

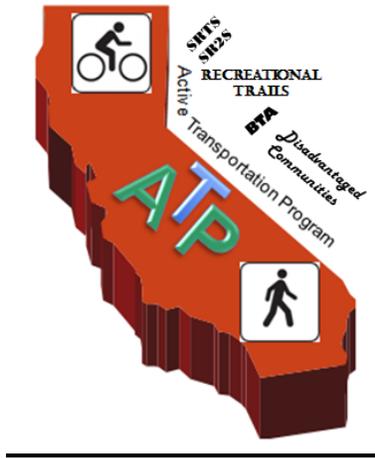


ACTIVE TRANSPORTATION PROGRAM CYCLE 1

COMPLETE STREETS PLAN

CITY OF SANTA ANA
PUBLIC WORKS AGENCY
20 CIVIC CENTER PLAZA, M-43
SANTA ANA, CA 92702





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

| | |
|---------------|--|
| Project name: | |
|---------------|--|

| |
|-----------------------------------|
| SCHOOL NAME AND ADDRESS: |
| |
| SCHOOL DISTRICT NAME AND ADDRESS: |
| |

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

| |
|-----------------------------------|
| SCHOOL NAME AND ADDRESS: |
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| SCHOOL DISTRICT NAME AND ADDRESS: |
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| | | |
|--|--|---|
| County-District School Code (CDS) | Total Student Enrollment | Percentage of students eligible for free or reduced meal programs** |
| Percentage of students that currently walk or bike to school | Approximate # of students living along school route proposed for improvement | Project distance from primary or middle school |

| | |
|---------------|--|
| Project name: | |
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|-----------------------------------|
| SCHOOL NAME AND ADDRESS: |
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| SCHOOL DISTRICT NAME AND ADDRESS: |
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|--|--|---|
| County-District School Code (CDS) | Total Student Enrollment | Percentage of students eligible for free or reduced meal programs** |
| Percentage of students that currently walk or bike to school | Approximate # of students living along school route proposed for improvement | Project distance from primary or middle school |

| |
|-----------------------------------|
| SCHOOL NAME AND ADDRESS: |
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| SCHOOL DISTRICT NAME AND ADDRESS: |
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| | | |
|--|--|---|
| County-District School Code (CDS) | Total Student Enrollment | Percentage of students eligible for free or reduced meal programs** |
| Percentage of students that currently walk or bike to school | Approximate # of students living along school route proposed for improvement | Project distance from primary or middle school |

II. PROJECT INFORMATION

1. Project Location

Various including 5th Street (from Harbor Blvd. to Sullivan Street), Raitt Street (from 1st Street to McFadden Avenue), St. Andrew Place (from Bristol Street to Main Street), Bishop Street (from Broadway to Standard Avenue) and Orange Street (from 1st Street to Warner Avenue). With the exception of the Orange Street segment, which is 2 miles in length, all the other segments are approximately one mile. See map attached as Exhibit 1.

2. Project Coordinates

Latitude
(Decimal degrees)

Longitude
(Decimal degrees)

3. Project Description

The City of Santa Ana identified five corridors that present mobility challenges to pedestrians and bicyclists such as crossing challenges, safety concerns, lack of bikeways, and poor connectivity. To address these challenges the City of Santa Ana proposes to prepare a Complete Corridors Plan to improve conditions for walking, bicycling, driving and transit on the five corridors. The City will hire a consultant to use a multi-day community design charrette process that will engage community stakeholders to develop a plan to enhance access, mobility and safety on these five corridors. That plan and process will serve as the basis for developing Citywide Complete Streets Guidelines.

4. Project Status

This planning type project does not require CEQA or NEPA. CEQA and NEPA will be prepared as part of the subsequent construction phase.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

Describe the need for the project and/or funding

The City identified five corridors that it believes will be good candidates for this project based on the following criteria: community input, high vehicle speeds, overly wide cross section, lack of bicycle lanes, missing bicycle connections, presence of elementary school, uncontrolled pedestrian crossings, missing connections to regional trails and potential for improved access to transit and shopping. The five corridors are distributed geographically throughout the City and represent a variety of different street types. By analyzing different types of incomplete streets the City will gain valuable understanding of the types of changes that are appropriate in different contexts to make streets more complete which will be very useful in developing Complete Streets Guidelines that can apply throughout the City of Santa Ana for future projects.

Following are detailed descriptions of each of the five corridors (See Exhibit 2):

- 1) **5th Street** is an east-west secondary arterial with Average Daily Trips (ADT) of 11,706 and posted speed limit of 35mph. It has two east-bound lanes, 2 westbound lanes and a two-way left turn lane. On-street parking is allowed in some areas and is heavily used. Adjacent land uses include commercial, residential, an intermediate school and a park. Pedestrian activity is high and sidewalks are available. The Santa Ana River Regional Bike Trail bisects this corridor and bus stops are available at Harbor Boulevard and Fairview Street.
- 2) **Raitt Street** is a north-south secondary arterial with an ADT of 16,008. It has 2 northbound and 2 southbound lanes south of Willits Street, and one lane in each

direction north of Willits. On-street parking is allowed in some areas. The posted speed limit is 30 mph north of Willits and 35mph south of Willits. Adjacent land uses include commercial school and residential. Pedestrian activity is high and bicycle activity is moderate. Bus stops are available on First Street. and McFadden Ave.

3) **St. Andrew Place** is an east-west residential collector. It has one lane in each direction. On-street parking is allowed for most of the corridor. The posted speed is 25 mph. Adjacent land uses include residential, business and Mater Dei High School. Corridor has sidewalks. OCTA bus stops are available on Bristol Street and Main Street.

4) **Bishop Street** is an east-west residential collector with one lane in each direction. On-street parking is allowed for most of the corridor. The posted speed is 25 mph. Adjacent land uses include residential, schools and commercial. Pedestrian activity is high near Walker and Roosevelt Elementary Schools and near Main Street. Sidewalks are available. OCTA bus stops are available at Main Street.

5) **Orange Street** is a north-south residential collector with one lane in each direction. On-street parking is allowed for most of the corridor. The posted speed is 25 mph. Adjacent land uses include residential, commercial and school. Pedestrian activity is high near Edison Elementary School and sidewalks are available. OCTA bus stops are available on Warner Avenue, Edinger Avenue, McFadden Avenue and First Street.

The five corridors chosen by the City of Santa Ana for this project lack safe access and mobility for residents to walk, bicycle or use public transit due to outdated street features that are designed primarily for motor vehicles. Large intersections and multiple lanes result in high vehicle speeds and make it difficult for pedestrians to cross. The lack of on-street bicycling facilities forces cyclists to ride in traffic or on sidewalks. Several streets are very wide which induces high vehicle speeds and makes it challenging for pedestrians to cross. The problems faced by Santa Ana are reflected in

overall crash rates. According to the Office of Traffic Safety in 2010 Santa Ana ranked 5th worst in the number of pedestrians and 2nd worst in the number of cyclists killed or injured when compared to the other 13 cities with a population over 250,000 (ranked by daily vehicle miles traveled). (Source: 2010 OTS Rankings)

Specific problems on each street are as follows:

- 1) 5th Street: wide multilane street, high vehicle speeds, uncontrolled pedestrian crossings, lack of bicycle lanes, difficult pedestrian access to park and adjacency to a large intermediate school.
- 2) Raitt Street: wide multilane street, high vehicle speeds, uncontrolled pedestrian crossings, missing bicycle lanes.
- 3) St. Andrew Place: wide, 2-lane street (western portion), high vehicle speeds, lack of bike lanes to connect to future bike lanes on Flower Street and/or Bristol Street.
- 4) Bishop Street: wide, 2-lane street, high vehicle speeds, no bicycle facility to connect to Maple Bike Trail, very wide street adjacent to Walker Elementary.
- 5) Orange Street: wide, 2-lane street, high vehicle speeds.

The problems are also reflected in the high number of crashes on these five corridors. In the ten year period from 2004-13 these street segments registered the following number of collisions: 5th Street had 243 total collisions, 11 of them with pedestrians and 16 with cyclists. Raitt Street had 264 total collisions, 15 with pedestrians, 12 with cyclists. St. Andrew Place had 138 total collisions, 2 with pedestrians, 10 with cyclists. Bishop Street had 131 total collisions, 11 with pedestrians, 10 with cyclists. Orange Street had 293 total collisions, 8 with pedestrians, 14 with cyclists. Collision report summary for all the project locations are included in Exhibit 3.

The Santa Ana Complete Corridors Plan will address the deficiencies described above by working with residents, neighborhood associations, local school districts, community- and faith-based organizations, and businesses to identify major barriers to walking, bicycling and transit access along these corridors. Special attention will be focused on residents who are not able to drive, i.e. children going to and from school and parks, and seniors who need access to vital services. Once the barriers have been identified by the community, the City and the planning/design team will work with stakeholders to develop recommendations that include changes to both the design and operation of the roadways so as to accommodate users of all ages and abilities. Specifically, the Plan will consider the wide range of tools and techniques that are available to help improve safety and access for pedestrians, cyclists and motorists. Based on the recommendations that emerge from the charrette workshops, the planning/design team will prepare Guidelines that the City can use to address Complete Street issues in other parts of the City. The Guidelines will address possible changes to the processes used by the City to plan, design, build and maintain streets as well as recommend designs that can be applied to make the different types of streets in Santa Ana more complete.

This project is consistent with the ongoing update of the City of Santa Ana Circulation Element that will be adopted in summer of 2014 and will include Complete Street policies. This project will be part of the implementation items in the updated Circulation Element for implementing complete streets and developing a Citywide Complete Streets Guideline.

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

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

The proposed complete street project aligns with the Southern California Association of Government (SCAG) Regional Transportation Plan goals, with the project plan to identify project specific enhancements to improve conditions for walking, bicycling, driving and access to transit. This non-infrastructure project will lead to the construction of improvements that increase travel safety by decreasing bicyclist and pedestrian fatalities and injuries; improve air quality, encourage active modes of transportation in particularly biking and walking, increase mobility, and encourage children to walk or bicycle to school. The Regional Transportation Plan was adopted in April 2012.

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. (0-30 POINTS)

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

This project will develop community supported conceptual plans that encourage increased walking and bicycling by preparing plans that will identify specific enhancements that remove infrastructure obstacles impeding community mobility. Typical improvements may include road diets, adding bike lanes or boulevards, bulbouts, sidewalk enhancements, wheelchair ramps. All these improvements increase safety and accessibility to local schools and parks, thereby increasing walking and bicycling especially among students.

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.

Current bike/pedestrian counts for the projects locations include the following:

| Location | Bike | Pedestrians |
|-----------------------------------|------|-------------|
| 5 th Street / Fairview | 120 | 1363 |
| Raitt Street / McFadden | 189 | 1108 |
| Orange Street / Edinger | 73 | 230 |
| Bishop Street / Halladay | 53 | 556 |
| St. Andrews / Flower | 89 | 190 |

The counts were manually taken from 7-9 am, noon to 3pm and 4-6 pm in April 2014.

As part of the ongoing update of the City of Santa Ana Bikeway Master Plan the estimated mode share for both bicyclist and pedestrians was developed using information from the 2009 National Household Travel Survey (NHTS) that provides a substantial national dataset of travel characteristics in particularly for trip characteristics of bicycling and walking trips. This led to an existing City mode share of 1% for bike and 1.19% for walking for the City of Santa Ana.

All five project locations have pedestrians and bicyclists. The project locations are surrounded by residential housing, businesses, schools, parks and transit routes. Pedestrians and bicyclists destination include local schools, work, transit stops, shopping centers, markets regional bike trail. Surveys from Roosevelt and Walker Elementary Schools report that 54% and 75% of students walk to school, respectively.

This project will develop completes street plans that will identify Class II or Class III bicycle facilities. As can be seen in the counts data bicycle are using the streets. However, they are riding primarily on the sidewalks due to the lack of bicycle facilities. It is reasonable to expect an increase of bicyclists if bicycle facilities are installed. The draft City of Santa Ana Bicycle Master Plan attached in Exhibit 4 shows the existing number of bicyclists in 2014 in Santa Ana are 15,286 the future use in 2030 increases to 19,817 which is an increase of 30% in bike commuters. This equate to about a two percent increase per year in bicyclists.

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.

All five corridor plans will be focused on improving walking and bicycling access to adjacent or nearby key destinations that include first and foremost schools, transit facilities, parks, local and regional bikeway network connectivity. For example, the 5th

Street corridor plan will provide a road diet including Class II bike lanes that will connect the corridor for bicyclists to readily and safely access Spurgeon Intermediate School, Calvary Chapel Church, Santa Ana Regional Bike Trail, Campesino Park and bus transit stops. Pedestrian access to all of the previously mentioned destinations on 5th Street will be evaluated for potential crossing improvements as well. Once the plan is implemented the character of the street will drastically change. Speeds will be reduced since motorists will no longer be able to pass each other, pedestrian will be able to cross fewer number of active vehicular lanes and bicyclists will have a dedicated facility. All of these improvements will create an inviting pedestrian and bicyclist friendly environment that will promote active modes of transportation.

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.

This project is all about improving connectivity and removing barriers to mobility. The five corridors chosen by the City of Santa Ana for this project lack safe access and mobility for residents to walk, bicycle or use public transit due to outdated street features that are designed primarily for motor vehicles. Large intersections and multiple lanes result in high vehicle speeds and make it difficult for pedestrians to cross. The lack of on-street bicycling facilities forces cyclists to ride in traffic or on sidewalks. Several streets are very wide which induces high vehicle speeds and makes it challenging for pedestrians to cross. The bikeways that may implemented as part of this plan cannot be considered gap closures but rather start up segments or connections to existing facilities. The City of Santa Ana has very limited Class II bike lanes and no Class III bike routes. This project will provide a connection to a regional bike trail and

start up bikeway segments that will be connected over time as the City of Santa Ana aggressively pursues implementing the Bikeway Master Plan. However, startup bikeway segments will provide immediate bike routes to schools.

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.

If awarded, this project clearly has great potential to reduce both pedestrian and bicycle injuries and fatalities. Through detailed collision analysis, community collaboration and field observations the safety needs both real and perceived will be clearly identified. The plan will identify site specific safety counter measures that will address the safety needs of each individual corridor for all users. Proven safety counter measures that are anticipated to be included in the plans include but are not limited to road diets, installing bikeway where none currently exist, installing bulbouts at crossings to reduce pedestrian / bicyclist exposure, and traffic circles to reduce the broad side collision and reduce the speeds.

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

- *Reduces speed or volume of motor vehicles*
- *Improves sight distance and visibility*
- *Improves compliance with local traffic laws*
- *Eliminates behaviors that lead to collisions*
- *Addresses inadequate traffic control devices*
- *Addresses inadequate bicycle facilities, crosswalks or sidewalks*

This project will achieve all of the following:

- Reduce speed or volume of motor vehicles by identifying location specific speed and volume control traffic calming devices including but not limited to speed bumps, traffic circles, chicanes, and restricting turning movements.
- Improves sight distance and visibility of pedestrian and bicyclists by providing enhanced crossings that serve to better alert driver of pedestrian and bicyclists such as rapid flashing rectangular beacons, bulbouts, high visibility marked crosswalks and fluorescent signage. Furthermore, bikeway facilities will alert motorists of the presence of bicyclists and the need to share the road with bicyclists.
- Improves compliance with local traffic laws and eliminate behaviors that lead to collisions such as riding a bicycle against the flow of traffic by identifying needed bikeway facilities that will be marked by arrows and signs to promote riding with the flow of traffic. Riding a bike against traffic is one of the major factors in the City of Santa Ana that contributes to bicycle collisions.
- Addresses inadequate traffic control devices by identifying needed improvement and the corresponding needed improvement. This may include installing a protected left turn arrow at a signalized intersection to provide a separate and protected movements for bikes/pedestrian and motorists.
- Addresses inadequate bicycle facilities, crosswalks or sidewalks by surveying the existing conditions of the infrastructure. Any sidewalk or missing wheel chair ramps will be identified for repair or installation; crosswalk enhancements will be thoroughly evaluated. As for bicycle facilities there are none at this time in the study corridor. The need is there already there but how to incorporate them to best fit each corridor will be part of this project.

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.

From the City of Santa Ana Crossroads Collision Database the project locations have a document history of bike and pedestrian collisions. In the ten year period from 2004-13 these street segments registered the following number of collisions: 5th Street had 243 total collisions, 11 of them with pedestrians and 16 with cyclists. Raitt Street had 264 total collisions, 15 with pedestrians, 12 with cyclists. St. Andrew Place had 138 total collisions, 2 with pedestrians, 10 with cyclists. Bishop Street had 131 total collisions, 11 with pedestrians, 10 with cyclists. Orange Street had 293 total collisions, 8 with pedestrians, 14 with cyclists. City staff has also met with local neighborhood associations that report concerns and desires for improvements on these project corridors. For example, Madison Neighborhood Association worked with the City and has developed a neighborhood traffic calming plan that includes Orange Street. Furthermore, the Bella Vista Neighborhood Association has reported the need for traffic safety improvements on Raitt Street such as left turn arrows or crossing enhancements.

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.

As part of the on-going City Circulation Element Update that includes an updated Bikeway Master Plan and a new Pedestrian Safety Plan numerous public outreach meetings have taken place. The community expressed safety and mobility concerns

about the five locations included as part of this project. The following link at <http://www.ci.santa-ana.ca.us/santaanainmotion/default.asp> provides a comprehensive list of public outreach events. See Exhibit 5 in the Additional Attachment section.

Furthermore the local neighborhood associations have expressed safety concerns. The Madison Park Neighborhood Association actually is working on a neighborhood traffic plan that includes the Orange Street corridor.

B. Describe the local participation process that resulted in the identification and prioritization of the project:

Please see the response to question 3A. In addition, the City of Santa Ana proactively works with over 60 neighborhood associations to address community concerns. Based on past work with neighborhoods associations, these corridors have been discussed to see if there are way to increase safety and mobility.

Community organizations support this project and have provide letters of support (Tab 10) including the Santa Ana Unified School District, Orange County Health Care Agency, Orange County Transportation Agency, non-profit organizations and local neighborhood associations.

C. Is the project cost over \$1 Million? Y/N N

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

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.

The main reason for this project is to work with the community to identify viable alternatives that will serve to enhance safety, improve mobility and promote active transportation. Based on community outreach the need for improvement has been clearly articulated and supported.

- B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{\textit{Benefit*}}{\textit{Total Project Cost}}$ and $\frac{\textit{Benefit*}}{\textit{Program Funds Requested}}$).

*Benefits must directly relate to the goals of the Active Transportation Program.

Using the Transportation Injury Mapping System (TIMS) benefit cost calculations this project receives a benefit cost ratio of 11.31 for the benefit to total project cost. This calculation considers the planning level cost estimate for the future construction of a road diets, bike lanes and roundabouts. The planning level cost estimate of \$2,300,000 is based on the cost estimate to build road diets, bike lanes and roundabouts. However, the benefit cost ratio is 86.69 for benefits compared to the program funds requested.

See Exhibit 7 in the attachments.

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.*

According to the Center of Disease Control, Hispanics or Latino adults have the second highest rate of obesity at 42.5 percent and Hispanic or Latino children have the highest rate of obesity. The State of California and United States number of households under the poverty level is at 15.3 percent and 14.9 percent respectively. According to the 2010 United States Census and 2012 American Community Survey, the City of Santa Ana has a population of 330,920 of which 79 percent are of Hispanic or Latino descent. Based on Orange County's Community Indicators Report, 33.1 percent of adults in Orange County are considered overweight and 17.3 percent are considered obese. Approximately 38.9 percent of children in Orange County are overweight or have unhealthy body compositions. As shown in Exhibit 8, according to the University of California Center for Health Policy Research, 46.5 percent of the children and/or students in the City are overweight and/or obese, well over the Orange County total percentage. Because of the close proximity to schools, the project will target the student populations, providing an active mode of transportation to and from school. In addition, while 20.7 percent of the population is in poverty, above the State of California and national average, 29 percent of children are in households that are at or below the poverty level and 30.7 percent of children are in households needing supplemental public assistance or Supplemental Nutrition Assistance Program (SNAP). The U.S. Department of Health and Human Services National Institute of Health studied the relationship to health and poverty. Areas with poverty are more prone to obesity because the lack of available parks, sport facilities, and infrastructure, which may cause higher levels of inactivity. The project may provide an affordable means of transportation and recreational activity for these students and residents.

Additional health related facts (Exhibit 9) about general health, obesity (body composition), physical activity (Aerobic Capacity), places for physical activity, and potential impacts clearly show the health challenges experienced in the City of Santa Ana. Additionally, the health facts point out the opportunity presented by implementing this type of project.

This project will create complete street plans that will provide an opportunity to allow residents to bike and walk safely throughout the City. The project is a critical step toward creating a continuous bikeway network and alternative transportation route through Santa Ana, as well as creating a bicycle-friendly community. The project will identify safe alternatives for cyclists and pedestrians.

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

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

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

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

- o *Median household income for the community benefited by the project: \$34,575 to \$67,470*

| Census Tract | Median Income |
|--------------|---------------|
| 745.01 | \$ 34,575 |
| 748.06 | \$ 49,177 |
| 746.01 | \$ 50,183 |
| 748.02 | \$ 53,995 |
| 752.01 | \$ 54,661 |
| 748.03 | \$ 56,408 |
| 746.02 | \$ 57,477 |
| 742.00 | \$ 58,367 |
| 891.05 | \$ 62,722 |
| 748.01 | \$ 67,470 |
| 741.03 | \$ 77,083 |

- o *California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: 39.62, 37.88, 37.34*

- o *For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 89.31 %*

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. N/A

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.

Many in this disadvantaged community are transit depended for their mobility. Lack of low cost alternatives is a barrier for the community. In particularly, lack of existing and adequate bicycle facilities that provide an alternative low cost form of transportation is a infrastructure and safety challenge. This project will identify and prepare plan for the implementation of needed bicycle infrastructure to improve the mobility of the community by providing a low cost form of active transportation.

30.7% of Santa Ana school children are on public assistance or receive food stamps or are in the Supplemental Nutritional Assistance Program. 100% of the project benefits a disadvantaged community. This project falls under all three of the disadvantage community criteria.

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

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

| | | |
|--|---|---------|
| Project Description Schedule Project Map | Detailed Estimate Preliminary Plan | Project |
|--|---|---------|

The corps agencies can be contacted at:
California Conservation Corps at: www.ccc.ca.gov
Community Conservation Corps at: <http://calocalcorps.org>

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

- a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them Virginia Clarke, Virginia.clark@ccc.ca.gov, (916) 341-3147, E-mailed on 4/28/2014.
- 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 Y
 - a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them Cynthia Vitale, calocalcorps@gmail.com, (916) 558-1516. E-mailed on 4/28/2014.
- C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N N

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

CCC declined to participate.

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

Waiting word from CALCC.

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate*.

If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.

8. APPLICANT'S PERFORMANCE ON PAST GRANTS (0 to -10 points)

- A. 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 of Santa Ana has a well-established track record of pursuing and implementing successful ATP related type grant projects. Unlike many other cities, the City of Santa Ana has the in-house expertise that has not only written numerous successful grant applications for OTS, BTA, SRTS, SR2S or HSIP but has also fully administered, designed and implemented these grants.

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

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: | 5/15/14 |
| District | EA | Project ID | PPNO | MPO ID | TCRP No. | |
| 12 | | | | | | |
| County | Route/Corridor | PM Bk | PM Ahd | Project Sponsor/Lead Agency | | |
| ORA | Multitple | | | City of Santa Ana | | |
| | | | | MPO | Element | |
| | | | | SCAG | Local Assistance | |
| Project Manager/Contact | | Phone | | E-mail Address | | |
| Zed Kekula | | 714-647-5606 | | zkekula@santa-ana.org | | |
| Project Title | | | | | | |
| Complete Street Plans | | | | | | |
| Location, Project Limits, Description, Scope of Work | | | | | | <input type="checkbox"/> See page 2 |
| Project is located in the City of Santa Ana. This project will prepare complete street plans for five corridors including 5th Street, Raitt Street, Orange, Bishop and St Andrews Place. The City will hire a consultant to use a multi-day community design charrette process that will engage community stakeholders to develop a plan to enhance access, mobility and safety on these five corridors. That plan and process will serve as the basis for developing Citywide Complete Streets Guidelines. | | | | | | |
| <input checked="" type="checkbox"/> Includes ADA Improvements | | | <input checked="" type="checkbox"/> Includes Bike/Ped Improvements | | | |
| Component | Implementing Agency | | | | | |
| PA&ED | | | | | | |
| PS&E | | | | | | |
| Right of Way | | | | | | |
| Construction | City of Santa Ana | | | | | |
| Purpose and Need | | | | | | <input type="checkbox"/> See page 2 |
| The City of Santa Ana identified five corridors that present mobility challenges to pedestrians and bicyclists such as crossing challenges, safety concerns, lack of bikeways, and poor connectivity. To address these challenges the City of Santa Ana proposes to prepare a Complete Corridors Plan to improve conditions for walking, bicycling, driving and transit on the five corridors. | | | | | | |
| Project Benefits | | | | | | <input type="checkbox"/> See page 2 |
| The complete street plans will enhance access, mobility and safety for the community along the five corridors, especially for students. This project will allow the City to pursue grant funding for the implementation of the improvements. | | | | | | |
| <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 | | | | | | |
| Circulate Draft Environmental Document | | | | Document Type | | |
| Draft Project Report | | | | | | |
| End Environmental Phase (PA&ED Milestone) | | | | | | |
| Begin Design (PS&E) Phase | | | | | | |
| End Design Phase (Ready to List for Advertisement Milestone) | | | | | | |
| Begin Right of Way Phase | | | | | | |
| End Right of Way Phase (Right of Way Certification Milestone) | | | | | | |
| Begin Construction Phase (Contract Award Milestone) | | | | | | 10/01/15 |
| End Construction Phase (Construction Contract Acceptance Milestone) | | | | | | |
| Begin Closeout Phase | | | | | | |
| End Closeout Phase (Closeout Report) | | | | | | 06/30/17 |

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: 5/15/14

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|--------|----------|----|------------|------|----------|
| 12 | ORA | Multiple | | | | |
| Project Title: Complete Street Plans | | | | | | |

| Proposed Total Project Cost (\$1,000s) | | | | | | | | | Notes |
|--|-------|----------------|-------|-------|-------|-------|--------|----------------|-------|
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | 300,000 | | | | | | 300,000 | |
| TOTAL | | 300,000 | | | | | | 300,000 | |

| Fund No. 1: | ATP | | | | | | | | Program Code |
|-----------------------------|-------|----------------|-------|-------|-------|-------|--------|----------------|----------------|
| Proposed Funding (\$1,000s) | | | | | | | | | 20.30.720 |
| 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 | | 300,000 | | | | | | 300,000 | |
| TOTAL | | 300,000 | | | | | | 300,000 | |

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

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

Project name:

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 | \$ |
| Total for ALL Phases | \$ |

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

| | Proposed Allocation Date | Proposed Authorization (E-76) Date |
|--------------|---------------------------------|---|
| 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: Complete Streets Plan

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: Zdenek Kekula
Name: Zdenek Kekula
Title: Acting Principal Civil Engineer

Date: 5/8/14
Phone: 714-647-5606
e-mail: zkekula@santa-ana.org

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: Edwin Galvez
Name: Edwin "William" Galvez
Title: Interim Executive Director Public Works

Date: 5/13/14
Phone: 714-647-5653
e-mail: wegalvez@santa-ana.org

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

Signature: Joe Dixon
Name: Joe Dixon
Title: Assistant Superintendent, Facilities and Governance

Date: MAY 12 2014
Phone: 714-480-5356
e-mail: joe.dixon@sausd.us

Person to contact for questions:

Name: Zdenek Kekula
Title: Acting Principal Civil Engineer

Phone: 714-647-5606
e-mail: zkekula@santa-ana.org

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: _____
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>

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)

EXHIBIT 1

5 Study Corridors

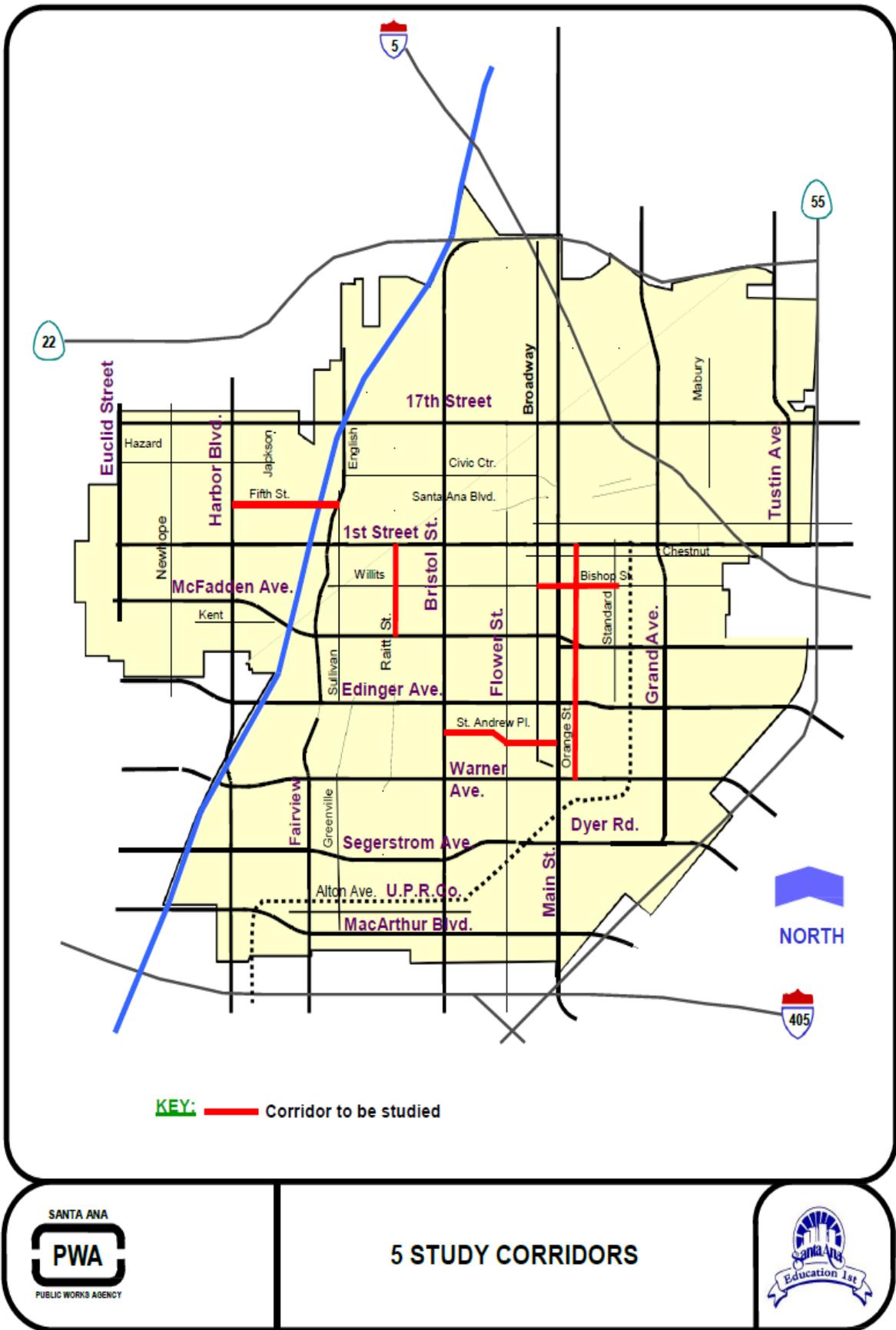
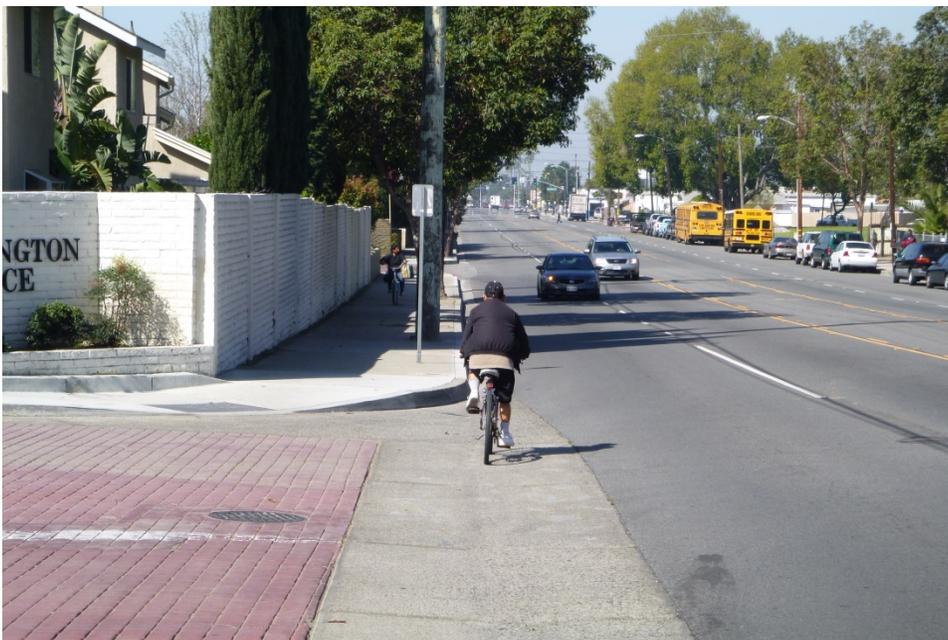


EXHIBIT 2

Project Pictures



5th Street at Jackson: Wide, busy street results in high vehicle speeds and is difficult for



5th Street: The lack of facilities for bicycling (and education) results in cyclists riding on sidewalks or, in this case, riding the wrong way.



5th Street: The presence of a large Intermediate School and park along this corridor adds to the safety concerns.



Raitt Street at 1st Street shows that pedestrian activity along this corridor is high and had to contend with large intersections.



Raitt Street: Children going to and from Monte Vista Elementary School from east of Raitt have to cross at this uncontrolled crossing.



Raitt Street: While portions of this street have sidewalks buffered by a planting strip there are no facilities for cyclists.



St. Andrew Place and Main Street has commercial uses that attract pedestrians and cyclists.



St. Andrew Place: The large intersection lends itself to motorist misbehavior as can be seen from the “donuts” at this location.



St. Andrew Place: The lack of facilities for bicyclists results once again, in unsafe cyclist behavior.



Bishop Street in front of Walker Elementary school is only two lanes but the lanes are very wide encouraging speeding and making it difficult to cross.



Bishop Street also has commercial uses that attract lunch trucks which draw pedestrians.



Bishop Street: Again the lack of facilities for bicycles results in cyclists riding on sidewalks.



Orange Street in front of Edison Elementary School. School locations can be difficult since they draw large numbers of cars during the morning drop-off and afternoon pick-up times. Creating a walkable neighborhood can help encourage more parents to let their children walk to school.



Orange Street at 1st Street also has busy commercial uses that draw motorists, pedestrians and cyclists.



Orange Street: Residential sections of the street have the classic feel of a traditional neighborhood with tree canopies and buffered sidewalks but with 48 feet curb to curb and no bicycle lanes the street feels very wide.

EXHIBIT 3

Traffic Collision History Report

City of Santa Ana
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/27/2014
Page 1

Arterial: 5TH STREET
Limit 1: HARBOR BOULEVARD
Limit 2: SULLIVAN STREET

Total Number of Collisions: 16
Date Range Reported: 1/1/2004 - 12/31/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|------------------|-----------------|--------------------------------|-------------------|-----------------------------|-------|-------------------------|-------------------------|-------|-------------------------------|----------|----------|
| 04-48324 | 11/8/04 14:50 | 60' West of | 5th Street/Figueroa Street | Other | Bicycle | West | Traveling Wrong Way | | | Wrong Side of Road | 1 | 0 |
| 05-10325 | 3/7/05 13:33 | 0' In Int. | Harbor Boulevard/5th Street | Broadside | Bicycle | South | Making Right Turn South | Proceeding Straight | | Auto R/W Violation | 1 | 0 |
| 06-20775 | 5/24/06 7:20 | 0' In Int. | Fairview Street/5th Street | Other | Bicycle | East | Making Right Turn North | Entering Traffic | | Unsafe Starting or Backing | 1 | 0 |
| 06-27154 | 7/5/06 17:01 | 15' West of | 5th Street/Figueroa Street | Broadside | Bicycle | East | Proceeding Straight | South Making Right Turn | | Wrong Side of Road | 0 | 0 |
| 06-37546 | 9/19/06 7:32 | 237' West of | 5th Street/Fairview Street | Broadside | Bicycle | South | Entering Traffic East | Proceeding Straight | | Auto R/W Violation | 1 | 0 |
| 06-22901 | 6/20/08 17:11 | 0' In Int. | 5th Street/Jackson Street | Broadside | Bicycle | North | Making Right Turn West | Proceeding Straight | | Unknown | 1 | 0 |
| 09-17088 | 5/15/09 17:05 | 189' East of | 5th Street/Fairview Street | Broadside | Bicycle | East | Proceeding Straight | South Entering Traffic | | Wrong Side of Road | 1 | 0 |
| 10-08478 | 3/15/10 12:25 | 0' In Int. | Fairview Street/5th Street | Broadside | Bicycle | North | Stopped In Road West | Proceeding Straight | | Wrong Side of Road | 1 | 0 |
| 10-21819 | 7/7/10 9:13 | 125' East of | 5th Street/Susan Street | Broadside | Bicycle | East | Backing East | Proceeding Straight | | Unsafe Starting or Backing | 1 | 0 |
| 11-13094 | 4/28/11 11:10 | 0' In Int. | 5th Street/Harbor Boulevard | Broadside | Bicycle | South | Traveling Wrong Way | West Making Right Turn | | Wrong Side of Road | 1 | 0 |

City of Santa Ana
 Traffic Engineering Department

Traffic Collision History Report
 Midblock Collisions

4/27/2014
 Page 2

Arterial: 5TH STREET
 Limit 1: HARBOR BOULEVARD
 Limit 2: SULLIVAN STREET

Total Number of Collisions: 16
 Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|-------------------|-----------------|--------------------------------|-------------------|-----------------------------|-------|-------------------------|------------------------|------------------------|-----------------------------|----------|----------|
| 11-15787 | 5/16/11 15:36 | 0' In Int. | Harbor Boulevard/5th Street | Broadside | Bicycle | South | Making Right Turn South | Proceeding Straight | Proceeding Straight | Unsafe Speed | 1 | 0 |
| 12-04921 | 2/14/12 10:22 | 350' West of | 5th Street/Fairview Street | Broadside | Bicycle | South | Making Right Turn East | Proceeding Straight | Proceeding Straight | Unsafe Speed | 1 | 0 |
| 12-06699 | 2/28/12 16:52 | 12' West of | 5th Street/Jackson Street | Broadside | Bicycle | West | Making Right Turn South | Entering Traffic | Entering Traffic | Other Hazardous Movement | 1 | 0 |
| 12-09640 | 3/28/12 15:41 | 0' In Int. | Fairview Street/5th Street | Broadside | Bicycle | South | Proceeding Straight | West | Proceeding Straight | Other Hazardous Movement | 1 | 0 |
| 13-23707 | 8/27/13 21:57 | 9' East of | 5th Street/Fairview Street | Broadside | Bicycle | West | Making Right Turn | Proceeding Straight | Proceeding Straight | Unknown | 1 | 0 |
| 13-34485 | 12/23/13 13:38 | 3' West of | 5th Street/Harbor Boulevard | Broadside | Bicycle | South | Making Right Turn North | Proceeding Straight | Proceeding Straight | Wrong Side of Road | 1 | 0 |

City of Santa Ana
 Traffic Engineering Department

4/27/2014
 Page 3

Traffic Collision History Report
 Midblock Collisions

Arterial: 5TH STREET
 Limit 1: HARBOR BOULEVARD
 Limit 2: SULLIVAN STREET

Total Number of Collisions: 16
 Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # KId |
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|

Total Number of Collisions: 16 Segment Length: 1.01 miles (5,345')

Settings Used For Query

| Parameter | Setting |
|---|---|
| Limit 1 | Include Intersection Related |
| Limit 2 | Include Intersection Related |
| Intermediate Intersections Involved With | Include Intersection Related 'Bicycle' |
| Sorted By | 'Date and Time' |

City of Santa Ana
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/27/2014
Page 1

Arterial: 5TH STREET
Limit 1: HARBOR BOULEVARD
Limit 2: SULLIVAN STREET

Total Number of Collisions: 11
Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|----------------|--------------|-----------------------------|----------------------|--------------------------|-------|-----------------------|-------|----------------------|----------------------|-------|-------|
| 04-40643 | 9/21/04 7:25 | 18' W/W | 5th Street/Jackson Street | Vehicle - Pedestrian | Pedestrian | North | Other | North | Other | Ped RWV Violation | 2 | 0 |
| 05-09939 | 3/4/05 21:47 | 0' In Int. | 5th Street/Jackson Street | Vehicle - Pedestrian | Pedestrian | West | Proceeding Straight | South | Proceeding Straight | Ped RWV Violation | 1 | 0 |
| 05-42066 | 9/28/05 16:19 | 7'1' East of | 5th Street/Susan Street | Vehicle - Pedestrian | Pedestrian | North | Not Applicable - Ped | North | Not Applicable - Ped | Pedestrian Violation | 1 | 1 |
| 06-13646 | 4/6/06 9:00 | 0' In Int. | Fairview Street/5th Street | Vehicle - Pedestrian | Pedestrian | East | Other | West | Making Right Turn | Pedestrian Violation | 1 | 0 |
| 07-08557 | 3/1/07 18:40 | 0' In Int. | 5th Street/Jackson Street | Vehicle - Pedestrian | Pedestrian | West | Proceeding Straight | North | Proceeding Straight | Ped RWV Violation | 1 | 0 |
| 07-20798 | 5/27/07 0:17 | 0' In Int. | Harbor Boulevard/5th Street | Broadside | Pedestrian | North | Proceeding Straight | West | Making Right Turn | Pedestrian Violation | 1 | 0 |
| 08-10253 | 3/17/08 15:57 | 0' In Int. | 5th Street/Harbor Boulevard | Vehicle - Pedestrian | Pedestrian | East | Proceeding Straight | North | Entering Traffic | Pedestrian Violation | 1 | 0 |
| 12-14016 | 5/10/12 18:39 | 0' In Int. | 5th Street/Susan Street | Vehicle - Pedestrian | Pedestrian | East | Proceeding Straight | South | | Unknown | 1 | 0 |
| 12-32042 | 10/28/12 17:45 | 80' West of | 5th Street/Fairview Street | Vehicle - Pedestrian | Pedestrian | South | Other | East | Proceeding Straight | Pedestrian Violation | 1 | 0 |
| 12-33248 | 11/9/12 16:47 | 0' In Int. | 5th Street/Susan Street | Vehicle - Pedestrian | Pedestrian | West | Passing Other Vehicle | South | Proceeding Straight | Improper Passing | 3 | 0 |

**City of Santa Ana
Traffic Engineering Department**

**Traffic Collision History Report
Midblock Collisions**

4/27/2014
Page 2

Arterial: 5TH STREET
Limit 1: HARBOR BOULEVARD
Limit 2: SULLIVAN STREET

Total Number of Collisions: 11
Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # KId |
|------------|---------------|-------------|-----------------------------|-------------------|--------------------------|-------|-------|------|---------|----------------------------|-------|-------|
| 12-35753 | 12/4/12 10:01 | 20' West of | 5th Street/Harbor Boulevard | Rear-End | Pedestrian | South | | West | Backing | Unsafe Starting or Backing | 2 | 0 |

City of Santa Ana
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/27/2014
Page 3

Arterial: 5TH STREET
Limit 1: HARBOR BOULEVARD
Limit 2: SULLIVAN STREET

Total Number of Collisions: 11
Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved W/ith | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|--------------|----------|----------|-------------------|------------------------------|------|-------|------|-------|-----|----------|----------|
|------------|--------------|----------|----------|-------------------|------------------------------|------|-------|------|-------|-----|----------|----------|

Total Number of Collisions: 11 Segment Length: 1.01 miles (5,345')

Settings Used For Query

| Parameter | Setting |
|---|---------------------------------|
| Limit 1 | Include Intersection Related |
| Limit 2 | Include Intersection Related |
| Intermediate Intersections Involved With | Include Intersection Related |
| Sorted By | 'Pedestrian' 'Date and Time' |

City of Santa Ana
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/27/2014
Page 1

Arterial: BISHOP STREET
Limit 1: BROADWAY
Limit 2: STANDARD AVENUE

Total Number of Collisions: 10
Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|-------------------|-----------------|----------------------------------|-------------------|-----------------------------|-------|-------------------------|-------|------------------------|-------------------------------|----------|----------|
| 04-29140 | 7/7/04 20:06 | 0' In Int. | Bishop Street/Cypress Avenue | Broadside | Bicycle | West | Proceeding Straight | South | Entering Traffic | Auto R/W Violation | 0 | 0 |
| 04-46660 | 10/28/04 19:15 | 0' In Int. | Broadway/Bishop Street | Broadside | Bicycle | South | Proceeding Straight | West | Proceeding Straight | Unsafe Starting or Backing | 1 | 0 |
| 05-31261 | 7/19/05 11:16 | 0' In Int. | Broadway/Bishop Street | Broadside | Bicycle | West | Proceeding Straight | South | Proceeding Straight | Unknown | 1 | 0 |
| 05-52277 | 12/3/05 17:56 | 0' In Int. | Maple Street/Bishop Street | Broadside | Bicycle | North | Proceeding Straight | East | Proceeding Straight | Traffic Signals and Signs | 1 | 0 |
| 06-32185 | 8/10/06 21:51 | 150' East of | Bishop Street/Orange Avenue | Broadside | Bicycle | South | Proceeding Straight | East | Proceeding Straight | Wrong Side of Road | 0 | 0 |
| 07-18422 | 5/10/07 15:30 | 0' In Int. | Bishop Street/Standard Avenue | Broadside | Bicycle | West | Proceeding Straight | South | Proceeding Straight | Wrong Side of Road | 1 | 0 |
| 07-48457 | 12/18/07 18:00 | 36' East of | Bishop Street/Cypress Avenue | Broadside | Bicycle | East | Other Unsafe Turning | East | Proceeding Straight | Improper Turning | 1 | 0 |
| 10-12654 | 4/19/10 18:42 | 150' West of | Bishop Street/Standard Avenue | Sideswipe | Bicycle | East | Proceeding Straight | East | Slowing/Stopping | Other Hazardous Movement | 1 | 0 |
| 10-17169 | 5/28/10 13:25 | 0' In Int. | Bishop Street/Maple Street | Broadside | Bicycle | South | Proceeding Straight | West | Proceeding Straight | Traffic Signals and Signs | 1 | 0 |
| 10-21295 | 7/2/10 13:19 | 0' In Int. | Bishop Street/Orange Avenue | Broadside | Bicycle | South | Proceeding Straight | West | Proceeding Straight | Wrong Side of Road | 1 | 0 |

**City of Santa Ana
Traffic Engineering Department**

**Traffic Collision History Report
Midblock Collisions**

4/27/2014
Page 2

Arterial: BISHOP STREET
Limit 1: BROADWAY
Limit 2: STANDARD AVENUE

Total Number of Collisions: 10
Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|

Total Number of Collisions: 10 Segment Length: 0.77 miles (4,049')

Settings Used For Query

| <u>Parameter</u> | <u>Setting</u> |
|----------------------------|------------------------------|
| Limit 1 | Include Intersection Related |
| Limit 2 | Include Intersection Related |
| Intermediate Intersections | Include Intersection Related |
| Involved With | 'Bicycle' |
| Sorted By | 'Date and Time' |

City of Santa Ana
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/27/2014
Page 1

Arterial: BISHOP STREET
Limit 1: BROADWAY
Limit 2: STANDARD AVENUE

Total Number of Collisions: 11
Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|------------------|-----------------|----------------------------------|----------------------|-----------------------------|-------|-------------------------|-------|------------------------|----------------------|----------|----------|
| 05-24518 | 6/3/05 19:42 | 0' In Int. | Bishop Street/Sycamore Street | Vehicle - Pedestrian | Pedestrian | South | | West | Proceeding Straight | Ped R/W Violation | 1 | 0 |
| 06-01894 | 1/7/06 17:59 | 20' West of | Bishop Street/Main Street | Vehicle - Pedestrian | Pedestrian | West | | East | Proceeding Straight | Pedestrian Violation | 1 | 0 |
| 06-13701 | 4/6/06 14:36 | 120' East of | Bishop Street/Cedar Street | Vehicle - Pedestrian | Pedestrian | North | Entering Traffic | West | Proceeding Straight | Pedestrian Violation | 1 | 0 |
| 07-32670 | 8/21/07 19:07 | 0' In Int. | Main Street/Bishop Street | Vehicle - Pedestrian | Pedestrian | East | Making Right Turn | North | Other | Ped R/W Violation | 1 | 0 |
| 08-05422 | 2/9/08 18:15 | 0' In Int. | Broadway/Bishop Street | Vehicle - Pedestrian | Pedestrian | North | Not Applicable - Ped | East | Not Stated | Unknown | 1 | 0 |
| 10-07995 | 3/10/10 23:55 | 51' West of | Bishop Street/Orange Avenue | Broadside | Pedestrian | East | Parked | East | Parked | Improper Turning | 0 | 0 |
| 10-10372 | 3/30/10 15:00 | 0' In Int. | Bishop Street/Orange Avenue | Vehicle - Pedestrian | Pedestrian | East | Other | East | Proceeding Straight | Pedestrian Violation | 1 | 0 |
| 11-04552 | 2/10/11 15:15 | 0' In Int. | Main Street/Bishop Street | Vehicle - Pedestrian | Pedestrian | South | Making Left Turn | East | | Ped R/W Violation | 1 | 0 |
| 11-38431 | 12/14/11 5:02 | 0' In Int. | Main Street/Bishop Street | Vehicle - Pedestrian | Pedestrian | North | Making Left Turn | East | Other | Ped R/W Violation | 1 | 0 |
| 12-21172 | 7/17/12 20:00 | 0' In Int. | Broadway/Bishop Street | Vehicle - Pedestrian | Pedestrian | West | Other | South | Stopped In Road | Unknown | 1 | 0 |

**City of Santa Ana
Traffic Engineering Department**

**Traffic Collision History Report
Midblock Collisions**

4/27/2014
Page 2

Arterial: BISHOP STREET
Limit 1: BROADWAY
Limit 2: STANDARD AVENUE

Total Number of Collisions: 11
Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|------------------|-----------------|----------------------------|----------------------|-----------------------------|------|------------------------|-------|-------|-----|----------|----------|
| 12-29746 | 10/8/12 16:38 | 180' East of | Bishop Street/Maple Street | Vehicle - Pedestrian | Pedestrian | West | Proceeding Straight | South | | | | 1 0 |

City of Santa Ana
 Traffic Engineering Department

Traffic Collision History Report
 Midblock Collisions

4/27/2014
 Page 3

Arterial: BISHOP STREET
 Limit 1: BROADWAY
 Limit 2: STANDARD AVENUE

Total Number of Collisions: 11
 Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|

Total Number of Collisions: 11 Segment Length: 0.77 miles (4,049')

Settings Used For Query

| Parameter | Setting |
|---|------------------------------|
| Limit 1 | Include Intersection Related |
| Limit 2 | Include Intersection Related |
| Intermediate Intersections Involved With | Include Intersection Related |
| Sorted By | 'Pedestrian' |
| | 'Date and Time' |

City of Santa Ana
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/27/2014
Page 1

Arterial: ORANGE AVENUE
Limit 1: WARNER AVENUE (W)
Limit 2: 1ST STREET

Total Number of Collisions: 14
Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|------------------|-----------------|---------------------------------------|----------------------|-----------------------------|-------|------------------------|-------|---------------------------------|------------------------------|----------|----------|
| 04-03476 | 1/23/04 19:12 | 0' In Int. | Orange Avenue/Chestnut Avenue | Broadside | Bicycle | South | Proceeding Straight | West | Crossed Into Opposing Lane - | Wrong Side of Road | 1 | 0 |
| 04-07998 | 2/22/04 13:41 | 0' In Int. | Orange Avenue/Edinger Avenue | Broadside | Bicycle | West | Proceeding Straight | North | Proceeding Straight | Traffic Signals and Signs | 1 | 0 |
| 05-30177 | 7/12/05 5:51 | 3' North of | Orange Avenue/Edinger Avenue | Broadside | Bicycle | East | Entering Traffic | South | Proceeding Straight | Auto R/W Violation | 1 | 0 |
| 07-28807 | 7/24/07 6:53 | 4' North of | Orange Avenue/Edinger Avenue | Broadside | Bicycle | South | Making Right Turn | East | Entering Traffic | Wrong Side of Road | 1 | 0 |
| 07-36724 | 9/21/07 20:19 | 75' South of | Orange Avenue/Saint Andrew Place | Vehicle - Pedestrian | Bicycle | South | Entering Traffic | South | Proceeding Straight | Auto R/W Violation | 1 | 0 |
| 08-41046 | 11/10/08 5:38 | 0' In Int. | Saint Gertrude Place/Orange Avenue | Broadside | Bicycle | South | Proceeding Straight | East | Proceeding Straight | Unknown | 0 | 0 |
| 09-05501 | 2/14/09 13:43 | 0' In Int. | Orange Avenue/Oxford Street | Broadside | Bicycle | South | Proceeding Straight | East | Proceeding Straight | Traffic Signals and Signs | 1 | 0 |
| 10-21295 | 7/2/10 13:19 | 0' In Int. | Bishop Street/Orange Avenue | Broadside | Bicycle | South | Proceeding Straight | West | Proceeding Straight | Wrong Side of Road | 1 | 0 |
| 10-24027 | 7/25/10 17:25 | 0' In Int. | Orange Avenue/Saint Gertrude Place | Broadside | Bicycle | West | Traveling Wrong Way | South | Proceeding Straight | Improper Turning | 1 | 0 |
| 10-36484 | 11/5/10 16:45 | 0' In Int. | Chestnut Avenue/Orange Avenue | Broadside | Bicycle | West | Making Right Turn | North | Proceeding Straight | Unknown | 1 | 0 |

**City of Santa Ana
Traffic Engineering Department**

**Traffic Collision History Report
Midblock Collisions**

4/27/2014
Page 2

Arterial: ORANGE AVENUE
Limit 1: WARNER AVENUE (W)
Limit 2: 1ST STREET

Total Number of Collisions: 14
Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|----------------|------------|-------------------------------|----------------------|--------------------------|-------|---------------------|-------|---------------------|--------------------|-------|-------|
| 11-01563 | 1/15/11 15:33 | 0' In Int. | 1st Street/Orange Avenue | Broadside | Bicycle | North | | East | | Not Stated | 0 | 0 |
| 12-34017 | 11/16/12 18:31 | 0' In Int. | Orange Avenue/Stamford Street | Rear-End | Bicycle | South | Proceeding Straight | South | Proceeding Straight | Improper Turning | 1 | 0 |
| 13-13481 | 5/12/13 15:45 | 0' In Int. | Orange Avenue/1st Street | Vehicle - Pedestrian | Bicycle | West | Proceeding Straight | North | Proceeding Straight | Wrong Side of Road | 1 | 0 |
| 13-34711 | 12/26/13 17:09 | 0' In Int. | McLadden Avenue/Orange Avenue | Vehicle - Pedestrian | Bicycle | North | Proceeding Straight | East | | Unknown | 1 | 0 |

City of Santa Ana
 Traffic Engineering Department

Traffic Collision History Report
 Midblock Collisions

4/27/2014
 Page 3

Arterial: ORANGE AVENUE
 Limit 1: WARNER AVENUE (W)
 Limit 2: 1ST STREET

Total Number of Collisions: 14
 Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # KId |
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|

Total Number of Collisions: 14 Segment Length: 2.03 miles (10,719')

Settings Used For Query

| Parameter | Setting |
|---|------------------------------|
| Limit 1 | Include Intersection Related |
| Limit 2 | Include Intersection Related |
| Intermediate Intersections Involved With | Include Intersection Related |
| Sorted By | 'Bicycle' 'Date and Time' |

City of Santa Ana
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/27/2014
Page 1

Arterial: ORANGE AVENUE
Limit 1: WARNER AVENUE (W)
Limit 2: 1ST STREET

Total Number of Collisions: 8
Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|----------------|--------------------|------------------------------------|----------------------|--------------------------|-------|---------------------|-------|----------------------|----------------------|-------|-------|
| 06-50908 | 12/21/06 19:26 | 0' In Int. | Orange Avenue/Saint Andrew Place | Vehicle - Pedestrian | Pedestrian | West | | South | Making Left Turn | Ped R/W Violation | 1 | 0 |
| 08-45269 | 12/12/08 19:40 | 0' In Int. | Hobart Street/Orange Avenue | Vehicle - Pedestrian | Pedestrian | South | Proceeding Straight | West | Not Applicable - Ped | Ped R/W Violation | 1 | 0 |
| 09-05199 | 2/12/09 7:45 | 6' South of Street | Orange Avenue/Oxford Street | Vehicle - Pedestrian | Pedestrian | South | Proceeding Straight | West | | Ped R/W Violation | 2 | 0 |
| 10-10372 | 3/30/10 15:00 | 0' In Int. | Bishop Street/Orange Avenue | Vehicle - Pedestrian | Pedestrian | East | Proceeding Straight | East | Other | Pedestrian Violation | 1 | 0 |
| 11-05160 | 2/15/11 14:27 | 0' In Int. | Orange Avenue/Chestnut Avenue | Vehicle - Pedestrian | Pedestrian | North | Proceeding Straight | East | Other | Ped R/W Violation | 1 | 0 |
| 11-33298 | 10/23/11 1:10 | 0' In Int. | Pomona Street/Orange Avenue | Vehicle - Pedestrian | Pedestrian | North | Other | North | Other | Pedestrian Violation | 1 | 0 |
| 12-15853 | 5/28/12 23:10 | 300' South of | Orange Avenue/Saint Gertrude Place | Vehicle - Pedestrian | Pedestrian | West | Proceeding Straight | South | Proceeding Straight | Pedestrian Violation | 1 | 0 |
| 13-00890 | 1/10/13 6:38 | 0' In Int. | Orange Avenue/Sanford Street | Vehicle - Pedestrian | Pedestrian | North | Parked | South | Proceeding Straight | Ped R/W Violation | 0 | 0 |

City of Santa Ana
Traffic Engineering Department

4/27/2014
Page 2

Traffic Collision History Report
Midblock Collisions

Arterial: ORANGE AVENUE
Limit 1: WARNER AVENUE (W)
Limit 2: 1ST STREET

Total Number of Collisions: 8
Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|

Total Number of Collisions: 8 Segment Length: 2.03 miles (10,719')

Settings Used For Query

| Parameter | Setting |
|---|------------------------------|
| Limit 1 | Include Intersection Related |
| Limit 2 | Include Intersection Related |
| Intermediate Intersections Involved With | Include Intersection Related |
| Sorted By | 'Pedestrian' |
| | 'Date and Time' |

City of Santa Ana
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/27/2014
Page 1

Arterial: RAITT STREET
Limit 1: 1ST STREET
Limit 2: MCFADDEN AVENUE

Total Number of Collisions: 12
Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # KId |
|------------|-------------------|------------------|---------------------------------|----------------------|-----------------------------|-------|------------------------|-------|------------------------|------------------------------|----------|----------|
| 04-18589 | 5/1/04 18:43 | 0' In Int. | 1st Street/Raitt Street | Broadside | Bicycle | South | Proceeding Straight | West | Proceeding Straight | Traffic Signals and Signs | 1 | 0 |
| 04-42471 | 10/2/04 20:12 | 0' In Int. | Raitt Street/Richland Avenue | Head-On | Bicycle | North | Making Left Turn | South | Proceeding Straight | Improper Turning | 1 | 0 |
| 08-23069 | 6/21/08 19:30 | 0' In Int. | Raitt Street/Walnut Street | Broadside | Bicycle | West | Proceeding Straight | North | Proceeding Straight | Auto R/W Violation | 0 | 0 |
| 08-24618 | 7/3/08 18:44 | 0' In Int. | Raitt Street/McLadden Avenue | Broadside | Bicycle | East | Proceeding Straight | West | Making Right Turn | Unknown | 1 | 0 |
| 08-34814 | 9/20/08 15:18 | 0' In Int. | McLadden Avenue/Raitt Street | Head-On | Bicycle | East | Proceeding Straight | South | Making Right Turn | Wrong Side of Road | 1 | 0 |
| 09-30668 | 9/2/09 20:09 | 30' North of | Raitt Street/Richland Avenue | Vehicle - Pedestrian | Bicycle | North | Proceeding Straight | North | Proceeding Straight | Unsafe Speed | 1 | 0 |
| 09-44388 | 12/29/09 13:00 | 0' In Int. | McLadden Avenue/Raitt Street | Broadside | Bicycle | South | Stopped In Road | East | Proceeding Straight | Wrong Side of Road | 1 | 0 |
| 10-01183 | 1/11/10 17:29 | 0' In Int. | Cubbon Street/Raitt Street | Broadside | Bicycle | West | Proceeding Straight | North | Proceeding Straight | Auto R/W Violation | 1 | 0 |
| 11-08669 | 3/22/11 17:27 | 130' South of | Raitt Street/Chestnut Avenue | Broadside | Bicycle | South | Traveling Wrong Way | West | Entering Traffic | Unknown | 1 | 0 |
| 12-17542 | 6/13/12 8:08 | 3' South of | Raitt Street/1st Street | Broadside | Bicycle | North | Making Right Turn | West | Entering Traffic | Traffic Signals and Signs | 1 | 0 |

City of Santa Ana
 Traffic Engineering Department

Traffic Collision History Report
 Midblock Collisions

4/27/2014
 Page 2

Arterial: RAITT STREET
 Limit 1: 1ST STREET
 Limit 2: MCFADDEN AVENUE

Total Number of Collisions: 12
 Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # KId |
|------------|-------------------|---------------|---------------------------------|-------------------|-----------------------------|------|-------------------|-------|------------------------|---------|----------|----------|
| 12-20930 | 7/15/12 14:42 | 0' In Int. | Mcfadden Avenue/Raitt Street | Broadside | Bicycle | East | Making Right Turn | East | Proceeding Straight | Unknown | 1 | 0 |
| 13-29196 | 10/23/13 11:20 | 0' In Int. | Raitt Street/Willits Street | Broadside | Bicycle | East | Making Right Turn | North | Traveling Wrong Way | Unknown | 1 | 0 |

**City of Santa Ana
Traffic Engineering Department**

**Traffic Collision History Report
Midblock Collisions**

4/27/2014
Page 3

Arterial: RAITT STREET
Limit 1: 1ST STREET
Limit 2: MCFADDEN AVENUE

Total Number of Collisions: 12
Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|

Total Number of Collisions: 12 Segment Length: 0.76 miles (4,036')

Settings Used For Query

| <u>Parameter</u> | <u>Setting</u> |
|----------------------------|------------------------------|
| Limit 1 | Include Intersection Related |
| Limit 2 | Include Intersection Related |
| Intermediate Intersections | Include Intersection Related |
| Involved With | 'Bicycle' |
| Sorted By | 'Date and Time' |

City of Santa Ana
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/27/2014
Page 1

Arterial: RAITT STREET
Limit 1: 1ST STREET
Limit 2: MCFADDEN AVENUE

Total Number of Collisions: 15
Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|-------------------|------------------|------------------------------|----------------------|-----------------------------|-------|------------------------|-------------------------|------------------------|---------------------------|----------|----------|
| 04-04398 | 1/29/04 18:28 | 3' South of | Raitt Street/Walnut Street | Vehicle - Pedestrian | Pedestrian | West | | South | Proceeding Straight | Ped RW Violation | 1 | 0 |
| 04-08726 | 2/26/04 20:53 | 0' In Int. | McLadden Avenue/Raitt Street | Vehicle - Pedestrian | Pedestrian | South | Making Right Turn | East | | Ped RW Violation | 1 | 0 |
| 04-14990 | 4/18/04 6:11 | 0' In Int. | Raitt Street/McLadden Avenue | Vehicle - Pedestrian | Pedestrian | North | Making Left Turn | South | Other | Ped RW Violation | 1 | 0 |
| 04-25345 | 6/13/04 19:45 | 250' South of | Raitt Street/Misteria Place | Vehicle - Pedestrian | Pedestrian | East | Not Applicable - Ped | South | Proceeding Straight | Pedestrian Violation | 0 | 1 |
| 04-42178 | 9/30/04 14:32 | 0' In Int. | McLadden Avenue/Raitt Street | Head-On | Pedestrian | North | Proceeding Straight | North | | Traffic Signals and Signs | 0 | 0 |
| 08-10226 | 3/17/08 7:22 | 0' In Int. | Raitt Street/McLadden Avenue | Vehicle - Pedestrian | Pedestrian | South | Proceeding Straight | West | | Ped RW Violation | 1 | 0 |
| 08-14990 | 4/24/08 5:00 | 0' In Int. | 1st Street/Raitt Street | Vehicle - Pedestrian | Pedestrian | South | | West | Proceeding Straight | Unknown | 0 | 0 |
| 08-20948 | 6/6/08 7:30 | 0' In Int. | 1st Street/Raitt Street | Broadside | Pedestrian | West | Entering Traffic | North Making Right Turn | Unknown | | 1 | 0 |
| 09-19740 | 6/5/09 14:33 | 75' North of | Raitt Street/Misteria Place | Vehicle - Pedestrian | Pedestrian | East | Not Applicable - Ped | South | Proceeding Straight | Pedestrian Violation | 1 | 0 |
| 09-42388 | 12/11/09 17:30 | 0' In Int. | Raitt Street/Richland Avenue | Vehicle - Pedestrian | Pedestrian | South | Proceeding Straight | West | | Unsafe Speed | 1 | 0 |

City of Santa Ana
 Traffic Engineering Department

Traffic Collision History Report
 Midblock Collisions

4/27/2014
 Page 2

Arterial: RAITT STREET
 Limit 1: 1ST STREET
 Limit 2: MCFADDEN AVENUE

Total Number of Collisions: 15
 Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|------------------|-----------------|---------------------------------|----------------------|--------------------------|-------|---------------------|-------|---------------------|------------------|-------|-------|
| 10-08471 | 3/15/10 7:40 | 0' In Int. | Mcfadden Avenue/Raitt Street | Vehicle - Pedestrian | Pedestrian | South | Making Right Turn | West | Other | Ped RW Violation | 1 | 0 |
| 12-08132 | 3/14/12 14:28 | 0' In Int. | Raitt Street/Myrtle Street | Head-On | Pedestrian | South | Making Left Turn | North | Proceeding Straight | Ped RW Violation | 1 | 0 |
| 12-10450 | 4/6/12 4:22 | 10' South of | Raitt Street/Wisteria Place | Vehicle - Pedestrian | Pedestrian | North | Other | South | Unknown | Unknown | 1 | 0 |
| 12-32717 | 11/4/12 18:18 | 0' In Int. | Raitt Street/Monta Vista Avenue | Vehicle - Pedestrian | Pedestrian | East | Other | North | Proceeding Straight | Unknown | 0 | 1 |
| 13-20094 | 7/20/13 21:23 | 24' North of | Raitt Street/Willis Street | Vehicle - Pedestrian | Pedestrian | West | Proceeding Straight | North | Making Right Turn | Ped RW Violation | 1 | 0 |

City of Santa Ana
 Traffic Engineering Department

Traffic Collision History Report
 Midblock Collisions

4/27/2014
 Page 3

Arterial: RAITT STREET
 Limit 1: 1ST STREET
 Limit 2: MCFADDEN AVENUE

Total Number of Collisions: 15
 Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # KId |
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|

Total Number of Collisions: 15 Segment Length: 0.76 miles (4,036')

Settings Used For Query

| <u>Parameter</u> | <u>Setting</u> |
|---|---------------------------------|
| Limit 1 | Include Intersection Related |
| Limit 2 | Include Intersection Related |
| Intermediate Intersections Involved With | Include Intersection Related |
| Sorted By | 'Pedestrian' 'Date and Time' |

City of Santa Ana
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/27/2014
Page 1

Arterial: SAINT ANDREW PLACE
Limit 1: BRISTOL STREET
Limit 2: MAIN STREET

Total Number of Collisions: 10
Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|------------------|----------------|--------------------------------------|----------------------|-----------------------------|-------|------------------------|-------|------------------------|------------------------------|----------|----------|
| 08-40449 | 11/5/08 8:00 | 6' East of | Saint Andrew Place/Bristol Street | Broadside | Bicycle | West | Making Right Turn | South | Proceeding Straight | Wrong Side of Road | 0 | 0 |
| 09-37669 | 11/3/09 16:10 | 5' East of | Saint Andrew Place/Bristol Street | Broadside | Bicycle | West | Proceeding Straight | North | Proceeding Straight | Auto R/W Violation | 1 | 0 |
| 10-22367 | 7/21/10 12:19 | 8' East of | Saint Andrew Place/Woodland Place | Broadside | Bicycle | West | Proceeding Straight | South | Stopped In Road | Improper Turning | 1 | 0 |
| 10-23476 | 7/21/10 14:48 | 0' In Int. | Broadway/Saint Andrew Place | Broadside | Bicycle | West | Proceeding Straight | South | Proceeding Straight | Auto R/W Violation | 1 | 0 |
| 11-27889 | 9/3/11 14:14 | 15' East of | Saint Andrew Place/Ross Street | Vehicle - Pedestrian | Bicycle | West | Parked | West | Proceeding Straight | Improper Turning | 1 | 0 |
| 12-14305 | 5/13/12 13:25 | 0' In Int. | Saint Andrew Place/Bristol Street | Broadside | Bicycle | North | Proceeding Straight | West | Slowing/Stopping | Traffic Signals and Signs | 2 | 0 |
| 12-27987 | 9/21/12 14:51 | 0' In Int. | Saint Andrew Place/Lowell Street | Broadside | Bicycle | North | Proceeding Straight | East | Proceeding Straight | Traffic Signals and Signs | 0 | 0 |
| 12-35472 | 12/1/12 18:03 | 0' In Int. | Main Street/Saint Andrew Place | Broadside | Bicycle | East | Proceeding Straight | North | Proceeding Straight | Traffic Signals and Signs | 1 | 0 |
| 13-05133 | 2/21/13 7:27 | 0' In Int. | Saint Andrew Place/Bristol Street | Broadside | Bicycle | South | Proceeding Straight | West | Making Right Turn | Unknown | 1 | 0 |
| 13-30366 | 11/5/13 7:18 | 0' In Int. | Saint Andrew Place/Flower Street | Sideswipe | Bicycle | East | Entering Traffic | North | Entering Traffic | Wrong Side of Road | 1 | 0 |

City of Santa Ana
 Traffic Engineering Department

Traffic Collision History Report
 Midblock Collisions

4/27/2014
 Page 2

Arterial: SAINT ANDREW PLACE
 Limit 1: BRISTOL STREET
 Limit 2: MAIN STREET

Total Number of Collisions: 10
 Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # KId |
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|

Total Number of Collisions: 10 Segment Length: 1.01 miles (5,318')

Settings Used For Query

| Parameter | Setting |
|---|---|
| Limit 1 | Include Intersection Related |
| Limit 2 | Include Intersection Related |
| Intermediate Intersections Involved With | Include Intersection Related 'Bicycle' |
| Sorted By | 'Date and Time' |

City of Santa Ana
 Traffic Engineering Department

4/27/2014
 Page 1

Traffic Collision History Report
 Midblock Collisions

Arterial: SAINT ANDREW PLACE
 Limit 1: BRISTOL STREET
 Limit 2: MAIN STREET

Total Number of Collisions: 2
 Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|-------------------|-----------------|--------------------------------------|----------------------|-----------------------------|------|------------------------|-------|------------------|----------------------|----------|----------|
| 04-48770 | 11/11/04 16:53 | 96' East of | Saint Andrew Place/Panton Street | Vehicle - Pedestrian | Pedestrian | East | Proceeding Straight | North | Entering Traffic | Pedestrian Violation | 1 | 0 |
| 12-21560 | 7/21/12 11:50 | 175' East of | Saint Andrew Place/Bristol Street | Vehicle - Pedestrian | Pedestrian | West | Proceeding Straight | South | | Pedestrian Violation | 1 | 0 |

City of Santa Ana
 Traffic Engineering Department

4/27/2014
 Page 2

Traffic Collision History Report
 Midblock Collisions

Arterial: SAINT ANDREW PLACE
 Limit 1: BRISTOL STREET
 Limit 2: MAIN STREET

Total Number of Collisions: 2
 Date Range Reported: 1/1/2004 - 12/30/2013

| Report No. | Date Time | Dist/Dir | Location | Type of Collision | Motor Veh. Involved With | DOT1 | MPC 1 | DOT2 | MPC 2 | PCF | # Inj | # Kld |
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|
|------------|--------------|----------|----------|-------------------|-----------------------------|------|-------|------|-------|-----|----------|----------|

Total Number of Collisions: 2 Segment Length: 1.01 miles (5,318')

Settings Used For Query

| Parameter | Setting |
|---|--|
| Limit 1 | Include Intersection Related |
| Limit 2 | Include Intersection Related |
| Intermediate Intersections Involved With | Include Intersection Related 'Pedestrian' |
| Sorted By | 'Date and Time' |

EXHIBIT 3A

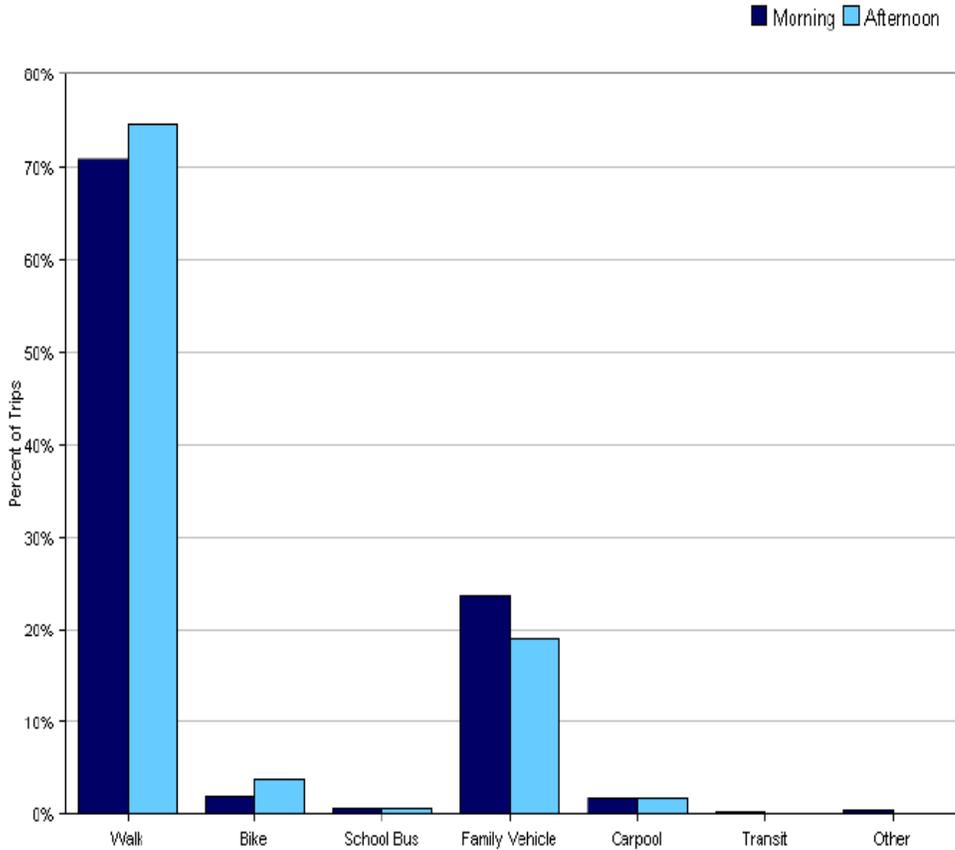
School Survey

Tally Report Summary

| | | | |
|---|--------------------------------|---|---------------|
| Program Name: | Santa Ana Safe Street Crossers | Month and Year Collected: | February 2013 |
| School Name: | Roosevelt Elementary School | Set ID: | 11545 |
| School Enrollment: | 796 | Date Report Generated: | 05/29/2013 |
| Enrollment within Grades Targeted by SRTS Program: | 796 | Number of Classrooms Included in Report: | 20 |
| Number of Classrooms in School: | 26 | | |

This report contains information from parents about their children's trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

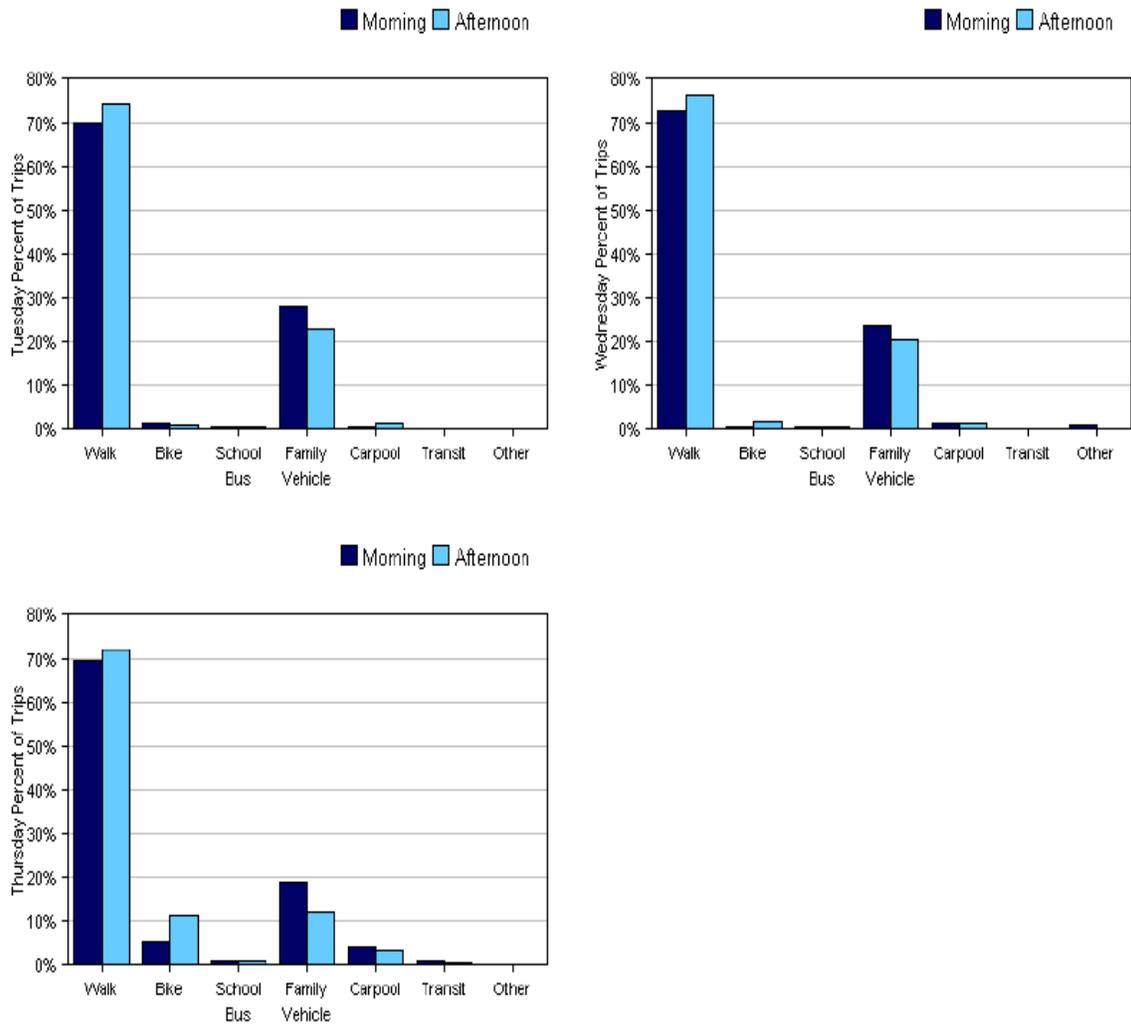


Morning and Afternoon Travel Mode Comparison

| | Number of Trips | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-----------|-----------------|------|------|------------|----------------|---------|---------|-------|
| Morning | 1133 | 71% | 2% | 0.6% | 24% | 2% | 0.4% | 0.5% |
| Afternoon | 922 | 75% | 4% | 0.7% | 19% | 2% | 0.1% | 0% |

Percentages may not total 100% due to rounding.

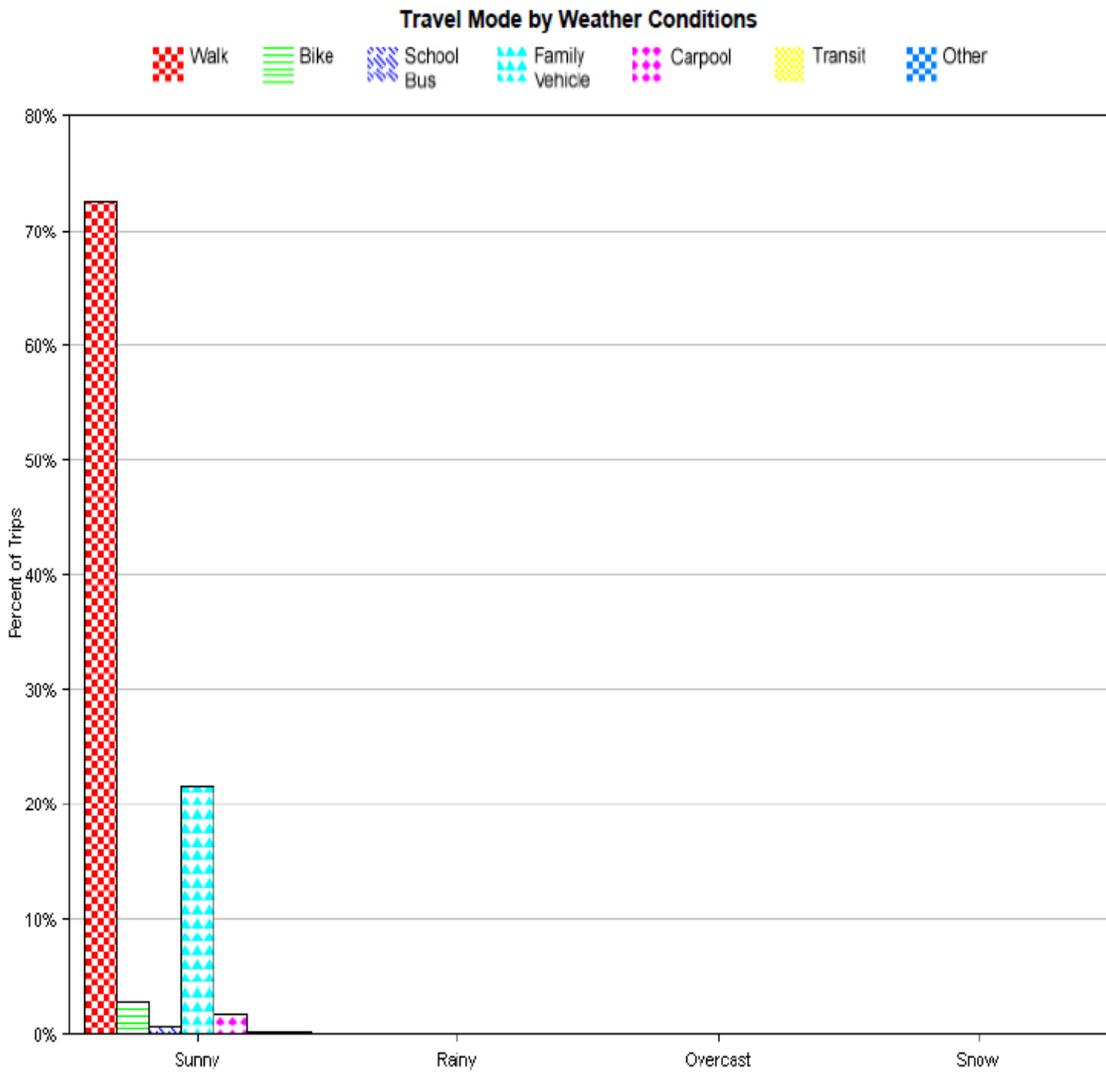
Morning and Afternoon Travel Mode Comparison by Day



Morning and Afternoon Travel Mode Comparison by Day

| | Number of Trips | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|--------------|-----------------|------|------|------------|----------------|---------|---------|-------|
| Tuesday AM | 343 | 70% | 1% | 0.6% | 28% | 0.6% | 0% | 0% |
| Tuesday PM | 300 | 74% | 1% | 0.7% | 23% | 1% | 0% | 0% |
| Wednesday AM | 474 | 73% | 0.4% | 0.4% | 24% | 1% | 0.2% | 1% |
| Wednesday PM | 383 | 76% | 2% | 0.5% | 20% | 1% | 0% | 0% |
| Thursday AM | 316 | 69% | 5% | 0.9% | 19% | 4% | 0.9% | 0.3% |
| Thursday PM | 239 | 72% | 11% | 0.8% | 12% | 3% | 0.4% | 0% |

Percentages may not total 100% due to rounding.



Travel Mode by Weather Condition

| Weather Condition | Number of Trips | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------|-----------------|------|------|------------|----------------|---------|---------|-------|
| Sunny | 2055 | 73% | 3% | 0.6% | 22% | 2% | 0.2% | 0.3% |
| Rainy | 0 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Overcast | 0 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Snow | 0 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

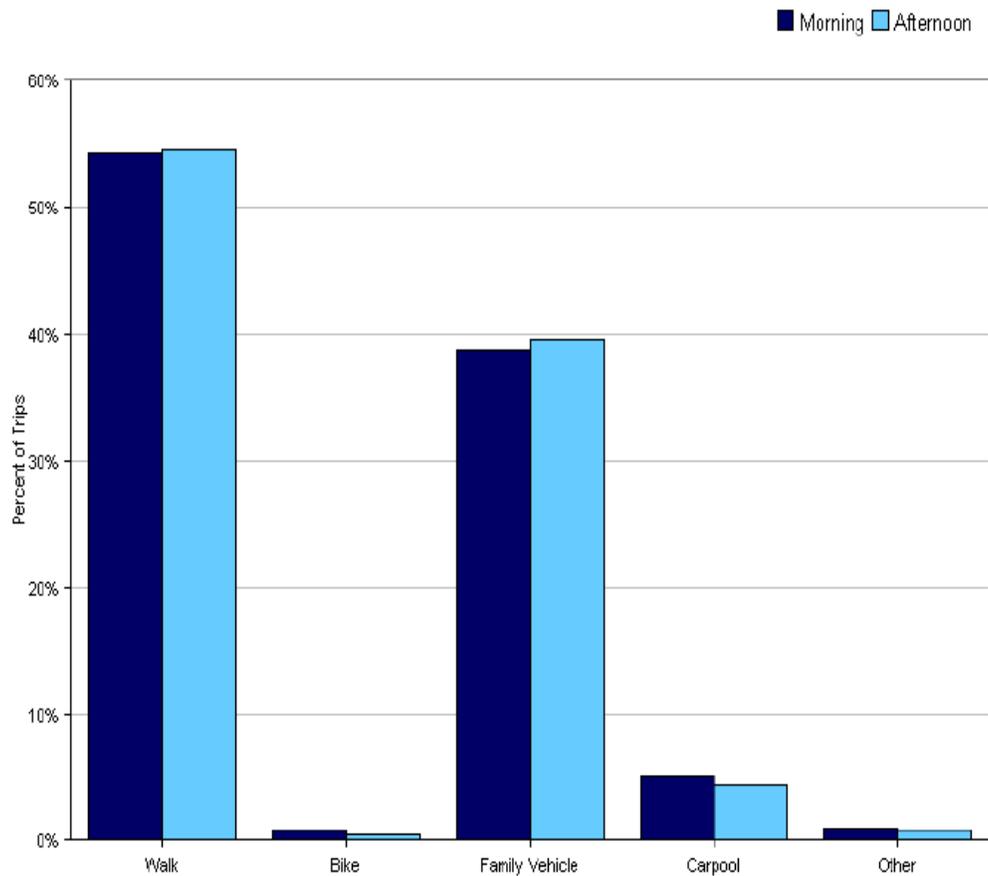
Percentages may not total 100% due to rounding.

Tally Report Summary

| | | | |
|---|--------------------------------|---|---------------|
| Program Name: | Santa Ana Safe Street Crossers | Month and Year Collected: | February 2013 |
| School Name: | Walker Elementary School | Set ID: | 12158 |
| School Enrollment: | 557 | Date Report Generated: | 06/06/2013 |
| Enrollment within Grades Targeted by SRTS Program: | 557 | Number of Classrooms Included in Report: | 12 |
| Number of Classrooms in School: | 20 | | |

This report contains information from parents about their children's trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

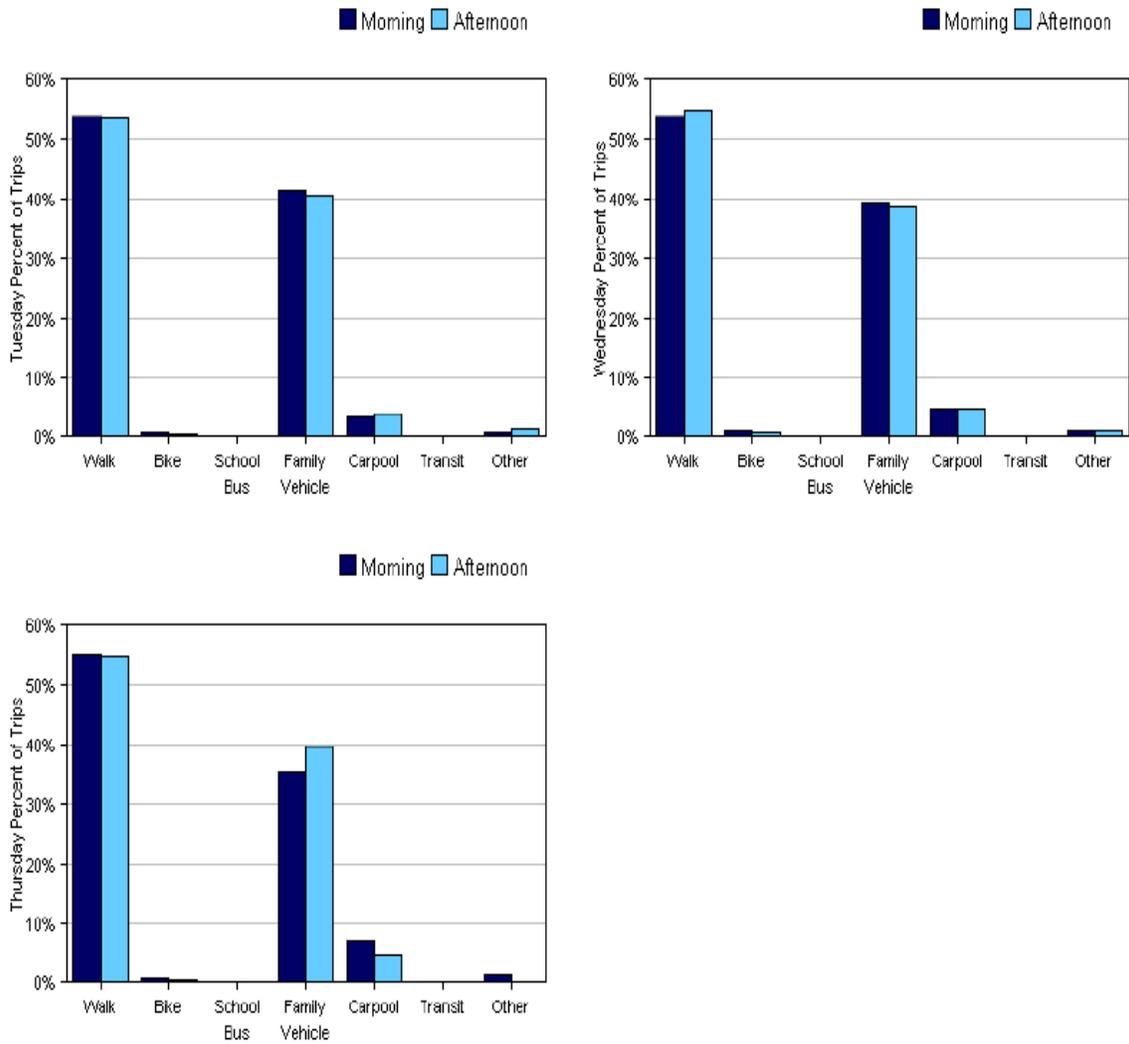


Morning and Afternoon Travel Mode Comparison

| | Number of Trips | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-----------|-----------------|------|------|------------|----------------|---------|---------|-------|
| Morning | 845 | 54% | 0.8% | 0% | 39% | 5% | 0% | 1% |
| Afternoon | 814 | 55% | 0.5% | 0% | 40% | 4% | 0% | 0.9% |

Percentages may not total 100% due to rounding.

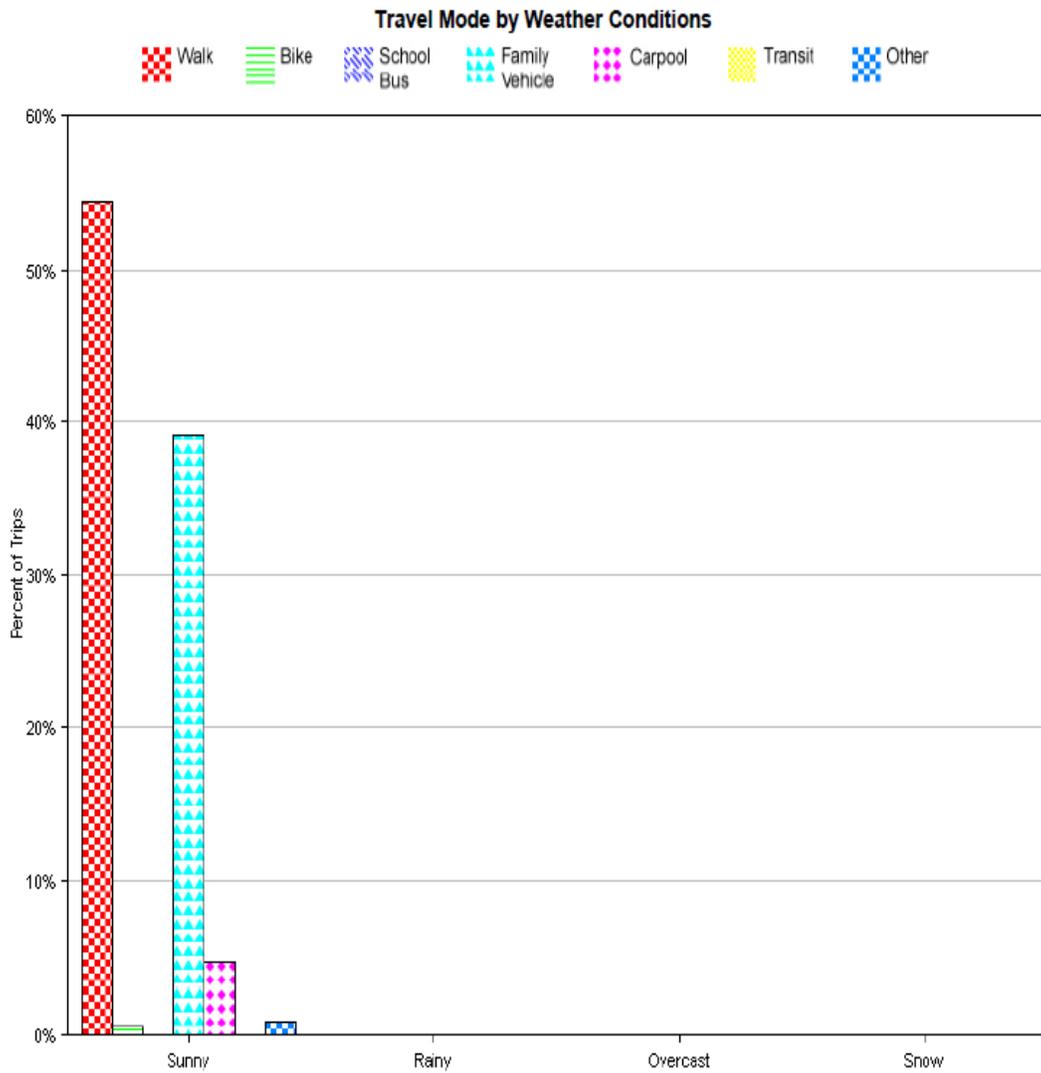
Morning and Afternoon Travel Mode Comparison by Day



Morning and Afternoon Travel Mode Comparison by Day

| | Number of Trips | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|--------------|-----------------|------|------|------------|----------------|---------|---------|-------|
| Tuesday AM | 294 | 54% | 0.7% | 0% | 41% | 3% | 0% | 0.7% |
| Tuesday PM | 285 | 54% | 0.4% | 0% | 41% | 4% | 0% | 1% |
| Wednesday AM | 271 | 54% | 1% | 0% | 39% | 5% | 0% | 1% |
| Wednesday PM | 275 | 55% | 0.7% | 0% | 39% | 5% | 0% | 1% |
| Thursday AM | 280 | 55% | 0.7% | 0% | 35% | 7% | 0% | 1% |
| Thursday PM | 254 | 55% | 0.4% | 0% | 40% | 5% | 0% | 0% |

Percentages may not total 100% due to rounding.



Travel Mode by Weather Condition

| Weather Condition | Number of Trips | Walk | Bike | School Bus | Family Vehicle | Carpool | Transit | Other |
|-------------------|-----------------|------|------|------------|----------------|---------|---------|-------|
| Sunny | 1659 | 54% | 0.7% | 0% | 39% | 5% | 0% | 1.0% |
| Rainy | 0 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Overcast | 0 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Snow | 0 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

Percentages may not total 100% due to rounding.

EXHIBIT 4
Bicycle Master Plan – Draft Final



City of Santa Ana

Bicycle Master Plan - DRAFT FINAL

November 2013

PREPARED BY:
Alta Planning + Design
IN ASSOCIATION WITH:
IBI Group



4.4 Travel Demand

A key goal of this Plan is to maximize the number of bicyclists in order to realize multiple benefits, such as improved health, less traffic congestion, and maintenance of ambient air quality levels. In order to achieve this, a better understanding of the number of bicyclists is needed. U.S. Census data provides useful information for understanding bicycling patterns and frequencies. While the Census data provides the best available data for activity, it only reports the travel modes which residents use for commuting to work. Table 4-2 is a model that uses specific data from the US Census American Community Survey; National Safe Routes to School survey information; and Federal Highway Administration College Commute Survey information. **For info below, is the Census 2010 data any higher? ACS data has been a bit off and on for accuracy.**

Table 4-2: Existing Bicycling Demand

| Variable | Figure | Source |
|---|---------|---|
| Existing study area population | 330,920 | 2010 US Census |
| Existing employed population | 146,285 | 2013 Bureau of Labor Statistics |
| Existing bike-to-work mode share | 1.1% | 2007-2011 American Community Survey, B08301 5-Year Estimates |
| Existing number of bike-to-work commuters | 1,556 | Employed persons multiplied by bike-to-work mode share |
| Existing work-at-home mode share | 1.5% | 2007-2011 American Community Survey, B08301 5-Year Estimates |
| Existing number of work-at-home bike commuters | 1,100 | Assumes 50% of population working at home makes at least one daily bicycle trip |
| Existing transit-to-work mode share | 7.1% | 2007-2011 American Community Survey, B08301 5-Year Estimates |
| Existing transit bicycle commuters | 2,554 | Employed persons multiplied by transit mode share. Assumes 25% of transit riders access transit by bicycle |
| Existing school children, ages 6-14 (grades K-8) | 27,698 | 2007-2011 American Community Survey, S1401 5-Year Estimates |
| Existing school children bicycling mode share | 2.0% | National Safe Routes to School surveys, 2010 |
| Existing school children bike commuters | 554 | School children population multiplied by school children bike mode share |
| Existing number of college students in study area | 18,786 | 2007-2011 American Community Survey, S1401 5-Year Estimates |
| Existing estimated college bicycling mode share | 10.0% | Review of bicycle commute share in seven university communities (source: National Bicycling & Walking Study, FHWA, Case Study No. 1, 1995). |
| Existing college bike commuters | 1,879 | College student population multiplied by college student bicycling mode share |
| Existing total number of bike commuters | 7,643 | Total bike-to-work, school, college and utilitarian bike trips. Does not include recreation. |
| Total daily bicycling trips | 15,286 | Total bicycle commuters x 2 (for round trips) |

As shown in Table 4-2, there are an estimated 15,286 daily bicycle commuters and utilitarian riders in Santa Ana. It is important to note that this is simply an order-of-magnitude estimate, based on available data and does not include recreational trips. Table 4-3 presents the associated air quality impacts from bicycling.

Table 4-3: Existing Air Quality Impact

| Variable | Figure | Source |
|---|-----------|---|
| <i>Existing Vehicle Trips and Miles Reduction</i> | | |
| Reduced Vehicle Trips per Weekday | 3,604 | Assumes 73% of bicycle trips replace vehicle trips for adults/college students and 53% for school children |
| Reduced Vehicle Trips per Year | 940,701 | Reduced number of weekday vehicle trips multiplied by 261 (weekdays in a year) |
| Reduced Vehicle Miles per Weekday | 26,779 | Assumes average round trip travel length of 8 miles for adults/college students and 1 mile for schoolchildren |
| Reduced Vehicle Miles per Year | 6,989,204 | Reduced number of weekday vehicle miles multiplied by 261 (weekdays in a year) |
| <i>Existing Air Quality Benefits</i> | | |
| Reduced Hydrocarbons (pounds/weekday) | 80 | Daily mileage reduction multiplied by 1.36 grams per reduced mile |
| Reduced PM ₁₀ (pounds/weekday) | 0 | Daily mileage reduction multiplied by 0.0052 grams per reduced mile |
| Reduced PM _{2.5} (pounds/weekday) | 0 | Daily mileage reduction multiplied by 0.0049 grams per reduced mile |
| Reduced NOX (pounds/weekday) | 56 | Daily mileage reduction multiplied by 0.95 grams per reduced mile |
| Reduced CO (pounds/weekday) | 732 | Daily mileage reduction multiplied by 12.4 grams per reduced mile |
| Reduced Co ₂ (pounds/weekday) | 21,785 | Daily mileage reduction multiplied by 369 grams per reduced mile |
| Reduced Hydrocarbons (pounds/year) | 20,956 | Yearly mileage reduction multiplied by 1.36 grams per reduced mile |
| Reduced PM ₁₀ (pounds/year) | 80 | Yearly mileage reduction multiplied by 0.0052 grams per reduced mile |
| Reduced PM _{2.5} (pounds/year) | 76 | Yearly mileage reduction multiplied by 0.0049 grams per reduced mile |
| Reduced NOX (pounds/year) | 14,638 | Yearly mileage reduction multiplied by 0.95 grams per reduced mile |
| Reduced CO (pounds/year) | 191,066 | Yearly mileage reduction multiplied by 12.4 grams per reduced mile |
| Reduced Co ₂ (pounds/year) | 5,685,758 | Yearly mileage reduction multiplied by 369 grams per reduced mile |

Source: Emissions rates from EPA report 420-F-05-022 "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks" (2005).

Table 4-4 displays projected year 2030 bicycling activity within Santa Ana using data from the California Department Finance population and school enrollment projections. The projection contains the assumption that bicycle mode share will double by 2030, due in part to bicycle network implementation. Table 4-5

displays the project air quality benefit forecasts for the year 2030. The air quality projections for 2030 use the same calculations as those used for the current estimates.

Table 4-4: Projected Year 2030 Bicycling Demand

| Variable | Figure | Source |
|---|---------|--|
| Future study area population | 374,178 | Estimated based on Orange County Projections 2010 |
| Future employed population | 166,766 | Estimated based on Orange County Projections 2010 |
| Future bike-to-work mode share | 2.2% | Assumes bicycle mode share will double |
| Future number of bike-to-work commuters | 3,982 | Employed persons multiplied by bike-to-work mode share |
| Future work-at-home mode share | 0.9% | Assumes work-at-home mode share will continue to grow at the same rate as between 2000-2011 |
| Future number of work-at-home bike commuters | 814 | Assumes 50% of population working at home makes at least one daily bicycle trip |
| Future transit-to-work mode share | 3.5% | Assumes transit mode share will continue to grow at the same rate as between 2000-2011 |
| Future transit bicycle commuters | 1,584 | Employed persons multiplied by transit mode share. Assumes 25% of transit riders access transit by bicycle |
| Future school children, ages 6-14 (grades K-8) | 25,620 | Estimate based on historical trends, Santa Ana General Plan Education Element |
| Future school children bicycling mode share | 4.0% | Assumes bicycle mode share will double |
| Future school children bike commuters | 1,025 | School children population multiplied by school children bicycling mode share |
| Future number of college students in study area | 20,458 | Estimated based on CA Department of Finance Projections |
| Future estimated college bicycling mode share | 12.2% | Assumes 2% increase |
| Future college bike commuters | 2,455 | College student population multiplied by college student bicycling mode share |
| Future total number of bicycle commuters | 9,859 | Total bike-to-work, school, college and utilitarian biking trips. Does not include recreation. |
| Future total daily biking trips | 19,817 | Total bike commuters x 2 (for round trips) |

Table 4-5: Projected Year 2030 Air Quality Impact

| Variable | Figure | Source |
|---|------------|---|
| <i>Future Vehicle Trips and Miles Reduction</i> | | |
| Reduced Vehicle Trips per Weekday | 5,836 | Assumes 73% of biking trips replace vehicle trips for adults/college students and 53% for school children |
| Reduced Vehicle Trips per Year | 1,523,306 | Reduced number of weekday vehicle trips multiplied by 261 (weekdays in a year) |
| Reduced Vehicle Miles per Weekday | 42,889 | Assumes average round trip travel length of 8 miles for adults/college students and 1 mile for schoolchildren |
| Reduced Vehicle Miles per Year | 11,194,120 | Reduced number of weekday vehicle miles multiplied by 261 (weekdays in a year) |
| <i>Future Air Quality Benefits</i> | | |
| Reduced Hydrocarbons (pounds/weekday) | 129 | Daily mileage reduction multiplied by 1.36 grams per reduced mile |
| Reduced PM ₁₀ (pounds/weekday) | 0 | Daily mileage reduction multiplied by 0.0052 grams per reduced mile |
| Reduced PM _{2.5} (pounds/weekday) | 0 | Daily mileage reduction multiplied by 0.0049 grams per reduced mile |
| Reduced NOX (pounds/weekday) | 90 | Daily mileage reduction multiplied by 0.95 grams per reduced mile |
| Reduced CO (pounds/weekday) | 1,172 | Daily mileage reduction multiplied by 12.4 grams per reduced mile |
| Reduced Co ₂ (pounds/weekday) | 34,891 | Daily mileage reduction multiplied by 369 grams per reduced mile |
| Reduced Hydrocarbons (pounds/year) | 33,563 | Yearly mileage reduction multiplied by 1.36 grams per reduced mile |
| Reduced PM ₁₀ (pounds/year) | 128 | Yearly mileage reduction multiplied by 0.0052 grams per reduced mile |
| Reduced PM _{2.5} (pounds/year) | 121 | Yearly mileage reduction multiplied by 0.0049 grams per reduced mile |
| Reduced NOX (pounds/year) | 23,445 | Yearly mileage reduction multiplied by 0.95 grams per reduced mile |
| Reduced CO (pounds/year) | 306,017 | Yearly mileage reduction multiplied by 12.4 grams per reduced mile |
| Reduced Co ₂ (pounds/year) | 9,106,481 | Yearly mileage reduction multiplied by 369 grams per reduced mile |

Source: Emissions rates from EPA report 420-F-05-022 "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks" 2005.)

4.5 Collision Analysis

This section reviews the City of Santa Ana's statistical data on bicycle collisions with automobiles. The City of Santa Ana Traffic Engineering Department provided the consultant team with a report of all reported pedestrian and bicycle collisions with automobiles from 2008-2011.

EXHIBIT 5

General Plan Circulation Element



General Plan Circulation Element Update

Revised: April 4, 2014

The General Plan contains the City's values and vision for its future. The [General Plan Circulation Element](#) (9.8 MB) communicates goals, policies and programs to address Santa Ana's local and regional transportation and travel needs.

Over the past several months, the City has been working with the community to **update the Circulation Element** and develop a "[Complete Streets](#)" policy. This effort will improve travel choices and provide a number of social, economic, environmental and health benefits to the community. Join in helping the City of Santa Ana create streets that are safe and convenient for all travelers!



Get Involved and Stay in Touch

Community Meetings and Public Hearings are planned for the community to participate in shaping the City's General Plan Circulation Element and Complete Streets plan. You are also invited to share your ideas, ask questions or sign up to receive future updates by sending an e-mail to SantaAnaInMotion@santa-ana.org or calling (714) 667-2792.

[Santiago Creek Access Memo](#)

Environmental Documents / Process

The City has prepared an Initial Study for the City of Santa Ana General Plan Circulation Element Update and has determined that an Environmental Impact Report (EIR) is necessary. Pursuant to Public Resources Code Section 21165 and the California Environmental Quality Act Guidelines (CEQA Guidelines) Section 15050, the City of Santa Ana is the Lead Agency for the project. The purpose of a Notice of Preparation (NOP) of an EIR is to advise and solicit comments and suggestions regarding the scope and content of the EIR to be prepared for the proposed project, and provide notice the public scoping meeting on April 16, 2014. The public comment period related to the scope and content of the EIR will close on May 3, 2014.

[Notice of Preparation \(NOP\)](#)
[Initial Study \(IS\)](#)

Upcoming Meetings

To be announced.

Past Meetings

**Speaker: Jeff Miller, Building
A Bike Friendly Community
Monday, April 7, 2014**
Garfield Community Center
850 Brown Street, Santa Ana
6:00 p.m.

[Meeting Flyer](#)

**EIR Scoping Meeting
Wednesday, April 16, 2014**
Santa Ana Senior Center
424 W. Third Street, Santa Ana
6:30 p.m.

**Development and Transportation City Council Committee
Tuesday, December 5, 2013**



Santa Ana City Hall
20 Civic Center Plaza, Room 1600
5:00 p.m.

[PowerPoint presentation](#)

PARK(ing) Day Event
Friday, September 20, 2013

Santa Ana Downtown
More details to follow

[Event Flyer \(English/Spanish\)](#)
[PARK\(ing\) Day Guidelines](#)
[Special Event Application](#)
[Facebook Album](#)



Youth Bike Forum
Saturday, August 24, 2013
Santa Ana Public Library
26 Civic Center Plaza, Room A
3:00 p.m. to 5:00 p.m.

[Event Notice](#)
[Forum Presentation and Summary](#)

Community Open House
Thursday, May 9, 2013
Santa Ana Senior Center
424 West Third Street
6:00 p.m. - 8:00 p.m.

[Event Flyer](#)
[Facebook Album](#)
[Workshop Presentation \(English\)](#)
[Workshop Presentation \(Spanish\)](#)
[Presentation Boards](#)
[Workshop Summary](#)



Community Open House

Saturday, April 27, 2013

Southwest Senior Center
2201 W. McFadden Avenue
9:30 a.m. - 12:00 p.m.

[Event Flyer](#)

[Facebook Album](#)

[Workshop Presentation](#)

[Presentation Boards](#)

[Workshop Summary](#)



Community Workshop

Wednesday, October 10, 2012

Madison Elementary School
1124 E. Hobart Street
5:30 p.m. - 8:00 p.m.

[Event Flyer](#)

[Facebook Photo Album](#)

[Workshop Presentation](#)

[Presentation Boards](#)

[Workshop Summary](#)

Community Workshop

Saturday, October 13, 2012

Plumbers & Steamfitters Union Hall
3904 W. First Street
9:30 a.m. - 12:00 p.m.

[Event Flyer](#)

[Facebook Photo Album](#)

[Workshop Presentation](#)

[Presentation Boards](#)

[Workshop Video](#)

[Workshop Summary](#)

Santa Ana Health & Fitness Fair Booth

Saturday, May 19, 2012

Centennial Regional Park
3000 West Edinger Avenue
9:00 a.m. - 2:00 p.m.

[Fair Event Flyer](#)
[Facebook Photo Album](#)

The City of Santa Ana held two community Open Houses to see ideas and input about transportation choices in Santa Ana. More than 200 people attended over the course of the two-days.

Community Open House - ONE

Wednesday, February 8, 2012

Santa Ana Senior Center
424 West Third Street
4:00 p.m. to 7:00 p.m.
Included a walking tour of the area.

[Open House Flyer](#)
[Facebook Photo Album](#)
[Presentation Boards](#)
[Walking Audit](#)
[Open House Summary](#)
[Open House Video](#)

Community Open House - TWO

Saturday, February 11, 2012

Southwest Senior Center
2201 West McFadden Avenue
10:00 a.m. to 12:00 p.m.
Included an optional 4-mile guided tour by bicycle.

[Open House Flyer](#)
[Facebook Photo Album](#)
[Presentation Boards](#)

[Bicycle Audit](#)

[Open House Summary](#)

[Open House Video](#)

Complete Street Workshop - Laying the Foundation for Complete Streets

Monday, November 7, 2011

Santiago Lawn Bowling Center

501 East Memory Lane

[Workshop Flyer](#)

[Agenda](#)

[PowerPoint Presentations](#)

[Summary of Results](#)

[Facebook photo album](#)

[Top](#)

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EXHIBIT 6
California Conservation Corps

Leger, Maria

Subject: FW: City of Santa Ana Applications for ATP Cycle 1

From: Clark, Virginia@CCC [<mailto:Virginia.Clark@CCC.CA.GOV>]
Sent: Tuesday, April 29, 2014 12:56 PM
To: Ha, Mark
Cc: Kekula, Zdenek; Cynthia Vitale; Lino, Edgar@CCC; Rochte, Christie@CCC
Subject: RE: City of Santa Ana Applications for ATP Cycle 1

Mark,

The CCC is going to pass on participating on this ATP project.

Thank you so much.

Virginia Clark
Region Deputy, Region 1



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



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps

Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program

From: Ha, Mark [<mailto:MHa@santa-ana.org>]
Sent: Monday, April 28, 2014 3:31 PM
To: Clark, Virginia@CCC
Cc: Kekula, Zdenek
Subject: City of Santa Ana Applications for ATP Cycle 1

Dear Ms. Clark:

Please find attached the file detailing 8 of the City of Santa Ana applications for the ATP Cycle 1. Please review the project descriptions, map of the proposed locations, schedules, estimates and preliminary sketches of the proposed infrastructure components. If you could please inform us by May 9, 2014, if any of the components seem viable for the conservation corps to partner with the City. Otherwise, we will assume a partnership is not currently feasible.

If you have any further questions or comments, please contact Zed Kekula, at (714) 647-5606 or zkekula@santa-ana.org.

Thank you so much for your time.

Regards,

Mark Ha
City of Santa Ana
Public Works
Traffic Engineering

EXHIBIT 7

Benefit/Cost

Benefit/Cost

5/8/2014

Transportation Injury Mapping System (TIMS)

Benefit / Cost Calculation Result

1. Project Information

| | | | |
|----------------|-----------------------|---------|---|
| Application ID | Complete Streets Plan | Version | 1 |
|----------------|-----------------------|---------|---|

2. Countermeasures and Crash Data

| | | | | | |
|------------------------|------------|----|------------|-------|---|
| Crash Data Time Period | 01/01/2009 | to | 12/31/2013 | Years | 5 |
|------------------------|------------|----|------------|-------|---|

- Road diet (reduce travel lanes from 4 to 3 and add a two way left-turn lane)

| CM Number | Project Type | Crash Type | CRF | Life |
|-----------|----------------|------------|-----|------|
| R15 | Geometric Mod. | All | 30 | 20 |

| Crash Type | Fatality (Death) | Severe Injury | Injury - Other Visible | Injury - Complaint of Pain | Property Damage Only | Total |
|------------|------------------|---------------|------------------------|----------------------------|----------------------|-------|
| All | 3 | 10 | 0 | 0 | 0 | 13 |

| | | | |
|----------------|---------------|-----------|------------|
| Annual Benefit | \$ 851,202 | Cost | \$ 575,000 |
| Life Benefit | \$ 17,024,040 | B/C Ratio | 29.61 |

- Install bike lanes

| CM Number | Project Type | Crash Type | CRF | Life |
|-----------|--------------|------------|-----|------|
| R36 | Ped and Bike | Ped & Bike | 35 | 20 |

| Crash Type | Fatality (Death) | Severe Injury | Injury - Other Visible | Injury - Complaint of Pain | Property Damage Only | Total |
|------------|------------------|---------------|------------------------|----------------------------|----------------------|-------|
| Ped & Bike | 1 | 6 | 0 | 0 | 0 | 7 |

| | | | |
|----------------|--------------|-----------|--------------|
| Annual Benefit | \$ 371,343 | Cost | \$ 1,150,000 |
| Life Benefit | \$ 7,426,860 | B/C Ratio | 6.46 |

- Convert intersection to roundabout (from 2-way stop or yield control)

| CM Number | Project Type | Crash Type | CRF | Life |
|-----------|--------------|------------|-----|------|
| NS4 | Control | All | 45 | 20 |

| Crash Type | Fatality (Death) | Severe Injury | Injury - Other Visible | Injury - Complaint of Pain | Property Damage Only | Total |
|------------|------------------|---------------|------------------------|----------------------------|----------------------|-------|
| All | 0 | 4 | 0 | 0 | 0 | 4 |

| | | | |
|----------------|--------------|-----------|------------|
| Annual Benefit | \$ 77,760 | Cost | \$ 575,000 |
| Life Benefit | \$ 1,555,200 | B/C Ratio | 2.70 |

3. Benefit Cost Result

| | |
|---------------|---------------|
| Total Benefit | \$ 26,006,100 |
| Total Cost | \$ 2,300,000 |
| B/C Ratio | 11.31 |

Safety Practitioner / Engineer: Zed Kekula

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 HSP Application Form correctly. **DO NOT SIGN** if any of this is not the case.

<http://tims.berkeley.edu/tools/bc/main4.php?version=1&PID=Complete+Streets+Plan&PTYPE=HSIP&from=01%2F01%2F2009&to=12%2F31%2F2013&year=5&h...> 1/2

Benefit / Cost Calculation Result

1. Project Information

| | | | |
|----------------|-----------------------|---------|---|
| Application ID | Complete Streets Plan | Version | 1 |
|----------------|-----------------------|---------|---|

2. Countermeasures and Crash Data

| | | | | | |
|------------------------|------------|----|------------|-------|---|
| Crash Data Time Period | 01/01/2009 | to | 12/31/2013 | Years | 5 |
|------------------------|------------|----|------------|-------|---|

- Road diet (reduce travel lanes from 4 to 3 and add a two way left-turn lane)

| CM Number | Project Type | Crash Type | CRF | Life |
|-----------|----------------|------------|-----|------|
| R15 | Geometric Mod. | All | 30 | 20 |

| Crash Type | Fatality (Death) | Severe Injury | Injury - Other Visible | Injury - Complaint of Pain | Property Damage Only | Total |
|------------|------------------|---------------|------------------------|----------------------------|----------------------|-------|
| All | 3 | 10 | 0 | 0 | 0 | 13 |

| | | | |
|----------------|---------------|-----------|-----------|
| Annual Benefit | \$ 851,202 | Cost | \$ 75,000 |
| Life Benefit | \$ 17,024,040 | B/C Ratio | 226.99 |

- Install bike lanes

| CM Number | Project Type | Crash Type | CRF | Life |
|-----------|--------------|------------|-----|------|
| R36 | Ped and Bike | Ped & Bike | 35 | 20 |

| Crash Type | Fatality (Death) | Severe Injury | Injury - Other Visible | Injury - Complaint of Pain | Property Damage Only | Total |
|------------|------------------|---------------|------------------------|----------------------------|----------------------|-------|
| Ped & Bike | 1 | 6 | 0 | 0 | 0 | 7 |

| | | | |
|----------------|--------------|-----------|------------|
| Annual Benefit | \$ 371,343 | Cost | \$ 150,000 |
| Life Benefit | \$ 7,426,860 | B/C Ratio | 49.51 |

- Convert intersection to roundabout (from 2-way stop or yield control)

| CM Number | Project Type | Crash Type | CRF | Life |
|-----------|--------------|------------|-----|------|
| NS4 | Control | All | 45 | 20 |

| Crash Type | Fatality (Death) | Severe Injury | Injury - Other Visible | Injury - Complaint of Pain | Property Damage Only | Total |
|------------|------------------|---------------|------------------------|----------------------------|----------------------|-------|
| All | 0 | 4 | 0 | 0 | 0 | 4 |

| | | | |
|----------------|--------------|-----------|-----------|
| Annual Benefit | \$ 77,760 | Cost | \$ 75,000 |
| Life Benefit | \$ 1,555,200 | B/C Ratio | 20.74 |

3. Benefit Cost Result

| | |
|---------------|---------------|
| Total Benefit | \$ 26,006,100 |
| Total Cost | \$ 300,000 |
| B/C Ratio | 86.69 |

Safety Practitioner / Engineer: Zed Kekula

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.

EXHIBIT 8

Overweight and Obesity Facts

Overweight and Obesity among Children by California Cities - 2010

Orange County Fact Sheet

The health of California's children is all over the map as evidenced by the first-ever release of childhood overweight and obesity numbers by city. Over 250 California cities were analyzed for the study conducted by the UCLA Center for Health Policy Research and the California Center for Public Health Advocacy, revealing shocking discrepancies based on locale.

- While 38 percent of the state's children are overweight or obese, city ranges begin as low as 11 percent (Manhattan Beach) and climb five-fold to 53 percent for the state's poorest performing city (Huntington Park).
- In Orange County, city ranges begin as low as 14.3 percent (Laguna Beach) and climb to 51.8 percent in the county's poorest performing city (Stanton).

| Orange County City | 2010 Overweight + Obese % | Orange County City | 2010 Overweight + Obese % |
|---------------------|---------------------------|------------------------|---------------------------|
| Stanton | 51.8% | Laguna Hills | 27.2% |
| Santa Ana | 46.5% | Lake Forest | 26.9% |
| Anaheim | 43.5% | Huntington Beach | 26.4% |
| Orange | 43.2% | Mission Viejo | 25.1% |
| Buena Park | 41.8% | Rancho Santa Margarita | 22.9% |
| Garden Grove | 38.0% | Irvine | 21.7% |
| La Habra | 36.9% | San Clemente | 21.1% |
| Tustin | 35.9% | Dana Point | 20.8% |
| San Juan Capistrano | 33.7% | Aliso Viejo | 20.8% |
| Westminster | 33.0% | Laguna Niguel | 19.4% |
| Fountain Valley | 31.4% | Newport Beach | 18.3% |
| Fullerton | 30.9% | Laguna Beach | 14.3% |
| Seal Beach | 28.8% | ORANGE COUNTY | 33.3% |
| Brea | 28.0% | CALIFORNIA | 38.0% |
| Cypress | 27.6% | | |

June 2012
www.publichealthadvocacy.org

UCLA CENTER FOR
 HEALTH POLICY RESEARCH



Because health doesn't just happen

EXHIBIT 9

Health Related Facts

**Health Related Facts That Support the Need
for Santa Ana's Active Transportation Program Applications**

General Health

- The Gallup/Healthways Well-Being Index is a nationally standardized survey-based composite measure that includes metrics on physical health, emotional health, health behavior, work environment, and healthcare access. In their 2013 Gallup/Healthways Index assessment, Congressional District 46, which includes the vast majority of the city of Santa Ana, ranked 286th out of 434 Districts nationally. By comparison, Orange County Districts 48 and 45 ranked 2nd and 6th best, respectively, in the entire country.
 - SOURCE: Gallup/Healthways, 2013, State of American Well-Being (<http://info.healthways.com/wbi2013>)

- Residents in the city of Santa Ana have an average life expectancy of 79.7 years, which is slightly lower than that found in Orange County (81.9) and the State of California (81.4) overall.
 - SOURCE: Orange County Health Care Agency, 2010, Life Expectancy in Orange County (<http://ohealthinfo.com/about/admin/pubs/life>)

- Approximately 20% of adults in Central Santa Ana report being in fair or poor health, compared to 12% of adults in Orange County and 16% in California overall. Among children in Central Santa Ana, 16% report being in fair or poor health, which is 2 to 3 times higher than their Orange County (5%) or State (7%) counterparts.
 - SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, 2009. (<http://healthpolicy.ucla.edu/Pages/home.aspx>)

Obesity – Body Composition

- Over the 2012/13 school year, Santa Ana Unified School District (SAUSD) had the third lowest percentage of 5th grade students with a healthy body composition in Orange County (41.1%). SAUSD rates of healthy body composition among 5th graders were 23% lower than the California average (53.2%), 28% lower than the Orange County average (56.7%), and 49% lower than Orange County's highest District, Laguna Beach Unified (79.9%). SAUSD's rate of healthy body composition among 5th graders over 2012/13 was also lower than those of regional peers, such as Los Angeles Unified (44.7%), Riverside Unified (53.5%), San Bernardino City Unified (45.0%), and San Diego Unified (54.7%) School Districts.
 - SOURCE: California Department of Education, 2012/13, DataQuest system (<http://data1.cde.ca.gov/dataquest/dataquest.asp>)

- In Central Santa Ana, California Health Interview Survey (CHIS) data suggest approximately 30% of adults are obese, compared to 16% of adults in Orange County and 21% in California overall. Approximately 41% of Central Santa Ana adults are overweight, which is also higher than the prevalence observed in Orange County (29%) and California (32%). Roughly 35% of adolescents in Central Santa Ana are overweight, which is higher than their Orange County (26%) or California (29%) counterparts.
 - SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, 2009. (<http://healthpolicy.ucla.edu/Pages/home.aspx>)

Physical Activity – Aerobic Capacity

- Santa Ana Unified School District (SAUSD) had the fourth lowest percentage of 5th grade students with a healthy aerobic capacity in Orange County (57.9%) over the 2012/13 school year. SAUSD 5th grade rates of healthy aerobic capacity were 8% lower than the California average (63.0%), 16% lower than Orange County overall (69.2%), and roughly 35% lower than that of the best performing Orange County School District, Laguna Beach Unified (88.7%).
 - SOURCE: California Department of Education, 2012/13, DataQuest system (<http://data1.cde.ca.gov/dataquest/dataquest.asp>)
- According to California Health Interview Survey oversampling of Central Santa Ana, approximately 63% of children 5-17 report they walked, biked, or skateboarded to school at least once in the last week, which is substantially higher than the proportion reported by children in Orange County (40%) and California (42%) overall, suggesting an important active transportation asset exists to advance public health. That being said, only 11% of children in Central Santa Ana are physically active for 60 minutes or more every day of the week, which is substantially lower than the California average (18%).
 - SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, 2009. (<http://healthpolicy.ucla.edu/Pages/home.aspx>)
- Only 11% of adults in Central Santa Ana report having engaged in regular physical activity in the past week, compared to approximately 27% of Orange County adults and 24% of comparably aged Californians.
 - SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, 2009. (<http://healthpolicy.ucla.edu/Pages/home.aspx>)

Places for Physical Activity

- In the city of Santa Ana, there are approximately 1.6 acres of park space for every 1,000 residents, which is among the lowest levels found among large, high density US cities (TPL, 2014). Santa Ana also has among the lowest levels of playgrounds per unit population (1.3 playgrounds per 10K) in the United States (TPL, 2014). Cumulatively, the relative dearth of these two important community physical activity assets puts further emphasis on the importance of pedestrian and bicycle infrastructures in satisfying the need of Santa Ana residents for safe places to be physically active.
 - SOURCE: Trust for Public Land, 2014 City Park Facts (<http://www.tpl.org/2014-city-park-facts>)

- Real and perceived safety can be a substantial deterrent to children and adults engaging in physical activity. Only 74% of children in Central Santa Ana report feeling safe in their neighborhood, compared to 89% of children in Orange County and 87% of children in California overall. Only 82% of Central Santa Ana children report feeling their local park or playground is safe during the day, compared to 97% of Orange County children and 90% of Californian children. This proportion dropped to 20% of Central Santa Ana children reporting feeling safe in their local park or playground during the night, which is, again, substantially below the responses of children in Orange County (64%) or California (48%).
 - SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, 2009. (<http://healthpolicy.ucla.edu/Pages/home.aspx>)

Potential Impacts

- US Community Preventive Services Task Force evidence reviews suggest improvements in street scale urban design, such as complete street approaches, can increase various types of community level physical activity by 35% (Health et. al., 2006).
 - SOURCE: Heath GW, et al. The effectiveness of urban design and land use and transport policies and practices to increase physical activity: a systematic review. *Journal of Physical Activity and Health* 2006;3(Suppl 1):S55-76.

- Increases in bicycling infrastructure at the city level are strongly associated with increases in bicycling. For example, in a study of large US cities, those with at least ten percent more bicycle lanes showed a two to three percent increase in the number of daily bicycle commuters (Buehler and Pucher, 2012).
 - SOURCES: Buehler R and Pucher J. Cycling to work in 90 large American cities: new evidence on the role of bike paths and lanes. *Transportation*. 2012; 39(2):409-432.

- Comprehensive approaches that integrate complimentary infrastructure, bicycle promoting programs, supportive land use planning, and policies restricting motor vehicles, such as traffic calming, appear to be most effective in promoting bicycling. In the United States, such comprehensive and integrated approaches have yielded a 6-fold increase in the number of bicycle commuters in Portland, Oregon from 1990 to 2008 and an increase in Boulder, Colorado’s bicycle mode share from 3.8% in 1980 to 8.8% in 2006.
 - SOURCE: Pucher J, et. al. Infrastructure, programs, and policies to increase bicycling: an international review. *Preventive Medicine*. 2010;50 Suppl 1:S106-125.
- Bicycling can have substantial impacts on cardiorespiratory fitness and significant benefits in reducing cardiovascular risk factors, including dose-response increases in aerobic power, decreases in physiological strain, and increases in HDL, or “good,” cholesterol (Oja et. al., 2011).
 - SOURCE: Oja P, et.al. Health benefits of cycling: a systematic review. *Scandinavian Journal of Medicine and Science in Sports*. 2011; 21(4):496-509
- A study of transportation related greenhouse gas reductions suggested substantial health co-benefits. In the study, improving median daily walking and bicycling in communities from 4 to 22 minutes through increasing walking for trips less than 1.5 miles and biking for trips of 1.5 to 5 miles could reduce cardiovascular and diabetes disease burden, as measured by Disability Adjusted Life Years (DALYs) , by 14% (Maizlish et. al., 2013).
 - SOURCE: Maizlish N et. al. Health cobenefits and transportation related reductions in greenhouse gas emissions in the San Francisco Bay Area. *American Journal of Public Health* 2013; 103(4):703-9
- In a four state pre/post evaluation of Safe Routes to School programs at 53 school sites, statistically significant changes in active school travel mode share were observed, increasing from 12.9% to 17.6% (Stewart et. al., 2014).
 - SOURCE: Stewart O, et. al. Multistate evaluation of safe routes to school programs. *Am J Health Promot*. 2014 Jan-Feb;28(3 Suppl):S89-96



Santa Ana Unified School District

Facilities & Governmental Relations
Joe Dixon, Assistant Superintendent

Richard L. Miller, Ph.D., Superintendent

May 12, 2014

Edwin "William" Galvez
Interim Executive Director Public Works Agency
City of Santa Ana
Public Works
20 Civic Center Plaza, M-43
Santa Ana, CA 92702

SUBJECT: ACTIVE TRANSPORTATION PROGRAM APPLICATIONS

Dear Mr. Galvez:

We are excited to hear that the City of Santa Ana is applying for grants under the Active Transportation Program (ATP). The various applications that will be submitted by the City, ranging from educational safety programs to installations of safety enhancements to encourage more bicycling and walking, will greatly benefit the disadvantaged communities of Santa Ana. We are very pleased with the City's continuing efforts to enhance the Safe Routes to Schools, bicycle facilities, bicycle trails and crossings throughout the City. These programs and installations will be promoted and encouraged by outreach programs in garnering increased community usage and connectivity.

The ATP grants are very important to our communities in providing resources in advocating public health issues such as childhood obesity, reducing greenhouse gases, decreasing vehicular traffic, and increasing the safety of non-motorists. Edison Elementary Academy fully supports the improvements proposed in the City's funding applications. We give the City our full endorsement and we are committed to working closely with the City and the community to implement the proposed advancements.

On behalf of Edison Elementary Academy, we thank you in advance for your efforts to secure funding for these important projects.

Sincerely,

A handwritten signature in blue ink that reads "Jane Mitchell".

Jane Mitchell
Principal
Edison Elementary Academy

1601 East Chestnut Avenue, Santa Ana, CA 92701-6322, (714) 480-5356

BOARD OF EDUCATION

Audrey Yamagata-Noji, Ph.D., President • José Alfredo Hernández, J.D., Vice President
Rob Richardson, Clerk • John Palacio, Member • Cecilia "Ceci" Iglesias, Member



Santa Ana Unified School District

MONTE VISTA ACHIEVEMENT SCHOOL
Paulina Jacobs, Principal

Richard L. Miller, Ph.D., Superintendent

Tuesday, April 29, 2014

Edwin "William" Galvez
Interim Executive Director Public Works Agency
City of Santa Ana
Public Works
20 Civic Center Plaza, M-43
Santa Ana, CA 92702

SUBJECT: ACTIVE TRANSPORTATION PROGRAM APPLICATIONS

Dear Mr. Galvez:

We are excited to hear that the City of Santa Ana is applying for grants under the Active Transportation Program (ATP). The various applications that will be submitted by the City, ranging from educational safety programs to installations of safety enhancements to encourage more bicycling and walking within the disadvantaged communities of Santa Ana. We are very pleased with the City's continuing efforts to enhance the Safe Routes to Schools, bicycle facilities, bicycle trails and crossings throughout the City. These programs and installations will be promoted and encouraged by outreach programs in garnering increase community usage and connectivity.

The ATP grants are very important to our communities in providing resources in advocating public health issues such as childhood obesity, reducing greenhouse gas, decreasing vehicular traffic and increasing the safety of non-motorists. Monte Vista Elementary School fully support the improvements proposed in the City's funding applications. We give the City our full endorsement and we are committed to working closely with the City and the community to implement the proposed advancements.

On behalf of Monte Vista Elementary School, we thank you in advance for your efforts to secure funding for these important projects.

Sincerely,

A handwritten signature in cursive script, appearing to read "Paulina Jacobs".

Paulina Jacobs
Principal

2116 Monta Vista Avenue, Santa Ana, CA 92704 (714) 564-8500

BOARD OF EDUCATION

Audrey Yamagata-Noji, Ph.D., President • José Alfredo Hernández, J.D., Vice President
Rob Richardson, Clerk • John Palacio, Member • Cecilia "Ceci" Iglesias, Member



SANTA ANA UNIFIED SCHOOL DISTRICT

Alternative Education
Káty Castellanos-Consolida, Principal

Rick L. Miller, Ph.D.
Superintendent

Edwin "William" Galvez
Interim Executive Director Public Works Agency
City of Santa Ana
Public Works
20 Civic Center Plaza, M-43
Santa Ana, CA 92702

SUBJECT: ACTIVE TRANSPORTATION PROGRAM APPLICATIONS

Dear Mr. Galvez:

We are excited to hear that the City of Santa Ana is applying for grants under the Active Transportation Program (ATP). The various applications that will be submitted by the City, ranging from educational safety programs to installations of safety enhancements to encourage more bicycling and walking within the disadvantaged communities of Santa Ana. We are very pleased with the City's continuing efforts to enhance the Safe Routes to Schools, bicycle facilities, bicycle trails and crossings throughout the City. These programs and installations will be promoted and encouraged by outreach programs in garnering increase community usage and connectivity.

The ATP grants are very important to our communities in providing resources in advocating public health issues such as childhood obesity, reducing greenhouse gas, decreasing vehicular traffic and increasing the safety of non-motorists. Lorin Griset Academy, Santa Ana Unified School District fully supports the improvements proposed in the City's funding applications. We give the City our full endorsement and we are committed to working closely with the City and the community to implement the proposed advancements.

On behalf of Lorin Griset Academy, Santa Ana Unified School District, we thank you in advance for your efforts to secure funding for these important projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Káty Castellanos-Consolida".

Káty Castellanos-Consolida
Lorin Griset Academy, Principal

333 E. Walnut St. Santa Ana, CA 92701 (714) 565-5400 • FAX (714) 565-5499

BOARD OF EDUCATION

Audrey Yamagata-Noji, Ph.D., President • José Alfredo Hernández, J.D., Vice President
Rob Richardson, Clerk • John Palacio, Member • Cecilia Iglesias, Member

May 7, 2014

Edwin "William" Galvez
Interim Executive Director Public Works Agency
City of Santa Ana
Public Works
20 Civic Center Plaza, M-43
Santa Ana, CA 92702

SUBJECT: ACTIVE TRANSPORTATION PROGRAM APPLICATIONS

Dear Mr. Galvez:

We are excited to hear that the City of Santa Ana is applying for grants under the Active Transportation Program (ATP). The various applications that will be submitted by the City, ranging from educational safety programs to installations of safety enhancements to encourage more bicycling and walking within the disadvantaged communities of Santa Ana. We are very pleased with the City's continuing efforts to enhance the Safe Routes to Schools, bicycle facilities, bicycle trails and crossings throughout the City. These programs and installations will be promoted and encouraged by outreach programs in garnering increase community usage and connectivity.

The ATP grants are very important to our communities in providing resources in advocating public health issues such as childhood obesity, reducing greenhouse gas, decreasing vehicular traffic and increasing the safety of non-motorists. The Central City HOA fully support the improvements proposed in the City's funding applications. We give the City our full endorsement and we are committed to working closely with the City and the community to implement the proposed advancements.

On behalf of Central City HOA, we thank you in advance for your efforts to secure funding for these important projects.

Sincerely,

Mr + Mrs Richard Campos
16717 W Highland St
Santa Ana, Ca 92703

HENINGER NEIGHBORHOOD ASSOCIATION

April 29, 2014

Edwin "William" Galvez
Interim Executive Director Public Works Agency
City of Santa Ana
Public Works
20 Civic Center Plaza, M-43
Santa Ana, CA 92702

SUBJECT: ACTIVE TRANSPORTATION PROGRAM APPLICATIONS

Dear Mr. Galvez:

We are excited to hear that the City of Santa Ana is applying for grants under the Active Transportation Program (ATP). The various applications that will be submitted by the City, ranging from educational safety programs to installations of safety enhancements to encourage more bicycling and walking within the disadvantaged communities of Santa Ana. We are very pleased with the City's continuing efforts to enhance the Safe Routes to Schools, bicycle facilities, bicycle trails and crossings throughout the City. These programs and installations will be promoted and encouraged by outreach programs in garnering increase community usage and connectivity.

The ATP grants are very important to our communities in providing resources in advocating public health issues such as childhood obesity, reducing greenhouse gas, decreasing vehicular traffic and increasing the safety of non-motorists. The Heninger Neighborhood Association fully support the improvements proposed in the City's funding applications. We give the City our full endorsement and we are committed to working closely with the City and the community to implement the proposed advancements.

On behalf of Heninger Neighborhood Association, we thank you in advance for your efforts to secure funding for these important projects.

Sincerely,



Michael Beanes
President



May 4, 2014

Edwin "William" Galvez
Interim Executive Director Public Works Agency
City of Santa Ana
Public Works
20 Civic Center Plaza, M-43
Santa Ana, CA 92702

SUBJECT: ACTIVE TRANSPORTATION PROGRAM APPLICATIONS

Dear Mr. Galvez:

Madison Park Neighborhood Association (MPNA) is excited to hear that the City of Santa Ana is applying for grants under the Active Transportation Program (ATP). Madison Park has the potential to become one of the most bike and pedestrian friendly neighborhoods in Santa Ana, therefore, we are excited to be working with the City of Santa Ana on their Active Transportation Program.

We are excited about the City's efforts to enhance Safe Routes to Schools, bicycle facilities, bicycle trails and crossings throughout Madison Park and the rest of the City. These programs and installations will actively be promoted and encouraged by MPNA as well as the City of Santa Ana through outreach programs in garnering increase community usage and connectivity.

The ATP grants are very important to MPNA for providing resources to combat public health issues such as childhood obesity, greenhouse gases, vehicular traffic and speed, and the safety of non-motorists. MPNA fully supports the Maple Bike Trail bulb-out improvements and the complete streets corridors proposed in the City's funding applications. We give the City our full endorsement and we are committed to working closely with the City to implement the proposed advancements within Madison Park.

On behalf of Madison Park Neighborhood Association, we thank you in advance for your efforts to secure funding for these important projects.

Sincerely,

Lisandro Orozco
Planning and Transportation Director



450 West Fourth Street
Suite 130
Santa Ana, CA 92701
Ph: 714-542-7792
Fax: 714-542-4853
latinohealthaccess.org

May 5, 2014

Edwin "William" Galvez
Interim Executive Director Public Works Agency
City of Santa Ana
Public Works
20 Civic Center Plaza, M-43
Santa Ana, CA 92702

SUBJECT: ACTIVE TRANSPORTATION PROGRAM APPLICATIONS

Dear Mr. Galvez:

We are excited to hear that the City of Santa Ana is applying for grants under the Active Transportation Program (ATP). Latino Health Access (LHA) strongly supports the various applications that will be submitted by the City, ranging from educational safety programs to installations of safety enhancements to encourage more bicycling and walking within the disadvantaged communities of Santa Ana. We are very pleased with the City's continuing efforts to enhance the Safe Routes to Schools, bicycle facilities, bicycle trails and crossings throughout the City. These programs and installations will be promoted and encouraged by outreach programs in garnering increase community usage and connectivity.

The ATP grants are very important to our communities in providing resources in advocating public health issues such as childhood obesity, reducing greenhouse gas, decreasing vehicular traffic and increasing the safety of non-motorists. As a leader among non-profits in Santa Ana and throughout Orange County, Latino Health Access seeks to engage, educate, and provide civic opportunities to underserved, low-income residents so that they can be a part of long-term solutions and improving the quality of life for all. We have worked with the city to engage multiple sectors (e.g., families, businesses, artists, and community-based organizations) in the update of the circulation element, bike master plan, and pedestrian master plan. ATP funding would allow the City to implement projects identified as priorities by our community, especially low-income communities in central Santa Ana who rely on active transportation to get to school, work, and recreational centers. We are excited about efforts underway to increase access to urban fitness trails and increase accessibility to various modes of active transportation, both in partnership with the city through the Wellness Corridor Initiative and as a member of Santa Ana Active Streets Coalition (SAAS).

LHA supports the improvements proposed in the City's funding applications, and we give the City our full endorsement. We are committed to working closely with the City and the community to implement the proposed advancements.

On behalf of Latino Health Access, we thank you in advance for your efforts to secure funding for these important projects.

Sincerely,

America Bracho
CEO and President



**COUNTY OF ORANGE
HEALTH CARE AGENCY**

**PUBLIC HEALTH SERVICES
HEALTH PROMOTION**

*Excellence
Integrity
Service*

**MARK A. REFOWITZ
DIRECTOR**

**RICHARD SANCHEZ, MPH
ASSISTANT DIRECTOR**

**DAVID M. SOULELES, MPH
DEPUTY AGENCY DIRECTOR**

**DONNA S. FLEMING, DrPA, MSW
CHIEF OF OPERATIONS**

**AMY BUCH, MA
DIVISION MANAGER
HEALTH PROMOTION**

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

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

May 2, 2014

Edwin "William" Galvez
Interim Executive Director Public Works Agency
City of Santa Ana
Public Works
20 Civic Center Plaza, M-43
Santa Ana, CA 92702

SUBJECT: ACTIVE TRANSPORTATION PROGRAM APPLICATIONS

Dear Mr. Galvez:

We are writing in support of the application being submitted by the City of Santa Ana for the Active Transportation Program (ATP) grants. The various applications to be submitted by the City, which range from safety education programs to installations of safety enhancements, will encourage more bicycling and walking within disadvantaged communities in Santa Ana. We look forward to the City's continuing efforts and collaboration with the community to enhance the Safe Routes to Schools, bicycle facilities, bicycle trails and crossings throughout the city. Community programs will be utilized to ensure the success of the education programs and installations by garnering support and participation from local residents.

The ATP grants are important to assuring the health of our communities. These projects have public health benefits such as increasing physical activity which can reduce childhood obesity as well as decreasing vehicular traffic and increasing the safety of non-motorists. The Orange County Health Care Agency (OCHCA) supports the improvements proposed in the City's ATP applications. We look forward to continuing to work collaboratively with the City and community to plan and implement the proposed advancements.

We appreciate the City's ongoing efforts to make Santa Ana a healthier more vibrant place to live, work and play.

Sincerely,

Amy Buch, MA
Division Manager
Health Promotion



714.834.9400 T
714.834.9494 F
info@kidworksonline.org E

www.kidworksonline.org
1902 W. Chestnut Avenue
Santa Ana, CA 92703

May 5, 2014

Edwin "William" Galvez
Interim Executive Director Public Works Agency
City of Santa Ana
Public Works
20 Civic Center Plaza, M-43
Santa Ana, CA 92702

SUBJECT: ACTIVE TRANSPORTATION PROGRAM APPLICATIONS

Dear Mr. Galvez:

We are excited to hear that the City of Santa Ana is applying for grants under the Active Transportation Program (ATP). There are various applications that will be submitted by the City, ranging from educational safety programs to installations of safety enhancements to encourage more bicycling and walking within the disadvantaged communities of Santa Ana. We are very pleased with the City's continuing efforts to enhance the Safe Routes to Schools, bicycle facilities, bicycle trails and crossings throughout the City. These programs and installations will be promoted and encouraged by outreach programs in garnering increase community usage and connectivity.

The ATP grants are very important to our communities in providing resources in advocating public health issues such as childhood obesity, reducing greenhouse gas, decreasing vehicular traffic and increasing the safety of non-motorists. KidWorks fully supports the improvements proposed in the City's funding applications. We give the City our full endorsement and we are committed to working closely with the City and the community to implement the proposed advancements.

On behalf of KidWorks, we thank you in advance for your efforts to secure funding for these important projects.

Sincerely,

Ava Steaffens
CEO

Al Nederhoed
President



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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 - Prepare Complete Streets Plans for Five Corridors

The Orange County Transportation Authority (OCTA) supports the City of Santa Ana (City) California Active Transportation Program application for the Prepare Complete Streets Plans for Five Corridors 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 consistent with the Orange County Commuter Bikeway Strategic Plan and 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
Zdenek Kekula, City of Santa Ana

