



## ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

# Application Form for Part A

*Parts B & C must be completed using a separate document*

**PROJECT unique APPLICATION NO.:**

01-City of Santa Ana-13

Auto populated

**Total ATP Funds Requested:**

\$ 2,366

(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:**

City of Santa Ana

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

	Santa Ana	CA	
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**IMPLEMENTING AGENCY'S CONTACT PERSON:**

**CONTACT PERSON'S TITLE:**

**CONTACT PERSON'S PHONE NUMBER:**

**CONTACT PERSON'S EMAIL ADDRESS :**



**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:**

[Empty text box for Project Partnering Agency's Name]

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

[Empty text box for Address]	[Empty text box for City]	CA	[Empty text box for Zip Code]
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**PROJECT PARTNERING AGENCY'S CONTACT PERSON:**

**CONTACT PERSON'S TITLE:**

[Empty text box for Contact Person]

[Empty text box for Contact Person's Title]

**CONTACT PERSON'S PHONE NUMBER:**

**CONTACT PERSON'S EMAIL ADDRESS :**

[Empty text box for Contact Person's Phone Number]

[Empty text box for 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)

Edinger Protected Bike Lanes Project

**Application Number:**  out of  **Applications**

**PROJECT DESCRIPTION:** (Max of 250 Characters)

The Edinger Ave Protected Bike Lanes Project will install bike lanes down the 1.7 mile corridor passing through residential homes, schools, parks, and small business shopping centers. The Project includes a Safe Routes to School program at 3 schools.

**PROJECT LOCATION:** (Max of 250 Characters)

Edinger Ave between the Santa Ana River Trail and Bristol Street.





**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 90.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 10.0 %
- Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

**How many schools does the project impact/serve:** 3

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  
 School address: Multiple Schools  
 District name: Santa Ana Unified School District  
 District address: 1601 E Chestnut Ave Santa Ana, CA 92701  
 Co.-Dist.-School Code: \_\_\_\_\_

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

Total student enrollment: 9,793  
 % of students that currently walk or bike to school% 63.0 %  
 Approx. # of students living along route proposed for improvement: 9,793  
 Percentage of students eligible for free or reduced meal programs \*\* 90.0 %

\*\*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
<b>CTC - PA&amp;ED Allocation:</b>	_____		7/1/2016
* CEQA Environmental Clearance:	_____		8/1/2016
* NEPA Environmental Clearance:	_____		8/1/2017
<b>CTC - PS&amp;E Allocation:</b>	_____		10/1/2017
<b>CTC - Right of Way Allocation:</b>	_____		10/1/2017
* Right of Way Clearance & Permits:	_____		4/1/2019
Final/Stamped PS&E package:	_____		4/1/2019
* <b>CTC - Construction Allocation:</b>	_____		5/1/2019
* Construction Complete:	_____		12/1/2021
* Submittal of "Final Report"	_____		12/1/2022



**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:	\$118	
ATP funds for PS&E:	\$300	
ATP funds for Right of Way:		
ATP funds for Construction:	\$1,924	
ATP funds for Non-Infrastructure:	\$24	<i>(All NI funding is allocated in a project's Construction Phase)</i>
<b>Total ATP funds being requested for this application/project:</b>	<b>\$2,366</b>	

**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:**

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:** \$2,366

**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- 13**

**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 Edinger Avenue Protected Bike Lanes Project was identified and developed by a group of local youth leaders, *Bike It! Santa Ana*, that advocate for safe access to active transportation in their neighborhoods. The youth developed surveys, created GIS maps, and coordinated all community outreach efforts to identify the most suitable bike lanes that will serve the needs of the community. Based on the survey results and community input, the youth prioritized the implementation of three bike lanes that connected residents to schools, parks and small business shopping centers. The Edinger Avenue Protected Bike Lanes Project was identified by the youth and the community as one of the top three proposed bike lanes.

The Safe Routes to School Program was also developed by the youth and based on an educational curriculum that they identify will best pertain to youth in middle school and high school. The *Bike It! Santa Ana* youth leaders included educational workshops and bike safety topics that they have already been trained in and identify as the top priority for educating their community in reducing collisions.

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 Edinger Avenue Protected Bike Lanes Project is what is described in the SCAG 2012-2035 Regional Transportation Plan Active Transportation Appendix as a “Cycletrack” or a bike lane along a street or highway that is separated from vehicle traffic. The RTP goes on to describe (relevant pages attached as 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 physical separation of a cycletrack, the Edinger Avenue Protected Bike Lanes Project goes beyond a traditional bike lane 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 order to capture quantitative and qualitative data on biking in Central Santa Ana, a youth-led program, *Bike It! Santa Ana*, developed a community bikeability assessment with three main components: Bike Survey, GIS mapping and VideoVoice. (See Attachment I-1A for title page, executive summary and table of contents). The youth are familiar with the research that Santa Ana currently has a high rate of people walking and biking compared to the county and state average, however the youth understand that the community needs adequate infrastructure for safe non-motorized mobility. The youth leaders of the assessment report are the writers of this grant and answered Narrative Questions 1-4.

The *Bike It! Santa Ana* Bike Survey was developed in February of 2014 to learn about the biking behavior and bicyclists' commute route to determine where possible bike lanes would best serve the needs of Santa Ana residents. The survey was based on existing bicycle intercept surveys, including those from Alta Planning + Design's National Bicycle and Pedestrian Documentation Project (NBPD) methodology and the National Highway and Traffic Safety Administration's National Survey of Bicyclist and Pedestrian Attitudes and Behavior, which were modified based on feedback from community members in Santa Ana. The Bike Survey consisted of bike counts, and brief interview questions on the origin and destination of their trip and general experiences biking in Santa Ana. (See Attachment I-1A). Surveys were collected during a period of two weeks and included a morning shift and an afternoon shift at six different locations



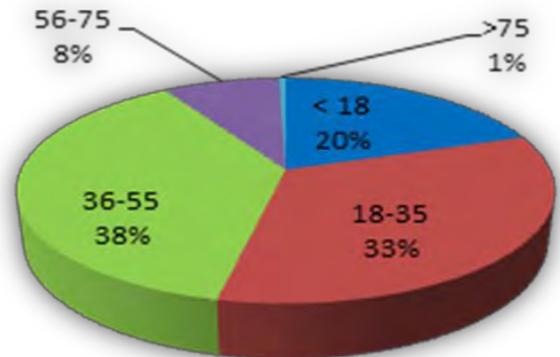
based on geographic distribution, traffic flow, and local knowledge. The Edinger Ave Protected Bike Lanes Project was within 1/2 mile of the study areas.

Nearly 200 surveys were collected with the volunteer support from students, parents, and partner organization representatives from the community. Based on the survey results, the majority of bicyclist respondents

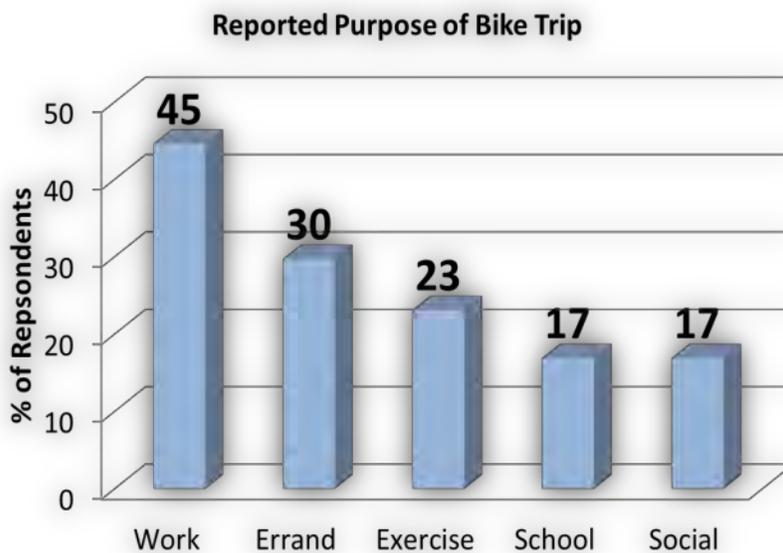
were Male (86%) and Latino (88%). Respondent age was more diverse with 38% between ages 36-55, 33% ages 18-35, and 20% under the age of 18. (See figure 1). The top respondent reported reasons for biking were for work (45%), running errands (30%), and for exercise (23%).

(See Figure 2). Youth (under 18) were more likely to be biking to school and biking for exercise than adults, but did not differ in probability for biking for errands or social visits.

The majority of respondents (82%) reported biking 5-7 days a week, suggesting biking may be their primary mode of transportation.



**Figure 1. Age of bicyclist respondents via *Bike It! Santa Ana Bike Survey*.**



**Figure 2. Self-reported purpose of bike trip among *Bike It! Santa Ana Bike Survey* respondents.**



The *Bike It! Santa Ana* Bike Survey included bike counts during a morning shift (7:30 a.m.- 8:30 a.m.) and an evening shift (4:30 p.m.- 5:30 p.m.) during April 1-11, 2014. On Tuesday, April 3, 2014 the Bristol/McFadden intersection (which is about ½ mile from the proposed project site) was studied. There were an average of 51 bicyclists per hour and an average of 70 bicyclists during the peak hour. 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 K-2). The following table shows a one – year and five –year projection applied to the hourly mode rates at each intersection:

<b>Intersection</b>	<b>Hour Average</b>	<b>Peak Hour</b>	<b>Existing Users</b>	<b>Future Users (1year)</b>	<b>Future Users (5 years)</b>
<b>Bristol/McFadden</b>	51	70	637	650	701

For our Safe Routes to School program we estimate around 30 students from three different public schools will participate in our program for the duration of three months. The total population of those three public schools is 6,433 students. There are about 8 high population blocks of 1000+ children ages 0-17 years old living within ½ mile walking/bicycling distance along Edinger Ave. (See Attachment E Figure 1). Approximately 63% of Central Santa Ana children ages 5-17 report that they walked, biked, or skateboarded to school at least once in the last week, which is higher than the county or state rate (UCLA Center for Health Policy Research, California Health Interview Survey, 2009; <http://healthpolicy.ucla.edu/Pages/home.aspx>). After the completion of Edinger Ave Protected Bike Lanes Project and Safe Routes to School



Program, we expect the 63% students who bike, walk or skateboard to school will increase to 70%. The following table shows the total student population of the students living within ½ mile of Edinger Ave, the number of students that currently walk, bike or skateboard to school, and the number of students that will bike, walk or skateboard to school after the completion of the Project and Program.

<b>Student Population</b>	<b>Number of students that walk/bike to school</b>	<b>Number of Students that will walk bike to school</b>
<b>9,793</b>	6,169	6,855

- 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

Among the largest 70 cities, Santa Ana has the 15th highest share of commuters who bicycle nationally (1.8%, 2013) and the 5th highest share among the largest cities in California (US Census Bureau, 2014). Only about 32.5% of Santa Ana residents have close access to bike lanes (within a 1/4 mile), compared to 64.2% of the population countywide (OCHCA analysis of OCTA data, December 2013). After completion of the Edinger Ave Protected Bike Lanes Project, we are expecting the 1.8% of commuter bicyclists in Santa Ana and the 63% of Central Santa Ana youth that practice active transportation to use the corridor of Edinger Ave to reach parks, schools, churches, small business shopping centers and the river trail.



The proposed bike lane will link about 8 high total population blocks with 1000+ residents. (See Attachment E, Figure 2). Users of the bike lane would include students and commuters. Implementing a bike lane on Edinger would approximately link 8 schools: 5 elementary schools (total student population at 3,360), 1 intermediate school (total student population at 1,557) and 2 high schools (total student population at 4,876), that are within one half of a mile from the proposed bike lane and would increase the safety of those student biking to school. (See Attachment E, Figure 3.)

The Edinger Ave bike lane will link 2 parks within one half of a mile. It will also link the Santa Ana River Trail that runs 24 miles and connects too many other cities, parks and the beach. The proposed bike lane will link to the Bristol Street Class 2 bike lane, which is the largest Class 2 bike lane in the city, and runs north-south through the entire city. (See Attachment E, Figure 3.)

The proposed bike lanes will improve biking routes to and from schools, parks, trails, small local shopping centers, and high-density residential areas. The proposed bike lane will be include a protected barrier design never seen in the city before. There will be landscape medians that will provide the best protection between a bike lane and car traffic. In other areas in which streets are more narrow, there will be at least a 3 foot stripped buffer with delineators that will offer more security for the bicyclist. The City of Santa Ana currently does not have this design and infrastructure offered for bicyclists. See Attachment E, Figure 5, for project examples of the Edinger Ave Protected Bike Lanes Project.

The project also seeks to improve the walkability for the local community. There is currently no sidewalk for 14 residential homes along the corridor. We will install a 6 foot sidewalk and include the street car parking currently permitted. In this project we will have the parked car act as a buffer between the bike lane and car traffic. This design was taught to the youth through their training by the private consultant firm, IBI Group, back in 2012 and became a priority to advocate for in their community since parking is an important component to the highly-dense neighborhoods.



The Safe Routes to School program will educate youth on safe urban cycling and basic bike repair skills. It will also encourage ridership by training youth how to ride on the car lane with a group and individually. At the end of the program, students will graduate and receive a certificate that identifies them as school bike ambassadors. Students will be trained to provide bike safety workshops to other students.

**2. 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.)**

The Edinger Ave Protected Bike Lanes Project is a partnership between the City of Santa Ana and the youth of *Bike It! Santa Ana*. The youth have participated with the City on the design and planning of bike lanes in Santa Ana for the past 4 years. The youth played an instrumental role in identifying the challenges and barriers of biking in Central Santa Ana and engaging the community to develop the bike lane proposals. Based on the community input, Edinger Ave became a top priority for improving the infrastructure and safety of bicyclists and pedestrians. The city's current draft Bike Master Plan includes a bike lane on Edinger Ave. The City of Santa Ana invited the dedicated *Bike It! Santa Ana* youth to write the current ATP Cycle 2 grant proposal.

The Safe Routes to School program will educate youth on safe urban cycling and basic bike repair skills. It will also encourage ridership by training youth how to ride on the car lane with a group and individually. Based on community input and seen on a daily basis, there is a lack of safety education for non-motorized users. The SRTS program seeks to reduce the gap of safety education by training youth on safe urban cycling practices and training them to teach other students. This is the first SRTS program that will be implemented in a middle school or high school in the City of Santa Ana. The city has held recent SRTS programs at elementary schools, but the proposed program seeks to educate the older students to then have them train more students that currently bike to school or that would wish to do so.



## **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.)**

We have gathered our data from Transportation Injury Mapping System (TIMS) and Statewide Integrated Traffic Record System (SWITRS) for collisions from 2009-2011, 2012-2013, and 2014-2015. The proposed project area is on Edinger Ave between the Santa Ana River Trail and Bristol Street.

From January 1, 2011 – May 1, 2015 there were a total of 12 bicycle collisions (12 injuries) along the proposed project area. Bicycle collision incidents included 4 automobile right of way, 2 wrong side of road, 2 traffic signals and signs, 1 improper turning, 1 pedestrian right of way, 1 other improper driving, and 1 unknown.

From January 1, 2011 – May 1, 2015 there were a total of 8 pedestrian collisions (8 injuries) along the proposed project area. Pedestrian collision incidents included 3 pedestrian violations, 2 pedestrian right of way, 1 traffic signals and signs, 1 unsafe speed, and 1 improper turning.

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.

See Attachment E, Figure 4 for a map on bicycle collisions within 1/2 mile to the Edinger Ave Protected Bike Lanes Project.

- 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.

From the statistics on bicycle collisions in subsection A (above), the majority of collisions are caused due automobile right of way, wrong side of the road, and traffic signals and signs. Creating a designated and safe area for the bicyclists will reduce the number of collisions between the bicyclist and the car drivers. The proposed bike infrastructure will create a visible buffer between the motorized vehicle and the cyclists, thus improving the relationship between the cyclists and the motorized vehicle.

The proposed bike lane will reduce the behavior that leads to the collision between the cyclists and the motorized vehicles. This Project will reduce the speed of cars because the car lanes will be reduced to ten feet car travel lanes. Currently there are no existing bike facilities on Edinger Ave, but our Project will allow us to implement bike infrastructure that will remedy potential safety hazards.

The majority of pedestrian collisions occurred due to pedestrian violations. Two of the 3 pedestrian violations occurred on a residential street that currently does not have a sidewalk. This Project will implement a sidewalk along the 14 homes without a protected area to walk or park their cars.

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



- **Automobile right of way or traffic signals and signs** – 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.
  - o Countermeasure: Median separated bicycle lanes will provide a low stress place for cyclists that feel uncomfortable sharing space with motor vehicles
  - o Countermeasure: Use of green paint to highlight and reinforce conflict areas between motor vehicles and bicyclists
  - o Countermeasure: Medians to physically separate bicycles from motor vehicles
  - o Countermeasure: Use of bicycle signals to segregate bicycle movements from conflicting motor vehicle movements
  
- **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
  - o Countermeasure: Median protected bike lane will help to reinforce the appropriate direction of cyclists
  - o Countermeasure: Wrong way riding signage will be mounted on the back of all of the bike lane signs along the corridor to further reinforce the direction of travel
  
- **Pedestrian violations** – 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.
  - o Countermeasure: A 6 foot sidewalk will be implemented along the 14 residential homes without a current sidewalk



- ***Pedestrians right of way*** – When pedestrians are crossing at a marked crosswalk and a motorist encroaches into the pedestrian’s right of way
  - *Countermeasure:* By reducing the length of the travel car lanes, it will reduce the speed of car, thus improving the safety of pedestrians

The Safe Routes to School program will educate middle and high school students about the safety hazards of biking in Santa Ana. The program will encourage safe biking behavior by discussing safe urban cycling practices, showing videos of common collisions, learning basic bike repair skills, and practice of group riding on the car travel lane.

Visit Attachment F for photos of the project site and safety hazards taken by the youth of *Bike It! Santa Ana*.



## **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 youth from *Bike It! Santa Ana* were instrumental in leading the identification and development of the Edinger Protected Bike Lanes Project and the Safe Routes to School Program. The 7 core youth leaders are in middle school and high school, and live in the Building Healthy Communities (BHC) zone. The BHC zone is an area of Central Santa Ana that is being funded by the California Endowment for a 10-year initiative to improve the health of Santa Ana residents. The youth live within the BHC zone and their personal experiences biking in Central Santa Ana led to the identification of a project to improve access to safe active transportation.

*Bike It! Santa Ana* worked in collaboration with a grassroots coalition, Santa Ana Active Streets (SAAS), to develop the proposed projects. The coalition consists of organization representatives, residents, and students, and their mission is to cultivate diverse community participation in creating safe and accessible environment for active transportation.

*Bike It! Santa Ana* also worked with OC Health Care Agency to develop the project during a 2-year grant partnership between the years 2013-2015.

Other key governmental and public stakeholders were engaged in the development of the project, included: City of Santa Ana Associate Planner, City of Santa Ana Active Transportation Coordinator, Building Healthy Communities coalition, Wellness Corridor coalition, Orange County Nutrition and Physical Activity Collaborative (NuPAC), local Neighborhood Association members, and local residents. (See Attachment I-3A for meeting agendas).



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

The youth from *Bike It! Santa Ana* have been engaged with improving active transportation for the past four years. Since 2012, the youth have been trained by private consultants, urban planners and engineers on Complete Streets concepts, design and policies. The training and education was important in helping the youth identify ways to improve the streets and sidewalks in their neighborhoods.

With support from SAAS and OC Health Care Agency, the youth developed a Bike Survey to get a better understanding of bicyclists' commute route, their use of bike lanes and general demographics. Nearly 200 surveys were collected from local bicyclists in a 2 minute interview survey.

Results from the Bike Survey suggested that bicyclists in Santa Ana use biking as a main form of transportation. Many used bike lanes when provided, especially youth. Bicyclists also travelled from East to West across the city, which is important to note because there are currently no bike lanes running in that direction.

After the results were analyzed, with the direction of OC Health Care Agency, the youth identified the implementation of a bike lane on Edinger Ave as one of the top three bike lane recommendations. The youth made presentations to governmental and public key partners (listed in subsection A) for input on the three bike lane recommendations.

The meetings included a presentation on the Bike Survey results and time for comment or questions. If appropriate, the presentation material was translated in both English and Spanish by the youth. Childcare and translation were also provided at local coalition meetings. Comments on the presentation were considered and later discussed during a debrief between the youth about the presentation.

**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)**



Preliminary results from the Bike Survey were first presented at the NuPAC meeting on Thursday, August 14, 2014 to about 50 public health professionals. Their comments were mostly praise for taking the first step to improve bikability in Santa Ana.

The youth also presented to about 20 members from a community driven group that advocates for a Wellness Corridor in Santa Ana on October 1, 2014. Due to their focus in the downtown area, the members were mostly concerned about adding bike lanes in the downtown and how that would affect the safety of bicyclist once the long awaited street car is implemented.

The Building Healthy Communities (BHC) coalition was receptive to the proposal of the bike lane recommendations but discussed more about the need to provide safety education programming. The 15 members are representatives from different areas in the BHC zone and usually walk or bike. They witness the dangers and unreported collisions that result from drivers or bicyclists not being careful on the street. This meeting occurred on March 21, 2014, and influenced the youth to seek funding for a Safe Routes to School program to address the lack of safety education.

The most recent presentation was made to the City of Santa Ana on February 5, 2015, and included Associate Planner, Melanie McCann, and Active Transportation Coordinator, Cory Wilkerson. Impressed by the level of community engagement and detailed data analysis, the City of Santa Ana invited the youth to write the current ATP Cycle 2 grant proposal for a bike lane on Edinger Ave. (At this point, the other two recommended bike lanes were funded by other sources).

The next step was to determine what kind of bike lane design would best serve the community because there are many residential homes, schools, and small businesses along the corridor. In effort to answer this question, and receive community input, a second survey was developed by the youth in both English and Spanish. (See Attachment I- 3C). The Community Survey was meant for any person that lived within a half mile to the project site or within the BHC zone to complete.



The youth set up a booth at the annual Dia de los Niños Health Resource Fair on April 11, 2015. The youth participated in face painting for children and while their parents waited, they were asked to fill out the Community Survey. There were 18 surveys collected. The Dia de los Niños Fair was located on Myrtle Street and Daisy Street, a little over ½ mile to Edinger Ave. This event was on a Saturday and from 10:00 a.m. to 1:00 p.m. The purpose of this event was to inform residents about local health resources and services. There was entertainment, food, and activities. Approximately 500 residents attended the event.

At the Neighborhood Association meeting on April 29, 2015, 16 surveys were collected from representatives from 4 neighborhoods: Central City, Bella Vista, New Horizons, and Casa Bonita. The neighborhood associations represent the 8 high population density blocks with 1000+ residents that are currently shown on a map in Attachment E, Figure 2. Translation was provided in Spanish and English by the youth.

At KidWorks, a local community center, on May 5, 2014 there were 43 surveys collected from parents whose children are enrolled in the afterschool program. The youth made a brief presentation on the purpose of the survey in both Spanish and English. There was childcare and translation provided.

From the surveys collected, the majority of respondents were in favor of a bike lane on Edinger Ave that was safe and protected from cars. The reasons why these residents supported protected bike lanes were because of a sense of security and protection from cars, and to prevent collisions and reduce traffic.

The public participation and planning process improved the Project's effectiveness in meeting the ATP goals for increasing safety and mobility because a protected bike lane with a raised buffer was a type of infrastructure that a diverse group of commuters would benefit most from. The Safe Routes to School program will provide safety education for students and encourage new ridership.



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

The *Bike It! Santa Ana* team and SAAS (Santa Ana Active Streets) will continue to collaborate with the City of Santa Ana on community engagement efforts to improve access to active transportation in the Building Healthy Communities zone. The City of Santa Ana and the community representatives meet regularly to discuss updates, new project proposals and ongoing work. Both parties will help coordinate the city's second open streets event to promote bikeability and walkability in Santa Ana. The Safe Routes to School program will be led by SAAS and local resident volunteers with support from the city. The City of Santa Ana will continue to seek funding for the proposed bike lanes and amenities that are proposed by the youth and community.



## **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)**

The targeted area is in the BHC intervention zone (Building Healthy Communities) with approximately 80,142 people or about 25% of Santa Ana's total population. 78.2% of Santa Ana's population is Latino (2010), and 48.6% is immigrant rich (2008-2012) (United States Census Bureau).

Santa Ana suffers from a number of important disparities in health and health related conditions. With approximately 41% of adults and about 35% of adolescents in Central Santa Ana being overweight which is higher than Orange County or California (UCLA Center for Health Policy Research California Health Interview Survey, 2009 <http://healthpolicy.ucla.edu/Pages/home.aspx> )

Over the 2012/13 school year, SAUSD (Santa Ana Unified School District) had the 3<sup>rd</sup> lowest percentage of 5<sup>th</sup> grade students with a healthy body composition in Orange County (41.1%), and were 23% lower than the California average (53.2%). Only 11% of adults in Central Santa Ana report having engaged in regular physical activity in the past week and only 11% of children are physically active for more than 60 minutes or more every day of the week. (UCLA Center for Health Policy Research, California Health Interview Survey, 2009; <http://healthpolicy.ucla.edu/Pages/home.aspx>).

\* This information was gathered in collaboration with Trav Ichinose, (MS, MA, Research Analyst IV) and Mary Pham, (MPH, Health Educator) from the OC Health Care Agency.



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

As previously mentioned many Santa Ana students do not have a healthy body composition. The proposed bike lane will connect eight public schools along Edinger Avenue, which will significantly improve opportunities to use active transportation by encouraging more students to ride their bikes to school.

The bike lane will also increase connectivity to parks and playgrounds which is particularly important to Santa Ana where there are approximately only 1.6 acres of park space for every 1,000 residents (TPL, 2014). By allowing more opportunities to ride to parks and schools, students will be more physically active and will improve health by lowering obesity and diabetes rates.

In addition to the bike lane, the proposed Safe Routes to School Program will encourage students to bike, educate them on safe urban cycling, and teach students basic bike mechanic skills, which will improve their safety and health.



## 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.

**\*A map showing the boundaries of the Edinger Ave Protected Bike Lanes Project and the geographic boundaries of the Building Healthy Communities zone is in Attachment D, Figure 1, and Attachment E, Figure 2.**

**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

<u>Census tract</u>	<u>Median</u>	<u>Total population</u>
748.03	\$55,960	9,105
747.01	\$62,481	7,284
747.02	\$53,620	6,121
741.08	\$61,875	5,345
741.09	\$70,924	4,217
741.02	\$71,064	6,483

**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 tract listed

<u>Census Tract</u>	<u>CalEnviroScreen 2.0 score</u>	<u>Total population</u>
748.03	62%	9,105
747.01	68%	7,284
747.02	76%	6,121
741.08	73%	5,345
741.09	58%	4,217
741.02	72%	6,483

**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

<u>School</u>	<u>%FRPM</u>
Carr Intermediate	96.5%
Godinez Fundamental High School	92.4%
Valley High School	90.0%

**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 Santa Ana River Trail whose statistics are not reflected by the data sources listed above, however it is safe to assume that those living in the Santa Ana River Trail are indeed disadvantaged by the very nature of their homelessness. This Project serves as a direct route to schools, parks, existing bike lanes, churches, 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. Finally, the Safe Routes to School Program will provide bike safety education to the students that bike to school in efforts for them to train new youth and extend the safety knowledge. 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.

This question was answered by *Bike It! Santa Ana* youth leader, Maribel M. The following reads:

As a student at Godinez High School for the past four years I have encountered myself walking to school everyday. Not only me, but there are many other students who use Edinger Ave to go to school, including my brother who bikes every day. My family sometimes does not have a car and when we do my dad usually takes it to work. On my way to school I walk through a dangerous street that does not have access to a sidewalk. This route is part of the Edinger Ave Protected Bike Lanes Project and the school I currently attend is a school for a proposed Safe Routes to School Program. This Project and Program will fortunately benefit many of the people and students who have no other forms of transportation, but by walking and biking.

I have been a part of *Bike It! Santa Ana* for approximately four years now. I have found my passion in biking and advocating for safe bike lanes in my community. I have done many interesting and amazing projects to support my advocacy efforts. When I first started in the program we were trained by the engineers from the IBI



Group on conducting walkability assessments and after we learned, we taught it to other youth and parents in our community. As we finished the walkability assessments we presented the results to City Planners. Another project I have been part of was the Photo Voice that consisted of pictures of the pro's and delta's of biking in our community. Lastly, I helped develop the Bike Survey that has been referenced to in the previous answers throughout this grant narrative. I have participated in presenting all these projects at community meetings. All these projects have shown Edinger is a major street used from residents to get from one place to another by either walking or biking. It is important to ensure that residents feel safe and are free from collisions.

Having a protected bike lane with a raised buffer on Edinger Ave is very important to have because we want to make sure that all the bicyclists are safe from collisions and other safety hazards. The community has advocated for this protected bike lane because we have seen how the current Bristol Street Bike Lane is not being used for the reason that it is not well protected and the cars go over the 40mph speed limit. Like Bristol Street, Edinger is a main street where cars also sometimes go over the speed limit and just having a bike lane with two painted strips acting as a buffer will not be enough to make bicyclists feel safe, especially youth and women. In order for bike lanes to be used, the city has to make sure that they are well protected for families to feel safe biking with their children. My mom bikes through Edinger Ave in order to get to school, but she doesn't feel safe taking my four-year old sister with her because there is no bike lane. She would feel safe if there was a raised barrier between the drivers and bicyclists.

Like mentioned before, the Safe Routes to School Program will educate youth on safe urban cycling and basic repair skills that my team and I have recently learned through workshops and programs provided by current active transportation partners. Teaching new youth the knowledge we have already learned will encourage more youth to bike if they see that their peers are willing to bike on a daily basis. Since we will have the program in various schools in which a high



majority of students already bike, not only will they have a safer experience biking but they will acquire new important skills.



## 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, both youth and adult residents would be unlikely to use the bike lane without some form of separation between motor vehicle traffic and the bikeway. With the goal being to increase use of active modes of transportation, the traditional bike lanes would not meet the necessary goal. A protected bike lane is physically separated from traffic and the design often includes separate bicycle signals at intersections, which increases the cost substantially. In an effort to reduce costs while still providing the desired benefit, at intersections where the design is feasible, the protected bike lanes have been segregated from the conflicting motor vehicle turning movements to allow cyclists to proceed through the intersection using the existing signal. This compromise allows cyclists to safely cross the intersection without the ballooning costs of extra signal work.

- 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: 27.23

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, perhaps scaling the percentage of project costs to specific counter measures?



## **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.)

There was a two year grant partnership from 2013-2015 between the *Bike It! Santa Ana* team and the OC Health Care Agency, in which all the data collection and analysis for the proposed bike lane was developed and presented to stakeholders. The grant was for \$89,522 and helped fund two full time staff members, general expenses for the youth program, community events, electronic equipment and bike supplies, travel and field trips, meetings and general supplies.

Since 2010, the *Bike It! Santa Ana* program has received funds from the California Endowment to continue community engagement efforts and policy advocacy in the Building Healthy Communities zone. In the fiscal year 2014-2015, the program has received \$12,000 to fund the general program expenses, meeting supplies, travel and field trips, and bike equipment.



## 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: Community Conservation Corps representative:

Name: Wei Hsieh

Email: [atp@ccc.ca.gov](mailto:atp@ccc.ca.gov)

Phone: (916) 341-3154

Name: Danielle Lynch

Email: [inquiry@atpcommunitycorps.org](mailto: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

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



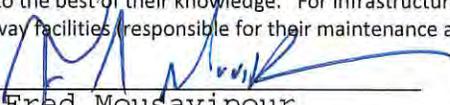
## **Part C: Attachments**

### **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: \_\_\_\_\_  
 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)***

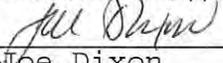
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. 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: 25-May-15

Project Information:					
<b>Project Title:</b>	Edinger Protected Bike Lanes 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)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				118				118	
PS&E					300			300	
R/W									
CON				24		1,924		1,948	
<b>TOTAL</b>				142	300	1,924		2,366	

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)				118				118	City of Santa Ana
PS&E					300			300	Notes:
R/W									
CON						1,924		1,924	
<b>TOTAL</b>				118	300	1,924		2,342	

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)									City of Santa Ana
PS&E									Notes:
R/W									
CON				24				24	
<b>TOTAL</b>				24				24	

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									
<b>TOTAL</b>									

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									
<b>TOTAL</b>									

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									
<b>TOTAL</b>									

**ATP PROJECT PROGRAMMING REQUEST**

Date: 25-May-15

Project Information:					
Project Title: Edinger Protected Bike Lanes Project					
District	County	Route	EA	Project ID	PPNO
12	Orange				

Funding Information:										
DO NOT FILL IN ANY SHADED AREAS										
E&P (PA&ED)										
PS&E										Notes:
R/W										
CON										
TOTAL										

Date: 25-May-15

Project Information:					
<b>Project Title:</b>	Edinger Protected Bike Lanes Project				
District	County	Route	EA	Project ID	PPNO
12	Orange				

Funding Information:										
DO NOT FILL IN ANY SHADED AREAS										
<b>Fund No. 2:</b>	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										
<b>Fund No. 3:</b>	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										
<b>Fund No. 4:</b>	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										
<b>Fund No. 5:</b>	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										
<b>Fund No. 6:</b>	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										
<b>Fund No. 7:</b>	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 PROJECT PROGRAMMING REQUEST**

Date: 25-May-15

<b>Project Information:</b>					
<b>Project Title:</b> Edinger Protected Bike Lanes Project					
District	County	Route	EA	Project ID	PPNO
12	Orange				

<b>Funding Information:</b>									
<b>DO NOT FILL IN ANY SHADED AREAS</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									<b>Notes:</b>
R/W									
CON									
<b>TOTAL</b>									

## 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: zk

- 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: zk

- 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: zk

*(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: zk

- 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:**

**Engineer's Stamp:**

Name (Last, First):

Title:

Engineer License Number

Signature: Zdenek Kekula

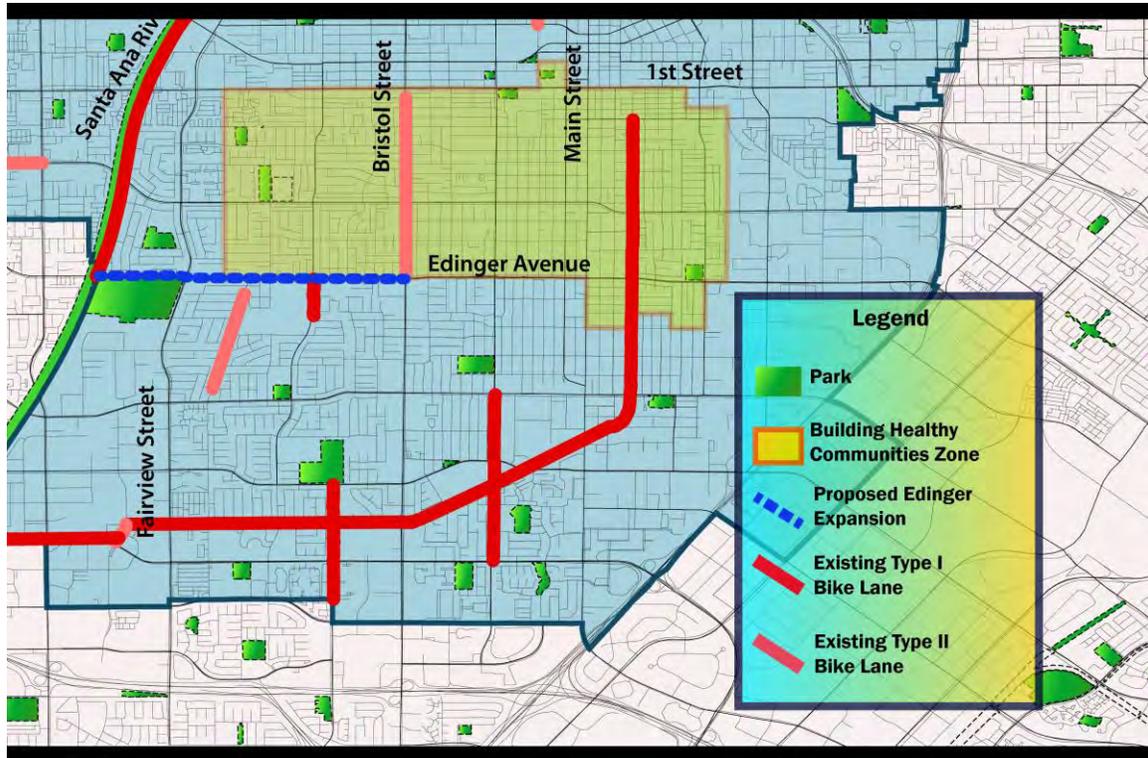
Date:

Email:

Phone:

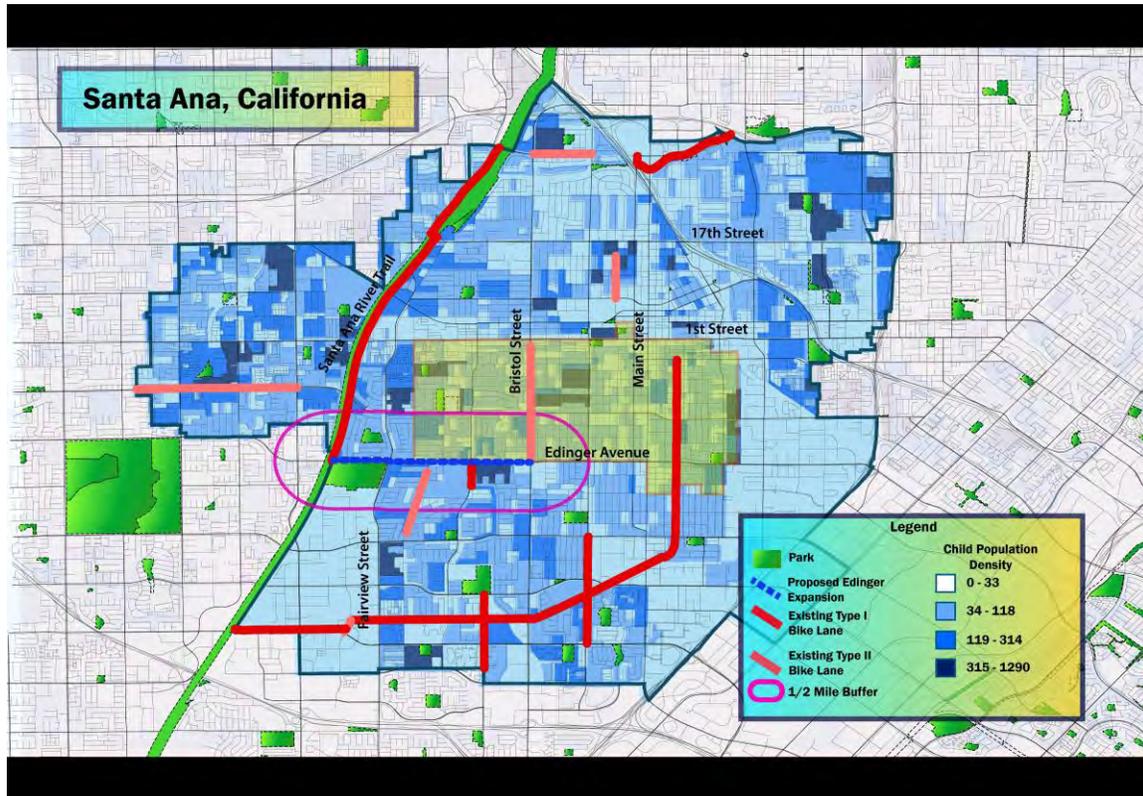


**Figure 1. Project Location: Edinger Avenue between Santa Ana River Trail and Bristol Street**



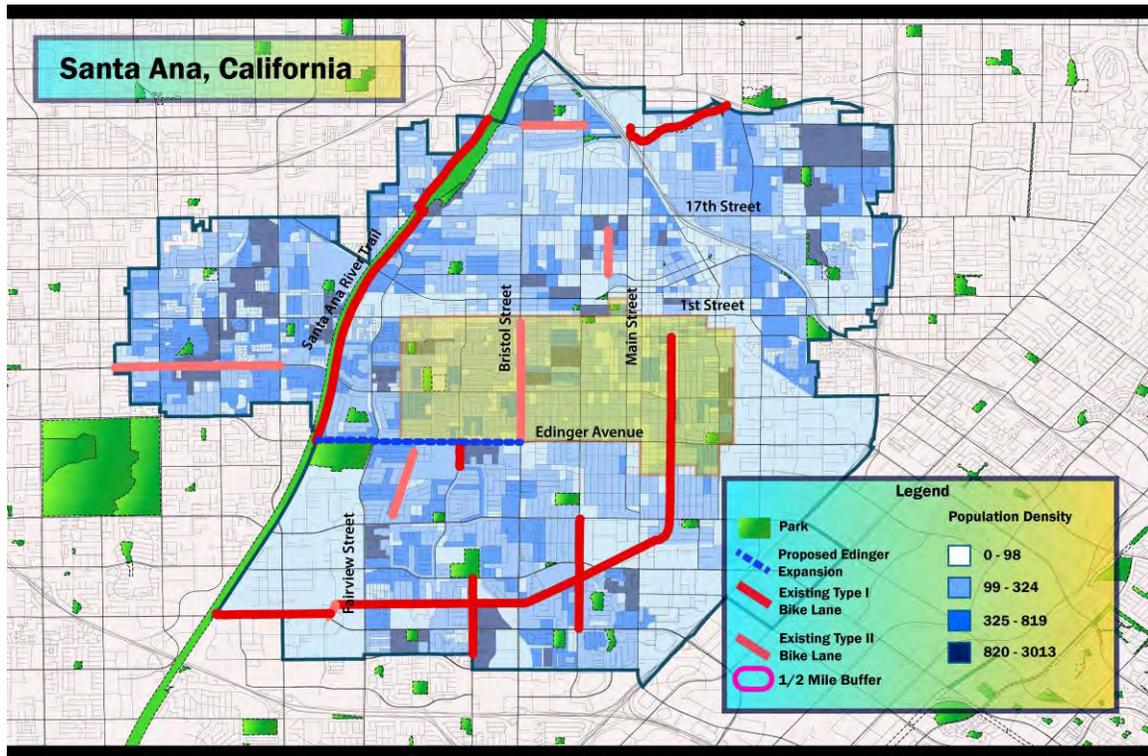
Sources:  
 US Census Bureau TIGER files  
 Santa Ana Building Healthy Communities (SABHC)  
 City of Santa Ana  
 Orange County Transportation Authority  
 Santa Ana Unified School District  
 California Protected Areas Database

**Figure 1. Child Population Density Block (ages 0-17) within ½ mile to Edinger Ave Protected Bike Lanes Project, 2015, Santa Ana, CA**



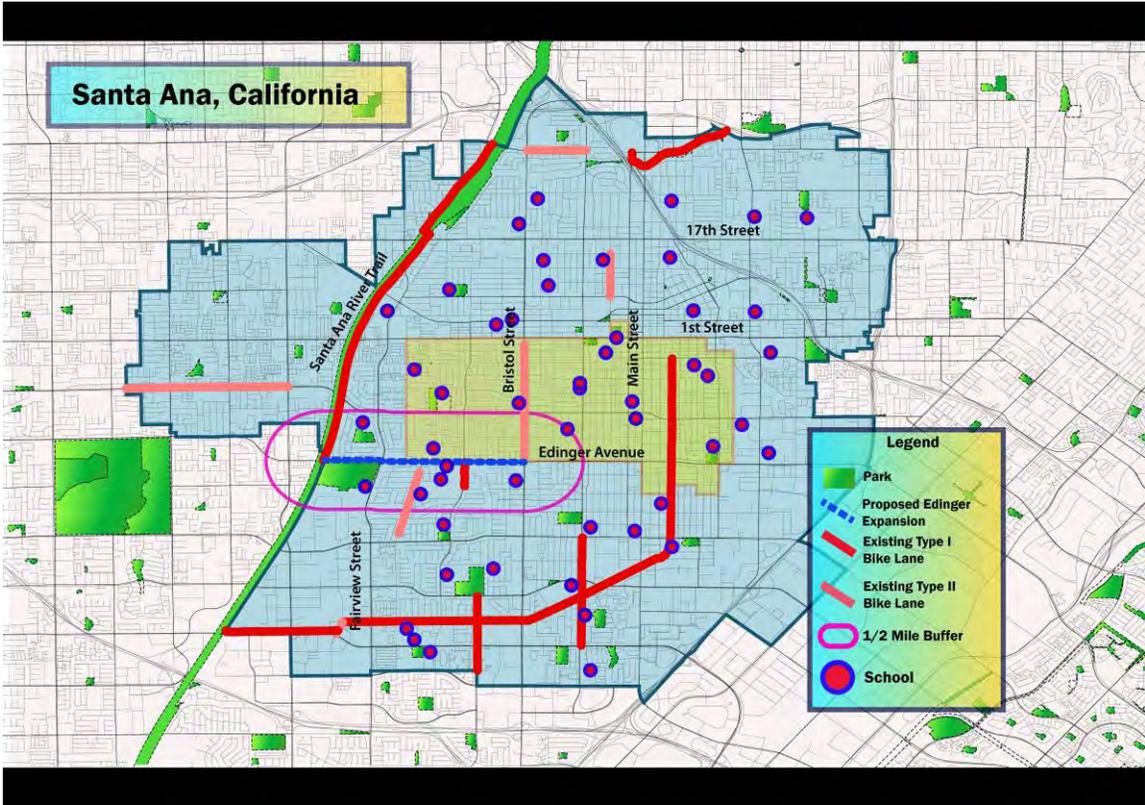
Sources:  
 US Census Bureau TIGER files  
 Santa Ana Building Healthy Communities (SABHC)  
 City of Santa Ana  
 Orange County Transportation Authority  
 Santa Ana Unified School District  
 California Protected Areas Database

**Figure 2. Total Population Density Block, Edinger Ave Protected Bike Lanes Project, Existing Bike Lanes, 2015, Santa Ana, CA**



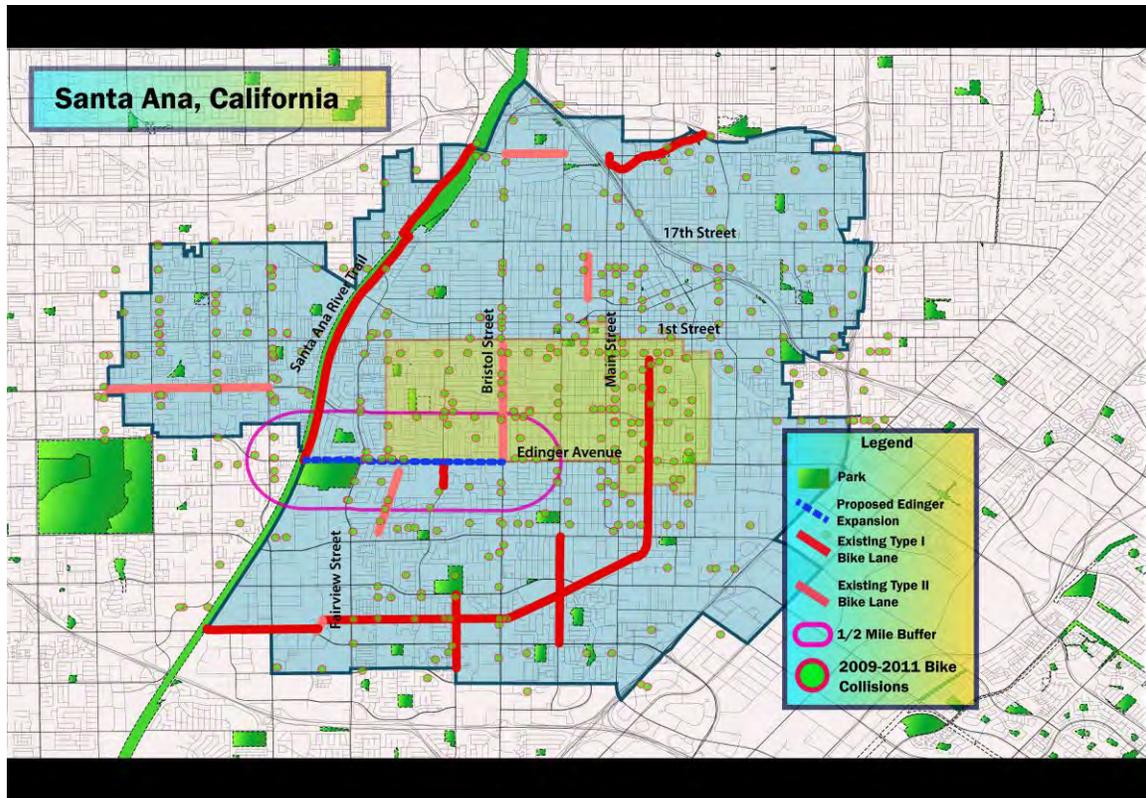
Sources:  
 US Census Bureau TIGER files  
 Santa Ana Building Healthy Communities (SABHC)  
 City of Santa Ana  
 Orange County Transportation Authority  
 Santa Ana Unified School District  
 California Protected Areas Database

**Figure 3. Public Schools and Parks within 1/2 mile to Edinger Ave Protected Bike Lanes Project, 2015, Santa Ana, CA**



Sources:  
US Census Bureau TIGER files  
Santa Ana Building Healthy Communities (SABHC)  
City of Santa Ana  
Orange County Transportation Authority  
Santa Ana Unified School District  
California Protected Areas Database

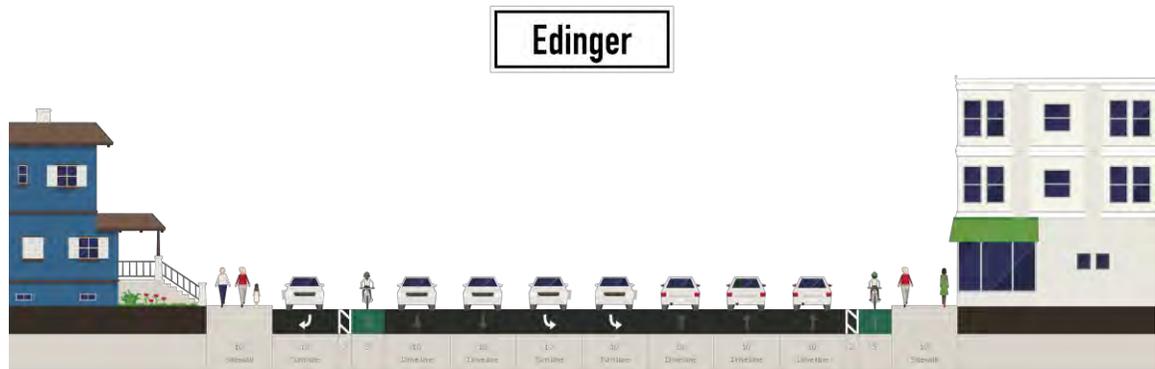
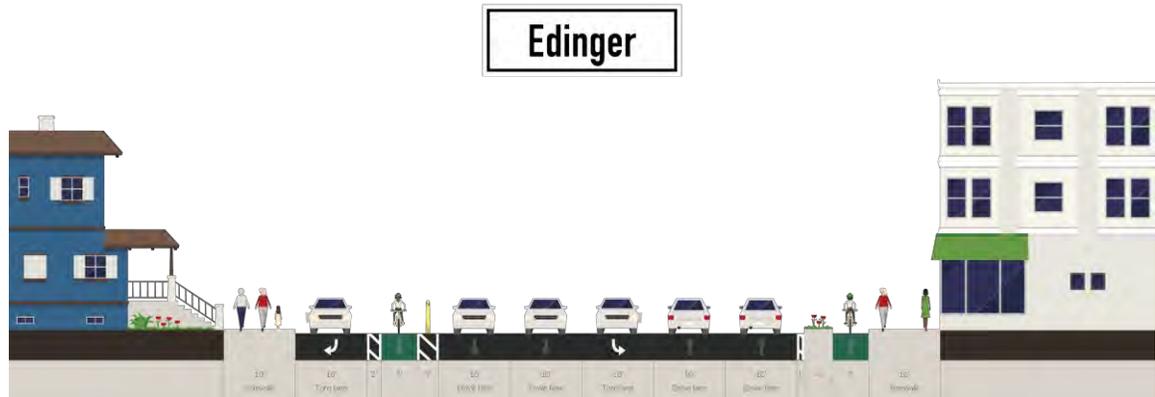
**Figure 4. Bicycle Collisions (2009-2011) within ½ mile to Edinger Ave Protected Bike Lanes Project, 2015, Santa Ana, CA**



Sources:

US Census Bureau TIGER files  
 Santa Ana Building Healthy Communities (SABHC)  
 City of Santa Ana  
 Orange County Transportation Authority  
 Santa Ana Unified School District  
 California Protected Areas Database

**Figure 5. Sample Cross-Sections for Edinger Ave Protected Bike Lanes Project, 2015, Santa Ana, CA**





*Figure 1.* Edinger/Sullivan. Lack of sidewalk along 14 residential homes. Lack of bike lane.



*Figure 2.* Edinger/Gordon. Lack of sidewalk and bike lane.



Figure 3. Edinger/Greenville. Lack of safe route to school.



Figure 4. Edinger/Sullivan. Lack of sidewalk and lack of bike amenities.



Figure 5. Street pothole on Edinger Ave.



Figure 6. Street pavement along Edinger Ave.



Figure 7. Street parking along Edinger Ave.



Figure 8. Street parking along Edinger Ave.



Figure 9. Car traffic at peak hour. Lack of bike lane.



Figure 10. Edinger/Raitt. Bicyclist uses sidewalk during peak hour and uses cell phone at the same time.

**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- City of Santa Ana-13	Prepared by:	Zed Kekula
Project Description:	Edinger Protected Bike Lane		
Project Location:	Edinger Ave: between Santa Ana River Trail and Bristol St.		

**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%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Removing Traffic Stripes	35,945	LF	\$4.00	\$143,780	100%	\$143,780						
2	Concrete (sidewalk)	5,000	SF	\$10.00	\$50,000	100%	\$50,000						
3	Curb Ramps	17	EA	\$2,000.00	\$34,000	100%	\$34,000						
4	Curb Ramps on Existing Sidewalks	3	EA	\$3,000.00	\$9,000	100%	\$9,000						
5	Truncated Dome	96	EA	\$400.00	\$38,400	100%	\$38,400						
6	Curb and Gutter (sidewalk)	2,500	LF	\$55.00	\$137,500	100%	\$137,500						
7	Curb (median)	12,356	LF	\$40.00	\$494,240	100%	\$494,240						
8	Soil Prep (median)	24,712	SF	\$1.00	\$24,712			100%	\$24,712			50%	\$12,356
9	Reflective Reboundable Delineator	137	EA	\$20.00	\$2,740	100%	\$2,740						
10	Bike Lane/Sharow Marking, Paint	56	EA	\$400.00	\$22,400	100%	\$22,400						
11	Pavement Markings (Arrows, School Xing, etc)	34	EA	\$250.00	\$8,500	100%	\$8,500						
12	Bike Buffer Paint	43,803	LF	\$7.00	\$306,621	100%	\$306,621						
13	Bike Lane Green Paint	6,175	SF	\$10.00	\$61,750	100%	\$61,750						
14	Wayfinding/Informative Signs	34	EA	\$350.00	\$11,900	100%	\$11,900						
15	Centerline Striping	28,554	LF	\$1.00	\$28,554	100%	\$28,554						
16	Centerline Striping with reflectors	12,508	LF	\$2.00	\$25,016	100%	\$25,016						
17	Bike Boxes	2	EA	\$2,500.00	\$5,000	100%	\$5,000						
18	Magnetic loops	192	EA	\$400.00	\$76,800								
19	Traffic signal equipment	8	EA	\$5,000.00	\$40,000								
<b>Subtotal of Construction Items:</b>					<b>\$1,520,913</b>		<b>\$1,379,401</b>		<b>\$24,712</b>				<b>\$12,356</b>
<b>Construction Item Contingencies (% of Construction Items):</b>													
<b>Enter in the cell to the right</b>				<b>10.00%</b>	<b>\$152,091</b>								
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$1,673,004</b>								

**Project Cost Estimate:**

Type of Project Delivery Cost	Cost \$		
<b>Preliminary Engineering (PE)</b>			
Environmental Studies and Permits(PA&ED):	\$	118,251	
Plans, Specifications and Estimates (PS&E):	\$	300,000	
<b>Total PE:</b>	<b>\$</b>	<b>418,251</b>	<b>25%</b> 25% Max
<b>Right of Way (RW)</b>			
Right of Way Engineering:	\$	-	
Acquisitions and Utilities:			
<b>Total RW:</b>	<b>\$</b>	<b>-</b>	
<b>Construction (CON)</b>			
Construction Engineering (CE):	\$	250,951	<b>13%</b> 15% Max
Total Construction Items & Contingencies:		\$1,673,004	
<b>Total CON:</b>	<b>\$</b>	<b>1,923,955</b>	
<b>Total Project Cost Estimate:</b>	<b>\$</b>	<b>2,342,206</b>	

**Exhibit 22-R ATP Non-Infrastructure Project Work Plan**

**Fill in the following items:**

<b>Date:</b> (1)	28-May-15
<b>Project Number:</b> (2)	12- City of Santa Ana- 13
<b>Project Location(s):</b> (3a)	Carr Intermediate
" " (3b)	Valley High School
" " (3c)	Godinez High School
<b>Project Description:</b> (4)	The Safe Routes to School program at the three public schools will focus on education and encouragement goals. Students will participate in a total of 12 workshops that provide education in safe urban cycling and basic bike mechanic skills and encourage ridership through group bike rides.

**Proceed to enter information in each Task Tab, as applies (Task A, Task B, Task C, Task C, etc.)**

***For Department use only***

You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:

**Task Summary:**

Click the links below to navigate to "Task Details" tabs:

Task	Task Name	Start Date	End Date	Cost
<a href="#">Task "A"</a>	Safe Routes to School Program	Jul-2016	Jun-2017	\$ 23,758.25
<a href="#">Task "B"</a>				\$ -
<a href="#">Task "C"</a>				\$ -
<a href="#">Task "D"</a>				\$ -
<a href="#">Task "E"</a>				\$ -
<a href="#">Task "F"</a>				\$ -
<a href="#">Task "G"</a>				\$ -
<a href="#">Task "H"</a>				\$ -
<a href="#">Task "I"</a>				\$ -
<a href="#">Task "J"</a>				\$ -
<b>GRAND TOTAL</b>				<b>\$ 23,758.25</b>

TASK "A" DETAIL				
<b>Task Name (5a):</b>		<b>Safe Routes to School Program</b>		
<b>Task Summary (5b):</b>		The program will be implemented at three different schools throughout the school year for a duration of three months (12 workshops) per scho		
<b>Task Schedule (5c):</b>		Jul-2016	<b>End Date:</b> Jun-2017	
<b>Activities (6a):</b>		<b>Deliverables (6b):</b>		
1.	(4) Safe urban cycling workshops at each school	Educate youth on safe urbing cycling skills		
2.	(5) Basic bike mechanic skills workshops at each school	Educate youth on basic bike mechanic skills		
3.	(3) Group bike rides	Encourage youth ridership through a series of group bike rides		
4.				
5.				
6.				
7.				
8.				
9.				
10.				
<b>Staff Costs:</b>				
<b>Staff Title (7a):</b>		<b>Staff Hours (7b)</b>	<b>Rate Per Hour (7c)</b>	<b>Total \$</b>
Party 1 -	Safe Routes to School Coordinator	960	\$15.00	\$ 14,400.00
Party 2 -	SAUSD Staff Member/ Staff development participant	72	\$35.43	\$ 2,551.25
Party 3 -				\$ -
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 16,951.25
Indirect Costs (6e):				
<b>Total Staff Costs (6f):</b>				<b>\$ 16,951.25</b>
<b>Task Notes (8):</b>				
<b>Other Costs:</b>				
You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:				
To fill out an itemized cost for each "Other Cost", click below:				
<a href="#">Itemized "Other Costs" Section</a>				
		Travel (9a):	\$	150.00
		Equipment (9b):	\$	242.00
		Supplies/Materials (9c):	\$	5,030.00
		Incentives (9d):	\$	885.00
		Other Direct Costs (9e):	\$	500.00
		" " (9f):	\$	-
<b>Total Other Costs (9g):</b>				<b>\$ 6,807.00</b>
<b>TASK GRAND TOTAL (10g):</b>				<b>\$ 23,758.25</b>

**Itemized Travel Cost (9a)**

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (9a)			
Type of Travel	Expense/Quantity		Total \$
1. Mileage to The Bicycle Tree	58.5 cents/mi	\$	150
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
<b>Total</b>	0	\$	150
<b>Total Travel Cost:</b>			<b>\$ 150.00</b>

**Itemized Equipment Cost (9b)**

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (9b)				
Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1. Used Bikes (part of reg fee The Bicycle Tree)	30			\$ -
2. Helmet (part of reg fee The Bicycle Tree)	30			\$ -
3. U lock (part of reg fee The Bicycle Tree)	30			\$ -
4. Lights (part of reg fee The Bicycle Tree)	30	60		\$ -
5. Cones	15		\$1	\$ 15.00
6. Tennis Balls	12		\$2	\$ 24.00
7. Vests	15		\$7	\$ 105.00
8. Chalk	1		\$8	\$ 8.00
9. Reflective Gear	2		\$15	\$ 30.00
10. tire patch kits	30		\$2	\$ 60.00
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>	195		\$35	\$ 242.00
<b>Total Equipment Cost:</b>			<b>\$</b>	<b>242.00</b>

**Itemized Supplies/Materials Cost (9c)**

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (9c)				
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1. Snacks during workshops	36		\$30	\$ 1,080.00
2. Registration fee at The Bicycle Tree	30		\$100	\$ 3,000.00
3. Paper, pen, markers, office supplies	1		\$200	\$ 200.00
4. Printing	1		\$300	\$ 300.00
5. Web resources, curriculum fee, on-line subscriptions	1			\$ 200.00
6. USB	1		\$40	\$ 40.00
7. Binders	35		\$6	\$ 210.00
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>	105		\$676	\$ 5,030.00
<b>Total Supplies/Materials Cost:</b>			<b>\$</b>	<b>5,030.00</b>

**Itemized Incentives Cost (9d)**

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (9d)				
Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1. T shirts	35		\$15	\$ 525.00
2. Waterbottles	30		\$12	\$ 360.00
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>	65		\$27	\$ 885.00
<b>Total Incentives Cost:</b>			<b>\$</b>	<b>885.00</b>

**Itemized Other Direct Costs (9e)**

Please provide an itemized "other" cost estimate for all other costs applicable to each task

**Other Direct Costs (9e)**

Type of Other Direct Costs				
	Quantity	Units	Unit Cost \$	Total \$
1. League of American Bicyclist year insurance	1		\$200	\$ 200.00
2. League Certified Instructor registration fee	1		\$300	\$ 300.00
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>	2		\$500	\$ 500.00
<b>Total Other Direct Cost:</b>				<b>\$ 500.00</b>

**Itemized Other Direct Costs (9f)**

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

**Other Direct Costs (9f)**

Type of Other Direct Costs				
	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

# Santa Ana Bikability Assessment 2014



**PUBLIC HEALTH SERVICES**  
Health Promotion

The following organizations and individuals contributed to the contents and preparation of this Santa Ana Bikeability Assessment:

**KidWorks Community Development Corporation | Santa Ana**

Omar De La Riva, *Bike It! Santa Ana* Coordinator

Carlos del Pilar, *Bike It! Santa Ana* Youth Organizer

Tony Gatica, *Bike It! Santa Ana* Youth Representative

Lynnete Guzman, *Bike It! Santa Ana* Coordinator

Dalia Hernandez, GIS Consultant and Teacher

Maribel Mateo, *Bike It! Santa Ana* Youth Organizer

Riley Reid, *Bike It! Santa Ana* Student Intern

Alitzel Velasco, *Bike It! Santa Ana* Youth Representative

Stephanie Young, *Bike It! Santa Ana* Youth Representative

**Orange County Health Care Agency | Public Health Services | Health Promotion Division**

Mary Pham, MPH, Health Educator

Trav Ichinose, MS, MA, Research Analyst IV

## Executive Summary

In 2012, KidWorks, a local Santa Ana youth development non-profit, and the Orange County Health Care Agency (OCHCA) received a two-year grant from the Public Health Institute to implement a Safe Routes to School (SRTS) project combining youth development, service learning, and health-promoting environmental change within the Building Healthy Community (BHC) Zone, one of 14 California Endowment funded sites chosen due to chronic health inequities. Youth were trained on walkability, complete streets, active transportation, and planning/zoning concepts along with community assessment techniques.



The first year of the project focused on walkability with a safe routes to school emphasis. Walkability assessments and a Photo Voice were conducted through youth development and service-learning projects. During this process the youths' interests shifted to bicycle safety and advocacy for a more bike-friendly community. By the second year, they had formally organized themselves as *Bike It! Santa Ana*, a local coalition of youth bicycle advocates.

Once *Bike it! Santa Ana* was formed; the youth re-strategized and began a community bikability assessment focused on Central Santa Ana with the intent of identifying opportunities for the augmentation of bicycle infrastructure. There are three main components of the bikability assessment:

- ✓ **Bike Survey** – Nearly 200 surveys were collected and analyzed for the origin and destination of bicyclists' trips and the general experiences biking in Santa Ana. Results suggested bicyclists in Santa Ana were regularly using biking as their primary mode of transportation, would use bike lanes where provided, that youth were more likely to use bike lanes and that the bicyclists were engaging in substantial East-West movement in getting to their destinations.
- ✓ **Geographic Information Systems (GIS) Mapping** – *Bike It! Santa Ana* gathered an assortment of GIS data from third-party sources related to Santa Ana's demographics information, community assets, and bikeways. The data was then mapped in conjunction with the City of Santa Ana's Bike Master Plan and BHC Zone. Analysis focused on identifying bike lanes that would increase population access to bikeways and establish connectivity to existing bike infrastructure, schools, parks, and Santa Ana Regional Transportation Center (SARTC).

- ✓ **VideoVoice** – Video recordings were taken over a series of planned bike rides throughout Santa Ana from September – October of 2014. The VideoVoice focused on capturing the strengths (to encourage biking) and weaknesses (to gain support for infrastructure) of biking in Santa Ana. Strengths included the presence of active bicyclists, existing bike trails (Maple and Santa Ana River Trails), attractive streetscape, geography favorable to short/medium bike trips, and a local bike resource (The Bicycle Tree). Weaknesses identified were traffic congestions, street conditions, poor driving behavior (not obeying rules of the road) and the lack of bike infrastructure (i.e. bike facilities and lanes).

Based on the compilation of findings from the bike survey, GIS mapping, and VideoVoice *Bike It! Santa Ana* is advocating for prioritization of three identified bike lanes in the City of Santa Ana's Bike Master Plan: Santa Ana Blvd., Bishop St. – Willits St., and Edinger Ave. *Bike It! Santa Ana* plans to advocate for their identified bike lanes by establishing an open channel of communication and recognize that collaboration must exist among youth, residents, community-based agencies, city leaders, and decision-makers. Such efforts will include continuing presentations of their assessments to Santa Ana community, city and county stakeholders in health and active transportation.



*“Being a part of Bike It! Santa Ana has changed the way I bike and think about safety on the streets.”*  
– Alitzel, Youth Advocate



*“Bike It! has helped me learn about the laws and rights of bicyclists that many people don't know.”*  
– Tony, Youth Advocate

*“You really don't see youth involved in their community, advocating for better bike infrastructure. It makes me proud my generation is getting involved.”* – Maribel, Youth Advocate

# Contents

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*How to approach a bicyclist:*

Excuse me, my name is \_\_\_\_\_ and I am with (name of org). We want to learn more about where people on bikes are going to and from. This will help us advocate for more bike lanes in the city. Do you have time to answer a few questions? It will take 2 minutes and this information will be kept confidential. We are handing out these free-bees after you finish.

1. What following options best describe the purpose of this trip? (Check all that apply)
  - Exercise/ Recreational
  - School
  - Shopping/ Doing Errands
  - Social/ Personal Business
  - Work Commute
2. If you were not biking for this trip, how would you be traveling? (Check all that apply)
  - By Car
  - Carpool
  - Public Transportation (i.e. bus, train)
  - Walking
  - I would not make this trip
3. What are the major cross streets closest to your home?  
\_\_\_\_\_
4. What are the major cross streets of your starting point (if not starting at your home)?  
\_\_\_\_\_
5. What are the major cross streets of your final destination (if it is not your home)?  
\_\_\_\_\_
6. How often do you bike? (Check one)
  - 5-7 days per week
  - 1-4 day per week
  - 1-3 days per month
  - Less tan one day per month
7. What is your preferred gender?
  - Male
  - Female
  - Other
8. What age group are you in?
  - Under 18
  - 18-35
  - 36-55
  - 56-75
  - 75+
9. What is your race/ethnicity?
  - American Indian or Alaska Native
  - Asian
  - Black or African American
  - Latino/Hispanic
  - Native Hawaiian or Other Pacific Islander
  - White
  - Other
  - Decline to state
10. Do you use the bike lanes in Santa Ana when provided?
  - Yes
  - No
 Any reason why or why not?  
\_\_\_\_\_
11. Have you ever been in a collison while riding your bike in Satna Ana?
  - Yes
  - No
 Was it reported?  
\_\_\_\_\_



*Como platicar con un ciclista:*

*Buenos días!, Yo me llamo \_\_\_\_\_ y trabajo/soy voluntaria/o con \_\_\_\_\_. Queremos aprender más sobre los ciclistas en Santa Ana y sus rutas. Tuviera tiempo de contestar unas pocas preguntas? La encuesta durara 2 minutos y esta información será confidencial. Estamos regalando pequeños regalos para gente que participe.*

1. ¿Cual es el propósito de su viaje? (Marque todas que correspondan.)
  - Ejercicio/Recreativo
  - Escuela
  - Mandados
  - Social/Asunto Personal
  - Viaje de trabajo
  
2. ¿Si no estuviera usando su bicicleta este viaje, cual seria su otro modo de transporte? (Marque todas la respuestas que correspondan.)
  - Por Carro
  - Transporte Compartido
  - Transportacion public (i.e. cumion, tren)
  - Caminando
  - No haría este viaje
  
3. ¿Cuales son las calles principales cercas de su casa?  
\_\_\_\_\_
  
4. ¿Cuales son las calles principales mas cercanas de partida (Si no se inicia en su casa)?  
\_\_\_\_\_
  
5. ¿Cuales son las calles principales mas cercanas de su destino final (Si no es su casa)?  
\_\_\_\_\_
  
6. ¿Con que frecuencia anda en bicicleta? (Marque uno)
  - 5-7 días por semana.
  - 1-4 días por semana.
  - 1-3 días por mes.
  - Meno de un día al mes.

7. ¿Cual es su genero preferido?
  - Masculino
  - Femenino
  - Otro
  
8. ¿En que grupo de edad esta usted?
  - Menos de 18
  - 18-35
  - 36-55
  - 56-75
  - 75+
  
9. ¿Cual es su raza/etnicidad?
  - Indiano Americano o Nativos de Alaska
  - Asiático
  - Americano negro o Africano
  - Latino/Hispano
  - Nativo Hawaiano o Otro isla del Pacifico
  - Blanco
  - Otro
  
10. ¿Usa las líneas de bicicleta cuando son accesibles?
  - Si
  - No
 ¿Alguna razón porque o porque no?  
\_\_\_\_\_
  
11. ¿Ha tenido un accidente al usar su bicicleta?
  - Si
  - No
 ¿Fue reportado?  
\_\_\_\_\_

**Bike Survey Part I  
Bike Count Form**

Date: \_\_\_\_\_ Time: \_\_\_\_\_ Location: \_\_\_\_\_

Surveyor Name: \_\_\_\_\_

Instructions:

- Insert tally marks for each bicyclist that is riding on the sidewalk or on the street.
- Count the number of people on the bicycle and not the number of bicycles.
- Do not ask bicyclists for their gender or age. Use your best judgment to determine.
- For “Other” category, include people on skateboards or rollerblades, etc.

Bicyclists		
Male	Female	Youth (under 18 years)
Total:	Total:	Total:

Other:

Skateboards/Rollerblades	Bikes locked nearby	Bikes locked on bus rack

Notes:



**Bike It! Santa Ana  
Youth Meeting 02/05/15  
4:30pm-6:30pm**

---

- I. Icebreaker (10 mins)**
  
- II. Updates (10 mins)**
  - a. Y.O./Rep meetings
  - b. Debrief on Warner Project
  
- III. Presentation to City Staff (1 hour)**
  - a. Bikeability Assessment
  
- IV. Debrief (20 mins)**



# Nutrition and Physical Activity Collaborative (NuPAC) Meeting

\*\*\*Thursday, August 14, 2014 1:30 p.m. – 3:30 p.m.\*\*\*



**Location:** County of Orange Health Care Agency, 1729 E Training Trailer  
(Tan building located at the north end of the rear parking lot)  
1725 W. 17<sup>th</sup> Street, Santa Ana, 92706

**Questions:** Anna Luciano-Acenas, County of Orange Health Care Agency (714) 834-8673 or [aluciano@ochca.com](mailto:aluciano@ochca.com)

## Draft Agenda

- 10 minutes **Welcome & Introductions**  
Samar McGregor, PHFE-WIC, NuPAC Chairperson
- 5 minutes **Updates:**  
2014 “Champions for Change” Moms: Anna Luciano-Acenas, OC HCA, NEOP  
  
NuPAC’s support for CDC grant opportunities plus future NuPAC meetings & trainings: Maridet Ibañez, OC HCA, Nutr. Svcs.
- 60 minutes **What are youth doing to make OC a healthier place?**  
**School Youth Engagement:** Nadia Moya, OCDE ACCESS, NEOP  
  
**Community Engagement:** Lynette Guzman, Maribel and Stephanie (Youth leaders, pending), KidWorks  
  
**Cooking Up Change:** Linda Franks and Kelsey Markland, Kid Healthy
- 30 minutes **“Back to School:” What’s New?**  
**In Physical Activity:** *Fire Up Your Feet* – Sophia Mellow, Regional Coordinator  
*Safe Routes to School/Walk to School* – Kelly Broberg, OC HCA, CDIP  
  
**In Nutrition:** *Farm to School* – Cristina Hall, OC Food Coalition  
*Smarter Lunchrooms* – Teresa Squibb, Tustin Unified School District  
  
**In Policies:** *School Wellness Policies* – Tracy Bryars, St. Jude Medical Center  
School fundraising – 4<sup>th</sup> District PTA representative (*pending*)
- 10 minutes **Roundtable** - Updates & sharing from members - Please submit a written report for the minutes.
- 5 minutes **Evaluation & Meeting Adjourned**
- 30 minutes **Informal networking; Q & A with guest presenters**

**Next NuPAC meeting: Thursday, November 6, 1:30 p.m. - 3:30 p.m., Santa Ana**

### **For directions:**

<b>From Costa Mesa:</b> Take 55 north. Take the 5 north Exit 17 <sup>th</sup> St and turn left.	<b>From Garden Grove:</b> Take 22 east. Exit Fairview and turn right. Left on 17 <sup>th</sup> St.	<b>From Fullerton:</b> Take the 57 south. Take 22 W exit and keep right. Exit La Veta and turn right. La Veta becomes Bristol St. Right on 17 <sup>th</sup> St.
--	---	--



# Santa Ana Building Healthy Communities (SABHC)

Equity for All Workgroup Meeting

March 21, 2015- KidWorks

## Meeting Objectives:

1. Report back from Equity for all teams
2. Hear a presentation/educational segment
3. Review and prepare follow up to collective impact work

## AGENDA

March 21, 2015

Facilitator: \_\_\_\_\_  
 Notetaker: \_\_\_\_\_

- |  |                         |
|--|-------------------------|
| I. Welcome and Activities                              | 10:00-10:30AM           |
| II. Equity for All                                     | 10:30 - 11:30AM         |
| A. Report back: why/how is your work equity?           |                         |
| B. Calendar  |                         |
| III. Presentation: Bike It! Santa Ana                  | 11:30-12:00PM           |
| IV. Lunch  | <i>Grab some food ☺</i> |
| V. Collective Impact Review                            | 12:30- 1:40PM           |
| VI. Closing  | 1:40-2:00PM             |
| A. Next meeting April 18, 2015                         |                         |
| B. Team leads to prepare agenda by Wednesday April 15? |                         |



## Santa Ana Building Healthy Communities (SABHC)

Reunion del Grupo de Trabajo Equidad Para Todos  
21 de Marzo, KidWorks

### Objetivos de la Reunión:

1. Escuchar reportes de los equipos de Equidad para todos
  2. Escuchar una presentación
  3. Revisar y preparar seguimiento al impacto colectivo
- 

### AGENDA

21 de Marzo, 2015

Facilitador(a): \_\_\_\_\_  
Tomar notas: \_\_\_\_\_

- |  |                   |
|--|-------------------|
| I. Bienvenida y actividades  | 10:00-10:30AM     |
| II. Equidad para todos   | 10:30 - 11:30AM   |
| A. Reporte: por que y como es que este trabajo se trata de la equidad?         |                   |
| B. Calendario  |                   |
| III. Presentacion de Bike It! Santa Ana  | 11:30-12:00PM     |
| IV. Almuerzo   | Comida de traje 😊 |
| V. Repaso al Impacto Colectivo   | 12:30- 1:40PM     |
| VI. Cierre   | 1:40-2:00PM       |
| A. Proxima reunion 16 de abril   |                   |
| B. Lead de cada equipo reunirse para preparar agenda a mas tar el 15 de abril? |                   |

**Kekula, Zdenek**

**From:** Hilda Ortiz <hortiz@latinohealthaccess.org>  
**Sent:** Thursday, September 25, 2014 2:51 PM  
**To:** Lynnete Guzman  
**Subject:** RE: KidWorks bike survey results @ W.C.

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Lynnete,

Below is the tentative agenda for the WCSC meeting next week. I've allocated 20min for the presentation and questions. Is this ok? Let me know if you need more time or if you need other materials other than projector/computer. Also, the team would like to know if you're willing to moderate the whole meeting?

Thanks!

Time	Activity
6:00pm-6:05pm (5min)	Welcome
6:05pm-6:25pm (20min)	Ice-breaker
6:25pm- 6:45pm (20min)	KidWorks Presentation
6:45pm-7:15pm (20min)	SOMOS
7:15pm-7:35m (20min)	Group Reports
7:35pm-7:45pm (10min)	Complete Streets Project Workshops Update
7:45pm-8:00pm (15min)	Announcements & Conclusion

Hilda Ortiz

Latino Health Access

450 W. 4th St., Suite 130

Santa Ana, CA 92701

☎: 714-542-7792 ext 1079

☎: 714-542-4853

[hortiz@latinohealthaccess.org](mailto:hortiz@latinohealthaccess.org)

**From:** Lynnete Guzman [<mailto:Lynnete.Guzman@kidworksonline.org>]

**Sent:** Wednesday, September 17, 2014 12:19 PM

**To:** Hilda Ortiz  
**Subject:** RE: KidWorks bike survey results @ W.C.

Hi Hilda,

I wanted to follow up about the email below. Is KidWorks confirmed a presentation time for the next Wellness Corridor meeting? Let me know so I can prepare.

Thank you!  
-Lynnete

**From:** Lynnete Guzman  
**Sent:** Tuesday, September 09, 2014 3:09 PM  
**To:** 'Hilda Ortiz'  
**Cc:** [nmejia@latinohealthaccess.org](mailto:nmejia@latinohealthaccess.org); [dcortes@latinohealthaccess.org](mailto:dcortes@latinohealthaccess.org)  
**Subject:** KidWorks bike survey results @ W.C.

Hi Hilda,

I wanted to follow up with you regarding scheduling time in the agenda for next Wellness Corridor meeting on October 1, 2014. Nancy said it was an okay. We want to request about 15 mins to share our bike survey results and significant analysis related to Wellness Corridor area.

Let me know if you need any other information. We will present a PowerPoint and only need a projector set up.

Thank you,  
Lynnete

**Lynnete Guzman** | Community Organizer  
KidWorks Community Development Corporation  
[kidworksonline.org](http://kidworksonline.org) | 1902 W Chestnut Santa Ana, CA 92703  
Phone: 714.834.9400 ext. 106 | [lynnete.guzman@kidworksonline.org](mailto:lynnete.guzman@kidworksonline.org)  
*Restoring At Risk Neighborhoods, One Life at a Time*



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**Santa Ana Active Streets Coalition  
Community Survey  
Bike lanes- Edinger Street and Willits Street**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

*Circle the following:*

Do you bike in Santa Ana?	Yes	No
---------------------------	-----	----

Do you bike on Edinger or Willits?	Yes	No
------------------------------------	-----	----

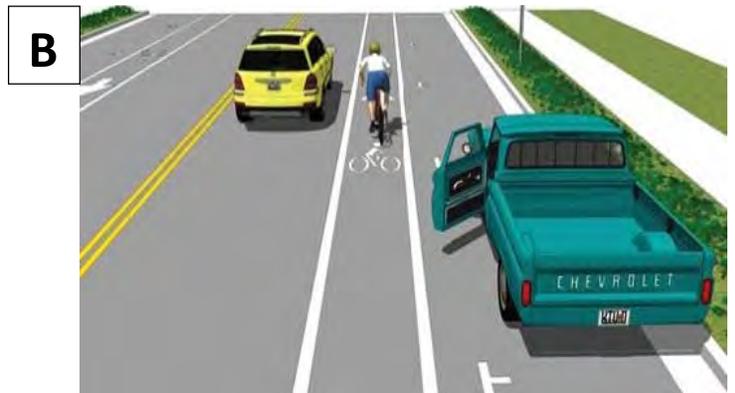
Do you feel safe biking on Edinger or/and Willits?	Yes	No
--	-----	----

Why or why not? \_\_\_\_\_

Would you feel safe riding your bike if there were bike lanes in Edinger and Willits?	Yes	No
---	-----	----

Why or why not? \_\_\_\_\_

Which type of bike lane would make you feel safer?





**Coalicion de Santa Ana Active Streets  
Encuesta Comunidad  
Carriles de Bicicleta – Edinger Street and Willits St**

Nombre: \_\_\_\_\_

Domicilio: \_\_\_\_\_

Usted usa su bicicleta en Santa Ana? SI                      No

Usted usa su bicicleta en Edinger o Willits? SI                      No

Usted se siente protegido usando su bici?  
en Willits y Edinger? SI                      No

Porque o porque no? \_\_\_\_\_

Usted se sentirias protegido si hubiera carriles?  
de bicicletas en Edinger o Willits? SI                      No

Porque o porque no? \_\_\_\_\_

Cual tipo de carril de bicicleta te haria sentir mas protegido?



**Project Name:**  
**Project Location:**

12- City of Santa Ana-13
Edinger Ave (from SART - Bristol St)

**INFRASTRUCTURE**

<b>Bike Projects (Daily Person Trips for All Users) (Box 1A)</b>				
	Without Project		With Project	
Existing	637			
Forecast (1 Yr after completion)	637		650	
	Commuters		Recreational Users	
Existing Trips	70		210	
New Daily Trips (estimate) (1 YR after completion) (actual)	35		105	

<b>Project Information- Non SR2S Infrastructure</b>		
Bike Class Type		Bike Class II
Average Annual Daily Traffic (AADT)		31,100

<b>Project Costs (Box 1D)</b>	
Non-SR2S Infrastructure Project Cost	\$23,758
SR2S Infrastructure Project Cost	\$2,342,206

<b>ATP Requested Funds (Box 1E)</b>	
Non-SR2S Infrastructure	\$23,758
SR2S Infrastructure	\$2,342,206

<b>CRASH DATA (Box 1F)</b>	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	12	2.4
PDO	0	0

<b>Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)</b>				
	Without Project		With Project	
Existing				
Forecast (1 YR after project completion)				
	Without Project		With Project	
Existing step counts (600 steps=0.3mi=1 trip)				
Existing miles walked				

<b>Safe Routes to School (SR2S) (Box 1C)</b>		Total
Number of student enrollment		30
Approximate no. of students living along school route proposed for improvement		9,793
Percentage of students that currently walk or bike to school		63.00%
Projected percentage of students that will walk or bike to school after the project		70.00%

<b>SAFETY COUNTERMEASURES (improvements) (Box 1G)</b>			Y or N (Capitalized)
<b>Signalized Intersection</b>	Pedestrian countdown signal heads		N
	Pedestrian crossing		Y
	Advance stop bar before crosswalk		N
<b>Unsignalized Intersection</b>	Install overpass/underpass		N
	Raised medians/refuge islands		Y
	Pedestrian crossing (new signs and markings only)		N
	Pedestrian crossing (safety features/curb extensions)		Y
<b>Roadways</b>	Pedestrian signals		N
	Bike lanes		Y
	Sidewalk/pathway (to avoid walking along roadway)		Y
	Pedestrian crossing (with enhanced safety features)		Y
	Pedestrian crossing		Y
<b>Other reduction factor countermeasures</b>			

**Project Name:** 12-City of Santa-Ana  
**Project Location:** Edinger Ave (from SART to Bristol St)

**NON-INFRASTRUCTURE**

**Outreach ( SR2S)- (Box 2A)**

Participants (School Enrollment)	9,793
Current Active Trans Walker/Bicyclist Users	6,170
Percentage of Current Active Trans Walkers/Bicyclists	63%
Project Cost	\$23,758
ATP Requested Funds	\$23,758
Duration of Outreach (months)	9
Outreach to new users	3,623

**Outreach (Non SR2S)- (Box 2B)**

Participants	
Current Active Trans Walker/Bicyclist Users	0
Percentage of Current Active Trans Walkers/Bicyclists	
Project Cost	
ATP Requested Funds	
Duration of Outreach (months)	
Outreach to new users	0

**Perception (must be marked with an "x")- (Box 2C)**

Outreach is Hands-on (self-efficacy)	x
Overcome Barriers (e.g., dist, time, etc.)	x
Eliminates Hazards/Threats (speed, crime, etc.)	x
Connected or Addresses Connectivity Challenges	x
Creating Value in Using Active Transportation	x

**Promotional Effort (must be marked with an "x")- (Box 2D)**

Effort Targets 5 E's or 5 P's	x
Knowledgeable Staff/Educator	x
Partnership/Volunteers	x
Creates Community Ownership/Relationship	x
Part of Bigger Effort (e.g., political support)	x

**Age (must be marked with an "x")- (Box 2E)**

Younger than 10	
10-12	x
13-24	x
25-55	
55+	

**Duration (must be marked with an "x")- (Box 2F)**

One Day	
One Month	
One Year	x
Multiple Years	
Continuous Effort	x

**Projected New Active Trans Riders**

Longitudinal New Users	770
------------------------	-----

**Projected New Active Trans Riders**

Longitudinal New Users	0
------------------------	---

**CRASH DATA - (Box 2G)**

	Last 5 Yrs	Annual
Fatal Crashes	12	2.4
Injury Crashes	0	0
PDO	0	0

**Assumption:** Benefits only accrue for five years, unless the project is ongoing.

<b>20 Year Invest Summary Analysis</b>	
Total Costs	\$2,389,722.50
Net Present Cost	\$2,297,810.10
Total Benefits	\$86,012,458.21
Net Present Benefit	\$62,579,967.94
Benefit-Cost Ratio	27.23

<i>20 Year Itemized Savings</i>	
Mobility	\$44,071,800.82
Health	\$3,045,817.07
Recreational	\$8,541,497.38
Gas & Emissions	\$1,867,172.98
Safety	\$28,486,169.96

Funds Requested	\$2,389,722.00
Net Present Cost of Funds Requested	\$2,297,809.62
Benefit Cost Ratio	27.23

**Kekula, Zdenek**

---

**From:** Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>  
**Sent:** Monday, May 18, 2015 3:49 PM  
**To:** Lynnete Guzman  
**Cc:** Kekula, Zdenek; Wilkerson, Cory; inquiry@atpcommunitycorps.org; ATP@CCC; Hsieh, Wei@CCC; Wilson, Duane@CCC  
**Subject:** RE: ATP app- City of Santa Ana Edinger Bike Lane

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Lynnette,

Duane Wilson, the Center Director at our CCC Pomona location has responded to the partnership for your project. The CCC can assist with landscaping and placing planters in protected bike lanes and also possibly assist with bicycle safety education program.

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact Duane Wilson directly [Duane.Wilson@ccc.ca.gov](mailto:Duane.Wilson@ccc.ca.gov) if your project receives funding.

Thank you,

Wei Hsieh, Manager  
Programs & Operations Division  
California Conservation Corps  
1719 24<sup>th</sup> Street  
Sacramento, CA 95816  
(916) 341-3154  
[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

---

**From:** Lynnete Guzman [<mailto:Lynnete.Guzman@kidworksonline.org>]  
**Sent:** Thursday, May 14, 2015 12:45 PM  
**To:** ATP@CCC  
**Cc:** Kekula, Zdenek; Wilkerson, Cory  
**Subject:** ATP app- City of Santa Ana Edinger Bike Lane

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 documents regarding the project proposal for ATP grant Cycle 2.

If you have any questions, please contact me or Zdenek "Zed" Kekula, City of Santa Ana Senior Civil Engineer, at (714) 647-5606.

Thank you,

Lynnete Guzman

**Lynnete Guzman** | Community Organizer and Bike It! Santa Ana Coordinator  
KidWorks Community Development Corporation

[kidworksonline.org](http://kidworksonline.org) | 1902 W Chestnut Santa Ana, CA 92703

Phone: 714.834.9400 ext. 106 | [lynnete.guzman@kidworksonline.org](mailto:lynnete.guzman@kidworksonline.org)

*Restoring At Risk Neighborhoods, One Life at a Time*



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**Kekula, Zdenek**

---

**From:** Active Transportation Program <inquiry@atpcommunitycorps.org>  
**Sent:** Monday, May 18, 2015 2:16 PM  
**To:** Lynnete Guzman; atp@ccc.ca.gov  
**Cc:** Kekula, Zdenek; Wilkerson, Cory  
**Subject:** Re: ATP app- City of Santa Ana Edinger Bike lane

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Lynnete,

Josh Volp of the Orange County Conservation Corps has responded that they are able to assist the city with the following: assist with the installation of plants/trees.

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](mailto:jvolp@hireyouth.org)) directly if your project receives funding.

Thank you!

Monica

On Thu, May 14, 2015 at 12:45 PM, Lynnete Guzman <[Lynnete.Guzman@kidworksonline.org](mailto:Lynnete.Guzman@kidworksonline.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 documents regarding the project proposal for ATP grant Cycle 2.

If you have any questions, please contact me or Zdenek "Zed" Kekula, City of Santa Ana Senior Civil Engineer, at [\(714\) 647-5606](tel:7146475606).

Thank you,

Lynnete Guzman

**Lynnete Guzman** | Community Organizer and Bike It! Santa Ana Coordinator

KidWorks Community Development Corporation

**[kidworksonline.org](http://kidworksonline.org)** | 1902 W Chestnut Santa Ana, CA 92703

Phone: [714.834.9400](tel:714.834.9400) ext. 106 | [lynnete.guzman@kidworksonline.org](mailto:lynnete.guzman@kidworksonline.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](mailto:inquiry@atpcommunitycorps.org)



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Darrell Johnson  
Chief Executive Officer

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 - KidWorks Bike it! Project**

The Orange County Transportation Authority (OCTA) supports the City of Santa Ana's (City) California Active Transportation Program application for the KidWorks Bike it! Project. 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 project for the City, providing improved safety 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



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

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

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.

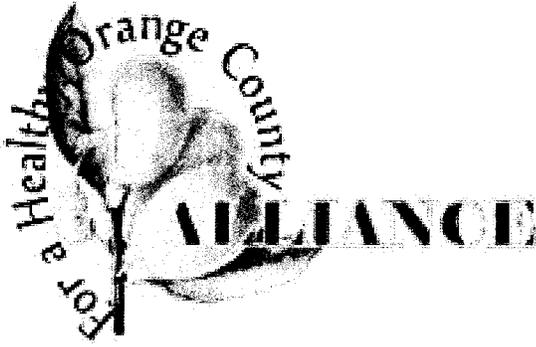
For the last three years, Latino Health Access has led an initiative in partnership with the City and multiple sectors in downtown Santa Ana to define and create a Wellness Corridor. The goals of this initiative are to promote an active, healthier lifestyle by making use of non-traditional open spaces 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



May 18, 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 will encourage more bicycling and walking within the disadvantaged communities of Santa Ana. We are very pleased with the City's continuing efforts to enhance the Safe Routes to Schools, bicycle facilities, bicycle trails and crossings throughout the City. These programs and installations will be promoted and encouraged by outreach programs in garnering increase community usage and connectivity.

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

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

Sincerely,

Barry Ross  
Chair, The Alliance for a Healthy Orange County



**PUBLIC HEALTH SERVICES  
HEALTH PROMOTION**

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April 24, 2015

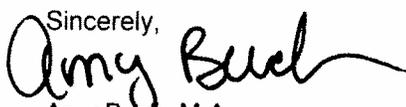
Fred Mousavipour  
Executive Director Public Works Agency  
City of Santa Ana  
Public Works  
20 Civic Center Plaza, M-43  
Santa Ana, CA 92702

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



714.834.9400 T

714.834.9494 F

info@kidworksonline.org E

[www.kidworksonline.org](http://www.kidworksonline.org)1902 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

STATE CAPITOL  
SACRAMENTO, CA 95814  
TEL (916) 651-4034  
FAX (916) 651-4934

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## California State Senate

SENATOR  
JANET NGUYEN  
THIRTY-FOURTH SENATE DISTRICT

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May 28, 2015

April Nitsos  
Chief, Office of Active Transportation and Special Program  
Caltrans, Division of Local Assistance, MS-1  
P.O. Box 942874  
Sacramento, CA 95814

Dear Ms. Nitsos:

As Senator of California's 34<sup>th</sup> District, which encompasses the City of Santa Ana, I am writing to express my support for the grant applications submitted by the City of Santa Ana for the Active Transportation Program (ATP).

As a City identified by ATP as a disadvantaged community, Santa Ana has a great need for projects that will directly benefit the health and safety of its residents. But more importantly, as you review these applications, I want to highlight the City's long history of community engagement which has kept stakeholders informed and invested in efforts to promote walking, biking, the reduction of greenhouse gas emissions and the enhancement of public health.

The City's commitment to active transportation can be further seen by the inclusion of "healthy living, complete streets, wellness corridor" initiatives that are outlined in their strategic plan. To this end, the City has established a great infrastructure that can support and grow the goals set out by the ATP grant.

For these aforementioned reasons, I encourage you to consider funding the City of Santa Ana's ATP applications. I look forward to a favorable response. If I can be of any service to you, please do not hesitate to contact me at (714) 558-4400 or via email at [janet.nguyen@sen.ca.gov](mailto:janet.nguyen@sen.ca.gov).

Respectfully,

JANET NGUYEN  
State Senator, Thirty-Fourth District  
California State Legislature



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

# 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

## Existing Conditions

Physical Setting

Political Environment

Existing Plans

## Bicycling and Walking Overview

Types of Bicyclists

Riding Styles

## Types of Bicycle Facilities

Class I Bikeways

Class II Bikeways

Class III Bikeways

Cycletracks

Bicycle Boulevards

Bicycle Boulevards

## Bicycle Safety

## Pedestrian Oriented Design and Access Requirements

Americans with Disabilities Act (ADA)

Schools

Transit

Street Design and Access to Destinations

Pedestrian Safety

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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

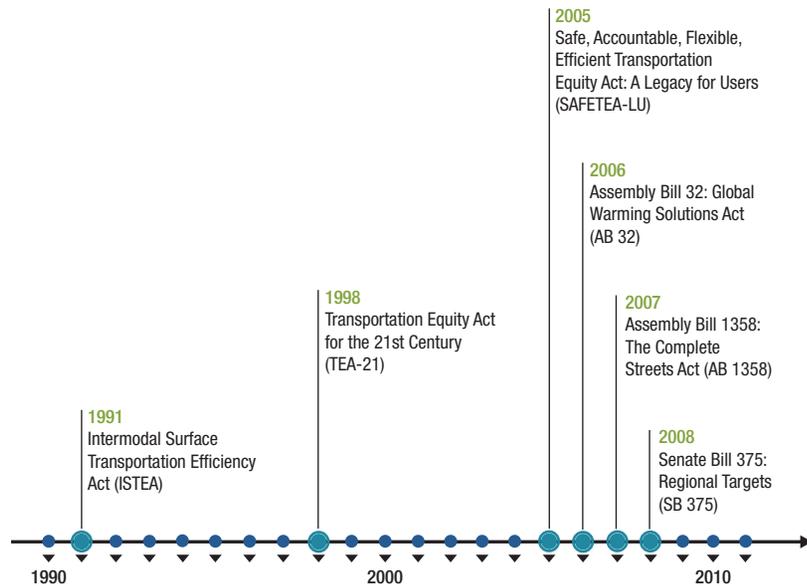
The climate in the SCAG region varies by location. The western Los Angeles Basin, Ventura County and western Orange County experience marine climates, cool ocean breezes and moderate average temperature variations. The inland areas within the region are comprised of more arid climates with more significant 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

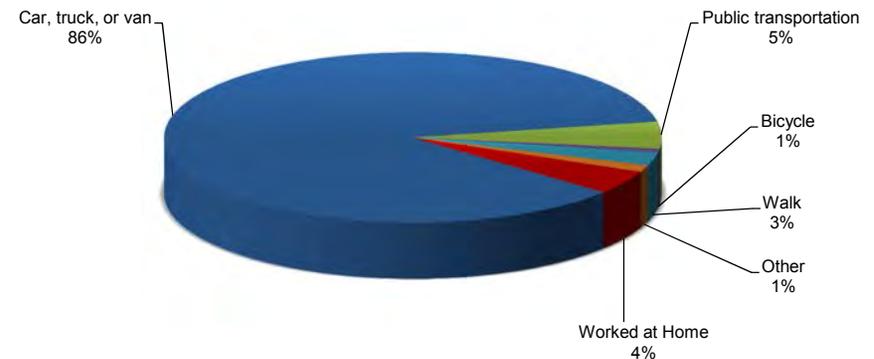
### LOCAL JURISDICTIONS

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)

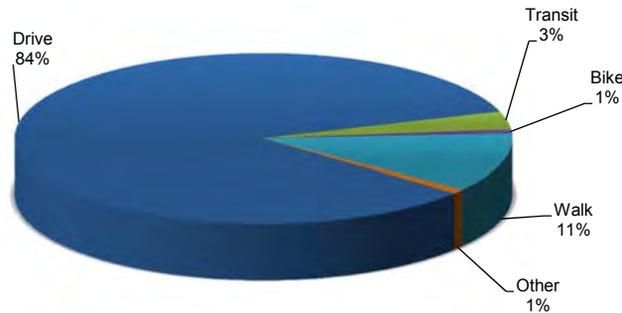


Source: American Community Survey, 2008

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

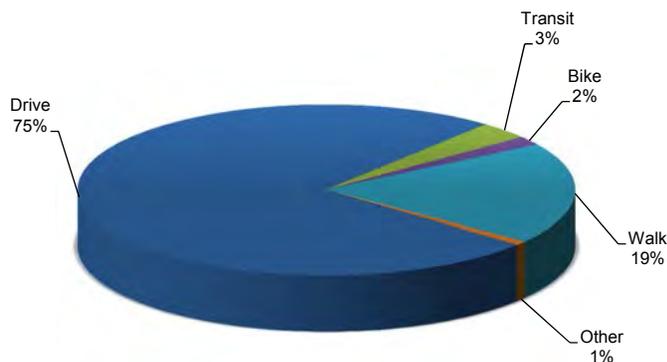
increase from the 11.9 percent active transportation mode share in 2000. The 2009 NHTS data also showed that there was a decrease in driving from 83.9 percent to 75.0 percent; this was a 10.6 percent decrease from 2000.

**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).<sup>1</sup>

<sup>1</sup> 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.

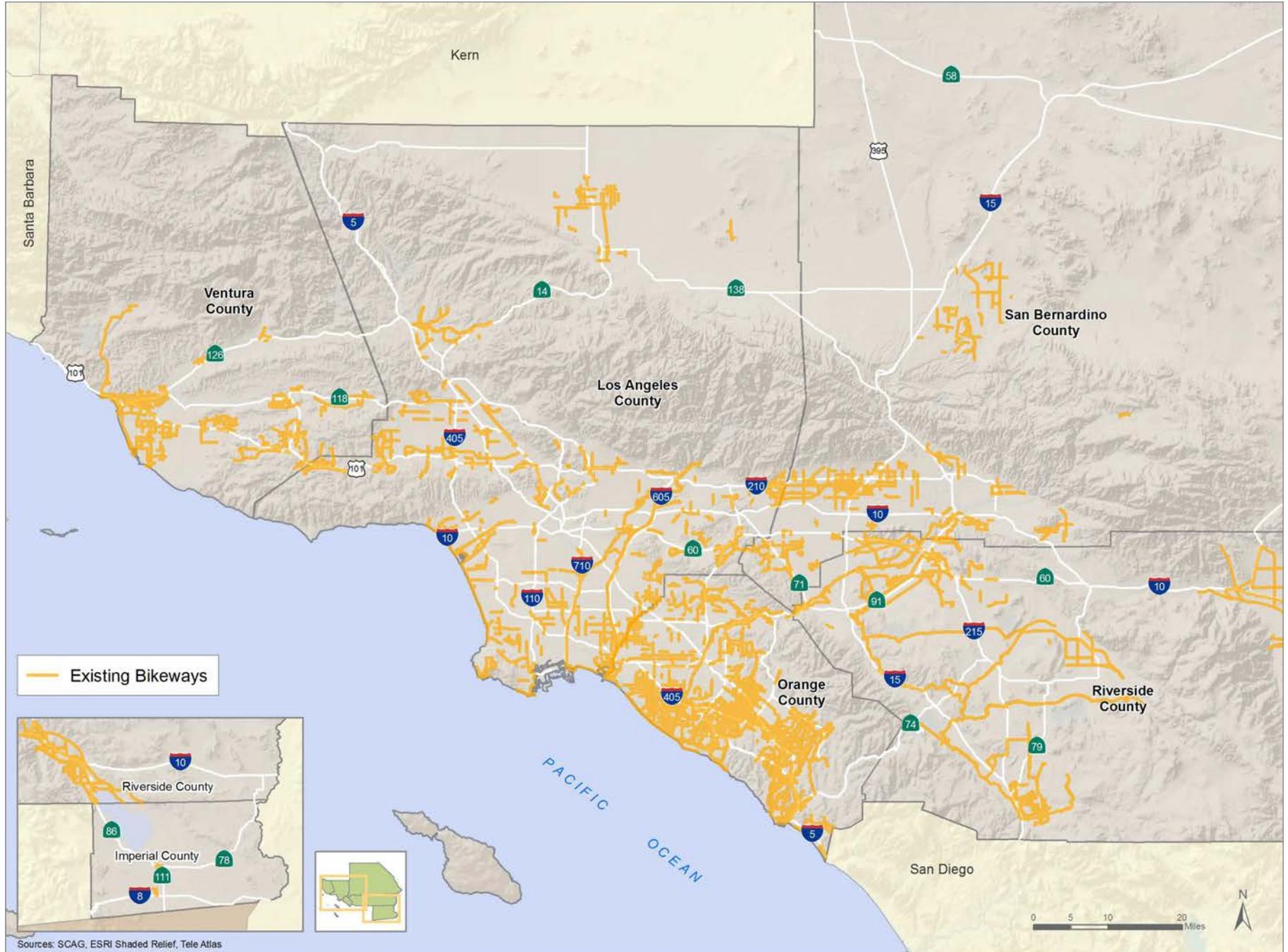
## Types of Bicycle Facilities

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%
<b>Total Existing</b>	<b>45.4</b>	<b>1,266.9</b>	<b>945.8</b>	<b>1,264.3</b>	<b>469.9</b>	<b>322.5</b>	<b>4,314.8</b>	<b>100.0%</b>

## Bicycle Boulevards

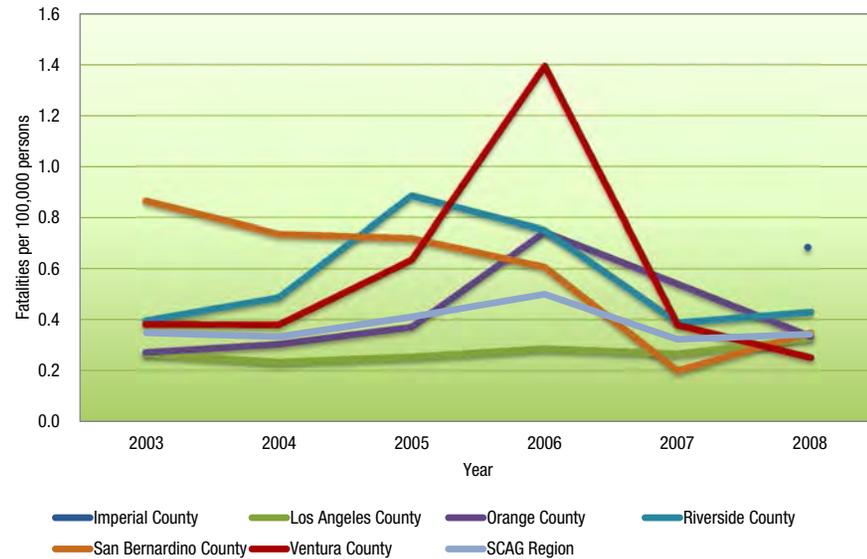
Bicycle Boulevards are low speed streets optimized for bicycle travel over vehicle travel.

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

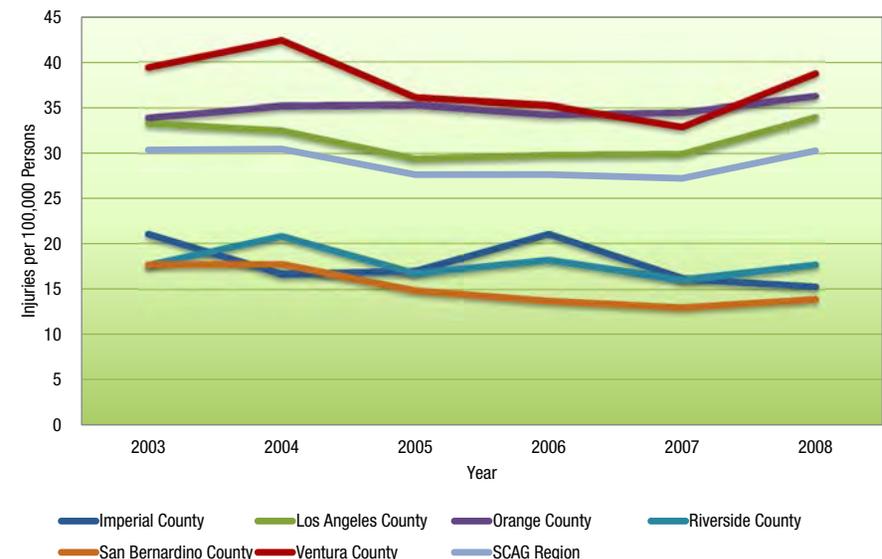
Based on data from the Statewide Integrated Traffic Records System (SWITRS), the majority of counties in the SCAG region have experienced an increase in the number of traffic-related bicyclist fatalities for every 100,000 persons between 2003 and 2006, followed by a decrease in the number of fatalities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

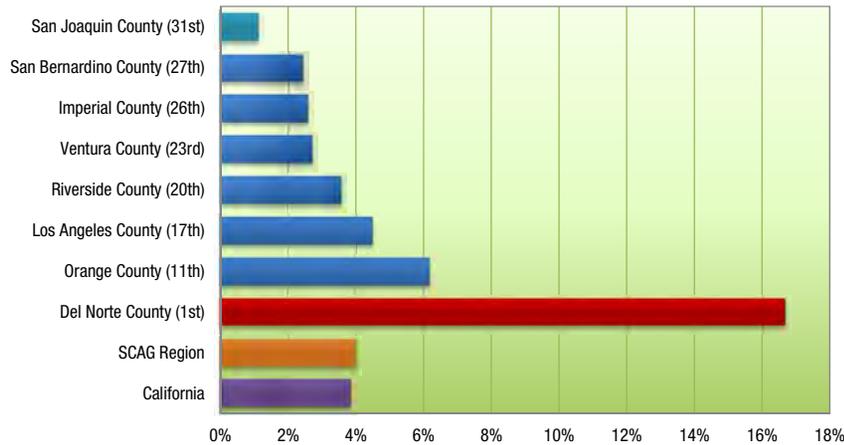
**FIGURE 6** Number of Traffic Related Bicyclist Injuries for Every 100,000 Persons



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

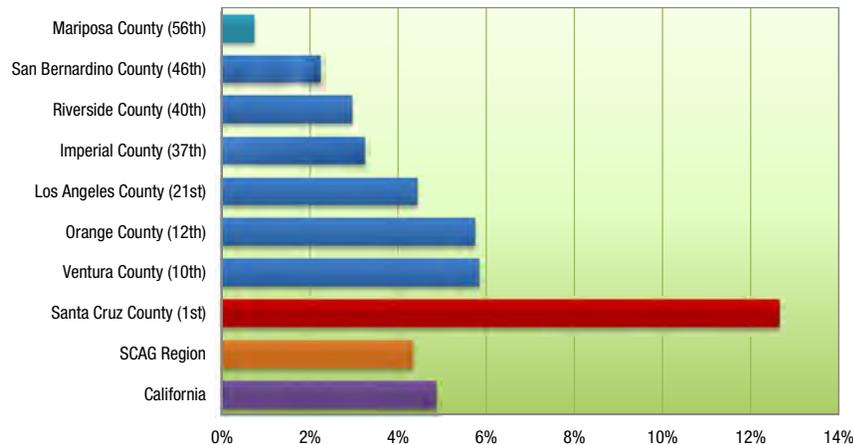
In 2008, 3.98 percent of all traffic-related fatalities in our region involved bicyclists, and 4.31 percent of all traffic-related injuries involved bicyclists. Orange County had the highest percentage of traffic-related bicyclist fatalities (6.17 percent), and Ventura County had the highest percentage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



# Citywide Crosswalk Safety Study

September, 1998

*Presented to:*



**The City of Santa Ana**

**Public Works Agency**

101 West 4<sup>th</sup> Street

Santa Ana, CA 92702

714.647.5690

*Presented by:*



**Katz, Okitsu & Associates**

17852 E. Seventeenth St., Suite 102

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714.573.0317

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*Prepared for the City of Santa Ana  
Citywide Crosswalk Safety Study  
September 25, 1998*

Katz, Okitsu & Associates  
Attachment K-2



## 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)
<b>All Crosswalks</b>				
% pedestrians in Crosswalks	49%	15%	35%	1%
% pedestrians in accidents	26%	12%	53%	9%
<b>School Crosswalk</b>				
% pedestrians in Crosswalks	59%	16%	24%	1%
% pedestrians in accidents	48%	13%	30%	9%
<b>Non-School Crosswalk</b>				
% 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.

**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**

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

Date: May 25, 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- Edinger Protected Bike Lanes

1. PROJECT DESCRIPTION: The Edinger Ave Protected Bike Lanes Project will install bike lanes down the 1.7 mile corridor passing through residential homes, schools, parks, and small business shopping centers. The Project includes a Safe Routes to School program at 3 schools.

**JUSTIFICATION:**

A. Type of Work: Non-Infrastructure (NI)

B. Project cost: \$2,342,000

C. Status of Project

1. Beginning and Ending Dates of the Project: July 1, 2016 to October 30, 2022
2. Environmental Clearance Status: The City will be requesting a categorical exemption for the CEQA determination under 15262.
3. R/W Clearance Status: The City will be requesting for Certification No. 1. This is a strictly non-infrastructure project.
4. Status of Construction
  - a) Proposed Advertising Date: October 30, 2019
  - b) Proposed Contract and Construction Award Dates: January 30, 2020

**EXHIBIT 22-F**  
**Request For State-Only ATP Funding**

**Local Assistance Program Guidelines**

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

Fund No. 1:	ATP Funds								Program Code
Proposed Funding (\$1,000s)									20.30.720
Component	Prior	15/16	16/17	17/18	18/19	19/20	20/21+	Total	Funding Agency
E&P (PA&ED)			118					118	
PS&E				300				300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			24		1,924			1,948	
<b>TOTAL</b>			142	300	1,924			2,366	

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

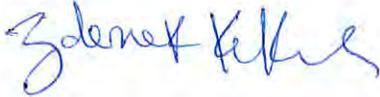
The City is requesting State-Only funds for this project due to ongoing pedestrian and bicyclist collisions. Since this is a non-infrastructure project, with no construction elements, the Right of Way Certification will be simplified. The environmental clearance will be a categorical exemption further reducing the amount of administration. With the consultant being supported and overseen by in-house City staff, this will ensure prompt delivery of the milestones and requirements. With the cooperation of the streamlined process of State-Only funds, the City can effectively and in a timely manner, acquire the wide range of tools and techniques to improve safety and access for pedestrians, bicyclists and motorists.

Attachment K-3

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):



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



# 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,

A handwritten signature in black ink, appearing to read "Joe Dixon".

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-4

**Intermediate Schools****Gerald P. Carr Intermediate***Ed Bustamante, Principal*

2120 W. Edinger Ave.  
 Santa Ana, CA 92704  
 Phone: 714-480-4100  
 Fax: 714-957-8766

**High Schools****Valley High School***David Richey, Principal*

1801 S. Greenville St.  
 Santa Ana, CA 92704  
 Phone: 714-241-6410  
 Fax: 714-241-6599

**Godinez Fundamental High School***Cindy Landsiedel, Principal*

3002 Centennial Rd.  
 Santa Ana, CA 92704  
 Phone: 714-433-6600  
 Fax: 714-433-6731

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	0114736	Santa Ana Unified	Hector G. Godinez	9	12	2,615	88.8%
2013-14	30	66670	3036456	Santa Ana Unified	Valley High	9	12	2,221	92.4%
2013-14	30	66670	6058986	Santa Ana Unified	Gerald P. Carr Intermediate	6	8	1,619	96.1%