



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

Auto populated

Total ATP Funds Requested:

(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:

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

11222 Acacia Parkway	Garden Grove	CA	92840
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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:

Not applicable

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

CA

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

12-5328R

Implementing Agency's State Caltrans MA number

00186S

* 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)

City of Garden Grove - 'First Mile' Bicycle and Pedestrian Trail Expansion on the PE ROW and Education/Encouragement Activities

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

1) Expand the bicycle and pedestrian trail on the Pacific Electric railroad right-of-way a total of 3,725 linear feet.
2) Implement bicycle and pedestrian education and encouragement activities.

PROJECT LOCATION: (Max of 250 Characters)

1) Trail expansion will occur on the Pacific Electric railroad right-of-way between Stanford Avenue and Brookhurst Street.
2) Non-infrastructure activities will be implemented at ten local schools and two low-income housing/neighborhoods.



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

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

Project Coordinates: (latitude/longitude in decimal format) Lat. 33.778222 /long. -117.948184

Congressional District(s):

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

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

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

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>0</u>	Bicyclists	<u>0</u>
One Year Projection:	Pedestrians	<u>338</u>	Bicyclists	<u>145</u>
Five Year Projection:	Pedestrians	<u>508</u>	Bicyclists	<u>218</u>

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

Bicycle: Class I Class II Class III Other _____

Pedestrian: Sidewalk Crossing Other _____

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

DISADVANTAGED COMMUNITIES

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

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

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

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

CORPS

Does the agency intend to utilize the Corps: Yes No



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

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

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

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

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

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

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

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

How many schools does the project impact/serve: _____

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: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

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

Total student enrollment: _____

% of students that currently walk or bike to school% _____ %

Approx. # of students living along route proposed for improvement: _____

Percentage of students eligible for free or reduced meal programs ** _____ %

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

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



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

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

For all trails projects:

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

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

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

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

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

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

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

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		7/1/16
* CEQA Environmental Clearance:	_____		1/1/17
* NEPA Environmental Clearance:	_____		3/1/17
CTC - PS&E Allocation:	_____		6/1/17
CTC - Right of Way Allocation:	_____		8/1/17
* Right of Way Clearance & Permits:	_____		10/1/17
Final/Stamped PS&E package:	_____		10/1/18
* CTC - Construction Allocation:			12/1/18
* Construction Complete:			10/1/19
* Submittal of “Final Report”			12/31/19



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:	\$175	
ATP funds for PS&E:	\$150	
ATP funds for Right of Way:	\$20	
ATP funds for Construction:	\$1,472	
ATP funds for Non-Infrastructure:	\$74	(All NI funding is allocated in a project's Construction Phase)
Total ATP funds being requested for this application/project:	\$1,891	

Local funds leveraging or matching the ATP funds: \$50

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: \$0

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: \$1,941

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"

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-Garden Grove-1

Implementing Agency's Name: City of Garden Grove

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 City of Garden Grove does not currently have funds to continue the build-out of the first mile of the pedestrian and bicycle trail on the Pacific Electric railroad Right-of-Way (PE ROW). As evidence of our commitment to this important pedestrian and bicycle facility, the City funded the first 835 feet of the trail (the ‘pilot segment,’ which was completed in October 2014). It is critical that we take advantage of the momentum and support generated by the City’s preliminary efforts with:

- 1) Orange County Transportation Authority (OCTA, the owner of the PE ROW). The build-out of the PE ROW is a current OCTA priority; and
- 2) the public – Garden Grove residents are mobilized and highly supportive of the pedestrian and biking trail as evidenced by the participation of over 10,000 people at the grand opening of the pilot segment at the ‘Open Streets’ event that was held in October 2014, and participation at other public outreach events detailed in this application.

There are no elements of the proposed project that are directly or indirectly related to past or future environmental mitigation resulting from a separate development or capital improvement project.

2. Consistency with Regional Plan.

The proposed project is consistent with the regional transportation plan – ***2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future***, Southern California Association of Governments, April 2012 – as stated in:



- 1) Chapter 2: Transportation Investments, pp. 53-55; and
- 2) Chapter 7: Strategic Plan, pp. 210-211.

The relevant pages are attached in Attachment I-Screening.

In addition, the Orange County Transportation Authority identified the PE ROW as a priority bikeway corridor in their *Districts 1 and 2 Bikeways Strategy* (OCTA, December 2013, <https://www.octa.net/pdf/OCTAD12%20Report12-31-2013.pdf>).



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)

Garden Grove (population 172,785) is located approximately 30 miles from Downtown Los Angeles in an area with the worst air pollution in the nation (American Lung Association, *2014 State of the Air*, www.stateoftheair.org/2014/city-rankings/most-polluted-cities.html). The City is bisected by two transportation corridors: 1) State Route 22, a freeway running west–east, and 2) a right-of-way corridor that runs diagonally from the northwest to southeast—a remnant of the old Pacific Electric railroad system, which is owned by the Orange County Transportation Authority (OCTA). As noted above, OCTA has prioritized the development of this corridor (i.e., the PE ROW) and the development opportunities have been analyzed by OCTA and the Southern California Association of Governments (SCAG, see *Pacific Electric ROW/West Santa Ana Branch Corridor Alternatives Analysis Report*, 2012, www.scag.ca.gov/programs/Pages/Completed%20Studies.aspx). Development of the PE ROW has also been subject to extensive public outreach (described later in the application). With OCTA’s approval, the City funded and constructed an 835-foot pilot pedestrian and bicycle trail on the 100-foot wide PE ROW within the city limits. The pilot segment was completed in October 2014. This application seeks funding to expand the trail toward its first mile of completion and to implement complementary education and encouragement activities for the low-income children and families who reside nearby. The proposed trail expansion includes a 12-foot wide paved and striped bicycle trail, an adjacent 6-foot wide decomposed granite pedestrian trail, solar light fixtures, signage, benches, and street crossing facilities at four locations.

A. Describe the following:

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



Current Types and Numbers/Rates of Users.

The 5-mile PE ROW corridor in Garden Grove is compacted dirt and gravel, empty, and largely unused (**0 current pedestrians and bicyclists; 0 current pedestrian and bicycle trips**). Fencing



Fig. 1: The PE ROW corridor in Garden Grove.

across the corridor at various locations prevents residents from using it for walking or biking purposes. Because the corridor is fenced off, it also lends an air of isolation, further discouraging use by residents other than for making short-cuts. The City expects that the trail will be **used by adults,**

families, and children who will walk or bicycle for

commuter and recreational purposes. The City will gather

usage data for the proposed trail once it is constructed using methodologies established by the National Cooperative Highway Research Program.

On a broader level, the U.S. Census Bureau reports that nearly **80 percent of City residents drive alone to work**, which points to the need to expand access to and opportunities for alternative modes of



Fig. 2: The 835-foot pilot trail that was constructed by the of City of Garden Grove on the PE ROW.

Table 1: Transportation Mode to Work (Age 16+) - City of Garden Grove

Mode	Number	Percent
Total	74,408	100%
Drove alone	58,125	78%
Carpooled	10,078	14%
Public Transp.	2,425	3%
Taxicab	0	0%
Motorcycle	166	< than 1%
Bicycle	629	1%
Walked	1,152	2%
Other means	417	1%
Work at home	1,416	2%

transportation (see Table 1).

Only 1 and 2 percent of residents bike or walk to work, respectively.

Source: U.S. Census Bureau, 2009-2013 American Community Survey 5-Year Estimates.



Projected Types and Numbers/Rates of Users.

Expansion of the pilot pedestrian and bicycle trail from Stanford Avenue to Brookhurst Street (approximately 3,725 feet) presents significant opportunity for **increased walking and biking among adults, families, and children for both transportation and recreation.** The City estimates that **145 new bicyclists and 338**

new pedestrians will use the expanded trail in the first year after the project. The City estimates **290 and 677 daily bicycle and pedestrian trip, respectively (see Table 2) in Year 1.** This level of usage will result in significant saved

Table 2: Projected Pedestrian and Bicycle Users and Trips

USERS			TRIPS		
BICYCLISTS	Year 1	Year 5	BICYCLE TRIPS	Year 1	Year 5
Commuters	58	87	Commuter trips	116	174
Recreation Users	87	131	Recreation trips	174	261
Total Bicyclists	145	218	Total Bike Trips	290	435
PEDESTRIANS	Year 1	Year 5	PEDESTRIANS	Year 1	Year 5
Commuters	135	203	Commuter trips	271	406
Recreation Users	203	305	Recreation Trips	406	609
Total Pedestrians	338	508	Total Ped Trips	677	1,015

Source: Extrapolated from data in the OCTA Bikeways Strategic Plan, 2009

vehicle trips and reduced pollution. The trail will connect two major districts: Downtown (the heart of our City and home to civic institutions) to two large shopping centers located at Brookhurst Street and Chapman Avenue. In between these two districts, the trail runs through mostly residential neighborhoods. A number of recent studies show that infrastructure that separates pedestrians and bicyclists from motorists increases levels of walking and biking,¹ and a 2014 federally-funded study estimates the average increase to be 75 percent in the first year.² A Portland-based study found that cyclists making non-recreational trips will go 55 percent out of their way to use an off-road trail instead of having to ride in mixed traffic on a street with moderately heavy volumes.

¹ Reynolds, C., et al.(2009). "The impact of transportation infrastructure on bicycling injuries and crashes: A review of the literature." *Environmental Health* 8: 47; Lusk, A. C. et al., (2011). "Risk of injury for bicycling on cycle tracks versus in the street". *Injury Prevention* 17 (2): 131–5; Prospect Park West Bicycle Path and Traffic Calming NYC Department of Transportation, www.nyc.gov/html/dot/html/bicyclists/prospectparkwest.shtml.

² National Institute for Transportation and Communities (2014). Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S., www.peopleforbikes.org/blog/entry/everywhere-they-appear-protected-bike-lanes-seem-to-attract-riders.



The project will also include an education and encouragement program (BikeSafe Garden Grove), and one of its goals is to increase walking and biking on the new trail. A study funded by the Robert Wood Johnson Foundation found that cities with high levels of bicycling have extensive infrastructure, as well as pro-bicycle policies and educational programs.³ BikeSafe Garden Grove will be offered to students at afterschool and in-school programs at 10 area elementary and intermediate schools **and** to adults, families, and children in two low-income neighborhoods near the proposed trail. The program will include short lecture-based education modules to teach children and adults relevant traffic rules. Research conducted by National Highway Traffic Safety Administration has found that these types of educational activities are effective in improving knowledge and impacting walking and biking behavior.⁴ BikeSafe will also include Bicycle Rodeos that allow students to practice what they have learned in the classroom, donation of used bicycles and workshops to teach participants how to repair them, 'ride-alongs' to promote walking and biking on the new trail, and the annual celebrations of Bike to School and Walk to School days. These education and encouragement efforts will complement the City's ongoing efforts to reinforce biking and walking through annual Open Streets events. Future Open Streets events will focus on gathering input on the City's Bicycle and Pedestrian Master Plan (currently under development) and the grand opening of the trail. Participants will be provided maps and other information to encourage use of the trail.

³Active Living Research (2013). "How to increase bicycling for daily travel," http://activelivingresearch.org/files/ALR_Brief_DailyBikeTravel_May2013.pdf.

⁴Ellis, J. (2014, January). *Bicycle safety education for children from a developmental and learning perspective* (Report No. DOT HS 811 880). Washington, DC: National Highway Traffic Safety Administration.



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

ATP funds will support the creation of a new pedestrian and bicycle trail on the PE ROW. The trail will connect two significant commercial and business districts (Downtown and two large shopping centers located at Brookhurst Street and Chapman Avenue, see Fig. 3). In between these two districts, the trail runs through mostly residential neighborhoods and provides access to a number of other destinations. Pedestrians and bicyclists that use the trail will have access to nearly every type of service that a family might need including:

- Two major shopping centers that includes movie theaters, and 54 shops, stores, and restaurants;
- Eleven government and civic destinations including City Hall, the library, post office, and the Social Security Office;
- Eleven churches;
- Six parks;
- Four colleges or universities;
- Ten banks;
- Five groceries; and
- Sixteen health care entities (i.e., doctors, dentists, and pharmacists).

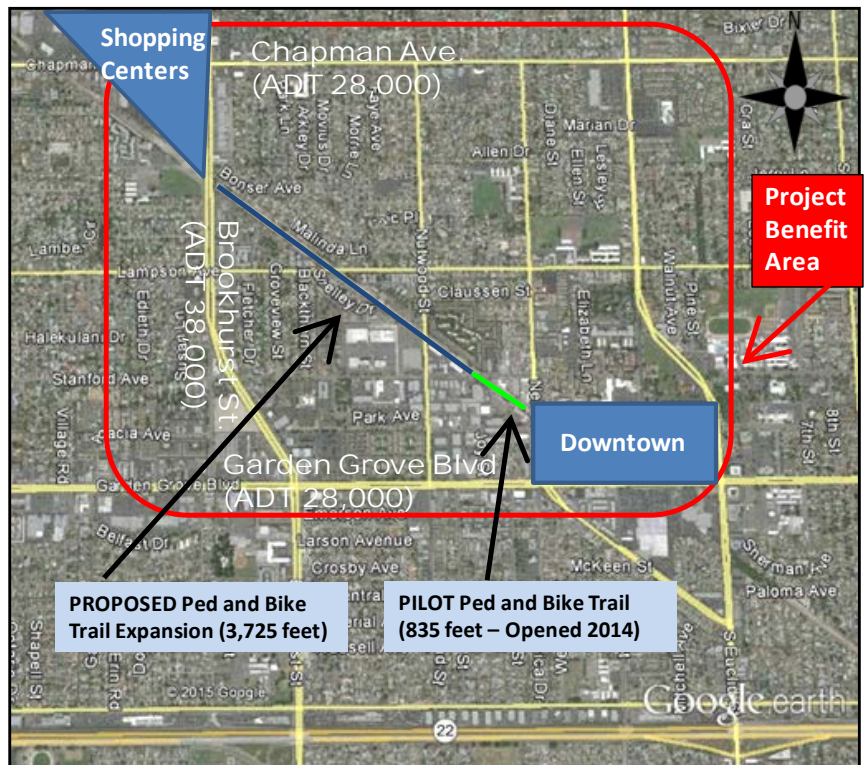


Fig.3: Project proximity to major commercial and business districts.



The full list of these destinations and a destination density map are provided in Attachment I-1. The destination density map was created by California State Polytechnic University-Pomona's (Cal Poly Pomona) *606 Studio* in the Department of Landscape Architecture. The City contracted with *606 Studio* to develop a revitalization and non-motorized transportation plan (*Re:Imagine Garden Grove, Community in Motion*) for the mid-city district where the project area is located. The destination density map rates the PE ROW as 'high' for resident access to destinations of daily importance.

The project is just the first phase of the planned build-out of the 5-mile PE ROW throughout the City of Garden Grove. The City's ATP application requests funds to expand construction of the trail toward the 'first mile,' but also includes funds for the design and environmental review of the entire 5-mile PE ROW length in the City so we are prepared to seize funding opportunities as they arise. The full build-out will connect the pedestrian and bicycle trail to the Orange County Loop, the planned 66-mile walking and biking trail that connects to some of California's most scenic beaches and inland reaches (see Fig. 4). About 70 percent of the Orange County Loop is already in place and is used by thousands of people. Currently, nearly 46 miles are in use on existing off-street trails along the San Gabriel River, Coyote Creek, Coastal/Beach Trail, and Santa Ana River (the segment that intersects the PE ROW). Additional maps that illustrate the location of the Orange County Loop and its proximity to the City are included in Attachment I-1



Fig. 4: Proximity of the proposed pedestrian and bike trail to the Orange County Loop.

b. removal of barrier to mobility

The proposed pedestrian and bicycle trail will be located on the PE ROW and completely separated from motorized traffic, except for four locations where the PE ROW crosses City streets. Safety is



the primary barrier that prevents people from walking and biking. Removal of the 'safety' barrier will encourage more walking and biking. Three of the four street crossings have average daily traffic (ADT) counts of less than 8,000, and the City will install high visibility crosswalk striping at all of these locations and one street (Stanford) will also include street narrowing at the crossing. The fourth crossing at Brookhurst Street has a higher ADT (38,000) and the City will install more intensive countermeasures including modification to the existing traffic signals, high visibility striping, and new signage.

c. closure of gaps

The proposed project does not close transportation gaps.

d. other improvements to routes

The proposed project does not include other improvements.

e. educates or encourages use of existing routes

As described above, the project will include an education and encouragement program (BikeSafe Garden Grove) that will include specific components to educate residents about existing routes and destinations. Specifically, the grand opening of the trail will be an Open Streets event that includes a ride along the length of the trail and the dissemination of written materials and maps that highlight the many destinations that can be reached via the trail. These materials will also be disseminated during the school- and neighborhood-based education and encouragement activities, on the City's Facebook pages, and via the City's website. The project will also include 'ride-alongs' conducted by the Police Department, and the establishment of Walk to School and Bike to School annual events.

- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)**



The expansion of the pedestrian and bicycle trail on the PE ROW is one of the City's highest unfunded non-motorized transportation priorities, as noted most recently at the City's *Strategic Planning and Goal Development Meeting* held in March 2015 (see Attachment I-1 for slides from the meeting). The City recognizes the opportunity presented by the PE ROW, and has already demonstrated their commitment by funding and constructing the pilot trail segment, holding a grand opening Open Streets event, and acquiring the services of Cal Poly Pomona's *606 Studio* to examine non-motorized transportation options in the City (*Re:Imagine Garden Grove, Community in Motion*). The City's Bicycle and Pedestrian Master Plan (currently under development) will mirror the *606 Studio* study's conclusion that the PE ROW is the 'spine' of the non-motorized network in Garden Grove. The *606 Studio* study also highlights other issues that have brought the PE ROW to the forefront:

- 1) The proposed segment is ideally situated among destinations that are most important for average families in Garden Grove: entertainment, shopping, banking, health care, work, etc.
- 2) In addition to the year-round Mediterranean climate that is ideal for biking and walking, the PE ROW is flat and straight, making it ideal for the proposed trail.
- 3) High levels of public support for walking and biking infrastructure and high levels of frustration with ever-growing traffic congestion and resulting pollution.
- 4) The need to embrace walking and biking infrastructure today in order to take advantage of (and connect to) regional infrastructure such as the Orange County Loop, which would enable a bicyclist to travel throughout Orange County without stepping foot into a car, and the development of the PE ROW in other cities between Santa Ana and Paramount.



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.)**

The project benefit area is approximately three square miles surrounding the proposed trail (3,725 feet) on the PE ROW. The area is urban, with mixed residential and commercial use, and average daily traffic counts on area streets ranging from 38,000 to 7,000. The collision history for the project benefit area for the most recent five-year period (2008 to 2012) shows **132 collisions, 128 injuries, and 4 fatalities resulting from motor vehicle collisions with pedestrian or bicyclists.** The

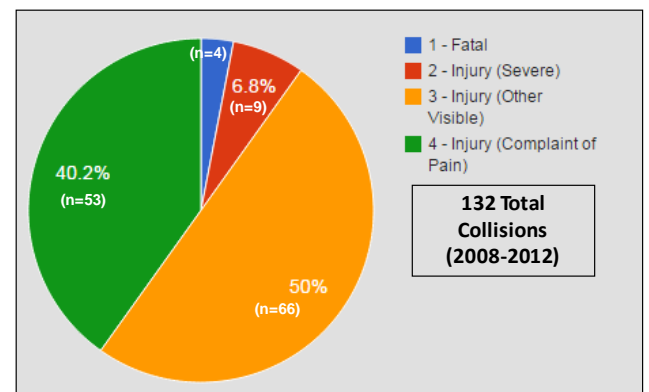


Fig. 5: Collisions in the project benefit area for the period 2008-2012.

collision data was collected from the Transportation Injury Mapping System (TIMS, <http://tims.berkeley.edu/>). Attachment I-2 includes the collision diagram, a list of the collisions, and a map showing the project benefit area and the location of the collisions.

More broadly, Orange County is ranked 9th highest of the 58 California counties for the number of reported bicycle injuries and fatalities relative to daily vehicle miles traveled. The County is 6th highest for injuries for bicyclists under the age of 15.⁵ An analysis of the violations found that most bicycle collisions were due to: travel on the wrong side of the road, travel in the automobile right-of-way, not obeying traffic signals and signs, and improper turning. This analysis points to the need for more education and to start this effort as early as possible in order to establish good habits.

⁵ Orange County Transportation Authority (2013). Districts 1 and 2 Bikeways Strategy. <https://www.octa.net/pdf/OCTAD12%20Report12-31-2013.pdf>



- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)**
- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
 - Improves sight distance and visibility between motorized and non-motorized users.
 - Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
 - Improves compliance with local traffic laws for both motorized and non-motorized users.
 - Addresses inadequate traffic control devices.
 - Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
 - Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The proposed project will address safety hazards that contribute to injuries and fatalities in the following four areas:

1) Eliminates potential conflict points between motorized vehicles and non-motorized vehicle users and pedestrians

The PE ROW is completely off-road, and the proposed trail will therefore separate pedestrians and bicyclists from non-motorized vehicles, practically eliminating the majority of potential conflicts. According to the Rails to Trails organization, “off-road trails are the gold standard for safety.”

2) Improves compliance with local traffic laws

The proposed education and encouragement program (BikeSafe Garden Grove) will include classroom-type education modules that teach children and adults local traffic laws. The program will also include Bicycle Rodeos and ‘ride-alongs’ that allow participants to practice what they have learned. Studies of participatory learning have shown that the more the learner is involved in hands-on activities, the greater the chance that true learning will take place. The educational activities will cover a wide range of topics including: proper handling of the bicycle (e.g., how to stop and start the bicycle the proper way and how to avoid road hazards), good bicycling habits (e.g., looking behind for traffic; stopping



Fig. 6: Bicycle Rodeos provide children the opportunity to practice what they’ve learned.



at intersections, stop signs, and at the end of driveways; looking both directions; and waiting for traffic), traffic laws, and the importance of wearing a helmet. These education activities will be coordinated by the City and implemented by project partners including the Boys and Girls Club, Orange County Health Care Agency, and the Police Department. The Police Department has been conducting Bicycle Rodeos (by request) for the last 20 years and they already possess the props and curriculum to implement these events.

3) Eliminates or reduces behaviors that lead to collisions involving non-motorized users. Table 3 lists the major causes of motor vehicle/bicycle crashes. All of the behaviors that lead to these types of crashes can be eliminated or reduced with education and practice. The project’s education and encouragement activities will address these and other common behavioral mistakes made by children and adults.

Table 3: Major Causes of Motor Vehicle/Bicycle Crashes

Children	Adults
Riding out of a driveway without stopping	Traveling on the wrong side of the road
Failing to stop for stop signs	Traveling in the automobile ROW
Suddenly swerving without looking back	Failure to obey traffic signals and signs
Source: NHTSA, An Organizer’s Guide to Bicycle Rodeos	Source: OCTA, Districts 1 and 2 Bikeways Strategy

Formal education following an established curriculum is especially important for children. Children’s actions and behaviors are limited by age and developmental progress. For instance, children have a narrower field of vision than adults, they struggle to judge cars’ distance and speed, have problems telling where sounds come from, and have limited sense of danger. Children also imitate the bad behavior of friends, siblings, and adults – which makes the project’s efforts to involve adults and families even more important.

4) Addresses inadequate traffic control devices and crosswalks. Users that walk or bike the length of the trail will encounter four locations where the trail crosses local streets (at Stanford Avenue, Lampson Avenue, Nutwood Street, and Brookhurst Street). The proposed project includes



enhancements at these crossings, such as high visibility crosswalk striping, signage, and signal modifications, to reduce crossing hazards.



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.

Public outreach has been conducted since 2010 to gather input on: a) the City's efforts to promote walking and biking as alternative modes of transportation, for recreation, and to benefit public health; and b) putting a pedestrian and bicycle trail on the PE ROW. The FIVE public outreach efforts were conducted by:

- 1) the Southern California Association of Governments (SCAG) as part of an alternatives analysis report on development of the PE ROW in 2010;
- 2) Cal Poly Pomona's *606 Studio* during the development of a revitalization and non-motorized transportation plan for the City in 2013-2014;
- 3) The City at stakeholder meetings conducted in May 2015;
- 4) The City's Facebook pages in October 2014 and May 2015; and
- 5) The City's online Mindmixer forum and data collection at the 2014 Open Streets event.

The details of these outreach events are detailed below, and materials and documents from the events (e.g., agendas, invitations, data collection instruments, etc.) are included in Attachment I-3.

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)

- 1) 185 residents attended public meetings conducted by SCAG in Garden Grove, Huntington Park, Cypress, Cerritos, Paramount, and Stanton.
- 2) *606 Studio* garnered participation from 366 Garden Grove residents, including events focused on senior citizens, high school students, and the general public.
- 3) Stakeholders representing the following organizations participated in conference calls:
 - Garden Grove Unified School District;



- Boys and Girls Club of Garden Grove;
- Orange County Health Care Agency;
- PEDal (a pedestrian and bicycle advocacy organization);
- Alliance for a Healthy Orange County;
- California State Polytechnic University, Pomona - Department of Landscape Architecture (*606 Studio*); and
- League of United Latin American Citizens (LULAC)

4) The City's Facebook posts garnered 397 Likes, 44 Shares, and 66 Comments.

5) 43,973 people participated in the Mindmixer online forum. An estimated 1,000 people visited the City's booth at the October 2014 Open Streets event.



Fig. 7: Bicyclists visiting the City's booth at the opening of the pilot trail. Residents rated the PE ROW as the priority corridor.

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

1) SCAG conducted in-person public meetings in six cities located on the PE ROW. In Garden Grove, the meeting was held at the Garden Grove Community Center on June 15, 2010.

2) Students and faculty at *606 Studio* utilized a variety of methods to collect information:

- a) Charettes with mapping activities;
- b) Dissemination of questionnaires; and
- c) Small focus groups.

3) The City conducted conference calls with stakeholders to provide information about the City's ATP grant application and the proposed pedestrian and bicycle trail on the PE ROW.

4) Posts were made to the City's Facebook page called *GG Open Streets* in October 2014 to announce the opening of the pilot segment of the trail. Posts were made to the City's Facebook page called *Garden Grove City Hall* in May 2015 to gather input on the proposed expansion of the pedestrian and bicycle trail.



5) Mindmixer participants provided feedback in an online form. Visitors to the outreach booth at the Open Streets even used 'sticker boards' to highlight priority bicycle and pedestrian corridors.

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)

1) SCAG Public Meeting Findings:⁶

- Participants supported creating a linear bicycle and pedestrian trail on the ROW, and providing dedicated open space adjacent to an accompanying transit system (most participants favored rail service).
- Community members were interested in the opportunities that the PE ROW corridor could provide for residential and commercial development.

2) The 606 Studio Final Report (forthcoming) Findings:

- Participants want a non-motorized mobility network that connects the neighborhoods and disparate districts in the City, and to neighboring cities.
- The priority route that participants want is the PE ROW (selected across demographics and outreach type).
- Wider pedestrian paths and sidewalks.
- Improved lighting for non-motorized forms of transportation.

3) Stakeholder Conference Call Findings:

- Participants strongly supported the City's application and the development of walking and bicycle infrastructure on the PE ROW, with some participants offering to assist in the education and encouragement activities. The school district specifically requested that the City share bicycle safety education materials for the benefit of all district schools.

⁶ <http://www.scag.ca.gov/programs/Pages/Completed%20Studies.aspx>



4) October 2014 and May 2015 Facebook Findings:

- Respondents support the expansion of the pilot trail noting that the pilot is too short in length to enjoy for recreation or transportation. Many respondents noted that they would use the trail and were very enthusiastic.

5) Mindmixer and Open Streets Findings:

- Mindmixer respondents and visitors to the City's Open Street booth selected the PE ROW as the priority bicycle and pedestrian corridor in Downtown and in the City.

See Attachment I-3 for summaries of findings from all outreach events.

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

Our stakeholders will play a significant role in project implementation activities. Their letters of support are included in Attachment J and summarized below.

1) Promotion for and participation in the grand opening of the trail. All stakeholders will be asked to promote the grand opening event on their websites, in newsletters, during meetings, etc. They will be invited to participate in the grand opening event (a City-funded Open Streets festival) that will be held on the streets near the trail's southeast terminus (at Stanford Avenue).

2) Implementation of BikeSafe Garden Grove (the proposed education and encouragement program).

Involvement of Public Health Agencies: The Orange County Health Care Agency has committed to implement specific education and encouragement modules at BikeSafe events at the local schools and neighborhoods. The agency will train staff/volunteers and help implement: bike helmet fittings, safe biking education for adults and children, educational activities for children such as the "Egg Drop Activity" where children make 'helmets' for an egg to teach the purpose and importance of wearing a helmet, and provide promotional materials (i.e., banners, stickers, lawn signs, planning manuals) and technical assistance in implementing



Walk to School Day (held nationally each October) and Bike to School Day (held nationally each May).

Involvement of the Garden Grove Police Department: The Police Department will donate used bicycles (seized or confiscated by the Department and not claimed after the required public notification process) to BikeSafe participants. The Police Department will implement workshops to show participants how to repair and refurbish the donated bikes. The Police will also lead 'ride-alongs' on the trail to encourage children and their families to explore and use the trail, and will implement Bicycle Rodeos at targeted schools and neighborhoods.

Involvement of Boys and Girls Club and the Garden Grove Unified School District: The school-based education and encouragement activities will be implemented during the afterschool programs that are run by the Boys and Girls Club of Garden Grove at the schools in the project's area of benefit. The proposed Project Coordinator will work with the Boys and Girls Club and the school district to coordinate and schedule BikeSafe events during the afterschool program and during other school events (e.g., assemblies).

Involvement of Neighborhood Representatives: Education and encouragement activities will also be implemented in low-income neighborhoods in the project's area of benefit. The project will initially target the Malabar Apartments and the Flower/Shelley/Kensington neighborhood, and representatives from these neighborhoods will be critical in planning and coordinating BikeSafe events, including identifying event locations and dates, best methods to issue invitations to neighborhood residents, and assisting with general promotion of the events through internal neighborhood channels.



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)

One of the goals of the proposed project is to increase residents' physical activity. Starting good habits early will ensure that our children grow to be healthy adults. The following health indicators can be positively impacted by more walking and biking.

Overweight and Obese. According to the Surgeon General, obesity is the second leading behavioral contributor to death in America. Obesity increases the risk for a wide range of chronic diseases such as high blood pressure, Type 2 diabetes, heart disease, and stroke. Nearly 40 percent of children in Garden Grove are considered obese. Unfortunately, Garden Grove children are not receiving enough exercise, which contributes to overweight and obesity. For example, at Evans Elementary (located in the Project Benefit Area) only 33 percent of students meet four of six fitness standards; less than two percent meet all six fitness standards. The Orange County Health Care Agency reports that nearly 20 percent of 9th graders in the City are at risk because of their weight, which is more than the state (16.8%) and county averages (12.8%).

Diabetes. Diabetes is a leading cause of heart disease and stroke, two of the leading causes of death in Orange County. According to the American Diabetes Association, 95 percent of Diabetes cases are Type 2 which is *directly related to nutrition and exercise*. In Garden Grove the diabetes rate is 8.8 percent, which higher than the rate for the county (7.1%) and state (8.4%).

Respiratory Disease. Garden Grove is located in an area with the worst air pollution in the nation according to the American Lung Association. Poor Air quality contributes to chronic lower respiratory disease (i.e., asthma, chronic obstructive pulmonary disease (COPD), emphysema, chronic bronchitis, etc.). In 2012, there were eight days in which the Air Quality Index was so bad that warnings were issued for persons with respiratory risk. Within Orange County, Garden Grove zip codes had some of the highest rates of death due to chronic lower respiratory disease. More



walking and biking will reduce vehicle miles in the City and contribute to lower greenhouse gas emissions.

There also are ethnic and racial health disparities forces at work that place additional burden on residents. Nearly 30 percent of residents are Hispanic, and this population has higher rates of diabetes, asthma, and obesity than non-Hispanic whites. Lastly, the City is designated by the Orange County Health Care Agency as:

- 1) a health care professional shortage area because of barriers that prevent access to primary care, and
- 2) a medically underserved population because of the low ratio of the population to primary care physicians, high infant mortality, and high rates of poverty.

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

The Surgeon General reports that just 30 minutes of exercise per day can reduce the risk of the chronic diseases described above. The project will increase walking and biking in the Project Benefit Area by:

1) Providing a NEW safe and easily accessible location to walk and bike. The proposed project will provide nearly one mile of separated walking and biking trail. There are no Class I facilities in the Project Benefit Area, so the trail presents a *new* opportunity to make walking and biking a part of daily activities.

2) Implementing bicycle safety education which will encourage parents and children to use their bicycle for entertainment and transportation. ‘BikeSafe Garden Grove’ will teach proper bicycle handling and traffic safety laws. Safety is the number one barrier that prevents people from bicycling. The Orange County Health Care Agency (see their letter of support) will provide helmet fittings and teach about the importance of daily exercise. The Police Department will provide bike rodeos to teach children and adults about traffic laws.

3) Implement encouragement activities to promote walking and biking. The project will include bike rodeos, ride-alongs, and an Open Streets event all designed to bring residents to the new trail. Residents will get the chance to practice and build confidence about bicycle riding, and learn about the trail’s access points and connectivity to hundreds of nearby destinations. The



project will develop connectivity maps that will be disseminated at these trail-based events, and also be made available on our websites and social media pages.



Part B: Narrative Questions

Detailed Instructions for: **Question #5**

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

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

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

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

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

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

\$ (see table below)

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

TABLE 4: MEDIAN HOUSEHOLD INCOME BY CENSUS TRACT (2013)

Census Tract	2013 DATA		
	Median Household Income (MHI)	Percent of Statewide MHI (\$61,094)	Population
882.01	43,750	72%	4,217
882.02	64,758	106%	3,147
882.03	51,722	85%	4,980
883.01	62,299	102%	7,008
883.02	74,840	122%	5,833
886.01	53,974	88%	6,315
886.02	63,091	103%	4,619
887.02	43,100	71%	6,465
887.01	49,391	81%	6,155



Census Tract	2013 DATA		
	Median Household Income (MHI)	Percent of Statewide MHI (\$61,094)	Population
Garden Grove	59,648	98%	172,785

Source: U.S. Census Bureau, American Fact Finder, ACS 5-Year Estimates

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

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

TABLE 5: CALENVIROSCREEN 2.0 (CES) SCORES BY CENSUS TRACT

Census Tract	CES 2.0 Scores	Population	CES Percentile Range
882.01	29.80	4,217	61-65%
882.02	27.96	3,147	56-60%
882.03	27.71	4,980	56-60%
883.01	31.21	7,008	66-70%
883.02	28.36	5,833	56-60%
886.01	27.02	6,315	56-60%
886.02	29.61	4,619	61-65%
887.02	29.37	6,465	61-65%
887.01	24.25	6,155	51-55%

Source: CalEnviroScreen (CES) 2.0, <http://oehha.ca.gov/ej/ces2.html>



Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: **(see table below)** %

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

TABLE 6: FREE OR REDUCED PRICE MEALS (FRPM) RATES BY SCHOOL (2013-14)

School Name	2013-2014		
	Free or Reduced Priced Meals (%)	Total Student Enrollment	English Learners (%)
Brookhurst ES	85.4%	499	48.3%
Evans ES	80.4%	506	55.9%
Stanley ES	68.5%	426	35.2%
Peters ES	82.8%	1,180	54.9%
Mitchell ES	81.6%	456	61.6%
Sunnyside ES	67.0%	718	50.7%
Faylane ES	68.6%	628	44.3%
Simmons ES	93.5%	423	69.2%
Ralston IS	77.5%	668	26.2%
Lake IS	74.9%	610	25.9%

Source: California Department of Education, Data Quest,
<http://dq.cde.ca.gov/dataquest/>

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

The data provided above do not provide the full picture of the struggles faced by Garden Grove residents. For instance, the Free or Reduced Priced Meal (FRPM) data show more than 75 percent eligibility for FRPM in 7 of 10 schools in the area of benefit (see Table 3, above). What these data do not show, however, is that ALL 10 schools are trending negatively on FPRM eligibility in recent years, and the number of schools meeting the 75 percent threshold criteria have doubled. Since



the 2012-13 school year, FRMP eligibility has increased between 2.3 and 8.5 percentage points at schools in the benefit area. In 2012-13, only 3 schools exceeded the 75 percent threshold; in 2013-14, an additional 4 schools were pushed across the 75 percent threshold. As a result, in 2012-13, only a third of schools met the threshold criteria; in 2013-14, two-thirds of the schools meet the criteria (see Table 4).

TABLE 4: CHANGES IN FRPM RATES FROM 2012 TO 2014

	2012-2013 FRPM	2013-2014 FRPM	Percent Point Change
Brookhurst ES	77.6	85.4	7.8
Evans ES	74.6	80.4	5.8
Stanley ES	64.6	68.5	3.9
Peters ES	79.2	82.8	3.6
Mitchell ES	73.1	81.6	8.5
Sunnyside ES	58.7	67.0	8.3
Faylane ES	64.9	68.6	3.7
Simmons ES	91.2	93.5	2.3
Ralston IS	71.8	77.5	5.7
Lake IS	68.6	74.9	6.3

Source: California Department of Education, Data Quest,
<http://dq.cde.ca.gov/dataquest/>

Other relevant indicators are also on a downward trend. Median Household Income (MHI) has decreased in 6 of the 9 Census Tracts in the benefit area since 2011. The decreases are significant in 3 of the 6 MHI-decreasing tracts with decreases between 15-25 percent; the other 3 tracts had decreases between 2-5 percent. Unemployment also remains problematic in the area, with 3 of 9 Census Tracts experiencing increases of between 0.8-1.5 percent unemployment and the remaining tracts experiencing minimal decreases of between 0.6-3 percent.



Other indicators show that the City, as a whole, is struggling. The percent of residents below the federal poverty line (for the period 2009-2013 per the U.S. Census Bureau) is 16.9 percent, which exceeds the rate for the state (15.9%) and county (12.4%). Residents also deal with higher levels of violent crime (2.51 per 1,000) and property crime (22.94 per 1,000) than neighboring cities such as Orange (0.97 violent crime rate/20.28 property crime rate) and Stanton (16.10 property crime rate) (California Office of the Attorney General, Department of Justice, 2009). Worsening economic conditions combined with high unemployment and crime present significant barriers and disadvantages for City residents.

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

**What percent of the funds requested will be expended in the disadvantaged community? 100 %
Explain how this percent was calculated.**

As illustrated in the map provided in Fig. 8, both the infrastructure and non-infrastructure components of the proposed project will take place within the boundaries of the proposed area of benefit. The area of benefit encompasses approximately 3 square miles surrounding the proposed pedestrian and bicycle trail, including 2.1 miles running east and west of the trail location and 1.4 miles running north and south of the trail location (the area is rectangular to match the diagonal layout of the PE ROW). The trail is located entirely within the estimated benefit area. The farthest that a resident would have to travel to access the trail is approximately 1.2 miles; however, there are residential areas that are directly adjacent to the trail, so some residents will be able to access the trail within feet of their home. The education and encouragement activities will take place at 10 low-income schools and two low-income residential areas, all of which are included in the 3-square mile benefit area.

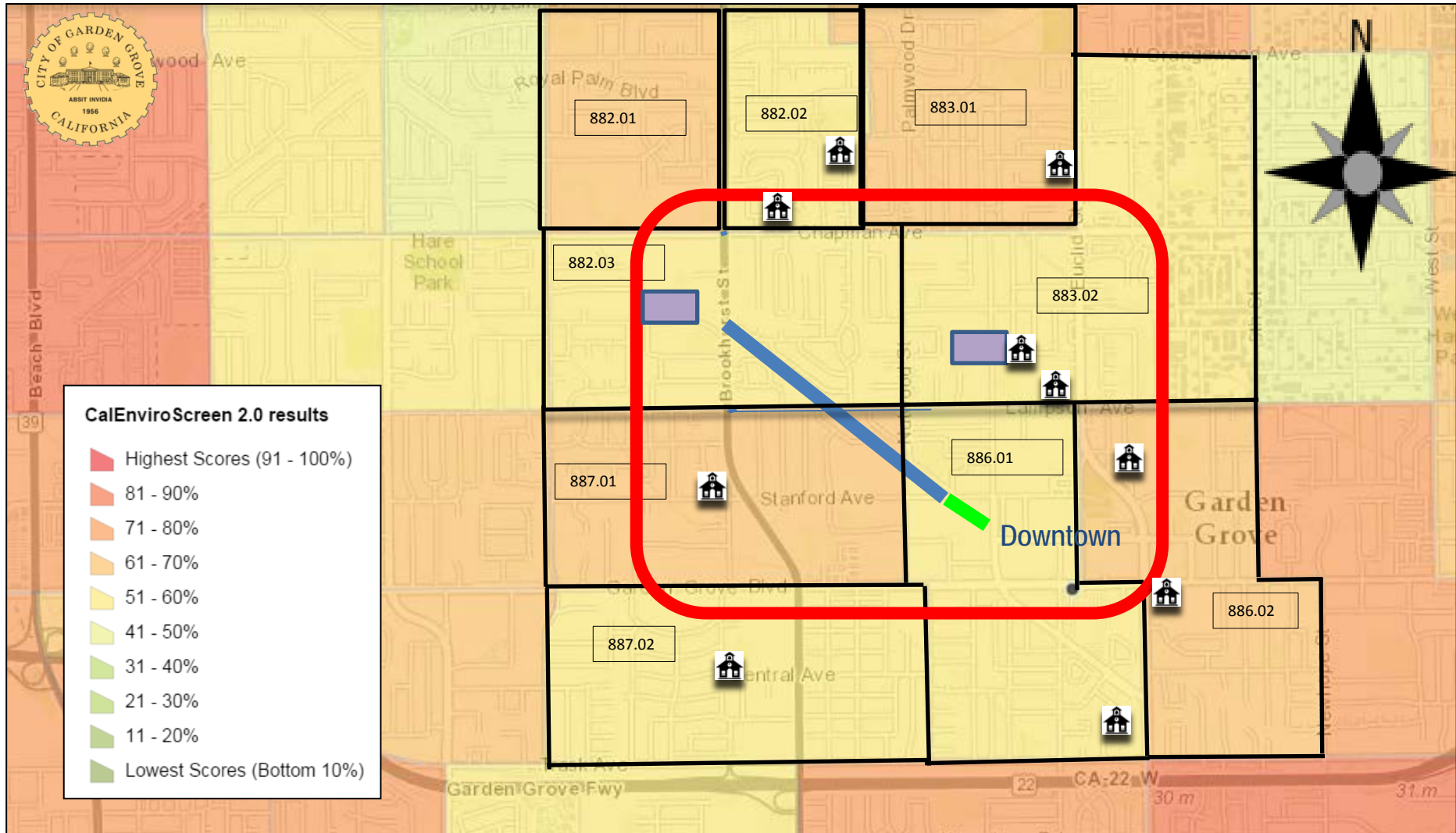
C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

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.

The project's infrastructure component is the expansion of the pedestrian and bicycle trail on the PE ROW to nearly a full mile. Approximately, 48,739 people live within the area of benefit

12-Garden Grove-1

Fig. 8: City of Garden Grove - Disadvantaged Neighborhoods in the ATP Project Benefit Area.





(28.21% of the City's population). The proposed project is the second phase of the build-out of the trail along the PE ROW within the City of Garden Grove (the City funded the pilot segment of the trail, which was completed in October 2014). The proposed education and encouragement program (BikeSafe Garden Grove) will provide a direct, meaningful, and assured benefits, and will take place at:

1) Ten elementary and intermediate schools (total enrollment = 5,615) located in the area of which 7 meet the FRPM eligibility requirement and the other 3 have FRMP rates above 67 percent (see Table 4, above), and

2) Two low-income housing areas located in the benefit area: The Malabar Apartments (low-income subsidized housing for 557 residents) and the 9-block Flower/Shelley/Kensington neighborhood, home to approximately 500 residents.

BikeSafe Garden Grove will target approximately 6,672 residents, though all City residents (adults and children) will be welcome to participate in the program's activities at no charge.



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.)

1. Adding Class II or III bike lanes to existing streets. This would provide access between the two activity centers, but will not provide the same level of safety as separated Class I trails. More miles of street would need to be modified, and would therefore be more expensive. Construction would require closing affected streets, which would contribute to costs, traffic congestion, and pollution. In addition, this alternative does not address the needs of pedestrians.

2. Constructing a multi-use trail instead of separate pedestrian and bicycle paths. A single trail would reduce costs by as much as 40-50 percent, but could compromise user safety and the quality of the user experience. Pedestrians and bicyclists that feel unsafe sharing a single path will be discouraged from using the trail and concerns about collisions can erode the user’s experience.

The proposed project will result in maximum usage because safety concerns will be eliminated. The PE ROW is off-road, and thus construction will cause minimal traffic disruption. The diagonal layout of the PE ROW will reduce costs since fewer linear feet will need to be modified. Lastly, but importantly, the project will equally benefit pedestrians and bicyclists.

- 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.)

$$\left(\frac{\text{Benefit}}{\text{Total Project Cost}} \text{ and } \frac{\text{Benefit}}{\text{Funds Requested}} \right).$$

Benefit/Cost Ratio. The project has a Benefit/Cost ratio of 44.99 which illustrates the value and benefit of the proposed infrastructure and non-infrastructure projects. The input and results sheets from the ATP Benefit/Cost Tool are provided in Attachment I-6.



User Feedback. Overall, the tool is easy to use; however, the following difficulties were encountered:

1) Instructions and Guidance. The instructions need editing and additional detail, including the guidance provided on the Input pages. On the Input pages, it is not clear which boxes should be filled out, especially on the Non-Infrastructure Input page.

2) Locked Cells. There are several instances of cells that have instructions for what to enter, but the cells are locked. Locked cells should be identified as such.

3) Labeled Cells and Boxes. On the Input pages there are several cells and boxes with vague labels that lack units of measure (e.g., “Existing”) or multiple boxes with the exact same name (e.g., “Project New Active Trans Riders”).



Part B: Narrative Questions

Detailed Instructions for: Question #7

QUESTION #7

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

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

The proposed funding plan includes the following:

ATP grant request: \$1,891,680 (97%)

City's contribution: \$50,000 (3%)

Total Project Cost: \$1,941,680 (100%)

There are no other federal or state funds supporting the proposed project. The proposed matching funds will cover the cost of benches, trash cans, lighting, and other amenities. The City will not be able to fund the continued build-out of the PE ROW without external support.



Part B: Narrative Questions

Detailed Instructions for: **Question #8**

QUESTION #8

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

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
- No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).
1. Installation of trail amenities;
 2. Hydroseeding; and
 3. School safety and encouragement presentations.
- 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 has over 20 years of experience administering federal and state grants. More recently, the City has successfully completed or is meeting all milestones for Caltrans-funded projects during the last five years. These include:

- ATP – Cycle 1: Harbor & Chapman High-Intensity Activated Crosswalk Project

Status: On schedule, within budget, and the City has met all milestones

- Safe Routes to School (SRTS): The City has been the recipient of numerous state and federal SRTS grants

Status: All projects have been successfully completed on schedule and within budget

- Highway Safety Improvement Program (HSIP):

1) Valley View St. From SR 22 to North City Limit: Upgrade 5,700' Of Raised Median

2) Harbor Blvd. From Trask Ave. to Westminster Ave.: Upgrade 2,250' Of Raised Median

3) Euclid St. From Lampson Ave. to Garden Grove Blvd.: Upgrade 2,300' Of Raised Median

Status: All projects are on schedule, within budget and have met or moved past milestones

- B. **Caltrans response only:**

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



Part C: Application Attachments

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

List of Application Attachments

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

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



Part C: Attachments

Attachment A: Signature Page

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

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

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

Signature: _____	Date: <u>5/22/15</u>
Name: <u>Allan L. Roeder</u>	Phone: <u>714-741-5100</u>
Title: <u>Interim City Manager</u>	e-mail: <u>citymanager@ci.garden-grove.ca.us</u>

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

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>

12-Garden Grove-1
 STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
ATP PROJECT PROGRAMMING REQUEST

Date: 5/22/2015

Project Information:					
Project Title:	City of Garden Grove - 'First Mile' Bicycle and Pedestrian Trail Expansion and Education/Encouragement Activities				
District	County	Route	EA	Project ID	PPNO
12	Orange	VAR			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)				175				175	
PS&E				150				150	
R/W					20			20	
CON				74		1,522		1,596	
TOTAL				399	20	1,522		1,941	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				175				175	
PS&E				150				150	
R/W					20			20	
CON						1,472		1,472	
TOTAL				325	20	1,472		1,817	

ATP Funds	Non-Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON				74				74	BikeSafe Garden Grove Education and Encouragement Program
TOTAL				74				74	

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

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

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

12-Garden Grove-1
 STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
ATP PROJECT PROGRAMMING REQUEST

Date: 5/22/2015

Project Information:					
Project Title:	City of Garden Grove - 'First Mile' Bicycle and Pedestrian Trail Expansion and Education/Encouragement Activities				
District	County	Route	EA	Project ID	PPNO
12	Orange	VAR			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									Matching Funds Source: City of Garden Grove, Parks Fee Account
PS&E									
R/W									
CON						50		50	
TOTAL						50		50	

Fund No. 3:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

Fund No. 4:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

Fund No. 5:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

Fund No. 6:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

Fund No. 7:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATP Engineer’s Checklist for Infrastructure Projects

Required for “Infrastructure” applications ONLY

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

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

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

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

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

1. **Vicinity map /Location map**

Engineer’s Initials: 

- 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: 

- 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: 

(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: 

- 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: DC

- 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: DC

- 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: DC

- 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: DC

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

Licensed Engineer:

Name (Last, First): Candelaria, Dan

Title: City Engineer

Engineer License Number: 952125

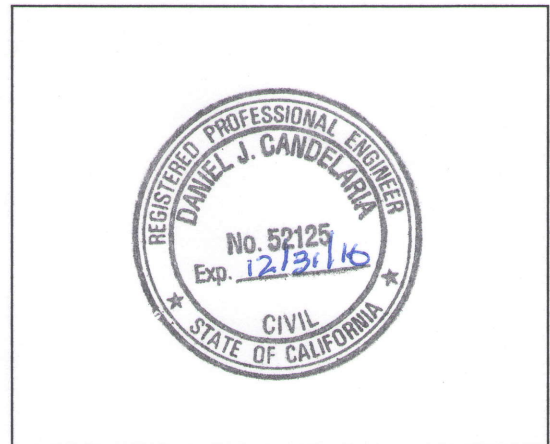
Signature: [Handwritten Signature]

Date: 5/26/15

Email: danc@garden-grove.org

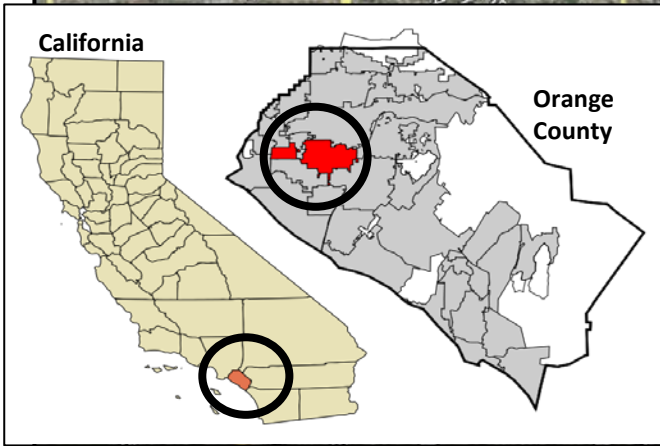
Phone: 714-741-5185


Engineer's Stamp:







City of Garden Grove Project Location Map (1)



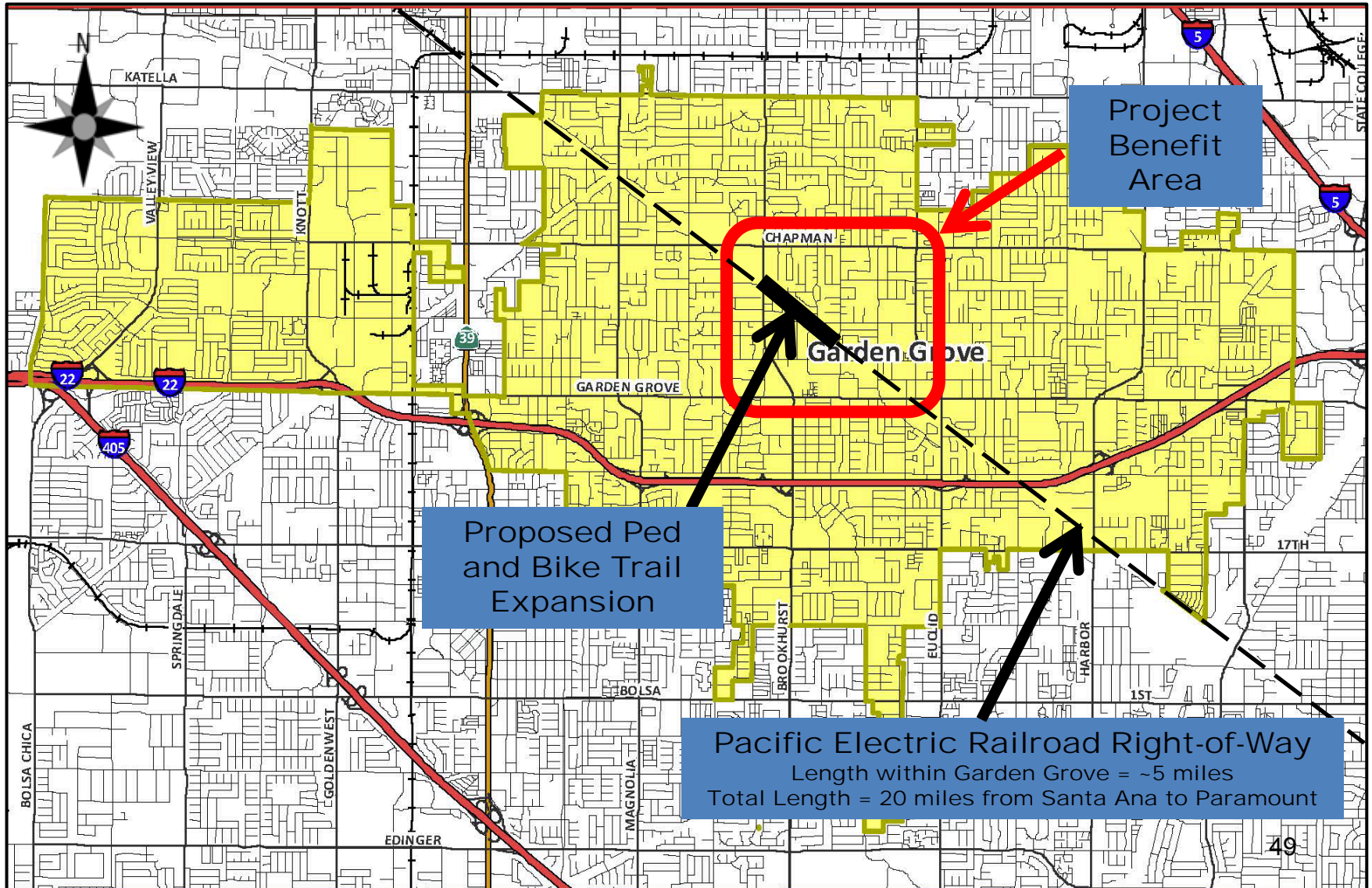
 Project Benefit Area (approx. 3 sq. miles)

 Proposed Ped and Bike Trail Expansion (3,725 feet)

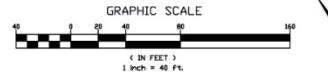
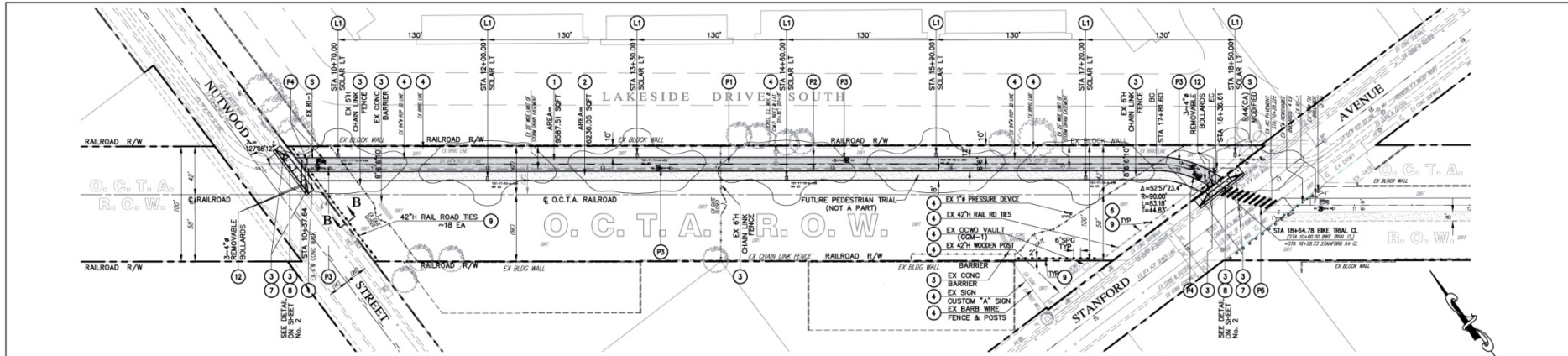
 Pilot Ped and Bike Trail (835 feet – Opened 2014)



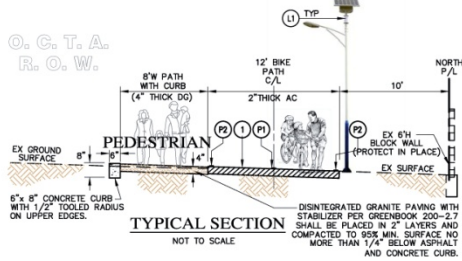
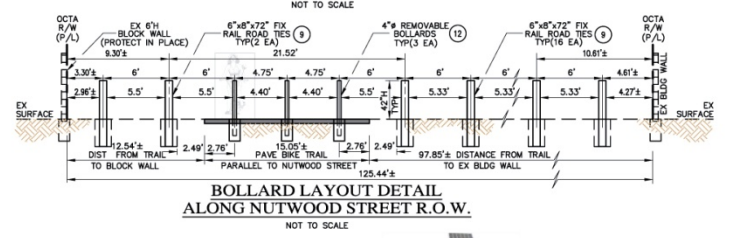
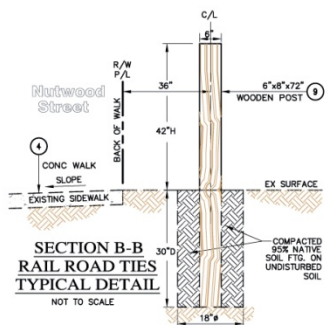
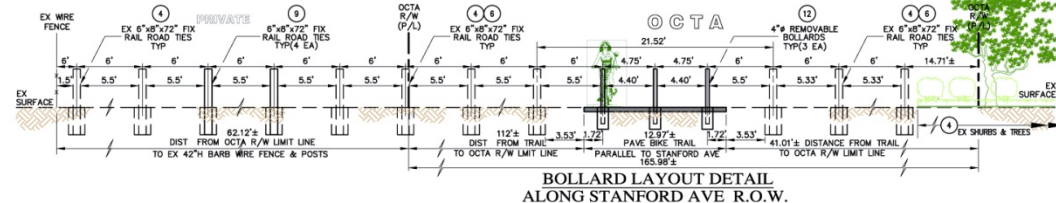
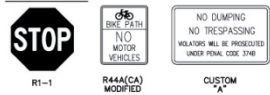
City of Garden Grove Project Location Map (2)



12-Garden Grove-1



SIGNAGE



CONSTRUCT & STRIPING NOTES:

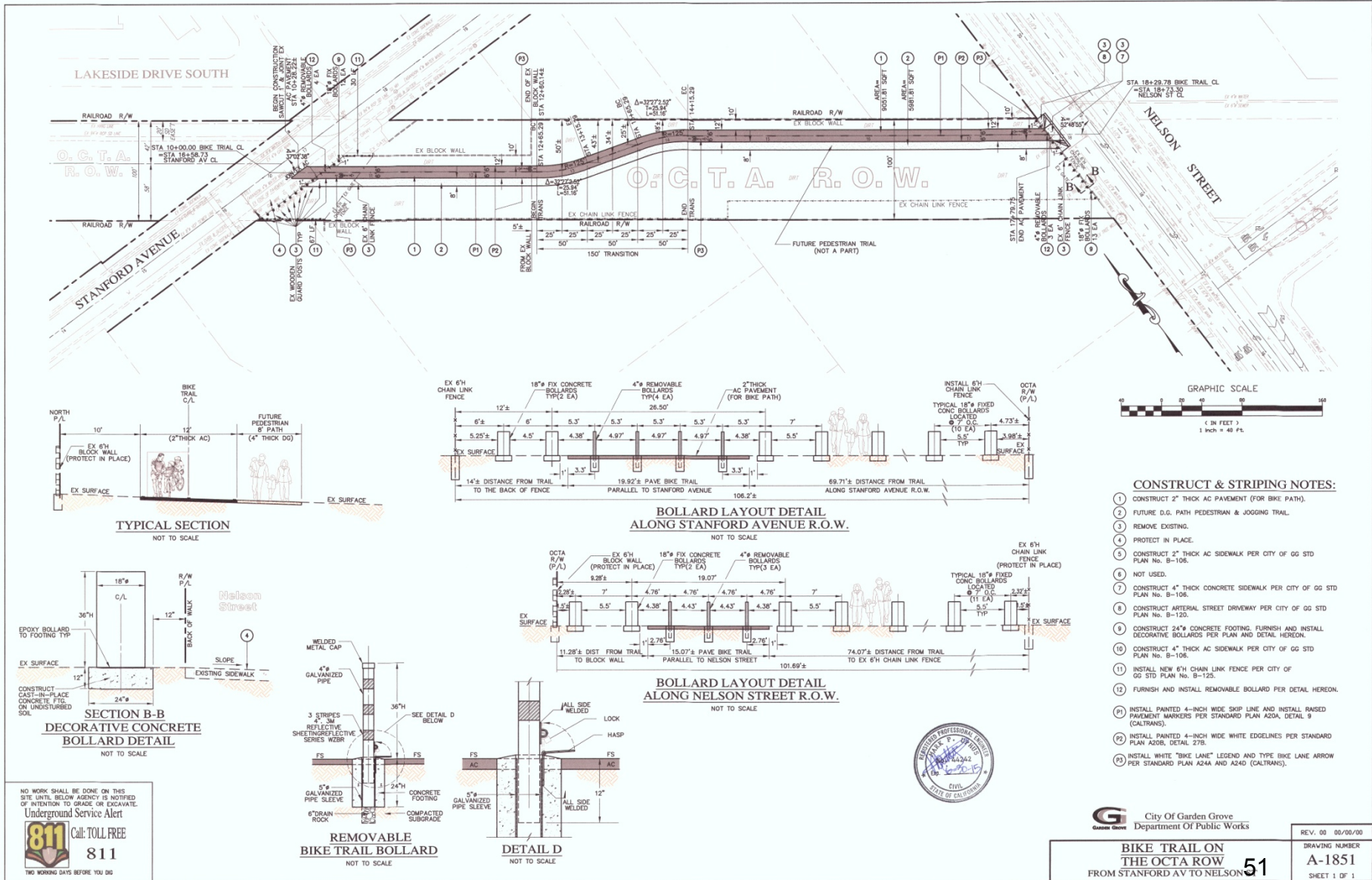
- 1 CONSTRUCT 2" THICK AC PAVEMENT (FOR BIKE PATH).
- 2 DISINTEGRATED GRANITE PAVING PATH PEDESTRIAN & CONCRETE CURB.
- 3 REMOVE EXISTING.
- 4 PROTECT IN PLACE.
- 5 CONSTRUCT 2' THICK AC SIDEWALK PER CITY OF GG STD PLAN No. 9-106.
- 6 REMOVE & REPLACE EXISTING WOODEN POST. CONTRACTOR TO DETERMINE WHICH WOODEN POST TO BE REPLACE & INSTALL NEW WOODEN POST (6"x8"x72") ON THOSE MISSING POST.
- 7 CONSTRUCT 4" THICK CONCRETE SIDEWALK PER CITY OF GG STD PLAN No. 8-108.
- 8 CONSTRUCT 30" DEEP FOOTING. FURNISH AND INSTALL 6"x8"x72" WOODEN POST PER PLAN AND DETAIL HEREON. (-32 EA)
- 9 CONSTRUCT 4" THICK AC SIDEWALK PER CITY OF GG STD PLAN No. 9-106.
- 10 CONSTRUCT 4" THICK AC PAVEMENT PER CITY OF GG STD PLAN No. 9-106.
- 11 NOT USED.
- 12 FURNISH AND INSTALL REMOVABLE BOLLARD.
- P1 INSTALL PAINTED 4-INCH WIDE SKIP LANE AND INSTALL RAISED PAVEMENT MARKERS PER STANDARD PLAN A204, DETAIL 9 (CALTRANS).
- P2 INSTALL PAINTED 4-INCH WIDE WHITE EDGELINES PER STANDARD PLAN A244 AND A240 (CALTRANS).
- P3 INSTALL WHITE "BIKE LANE" LEGEND AND TYPE BIKE LANE ARROW PER STANDARD PLAN A244 AND A240 (CALTRANS).
- P4 INSTALL WHITE "STOP" PAVEMENT LEGEND AND 12 INCH WIDE WHITE LIMIT LINE.
- P5 INSTALL YELLOW CROSS WALK.
- S INSTALL NEW SIGN AND POST AS NOTED ON THE PLAN.
- L1 INSTALL SINGLE SOLAR LIGHT 76% LUMINAIRE TYPE 2, 45W (TST-TT-12-A-45M).

NO WORK SHALL BE DONE ON THIS SITE UNTIL BELOW AGENCY IS NOTIFIED OF INTENTION TO GRADE OR EXCAVATE.
Underground Service Alert
811 Call TOLL FREE
811
TWO WORKING DAYS BEFORE YOU DIG

City of Garden Grove
Department Of Public Works

EXTENSION BIKE TRAIL THE OCTA R.O.W. FROM NUTWOOD ST TO STANFORD AVE.		REV. 00 02/05/00	DRAWING NUMBER A-
			SHEET 1 OF 2

12-Garden Grove-1



NO WORK SHALL BE DONE ON THIS SITE UNTIL BELOW AGENCY IS NOTIFIED OF INTENTION TO GRADE OR EXCAVATE.

Underground Service Alert

811 Call-TOLL FREE

811

TWO WORKING DAYS BEFORE YOU DIG



City of Garden Grove
Department of Public Works

BIKE TRAIL ON
THE OCTA ROW
FROM STANFORD AV TO NELSON

51

REV. 00 00/00/00
DRAWING NUMBER
A-1851
SHEET 1 OF 1

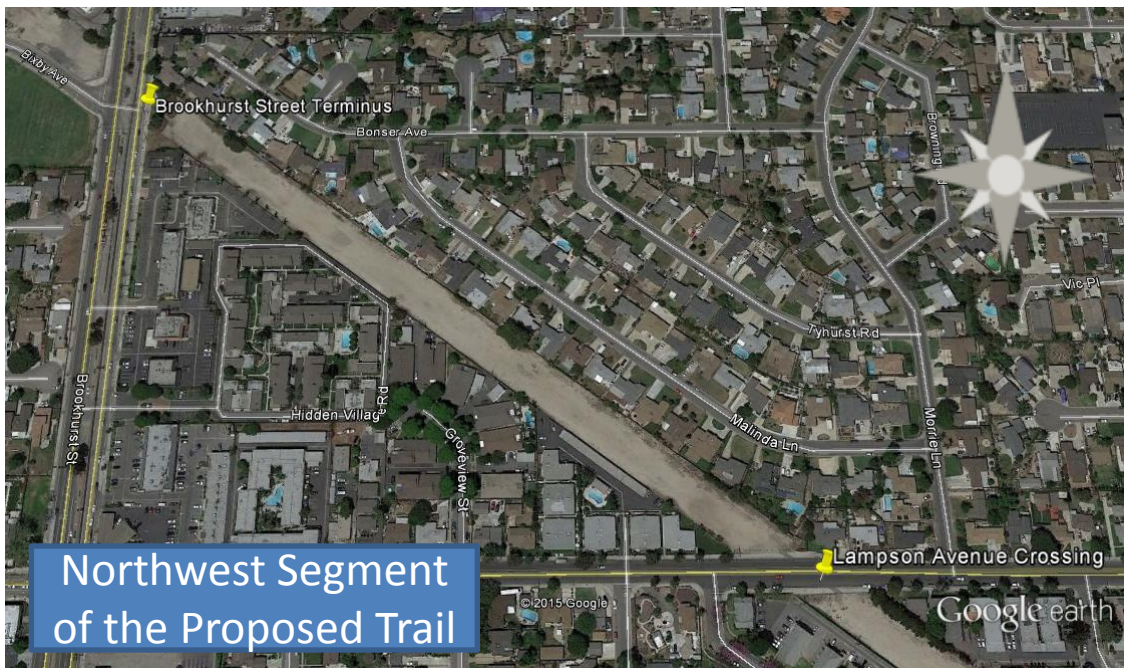


Fig. 1: The northwest segment of the proposed pedestrian and bicycle trail on the Pacific Electric Right-of-Way (PE ROW) is pictured. The 3-square mile Project Benefit Area surrounding the proposed trail contains a mixture of commercial, business, and residential locations. Just beyond the Brookhurst Street terminus are two large shopping centers (Garden Grove Promenade Shopping Center and Pavilion Plaza Shopping Center).

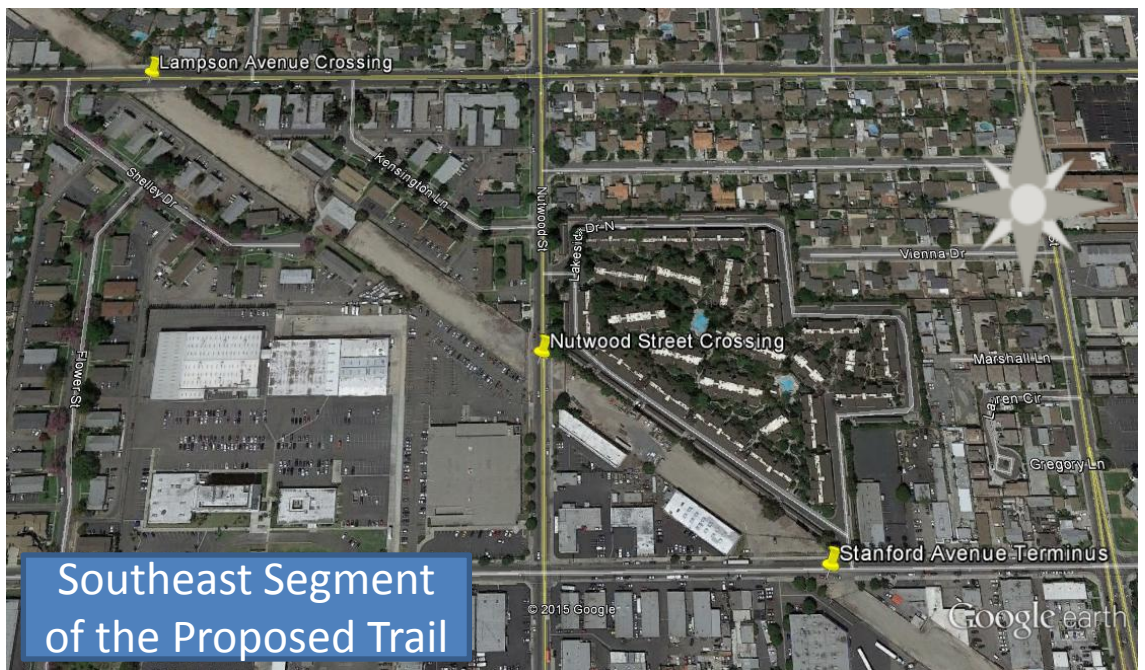


Fig. 2: The southeast segment of the proposed pedestrian and bicycle trail on the PE ROW is pictured. Just beyond the Stanford Avenue terminus is the City-funded, 835-foot pilot trail, and Downtown. Pedestrians and bicyclists will be able to travel nearly a mile from the shopping centers at the northwest terminus to Downtown, and many destinations in between.

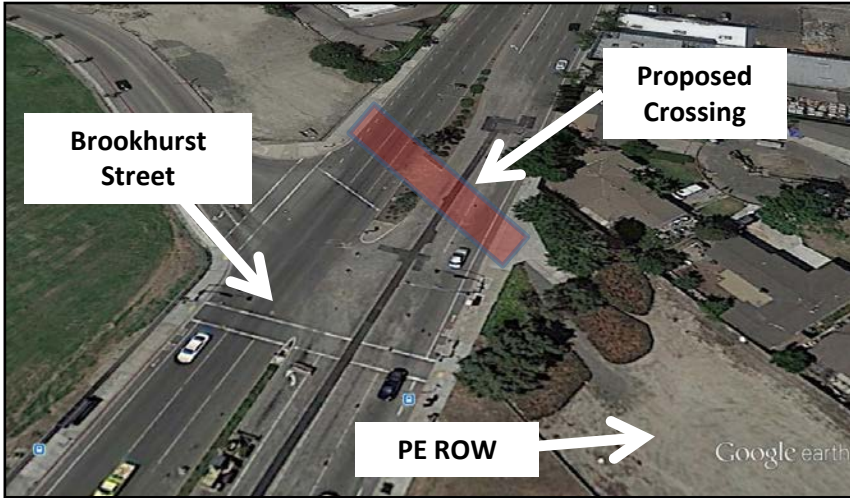


Fig. 3: Proposed Brookhurst Street crossing. Brookhurst Street is the northwest terminus of the proposed pedestrian and bicycle trail. Just beyond the crossing are two large shopping centers.

38,000 ADT

40 MPH speed limit

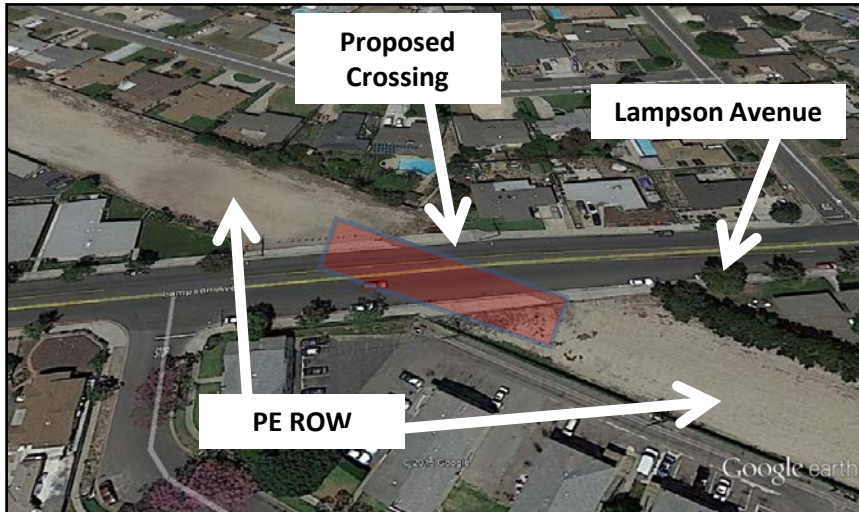


Fig. 4: Proposed Lampson Avenue crossing.

7,994 ADT

35 MPH speed limit

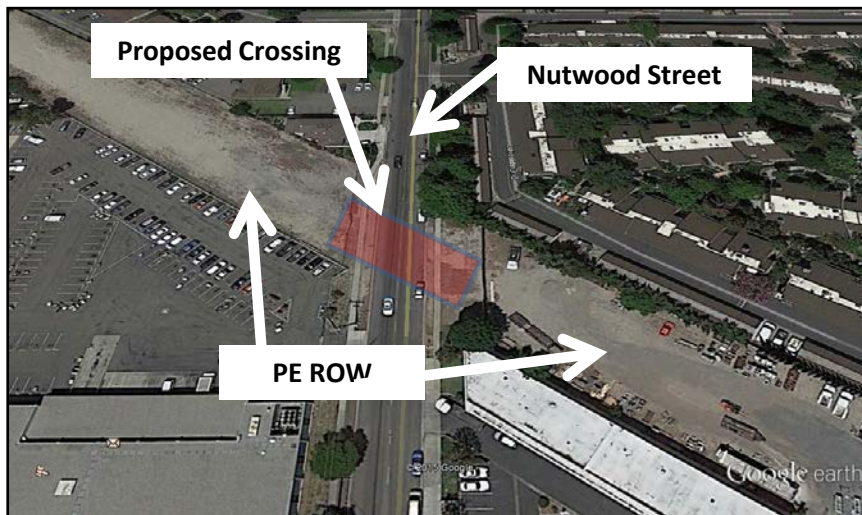


Fig. 5: Proposed Nutwood Street crossing.

7,967 ADT

35 mph speed limit

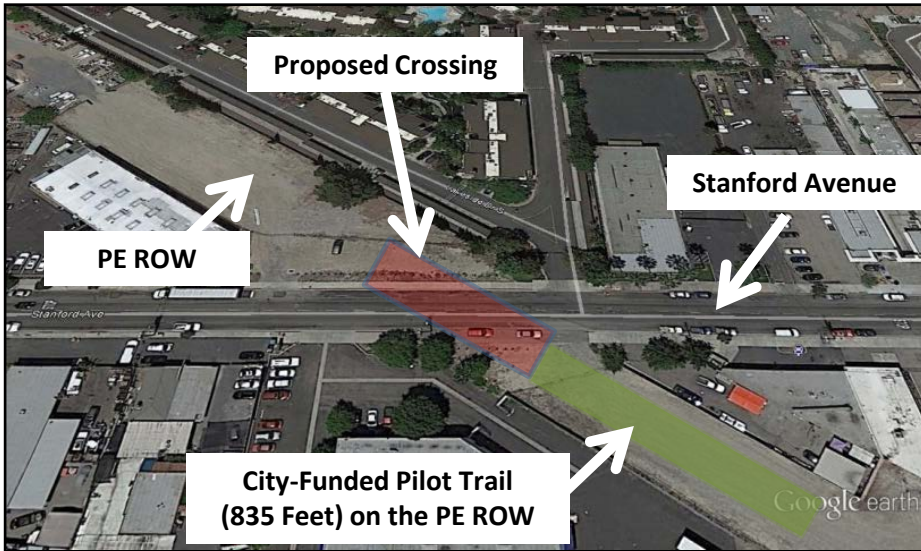


Fig. 6: Proposed Stanford Avenue crossing. Stanford Avenue is the southeast terminus of the proposed pedestrian and bicycle trail and connects to the City-funded pilot trail and to the City's heart – Downtown.

ADT < 7000

25 MPH speed limit



Figs. 7 and 8: The 835-foot City-funded pilot trail on the PE ROW is pictured. The pilot segment is located between Nelson Street and Stanford Avenue. The proposed project would expand the trail from Stanford Avenue to Brookhurst Street, bringing the trail to nearly one mile. The trail would connect thousands of residents who live in the area to two major shopping centers and to Downtown, the true heart of the City.

12-Garden Grove-1

Figs. 9-12: The empty, bare PE ROW is pictured. The area is compacted dirt and gravel. The PE ROW is fenced off at many access points to prevent residents from driving on it. The PE ROW presents a tremendous opportunity for alternative transportation in Garden Grove.





Figs. 13-16: Support for the proposed pedestrian and bicycle trail is strong. Turnout for the Re:Imagine Garden Grove Open Streets festival in October 2014 drew an estimated 10,000 people to enjoy the newly opened pilot trail on the PE ROW and nearby streets that had been closed to traffic. Feedback from residents at the City's outreach booth was overwhelmingly positive. Due to the success of the event, the City will fund it as an annual event going forward



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 Garden Grove		
Application ID:	12-Garden Grove-1	Prepared by:	Dan Candalaria
Project Description:	Expand pedestrian and bicycle trail on the Pacific Electric Right-of-Way (PE ROW) for 3,725 feet and conduct education and encouragement activities		
Project Location:	Trail: PE ROW between Stanford Avenue and Brookhurst Street; Education/Encouragement Activities: 10 schools and 2 neighborhood centers		

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	Concrete for Wood Bollards	1190	SF	\$18.00	\$21,420	100%	\$21,420						
2	Permanent Wood Bollards	105	unit	\$150.00	\$15,750	100%	\$15,750						
3	Removable Traffic Bollards	35	unit	\$500.00	\$17,500	100%	\$17,500						
4	Ped Trail Base	3725	LF	\$9.00	\$33,525	100%	\$33,525						
5	Ped Trail Decomposed Granite	3725	LF	\$36.00	\$134,100	100%	\$134,100						
6	Bicycle Trail Concrete	3725	LF	\$1.77	\$6,593	100%	\$6,593						
7	Bicycle Trail Asphalt	3725	LF	\$14.50	\$54,013	100%	\$54,013						
8	Bicycle Trail Stiping	3725	LF	\$2.00	\$7,450	100%	\$7,450						
9	Stanford Ave Crossing Modification	1	LS	\$154,000.00	\$154,000	100%	\$154,000						
10	Nutwood St Crossing Modification	1	LS	\$17,600.00	\$17,600	100%	\$17,600						
11	Lampson Ave Crossing Modification	1	LS	\$18,150.00	\$18,150	100%	\$18,150						
12	Brookhurst St Crossing Modification	1	LS	\$220,000.00	\$220,000	100%	\$220,000						
13	Trail Amenities (benches, trash cans)	1	LS	\$11,200.00	\$11,200	100%	\$11,200						
14	Bike Racks	4	unit	\$600.00	\$2,400	100%	\$2,400						
15	Installation - City Staff	3725	LF	\$48.00	\$178,800	100%	\$178,800					2%	\$3,576
16	Solar Lighting-22' pole; 3,600 lumens	25	unit	\$4,165.00	\$104,125	100%	\$104,125						
17	Solar Lighting-Installation	25	unit	\$3,000.00	\$75,000	100%	\$75,000						
18	Low Impact Dev-Clearing & Grubbing	37250	SF	\$0.50	\$18,625	100%	\$18,625						
19	Low Impact Dev-Drainage Swales	3725	LF	\$9.00	\$33,525	100%	\$33,525						
20	Low Impact Dev-Hydroseeding	37250	SF	\$0.15	\$5,588	100%	\$5,588					50%	\$2,794
21	Low Impact Dev-Waterwise Irrigation	1	LS	\$75,000.00	\$75,000	100%	\$75,000						
Subtotal of Construction Items:					\$1,204,363		\$1,204,363						\$6,370
Construction Item Contingencies (% of Construction Items):				10.00%	\$120,436								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$1,324,800								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$	175,000	
Plans, Specifications and Estimates (PS&E):	\$	150,000	
Total PE:	\$	325,000	25% 25% Max
Right of Way (RW)			
Right of Way Engineering:	\$	20,000	
Acquisitions and Utilities:			
Total RW:	\$	20,000	
Construction (CON)			
Construction Engineering (CE):	\$	198,000	13% 15% Max
Total Construction Items & Contingencies:		\$1,324,800	
Total CON:	\$	1,522,800	
Total Project Cost Estimate:	\$	1,867,800	

Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

Date: (1)	15-May-15
Project Number: (2)	
Project Location(s): (3a)	City of Garden Grove - Flower/Shelley/Kensington neighborhood
" " (3b)	City of Garden Grove - Malabar Apartments
(3c)	City of Garden Grove - Brookhurst Elementary School
(3d)	City of Garden Grove - Evans Elementary School
(3e)	City of Garden Grove - Stanley Elementary School
(3f)	City of Garden Grove - Peters Elementary School
(3g)	City of Garden Grove - Mitchell Elementary School
(3h)	City of Garden Grove - Sunnyside Elementary School
(3i)	City of Garden Grove - Faylane Elementary School
(3j)	City of Garden Grove - Simmons Elementary School
(3k)	City of Garden Grove - Ralston Intermediate School
(3l)	City of Garden Grove - Lake Intermediate School
Project Description: (4)	To complement the expansion of the pedestrian and bicycle trail, the City will implement an education and encouragement program in low-income schools and neighborhoods called BikeSafe Garden Grove. The program will include: donations of used bicycles and bicycle repair/refurbishment workshops, helmet fittings, bicycle rodeos, bicycle ride-alongs, and educational activities that cover bicycle handling and traffic laws.

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
Task "A"	Development and Coordination of BikeSafe	Jan-2016	Dec-2018	\$ 28,080.00
Task "B"	Implementation of the BikeSafe Garden Grove	Jan-2016	Dec-2018	\$ 45,800.00
Task "C"				\$ -
Task "D"				\$ -
Task "E"				\$ -
Task "F"				\$ -
Task "G"				\$ -
Task "H"				\$ -
Task "I"				\$ -
Task "J"				\$ -
GRAND TOTAL				\$ 73,880.00

12-Garden Grove-1

TASK "A" DETAIL				
Task Name (5a):		Development and Coordination of <i>BikeSafe Garden Grove</i>		
Task Summary (5b):		Planning and administration of the education and encouragement program called <i>BikeSafe Garden Grove</i>		
Task Schedule (5c):		Start Date : Jan-2016	End Date:	Dec-2018
Activities (6a):				
Deliverables (6b):				
1.	Conduct annual meetings with BikeSafe Garden Grove partners to develop the 12-month implementation plan and schedule of events	Meeting agenda, participant list, and implementation plan/schedule		
2.	Schedule BikeSafe Garden Grove events	Event confirmation e-mails and detailed log of completed events		
3.	Coordinate logistics for all BikeSafe Garden Grove events	Promotion: Invitation e-mails, posters, and social media postings Resources: Curricula, handouts, summary of event costs, and staffing requirements		
4.	Collect output and satisfaction data from all BikeSafe Garden Grove events	Sign-in sheets and summary of participants' written and oral evaluation and feedback		
5.	Summarize output and satisfaction data for inclusion in the project's final report	5-page narrative description of BikeSafe Garden Grove events and the collection of project deliverables listed above		
6.				
7.				
8.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Project Coordinator (City Staff - to be determined)	1,080	\$26.00	\$ 28,080.00
Party 2 -				\$ -
Party 3 -				\$ -
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 28,080.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 28,080.00
Task Notes (8):				
See Attached Description.				
Other Costs:				
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: <div style="border: 1px solid black; padding: 5px; display: inline-block;">Itemized "Other Costs" Section</div>		Travel (9a):	\$	-
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	-
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
Total Other Costs (9g):				\$ -
TASK GRAND TOTAL (10g):				\$ 28,080.00

Task "A" Other Costs:

12-Garden Grove, 1

Itemized Travel Cost (8a)

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

Travel (8a)

Type of Travel		Quantity	Total \$
1.	Not applicable		\$ -
2.			\$ -
3.			\$ -
4.			\$ -
5.			\$ -
6.			\$ -
7.			\$ -
8.			\$ -
9.			\$ -
10.			\$ -
11.			\$ -
12.			\$ -
13.			\$ -
14.			\$ -
15.			\$ -
16.			\$ -
17.			\$ -
18.			\$ -
19.			\$ -
20.			\$ -
Total		0	\$ -
Total Travel Cost:			\$ -

Itemized Equipment Cost (8b)

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

Equipment (8b)

Type of Equipment		Quantity	Units	Unit Cost \$	Total \$
1.	Not applicable				\$ -
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
8.					\$ -
9.					\$ -
10.					\$ -
11.					\$ -
12.					\$ -
13.					\$ -
14.					\$ -
15.					\$ -
16.					\$ -
17.					\$ -
18.					\$ -
19.					\$ -
20.					\$ -
Total:		0		\$0	\$ -
Total Equipment Cost:					\$ -

Itemized Supplies/Materials Cost (8c)

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

Supplies/Materials (8c)

Type of Supplies/Materials		Quantity	Units	Unit Cost \$	Total \$
1.	Not applicable				\$ -
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
8.					\$ -
9.					\$ -
10.					\$ -
11.					\$ -
12.					\$ -
13.					\$ -
14.					\$ -
15.					\$ -
16.					\$ -
17.					\$ -
18.					\$ -
19.					\$ -
20.					\$ -
Total:		0		\$0	\$ -
Total Supplies/Materials Cost:					\$ -

Itemized Incentives Cost (8d)

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

Incentives (8d)

Type of Incentives		Quantity	Units	Unit Cost \$	Total \$
1.	Not applicable				\$ -
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
8.					\$ -
9.					\$ -
10.					\$ -
11.					\$ -
12.					\$ -
13.					\$ -
14.					\$ -
15.					\$ -
16.					\$ -
17.					\$ -
18.					\$ -
19.					\$ -
20.					\$ -
Total:		0		\$0	\$ -
Total Incentives Cost:					\$ -

Task "A" Other Costs:

12-Garden Group-1

Itemized Other Direct Costs (8e)				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
Other Direct Costs (8e)				
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$
1. Not applicable				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	0		\$0	\$ -
Total Other Direct Cost:				\$ -

Itemized Other Direct Costs (8f)				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
Other Direct Costs (8f)				
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$
1. Not applicable				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	0		\$0	\$ -
Total Other Direct Cost:				\$ -

TASK NOTES

Task A: Development and Coordination of *BikeSafe Garden Grove*

Description of Task A

The proposed Project Coordinator (17% FTE) will develop and coordinate the *BikeSafe Garden Grove* education and encouragement program. The goals of the Project Coordinator are: 1) to develop, launch, and coordinate all aspects of the program including resources, staffing, and logistics, and 2) develop foundational procedures and materials to ensure the long-term sustainability of this important education and encouragement program, including:

1. Program procedures (e.g., the process for developing the annual implementation plan and schedule, scheduling events, collecting data, etc.);
2. Templates (e.g., 12-month implementation plan, meeting agendas, invitation e-mails, posters, social media postings, sign-in sheets, etc.);
3. Roster of program staff (e.g., partners and City staff who will implement BikeSafe Garden Grove events);
4. Resource list (e.g., list of preferred vendors and trainers, venue contacts, neighborhood and school contacts, consumable materials needed for the implementation of BikeSafe Garden Grove events, etc.);

These 'start-up' tasks will make program implementation less complicated and more routinized in each successive year. These tasks will also ensure smooth continuation of the project in the event of staff turnover. Sustainability is critical: each school year brings new students who are just starting kindergarten as well as students new to Garden Grove schools. The education and encouragement activities must be institutionalized and on-going if they are to have an impact. ATP funding will provide the funds needed to launch and fortify *BikeSafe Garden Grove*.

Explanation of Costs

This part-time position in the Department of Community Services is not eligible for benefits, and therefore the hourly rate includes salary only.

BikeSafe Garden Grove will begin in Year 1 of the project and continue through Year 3 of the project and beyond. The total cost for Task A is:

$\$26.00/\text{hour} \times 30 \text{ hours/month} \times 12 \text{ months} = \$9,200 \text{ annually} \times 3 \text{ years} = \$28,080$

This level of effort is needed during the development and launch of *BikeSafe Garden Grove* to lay the groundwork for the program. The Project Coordinator will be responsible for the following:

- 1) Plan and implement 22 events annually (66 events over 3 years), including:
 - **Encouragement Events:** 10 events at 5 sites annually (30 events over 3 years)
A wide range of encouragement activities will reinforce the project's education components, provide participants the opportunity to practice what they have learned,

and generate excitement about bicycling. Each year, children and adults will participate in encouragement activities at 5 sites: 3 schools located closest to the pedestrian and bicycle trail (Brookhurst Elementary, Evans Elementary, and Ralston Intermediate) and at 2 low-income communities (Malabar Apartments and the Flower/Shelley/Kensington neighborhood). *BikeSafe Garden Grove* will implement three Bicycle Rodeos, two ride-alongs with the Police Department's Reserve Bike Patrol, Bike to School and Walk to School annual celebrations, and three mobile bicycle repair and refurbishment workshops (details about these activities can be found in the Task Notes for Task B).

- **Education Events:** 12 events at 12 sites annually (36 events over 3 years)
The project will provide educational events that combine presentation of safety information and hands-on learning activities. The educational events will be conducted at the 5 school- and neighborhood-based sites described above under Encouragement Events, *and at an additional 7 elementary and intermediate schools* located in or very near the Project Benefit Area.

2) Coordinate the activities of 5 *BikeSafe Garden Grove* partners including:

- **City of Garden Grove** (responsible for project coordination, and coordination with other city-funded bicycle encouragement activities such as the new annual Open Streets events (the first was held in 2014, and the events will be held annually going forward))
- **Garden Grove Police Department** (responsible for bicycle repair/refurbishment workshops; ride-alongs; bicycle rodeos; donation of used bicycles)
- **Garden Grove Unified School District** (provides access to 10 district schools located in or near the Project Benefit Area which will be the locale for *BikeSafe Garden Grove* events)
- **Boys and Girls Club of Garden Grove** (host for the *BikeSafe Garden Grove* events at their afterschool program that is conducted at most Garden Grove schools)
- **Orange County Health Care Agency** (conducts helmet fittings; educational presentations and activities focused on safety, healthy lifestyles; provides technical assistance and materials for Walk to School and Bike to School annual events).

Following the conclusion of the ATP project, the City and project partners will absorb the costs to continue *BikeSafe Garden Grove*, including sharing (in-kind) the costs for coordinating the project.

12-Garden Grove-1

TASK "B" DETAIL				
Task Name (5a):		Implementation of the <i>BikeSafe Garden Grove Program</i>		
Task Summary (5b):		Education and encouragement activities at 10 elementary schools and 2 low-income neighborhoods		
Task Schedule (5c):		Start Date : Jan-2016	End Date:	Dec-2018
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Provide encouragement events (10 annually; 30 over 3 years) including bicycle rodeos, ride-alongs, annual Walk to School and Bike to School events, and bicycle repair/refurbishment workshops	Sign-in sheets, photos, copies of promotional photos, event budget, and final costs		
2.	Provide education events (12 annually; 36 over 3 years)	Sign-in sheets, photos, copies of promotional photos, event budget, and final costs		
3.				
4.				
5.				
6.				
7.				
8.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Training and Technical Assistance Consultant	100	\$30.00	\$ 3,000.00
Party 2 -				\$ -
Party 3 -				\$ -
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 3,000.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 3,000.00
Task Notes (8):				
See Attached Description.				
Other Costs:				
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: <div style="border: 1px solid black; padding: 5px; display: inline-block;">Itemized "Other Costs" Section</div>		Travel (9a):	\$	-
		Equipment (9b):	\$	21,600.00
		Supplies/Materials (9c):	\$	21,200.00
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
Total Other Costs (9g):				\$ 42,800.00
TASK GRAND TOTAL (10g):				\$ 45,800.00

Task "B" Other Costs:

12-Garden Grove

Itemized Travel Cost (8a)			
Please provide an itemized "travel" cost estimate for all travel costs applicable to each task			
Travel (8a)			
Type of Travel	Quantity		Total \$
1. Not applicable		\$	-
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
Total	0	\$	-
Total Travel Cost:			\$ -

Itemized Equipment Cost (8b)				
Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task				
Equipment (8b)				
Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1. Box trailer (8.5' x 20')	1	Unit	19,000	\$ 19,000.00
2. Portable compressor	1	Unit	1,500	\$ 1,500.00
3. Portable generator	1	Unit	1,100	\$ 1,100.00
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	3		\$21,600	\$ 21,600.00
Total Equipment Cost:			\$	21,600.00

Itemized Supplies/Materials Cost (8c)				
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task				
Supplies/Materials (8c)				
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1. Design wrap for box trailer (to brand as BikeSafe)	1	LS	\$2,500	\$ 2,500.00
2. Tool boxes	1	LS	\$3,000	\$ 3,000.00
3. Bicycle repair tools	1	LS	\$1,500	\$ 1,500.00
4. Bicycle parts	1	LS	\$4,000	\$ 4,000.00
5. Racks, mounts, and miscellaneous	1	LS	\$1,200	\$ 1,200.00
6. Helmets and safety equipment	1	LS	\$1,000	\$ 1,000.00
7. Promotional materials for BikeSafe Garden Grove	1	LS	\$3,000	\$ 3,000.00
8. Bicycle safety training aids, curricula, materials	1	LS	\$5,000	\$ 5,000.00
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	8		\$21,200	\$ 21,200.00
Total Supplies/Materials Cost:			\$	21,200.00

Itemized Incentives Cost (8d)				
Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task				
Incentives (8d)				
Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1. Not applicable				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	0		\$0	\$ -
Total Incentives Cost:			\$	-

Task "B" Other Costs:

12-Garden Group 1

Itemized Other Direct Costs (8e)				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
Other Direct Costs (8e)				
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.				\$ -
Total:	0		\$0	\$ -
Total Other Direct Cost:				\$ -

Itemized Other Direct Costs (8f)				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
Other Direct Costs (8f)				
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.				\$ -
Total:	0		\$0	\$ -
Total Other Direct Cost:				\$ -

TASK NOTES

Task B: Implementation of the *BikeSafe Garden Grove Program*

Description of Task B

The City requests funding for equipment, supplies, materials, and training and technical assistance expertise to launch and conduct a variety of education and encouragement events. The goals of these events are: 1) to enhance pedestrian and bicycle safety, and 2) encourage residents who live in the Project Benefit Area (and beyond) to utilize the new trail for transportation and recreation purposes. The proposed events include:

Encouragement Events

1. Mobile bicycle repair and refurbishment workshops

The Police Department will donate used bicycles (seized or confiscated by the Department and not claimed after the required public notification process) to BikeSafe participants. The Police Department will implement mobile workshops to show participants how to repair and refurbish the donated bikes. The mobile workshops will occur at schools and low-income neighborhoods near the new pedestrian and bicycle trail. The program will utilize a box trailer to transport all of the equipment and materials need to conduct the workshops. The trailer will be wrapped in colorful high-quality vinyl designed to make the trailer look like a chain-locked 'safe' (playing on the program's BikeSafe name). The purpose of the vinyl wrapping is mobile advertising and to raise awareness of the BikeSafe program. We hope to generate interest and excitement among children to find out what is within the 'safe.' The Police Department already owns a Ford F250 pickup truck for use in hauling the trailer.

2. Bicycle rodeos and ride-alongs

The Police Department's Bicycle Reserve Patrol will lead two 'ride-alongs' per year on the trail to encourage children and their families to explore and use the trail. The Police Department will also will implement Bicycle Rodeos at targeted schools and neighborhoods. The Police Department already conducts Bicycle Rodeos (on request) and owns the props and materials necessary for full implementation.

3. Bike to School and Walk to School annual events

The Orange County Health Care Agency will provide promotional materials (i.e., banners, stickers, lawn signs, planning manuals) and technical assistance in implementing Walk to School Day (held nationally each October). They can provide technical assistance in implementing Bike to School Day (held nationally each May). During the project period, these events will be focused on one school each year, and the program will provide encouragement and support for the school to implement the events annually thereafter.

Education Events

The project will provide educational events that combine presentation of safety information and hands-on learning activities. For example, during the "Egg Drop Activity," children make 'helmets' for an egg. The experiment shows what can happen when bicyclists fall and their heads are not protected by bicycle helmets. The Egg Drop demonstration consists of two drops. In the first drop, the egg is dropped into wearing its 'helmet.' Because the egg is protected, it should not break. In the second drop, the egg has no protective material and breaks. This activity is followed by helmet demonstrations and fittings for the students.

Explanation of Costs

1. Training and technical assistance consultant

The consultant will provide two services: 1) advise the City on the set-up of the BikeSafe trailer, and 2) provide a 'train the trainer' course on basic bicycle repair and maintenance. Program staff will use the skills and knowledge learned in the course to provide basic bicycle repair workshops for youth and adults in the community. The consultant (to be identified) will be an expert on bicycle repair with training experience.

2. Box trailer and design wrap

The box trailer will contain all of the equipment and supplies needed to conduct mobile bicycle repair workshops at school- and neighborhood-based sites during the 3-year project and beyond. The vinyl wrap will transform the box trailer to look like a chain-locked safe.

3. Portable compressor and generator

The compressor will be used to air up tires and the generator will be used to power the compressor, lighting, and power tools.

4. Tools and tool boxes

The program will require many units of each kind of the basic tools needed to conduct bicycle repair (i.e., wrenches, screwdrivers, etc.) as well as individual tool boxes to hold the tools. At the beginning of each workshop, each participant will be provided a tool box containing everything they need to repair the donated bicycle. Tool boxes and tools remain with the BikeSafe after the workshop.

5. Racks and mounts

Racks will be used to hold bicycles while participants perform repairs, repaint, etc. Mounts will be used to install handlebars, mirrors, bells, etc.

6. Bicycle parts

An inventory of bicycle parts will be acquired including tires, inner tubes, chains, rims, etc.

7. Helmets and safety equipment

Each participant that receives a donated bicycle will also receive a helmet. Other safety equipment will include goggles, gloves, etc. for conducting painting and repairs.

8. Bicycle safety training and materials

Existing, research-based safety training curricula and educational materials will be acquired for use during the education events. It is important to use materials and methods proven to be effective for promoting learning and enhancing safety.

9. Promotional materials

A variety of promotional materials will be developed to increase awareness of the BikeSafe Garden Grove program and to advertise upcoming events. These materials will include brochures, handouts and posters. Maps will also be produced that identify the new pedestrian and bicycle trail, its access points, and many different types of destinations that can be reached via the trail. The program will also use social media (e.g., Facebook, Twitter, Periscope, and Instagram) to share information about the program, the new trail, and BikeSafe events.



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



Southern California Association of Governments
ADOPTED APRIL 2012

- Increasing the frequency and quality of fixed-route bus service and the introduction of local community circulators to provide residents of smart growth developments with the option of taking transit over using a car to make short, local trips, and
- The implementation of transit priority facilities, such as bus lanes and traffic signal priority.

Active Transportation

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 the RTP/SCS, active transportation generally refers 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 toward reducing congestion and air pollution, walking and bicycling will become more essential to meet the future needs of Californians.

The majority of commuters within the SCAG region commute via car, truck, or van. According to the American Community Survey, in 2009, 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 to work). In addition, the National Household Travel Survey (NHTS) data indicate that approximately 20.9 percent of all trips were conducted by walking (19.2 percent) or bicycling (1.7 percent). This represents an approximately 75 percent increase from the 11.9 percent active transportation mode share in 2000. In addition, NHTS data indicate that 75.0 percent of all trips in 2009 were conducted by driving, and this is an approximately 10.6 percent decrease from the 83.9 percent mode share in 2000.

Additional analysis regarding active transportation needs to be conducted in order to develop a better understanding of the users and their needs. The current level of data is extremely limited and does not provide a comprehensive overview of the current active transportation community. Active transportation users have differing levels of experience and confidence, which influences their decision to utilize active transportation. SCAG recognizes that there are a number of factors that motivate people to use active transportation. Increased data collection may provide a clearer understanding of the needs and deficiencies associated with active transportation.

Active transportation is not only a form of transportation in itself; it is also a means by which to access rail and bus service. Accessibility is one of the primary performance measures used to evaluate active transportation, by measuring how well the current infrastructure provides individuals with the opportunity to access destinations or facilities.

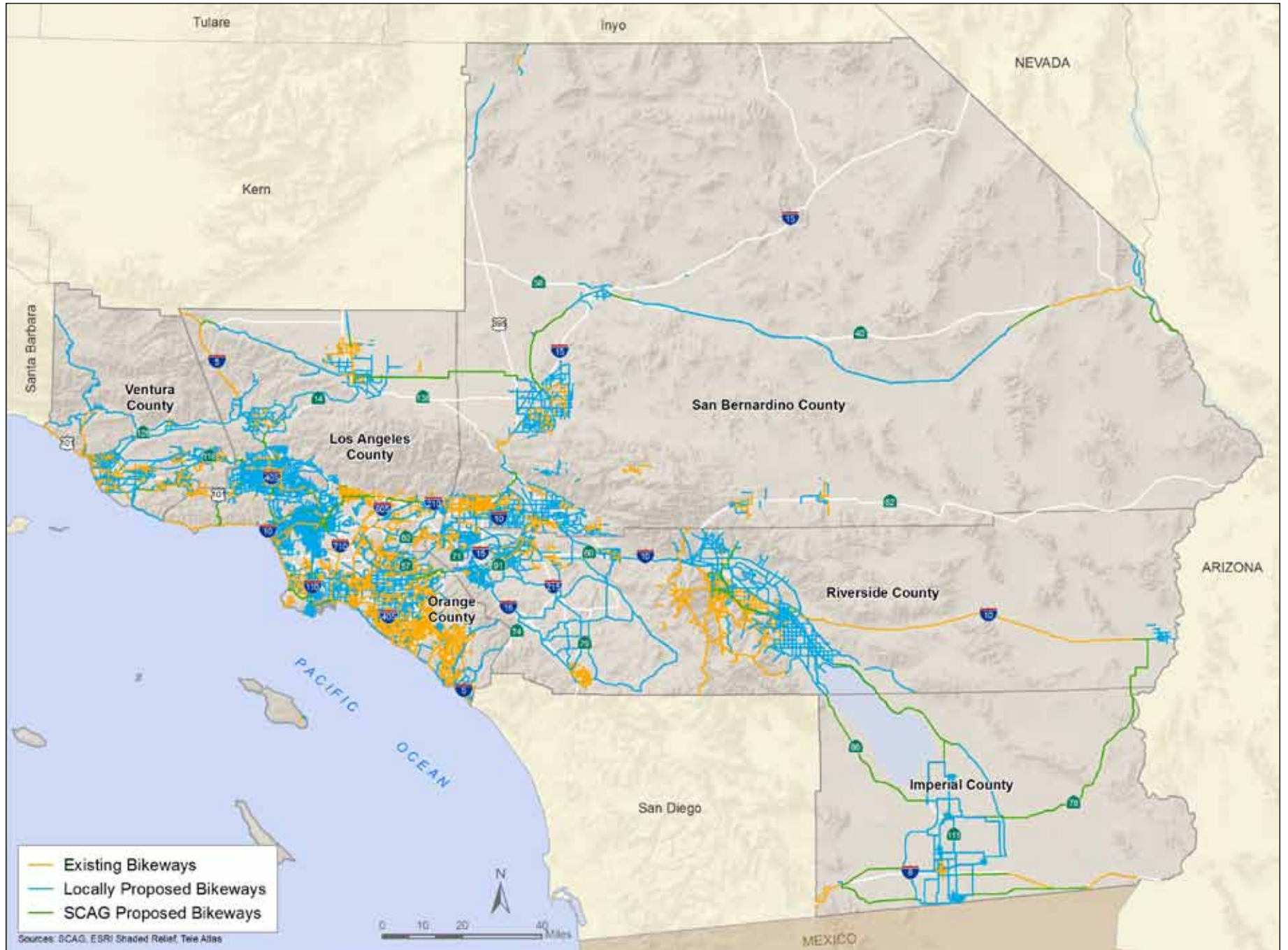
Using a two-mile buffer for bicyclists and a half-mile buffer for pedestrians, we found that our current transit infrastructures provides 97 percent of our residents access to transit via bicycle and 86 percent access to transit by walking. While many individuals have access to transit stations by biking or walking, numerous other factors may influence an individual's decision to use active transportation.

Safety is an important factor that individuals consider when determining whether or not they should walk or bike to their destination. Based on data from the Statewide Integrated Traffic Records System (SWITRS), in 2008, 4.0 percent of all traffic-related fatalities in the SCAG region involved bicyclists, and 4.3 percent of all traffic-related injuries involved bicyclists. In addition, 20.9 percent of all traffic-related fatalities in the SCAG region involved a pedestrian, and 5.7 percent of traffic-related injuries involved pedestrians.

While each of the counties in the SCAG region currently has its own active transportation plan, the RTP/SCS aims at developing a regional active transportation system that closes the gaps and provides connectivity between counties and local jurisdictions. While bicyclists are legally allowed to use any public roadway in California unless specifically prohibited, many bicyclists may be more inclined to utilize bikeways. Currently, 42.6 percent of the region's residents have easy access to 4,315 miles of bikeways. Local jurisdictions in the region have proposed an additional 4,980 miles of bikeways in this RTP/SCS that would increase this access to 62.4 percent of all residents. In order to close the remaining gaps in the bikeway network, this RTP/SCS goes a step further to include an additional 827 miles of bikeways to complete the SCAG Regional Bikeway Network.

In order to make active transportation a more attractive and feasible mode of travel for the different users in our region, additional infrastructure improvements need to be made. The 2012–2035 RTP/SCS calls for improvements that would bring significant amount of deficient sidewalks into compliance with the Americans with Disabilities Act (ADA). Given that all trips, including vehicular trips, start with walking, it is important to ensure that the sidewalks and streets are accommodating to all users. In all, the RTP/SCS's active transportation improvements exceed \$6.7 billion.

EXHIBIT 2.5 Regional Bicycle Network



COASTAL TRAILS

In addition to bikeways, local trails have played an important role in increasing accessibility and providing opportunities for active transportation. Trails along the coast of California have been utilized as long as people have inhabited the region. In an effort to develop a “continuous public right-of-way along the California coastline, a trail designed to foster appreciation and stewardship of the scenic and natural resources of coastal trekking through hiking and other complementary modes of non-motorized transportation,” the California Coastal Trail (CCT) was established. SCAG proposes the completion of the CCT to increase active transportation access to the coast. Completion of the CCT would provide 183 miles of multipurpose trails.

SAFE ROUTES TO SCHOOL

SAFETEA-LU 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.” Safe Route to School programs can play a critical role in eliminating some of the vehicle trips that occur during peak periods to drop off or pick up students by ensuring safe routes to bike or walk to school.

COMPLETE STREETS

The Complete Streets Act of 2008 (AB 1358) requires 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 of our roadway system. SCAG supports and encourages implementation of Complete Streets policies in the 2012–2035 RTP/SCS. SCAG will work with the local jurisdictions as they implement Complete Streets strategies within their jurisdictions by providing information and resources to support local planning activities. SCAG also supports the following policies and actions related to active transportation:

- Encourage and support local jurisdictions to develop “Active Transportation Plans” for their jurisdictions if they do not already have one,

- Encourage and support local jurisdictions to develop comprehensive educational programs for all road users,
- Encourage local jurisdictions to direct enforcement agencies to focus on bicycling and walking safety to reduce multimodal conflicts,
- Support local advocacy groups and bicycle-related businesses to provide bicycle-safety curricula to the general public,
- Encourage children, including those with disabilities, to walk and bicycle to school,
- Encourage local jurisdictions to adopt and implement the proposed SCAG Regional Bikeway Network,
- Support local jurisdictions to connect all of the cities within the SCAG region via bicycle facilities,
- Encourage local jurisdictions to complete the California Coastal Trail,
- Encourage the use of intelligent traffic signals and other technologies that detect slower pedestrians in signalized crosswalks and extend signal time as appropriate,
- Support the facilitation, planning, development, and implementation of projects and activities that will improve safety and reduce traffic and air pollution in the vicinity of primary and middle schools, and
- Encourage local jurisdictions to prioritize and implement projects/policies to comply with ADA requirements.



Our Vision for Active Transportation Beyond 2035

The 2012–2035 RTP/SCS Constrained Plan proposes investing over \$6.7 billion toward active transportation, including the development of over 5,700 miles of bikeways and improvements to significant amount of sidewalks in our region. In addition to these projects, SCAG hopes to substantially increase bicycling and walking in the region by creating and maintaining an active transportation system that includes well-maintained bicycle and pedestrian facilities, easy access to transit facilities, and increased safety and security for all users. The active transportation vision for the strategic transportation system is one where bicycling or walking is simply the most logical and efficient choice for most short trips. To achieve that vision, SCAG and local jurisdictions must create the conditions by which active transportation is more attractive than driving for short trips (less than three miles for bicycles, one-half mile for walking). The goals are to develop and build a dense bicycle network so that all SCAG residents and visitors can easily find and access a route to their destination—incorporate Complete Streets policies in street design/redesign and Compass Blueprint strategies for land use—and ensure ADA compliance on all sidewalks.

BIKEWAYS

Further enhancements to the active transportation system should be considered to make bicycling and walking a more feasible and desirable transportation option. The strategic bikeway plan envisions a three-tiered system to achieve those goals: an expanded regional bikeway network, citywide bikeways in each city, and neighborhood bikeways.

- The Regional Bikeway Network is expanded over the constrained plan, developing a grid pattern where possible in urbanized areas. Each designated regional bikeway links to other regional bikeways and to city bikeways for commuters and recreational riders. Although not as free-flowing as freeways, the Regional Bicycle Network links the cities in the region in a similar manner. To the greatest extent possible, the regional bikeway network should be Class 1, Class 2 bikeways/cycle tracks, or even painted sharrows with appropriate signage and wayfinding.
- Citywide bikeways link neighborhood bikeways to regional bikeways and major city destinations, such as employment, retail, and entertainment centers. These will

often be on arterial and collector streets, which are already part of the grid system. Bikeways will likely need to be either Class 2 bikeways (painted or unpainted) or Cycle tracks. When going through large suburban areas, they can be designated bicycle boulevards. Citywide bikeways should be no farther than one-half mile apart.

- Neighborhood bikeways link neighborhoods to local amenities, such as schools, parks, grocery stores and local retail, eating, and entertainment. These facilities will be primarily on low-speed streets and be identified through sharrows, bicycle boulevards, and wayfinding signage. While every residential street should be considered a neighborhood bikeway, the focus should be on streets that connect across blocks and neighborhoods. In addition, neighborhood bikeways should link to other neighborhood bikeways, providing a low-speed, low-stress environment for families and youths to bicycle with minimal interaction with faster, busier streets.

Completion of this system will require coordination among cities as well as parallel improvements within each city and in unincorporated areas of counties. It will involve roughly a doubling of the bicycle network beyond the constrained plan to 24,000 miles, with a cost estimated at around \$12 billion.



PEDESTRIANS

Pedestrian accessibility and mobility may be addressed through increased safety and security and land use. Integration of Safe Routes to School strategies, Safe Routes to Parks programs, incorporating active transportation in SCAG's Compass Blueprint Projects, and developing active transportation best practices around transit stations may further enhance the walking environment. In addition, local jurisdictions can integrate active transportation and Complete Streets concepts with their land use decisions. Inclusions of bulb-outs, median sanctuaries, and traffic calming can increase pedestrian safety by reducing collisions, particularly at intersections. Other strategies include more prominent deployment of left-turn signals and no-right-turn-on-red signals in high-pedestrian environments. In addition, SCAG encourages and is prepared to work with appropriate implementation agencies to map, develop, and implement recreational trails throughout the region, including the SCAG portion of the California Coastal Trail, river trails, urban, and wilderness hiking areas/trails.

The cost for completion of this element varies widely, depending upon the level of improvements and methodologies used, and ranges from \$6 billion to \$35 billion.

Strategic Finance

Following the adoption of the 2008 RTP, SCAG initiated a comprehensive study of congestion pricing strategies, which has come to be known as the Express Travel Choices Study. The emerging regional congestion pricing strategy is structured to help the region meet its transportation demand management and air quality goals while providing a reliable and dedicated revenue source. The pricing strategy could allow users of the transportation system to know the true cost of their travel, resulting in informed decision-making and more efficient use of the transportation system. Pricing strategies evaluated through the Express Travel Choices Study include a regional high-occupancy toll (HOT or Express) lane network and a mileage-based user fee, both of which are incorporated into the 2012–2035 RTP/SCS. Nevertheless, these strategies still face a number of significant hurdles before their full benefits can be realized. A second phase of the Express Travel Choices Study will continue beyond the adoption of the 2012–2035 RTP/SCS and establish an implementation plan for the regional congestion pricing strategy. SCAG will also participate in state and national efforts to address the long-term transition of excise fuel taxes to mileage-based user fees.

12-Garden Grove-1

Calculations for Projected Users and Trips

Rev. 5/25/15

1. Projected BICYCLE Commuters in the Project Benefit Area (3-square miles)

Measure	Pre-Project BICYCLISTS	Post-Project BICYCLISTS	City-wide Estimate for 2014 (pre-project)** BICYCLISTS	Percent Relevant for the Trail BICYCLISTS	Number Relevant to the Trail BICYCLISTS	Percent Increase After Trail*** BICYCLISTS	Post-Project Total Year 1 BICYCLISTS	Post-Project Total Year 5 (50% inc) BICYCLISTS
Bicycle Commuters and Utilitarian Riders	0	58	1653	2%	33.06	75%	58	87
Total Daily Bicycle Trips	0	116	3306	2%	66.12	75%	116	174
Reduced Daily Vehicle Trips	0	76	2160	2%	43.2	75%	76	114
Reduced Hydrocarbons (metric tons/year)	0	1	23	2%	0.46	75%	1	2
Reduced Carbon Monoxide (metric tons/year)	0	3	76	2%	1.52	75%	3	5
Reduced Nitrogen Oxides (metric tons/year)	0	0	5	2%	0.1	75%	0	2
Reduced Carbon Dioxide (metric tons/year)	0	14,013	400,362	2%	8007.24	75%	14,013	21,020

Sources: **Extrapolated from *OCTA Commuter Bikeways Strategic Plan (Chapter 3.10 - Garden Grove)*, 2009.

***The average protected bike lane sees bike counts increase 75 percent in its first year alone.

[Monsere, C., et al., 2014 - Lessons from the Green Lanes \(National Institute for Transportation and Communities\)](#)

Lessons from the Green Lanes: Evaluating Protected

Bike Lanes in the U.S., June 2014, National Institute for

Transportation and Communities, U.S. Department of Transportation

2. Projected PEDESTRIAN Commuters in the Project Benefit Area (0.5-square miles)

Measure	Pre-Project PEDS	Post-Project Year 1 PEDS	Post-Project Year 5 PEDS (50% inc)
Pedestrian Commuters*	0	135	203
Total Daily Pedestrian Trips	0	271	406

Sources: *Ped data not available from the City. Data were extrapolated from bicycle data collected from the *OCTA Commuter Bikeways Strategic Plan (Chapter 3.10 - Garden Grove)*, 2009 (see Bicycle data, above).

Ped Trips/Bike Trips ratio = 14/1 (Source: Pedestrian and Bicycle Information Center, www.pedbikeinfo.org/data/factsheet_general.cfm.)

Reduce by a factor of 6 to narrow benefit area from 3-square miles to 0.5-square miles.

12-Garden Grove-1

Calculations for Projected Users and Trips by Commuter/Recreation

USERS

<u>BICYCLISTS</u>	<u>Year 1</u>	<u>Year 5</u>
Commuters	58	87
Recreation Users	87	131
Total All Users	145	218

<u>PEDESTRIANS</u>	<u>Year 1</u>	<u>Year 5</u>
Commuters	135	203
Recreation Users	203	305
Total All Users	338	508

Note: Assume 60/40 split between recreation and commuter users
(see www.pedbikeinfo.org/data/factsheet_general.cfm)

TRIPS

<u>BICYCLE TRIPS</u>	<u>Year 1</u>	<u>Year 5</u>
Commuter trips	116	174
Recreation trips	174	261
Total All Trips	290	435

<u>PEDESTRIANS</u>	<u>Year 1</u>	<u>Year 5</u>
Commuter trips	271	406
Recreation Trips	406	609
Total All Trips	677	1,015

Note: Assume 60/40 split between recreation and commuter trips
(see www.pedbikeinfo.org/data/factsheet_general.cfm)

City of Garden Grove

**DESTINATIONS WITHIN THREE SQUARE MILES OF THE PROPOSED
EXPANSION OF THE BICYCLE AND PEDESTRIAN TRAIL**

Businesses and
Restaurants (n=28)

Asia Entertainment Inc	USPS Store	Identity Board Shop
Jay's	24 Hour Fitness	Emeritus at Garden Manor
Starbuck's Coffee	Golden State Humane Society	Royal Seafood Restaurant
Susie's Hair	Certifix Live Scan	Computech
Café Tourane	Orange Moving Company	A-Town Tattoo
The Home Depot	Grove Motel	Evans Sporting Goods
BJ Discount Inc	Ramada Plaza Garden Grove	Coldstone Creamery
Costco Garden Grove	Pho Bom	BobaLoca
Office Depot	Brookhaven Pet Hospital	Café Gossip
Max Muscle		

Garden Grove
Promenade Shopping
Center (n=29)

Anna's Linens	GNC	S & F 2000
Big Lots	H&R Block	Sally Beauty Supply
Carl's JR	Hometown Buffet	Sav-on-drugs
Chinese King	Kragen Autoparts	See's Candies
Coldstone Creamery	Marshall's	Smart and Final
Cumming's Flowers	McDonalds	Subway Sandwiches
DK's Donuts	Miyako	TCBY yogurt
Fantastic Sams	Nutri-Sport	Top Line Nails
Farr's Hallmark	Payless Shoe Source	Wherehouse Movies, Music, and More
	Radio Shack	
	Rite-Aid Pharmacy	

City of Garden Grove

DESTINATIONS WITHIN THREE SQUARE MILES OF THE PROPOSED EXPANSION OF THE BICYCLE AND PEDESTRIAN TRAIL

Pavilion Plaza

Shopping Center
(n=25)

1st American Building
Ameri-Best International
Chapman Car Wash
Chappy’s Liquor
Danielle’s Hair Salon
Dorsey Judgment Enforcement
Fast Wash
Garden Custom Pools and Spas

Panda Express
Peoples Choice Communications
Peoples Pager Choice More
Post Time Mail Center
Ronald Maeda, Inc.
Seafood Place Chinese Restaurant
Taxpros
Teddall & Associates
Tomy’s

Vano’s Casa de Novias
Worldwide Plumbing and Heating
State Farm Insurance
Party City
Flowers by Cina
IHOP
New Age Canna
Collar and Leash Pet Shop

Government and Civic (n=11)

Boys and Girls Club of Garden Grove
Orange County Social Services
Garden Grove Housing Authority

Garden Grove Fire Department: Station 2
City Hall - Garden Grove
Community and Senior Center
Garden Grove Branch Library

Garden Grove Historical Society
U.S. Social Security Office
U.S. Post Office
Orange Grove Education Center
Garden Grove Unified School District

Churches (n=11)

Living Spring Christian
Cozy Presbyterian Church
St. Anselm’s Episcopal
Chapman Avenue Baptist

Nutwood Street Baptist
St. Paul’s Lutheran Church
Lighthouse Christian Church
World Mission Baptist

Garden Grove UMC
First Baptist Church of Garden Grove
First Christian Church
Seventh Day Adventist

City of Garden Grove

DESTINATIONS WITHIN THREE SQUARE MILES OF THE PROPOSED EXPANSION OF THE BICYCLE AND PEDESTRIAN TRAIL

Parks (n=6)

- Euclid Park
- Acacia Park
- Community Center Park
- Stanford Park LLC
- Civic Center Park
- Village Green Park

Universities and Colleges (n=4)

- Stanton University
- California State University - Fullerton (Garden Grove Center)

- Coastline Community College
- Concorde Career College

Health Care (n=16)

- Asian Health Center
- Live Dental Laboratory
- Elite Medical Center
- Walgreen’s Pharmacy
- Healthy Smiles for Kids
- Kaiser Permanente
- CVS Pharmacy
- Pathfinder Health
- VIP Dental care Center
- Eye Q Optometry
- Tom Tu, DDS
- Eyes R Us
- Paul H. Cho, DDS
- Pavilions Pharmacy
- Toan Nguyen, DDS
- Victor Tadang, DDS

Banks (n=10)

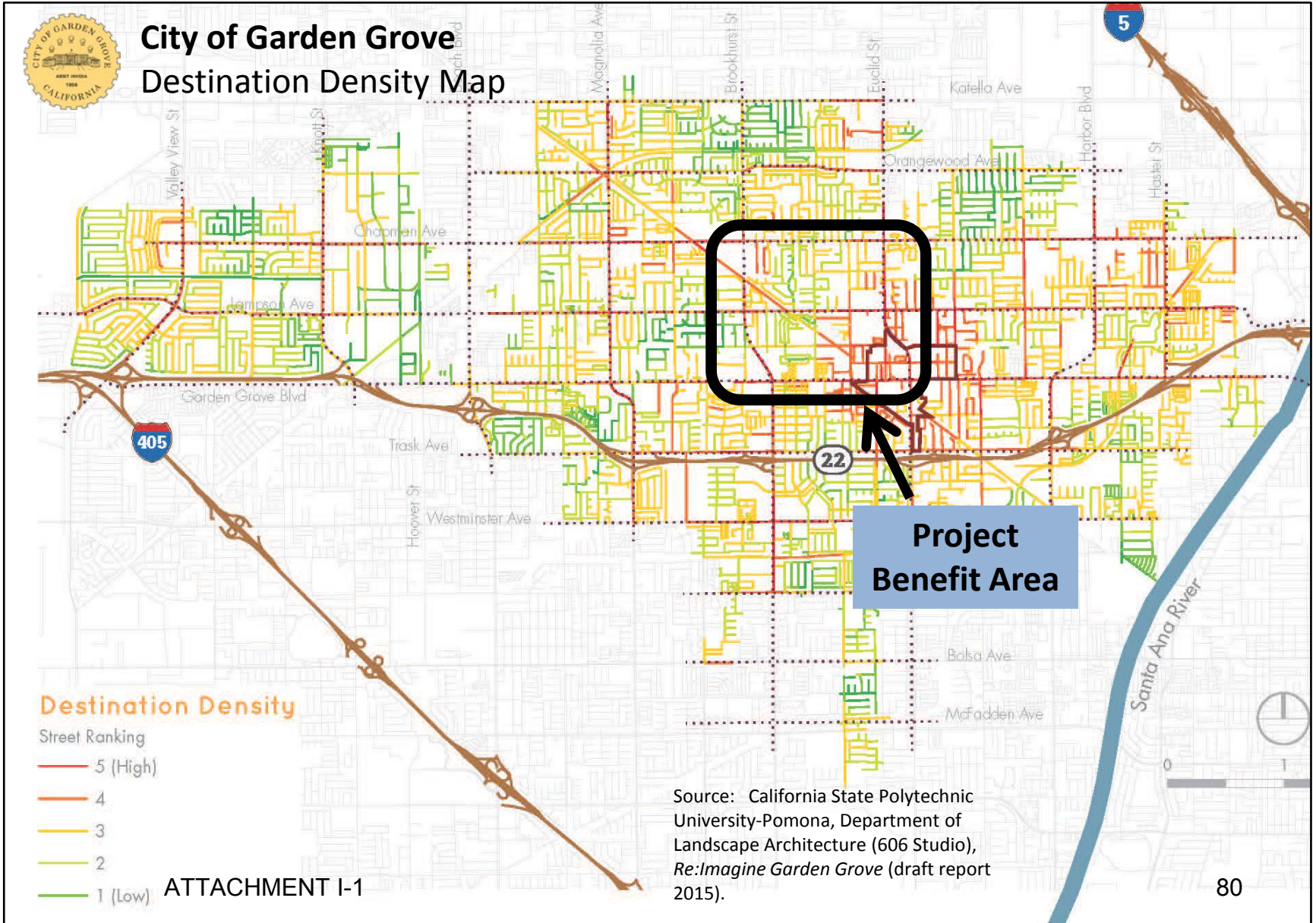
- Bank of America
- Wells Fargo Bank
- Golden West Cities Federal Credit Union
- HSBC Bank
- Southland Credit Union
- Farmers and Merchants
- U.S. Metro Bank
- Wilshire State Bank
- Bank of the West
- Citibank

Groceries (n=5)

- Ralphs
- Alpine Market
- Dalat Supermarket
- Han Nam Supermarket
- International Meat & Deli



City of Garden Grove Destination Density Map



Destination Density

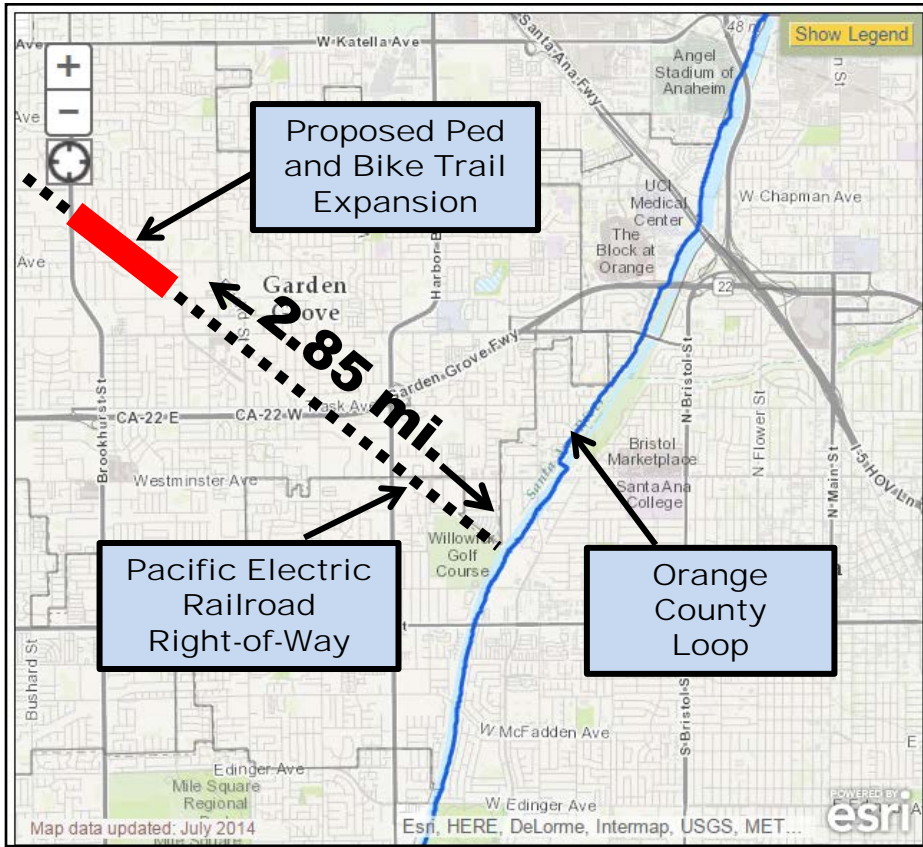
- Street Ranking
- 5 (High)
 - 4
 - 3
 - 2
 - 1 (Low)

ATTACHMENT I-1

Source: California State Polytechnic University-Pomona, Department of Landscape Architecture (606 Studio), *Re:Imagine Garden Grove* (draft report 2015).



City of Garden Grove Proximity to Orange County Loop

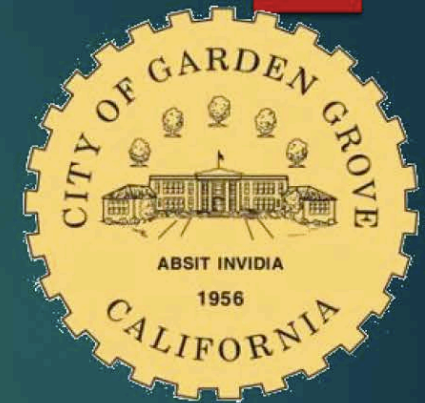


The Orange County (OC) Loop is the Orange County Transportation Authority's (OCTA) vision for 66 miles of seamless walking and biking connections to some of California's most scenic beaches and inland reaches. About 70% of the OC Loop is already in place and is used by thousands of people. Currently, nearly 46 miles use existing off-street trails along the San Gabriel River, Coyote Creek, Santa Ana River and the Coastal/Beach Trail.



City of Garden Grove

STRATEGIC PLANNING AND GOAL DEVELOPMENT MEETING
FRIDAY, MARCH 13, 2015



2015 Goal Development

► Engineering/Public Works

1. Streets – Repaving on city/residential streets (1/3 or Patch Crew)
2. Tree Policy – aging trees becoming public safety hazard
3. Facility Assessment Plan
4. Water conveyance energy efficiency system (savings of \$6M/yr)
5. Converting medians to drought tolerant landscaping
6. Convert Garden Grove Park to reclaimed water
7. Next Century City initiative – planning process/conduit installation
8. Open Streets – Bike path (on the PE ROW)
9. New vacuum truck – sewer system



COLLISION DIAGRAM

Primary Street:
Brookhurst Street

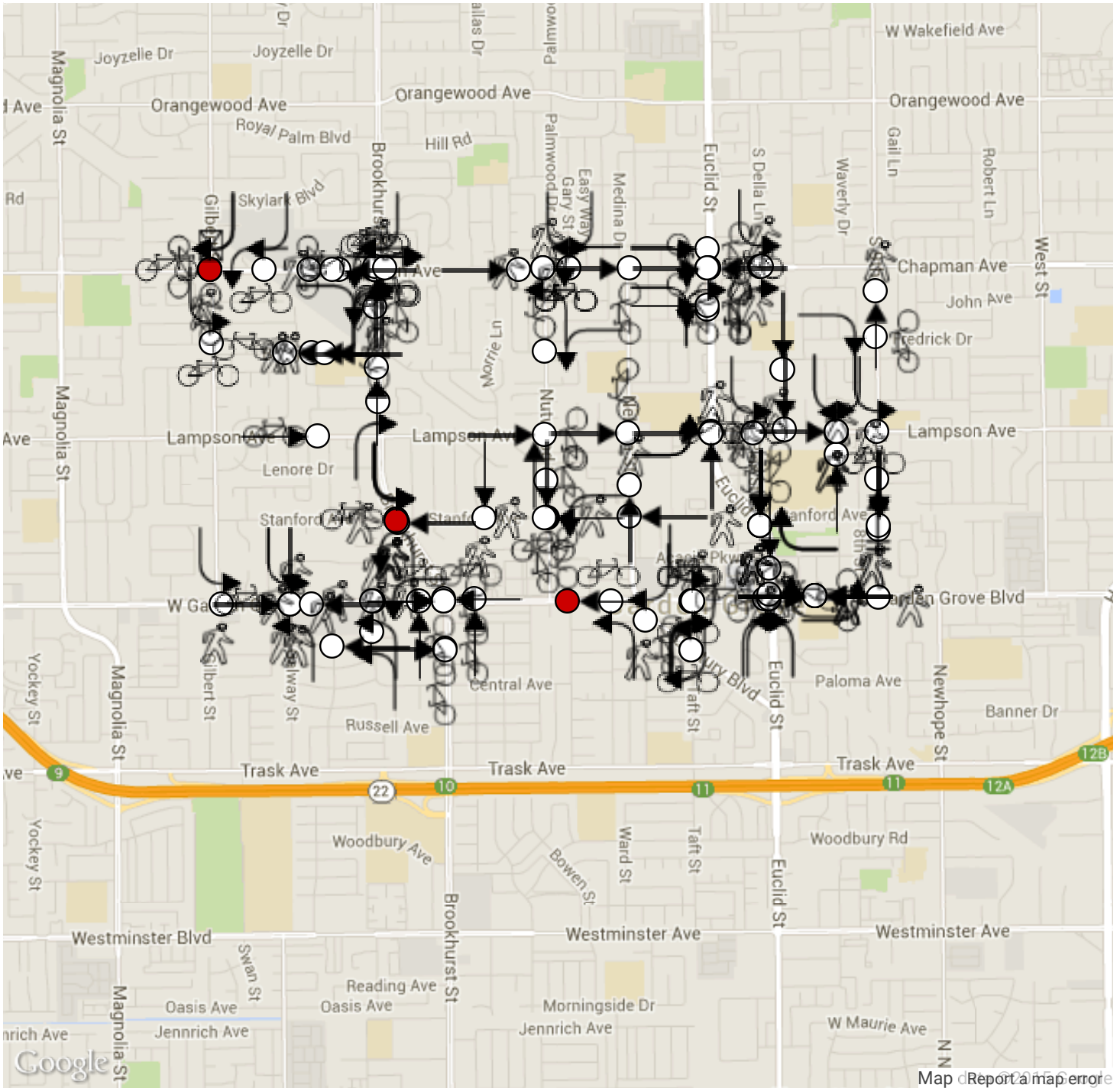
Secondary Street:
Stanford Avenue

Time Period:
1-1-2008 to 12-31-2012

Agency Name:
City of Garden Grove

Mapping Summary	
Fatal Collision	4
Injury Collision	110
Mapped	114
Not Drawn	18
Total	132

→ Straight	↶ Overturned
↶ Left Turn	↷ Ran Off Road
↷ Right Turn	⊞ Stopped
↶ U-Turn	⊞ Parked
🚶 Pedestrian	🚲 Bicycle
⊞ Object	○ Injury Crash
● Fatal Crash	

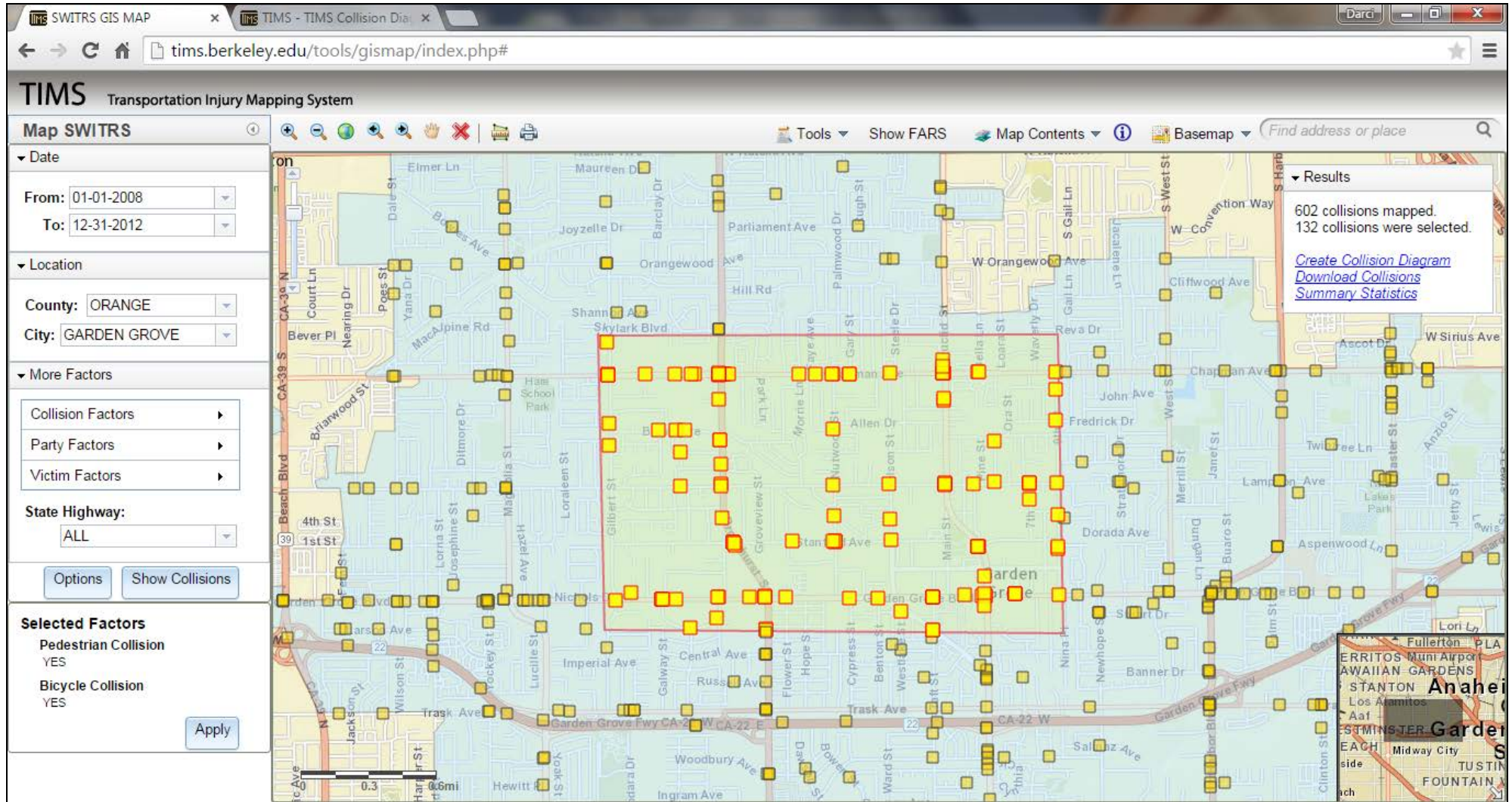


Date Created: 05/06/2015

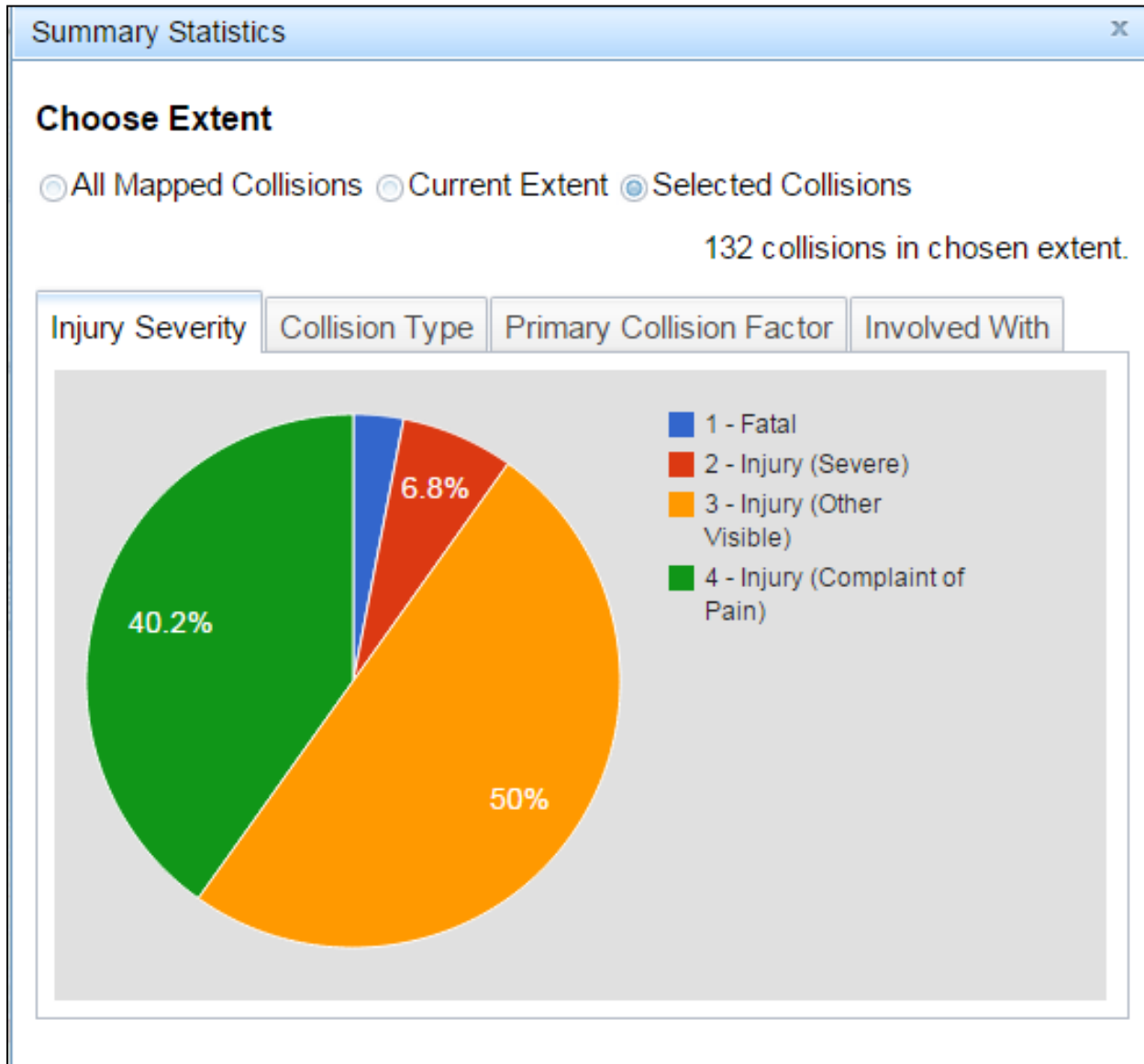
Created by TIMS (<http://tims.berkeley.edu>) © UC Regents, 2014

ATTACHMENT I-2

Collision Details from the Transportation Injury Mapping System (I)



Collision Details from the Transportation Injury Mapping System (II)



Collision Details from the Transportation Injury Mapping System (III)

<u>NO.</u>	<u>CASE ID</u>	<u>YEAR</u>	<u>CRASH SEVERITY</u>	<u>KILLED</u>	<u>INJURED</u>	<u>PRIMARY ROAD</u>	<u>SECONDARY ROAD</u>
1	3526333	2008	4	0	1	BROOKHURST ST	STANFORD AV
2	3566860	2008	3	0	2	9TH ST	CHAPMAN AV
3	3566987	2008	3	0	1	STANFORD AV	EUCLID ST
4	3576162	2008	3	0	1	CHAPMAN AV	GILBERT ST
5	3600587	2008	2	0	1	GARDEN GROVE BL	GILBERT ST
6	3600598	2008	2	0	1	EUCLID ST	STANFORD AV
7	3600761	2008	3	0	1	PINE ST	LAMPSON AV
8	3616642	2008	3	0	1	TAFT ST	GARDEN GROVE BL
9	3674599	2008	4	0	1	GARDEN GROVE BL	CIVIC CNTR
10	3705447	2008	3	0	1	EUCLID ST	ACACIA PKY
11	3718589	2008	4	0	1	BELFAST DR	KERRY ST
12	3718609	2008	3	0	1	9TH ST	STANFORD
13	3718625	2008	3	0	1	BROOKHURST ST	CHAPMAN AV
14	3739471	2008	3	0	1	BROOKHURST ST	STANFORD AV
15	3787983	2008	4	0	1	EUCLID	STANFORD
16	3810673	2008	4	0	1	GARDEN GROVE BL	CIVIC CENTER DR
17	3853117	2008	3	0	1	EUCLID ST	STANFORD AV
18	3931162	2008	4	0	1	CHAPMAN AV	PIONEER ST
19	3942308	2008	3	0	1	ABBOTT CT	GARDEN GROVE BL
20	3966382	2008	4	0	1	GARDEN GROVE BL	CIVIC CENTER DR
21	3967108	2008	4	0	1	9TH ST	STANFORD ST
22	3996048	2008	3	0	1	GARDEN GROVE BL	EUCLID ST
23	3996129	2008	4	0	1	LAMPSON AV	EUCLID ST
24	4012227	2008	3	0	1	LAMPSON AV	7TH ST
25	4045325	2009	3	0	1	NUTWOOD ST	STANFORD AV
26	4076580	2008	4	0	1	GARDEN GROVE BL	GALWAY ST
27	4093976	2009	3	0	1	CHAPMAN AV	BROOKHURST

CONTINUED

<u>NO.</u>	<u>CASE ID</u>	<u>YEAR</u>	<u>CRASH SEVERITY</u>	<u>KILLED</u>	<u>INJURED</u>	<u>PRIMARY ROAD</u>	<u>SECONDARY ROAD</u>
CONTINUED							
28	4096750	2009	2	0	1	ELMWOOD ST	JERRY LN
29	4115276	2009	4	0	1	7TH ST	LAMPSON AV
30	4180405	2008	1	1	0	BROOKHURST ST	STANFORD AV
31	4187677	2009	3	0	1	CHAPMAN	NELSON AV
32	4202263	2009	1	1	0	GARDEN GROVE BL	CYPRESS ST
33	4209996	2009	3	0	1	BIXBY AV	HESTER PL
34	4246198	2009	4	0	1	GARDEN GROVE BL	BROOKHURST ST
35	4261773	2009	4	0	1	MORRIE LN	CHAPMAN AV
36	4275035	2009	4	0	1	CHAPMAN AV	EUCLID ST
37	4292002	2009	3	0	1	CHAPMAN AV	BROOKHURST ST
38	4297165	2009	3	0	1	GARDEN GROVE BL	CIVIC CENTER DR
39	4307129	2009	2	0	1	9TH ST	CHAPMAN AV
40	4347438	2009	3	0	1	GARDEN GROVE BL	FLOWER ST
41	4382427	2009	4	0	1	STANFORD AV	FLOWER ST
42	4419547	2009	3	0	1	BIXBY AV	LAMBERT CIR
43	4419561	2009	2	0	1	GARDEN GROVE BL	GALWAY ST
44	4428999	2009	4	0	1	NUTWOOD ST	STANFORD AV
45	4435299	2009	3	0	1	BROOKHURST ST	STANFORD AV
46	4435332	2009	3	0	1	CHAPMAN AV	BROOKHURST ST
47	4445778	2009	3	0	1	GARDEN GROVE BL	BROOKHURST ST
48	4445813	2009	4	0	2	CATHERINE AV	ENEO PL
49	4462198	2009	3	0	1	EUCLID ST	GARDEN GROVE BL
50	4477780	2009	4	0	1	LAMPSON AV	EUCLID ST
51	4532688	2009	3	0	1	BIXBY AV	HESTER ST
52	4589805	2010	4	0	1	TAFT ST	GARDEN GROVE BL
53	4614397	2010	3	0	1	BROOKHURST ST	CHAPMAN AV
54	4615330	2010	4	0	1	BROOKHURST ST	LAMPSON AV
55	4618116	2010	3	0	1	CHAPMAN AV	EUCLID ST

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<u>NO.</u>	<u>CASE ID</u>	<u>YEAR</u>	<u>CRASH SEVERITY</u>	<u>KILLED</u>	<u>INJURED</u>	<u>PRIMARY ROAD</u>	<u>SECONDARY ROAD</u>
CONTINUED							
56	4664248	2010	4	0	1	GARDEN GROVE BL	KERRY ST
57	4681378	2010	4	0	1	BROOKHURST ST	LARSON AV
58	4689313	2010	3	0	1	ELMWOOD ST	LAMPSON AV
59	4699461	2010	4	0	1	BROOKHURST ST	LAMPSON AV
60	4731583	2010	3	0	1	CHAPMAN AV	BROOKHURST ST
61	4770666	2010	3	0	1	9TH ST	GARDEN GROVE BL
62	4771251	2010	4	0	1	GILBERT ST	CHAPMAN AV
63	4777270	2010	4	0	1	GALWAY ST	GARDEN GROVE BL
64	4786576	2010	3	0	1	BROOKHURST ST	CHAPMAN AV
65	4786628	2010	3	0	1	BROOKHURST ST	CHAPMAN AV
66	4825330	2010	2	0	1	GILBERT ST	ARLENE AV
67	4884399	2010	3	0	1	CHAPMAN AV	BROOKHURST ST
68	4885464	2010	3	0	1	BROOKHURST ST	STANFORD AV
69	4923858	2010	4	0	1	CHAPMAN AV	GARY ST
70	4923889	2010	3	0	1	EUCLID ST	LAMPSON AV
71	4923890	2010	4	0	1	STANFORD	NUTWOOD
72	4923894	2010	3	0	1	GILBERT ST	CHAPMAN AV
73	4932225	2010	3	0	1	NUTWOOD ST	ALLEN DR
74	4934030	2010	3	0	1	CHAPMAN AV	GILBERT ST
75	4987847	2010	4	0	1	BROOKHURST ST	LARSON AV
76	5014063	2010	4	0	1	EUCLID ST	CHAPMAN AV
77	5020597	2010	4	0	1	STANFORD AV	NELSON ST
78	5020605	2010	2	0	1	EUCLID ST	STANFORD AV
79	5085051	2011	3	0	1	GARDEN GROVE BL	GALWAY ST
80	5085115	2011	3	0	1	CHAPMAN AV	DELLA LN
81	5106986	2011	3	0	1	CENTURY BL	TAFT ST
82	5128013	2011	4	0	1	LAMPSON	PLEASANT
83	5145440	2011	4	0	1	EUCLID ST	LAMPSON AV

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<u>NO.</u>	<u>CASE ID</u>	<u>YEAR</u>	<u>CRASH SEVERITY</u>	<u>KILLED</u>	<u>INJURED</u>	<u>PRIMARY ROAD</u>	<u>SECONDARY ROAD</u>
CONTINUED							
84	5159581	2011	4	0	1	CHAPMAN AV	BROOKHURST ST
85	5160033	2011	4	0	1	FREDERICK DR	9TH ST
86	5162172	2011	4	0	1	BROOKHURST ST	CHAPMAN AV
87	5169635	2011	3	0	1	EUCLID ST	MARIAN DR
88	5221594	2011	2	0	1	CHAPMAN AV	BROOKHURST ST
89	5221928	2011	3	0	1	EUCLID ST	GARDEN GROVE BL
90	5221936	2011	4	0	1	CHAPMAN AV	BROCKHURST
91	5221944	2011	3	0	1	CHAPMAN AV	EUCLID ST
92	5244026	2011	3	0	1	GARDEN GROVE BL	KERRY
93	5263999	2011	2	0	2	BROOKHURST ST	LAMPSON AV
94	5265928	2011	4	0	1	GARDEN GROVE BL	BENTON
95	5322223	2011	4	0	1	GARDEN GROVE BL	LINCOLN ST
96	5364632	2011	4	0	1	NUTWOOD ST	CHAPMAN AV
97	5366803	2011	4	0	1	GARDEN GROVE BL	TAFT ST
98	5393799	2011	3	0	1	NELSON ST	MARSHALL LN
99	5399688	2011	3	0	1	CHAPMAN AV	GARY ST
100	5399760	2011	3	0	1	BROOKHURST ST	BIXBY AV
101	5423135	2011	3	0	1	TAFT ST	CENTURY BL
102	5442577	2011	4	0	1	7TH ST	LAMPSON
103	5442590	2011	4	0	1	CHAPMAN AV	CHAPMAN AV 9801
104	5447459	2011	3	0	1	EUCLID ST	CHAPMAN AV
105	5476228	2011	4	0	1	13051 WESTLAKE ST	WESTLAKE ST
106	5542053	2011	1	1	0	GILBERT ST	CHAPMAN AV
107	5881632	2012	3	0	1	CHAPMAN AV	BROOKHURST ST
108	5872167	2012	3	0	1	CHAPMAN AV	FAYE
109	5869440	2012	4	0	1	LAMPSON AV	7TH ST
110	5855347	2012	4	0	1	EUCLID	GARDEN GROVE BL
111	5855343	2012	3	0	1	BROOKHURST ST	BIXBY AV

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<u>NO.</u>	<u>CASE ID</u>	<u>YEAR</u>	<u>CRASH SEVERITY</u>	<u>KILLED</u>	<u>INJURED</u>	<u>PRIMARY ROAD</u>	<u>SECONDARY ROAD</u>
CONTINUED							
112	5853932	2012	3	0	1	LAMPSON AV	NUTWOOD ST
113	5851583	2012	4	0	1	GARDEN GROVE BL	TAFT ST
114	5839864	2012	4	0	1	LAMPSON AV	9TH ST
115	5839771	2012	4	0	1	EUCLID ST	CHAPMAN AV
116	5824104	2012	3	0	1	GARDEN GROVE BL	CIVIC CENTER DR
117	5795172	2012	3	0	1	NUTWOOD ST	KENSINGTON LN
118	5758005	2012	3	0	1	CHAPMAN AV	EUCLID ST
119	5746105	2012	3	0	1	DONEGAL DR	BELFAST
120	5738110	2012	3	0	1	9TH ST	COLLEGE AV
121	5726631	2012	4	0	1	BROOKHURST ST	GARDEN GROVE BL
122	5685801	2012	3	0	1	BIXBY AV	GILBERT ST
123	5677906	2012	3	0	1	EUCLID ST	GARDEN GROVE BL
124	5642232	2012	4	0	1	LAMPSON AV	NELSON
125	5635017	2012	4	0	1	BROOKHURST ST	GARDEN GROVE BL
126	5621836	2012	3	0	1	STANFORD AV	NUTWOOD ST
127	5535237	2012	3	0	2	EUCLID	LAMPSON AV
128	5529832	2012	3	0	1	GILBERT ST	SKYLARK BL
129	5524992	2012	4	0	1	CHAPMAN	NUTWOOD
130	5515577	2012	4	0	1	GARDEN GROVE BL	GALWAY ST
131	5514878	2012	3	0	1	EUCLID ST	CHAPMAN AV
132	5403254	2012	1	1	0	BROOKHURST ST	STANFORD AV

PACIFIC ELECTRIC ROW/ WEST SANTA ANA BRANCH CORRIDOR

ALTERNATIVES ANALYSIS REPORT



CONNECTING COMMUNITIES BETWEEN LOS ANGELES AND ORANGE COUNTIES

February 7, 2013



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS



WEST SANTA ANA BRANCH



WEST SANTA ANA BRANCH

PLEASE JOIN US TO SHARE YOUR THOUGHTS AND IDEAS:

GARDEN GROVE, CA
Tuesday, June 15, 2010
6:30-8:30 pm

Garden Grove Community Center
 11300 Stanford Avenue

HUNTINGTON PARK, CA
Wednesday, June 16, 2010
6:30-8:30 pm

Huntington Park Community Center
 6925 Salt Lake Avenue

CYPRESS, CA
Thursday, June 17, 2010
6:30-8:30 pm

Cypress Community Center
 5700 Orange Avenue

CERRITOS, CA
Saturday, June 19, 2010
1:00-3:00 pm

Cerritos Park East Community Ctr.
 13234 East 166th Street

PARAMOUNT, CA
Tuesday, June 22, 2010
6:30-8:30 pm

Progress Park Plaza, West Auditorium
 15500 Downey Avenue

STANTON, CA
Wednesday, June 23, 2010
6:30-8:30 pm

Stanton Council Chambers
 7800 Katella Avenue

CONTACT US:

For more information about the study and upcoming community meetings, please visit:

www.scag.ca.gov/perow
 or contact Philip Law, Project Manager at 213-236-1841 or law@scag.ca.gov.

The Pacific Electric Right-of-Way (PEROW) / West Santa Ana Branch Corridor is a railroad right-of-way that extends for approximately 20 miles between the City of Paramount in Los Angeles County and the City of Santa Ana in Orange County. The Southern California Association of Governments, in coordination with the Los Angeles County Metropolitan Transportation Authority and the Orange County Transportation Authority, is conducting a Transit Alternatives Analysis. This study will explore potential transportation solutions for the corridor that could increase travel choices between the two counties.

COMMUNITY MEETINGS



SOUTHERN CALIFORNIA



ASSOCIATION OF GOVERNMENTS
www.scag.ca.gov

Stakeholder and Community Groups

More than 150 community-based organizations, civic organizations, and Chambers of Commerce were identified in each city through on-line research and in interviews with elected officials and city staff during project initiation. Before each series of community meetings, these organizations were contacted by telephone and email to make them aware of the study and encourage participation. City managers and public information officers were also contacted and asked to provide information about the study and promote attendance at the upcoming community meetings through their information channels, including public access cable TV, city newsletters, city websites, and meeting notices at city hall public counters. Staff for city planning and transportation commissions were also contacted to provide meeting information to the commissioners.

Community Meetings

During the first phase, a series of six interactive community meetings were held from Tuesday, June 15 through Wednesday, June 23, 2010. The community meetings were designed to accommodate two-way communication where the public was first educated about the AA study, its goals and objectives, and the process; and then encouraged to provide their views about community needs and transportation concerns, possible alternative solutions, and criteria for evaluating the alternatives. The meetings were publicized by a variety of methods to maximize awareness and participation from the community:

- Approximately 37,000 flyers were hung on the doors of businesses and residents located within a 0.25-mile radius of the Corridor and the northern railroad corridors connecting to Downtown Los Angeles and Union Station. Flyers were bilingual (English and Spanish), and tri-lingual in Garden Grove (English, Spanish, and Vietnamese).
- An invitation was emailed to 410 stakeholders and other interested parties.
- A press release was distributed to local newspapers, local transit blogs, and other media outlets.
- Public service announcements were aired on Vietnamese-language radio.
- Meeting notices were posted on many city websites and presentations were made at local city council and other government agency meetings throughout the Corridor.
- Phone calls were made and invitations emailed to business groups, community-based organizations, environmental justice and bicycle groups, as well as city commissioners.



Approximately 185 participants attended the meetings held in accessible locations in the following PEROW/WSAB Corridor cities:

- Garden Grove, Tuesday, June 15, 2010, 6:30-8:30 PM;
- Huntington Park, Wednesday, June 16, 2010, 6:30-8:30 PM;
- Cypress, Thursday, June 17, 2010, 6:30-8:30 PM;
- Cerritos, Saturday, June 19, 2010, 1:00-3:00 PM;
- Paramount, Tuesday, June 22, 2010, 6:30-8:30 PM; and
- Stanton, Wednesday, June 23, 2010, 6:30-8:30 PM.

The meeting format included an open house set up with 13 presentation boards providing information on the AA study process, the Corridor, and potential transit opportunities. Participants had an opportunity to view the boards and ask questions of project team members. Spanish-speaking staff was available at all meetings with Vietnamese capabilities at the Garden Grove meeting. Following the open house, attendees were welcomed to the meeting and the project team gave a presentation providing an overview of the project purpose, process, outcomes, timeline, and opportunities for public involvement. Information providing an overview of the Corridor context and potential transit opportunities from previous studies and stakeholder interviews was included. At the conclusion of the presentation, participants divided into small discussion groups. Each group had a facilitator who started the discussion and recorded comments on a flip chart as the group addressed the following questions:

- What do you think are the transportation issues and challenges in your community?
- What transportation solutions make sense to you?
- Where do you want to go? What work, shopping, education, entertainment, recreational, and other destinations would you like easier travel to?
- How should the proposed transportation solutions be evaluated? What should we consider when making Corridor transportation decisions?

A volunteer from each of the discussion groups reported back to the meeting-at-large to allow for all participants to hear key ideas from each discussion group. At the conclusion of the meeting, the project team members identified how the public could submit additional comments and stay informed as the project progressed. Participants were encouraged to submit comment cards addressing the questions and to identify a preferred method of communication. The questions on the comment cards were similar to the group discussion questions, but participants were encouraged to share any comments, concerns, or ideas related to the Corridor and AA study. Input received from the group discussions and comment cards is summarized below and was documented in the *PEROW/WSAB Corridor AA Community Meetings Series #1 – Summary Report*.

Summary

Public involvement efforts conducted during the Project Initiation and Conceptual Alternatives Screening phase are summarized in Table 6.1 and documented in *Appendix G: Public Comments*.

Table 6.1 – Summary of Conceptual Screening Phase Outreach Efforts

Meeting Type	Number of Meetings	Number of Attendees	Type/Number of Comments Received
Elected Official/Stakeholder Interviews	50	57	Verbal comments
Technical Advisory Committee	2	53	Verbal comments
Steering Committee	2	61	Verbal comments
Stakeholder/Community Groups	10	40	Verbal comments
Community Meetings	6	185	Verbal comments Written comments (86)
Total	70	396	

6.1.2 Initial Alternatives Screening Efforts

During the second AA study phase, the Initial Alternatives were assessed based on a comparative initial evaluation of technical and environmental benefits and impacts. The purpose of this phase's public involvement efforts was to communicate the resulting technical information and seek stakeholder and community input to identify the most viable transit solutions to be included in the Final Set of Alternatives to be studied and evaluated further based on more detailed engineering and related technical and environmental information.

Elected Official and Stakeholder Briefings

Between October 18 and November 23, project presentations or announcements were made at 18 study area city council meetings to provide information on the study and encourage participation at the upcoming community meetings. Presentations were made at seven city council meetings: Artesia, Bellflower, Buena Park, Cerritos, Huntington Park, Paramount, and South Gate. Announcements were provided during the public comment period at eleven city council meetings: Anaheim, Cudahy, Cypress, Downey, Garden Grove, Lakewood, Lynwood, Maywood, Santa Ana, Stanton, and Vernon. In addition,

system would be a significant issue in the future. People also felt that parking was important and destinations with parking shortages, including possible future transit stations, were problematic.

- ***Current public transit systems do not adequately serve transportation needs*** – One of the strongest recurring concerns identified by participants was the perception that current local public transit is inconvenient, inefficient, and inflexible. Other areas of concern related to current transit were infrequent service, limited hours of operation, slow travel speeds, and frequent transfers with coordination between multiple transit modes and providers making reaching final destinations by transit more difficult.
- ***Transit usage faces challenges*** – Many people felt that the prevailing “car culture” led to a perception, real or not, that public transit is inferior to car travel. Safety, comfort, cleanliness, convenience, cost, and a lack of familiarity with the transit system are all factors that were expressed when describing the challenges of using public transit. Many participants believed that a well designed and properly functioning transit system could address these issues.
- ***Many barriers exist that encourage car usage*** – Community members who seek to travel without a car found mobility challenging, and expressed a need for a supportive walking infrastructure that facilitates safe, comfortable, and convenient travel related to public transit.

In response to the question – what transportation solutions make sense to you? – the following input related to possible transportation solutions was received:

- ***Enthusiasm for providing public transit in the Corridor*** – Participants were excited about the potential for public transit in the Corridor, and were eager to discuss how public transit would function in the study area. There were robust discussions on the benefits and challenges of different transportation modes. Although a preferred mode was not identified, many participants were adverse to Bus Rapid Transit and tended to prefer rail service.
- ***Opportunities for development and neighborhood revitalization along transit service in the Corridor*** – Community members were interested in the possibility that Corridor transit could provide a catalyst for residential and commercial development. In general, participants felt that mixed-use developments near transit stations would be attractive because of the ease of accessing transit and providing connections to jobs, goods, and services. Many believed that the unique characteristics and particular needs of each community should be considered, and stations could help establish distinct community identities.
- ***Widespread support for trails and open space adjacent to a transit system*** – Participants were supportive of creating a linear bicycle and pedestrian trail along the length of the ROW, and providing dedicated open space adjacent to a transit system. Many believed that this pathway system would provide additional connections between stations that would complement the public transit system.
- ***Consideration for opportunities other than transportation solutions.*** – Along with other ideas for reuse of the Corridor that were offered at each of the meetings, some participants supported leaving the Corridor as it is.

RE:Imagine

Garden Grove



A Community in Motion

Non-Motorized Mobility Network

Open Space Network Enhancement

2060 Downtown Concept Plan

"Gardens and Groves" Theme



606 Studio California State Polytechnic University, Pomona
Department of Landscape Architecture | College of Environmental Design



May 2015



Figure 3.1. Top. Design process diagram. Figure 3.2. Bottom. MindMixer members at public participation event.

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Public Participation Applied Methods

Methods	Definitions
Crowdsourcing	To acquire input, comment, or to solicit feedback by enlisting the services of people online (New Oxford American Dictionary, 2010); i.e., the MindMixer interface
Small Focus Group	Allows researchers to learn group views, insights, and stances toward an activity, service, concept, or idea in a more relaxed setting than typically occurs in a one-on-one interview or public forum (Marshall & Rossman, 1999)
Participation Urban Assessment (PUA)	Adapted from participatory rural assessment; enables participants to share and analyze individual knowledge of their life and conditions (Village Volunteers, 2011)
Questionnaire	A list of specially designed questions for a select group to answer individually (New Oxford American Dictionary, 2010)
Photovoice	Participants are asked to represent their community or point of view by taking photographs, developing narratives to go with their photos, and discussing them at a community forum, in person or online (Wang & Burris, 1994); may also be applied in conjunction with participatory study strategies such as crowdsourcing, mapping, collaging, and/or drawing (Mannay, 2013)
Delphi	A structured process for collecting and distilling knowledge by means of a series of questionnaires, facilitating the formation of a group consensus (Günaydin, n.d.; Helmer-Hirschberg, 1967)

Public Participation By Method

Participants	Method(s) Used	Number of Participants
MindMixer Public, digital interface; 287 active members	Crowdsourcing	Participant numbers varied by topic type and question asked
	Delphi	
	Photovoice	
MindMixer In-Person Community member event; mapping activity and dissemination of an opinion sheet	Participatory Urban Assessment (PUA)	23
	Questionnaire	18
Public Mapping Installations Mapping activities at three public locations	Participatory Urban Assessment (PUA)	67
Bicyclist Coalition Mapping activity	Participatory Urban Assessment (PUA)	6
High School Students Mapping activity and dissemination of a take-home activity package	Participatory Urban Assessment (PUA)	53
	Questionnaire	41
	Photovoice	1
Senior Citizens Facilitation of a round table discussion and dissemination of an opinion sheet	Small Focus Group	11
	Questionnaire	3

Public Participation Top Ten Responses

Garden Grove Identity Questionnaire Top Ten Responses	Senior Citizens 11 Participants 3 Surveys	High School Students 70+ Participants 41 Surveys	MindMixer In-Person 30+ Participants 18 Surveys	MindMixer Interface 214 Days 255 Active Participants 706 Topics 1284 Comments	Total
City Qualities					
Location	4			12	16
Home/Neighborhood	1			6	7
Strawberry Festival & Parade	3(6)			1	7
Good Schools	3			4	7
Commercial Appeal					
Historic Downtown Main Street	1			9	10
Proximity to Entertainment	3(10)				10
Diversity of Restaurants	3(5)			3	8
Personal/Emotional Responses					
Relationships	7			4	11
Friendly People	4			7	11
Cultural Diversity	5			3	8

3 - Project Method and Process

To determine strategies that would best address the needs of the current and future population of Garden Grove, information was needed on non-motorized mobility (NMM) needs, open space use, factors that define the identity of Garden Grove, and sources of economic draw. Information needs were matched with methods and targeted groups (Table 3.1 & 3.2).

Identity

Participants cited several reasons for living and remaining in Garden Grove. A common, general response was the fine weather and the close proximity to entertainment destinations and natural areas (such as the ocean and mountains). When pressed about features specific to the City, three of the top characteristics provided were an appreciation of its cultural diversity, friendly atmosphere, and agrarian, farming village heritage. The most common reason given was intimate relationships and living near family and friends (Table 3.3).

Table 3.1. Top Left. Public participation applied methods. **Table 3.2. Middle Left.** Public participation by method. **Table 3.3. Bottom Left.** Identity (top ten responses from public participation). **Figure 3.3. Bottom Right.** High school student participating in mapping exercise.



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Formal municipal planning efforts are increasingly incorporating a broader array of planning options. In terms of trails, this has been spurred by policy recommendations and changes by local, regional, state and federal governments supporting alternatives to automotive transportation, and by the increased popularity and visibility of active transportation (Boston Region MPO, 2007). Integrated planning can also shape and influence the location and type of growth that occurs by optimizing or maximizing the use of existing built infrastructure (e.g., infill and compact design goals in land use plans with related instruments to target development in certain areas), as well as plan for optimal enhancement of infrastructure.

Likely future economic and environmental benefits of urban open spaces may result from adapting cities to the anticipated impacts of climate change (Byrne & Sipe, 2010). Parks and open spaces that are well integrated into urban environments will lessen the severity of many anticipated problems and because green infrastructure is a relatively cost effective solution, significant economic benefits result from infrastructure investment in projects that serve multiple resource management uses (McKinney, Mauldin & Gardstein, 2010; Rosenzweig, et al., 2011). Benefits stemming from green space and its design may include: providing comfortable microclimates; mitigating of heat island effect; improving air quality; sequestering carbon; mitigating of stormwater runoff and flooding; and providing wildlife habitat.

In an attempt to address sustainability for the City of Garden Grove, City staff organized a charette that focused on the revitalization of Garden Grove's Civic Center-Downtown District. Staff developed ideas in four areas: land use, design, transportation, and branding. In 2013, the Department of Landscape Architecture, 606 Studio at California State Polytechnic University, Pomona formalized a partnership with the City to further this vision. The capstone project of its graduate program, the 606 Studio has over 35 years of award-winning tradition serving municipalities, NGOs, community organizations and other agencies to solve complex relationships

between human and natural systems. 606 Studio projects must address significant issues concerning resources and the physical environment, with broad implications that go beyond project site boundaries.

The *Reimagine Garden Grove: Revitalization Plan* was developed to support the revitalization of the heart of Garden Grove—its mid-city district. Two primary goals were identified to further that aim: to increase the availability of non-motorized means of transportation through the development of Class I, II, and III facilities; and to create a distinctive brand for the City of Garden Grove, with a special focus on distinguishing the Civic Center–Downtown District. Both goals underpin a desire to revitalize the Civic Center–Downtown District through the vision planning of complete streets, enhanced by vegetation, and energized through creative programming. Every planning and design decision was meant to reinvigorate the energy of the City in general, and the mid-city district in particular. Four project objectives were identified to support Downtown redevelopment. They include the development of:

- A non-motorized mobility (NMM) network that connects the neighborhoods and disparate districts of the City to one another as well as neighboring cities in the greater Orange County region; a network with the Civic Center–Downtown District serving as its hub.
- An open space vision plan that serves to expand and enhance the City's existing open space and provide physical infrastructure for the NMM network.
- A Civic Center–Downtown District plant palette, along with design interventions based on the theme of "gardens and groves" that will unify, redefine, and reinvigorate the City brand.
- Design strategies and performance assessment standards for the NMM and open space networks as they pertain to enhanced access for a greater number of residents to the Civic Center–Downtown District.

Re:Imagine Garden Grove

A Non-Motorized Mobility Network, Open Space Network Enhancement,
Downtown Revitalization & "Gardens and Groves" Theme Plan

Prepared for:
606 Studio Team:
Principal Investigators:
Faculty Advisor:

City of Garden Grove
Joe Gonzalez, Hieu Nguyen, Elena Tucci, & Kevin Yuan
Lee-Anne S. Milburn (Ph.D., FASLA) & Weimin Li (Ph.D., ASLA)
Doug Delgado

1 - Introduction

2 - Garden Grove and Its Context

3 - Project Method and Process

4 - Proposed Plans

5 - Conclusion

606 Studio of 2014

Department of Landscape Architecture
College of Environmental Design
ATTACHMENT I-3
California State Polytechnic University, Pomona



CITY OF GARDEN GROVE

Bao Nguyen
Mayor

Steven R. Jones
Mayor Pro Tem

Christopher V. Phan
Council Member

Phat Bui
Council Member

Kris Beard
Council Member

May 7, 2015

Dear Stakeholder:

The City of Garden Grove is preparing to submit a grant application to the California Transportation Commission's Active Transportation Program (ATP). You are invited to a brief STAKEHOLDER CONFERENCE CALL on **May 13th at 11: 00 a.m.** to hear about the proposed project and ask questions. Briefly, the application will request funds for additional build-out of the Pacific Electric right-of-way (PE ROW) for use as a bicycle and pedestrian trail, from Stanford Street to Brookhurst Street. The propose project builds on the City's development of the first segment of the PE ROW from Nelson Street to Stanford Street (the first segment was completed in Fall 2014).

This project will also include education and encouragement activities designed to teach children and adults to ride their bikes safely, how to repair bikes, and promote walking and biking as another form of transportation. We are in process of gathering input and seeking support for this effort, and at the City's request we would like to recruit you to help. As a significant Stakeholder in the City of Garden Grove, your insights, perspective, and expertise will help the City fully realize the benefits of the project.

Your support for this project is important and we are also requesting that you sign a letter of support that we can include in our application. A draft support letter is attached that you can customize, edit, put on your letterhead, and return to us for inclusion in the application package.

I hope you will join us during the STAKEHOLDER CONFERENCE CALL on **Wednesday, May 13TH at 11:00 a.m.** where Darci Terrell, from Blais & Associates, Professional Grant Management Director, will introduce the objectives for the project and listen to your input.

To connect to the call:

Dial: 866-730-7514

PIN: 319157#

The project is an important cornerstone in our efforts to make this a walkable/bikeable community and grant funding is crucial for its success. We are excited about this project and look forward to having you join us!

If you have any questions please do not hesitate to contact Erin Webb, Senior Planner (714) 741-5313. Thank you in advance for your cooperation and support.

Sincerely,

Susan Emery
Assistant City Manager
City of Garden Grove

**Invitation List for Stakeholder Meeting to Discuss
the City of Garden Grove's ATP Application and
Proposed Project on the Pacific Electric Railroad Right-of-Way**

Orangization Name	Contact Name	Email address	Letter of Support	Conference Call Invite	Summary Attachment
OCTA	Kia Mortazazi	kmortazazi@octa.net	X	X	X
OCTA	Louis Zhao	LZhao@octa.net	X	X	X
Council Member	Steve Jones	stevej@ci.garden-grove.ca.us		X	X
Planning Commission/Chair of Advisory Committee for BPMP	Andrew Kanzler	andrewkanzler@gmail.com		X	X
Garden Grove Mayor	Bao Nguyen	baon@ci.garden-grove.ca.us		X	X
606 Studio CalPoly Pomona	Lee-Anne Milburn	smilburn@csupomona.edu		X	X
Neighborhood Association	Maureen Blackmun	mblackmun@gmail.com		X	X
Boys & Girls Club	Andrew Halberstadt	andrewhalberstadt@gmail.com	X	X	X
Public Health Services	Kelly Broberg	KBroberg@ochca.com	X	X	X
Public Health Services	Amy Buch	ABuch@ochca.com	X	X	X
GGUSD	Gabriela Mafi	Email to Ana to send out	X	X	X
LULAC	Benny Diaz	Email to Ana to send out	X	X	X
GG Chamber of Commerce	Cindy Spindle	staff@gardengrovechamber.com	X	X	X
Alliance for Healthy OC (AHOC)	Brenda Miller	brenda@ochealthalliance.org	X	X	X
County Supervisor	Andrew Do	first.district@ocgov.com	X		X
Resident @ Lakeside Apts.	Darcy Golden	hand deliver to her at PC meeting		X	X
OC Bike Coalition (OCBC)	Pete van Nuys	petevannuys@cox.net	X		X



CITY OF GARDEN GROVE -- ACTIVE TRANSPORTATION PROGRAM APPLICATION – CYCLE 2 TALKING POINTS FOR THE STAKEHOLDER MEETING

Summary of the Proposed Project

The City intends to submit a grant application to the California Transportation Commission's Active Transportation Program (ATP). The grant application is due June 1, 2015. The application will request funds for additional build-out of the Pacific Electric right-of-way (PE ROW) for use as a bicycle and pedestrian trail, from Stanford Street to Brookhurst Street (approximately 3,725 feet) (OCTA is the owner of the PE ROW and build-out will only happen upon their approval). The proposed project builds on the City's development of the first segment (835 feet) of the PE ROW from Nelson Street to Stanford Street (the first segment was completed with approval from OCTA). The proposed trail will mirror the specifications of the first segment and will include a 12-foot wide paved bicycle trail, a 6-foot wide decomposed granite pedestrian trail, light fixtures and related underground conduits, signage, benches, and street crossing facilities at four locations:

1. Stanford Avenue;
2. Nutwood Street;
3. Lampson Avenue; and
4. Brookhurst Street.

The project will also include education and encouragement activities designed to teach children and adults to ride their bicycles safely, how to make minor bicycle repairs, illustrate the availability of bicycle corridors in the area, and promote walking and biking as alternative forms of transportation.

Benefits of the Proposed Project

- 1. Increased use of alternative forms of transportation.* Residents will be able to leave their car at home, and walk or bike between Downtown and the shopping centers at Brookhurst Street and Chapman Avenue (and all points in-between). The eventual build-out of the entire PE ROW from the Santa Ana River Trail to the Coyote Creek Trail will provide connectivity along 15.6 miles to the Santa Ana Regional Transportation Center, civic institutions, schools, colleges, business, entertainment centers, and other bike corridors in six different cities (Garden Grove, Buena Park, Cypress, La Palma, Stanton, and Santa Ana).
- 2. Increased walking and biking will improve physical fitness among trail users.* The built environment in Garden Grove presents a barrier to physical activity. The resulting increase in sedentary lifestyles has led to higher rates of obesity, diabetes, and other chronic diseases. Almost one in four Orange County adults is obese and only 56.7 percent of 5th graders have healthy body composition. Structural and environmental changes that encourage walking and biking can impact health and alter these trends.
- 3. Improved safety for pedestrians and bicyclists.* The creation of Class 1 bicycle and pedestrian trails will separate walkers and cyclists from motorized traffic and increase safety. The increase in safety will encourage more residents to walk and bike to get to their destinations along the trail.
- 4. Use of an existing and mostly unused footprint to expand transportation and recreation opportunities.* The City is completely built-out and has no more space for new amenities. The project will seize the opportunity and many benefits presented by the PE ROW.



City of Garden Grove

**FINDINGS FROM THE 2015 STAKEHOLDER MEETINGS
TO DISCUSS THE CITY'S APPLICATION TO THE ACTIVE TRANSPORTATION PROGRAM (CYCLE 2)**

1. Meeting Dates:

May 12, 2015

May 13, 2015

May 14, 2015

2. Attendees:

Garden Grove Unified School District

Rick Nakano – Assistant Superintendent of Business Services

Amy Stevens – Public Information Officer

Orange County Health Care Agency

Kelly Soemantoro, MPH – Program Supervisor, Chronic Disease and Injury Prevention Program

Alliance for Healthy Orange County

Brenda Miller – Representative (participating on behalf of two organizations)

PEDal

Brenda Miller – Founder (participating on behalf of two organizations)

Orange County LULAC Foundation

Benny Diaz – President of the Board

California State Polytechnic University, Pomona – Department of Landscape Architecture – 606 Studio
(606 Studio is in the final stages of developing a revitalization and non-motorized transportation plan for the mid-city district where the project area is located. 606 Studio conducted extensive public outreach in Garden Grove about non-motorized transportation alternatives, and their outreach is described in the application.)

Lee-Ann Milburn, Ph.D., Associate Professor and Department Chair

3. Agenda:

1. Overview of the ATP Cycle 2 Competition
2. Overview of the Proposed Project and Benefits (See attached talking points)
3. Stakeholder Questions, Feedback, and Discussion



4. Stakeholder Questions, Feedback, and Discussion:

Garden Grove Unified School District

- The school district welcomes the proposed education and encouragement activities at *all* district schools. They support construction of the proposed trail and the education and encouragement component. They will gladly sign a letter of support.
- The school district has established relationships with several of the participating organizations. For instance, the Boys and Girls Club is running afterschool programs in nearly all of their schools. The district also has existing relationships with the Orange County Health Care Agency and Alliance for a Healthy Orange County.
- The school district inquired if educational materials used at targeted schools may be shared with all district schools (the City agreed that all materials may be shared district-wide).

Orange County Health Care Agency (OCHCA)

- OCHCA totally supports this project. Their organizational goal is to change behavior. For walking and biking, they cannot impact behavior if the infrastructure is not there to support it.
- On the programmatic side, OCHCA supports and approves of the City's approach for education and encouragement.
- As noted in their letter of support, OCHCA will be glad to participate by training staff participants, conducting helmet fittings, providing educational activities (i.e., the 'egg drop activity'), and they can provide technical assistance for both *Walk to School* and *Bike to School* annual events. For *Walk to School*, they can share over 100 kits at no cost to the schools.

Alliance for a Healthy Orange County (AHOC) and PEDal

- Garden Grove is the first community to really do something with the Pacific Electric Right-of-Way (PE ROW).
- SCAG's analysis of the PE ROW states that 40-50% of Los Angeles and Orange County residents will reside near this corridor by the year 2020. It is imperative that the corridor be used for multiple modes of transportation – walking, biking, and light rail.
- Garden Grove and other cities along the PE ROW must look ahead and take advantage of this corridor. It needs to be exploited for public benefit.
- The representative (Brenda Miller) is an instructor with the League of American Bicyclists and is connected to all of the local cycling groups and coalitions. She is a representative for the advocacy organization, Pedals, and will write a letter of support on behalf of that organization. She will also reach out to the Orange County Bicycle Coalition and urge their support by providing a letter. She believes the cycling community will be fully behind the proposed project.
- AHOC has limited funding so actual participation in the project may be limited. The City is authorized to state in their grant application that AHOC and its partners (collectively) will participate in the City's project.

Orange County LULAC Foundation

- LULAC supports the project 100% and will be glad to provide a letter of support.
- The representative (Benny Diaz) has lived in Garden Grove for more than 30 years, and he has always been impressed with the City's efforts to improve the quality of life for citizens.



12-Garden Grove-1

California State Polytechnic University, Pomona – Department of Landscape Architecture – 606 Studio

- The PE ROW is the spine of the non-motorized transportation network in Garden Grove. It is the key component of the network from which all other non-motorized infrastructure and planning will flow. With the PE ROW, the City has the potential to create a user-friendly, sustainable system for walking and biking. This key piece (i.e., continued development of the pedestrian and bicycle trail on the PE ROW) is needed now.

MAY 4, 2015 FACEBOOK POST SEEKING INPUT ON THE PROPOSED ATP APPLICATION AND PROJECT

Facebook Page: Garden Grove City Hall

<https://www.facebook.com/GardenGroveCityHall?fref=ts>

Garden Grove City Hall added 3 new photos.

4 May at 20:02 ·

Please 'LIKE,' Comment, and Share to Show your Support

The City of #GardenGrove will be submitting a grant to the California Transportation Commission to fund EXPANSION OF THE BICYCLE AND PEDESTRIAN TRAIL on the Pacific Electric railroad right-of-way between Downtown and the shopping centers at Brookhurst Street and Chapman Avenue. The project will also include bicycle safety education and encouragement activities for children and families who live in the area.

The first segment of the trail (that runs from Nelson Street to Stanford Avenue) opened in October 2014 for the GG Open Streets event. The proposed project will expand the trail to nearly a mile and provide walking and biking access to businesses, restaurants, schools, entertainment, and more. The proposed project is part of a larger vision to build out the entire railroad right-of-way in Garden Grove.

Please "LIKE" this post if you support the expansion of the bicycle and pedestrian trail. We also welcome your comments. Thank you for sharing your input! #reimaginegg



MAY 4, 2015 FACEBOOK POST SEEKING INPUT ON THE PROPOSED ATP APPLICATION AND PROJECT

Facebook Page: Garden Grove City Hall

<https://www.facebook.com/GardenGroveCityHall?fref=ts>

[Like](#) · [Comment](#) · [Share](#)

• 194 people like this.

• 42 shares



Abdul Wahid good, It must be extended to other connecting streets of Brookhurst street..like Hazard Ave, , those people who cant drive car due to some problems,have to wait the busses for long time....

[Like](#) · [Reply](#) · 3 · 4 May at 21:09 · Edited



Monica Brasov-Curca Cool. What about a community garden alongside the bike path. Or maybe a park. If you live near Lampson and Brookhurst like me the nearest park to walk to is 20-30 min away - Faylane or at the park near downtown. My son is in gate at Patton Elementary - that part of GG has 4 + parks within 10 min walk. Seems a bit unbalanced.

[Like](#) · [Reply](#) · 2 · 4 May at 22:29



Cheryl Self Jess Sounds good...

[Like](#) · [Reply](#) · 3 · 4 May at 23:22



Chuck Self Yes!!!!!!!

[Like](#) · [Reply](#) · 2 · 4 May at 23:35



Pierre Tran We need more trails in Garden Grove!

[Like](#) · [Reply](#) · 3 · 4 May at 23:38



Jennifer Shellenbarger Sieve Take it all the way to Buena park.

[Like](#) · [Reply](#) · 3 · 4 May at 23:51



Jim Tortolano Great idea! Let's see this trail expanded all the way across the city.

[Like](#) · [Reply](#) · 3 · 5 May at 01:16



Mark Donovan Schneider we need it desperately

[Like](#) · [Reply](#) · 2 · 5 May at 01:20



Ginelle Hardy remember when the freight trains ran thru ...

[Like](#) · [Reply](#) · 5 May at 01:45



MAY 4, 2015 FACEBOOK POST SEEKING INPUT ON THE PROPOSED ATP APPLICATION AND PROJECT

Facebook Page: Garden Grove City Hall

<https://www.facebook.com/GardenGroveCityHall?fref=ts>

Larry Elliott Nelson to Stanford is a joke, lets take it the whole distance. i would like to see it start at 4th St in Santa Ana and connect to the Bellflower Bike Path, maybe even go to the LA River where it becomes the 105 Freeway!
[Like](#) · [Reply](#) · 2 · 5 May at 03:59



Jim McNear Only time I see people on that section of added roadway was during that one special no cars on certain roads day.....and I go the PO 3 times a week.
[Like](#) · [Reply](#) · 1 · 5 May at 14:52



J David Aten What will happen to this trail if the right-of-way goes back to the idea of a rapid transit system?
[Like](#) · [Reply](#) · 5 May at 15:44



Elvia Garcia Sounds good
[Like](#) · [Reply](#) · 1 · 5 May at 20:26



Marti Carroll Excellent!
The challenge to the community then becomes stepping up and taking pride and responsibility of the pathway, and keeping it clean and safe.
[Like](#) · [Reply](#) · 8 May at 01:03

Post Details



You added 3 new photos.
 Posted by Garden Grove [?] · May 4 at 6:02pm · 🌐

Please 'LIKE,' Comment, and Share to Show your Support

The City of #GardenGrove will be submitting a grant to the California Transportation Commission to fund EXPANSION OF THE BICYCLE AND PEDESTRIAN TRAIL on the Pacific Electric railroad right-of-way between Downtown and the shopping centers at Brookhurst Street and Chapman Avenue. The project will also include bicycle safety education and encouragement activities for children and families who live in the area.

Th... See More



6,176 people reached

Boost Post

Like · Comment · Share · 🍌 196 🗨️ 14 ➦ 43

Reported stats may be delayed from what appears on posts ✕

6,176 People Reached

405 Likes, Comments & Shares

326 Likes	196 On Post	130 On Shares
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35 Comments	16 On Post	19 On Shares
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44 Shares	43 On Post	1 On Shares
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848 Post Clicks

195 Photo Views	0 Link Clicks	653 Other Clicks 🗨️
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NEGATIVE FEEDBACK

- 0 Hide Post
- 0 Hide All Posts
- 0 Report as Spam
- 0 Unlike Page

12-Garden Grove-1

OCTOBER 12, 2014 FACEBOOK POST RELATED TO THE OPENING OF THE PILOT TRAIL SEGMENT AT THE OCTOBER 2014 OPEN STREETS EVENT

Facebook Page: GG Open Streets

<https://www.facebook.com/ggopenstreets?fref=ts>



GG Open Streets

October 12, 2014 ·

Come on down to Garden Grove and enjoy the safe walking and biking path!



Sandy Taylor, Vicki Ledbetter, JarradandBecky Midlik and 69 others like this.

Maureen Budd Neer I'd like to comment on the signs around town, for those of us with older eyes, I could t even read the signs around town, perhaps next time a bit more bold...way to work the city , hope it was eventful!

1 · October 12, 2014 at 4:02pm

GG Open Streets Thanks for the input. We apologize you weren't able to read the signs and we'll take note of that for the future. It was a great event!

Cheryl Self Jess Where is this bike path located????

October 12, 2014 at 3:21pm

GG Open Streets Hi Cheryl! The pathway is #2 on the map below. Let us know of any additional questions and enjoy!



October 12, 2014 at 3:23pm

12-Garden Grove-1

**OCTOBER 12, 2014 FACEBOOK POST RELATED TO THE OPENING OF THE
PILOT TRAIL SEGMENT AT THE OCTOBER 2014 OPEN STREETS EVENT**

Facebook Page: GG Open Streets

<https://www.facebook.com/ggopenstreets?fref=ts>

Bill Backouris Wonderful event congratulations to the organizers had a great time

Patti Arnold Looked like a good turn out today. We had a good time. Hoping this happens again.

3 · October 12, 2014 at 5:28pm

Patricia Broncos Pere Love the new bike path. Hopefully GG will extend it all the way to Brookhurst at least.2 · October 13, 2014 at 7:43am · Edited

HollyeandMichael Grijalva Too far for me since I now live in Tennessee. Great job. 2 · October 12, 2014 at 4:02pm

Paula Cedillo Great day · October 12, 2014 at 3:24pm

JarradandBecky Midlik Keep it open!!

1 · October 13, 2014 at 2:41pm

Beefy Ho Wish they could extend this path

1 · October 13, 2014 at 9:16am

Monica Wassef We enjoyed it.

1 · October 12, 2014 at 8:31pm

Sandoval Bunch I would like to commend the city of Garden Grove for their Community initiative, but it would be helpful when you post an image to provide directions. It would be helpful.

1 · October 12, 2014 at 2:44pm

Derek Castillo HAHAHAHAAAAHA..... "Safe" and "Garden Grove" Shouldn't be allowed in the same sentence.

October 12, 2014 at 9:28pm

Maureen Budd Neer It looks like behind the Von's pavilion area [Cheryl Self Jess](#)

October 12, 2014 at 4:00pm

HollyeandMichael Grijalva Looks great. I grew up in GG. Where is the path located.

October 12, 2014 at 1:52pm

Glenn Frank what is the plan with this path? is it going to be extended down other parts of the old Pac Elect trail?

October 12, 2014 at 4:35pm

OCTOBER 10, 2014 FACEBOOK POST ABOUT THE OPENING OF THE PILOT TRAIL SEGMENT AT THE OCTOBER 2014 OPEN STREETS EVENT

Facebook Page: GG Open Streets

<https://www.facebook.com/ggopenstreets?fref=ts>

Glenn Frank

October 11, 2014 ·

the new mini trail...



Share

- Cherisse Anel and Steve Jones like this.

Monica Brasov-Curca where is this?

October 12, 2014 at 10:37pm · Like



Glenn Frank it is a 200 yard long "demo" trail.. they put in the old Pacific Electric right of way - the little diagonal between Stanford and Nelson.

October 12, 2014 at 10:44pm · Like



Glenn Frank it really is purely for show... what could be done with the full length of the right or way... it is not all to useful as a real trail.

October 12, 2014 at 10:45pm · Like



Monica Brasov-Curca yes, I live on Lampson and Brookhurst and really wish there was a bike lane and community garden that ran the length of the old pacific electric

October 12, 2014 at 10:47pm · Edited · Like · 1



Glenn Frank Not sure what the plan is regarding this trail... not sure if it was simply for the event today or if the city plans to extend it. I would love to see the county extend it from the Santa Ana River Trail to the Los Coyotes Creek Trail.. or even the San Gabriel River trail... or dreaming ... the LA river trail. but I would settle for something

October 12, 2014 at 10:50pm · Like · 1



Steve Jones I would love to see that little trail extend all the way from the Santa Ana River to the San Gabriel River.. That would make a huge, regional OC bike loop that goes all the way to PCH.. What do you think?

October 13, 2014 at 2:10pm · Like · 2



Glenn Frank I would love to see that too Steve... as long as they could make safe or off street (bridge over or tunnel under) passage through the maze of streets. Unfortunately I would assume that will be too expensive.

**OCTOBER 10, 2014 FACEBOOK POST ABOUT THE OPENING OF THE
PILOT TRAIL SEGMENT AT THE OCTOBER 2014 OPEN STREETS EVENT**

Facebook Page: GG Open Streets

<https://www.facebook.com/ggopenstreets?fref=ts>

October 13, 2014 at 2:13pm · Like



Steve Jones Therein lies the biggest problem, since it diagonals through town and crosses over a lot of arterial streets.. But it is a 100-foot-wide by the-entire-city-long stretch of "blight" that needs to be addressed, so we hope to use that "mini bike path" as a starting point to draw attention to the "Pacific Electric Right of Way," (aka: PE ROW) as they call it..

October 13, 2014 at 2:17pm · Like · 2



Glenn Frank that is a great news Steve. Thanks!

October 13, 2014 at 2:21pm · Like



Monica Brasov-Curca I would love to see community garden space (water might be an issue) that surrounds a bike lane... BLIGHT is the operative word... we can do better... Also parks--- can we talk about parks... if you lived where I do Lampton and Brookhurst and want to walk to a park ... where would you go if you have 20 min to play with your kids? I can tell you near Patton Elementary where my son is transferred because he goes to Gate - that community has 3 parks within 2 min walking distance. not a fair use of funds thats for sure.

October 13, 2014 at 3:06pm · Like



Kelly Kramer Hi Steve - Can you please advise if there are plans to plant drought resistant foliage to beautify the trail? Thanks

October 15, 2014 at 9:00pm · Like · 1



Monica Brasov-Curca that would be great

October 15, 2014 at 9:01pm · Like



Steve Jones Hi **Kelly Kramer**, one of our Parks & Rec Commissioners, named Andrew Kanzler, has an idea of planting drought resistant foliage that can also serve to passively remediate any soil contamination issues that may be remnant from when it used to operate as a railway..

October 15, 2014 at 9:31pm · Like · 2



Kelly Kramer Sounds like a win-win! Thanks for the 411.

October 15, 2014 at 9:53pm · Like · 1

Information from the City's Mindmixer Online Forum, August 2013-March 2014



(Continued)

Information from the City's Mindmixer Online Forum, August 2013-March 2014

Shared Opinions



• What type of permanent public art would you prefer to see Downtown and why?

- A. Environmental
- B. Whimsical
- C. Modern
- D. Traditional
- E. Topiary

• To develop a walking network in the Downtown, which streets have the most potential?

• *Pick a bike route and tell why you picked it. Also, are there any strengths on the alternatives you didn't choose?*



Bicycle Network Option 1	2
Bicycle Network Option 2	5
Bicycle Network Option 3	4
Bicycle Network Option 4	20
▼ Votes	31
💬 Comments	37

12-Garden Grove-1

Project Name: e' Bicycle and Pedestrian Trail Expansion and Education/Encouragement A
Project Location: rden Grove - Pacific Electric ROW between Stanford Avenue and Brookhu

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box 1A)				
	Without Project		With Project	
Existing	0			
Forecast (1 Yr after completion)	0		290	
	Commuters		Recreational Users	
Existing Trips	0		0	
New Daily Trips (estimate)	116		174	
(1 YR after completion) (actual)	116		174	

Project Information- Non SR2S Infrastructure		
Bike Class Type	Bike Class I	
Average Annual Daily Traffic (AADT)	48,000	

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	\$1,867,800
SR2S Infrastructure Project Cost	\$0

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	\$1,817,800
SR2S Infrastructure	\$0

CRASH DATA (Box 1F)		
	Last 5 Yrs	Annual Average
Fatal Crashes	4	0.8
Injury Crashes	128	25.6
PDO	0	0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)				
	Without Project		With Project	
Existing	0			
Forecast (1 YR after project completion)	0		677	
	Without Project		With Project	
Existing step counts (600 steps=0.3mi=1 trip)				
Existing miles walked				

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

Safe Routes to School (SR2S) (Box 1C)		Total
Number of student enrollment		
Approximate no. of students living along school route proposed for improvement		
Percentage of students that currently walk or bike to school		
Projected percentage of students that will walk or bike to school after the project		

12-Garden Grove-1

Project Name: Mile¹ Bicycle and Pedestrian Trail Expansion and Education/Encouragement Activ
Project Location: City of Garden Grove - Project Benefit Area (3-square miles around trail)

NON-INFRASTRUCTURE

Outreach (SR2S)- (Box 2A)	
Participants (School Enrollment)	
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

Outreach (Non SR2S)- (Box 2B)	
Participants	6,672
Current Active Trans Walker/Bicyclist Users	
Percentage of Current Active Trans Walkers/Bicyclists	3%
Project Cost	\$73,880
ATP Requested Funds	\$73,880
Duration of Outreach (months)	36
Outreach to new users	6,672

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	
13-24	
25-55	x
55+	

Duration (must be marked with an "x")- (Box 2F)	
One Day	
One Month	
One Year	
Multiple Years	
Continuous Effort	x

Projected New Active Trans Riders	
Longitudinal New Users	0

Projected New Active Trans Riders	
Longitudinal New Users	1,501

CRASH DATA - (Box 2G)	Last 5 Yrs	Annual
Fatal Crashes	4	0.8
Injury Crashes	128	25.6
PDO		0

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

12-Garden Grove-1

20 Year Invest Summary Analysis

Total Costs	\$1,941,680.00
Net Present Cost	\$1,867,000.00
Total Benefits	\$118,671,236.81
Net Present Benefit	\$81,830,250.39
Benefit-Cost Ratio	43.83

20 Year Itemized Savings

Mobility	\$10,349,457.05
Health	\$4,579,263.35
Recreational	\$2,621,200.25
Gas & Emissions	\$709,314.94
Safety	\$100,412,001.21

Funds Requested	\$1,891,680.00
Net Present Cost of Funds Requested	\$1,818,923.08
Benefit Cost Ratio	44.99

12-Garden Grove-1

From: Active Transportation Program [mailto:inquiry@atpcommunitycorps.org]
Sent: Monday, May 18, 2015 4:24 PM
To: Darci Terrell
Cc: Erin Webb; Alana Cheng; Destin Blais; atp@ccc.ca.gov
Subject: Re: ATP: Project Information from the City of Garden Grove (12-Garden Grove-1)

Hi Darci,

Josh Volp of the Orange County Conservation Corps has responded that they are able to assist the project with the following:

- Assist with installation of the trail amenities

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

Thank you!

Monica

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

From: Darci Terrell
Sent: Friday, May 15, 2015 10:41 PM
To: 'inquiry@atpcommunitycorps.org'
Cc: 'Erin Webb'; Alana Cheng; Destin Blais
Subject: ATP: Project Information from the City of Garden Grove (12-Garden Grove-1)
Importance: High

Dear Ms. Lynch:

The City of Garden Grove intends to submit a grant application to the California Transportation Commission's Active Transportation Program (ATP).

As required, we are submitting the following information to you.

- **Project Title:** City of Garden Grove - 'First Mile' Bicycle and Pedestrian Trail Expansion on the PE ROW and Education/Encouragement Activities

- **Project Description:**

1) Expand the bicycle and pedestrian trail on the Pacific Electric railroad right-of-way (PE ROW) a total of 3,725 linear feet.

2) Implement bicycle and pedestrian education and encouragement activities.

- **DRAFT Detailed Estimate** (see attached)

- **Project Schedule:**

Preliminary Engineering (Design and Environmental) and ROW: Years 1 and 2

Construction: Year 3

- **Project Map** (see attached)

- **Preliminary Plan** (see attached)

If you have any questions about the City's application, please contact Erin Webb at [\(714\) 741-5313](tel:7147415313) or Alana Cheng at [\(714\) 741-5998](tel:7147415998).

Sincerely,

Darci Terrell
On behalf of the City of Garden Grove

Blais & Associates
professional grant management

Direct: [405-969-3078](tel:4059693078)

Corporate: [949-589-6338](tel:9495896338)

www.blaisassoc.com

12-Garden Grove-1

From: Hsieh, Wei@CCC [mailto:Wei.Hsieh@CCC.CA.GOV] **On Behalf Of** ATP@CCC
Sent: Monday, May 18, 2015 5:31 PM
To: Darci Terrell
Cc: Erin Webb; Alana Cheng; Destin Blais; ATP@CCC; Hsieh, Wei@CCC; Wilson, Duane@CCC
Subject: RE: Project Information from the City of Garden Grove (12-Garden Grove-1)

Hi Darci,

Duane Wilson, the Center Director at our CCC Pomona location has responded to the partnership for your project. The CCC can do hydro seeding and school presentations.

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 if your project receives funding.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Darci Terrell [mailto:dterrell@blaisassoc.com]
Sent: Friday, May 15, 2015 8:37 PM
To: ATP@CCC
Cc: Erin Webb; Alana Cheng; Destin Blais
Subject: ATP: Project Information from the City of Garden Grove (12-Garden Grove-1)
Importance: High

Dear Wei Hsieh:

The City of Garden Grove intends to submit a grant application to the California Transportation Commission's Active Transportation Program (ATP).

As required, we are submitting the following information to you.

- **Project Title:** City of Garden Grove - 'First Mile' Bicycle and Pedestrian Trail Expansion on the PE ROW and Education/Encouragement Activities
- **Project Description:**

1) Expand the bicycle and pedestrian trail on the Pacific Electric railroad right-of-way (PE ROW) a total of 3,725 linear feet.

2) Implement bicycle and pedestrian education and encouragement activities.

- **DRAFT Detailed Estimate** (see attached)
- **Project Schedule:**
 - Preliminary Engineering (Design and Environmental) and ROW: Years 1 and 2
 - Construction: Year 3
- **Project Map** (see attached)
- **Preliminary Plan** (see attached)

If you have any questions about the City's application, please contact Erin Webb at (714) 741-5313 or Alana Cheng at (714) 741-5998.

Sincerely,

Darci Terrell
On behalf of the City of Garden Grove

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professional grant management

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May 27, 2015

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

**Subject: Active Transportation Program - Pacific Electric
Right-of-Way Bicycle and Pedestrian Trail - From
Stanford Street to Brookhurst**

The Orange County Transportation Authority (OCTA) supports the City of Garden Grove's (City) California Active Transportation Program application for the Pacific Electric right-of-way (PE ROW) bicycle and pedestrian trail, from Stanford Street to Brookhurst Street. 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 and mobility enhancement project for the City, consistent with the Orange County Commuter Bikeway Strategic Plan. It is an essential component of the April 2015 Imagine Garden Grove "Community in Motion" Study and is included in the Orange County District 1 and 2 Bikeway Strategies, and the Garden Grove General Plan.

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: Cheng Alana, City of Garden Grove
Adriann Cardoso, OCTA
David Simpson, OCTA
Ric Teano, OCTA



May 18, 2015

California Department of Transportation

Division of Local Assistance, MS-1

Attention: Chief, Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 95814

Subject: Letter of Support for the City of Garden Grove ATP Application

Dear Sir or Madam:

On behalf of the Alliance for a Healthy Orange County (AHOC), please accept our letter of support for the City of Garden Grove's Active Transportation Program application to enable use of the Pacific Electric Right of Way (PE ROW) by bicyclists and pedestrians. The PE ROW's potential to have transformative, positive benefits for Orange County residents has no equal in its capacity as both a transportation and recreation facility.

According to the 2012 Alternatives Analysis study of the PE ROW corridor by S.C.A.G., 50% or 1.5 million Orange County residents live within the PE ROW. Combined with Los Angeles County, 4.5 million total people live within the old rail corridor's boundaries. By 2035, ½ million more residents are project to join the 4.5 million now residing there, as well as 44% of Orange County and 33% of L.A. County's total employment is projected by SCAG to be based within the PE ROW. Thus, Garden Grove's efforts to begin the process of productive use of this long abandoned piece of land is now and will become even more important in coming years.

Promoting healthy lifestyles is at the core of what we do at AHOC. Our mission is to champion policy strategies and their implementation to enhance health outcomes and reduced health disparities for Orange County residents. Over 70 percent of children in the project area are low-income and ethnically and/or racially diverse. These children and their families have disproportionately high levels of obesity, diabetes, and other chronic diseases that result from a sedentary lifestyle and poor nutritional choices. Providing access to safe spaces for walking and biking is the first key to making a difference in the health outcomes of Garden Grove families.

Use of the PE ROW by bicyclists and pedestrians presents a rare opportunity to address the severe needs for recreational space in Garden Grove, a city that long

ago attained build-out conditions. Once the strawberry capitol of the world, there are no more strawberry fields remaining and space for residents to have safe areas to walk and bicycle will continue to be increasingly scarce unless we address land use issues from the human perspective.

Combined with the city's implementation of education and encouragement activities for children and adults, the PE ROW is now and will be fundamental to community health for decades to come.

We respectfully ask that you fund this critical part of Garden Grove's future.

Sincerely,



Barry Ross

Chair, Alliance for a Healthy Orange County



BOYS & GIRLS CLUBS
OF GARDEN GROVE

May 8, 2015

California Department of Transportation
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Re: Support and Commitment for the City of Garden Grove's ATP Application

On behalf of the Boys and Girls Club of Garden Grove, I am pleased to provide this letter of support for the City's Active Transportation Program application. The grant would expand the bicycle and pedestrian trail on the Pacific Electric Railroad right-of-way (PE ROW) and implement education and encouragement activities for children and adults.

The Boys and Girls Club is committed to help implement the education and encouragement activities during our afterschool programs offered at all Boys & Girls Clubs sites located within the project benefit area. We will work with the Police Department to implement the education and encouragement activities, which will include the 'Safety City' program that teaches vehicular, pedestrian, and bicycle safety, and instills good safety habits at an early age. We will also help implement workshops that will teach children basic bicycle repair and maintenance to encourage children to spend more time outside riding their bicycle.

We are thrilled at the prospect of adding this important element into our afterschool program. If you have any questions about the Boys and Girls Club or our involvement in the proposed project, please feel free to contact me at (714) 235-1961.

Sincerely,

Andrew Halberstadt
Venture Programs Director
Boys & Girls Clubs of Garden Grove

12-Garden Grove-1

GARDEN GROVE UNIFIED SCHOOL DISTRICT

10331 STANFORD AVENUE
GARDEN GROVE, CALIFORNIA 92840-6353
(714) 663-6000 Fax: (714) 663-6100

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May 19, 2015

California Department of Transportation
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

RE: Active Transportation Program Application for a Bicycle and Pedestrian Trail and
Education/Encouragement Activities

I am pleased to provide this letter of support for the City of Garden Grove's Active Transportation Program application. I understand that they are requesting funding to continue construction on the first mile of bicycle and pedestrian trail on the Pacific Electric Railroad right-of-way (PE ROW) within the City and to implement education and encouragement activities for children and adults. The proposed project is a significant first step in completing the full build-out of the PE ROW in Garden Grove, which will directly impact many of our students and their families that live in the project area. Three schools are in the area including Brookhurst Elementary (77.5% of students are eligible for Free and Reduced Price Meals (FRPM)), Evans Elementary (74.6% FRPM), and Ralston Intermediate (71.8% FRPM).

The education and encouragement activities will be crucial for reducing students' daily screen time and replacing that time with walking and biking. Researchers at UCLA estimate that sixth grade students in California spend more than four hours per day texting, surfing the internet, playing video games, and watching television. Reducing screen time and encouraging children to partake in more physical activities has many benefits. In addition to reducing obesity and diabetes, healthier students do better in school, and exercise can have a significant impact on mental health including improved social skills, reduced stress, and relief of ADHD symptoms.

I welcome the City to implement the proposed education and encouragement activities during the existing afterschool programs at the three schools noted above. Providing safety instruction, bicycle repair workshops, and modeling pro-physical fitness attitudes will have a significant impact on the students, and I believe it will encourage more walking and biking among them and their families.

I look forward to this collaboration with the City, and I hope to hear good news about their application.

Sincerely,



Gabriela Mafi, Ed.D.
Superintendent



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May 15, 2015

California Department of Transportation
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Re: Letter of Commitment for the City of Garden Grove's ATP Application

Dear Ms. McWilliam:

The Orange County Health Care Agency (OCHCA) offers this letter of support and commitment to participate in the City of Garden Grove's Active Transportation Program project. In addition to expanding the pedestrian and bicycle path on the Pacific Electric Right-of-Way, the City plans to implement education and encouragement activities at schools and low-income housing complexes near the path. The Health Promotion Division staff will be happy to participate in these activities by providing helmet safety education as well as educational activities that support physical activity and healthy eating. These educational and health promotion activities are particularly important for elementary-aged children who are in the process of developing life-long habits.

The Garden Grove Pacific Electric project falls within the attendance boundary of Garden Grove High School in the Garden Grove Unified School District. Over the 2013/14 school year, approximately 19.1% of Garden Grove High 9th graders were at health risk due to their body weight, which was nearly 14% higher than the California average (16.8%) and nearly 50% higher than the county average (12.8%). This rate was also higher than the averages for some regional peer school districts, including Riverside Unified (17.2%) and San Diego Unified (14.9%). 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 by increasing physical activity.

The OCHCA applauds the City for their efforts to make the community more walkable and bicycle-friendly including the proposed project and events such as the October 2014 *Open Streets* festival, for which the OCHCA provided helmet safety education. We are happy to be invited to participate in the City's continuing efforts, and I hope you will give their grant request your favorable consideration. Please contact me at (714) 834-5728 if you have any questions.

Sincerely,

Amy Buch
Division Manager



May 25, 2015

California Department of Transportation

Division of Local Assistance, MS-1

Attention: Chief, Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 95814

Subject: Letter of Support for the City of Garden Grove ATP Application

Dear Sir or Madam:

On behalf of PEDal, Advocacy for Pedestrians and People Who Pedal, I encourage your agency to award funding to the City of Garden Grove for its plans to bring to life the Pacific Electric Right of Way (PEROW) as a facility for use by pedestrians and bicyclists of all ages.

Perhaps no Orange County project will have such a positive benefit for so many as this one. Within the length of the proposed project, data from the U.S. Census' American Community Survey for the 5 years 2009-2013, validates the city's request on behalf of tens of thousands of residents:

- 25 census blocks are adjacent or nearby, containing:
 - 46,344 people
 - 9,683 families
 - 1,180 of those families' median income was below poverty
 - 6,835 individuals' median income was below poverty

Re-imagining and re-purposing the PEROW will have profoundly positive benefits for Orange and Los Angeles counties. In 2012, the Southern California Association of Governments published its Alternatives Analysis study of the PEROW, revealing the following:

- 1/2 of OC residents live within the PEROW corridor
- 4.5 million residents of L.A. and OC call the PEROW home



- In just 2 decades:
 - ½ million more people will live there
 - 44% of OC's and 1/3 of L.A.'s total employment will be within PEROW

In the mid-20th century, Garden Grove lacked the vision to embrace Walt Disney's proposal for an amusement park within the city. Instead, it became the strawberry-growing capital of the world. The city next door grabbed Mickey Mouse and there are no strawberry fields remaining. Infill projects have squeezed the residents of recreational open space and according to Google's bicycle map, Garden Grove looks like a black hole: there are almost no bicycle facilities as cars have been crammed curb to curb, with intersections so dangerous concrete bollards have been constructed to protect adjacent buildings—not people—from speeding motorists.

The time to prioritize the utility of the PEROW is long overdue. As a Garden Grove native, I can speak to the value of that old rail-bed: as a teenager in the 1970's, I would motorcycle across the entire city via the PEROW in less than 10 minutes. Now, crossing the city via local roads would take at least 45 minutes by car on a good day. Yet even in today's congested vehicular environment, developing the PEROW as a transportation and recreational amenity would vastly improve quality of life for tens of thousands of residents.

The PEROW is a legacy project. Moreover, it may well be Garden Grove's last opportunity to address long-ignored needs for its citizens to re-create themselves. As the founder of PEDal, I commend and encourage my hometown to pursue its vision for the Pacific Electric Right of Way.

I hope you share that vision and fund the city's request in full.

Sincerely,

A handwritten signature in black ink that reads "Brenda Miller". The signature is written in a cursive style and is positioned above the typed name.

2014 Advocate of the Year,

American Planning Association, California Chapter



May 14, 2015

California Department of Transportation
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

RE: Letter of Support for the City of Garden Grove's ATP Application

On behalf of the League of United Latin American Citizens (LULAC), I am pleased to share this letter of support for the City of Garden Grove's Active Transportation Program application. If awarded, the City will use the funds to construct nearly a mile of Class 1 multi-use bicycle and pedestrian trail on the Pacific Electric Railroad right-of-way (PE ROW) within the City limits.

Hispanic adults and children are disproportionately affected by chronic diseases such as obesity and diabetes compared to non-Hispanic White adults and children. While there are many culprits, including disproportionate levels of advertising in Spanish-language media for nutritionally-poor foods, lack of physical exercise and low levels of physical fitness also contribute to the problem. One of the reasons why Hispanic adults and children don't move more is because they face greater challenges to physical activity. A National Institutes of Health study found Hispanic children have lower levels of access to recreational spaces than other children, and Hispanic children are less likely to participate in physical activity classes at school than non-Hispanic white children. Clearly, one remedy to the problem is to provide safe and accessible spaces for physical activity and encourage Hispanic persons to use alternative modes of transportation, like walking and biking, for their daily activities. The City's efforts to build a walking and biking trail that runs through residential communities with connectivity to shopping, schools, and other services, is a significant movement in the right direction. The proposed plan to also provide education and encouragement will be key to ensuring that our residents take advantage of the benefits that the trail can offer.

LULAC stands firmly behind the City's efforts to make the City of Garden Grove a more walkable and bikeable community. Thank you for your consideration of the City's application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Benny Diaz", is written over a horizontal line.

Benny Diaz
President of the Board
Orange County LULAC Foundation



May 21, 2015

California Department of Transportation
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

RE: City of Garden Grove's "First Mile" Project

I am writing to express my full support for the City of Garden Grove's application to the Active Transportation Program. As explained in the application, the City seeks to complete the first mile of multi-use bicycle and pedestrian trail on the Pacific Electric Railroad right-of-way (PE ROW) within the City limits. The proposed trail construction will be accompanied by education and encouragement activities designed to teach children and adults to ride their bicycles safely, how to make minor bicycle repairs, illustrate the availability of bike corridors in the area, and promote walking and biking as alternative forms of transportation.

As the co-founder of CicLAvia, I recognize the possibility that small projects can make in the hearts and minds of a city's inhabitants. I believe this project has the potential to make a difference for Garden Grovers.

The City has already demonstrated their strong commitment to make the City more pedestrian and bicycle friendly, including the development of a new city-wide bicycle and pedestrian plan and their funding of the first 835 feet of Class 1 biking and pedestrian trail on the PE ROW. The City-funded segment is the first development on the PE ROW within the City limits. Support from the Active Transportation Program will build on the City's momentum and commitment by extending their efforts. The project will benefit an ethnically and racially diverse community that is one-third Asian and one-third Hispanic. The community struggles economically with a higher rate of poverty (16.6%) than the County (12.4%) and the State (15.9%). The community strongly supports the construction of the trail and they are clamoring for safe corridors to walk and bike to work, school, and entertainment destinations. Recent public outreach conducted by Cal Poly Pomona found that high schools students are willing to walk and bike to school and work, but they think the streets aren't safe because of high traffic speeds and lack of street lights.

3780 Wilshire Blvd., Suite 1020, Los Angeles, CA 90010, Tel: 213/365-0605, Fax: 213/365-0702
www.communityartsla.com



I hope you will join me in supporting the City's efforts to get people out of their cars and onto the trail. If I can be of further assistance to you in this matter, please do not hesitate to contact me at 213-355-8501.

Sincerely,

Aaron Paley
President & Co-Founder