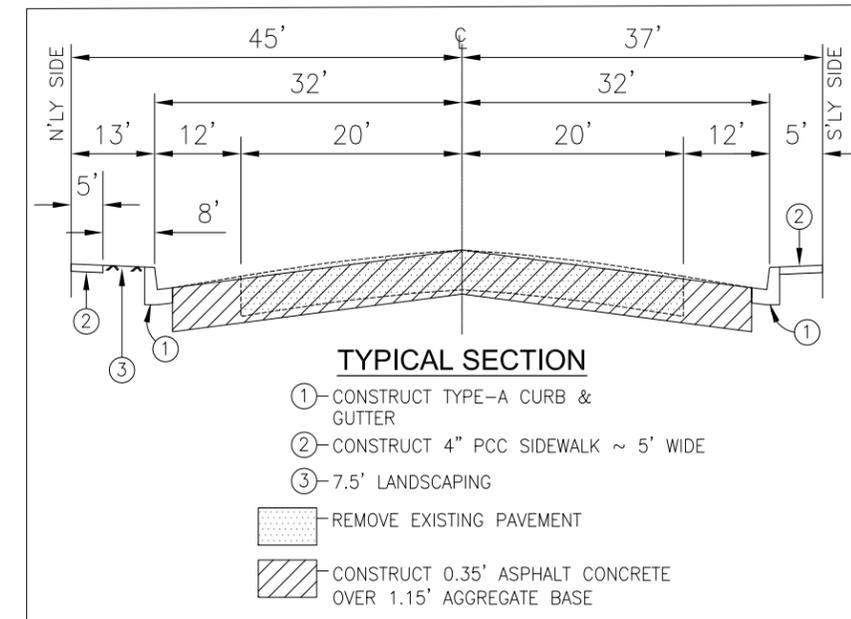
LOOKING WEST ON SOUTH SIDE OF CERRITOS AVENUE WEST OF EUCLID ST.  
PHOTO-A



LOOKING EAST ON SOUTH SIDE OF CERRITOS AVENUE WEST OF EUCLID ST.  
PHOTO-B

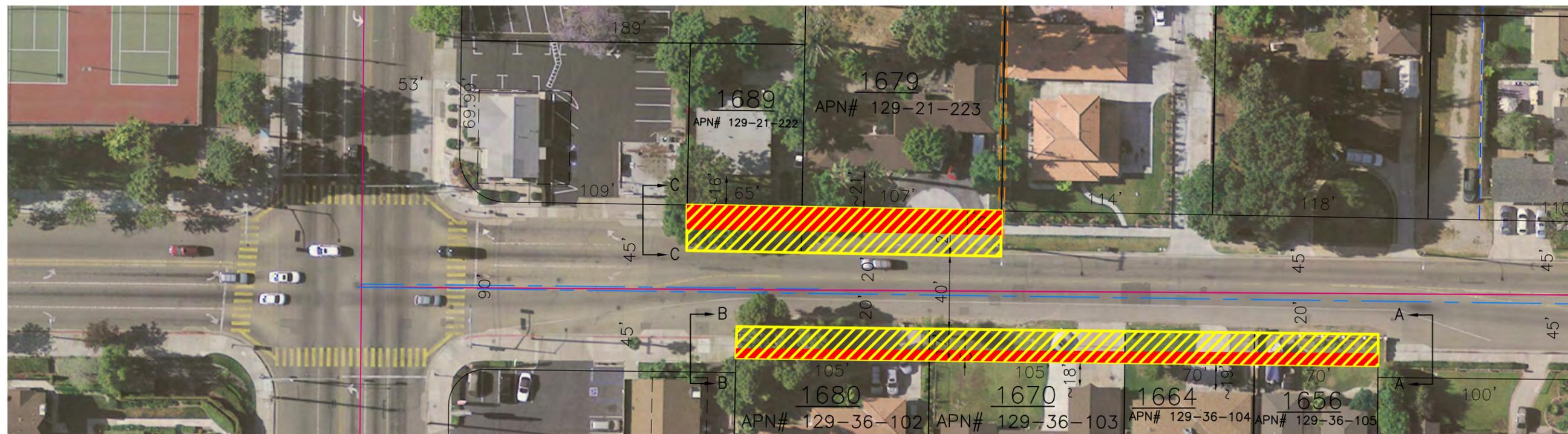


LOOKING EAST ON NORTH SIDE OF CERRITOS AVENUE WEST OF EUCLID ST.  
PHOTO-C



NOT TO SCALE

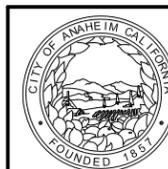
## EUCLID ST.



## CERRITOS AVENUE

### LEGEND:

- CONSTRUCT NEW ADA COMPLIANT SIDEWALK PER CITY OF ANAHEIM STANDARDS
- REMOVE EXISTING IMPROVEMENTS AND RELOCATE EXISTING UTILITIES



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

**SIDEWALK GAP CLOSURE IMPROVEMENT**  
**CERRITOS AVENUE**  
FROM 175' W/O EUCLID ST. TO 562' W/O EUCLID ST.

**CITY OF ANAHEIM**  
DEPARTMENT OF PUBLIC WORKS

REVIEWED BY: CC  
DESIGNED BY: SJ  
SCALE: NTS  
SHEET 1 OF 1

**Detailed Engineer's Estimate  
For Construction Items Only**

**Agency:** City of Anaheim

**Project Name:** Cerritos Avenue Sidewalk from Approx. 175 feet E/O to Approx. 562 feet E/O Euclid

**Project Location:**

**Date of Estimate:**

April 10, 2014

**Prepared by:** Design Staff

Item No.	Description	Quantity	Units	Unit Cost	Total
1	REMOVE BLOCKWALL WITH PILLARS AT 1656 W. CERRITOS AVE	1,010	C.Y.	\$55.00	\$55,550
2	CONSTRUCT BLOCKWALL WITH PILLARS AT 1656 W. CERRITOS AVE	458	TON	\$90.00	\$41,220
3	REMOVE BUSHES, PLANTS, SHRUBS ETC. AND MODIFY IRRIGATION SYSTEM AS NECESSARY AT 1656 W. CERRITOS AVE	775	CY	\$40.00	\$31,000
4	RECONSTRUCT PRIVATE DRIVEWAY	2,750	SF	\$22.00	\$60,500
5	CONSTRUCT CURB & GUTTER TYPE -A PER CITY STD. 120 INCLUDING EXCAVATION AND REMOVAL OF EXIST. AC/CONCRETE/SOIL	550	LF	\$35.00	\$19,250
6	CONSTRUCT 6" THICK PCC DRIVEWAY APPROACH PER CITY STD. 114-A ~ REMOVE EXISTING	1,200	SF	\$32.00	\$38,400
7	LANDSCAPED PARKWAY	1,452	SF	\$12.00	\$17,424
8	ADJUST MH TO GRADE	2	EA	\$650.00	\$1,300
9	RELOCATE TRAFFIC SIGNAL PULL BOX	1	EA	\$800.00	\$800
10	INSTALL NEW WATER LINE WITH WATER METER	6	EA	\$8,000.00	\$48,000
11	CONSTRUCTION INFORMATION SIGN	2	EA.	\$1,800.00	\$3,600
12	TRAFFIC LOOPS TYPE "E" CIRCULAR	12	EA.	\$400.00	\$4,800
13	SIGNING & STRIPING (INCLUDING ALL STREET & TRAFFIC SIGNS)	1	LS	\$8,000.00	\$8,000
14	REMOVE LARGE PINE TREE (+/-20') AT 1680 W. CERRITOS AVE	1	EA	\$2,500.00	\$2,500
15	REMOVE MID SIZE PALM TREE AT 1680 W. CERRITOS AVE	9	EA	\$150.00	\$1,350
16	REMOVE BLOCKWALL WITH PILLARS AT 1680 W. CERRITOS AVE	100	LF	\$50.00	\$5,000
17	REMOVE CHAIN LINK FENCE AT 1680 W. CERRITOS AVE	17	LF	\$30.00	\$510
18	REMOVE BUSHES, PLANTS, SHRUBS ETC. AND MODIFY IRRIGATION SYSTEM AS NECESSARY AT 1680 W. CERRITOS AVE	1	LS	\$2,000.00	\$2,000
19	CONSTRUCT RETAINING WALL AT 1680 W. CERRITOS AVE	68	LF	\$200.00	\$13,600
20	CONSTRUCT BLOCKWALL WITH PILLARS AT 1680 W. CERRITOS AVE	88	LF	\$240.00	\$21,120
21	RECONSTRUCT PRIVATE DRIVEWAY	650	SF	\$25.00	\$16,250
22	REMOVE LARGE TREE (+/-20') AT 1689 W. CERRITOS AVE	3	EA	\$1,100.00	\$3,300
23	REMOVE AND REPLACE WOOD FENCE AT 1689 W. CERRITOS AVE	51	LF	\$40.00	\$2,040

24	REMOVE AND RELOCATE UTILITY BOX IN FRONT OF 1689 W. CERRITOS AVE	1	EA	\$1,200.00	\$1,200
25	CONSTRUCT RETAINING WALL AT 1689 W. CERRITOS AVE	50	LF	\$250.00	\$12,500
26	REMOVE BUSHES, PLANTS, SHRUBS ETC. AND MODIFY IRRIGATION SYSTEM AS NECESSARY AT 1689 W. CERRITOS AVE	1	LS	\$800.00	\$800
27	RECONSTRUCT PRIVATE DRIVEWAY	250	SF	\$25.00	\$6,250
28	REMOVE LARGE TREE (+/-20') AT 1679 W. CERRITOS AVE	2	EA	\$1,100.00	\$2,200
29	REMOVE BUSHES, PLANTS, SHRUBS ETC. AND MODIFY IRRIGATION SYSTEM AS NECESSARY AT 1679 W. CERRITOS AVE	1	LS	\$800.00	\$800
30	RECONSTRUCT PRIVATE DRIVEWAY	600	SF	\$25.00	\$15,000
31	ADJUST ELECTRICAL PULL BOX TO GRADE AT 1669 W. CERRITOS AVE	1	EA	\$450.00	\$450
32	RELOCATE MAIL BOX WITH POST AT 1670 W. CERRITOS AVE	1	EA	\$100.00	\$100
33	REMOVE BUSHES, PLANTS, SHRUBS ETC. AND MODIFY IRRIGATION SYSTEM AS NECESSARY AT 1670 W. CERRITOS AVE	1	LS	\$300.00	\$300
34	RECONSTRUCT PRIVATE DRIVEWAY	590	SF	\$25.00	\$14,750
35	RELOCATE 40 LF OF WROUGHT IRON FENCE AT 1664 W. CERRITOS AVE	40	LF	\$60.00	\$2,400
36	REMOVE BUSHES, PLANTS, SHRUBS ETC. AND MODIFY IRRIGATION SYSTEM AS NECESSARY AT 1664 W. CERRITOS AVE	1	LS	\$300.00	\$300
37	RECONSTRUCT PRIVATE DRIVEWAY	360	SF	\$25.00	\$9,000
38	REMOVE BLOCKWALL WITH PILLARS AT 1656 W. CERRITOS AVE	70	LF	\$35.00	\$2,450
39	CONSTRUCT BLOCKWALL WITH PILLARS AT 1656 W. CERRITOS AVE	50	LF	\$160.00	\$8,000
40	REMOVE BUSHES, PLANTS, SHRUBS ETC. AND MODIFY IRRIGATION SYSTEM AS NECESSARY AT 1656 W. CERRITOS AVE	1	LS	\$600.00	\$600
41	RECONSTRUCT PRIVATE DRIVEWAY	420	SF	\$25.00	\$10,500
				<b>Subtotal:</b>	\$485,114
				<b>*Contingency:</b>	\$48,511
				<b>TOTAL:</b>	\$533,625

\* Up to 10% Contingency may be included (contingency is limited to 10% of funds being requested)  
Use above spreadsheet for CONSTRUCTION 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)	\$ 120,000
2	Right-of-Way Phase	\$ 467,000
3	Construction Phase - Infrastructure	\$ 534,000
4	Construction Phase - Construction Management	\$ 80,000
5	Non-Infrastructure (Encouragement and Education)	\$ 8,000
<b>Total for ALL Phases</b>		<b>\$ 1,209,000</b>

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

Cerritos Avenue 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](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  
SOUTH DISTRICT NEIGHBORHOOD COUNCIL MEETING

April 24, 2014  
7:00 p.m.  
Euclid Branch Library  
1340 S. Euclid St.

A G E N D A

- |   |  |
|---|--|
| I. Welcome and Introductions<br>(7:00-7:05pm)             | Luz Rosales, Neighborhood Council Vice-Chair |
| II. Federal Legislative Update<br>(7:05-7:15pm)           | Congresswoman Loretta Sanchez                |
| III. Emergency Preparedness<br>(7:15-7:25pm)              | Adrian Abel, Fire & Rescue                   |
| IV. "Do Your Part-Save Water" Program<br>(7:25-7:45pm)    | Issis Macias, Public Utilities               |
| V. Pilot Public Safety Board<br>(7:45-8:05pm)             | Lylyana Bogdanovich, City Manager's Office   |
| VI. Safe Routes to School Grant Projects<br>(8:05-8:15pm) | Doug Park, Public Works                      |
| VII. Adjournment  | Luz Rosales, Neighborhood Council Vice-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., Stoddard Elementary School, 1841 S. Ninth St\*\***

**2014 South District Neighborhood Council Meetings Dates**

Thursday, July 24, 2014 at 7:00 p.m.

Thursday, October 23, 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](http://www.anaheim.net/neighborhoods)

**NEIGHBORHOOD SERVICES DISTRICTS**

**SOUTH DISTRICT NEIGHBORHOOD COUNCIL MEETING**  
**April 24, 2014**

NAME (NOMBRE)	ADDRESS (DIRECCION DE DOMICILIO)	PHONE (TELEFONO)	E-MAIL (CORREO ELECTRONICO)
Luz Rosales	Contact information redacted. Will provide upon request.		
Martha Rivera			
Tasneem Watts			
Ralph Gonzalez			
Teresa Rivera			
Danie Proter			
Mariana Rivera			
Raquel Jimenez			
Andrea Manes			





# 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

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## S U M M A R Y   R E P O R T

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### 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,

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*Prepared by MIG, Inc.*

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

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## SUMMARY REPORT

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### 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 9<sup>th</sup>
  - 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

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*Prepared by MIG, Inc.*

- 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?")



# ANAHEIM UNION HIGH SCHOOL DISTRICT

*Learning With Purpose: College and Career Ready*

May 8, 2014

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

**Subject: Safe Routes to Schools: Cerritos Avenue Sidewalk Gap Closure Project**

The Anaheim Union High School District eagerly supports the city of Anaheim’s application for an Active Transportation Program Safe Routes to School grant for the proposed Cerritos Avenue sidewalk gap closure project.

The proposed project will provide increased safety and physical activity opportunities for our students via safer walking and biking routes for one junior high school:

SRTS-Qualifying School* (elementary or middle school)	Enrollment	Participation in Free or Reduced Price Lunch Program	Distance from Proposed Sidewalk Gap Closure Project
Ball Junior High School	1,128	84.9%	0.8 miles

*\*The school listed above is not on a school closure list.*

Currently, sidewalk gaps on both the north and south sides of Cerritos Avenue make it difficult for students to travel safely to and from school on foot or bike. By closing the gaps in the sidewalk, this project will make walking and biking to school a more viable option for students, thereby promoting physical activity and reducing the number of cars going to and from school in an area with high traffic congestion. I also want to point out that the project site is located within 0.2 miles of Loara High School (2,624 student population). In total, two public schools in the Anaheim Union High School District, with a combined student population of 4,529, will benefit from the proposed project.

Equally important, the sidewalk gap closure project will also make an impact on the environment by reducing the number of vehicle trips and resulting greenhouse gas emissions. Connecting existing sidewalks will offer students the opportunity to actively engage in helping the environment by choosing to commute to school on foot or bike instead of by car.

On behalf of the students, faculty, and staff of the Anaheim Union High School District, we are excited about the benefits of this project, and we encourage Caltrans to give favorable consideration to the city of Anaheim’s request.

Sincerely,

Michael Matsuda  
Superintendent  
Anaheim Union High School District

**Superintendent’s Office**  
501 N. Crescent Way/P.O. Box 3520  
Anaheim, CA 92803-3520  
(714) 999-3501 • Fax: (714) 535-1706



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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 Cerritos Avenue**

On behalf of the Palm Lane Elementary School, I encourage you to support the City of Anaheim's Safe Routes to Schools project on Cerritos Avenue between Euclid Street and Walnut Street. The project is located just slightly over one-half mile from Palm Lane. The project promises to provide much-needed safety improvements which we believe will increase physical activity opportunities for our students via safer walking and biking routes to and from school.

School*	Enrollment	Participation in Free or Reduced Price Lunch Program	Distance from Proposed Sidewalk Gap Closure Project
Palm Lane Elementary School	754	90%	0.6 miles

*\*The school listed above is not on a school closure list.*

Palm Lane Elementary School supports learning for over 750 students. Ninety percent (90%) of our students qualify for the federal Free & Reduced Price Meal Program administered by the U.S. Department of Agriculture. Eighty-five percent (85%) of our students are of Hispanic or Latino origin and 60% of our students are English Learners, which means they are students who use a primary language other than English at home and who have been assessed to lack defined English language skills necessary to succeed in regular instructional programs. Many of our students walk or ride their bicycle to/from school.

We believe the proposed project will have a positive impact on our community, and will provide an increase in safety for our students and their parents. We strongly encourage your support of this project!

Sincerely,

Linda Wagner, Ed.D.  
Superintendent

LW:taj  
c:\mydata\worddocs\letters\city\_safe routes support ltr\_pl-cerritos.doc



COUNTY OF ORANGE  
**HEALTH CARE AGENCY**

PUBLIC HEALTH SERVICES  
HEALTH PROMOTION

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DIRECTOR

**RICHARD SANCHEZ, MPH**  
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**AMY BUCH, MA**  
DIVISION MANAGER  
HEALTH PROMOTION

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

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

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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, including students attending three 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 important priority for OCHCA. Existing sidewalk gaps in the project area on Cerritos Avenue 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 walk or bike to school.

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, 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 three of the City's 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 9,000 vehicles, Cerritos Avenue 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 Cerritos Avenue 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

May 2, 2014

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

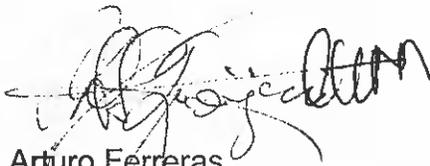
Re: City of Anaheim  
Active Transportation Program - Safe Routes to School Project

On behalf of the South District Neighborhood Council, please accept this letter as evidence of our support for the City of Anaheim's grant application to complete sidewalk gap closures in our district.

Anaheim's 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. We work with City departments, residents, property owners, and school officials on issues of concern and identify actions that can be taken to address them. The proposed sidewalk gap closures would greatly benefit our district by providing safe means for residents to travel by foot or bike. Specifically, students attending three schools in our district, Loara High School, Palm Lane Elementary, and Ball Junior High School, would be greatly served by the addition of sidewalks to create a seamless way to get to and from school without the dangers of having to walk or bike on Cerritos Avenue.

We are excited about this project and hope that favorable consideration is given to the City of Anaheim's request for grant funds.

Sincerely,



Arturo Ferreras  
South District Neighborhood Council Chair



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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 - Cerritos Avenue Sidewalk Gap Closure**

The Orange County Transportation Authority (OCTA) supports the City of Anaheim (City) California Active Transportation Program application for the Cerritos Avenue 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

**From:** [Cynthia Vitale](#)  
**To:** [Destin Blais \(dblais@blaisassoc.com\)](mailto:dblais@blaisassoc.com)  
**Cc:** [Katharyn Bandoni](#); [Paige Brokaw](#); "[Josh Volp](#)"; [Virginia Clark \(Virginia.clark@ccc.ca.gov\)](mailto:Virginia.clark@ccc.ca.gov); [calocalcorps@gmail.com](mailto: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](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](http://www.HireYouth.org)



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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](mailto: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**  
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Mobile: 949-322-3056

Corporate: 469-579-5905

[www.blaisassoc.com](http://www.blaisassoc.com)

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**From:** [Clark, Virginia@CCC](mailto:Clark_Virginia@CCC)  
**To:** ["dblais@blaisassoc.com"](mailto:dblais@blaisassoc.com)  
**Cc:** [Dulay, Jennifer@CCC](mailto:Dulay_Jennifer@CCC); [Wilson, Duane@CCC](mailto:Wilson_Duane@CCC); [Rankin, Michelle@CCC](mailto:Rankin_Michelle@CCC); [Simpson, Trish@CCC](mailto:Simpson_Trish@CCC); [Cynthia Vitale](mailto: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](mailto:virginia.clark@ccc.ca.gov)



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Visit our web site at [www.ccc.ca.gov](http://www.ccc.ca.gov) for more information about the California Conservation Corps

Visit our web site at [www.WatershedStewards.com](http://www.WatershedStewards.com) for more information about the Watershed Stewards Program

---

**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](mailto:virginia.clark@ccc.ca.gov)



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Visit our web site at [www.WatershedStewards.com](http://www.WatershedStewards.com) for more information about the Watershed Stewards Program

---

**From:** Destin Blais [<mailto:dblais@blaisassoc.com>]

**Sent:** Wednesday, April 30, 2014 8:35 AM

**To:** [Cynthia@csgcalifornia.com](mailto:Cynthia@csgcalifornia.com); Clark, Virginia@CCC

**Cc:** 'Douglas K. Park'

**Subject:** Anaheim Active Transportation Program Packets for Review

Good Morning Ms. Vitale and Ms. Clark,

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

Thank you.

Sincerely,  
Destin

Destin Blais

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City of Anaheim  
 Schools located near Safe Routes to School Project Sites  
 Cerritos Avenue Sidewalk Gap Closure

**DOCUMENTATION OF DISADVANTAGED COMMUNITY STATUS**

<b>Disadvantaged Community Documentation</b>				
<b>School District Name and Address</b>	<b>School District Name and Address</b>	<b>County-District-School Code (CDS)</b>	<b>Total Student Enrollment</b>	<b>% of Students Eligible for Free/Reduced Lunch</b>
<b>Palm Lane Elementary</b> 1646 West Palm Lane Anaheim, CA 92802	<b>Anaheim City SD</b> 1001 South East St Anaheim, CA 92805	30 66423 6027379	777	680 (92.5%)
<b>Ball Junior High School</b> 1500 West Ball Road Anaheim, CA 92802	<b>Anaheim Union High</b> 501 Crescent Way Anaheim, CA 92803	30 66431 6061683	1,128	958 (84.9%)
			1,905	> 75%

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

Cerritos Avenue 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	\$1,209,000	\$198,042
2.	World Health Organization HEAT Software		\$2,419,000
TOTAL		\$1,209,000	\$2,617,042

**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 data 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 1,200 people live in the benefitting neighborhoods less the 172 students living along the school route for a total baseline of 1,028. Based on SCAG estimates that an estimated 4% of people walk for commuting purposes, the total baseline of adult walkers is 40 (1,028 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 (40);
- 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:  $40 \times 3 = 120$ ); and
- Cost of proposed project (\$1,209,000 U.S. Dollars).

**Benefit / Cost Calculation Result**

1. Project Information

Application ID	Anaheim	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	0	1	1	0	2

Annual Benefit	\$ 9,902	Cost	\$ 1,200,000
Life Benefit	\$ 198,042	B/C Ratio	0.17

3. Benefit Cost Result

Total Benefit	\$ 198,042
Total Cost	\$ 1,200,000
B/C Ratio	0.17

**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:  
Cerritos Ave.

---

Secondary Street:  
S. Euclid St.

---

Time Period:  
01/01/03-12/31/12

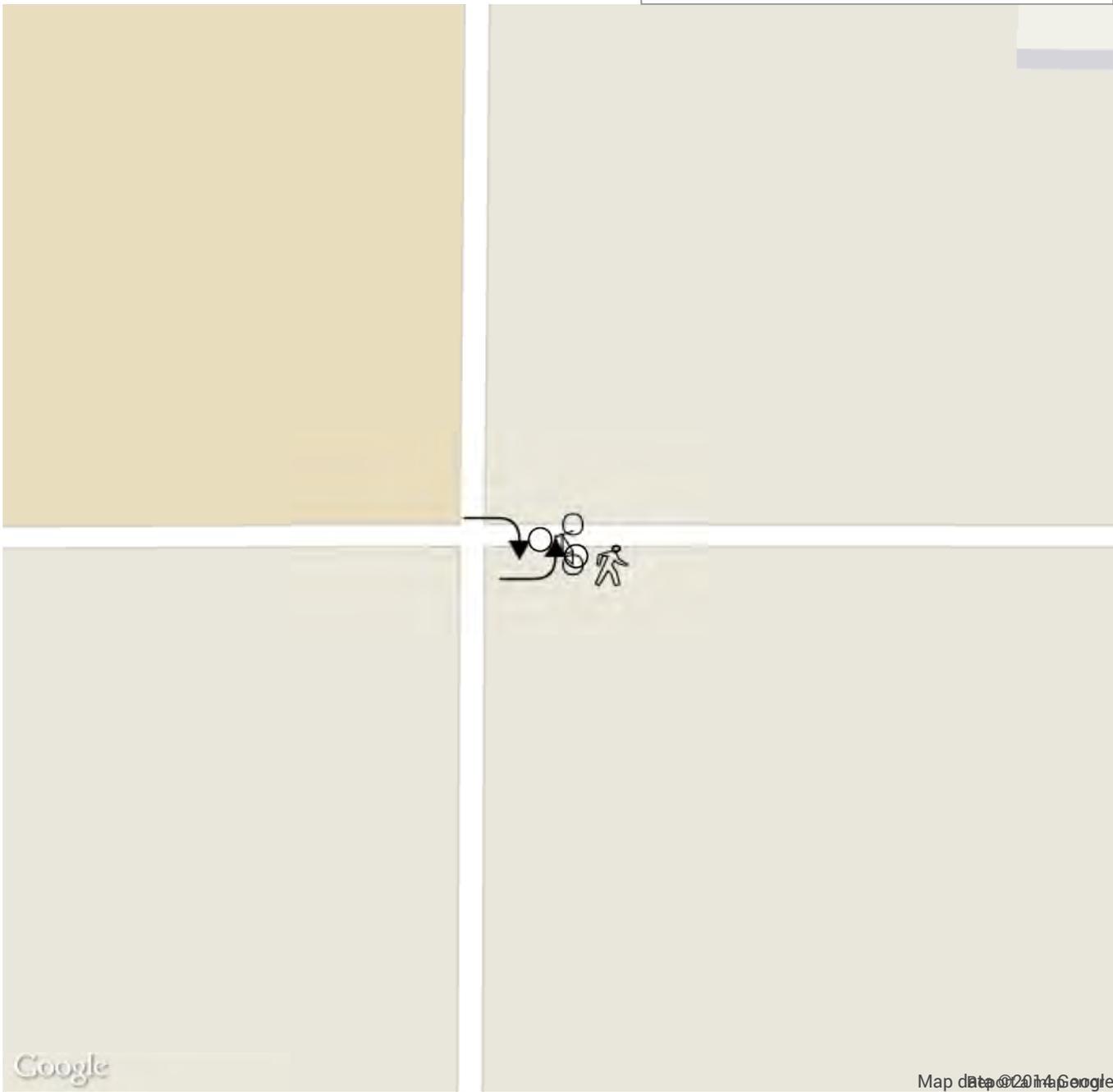
---

Agency Name:  
City of Anaheim

---

Mapping Summary	
Fatal Collision	0
Injury Collision	2
<hr/>	
Mapped	2
Not Drawn	0
<hr/>	
Total	2

→ Straight	↪ Overturned
↶ Left Turn	↘ Ran Off Road
↷ Right Turn	⊞ Stopped
↶ U-Turn	⊞ Parked
🚶 Pedestrian	🚲 Bicycle
⊞ Object	○ Injury Crash
● Fatal Crash	



Map data © 2014 Google

Date Created: 05/06/2014

Created by TIMS (<http://tims.berkeley.edu>) © UC Regents, 2013

# 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 **80 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: **28 %**, 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: **0.09**

## Financial savings as a result of walking

Currency: USD, rounded to 1000

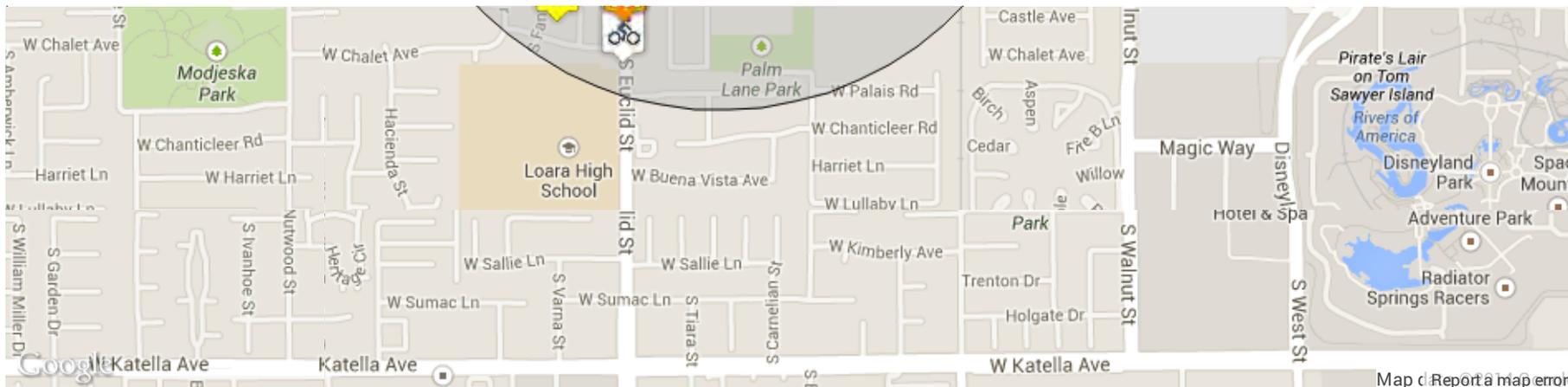
The value of statistical life in your population is:	<b>1,574,000 USD</b>
<i>Based on a 5 year build up for benefits, a 1 year build up for uptake of walking, and an assessment period of 20 years</i>	
the average annual benefit, averaged over 20 years is:	<b>121,000 USD</b>
the total benefits accumulated over 20 years are:	<b>2,419,000 USD</b>
the maximum annual benefit reached by this level of walking, per year, is:	<b>139,000 USD</b>
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:	
<b>the current value of the average annual benefit, averaged across 20 years is:</b>	<b>87,000 USD</b>
<b>the current value of the total benefits accumulated over 20 years is:</b>	<b>1,730,000 USD</b>

## Benefit-cost Ratio

<b>The total costs of:</b>	<b>1,209,000 USD</b>
Should produce a total saving over 20 years of:	<b>1,730,000 USD</b>
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:	<b>1.43:1</b>

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 "statistical life".





Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<1/4 mi.	0	0	2	4	5	1	6
1/4 - 1/2 mi.	1	3	5	7	8	8	16
<b>Total</b>	1	3	7	11	13	9	22

Collision List								
Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
<a href="#">4232919</a>	2009-04-30	13:38	EUCLID ST	MELLS LN	1	N	Yes	No
<a href="#">4258658</a>	2009-05-28	20:46	WEST CRONE AV	SOUTH EUCLID ST	13	E	Yes	No
<a href="#">4364982</a>	2009-08-02	6:08	BALL RD	EUCLID ST	124	W	No	Yes
<a href="#">4372754</a>	2009-08-21	6:35	SOUTH LOARA ST	PALM LN	40	N	No	Yes
<a href="#">4388832</a>	2009-09-04	18:16	BALL RD	GILBUCK DR	528	W	No	Yes
<a href="#">4456510</a>	2009-10-12	7:30	WEST BALL RD	GILBUCK DR	143	E	No	Yes
<a href="#">4655221</a>	2010-03-31	15:45	EUCLID ST	CHALET AV	196	N	No	Yes
<a href="#">4660174</a>	2010-03-22	8:32	PALM LN	SOUTH EUCLID ST	9	E	No	Yes
<a href="#">4740379</a>	2010-05-27	10:29	WEST CERRITOS AV	SOUTH EUCLID ST	528	W	Yes	No
<a href="#">4799993</a>	2010-07-05	18:05	BALL RD	LOARA ST	380	E	No	Yes
<a href="#">4872469</a>	2010-09-05	13:40	EUCLID ST	CERRITOS AV	176	N	No	Yes
<a href="#">5103045</a>	2011-01-26	12:29	WEST BALL RD	EUCLID ST	528	W	No	Yes
<a href="#">5129967</a>	2011-03-17	19:28	BALL RD	HAMPSTEAD ST	67	W	Yes	No
<a href="#">5162493</a>	2011-04-14	11:56	TRIDENT ST	WEST BALL RD	0	-	Yes	No
<a href="#">5237931</a>	2011-06-04	19:16	EUCLID ST	CRONE AV	0	-	Yes	No
<a href="#">5287115</a>	2011-08-17	8:32	WEST CERRITOS AV	SOUTH EUCLID ST	0	-	Yes	No
<a href="#">5291218</a>	2011-09-06	7:14	W CRONE AVE	SOUTH LOARA ST	13	W	No	Yes
<a href="#">5319456</a>	2011-09-09	16:23	SOUTH EUCLID ST	WEST BALL RD	15	N	Yes	No
<a href="#">5330353</a>	2011-09-28	10:09	WEST CERRITOS AV	SOUTH EUCLID ST	13	W	Yes	No
<a href="#">5337616</a>	2011-08-19	22:08	BEACON AV	EUCLID ST	18	W	No	Yes
<a href="#">5420489</a>	2011-11-17	15:23	SOUTH EUCLID ST	WEST CERRITOS AV	12	S	No	Yes
<a href="#">5470637</a>	2011-12-17	22:15	WEST BALL RD	SOUTH EUCLID ST	528	W	No	Yes



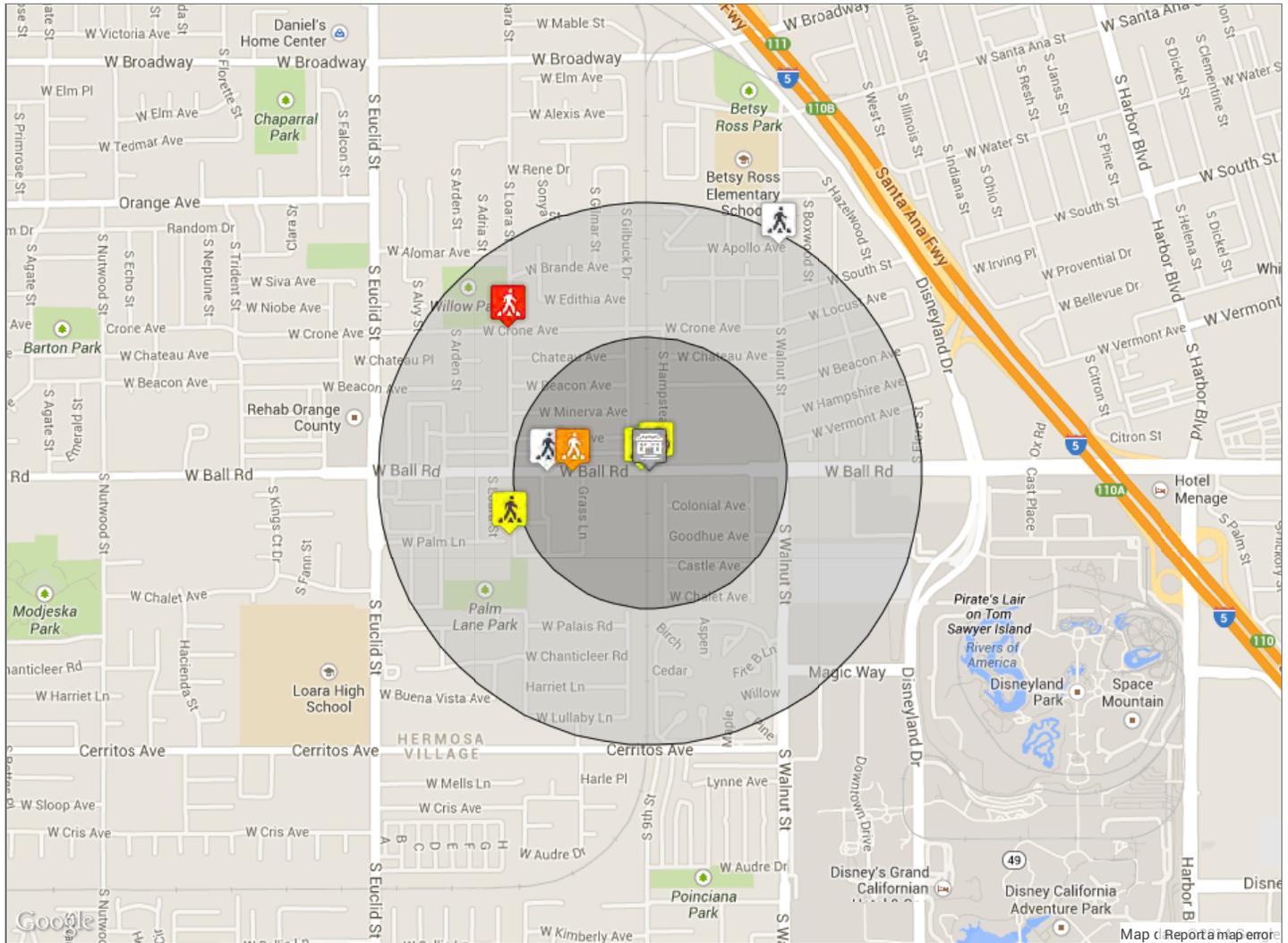
# SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

## Ball Junior High

1500 West Ball Rd. | Anaheim | Orange County | CDS: 30664316061683

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
<1/4 mi.	0	1	2	1	3	1	4
1/4 - 1/2 mi.	1	0	1	1	3	0	3
<b>Total</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>7</b>

Collision List								
Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
<a href="#">4372754</a>	2009-08-21	6:35	SOUTH LOARA ST	PALM LN	40	N	No	Yes
<a href="#">4388832</a>	2009-09-04	18:16	BALL RD	GILBUCK DR	528	W	No	Yes
<a href="#">4456510</a>	2009-10-12	7:30	WEST BALL RD	GILBUCK DR	143	E	No	Yes
<a href="#">4577532</a>	2010-02-01	8:42	APOLLO AV	WALNUT ST	10	W	No	Yes
<a href="#">4799993</a>	2010-07-05	18:05	BALL RD	LOARA ST	380	E	No	Yes
<a href="#">5129967</a>	2011-03-17	19:28	BALL RD	HAMPSTEAD ST	67	W	Yes	No
<a href="#">5291218</a>	2011-09-06	7:14	W CRONE AVE	SOUTH LOARA ST	13	W	No	Yes

# SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

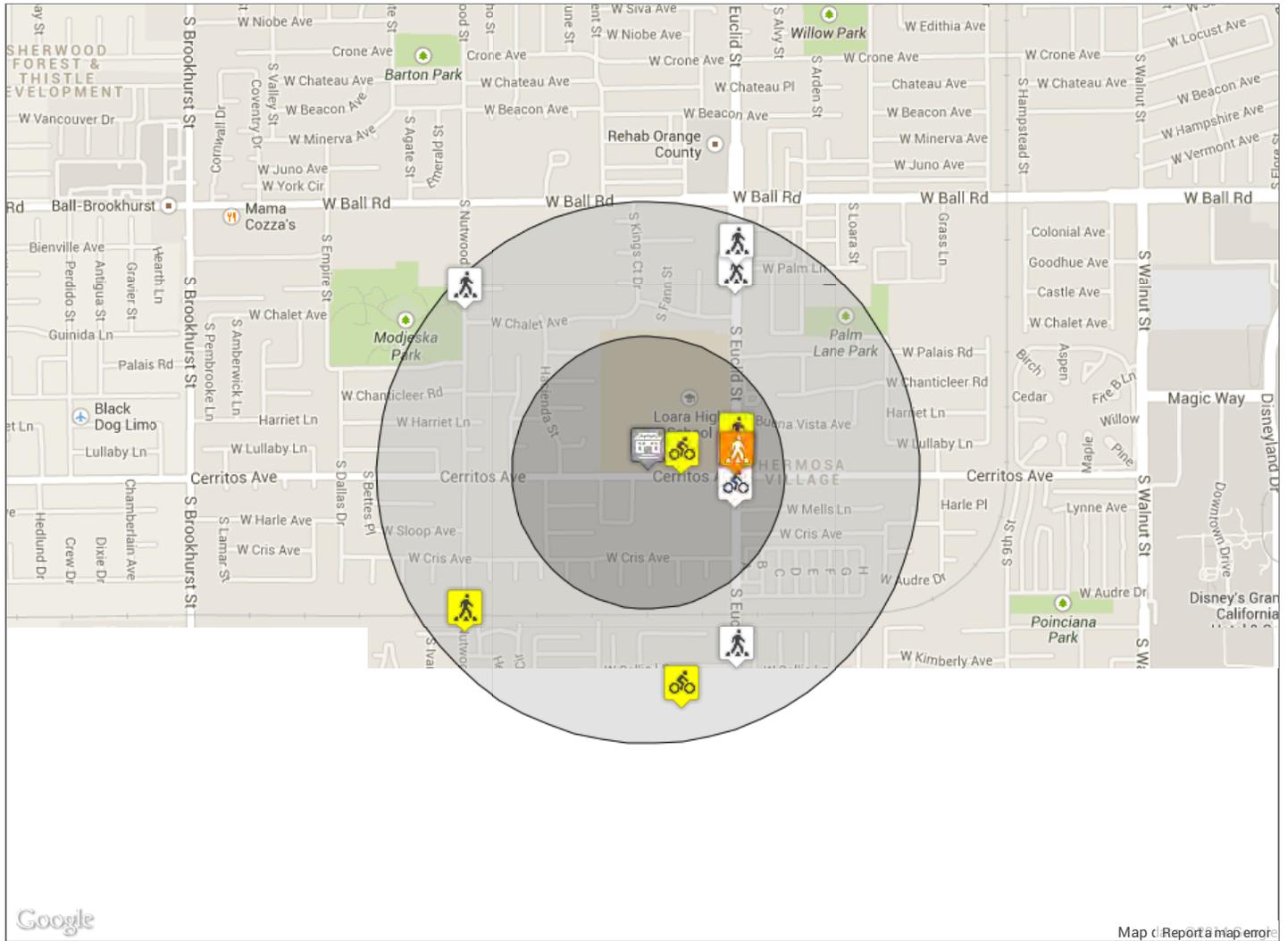
## Loara High

1765 West Cerritos Ave. | Anaheim | Orange County | CDS: 30664313033784

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
<1/4 mi.	0	1	2	3	2	4	6
1/4 - 1/2 mi.	0	0	2	4	5	1	6
<b>Total</b>	0	1	4	7	7	5	12

Collision List								
Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
<a href="#">4232919</a>	2009-04-30	13:38	EUCLID ST	MELLS LN	1	N	Yes	No
<a href="#">4373950</a>	2009-08-24	11:48	NUTWOOD ST	CHALET AV	103	N	No	Yes
<a href="#">4655221</a>	2010-03-31	15:45	EUCLID ST	CHALET AV	196	N	No	Yes
<a href="#">4660174</a>	2010-03-22	8:32	PALM LN	SOUTH EUCLID ST	9	E	No	Yes
<a href="#">4734532</a>	2010-06-03	16:45	S VARNA ST	SUMAC LN	106	S	Yes	No
<a href="#">4740379</a>	2010-05-27	10:29	WEST CERRITOS AV	SOUTH EUCLID ST	528	W	Yes	No
<a href="#">4872469</a>	2010-09-05	13:40	EUCLID ST	CERRITOS AV	176	N	No	Yes
<a href="#">5287115</a>	2011-08-17	8:32	WEST CERRITOS AV	SOUTH EUCLID ST	0	-	Yes	No
<a href="#">5330353</a>	2011-09-28	10:09	WEST CERRITOS AV	SOUTH EUCLID ST	13	W	Yes	No
<a href="#">5350577</a>	2011-10-07	7:42	SALLIE LN	EUCLID ST	3	W	No	Yes
<a href="#">5355101</a>	2011-09-16	14:15	NUTWOOD ST	FOLSOM ST	0	-	No	Yes
<a href="#">5420489</a>	2011-11-17	15:23	SOUTH EUCLID ST	WEST CERRITOS AV	12	S	No	Yes