



ACTIVE TRANSPORTATION PROGRAM CYCLE 1

Safe Routes to School Enhancements for Heninger Elementary

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



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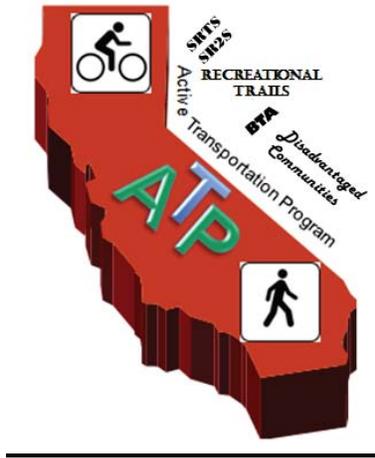
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ACTIVE TRANSPORTATION PROGRAM CYCLE 1

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

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

Project name: Safe Routes to School Enhancements for Heninger Elementary

For Caltrans use only: ___TAP ___STP ___RTP ___SRTS ___SRTS-NI ___SHA
___DAC ___Non-DAC ___Plan

I. GENERAL INFORMATION

Project name: Safe Routes to School Enhancements for Heninger Elementary

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) <small>City of Santa Ana 20 Civic Center Plaza, M-43 Santa Ana, CA 92702</small>	2. PROJECT FUNDING ATP funds Requested \$ <u>480,000.00</u> Matching Funds \$ _____ (If Applicable) Other Project funds \$ <u>0.00</u> TOTAL PROJECT COST \$ <u>480,000.00</u>
3. APPLICANT CONTACT (Name, title, e-mail, phone #) <small>Zed Kekula Acting Principal Civil Engineer zkekula@santa-ana.org 714-647-5606</small>	5. PROJECT COUNTY(IES): <p style="text-align: center;">Orange</p>
4. APPLICANT CONTACT (Address & zip code) <small>City of Santa Ana 20 Civic Center Plaza, M-43, Santa Ana, CA 92702</small>	7. Application # <u>4</u> of <u>11</u> (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 12	

Area Description:

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

Master Agreements (MAs):

11. Yes, the applicant has a FEDERAL MA with Caltrans.
12. 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*: Orange County Health Care Agency	15. Partner Type Public Health Department
16. Contact Information (Name, phone # & e-mail) Ms. Mary Pham, (714) 834-6770, mephama@ochca.com	17. Contact Address & zip code 12 Civic Center Drive, Santa Ana, CA 92701

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: Safe Routes to School Enhancements for Heninger Elementary

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:
 Martin R. Heninger Elementary School
 417 West Walnut Street
 Santa Ana, CA 92701-5562

27. SCHOOL DISTRICT NAME & ADDRESS:
 Santa Ana Unified School District
 1601 E. Chestnut Avenue
 Santa Ana, CA 92701-6322

28. County-District-School Code (CDS) 30666706110183	29. Total Student Enrollment 906	30. Percentage of students eligible for free or reduced meal programs ** 98.24
31. Percentage of students that currently walk or bike to school 70%	32. Approximate # of students living along school route proposed for improvement 256	33. Project distance from primary or middle school 0.28 mile

**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

II. PROJECT INFORMATION

1. Project Location

Along the safe routes to school for Martin R. Heninger Elementary School in the City of Santa Ana.

2. Project Coordinates

Latitude

Longitude

(Decimal degrees)

(Decimal degrees)

3. Project Description

This project will install new traffic signals at Flower Street and Walnut Street along with curb extensions, upgrading wheelchair ramps and a partnership with the Orange County Health Care Agency, for educational safety outreach programs for the safe routes around Martin R. Heninger Elementary school.

4. Project Status

An engineering study was performed at the location for new traffic signals. The intersection met the necessary warrants for traffic signals for pedestrian volume and school crossing.

The initial field surveys indicate there is no need for additional land acquisitions for all proposed improvements are within City right-of-way as shown in Exhibit 2. The process for the National Environmental Policy Act (NEPA), right-of-way certification, plans and specifications will be obtained as part of the process to obtain the E-76s from Caltrans.

The project will be determined as Categorical Exclusion under 23 CFR 771.117(c): activity(c)(3).

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

Describe the need for the project and/or funding

Due to the lack of funding, this location does not have crossing guards to control vehicular and pedestrian traffic as seen in Exhibit 3. Without this control measure, the constant pedestrian crossing at the intersection will back up the vehicular traffic into the major intersection causing further delay and safety concerns resulting in vehicles not stopping for students and pedestrians in the crosswalk. The infrastructure components of this project will improve the safety of pedestrians and bicyclists along the routes to schools that are used by daily commuters to the nearby schools, businesses and parks.

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 enhancements for the safe routes to school for Heninger Elementary align with the Southern California Association of Government (SCAG) Regional Transportation Plan goals, with the installation of new traffic signals, raised bulb outs, upgrading wheel chair ramps to current American Disabilities Act (ADA) standards; along with educational safety outreach. These components will have impact on decreasing bicyclist and pedestrian fatalities and injuries; accommodations for active modes of transportation especially for persons with disabilities and to increase the number of children to walk or bicycle to school, which are all objectives in the Regional Transportation Plan that 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.*

New traffic signals at Flower Street and Walnut Street will provide protected, pedestrian crossings that will encourage more bicycling and walking by parents and students for Heninger Elementary, James Russell Lowell Elementary and the adjacent Santa Ana High School as shown in Exhibit 1. This traffic signal was requested in a recent 2013 *Survey about Walking and Biking to School for Parents* for those attending Heninger Elementary as seen in Exhibit 4. The survey was part of a Safe Routes to School grant to obtain statistical data and input for the specific elementary schools. There were comments addressing the absence of crossing guards at the intersection of Flower Street and Walnut Street, raising the need of traffic signals to control the vehicular traffic to respect pedestrians crossing. The Orange County Health Care Agency will provide the safety campaigns focusing on children and parents for the increase of using active modes of transportation for commuting to and from school with the following explanations of each program.

Walk 2 School Day - An educational event for children that reinforces traffic safety skills, creates, maintains and promotes safe places to walk and bike within neighborhoods.

Fire Up Your Feet - A core program of the Safe Routes to School National Partnership for grades kindergarten to eighth grade. *Fire Up Your Feet* offers free resources, an online activity tracker, a school fundraising organizer and more, all aimed at increasing physical activity before, during and after school for students, parents and school staff.

California Pedestrian Safety Program aims to create safe walkable communities by providing the *It's Up to All of Us* public education campaign with media pieces targeting pedestrians and motorists. Also available is an *Action Response Kit* for pedestrian collisions using community mobilization

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

The primary users of these improvements will be students, with the inclusion of commuters and recreational users. In 2011, count data was taken at this location and approximately 2,900 pedestrians and bicyclists were seen crossing Flower Street at Walnut Street throughout the day. Due to the close proximity of the three schools, there is a large volume of students walking and bicycling to their respected schools as seen in Exhibit 1. In the surrounding area there are parks, the Flower Park Plaza for senior living; and the Civic Center area with federal, state and local government buildings. In Exhibit 5, which is a scatter map representing that many of students attending Heninger

Elementary reside on the other side of Flower Street, where the new traffic signals at Walnut Street will provide the most protected and direct path to the elementary. The anticipation of more than ten percent increase of active modes of transportation with the proposed improvements can be attributed to the installation of the new traffic signals, upgraded wheelchair ramps, curb extensions and the campaigns done by the Orange County Health Care Agency. The City will take counts before and after the construction; and the safety outreach to provide a better picture of the effectiveness of these implementations for increasing active modes of transportation.

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

The proposed infrastructure in this project will improve the walking and bicycling routes for students and other users with the new traffic signals for protected crossings. The immediate effect of the new signals would control where the vehicles would stop and provide the necessary gaps for pedestrians to clear the intersection. The new signals will also provide safety lights that will illuminate pedestrians and bicyclists at the intersection during the nighttime. In Exhibit 1, the many school sports facilities and parks surround the intersection of Flower Street at Walnut Street, as well as bus stops. With the new signals, new upgraded wheelchair ramps will assist disabled persons with better mobility of the public roads and facilities.

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

The proposed enhancements to the safe routes to school will provide significant benefits to the communities surrounding Heninger Elementary. The installation of the new traffic signal at Flower Street and Walnut Street will provide protected crossings for children and adults to share in the usage of the facilities at the high school and the parks. The barrier of mobility to the schools, the facilities and the parks will be removed by emphasizing on walking and bicycling as a safe alternative. The communities concerns of easily and safely maneuvering and crossing the streets are barriers for many users. The installation of curb extensions at key crossings will provide better visibility mutually for drivers, pedestrians and bicyclists. Reducing the crossing distance and placing the pedestrians and bicyclists away from the parked vehicles, especially smaller school children, drivers will be more cognizant in yielding for them.

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.*

New traffic signals at Flower Street and Walnut Street will provide an immediate solution to the reduction of potential collisions. The proposed traffic signals will provide positive right-of-way assignment for motorists on both streets. New traffic signals will increase safety by assigning vehicular and pedestrian right-of-way and decrease vehicular delay.

No alternative countermeasures to the proposed improvement provide a comparable level of separation between the conflicting traffic and pedestrian movements. The proposed improvements will eliminate right-of-way conflicts between vehicles in opposing directions while allowing pedestrians the protection of a signalized pedestrian phase. This will reduce exposure to potential pedestrian conflicts. The curb extensions will improve the visibility of the pedestrians and bicyclist to oncoming traffic, by placing them safely away from parked vehicles. With the newly installed facilities, there is a need to educate the parents and students on how to safely use the crossings. The Orange County Health Care Agency will provide many safety campaigns as previously discussed.

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*

- The project will reduce the speed of motor vehicles with the installation of new traffic signals by controlling the delay caused by aggressive or large volume pedestrians crossing. This will provide protected movements for all users at the intersection. The installation of raised bulb outs by physically narrowing the lane widths around the crossings, the drivers will inherently slow down to avoid the extension of the curbs. These bulb outs will also deter right turning vehicles from

encroaching into the crosswalks while they are looking at the opposing traffic.

The improvements will increase the safety of the routes for walking and bicycling for the school children which could result in decreasing the volume of vehicles with more parents electing to have their children walking or bicycling to the schools instead of driving them. The safety campaigns by the Orange County Health Care Agency will focus on the motorists to abide to the traffic and speeding laws around school areas.

- The most immediate improvement to the visibility and sight distance will be the new traffic signals for controlling vehicular traffic as well as pedestrians and bicycles crossing at Flower Street and Walnut Street. The other significant improvement will be by removing vehicles parking near the crossings and blocking the potential bicyclist or pedestrian trying to cross. By extending the sidewalk further into the streets with raised bulb outs, the bicyclists and pedestrians will be further away from parked vehicles making them more visible to the drivers.

- Compliance with local traffic laws will improve especially yielding to bicyclists and pedestrians crossing. As described earlier with the cooperation of the Orange County Health Care Agency, bicycle, pedestrian and motorist campaigns will provide education for the public on the vehicle codes and traffic laws how they should be interpreted, practiced and enforced. This is a critical component in which all users of the roads, sidewalks and public facilities need to understand on how to share and be aware of each other.

- The structures of the bulb outs can potentially eliminate the behaviors of speeding and not yielding which can lead to collisions between vehicles and non-motorists. The most frequent behavior displayed by most drivers is the failure to stop before the crossings or not noticing the non-motorists standing near the intersection as seen in Exhibit 3. Due to the increase in turning radius by the bulb outs, drivers will be forced to slow down to avoid hitting the curb and thus notice potential bicyclists or pedestrians wanting to cross. The bicyclists can use these improvements, instead of using the sidewalks or bicycling in the wrong direction of traffic to get to their destinations. Equally, the behaviors of pedestrians and bicyclists will be addressed with this project through the safety outreach programs. The new traffic signals will provide the most immediate behavioral change by controlling how drivers react and how pedestrians and bicyclists cross the intersections where the police can enforce the laws.
- The inadequate traffic control devices will be improved immensely with this project with the installation of the traffic signals at the critical crosswalk of Flower Street and Walnut Street. The other intersections will improve with the curb extensions.
- This project will clearly address the inadequate crosswalks and sidewalks for the safe routes to Heninger Elementary. The main focus for the crosswalk to Flower Street and Walnut Street is that the existing countermeasures of the high-visibility crosswalk with the video detection for passive activation of the in-pavement flashers has the flaw of false activations. Due to times when the system activates and no one is crossing, drivers who use the Flower Street regularly will ignore or not be cognizant that flashers are working, making the existing system

ineffective. The next solution is to install new traffic signals. The project will replace sidewalks that have been uprooted by trees and installing and/or upgrading wheelchair ramps.

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.

Specifically the intersection of Flower Street and Walnut Street was brought to the City attention since it is on the suggested routes to school map for students going to and from Heninger Elementary, Lowell Elementary and Santa Ana High School. This is one of the last uncontrolled marked crosswalks on a minor arterial in the City of Santa Ana. In addition, southbound traffic backs up to First Street which is a major arterial due to the students continually crossing Flower Street at Walnut Street without providing breaks for southbound motorists. The collision summary report in Exhibit 6, which is part of the engineering study performed for this location, shows two rear end collisions just south or north of the intersection of Flower Street and Walnut Street. These rear end collisions can be attributed to motorists' low expectation of pedestrian crossings at this intersection despite existing safety counter measures or aggressive pedestrian crossings. This is collaborated by visual observations that many motorists have to slow down quickly or do not yield. Other collisions noted include at least 3 pedestrian or bicycle involved collisions. Attached in Exhibit 7, is the Transportation Injury Mapping System (TIMS) output for the Safe Routes to School Collision Map Viewer for the surrounding area of Heninger Elementary.

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 new Pedestrian Safety Plan and numerous public outreach meetings have taken place. The community clearly expressed the need and desire for implementing safer mitigations for pedestrians and bicyclists. The following link at <http://www.ci.santa-ana.ca.us/santaanainmotion/default.asp> provides a comprehensive list of public outreach events as seen in Exhibit 8. The City has recently adopted the Strategic Plan which can be found at: <http://www.santaana.org/strategicplanning/documents/StrategicPlanCombined-FullDoc.pdf>

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

Each year, the Traffic Engineering Section conducts studies at selected intersections throughout Santa Ana to determine if new traffic signals and left-turn arrows should be installed. The intersections selected for the studies are based on the following:

1. Requests from the public and City staff,
2. Citywide intersections with high number of collisions that could be correctable by a new or left-turn traffic signal.

These intersections are evaluated based on the Manual on Uniform Traffic Control Devices (MUTCD) warrants. The intersections that meet the warrants for new traffic signal or left turn signal installation are prioritized for funding, as seen in Exhibit 9 for the warrant study at Flower Street and Walnut Street. This allows the City to objectively fund the installation based on the needs of the intersection and the availability of City and grant funds. For traffic signals, the intersections are prioritized based on traffic volume, collisions, pedestrians and the number of warrants met. For left turn signals, the intersections are prioritized based on traffic volume, collisions, delay for left turn traffic and number of warrants met. This project location is ranked number one on the City of Santa Ana Fiscal Year 12-13 Traffic Signal Priority list. It has been on the list for several years.

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 N/A

4. COST EFFECTIVENESS (0-10 POINTS)

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

Over the years several countermeasures have been implemented at this intersection to enhance pedestrian safety. This intersection has a high-visibility crosswalk, flashing in-pavement beacons, advance school crosswalk legends, high-visibility pedestrian signage and advanced limit line to provide a buffer between the stopped vehicles and crosswalk. All of the existing safety enhancements within this intersection have been in place for more than 10 years. Despite all of these existing countermeasures there still have been pedestrian related collisions at this intersection. As previously discussed these existing alternatives have lost their effectiveness due to the false activations drivers are ignoring the flashing beacons. The new traffic signals will provide the best benefits to costs by eliminating false activations and provide applicable enforcement of the traffic laws in changing behaviors.

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

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

The City has used Caltrans *Local Roadway Safety Manual* as a basis to calculate the benefit to cost ratio of this project. Since the *Total Project Cost* and the *Program Funds Requested* will be the same amount, the benefit to cost ratio will be the same. The Caltrans manual provides countermeasures for installing signals. Utilizing the online benefit to cost calculator on the Transportation Injury Mapping System (TIMS) the result ratio is 0.81 as shown in Exhibit 10. The benefits are directly related to the goals of the Active Transportation Program in reducing the collisions between vehicles versus pedestrians and bicyclists.

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 2010 UCLA Center for Health Policy Research and the California Center for Public Health Advocacy, 33.3 percent of Orange County's children were overweight and obese as seen in Exhibit 11. Specifically, the City of Santa Ana had 46.5 percent of the children population as overweight, second highest in the county and considerably higher than the state of California's percent average of 38.0%. This project is essential in curtailing these overweight numbers, by providing safer crossings for students and children to access the school sports facilities and to the parks. By

providing the new traffic signals along with safety lights, the communities can access the school facilities and parks later in the day, especially after school. The physical inactivity are addressed with these improvements by providing children and the communities safer conditions to exercise, walk or bicycle along the areas surrounding Heninger Elementary School. Additional health related facts as seen in Exhibit 12 from the Orange County Health Care Agency 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.

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:

Census Tract	Median Household Income
749.01	\$42,349
749.02	\$46,497

- o California Communities Environmental Health Screen Tool

(CalEnvironScreen) score for the community benefited by the project: 39.62

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

Martin R. Heninger Elementary: 98.24 %

- 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.*

The communities benefitting from this project are disadvantaged based upon the criteria listed above.

- 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.*

The safe routes to school safety enhancements proposed along Heninger Elementary will significantly benefit the disadvantaged communities surrounding this school. The proposed locations for implementing the enhancements are located in communities where the median household income is less than 80% of the state's median income according to the American Community Survey for census tracts listed above. The CalEnvironScreen score of 39.62, where it places these communities in highest percentile between 91-100 percent within the state, and with more than 98% of the students at Heninger Elementary are eligible for the Free or Reduced Price Meals Program. 100 percent of the project funding will used to construct the infrastructures of the new traffic signals, raised bulb outs, upgraded wheelchair ramps, sidewalks and the educational campaigns within these disadvantaged communities. Focusing these improvements and funds into this area is critical to mitigate the current hazardous

conditions for students, parents, commuters, disabled persons and bicyclists to access the many school facilities, parks and bus stops offered in this area and in the City of Santa Ana.

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

- A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N
- a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

Ms. Virginia Clark, Virginia.clark@ccc.ca.gov, (916) 341-3147

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

Ms. Cynthia Vitale, calocalcorps@gmail.com, (916) 558-1516

Emailed information on April 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

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 response from CALCC.

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 established a proven track record of pursuing and implementing successful ATP related grants. 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 and HSIP but has also fully administered, designed and implemented these grants, while adhering to federal requirements and guidelines.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date: 5/16/14		
District		EA	Project ID		PPNO	MPO ID	TCRP No.
12							
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
ORA				City of 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							
Safe Routes to School Enhancements for Heninger Elementary							
Location, Project Limits, Description, Scope of Work							<input type="checkbox"/> See page 2
The Safe Routes to School Enhancements for Heninger Elementary, in the City of Santa Ana will install raised bulb outs, install and/or upgrade wheel chair ramps to ADA standards in the surrounding areas of the elementary school. There will be installation of new traffic signals at the intersection of Flower Street and Walnut Street. An educational, safety training will be provided with the partnership of the Orange County Health Care Agency.							
<input checked="" type="checkbox"/> Includes ADA Improvements				<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component		Implementing Agency					
PA&ED							
PS&E		City of Santa Ana					
Right of Way		N/A					
Construction		City of Santa Ana					
Purpose and Need							<input type="checkbox"/> See page 2
The purpose and need of this project is to encourage more walking and bicycling by the communities and school children by providing training and safer facilities along these routes to the schools, parks and other destination points. The new traffic signals and street crossings improvements are needed to decrease the collisions between vehicles versus bicyclists and pedestrians.							
Project Benefits							<input type="checkbox"/> See page 2
The benefits resulting from these infrastructure improvements and educational outreach will decrease the collisions between vehicles versus pedestrians and bicyclists. The increase usage of active transportation will decrease vehicular usage along these routes lowering greenhouse gas emissions and help in the mitigation of obesity in children.							
<input 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	CE	08/31/15
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							07/31/15
End Design Phase (Ready to List for Advertisement Milestone)							09/30/15
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							05/31/15
End Construction Phase (Construction Contract Acceptance Milestone)							05/31/17
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							12/31/17

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: 5/16/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
12	ORA					
Project Title: Safe Routes to School Enhancements for Heninger Elementary						

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		35						35	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			445					445	
TOTAL		35	445					480	

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)									Federal / State	
PS&E		35						35		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			445					445		
TOTAL		35	445					480		

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: Safe Routes to School Enhancements for Heninger Elementary

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)	\$	35,000
Right-of-Way Phase	\$	0
Construction Phase-Infrastructure	\$	430,000
Construction Phase-Non-infrastructure	\$	15,000
Total for ALL Phases	\$	480,000

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

Amount

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

*Must indicate which funds are matching

Total Project Cost	\$	480,000
Project is Fully Funded	Yes	

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

Amount

Request for funding a Plan	\$	
Request for Safe Routes to Schools Infrastructure work	\$	465,000
Request for Safe Routes to Schools Non-Infrastructure work	\$	15,000
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	03/31/2015	06/30/2015
Right-of-Way		
Construction	03/31/2015	01/31/2016

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

Project name: Safe Routes to School Enhancements for Heninger Elementary

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 Govt

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:

Safe Routes to School Enhancements for Heninger Elementary

III. 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)

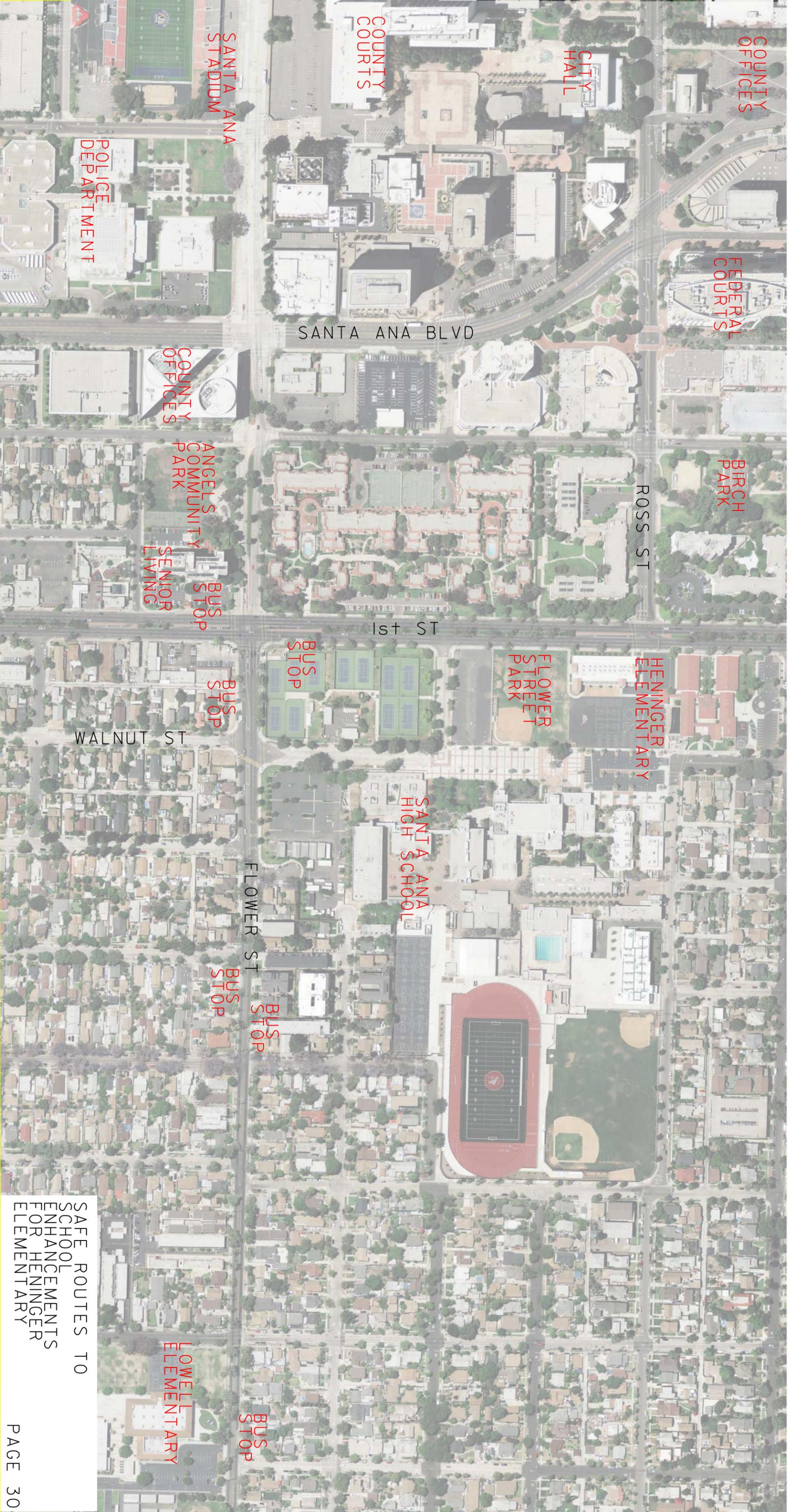
- Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)

- Additional documentation, letters of support, etc (optional)

EXHIBIT 1
Vicinity/Location Map



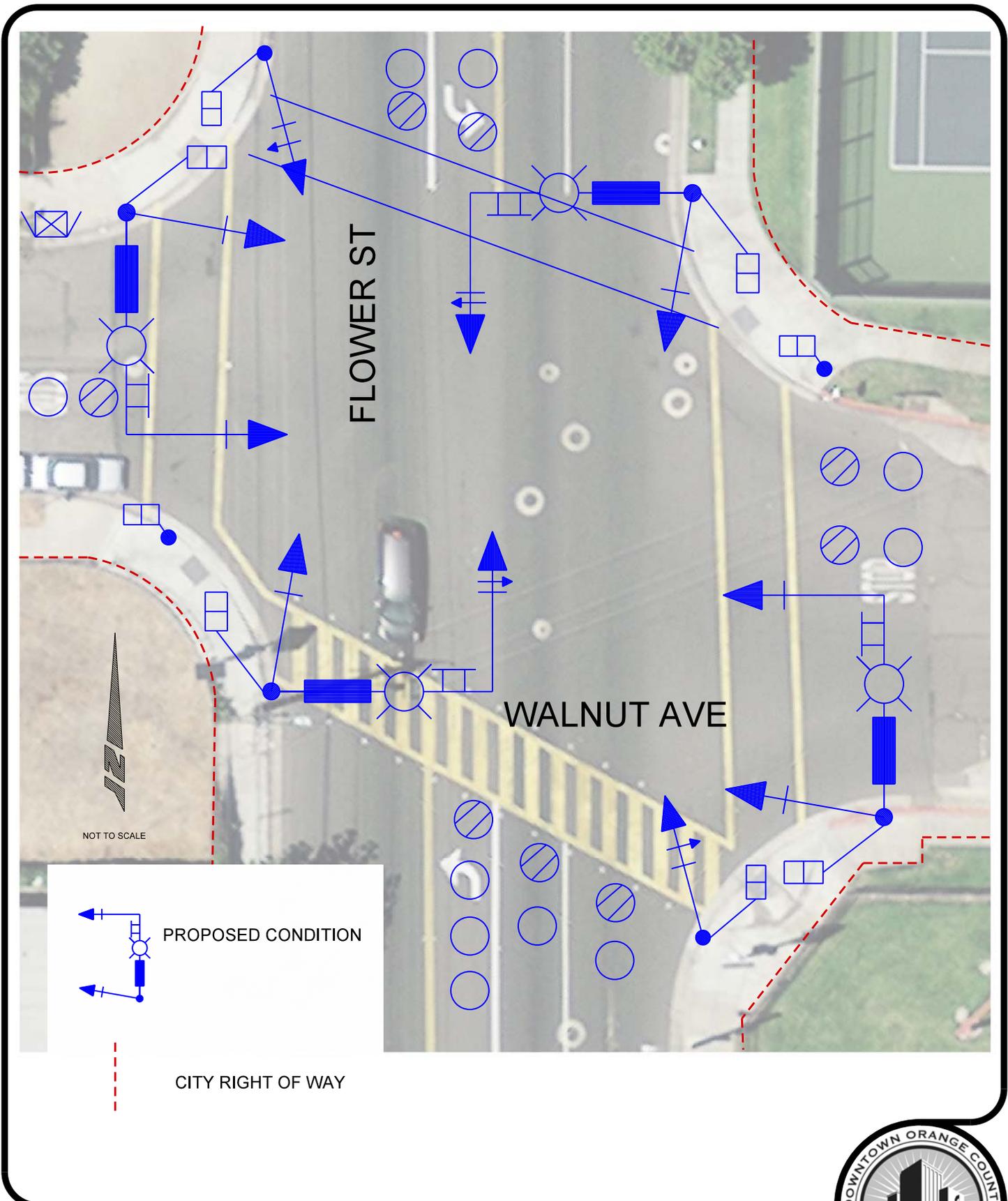
NOT TO SCALE



SAFE ROUTES TO
SCHOOL
ENHANCEMENTS
FOR HENNINGER
ELEMENTARY

EXHIBIT 2

Proposed Traffic Signals



**EXISTING AND PROPOSED CONDITIONS
FLOWER ST AND WALNUT AVE**

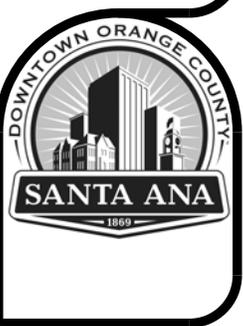


EXHIBIT 3

Pictures of Current Conditions



This is the intersection of Flower Street and Walnut Street for proposed new traffic signals. The location has existing in-pavement flashers and high-visibility crosswalk and is adjacent to Santa Ana High School. Many elementary and high school students and bicyclists use this crossing. Please note the absence of crossing guards.



This picture shows how close the vehicles stop to the crosswalk and blocking the intersection.



In this picture the red vehicle in the middle of the intersection did not yield to the pedestrians in crosswalk. This is a common occurrence at this location, where high school security are needed as crossing guards. Please note the child with the red helmet on the scooter hesitating to cross.



Another vehicle stopping late into the intersection. New traffic signals will immediately establish stop bars and control the traffic of vehicles, pedestrians and bicyclists.



A contributing factor to the vehicular traffic and delay, is that Flower Street merges into one travel lane and a bus stop near the intersection of Walnut Street.



This picture is from a traffic surveillance camera showing the traffic backing up into the 1st Street, due to the constant crossing of the pedestrians at this intersection.

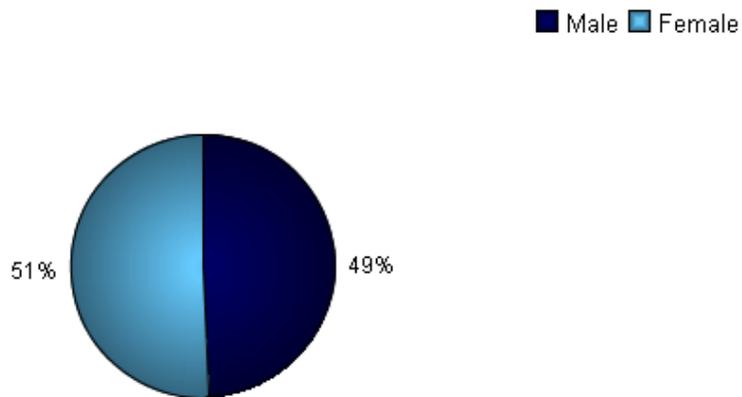
EXHIBIT 4
Parent Survey for Heninger Elementary

Parent Survey Summary

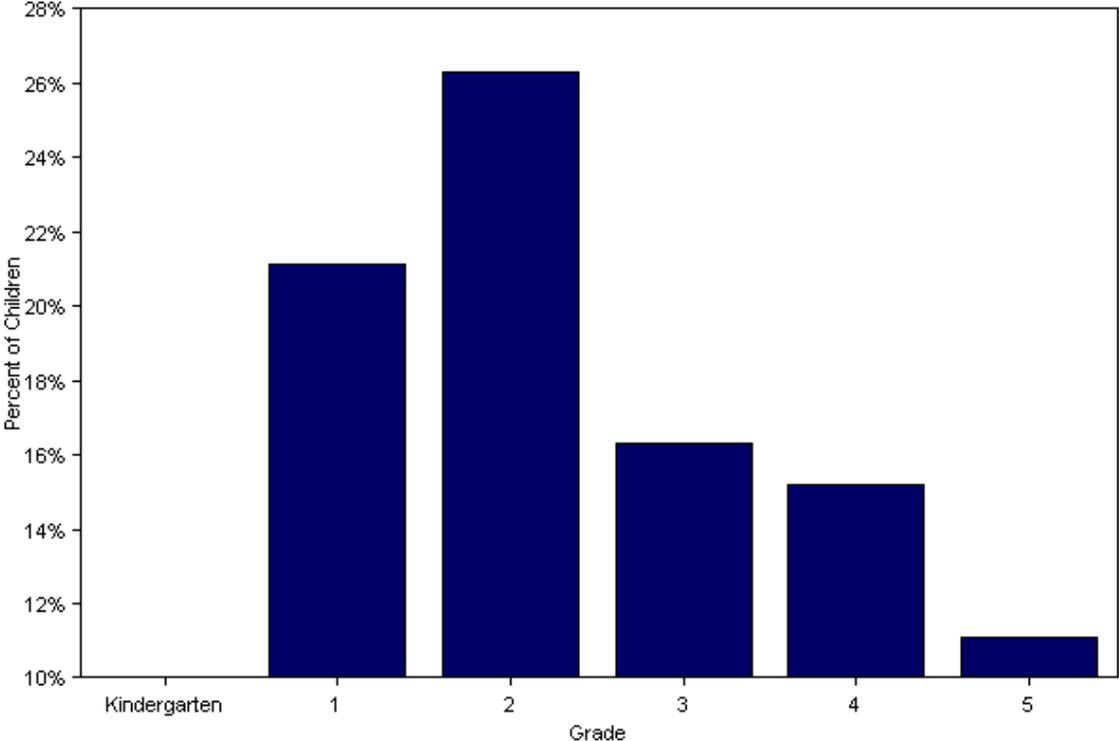
Program Name:	Santa Ana Safe Street Crossers	Month and Year Collected:	May 2013
School Name:	Heninger Elementary	Set ID:	9895
School Enrollment:	914	Date Report Generated:	06/04/2013
Enrollment within Grades Targeted by SRTS Program:	914	Number of Questionnaires Analyzed for Report:	282
Number of Questionnaires Distributed:	914		

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

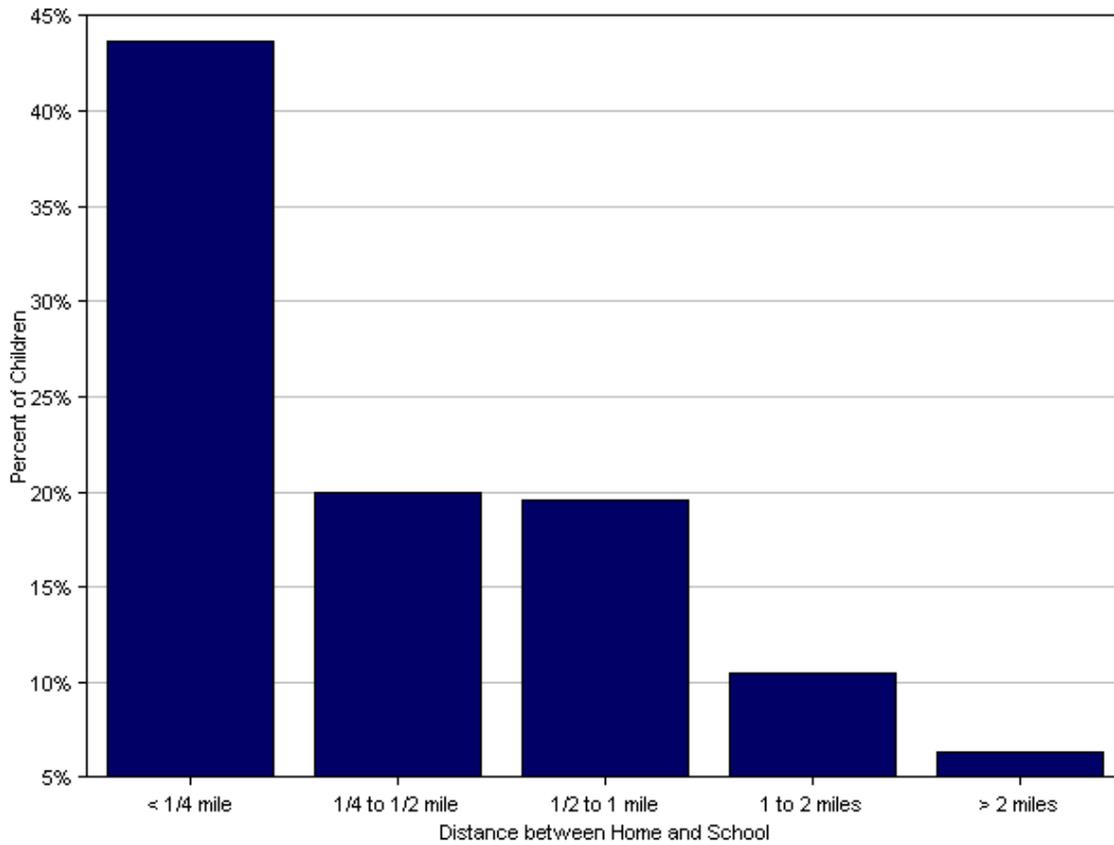


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	27	10%
1	57	21%
2	71	26%
3	44	16%
4	41	15%
5	30	11%

No response: 0
 Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

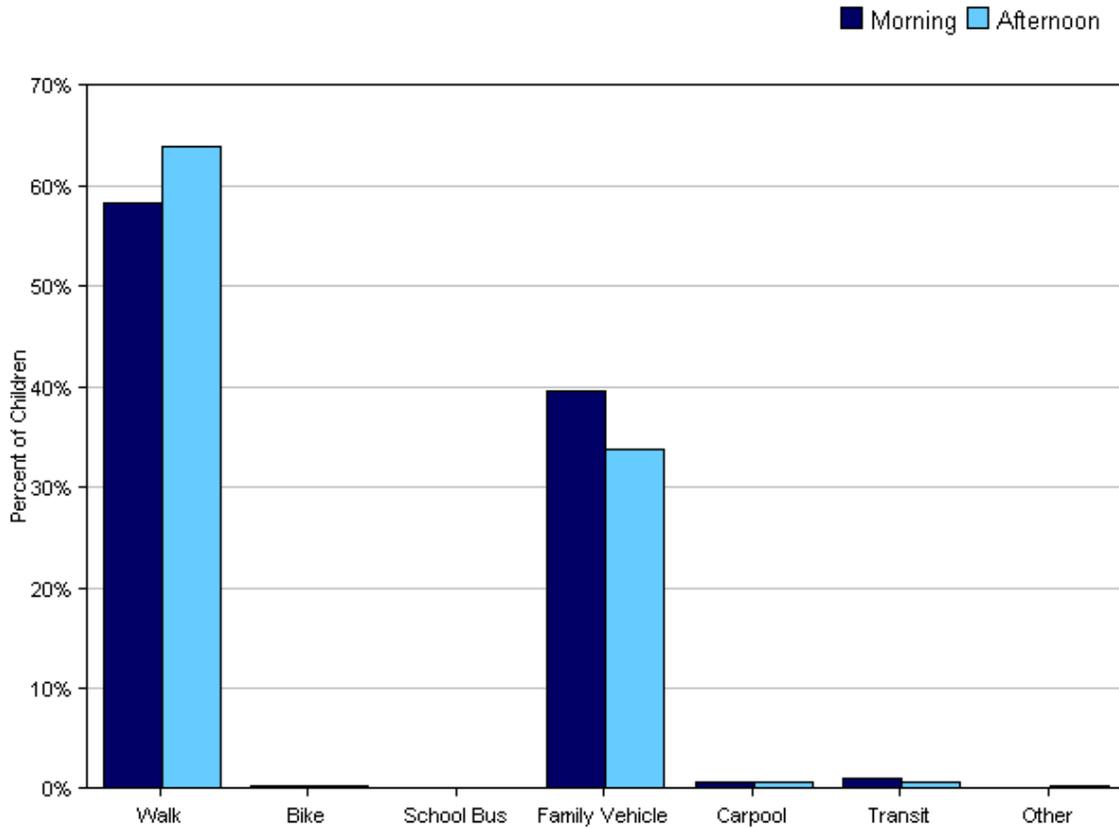


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	96	44%
1/4 mile up to 1/2 mile	44	20%
1/2 mile up to 1 mile	43	20%
1 mile up to 2 miles	23	10%
More than 2 miles	14	6%

Don't know or No response: 62
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

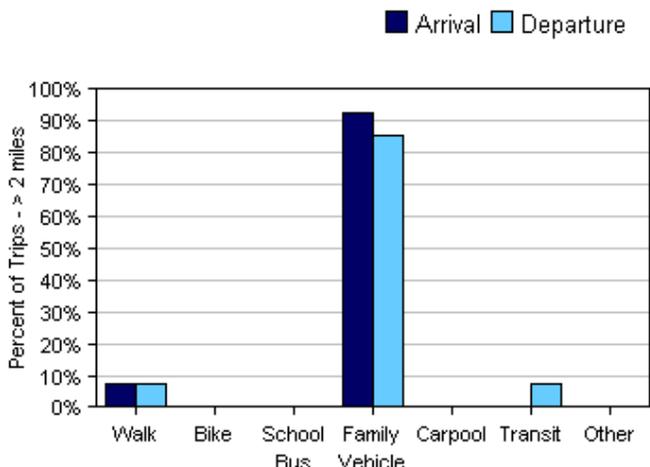
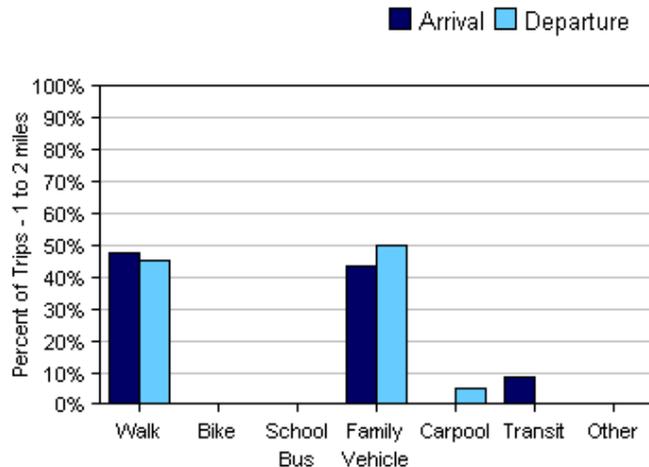
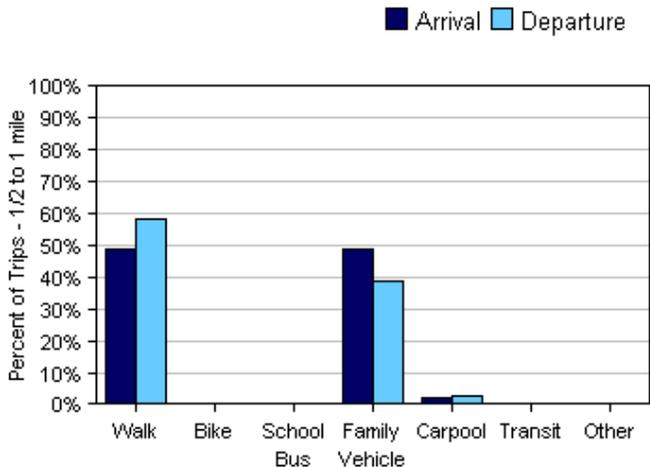
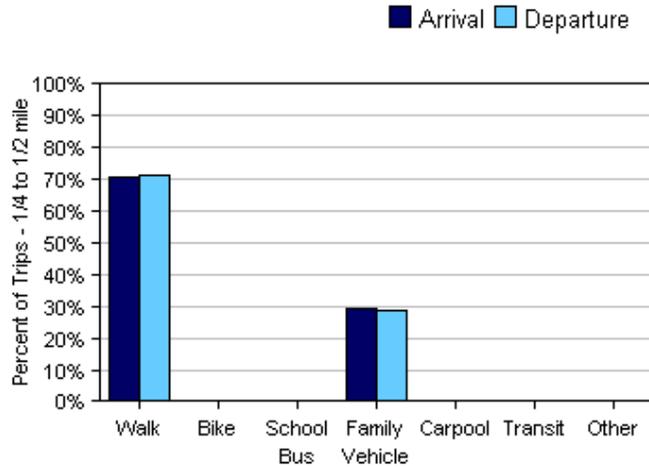
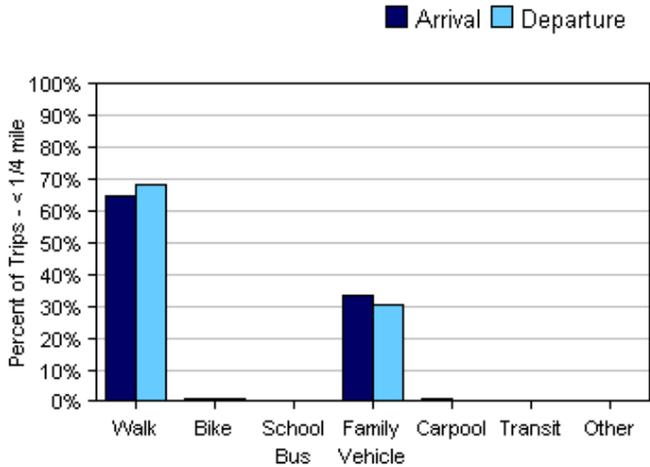
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	281	58%	0.4%	0%	40%	0.7%	1%	0%
Afternoon	269	64%	0.4%	0%	34%	0.7%	0.7%	0.4%

No Response Morning: 1

No Response Afternoon: 13

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	96	65%	1%	0%	33%	1%	0%	0%
1/4 mile up to 1/2 mile	44	70%	0%	0%	30%	0%	0%	0%
1/2 mile up to 1 mile	43	49%	0%	0%	49%	2%	0%	0%
1 mile up to 2 miles	23	48%	0%	0%	43%	0%	9%	0%
More than 2 miles	14	7%	0%	0%	93%	0%	0%	0%

Don't know or No response: 62

Percentages may not total 100% due to rounding.

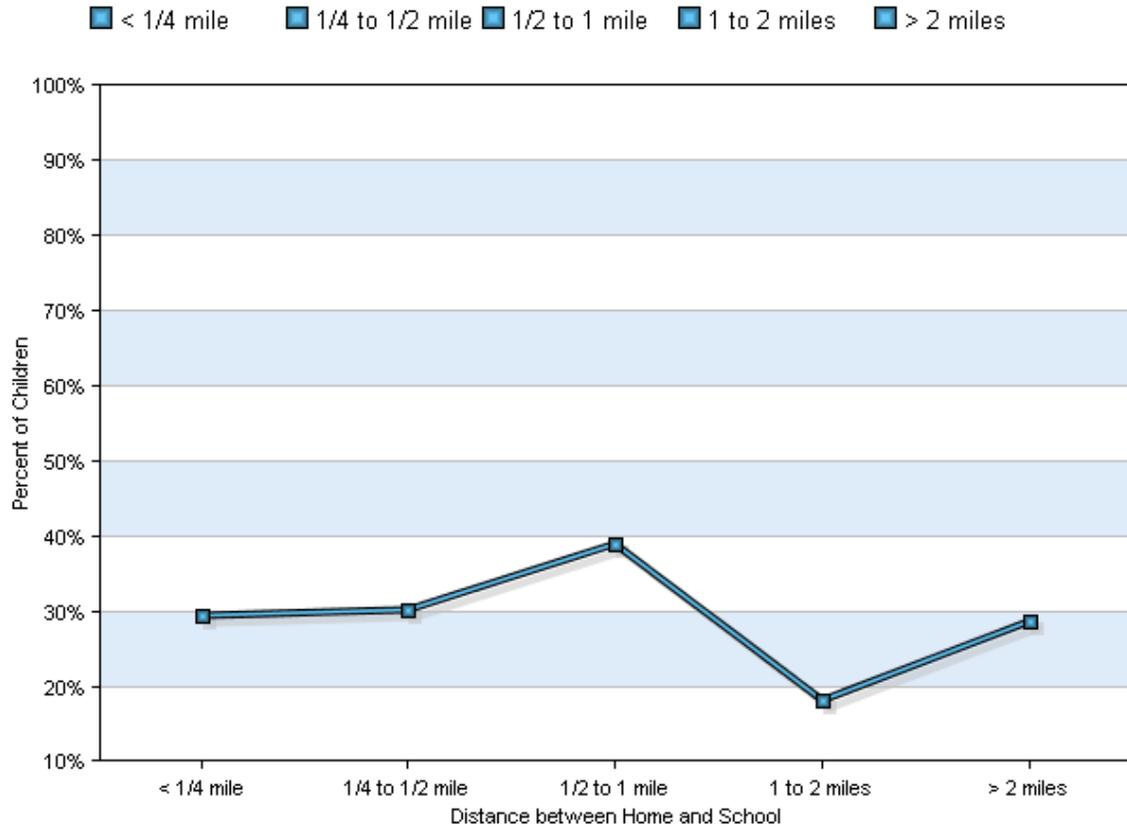
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	91	68%	1%	0%	31%	0%	0%	0%
1/4 mile up to 1/2 mile	42	71%	0%	0%	29%	0%	0%	0%
1/2 mile up to 1 mile	41	59%	0%	0%	39%	2%	0%	0%
1 mile up to 2 miles	20	45%	0%	0%	50%	5%	0%	0%
More than 2 miles	14	7%	0%	0%	86%	0%	7%	0%

Don't know or No response: 74

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

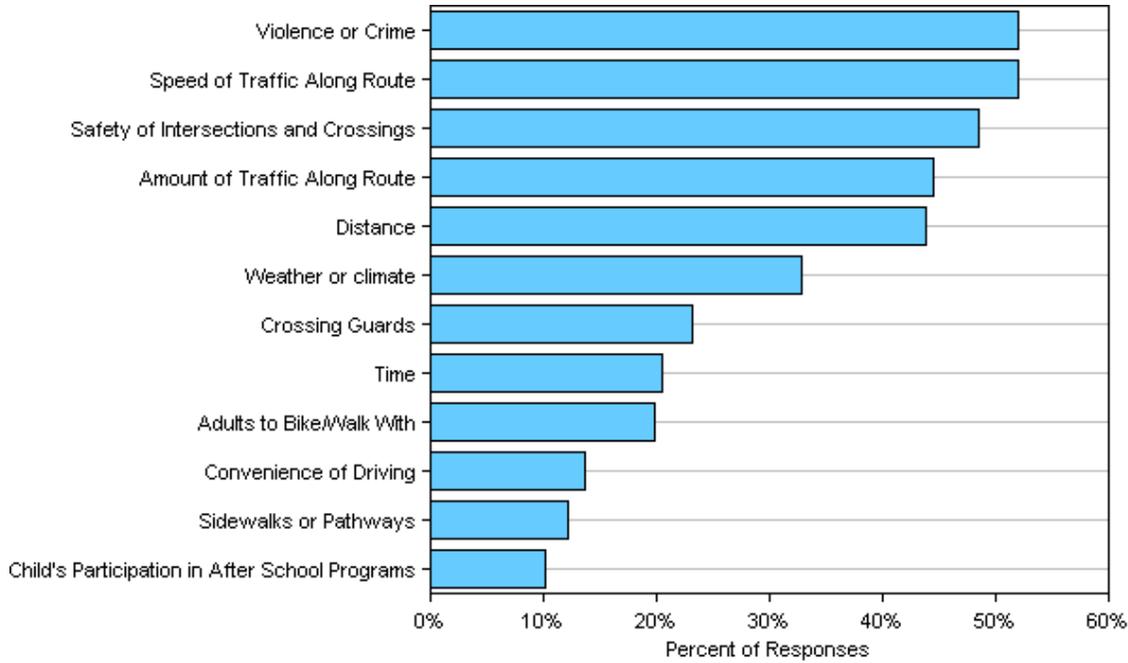


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

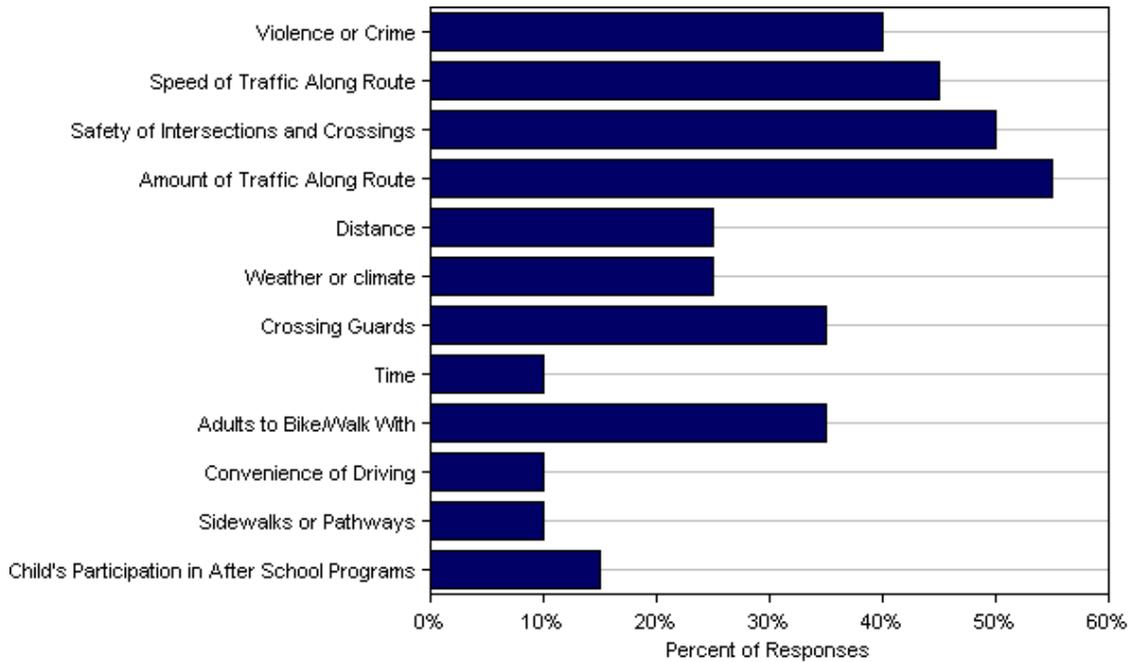
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	64	29%	30%	39%	18%	29%
No	148	71%	70%	61%	82%	71%

Don't know or No response: 70
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Violence or Crime	52%	40%
Speed of Traffic Along Route	52%	45%
Safety of Intersections and Crossings	49%	50%
Amount of Traffic Along Route	45%	55%
Distance	44%	25%
Weather or climate	33%	25%
Crossing Guards	23%	35%
Time	21%	10%
Adults to Bike/Walk With	20%	35%
Convenience of Driving	14%	10%
Sidewalks or Pathways	12%	10%
Child's Participation in After School Programs	10%	15%
Number of Respondents per Category	146	20

No response: 116

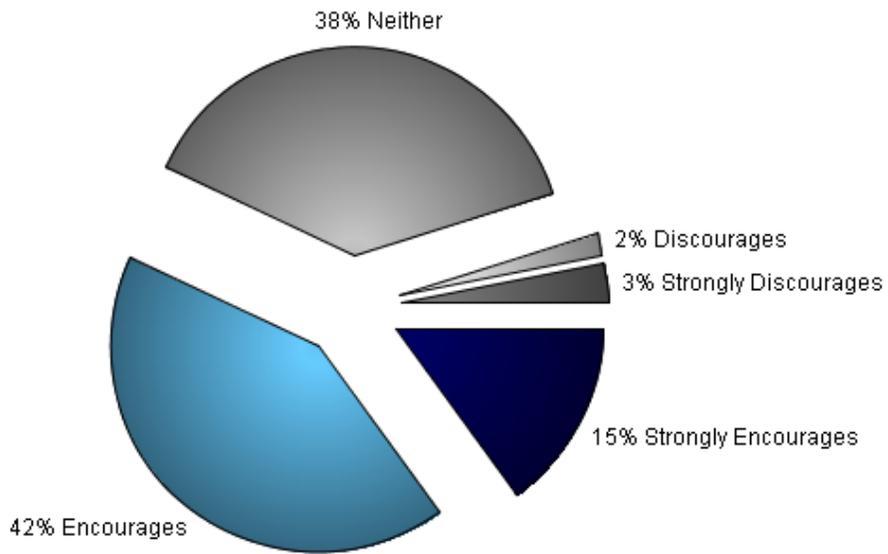
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

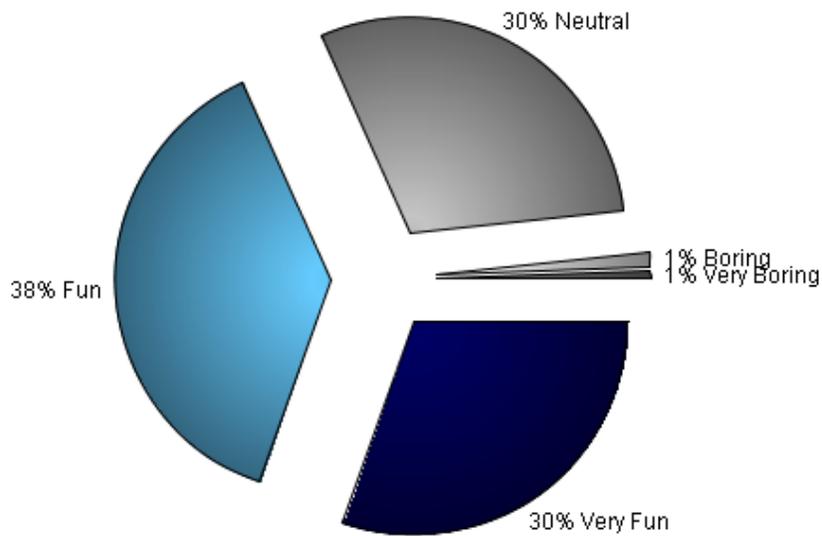
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

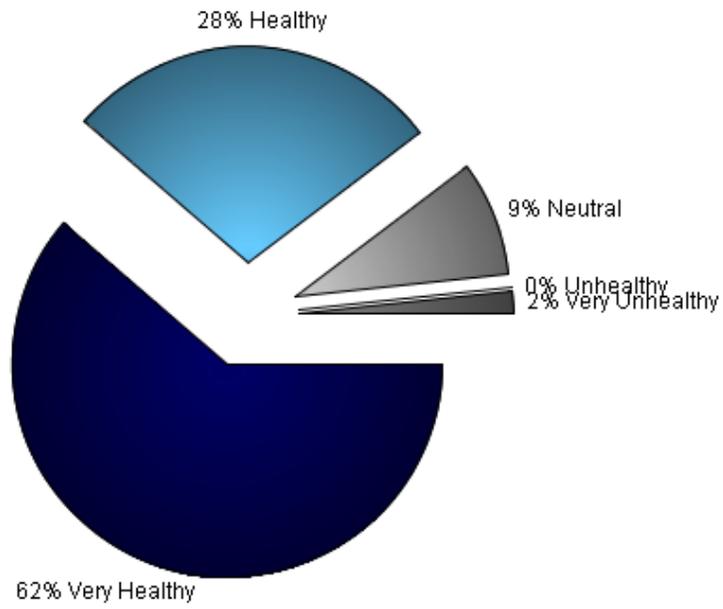
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1025902	I would appreciate it if there was more surveillance from school staff and police. I would be more inclined to let my son bike to school if that was possible.
1025999	My child walk home from school 3-4 times a week. He is always dropped off by an adult.
1026010	It is very fun and healthy to walk to school but students should be with an adult. There are many students walking by themselves and I don't think its safe.
1026013	Ideally, walking is the best means of transportation, however Santa Ana is over crowded and unsafe for walking to school for children of any age.
1026035	There are gangs all over the place. Police always show up late when they are called to handle situations. Those gang members are always doing drugs.
1026120	Heninger does not have crossing guards. The ones that help out are the lunch ladys but they don't have the capacity. Cars don't stop for peds so it is unsafe.
1026149	I would love to feel safe about my daughter walking and biking to school, but I don't. My fears include crime and lack of traffic safety.
1026160	My biggest worry is the violence in Santa Ana, especially around schools.
1026161	I don't let my daughter walk to school alone or ride her bike. It's dangerous on the street.
1026164	In my opinion, the City needs to try to put a stop light at main and walnut since drivers don't respect the crossing guard.
1026177	There should be a rule for people who live nearby to walk to school. There are so many cars during drop off and pick up time.
1026204	When they use a bike or walk, if not careful, something bad can happen.
1026219	I'm worried about safety when crossing the street.
1026245	I would love it if my daughter walked when she is a little bit older but in the crosswalks there was a little more safety.
1026250	School bus should be available for all kids
1026284	To me personally i really enjoy walking and i try to have my daughter walk too. I am attempting to encourage her to play a sport.
1025893	My son walks with his mom everyday. We would not let him walk alone.
1025996	The school needs to be safer. Example: Don't let the parents enter the school! At the start of the day.
1026007	I like to pick up my kids from school. I know they are safe with me.
1026015	There should me more surveillance at the intersections near the school.
1026038	Riding bike is healthy but walking is safer. My child needs to take the bus to get to school.
1026098	There should be more crossing guards to protect pedestrians. More police would help too.
1026179	I believe there needs to be more police presence around the time students go to school and get out because there are a lot of speeding cars around the school premise.
1026256	sometimes it is necessary that the kids go walking to the house but accompanied by somebody.
1026272	I go with my son to drop him off at school walking and i cant let him go alone because there is alot of traffic more in the morning I am scared too that the kids will be kidnapped.
1026274	Parents should always take their kids to school.
1026129	I live close by so I walk. I still walk with my child though.
1026146	The traffic is terrible and the rest of the people that walk don't respect the side walks.

1026197	My comment would be to enhance safety during the school day because of surprises that could arise.
1026296	that on the other side of the preschool that they help them cross
1026321	well for me it wouldn't be a problem that my daughter bike to school from the house but my main worry is that with so many who have cars and take their kids sometimes they are fixed on getting there quickly because they are late or being late for work while i don't work, it doesn't cost me anything. It is a problem to stay on top of for my daughter to be responsible when they are not.
1026022	I always walk my children to school since they were very young.
1026148	School bus should be available for all children. It is more safe and helps with traffic.
1026172	I think there should be a crossing guard on the intersection of walnut and flower street for the safety of the students.
1026202	Their should be a crossing guard on both sides of the intersection of birch and walnut.
1025994	I do not agree that kids should ride a bike to school.

EXHIBIT 5

Scatter Map of Students Residences

Heninger Elementary
Flower and Walnut

Legend

-  ELEMENTARY
-  SANTA ANA HIGH

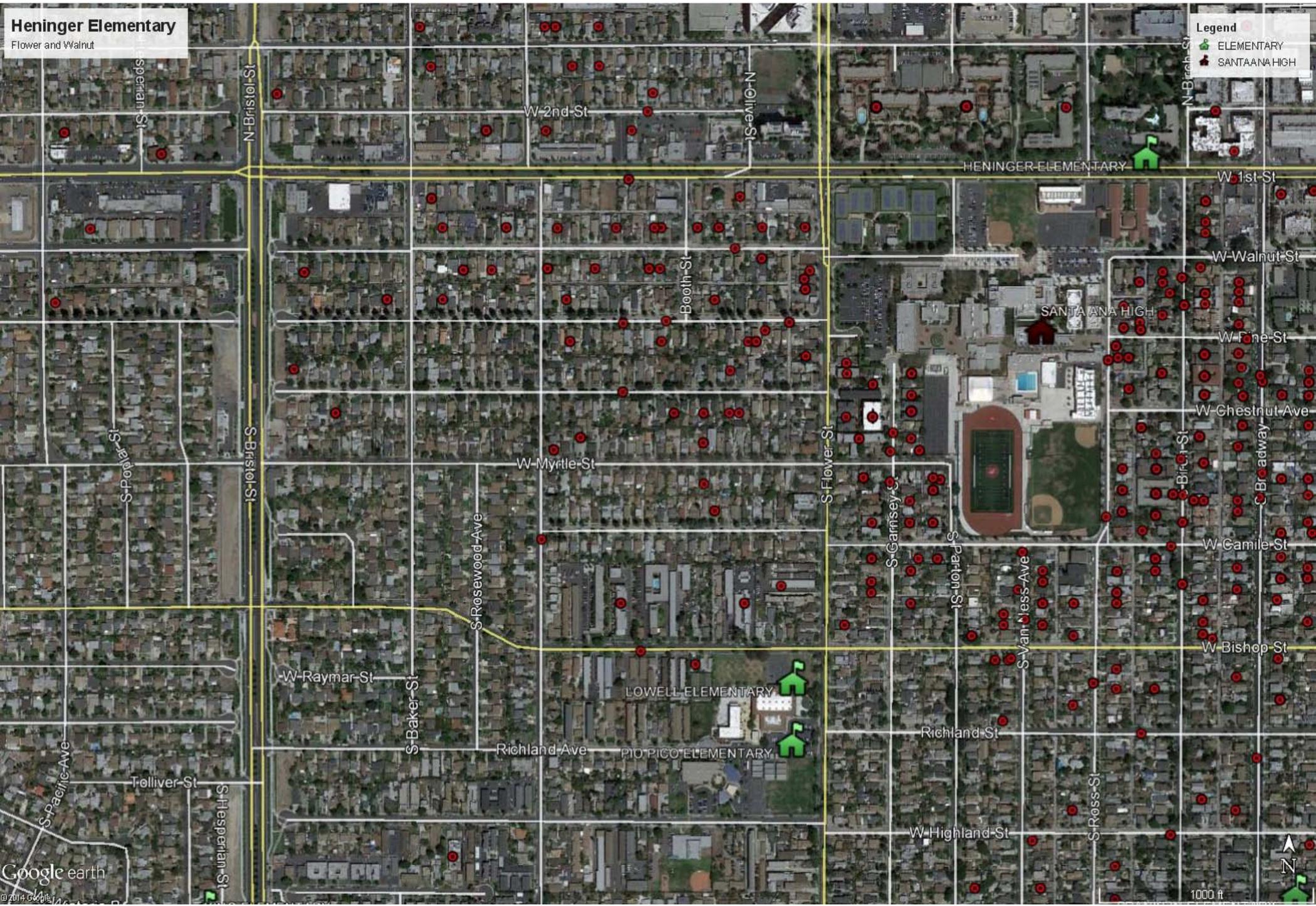


EXHIBIT 6
Collision Report

**City of Santa Ana
Traffic Engineering Department**

Traffic Collision History Report

5/16/2014
Page 1

Location: Flower Street / Walnut Street
Date Range Reported: 1/1/2008 - 12/31/2013
Total Number of Collisions: 7

Report No.	Date	Time	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Direct. of Travel 1	Movement Prec. Coll. 1	Direct. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil
09-09996	3/20/09	14:53	0	In Int.	Sideswipe	Parked Motor Vehicle	East	Other	East	Parked	Other Than Driver or Ped	0	0
10-10768	4/2/10	16:57	0	In Int.	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped In Road	Unsafe Speed	0	0
11-36688	11/26/11	17:20	0	In Int.	Vehicle - Pedestrian	Pedestrian	South	Making Right Turn	South		Improper Turning	1	0
11-37450	12/4/11	10:50	0	In Int.	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped In Road	Unsafe Speed	0	0
12-34870	11/25/12	11:15	0	In Int.	Not Stated	Not Stated	North		North		Not Stated	0	0
13-10564	4/13/13	6:00	2	South	Vehicle - Pedestrian	Pedestrian	North	Proceeding Straight	East		Ped R/W Violation	1	0
13-26074	9/20/13	7:56	0	In Int.	Broadside	Bicycle	North	Proceeding Straight	East	Proceeding Straight	Unsafe Starting or Backing	0	0

EXHIBIT 7
TIMS Safe Routes to School Collision Map

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

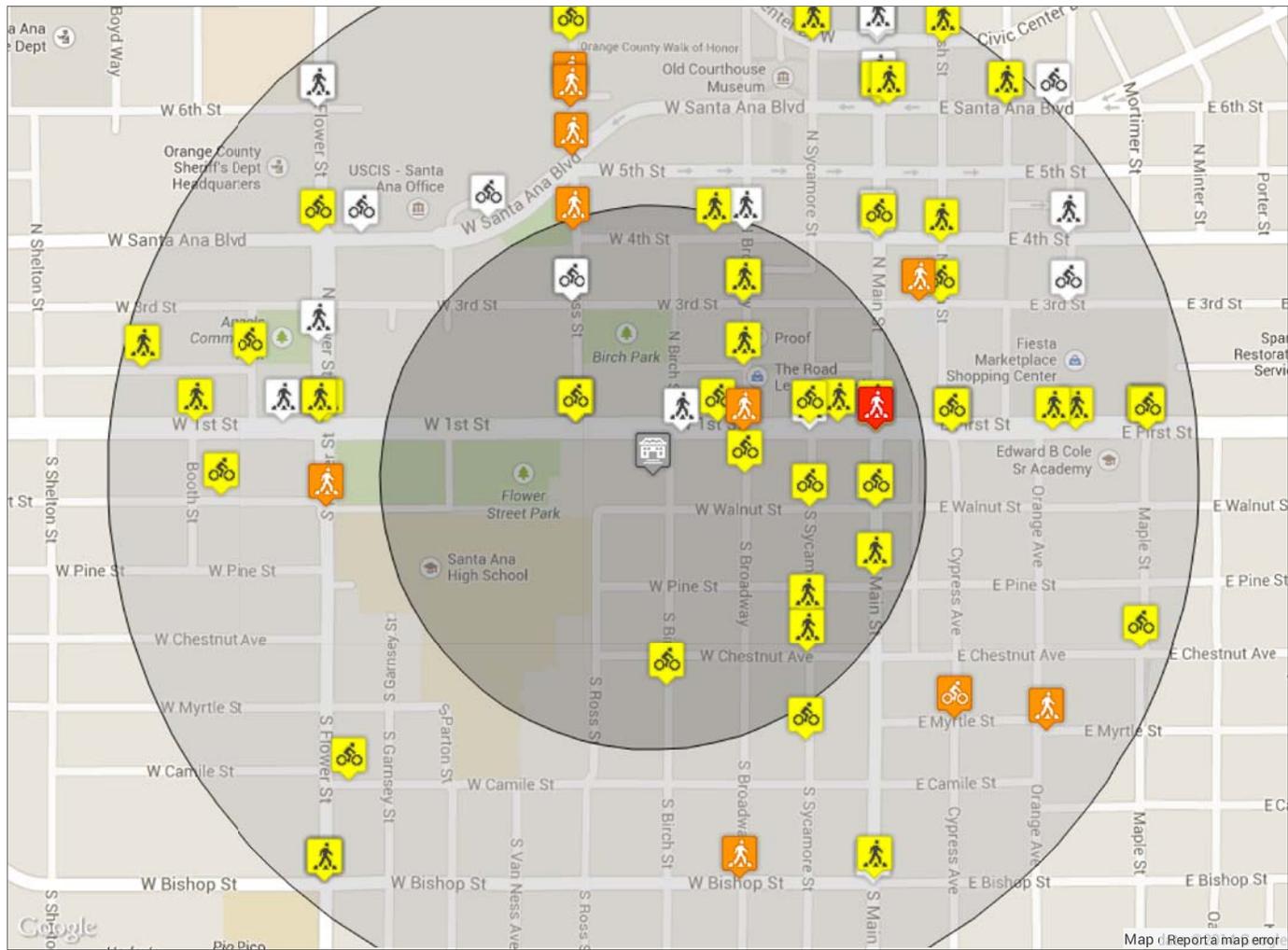
Martin R. Heninger Elementary

417 West Walnut St. | Santa Ana | Orange County | CDS: 30666706110183

Types of Collisions: Bicycle Pedestrian

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

Years : 2008 - 2011



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<1/4 mi.	1	2	18	10	19	12	31
1/4 - 1/2 mi.	0	8	33	29	37	34	70
Total	1	10	51	39	56	46	101

EXHIBIT 8
City of Santa Ana Public Participation

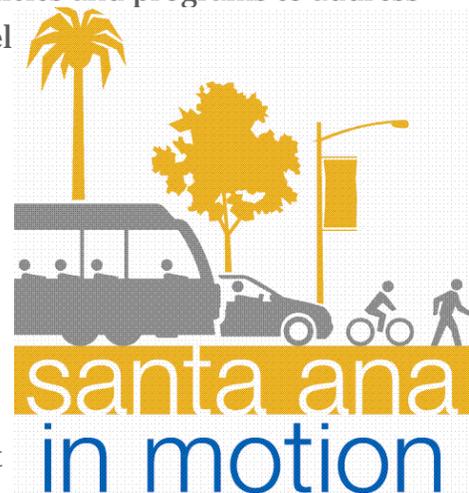


General Plan Circulation Element Update

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](#)

© 2014 City of Santa Ana, 20 Civic Center Plaza, Santa Ana, CA, 92701 - 714.647.5400

EXHIBIT 9

Warrant Study

Traffic Signal Warrants Per Section 4 of the California MUTCD Adopted 9/26/06

Count Date: 4/20/11
 Calc By: RC Date: 4/26/11
 Chk By: ZK Date: 4/26/11

# of Reported Correctable Collisions in One Year	0	No of Lanes	Input Data in Shaded Areas	
Major Street:	Flower Street	2	Critical Approach Speed:	33 mph
Minor Street:	Walnut Street	1	Critical Approach Speed:	25 mph

Critical Approach Speed Major Street > 40 mph -----> "Rural", or
 In built-up area of isolated community of <10,000 population -----> "Rural" Urban
Otherwise -----> "Urban"

24-hour Total Entering Vehicles	16965	Daily Peds	Input the Highest Eight Hours of Traffic Volumes							
		2868	7-8 am	8-9am	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm
Total Ent. Traffic Volumes			hour	hour	hour	hour	hour	hour	hour	hour
Major Street	Approach 1		583	501	456	538	578	650	651	456
	Approach 2		572	535	448	579	599	639	642	463
Minor Street	Highest Approach		186	84	67	106	42	79	51	74
	Lower Approach		19	24	11	20	7	13	15	11

WARRANT 1 - Eight-Hour Vehicular Volume

Condition A - Minimum Vehicular Volume

100% Satisfied Yes _____ No **X**
 80% Satisfied Yes _____ No **X**

		Minimum Requirements				7-8 am	8-9am	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm
		U	R	U	R	hour	hour	hour	hour	hour	hour	hour	hour
Approach Lanes		1		2 or more									
100%	Both Approaches			600		1155	1036	904	1117	1177	1289	1293	919
80%	Major Street			480		1155	1036	904	1117	1177	1289	1293	919
100%	Highest Approach	150				186	84	67	106	42	79	51	74
80%	Minor Street	120				186	84	67	106	42	79	51	74

Condition B - Interruption of Continuous Traffic

100% Satisfied Yes _____ No **X**
 80% Satisfied Yes _____ No **X**

		Minimum Requirements				7-8 am	8-9am	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm
		U	R	U	R	hour	hour	hour	hour	hour	hour	hour	hour
Approach Lanes		1		2 or more									
100%	Both Approaches			900		1155	1036	904	1117	1177	1289	1293	919
80%	Major Street			720		1155	1036	904	1117	1177	1289	1293	919
100%	Highest Approach	75				186	84	67	106	42	79	51	74
80%	Minor Street	60				186	84	67	106	42	79	51	74

Combination of Conditions A & B

Satisfied Yes _____ No **X**

Combination of Conditions A & B Satisfied (@ 80%)

Satisfied Yes _____ No **X**

AND, An Adequate Trial of Other (Appropriate) Alternatives That Could Cause Less Delay and Inconvenience to Traffic Has Failed to Solve the Traffic Problems.

Satisfied Yes _____ No **X**

RFS# 6874

Warrant 4 - Pedestrian Volume

(All Parts Must Be Satisfied)

Satisfied

Yes X No

Hours---->		7-8am hour	1-2pm hour	2-3pm hour	3-4pm hour	Minimum Requirements		
Part A	Pedestrian Volume**	410	123	324	132	Any Hr ≥ 190 or 4 Hrs ≥ 100	Yes	<u> X </u> No <u> </u>
	Adequate Crossing Gaps* (in Major Street for Ped-Xing)	7	16	5	0	AND < 60 gaps/hr	Yes	<u> X </u> No <u> </u>
Part B	<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 90 meters (300 feet);						Yes	<u> X </u> No <u> </u>
	<u>OR</u> , The new traffic signal will not seriously disrupt progressive traffic flow on the major street.						Yes	<u> </u> No <u> X </u>

Part A	**OPTION : The Criterion for the Pedestrian Volume Crossing the Major Roadway May Be Reduced as Much as 50 Percent If the Average Crossing Speed of Pedestrians is Less than 4'/sec.					Option Chosen	Yes	<u> </u>	No	<u> X </u>
						Option Met?	Yes	<u> </u>	No	<u> X </u>
	Optional Reduced Pedestrian Volume	N/A	N/A	N/A	N/A	Any Hr > 95 or 4 Hrs > 50	Yes	<u> </u>	No	<u> X </u>
	Adequate Crossing Gaps (in Major Street for Ped-Xing)	7	16	5	0	AND < 60 gaps/hr	Yes	<u> X </u>	No	<u> </u>
Note Walk Rate _____ ft/sec										

**If there is an existing all-way stop, or low pedestrian volumes, a gap study is not applicable. For the low pedestrian volume case, the warrant will not pass due to low volumes, so there is no need to conduct a gap study. For the all-way stop sign case, adequate gap is available. Therefore, warrant is not satisfied. However, engineering judgement may be considered.*

WARRANT 5 - School Crossing

Warrant 5 - School Crossing

(All Parts Must Be Satisfied)

Satisfied

Yes X No

Gap/Minutes &

No. of Children	Minimum Requirements For Highest Crossing Hour	7-8am hour		
Part A				
Gaps	Minutes Children Using Crossing	60		
Minutes	Number of Adequate Gaps* (See Ped. Warrant Note Above)	7		
<u>AND</u> School Age Pedestrians Crossing Street		410	Children > 20/hr	Yes <u> X </u> No <u> </u>

AND

AND

Part B	Is nearest controlled crossing more than 300 feet away?	Yes	<u> X </u>	No	<u> </u>
<u>OR</u> , The new traffic signal will not seriously disrupt progressive movement of traffic.		Yes	<u> </u>	No	<u> X </u>
*See Warrant 4 note.					

RFS# 6874

Warrant 7 - Crash Experience

(All Parts Must Be Satisfied)

Satisfied

Yes _____ No X

Requirements		Chk	Fulfilled	
One Warrant Satisfied 80%	Warrant 1-A - Minimum Vehicular Volume	Yes	Yes	<u> X </u> No _____
	or Warrant 1-B - Interruption of Continuous Traffic			
	or 80 % of the Pedestrian Volume Requirements			
Adequate Trial of Less Restrictive Remedies Has Failed to Reduce Collision Frequency			Yes	<u> X </u> No <u> X </u>
Number of Crashes Within a 12 Month Period Susceptible to Correction With a Traffic Signal, & Involving Injury or damage > the Requirements for a Reportable Crash.				
Minimum Requirement		Number of Collisions		Yes _____ No <u> X </u>
5 or More Reported		0		

The Satisfaction of a Traffic Signal Warrant or Warrants Shall Not in Itself Require the Installation of a Traffic Signal.

Engineering Judgement/Comments: Warrants 4 & 5: Pedestrians at times continuously cross, causing traffic to back up. Signal would provide gaps for pedestrians and reduce delay to motorists.	YES/NO <u> Yes </u>
--	----------------------------

Warrant Satisfied					
1A	1B	1C	4	5	7
N	N	N	Y	Y	N

NEW TRAFFIC SIGNAL PRIORITY POINTS

Criteria	Basis for Assignment	Max. Points	Earned Points
Collision History	5 points for every collision.	20	0
Pedestrian Activity	1 point per every 10 pedestrians, maximum 15 points	15	15
Traffic Volume	The 24 hour vehicular count entering the intersection multiplied by 20 and divided by 100,000.	20	4
MUTCD Warrants 1,4,5,7*	15 points for every Warrant met	45	30
TOTAL POINTS		100	49

* If no MUTCD warrant is met, 15 points can be awarded if engineering judgement warrants a signal.
RFS# 6874

EXHIBIT 10
Benefit to Cost Ratio

Benefit / Cost Calculation Result

1. Project Information

Application ID

Safe Routes to School Enhancements for
Heninger Elementary

Version

1

2. Countermeasures and Crash Data

Crash Data Time Period

01/01/2008

to

12/31/2013

Years

6

• Install signals

CM Number	Project Type	Crash Type	CRF	Life
NS3	Control	All	25	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All	0	2	0	0	5	7

Annual Benefit	\$ 19,542	Cost	\$ 480,000
Life Benefit	\$ 390,833	B/C Ratio	0.81

3. Benefit Cost Result

Total Benefit	\$ 390,833
Total Cost	\$ 480,000
B/C Ratio	0.81

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 11
Overweight and Obesity Study

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 %
Stanton	51.8%
Santa Ana	46.5%
Anaheim	43.5%
Orange	43.2%
Buena Park	41.8%
Garden Grove	38.0%
La Habra	36.9%
Tustin	35.9%
San Juan Capistrano	33.7%
Westminster	33.0%
Fountain Valley	31.4%
Fullerton	30.9%
Seal Beach	28.8%
Brea	28.0%
Cypress	27.6%

Orange County City	2010 Overweight + Obese %
Laguna Hills	27.2%
Lake Forest	26.9%
Huntington Beach	26.4%
Mission Viejo	25.1%
Rancho Santa Margarita	22.9%
Irvine	21.7%
San Clemente	21.1%
Dana Point	20.8%
Aliso Viejo	20.8%
Laguna Niguel	19.4%
Newport Beach	18.3%
Laguna Beach	14.3%
ORANGE COUNTY	33.3%
CALIFORNIA	38.0%

EXHIBIT 12
Orange County Health Care Agency Project 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://ochealthinfo.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. Santa Ana High School 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 Santa Ana High School we thank you in advance for your efforts to secure funding for these important projects.

Sincerely,

A handwritten signature in cursive script that reads "Julie Infante".

Julie Infante
Principal
Santa Ana High School

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

BOARD OF EDUCATION

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Gregory T. Winterbottom
Director

Ryan Chamberlain
Ex-Officio Member

CHIEF EXECUTIVE OFFICE

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 - Installation of Bulb Outs,
Upgrading Wheel Chair Ramps, Educational Outreach and
Traffic Signal Installation at Flower Street/Walnut Street**

The Orange County Transportation Authority (OCTA) supports the City of Santa Ana (City) California Active Transportation Program application for the Installation of Bulb Outs, Upgrading Wheel Chair Ramps, Educational Outreach and Traffic Signal Installation at Flower Street/Walnut Street Project. The project will increase the use of active transportation travel modes, enhance safety and mobility for non-motorized users, and advance efforts to achieve greenhouse gas reduction goals. Further, the project is a safety enhancement project for the City, providing improved benefits for the community.

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

Sincerely,

Kia Mortazavi
Executive Director, Planning

KM:lz

c: Adriann Cardoso, OCTA
Zdenek Kekula, City of Santa Ana



COUNTY OF ORANGE
HEALTH CARE AGENCY

PUBLIC HEALTH SERVICES
HEALTH PROMOTION

MARK A. REFOWITZ
DIRECTOR

RICHARD SANCHEZ, MPH
ASSISTANT DIRECTOR

DAVID M. SOULELES, MPH
DEPUTY AGENCY DIRECTOR

DONNA S. FLEMING, DrPA, MSW
CHIEF OF OPERATIONS

AMY BUCH, MA
DIVISION MANAGER
HEALTH PROMOTION

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

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

*Excellence
Integrity
Service*

May 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

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 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

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

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

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.

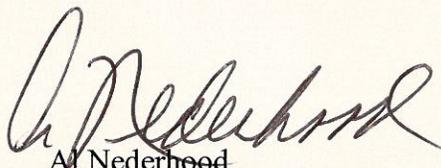
The ATP grants are very important to our communities in providing resources in advocating public health issues such as childhood obesity, reducing greenhouse gas, decreasing vehicular traffic and increasing the safety of non-motorists. KidWorks fully supports the improvements proposed in the City's funding 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

