

Public Records Request #7749

Office of Economic Development (OED)

- REQUEST PUBLIC RECORDS FOR ANY GRANT AT MAIN STREET/ACACIA FOR A ROUND ABOUT TRAFFIC CIRCLE.
- REQUEST PUBLIC RECORD ANY GRANTS TO MAIN STREET IMPROVEMENT WITH PLANS.
- REQUEST ANY TRAFFIC PEDESTRAIN SAFETY SIGNAL AT NELSON/ACACIA PLANS WITH ANY EARMARKED FUNDING THIS YEAR.

Requester: CRAIG A Durfey

Company: P.R.D.D.

Phone: (171) 432-1823 x8

Please see attached:

1. 2020-2021 Sustainable Communities Program (SCP) Quick Build Application
2. Public Response Record #6558: See attached File to view the Main Street Improvement Plans.
3. Please contact our Public Works Department regarding any traffic signal related plans.



2020-2021

Sustainable Communities Program

QUICK BUILDS APPLICATION



96%

96% 53 / 55 Fields Completed.

2020-2021 Sustainable Communities Program

Active Transportation & Safety: Quick Builds Application

The Southern California Association of Governments' (SCAG) Sustainable Communities Program (SCP) is a technical assistance program that provides direct resources for jurisdictions and agencies for local planning and serves as a key implementation tool for Connect SoCal, SCAG's 2020-2045 Regional Transportation Plan and Sustainable Communities Strategy. The SCP strengthens local partnerships and implements strategies outlined in Connect SoCal to promote healthy, connected, and equitable communities.

The SCP will consist of multiple funding opportunities across several program areas throughout fiscal year 2020-2021 to support local jurisdictions and agencies with resources for strategies related to active transportation, safety, housing production, and integrated land use, among others. The first call for applications is focused on active transportation and safety with application tracks available for: 1) Quick Builds; 2) Community-wide Plans; and 3) Networking Visioning & Implementation.

This application has four sections total:

- A. Project Information
- B. Project Need
- C. Desired Outcomes
- D. Partnerships & Engagement

Please [click here](#) to view the scoring criteria for each question. There are indicators throughout the application that correspond to the associated scoring table.

It should take approximately 45-60 minutes to complete the application.

You can save your application at any point by clicking the save button on any page of the application. Please note that an account is not required to save your application, just an email address (a link to your application will be sent to you for you to complete your application).

Please click on the "Next" button below to begin the application.

A. Project Information

1 | General Information

Agency Name

City of Garden Grove

Project Name

Historic Main Street Connectivity & Mobility

Address

11222 Acacia Parkway

P.O. Box #3070

Garden Grove

92840

Project Manager

Paul Guerrero

Title

Real Property Agent

Email

paulg@ggcity.org

Phone Number

(714) 741-5181

Additional Contact Person

Aronriti Mey

Additional Contact's Title

CivicSpark Fellow

Additional Contact's Email

amey@civicspark.lgc.org

Additional Contact's Phone Number

(213) 270-4050

2 | Project Details

Project Start Date

08/01/2021

Project End Date

07/01/2022

County

Orange

Sub-region or COG

Garden Grove

Amount Requested

\$277,803.39

Local Match

\$0

If your agency is submitting multiple applications, please prioritize them below.

Number of Applications Submitted

1

Priority of this Application

1

If your agency is partnering with additional agencies or community-based organizations for this project, please list them here and identify their roles.

Note: Please indicate "NA" in the Partner Name and Role fields below if there are fewer than four partners.

Partner Name

Orange County Bicycle Coalition

Role

Support, Plan and Experience Feedback

Partner Name

Garden Grove Chamber of Commerce

Role

Support, Plan and Experience Feedback

Partner Name

Garden Grove Downtown Business Association

Role

Support, Plan and Experience Feedback

Partner Name

Alliance for a Healthy Orange County

Role

Support, Plan and Experience Feedback

3 | Project Description

Please provide a short summary of your project that includes the major deliverables.

The City's Quick Build Proposal (Project) is a temporary traffic circle placemaking installation to be located in the heart of the City's downtown historic main street, at the intersection of Main Street and Acacia Parkway. This would be the City's first baseline traffic circle.

This Project would continue to foster mobility for pedestrians, cyclists, and motorists while regulating traffic speeds to limit any possible impacts caused by roadside collisions. The Project's scope would bond together four models of transportation: walking, cycling, public, and private transportation. The Project's baseline would enhance connectivity and accessibility within the targeted community by joining bus lanes, bike paths, and safe routes. This proposal aligns with the City's 2020 Active Downtown Plan by adding improvements to both street and traffic infrastructure to our downtown area while promoting health and safety.

The major deliverables that the City would generate from its outreach and engagement efforts would be a cache of data via online and in-person surveys. This feedback exercise would assist the City in evaluating the proposed traffic circle design concept. Specifically, the collected data from the community outreach and engagements would provide insight on the following questions 1) is the traffic circle needed, safe, useful, and accessible; 2) provide mobility and connectivity, and 3) promotes art, culture, equity, and community health.

4 | Background Information

The 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), or Connect SoCal, seeks to "Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)." The **Active Transportation Technical Report** outlines strategies for implementing the Active Transportation Component of Connect SoCal and the **Transportation Safety and Security Technical Report** outlines strategies for reducing transportation-related fatalities and serious injuries.

Please choose the type of strategies your project will implement:

- Environmental Justice Strategies
- Short Trip Strategies
- Planning Strategies
- Data Collection Strategies
- Education and Encouragement Strategies
- Safety Strategies

5 | Grant Administration

Grants will be managed by SCAG and implemented through its consultants for a five percent fee, deducted from the grant award, unless the applicant chooses to opt out of this service (See opt-out option below). As part of the grant administration, SCAG will pursue funding allocation from the California Transportation Commission for those projects receiving Active Transportation Program

funding, procure consultant support, and provide all necessary reporting and documentation required by CTC and Caltrans. The Sponsoring Agency will assign a project manager and assume responsibility for the timely use of funds. Grantees not wishing to use SCAG’s grant administration services will be required to complete all Caltrans allocation and contractual paperwork and be responsible for hiring their own consultants. See the **2021 Active Transportation Program Guidelines** for details on programming, allocation, evaluation, and reporting.

B. Project Need (50 Points Total)

1 | Mobility (15 Points)

a. Does your community have a bicycle, pedestrian, complete streets, Safe Routes to School or comprehensive Active Transportation Plan, completed within the last five years?

Yes

Mark all that your community currently has:

	Completed	Year Completed	Link
Bicycle Master Plan	✔	October 2018	https://ggcity.org/sites/default/files/active-streets-master-plan-web.pdf
Complete Streets Plan	✔	February 2020	https://ggcity.org/sites/default/files/GGADP_Final.pdf
Safe Routes To School Master Plan	✔	March 2019	https://ggcity.org/sites/default/files/GG_SRTS_Phase_I_Plan.pdf
Active Transportation Plan			
Vision Zero Plan/Safety Plan			
Other Planning Document			

If your plan is not currently available via hyperlink, please submit a PDF of the document with your application using the button below.

If yes, describe how the project will support implementation and engagement goals of the plan(s). If no, describe how this project will continue to build local capacity to facilitate the development of a plan in the future.

The proposed Project collectively supports the universal implementation goals identified in the City’s plans such as mobility and accessibility; connectivity, safety; infrastructure and support facilities; non-infrastructure programs; equity; arts and culture, and community health, as well as, each plan’s universal engagement goal for community outreach opportunities and engagement activities. The implementation and engagement aspects of the Project will inform, educate, and gather feedback with the community. Connectivity to Garden Grove’s Main Street centralizes and spurs a unified city-center promoting the arts and culture by beautifying city streets and creating placemaking with a place of interest. The Project will activate community education and support economic development by providing

equitable access. Public outreach through street events and workshops will engage community members while addressing pedestrian and cycling recommendations.

Prior to Project implementation, the City would develop a conceptual plan of the temporary traffic circle, the estimated cost to construct, and the outreach strategy. Implementation envisions the creation and activation a dedicated connectivity and mobility educational webpage to highlight the proposed Project. The interactive webpage would provide information about the Project's summary, goals, objectives, partners, timeline, milestones, community participation, education, maps, plans, engagement events, local partnerships, and a section for live updates/results. The Project's public outreach campaign would begin with a series of media releases, using both the traditional and online platform press releases. Engagement would include in-person activities where appropriate and online surveys, street events, and pop-up events. The project's non-infrastructure program would assist with educating the community on the benefits of a traffic circle, its support to economic development through community engagement, encouragement, and equity. Provided information would demonstrate how the proposed Project would enhance active transportation connectivity, and promote walking and cycling by acting as a key corridor for people, goods, and commerce.

b. Describe the state of active transportation in your city and the project area. What infrastructure currently exists? What non-infrastructure programs are in place? How will this project support goals for both equitable infrastructure and non-infrastructure programs?

Active transportation efforts remain a high priority for the City with eight successful grants with six completed and two near completion. The City continues to seek opportunities to secure grant funding for active transportation projects to increase and improve city-wide mobility for connecting all the many facets of city life. The City envisions safer neighborhoods building upon relationships and connecting residents of all ages and abilities through active safety. Improvements will strengthen a community to safely allow residents to walk, cycle, or commute to their desired destination. As indicated in the various active transportation plans, safety improvements include design upgrades by maintaining sidewalks, streets, and roadways to accommodate individual walking, cycling, and driving. Also included in the plan is lighting, landscaping, striping, and signage to refine pedestrian and vehicular safety.

Recently, as it pertains the project area, the City completed the Downtown Active Plan, completed a nearby pedestrian and bicycle trail that connects into the downtown area near the proposed traffic circle, and is in the process of improving the downtown pedestrian lighting.

Currently, the City's in-place non-infrastructure programs consist of all active transportation plans being available for review on the City's website. If awarded, the City plans to upgrade its non-infrastructure programs by engaging the community and educating locals on active transportation, including pedestrian and bicycle travel for short trips through encouragement, education, enforcement, and evaluation programs. The program would inform the community on how the proposed Project would target and invest in under-served areas, ultimately promoting the health and wellness of the community. Economic development will connect people to commercial and retail destinations through tourism and increasing the quality-of-life.

Applicant may wish to attach maps, photos, or walk audit results to support responses, but they are not required.

[City of Garden Grove_ATP Quick Build_support_PartBQ\sectionb \(1\).pdf](#)

[City of Garden Grove_ATP Quick Build_support_PartBQ\sectionb \(2\).pdf](#)

c. Describe the level of support for active transportation within your community or organization. This may include open streets events, community workshops, bike rodeos, or other community engagement efforts. Describe any supporting plans or policies adopted by your governing body related to active transportation that will support the proposed project by leveraging other efforts to create more walkable and bicycle friendly communities (Ex. Bicycle Parking Ordinance, Complete Street Policies, Transit Priority Areas, Specific Plans, etc.). If your agency or jurisdiction has not yet adopted such policies but has secured funding or initiated planning for such policies, please include expected dates of completion.

The City's commitment for active transportation is high as it has programmed three Open Streets Events (Event) and its fourth Event was placed on-hold due to the Covid-19 Pandemic (COVID-19). The planned Event will take place as soon as the COVID-19 restrictions have been lifted by the State's Health officials. The last Event was held on April 1, 2017, during which pedestrians and cyclists experienced 2.5 miles of car-free, open, active, and safe streets to explore. The event attracted upwards of 15,000 local and regional attendees to car-free Garden Grove streets.

Additionally, the City has been awarded multiple active transportation grants that were supported by numerous volunteers and a wide spectrum of community partners such as, Orange County Transportation Authority, Alliance for a Healthy Orange County, Boys and Girls Club of Garden Grove, OC Health Care Agency, PEDal, Community Arts Resources, Inc., Garden Grove Unified School District, Garden Grove City Council, and the City's dedicated team. In coordination with the City's partners, events included bicycle repair/refurbishment workshops, bicycle rodeos, helmet fittings, educational presentations, and activities focused on safety, healthy, and lifestyles.

Main Street Garden Grove host a weekly open-street event that draws hundreds of visitors to the street closure events. Community organizations and businesses engage with the public by displaying booths, which allow for open vending around the desired Project site. Community events include weekly car shows and farmer's markets.

In 2016, through the award of the Bicycle Corridor Improvement Program Grant, the City designed a bicycle and pedestrian trail and completed the construction in June of 2020. The trail was officially named the Congressional Medal of Honor Bike and Pedestrian Trail. In 2018, the City was awarded a CAL FIRE Grant which included funds to irrigate and plant 363 trees to beautify, assist the City with the reduction of greenhouse gases, vehicle and dust emissions, and improve the air quality. The project is scheduled to be completed by December 2020. Upon completion, this trail provides one mile of safe connection into the proposed Project area, leading toward the proposed traffic circle on Main Street and Acacia Parkway. The trail transverses through the City's lower-income areas as depicted by the Department of Housing and Urban Development, Low-and-Moderate Income Summary Data for Fiscal Year 2014, City of Garden Grove Lower Income Areas 2015-2020 Consolidated Plan Map, published on November 17, 2014. Lower-income concentration is defined by Census Block Groups with 51% of households that have incomes at or below 80% of the area median income. The census tracts include 088203, 088701, and 088601.

2 | Safety Benefits (20 Points)

a. Please list your current county or citywide Office of Traffic Safety (OTS) rankings. To view the rankings please visit the [Sustainable Communities Program page](#).

Note: OTS scores are not available for the following cities: Avalon, Bradbury, Calipatria, Hidden Hills, Rolling Hills, and Rolling Hills Estates. If your project is located in one of these cities, please select it from the options provided below.

Choose Your County

Orange

Choose Your Jurisdiction

Garden Grove

Jurisdiction Safety Ranking

7

If the city in which your project is located is not available as a selection above, please select the city in which your project is located from the options provided below:

b. Describe any factors that impact safety in the project corridor (high speeds, lack of infrastructure, community disinvestment, etc.). How does this project respond to an identified safety need and how will this project engage non-traditional, stakeholders, and the most impacted communities to address these factors?

The lack of pedestrian lighting, high-visibility crosswalks, push-buttons, signal-heads, yield-lines, signage, handicap-access, bulb-outs, and change-lanes are factors that hinder the safety of the Project area. The Active Downtown Plan provided citywide collision data from January 2014 to December 2018 obtained from the Traffic Injury Mapping Systems. The information analyzed the Downtown area within a half-mile radius and of the occurred 162 collisions, 21 were pedestrian-involved and 16 were bicyclist-involved. Both were an increase since 2017, with pedestrian-involved doubling and bicyclist-involved collisions nearly tripling. Intersections with high pedestrian- and bicyclist-involved collisions frequency include Garden Grove Boulevard and Nelson Street (southwest of Project site), Nelson Street and Stanford Avenue (northwest of Project site), and Euclid Street and Garden Grove Boulevard (southeast of Project site). Approximately 80% of pedestrian-involved collisions and 100% of bicyclist-involved collisions occurred within 250 feet of an intersection.

Historically, traffic circles enhance safety for all pedestrians, cyclists, and motorists. Through the Downtown Active Plan and its series of community outreach and engagements, it was determined that a traffic circle concept would mitigate roadside accidents and casualties in this area, as well as, enhance the intersection with an artful design solution and create a sense of placemaking.

Through the temporary Build Out exercise of the traffic circle, the City plans to engage and respond with their supporting Project partners, downtown stakeholders, visitors, customers, and the impacted communities regarding any non and identified safety need and/or design via the on-line and in-person surveying, community events, pop-up surveying, on-line educational information, on-line comments and response section, as well as its outlets of questions and answers. All received information will be available on the City's dedicated web page for interested stakeholders to retrieve and view. A designated Project contact number would be provided for those community members who prefer to discuss the Project via telephone. Lastly, the City will continue to seek different modes of outreach and engagement activities throughout the implementation of the Project to ensure all possible feedback is collected.

3 | Disadvantaged Communities & Public Health (15 Points)

a. Provide the **Healthy Places Index** score for the area where the project will be completed (the geography can be changed in the “California Healthy Places Index” box to the right of the screen). If data is not available at your project level, use the smallest geography available. If you need assistance with finding data for this question, contact your county health department.

Geographic Unit of Data Provided:

Tract 886.-1

Healthy Places Index Score:

This tract has healthier communities conditions that 43.2% of other California census tracts.

b. Applicants shall show how their project benefits a disadvantaged community. Use the definitions for Environmental Justice Area, Communities of Concern, and SB 535 Disadvantaged Areas identified in the **Connect SoCal Environmental Justice Technical Report**. List all Census Tract data below.

Note: Please indicate "NA" in the fields below if this item is not applicable.

	Number Of Census Tracts
Census Tract	2; 0605908861, 06059088602
Environmental Justice Area	2; Tier2: 32590100, Tier2: 32596100
Community Of Concern	0
SB 535 Disadvantaged Area	0
Native American Tribal Lands	0

Additionally, provide a map as an attachment to the application using the following link:

https://bit.ly/SCP_EJTool

[City_of GardenGrove_DACmap_HistoricMainStConnectivity & Mobility.pdf](#)

c. Describe how your project will directly improve health outcomes and the quality of life for residents in disadvantaged communities within or adjacent to the project area. Explain the anti-displacement strategies your project will consider or employ to ensure those with the greatest need are not negatively impacted by this project.

The area is located within two (2) Environmental Justice Areas (EJA). The Active Downtown Plan will build connectivity and promote walking, cycling, and public transportation for short travel around the area with little to no reliance on a vehicle. The traffic circle will provide safety for all who choose to cross the area through walking or cycling. Disadvantage communities in the location will benefit from improved air quality from vehicular and dust emissions, less noise pollution, improved public health, and infrastructure. Vehicle Miles Traveled will be reduced due to improved street routes. Safety measures will improve the quality-of-life in the area by beautifying and connecting the streets to commerce, employment, entertainment, recreation, and art. EJA have greater concentrations of minority population or low-income house-holds in the general region. Improved connectivity and mobility infrastructures will not only provide children and elderly with walkable streets, it will

allow access for every pedestrian population. Connectivity for bike and pedestrian crossing will improve the distribution of travel distance/travel time for car and transit movement.

Based on the California Environmental Protection Agency (CalEPA), CalEnvironScreen 3.0, the census tract that encompass most of the Downtown Garden Grove boundary ranks at the 73rd percentile. The areas to the north and west of Downtown have lower scores, the census tract immediately to the east (bordering 9th and Newhope Streets) has a 76th percentile score. The tract east of Euclid Street and mostly south of the SR-22 is the most disadvantaged Garden Grove community, scoring at a 93rd percentile. Overall, the downtown area is still heavily burdened by multiple sources of pollution and adjacent to areas that do meet the 75th percentile threshold as determined from the California Office of Environmental Health Hazard Assessment, SB 535 Disadvantage Communities, 2017.

Together, the Downtown Garden Grove and its surrounding half-mile radius area ranks at the 79th percentile among all census tracts for the average rate of hospital visits related to cardiovascular disease. While this can be a result of an increasingly sedentary lifestyle, poor air quality conditions are a major contributor to increased rates of chronic diseases as noted by the United States Environmental Protection Agency, Health and Environmental Effects of Particulate Matter, June 2018. Poor air quality conditions resulting from vehicle emissions and toxic releases from facilities have a strong correlation with increased rates of asthma rates, higher than the City of Garden Grove (39th percentile) and Orange County (28th percentile).

C. Desired Outcomes (35 Points Total)

1 | Safety Strategies (5 Points)

a. How will safety and education and engagement activities be prioritized in the development and implementation of the project? Discuss analysis tools, outreach or other strategies to be included in the scope of work to ensure safety education and engagement strategies are prioritized in the project development, implementation and evaluation phases.

Education and engagement activities are crucial to inform stakeholders on the safety benefits of active streets and the proposed traffic circle improvement project. The goal is to reduce impacts from roadside collisions while expanding Garden Grove's accessibility, connectivity, and enhancing community safe routes. The education and engagement activities include communication on the benefits and goals of active streets and the proposed traffic circle. Information would include fact sheets available in English, Spanish, Vietnamese, and Korean.

It is envisioned that the safety strategies would identify: 1) key stakeholders, constraints, and who needs to review the information; 2) frequency of information delivery; 3) appropriate content provided, and 4) how is the message conveyed. The City would initiate the conceptual plan of the temporary traffic circle and prepare cost estimation to construct the build out. Incorporation of innovation with activating a dedicated Traffic Circle Build Out webpage that would be interactive and be an information hub that provides the project's summary, goals, objectives, partners, timeline, milestones, community participation, education, maps, plans, engagement events, and a section for live updates/results. The Project's public outreach efforts would begin with media releases, both the traditional and social media platforms. Engagement would include face-to-face and online surveys, street events, pop-up events and feedback. These engagement activities are meant to educate the community on active transportation safety, provide a hands-on experience, and encourage

stakeholder feedback to ensure the proper infrastructure solution. Following each outreach activity, a recap of effectiveness of each activity by its qualitative and quantitative responses as well as the online impressions will be conducted to ensure success in the next activity.

Provide a letter of support from School Districts, or other partnering organizations that are committed to enhancing safety in the project area. The letter should include a description of the support the agency or organization will provide or how the organization will be engaged in the project (such as participate on a technical advisory committee).

[City of Garden Grove Quick Build_GGUSD_Safety LOS.pdf](#)

2 | Public Health Strategies (5 Points)

a. How will public health be prioritized in planning and project implementation? Discuss any analysis tools, outreach or other strategies incorporated into the scope of work that will help ensure health outcomes are considered in the development, project implementation and evaluation phases.

Public health will be prioritized in the planning and project implementation by illustrating information that enhances the City's street infrastructure that promotes and encourages walking, cycling, and public transportation; that the proposed Project will aid to the reduction in greenhouse gases, vehicle and dust emissions, and improve air quality; and that the community sustainability will be less dependent on vehicle miles traveled for daily tasks (i.e., access to markets, parks, schools). The project will build upon school Safe Routes to target childhood obesity as well as the City's adult obesity rate of 21.6%. The City's educational component would provide factsheets on the benefit of walking and cycling to help combat the low rate of physical activity of 29.7% as documented by Southern California Association of Governments 2019 local profiles. The City would generate an online interactive map on the City's dedicated web page that would provide the health benefits if one were to walk or cycle the proposed project area and allow stakeholders the ability to attach photographs and comments to encourage the use and describe the experience of the improvements.

After each activity, City staff will discuss and evaluate the effectiveness of each outreach and engagement activity by its qualitative and quantitative responses or lack of. If the activity results were not productive, adjustments on the material, language, questions, content, approach, etc. would be made to ensure clarity and success in the City's next outreach and engagement activity.

Provide a letter of support from the County Health Department, health care agency, or health focused community-based organization. The letter must include a description of how the partner will support the project.

[City of Garden Grove-Quick Build_Alliance for a Healthy OC_Public Health LOS.pdf](#)

3 | Community Engagement Strategies (5 Points)

a. Describe meaningful approaches for engagement that will be included in your project. Include target audiences, outreach and engagement strategies and desired outcomes.

Applicant should include non-traditional strategies for reaching members of disadvantaged communities, non-English speaking populations, and those with limited internet access.

As the fifth largest City in Orange County and with a population of 180,000 residents, Garden Grove has a diverse community in which multiple engagement platforms are available for the target audience of local residents and visitors who frequent the project area. The outreach

and engagement strategies include the use of City bi-lingual translators, traditional media, online media, a dedicated website with interactive tools, cultural radio outlets, community-based organizations, local nonprofits, government-based organizations, and local faith-based institutions. Direct engagement strategies includes face-to-face surveying via public events, such as car shows, farmer's market, open streets, or pop-up events. The goal of the outreach and engagement strategies is to reach every segment of the community population who frequent this area as well as participates in active transportation and determine if this Project would enhance connectivity and accessibility within the targeted community and promote health and safety.

Overall, the intent is to reach and engage with as many people from a diverse segment of the community population (age, gender, background, socioeconomic, etc.) to collect data to evaluate and determine if the proposed traffic circle is the correct solution for the Main Street and Acacia Parkway intersection. The City will implement the following additional outreach and engagement activities to reach the disadvantage communities that have limited internet access or are non-English speaking: 1) publish information in the City Works newsletter publication that is circulated to all water paying households and businesses; 2) information will be dispersed through the numerous Chamber of Commerce offices, Garden Grove, Korean, Hispanic, and Vietnamese; 3) information will be communicated through the City's various non-English radio stations; 4) the Project coordinators will identify City staff who are bi-lingual and who can help translate Project information to the non-English speaking population. Also, the City will use the Project partners who historically have a one-to-one relationship with the community to reach the disadvantaged and/or the limited internet access population in the Project area.

4 | Project Outcomes & Scope of Work (20 Points)

a. State the desired outcomes of the Project in measurable terms that relate directly to the identified need/problem(s) identified in Part A and the strategies outlined previously in Part B. The desired outcomes should be concise (use bullets), address a specific issue(s), and be achievable.

For example:

A goal of this project is to engage a minimum of 30% of local community residents in the project area and collect a minimum of 300 surveys from community members.

A goal of this project is to address a gap in active transportation infrastructure within the project area identified as high priority in the most recent mobility or active transportation plan.

A goal of this project is to address and respond to an identified safety need and improve safety within the project area, by reducing serious injury from traffic crashes.

- Construct a temporary traffic circle as designed to experience and obtain feedback.
- Create and implement a survey to obtain both person-to-person and online feedback.
 1. Minimum of 500 person-to-person surveys. Covid-19 restrictions permitting.
 2. Minimum of 500 online surveys.
 3. A count on the traffic circle need, safety, use, and accessibility.
 4. A count on the need for active transportation infrastructure within the Project area.
 5. A count of the need to provide a community health infrastructure.

6. A count on the affectedness or non-effectiveness of the City's non-infrastructure program.
7. A count on whether the project would promote art, culture, equity, and community health.
8. A count on reaching members of the disadvantage communities, non-English speaking populations, and those with limited internet access.
9. A count on online impressions.

- Collect information for alternative safe routes within the Project area.
- Collect information on possible safety need not address in the Project.

b. Identify the tasks and deliverables to be completed to accomplish the stated outcomes above. Provide a brief summary of the deliverables contained in your scope of work. For resources on best practices for safety, public health, community engagement strategies, and to download the template scope of work for this application, go to the [Sustainable Communities Program page](#). Reviewers will examine both the scope of work and this summary when scoring this section of the application.

For example:

Formation of a Community Advisory Committee.

Data collection of existing conditions to inform a baseline.

Evaluation and project performance assessment, including surveys, active transportation counts, air quality assessment, etc.

A final report with detailed descriptions that can inform future grant applications.

The tasks & deliverables to be completed to accomplish the proposed temporary traffic circle located in the City's downtown, historic main street, at the intersection of Acacia Parkway & Main Street are as follows:

Task 1: Project Management

1. Project Team Meetings—Organize & hold bi-monthly project meetings. Deliverables agenda & meeting notes.
- 2 Invoicing & Reporting—Collect invoices & team notes for monthly invoicing & Project reporting. Deliverables invoices & reports.
- 3 Project Close Out Files—Collect documents, convert & deliver digital file. Deliverables digital file.

Task 2: Existing Conditions Analysis

- 1 Data Collection & Baseline Assessment—Compile existing City collision & traffic data, demographics of pedestrians & bicyclists, land use, & level of traffic use, active transportation peak hour counts to establish baseline. Deliverable summary document.
- 2 Project Information—Visit built traffic circles, observe, & generate notes. Deliverables observation summary.

Task 3: Community Engagement

- 1 Engagement Plan—Develop community engagement plan, including pop-up events, advertising & marketing strategies. Strategies, low tech and virtual options due to the COVID. Deliverables digital file engagement plans & documents.
- 2 Community Workshops—Host pop-up events. Deliverables pop-up documents & results.
- 3 Non-Infrastructure Program—Web page. Deliverables web page print screen, digital file.
- 4 Community Advisory Stakeholders—Collect Survey Information. That includes Project

comments & feedback from participating community stakeholders. Deliverables, summary of survey responses.

5 Internal Advisory Committee–Evaluate feedback & design traffic circle. Deliverables agenda & meeting notes.

Task 4: Project Plans & Materials

1 Conceptual Plans–Develop conceptual plan, traffic control plans, & cost estimates.

Deliverables would be the conceptual plans.

2 Consultant & Plans–Select licensed professional engineer, produce & traffic control plans; licensed professional company, install traffic circle & street improvements, Select art installation installer, erect traffic circle place-making. Deliverables professional contracts & plans.

3 Plan Check–Plan check build-out plans. Obtain permits. Deliverables would be approved build-out plans.

4 Material Plan & Budget-Develop materials & sourcing plan. Deliverables, cost & invoices.

Task 5: Implementation & Evaluation

1 Evaluation & Documentation Strategy-Develop, implement documentation & evaluation strategy. Before/after count & audit data, existing conditions, metrics, & photographs. Include media coverage, community design input & survey review. Deliverables, documentation & summary report.

2 Project Implementation & Monitoring - Maintenance & monitoring plan. Deliverables, documentation, reports, & photographs.

Task 6: Final Reports & Presentation

1 Draft Final Report-Final report, summarizes the project, feedback, & data collected, next steps, & recommendations. Deliverables final report.

Please upload your proposed scope of work based on the appropriate scope of work template from the [Sustainable Communities Program page](#).

[City of Garden Grove_Quick Build_SOW \(2\).pdf](#)

[City of Garden Grove_Quick Build_SOW \(3\).pdf](#)

[City of Garden Grove_Quick Build_SOW \(4\).xlsx](#)

[City of Garden Grove_Quick Builds_SOW \(1\).pdf](#)

D. Partnerships & Engagement (15 Points Total)

1 | Cost Effectiveness (5 Points)

a. SCAG aims to limit duplication of efforts across the region and provide best practices for many of the project components eligible through the AT-SCP. If selected what existing methodologies/tools/templates will be integrated into your plan. Please visit the Resources section on the [Sustainable Communities Program website](#) for more information.

Alternatively, please describe how the plan promotes multi-jurisdictional collaboration and/or seeks to leverage and expand the impacts of the project beyond a single municipality.

Connectivity and mobility for all residents and by-passers allows for a large amount of feedback from the community. The Project will allow for unique outreach events which will engage community stakeholders all around the City. The traffic circle will be a distinct infrastructure unique to Garden Grove Historic Main Street. The improvements will work to improve pedestrian safety while promoting cleaner alternatives to mitigate against vehicle emissions and dust, in turn promoting better health and air quality in the project area. The Project will address transportation disparities in Orange County as a whole to improve connectivity for not only Garden Grove, but the County as well.

Engagement will involve the community by interactive, both in-person and online, surveying of the project area. Area and culture will help to stimulate community building. The permanent traffic circle installation will involve an art/structural element that will beautify the City streets. The traffic circle will work as a dual purpose installation, first, it will serve as another element that beautifies the downtown Garden Grove area and second, it will prevent accidents and collisions. Garden Grove hopes that City local partners will work to ensure the education and involvement of the community by addressing health and transportation as a key component extending bike routes to promote cycling and exercise for short trips.

The Project will stimulate more mobility for residents of Garden Grove while improving sustainability in the region in connecting many facets of transportation (walking, cycling, and driving). The City plans to test out the Project scope, then receive community response and finally, implement the strategies in the desired project location. Collaborators will assist the City to promote the health and safety of all pedestrians in the area and county.

Through a regional lens, our proposed improvements would provide another link to a corridor that would connect the disadvantaged communities in the City of Stanton and Santa Ana to access resources in the City of Garden Grove. The Orange County Transit Authority will work with city municipalities to assist in route access and connectivity. Community events and outreach will work to expand and educate county residents.

2 | Commitments, Partnerships & Leveraging (10 Points)

a. Provide letters of commitment for your project from a minimum of three (3) other agencies or stakeholder groups that will contribute resources to the project's success. These letters are in addition to other letters required throughout this application. Each letter should include a brief list of the types of activities that the other jurisdiction or stakeholder group will commit to providing as part of the project. Stakeholder groups can include, but are not limited to, the following:

Youth/Senior Group

School District

City Agency

Councils of Governments

Transit Agency

Community Based Organization

Faith Based Organization

Chamber of Commerce/Business Group

Advocacy Group (Social Equity, Health, Environment, etc.)

[City of Garden Grove_Quick Build_Orange County Bicycle Coalition_Stakeholder LOS.pdf](#)

[City of Garden Grove_Quick Build_Garden Grove Tourism Promotion Corporation_Stakeholder LOS.pdf](#)

[City of Garden Grove_Quick Build_City of Santa Ana_Stakeholder LOS.pdf](#)

[City of Garden Grove_Quick Build_City of Stanton_Stakeholder LOS.pdf](#)

[City of Garden Grove_Quick Build_Garden Grove Business Association_Stakeholder LOS.pdf](#)

[City of Garden Grove_Quick Build_Garden Grove Chamber of Commerce_Stakeholder LOS.pdf](#)

b. Each letter should include a brief list of the types of activities that the other jurisdiction or stakeholder group will commit to providing as part of the project. Scoring for this section will include a review of the proposed budget submitted as part of your scope of work (submitted under Section C, Subsection 4, Question b of this application). The budget should reflect compensation for commitments from any non-governmental organization.

Public Records Request #6558

Community and Economic Development Department (CEDD)

Request documents from the SCAG SUSTAINABLE COMMUNITIES PROGRAM GRANT-QUICK BUILD FROM LISA L. KIM AS TO WHAT WILL THE \$ 277,804 DOLLARS BE USED FOR TO CONSTRUCT THE QUICK BUILD DOWNTOWN MAIN STREET.

Requester: CRAIG A Durfey

Company: P.R.D.D.C

Phone: (171) 432-1823 x8

Please see attached documents and exhibits submitted to for the SCAG Sustainable Communities Program Grant, and the project description on the last page.

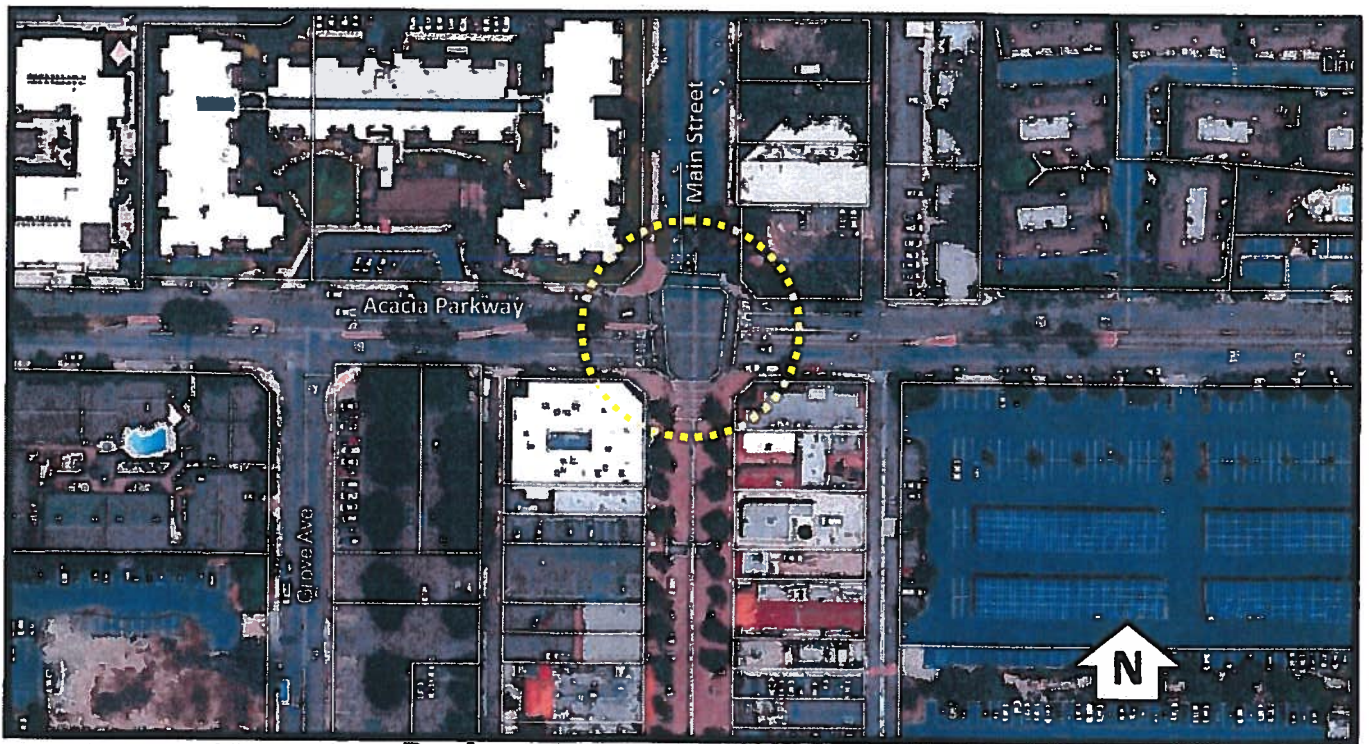
City of Garden Grove

Historic Main Street Connectivity and Mobility

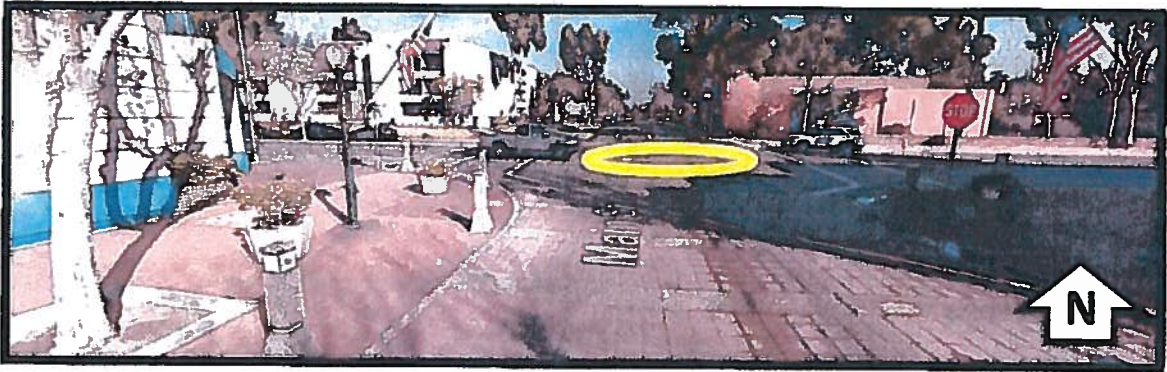
Exhibits



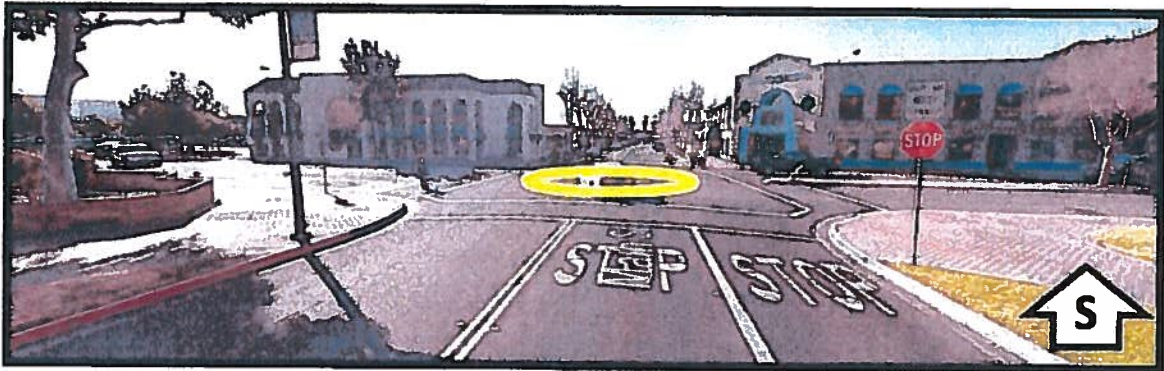
Project Area—Aerial



Project Area—Aerial Close-Up



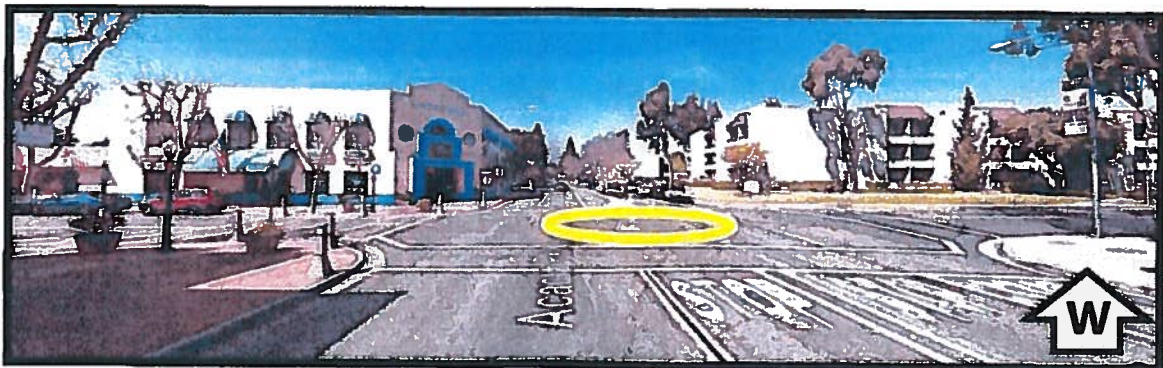
Main Street & Acacia Parkway — North View



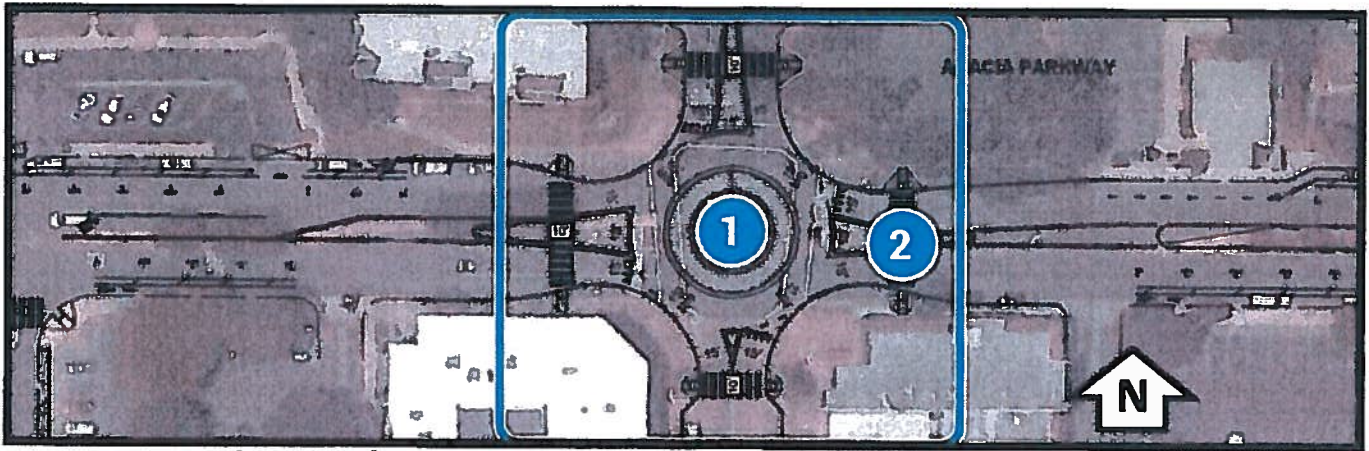
Main Street & Acacia Parkway — South View



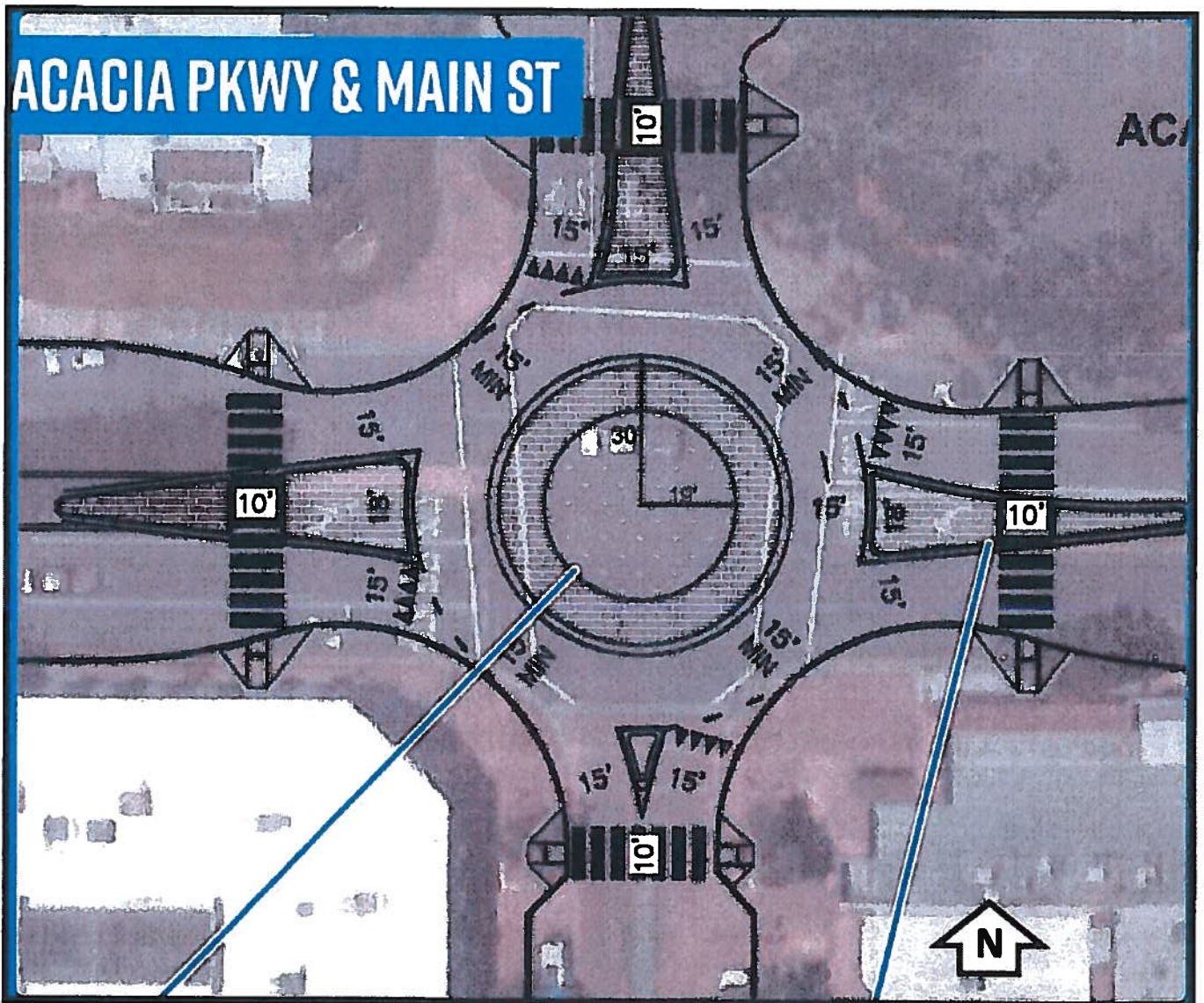
Main Street & Acacia Parkway — East View



Main Street & Acacia Parkway — West View



Turning Circle—Main Street & Acacia Parkway — Concept



Turning Circle—Main Street & Acacia Parkway — Concept

Main Street & Acacia Parkway Temporary Traffic Circle Concept



The Project proposes to erect a temporary traffic circle with a placemaking art installation for a period of eleven (11) months located in the City's downtown historic main street, at the intersection of Main Street and Acacia Parkway. The temporary traffic circle center piece will consist of stacked fruit crates to honor Garden Grove and Orange County's rich agricultural roots, surrounded by 5-gallon potted Japanese boxwood hedges, a circle of 42" tall looper reflective collar delineator tubes, safety yellow 6' long commercial parking blocks, and street striping. All four (4) corner crosswalks would be closed-off with stop sidewalk closed sandwich board signs and the existing crosswalks, and center-line striping would be removed. Eight (8) traffic circle signs on U-channel posts would be installed at specific locations to inform individuals of the approaching traffic circle. The single-lane traffic circle would be striped with splitter islands, pedestrian crosswalks, and yield lines. The temporary pedestrian crossings would be achieved by installing removable yellow boardwalk ramps and platforms that are ADA-compliant. The City would be required to remove approximately 50 linear feet of center median on the west side of Acacia Parkway replaced with street asphalt material in order to achieve the proper vehicle turning radius and clearance for the required 12'-wide pedestrian crosswalks.

Main Street & Acacia Parkway Temporary Traffic Circle Concept