ACTIVE TRANSPORTATION PROGRAM
CYCLE 1

Safe Routes to School Enhancements for King Elementary

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

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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 King 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 King Elementary

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Santa Ana 20 Civic Center Plaza, M-43 Santa Ana, CA 92702	2. PROJECT FUNDING ATP funds Requested $ 500,000.00 Matching Funds (If Applicable) $ Other Project funds $ 0.00 TOTAL PROJECT COST $ 500,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Zed Kekula Acting Principal Civil Engineer zkekula@santa-ana.org 714-647-5606	
4. APPLICANT CONTACT (Address & zip code) City of Santa Ana 20 Civic Center Plaza, M-43, Santa Ana, CA 92702	5. PROJECT COUNTY(IES): Orange
6. CALTRANS DISTRICT #- Click Drop down menu below District 12	7. Application # 9 of 11 (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	SCAG Southern California Association of 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. 12-5063
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, mepham@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 King 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: New traffic signals

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:
Dr. Martin Luther King Jr. Elementary School 1001 S. Graham Lane Santa Ana, CA 92703
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)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
30666706113377	841	97.38
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school
70%	355	0.1 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 Dr. Martin Luther King Junior Elementary School in the City of Santa Ana.

2. **Project Coordinates** Latitude 33.734453 (Decimal degrees) Longitude -117.888037 (Decimal degrees)

3. **Project Description**

This project will install new traffic signals at McFadden Avenue and Pacific Avenue while removing an existing crosswalk at McFadden Avenue and Graham Lane. Installations of 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 King Elementary school.

4. **Project Status**

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

The need for this project was arisen due to the existing crosswalk at McFadden Avenue at Graham Lane where it is adjacent to a shopping center and its driveway as shown in Exhibit 3. Due to the hazards posed of having large semi-trucks pulling out of the driveway and vehicles weaving around parents and school children in the alleys and in the parking lot; it is imperative to move the pedestrian traffic away from the shopping center to the new signalized intersection of Pacific Avenue as seen in the vicinity map in Exhibit 1.

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 King 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*.

During the signal warrants evaluation, pedestrian safety concerns that are interrelated to any traffic signal installation at the intersection of McFadden Avenue and Pacific Avenue were noted one block east at the intersection of McFadden Avenue and Graham Lane. The uncontrolled marked school crosswalk about 200 feet east of the proposed project location at the intersection of McFadden Avenue and Graham Lane is on a suggested routes to school for King Elementary and is heavily used by students/parents as shown in Exhibit 3. The existing uncontrolled marked school crosswalk encourages school age pedestrians to walk along an alley lined with numerous garages. Motorists exiting the garages back up blindly while children are walking along the alley. Furthermore, motorist on the alley weave around the children walking along the alley as shown in Exhibit 3. This uncontrolled crosswalk has had one pedestrian involved collision within the past 5 years, even with the current high-visibility crosswalk, flashing beacons and advanced signage. Signalizing the intersection of McFadden Avenue and Pacific Avenue would provide a viable protected crossing for the children to walk to school in a safer environment. With the improvements addressing

these safety issues, many parents will potentially allow their children to walk or bike to school with the new protected crossings controlled by traffic signals. Other destinations that will be safer to access due to these improvements will a park, church, community center and bus stops as seen in Exhibit 1. Along with those improvements, new or upgraded wheelchair ramps and sidewalk replacements will be installed along the safe routes and 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. Due to the close proximity of three schools including King Elementary and Lorin Griset Academy, there is a large volume of students walking and bicycling to their respected schools as seen in Exhibit 1. In Exhibit 4, it represents a scatter map of the students living south of the elementary that can now utilize the new traffic signals for north and south crossing. Also, in Exhibit 4, many of students attending King Elementary reside in the high-density apartments along Pacific Avenue, where the new signals at Pacific Avenue will provide the parents and students a more direct path to a safer crossing location, than the existing crossing at Graham Lane. A recent count was done in 2014 at the crosswalk of Graham Lane where in one day there were 2,100 pedestrian and bicyclists. 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 and the campaigns done by the Orange County Health Care Agency. The City will take counts before and after the construction and 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 infrastructures in this project will improve the walking and bicycling routes for students and other users with the new traffic signals. The immediate effect of the new signals would control and provide the necessary gaps for pedestrians to clear the intersection, while providing the necessary service time for vehicles. The new signals will also provide newer safety lights that will illuminate pedestrians and bicyclists at the intersection during the nighttime. In Exhibit 1, many school sports facilities, a park, a church, shopping centers and bus stops surround the intersection of McFadden Avenue and Pacific Avenue. The new traffic signals and 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 King Elementary. The installation of the new traffic signals at McFadden Avenue and Pacific Avenue will provide clearance time for the crossings for children and adults to share in the usage of the facilities at the schools, parks and community center. The barrier of mobility to the schools, shopping centers, and bus stops will be removed by encouraging walking and bicycling as a safe alternative. The communities concerns of easily and safely maneuvering and crossing major arterials like McFadden Avenue are barriers for many users, but the new traffic

signals at Pacific Avenue will provide the midblock crossing where the pedestrians and bicyclists will not need to go to the further ends of the blocks to safely cross McFadden Avenue. The proposed improvements will remove the barrier concerning the safety of crossing major intersections and local streets, by providing outreach programs to the communities to educate all users and drivers in sharing the roads.

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*.

A new traffic signal at the intersection of McFadden Avenue and Pacific Avenue will provide an immediate solution to the reduction of potential collisions for both intersections at Pacific Avenue and at Graham Lane. The proposed traffic signals will provide positive right-of-way assignment for motorists on both streets and 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 existing uncontrolled marked crosswalk on McFadden Avenue and Graham Lane would be removed. Pedestrian crossings would be channelized to the new signalized intersection of McFadden Avenue and Pacific Avenue and the suggested routes to school for King

Elementary modified to reflect this change. In addition, signalizing this intersection will discourage children walking along an alley and the reduce conflicts with motorist driving along the alley and blindly backing out of garages. The Orange County Health Care Agency will provide many safety campaigns as previously discussed to further reduce potential collisions and fatalities.

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 of pedestrian crossings. This will provide protected movements for all users at the intersection. 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 McFadden Avenue which carriers 18,500 vehicles daily. The traffic signals are much more effective in controlling vehicle compliance to yielding to pedestrians and bicyclists crossing. Along with new safety lights, the non-motorists at the intersection will be visible to drivers at night.

- Compliance with local traffic laws will improve especially yeilding to bicyclists and pedestrians crossing. As described earlier with the cooperation of the Orange County Health Care Agency, bicycle, pedesterian and motorist campaigns will provide education for the public on the vehicle codes and traffic laws how they should be intreperted, 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.

- One behavoir that will mitigated by new traffic signals at Pacific Avenue will be of the pedestrians and bicyclists using the protected crossing, instead of jaywalking. The bicyclists can use these improvements, instead of using the sidewalks or bicycling in the wrong direction of traffic to get to their distinations. 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 behavoiral change by controlling how drivers react and how pedestrians and bicyclists cross the intersections where the police can enforce the traffic laws. Equally, the behaviors of pedestrians and bicyclists will be addressed with this project through the safety outreach programs.

- The inadequate traffic control devices will be improved immensely with this project with the installation of new traffic signals at the intersection of McFadden Avenue and Pacific Avenue, with the removal of the existing crosswalk at Graham Lane, that will divert pedestrian and bicycle traffic away from the busy driveway of the shopping center and alleyways.

- This project will cleary address the inadequate crosswalks and sidewalks for the safe routes to King Elementary. The main safety inadequacy is the pedestrian versus the vehicle demand for north/south travel. The installation of the protected traffic signals will eliminate the potential conflicts of these demands. The project will replace sidewalks that have been uprooted by trees and installing and/or upgrading wheelchair ramps that could be tripping hazards and that could be impeding disable persons progress.

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

The collision summary report for the intersection of McFadden Avenue and Graham Lane shows 7 rear end collisions just east or west of the intersection of McFadden Avenue and Pacific Avenue as seen in Exhibit 5. These rear end collisions can be attributed to motorists' low expectation of pedestrian crossings at this intersection. This is collaborated by visual observations that many motorists have to slow down quickly or do not yield. Other collisions include at least one pedestrian involved collision at Graham Lane. The attached Exhibit 6 is the Transportation Injury Mapping System (TIMS) output for the Safe Routes to School Collision Map Viewer. Looking at the

exhibit, there was the one pedestrian collision, while at Pacific Avenue there were no pedestrian or bicycle collisions reported between the years: 2008 to 2011. The collision summary report for the intersection of McFadden Avenue and Pacific Avenue had 3 rear end collisions for the northbound direction, which can be attributed to the vehicles attempting to join onto McFadden Avenue, as seen in Exhibit 7. With the installation of new traffic signals at this intersection, the collisions at Pacific Avenue will be reduced.

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, which Exhibit 9 shows the warrant study for McFadden Avenue at Pacific Avenue. 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 on the City of Santa Ana Fiscal Year 13-14 Traffic Signal Priority list. It has been on the list for several years. Specifically the intersection of McFadden Avenue and Pacific Avenue was brought to the City's attention due to pedestrian safety concerns along McFadden Avenue for children going to and from King Elementary.

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*.

No counter measures have been attempted at this project intersection. Stop signs were considered but ruled out since they would create significant traffic congestion. No other counter measure can fully address the issues at this intersection other than traffic signals. Countermeasures have been implemented at the intersection of McFadden Avenue and Graham Lane including high visibility crosswalk, flashing 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.

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

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

The 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 1.5 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 left turn 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 King 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* Y

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

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

- Median household income for the community benefited by the project:

  Did not meet this criteria. The median household income for the communities in the census tracts listed below are higher than 80 percent of the median income for the state of California.

Census Tract	Median Household Income
747.01	$58,447
747.02	$53,169
748.06	$49,177

- *California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project*: 38.68
- *For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:*

  King Elementary: 97.38 %

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 King Elementary will significantly benefit the disadvantaged communities surrounding this school. The proposed locations for implementing the enhancements are located in communities where the CalEnvironScreen score of 38.68, where it places these communities in highest percentile between 91-100% within the state, with more than 97% of the students at King 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, 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, park, community center 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 Y

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 Y

i. 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 Y

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. <u>APPLICANT'S PERFORMANCE ON PAST GRANTS</u> *(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.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ 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 King Elementary

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

The Safe Routes to School Enhancements for King Elementary, in the City of Santa Ana will install new traffic signals at McFadden Avenue and Pacific Avenue to replace the existing crossing at Graham Lane; along with installing and/or upgrading wheel chair ramps to ADA standards, replace sidewalk panels in the surrounding areas of the elementary school. An educational, safety training will be provided with the partnership of the Orange County Health Care Agency.

☑ Includes ADA Improvements ☑ 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 ☐ 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 ☐ 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.

☐ Supports Sustainable Communities Strategy (SCS) Goals ☑ 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.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

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 King 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						36	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			464					464	
TOTAL		36	464					500	

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		36						36	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			464					464	
TOTAL		36	464					500	

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 King 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)	$ 36,000
Right-of-Way Phase	$ 0
Construction Phase-Infrastructure	$ 449,000
Construction Phase-Non-infrastructure	$ 15,000
Total for ALL Phases	**$** 500,000

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

*Must indicate which funds are matching

Total Project Cost	$ 500,000
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	$ 485,000
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	06/30/0215
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 King Elementary

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
02/28/2016	05/31/2017	Safety Campaigns:
		Walk 2 School Day
		Fire Up Your Feet
		California Pedestrian Safety Program

Project name: Safe Routes to School Enhancements for King 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:
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:
Name: Joe Dixon
Title: Assistant Superintendent, Facilities and Gove

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

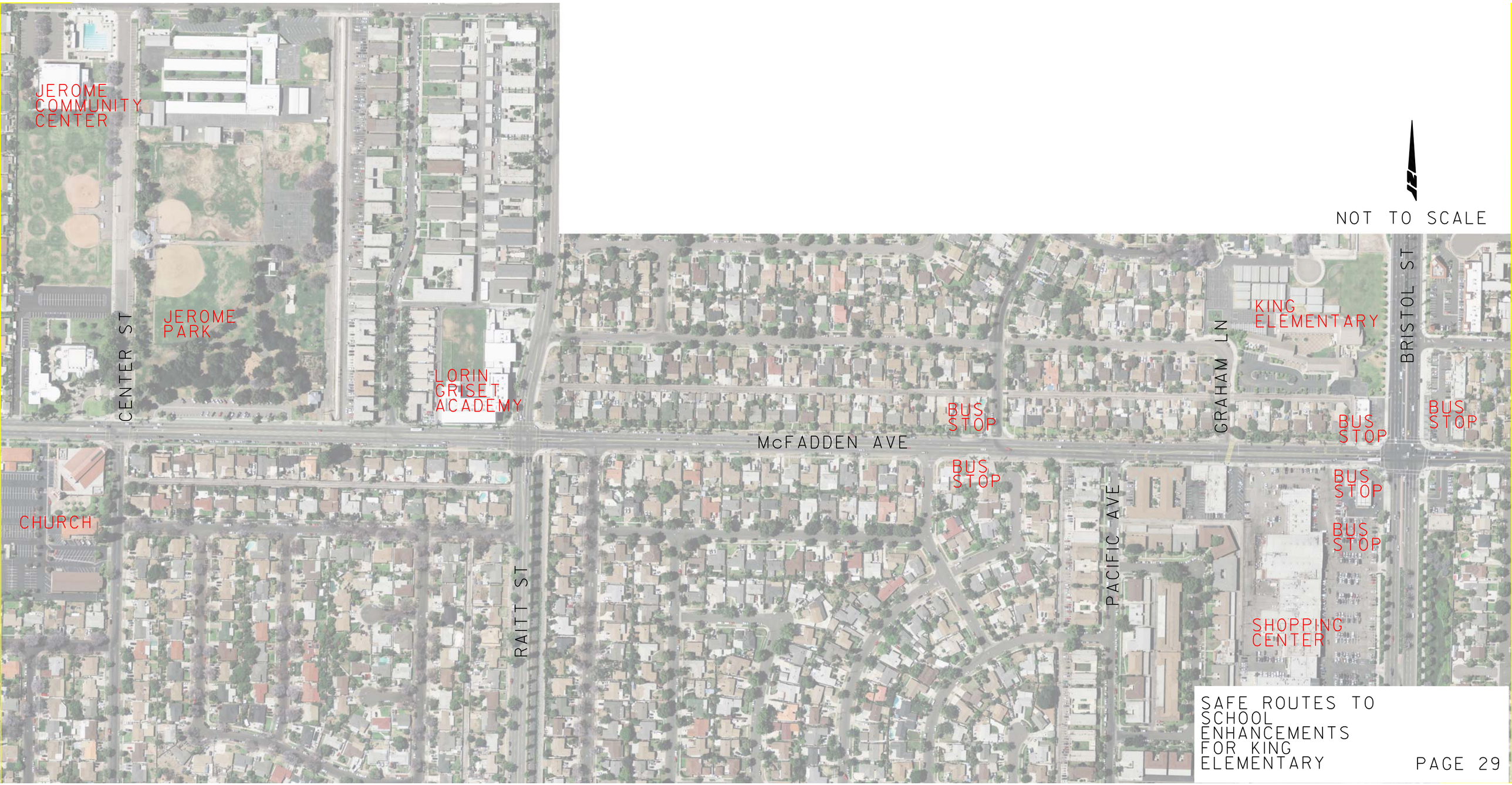
Project name:
Safe Routes to School Enhancements for King Elementary

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

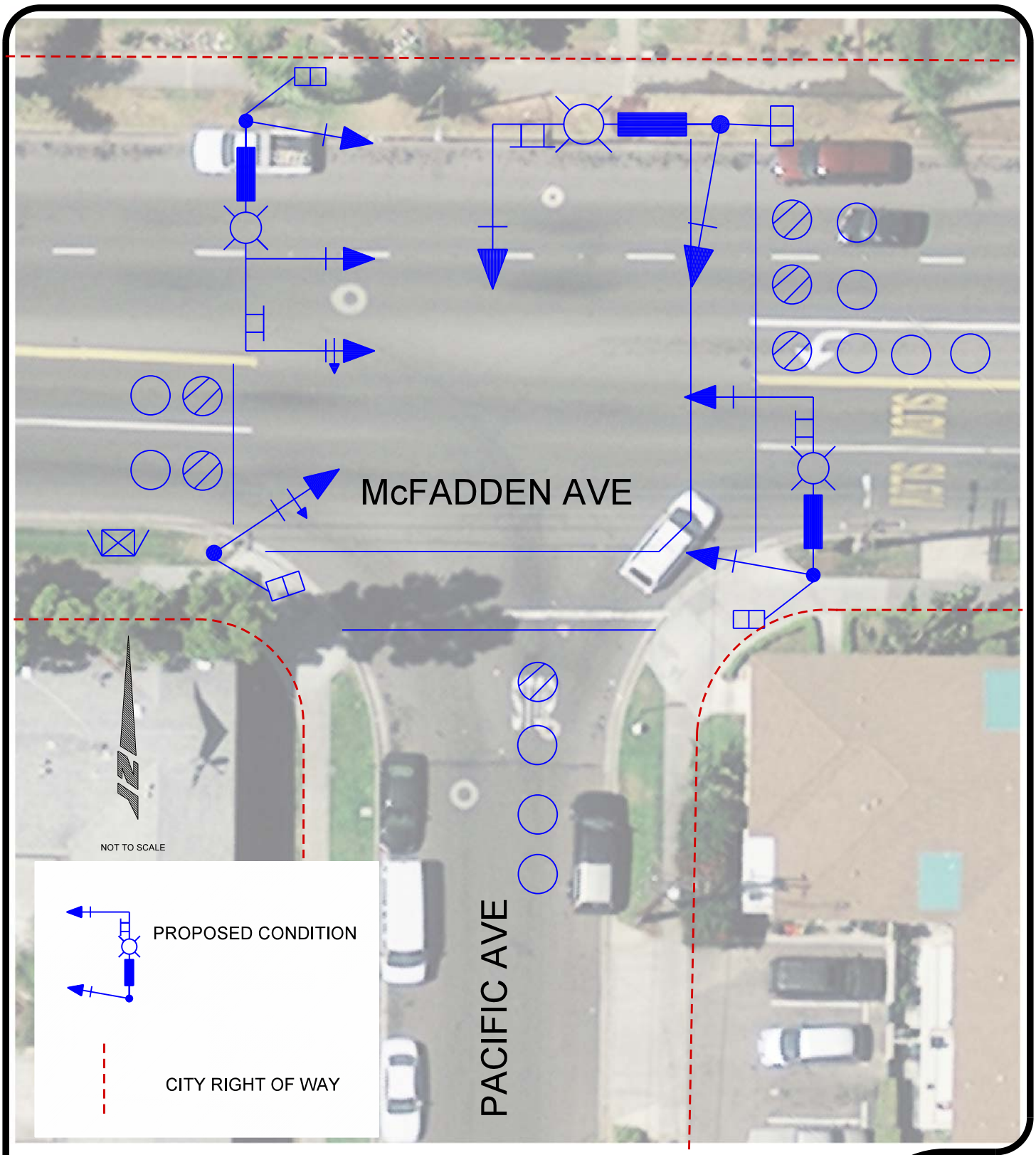
- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
  - ☒ North Arrow
  - ☒ Label street names and highway route numbers
  - ☐ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - ☒ Minimum of one labeled color photo of the existing project location
  - ☒ Minimum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

EXHIBIT 1
Vicinity/Location Map



SAFE ROUTES TO SCHOOL ENHANCEMENTS FOR KING ELEMENTARY

EXHIBIT 2
Proposed Traffic Signals



SANTA ANA PWA PUBLIC WORKS AGENCY

EXISTING AND PROPOSED CONDITIONS
MCFADDEN AVE AND PACIFIC AVE

DOWNTOWN ORANGE COUNTY SANTA ANA 1869

EXHIBIT 3
Pictures of Current Conditions

Existing pedestrian crossing at McFadden Avenue and Graham Lane. Please note it is adjacent to a driveway of a shopping center. Proposing to eliminate this crossing for new traffic signals at next intersection of McFadden Avenue at Pacific Avenue.

Concerns of vehicular traffic demand out of the shopping center versus pedestrians crossing.

In this picture many school children attending King Elementary reside behind the shopping center. Please note pedestrians and school children walking in the middle of the parking lot of the shopping center.

Vehicles backing out of their garages, with pedestrians using the alley way. Please note the students stopping behind the vehicle as it continues to reverse.

This sequence of photographs shows a vehicle weaving around children and parents who are using the alley way to get to the crosswalk at McFadden Avenue and Graham Lane.

Proposed locations along the safe routes to King Elementary for upgraded wheelchair ramps.

Proposed sidewalk replacement along the safe routes to school due to uprooting.

EXHIBIT 4

Scatter Map of Students Attending King Elementary

King Elementary
Pacific and McFadden
Legend
KING ELEMENTARY
W Brook St
W Wisteria Pl
KING ELEMENTARY
Graham Ln
W McFadden Ave
W Lingan Ln
S Wood St
S Townsend St
W Dahl Ln
S Linda Way
S Kathy Ln
W Russell Ave
S Ralt St
W Wilshire Ave
S Hesperian St
S Rosewood Ave
S Shelley St
W Jan Way
W Elder Ave
S Joane Way
S Doreen Way
S Rita Way
W Borchard Ave
S Douglas St
S Rene Dr
S Spruce St
S Pacific Ave
S Poplar St
W Edinger Ave
Bristol St
Magnolia Ave
S Baker St
S Shelton St
Google earth
CARR INTERMEDIATE
1000 ft
N

EXHIBIT 5

Collision Report for Graham Lane Crossing

City of Santa Ana

Traffic Engineering Department

Traffic Collision History Report

5/15/2014
Page 1

Location: Mcfadden Avenue / Graham Lane
Date Range Reported: 1/1/2008 - 12/31/2013
Total Number of Collisions: 15

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
08-00200	1/2/08	17:50	0	In Int.	Not Stated	Not Stated	East		East		Not Stated	0	0
08-18732	5/21/08	16:18	0	In Int.	Not Stated	Not Stated	West		West		Not Stated	0	0
08-21694	6/11/08	17:29	0	In Int.	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Stopped In Road	Unsafe Speed	0	0
08-22210	6/15/08	13:19	40	West	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Stopped In Road	Unsafe Speed	0	0
08-31742	8/27/08	15:17	20	North	Hit Object	Fixed Object	North	Other Unsafe Turning			Improper Turning	1	0
08-36381	10/3/08	19:33	25	West	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Stopped In Road	Unsafe Speed	0	0
08-43368	11/28/08	1:55	12	West	Rear-End	Parked Motor Vehicle	West	Proceeding Straight	West	Parked	Improper Turning	0	0
10-25740	8/9/10	16:29	0	In Int.	Rear-End	Other Motor Vehicle	West	Proceeding Straight	West	Slowing/Stopping	Unsafe Speed	1	0
10-29255	9/6/10	19:45	50	East	Hit Object	Fixed Object	West	Proceeding Straight	East	Proceeding Straight	Driving Under Influence	5	0
10-36312	11/6/10	15:34	0	In Int.	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	North		Ped R/W Violation	1	0
10-39400	12/5/10	3:32	15	West	Sideswipe	Other Motor Vehicle	West	Proceeding Straight	West	Parked	Driving Under Influence	1	0
11-32315	10/13/11	22:23	20	East	Not Stated	Not Stated	West		West		Not Stated	0	0
12-13776	5/8/12	21:23	114	East	Rear-End	Other Motor Vehicle	West	Proceeding Straight	West	Stopped In Road	Unsafe Speed	1	0
13-12510	5/2/13	13:29	30	East	Not Stated	Not Stated	East		West		Not Stated	0	0

City of Santa Ana

Traffic Engineering Department

Traffic Collision History Report

Location: Mcfadden Avenue / Graham Lane
Date Range Reported: 1/1/2008 - 12/31/2013
Total Number of Collisions: 15

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
13-23617	8/27/13		50	North	Rear-End	Parked Motor Vehicle	South	Proceeding Straight	South	Parked	Improper Turning	0	0

Total Number of Collisions: 15

Settings Used For Query

Parameter	Setting
Street Name	MCFADDEN AVENUE
Cross Street	GRAHAM LANE
Starting Date	1/1/2008
Ending Date	12/31/2013
Intersection	Intersection Related

EXHIBIT 6

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.

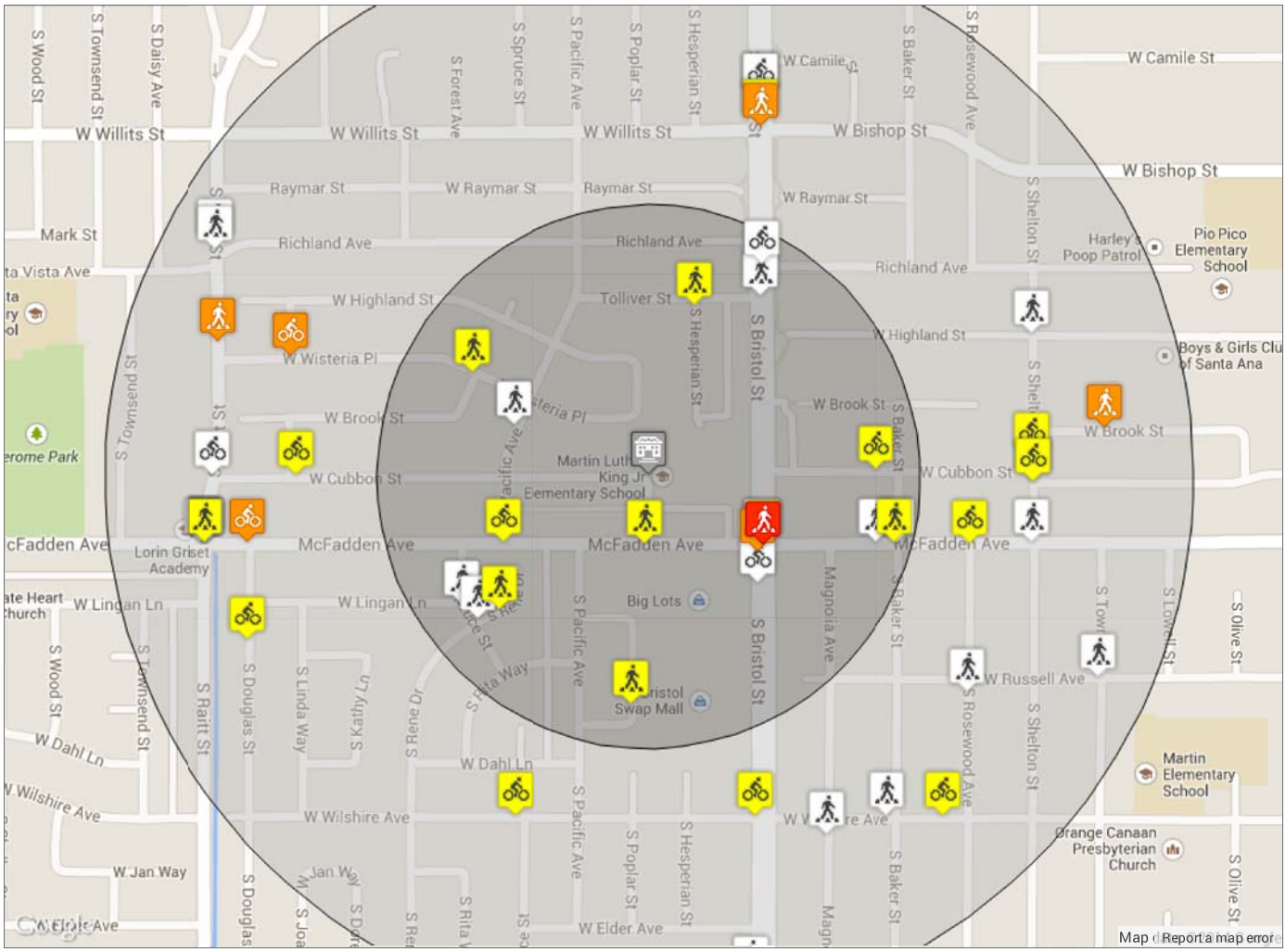
Martin Luther King Jr. Elementary

1001 South Graham Ln. | Santa Ana | Orange County | CDS: 30666706113377

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**
<¼ mi.	1	1	9	9	14	6	**20**
¼ - ½ mi.	0	5	12	18	15	20	**35**
Total	1	6	21	27	29	26	**55**

EXHIBIT 7

Collision Report for McFadden Avenue at Pacific Avenue

City of Santa Ana

Traffic Engineering Department

Traffic Collision History Report

5/15/2014
Page 1

Location: Mcfadden Avenue / Pacific Avenue (E)
Date Range Reported: 1/1/2008 - 12/31/2013
Total Number of Collisions: 4

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
08-08067	3/1/08	19:30	59	South	Rear-End	Parked Motor Vehicle	North	Proceeding Straight	North	Parked	Driving Under Influence	0	0
08-14825	4/22/08	19:05	0	In Int.	Rear-End	Other Motor Vehicle	South	Stopped In Road	South	Proceeding Straight	Unsafe Speed	0	0
11-04301	2/8/11	14:17	37	North	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Slowing/Stopping	Unsafe Speed	0	0
12-23248	8/6/12	23:20	45	North	Hit Object	Fixed Object	North	Making Left Turn	North	Parked	Improper Turning	0	0

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 annouced.

Past Meetings

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

Meeting Flyer

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

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

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

PowerPoint presentation

PARK(ing) Day Event
Friday, September 20, 2013
Santa Ana Downtown
More details to follow

Event Flyer (English/Spanish)
PARK(ing) Day Guidelines
Special Event Application
Facebook Album

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

Event Notice
Forum Presentation and Summary

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

Event Flyer
Facebook Album
Workshop Presentation (English)
Workshop Presentation (Spanish)
Presentation Boards
Workshop Summary

Community Open House
Saturday, April 27, 2013
Southwest Senior Center
2201 W. McFadden Avenue
9:30 a.m. - 12:00 p.m.

Event Flyer
Facebook Album
Workshop Presentation
Presentation Boards
Workshop Summary

Community Workshop
Wednesday, October 10, 2012
Madison Elementary School
1124 E. Hobart Street
5:30 p.m. - 8:00 p.m.

Event Flyer
Facebook Photo Album
Workshop Presentation
Presentation Boards
Workshop Summary

Community Workshop
Saturday, October 13, 2012
Plumbers & Steamfitters Union Hall
3904 W. First Street
9:30 a.m. - 12:00 p.m.

Event Flyer
Facebook Photo Album
Workshop Presentation
Presentation Boards
Workshop Video
Workshop Summary

Santa Ana Health & Fitness Fair Booth
Saturday, May 19, 2012
Centennial Regional Park
3000 West Edinger Avenue
9:00 a.m. - 2:00 p.m.

Fair Event Flyer
Facebook Photo Album

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

Community Open House - ONE
Wednesday, February 8, 2012
Santa Ana Senior Center
424 West Third Street
4:00 p.m. to 7:00 p.m.
Included a walking tour of the area.

Open House Flyer
Facebook Photo Album
Presentation Boards
Walking Audit
Open House Summary
Open House Video

Community Open House - TWO
Saturday, February 11, 2012
Southwest Senior Center
2201 West McFadden Avenue
10:00 a.m. to 12:00 p.m.
Included an optional 4-mile guided tour by bicycle.

Open House Flyer
Facebook Photo Album
Presentation Boards

Bicycle Audit
Open House Summary
Open House Video

Complete Street Workshop - Laying the Foundation for Complete Streets
Monday, November 7, 2011
Santiago Lawn Bowling Center
501 East Memory Lane

Workshop Flyer
Agenda
PowerPoint Presentations
Summary of Results
Facebook photo album

Top

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EXHIBIT 9
Warrant Study

Traffic Signal Warrants Per Section 4 of the California MUTCD Adopted 01/13/2012

Count Date:			1/28/14
Calc By:	MH	**Date:**	2/26/14
Chk By:	ZK	**Date:**	

Input Data in Shaded Areas

# of Reported Correctable Collisions in One Year	3	No of Lanes			
Major Street:	McFadden Ave	2	**Critical Approach Speed:**	37	mph
Minor Street:	Pacific Ave	1	**Critical Approach Speed:**	25	mph

Critical Approach Speed Major Street > 40 mph -----> "Rural" , or **Urban**

In built-up area of isolated community of <10,000 population -----> "Rural" **Otherwise ------> "Urban"**

24-hour Total Entering Vehicles	***21,558***	**Daily Peds** **2,081**

			Input the Highest Eight Hours of Traffic Volumes							
			7-8am	1-2pm	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*	682	588	559	747	745	732	752	582
		Approach 2	644	493	650	768	810	820	824	616
Minor Street		*Highest Approach*	125	66	96	78	75	92	73	54
		Lower Approach	0	0	0	0	0	0	0	0

WARRANT 1 - Eight-Hour Vehicular Volume

Condition A - Minimum Vehicular Volume

	Yes	No
100% Satisfied		X
80% Satisfied		X

		Minimum Requirements											
		U	R	U	R	7-8am	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm
	Approach Lanes	**1**		**2 or more**		hour	hour	hour	hour	hour	hour	hour	hour
100%	Both Approaches			**600**		1326	1081	1209	1515	1555	1552	1576	1198
80%	Major Street			***480***		1326	1081	1209	1515	1555	1552	1576	1198
100%	Highest Approach	**150**				125	66	96	78	75	92	73	54
80%	Minor Street	***120***				125	66	96	78	75	92	73	54

Condition B - Interruption of Continuous Traffic

	Yes	No
100% Satisfied		X
80% Satisfied		X

		Minimum Requirements											
		U	R	U	R	7-8am	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm
	Approach Lanes	**1**		**2 or more**		hour	hour	hour	hour	hour	hour	hour	hour
100%	Both Approaches			**900**		1326	1081	1209	1515	1555	1552	1576	1198
80%	Major Street			***720***		1326	1081	1209	1515	1555	1552	1576	1198
100%	Highest Approach	**75**				125	66	96	78	75	92	73	54
80%	Minor Street	***60***				125	66	96	78	75	92	73	54

		Yes	No
Combination of Conditions A & B	Satisfied		X
Combination of Conditions A & B Satisfied (@ 80%)	Satisfied		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	X	

RFS#

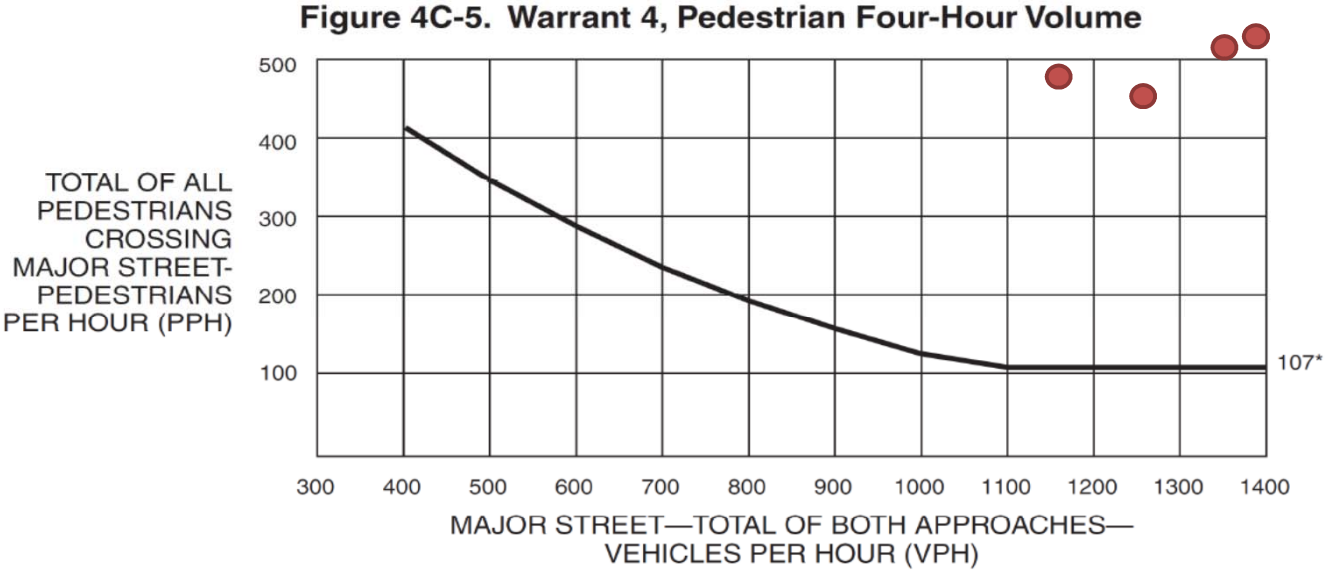
Warrant 4 - Pedestrian Volume Satisfied Yes X No _____

(Parts 1 and 2 Must Be Satisfied)

Part 1

	Hours---->	7-8AM hour	7:15-8:15AM hour	7:30-8:30AM hour	2-3pm hour	Minimum Requirements	
Part A	Vehicles per hour for any 4 hours (Total for Both Approaches on Major Street)	1326	1379	1156	1209	Plot points on Figure 4C-5	All 4 plotted points above curve?
	Pedestrians per hour for any 4 hours (Total for Both Crossings Major Street)	563	619	488	451	Plot points on Figure 4C-5	Yes X No _____

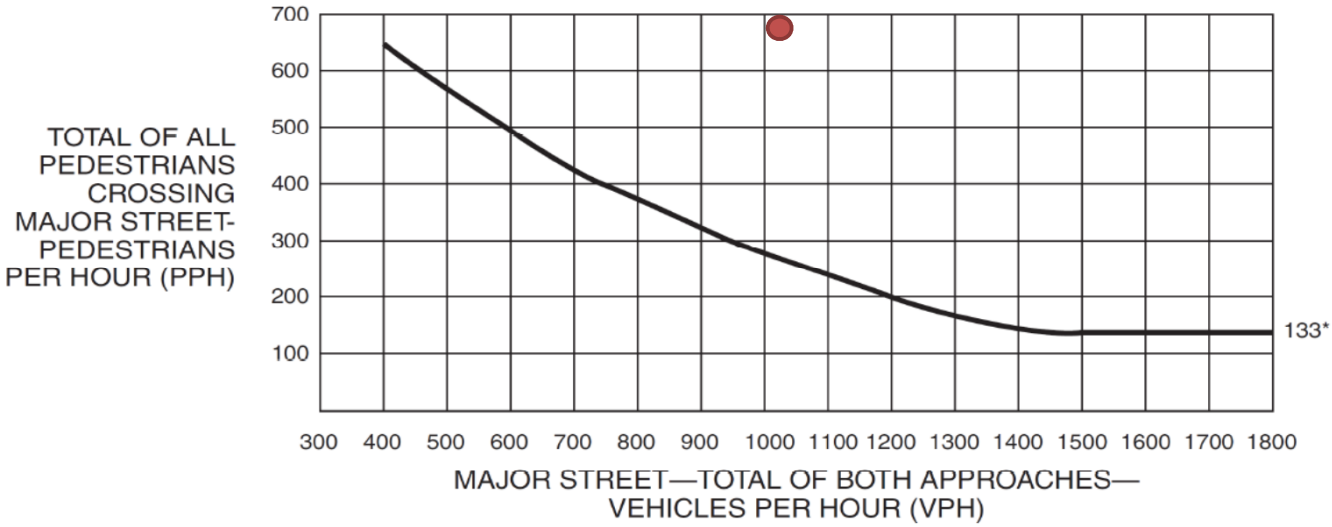
Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



*Note: 107 pph applies as the lower threshold volume.

	Hours---->	7:15-8:15AM hour	Minimum Requirements	
Part B	Vehicles per hour for any 1 hour (Total for Both Approaches on Major Street)	1014	Plot point on Figure 4C-7	Plotted point above curve?
	Pedestrians per hour for any 1 hour (Total for Both Crossings Major Street)	599	Plot point on Figure 4C-7	Yes X No _____

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



*Note: 133 pph applies as the lower threshold volume.

Part 2

AND, The distance to the nearest traffic signal along the major street is greater than 90 meters (300 feet);	Yes	X	No	
OR, The new traffic signal will not seriously disrupt progressive traffic flow on the major street.	Yes	X	No	

**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 Satisfied Yes ____ No X

(All Parts Must Be Satisfied)

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

AND **AND**

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

RFS#

Warrant 7 - Crash Experience Satisfied Yes ____ No X
(All Parts Must Be Satisfied)

Requirements		Chk	FulFilled
One Warrant Satisfied 80%	Warrant 1-A - Minimum Vehicular Volume or Warrant 1-B - Interruption of Continuous Traffic or % of the Pedestrian Volume Requirements 80	Yes	Yes X No ____
Adequate Trial of Less Restrictive Remedies Has Failed to Reduce Collision Frequency			Yes X No
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		
5 or More Reported	**3**		Yes ____ No X

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

Engineering Judgement/Comments:	YES/NO
By transferring the pedestrian crossings at Graham Lane to this location, the intersection met the pedestrian volume warrant.	**YES**

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

NEW TRAFFIC SIGNAL PRIORITY POINTS

Criteria	Basis for Assignment	Max. Points	Earned Points
Collision History	5 points for every collision.	20	15
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	5
MUTCD Warrants 1,4,5,7*	15 points for every Warrant met	45	15
	TOTAL POINTS	**100**	**50**

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

EXHIBIT 10
Benefits to Cost Ratio

Benefit / Cost Calculation Result

1. Project Information

Application ID	Safe Routes to School Enhancements for King 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	4	0	0	5	9

Annual Benefit	$ 37,542	Cost	$ 500,000
Life Benefit	$ 750,833	B/C Ratio	**1.50**

3. Benefit Cost Result

Total Benefit	$ 750,833
Total Cost	$ 500,000
B/C Ratio	**1.50**

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%**

June 2012
www.publichealthadvocacy.org

UCLA CENTER FOR HEALTH POLICY RESEARCH

CALIFORNIA CENTER FOR PUBLIC HEALTH ADVOCACY

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

DR. MARTIN LUTHER KING, JR. ELEMENTARY SCHOOL
Eleanor Rodriguez, Principal

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. Dr. Martin Luther King Jr. Elementary 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 Dr Martin Luther King, Jr. Elementary, we thank you in advance for your efforts to secure funding for these important projects.

Sincerely,

Eleanor Rodriguez

Eleanor Rodriguez
Principal
Dr. Martin Luther King, Jr.

1001 South Graham Lane, Santa Ana, CA 92703 (714) 972-6000

BOARD OF EDUCATION
Audrey Yamagata-Noji, Ph.D., President • José Alfredo Hernández, J.D., Vice President
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OCTA

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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 McFadden Avenue/Pacific Avenue**

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 McFadden Avenue/Pacific Avenue 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

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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

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

May 5, 2014

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

SUBJECT: ACTIVE TRANSPORTATION PROGRAM APPLICATIONS

Dear Mr. Galvez:

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

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

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

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

Sincerely,

America Bracho
CEO and President

KidWorks™
touching lives with hope.™

714.834.9400 T
714.834.9494 F
info@kidworksonline.org E

www.kidworksonline.org

1902 W. Chestnut Avenue
Santa Ana, CA 92703

May 5, 2014

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

SUBJECT: ACTIVE TRANSPORTATION PROGRAM APPLICATIONS

Dear Mr. Galvez:

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

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

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

Sincerely,

Ava Steaffens

Ava Steaffens
CEO

Al Nederhood
President