



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

12-Santa Ana-04

Auto populated

Total ATP Funds Requested:

\$ 3,729

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding "step-by-step" Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Santa Ana

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

20 Civic Center Plaza M-43

Santa Ana

CA

92702

IMPLEMENTING AGENCY'S CONTACT PERSON:

Cory Wilkerson

CONTACT PERSON'S TITLE:

Active Transportation Coordinator

CONTACT PERSON'S PHONE NUMBER:

714-647-5643

CONTACT PERSON'S EMAIL ADDRESS :

cwilkerson@santa-ana.org



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

<input type="text"/>	<input type="text"/>	CA	<input type="text"/>
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS:

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans? Yes No

Implementing Agency's Federal Caltrans MA number 12-5063

Implementing Agency's State Caltrans MA number 00289S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

Application Number: out of Applications

PROJECT DESCRIPTION: (Max of 250 Characters)

PROJECT LOCATION: (Max of 250 Characters)



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 33.749021 /long. -117.872480

Congressional District(s):

State Senate District(s): State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>712</u>	Bicyclists	<u>6,061</u>
One Year Projection:	Pedestrians	<u>726</u>	Bicyclists	<u>6,213</u>
Five Year Projection:	Pedestrians	<u>783</u>	Bicyclists	<u>6,818</u>

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other Bike Boulevard

Pedestrian: Sidewalk Crossing Other _____

Multiuse Trails/Paths: Meets "Class I" Design Standards Other _____

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No



PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

"Plan" applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 50.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 50.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 4

If the project involves more than one school: 1) Insert "Multiple Schools" in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: Multiple Schools (see attachment K-2)
 School address: Multiple Schools (see attachment K-2)
 District name: Santa Ana Unified Elementary School
 District address: 1601 E. Chestnut Ave, Santa Ana, CA 92701
 Co.-Dist.-School Code: 30-66670-6110183

School type (K-8 or 9-12 or Both) Both Project improvements maximum distance from school 0.0 mile

Total student enrollment: 5,554
 % of students that currently walk or bike to school% 55.0 %
 Approx. # of students living along route proposed for improvement: 5,554
 Percentage of students eligible for free or reduced meal programs ** 98.8 %

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

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.



Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? Yes No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve "transportation" uses? _____ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a "*" and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		7/1/16
* CEQA Environmental Clearance:	_____		8/1/16
* NEPA Environmental Clearance:	_____		8/1/17
CTC - PS&E Allocation:	_____		10/1/17
CTC - Right of Way Allocation:	_____		10/1/17
* Right of Way Clearance & Permits:	_____		4/1/19
Final/Stamped PS&E package:	_____		4/1/19
* CTC - Construction Allocation:	_____		5/1/19
* Construction Complete:	_____		12/1/21
* Submittal of "Final Report"	_____		12/1/22



PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	\$260	
ATP funds for PS&E:	\$406	
ATP funds for Right of Way:	\$0	
ATP funds for Construction:	\$3,063	
ATP funds for Non-Infrastructure:	\$0	<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	\$3,729	

Local funds leveraging or matching the ATP funds:

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP: \$150

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: **\$3,879**

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding. however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

This project is located in an area of the City with the largest density of bicycle and pedestrian involved collisions. State funding would allow the City to implement this important safety project as quickly as possible.

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 12-Santa Ana-04

Implementing Agency's Name: City of Santa Ana

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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Part B: Narrative Questions **Detailed Instructions for: Screening Criteria**

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The Civic Center Bike Boulevard Project was identified as part of an extensive outreach process during the development of a Complete Streets Plan for Downtown Santa Ana. This outreach process will be described in detail in a later section. However, this Project was identified as a Top Priority connection between the Santa Ana Regional Transportation Center (SARTC), residential neighborhoods, multiple schools, Orange County Civic Center, and Downtown Santa Ana. The City of Santa Ana does not have any funding currently allocated towards this project. Without the requested funding the City of Santa Ana would be unable to implement this Project.

2. Consistency with Regional Plan.

The Civic Center Bike Boulevard Project is described in the SCAG 2012-2035 Regional Transportation Plan Active Transportation Appendix as a low speed streets optimized for bicycle travel over vehicle travel. The RTP goes on to describe (relevant pages included in Attachment K-1) that the existing active transportation infrastructure may provide access for many of the residents within the region but fails to accommodate the needs of the youth, elderly, and disabled. Added consideration must be given to these populations as any of them do not currently feel secure or able to utilize the existing active transportation facilities. By providing the traffic calming components of a bicycle boulevard, the Project goes beyond a traditional bike route project to provide a low stress/high quality connection for all users regardless of age or skill.



Part B: Narrative Questions

Detailed Instructions for: **Question #1**

QUESTION #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 the following:

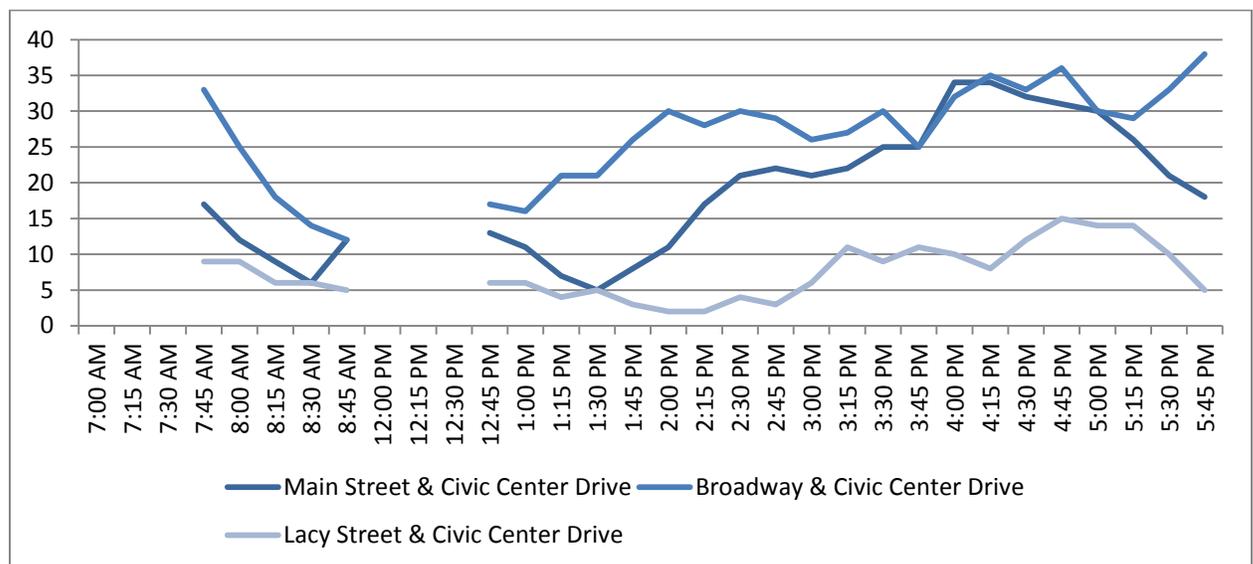
-Current and projected types and numbers/rates of users. (12 points max.)

In May 2015 The City of Santa Ana collected peak hour bicycle and pedestrian counts (7:00 am – 9:00 am & 12:00 pm – 6:00 pm) at each of the primary intersections along the corridor (Attachment I-1A-4). From each of the count locations an hourly rate was derived for the purposes of assessing the projected growth.

The following table shows the average hourly bicycles rates during that time:

Intersection	Bicycles Per Hour
Broadway and Civic Center Drive	27
Main Street and Civic Center Drive	18
Lacy Street and Civic Center Drive	7

The following chart shows the hourly rates in fifteen minute intervals:



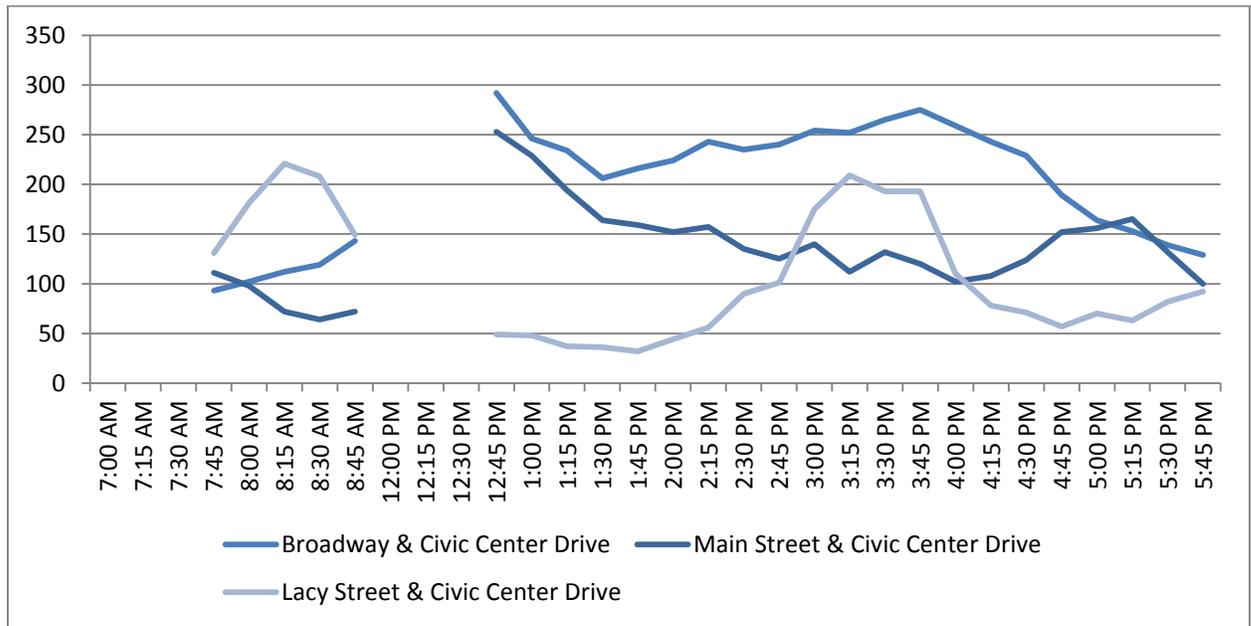


As you can see from the chart the intersection at Broadway and Civic Center sees the highest volumes with peaks in the morning and afternoon consistent with traditional school or work commute patterns.

The following table shows the average hourly pedestrian rates during that time:

Intersection	Pedestrian Per Hour
Broadway and Civic Center Drive	197
Main Street and Civic Center Drive	137
Lacy Street and Civic Center Drive	101

The following chart shows the hourly rates in fifteen minute intervals:



As you can see from the chart above, the pedestrian levels peak in the afternoon at the intersections nearest to the Civic Center. These volumes show pedestrian levels at the highest during the lunch hour of the adjacent employment center; whereas the intersection outside of the Civic Center and near a school peaks at typical school bell times.



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

The draft City of Santa Ana Bicycle Master Plan (attachment I-1A-1) shows the existing number of bicyclists in 2014 in Santa Ana is 15,286 while the future use in 2030 increases to 19,817 which is an increase of 30% in bike commuters. This equates to about a two percent increase per year in bicyclists. The Draft Pedestrian Master Plan (attachment I-1A-2) shows the existing number of pedestrians in 2014 in Santa Ana is 51,996 while the future use in 2030 increases to 73,707 which is an increase of 41% in pedestrian commuters. This equates to about a 2.5 percent increase per year in pedestrians.

In order to estimate the average daily volume for each mode a factor of eleven is applied to the hourly average of each mode. Then a factor of 4 is applied to the difference between the average hour and the peak hour to account for peak increases. The totals are combined to give an average daily volume. This methodology was derived based on local data analyzed as part of a Citywide Crosswalk Safety Study (relevant sections in attachment I-1A-3). The following table shows a one – year and five –year projection applied to the hourly mode rates at each intersection:

Intersection	Mode	Existing	One-Year	Five-Years
Broadway and Civic Center Dr.	Bike	341	348	375
	Ped	2547	2611	2865
Main Street and Civic Center Dr.	Bike	262	267	288
	Ped	1971	2020	2217
Lacy Street and Civic Center Dr.	Bike	109	111	120
	Ped	1543	1582	1736
Total	Bike	712	726	783
Total	Ped	6061	6213	6818



- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**
- a. creation of new routes
 - b. removal of barrier to mobility
 - c. closure of gaps
 - d. other improvements to routes
 - e. educates or encourages use of existing routes

The Civic Center Bike Boulevard Project corridor (Attachment E-1) connects from the SARTC at its eastern terminus, connecting regionally to transit riders from all over Southern California. Traveling west, the route passes through the Lacy neighborhood, with older homes and high density affordable housing. In this neighborhood the Project runs immediately adjacent to St. Joseph's School, a private catholic school. Continuing west the Project provides direct access to Downtown Santa Ana and its many businesses along Fourth and Third Streets, just a few blocks to the South. At the intersection of Broadway and Civic Center the Project will connect with a previously funded bike lane that will continue the Project through the Orange County Civic Center; the largest employment center in the City of Santa Ana with more than 20,000 employees working for the City, the County, the State, and the Federal governments; extending the reach of this Project to the north/south running bike lanes on Bristol. This Project directly links a commuter rail station to a major employment center and retail destination.

Project will...

- Creates new routes since there is no existing bicycle route in place.
- Remove barriers by removing the need that has been identified in OCTA's Non-motorized Accessibility Strategy (attachment I-1B) to install bike lanes on Civic Center. Furthermore, OCTA's District 1 and 2 Bikeways Strategy identified this corridor as the 2nd highest rank regional bikeway corridor (attachment I-1B-2).



- Closes a gap between the Regional Transportation Center/Downtown/Civic Center and an upcoming bike lane on Civic Center Drive west of this project limits.
- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)**

Providing Complete Streets connections between the Santa Ana Regional Transportation Center, Downtown Santa Ana, and the Orange County Civic Center has been identified as high priority by the City of Santa Ana and SCAG, as seen in the funding of the Downtown Complete Streets Plan through the Compass Blueprint program. This Project is one of five top priority projects identified by the community in that Plan, making it one of the highest priority active transportation projects in the City of Santa Ana. Furthermore his project is ranked 2 highest in OCTA's District 1 and 2 Bikeways Strategy and identified in OCTA Non-motorized Accessibility Strategy.



Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #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 plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

This project is in the heart of the Civic Center/Downtown area that has the highest concentration of pedestrians/bicyclists collisions (Attachment I-2A). This is due to the mix of the highest pedestrians/bicyclists activities within the City combined with high volumes of vehicular traffic and lack of existing adequate pedestrian/bicycling facilities.

In the five-year time period from January 1, 2009 to December 31, 2014 there have been a total of 8 pedestrian involved collisions (10 injuries) and a total of 7 bicycle involved collisions (4 injuries). There have not been any pedestrian or bicyclists fatalities during the time period. Four out of the 8 pedestrian collisions were the result of a pedestrian making an unsafe crossing, while 2 were the result of the motor vehicle failing to yield to the pedestrian. One of the bicycle involved collisions were the result of a motor vehicle failing to yield to a cyclist, while 4 were the fault of the cyclists unsafely entering the roadway or riding on the wrong side of the roadway. Two of the bicycle collisions happened at the intersection of Civic Center and Main Street listed traffic signals and signs as the primary collision factor. This data was collected from the City of Santa Ana Crossroads Collision Database (Attachment I-2A-1).

For 2012 the Office of Traffic safety (OTS) ranked Santa Ana # 3 for pedestrian collisions involving pedestrian under the age of 15 and ranked #4 for bicycle collision involving bicyclists under the age of 15 (Attachment I-2A-2).

- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)**
- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.



- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The Civic Center Bike Boulevard Project includes installing shared lane markings to warn motorists of the presence of bicycles while also directing cyclists away from the door zone, installing traffic circles at intersections to reduce traffic volumes and speeds, installing curb extensions and high visibility crosswalks at all crossings to reduce pedestrian/vehicle conflicts while increasing pedestrian visibility, installing left turn phasing to reduce vehicle/pedestrian conflicting movements at Civic Center and Main, and installing bicycle detection at all signalized intersections to ensure safe crossing times for all users (Attachment E-2).

Project will:

- Reduce speed and volume of vehicle by installing traffic circles that force motorists to slow and discourages others from using the route.
- Improves visibility between motorized and non-motorized users by reducing speed which provides increased reaction time, signage and markings will alert motorized users of the presence of non-motorized users.
- Eliminate potential conflict points between motorized and non-motorized users by installing traffic circles that reduce the number of conflicts points at intersections.

The following is a breakdown of the individual counter measures for each type of collision along the corridor:

- ***Pedestrian making an unsafe crossing*** –This category is typically characterized by the pedestrian either crossing the street at an unsafe/inappropriate location or failing to yield to motorists' right of way.
 - Countermeasure: Crossing treatments with high visibility crosswalks will reinforce appropriate crossing locations



- Countermeasure: Increased crossing opportunities will prevent unsafe mid-block crossings
- **Motor vehicles failing to yield to pedestrians** – When pedestrians are crossing at a marked crosswalk and a motorist encroaches into the pedestrian’s right of way
 - Countermeasure: Continental style crosswalks will increase visibility of crossing location
 - Countermeasure: Curb extensions reduce the time the pedestrians are in conflict with motor vehicles while also increasing their visibility
 - Countermeasure: Wider sidewalks will increase the visibility of pedestrians and alert motorists of their presence.
- **Motor vehicles failing to yield to cyclists** – This category would include motor vehicles making unsafe turns, illegal maneuvers, or entering the roadway.
 - Countermeasure: Protected left turn phasing removes the conflict between motor vehicles and bicyclists
 - Countermeasure: Traffic calming features like traffic circles will reduce vehicle volumes and speeds
- **Bicycle unsafely entering the roadway** – When a bicyclist enters the roadway from a driveway or pedestrian walkway/sidewalk. Cyclists will typically ride on the sidewalk because they feel intimidated or unsafe riding in the street.
 - Countermeasure: Traffic calming features like traffic circles will reduce vehicle volumes and speeds making cyclists more comfortable in the roadway and reducing sidewalk riding
- **Bicycles riding the wrong way or against the flow of traffic** – This category would include cyclists riding in the street or on the sidewalk against the flow of traffic. While sidewalk riding is not illegal except where posted in Santa Ana, riding on the sidewalk against the flow of the adjacent motor vehicle traffic can create unique hazards
 - Countermeasure: Shared lane markings will help to reinforce the appropriate direction of cyclists



- Countermeasure: Wrong way riding signage will be mounted on the back of all of the bike route signs along the corridor to further reinforce the direction of travel



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

The City of Santa Ana, with funding through SCAG's Compass Blueprint program, developed the Downtown Santa Ana Complete Streets Plan. The outreach process for the plan engaged local non-profit organizations including Latino Health Access, KidWorks, and Santa Ana Active Streets; Other government organizations including Orange County Transportation Authority and Orange County Health Care Agency; local business organizations including Downtown Inc. and Santa Ana Business Council; and neighborhood associations/community members. Non-profit organizations like KidWorks and Latino Health Access provide direct services to a primarily disadvantaged community. Through these organizations and the neighborhood associations the City was able to directly reach out to disadvantaged community members to ensure their voices were heard. Furthermore this project is ranked 2 highest in OCTA's District 1 and 2 Bikeways Strategy and identified in OCTA Non-motorized Accessibility Strategy.

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

In order to overcome any language barriers in the outreach process, Spanish/English translation services were provided at all outreach events. In August 2014, the City hosted the first Community Advisory Committee which consisted of representatives of the organizations listed above. This was followed by a three-day workshop in September that included walking/biking audits and the compilation of ideas from community stakeholders; each of the three days would build upon information and ideas collected the previous day. Community members identified corridors and detailed projects. One group even came up with unique names for each of the project corridors that would be carried over into the final branding of the Project. In October a summary



meeting displayed ten of the top ideas collected in the workshop that would become our base project list. Community members were asked to provide feedback on the details of the project list. In the second Community Advisory Committee held in November, project concepts were displayed and stakeholders were asked to rank the highest priority projects that would become the top-five projects to go into the Plan. The third and final Community Advisory Committee, hosted in April 2015, showed full conceptual renderings of all five top priority projects and solicited final feedback on the projects. All meetings were held within the community at the Garfield Community Center and the Santa Ana Regional Transportation Center. Both locations are centrally located within walking distance of the entire Plan area, transit accessible, and offer free parking. Notices were distributed throughout the community, flyers were posted at local businesses and community events, announcements were made at council and commission meetings, but the most successful outreach came from the assistance of the organizations within the Community Advisory Committee that reached out to their constituents to ensure participation. (Sign in sheets and materials in Attachment I-3B).

- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)**

The outreach process developed as part of the Downtown Complete Streets Plan has become the model for developing active transportation plans in Santa Ana. Each step of the process builds upon the previous and allows community members and stakeholders to have complete ownership of the project recommendations. The level of commitment of community members and stakeholders in Santa Ana is a true blessing, they are engaged and educated. Community youth understand the difference between buffered bike lanes and cycletracks. Most importantly, they know which one they prefer! The Plan and the outreach process behind it created a community-based plan that should be standard for all ATP projects.

- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)**

As these projects move forward into implementation, the community stakeholders will continue to be engaged. The City of Santa Ana has organized an Active Transportation Working Group with core group of stakeholders involved throughout the outreach



process to continue the conversation about these projects and other active transportation projects on the horizon.



Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)
Several items about the health status of the project population are shown below.

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 project site, 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>)
- Approximately 28.8% of non-elderly adults in the 92701 ZIP code and 26.5% of those in Santa Ana report being in fair or poor health, compared to 16.7% of adults in Orange County and 17.9% in California overall. Approximately 9.8% of children 5 to 17 years of age in 92701 and 9.2% of those in Santa Ana are reported to be in fair or poor health, which is higher than their Orange County (5.6%) or State (6.0%) counterparts. SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, Neighborhood Edition, 2011/2012. (<http://askchisne.ucla.edu>)

Chronic Disease

- In the 92701 ZIP code, there were approximately 32.7 heart failure hospitalizations per 10,000 population (age-adjusted) over 2011-13, which was substantially higher than the California county median of 22.4.
 - SOURCE: Orange County Health Care Agency (<http://www.ochealthiertogether.org/>)
- Residents in the 92701 ZIP code had 26.5 diabetes hospitalizations per 10,000 population (age-adjusted) over 2011-13, which was substantially higher than the California county median of 15.7. Hospitalization rates among 92701 residents were also elevated for long term complications due to diabetes (18.4 per 10K compared to the California county median of 8.8).



SOURCE: Orange County Health Care Agency (<http://www.ochealthiertogether.org/>)

Obesity – Body Composition

- California Health Interview Survey (CHIS) estimates suggest approximately 19.3% of Santa Ana children aged 2 to 11 years were overweight for their age, which was 41.9% higher than the California average (13.6%) and nearly 50% higher than the Orange County average (12.9%).
 - SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, Neighborhood Edition, 2011/2012. (<http://askchisne.ucla.edu>)
- California Health Interview Survey (CHIS) estimates suggest approximately 39.3% of Santa Ana adolescents aged 12 to 17 years were overweight or obese, which was 21.3% higher than the California average (32.4%) and approximately 44.0% higher than the Orange County average (27.3%).
 - SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, Neighborhood Edition, 2011/2012. (<http://askchisne.ucla.edu>)
- California Health Interview Survey (CHIS) data estimates show approximately 31.7% of adults in the 92701 ZIP code are obese, compared to 22.9% of adults in Orange County and 24.8% in California overall.
 - SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, Neighborhood Edition, 2011/2012. (<http://askchisne.ucla.edu>)
- According to California Health Interview Survey (CHIS) estimates, approximately 31.1% of adults in the City of Santa Ana are obese, compared to 22.9% of adults in Orange County and 24.8% in California overall.
 - SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, Neighborhood Edition, 2011/2012. (<http://askchisne.ucla.edu>)

Physical Activity

- According to the California Health Interview Survey, approximately 15.8% of Santa Ana children 5-17 living in the Santa Ana reported getting regular physical activity, which was lower than that reported in Orange County (17.1%) and California (20.8%) overall. SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, Neighborhood Edition, 2011/2012. (<http://askchisne.ucla.edu>)

City contacted and worked with staff from the Orange County Health Care Agency.

Contacts are listed below:

Amy Buch, MA



Health Promotion Division Manager
Public Health Services
Orange County Health Care Agency
abuch@ochca.com
714-834-5728

Travers Ichinose, MS, MA
Research Analyst IV, Health Promotion Division
Public Health Services
Orange County Health Care Agency
tichinose@ochca.com
714-568-5793

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

This project area according to the Center of Disease Control, Hispanics or Latino adults have the second highest rate of obesity at 42.5 percent and Hispanic or Latino children have the highest rate of obesity. The State of California and United States number of households under the poverty level is at 15.3 percent and 14.9 percent respectively. According to the 2010 United States Census and 2012 American Community Survey, the City of Santa Ana has a population of 330,920 of which 79 percent are of Hispanic or Latino descent. Based on Orange County's Community Indicators Report, 33.1 percent of adults in Orange County are considered overweight and 17.3 percent are considered obese. Approximately 38.9 percent of children in Orange County are overweight or have unhealthy body compositions. As shown in Attachment I-4B, according to the University of California Center for Health Policy Research, 46.5 percent of the children and/or students in the City are overweight and/or obese, well over the Orange County total percentage. Because of the close proximity to schools, the project will target the student populations, providing an active mode of transportation to and from school. In addition, while 20.7 percent of the population is in poverty, above the State of California and national average, 29 percent of children are in households that are at or below the poverty level and 30.7 percent of children are in households needing supplemental public assistance or Supplemental Nutrition Assistance Program (SNAP). The U.S. Department of Health and Human Services National Institute of Health studied the relationship to health and poverty. Areas with poverty are more prone to obesity because the lack of available parks, sport facilities, and infrastructure,



which may cause higher levels of inactivity. The project will encourage an affordable and safe means of transportation and recreational activity for the students and residents.

Additional health related facts (Attachment I-4B) 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.

Project Health Impacts – General, Complete Streets, and Safe Routes to School

- US Community Preventive Services Task Force evidence reviews suggest improvements in street scale urban design, such as street infrastructure enhancements, can increase various types of physical activity in a community 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.
- 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 co-benefits 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, a statistically significant 36% increase in active school travel mode share was observed (Stewart et. al., 2014).
 - SOURCE: Stewart O, et. al. Multistate evaluation of safe routes to school programs. *Am J Health Promot.* 2014;28(3 Suppl):S89-96.

Project Health Impacts – Pedestrian infrastructure

- Pedestrian infrastructures are associated with walking prevalence rates across the world. In a study of the built environment and physical activity across eleven countries, residents living in a community with a preponderance of sidewalks were 47% more likely to get adequate levels of physical activity (Sallis et al., 2009).



- SOURCE: Sallis J, et.al. Neighborhood Environments and Physical Activity among Adults in 11 Countries. American Journal of Preventive Medicine 2009; 36(6): 484–490.
- In an evaluation of California Safe Routes to School Program outcomes, sidewalk infrastructure improvements, like gap closure projects resulted in as much as a 66% increase in walking among children and as much as a 90% decrease in children unsafely walking in the street or shoulders (Boarnet et. al, 2005).
 - SOURCE: Boarnet MG, et al., California’s Safe Routes to School Program: Impacts on Walking, Bicycling, and Pedestrian Safety. Journal of the American Planning Association, Summer 2005, 71(3).

Enhancement of Local Health Environments

- In the city of Santa Ana, there are approximately 1.5 acres of park space for every 1,000 residents, which is among the lowest levels found among large, high density US cities (TPL, 2015). Santa Ana also has among the lowest levels of playgrounds per unit population (1.3 playgrounds per 10K) among large cities in the United States (TPL, 2015). Cumulatively, the relative scarcities of these two important community physical activity assets further emphasize 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, 2015 City Park Facts (<https://www.tpl.org/2015-city-park-facts>)



Part B: Narrative Questions Detailed Instructions for: **Question #5**

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project:

\$ _____

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

Census Tract: 744.05	Median Household Income: \$38,125	Population: 5,820
Census Tract: 750.02	Median Household Income: \$36,469	Population: 8,605

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: _____

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

Census Tract: 744.05	CalEnviroScreen Score: 91-95%	Population: 5,820
Census Tract: 750.02	CalEnviroScreen Score: 86-90%	Population: 8,605

(Attachment I-5)

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: _____ %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

School: Heninger Elementary	FRPM:	96.8%
School: Garfield Elementary	FRPM:	97.7%



School: Willard Intermediate	FRPM:	98.8%
School: Santa Ana High (Attachment K-2).	FRPM:	93.4%

Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? ____%

Explain how this percent was calculated.

The entirety of this Project falls within Census Tracts that more than exceed the requirements in Options A, B, & C listed above. Further, this Project also serves the homeless community in the Orange County Civic Center whose statistics are not reflected by the data sources listed above, however it is safe to assume that those living in the Civic Center are indeed disadvantaged by the very nature of their homelessness. Finally, this Project directly serves a number of employment and retail destinations. It is also safe to assume that cyclists from communities that do not meet the disadvantaged criteria will benefit from use of the proposed improvements. However, for every user that cycles rather than commuting in a single occupancy vehicle is one less car on the road. The reduction in traffic correlates to improved air quality, safety, and access for all members of the community. Based on this assessment the Project will directly benefit the disadvantaged community 100%.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

As described in Question #3 this Project was conceived directly by the community that it will serve. Community members identified the need for improvements along this corridor. They spoke of a need to reduce travel speeds along the corridors and improve crossings for pedestrians. They expressed a need for bicycle facilities that students,



parents, and grandparents would be comfortable to use. They asked for a facility that is low stress/high quality. During the final Community Advisory Committee the stakeholders were asked to comment on the draft conceptual renderings. The primary comment received was to implement the Projects immediately! The outreach process has allowed the City to clearly define how to directly benefit the disadvantaged community. When implemented this Project will meet or exceed all of those identified needs and provide the desired direct benefit.



Part B: Narrative Questions

Detailed Instructions for: **Question #6**

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

During the community outreach process, the City of Santa Ana heard a lot of feedback about the comfort and stress level of riding a bicycle in the roadway. One of the other alternatives considered for this corridor was a traditional bike lane. However, based the feedback we heard, community members would be unlikely to use the bike lane without some improvements to reduce the volume and speed of cars. With the goal being to increase use of active modes of transportation, the traditional bike lanes would not meet the necessary goal on its own. Further, due to right of way constraints a bike lane is infeasible without widening the roadway and narrowing the sidewalks. A bike boulevard with traffic calming improvements and pedestrian crossing improvements meets the desires of the community to reduce speeds and volumes, making a low-stress high-quality bicycle corridor while maintaining/improving the existing pedestrian infrastructure. This compromise was determined by the community and the City to be the preferred alternative.

- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)**

Benefit Cost Ratio: 9.03 (Attachment I-6B)

The tool is relatively simple to use, the rates for recreational or commuter data are particularly helpful if local data is unavailable. The tool has a limited selection of bicycle facilities types. It excludes protected bike lanes, buffered bike lanes, and bicycle boulevards. Based on the community input we have heard, these are the types of facilities that are in the highest demand and are likely to see the highest level of increases in active modes of transportation. A more comprehensive list of counter measures would also be helpful to more accurately reflect the project components.



Part B: Narrative Questions

Detailed Instructions for: Question #7

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

The City of Santa Ana successfully pursued grant funding in the amount of \$150,000 for the development of the Santa Ana Downtown Transit Zone Complete Streets Plan through the Southern California Association of Governments (SCAG) Compass Blueprint Program. This Plan laid the groundwork for this project by funding the outreach efforts, conceptual renderings, and cost estimates required for this application. Were it not for SCAG funding the Plan the City of Santa Ana would be unable to submit this application.



Part B: Narrative Questions

Detailed Instructions for: **Question #8**

QUESTION #8

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

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
 - No (If this application is NOT for a Plan, proceed to Step #2)
- Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.
- Project Title
 - Project Description
 - Detailed Estimate
 - Project Schedule
 - Project Map
 - Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points)
 - Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).
Landscaping and planting

 - Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
 - Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

- A. **Applicant:** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The City of Santa Ana has no detrimental project history. The City has a well-established track record of pursuing and implementing successful ATP related type grant projects. Unlike many other cities, the City of Santa Ana has the in-house expertise that has not only written numerous successful grant applications for OTS, BTA, SRTS, SR2S, HSIP and ATP but has also fully successfully administered, designed and implemented these grants.

The City of Santa Ana contacted Jim Kaufman District 12 Local Assistance Engineer to review and concur with this response.

- B. **Caltrans response only:**

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

Application Signature Page Required for all applications	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer's Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment E
Photos of Existing Conditions Required for all applications	Attachment F
Project Estimate Required for Infrastructure Projects	Attachment G
Non-Infrastructure Work Plan (Form 22-R) Required for all projects with Non-Infrastructure Elements	Attachment H
Narrative Questions backup information Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	Attachment J
Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	Attachment K

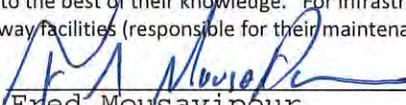


Part C: Attachments **Attachment A: Signature Page**

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:  Date: 5/21/15
 Name: Fred Mousavipour Phone: (714) 647-5664
 Title: Executive Director e-mail: FMousavipour@santa-ana.org
Public Works Agency
City of Santa Ana

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board

(For use only when appropriate)

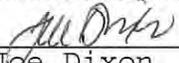
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
 Name: _____ Phone: _____
 Title: _____ e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official

(For use only when appropriate)

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

Signature:  Date: 5-20-15
 Name: Joe Dixon Phone: (714) 480-5356
 Title: Assistant Superintendent e-mail: joe.dixon@sausd.us
Facilities & Governmental Relations

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*

(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? If yes, no signature is required. If no, the following signature is required.

Signature: _____ Date: _____
 Name: _____ Phone: _____
 Title: _____ e-mail: _____

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

Date: 26-May-15

Project Information:					
Project Title: City of Santa Ana - Civic Center Drive Bike Boulevard Project					
District	County	Route	EA	Project ID	PPNO
12	Orange				

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

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)				260				260	
PS&E					406			406	
R/W									
CON						3,063		3,063	
TOTAL				260	406	3,063		3,729	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				260				260	
PS&E					406			406	Notes:
R/W									
CON						3,063		3,063	
TOTAL				260	406	3,063		3,729	

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

Date: 26-May-15

Project Information:					
Project Title: City of Santa Ana - Civic Center Drive Bike Boulevard Project					
District	County	Route	EA	Project ID	PPNO
12	Orange				

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

Fund No. 3:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

Fund No. 4:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

Fund No. 5:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

Fund No. 6:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

Fund No. 7:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** Engineer's Initials: 3K
 - a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map** showing existing and proposed conditions must: Engineer's Initials: 3K
 - a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
 - b. Show the full scope of the proposed project, including any non-participating construction items
 - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
 - d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials: 3K

(Include cross-section for each controlling configuration that varies significantly from the typical)

 - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate** Engineer's Initials: 3K
 - a. Estimate is reasonable and complete.
 - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
 - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
 - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
 - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:**

Engineer's Initials: ZK

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding**

Engineer's Initials: ZK

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)**

Engineer's Initials: ZK

- N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:**

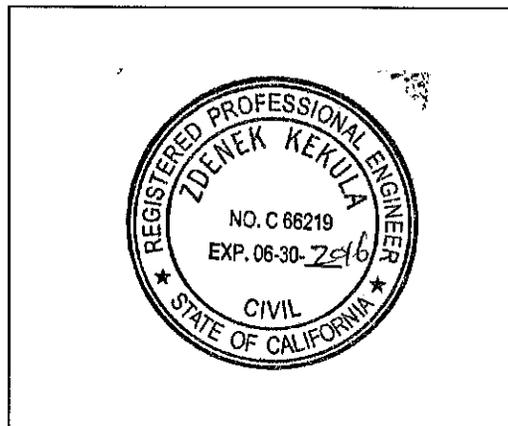
Engineer's Initials: ZK

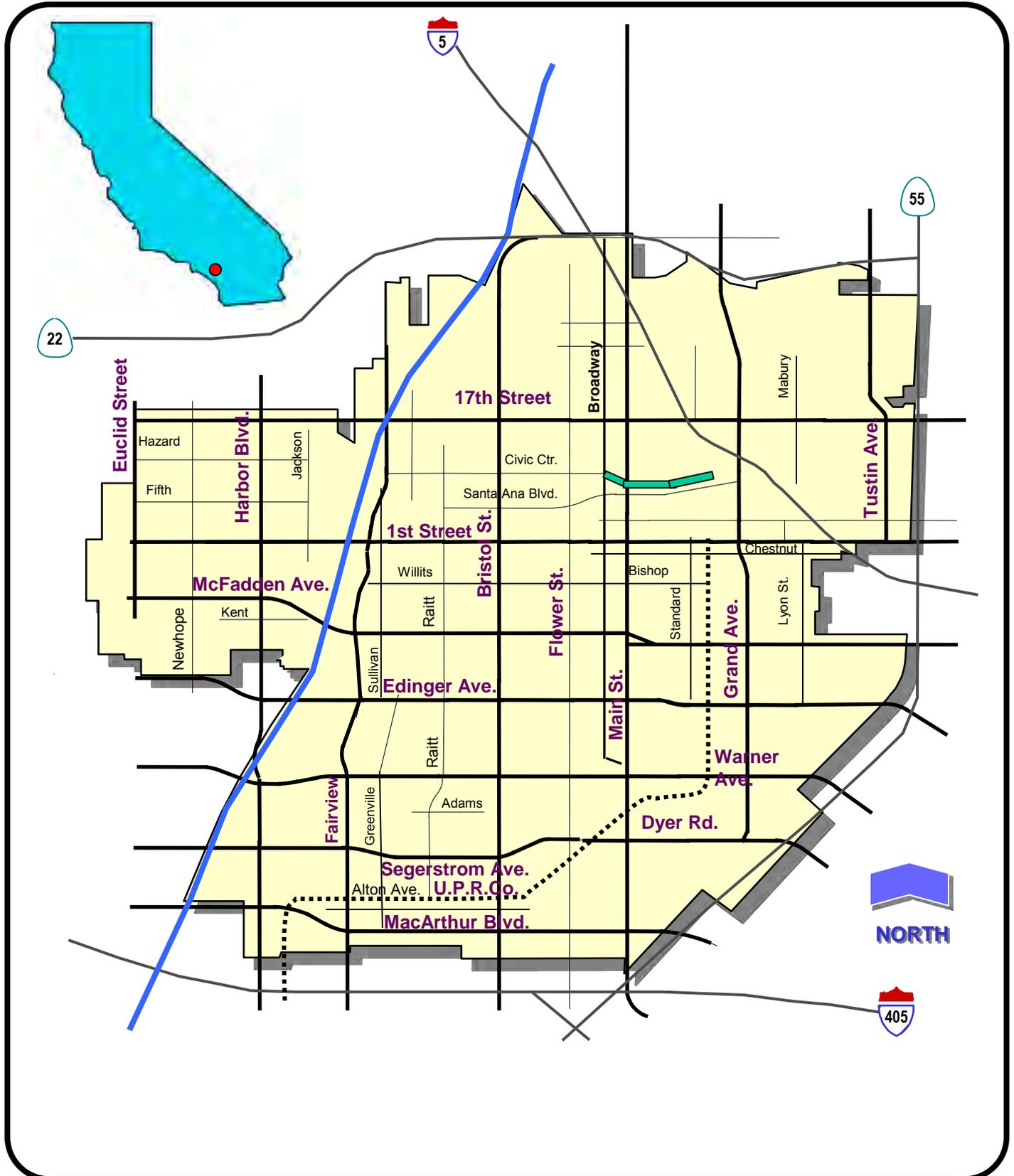
- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): Kekula, Zdenek
Title: Sr. Civil Engineer
Engineer License Number C66219
Signature: Zdenek Kekula
Date: May 20, 2015
Email: Zkekula@santa-ana.org
Phone: (714) 647-5606

Engineer's Stamp:





BIKE LANES / BIKE ROUTE ON CIVIC CENTER BETWEEN BROADWAY AND SANTIAGO





**BIKE LANES / BIKE ROUTE ON CIVIC CENTER
BETWEEN BROADWAY AND SANTIAGO**



**BIKE LANES / BIKE ROUTE ON CIVIC CENTER
BETWEEN BROADWAY AND SANTIAGO**

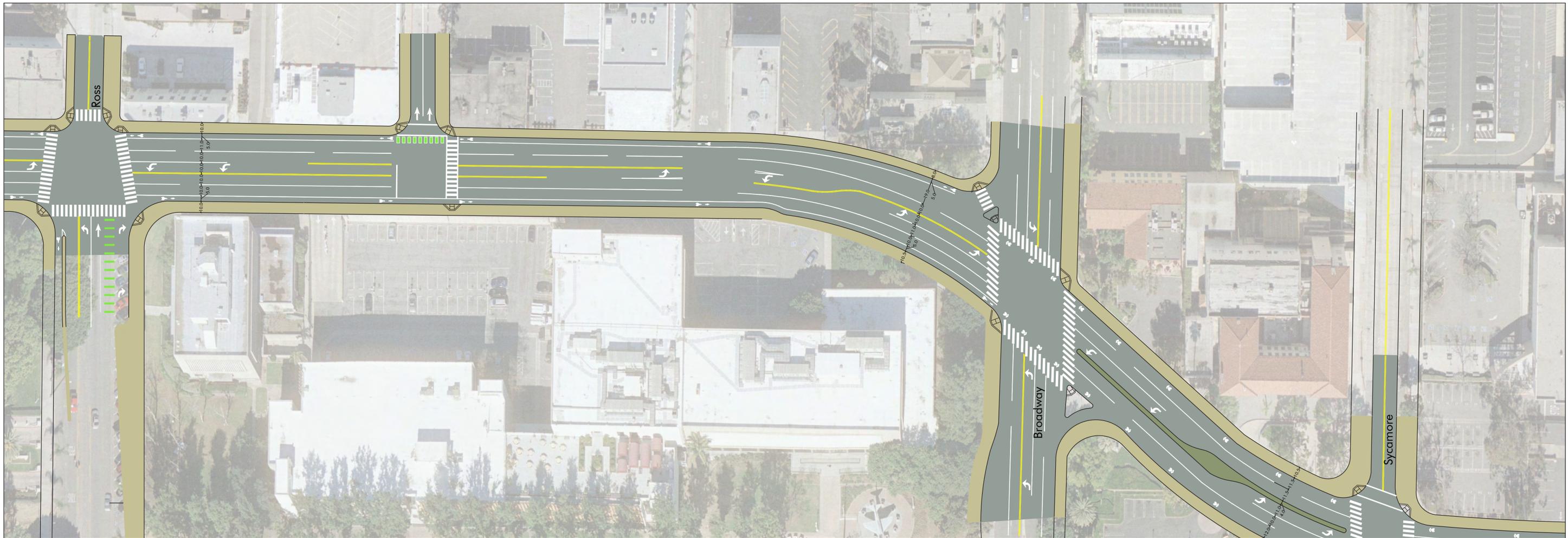
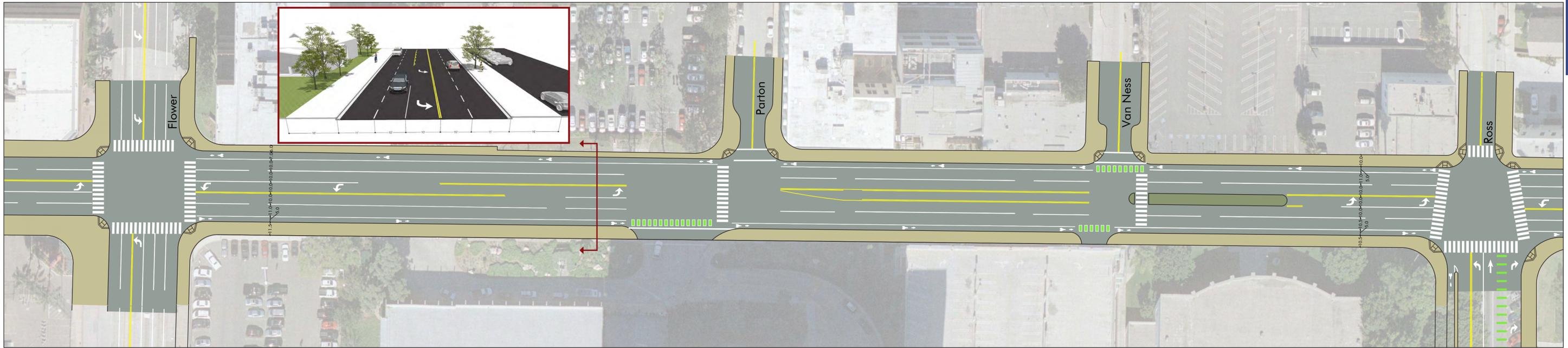




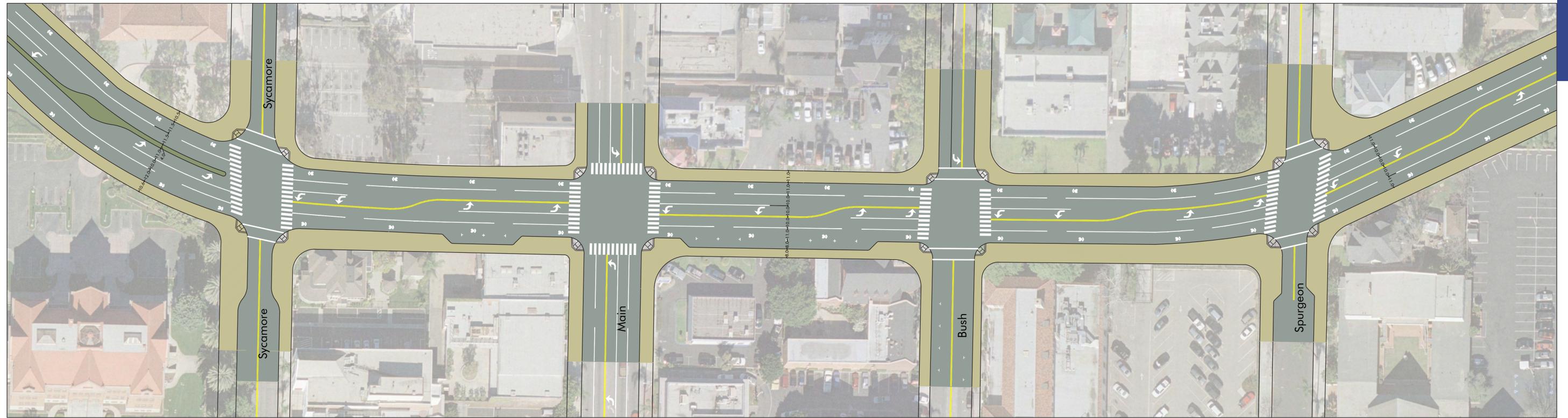
**BIKE LANES / BIKE ROUTE ON CIVIC CENTER
BETWEEN BROADWAY AND SANTIAGO**



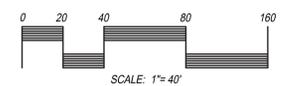
**BIKE LANES / BIKE ROUTE ON CIVIC CENTER
BETWEEN BROADWAY AND SANTIAGO**



BIKE LANES / BIKE ROUTE ON CIVIC CENTER BETWEEN BROADWAY AND SANTIAGO

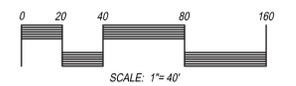


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BETWEEN BROADWAY AND SANTIAGO**



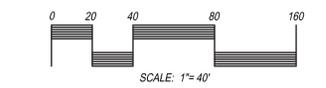


BIKE LANES / BIKE ROUTE ON CIVIC CENTER BETWEEN BROADWAY AND SANTIAGO





**BIKE LANES / BIKE ROUTE ON CIVIC CENTER
BETWEEN BROADWAY AND SANTIAGO**





Civic Center Drive at Lacy looking East the street is wider than is necessary for the traffic volumes making long crossings. This section of the project sees quite a bit of cut-through traffic as vehicle leave the OC Civic Center



Civic Center Drive looking East at the intersection with Main Street, the roadway narrows slightly as it passes through the commercial district



Civic Center Drive at Broadway looking East from the OC Civic Center, there is a curvature in the roadway that make bike lanes difficult to install

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	City of Santa Ana		
Application ID:	12-Santa Ana-04	Prepared by:	Zed Kekula
Date:	5/22/2015		
Project Description:	Civic Center		
Project Location:	Civic Center between Flower Street and Santiago		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
						%	\$	%	\$	%	\$	%	\$
1	Remove Curb and Gutter	7100	LF	\$15.00	\$106,500	100%	\$106,500						
2	Remove Traffic Stripes	6100	LF	\$4.00	\$24,400	100%	\$24,400						
3	Bulb-out/Curb Extensions	44	EA	\$30,000.00	\$1,320,000	100%	\$1,320,000						
4	Concrete	6000	SQFT	\$12.00	\$72,000	100%	\$72,000						
5	Curb Ramps	84	EA	\$3,000.00	\$252,000	100%	\$252,000						
6	Unclassified Excavation	25	CY	\$100.00	\$2,500	100%	\$2,500						
7	Curb and Gutter	1800	LF	\$55.00	\$99,000	100%	\$99,000						
8	Soil Prep	6400	SQFT	\$1.00	\$6,400	100%	\$6,400	100%	\$6,400			50%	\$3,200
9	Trees (15 Gallon, 24" Box)	15	EA	\$550.00	\$8,250	100%	\$8,250	100%	\$8,250			50%	\$4,125
10	Bike Lane/Sharrow Marking, Paint	80	EA	\$500.00	\$40,000	100%	\$40,000						
11	Pavement Markings, Thermoplastic	32	EA	\$225.00	\$7,200	100%	\$7,200						
12	Pavement Markings (Arrows, School Xing, Etc)	60	EA	\$100.00	\$6,000	100%	\$6,000						
13	Bike Lane Green Paint	870	SQFT	\$12.00	\$10,440	100%	\$10,440						
14	Wayfinding/Informative Signs	20	EA	\$350.00	\$7,000	100%	\$7,000						
15	Centerline Striping	6100	LF	\$2.00	\$12,200	100%	\$12,200						
16	Parking Stripes, Paint	91	EA	\$15.00	\$1,365	100%	\$1,365						
17	Crosswalk Striping at signalized Intersection (no detector modifications)	38	EA	\$3,000.00	\$114,000	100%	\$114,000						
18	Traffic Circle	5	EA	\$30,000.00	\$150,000	100%	\$150,000						
19	2070 ATC CPU Card	1	EA	\$2,000.00	\$2,000	100%	\$2,000						
20	19A-3-100 W/12' Lum. M.A. and Foundation	2	EA	\$12,000.00	\$24,000	100%	\$24,000						
21	15 TS Pole W/15' Lum. M.A. and Foundation	1	EA	\$6,000.00	\$6,000	100%	\$6,000						
22	1-A Pole and Foundation	1	EA	\$3,000.00	\$3,000	100%	\$3,000						
23	12" Vehicle Head (L.E.D.)	14	EA	\$1,000.00	\$14,000	100%	\$14,000						
24	A.D.A. Type "B" P.P.B Assembly	8	EA	\$250.00	\$2,000	100%	\$2,000						
25	Count Down Pedestrian Head Assembly	8	EA	\$1,000.00	\$8,000	100%	\$8,000						
26	Luminair (250W HPSV)	4	EA	\$400.00	\$1,600	100%	\$1,600						
27	RSNS (2 sides)	4	EA	\$1,300.00	\$5,200	100%	\$5,200						
28	Sign Install on Mast Arm	4	EA	\$350.00	\$1,400	100%	\$1,400						
29	Temporary Wiring	1	LS	\$5,000.00	\$5,000	100%	\$5,000						
30	Wiring Entire Intersection	1	LS	\$7,000.00	\$7,000	100%	\$7,000						
31	10' Ground Rods	8	EA	\$100.00	\$800	100%	\$800						
32	Remove & Salvage Existing 1-A Pole Foundation	2	EA	\$1,000.00	\$2,000	100%	\$2,000						
33	Remove & Salvage Existing Pole Foundation	2	EA	\$2,000.00	\$4,000	100%	\$4,000						
34	Remove Pullbox	8	EA	\$500.00	\$4,000	100%	\$4,000						
35	GTT EVP 1-2 Direction	1	LS	\$12,000.00	\$12,000	100%	\$12,000						
36	Install 2" PVC	80	LF	\$30.00	\$2,400	100%	\$2,400						
37	Install 3" PVC	150	LF	\$35.00	\$5,250	100%	\$5,250						
38	Install 4" PVC	500	LF	\$40.00	\$20,000	100%	\$20,000						
39	Install Communication to Signal Controller	1	LS	\$10,000.00	\$10,000	100%	\$10,000						
40	Install No.6 Pullbox with Fiberlyte Non-Concrete Lid	11	EA	\$1,000.00	\$11,000	100%	\$11,000						
41	Install Traffic Signal Loop Detector (Type D Loop)	14	EA	\$300.00	\$4,200	100%	\$4,200						

Engineer's Estimate (for Construction Items Only)						Note: Cost can apply to more than one category. Therefore may be over 100%.								
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC		
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$	
42	Install Bicycle Loop Detector (Type E Loop)	12	EA	\$350.00	\$4,200	100%	\$4,200							
43	Construct PCC Curb Ramp	750	SQFT	\$20.00	\$15,000	100%	\$15,000							
44	Pothole for Utilities	25	EA	\$350.00	\$8,750	100%	\$8,750							
Subtotal of Construction Items:					\$2,422,055		\$2,422,055		\$14,650				\$7,325	
Construction Item Contingencies (% of Construction Items):				10.00%	\$242,206									
Total (Construction Items & Contingencies) cost:					\$2,664,261									
Project Cost Estimate:														
Type of Project Delivery Cost						Cost \$								
Preliminary Engineering (PE)														
Environmental Studies and Permits(PA&ED):						\$	260,000							
Plans, Specifications and Estimates (PS&E):						\$	406,000							
Total PE:						\$	666,000	25%	25% Max					
Right of Way (RW)														
Right of Way Engineering:														
Acquisitions and Utilities:														
Total RW:						\$	-							
Construction (CON)														
Construction Engineering (CE):						\$	399,000		13%	15% Max				
Total Construction Items & Contingencies:						\$2,664,261								
Total CON:						\$	3,063,261							
Total Project Cost Estimate:						\$	3,729,261							



City of Santa Ana

Bicycle Master Plan - DRAFT FINAL

November 2013

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



4 | NEEDS ANALYSIS

4.4 Travel Demand

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

Table 4-2: Existing Bicycling Demand

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

CITY OF SANTA ANA BICYCLE MASTER PLAN

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

Table 4-3: Existing Air Quality Impact

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

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

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

4 | NEEDS ANALYSIS

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

Table 4-4: Projected Year 2030 Bicycling Demand

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

CITY OF SANTA ANA BICYCLE MASTER PLAN

Table 4-5: Projected Year 2030 Air Quality Impact

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

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

4.5 Collision Analysis

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



City of Santa Ana

Pedestrian Master Plan - DRAFT FINAL

February 2014

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



4 | NEEDS ANALYSIS

4.3 Travel Demand

A key goal of this Plan is to maximize the number of pedestrians in order to realize multiple benefits, such as improved health and wellness, less traffic congestion, and maintenance of ambient air quality levels. In order to achieve this, a better understanding of the number of pedestrians is needed. US Census data provides useful information for understanding walking rates. While the Census data provides the best available data for activity, it only reports the modes which residents use for commuting to work. Table 4-2 is a model that uses specific data from the US Census American Community Survey; National Safe Routes to School survey information; and Federal Highway Administration College Commute Survey information.

Table 4-2: Existing Walking Demand

Variable	Figure	Source
Existing study area population	325,547	2007-2011 American Community Survey, B01003 5-Year Estimates
Existing employed population	143,324	2007-2011 American Community Survey, B08301 5-Year Estimates
Existing walk-to-work mode share	2.0%	2007-2011 American Community Survey, B08301 5-Year Estimates
Existing number of walk-to-work commuters	2,918	Employed persons multiplied by walk-to-work mode share
Existing work-at-home mode share	1.5%	2007-2011 American Community Survey, B08301 5-Year Estimates
Existing number of work-at-home walk commuters	1,100	Assumes 50% of population working at home makes at least one daily walking trip
Existing transit-to-work mode share	7.1%	2007-2011 American Community Survey, B08301 5-Year Estimates
Existing transit pedestrian commuters	7,664	Employed persons multiplied by transit mode share. Assumes 75% of transit riders access transit by foot
Existing school children, ages 6-14 (grades K-8)	27,698	2007-2011 American Community Survey, S1401 5-Year Estimates
Existing school children walking mode share	11.0% ¹⁰	National Safe Routes to School surveys, 2010.
Existing school children walk commuters	3,047	School children population multiplied by school children walking mode share
Existing number of college students in study area	18,786	2007-2011 American Community Survey, S1401 5-Year Estimates
Existing estimated college walking mode share	60.0%	Review of walking commute share in seven university communities (source: National Bicycling & Walking Study,

¹⁰ A total of thirteen schools submitted walking mode share surveys in 2010, ranging from five to seventy percent.

CITY OF SANTA ANA PEDESTRIAN MASTER PLAN

Variable	Figure	Source
FHWA, Case Study No. 1, 1995).		
Existing college walking commuters	11,271	College student population multiplied by college student walking mode share
Existing total number of walk commuters	15,998	Total walk-to-work, school, college and utilitarian walking trips. Does not include recreation.
Total daily walking trips	51,996	Total walk commuters x 2 (for round trips)

As shown in Table 4-2, there are an estimated 51,996 daily walking commuters and utilitarian pedestrians in Santa Ana. It is important to note that this is simply an order-of-magnitude estimate, based on available data and does not include recreational trips. Table 4-3 presents the associated air quality impacts from walking.

Table 4-3: Existing Air Quality Impact

Variable	Figure	Source
<i>Existing Vehicle Trips and Miles Reduction</i>		
Reduced Vehicle Trips per Weekday	18,369	Assumes 73% of walking trips replace vehicle trips for adults/college students and 53% for school children
Reduced Vehicle Trips per Year	4,794,378	Reduced number of weekday vehicle trips multiplied by 261 (weekdays in a year)
Reduced Vehicle Miles per Weekday	20,943	Assumes average round trip travel length of 1.2 miles for adults/college students and 0.5 mile for school children
Reduced Vehicle Miles per Year	5,458,231	Reduced number of weekday vehicle miles multiplied by 261 (weekdays in a year)
<i>Existing Air Quality Benefits:</i>		
Reduced Hydrocarbons (pounds/weekday)	63	Daily mileage reduction multiplied by 1.36 grams per reduced mile
Reduced PM10 (pounds/weekday)	0	Daily mileage reduction multiplied by 0.0051 grams per reduced mile
Reduced PM2.5 (pounds/weekday)	0	Daily mileage reduction multiplied by 0.0049 grams per reduced mile
Reduced NOX (pounds/weekday)	44	Daily mileage reduction multiplied by 0.95 grams per reduced mile
Reduced CO (pounds/weekday)	571	Daily mileage reduction multiplied by 12.4 grams per reduced mile
Reduced CO2 (pounds/weekday)	17,043	Daily mileage reduction multiplied by 369 grams per reduced mile
Reduced Hydrocarbons (pounds/year)	16,365	Yearly mileage reduction multiplied by 1.36 grams per reduced mile
Reduced PM10 (pounds/year)	63	Yearly mileage reduction multiplied by 0.0051 grams per reduced mile

4 | NEEDS ANALYSIS

Variable	Figure	Source
Reduced PM _{2.5} (pounds/year)	59	Yearly mileage reduction multiplied by 0.0049 grams per reduced mile
Reduced NO _x (pounds/year)	11,432	Yearly mileage reduction multiplied by 0.95 grams per reduced mile
Reduced CO (pounds/year)	149,213	Yearly mileage reduction multiplied by 12.4 grams per reduced mile
Reduced CO ₂ (pounds/year)	4,440,302	Yearly mileage reduction multiplied by 36g grams per reduced mile

Source: Emissions rates from EPA report 420-F-05-022 "Emission Factors, Average Annual Emissions and Fuel Consumption for Gasoline-Powered Passenger Cars and Light Trucks," 2005

Table 4-4 displays projected year 2030 walking activity within Santa Ana using data from the California Department of Finance population and school enrollment projections. The projection contains the assumption that walking mode share will double by 2030, due in part to the implementation of pedestrian network improvements. Table 4-5 displays the project air quality benefit forecasts for the year 2030. The air quality projections for 2030 use the same calculations as those used for the current estimates.

Table 4-4: Projected Year 2030 Walking Demand

Variable	Figure	Source
Future study area population	412,813	Estimated based on City of Santa Ana Demographic, Economic, Housing and Business Trends, May 2012
Future employed population	180,985	Estimated based on City of Santa Ana Demographic, Economic, Housing and Business Trends, May 2012
Future walk-to-work mode share	4.0%	Assumes walking mode share will double
Future number of walk-to-work commuters	7,239	Employed persons multiplied by walk-to-work mode share
Future work-at-home mode share	0.9%	Assumes work-at-home mode share will continue to grow at the same rate as between 2000-2011
Future number of work-at-home walk commuters	814	Assumes 50% of population working at home makes at least one daily walking trip
Future transit-to-work mode share	3.5%	Assumes transit mode share will continue to grow at the same rate as between 2000-2011
Future transit pedestrian commuters	4,754	Employed persons multiplied by transit mode share. Assumes 75% of transit riders access transit by foot
Future school children, ages 6-14 (grades K-8)	15,620	Estimate this number based on historic population growth (or decline) trends
Future school children walking mode share	12.0%	Assumes walking mode share will double

CITY OF SANTA ANA PEDESTRIAN MASTER PLAN

Variable	Figure	Source
Future school children walk commuters	5,636	School children population multiplied by school children walking mode share
Future number of college students in study area	20,458	Estimated based on CA Department of Finance Projections
Future estimated college walking mode share	90.0%	Assumes 50% increase
Future college walking commuters	18,412	College student population multiplied by college student walking mode share
Future total number of walk commuters	26,853	Total walk-to-work, school, college and utilitarian walking trips. Does not include recreation.
Future total daily walking trips	73,707	Total walk commuters x 2 (for round trips)

Table 4-5: Projected Year 2030 Air Quality Impact

Variable	Figure	Source
<i>Future Vehicle Trips and Miles Reduction</i>		
Reduced Vehicle Trips per Weekday	25,776	Assumes 73% of walking trips replace vehicle trips for adults/college students and 53% for school children
Reduced Vehicle Trips per Year	6,727,437	Reduced number of weekday vehicle trips multiplied by 265 (weekdays in a year)
Reduced Vehicle Miles per Weekday	28,840	Assumes average round trip travel length of 1.2 miles for adults/college students and 0.5 mile for schoolchildren
Reduced Vehicle Miles per Year	7,527,246	Reduced number of weekday vehicle miles multiplied by 265 (weekdays in a year)
<i>Future Air Quality Benefits</i>		
Reduced Hydrocarbons (pounds/weekday)	86	Daily mileage reduction multiplied by 1.36 grams per reduced mile
Reduced PM10 (pounds/weekday)	0	Daily mileage reduction multiplied by 0.0052 grams per reduced mile
Reduced PM2.5 (pounds/weekday)	0	Daily mileage reduction multiplied by 0.0049 grams per reduced mile
Reduced NOX (pounds/weekday)	60	Daily mileage reduction multiplied by 0.95 grams per reduced mile
Reduced CO (pounds/weekday)	788	Daily mileage reduction multiplied by 11.4 grams per reduced mile
Reduced CO2 (pounds/weekday)	23,462	Daily mileage reduction multiplied by 369 grams per reduced mile
Reduced Hydrocarbons	22,569	Yearly mileage reduction multiplied by 1.36 grams per reduced mile

4 | NEEDS ANALYSIS

Variable (pounds/year)	Figure	Source
Reduced PM ₁₀ (pounds/year)	86	Yearly mileage reduction multiplied by 0.0052 grams per reduced mile
Reduced PM _{2.5} (pounds/year)	81	Yearly mileage reduction multiplied by 0.0049 grams per reduced mile
Reduced NOX (pounds/year)	15,765	Yearly mileage reduction multiplied by 0.95 grams per reduced mile
Reduced CO (pounds/year)	205,772	Yearly mileage reduction multiplied by 12.4 grams per reduced mile
Reduced CO ₂ (pounds/year)	6,123,377	Yearly mileage reduction multiplied by 369 grams per reduced mile

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

4.4 Collision Analysis

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

The report provides a detailed description of when, where and how these collisions occurred and the result of the accident (extent of injury, if any).

Pedestrian and automobile conflicts were also reported by the Department of Transportation. Table 4-6 shows the streets and intersections with the highest rates of pedestrian and automobile collisions. First Street had the highest number of collision with a total of 41 followed by 17th Street with 33. The most common reasons for collision was pedestrian violation which is most likely a pedestrian not crossing where or when they are suppose to, and pedestrian right-of-way which means they did not yield to the automobile. From 2008-2011, there were a total of 564 incidents of pedestrian-related collisions, with 13 fatalities. Figure 4-8 is a map illustrating the location of the collisions and fatalities.



Citywide Crosswalk Safety Study

September, 1998

Presented to:



The City of Santa Ana

Public Works Agency

101 West 4th Street

Santa Ana, CA 92702

714.647.5690

Presented by:



Katz, Okitsu & Associates

17852 E. Seventeenth St., Suite 102

Tustin, CA 92780-2412

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7 Marked Crosswalk Analysis

Data used for the analysis was obtained from pedestrian and vehicle counts and Citywide accident statistics from October 1993 to September 1996. At the beginning of the study period there were 184 uncontrolled marked crosswalks located throughout Santa Ana. There were also 47 accidents at these locations. At the end of the study period, 162 uncontrolled marked crosswalks remained. The other 22 were either removed or were provided with additional traffic control (signal or stop signs) during the study. Table 7.1 provides additional information on the crosswalks studied.

Table 7.1 Distribution of Crosswalks

<i>Distribution</i>	<i># of Crosswalks</i>	<i>Distribution</i>	<i># of Crosswalks</i>
White	76	Yellow	86
Ladder	53	Line	109
Mid-block	14	Intersection	148

The 22 removed crosswalks were not classified. Approximately 20 of the crosswalks were white, two were yellow, and none were mid-block. It was not readily possible to determine whether the removed crosswalks had ladder striping, because City records did not clearly indicate the configuration prior to removal.

Data was included in all analysis for crosswalks existing at the onset of the study. Data was included for removed crosswalks, if the information could be gathered readily. Pedestrian counts were not made at the removed locations, since the counts may have changed since the removal.

The following data was collected for all crosswalk locations:

- 24-hour weekday vehicle traffic volume
- Pedestrian volume from 1 pm to 3 pm, including age, and use of crosswalk (in/out)
- Physical inventory of each location, including all relevant signs and markings.

PEDESTRIAN COUNTS AND METHODOLOGY

The study team felt that it was essential to have a maximum of pedestrian volume information collected and available for further analysis, subject only to study funding limitations. A data



collection program was carefully designed to maximize the number of locations where pedestrian count data would be available for analysis.

It would be desirable to conduct pedestrian counts for at least one entire weekday, but obtaining pedestrian counts utilizes study resources ineffectively. Video taping of crosswalks was ruled out, due to the need to collect data at multiple locations on the same day. Manual counting was identified as the only practical means of collecting pedestrian crosswalk volume, but this requires one hour of data collection for each hour of study. A cost-effective data collection program was necessary.

An appropriate duration of pedestrian counts must be carefully evaluated. The San Diego study of 1970 collected data for four hours at each location. The study was updated to use 24-hour counts shortly after initial publication, using a Federal Grant to enhance the quality of the data base. The study analyzed 400 crosswalks, but it included pedestrian counts for only 40 crosswalks, and the expansion of these locations to 24-hours did not change any of the analysis or findings significantly.

A more extensive pedestrian count program was considered for this study, but the two-hour count period was adopted after careful evaluation due to study constraints. The two-hour counts were supplemented by 14-hour pedestrian volume counts at selected control locations throughout the City. These locations were used to study the relationship between the two-hour counts and pedestrian activity for the rest of the day. They included a typical school crosswalk, a typical crosswalk in a commercial retail area, and a crosswalk at a public office building. The traffic count profiles for the control locations are included in a study appendix.

The study team had collected 12-14-hour pedestrian counts for other studies in the past. This information suggested that hourly volumes do not fluctuate unpredictably between 7 am and 7 pm. The only significant exception is before and after school in areas near schools. As a result, the team desired to obtain a measurement of pedestrian activity at each location during an hour of school related traffic and during an hour of non-school traffic.

All crosswalks were counted from 1 pm to 3 pm. A few crosswalks were also counted at other times, where local land uses suggested that there may be unusual peaking of flows at other times. These included City parks and churches, primarily.

The 1 pm to 3 pm time period was identified for several reasons. The hours are consecutive, permitting all data collection during a single shift. Most Santa Ana schools were known to release



classes between 2 pm and 3 pm. As a result, the first hour represents a count with a minimum of school pedestrian traffic, while the second hour would indicate school traffic.

A surprising amount of information can be obtained from these two hours. The hour beginning at 2 pm normally has less pedestrian traffic than the 1 pm hour in commercial or employment areas, while the 2 pm hour has more traffic in school areas. If the 2 pm count is higher, then the location is probably experiencing school traffic, and the difference between the two counts can generally be attributed nearly 100% to school traffic. If the 2 pm count is lower, but approximately the same, the traffic is probably related to retail activity. If the 2 pm count is much lower, office traffic is suspected. This information can be further justified by analyzing the age information.

Daily pedestrian crosswalk volume was estimated from the two-hour counts using a formula developed based upon examination of the 14-hour count locations, experience reviewing other day-long counts, and reviewing the San Diego Study's pedestrian data. The formula presumes that the 1 pm count is an average hour, and multiplies this count by eleven to produce an initial daily estimate. If the 2 pm count is greater than the 1 pm count, school activity is suggested. The difference between 1 pm and 2 pm is attributed to school volume. This amount is quadrupled (to account for the morning reverse peak) and added to the initial estimate to produce the daily total volume.

Many of the school locations have adult crossing guards, and pedestrian traffic was counted while guards were present. However pedestrian traffic during the guarded hours should be excluded from the daily total for analysis of accidents, if the effect of uncontrolled crosswalk locations is the subject of analysis. At guarded locations the 2 pm count was quadrupled and subtracted from the daily total. The result is termed the uncontrolled daily volume. This pedestrian volume was normally used in subsequent accident rate analysis.

This volume forecast method is believed to be accurate to within 10 percent, based upon comparison with the count locations with more extensive counts. It is quite appropriate for ranking of locations by pedestrian volume or for calculating accident rates. Also, the adjustment for school traffic and crossing guards probably had no significant effect upon the outcome. Use of 1 pm counts was initially used, and the conversion to the daily formula did not change any findings.

This data collection approach is believed to be most appropriate for further analysis. We believe that the greatest value will be extracted by collection of sampling data at as many locations as possible. This approach may also be of use to other agencies who may be considering



measurement of pedestrian flows at a large number of crosswalk locations within a short amount of time. Since the traffic counts were primarily used for ranking by volume and calculation of accident rates, the potential for changes in study conclusions is considered to be minor, based upon more extensive pedestrian count data. See Appendices for conversions from hourly to daily pedestrian counts and 12 to 24 hour conversion error.

ANALYSIS OF AGE AND SEX OF PEDESTRIANS

The pedestrian traffic counts observed the age of all pedestrians. Previous studies have identified the very young and very old to be high risk pedestrians and over-represented in accident statistics.

Accident reports are an accurate source for the age of injured pedestrians. Six seniors, 20 adults, 7 teenagers, and 14 children were involved in accidents. It should also be noted many accidents involving toddlers under 5 years of age usually involved a guardian as well. These accidents should be attributed to the judgment of the guardian, not the child.

The distribution of counted pedestrians by age group was compared with the distribution of age for pedestrians involved in accidents. Table 7.2 shows the result of the pedestrian age analysis.

Table 7.2 Percentage of Pedestrians in Crosswalks and in Accidents

	<i>Child</i> (1-11)	<i>Teen</i> (12-17)	<i>Adult</i> (18-64)	<i>Senior</i> (65-up)
All Crosswalks				
% pedestrians in Crosswalks	49%	15%	35%	1%
% pedestrians in accidents	26%	12%	53%	9%
School Crosswalk				
% pedestrians in Crosswalks	59%	16%	24%	1%
% pedestrians in accidents	48%	13%	30%	9%
Non-School Crosswalk				
% pedestrians in Crosswalks	28%	15%	51%	1%
% pedestrians in accidents	16%	5%	74%	5%

This analysis shows the highest risk group for accidents is in the senior age group, where one percent of all pedestrians were involved in 9% of all accidents. The data suggests that seniors are nine times more likely to experience accidents. Pedestrian ages were estimated by the traffic counters. It is possible that the number of senior pedestrians was underestimated due to errors in visual classification. However, over-involvement will likely be an inevitable finding.

TRANSPORTATION STUDIES, INC.

File: H1504061
 Location: Broadway & Civic Center Drive
 Date: 5/20/15
 City: Santa Ana

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	2	2	3	0	1	0	2
7:15 AM	0	2	1	1	3	3	1	0
7:30 AM	0	2	1	2	1	2	0	2
7:45 AM	0	0	0	0	1	0	0	1
8:00 AM	0	0	1	0	0	0	1	0
8:15 AM	0	1	3	0	0	0	0	0
8:30 AM	0	2	2	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	9	10	6	5	6	3	6

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BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:00 PM	0	0	2	0	1	1	0	2
12:15 PM	0	0	0	2	0	0	1	0
12:30 PM	0	0	0	0	2	0	0	1
12:45 PM	0	1	1	1	1	0	1	0
1:00 PM	1	0	0	1	1	0	2	0
1:15 PM	0	0	2	3	0	2	0	1
1:30 PM	0	0	0	2	0	0	0	1
1:45 PM	2	2	3	1	0	0	2	0
2:00 PM	0	1	2	1	4	1	0	0
2:15 PM	1	0	1	1	2	0	1	0
2:30 PM	0	2	0	2	0	0	0	1
2:45 PM	2	1	0	4	0	1	1	0
3:00 PM	1	0	1	1	0	0	2	1
3:15 PM	0	2	0	2	2	0	1	0
3:30 PM	0	0	4	1	0	2	0	1
3:45 PM	0	1	1	1	1	0	0	0
4:00 PM	0	1	3	1	0	1	3	4
4:15 PM	1	0	1	3	1	1	2	1
4:30 PM	0	0	3	1	0	0	1	1
4:45 PM	0	0	1	1	1	1	3	0
5:00 PM	0	0	2	2	0	1	1	1
5:15 PM	0	0	3	0	1	0	2	3
5:30 PM	0	0	3	2	1	1	2	1
5:45 PM	0	0	8	0	0	0	2	2
TOTALS	8	11	41	33	18	12	27	21

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TRANSPORTATION STUDIES, INC.

File: H1504062
 Location: Main Street & Civic Center Drive
 Date: 5/20/15
 City: Santa Ana

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	3	2	0	0	2	0	1
7:15 AM	0	1	0	3	0	1	0	0
7:30 AM	0	1	1	2	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	2	0	1	0
8:15 AM	1	1	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0
8:45 AM	0	1	0	0	2	1	0	2
TOTALS	1	7	3	5	5	4	1	3

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BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:00 PM	1	0	0	0	0	1	0	0
12:15 PM	0	1	0	1	1	1	1	1
12:30 PM	1	0	0	0	0	0	2	0
12:45 PM	0	1	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	1	1
1:30 PM	1	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	1	1	1	2
2:00 PM	0	0	0	0	1	2	0	0
2:15 PM	0	1	0	1	2	0	0	4
2:30 PM	0	1	0	0	0	0	0	4
2:45 PM	0	2	0	1	1	2	0	0
3:00 PM	0	0	0	0	1	0	0	1
3:15 PM	2	1	3	0	2	1	0	0
3:30 PM	2	0	1	0	1	1	2	1
3:45 PM	0	0	1	0	0	1	4	0
4:00 PM	1	2	1	0	3	0	1	3
4:15 PM	1	1	2	1	0	1	0	3
4:30 PM	2	0	0	0	0	1	2	1
4:45 PM	0	1	1	0	0	2	0	1
5:00 PM	0	1	3	0	4	1	0	1
5:15 PM	0	0	0	0	2	1	1	1
5:30 PM	0	0	0	0	0	0	0	1
5:45 PM	1	0	0	0	0	0	0	1
TOTALS	12	12	12	4	19	16	15	27

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TRANSPORTATION STUDIES, INC.

File: H1504063
 Location: Lacy Street & Civic Center Drive
 Date: 5/19/15
 City: Santa Ana

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	0	0	0	0	0	0
7:15 AM	0	1	2	0	0	1	0	0
7:30 AM	0	0	0	1	1	0	0	0
7:45 AM	0	2	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	0
8:30 AM	0	0	2	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0
TOTALS	1	4	4	2	1	2	0	0

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BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:00 PM	0	0	0	0	1	0	0	0
12:15 PM	0	1	0	0	1	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	2	0	0	1	0	0	0
1:00 PM	0	0	0	1	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	1	0	0	0	0
1:45 PM	0	0	1	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	1	2	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	1	0	1	0	1	0	0
3:15 PM	0	3	2	0	0	0	0	0
3:30 PM	0	0	1	0	0	0	0	0
3:45 PM	0	0	1	1	0	0	0	0
4:00 PM	0	0	1	0	1	0	0	0
4:15 PM	0	0	2	1	0	0	0	0
4:30 PM	0	2	0	1	2	0	0	0
4:45 PM	0	0	3	0	1	1	0	0
5:00 PM	0	1	0	0	0	0	0	0
5:15 PM	0	0	1	2	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	0	10	14	10	7	2	0	0

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TRANSPORTATION STUDIES, INC.

File: H1504061
 Location: Broadway & Civic Center Drive
 Date: 5/20/15
 City: Santa Ana

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	5	7	0	2	0	2
7:15 AM	2	2	1	9	1	4	2	4
7:30 AM	0	4	1	5	2	3	2	9
7:45 AM	0	4	2	7	1	6	0	6
8:00 AM	1	1	6	11	3	0	1	2
8:15 AM	2	2	7	8	2	3	1	10
8:30 AM	2	3	9	8	1	2	8	0
8:45 AM	2	3	20	8	1	8	2	6
TOTALS	9	19	51	63	11	28	16	39

93
102
112
119
143

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:00 PM	8	7	36	14	6	8	15	7
12:15 PM	2	2	18	10	2	7	5	11
12:30 PM	7	3	15	33	3	2	11	6
12:45 PM	4	4	17	18	1	1	5	4
1:00 PM	4	6	11	10	3	4	10	7
1:15 PM	3	5	16	10	3	1	4	3
1:30 PM	2	2	7	18	3	2	12	6
1:45 PM	5	5	14	17	2	5	9	7
2:00 PM	7	1	13	10	1	7	9	15
2:15 PM	7	1	16	18	2	5	3	12
2:30 PM	4	3	9	10	3	2	11	2
2:45 PM	8	2	23	12	6	3	7	8
3:00 PM	2	3	27	8	3	6	14	14
3:15 PM	3	5	16	10	4	4	12	8
3:30 PM	1	0	21	17	7	7	2	2
3:45 PM	3	4	20	15	6	4	16	11
4:00 PM	1	4	26	6	7	2	2	13
4:15 PM	5	0	5	14	0	2	16	4
4:30 PM	3	4	14	2	6	0	13	1
4:45 PM	1	4	9	6	2	2	6	9
5:00 PM	2	4	9	3	9	0	2	7
5:15 PM	8	1	10	3	1	4	2	6
5:30 PM	3	2	5	4	5	1	4	5
5:45 PM	6	1	1	6	5	4	3	3
TOTALS	99	73	358	274	90	83	193	171

292
246
234
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TRANSPORTATION STUDIES, INC.

File: H1504062
 Location: Main Street & Civic Center Drive
 Date: 5/20/15
 City: Santa Ana

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	10	5	5	2	2	8	4
7:15 AM	2	9	1	6	5	9	6	3
7:30 AM	1	4	1	0	3	0	2	9
7:45 AM	0	4	0	1	2	4	0	0
8:00 AM	0	5	2	1	4	5	4	5
8:15 AM	2	4	0	1	5	0	2	1
8:30 AM	2	2	2	0	0	1	1	4
8:45 AM	1	1	2	3	5	2	1	4
TOTALS	11	39	13	17	26	23	24	30

111
98
72
64
72

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:00 PM	4	15	10	7	14	6	7	7
12:15 PM	17	7	10	4	8	9	3	15
12:30 PM	8	19	1	4	12	3	8	10
12:45 PM	4	12	4	3	4	5	5	8
1:00 PM	6	14	2	2	6	4	6	6
1:15 PM	3	10	3	4	5	3	5	5
1:30 PM	5	5	4	2	5	2	4	8
1:45 PM	7	4	4	1	7	4	6	7
2:00 PM	4	2	6	3	9	9	3	3
2:15 PM	8	3	1	6	4	6	4	11
2:30 PM	5	2	1	0	0	0	0	5
2:45 PM	5	5	5	0	3	6	5	1
3:00 PM	8	11	6	8	4	2	12	3
3:15 PM	4	2	3	1	3	0	1	1
3:30 PM	7	5	3	0	1	7	8	2
3:45 PM	2	2	4	2	1	2	4	1
4:00 PM	1	1	6	4	9	8	0	7
4:15 PM	0	1	2	1	5	2	4	6
4:30 PM	8	7	2	3	7	3	15	4
4:45 PM	9	12	6	2	3	10	0	4
5:00 PM	2	4	8	3	14	5	1	3
5:15 PM	5	7	1	0	4	5	2	6
5:30 PM	1	0	2	3	3	0	5	2
5:45 PM	1	1	1	1	4	1	1	4
TOTALS	124	151	95	64	135	102	109	129

253
229
194
164
159
152
157
135
125
140
112
132
120
102
108
124
152
156
165
132
100

TRANSPORTATION STUDIES, INC.

File: H1504063
 Location: Lacy Street & Civic Center Drive
 Date: 5/19/15
 City: Santa Ana

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	5	0	1	1	1	9	1	0
7:15 AM	2	1	6	0	2	4	0	0
7:30 AM	0	1	2	4	5	20	0	0
7:45 AM	4	4	4	1	6	47	0	0
8:00 AM	0	5	20	2	14	27	0	0
8:15 AM	1	4	13	9	13	14	1	0
8:30 AM	0	1	5	3	5	5	0	0
8:45 AM	1	0	2	2	0	2	0	0
TOTALS	13	16	53	22	46	128	2	0

131
181
221
208
149

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:00 PM	1	0	2	1	4	1	0	0
12:15 PM	3	1	1	3	6	4	0	2
12:30 PM	0	0	0	2	2	1	2	0
12:45 PM	3	0	6	0	4	0	0	0
1:00 PM	0	0	4	1	3	0	0	0
1:15 PM	0	1	0	1	4	3	0	0
1:30 PM	1	1	1	1	1	1	0	0
1:45 PM	1	0	2	2	0	1	1	2
2:00 PM	1	0	5	3	1	10	0	0
2:15 PM	0	2	1	0	12	6	0	0
2:30 PM	0	11	0	0	27	1	0	1
2:45 PM	2	0	3	0	6	8	1	0
3:00 PM	0	2	8	22	43	19	0	0
3:15 PM	3	5	8	17	19	3	0	0
3:30 PM	3	3	3	2	11	2	0	0
3:45 PM	2	0	5	3	9	1	0	0
4:00 PM	2	0	0	1	7	0	0	1
4:15 PM	0	2	2	7	7	3	1	1
4:30 PM	0	4	0	0	7	1	1	4
4:45 PM	0	1	1	2	1	0	1	0
5:00 PM	2	3	4	2	7	1	0	5
5:15 PM	0	0	2	4	7	2	0	1
5:30 PM	5	4	2	4	5	13	0	3
5:45 PM	2	2	2	0	9	1	0	0
TOTALS	31	42	62	78	202	82	7	20

49
48
37
36
32
44
56
90
101
175
209
193
193
110
78
71
57
70
63
82
92



Final Report
June 28, 2013



**Nonmotorized Metrolink
Accessibility Strategy**



13. SANTA ANA METROLINK STATION

The Santa Ana Metrolink Station is located at 1000 E. Santa Ana Boulevard in the City of Santa Ana. The streets adjacent to the station include Santa Ana Boulevard and Santiago Street. The station is surrounded by residential, office, and industrial/warehouse land uses. The downtown is located approximately a half mile west of the station.

Existing Plans, Programs and Projects

Santa Ana Regional Transportation Center Master Plan (IBI Group, June 2011)

The Santa Ana Regional Transportation Center (SARTC) Master Plan is a vision for how the Santa Ana Station can accommodate both future increases in transit use and new transit modes expected to be introduced over the next thirty years. The plan explains that bicycle facilities at the station will enhance ridership, increase the station's catchment area and help to integrate the station into the surrounding neighborhood. Bicycle facilities could consist of bike racks, lockers and a Bikestation or bike valet.

Existing Conditions

Based on field observations, Santa Ana Boulevard does not appear to be bike-friendly due to higher traffic speeds/volumes with no buffer or bike lane to separate bicyclists from vehicles. Bicyclists can avoid Santa Ana Boulevard by using alternative parallel routes since nearby streets are on a grid system. The pedestrian environment is walkable since nearby streets are on a grid system with many route options. There is nice wayfinding within and around the station directing people to the station, café, bus check-in, tickets/boarding locations, etc. Photos of existing conditions at the station area are provided on the following page.

Table 10 summarizes the field audit scores for each metric for the Santa Ana Metrolink Station.



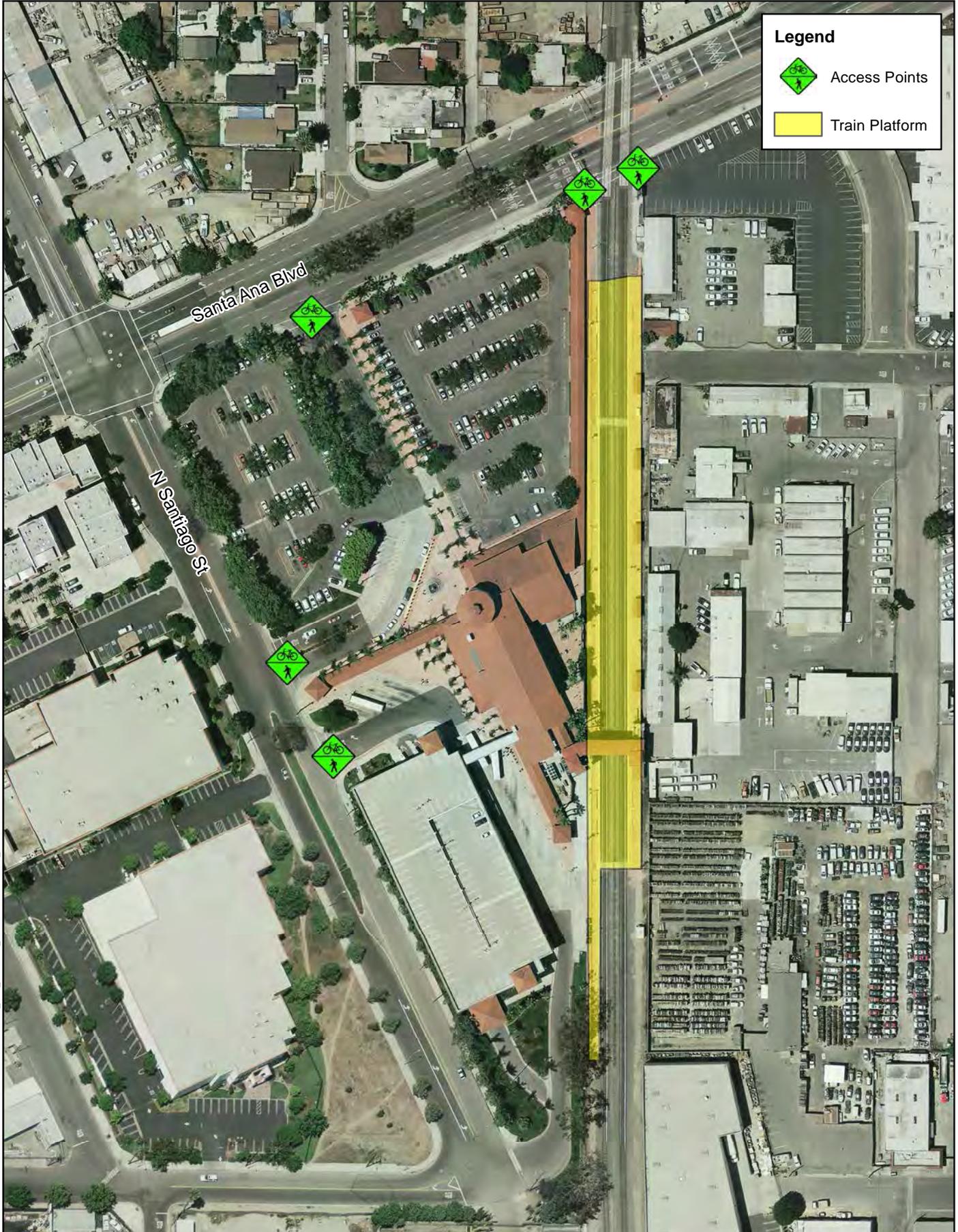
Table 10
Santa Ana Metrolink Station Field Audit Scores

#	Metric	Bike	Ped	Scoring System
1	Station Mode Split*	10	2	0 (Poor), 2, 4, 6, 8, 10 (Good)
2	Network Design	4	8	0, 2, 4, 6, 8, 10
3	Catchment Area Effectiveness	8	6	0, 2, 4, 6, 8, 10
4	Trip Demand	10	10	0, 2, 4, 6, 8, 10
5	Route Directness	8	8	0, 2, 4, 6, 8, 10
6	Safety	6	6	0, 2, 4, 6, 8, 10
7	Security	8	8	0, 2, 4, 6, 8, 10
8	Information/Wayfinding	6	8	0, 2, 4, 6, 8, 10
9	Station Amenities	8	10	0, 2, 4, 6, 8, 10
10	Bike Parking	8	N/A	0, 2, 4, 6, 8, 10
Total Score		76	66	
*Station Typology: Intermodal Transit Center; Current Mode Split: 3% Bike, 8% Ped				

As shown in Table 10, the Santa Ana Metrolink Station scored 76 out of 100 for bikes and 66 out of 90 for pedestrians. Exhibit 29 shows the main access locations to the station for pedestrians and bicyclists. Exhibit 30 shows the pedestrian and bicycle catchment areas.

Legend

-  Access Points
-  Train Platform



5/10/2013 JN M:\Mdaa\10108763\GIS\Ped Access\Santa_Ana_MetroLink_BikesAndPedAccess_8x11.mxd



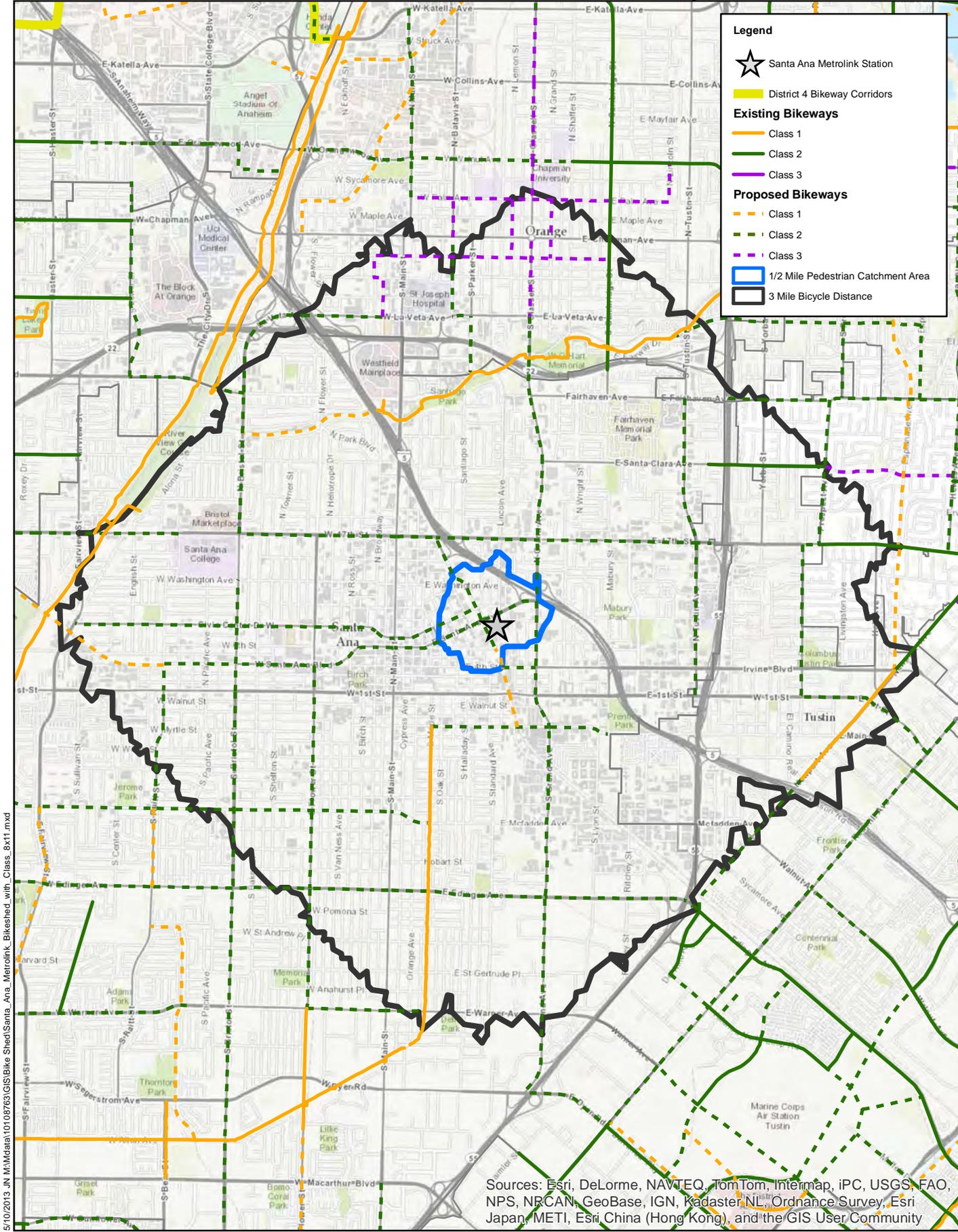
Source: OCTA, Eagle Aerial 2012

METROLINK STATION PEDESTRIAN & BICYCLE ACCESS

Santa Ana Station
Attachment I-1B
Exhibit 29

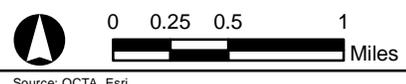
Legend

- ★ Santa Ana Metrolink Station
- District 4 Bikeway Corridors
- Existing Bikeways**
- Class 1
- Class 2
- Class 3
- Proposed Bikeways**
- - - Class 1
- - - Class 2
- - - Class 3
- 1/2 Mile Pedestrian Catchment Area
- 3 Mile Bicycle Distance



5/10/2013 JN M:\Mdaaa\10108763\GIS\Bike Sheet\Santa_Ana_Metrolink Bikeshed with Class_8x11.mxd

Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, iPC, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), and the GIS User Community



Source: OCTA, Esri



Station platform and pedestrian overcrossing.



Entrance to platform.

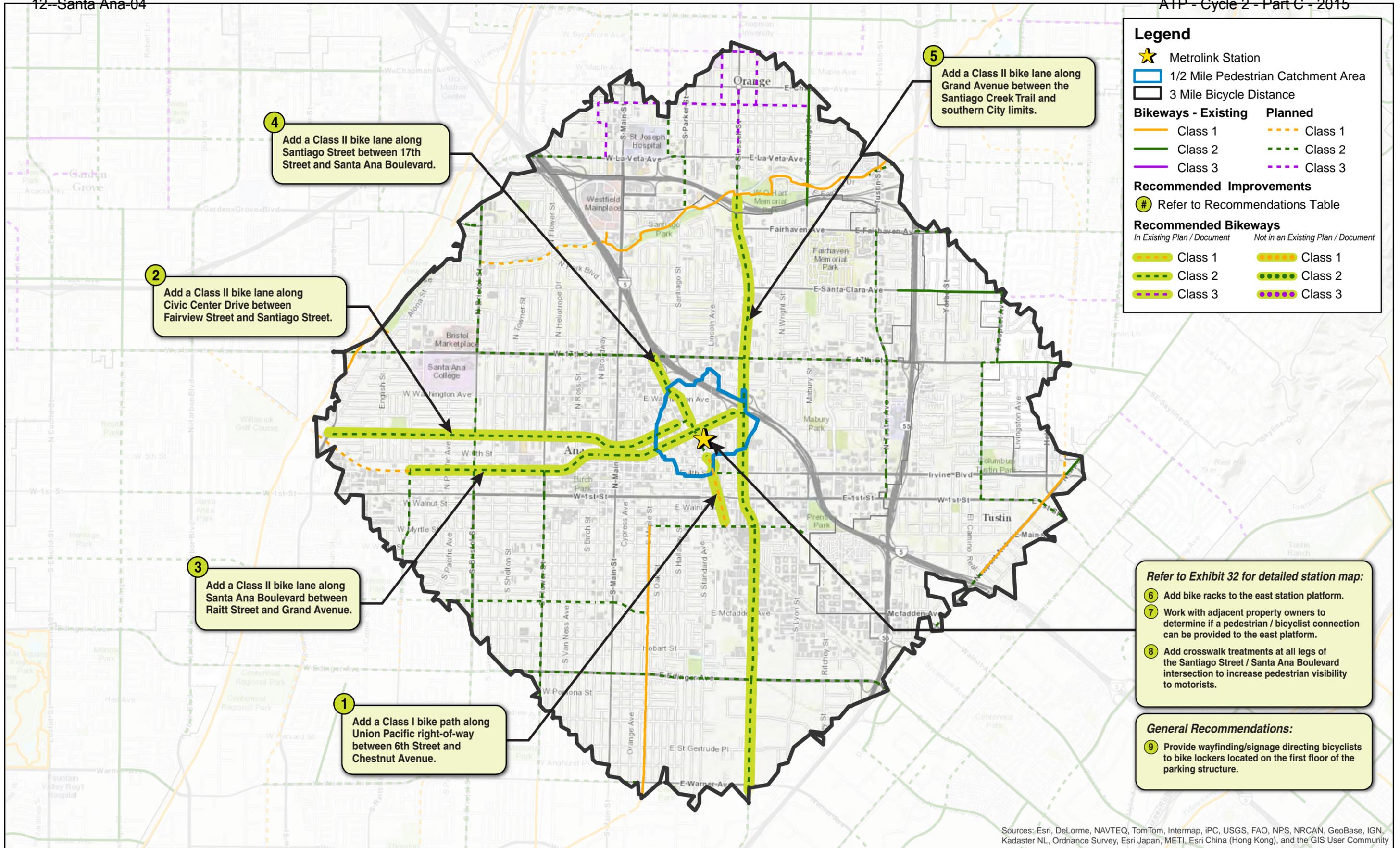




Recommendations

Exhibits 31 and 32 show the recommendations identified in the following matrix.

Item #	Recommended Improvement	Pedestrian Related/ Bicycle Related	Metrics Affected	Included in Existing Plan/Document
1	Add a Class I bike path along Union Pacific right-of-way between 6th Street and Chestnut Avenue.	Bicycle Related	Station Mode Split, Network Design, Catchment Area Effectiveness, Trip Demand, Route Directness, Safety	
2	Add a Class II bike lane along Civic Center Drive between Fairview Street and Santiago Street.	Bicycle Related	Station Mode Split, Network Design, Trip Demand, Route Directness, Safety	
3	Add a Class II bike lane along Santa Ana Boulevard between Raitt Street and Grand Avenue.	Bicycle Related	Station Mode Split, Network Design, Trip Demand, Route Directness, Safety	
4	Add a Class II bike lane along Santiago Street between 17th Street and Santa Ana Boulevard.	Bicycle Related	Station Mode Split, Network Design, Trip Demand, Route Directness, Safety	
5	Add a Class II bike lane along Grand Avenue between the Santiago Creek Trail and southern City limits.	Bicycle Related	Station Mode Split, Network Design, Trip Demand, Route Directness, Safety	
6	Add bike racks to the east station platform.	Bicycle Related	Bike Parking	
7	Work with adjacent property owners to determine if a pedestrian/bicyclist connection can be provided to the east platform.	Pedestrian & Bicycle Related	Catchment Area Effectiveness, Route Directness,	
8	Add crosswalk treatments at all legs of the Santiago Street/Santa Ana Boulevard intersection to increase pedestrian visibility to motorists.	Pedestrian & Bicycle Related	Network Design, Safety	
9	Provide wayfinding/signage directing bicyclists to bike lockers located on the first floor of the parking structure.	Pedestrian & Bicycle Related	Information/Wayfinding, Bike Parking	



4 Add a Class II bike lane along Santiago Street between 17th Street and Santa Ana Boulevard.

2 Add a Class II bike lane along Civic Center Drive between Fairview Street and Santiago Street.

3 Add a Class II bike lane along Santa Ana Boulevard between Raitt Street and Grand Avenue.

1 Add a Class I bike path along Union Pacific right-of-way between 6th Street and Chestnut Avenue.

5 Add a Class II bike lane along Grand Avenue between the Santiago Creek Trail and southern City limits.

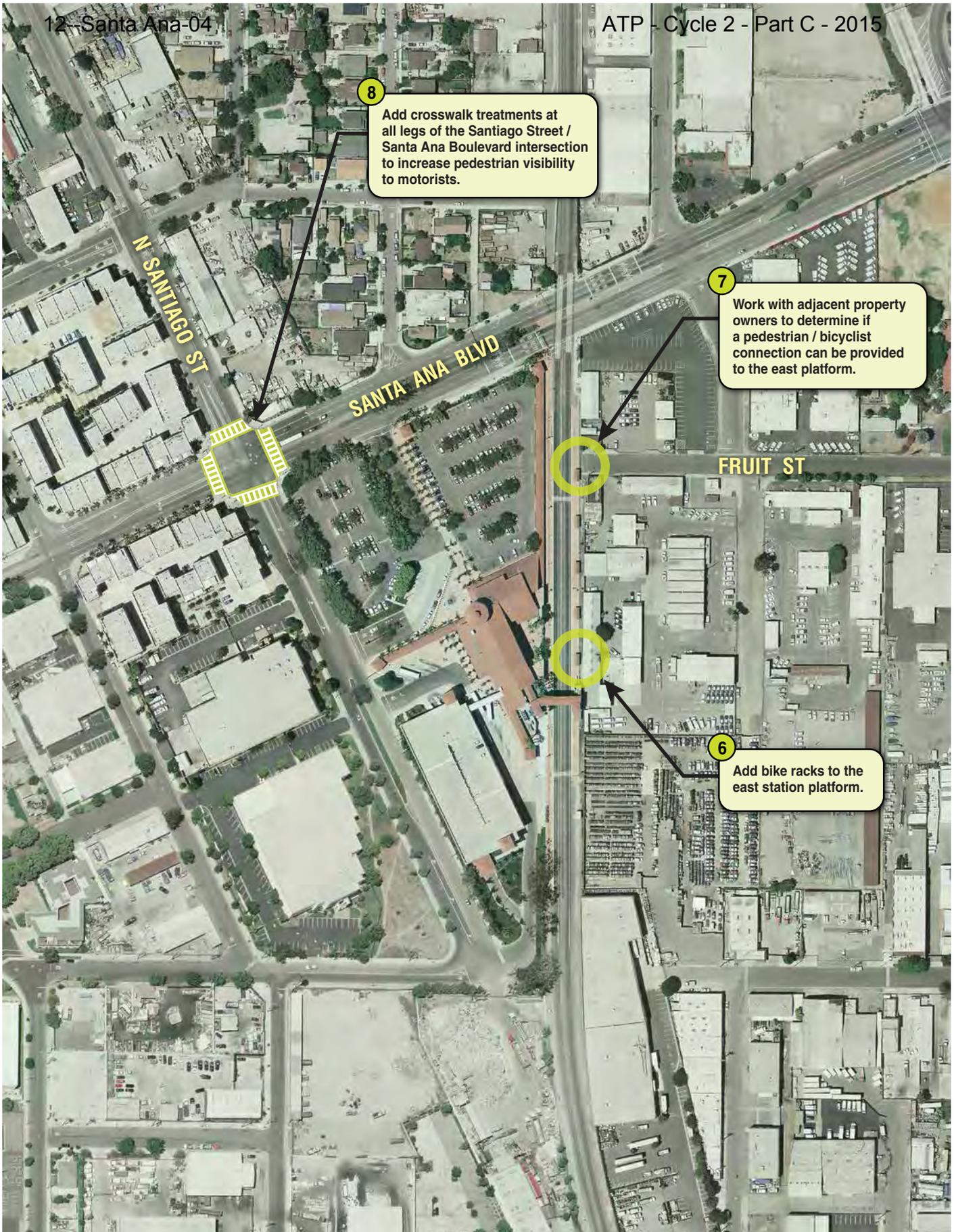
Refer to Exhibit 32 for detailed station map:

- 6** Add bike racks to the east station platform.
- 7** Work with adjacent property owners to determine if a pedestrian / bicyclist connection can be provided to the east platform.
- 8** Add crosswalk treatments at all legs of the Santiago Street / Santa Ana Boulevard intersection to increase pedestrian visibility to motorists.

General Recommendations:

- 9** Provide wayfinding/signage directing bicyclists to bike lockers located on the first floor of the parking structure.

Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, iPC, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), and the GIS User Community



8
 Add crosswalk treatments at all legs of the Santiago Street / Santa Ana Boulevard intersection to increase pedestrian visibility to motorists.

7
 Work with adjacent property owners to determine if a pedestrian / bicyclist connection can be provided to the east platform.

6
 Add bike racks to the east station platform.

Source: OCTA, Eagle Aerial 2012

METROLINK STATIONS

Santa Ana Metrolink Station Recommended Improvements

Attachment I-1B
 Exhibit 32



NOT TO SCALE

A Baker Company

05/13/13 130374-19110 MAS



DISTRICTS 1 AND 2 BIKEWAYS STRATEGY

Final Report: December 2013





Outreach Event #2: Buena Park Hall & Police Department Open House

Outreach Event #3: Newport Beach Back Bay Trail

I.I Facilitation Efforts

Preparation of this report was a collaborative effort, with facilitation by OCTA of input from public stakeholders, agency staff, and elected officials. Preparation of the Strategy included:

- A **project development team (PDT)** was convened with planning and engineering representatives from each member agency within Districts 1 and 2, as well as OCTA, OCCOG, and project consultant team staff. The PDT met on multiple occasions to discuss project goals and objectives, opportunities and constraints, preliminary corridor alignments, and draft ranking criteria.
- **Focus group meetings** were convened with smaller working groups of PDT representatives. During the focus meetings, large format boards were printed

for brainstorming potential bikeways corridors. The printed materials included identification of utility corridors, water and rail corridors, the transportation network, existing and proposed bikeways, major destinations, and other key features for consideration and collaborative brainstorming.

- **Two workshops** provided the opportunity for public input on the project. The first workshop included a presentation on the potential corridors and their ranking and public input was requested on corridor concepts and ranking evaluation criteria. Attendees included public stakeholders from the bicycle advocacy, health, safety, and social justice sectors, as well as elected officials and community residents. Presentations and large-format boards were provided describing the planning process and project components. The second workshop was attended



Outreach Event #5: Santa Ana Health & Fitness Fair

by a similar number of people with boards showing the proposed corridors. A presentation discussed the eleven corridors and key changes since the first workshop, and focused on concepts for near-term implementation. Attendees at the workshop were provided the opportunity to comment to the group and were asked to provide comments on the boards directly and through a comment sheet. Promotion of the second workshop included direct emails to stakeholders that had provided contact information to “stay connected” to the project at outreach events, the website, or through the survey.

- A **project webpage** was created at www.octa.net/D1-2bike. The webpage includes a project overview and a map illustrating the existing bikeways network in the project area. The webpage was updated regularly with project materials including meeting materials, meeting dates, and contact information.

- A **survey** that asked respondents to identify corridors they would be most likely to utilize, their bicycling preferences, and frequency was distributed online, during outreach events, and at the first public workshop. The survey was provided in English and Spanish, and included a graphic showing the preliminary regional corridors. A total of 103 surveys were completed, including six in Spanish.
- A **separate survey** was distributed at the second Bikeways Workshop in September 2013 to gauge attendees’ level of cycling comfort and to ask to describe their typical bicycle trip purpose(s). The survey also solicited feedback on the proposed corridors and ranking results as presented in the second draft of the Bikeways Strategy.
- **Nine small-format outreach events** were held throughout the project area to reach an audience diverse in geography, as well as skill-level (from the “strong & fearless” to the “interested but concerned”). These included organized events such as the Huntington Beach Bicycle Master Plan meeting, Buena Park City Hall and Police Department Open House, the Santa Ana Health & Fitness Fair, the Fountain Valley Kiwanis Club meeting, the Latino Health Access Wellness Corridor Walk/Ride, the Westminster Dia de la Familia event, and the OC Wheelmen Annual Picnic, and a standalone booth at Mile Square Park in Fountain Valley and the Newport Beach Back Bay Trail.
- The **Districts 1 & 2 Bikeways Collaborative** has been promoted and covered by various outlets throughout the process. The winter 2013 edition of OCTA’s “Bikeways Newsletter” described the December 2012 kickoff to the effort and mentioned the 4th District’s similar planning process. The local nonprofit



Table ES-1: Corridor Scoring

Criteria	Rank	Score	Economic Efficiency		Trip Demand		Level of Traffic Stress		Public Input		Physical Constraints		Completes the Corridor		Completes the Network		Reported Collisions	
			RS	WS	RS	WS	RS	WS	RS	WS	RS	WS	RS	WS	RS	WS	RS	WS
Best Possible Score		100	4.3	18	6.0	18	3.8	18	69	9	1	9	17%	9	2.1	9	12.1	9
C PCH	1	75	1.8	8	3.4	10	3.8	18	69	9	1	9	17%	9	1.1	5	9.2	7
A PE ROW	2	73	4.3	18	6.0	18	3.7	18	46	6	4	2	100%	2	1.8	8	1.7	1
D Magnolia-Hoover	3	61	2.2	9	4.0	12	3.2	15	32	4	2	5	44%	4	2.1	9	3.5	3
E Slater-Segerstrom	4	60	2.2	9	3.7	11	3.4	17	30	4	3	3	34%	5	1.6	7	5.3	4
B Bristol-Bear	5	58	1.7	7	4.4	13	3.4	16	62	8	3	3	79%	2	1.4	6	4.0	3
G Knott-Springdale	6	56	1.0	4	3.2	10	3.6	17	12	2	1	9	67%	2	2.0	9	4.0	3
H Seal Beach - Orange Ave	7	53	1.1	5	3.5	11	2.6	13	31	4	1	9	47%	3	1.5	7	1.9	1
I Brookhurst - Ward	7	53	1.3	5	3.4	10	2.9	14	12	2	1	9	43%	4	1.3	6	3.6	3
K Indianapolis - Fairview	7	53	2.5	11	3.4	10	2.1	10	32	4	2	5	47%	3	1.6	7	4.1	3
F Westminster-Hazard	10	49	1.3	5	3.3	10	3.4	16	30	4	2	5	90%	2	0.9	4	3.8	3
J Edison Transmission	11	48	0.4	2	2.4	7	3.0	14	8	1	2	5	100%	2	1.8	8	12.1	9

*Note: RS = Raw Score; WS = Weighted Score

Table ES-2: Corridor Ranking

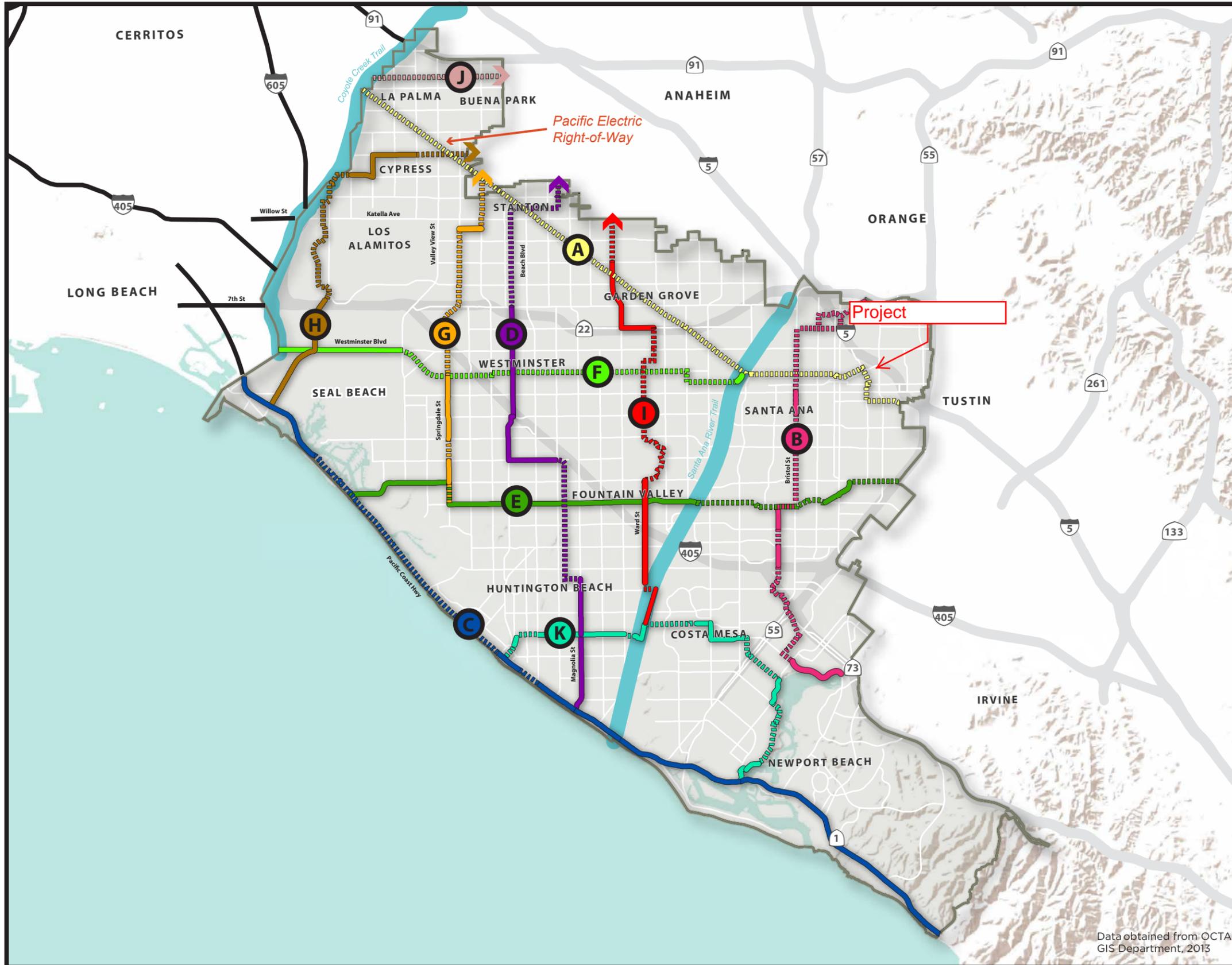
Corridor ID	Corridor Name	Rank	Weighted Score	Length (miles)	Cost Range (millions)
C	PCH	1	75	21.3	\$1.4 - \$1.7
A	PE ROW	2	73	15.6	\$26.3 - \$32.1
D	Magnolia-Hoover	3	61	15.0	\$4.7 - \$5.7
E	Slater-Segerstrom	4	60	13.5	\$16.2 - \$19.9
B	Bristol-Bear	5	58	12.3	\$17.0 - \$20.8
G	Knott-Springdale	6	56	8.1	\$1.0 - \$1.2
H	Seal Beach - Orange Ave	7	53	10.0	\$2.7 - \$3.3
I	Brookhurst - Ward	7	53	11.8	\$2.8 - \$3.4
K	Indianapolis - Fairview	7	53	11.1	\$1.5 - \$1.8
F	Westminster-Hazard	10	49	11.4	\$6.0 - \$7.4
J	Edison Transmission	11	48	2.8	\$2.2 - \$2.7
TOTAL				132.9	\$81.8 - \$100.0

Note: The costs shown above are high-level estimates based on national averages for similar facilities. Costs include right-of-way, anticipated bridges and construction costs, but do not include environmental clearance, design, utility impacts or maintenance costs.



PROJECT CORRIDOR OVERVIEW

OCTA Districts 1 and 2 Bikeways Collaborative



LEGEND

Existing Facility	Proposed Facility	Description
		A: Pacific Electric ROW*
		B: Bristol-Bear
		C: Pacific Coast Highway*
		D: Magnolia-Hoover*
		E: Slater-Segerstrom*
		F: Westminster-Hazard
		G: Knott-Springdale
		H: Seal Beach-Orange Avenue
		I: Brookhurst-Ward
		J: Edison Transmission Line
		K: Indianapolis-Fairview
		Existing Regional Corridor
		District 1 & 2 Boundary
		District 4 Corridor Connections

*Feasibility studies planned at top ranked corridors

Data obtained from OCTA GIS Department, 2013

3.1.1 Corridor A: Pacific Electric Right-of-Way (PE ROW)

Jurisdictions:	Distance:
<ul style="list-style-type: none"> • Buena Park • Cypress • Garden Grove • La Palma • Santa Ana • Stanton 	<ul style="list-style-type: none"> • 15.6 miles
	Cost:
	<ul style="list-style-type: none"> • \$ 26.3–32.1 million

Overview

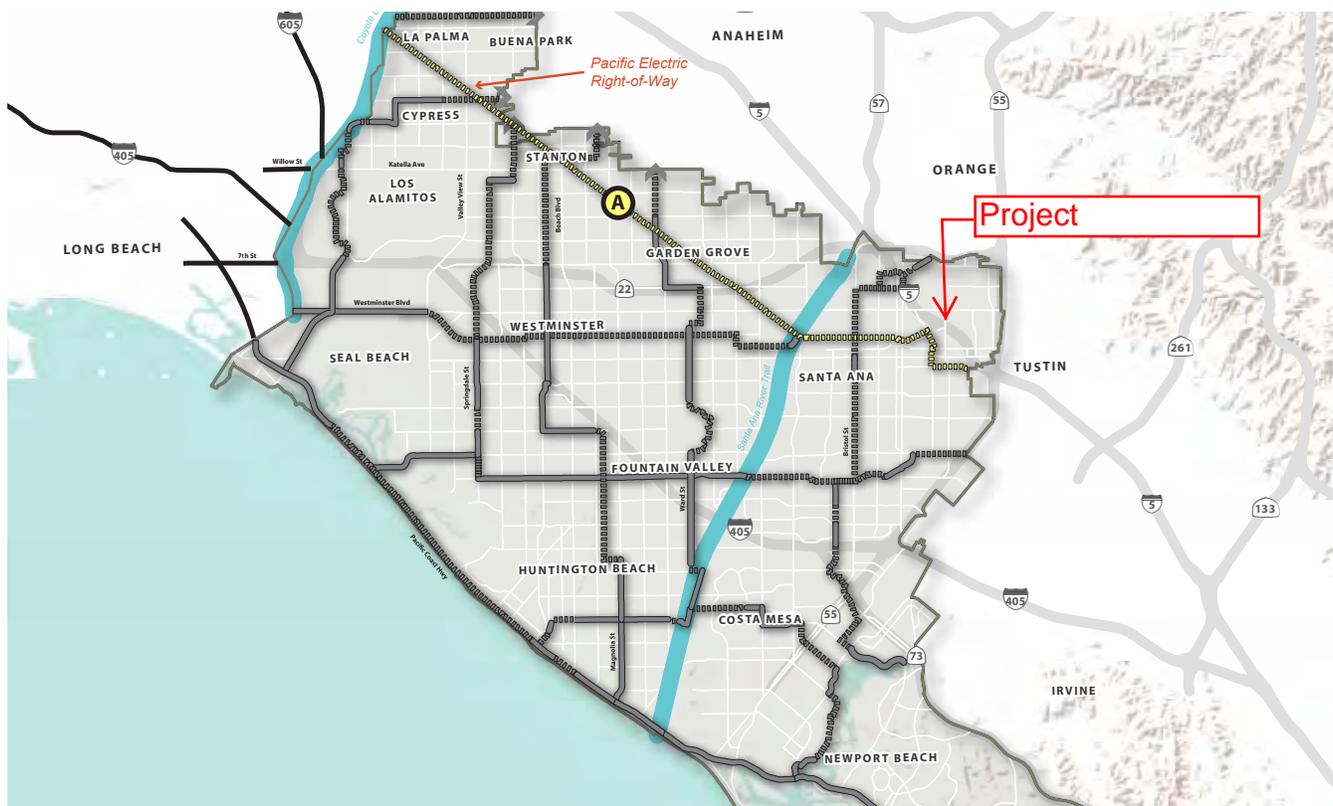
The Pacific Electric Right-of-Way (PE ROW) corridor is a combination of off-street paths and on-street bikeway segments that links Coyote Creek Trail with the Santa Ana River Trail. The corridor mostly runs diagonally southeast from La Palma to Santa Ana within the OCTA-owned PE ROW, then transitions easterly to link with the Santa Ana Regional Transportation Center (SARTC) and the City of Tustin. The corridor alignment utilizes Civic Center Drive since the City of Santa Ana is considering narrowing travel lanes west of Bristol Street. Due to its diagonal alignment, the PE ROW corridor links to several other regional corridors, including the Seal Beach-Orange Avenue, Knott-Springdale, Magnolia-Hoover, Brookhurst-Ward, Westminster-Hazard, and Bristol-Bear corridors. **Figure 3-2** shows Corridor A.

Opportunities, Constraints, and Estimated Costs

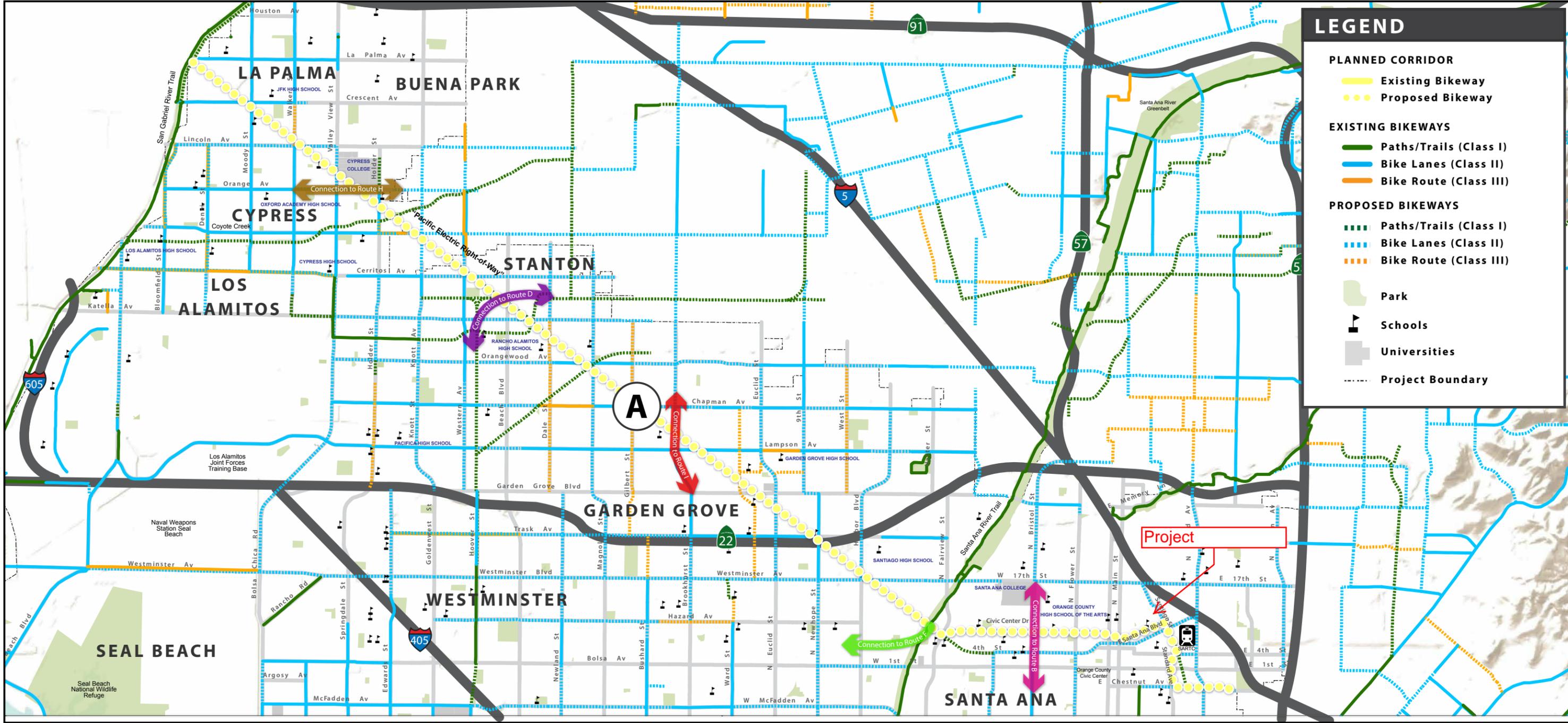
The PE ROW corridor spans a total of 15.6 miles, nearly all of which would be new bikeways under the proposal. The estimated construction cost includes four bridges with an estimated cost of \$15.5 million. In addition to connecting several other potential corridors and linking the Coyote Creek and the Santa Ana River Trails, the PE ROW corridor connects several cities and the key destinations in each. Most of the corridor would be physically separated from automobile traffic, which has potential to attract new people to bicycling, with crossing under the SR-22 freeway. Major challenges for this project include maintaining the opportunity for future transit per OCTA policies, linking segments of the former right-of-way that have been appropriated for other land uses over time, intersection treatments at diagonal crossings of arterial roadways, and determining whether the existing bridge over the Santa Ana River Trail can serve the corridor. Coordination with the Santa Ana and Garden Grove Fixed Guideway Corridor may provide an opportunity to share infrastructure costs if the guideway project shares alignment with the regional bikeway.

Major Regional Destinations

Aside from the regional river trails (Coyote Creek and Santa Ana River Trails), the PE ROW corridor would also link to Cypress College, Rancho Alamitos High School, Downtown Garden Grove, Downtown Santa Ana, and SARTC.



Corridor A Inset Map



**Corridor A
Bikeway Improvement Details**

4.5 miles of new bike lanes
11.1 miles of new trails

= 15.6 miles of bikeway

23
Schools + Universities
within 1/4-mile Served

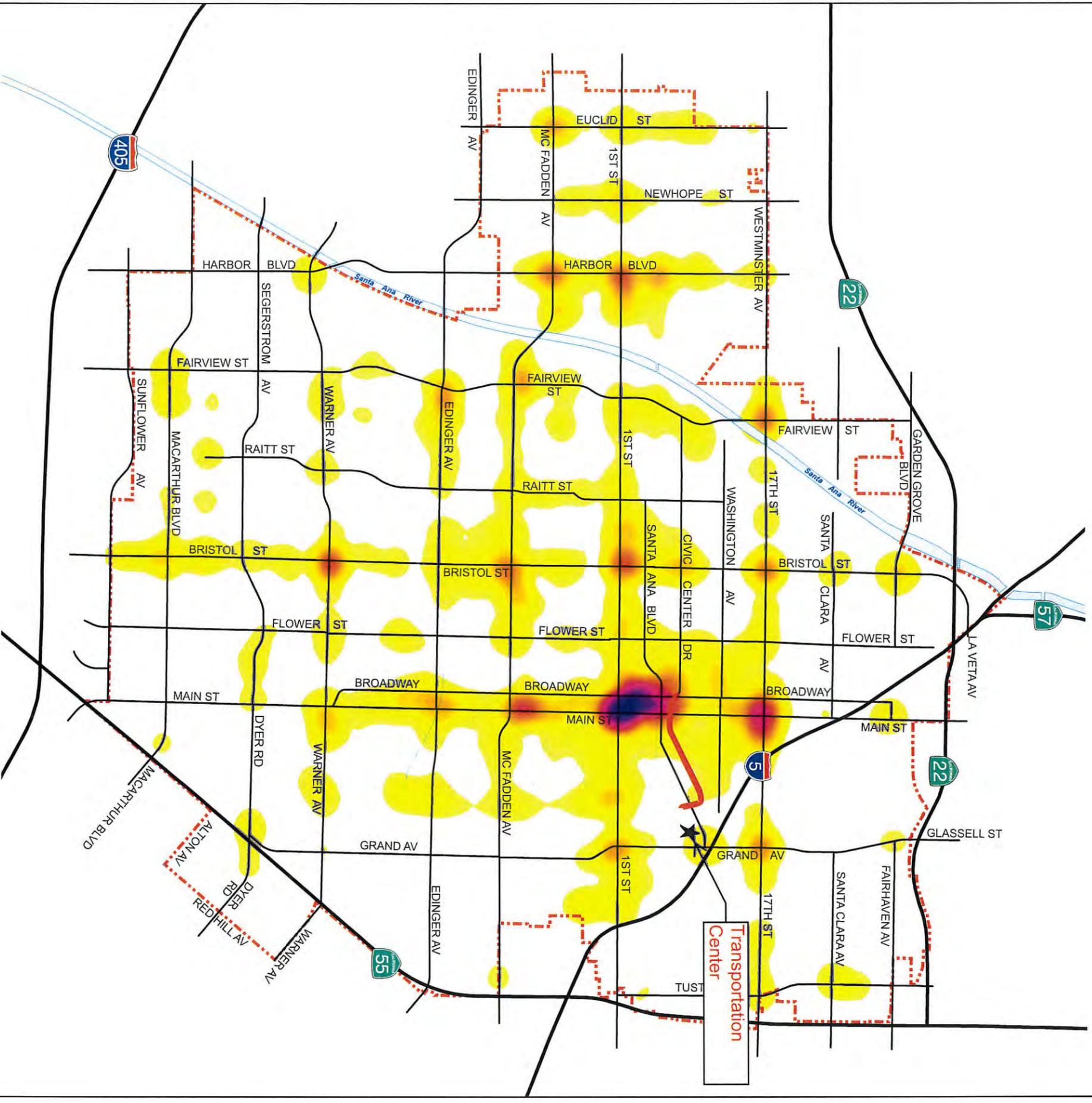
18
Parks within 1/4-mile
Served

104k
People within 1/4-mile
Served (approx.)

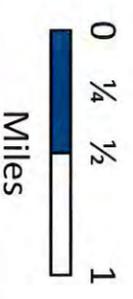
15.6 miles
Of Bikeway
Improvements

\$26-32 million
Project Cost

City of Santa Ana



Pedestrian/Bicycle Accidents 2009-2013
Areas of Significant Incident Density



Traffic Collision History Report
Midblock Collisions

5/19/2015
Page 1

Arterial: CIVIC CENTER DRIVE
Limit 1: BROADWAY
Limit 2: SANTIAGO AVENUE

Total Number of Collisions: 7
Date Range Reported: 1/1/2009 - 12/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# KId
09-01136	1/10/09 18:32	1' West of	Civic Center Drive/Main Street	Broadside	Bicycle	North	Proceeding Straight	East	Proceeding Straight	Traffic Signals and Signs	1	0
09-31445	9/9/09 12:26	162' East of	Civic Center Drive/Poinsettia Street	Broadside	Bicycle	North	Entering Traffic	West	Proceeding Straight	Wrong Side of Road	1	0
11-11322	4/12/11 15:53	0' In Int.	Broadway/Civic Center Drive	Broadside	Bicycle	West	Proceeding Straight	North	Making Left Turn	Auto R/W Violation	1	0
11-30437	9/26/11 11:15	0' In Int.	Main Street/Civic Center Drive	Broadside	Bicycle	East	Making Right Turn	North	Traveling Wrong Way	Auto R/W Violation	0	0
12-35459	12/1/12 14:54	33' East of	Civic Center Drive/Broadway	Broadside	Bicycle	East	Proceeding Straight	North	Proceeding Straight	Auto R/W Violation	0	0
13-13026	5/7/13 15:00	0' In Int.	Main Street/Civic Center Drive	Broadside	Bicycle	North	Proceeding Straight	West	Making Right Turn	Traffic Signals and Signs	0	0
13-31681	11/20/13 7:48	120' East of	Civic Center Drive/Lacy Street	Sideswipe	Bicycle	West	Proceeding Straight	West	Making Right Turn	Improper Turning	1	0

Traffic Collision History Report
Midblock Collisions

5/19/2015
 Page 2

Arterial: CIVIC CENTER DRIVE
 Limit 1: BROADWAY
 Limit 2: SANTIAGO AVENUE

Total Number of Collisions: 7
 Date Range Reported: 1/1/2009 - 12/31/2014

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

Total Number of Collisions: 7 Segment Length: 0.70 miles (3,690')

Settings Used For Query

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

Traffic Collision History Report
Midblock Collisions

5/19/2015
Page 1

Arterial: CIVIC CENTER DRIVE
Limit 1: BROADWAY
Limit 2: SANTIAGO AVENUE

Total Number of Collisions: 8
Date Range Reported: 1/1/2009 - 12/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# Kld
09-01310	1/12/09 9:44	0' In Int.	Civic Center Drive/Sycamore Street	Vehicle - Pedestrian	Pedestrian	North	Not Applicable - Ped	South	Making Left Turn	Ped R/W Violation	1	0
09-33376	9/25/09 8:28	0' In Int.	Civic Center Drive/Main Street	Vehicle - Pedestrian	Pedestrian	South	Proceeding Straight	West	Making Right Turn	Pedestrian Violation	1	0
09-36737	10/23/09 20:02	0' In Int.	Civic Center Drive/Broadway	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	North		Unknown	1	0
11-09099	3/23/11 19:34	3' West of	Civic Center Drive/Main Street	Vehicle - Pedestrian	Pedestrian	East	Making Right Turn	North	Stopped In Road	Pedestrian Violation	1	0
11-32624	10/17/11 7:35	58' East of	Civic Center Drive/French Street	Vehicle - Pedestrian	Pedestrian	East	Making Left Turn	North	Proceeding Straight	Pedestrian Violation	1	0
11-34434	11/3/11 16:41	12' West of	Civic Center Drive/Spurgeon Street	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	North		Unsafe Speed	4	0
12-01641	1/17/12 8:14	42' West of	Civic Center Drive/Broadway	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	North		Pedestrian Violation	1	0
13-14555	5/23/13 8:42	0' In Int.	Civic Center Drive/Main Street	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	East	Making Left Turn	Other Hazardous Movement	0	0

Traffic Collision History Report
Midblock Collisions

5/19/2015
 Page 2

Arterial: CIVIC CENTER DRIVE
Limit 1: BROADWAY
Limit 2: SANTIAGO AVENUE

Total Number of Collisions: 8
Date Range Reported: 1/1/2009 - 12/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# KId
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Total Number of Collisions: 8 **Segment Length: 0.70 miles (3,690')**

Settings Used For Query

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

2012 OTS RANKINGS

Agency	Year	County	Group	Population (Avg)	DVMT
Santa Ana	2012	ORANGE COUNTY	A	328,952	2,896,586

TYPE OF COLLISION	VICTIMS KILLED & INJURED	OTS RANKING
Total Fatal and Injury	1,940	3/13
Alcohol Involved	233	1/13
Had Been Drinking Driver < 21	13	8/13
Had Been Drinking Driver 21 - 34	55	9/13
Motorcycles	51	6/13
Pedestrians	158	5/13
Pedestrians < 15	34	3/13
Pedestrians 65+	19	4/13
Bicyclists	203	3/13
Bicyclists < 15	25	4/13
Composite		2/13

TYPE OF COLLISION	FATAL & INJURY COLLISIONS	OTS RANKING
Speed Related	319	3/13
Nighttime (9:00pm - 2:59am)	147	5/13
Hit and Run	196	2/13

TYPE OF ARRESTS	ARRESTS	% RATE	OTS RANKING*
DUI Arrests	926	0.47	11/13



SANTA ANA DOWNTOWN/TRANSIT ZONE COMPLETE STREETS PLAN

CAC Meeting, August 28, 2014 5:30-7:30 PM

NAME MARK BELL	EMAIL MBELL@SANTA-ANA.ORG
	NAME OF ORGANIZATION POLICE DEPARTMENT
NAME Lynnete Guzman	EMAIL Lynnete.guzman@kidworksonline.org
	NAME OF ORGANIZATION KidWorks
NAME LEIGH EISEN	EMAIL LEISEN@SANTA-ANA.ORG
	NAME OF ORGANIZATION City of Santa Ana BID
NAME Amy Buch	EMAIL abuch@ochca.com
	NAME OF ORGANIZATION Health Care Agency
NAME Melanie McClann	EMAIL mmccann@santa-ana.org
	NAME OF ORGANIZATION City of Santa Ana, Planning Div.
NAME Gabry Lomeli	EMAIL glomeli@santa-ana.org
	NAME OF ORGANIZATION City of Santa Ana
NAME ZED TEKULA	EMAIL ZTEKULA@santa-ana.org
	NAME OF ORGANIZATION City of Santa Ana
NAME RON ONO	EMAIL RONO@SANTA-ANA.ORG
	NAME OF ORGANIZATION CITY OF S.A. PARKS/REC/COMM-SERVICE AGENCY
NAME WU ZHOU	EMAIL mzhou@koa corp corp.com
	NAME OF ORGANIZATION KOA Corporation
NAME	EMAIL
	NAME OF ORGANIZATION



SANTA ANA DOWNTOWN/TRANSIT ZONE COMPLETE STREETS PLAN

CAC Meeting, August 28, 2014 5:30-7:30 PM

NAME SAM ROMERO	EMAIL JANDRAPE13@SBCGlobal.net NAME OF ORGANIZATION LOGAN NEIGHBORHOOD
NAME JOSE ANDRADE	EMAIL JANDRAPE13@SBCGlobal.net NAME OF ORGANIZATION LOGAN ASSOCIATION
NAME Ana Urzúa	EMAIL ana.urzua@sa-bhc.org NAME OF ORGANIZATION Santa Ana Building Healthy Communities
NAME Jessica Mears	EMAIL jessica.mears@sausd.us NAME OF ORGANIZATION SAUSD
NAME Nancy Mejía	EMAIL nmejia@latinohealthaccess.org NAME OF ORGANIZATION Latino Health Access
NAME Mike Singleton	EMAIL mike@ktva.com NAME OF ORGANIZATION KTVA
NAME Christina Hall (substitute	EMAIL christina.hall@sproutingjustice.org NAME OF ORGANIZATION El Fenix
NAME for Alex Green)	EMAIL alex@el-fenix.org NAME OF ORGANIZATION SAAS / El Fenix
NAME	EMAIL NAME OF ORGANIZATION
NAME	EMAIL NAME OF ORGANIZATION

Downtown/Transit Zone Complete Streets Plan



**Do you want safer, more beautiful streets?
Help shape the future of Downtown Santa Ana**

We invite you to join us at a series of public workshops.

While we encourage you to attend all sessions, you can commit as much or as little time as you like. Make a day of it or simply stop by. We want to hear from you!

Community Workshop: Sept 25 to Sept 27, 2014 at Garfield Community Center, 501 N. Lacy Street, Santa Ana (See right for times). Friday Workshop activities include:

- Walk & Talk, 1-3 pm. Provide input on pedestrian related topics in the downtown area
- Bike Tour, 1-3 pm. Ride corridors and discuss bicycling related topics throughout downtown (Requires RSVP)

Community Recommendations Workshop: Oct. 6, 2014 6-8pm. 1000 E Santa Ana Blvd, Santa Ana (Santa Ana Regional Transportation Center, Suite 100)

About the Project

The Santa Ana Downtown/Transit Zone Complete Streets Plan is a planning project intended to create a more walkable, bikeable, and livable Downtown Santa Ana. By linking a regional transportation hub to regional destinations; this plan can capitalize on existing investments, identify opportunities for new investments, and serve as an example to other cities. The project area is within the Downtown/Transit Zone and extends east-west from Grand Avenue to Flower Street and north-south between Civic Center Drive and First Street.

For more information and to RSVP for the bike tour, contact Cory Wilkerson: 714-647-5643 or cwilkerson@santa-ana.org

Please visit <http://www.santa-ana.org/completestreets> for more information.

Community Workshop

Thurs.
9/25
6-8 PM

Fri
9/26
1-7 PM

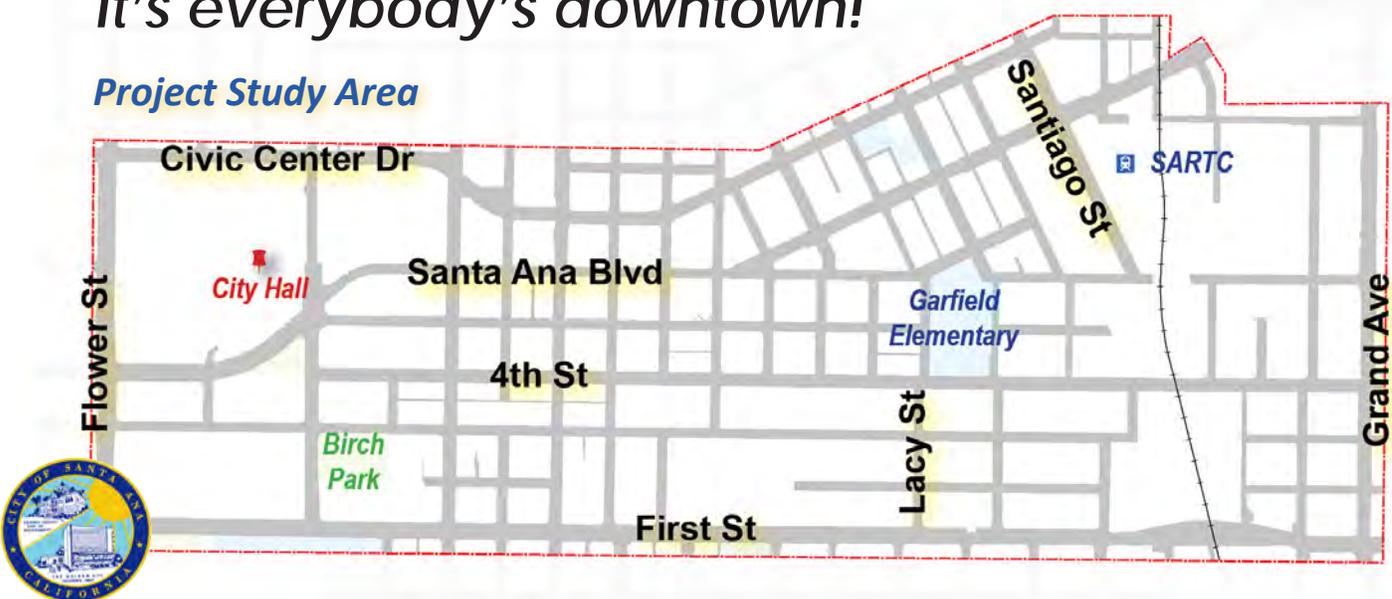
Sat.
9/27
9 AM-12 PM

Community Recommendations

Mon.
10/6
6-8 PM

It's everybody's downtown!

Project Study Area



Plan de Calles Completas del Centro de Santa Ana/Zona de Tránsito



¿Desea calles más seguras, más hermosas?

Ayude a dar forma al futuro del centro de la ciudad de Santa Ana

Le invitamos a una serie de talleres públicos

Le invitamos a asistir todas las sesiones, pero puede cometer tanto o tan poco tiempo como usted desee. Haga un día de ello o simplemente deténgase brevemente. ¡Queremos saber de usted!

Taller comunitario: del 25 al 27 de septiembre de 2014 en el Centro Comunitario de Garfield, 501 N. Lacy Street, Santa Ana (véase a la derecha para las horas). Las actividades del taller del viernes:

- Caminar y conversar, 1-3pm. Proporcione sugerencias en temas relacionados con los peatones en el área del centro de la ciudad.
- Recorrido en bicicleta 1-3pm. Recorra los corredores y discuta temas relacionados con andar en bicicleta a lo largo del centro de la ciudad (por favor confirme su asistencia)

Taller de recomendaciones de la comunidad: 6 de octubre de 2014 6-8pm. 1000 E Blvd. Santa Ana, Santa Ana (Santa Ana Regional Transportation Center, Suite 100)

Sobre el Proyecto

El plan de Calles Completas del centro de Santa Ana/zona de tránsito es un proyecto de planificación destinado a crear un centro para Santa Ana más transitable, más amigable para andar en bicicleta, y habitable. Vinculando un centro regional de transporte a destinos regionales, este plan puede aprovechar las inversiones existentes, identificar oportunidades para nuevas inversiones y servir de ejemplo a otras ciudades. El área del proyecto está dentro del centro/zona de tránsito de la ciudad y se extiende este-oeste de la avenida Grand a la calle Flower y norte-sur entre Civic Center Drive y la calle First.

Para obtener más información y para confirmar su asistencia para el recorrido en bicicleta, póngase en contacto con Cory Wilkerson: 714-647-5643 o cwilkerson@Santa-Ana.org

Por favor visite <http://www.santa-ana.org/completestreets> para obtener más información.

Taller Comunitario

Juev.

9/25

6-8 PM

Vier.

9/26

1-7 PM

Sáb.

9/27

9 AM-12 PM

Taller de Recomendaciones de la comunidad

Lun.

10/6

6-8 PM

¡Es el centro de toda la gente!

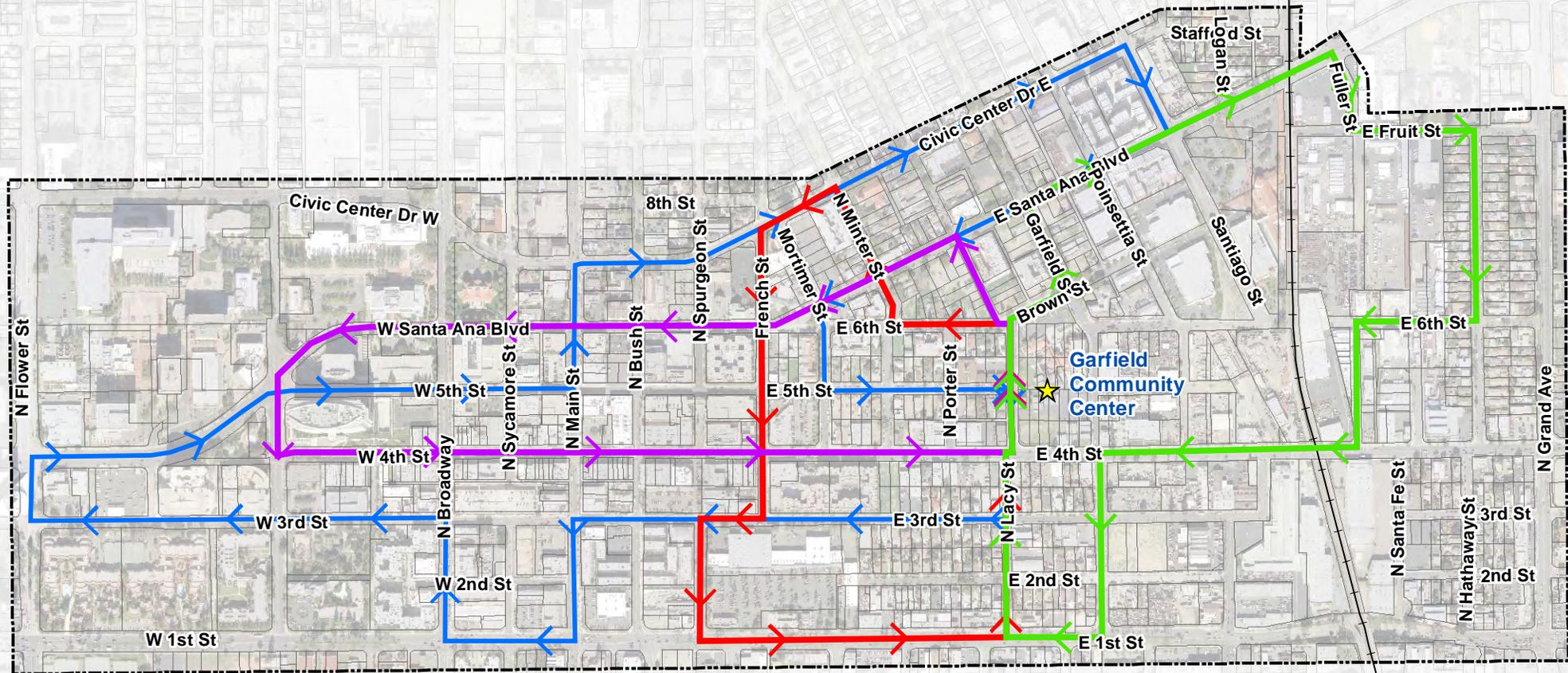
Área de Estudio





Santa Ana Downtown Complete Streets Plan

Walk Audit and Bike Tour



Walk Audit & Bike Tour Routes

-  Slow Pace/Short Distance - Desert Tortoise Team (1.3 miles)
-  Moderate Pace & Distance - Coyote Team (1.6 miles)
-  Fast Pace/Long Distance - Rabbit Team (1.8 miles)
-  Bike Tour - Mountain Lion Team (3.2 miles)





City of Santa Ana

Downtown Transit Zone Complete Streets - Thursday Workshop



Sign-In Sheet

September 25, 2014

Name	Dept	Phone	E-mail
SAM ROMERO	LUGAN S.A.B. E	714 227-5459	
Paul Guzman	Self	714 358-0998	Paul@plbuilding.com
Kelly Broberg	OCHCA	714-834-2572	kbroberg@ochca.com
Mary Pham	OCHCA	714-834-6770	mephame@ochca.com
Jeanette Rubio	LHA - Wellness Center	714-973-1959	charabia@arl.com
Omar DeLaRiva	KW	714-924-5302	omard@kidworks online.org
Maribel Mateo	KW	714 605 0334	matromaribel@gmail.com
Amy Buch	OCHCA	714 834-5788	abuch@ochca.com
Rafael Martinez	Central Parking	(562) 708-7602	emartinez@splus.com
Lynnete Guzman	KidWorks		lynnete.guzman@kidworks online.org
Eduardo Cervantes	SAPL	714/603-9626	
JAMES KENNAMCK	Bus Owner		1raqs@att.net
Samuel Pintill		714 5322714	
Gissel Moreno		714 561 9724	
Patricia Higinio		714 472 1514	
Dionicia Gabriel		714-659 8962	
Jose Romo		714 612 9327	romob6@yahoo.com
Amel Murillo			
Tania Rangel		714) 277 8106	menadfk464@yahoo.com



City of Santa Ana
Downtown Transit Zone Complete Streets - Friday Workshop



Sign-In Sheet

September 26, 2014

Name	Dept	Phone	E-mail
Paul Guzman	-	714-558-0288	Paul Sr B PL building.com
Marina Ramirez	-	909-784-9325	marinar@nwoc.org
Alex Green	el fenix / SAAS	657 229 0995	alex@el-fenix.org
Amy Buch	OCHCA	714 834-5788	abuch@ochca.com
Kelly Broberg	OCHCA	714 834-2572	kbroberg@ochca.com
Virginia Bernal	Home owner	714-836-7448	virginiabernal@hotmail.com
Roy Shahbazian			
BRENDA MILLER	PEDAL	619 787 8764	brenda@myfeetfirst.org
Jeanette Rubio	LHA - Wellness Corridor	714-973-1959	charabia@aol.com
Madeleine Spencer	Resident	714-815-2653	Spenc110@email.chopman.edu
Carlynn Marmontano	OCTA		
PAUL MARTIN	OCTA	714.560.5386	pmartin@octa.net
Herome Calus	OCHCA	714-834-5378	Hcalus@ochca.com
Lan Nguyen		714 299 6272	lanntthi@gmail.com
SAM POMERU	LOGAN S.A.B.C	714 227-5459	
Gilad Salmon	Resident		Gilad.Salmon@gmail.com
PAUL NAGEL	THE BICYCLE TREE	714 213-0654	paul@thebicycletree.org
Norm GILLES	SAPD	714/245-8211	NGILLES@SANTA-ANA.ORG
LEIGH EISEN	City - CDA - DDL	714/647-5479	LEISEN@santa-ana.org
Adela Montañez	LHA.	714 542-7792	amontanez@latinohealthaccess.org



City of Santa Ana

Downtown Transit Zone Complete Streets - Saturday Workshop



Sign-In Sheet

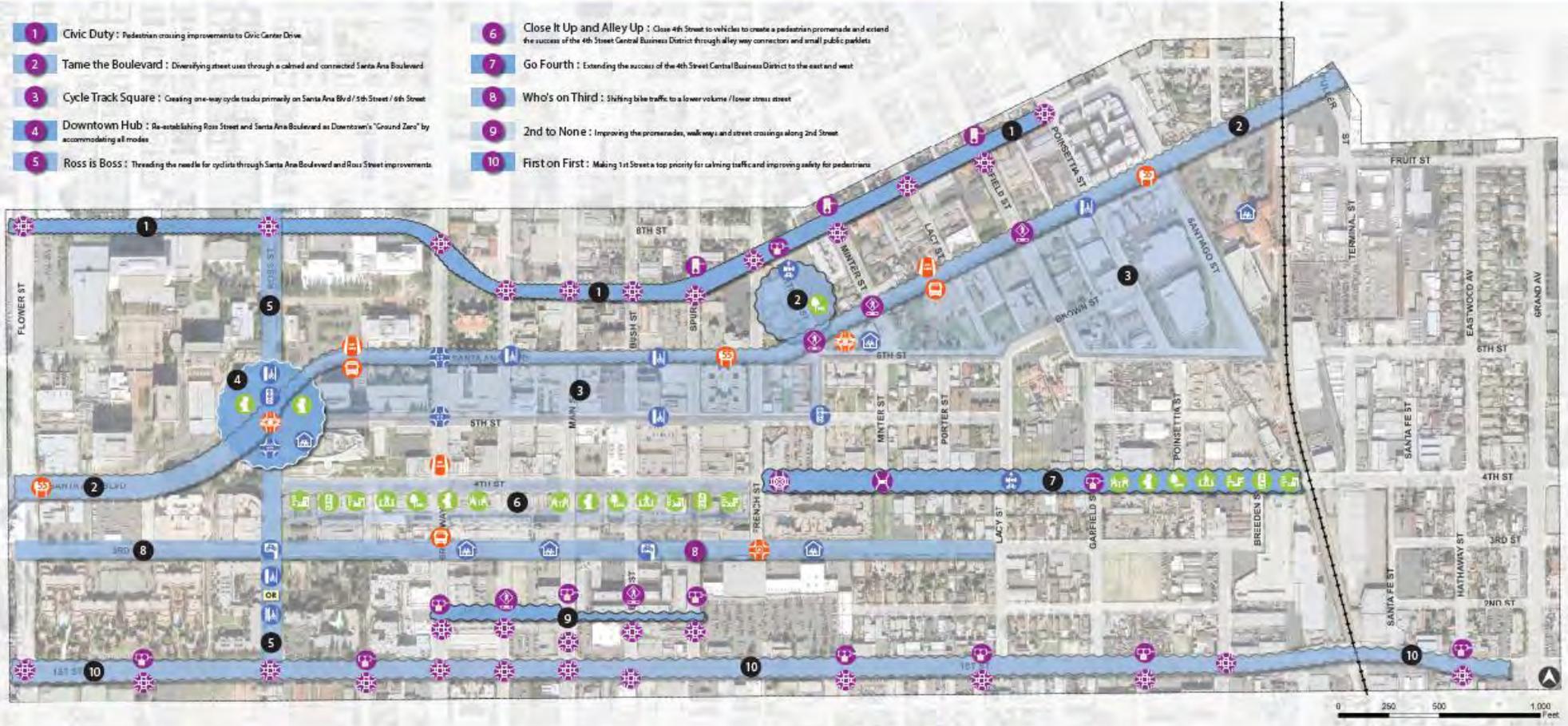
September 27, 2014

Name	Dept	Phone	E-mail
Victor Mendez		(714) 623-6691	vicmundo2@yahoo.com
Apolonio Cortés		(714) 631-0161	apolonio.cortes@galeco.com
Kelly Broberg	OC HCA	(714) 834-2572	Kbroberg@ochca.com
Dave Hoen	Morrison Park N.A.	714 667-6964	dave.zuddarone@mindspring.com
Gaby Amy Buch	OCHCA	(714) 834-5708	abuch@ochca.com
Madeline	SACRED / BHC	714 815-2653	spenc110@mail.chapman.edu
Paul Guzman		714-558-0998	Paul Sr 5 PL Building -com
Jeanette Kerkhof-Martin	1224 N French	714 675-5025	mmemmartink@gmail.com
BRENDA MILLER	PEDal	(919) 7878764	brenda@myfeetfirst.org
OMAR DE LA ROSA	Kidworks	714-924-5302	omarde@kidworksonline.org
Carlos Del Pilar	Kidworks	714-675-8336	carlosdel.pilar54@yahoo.com
Maribel Mateo	Kidworks	714 605 8334	mateomaribel@gmail.com
Aitzel Velasco	Kidworks	(714)-605-5321	velascoaitzel@gmail.com
Tony Gatica	Kidworks	(714) 860-5285	tonymateo.yen@gmail.com
Lynnete Guzman	Kidworks	(714) 834-9400	lynnete.guzman@kidworksonline.org
Gilad Salmon	Resident		Gilad.Salmon@gmail.com
PAUL DEIBEL	L.H.A.	818-581-6174	padeibel@msn.com
Adela Montañez	LHA	714542-7792	amontanez@waterhealthaccess.org

SANTA ANA DOWNTOWN COMPLETE STREETS MASTER PLAN: DRAFT PILOT PROJECTS

- 1 Civic Duty** : Pedestrian crossing improvements to Civic Center Drive
- 2 Tame the Boulevard** : Diversifying street uses through a calmed and connected Santa Ana Boulevard
- 3 Cycle Track Square** : Creating one-way cycle tracks primarily on Santa Ana Blvd / 5th Street / 6th Street
- 4 Downtown Hub** : Re-establishing Ross Street and Santa Ana Boulevard as Downtown's "Ground Zero" by accommodating all modes
- 5 Ross is Boss** : Treading the needle for cyclists through Santa Ana Boulevard and Ross Street improvements

- 6 Close It Up and Alley Up** : Close 4th Street to vehicles to create a pedestrian promenade and extend the success of the 4th Street Central Business District through alley way connectors and small public parklets
- 7 Go Fourth** : Extending the success of the 4th Street Central Business District to the east and west
- 8 Who's on Third** : Shifting bike traffic to a lower volume / lower stress street
- 9 2nd to None** : Improving the promenades, walkways and street crossings along 2nd Street
- 10 First on First** : Making 1st Street a top priority for calming traffic and improving quality for pedestrians



Pedestrian Improvements



Bicycle Improvements



Traffic Calming Improvements



Urban Design Improvements





City of Santa Ana Downtown Complete Streets - CAC #2



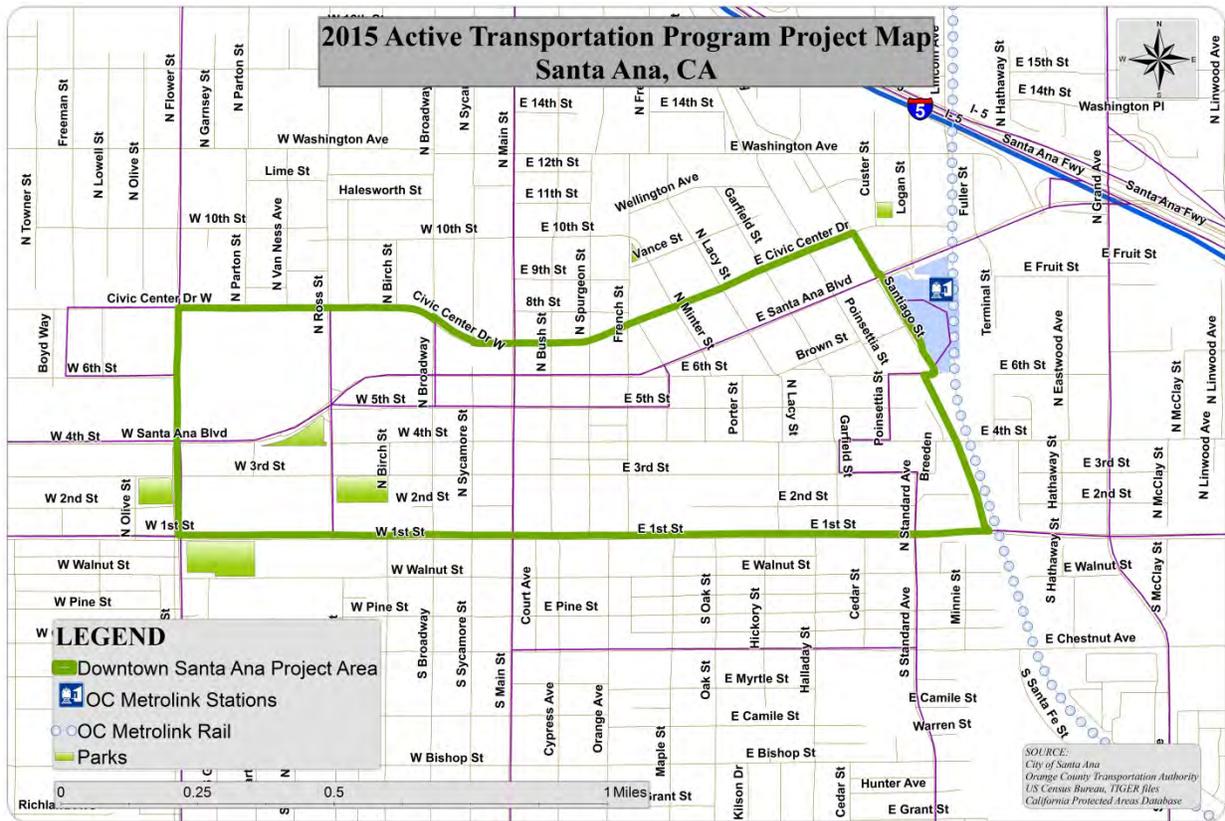
Sign In Sheet

November 12, 2014

Name	Organization	Phone	E-mail
MARK BELL	POLICE	714 245-8208	MBELL@SANTA-ANA.ORG
JEANETTE BROOKS	SANTA ANA UNIFIED SCHOOL DISTRICT	714 558-5717	jeanette.Brooks@sausd.us
Juan Carlos macedo	SACRED	(714) 650-2109	—
SAM POMEROY	LAGUNA-SANTA ANA BUSINESS COUNCIL	714 227-5459	—
Nancy Mejia	Latino Health Access	714 542-7792 x1021	nmejia@latinohealthaccess.org
Gerald Tiritilli	S.A resident	714 532 2714	bea-gerald@sbgglobal.net
Ryan Smolcar	Downtown Inc.	213 268 4924	info@downtown-inc.com
Oliver Buch	Healthcare Agency	78341-5728	abuch@ochca.com
Christopher Hall	Bicycle Tree	9645-1227	Chris@Splitends.com
Gary Hewitt	OCTA	714 560-5715	ghewitt@octa.net
Jose Leal	Lacy Neighborhood Assoc.	(714) 315-0283	—
Carlos Melendez	SACRED	(714) 601-9910	—
Melanie McCann	City of Santa Ana	714. 667.2746	mmccann@santa-ana.org
Lynnete Guzman	KidWorks	(714) 834-9400 ext. 116	lynnete.guzman@kidworksonline.org
Alex Eteen	el fenix	714 679 3970	alex@el-fenix.org
Ana Urzua	SABHC	(714) 335-1528	ana.urzua@sa-bhc.org

APPLICANT: City of Santa Ana [Contact - Zed Kekula, ZKekula@santa-ana.org]
PROJECT: Suite of Downtown Santa Ana (D TSA) Complete Streets projects; Citywide non-infrastructurel projects

MAP:



Project Relevant Geographies

City:	Santa Ana
ZIP code(s):	92701
US Census Tract(s):	750.02 (majority); 744.05
High school attendance boundary:	Santa Ana High, Century High (Santa Ana Unified [SAUSD])
Intermediate school attendance boundary:	Willard Intermediate, Sierra Intermediate (SAUSD)
Elementary school attendance boundary:	Garfield, Heninger, & Heroes Elementary Schools (SAUSD)

Disadvantaged Communities

- Citywide Santa Ana projects impact numerous disadvantaged communities, as defined by all three ATP criteria.
- Both the primary (750.02) and secondary (744.05) census tracts in the downtown Santa Ana project area qualify as disadvantaged communities through CalEnviroScreen v2.0 (750.02 = 45.7 [86-90%ile] and 744.05 = 53.0 [91-95%ile]) as well as median household income (750.02 = \$36,469 and 744.05 = \$38,125 over 2009-13) criteria.
- Proposed downtown Santa Ana projects would also be eligible for disadvantaged community status through 2014-15 FRPM eligibility conditions in the Garfield (90.9%), Heninger (91.7%), and Heroes (92.5%) Elementary school attendance boundaries, the Willard (95.4%) and Sierra (96.4%) Intermediate attendance boundaries areas as well as the Santa Ana (92.8%) and Century (93.8%) High School attendance boundaries.

INFORMATION FOR QUESTION 4: IMPROVED PUBLIC HEALTH

Question #4 of the Active Transportation Program application asks the applicant to describe how their project will improve public health. This question is divided into two main parts, Section A and Section B. The content that follows breaks down each of these sections into the informational “inputs” required and provides verbiage and sources that may help satisfy them.

SECTION A. Health status of targeted users

Section A asks the applicant to “describe the health status of the targeted users of the project/program/plan.”

INPUT: HEALTH STATISTICS

ATP Guidance: “Provide at least 2 health statistics or data points with citations to describe the health status of the targeted users of the project/program/plan. Attach relevant maps, data, or references to academic articles.”

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 project sites, 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>)
- Approximately 28.8% of non-elderly adults in the 92701 ZIP code and 26.5% of those in Santa Ana report being in fair or poor health, compared to 16.7% of adults in Orange County and 17.9% in California overall. Approximately 9.8% of children 5 to 17 years of age in 92701 and 9.2% of those in Santa Ana are reported to be in fair or poor health, which is higher than their Orange County (5.6%) or State (6.0%) counterparts.
 - SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, Neighborhood Edition, 2011/2012. (<http://askchisne.ucla.edu>)

Chronic Disease

- In the 92701 ZIP code, there were approximately 32.7 heart failure hospitalizations per 10,000 population (age-adjusted) over 2011-13, which was substantially higher than the California county median of 22.4.
 - SOURCE: Orange County Health Care Agency (<http://www.ohealthiertogether.org/>)
- Residents in the 92701 ZIP code had 26.5 diabetes hospitalizations per 10,000 population (age-adjusted) over 2011-13, which was substantially higher than the California county median of 15.7. Hospitalization rates among 92701 residents were also elevated for long term complications due to diabetes (18.4 per 10K compared to the California county median of 8.8).
 - SOURCE: Orange County Health Care Agency (<http://www.ohealthiertogether.org/>)

Obesity – Body Composition

- The downtown Santa Ana project area falls within the attendance boundaries of Garfield, Heninger, and Heroes Elementary Schools in the Santa Ana Unified High School District. Over the 2013/14 school year, Garfield (35.1%), Heninger (29.1%), and Heroes (25.0%) elementary schools had proportions of 5th graders at health risk due to body weight that were 67.1%, 38.6%, and 19.0% higher than the California average (21.0%) respectively. For many 5th graders in the downtown Santa Ana project area, particularly those in the Garfield Elementary attendance boundary, and for those throughout the Santa Ana Unified School District (29.9%), rates were higher than the averages for many regional peer school districts, including LA Unified (29.2%), Riverside Unified (22.4%), San Bernardino City Unified (26.7%), and San Diego Unified (19.1%).
 - SOURCE: California Department of Education, California Physical Fitness Test, 2013/14, DataQuest system (<http://data1.cde.ca.gov/dataquest/dataquest.asp>)
- California Health Interview Survey (CHIS) estimates suggest approximately 19.3% of Santa Ana children aged 2 to 11 years were overweight for their age, which was 41.9% higher than the California average (13.6%) and nearly 50% higher than the Orange County average (12.9%).
 - SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, Neighborhood Edition, 2011/2012. (<http://askchisne.ucla.edu>)
- The downtown Santa Ana project area falls within the attendance boundaries of Willard and Sierra Intermediate Schools in the Santa Ana Unified High School District. Over the 2013/14 school year, nearly 36% of Willard Intermediate (35.8%) and over 32% of Sierra Intermediate (32.2%) 7th graders were at health risk due to body weight, which were 87.4% and 68.6% higher, respectively, than the California average (19.1%). Both school's 7th grader rates as well as that of the Santa Ana Unified School District overall (29.1%) were higher than those for regional peer school districts, including LA Unified (25.3%), Riverside Unified (21.9%), San Bernardino City Unified (28.5%), and San Diego Unified (18.3%).
 - SOURCE: California Department of Education, California Physical Fitness Test, 2013/14, DataQuest system (<http://data1.cde.ca.gov/dataquest/dataquest.asp>)
- The downtown Santa Ana project area falls within the attendance boundaries of Santa Ana and Century High Schools in the Santa Ana Unified School District. Over the 2013/14 school year, approximately 19.1% of Santa Ana High and 19.6% of Century High School 9th graders were at health risk due to their body weight, which were roughly 14% and 17% higher than the California average (16.8%) respectively and about 50% higher than the county average (12.8%). These rates, as well as that of the Santa Ana Unified School District overall (20.3%) were also higher than the averages for several regional peer school districts, including Riverside Unified (17.2%) and San Diego Unified (14.9%).
 - SOURCE: California Department of Education, California Physical Fitness Test, 2013/14, DataQuest system (<http://data1.cde.ca.gov/dataquest/dataquest.asp>)
- California Health Interview Survey (CHIS) estimates suggest approximately 39.3% of Santa Ana adolescents aged 12 to 17 years were overweight or obese, which was 21.3% higher than the California average (32.4%) and approximately 44.0% higher than the Orange County average (27.3%).
 - SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, Neighborhood Edition, 2011/2012. (<http://askchisne.ucla.edu>)

- California Health Interview Survey (CHIS) data estimates show approximately 31.7% of adults in the 92701 ZIP code are obese, compared to 22.9% of adults in Orange County and 24.8% in California overall.
 - SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, Neighborhood Edition, 2011/2012. (<http://askchisne.ucla.edu>)
- According to California Health Interview Survey (CHIS) estimates, approximately 31.1% of adults in the City of Santa Ana are obese, compared to 22.9% of adults in Orange County and 24.8% in California overall.
 - SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, Neighborhood Edition, 2011/2012. (<http://askchisne.ucla.edu>)

Physical Activity

- According to the California Health Interview Survey, approximately 15.8% of Santa Ana children 5-17 living in the Santa Ana reported getting regular physical activity, which was lower than that reported in Orange County (17.1%) and California (20.8%) overall.
 - SOURCE: UCLA Center for Health Policy Research, California Health Interview Survey, Neighborhood Edition, 2011/2012. (<http://askchisne.ucla.edu>)

INPUT: LOCAL HEALTH DEPARTMENT CONTACTS

ATP Guidance: "Include who you worked with from the local health department or other local health organization (i.e. local health non-profit, hospital, community health clinic, school based health provider, etc.)."

Amy Buch, MA
 Health Promotion Division Manager
 Public Health Services
 Orange County Health Care Agency
abuch@ochca.com
 714-834-5728

Travers Ichinose, MS, MA
 Research Analyst IV, Health Promotion Division
 Public Health Services
 Orange County Health Care Agency
tichinose@ochca.com
 714-568-5793

SECTION B. Expected public health enhancement

INPUT: IDENTIFY AND DISCUSS INTENDED HEALTH OUTCOMES

ATP Guidance: "Identify and discuss the intended health outcomes (e.g. increased physical activity, decreased rates of obesity/overweight, etc.) of fully implementing the project/program/plan. Include why you expect intended health outcomes. Provide additional data and/or reference scientific literature as it supports your discussion."

Project Health Impacts – General, Complete Streets, and Safe Routes to School

- US Community Preventive Services Task Force evidence reviews suggest improvements in street scale urban design, such as street infrastructure enhancements, can increase various types of physical activity in a community 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.
- 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 co-benefits 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, a statistically significant 36% increase in active school travel mode share was observed (Stewart et. al., 2014).
 - SOURCE: Stewart O, et. al. Multistate evaluation of safe routes to school programs. *Am J Health Promot.* 2014;28(3 Suppl):S89-96.

Project Health Impacts – Bicycle infrastructure

- 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).
 - SOURCE: 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
- Current evidence, though still emerging, suggests cycle tracks represent a safer alternative to roadway cycling, particularly those of a one-way configuration, while supporting a common bicyclist preference for protected paths (Lusk et. al., 2013; Thomas and DeRobertis, 2013). Data also suggest cycle tracks may help promote bicycling and its health benefits among demographic groups often underrepresented in the bicyclist population, such as women, the elderly, or children.
 - SOURCES: Lusk AC et. al., Bicycle guidelines and crash rates on cycle tracks in the United States. *Am J Public Health* 2013;103:1240–1248.
 - Thomas B and DeRobertis M. The safety of urban cycle tracks: A review of the literature. *Accident Analysis and Prevention* 2013;52:219– 227.

Project Health Impacts – Pedestrian infrastructure

- Pedestrian infrastructures are associated with walking prevalence rates across the world. In a study of the built environment and physical activity across eleven countries, residents living in a community with a preponderance of sidewalks were 47% more likely to get adequate levels of physical activity (Sallis et al., 2009).
 - SOURCE: Sallis J, et.al. Neighborhood Environments and Physical Activity among Adults in 11 Countries. *American Journal of Preventive Medicine* 2009; 36(6): 484–490.
- In an evaluation of California Safe Routes to School Program outcomes, sidewalk infrastructure improvements, like gap closure projects resulted in as much as a 66% increase in walking among children and as much as a 90% decrease in children unsafely walking in the street or shoulders (Boarnet et. al, 2005).
 - SOURCE: Boarnet MG, et al., California’s Safe Routes to School Program: Impacts on Walking, Bicycling, and Pedestrian Safety. *Journal of the American Planning Association*, Summer 2005, 71(3).

Enhancement of Local Health Environments

- In the city of Santa Ana, there are approximately 1.5 acres of park space for every 1,000 residents, which is among the lowest levels found among large, high density US cities (TPL, 2015). Santa Ana also has among the lowest levels of playgrounds per unit population (1.3 playgrounds per 10K) among large cities in the United States (TPL, 2015). Cumulatively, the relative scarcities of these two important community physical activity assets further emphasize 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, 2015 City Park Facts (<https://www.tpl.org/2015-city-park-facts>)

- The proposed downtown Santa Ana project area is within a quarter mile of a number of key community assets, including: the Civic Center Plaza area, which contains City Hall, the seat of Orange County government, as well as Federal and State offices; a number of schools, including four elementary schools and two high schools; the Downtown Santa Ana shopping district; grocery outlets, including a major high volume Latino market (Northgate-Gonzalez), a discounted grocery warehouse (Food 4 Less), and a certified farmer’s market; 2 major chain pharmacies (CVS, Rite Aid); banks (Bank of America, Wells Fargo, Citibank), and a US post office. Research suggests the number of neighborhood retail and service destinations is an important driver of utilitarian walking and biking, increasing the likelihood the proposed projects will contribute to active transportation and amplifying their health promotion potential (Sugiyama et al., 2012; McCormack and Shiell, 2011).
 - SOURCES: City of Santa Ana, Finance and Management Services; Sugiyama T, et al. Destination and route attributes associated with adults' walking: a review. Med Sci Sports Exerc. 2012;44(7):1275-86; McCormack GR and Shiell A. In search of causality: a systematic review of the relationship between the built environment and physical activity among adults. Int J Behav Nutr Phys Act 2011(13);8:125.
- Because the proposed downtown project area contains or is adjacent to over 40 Orange County Transit Authority bus stops and adjoins a regional transit hub to the East, the projects would likely augment active transportation infrastructure in a manner that supports and is supported by public transit. Research shows that public transit users get more daily physical activity and more daily walking than non-users (Saelens et al., 2014) and are more likely to meet basic physical activity recommendations (Freeland et al., 2013).
 - SOURCES: Orange County Transportation Authority (OCTA); Saelens BE, et al. Relation between higher physical activity and public transit use. Am J Public Health. 2014;104(5):854-9; Freeland A et al. Walking Associated With Public Transit: Moving Toward Increased Physical Activity in the United States. Am J Public Health 2013;103:536–542

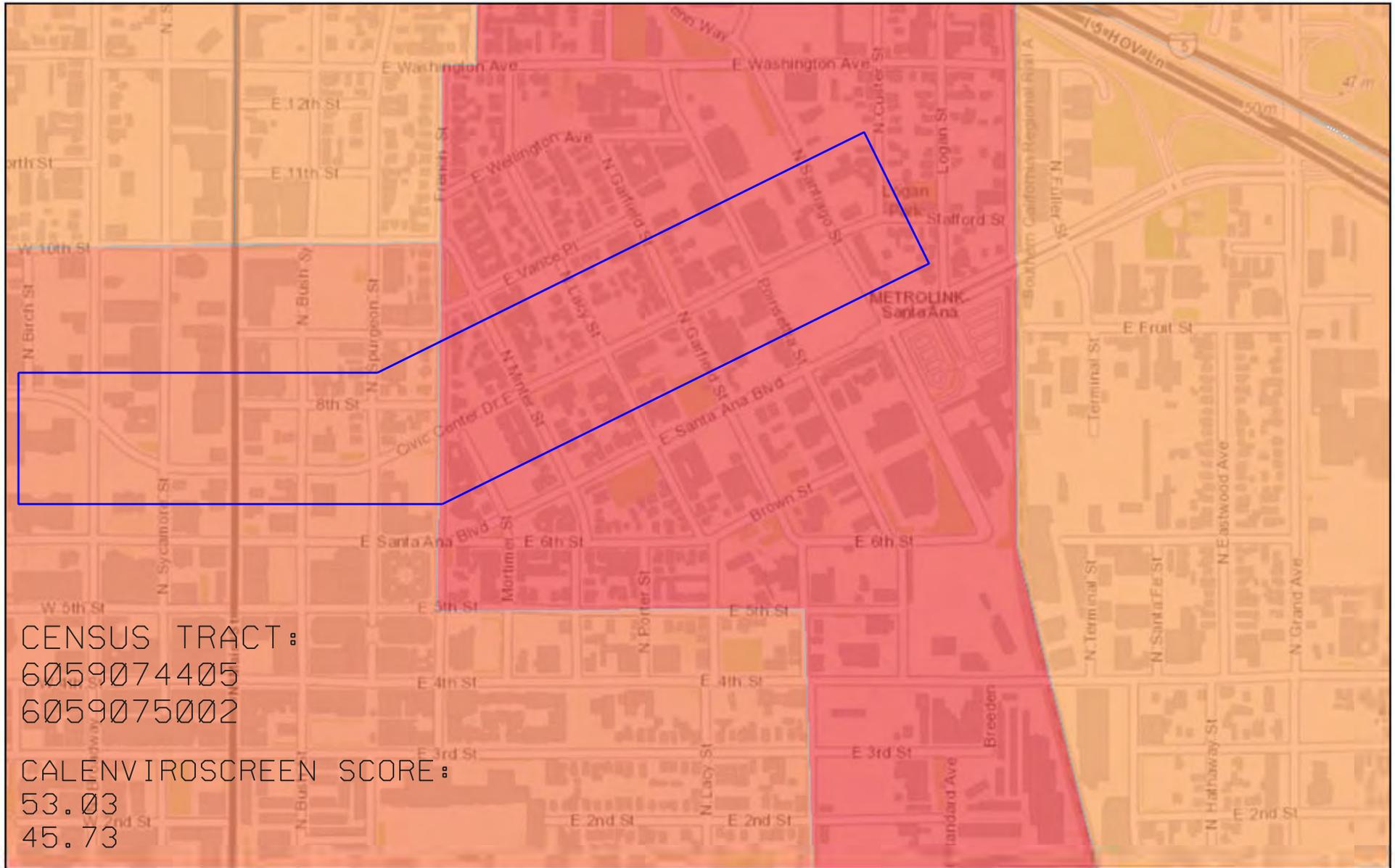
INPUT: LOCAL PUBLIC HEALTH PLAN

ATP Guidance: “Additionally, for those project/programs/plans that are consistent with and fulfill a portion of an existing local health plan, goal, or initiative include the name of the health plan, goal, or initiative and describe how the intended health outcomes align with or enhance the plan, goal, or initiative.”

- The proposed downtown Santa Ana projects support the Orange County Health Improvement Plan, which the Orange County Health Care Agency and its community partners have written to lay out countywide public health goals. Specifically, the present project most directly supports the Orange County Health Improvement Plan’s Priority Area 3 on Obesity and Diabetes (starting on page 23).
 - SOURCE: Orange County Health Improvement Plan (<http://www.ohealthiertogether.org/>)

Please contact Trav Ichinose, Research Analyst, at tichinose@ochca.com with questions regarding these or other public health data.

CIVIC CENTER DR CalEnviroScreen 2.0 results



CENSUS TRACT :
 6059074405
 6059075002

CALENVIROSCREEN SCORE :
 53.03
 45.73

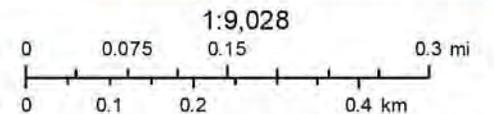
May 13, 2015

CalEnviroScreen 2.0 Results

- 71 - 80%
- 81 - 90%

Highest Scores (91 - 100%)

Improvement Boundary



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp.,
 GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL,

Project Name: Civic Center Bike Boulevard Project
Project Location: City of Santa Ana - Civic Center Dr. Between Santiago & Broadway

INFRASTRUCTURE

BIKE PROJECTS (Daily Person Trips for All Users) (Box 1A)

	Without Project	With Project
Existing	341	
Forecast (1 Yr after completion)	341	348
	Commuters	Recreational Users
Existing Trips	38	113
New Daily Trips (estimate)	19	56.5
(1 YR after completion) (actual)		

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class III
Average Annual Daily Traffic (AADT)	11,381

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	\$3,729,000
SR2S Infrastructure Project Cost	

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	\$3,729,000
SR2S Infrastructure	

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	116	23.2
PDO	0	0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

	Without Project	With Project
Existing	2547	
Forecast (1 YR after project completion)	2547	2611

	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

SAFETY COUNTERMEASURES (improvements) (Box 1G)

	Y or N (Capitalized)	
Signalized Intersection	Pedestrian countdown signal heads	
	Pedestrian crossing	Y
	Advance stop bar before crosswalk	Y
Unsignalized Intersection	Install overpass/underpass	N
	Raised medians/refuge islands	Y
	Pedestrian crossing (new signs and markings only)	Y
	Pedestrian crossing (safety features/curb extensions)	Y
Roadways	Pedestrian signals	Y
	Bike lanes	N
	Sidewalk/pathway (to avoid walking along roadway)	N
	Pedestrian crossing (with enhanced safety features)	Y
	Pedestrian crossing	Y
	Other reduction factor countermeasures	Y

Safe Routes to School (SR2S) (Box 1C)

	Total
Number of student enrollment	
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

20 Year Invest Summary Analysis

Total Costs	\$3,729,000.00
Net Present Cost	\$3,585,576.92
Total Benefits	\$48,867,233.89
Net Present Benefit	\$32,363,767.96
Benefit-Cost Ratio	9.03

20 Year Itemized Savings

Mobility	\$2,710,999.14
Health	\$126,238.54
Recreational	\$4,723,846.04
Gas & Emissions	\$12,980.76
Safety	\$41,293,169.40

Funds Requested	\$3,729,000.00
Net Present Cost of Funds Requested	\$3,585,576.92
Benefit Cost Ratio	9.03

Wilkerson, Cory

From: Wallace, Melanie@CCC <Melanie.Wallace@ccc.ca.gov> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Wednesday, May 13, 2015 11:34 AM
To: Kekula, Zdenek
Cc: Wallace, Melanie@CCC; inquiry@atpcommunitycorps.org; Wilson, Duane@CCC
Subject: FW: ATP Application - Civic Center Bicycle Blvd

Hi Zed,

The CCC may be able to participate in this ATP project. I have included our Project Manager in that area so that you may discuss this in more detail in the future. Please include this email with your application.

Thank you,

Melanie Wallace
Region I Analyst
California Conservation Corps
P (916)341-3153
F (877)834-4177
1719 24th Street
Sacramento, CA 95816
melanie.wallace@ccc.ca.gov

 Please consider conservation before printing this e-mail

From: Wilson, Duane@CCC
Sent: Wednesday, May 13, 2015 9:42 AM
To: ATP@CCC
Cc: Wallace, Melanie@CCC
Subject: RE: ATP Application - Civic Center Bicycle Blvd

Yes, Minor landscaping and planting 6-20 24inch box trees.

From: Wallace, Melanie@CCC **On Behalf Of** ATP@CCC
Sent: Tuesday, May 12, 2015 3:38 PM
To: Wilson, Duane@CCC
Cc: Wallace, Melanie@CCC
Subject: FW: ATP Application - Civic Center Bicycle Blvd

Hi Duane,

Please review the attached ATP project information and let me know if Pomona may potentially partner on the work.

Thank you,

Melanie Wallace
Region I Analyst
California Conservation Corps

P (916)341-3153
F (877)834-4177
1719 24th Street
Sacramento, CA 95816
melanie.wallace@ccc.ca.gov

 Please consider conservation before printing this e-mail

From: Kekula, Zdenek [<mailto:ZKekula@santa-ana.org>]
Sent: Tuesday, May 12, 2015 12:47 PM
To: ATP@CCC
Cc: Ha, Mark; Wilkerson, Cory
Subject: ATP Application - Civic Center Bicycle Blvd

Dear Wei Hsieh:

Please find this email requesting if the California Conservation Corps would like to participate in the following project with the City of Santa Ana. Please find the attached file detailing the proposed, infrastructure installations for Civic Center Bicycle Blvd.

Project Title: Civic Center Bicycle Blvd

Project Description: Identified in Downtown Complete Streets Study. This project will install bike lane and bike boulevard improvements along Civic Center between Broadway and Santiago and install protected left turn phasing at Civic Center/Main. Project includes design and construction of Curb/ gutter, sidewalk, signing, striping and minimal landscaping. The proposed construction of this project will require heavy machinery in removal of sidewalks, curb, gutter and road removal.

Project Map: Please the attached file.

Preliminary Plan: Please see the attached file.

Detailed Estimate: Please see the attached file.

Project Schedule: Please see the attached file.

If you have any questions, please contact me

Thank you,

Zdenek "Zed" Kekula, P.E.

Senior Civil Engineer
City of Santa Ana
(714) 647-5606
(714) 647-5616 fax

Wilkerson, Cory

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Tuesday, May 12, 2015 2:51 PM
To: Kekula, Zdenek
Cc: atp@ccc.ca.gov
Subject: Re: ATP Application - Civic Center Bicycle Blvd

Hi Zed,

Sorry, about the typo in the previous reply. The OCCC has agreed to the following for your Civic Center Blvd Project.

Thank you

On Tue, May 12, 2015 at 2:47 PM, Active Transportation Program <inquiry@atpcommunitycorps.org> wrote:
Hi Zed,

Josh Volp of the Orange County Conservation Corps has responded that they are able to assist the city with your Ross Street Cycle Track Project with the following:

- Provide assistance with the tree installation

Please include this email with your application as proof that you reached out to the Local Corps. Feel free to contact Josh (jvolp@hireyouth.org) directly if your project receives funding.

Thank you!
Monica

On Tue, May 12, 2015 at 12:47 PM, Kekula, Zdenek <ZKekula@santa-ana.org> wrote:

Dear Danielle Lynch:

Please find this email requesting if the Community Conservation Corps would like to participate in the following project with the City of Santa Ana. Please find the attached file detailing the proposed, infrastructure installations for Civic Center Bicycle Blvd.

Project Title: Civic Center Bicycle Blvd

Project Description: Identified in Downtown Complete Streets Study. This project will install bike lane and bike boulevard improvements along Civic Center between Broadway and Santiago and install protected left turn phasing at Civic Center/Main. Project includes design and construction of Curb/ gutter, sidewalk, signing, striping and minimal landscaping. The proposed construction of this project will require heavy machinery in removal of sidewalks, curb, gutter and road removal.

Project Map: Please the attached file.

Preliminary Plan: Please see the attached file.

Detailed Estimate: Please see the attached file.

Project Schedule: Please see the attached file.

If you have any questions, please contact me

Thank you,

Zdenek “Zed” Kekula, P.E.

Senior Civil Engineer

City of Santa Ana

[\(714\) 647-5606](tel:(714)647-5606)

[\(714\) 647-5616](tel:(714)647-5616) fax

--

Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpcommunitycorps.org

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Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpcommunitycorps.org



714.834.9400 T

714.834.9494 F

info@kidworksonline.org E

www.kidworksonline.org1902 W. Chestnut Avenue
Santa Ana, CA 92703

May 1, 2015

Fred Mousavipour
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. Mousavipour:

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 range 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.

In the past four years, KidWorks has worked with community-based coalitions and local residents to improve public health issues in Central Santa Ana, including access to safe active transportation. The youth from KidWorks have collected local data on bicycle usage, hosted bike safety workshops, created a Photo Voice project, and participated in community meetings for the design and planning of Complete Streets projects. It is our goal that youth and their families have access to safe, protected bike lanes that connect them to their school, work and shopping centers. Through our program and youth-led projects for promoting safe active transportation we understand the importance for our City to secure funding to improve the safety of our community.

The ATP grants are very important to our communities in providing resources for improving public health issues, such as childhood obesity 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,

David Benavides
Executive Director

April 24, 2015



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

Fred Mousavipour
Executive Director Public Works Agency
City of Santa Ana
Public Works
20 Civic Center Plaza, M-43
Santa Ana, CA 92702

RE: ACTIVE TRANSPORTATION PROGRAM APPLICATIONS

Dear Mr. Mousavipour:

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 range 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.

For the last three years, Latino Health Access has led an initiative in partnership with the City and multiple sectors in downtown Santa Ana to define and create a Wellness Corridor. The goals of this initiative are to promote an active, healthier lifestyle by making use of non-traditional open spaces to create opportunities for urban walking and biking routes with supporting amenities while supporting policies that promote safe physical activity. Latino Health Access is also a founding organization of the Santa Ana Active Streets (SAAS) Coalition, which arose out of the ongoing community concerns about needed education and infrastructure to improve safe walking and biking. SAAS works to educate the community about safe walking and biking and is working with the city to ensure that the community plays a role in active transportation policies and programs. Through our work with these initiatives, we have become aware of the importance in securing resources for the City to continue efforts to improve active transportation in our community.

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. Latino Health Access 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 Latino Health Access, we thank you in advance for your efforts to secure funding for these important projects. Please feel free to call me if you have any questions. I can be reached at 714-542-7792 ext. 1021.

Sincerely,

America Bracho, MPH, CDE
Chief Executive Officer and President



**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, LCSW
CHIEF OF OPERATIONS

AMY BUCH, MA
DIVISION MANAGER

12 CIVIC CENTER PLAZA, SUITE 127
SANTA ANA, CA 92701

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

April 24, 2015

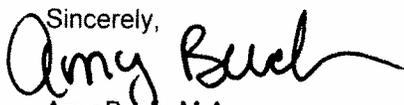
Fred Mousavipour
Executive Director Public Works Agency
City of Santa Ana
Public Works
20 Civic Center Plaza, M-43
Santa Ana, CA 92702

Dear Mr. Mousavipour:

On behalf of the Orange County Health Care Agency's Health Promotion Division of the Orange County Health Care Agency, I am writing in support of the applications being submitted by the City of Santa Ana 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 and are consistent with the goals and programs within the division. We appreciate the City's continuing efforts to enhance the Safe Routes to Schools, bicycle facilities, bicycle trails and crossings throughout the City. Working collaboratively, these programs and installations will be promoted and encouraged by outreach programs in garnering increased community usage and connectivity as well as safety.

The ATP grants are very important to our communities in providing resources in addressing public health issues such as childhood obesity, asthma as well as pedestrian/cyclist injuries and fatalities. Santa Ana teens experience higher rates of obesity than their peers throughout the county and the state. In Santa Ana, only 15.8% of teens get regular physical activity which is below the State average of 20.8%, as well as the county average of 17.1% according to the California Health Interview Survey results. Regular physical activity is an essential component of addressing childhood obesity. Research has shown that improving daily walking and biking could reduce cardiovascular and disease burden. The proposed infrastructure improvements support the goals stated in the Orange County Health Improvement Plan in which the Orange County Health Care Agency and its community partners have established countywide public health goals. One of those goals is to increase the proportion of Orange County residents who are in a healthy weight category. The proposed infrastructure improvements will contribute to meeting this goal.

The Orange County Health Care Agency supports the improvements proposed in the City's funding applications. We have a long history of working effectively with the City. We are committed to continuing our partnership with the City and the community to implement the proposed advancements.

Sincerely,

 Amy Buch, M.A.
 Division Manager



Santa Ana Unified School District

FRANCES E. WILLARD INTERMEDIATE SCHOOL Richard L. Miller, Ph.D., Superintendent
Lisa A. Hinshaw, Principal

May 8, 2015

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 community 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. Willard Intermediate 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 Willard Intermediate School we thank you in advance for your efforts to secure funding for these important projects.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lisa A. Hinshaw", is written over a large, stylized blue scribble.

Lisa A. Hinshaw
Principal

Frances E. Willard Intermediate School

1342 North Ross, Santa Ana, CA 92706 (714) 480-4800

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Attachment J-4



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May 27, 2015

California Department of Transportation
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Active Transportation Program - Bike Lanes/Bike Route on Civic Center Drive Between Broadway and Santiago

The Orange County Transportation Authority (OCTA) supports the City of Santa Ana's (City) California Active Transportation Program application for the bike lanes/bike route on Civic Center Drive between Broadway and Santiago. The project will increase the use of active transportation travel modes, enhance safety and mobility for non-motorized users, advance efforts to achieve greenhouse gas reduction goals, and enhance public health. Further, the project is a necessary safety enhancement for the City, consistent with the Orange County District 1 and 2 Bikeway Strategy, the OCTA non-motorized Metrolink Station Accessibility Strategy providing mobility benefits for the community.

If you have any questions regarding OCTA's support for this project, please contact Adriann Cardoso, Capital Programming Manager, at (714) 560-5915.

Sincerely,

Kia Mortazavi
Executive Director, Planning

KM:jsc

c: Zdenek Kekula, City of Santa Ana
Adriann Cardoso, OCTA
David Simpson, OCTA
Ric Teano, OCTA



REGIONAL TRANSPORTATION PLAN
2012-2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future



Southern California Association of Governments
ADOPTED APRIL 2012



Realizing the Vision – Goals and Objectives

Developing the RTP/SCS is no simple task, particularly given the economic struggles we are facing today. Transportation funds are limited for sustaining our existing system, and the regional initiatives that reduce pollution and congestion while increasing mobility and economic development require more money. Cities, businesses, and taxpayers are coping with an acute economic struggle. We are also a large region with a diversity of views and a diffuse decision-making structure. Nevertheless, the RTP/SCS provides an opportunity to set a course for 2035 that not only accomplishes what we are required to do, but also delivers a future that benefits residents, cities, and businesses.

In crafting a plan to address these challenges, SCAG and the region have several advantages. These include local commitments to dramatically increase the reach of transit, ongoing progress in creating new voluntary templates for growth and development, and our existing rich and vibrant neighborhoods. Our ability to succeed will also be the result of layering projects, programs, and strategies that leverage each other to achieve better results.

To guide the development of these projects, programs, and strategies, the Regional Council adopted specific goals and objectives that help carry out the RTP/SCS vision for improved mobility, economy, and sustainability.

REGIONAL GOALS

The regional goals reflect the wide-ranging challenges facing transportation planners and decision-makers in achieving the RTP/SCS vision. The goals demonstrate the need to balance many priorities in the most cost-effective manner. These goals and overarching policies were discussed and approved by the RTP Subcommittee and the Transportation Committee. They will be adopted by the Regional Council as part of the 2012–2035 RTP/SCS.

TABLE 1.1 RTP/SCS Goals

RTP/SCS Goals
<ul style="list-style-type: none"> Align the plan investments and policies with improving regional economic development and competitiveness
<ul style="list-style-type: none"> Maximize mobility and accessibility for all people and goods in the region
<ul style="list-style-type: none"> Ensure travel safety and reliability for all people and goods in the region
<ul style="list-style-type: none"> Preserve and ensure a sustainable regional transportation system
<ul style="list-style-type: none"> Maximize the productivity of our transportation system
<ul style="list-style-type: none"> Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)
<ul style="list-style-type: none"> Actively encourage and create incentives for energy efficiency, where possible
<ul style="list-style-type: none"> Encourage land use and growth patterns that facilitate transit and non-motorized transportation
<ul style="list-style-type: none"> Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies

ACTIVE TRANSPORTATION APPENDIX



REGIONAL TRANSPORTATION PLAN
2012-2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future



Southern California Association of Governments
ADOPTED APRIL 2012

ACTIVE TRANSPORTATION

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Political Environment

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The Southern California Association of Governments (SCAG) is the nation's largest metropolitan planning organization (MPO) representing six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities. The 2012–2035 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) seeks to develop a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region to increase transportation options, so that bicycling and walking become more practical and desirable choices for travel. Increasing bicycling and walking within the region will assist in reducing road congestion, enhancing public health, and improving air quality. The RTP supports Active Transportation through the development of bicycle and pedestrian policies.

Active Transportation refers to transportation such as walking or using a bicycle, tri-cycle, velomobile, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart, shopping car, or similar electrical devices. For the purposes of this report, Active Transportation will generally refer to bicycling and walking, the two most common methods. Walking and bicycling are essential parts of the SCAG transportation system, are low cost, do not emit greenhouse gases, can help reduce roadway congestion, and increase health and the quality of life of residents. As the region works towards reducing congestion and air pollution, walking and bicycling will become more essential to meet the future needs of Californians.

The strategies established by the Active Transportation Chapter will adhere to the following goals and objectives:

- **Goal 1:** Increase dedicated funding for bicycle and pedestrian infrastructure.
 - **Objective 1.1:** Develop a Constrained Plan that analyzes existing funding and provides quantitative support for future funding requirements.
 - **Objective 1.2:** Estimate the benefits of current investments to analyze future funding needs.
- **Goal 2:** Increase accommodation and planning for bicyclists and pedestrians.
 - **Objective 2.1:** Include a Strategic Plan that includes additional investments needed to develop a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region.
 - **Objective 2.2:** Estimate project costs associated with this vision.
 - **Objective 2.3:** Estimate the benefits of these investments.
 - **Objective 2.4:** Support local jurisdictions with the development of their local plans.

- **Goal 3:** Increase transportation options, particularly for trips less than three miles.
 - **Objective 3.1:** Increase linkages between bicycling and walking with transit.
 - **Objective 3.2:** Examine bicycling and walking as an integral part of a congestion/transportation management tool (e.g. Safe Routes to School).
- **Goal 4:** Significantly decrease bicycle and pedestrian fatalities and injuries.
 - **Objective 4.1:** Address actual and perceived safety/security concerns that prohibit biking and walking from being considered as viable mode choices.

The following sections will illustrate the existing conditions, identify potential opportunities and provide recommendations that may assist in achieving a more bicycle and pedestrian friendly region. The policies and recommendations established by this Active Transportation chapter can also assist local jurisdictions and agencies in the development of more comprehensive policies that improve public health, safety, and welfare.

Existing Conditions

Physical Setting

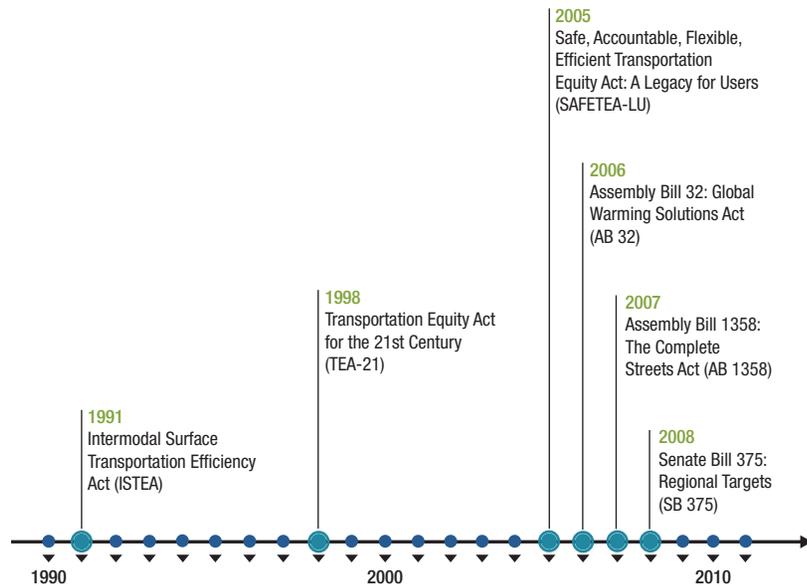
The climate in the SCAG region varies by location. The western Los Angeles Basin, Ventura County and western Orange County experience marine climates, cool ocean breezes and moderate average temperature variations. The inland areas within the region are comprised of more arid climates with more significant temperature variations throughout the day. Rainfall in the SCAG region typically averages only 30 days per year, which provides ideal conditions for walking and bicycling. The majority of the western portion of the region is highly developed with suburban areas, with some areas of dense urbanization. The inland areas of the region are becoming developed with significant suburbanization and pockets of urban development, but are primarily undeveloped or designated as national and state parkland.

Political Environment

Recent shifts in the political environment have increased support for Active Transportation (please see **FIGURE 1** Legislative Timeline). The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) challenged officials to make “bicycles a more viable part of the transportation network.” The Transportation Equity Act for the 21st Century (TEA-21) provided additional Federal funds for surface transportation, such as pedestrian

walkways, until 2003. The Act also extended the Disadvantaged Business Enterprises program and created new incentives for bicycle and pedestrian safety and educational programs. TEA-21 continued to research new transportation systems and “ensure[d] the consideration of bicyclists and pedestrians in the planning process and facility design.” Safe, Accountable Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) increased funding for non-motorized transportation. SAFETEA-LU also established the Safe Routes to School (SRTS) program to “enable and encourage primary and secondary school children to walk and bicycle to school” and to support infrastructure-related and behavioral projects that are “geared toward providing a safe, appealing environment for walking and bicycling that will improve the quality of our children’s lives and support national health objectives by reducing traffic, fuel consumption, and air pollution in the vicinity of schools.”

FIGURE 1 Legislative Timeline



At the State level, Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375) were established to reduce greenhouse gas emissions. AB 32, enacted in 2006, directed the California Air Resource Board (CARB) to develop early actions to reduce greenhouse gases and to prepare a scoping plan to identify specific strategies to meet the 2020 limit. SB 375, enacted in 2008, focuses on reducing greenhouse gas (GHG) emissions generated by cars and light trucks and requires SCAG to develop a Sustainable Community Strategies (SCS) for the region. The new law also provides incentives for local jurisdictions and developers to implement new land use development strategies that would help reduce GHGs. Some of these strategies include non-motorized transportation strategies. The Complete Streets Act of 2008 (AB 1358) required cities and counties to incorporate the concept of Complete Streets in their general plan updates to ensure that transportation plans meet the needs of all users. SCAG has also adopted similar strategies in the 2012 RTP and has the opportunity to provide information and resources to support local cities and counties as they implement Complete Streets strategies within their jurisdictions.

Existing Plans

All six of the counties within the SCAG region have developed their own bicycle and pedestrian plans. All local bicycle/pedestrian plans finalized by September 30, 2011 are considered part of the SCAG Active Transportation Plan.

IMPERIAL COUNTY

In 2003, Imperial County developed a Bicycle Master Plan, which was adopted by its Board of Supervisors in 2007. The guiding vision of the plan is to “encourage and promote bicycling as a safe and convenient form of transportation and recreation achieved through engineering, education, enforcement, and encouragement.” Imperial County is currently working on updating their Bicycle Master Plan, which is anticipated to be completed by the end of 2011. The proposed plan is anticipated to implement 374.4 miles of bikeways at an estimated cost of \$6.4 million.

LOS ANGELES COUNTY

The Los Angeles County Metropolitan Transportation Authority (Metro) developed a Bicycle Transportation Strategic Plan (BTSP) in 2006 to be used by “the cities, the County of Los Angeles and transit agencies in planning bicycle facilities around transit and

setting priorities that contribute to regional improvements. The goal is to integrate bicycle use in transportation projects.” In addition, Metro also created a Bicycle Transportation Account Compliance Document (BTA Document) to provide an “inventory and mapping of existing and proposed facilities, and an estimate of past and future expenditures for bicycle facilities.”

The Los Angeles County Department of Public Works released a draft of their revised Bicycle Master Plan in February 2011, which was developed with the over arching goal of increasing “bicycling throughout the County of Los Angeles through the development and implementation of bicycle-friendly policies, programs, and infrastructure.” The plan recommends the development of an interconnected network of bicycle corridors, with approximately 695 miles of bikeway facilities at a proposed cost of \$284.8 million.

In addition Metro has developed a Long Range Transportation Plan that includes all of the regional bike trail projects that were identified in the BTSP as well as the Arroyo Seco Bike Trail, Compton Creek Bike Trail, Dominquez Channel Bike Trail, and the San Jose Creek Bike Trail Phase 2B.

ORANGE COUNTY

The 2009 Orange County Transportation Authority (OCTA) Commuter Bikeways Strategic Plan was developed “to encourage the enhancement of Orange County’s regional bike-ways network, in order to make bicycle commuting a more viable and attractive travel option.” The plan identifies approximately 116 miles of priority bikeway projects, estimating \$71.5 million; and is expected to be updated for 2014.

The strategic plan of the Orange County Long Range Transportation Plan also includes advanced active transportation treatments at key intersections within the Central County Major Investment Study (MIS) study area. On January 23, 2012, the OCTA Board of Directors directed staff to work with local agencies to develop the Orange County Bikeway program for strategic corridor planning, developing detailed development implementation plans, and construction of high priority projects. The goal of the program is to take advantage of grant funding opportunities by developing shelf-ready projects along regional bikeway corridors.

RIVERSIDE COUNTY

The Western Riverside Council of Governments (WRCOG) and the Coachella Valley Association of Governments (CVAG) have developed Non-Motorized Transportation Plans in 2010 for their respective jurisdictions covering most of Riverside County. WRCOG’s 2010 Non-Motorized Transportation Plan proposes the development of over 440 miles of bikeways in order to provide a “regional backbone network of bicycle and pedestrian facilities to provide enhanced transportation mobility options.” The 2010 CVAG Non-Motorized Transportation plan recognizes the “value of providing opportunities for local residents and visitors to bicycle for work and recreation, as well as to use off-road trails for hiking, equestrians and jogging.”

One innovative project is Parkway 1e11, a proposed 54-mile grade separated bicycle / pedestrian / neighborhood electric vehicle path in the Coachella Valley connecting Desert Hot Springs to Palms Springs to Coachella and the cities in-between. The Parkway, in the preliminary planning stages, will provide an alternative transportation corridor to State Route 111. In addition, by the inclusion of neighborhood electric vehicles, it provides additional mobility as well as access to activities for active senior citizens. Once completed the parkway will become part of the regional bikeway Network alignment through the Coachella Valley.

SAN BERNARDINO COUNTY

The 2011 San Bernardino County Non-Motorized Transportation Plan’s goals include: 1) improving pedestrian access to transit; 2) removing existing barriers to pedestrian travel; 3) developing regional trails and pathways, which provide improved pedestrian access to destinations; and 4) improving the pedestrian environment on major regional arterials and at regional activity centers.

VENTURA COUNTY

The 2007 Ventura County Bicycle Master Plan “provides a broad vision, strategies and actions for the improvement of bicycling” by maximizing funding sources for implementation; improving safety and encouraging cycling; expanding the network and support facilities; and enhancing the quality of life in Ventura County. The combined cost of the identified projects in the Ventura County Bicycle Master Plan is approximately \$93.1 million

TABLE 1 County Active Transportation Plans

County	Plan	Adopted
Imperial	Imperial County Bicycle Master Plan	2007
Los Angeles	Metro Bicycle Master Plan	2006
	Department of Public Works 2011 Bicycle Master Plan	2011
Orange	Commuter Bikeways Strategic Plan	2009
Riverside	CVAG Draft Non-Motorized Transportation Plan	2010
	WRCOG Non-Motorized Plan	2010
San Bernardino	2011 Non-Motorized Transportation Plan	2011
Ventura County	Bicycle Master Plan	2007

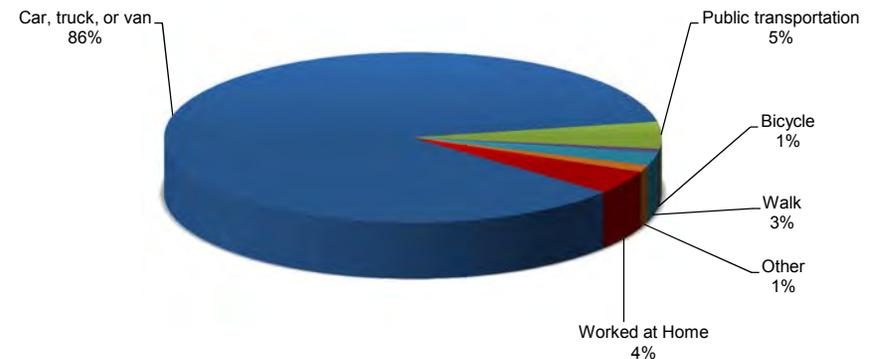
LOCAL JURISDICTIONS

In addition to county plans, many local jurisdictions have developed their own active transportation plans or include active transportation components in the Circulation Element of their General Plan. Many street enhancement projects or capital improvement projects include active transportation elements as well. For example, many street improvement projects may include the striping of bikeways or new developments may include sidewalk enhancements. By examining the annual budgets of the 20 most populous cities in the SCAG region and their expenditures associated with active transportation projects such as new sidewalks or bikeways we were able to estimate that on average cities spend \$5.45 per capita on active transportation each year. Based on an average 1 percent annualized population growth and 3 percent adjustment for inflation, it is estimated that local jurisdictions would spend a total of \$4.1 billion dollars between 2011 and 2035 on active transportation, which is not accounted for in the 2012–2035 RTP/SCS.

Bicycling and Walking Overview

The majority of commuters within the SCAG region commute via car, truck or van. According to the American Community Survey in 2008, more than 85 percent of all commuters traveled to work by car, truck or van; and less than 4 percent traveled to work via an active transportation mode (0.7 percent bicycled and 2.5 percent walked). The 2012 RTP/SCS allocates approximately \$6.7 billion for active transportation. This is an increase of more than 270 percent over the commitments made in the 2008 RTP. Approximately \$700 million was added to the allocation provided in the Draft 2012-2035 RTP/SCS, partly in response to the overwhelming support received for higher level of funding during the comment period. This amount primarily reflects regional commitments and does not include many of the locally funded projects associated with active transportation, nor does it include projects where bicycle/pedestrian facility construction is part of a larger project. So, when the local expenditures are considered, the region is expected to spend significantly more than \$10 billion in active transportation over the period of the plan.

FIGURE 2 Commuter Mode Share in the SCAG Region (2008)

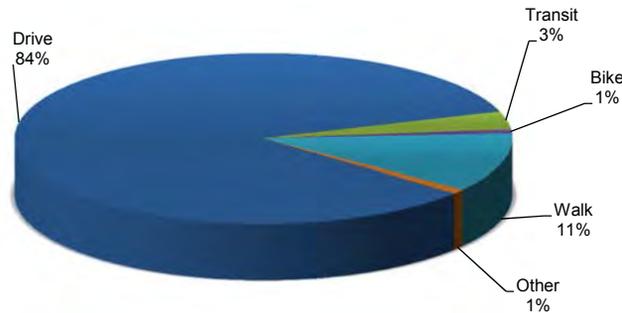


Source: American Community Survey, 2008

In 2009 the National Household Travel Survey California Travel Survey Add-On (NHTS-CA) data estimated that approximately 20.94 percent of all trips in 2009 were conducted by walking (19.24 percent) or bicycling (1.7 percent), this is an approximately 75 percent

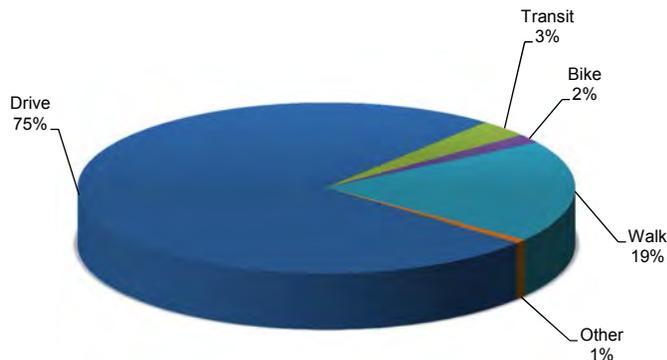
increase from the 11.9 percent active transportation mode share in 2000. The 2009 NHTS data also showed that there was a decrease in driving from 83.9 percent to 75.0 percent; this was a 10.6 percent decrease from 2000.

FIGURE 3 Mode of Travel for Total Trips (2000)



Source: National Household Travel Survey, 2000

FIGURE 4 Mode of Travel for Total Trips (2009)



Source: National Household Travel Survey California Travel Survey Add-On, 2009

However, between 2005 and 2009, the percentage of commuters that traveled by car, truck or van has decreased while the percentage of bicycling and walking to work has

increased. This increase in active transportation usage may have been attributed to changes in the economic climate or increases in gas prices. This steady increase in active transportation mode share may indicate a greater demand for active transportation infrastructure and planning.

TABLE 2 Commuter Mode Share in the SCAG Region

	Car, Truck, or Van	Public Transportation	Taxicab, Motorcycle, or other	Worked at Home	Bicycle	Walked	Total
2005	87.40%	4.50%	1.30%	4.10%	0.50%	2.10%	100.00%
2006	86.70%	4.90%	1.20%	4.20%	0.60%	2.40%	100.00%
2007	86.40%	4.80%	1.20%	4.50%	0.60%	2.40%	100.00%
2008	85.90%	5.10%	1.30%	4.50%	0.70%	2.50%	100.00%
2009	85.90%	5.00%	1.10%	4.80%	0.70%	2.50%	100.00%

Source: U.S. Census, 2005-2009

Types of Bicyclists

Bicyclists have varying levels of riding experience and confidence, which influence their decision to bicycle. SCAG recognizes that there are a number of factors that motivate people to bicycle, and has identified the following three types of bicyclists:

TRANSPORTATION/COMMUTER

Individuals that use their bicycle as a form of transportation on a reasonably regular basis, particularly for traveling to work, are classified as bicycle commuters. These cyclists utilize cycling primarily for utilitarian travel, not recreation. Some riders in this group may choose to travel by bicycle in place of a car while others use bicycling because of a lack of other feasible options. Some individuals use bicycling as a method of transportation due to economic necessity or because they are restricted by law from operating a motor vehicle. These include the low income individuals, immigrants, and the young

adults. These individuals are often referred to as “invisible cyclists” and are often under counted in surveys. They may also lack proper equipment for nighttime riding, lack basic riding safety knowledge, and are more inclined to ride on sidewalks when there are no dedicated bikeways.

These riders typically fall into one of three categories: 1) adult employees, 2) students, and 3) shoppers. Transportation or commuter riders tend to travel during peak traffic hours and have increased exposure to vehicles. Routes leading to major businesses, shopping, education and other commercial areas of high importance to transportation cyclists. Transportation cyclist needs are consistent throughout the SCAG region and include: personal safety and security, safe and secure parking, infrastructure that accommodates riding in changes in weather and darkness, and fair treatment from law enforcement.

EXERCISE/RECREATION

Recreational cyclists include both competent, experienced individuals and beginner riders, including adults and children. Some weekend riders, mountain bikers, and other recreational cyclists may drive to other locations in order to ride their bicycles, and ride as a form of recreation rather than transportation.

Primary needs of recreational cyclists are similar to that of transportation cyclists except that their travel routes are less focused on access to business, shopping, and other commercial areas. They tend to travel in lower traffic and more scenic areas or seek out off-road paths and trails. Some experienced recreational cyclists may be interested in bicycling as transportation, but are concerned about safety, distances, sweat and body odor in the work environment.

SOCIAL GROUP

Social bicycle riders represent a growing group of riders, especially in Los Angeles County with its growing bicycle culture. The City of Los Angeles has been growing and supporting bicycling through a number of activities and advocacy efforts including informal and formal rides such as the Bicycle Kitchen and similar co-ops, Critical Mass, Midnight Ridazz, and C.I.C.L.E. (Cyclists Inciting Change through Live Exchange).¹

¹ Although referencing various advocacy groups in this document, SCAG makes no endorsement of any external group's policies, goals or positions.

The State of California shows its commitment to active transportation in the following documents:

- Highway Design Manual
- Deputy Directive on Accommodating Non-motorized Transportation (DD64)
- Director's Policy on Context Sensitive Solutions (DP22)
- Main Streets: Flexibility in Design and Operations Assembly Concurrent Resolution 211
- California Supplement to the MUTCD
- California Blueprint for Bicycling and Walking
- California Bicycle Transportation Act
- California Vehicle Code
- California Streets and Highway Code
- California Access Compliance Reference Manual

Riding Styles

Just as there are different types of cyclists, there are different riding styles. While no one entirely fits into one category or another, it is an attempt to broadly explain riding styles to understand the needs of the various members of the bicycling community. The following “Four Types of Cyclists” categorization was first developed in 2005 by the City of Portland, Oregon as it began to consider what it would take to dramatically increase bicycle use in Portland. The definitions that follow have been expanded somewhat to more closely match the demographics in southern California.

FULLY CONFIDENT CYCLIST

Often called “Vehicular Cyclists,” these cyclists ride their bicycles in the same manner that one would drive a motor vehicle. These individuals are confident in riding with motorized traffic in almost all conditions, and may forgo using dedicated bicycle facilities. These individuals are accustomed to riding in a variety of environments and can navigate in less space. Many of these individuals advocate for vehicular cycling because they are capable of operating their bicycles on the road in a visible, predictable manner, and follow the rules of the road, which may enable automobile drivers to be able to better predict how these bicyclists will act, and respond accordingly.

ENTHUSED AND CONFIDENT CYCLIST

These cyclists are as comfortable as the fully confident cyclists in sharing the roadway, but prefer using designated bicycle facilities. It is believed that enthused and confident cyclists comprise the majority of the tremendous growth in commuter cycling in Portland after investments were made in bicycling infrastructure.

INTERESTED BUT CONCERNED CYCLIST

Interested but concerned cyclists make up the majority of cyclists. They are curious about regular bicycling as a form of transportation, but may be inexperienced. Due to financial or immigration issues, they may also be unable to afford to own or operate a motor vehicle. Also, due to the graduated licensing program, older teenagers also fall into this group.

According to the “Four Types” categorization, those in the “Interested but Concerned” category like riding a bicycle, but they are afraid to ride. They would ride if they felt safer

on the roadways, if cars were slower and less frequent, and if there were more quiet streets with few cars and paths without any cars at all.

Inexperienced cyclists tend to have minimal riding skill and little experience, and are not comfortable riding with traffic or within the roadway. These cyclists may lack confidence or knowledge of safe cycling practices and regulations. These riders tend to use sidewalks, school grounds, parks, bicycle lanes, and Class I bicycle paths as their preferred riding environments.

NO WAY, NO HOW

This group is not interested in bicycling for transportation. Some may not own a bicycle or ride at all. Others may ride for recreation only on off-road bikeways. This could be attributed to the distance between home and work, making bicycling too difficult or impossible. Shorter utilitarian trips are an option, but may also be considered difficult or impossible.

It is important to note that these are not clear cut definitions, and there is some overlap between categories, particularly as one’s level of interest and confidence increases since this may shift the demand for bicycle facilities. The Portland report lists that less than one percent of bicyclists were fully confident, seven percent were enthused and confident, 60 percent were interested but concerned, and 33 percent were classified as no way, no how.

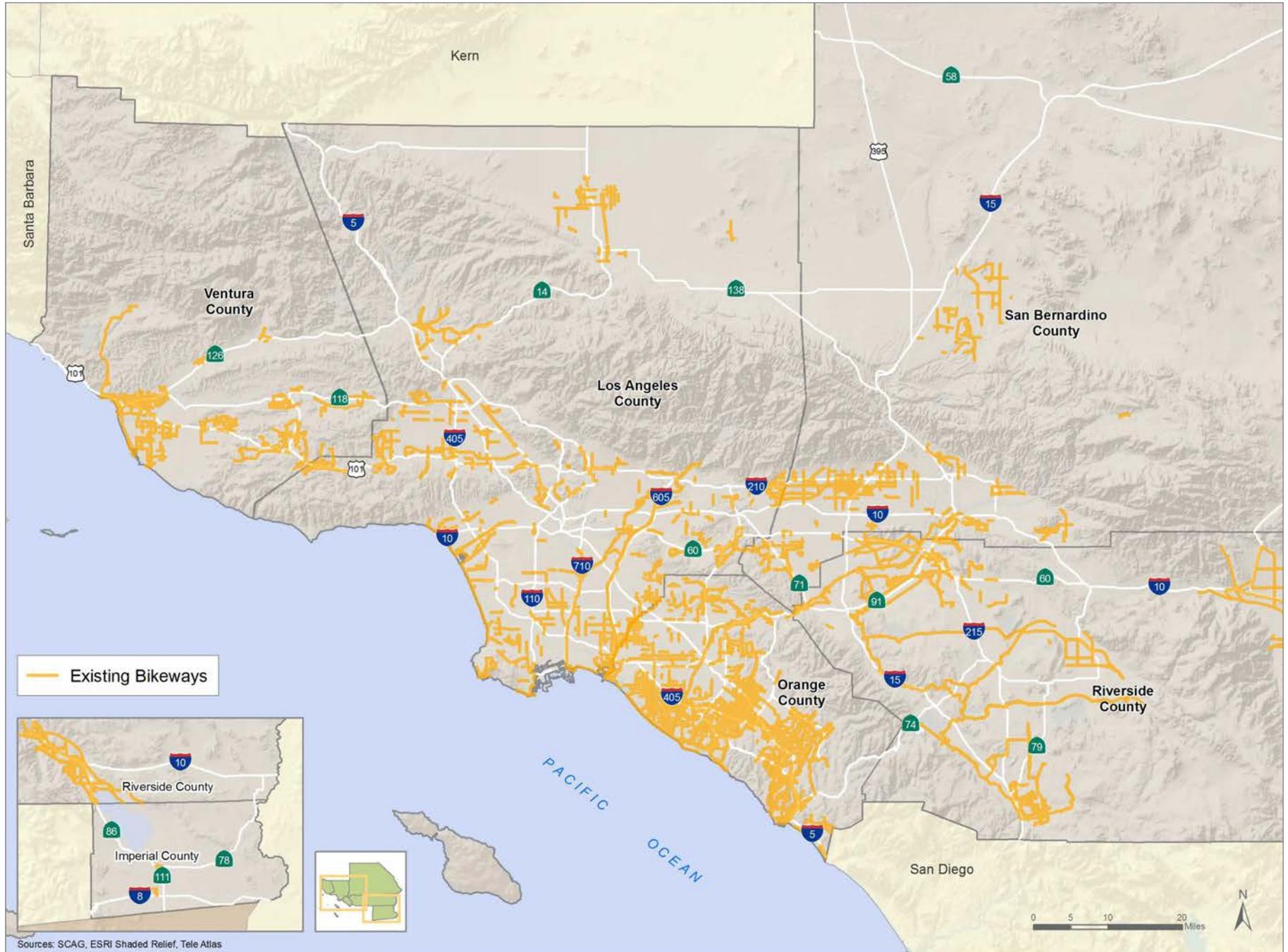
Types of Bicycle Facilities

A bicycle facility may include a variety of facilities, from bicycle lanes to bicycle parking facilities, and other related facilities. Varying types and groups of riders prefer different types of riding environments. The Caltrans Highway Design Manual currently classifies bicycle lanes, bicycle paths, and routes in the following method:

Class I Bikeways

Class I Bikeways are also known as bicycle paths, shared-use paths or bicycle trails. A Class I Bikeway provides a completely separated right-of-way designated for the exclusive use of bicycles and/or pedestrians with cross flows by motorists minimized.

EXHIBIT 1 Existing Bikeways in the SCAG Region



Class II Bikeways

Often referred to as a bicycle lane, a Class II Bikeway provides a striped lane for one-way bicycle travel on a street or highway.

Class III Bikeways

Class III Bikeways are also known as bicycle routes and provide for shared use with pedestrians and/or motor vehicle traffic.

Cycletracks

Cycletracks are bicycle lanes on a street or highway physically separated from travel lanes occupied by vehicles.

Bicycle Boulevards

Bicycle Boulevards refer to low speed, mostly residential streets where bicycling and walking are considered the primary modes. Sometimes used for traffic calming, the installation of bicycle boulevards often includes discouragement of non-local vehicle traffic while allowing free flow of bicyclists. As an example, traffic diverters allow free flow for bicyclists and allow vehicle access to property for homeowners, but do not allow motorists to continue driving in the same direction. By reducing speeds and access, safety for bicyclists and pedestrians is increased.

The City of Long Beach has installed a bicycle boulevard on Vista Street in the Belmont Heights neighborhood. Methods used include traffic circles, a bicycle only signal, road narrowing and barriers forcing motorists to turn left or right while allowing bicyclists access.

TABLE 3 Existing Bikeways (in Miles)

	Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Total Existing	% of Total
Class 1	2.9	264.0	204.9	925.1	77.4	56.5	1,530.8	35.5%
Class 2	4.4	484.6	638.5	235.7	275.8	203.1	1,842.1	42.7%
Class 3	38.1	518.2	102.4	103.6	116.7	62.9	941.9	21.8%
Total Existing	45.4	1,266.9	945.8	1,264.3	469.9	322.5	4,314.8	100.0%

Bicycle Boulevards

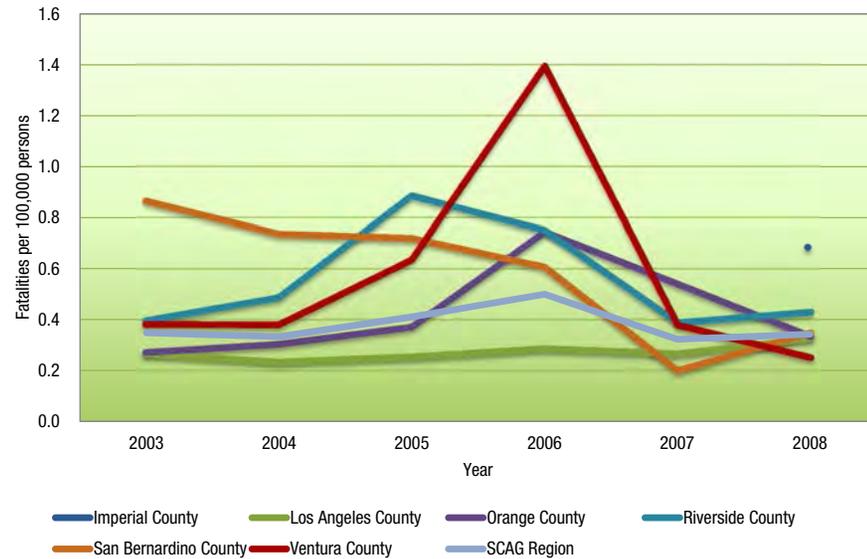
Bicycle Boulevards are low speed streets optimized for bicycle travel over vehicle travel.

Like their auto-driving counterparts, most bicyclists will most often use the fastest or most convenient route to reach their destinations. Bicyclists are legally allowed to use any public roadway in California unless specifically prohibited by State law (e.g. Freeways). Therefore, while some roadways are not designated or classified as bikeways, motorists should expect and anticipate bicyclists to share the road.

Bicycle Safety

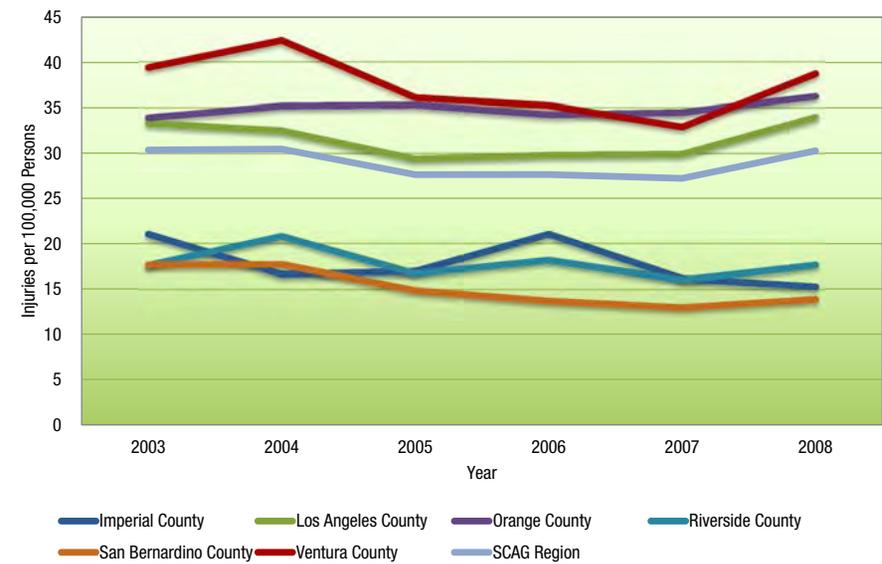
Based on data from the Statewide Integrated Traffic Records System (SWITRS), the majority of counties in the SCAG region have experienced an increase in the number of traffic-related bicyclist fatalities for every 100,000 persons between 2003 and 2006, followed by a decrease in the number of fatalities between 2006 and 2008. Most of the counties experienced a decrease in traffic-related bicycle injuries for every 100,000 persons between 2003 and 2007; followed by an increase between 2007 and 2008.

FIGURE 5 Number of Traffic Related Bicyclist Fatalities for Every 100,000 Persons



Source: State-Wide Integrated Traffic Records System (SWITRS), 2003-2008

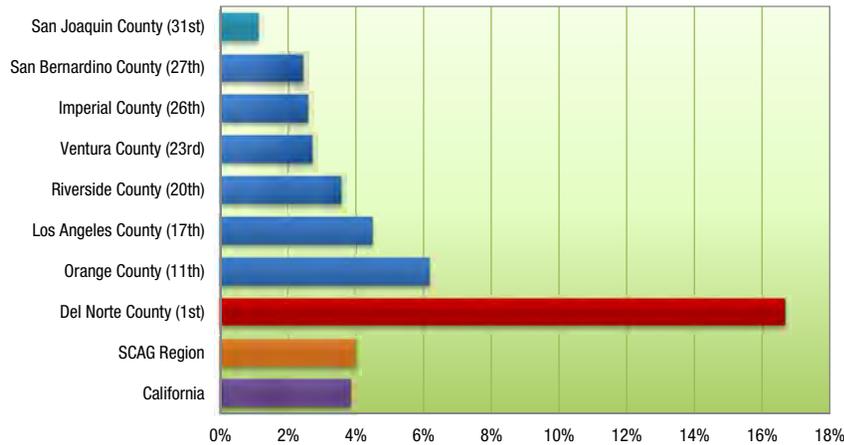
FIGURE 6 Number of Traffic Related Bicyclist Injuries for Every 100,000 Persons



Source: State-Wide Integrated Traffic Records System (SWITRS), 2003-2008

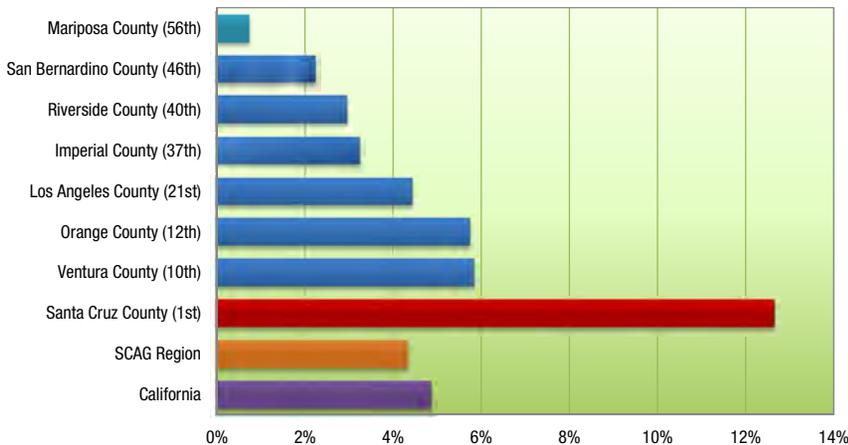
In 2008, 3.98 percent of all traffic-related fatalities in our region involved bicyclists, and 4.31 percent of all traffic-related injuries involved bicyclists. Orange County had the highest percentage of traffic-related bicyclist fatalities (6.17 percent), and Ventura County had the highest percentage of traffic-related bicyclist injuries (5.83 percent) in the SCAG region in 2008.

FIGURE 7 Percentage of Traffic-Related Fatalities Involving Bicyclists



Source: State-Wide Integrated Traffic Records System (SWITRS), 2008

FIGURE 8 Percentage of Traffic-Related Injuries Involving Bicyclists



Source: State-Wide Integrated Traffic Records System (SWITRS), 2008

The SCAG region has seen a greater percentage of traffic-related fatalities involving bicyclists than the statewide average, but had a lower percentage of traffic-related injuries involving bicyclists. Los Angeles and Orange Counties were the only counties with a higher percentage than the statewide percentage of traffic-related bicycle fatalities. Orange and Ventura Counties were the only counties with a higher percentage than the statewide percentage of traffic-related bicycle injuries.

Pedestrian Oriented Design and Access Requirements

Americans with Disabilities Act (ADA)

The ADA was signed into law in 1990 and requires that all public facilities be accessible to people with disabilities. The impact of the ADA has been far-reaching. For example, multi-level facilities including transit stations must include elevators, sidewalks must have sloped surfaces at intersections and other crossings to allow wheelchair accessibility, buses must have lifts, and signage must include Braille for the blind.

SCAG estimates that \$90 million is necessary annually to maintain the existing pedestrian infrastructure in usable condition and to maintain consistency with ADA requirements, assuming a sidewalk life expectancy of 35 years. A portion of the \$6.7 billion dollars allocated toward Active Transportation in the 2012 RTP will be applied toward infrastructure improvements that will maintain and improve sidewalks to ADA standards.

Schools

Pedestrian access between schools and nearby neighborhoods is a high safety priority. Clear crosswalks, signals adequately timed to allow children to cross streets, crossing guards, and school speed limit zones provide a safer environment for children on foot. Additionally, pathways and neighborhood parks can provide easier and safer access to schools by allowing children, both on foot and bicycle.

The Safe Routes to School (SRTS) program aims to increase the number of students walking or bicycling to school. Both the federal government and the State of California provide funding for SRTS programs.



Santa Ana Unified School District

*Facilities & Governmental Relations
Joe Dixon, Assistant Superintendent*

Richard L. Miller, Ph.D., Superintendent

May 18, 2015

Fred Mousavipour
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. Mousavipour:

We understand the ATP grant applications request signatures from each school principal benefitting from the proposed grant program/project. The Santa Ana Unified School District and City of Santa Ana have an ongoing understanding that all City led programs need to go through the Santa Ana Unified School District office. Since several of the ATP grant applications proposed by the City of Santa Ana are for district wide programs, consider this letter as authorization from all the Santa Ana Unified School District schools listed on the attached exhibit in lieu of individual signatures from the school principals.

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

Sincerely,

Joe Dixon
Assistant Superintendent, Facilities and Governmental Relations

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

BOARD OF EDUCATION

John Palacio, President • Cecilia "Ceci" Iglesias, Vice President
Valerie Amezcuca, Clerk • José Alfredo Hernández, J.D., Member • Rob Richardson, Member

Attachment K-2

Elementary Schools

James A. Garfield Elementary School

Kasey Klappenback, Principal

850 Brown St.
Santa Ana, CA 92701
Phone: 714-972-5300
Fax: 714-972-5399

Martin R. Heninger Elementary School

William Skelly, Principal

417 W. Walnut St.
Santa Ana, CA 92701
Phone: 714-953-3800
Fax: 714-953-3899

Intermediate Schools

William Henry Spurgeon Intermediate

Todd Irving, Principal

2701 W. Fifth St.
Santa Ana, CA 92703
Phone: 714-480-2200
Fax: 714-480-2215

High Schools

Santa Ana High School

Julie Infante, Principal

520 W. Walnut St.
Santa Ana, CA 92701
Phone: 714-567-4900
Fax: 714-567-4952

Academic Year	County Code	District Code	School Code	District Name	School Name	Low Grade	High Grade	Enrollment (K-12)	Adjusted Percent (%) Eligible FRPM (Ages 5-17)
2013-14	30	66670	3036357	Santa Ana Unified	Santa Ana High	9	12	2,838	93.4%
2013-14	30	66670	6061758	Santa Ana Unified	Willard Intermediate	5	8	904	98.8%
2013-14	30	66670	6108484	Santa Ana Unified	Garfield Elementary	K	5	747	97.7%
2013-14	30	66670	6110183	Santa Ana Unified	Heninger Elementary	K	5	1,065	96.8%

**EXHIBIT 22-F
Request For State-Only ATP Funding****Local Assistance Program Guidelines****EXHIBIT 22-F REQUEST FOR STATE-ONLY ATP FUNDING**

MAYOR
Miguel A. Pulido
MAYOR PRO TEM
Sal Tinajero
COUNCILMEMBERS
Angelica Amezcua
P. David Benavides
Michele Martinez
Roman Reyna
Vincent F. Sarmiento



CITY MANAGER
David Cavazos
CITY ATTORNEY
Sonia R. Carvalho
CLERK OF THE COUNCIL
Maria D. Huizar

CITY OF SANTA ANA

20 Civic Center Plaza • P.O. Box 1988 M-43
Santa Ana, California 92702
www.santa-ana.org

To: District 12 Local Assistance
Mr. Jim Kaufman
District Local Assistance Engineer
3347 Michelson Dr., Suite 100
Irvine, CA 92612-8894

Date: May 28, 2015

Subject: Request for ATP State-Only Funding

The City of Santa Ana hereby requests ATP State-only funding for the following project:

PROJECT NAME: City of Santa Ana – Civic Center Bike Boulevard

PROJECT DESCRIPTION: Install bike boulevard improvements on Civic Center with all applicable signage, striping, and signal improvements; including protected left turn phasing at Civic Center and Main.

JUSTIFICATION:

- A. Type of Work: (IN) Infrastructure
- B. Project cost: \$3,729,000
- C. Status of Project
 - 1. Beginning and Ending Dates of the Project: July 1, 2016 to December 1, 2022
 - 2. Environmental Clearance Status: The City will be requesting a categorical exemption for the CEQA determination under 15301 (c).
 - 3. R/W Clearance Status: The City will be requesting for Certification No. 1. All work will be performed within City right of way, no utility relocations nor any material or disposals sites needed.

EXHIBIT 22-F
Request For State-Only ATP Funding

Local Assistance Program Guidelines

4. Status of Construction

a) Proposed Advertising Date: July 31, 2019

b) Proposed Contract and Construction Award Dates: October 30, 2019

D. Total Project Funding Plan by Fiscal Year (list all funding sources & anticipated fund usage by year include all phases)

ATP Funds	Infrastructure Cycle 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)				260				260	
PS&E					406			406	
R/W									
CON						3,063		3,063	
TOTAL				260	406	3,063		3,729	

E. State specific reasons for requesting State-Only fund and why Federal funds should not be used on the project.

The City is requesting State-Only funds for this project due to ongoing pedestrian and bicyclist collisions, the City would like to construct improvements on an accelerated schedule. The project limits are all within the existing City right of way, thus the Right of Way Certification will be simplified with no land acquisitions required. The environmental clearance will be a categorical exemption further reducing the amount of administration. Without the need for matching funds from the City, the local process to obtain council approval will be expedited as well as the resolution agreement. All of the engineering, inspection and administration will be done by in-house City staff with vast experience in ensuring prompt delivery of the milestones and requirements.

EXHIBIT 22-F
Request For State-Only ATP Funding

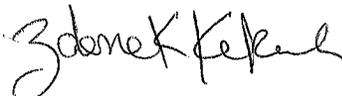
Local Assistance Program Guidelines

REGIONAL AGENCY CONCURRENCE:

(Name of Regional Agency) concurs with this request for an exception to the Project Funding Policy. (Only for MPO selected projects):

(Signature of Regional Agency Representative) (Only for MPO selected projects):

(Signature of Local Agency Representative):



Zdenek Kekula, P.E.
Senior Civil Engineer
City of Santa Ana
Public Works
Traffic Engineering