



AGENDA

Garden Grove City
Council

Tuesday, May 28, 2019

6:30 PM

Community Meeting
Center 11300 Stanford
Avenue Garden Grove
California 92840

Steven R. Jones

Mayor

Stephanie Klopfenstein

Mayor Pro Tem - District 5

George S. Brietigam

Council Member - District 1

John R. O'Neill

Council Member - District 2

Thu-Ha Nguyen

Council Member - District 3

Patrick Phat Bui

Council Member - District 4

Kim B. Nguyen

Council Member - District 6

Meeting Assistance: Any person requiring auxiliary aids and services, due to a disability, to address the City Council, should contact the City Clerk's Office 72 hours prior to the meeting to arrange for accommodations. Phone: (714) 741-5040.

Agenda Item Descriptions: Are intended to give a brief, general description of the item. The City Council may take legislative action deemed appropriate with respect to the item and is not limited to the recommended action indicated in staff reports or the agenda.

Documents/Writings: Any revised or additional documents/writings related to an item on the agenda distributed to all or a majority of the Council Members within 72 hours of a meeting, are made available for public inspection at the same time (1) in the City Clerk's Office at 11222 Acacia Parkway, Garden Grove, CA 92840, during normal business hours; (2) on the City's website as an attachment to the City Council meeting agenda; and (3) at the Council Chamber at the time of the meeting.

Public Comments: Members of the public desiring to address the City Council are requested to complete a **pink speaker card** indicating their name and address, and identifying the subject matter they wish to address. This card should be given to the City Clerk prior to the start of the meeting. General comments are made during "Oral Communications" and should be limited to matters under consideration and/or what the City Council has jurisdiction over. Persons wishing to address the City Council regarding a Public Hearing matter will be called to the podium at the time the matter is being considered.

Manner of Addressing the City Council: After being called by the Mayor, you may approach the podium, it is requested that you state your name for the record, and proceed to address the City Council. All remarks and questions should be addressed to the City Council as a whole and not to individual Council Members or staff members. Any person making impertinent, slanderous, or profane remarks or who becomes boisterous while addressing the City Council shall be called to order by the Mayor. If such conduct continues, the Mayor may order the person barred from addressing the City Council any further during that meeting.

Time Limitation: Speakers must limit remarks for a total of (5) five minutes. When any group of persons wishes to address the City Council on the same subject matter, the Mayor may request a

spokesperson be chosen to represent the group, so as to avoid unnecessary repetition. At the City Council's discretion, a limit on the total amount of time for public comments during Oral Communications and/or a further limit on the time allotted to each speaker during Oral Communications may be set.

PLEASE SILENCE YOUR CELL PHONES DURING THE MEETING.

AGENDA

ROLL CALL: COUNCIL MEMBER BRIETIGAM, COUNCIL MEMBER O'NEILL, COUNCIL MEMBER T. NGUYEN, COUNCIL MEMBER BUI, COUNCIL MEMBER K. NGUYEN, MAYOR PRO TEM KLOPFENSTEIN, MAYOR JONES

INVOCATION

PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

1. PRESENTATIONS

- 1.a. Community Spotlight in recognition of Gregory Kozlowski for being named 2019 Special Olympics Athlete of the Year.

2. ORAL COMMUNICATIONS (to be held simultaneously with other legislative bodies)

RECESS

CONDUCT OTHER LEGISLATIVE BODIES' BUSINESS

RECONVENE

3. CONSENT ITEMS

(Consent Items will be acted on simultaneously with one motion unless separate discussion and/or action is requested by a Council Member.)

- 3.a. Adoption of a Proclamation declaring June 2019 as LGBT Pride Month. *(Action Item)*
- 3.b. Approval of an amendment to the agreement with Continental Concrete Cutting, Inc., to provide saw cutting services for the removal of asphalt and concrete as needed throughout the City. (\$200,000 per year) *(Action Item)*
- 3.c. Receive and file minutes from the meeting held on May 14, 2019. *(Action Item)*
- 3.d. Approval of warrants. *(Action Item)*
- 3.e. Approval to waive full reading of ordinances listed. *(Action Item)*

4. COMMISSION/COMMITTEE MATTERS

- 4.a. Acknowledgement of the resignation of Kevin Rodgers from the Traffic Commission. (*Action Item*)
- 5. MATTERS FROM THE MAYOR, CITY COUNCIL MEMBERS, AND CITY MANAGER
 - 5.a. Introduction and first reading of an Ordinance establishing a Nepotism Policy for Boards, Committees and Commissions as requested by City Council
Entitled:
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE ESTABLISHING A NEPOTISM POLICY FOR BOARDS, COMMITTEES AND COMMISSIONS. (*Action Item*)
 - 5.b. Transmittal of the 2019 Garden Grove Safe Routes to School (SRTS) Phase 1 Plan as requested by City Manager Stiles.
 - 5.c. Discussion on listing a Proclamation declaring June 20 as World Refugee Day on the June 11, 2019, City Council agenda as requested by Council Member K. Nguyen. (*Action Item*)
 - 5.d. Discussion regarding establishing a policy similar to the City of Fullerton for the display of flags at City Hall, as requested by Council Member K. Nguyen.

6. ADJOURNMENT

The next Regular City Council Meeting will be on Tuesday, June 11, 2019, at 5:30 p.m. in the Community Meeting Center, 11300 Stanford Avenue, Garden Grove, California.

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To: Scott C. Stiles From: Teresa Pomeroy
Dept.: City Manager Dept.: City Clerk
Subject: Adoption of a Proclamation Date: 5/28/2019
declaring June 2019 as LGBT
Pride Month. (*Action Item*)

The Proclamation attached declaring the Month of June 2019 as LGBT Pride Month is recommended for adoption.

ATTACHMENTS:

Description	Upload Date	Type	File Name
Proclamation	5/21/2019	Proclamation	5-28- 19_Proposed_LGBT_Proclamation.June_2019.pdf

PROCLAMATION

June 2019 as Lesbian, Gay, Bisexual and Transgender Pride Month

WHEREAS, Our nation was founded on the principle of equal rights for all people, but the fulfillment of this promise has been long in coming for many Americans. Some of the most inspiring moments in our history have arisen from the various civil rights movements that have brought one group after another from the margins to the mainstream of American society;

WHEREAS, In the movement toward equal rights for lesbian, gay, bisexual and transgender (LGBT) people, a historic turning point occurred on June 28, 1969, in New York City, with the onset of the Stonewall Riots. During these riots, LGBT citizens rose up and resisted police harassment that arose out of discriminatory criminal laws that have since been declared unconstitutional. In the four decades since, civil rights for LGBT people have grown substantially, and LGBT pride celebrations have taken place around the country every June to commemorate the beginning of the Stonewall Riots; and

WHEREAS, California has been a leader in advancing the civil rights of its LGBT citizens. And while further progress is needed, it is important to recognize and celebrate the substantial gains that have been achieved.

NOW THEREFORE BE IT DECLARED that the City of Garden Grove does hereby proclaim June 2019 as Lesbian, Gay, Bisexual, and Transgender Pride Month.

May 28, 2019

Steven R. Jones, *Mayor*

Stephanie Klopfenstein
Mayor Pro Tem, District 5

George S. Brietigam
Council Member, District 1

John O'Neill
Council Member, District 2

Thu-Ha Nguyen
Council Member, District 3

Patrick Phat Bui
Council Member, District 4

Kim B. Nguyen
Council Member, District 6

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To:	Scott C. Stiles	From:	William E. Murray
Dept.:	City Manager	Dept.:	Public Works
Subject:	Approval of an amendment to the agreement with Continental Concrete Cutting, Inc., to provide saw cutting services for the removal of asphalt and concrete as needed throughout the City. (\$200,000 per year) (<i>Action Item</i>)		
		Date:	5/28/2019

OBJECTIVE

To request City Council approval of an amendment to the agreement with Continental Concrete Cutting, Inc. for on-call saw cutting services for concrete and asphalt at various locations in the city.

BACKGROUND

The Water and Sewer Services staff perform maintenance improvements throughout the city, which includes the removal of asphalt or concrete. Saw cutting provides a cleaner cut and a stronger bond with the existing asphalt. In situations where the asphalt is 12 to 18 inches thick, saw cutting is a more efficient and safe method as compared to using a jack hammer.

The contractor provides the necessary staff to meet demands, due to lack of city personnel and proper saw cutting equipment for large asphalt projects. The City retains these contractors based on overall performance and cost effectiveness.

DISCUSSION

In May 2018, the City Council awarded a contract to Continental Concrete Cutting, Inc. for a term of one year, with an option authorizing the City Manager or Designee to continue the contract on a year-to-year basis to a maximum of four (4) additional years. The attached amendment ensures funding in an amount not to exceed \$200,000 per year in order to exercise the option years.

FINANCIAL IMPACT

There is no impact to the General Fund. The total amount of the four (4) year options is \$800,000. The first option year will be funded by the Water Enterprise Funds appropriated in this Fiscal Year 2018/19 budget, in an amount not to exceed \$200,000. The remaining years will be included in the Water Division Budget.

RECOMMENDATION

It is recommended that the City Council:

- Approve the attached amendment to the agreement with Continental Concrete Cutting Inc., extending the initial performance period from June 2019 to June 2023 for asphalt and concrete saw cutting services in the amounts not to exceed \$200,000 per fiscal year; and
- Authorize the City Manager to execute amendments, and make minor modifications on behalf of the City as appropriate thereto.

By: Les Ruitenschild, Public Works Supervisor

ATTACHMENTS:

Description	Upload Date	Type	File Name
Amendment 1	5/22/2019	Agreement	5-28-19_Continental_Agreement_Amendment_1_Rev.pdf

**AMENDMENT 1 TO
CONTINENTAL CONCRETE CUTTING, INC.
ON-CALL SAW CUT SERVICES AGREEMENT**

THESE AMENDMENTS TO THE ON-CALL SAW CUT SERVICES AGREEMENT between the CITY OF GARDEN GROVE and CONTINENTAL CONCRETE CUTTING, INC., is made and entered into, to be effective the ___ day of ___, 2019, as follows:

RECITALS

WHEREAS, the City of Garden Grove ("City") has employed Continental Concrete Cutting, Inc. ("Contractor") to perform on-call saw cutting services pursuant to that agreement dated June 13, 2018, with an option authorizing the City Manager or Designee to continue said agreement on a year-to-year basis to a maximum of four (4) additional years (the "Agreement"); and

WHEREAS, the Agreement provided for on-call saw cutting services for concrete and asphalt at various locations in the City of Garden Grove; and

WHEREAS, the City and Contractor desire to amend the Agreement as provided herein.

Now, therefore, it is mutually agreed, by and between the parties as follows:

AMENDMENT

NOW, THEREFORE, in consideration of the promises and mutual covenants contained herein, the Agreement is hereby extended for one year and the total compensation under this Amendment No. 1 shall not exceed the amount of Two Hundred Thousand Dollars (\$200,000.00) for the period of June 13, 2019 through June 12, 2020.

All provisions of the Agreement not affected herein shall remain in full force and effect.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties hereto have executed this Amendment to the On-Call Saw Cut Services Agreement at Garden Grove, California.

CITY OF GARDEN GROVE

ATTEST:

By: _____
City Manager

By: _____
City Clerk

Approved as to form:

Date: _____

City Attorney

Continental Concrete Cutting, Inc.

By: _____
Its: _____

Date: _____

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To: Scott C. Stiles From: Teresa Pomeroy
Dept.: City Manager Dept.: City Clerk
Subject: Receive and file minutes Date: 5/28/2019
 from the meeting held on
 May 14, 2019. (*Action Item*)

Attached are the minutes from the meeting held on May 14, 2019, recommended to be received and filed.

ATTACHMENTS:

Description	Upload Date	Type	File Name
Minutes	5/23/2019	Minutes	cc-min_05_14_2019.pdf

RECONVENE

At 7:24 p.m., Mayor Jones reconvened the meeting in the Council Chamber with Council Members Brietigam, O'Neill, T. Nguyen, Bui, and K. Nguyen present.

ADOPTION OF A PROCLAMATION DECLARING MAY 2019 AS MENTAL HEALTH AWARENESS MONTH (F: 83.1)

It was moved by Council Member K. Nguyen, seconded by Council Member T. Nguyen that:

A Proclamation declaring May 2019 as Mental Health Awareness Month, be adopted.

The motion carried by a 6-0-1 vote as follows:

Ayes:	(6)	Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen, Jones
Noes:	(0)	None
Absent:	(1)	Klopfenstein

ADOPTION OF A PROCLAMATION DECLARING MAY 2019 AS ASIAN AMERICAN AND PACIFIC ISLANDER HERITAGE MONTH (F: 83.1)

It was moved by Council Member K. Nguyen, seconded by Council Member T. Nguyen that:

A Proclamation declaring May 2019 as Asian American and Pacific Islander Heritage Month, be adopted.

The motion carried by a 6-0-1 vote as follows:

Ayes:	(6)	Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen, Jones
Noes:	(0)	None
Absent:	(1)	Klopfenstein

ADOPTION OF RESOLUTIONS FOR: INITIATING PROCEEDINGS FOR THE LEVYING OF FISCAL YEAR 2019-20 ASSESSMENT FOR THE CITY OF GARDEN GROVE STREET LIGHTING DISTRICT, STREET LIGHTING DISTRICT NO. 99-1, AND PARK MAINTENANCE DISTRICT; THE ENGINEER'S REPORT; AND INTENTION FOR FIXING A TIME AND DATE TO CONDUCT A PUBLIC HEARING (F: 69.2 - FY 2019-20)

It was moved by Council Member K. Nguyen, seconded by Council Member T. Nguyen that:

Resolution No. 9549-19 entitled: A Resolution of the City Council of the City of Garden Grove pursuant to the Landscaping and Lighting Act of 1972 (Sections 22500 et seq. of the California Streets and Highways Code) initiating proceedings to levy annual assessments for the 2019-20 Fiscal Year for the City of Garden Grove Street Lighting District and ordering the City Engineer to prepare and file a report in accordance with Article 4 of Chapter 1 of said Act, be adopted;

Resolution No. 9550-19 entitled: A Resolution of the City Council of the City of Garden Grove pursuant to the Landscaping and Lighting Act of 1972 (Sections 22500 et seq. of the California Streets and Highways Code) initiating proceedings to levy annual assessments for the 2019-20 Fiscal Year for the City of Garden Grove Street Lighting District No. 99-1 and ordering the City Engineer to prepare and file a report in accordance with Article 4 of Chapter 1 of said Act, be adopted;

Resolution No. 9551-19 entitled: A Resolution of the City Council of the City of Garden Grove pursuant to the Landscaping and Lighting Act of 1972 (Sections 22500 et seq. of the California Streets and Highways Code) initiating proceedings to levy annual assessments for the 2019-20 Fiscal Year for the City of Garden Grove Park Maintenance District and ordering the City Engineer to prepare and file a report in accordance with Article 4 of Chapter 1 of said Act, be adopted;

Resolution No. 9552-19 entitled: A Resolution of the City Council of the City of Garden Grove approving the City Engineer's report regarding the levy of an annual assessment within the City of Garden Grove Street Lighting District, City of Garden Grove Street Lighting District No. 99-1 and the City of Garden Grove Park Maintenance District for Fiscal Year 2019-20, be adopted;

Resolution No. 9553-19 entitled: A Resolution of the City Council of the City of Garden Grove pursuant to the Landscaping and Lighting Act of 1972 (Sections 22500 et seq. of the California Streets and Highways Code) declaring its intention to levy and collect assessments within the City of Garden Grove Street Lighting District for Fiscal Year 2019-20 and setting a time and place for a public hearing on the levy of the proposed assessments, be adopted;

Resolution No. 9554-19 entitled: A Resolution of the City Council of the City of Garden Grove pursuant to the Landscaping and Lighting Act of 1972 (Sections 22500 et seq. of the California Streets and Highways Code) declaring its intention to levy and collect assessments within the City of Garden Grove Street Lighting District No. 99-1 for Fiscal Year 2019-20 and setting a time and place for a public hearing on the levy of the proposed assessments, be adopted;

Resolution No. 9555-19 entitled: A Resolution of the City Council of the City of Garden Grove pursuant to the Landscaping and Lighting Act of 1972 (Sections 22500 et seq. of the California Streets and Highways Code) declaring its intention to levy and collect assessments within the City of Garden Grove Park Maintenance

District for Fiscal Year 2019-20 and setting a time and place for a public hearing on the levy of the proposed assessments, be adopted;

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen,
Jones
Noes: (0) None
Absent: (1) Klopfenstein

APPROVAL OF AN AGREEMENT WITH METRO CITIES FIRE AUTHORITY TO PROVIDE
FIRE DISPATCH SERVICES AND RELATED ADMINISTRATIVE SERVICES
(F: 55 – METRO CITIES FIRE AUTHORITY)

It was moved by Council Member K. Nguyen, seconded by Council Member T. Nguyen that:

An agreement with Metro Cities Fire Authority to provide fire dispatch and related administrative services through September 30, 2019, in an estimated amount of \$95,000, be approved; and

The Mayor be authorized to execute the agreement on behalf of the City.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen,
Jones
Noes: (0) None
Absent: (1) Klopfenstein

ADOPTION OF A RESOLUTION SETTING THE SIDEWALK VENDOR PERMIT FEE
(F: 60.2)

It was moved by Council Member K. Nguyen, seconded by Council Member T. Nguyen that:

Resolution No. 9556-19 entitled: A Resolution of the City Council of the City of Garden Grove establishing the Sidewalk Vendor Permit fee, be adopted.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen,
Jones
Noes: (0) None
Absent: (1) Klopfenstein

ACCEPTANCE OF PROJECT NO. 7377 – WESTHAVEN WELL NO. 21 REDEVELOPMENT PROJECT AS COMPLETE (F: 112.11.PROJ.7377)

It was moved by Council Member K. Nguyen, seconded by Council Member T. Nguyen that:

Project No. 7377 – Westhaven Well No. 21 Redevelopment Project, be accepted as complete;

The City Manager be authorized to execute the Notice of Completion of Public Improvement and Work; and

The Finance Director be authorized to release the retention payment when appropriate to do so.

The motion carried by a 6-0-1 vote as follows:

Ayes:	(6)	Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen, Jones
Noes:	(0)	None
Absent:	(1)	Klopfenstein

RECEIVE AND FILE MINUTES FROM THE MEETING HELD ON APRIL 23, 2019 (F: VAULT)

It was moved by Council Member K. Nguyen, seconded by Council Member T. Nguyen that:

Minutes from the meeting held on April 23, 2019, be received and filed.

The motion carried by a 6-0-1 vote as follows:

Ayes:	(6)	Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen, Jones
Noes:	(0)	None
Absent:	(1)	Klopfenstein

WARRANTS

It was moved by Council Member K. Nguyen, seconded by Council Member T. Nguyen that:

Regular Warrants 649964 through 650152; 650153 through 650365; 650366 through 650675; Wires W2471 through W2473; W650152 through W650365; W2474 through W2486; be approved as presented in the warrant register

submitted, and have been audited for accuracy and funds are available for payment thereof by the Finance Director; and

Payroll Warrants 183157 through 183177; 183178 through 183215; Direct Deposits D347086 through D347758; D347757 through D348435; and Wires W2578 through W2581; W2582 through W2585; be approved as presented in the warrant register submitted, and have been audited for accuracy and funds are available for payment thereof by the Finance Director.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen,
Jones
Noes: (0) None
Absent: (1) Klopfenstein

PUBLIC HEARING – APPROVAL TO RE-BRAND THE SHOP LOCAL INITIATIVE BIGG AND CONSIDER APPROVAL OF A NEW VEHICLE REBATE PROGRAM FOR GARDEN GROVE RESIDENTS (F: 55 – CITY OF GARDEN GROVE FRANCHISED VEHICLE DEALER)

Following staff presentation and City Council questions, Mayor Jones declared the Public Hearing open and asked if anyone wished to address the City Council on the matter.

Speakers: Todd Priest, Carolyn Cavecche

There being no further response from the audience, the Public Hearing was declared closed.

Following City Council comments, it was moved by Council Member Brietigam, seconded by Council Member K. Nguyen that:

Re-branding of the Shop Local Initiative known as BiGG, be approved;

Implementation of a New Vehicle Rebate Participation Agreement by and between the City of Garden Grove, a California Municipal Corporation, and participating dealers, be approved; and

The City Manager be authorized to execute the New Vehicle Rebate Participation Agreement, including any minor modifications as appropriate, and any other pertinent documents necessary.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen,
Jones
Noes: (0) None
Absent: (1) Klopfenstein

APPROVAL OF FISCAL YEAR 2019-20 DOWNTOWN ASSESSMENT DISTRICT NO. 1 BUDGET; ADOPTION OF RESOLUTIONS FOR: INITIATING PROCEEDINGS FOR THE LEVYING OF ASSESSMENTS FOR FISCAL YEAR 2019-20; APPROVING THE ENGINEER'S REPORT; AND ADOPTION OF A RESOLUTION OF INTENTION FIXING A TIME AND DATE TO CONDUCT A PUBLIC HEARING (F: 31.4 – FY 2019-20)

Following staff introduction and City Council discussion, it was moved by Council Member Brietigam, seconded by Council Member K. Nguyen that:

The Fiscal Year 2019-20 budget for the Downtown Assessment District No. 1, be approved;

Resolution No. 9557-19 entitled: A Resolution of the City Council of the City of Garden Grove pursuant to the Landscaping and Lighting Act of 1972 (Sections 22500 et seq. of the California Streets and Highway Code) initiating proceedings to levy annual assessments for the 2019-20 Fiscal Year for the City of Garden Grove Downtown Assessment District, and ordering the City Engineer to prepare and file a report in accordance with Article 4 of Chapter 1 of the Act, be adopted;

Resolution No. 9558-19 entitled: A Resolution of the City Council of the City of Garden Grove approving the City Engineer's Report regarding the levy of an annual assessment within the City of Garden Grove Downtown Assessment District, for Fiscal Year 2019-20, be adopted; and

Resolution No. 9559-19 entitled: A Resolution of the City Council of the City of Garden Grove, declaring its intention to order the maintenance of certain improvements in the Downtown Assessment District in the City of Garden Grove; describing the District to be benefited, and declaring its intention to levy an assessment to pay the cost and expenses thereof; and setting the time and place for the public hearing on the question of the levy of the proposed assessment, be adopted.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen,
Jones
Noes: (0) None
Absent: (1) Klopfenstein

APPOINTMENTS TO THE ADMINISTRATIVE BOARD OF APPEALS (CONTINUED FROM FEBRUARY 26, 2019) (F: 122.2C)

It was moved by Mayor Jones, seconded by Council Member Brietigam that:

Kathy Ladd and Cindy Tran be appointed to the Administrative Board of Appeals.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen,
Jones
Noes: (0) None
Absent: (1) Klopfenstein

AWARD OF CONTRACT TO ALL AMERICAN ASPHALT FOR STREET REHABILITATION PROJECT NOS. 7211 AND 7289 – EUCLID STREET, GARDEN GROVE BOULEVARD, WOODBURY ROAD, AND PALMWOOD SIDEWALK IMPROVEMENT
(F: 55 - ALL AMERICAN ASPHALT)

Following staff presentation and City Council comments, it was moved by Council Member T. Nguyen, seconded by Council Member K. Nguyen that:

A contract be awarded to All American Asphalt, in the amount of \$3,787,500 for Street Rehabilitation Project Nos. 7211 and 7289 – Euclid Street from Chapman Avenue to Katella Avenue; Garden Grove Boulevard from Brookhurst Street to Nelson Street; Woodbury Road from 750 feet west of Harbor Boulevard to Harbor Boulevard; and Palmwood Drive Sidewalk Improvement from Vegas Way to Patricia Drive; and

The City Manager be authorized to execute the agreement, and make minor modifications as appropriate thereto, on behalf of the City.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen,
Jones
Noes: (0) None
Absent: (1) Klopfenstein

APPROVAL OF A COOPERATIVE AGREEMENT WITH THE CITY OF ANAHEIM FOR THE REHABILITATION OF EUCLID STREET FROM PATRICIA DRIVE TO KATELLA AVENUE
(F: 55 – CITY OF ANAHEIM)

Following staff presentation, it was moved by Council Member Bui, seconded by Council Member Brietigam that:

The Cooperative Agreement by and between the City of Garden Grove and the City of Anaheim, for the purpose of the City of Anaheim covering the cost in the amount of \$405,809, for the portion of the Euclid Street Rehabilitation Project from Patricia Drive to Katella Avenue; and

The City Manager be authorized to execute the agreement, and make minor modifications as appropriate thereto, on behalf of the City.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen,
Jones
Noes: (0) None
Absent: (1) Klopfenstein

MATTERS FROM THE MAYOR, CITY COUNCIL MEMBERS, AND CITY MANAGER

TRANSMITTAL OF THE 2019 DOWNTOWN PARKING MANAGEMENT STRATEGIC PLAN AS REQUESTED BY CITY MANAGER STILES (F: 75.1) (F: 82.9)

Following staff introduction and a PowerPoint presentation provided by Spencer Reed, with Fehrs & Peers, it was moved by Council Member K. Nguyen, seconded by Council Member Brietigam that:

The Downtown Parking Management Strategic Plan (DPMSP), which includes an existing and future conditions report, parking management strategies, and recommendations for future implementation as needed, be received and filed.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen,
Jones
Noes: (0) None
Absent: (1) Klopfenstein

DISCUSSION REGARDING FLYING THE LGBT FLAG DURING JUNE AT CITY HALL, AS REQUESTED BY COUNCIL MEMBER KIM NGUYEN (F: 94.1)

Council Member K. Nguyen stated that she would like to hear from the members of the audience who wanted to speak on this topic prior to making comments.

Aside from the speakers on this topic, the City Clerk's Office received two emails in opposition and one email in support that were provided to the City Council.

Speakers in opposition: Tom Raber

Speakers in support: Vincent Tran, Allison, Tracy La, Lucy Ngo, Jared Wallace, Uyen Hoang, Ariana Arestegui, Kathy Tran, Alexis Herrera, Danielle Gomez, Charles Jones.

Council Member K. Nguyen expressed her appreciation for the people speaking in support and who shared their personal stories. She stated that this year is the 45th anniversary of the first large scale gay rights protest in Orange County that took place in Garden Grove. The first gay and lesbian center in Garden Grove that opened in 1972 was subjected to bomb threats. Christ Cathedral was designed by an openly gay architect. And, while she attended high school, a fellow student came out as gay and was subsequently hospitalized after being beaten by his father. Fortunately for that student, he was adopted by a teacher who helped establish the Gay Straight Alliance at Santiago High School. She joined as an ally; however, the club was ended because of a lack of support from the school administration. She expressed her personal story of a younger sibling coming out as gay, and disappointment in herself that due to geographical distance she was unable to advocate for her sibling who suffered through suicidal depression. Bringing this forward is about advocating for her sister and friends who are faced with a struggle to be able to freely express themselves. She expressed that being LGBT is not a choice and this is not a non-profit group. The City Council strives to be inclusive and it has been stated that Garden Grove is a welcoming and compassionate city; however, words can only go so far and sometimes action is required to give words meaning. She noted that Mayor Pro Tem Klopfenstein is ill; however, she asked that her support be expressed in her absence. She noted that comments have been made that this is unnecessary and could open a can of worms. However, any decision made is on a case by case basis and she would not shy away from something that is pertinent to our city and residents that may not be popular but is right. Given the long history that Garden Grove has with the LGBT community, this is a step in the right direction to make amends for being pushed out and to welcome our residents regardless of race, religion, or sexual orientation. She asked for support from the City Council and join the cities of Anaheim, Costa Mesa, Santa Ana, and Fullerton who have approved the LGBT flag, and to place this on the next agenda for approval. To clarify she asked that the flag be placed in the City Hall lobby only through the month of June, in an effort to establish the City as compassionate and inclusive.

Council Member Brietigam expressed his appreciation for the speakers supporting the LGBT flag and commented on his personal connections to the LGBT community. He noted that statements were made that the LGBT flag is representative of inclusivity and tolerance; however, he expressed that the American Flag represents inclusivity and tolerance. He further expressed concern that displaying the LGBT flag would give a message of a divided community.

Council Member T. Nguyen expressed support and congratulated the people who came tonight to speak up and speak out in favor of flying the LGBT flag.

Council Member Brietigam stated that he supports the LGBT community; however, he does not think that City Hall is an appropriate venue for a non-governmental flag. He asked if the City has a flag policy.

City Manager Stiles stated the City's flag policy follows the US Code for flag protocol.

Council Member K. Nguyen noted that the intent is to follow flag protocol and that the LGBT flag would be temporary; that the cost would be nominal; and that this is an important gesture to show acceptance of the LGBT community.

Council Member Bui commended the LGBT community on their courage, and expressed sympathy for their experiences with bullying, harassment, and more. He noted he has worked behind the scenes in support of the LGBT community's inclusion in the TET Festival including flying the pride flag. He commented that he wants the LGBT community to be aware that they are accepted unconditionally as is evident by the City Council's adoption last June of a Proclamation for Gay Pride Month brought forward by Council Member K. Nguyen. However, as a government body, the Council has to address many conflicting needs and he is concerned that displaying a nongovernmental flag might open the door for other organizations requesting to display their flag. He expressed that there needs to be a flag policy in place in order to have a framework to make a decision.

Council Member O'Neill expressed his reluctance to set a precedence in displaying the flag, and is concerned about creating divisiveness and the potential for other groups asking for the same consideration.

Council Member T. Nguyen noted that Garden Grove does not have a flag policy and asked how Garden Grove is different from the other Orange County cities that have approved flying the flag, and that approval would be based on a case by case basis.

Council Member O'Neill noted that he has received emails and calls from his constituents in opposition.

Council Member K. Nguyen noted the numerous people in support; and asked City Attorney Sandoval whether there would be an issue in denying a request for a particular flag.

City Attorney Sandoval cautioned that if there were a pattern consistent with denying some and approving others the City could be subject to an equal protection challenge.

Council Member K. Nguyen expressed that the decision to display flags can be decided on a case by case; that this decision only affects today and is a symbolic gesture recognizing the LGBT community as marginalized and oppressed.

Council Member Bui expressed concern about other groups coming forward asking for the same consideration. He stated he would be willing to support flying the LGBT flag if there were a flag policy established.

Council Member K. Nguyen noted that the City of Santa Ana has been flying the LGBT flag for the past three years and to her knowledge have not had any legal repercussions. She moved to place this matter on the next agenda for action including direction to staff to develop criteria for a flag policy.

Mayor Jones seconded the motion, and also clarified for the benefit of the audience that Council policy is that this matter is listed for consideration and discussion to list it on the next agenda for action.

Council Member Brietigam moved a substitute motion to bring forward a proclamation declaring June as Pride Month, and that a flag policy be developed, seconded by Council Member Bui.

Council Member K. Nguyen stated that a proclamation for pride month is already planned for the next agenda, and she clarified her motion to state that the LGBT flag be displayed inside the City Hall lobby and that a flag policy be developed listed on the next agenda.

Council Member Brietigam amended his substitute motion that a flag policy be listed on the next agenda with agreement to the amended motion expressed by Council Member Bui.

Council Member K. Nguyen asked that the next agenda list the flag policy, and separately list the LGBT flag in city hall.

Council Member Bui recalled when he requested a memorial to be placed in Garden Grove Park that was not supported because of political concerns, and stated that he supports the LGBT community as illustrated by their inclusion in the TET Festival. However, as a government entity, they need to be sure to remain neutral to avoid legal issues, and there needs to be time to develop and adopt a flag policy before making any further decision.

Council Member K. Nguyen confirmed with City Attorney Sandoval that to subject the City to legal issues, a pattern needs to be established. She further noted that the LGBT flag does not represent a religion or political body and she included a flag policy in her motion.

The amended substitute motion failed by 3-3-1 vote as follows:

Ayes: (3) Brietigam, O'Neill, Bui
Noes: (3) T. Nguyen, K. Nguyen, Jones
Absent: (1) Klopfenstein

Mayor Jones clarified Council Member K. Nguyen's motion to include listing flying the LGBT flag in the City Hall lobby and to direct staff to develop a flag policy for action on the next agenda, which was seconded by Mayor Jones.

The motion failed by 3-3-1 vote as follows:

Ayes: (3) T. Nguyen, K. Nguyen, Jones
Noes: (3) Brietigam, O'Neill, Bui
Absent: (1) Klopfenstein

Mayor Jones asked if there was anything further the Council wanted to comment on this matter.

Council Member Brietigam stated he would like to have a flag policy.

Mayor Jones noted that he would like to see more discussion on this topic especially with respect to Council Member K. Nguyen's passion to acknowledge the LGBT community.

Council Member K. Nguyen stated that the only reason to give direction to establish a flag policy is because of the discomfort caused by displaying an LGBT flag in City Hall. She stated that she is only asking to have the matter brought back for action where Council Members would have the discretion to vote either way.

Council Member O'Neill expressed his frustration that he was caught unaware of the matter until the after the agenda was published and with constituents calling and emailing putting him in an awkward position. Had this matter been brought up earlier, it would have given the opportunity to debate, what is in his opinion already in place, a flag policy.

Council Member Bui stated that he will come back to the City Council to request a flag policy.

MATTERS FROM THE MAYOR, CITY COUNCIL MEMBERS, AND CITY MANAGER
(Continued)

City Attorney Sandoval noted that Council Member Brietigam had requested that a solicitation ordinance to address aggressive panhandling be developed. He noted that he did research and found that the City of Los Angeles adopted an ordinance on this topic that has been upheld by the courts. He stated that he would need to

have the City Council vote on listing this matter on the agenda for action in four weeks. (F: 50.1)

It was moved by Council Member Brietigam, seconded by Council Member Bui that a solicitation ordinance be listed for action at the meeting on June 25, 2019.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen,
Jones
Noes: (0) None
Absent: (1) Klopfenstein

Council Member Bui noted that during his campaign in 2018, he met people living in mobile home parks in the city, and noted that many of these people are senior citizens living on a limited and fixed income. He would like staff to gather information and to schedule meetings with the mobile home park owners, associations, and residents. (F: 107.1)

Council Member Brietigam agreed that this is an issue for many senior citizens who get priced out of their homes because of the trend for rent increases at the mobile home park properties. He indicated that he is not in favor of establishing rent control, but that he would like more information to find out whether there is anything that can be done to address this issue.

Council Member Bui commented that his constituents who are facing rent increases are asking for help, and the perspective from both the mobile home park owner and tenant need to be understood.

Council Member O'Neill agreed and noted that this is an issue being addressed by state representatives, and that with the number of mobile home parks in the city and with the increasing rents at mobile home parks, it is necessary to be informed.

It was moved by Council Member Bui, seconded by Council Member Brietigam that:

Staff be directed to establish two separate meetings, one with property owners of mobile home parks and another with mobile home park associations and tenants, then report back to City Council.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen,
Jones
Noes: (0) None
Absent: (1) Klopfenstein

Council Member Bui noted that the City's nepotism policy only affects the employees and does not prohibit City Council Members from appointing family members or spouses to City commissions. (F: 50.2)

It was moved by Council Member Bui, seconded by Council Member Brietigam that:

The nepotism policy for employees be extended to address City commissions be listed on the next City Council agenda.

The motion carried by a 6-0-1 vote as follows:

Ayes:	(6)	Brietigam, O'Neill, T. Nguyen, Bui, K. Nguyen, Jones
Noes:	(0)	None
Absent:	(1)	Klopfenstein

Council Member K. Nguyen announced Taco Trucks at every Mosque event will be held on Friday, May 24, 2019, at 7:00 p.m. at the Islamic Society of Orange County located in Garden Grove.

Council Member Brietigam commented on the Garden Grove College Graduates event that was celebrated earlier in the evening and encouraged college graduates to be aware of this annual event. He asked that parents warn their children to pay attention to pedestrian safety when talking and texting, noting that while driving on Valley View Street and Lampson Avenue, he missed colliding into a juvenile who stepped into the street while texting.

Council Member O'Neill invited everyone to the Strawberry Festival coming up on the Memorial Day weekend.

Council Member T. Nguyen encouraged participation in the 5K Strawberry Stomp, and she thanked everyone who attended tonight's meeting for speaking out.

City Manager Stiles announced that the Community and Economic Development Department in conjunction with the Planning Services Division, KOA Corporation, and the Garden Grove Unified School District have received the American Planning Association Award of Excellence for their work on "Safe Routes to School" Master Plan. There will be a ceremony on May 30, 2019, in Orange. He stated he will send photos to the City Council of the new gym floor that was recently replaced at the Garden Grove Sports and Recreation Center.

CONVENE CLOSED SESSION

At 9:57 p.m., Mayor Jones announced that City Council Members Brietigam, O'Neill, T. Nguyen, Bui, and K. Nguyen will convene Closed Session in the Founders Room to discuss the following matters.

CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO GOVERNMENT CODE SECTION 54957.6(F)

City designated representative: Laura Stover, Human Resources Director
Employee organizations: Orange County Employees Association, Garden Grove Employee's League; Police Management.

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

Pursuant to Government Code Section 54956.9(d)(1)
Estate of Lehman et. al. v. Garden Grove, et. al., OCSC Case No. 30-2014-00759204

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

Pursuant to Government Code Section 54956.9(d)(1)
Elmansoury v. Garden Grove, et. al., USDC Case No. 8:17-cv-01269DOC (DFMx)

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

Pursuant to Government Code Section 54956.9(d)(1)
B & Lee Inc., v. Garden Grove, et. al., OCSC Case No. 30-2019-01059189

ORAL COMMUNICATIONS FOR CLOSED SESSION

Speakers: None.

ADJOURN CLOSED SESSION

At 10:39 p.m., Mayor Jones adjourned Closed Session.

RECONVENE MEETING

At 10:40 p.m., Mayor Jones reconvened the meeting in the Council Chamber with Council Members Brietigam, O'Neill, T. Nguyen, Bui, and K. Nguyen present.

Mayor Jones announced that there were no reportable actions taken during Closed Session.

ADJOURNMENT

At 10:41 p.m., Mayor Jones adjourned the meeting. The next Regular City Council Meeting will be held on Tuesday, May 28, 2019, at 5:30 p.m. at the Community Meeting Center, 11300 Stanford Avenue, Garden Grove, California.

Teresa Pomeroy, CMC
City Clerk

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To:	Scott C. Stiles	From:	Teresa Pomeroy
Dept.:	City Manager	Dept.:	City Clerk
Subject:	Approval of warrants. (Action Item)	Date:	5/28/2019

Attached are the warrants recommended for approval.

ATTACHMENTS:

Description	Upload Date	Type	File Name
Warrants	5/23/2019	Warrants	05-28-19_CC_Warrants_(05-28-19).pdf
Warrants	5/23/2019	Warrants	05-28-19_CC_Warrants_(05-23-19_PR).pdf

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
601104	*WILMES, DAVID	REV & VOID	-159.92 *
605117	*GARCIA, PETE	REV & VOID	-298.00 *
606800	*GARCIA, PETE	REV & VOID	-241.36 *
611461	*GARCIA, PETE	REV & VOID	-60.00 *
611746	*STOKER, ERIC	REV & VOID	-245.00 *
616519	*JONES, STEVEN R	REV & VOID	-406.00 *
618849	*BRODEUR, VANESSA	REV & VOID	-80.50 *
620181	*FRANKS, JAMES D	REV & VOID	-80.00 *
626115	*TALAMANTES, ALBERT	REV & VOID	-43.49 *
626174	*TRAN, MINH (USE VEND# 94035)	REV & VOID	-150.00 *
650503	SUPERCO SPECIALTY PRODUCTS DIVISION OF MOMAR, INCORPORATED	REV & VOID	-2,713.11 *
650526	DATA TICKET, INC	REV & VOID	-445.00 *
650583	MIDWEST MOTOR SUPPLY CO INC KIMBALL MIDWEST	REV & VOID	-313.26 *
W649370	NGUYEN, DAT	REV & VOID	-1,500.00 *
650676	U.S. POSTAL SERVICE (HASLER)	POSTAGE	20,000.00 *
650677	TPX COMMUNICATIONS CO	TELEPHONE	1,692.33 *
650678	*BLODGETT, GREG	TRAVEL ADVANCE C&E DEV	240.00 *
650679	STATE OF CALIF-FRANCHISE TAX BOARD	WAGE ATTACHMENT	735.70 *
650680	COMLOCK SECURITY GROUP COMMERCIAL LOCK & SECURITY	REPAIRS-FURN/MACH/EQ	2,208.91 *
650681	COMMUTE WITH ENTERPRISE	OTHER RENTALS	3,810.00 *
650682	HOWEY, SHANE	MED TRUST REIMB	721.61 *

PAGE TOTAL FOR "*" LINES = 22,672.91

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650683	KIRA GREEN STUDIO	OTHER PROF SERV	500.00 *
650684	*LEE, GRACE	DEP CARE REIMB	192.30 *
650685	*LEE, GRACE	TRAVEL ADVANCE C&E DEV	240.00 *
650686	*RUITENSCHILD, LES	DEP CARE REIMB	489.60 *
650687	WILDER, CANDY	MED TRUST REIMB	434.37 *
650688	*VALDIVIA, CLAUDIA	DEP CARE REIMB	192.30 *
650689	ORANGE COUNTY SHERIFF/ LEVYING OFFICER CENTRAL DIV	WAGE ATTACHMENT	488.25 *
650690	INTERNAL REVENUE SERVICE	WAGE ATTACHMENT	51.50 *
650691	SBSD-EVOC TRAINING CENTER	TUITION/TRAINING	575.00 *
650692	SBSD-EVOC TRAINING CENTER	TUITION/TRAINING	1,500.00 *
650693	SHARON BAEK	MED TRUST REIMB	26.38 *
650694	MEERS, BRYAN	DEP CARE REIMB	192.30 *
650695	ORANGE COUNTY CLERK RECORDER HALL OF FINANCE & RECORDS	FEE REFUND	50.00 *
650696	*COVARRUBIAS, MONICA	TRAVEL ADVANCE C&E DE	240.00 *
650697	CHESHIRE MEDICAL CORPORATION PROCARE WORK INJURY CENTER	MEDICAL SERVICES	250.00 *
650698	ANGELS BASEBALL	ADMN/ENTRANCE FEE	340.00 *
650699	CITY OF GARDEN GROVE-WORK COMP ACCT	SELF-INS CLAIMS	516,794.20 *
650700	UNION BANK	ADVERTISING	200.00
		TUITION/TRAINING	150.00
		FOOD	257.91
		MINOR OFFICE FURN/EQ	160.55
			768.46 *
650701	UNION BANK	MV GAS/DIESEL FUEL	302.97 *
650702	UNION BANK	MV GAS/DIESEL FUEL	824.74 *

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650703	UNION BANK	MV GAS/DIESEL FUEL	642.89 *
650704	UNION BANK	L/S/A TRANSPORTATION LODGING	812.04 589.56
		DUES/MEMBERSHIPS	405.00
		REGISTRATION FEES	633.00
		OFFICE SUPPLIES/EXP	58.26
		SAFETY EQ/SUPPLIES	237.45
			2,735.31 *
650705	GARDEN GROVE HOTEL, LLC	TRAF MITIGATION FEE SEWER FEES	17,039.00 9,387.91
			26,426.91 *
650706	AT&T CORP	TELEPHONE	15,288.77 *
650707	ANAHEIM, CITY OF	ELECTRICITY	89.92 *
650708	SPOK, INC.	TELEPHONES/BEEPERS	189.63 *
650709	FRONTIER COMMUNICATIONS	TELEPHONE/BEEPERS	736.88 *
650710	CITY OF GARDEN GROVE	WATER	120.08 *
650711-650713	VOID WARRANTS		
650714	SO CALIF EDISON CO	ELECTRICITY	103,413.49 *
650715	SO CALIF GAS CO	NATURAL GAS	2,360.99 *
650716	SPRINT	TELEPHONE	69.60 *
650717	VERIZON WIRELESS-LA	TELEPHONE/BEEPERS	15,712.91 *
650718	US DEPT OF THE TREASURY	HEALTH INSURANCE	50,122.82 *
650719	REPUBLIC WASTE SERVICES OF SOUTHERN CALIFORNIA, LLC	AMT DUE GG DISPSL REFUSE COLL SERV	547,531.55 9,823.33
			557,354.88 *
650720	SUPERCO SPECIALTY PRODUCTS DIVISION OF MOMAR, INCORPORATED	WHSE INVENTORY FURN/MACH/EQ ADDS	1,026.75 1,682.16
			2,708.91 *

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650721	DATA TICKET, INC	OTHER PROF SERV	81.00 *
650722	VULCAN MATERIALS COMPANY WESTERN DIVISION	ASPHALT PRODUCTS	661.78 *
650723	MIDWEST MOTOR SUPPLY CO INC KIMBALL MIDWEST	MOTOR VEH PARTS	130.20 *
650724	FACTORY MOTOR PARTS CO	MOTOR VEH PARTS	183.06 *
650725	NGUYEN, KIM HONG	TENANT UTILITY REIMB	91.00 *
650726	UNION BANK	PHOTO PROC/ENGRAVING	64.65
		LODGING	3,378.27
		OTHER CONF/MTG EXP	57.01
		TUITION/TRAINING	525.00
		FOOD	705.29
		OFFICE SUPPLIES/EXP	268.96
		OTHER MINOR TOOLS/EQ	141.90
		OTH FINES/PENALTIES	25.00
			5,166.08 *
650727	UNION BANK	OTHER PROF SERV	50.00
		REGISTRATION FEES	1,647.00
		FOOD	71.26
		OFFICE SUPPLIES/EXP	11.64
		OTHER MINOR TOOLS/EQ	380.58
		HARDWARE	260.83
			2,421.31 *
650728	UNION BANK	MV GAS/DIESEL FUEL	147.55 *
650729	UNION BANK	FACT:YTH ENRCH	73.04
		FACT:PROGRAM EXP	95.56
		FACT:CAC EXP	115.46
		FACT:EMRGY NEEDS	51.59
		FOOD	657.20
		FOOD SERV SUPPL	244.33
		BOTTLED WATER	44.92
		OTHER FOOD ITEMS	335.33
		OTHER REC/CULT SUPP	125.37
			1,742.80 *
650730	CITIBANK %CITIGROUP	OTHER PROF SERV	56.00
		L/S/A TRANSPORTATION	2,226.81

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650731	UNION BANK	LODGING	3,846.37
		OTHER CONF/MTG EXP	517.23
			6,646.41 *
		LAUNDRY SERVICES	125.00
		BOTTLED WATER	42.16
		OTHER FOOD ITEMS	221.28
		CLASSROOM SUPPLIES	319.88
		OFFICE SUPPLIES/EXP	96.40
		MINOR OFFICE FURN/EQ	173.76
		MINOR FURN/EQUIP	198.31
		OTHER MINOR TOOLS/EQ	224.28
		CRAFT SUPPLIES	10.19
		AWARDS/TROPHIES	370.00
		OTHER REC/CULT SUPP	430.04
			2,211.30 *
650732	UNION BANK	ADMN/ENTRANCE FEE	-70.00
		FACT: PROGRAM EXP	50.00
		FOOD	393.49
		FOOD SERV SUPPL	15.05
		OTHER FOOD ITEMS	95.40
		HSHLD EQUIP/SUPPLIES	6.99
		OFFICE SUPPLIES/EXP	64.99
		OTHER MINOR TOOLS/EQ	99.90
		OTHER REC/CULT SUPP	303.51
			959.33 *
650733	UNION BANK	NETWORKING SERVICES	270.19
		NETWORKING SUPPLIES	38.15
		SOFTWARE	52.99
		OFFICE SUPPLIES/EXP	458.18
		MINOR OFFICE FURN/EQ	116.38
			935.89 *
650734	UNION BANK	OTHER RENTALS	484.08
		L/S/A TRANSPORTATION	738.92
		LODGING	578.24
		REGISTRATION FEES	70.00
		FOOD	118.91
		OTHER CLOTHING ITEMS	280.15
		OFFICE SUPPLIES/EXP	94.30
			2,364.60 *

PAGE TOTAL FOR "*" LINES = 13,117.53

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650735	UNION BANK	REGISTRATION FEES	375.00
		MAINT SUPP-TRAFF SIG	488.29
		OTHER MINOR TOOLS/EQ	152.04
			1,015.33 *
650736	UNION BANK	REPAIRS-FURN/MACH/EQ	212.23
		DUES/MEMBERSHIPS	10.00
			222.23 *
650737	UNION BANK	FOOD	34.35 *
650738	UNION BANK	REGISTRATION FEES	298.00 *
650739	UNION BANK	ADVERTISING	1,149.55
		BANK FEES-CRDT CD	39.00
		DUES/MEMBERSHIPS	174.00
		TAXES/LICENSES	52.99
		ADMN/ENTRANCE FEE	770.00
		OTHER PROF SUPPLIES	21.79
		AWARDS/TROPHIES	300.00
			2,507.33 *
650740	ALL IN ONE POSTER COMPANY, INC.	PAPER/ENVELOPES	783.36 *
650741	ASH-BURKE, ALLISON	ADVERTISING	150.00 *
650742	*CERDA, MARY	MED TRUST REIMB	164.37 *
650743	CRAYON SOFTWARE EXPERTS LLC	SOFTWARE	90,932.70 *
650744	MIDDENDORF, LINDA	MED TRUST REIMB	458.00 *
650745	DATA TICKET, INC	OTHER PROF SERV	2,721.50 *
650746	*SANCHEZ, DAVID	MED TRUST REIMB	2,391.48
		DEP CARE REIMB	1,153.80
			3,545.28 *
650747	STRICTLY TECHNOLOGY LLC	MONITORED EQUIP	4,590.41 *
650748	TEX-WIL INC. DBA RICHARD JONES PIT BBQ	FOOD	1,481.23 *
650749	U.S. BEHAVIORAL HEALTH PLAN, CA	NON-SPEC CONTR SERV	1,598.80 *

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650750	WEISS, MARK S	MED TRUST REIMB	1,054.90 *
650751	TASTY TEMPTATIONS AND CATERING COMPANY	FOOD	259.36 *
650752	MRI SOFTWARE	SOFTWARE	13,219.00 *
650753	PLAYERS CHOICE	AWARDS/TROPHIES	144.35 *
650754	*SWANSON, MATTHEW	EMPL COMPUTER PURCH	2,500.00 *
650755	COUNTY OF ORANGE SOCIAL SERVICES AGENCY	EXP REIMB - OTHER	27.69 *
650756	STOWERS, LEW	ADVERTISING	250.00 *
650757	M. GANNON ECKHARDT	MED TRUST REIMB	209.90 *
650758	DOUGLAS, MONSON HENRY	ADVERTISING	146.00 *
650759	MELLEM, TRAVIS	MED TRUST REIMB	411.90
		DEP CARE REIMB	1,853.20
			2,265.10 *
650760	*VICTORIA, ROD	DEP CARE REIMB	384.60 *
650761	ORANGE COUNTY CLERK RECORDER HALL OF FINANCE & RECORDS	FEE REFUND	50.00 *
650762	SOUTH COAST A.Q.M.D.	PERMITS/OTHER FEES	664.90 *
650763	ORANGE COUNTY WATER ASSOC	REGISTRATION FEES	270.00 *
650764	ANGELS BASEBALL	ADMN/ENTRANCE FEE	315.00 *
650765	TPX COMMUNICATIONS CO	TELEPHONE	1,676.02
		NETWORK COMMUNICT	1,269.35
			2,945.37 *
650766	MONARK, LP C/O SWAMI INTERNATIONAL	RENT SUBSIDY	6,415.00 *
650767	A-1 FENCE COMPANY	MAINT-SERV CONTRACTS	3,999.00 *
650768	ADAMSON POLICE PRODUCTS	MOTOR VEH PARTS	3,626.76 *
650769	AIS ADVANCED IMAGING STRATEGIES INC.	OFFICE SUPPLIES/EXP	110.93 *

PAGE TOTAL FOR "*" LINES = 38,857.86

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650770	ALAN'S LAWN AND GARDEN CENTER INC.	REPAIRS-FURN/MACH/EQ MOTOR VEH PARTS	317.04 2,395.72 2,712.76 *
650771	MAYFLOWER DISTRIBUTING CO	OTHER REC/CULT SUPP	145.82 *
650772	ALL CITY MANAGEMENT SERVICES, INC.	CROSSING GUARD SERV	11,358.00 *
650773	ALLSTAR FIRE EQUIPMENT INC.	SAFETY EQ/SUPPLIES	593.59 *
650774	AMERICAN BUSINESS BANK	WTR/SWR CONST CONTR	53,488.00 *
650775	AMTECH ELEVATOR SERVICES	MAINT-SERV CONTRACTS	784.28 *
650776	CITY OF ANAHEIM DIVISION OF COLLECTION	FAIR SHARE COST	50,997.34 *
650777	ANGELUS QUARRIES, INC.	OTHER MAINT ITEMS GEN PURPOSE TOOLS AGGREGATES/MASONRY	-68.96 41.76 572.28 545.08 *
650778	AQUA-METRIC SALES, CO.	OTHER MAINT ITEMS	331.50 *
650779	BEARCOM	OTHER RENTALS	194.88 *
650780	*BEX, RAY	TRAVEL ADVANCE P.D. MILEAGE REIMB SUBSISTENCE OTHER CONF/MTG EXP TUITION/TRAINING	-200.70 90.70 80.00 30.00 6.00 6.00 *
650781	BIG RON'S AUTO BODY & PAINT, INC.	REPAIRS-FURN/MACH/EQ	453.06 *
650782	BLUEJACKET SIGN COMPANY	OTHER PROF SERV	6,150.00 *
650783	BROWNELLS, INC.	OTHER MINOR TOOLS/EQ	108.33 *
650784	BUREAU VERITAS NORTH AMERICA INC	OTHER PROF SERV	52,520.97 *
650785	CDW-GOVERNMENT INC	NETWORKING SERVICES SOFTWARE	400.00 2,302.94 2,702.94 *

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650786	CJ CONCRETE CONSTRUCTION, INC.	MAINT-SERV CONTRACTS	171,665.50 *
650787	C.WELLS PIPELINE MATERIALS INC.	WHSE INVENTORY	3,830.40 *
650788	CALIF FORENSIC PHLEBOTOMY INC	MEDICAL SERVICES	4,066.00 *
650789	CAMERON WELDING SUPPLY	FACT:PROGRAM EXP	20.90
		MOTOR VEH PARTS	20.90
			41.80 *
650790	*CAMPBELL, ROBERT W	TRAVEL ADVANCE	80.00
		UNCLM PROPERTY REFUND	60.23
			140.23 *
650791	SUPPLYWORKS	WHSE INVENTORY	1,158.17
		JANITORIAL SUPPLIES	251.36
			1,409.53 *
650792	CLEANSTREET	STREET SWEEPING SERV	123,605.86 *
650793	COMMUNITY VETERINARY HOSPITAL	OTHER PROF SERV	518.75
		POLICE CANINE EXP	83.75
			602.50 *
650794	CONTROL AUTOMATION DESIGN	MAINT-SERV CONTRACTS	4,060.00 *
650795	THE COUNSELING TEAM INTL NANCY K BOHL INC	OTHER PROF SERV	330.00 *
650796	WM CURBSIDE, LLC AT YOUR DOOR	OTHER PROF SERV	5,320.00 *
650797	*DAVIS, RYAN	DUES/MEMBERSHIPS	60.00 *
650798	DAVID VOLZ DESIGN LANDSCAPE ARCHITECTS, INC	OTHER PROF SERV	5,433.17 *
650799	DEKRA-LITE INDUSTRIES INC.	OTHER PROF SERV	235.25 *
650800	DENNIS GRUBB & ASSOCIATES, LLC	OTHER PROF SERV	500.00 *
650801	DIAMOND ENVIRONMENTAL SERVICES	MAINT-SERV CONTRACTS	644.59 *
650802	EMG	OTHER PROF SERV	19,711.87 *
650803	ENTENMANN-ROVIN CO	UNIFORMS	271.06 *

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650804	EWING IRRIGATION PRODUCTS, INC.	PIPES/APPURTENANCES	688.53 *
650805	EXCLUSIVE AUTO DETAIL	MOTOR VEHICLE MAINT	618.00 *
650806	FEDERAL EXPRESS CORP	DELIVERY SERVICES	61.77
		OFFICE SUPPLIES/EXP	30.18
			91.95 *
650807	*FERRIN, KORY	TRAVEL ADVANCE P.D.	31.44 *
650808	FLEETPRIDE, INC.	MOTOR VEH PARTS	23.15 *
650809	THE SHERWIN-WILLIAMS CO DBA FRAZEE PAINTS	PAINT/DYE/LUBRICANTS	117.03 *
650810	FRYE SIGN CO	MOTOR VEH PARTS	448.00
		OTHER MAINT ITEMS	107.66
		SIGNS/FLAGS/BANNERS	319.40
			875.06 *
650811	GALVEZ, EVERARDO	OTHER PROF SERV	6,894.00 *
650812	MONTROSE AIR QUALITY SERVICES, LLC	MAINT-SERV CONTRACTS	1,770.00 *
650813	*GARCIA, PETE	TRAVEL ADVANCE	-514.00
		MILEAGE REIMB	41.36
		L/S/A TRANSPORTATION	132.00
		SUBSISTENCE	654.00
		OTHER CONF/MTG EXP	286.00
			599.36 *
650814	CITY OF GARDEN GROVE	WATER REFUND	42.90 *
650815	GEOSPATIAL TECHNOLOGIES, INC.	MAINT-SERV CONTRACTS	478.39 *
650816	GRAFFITI PROTECTIVE COATINGS, INC.	MAINT-SERV CONTRACTS	37,407.98 *
650817	HDL COREN & CONE	OTHER PROF SERV	11,250.00 *
650818	HAAKER EQUIPMENT COMPANY	MOTOR VEH PARTS	75.53 *
650819	MAILFINANCE INC	POSTAGE	933.40 *
650820	*LEDESMA, ANGELA	MILEAGE REIMB	70.64 *

PAGE TOTAL FOR "*" LINES = 61,967.36

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650821	HILLCO FASTENER WAREHOUSE	MOTOR VEH PARTS HARDWARE ASPHALT PRODUCTS	15.12 1.83 5.38 22.33 *
650822	HILL'S BROS LOCK & SAFE INC	MOTOR VEH PARTS OTHER MAINT ITEMS OTHER MINOR TOOLS/EQ HARDWARE	91.35 92.38 103.68 253.06 540.47 *
650823	ICC INTERNATIONAL CODE COUNCIL	TUITION/TRAINING	495.00 *
650824	J & M SERVICE, INC.	MOTOR VEH PARTS GEN PURPOSE TOOLS	47.09 252.30 299.39 *
650825	JIG CONSULTANTS	ENGINEERING SERVICES	37,408.86 *
650826	KELLY PAPER	WHSE INVENTORY	1,832.27 *
650827	KEYSER/MARSTON ASSOCIATES INC	LEGAL FEES	675.00 *
650828	KILMER, WAGNER & WISE PAPER COMPANY, INC.	PAPER/ENVELOPES	191.95 *
650829	*KIVLER, ROBERT	TUITION REIMB	1,782.00 *
650830	KLEINFELDER WEST, INC	ENGINEERING SERVICES	1,333.00 *
650831	KOA CORPORATION	ENGINEERING SERVICES PROJECT REAPPROP	896.00 5,285.00 6,181.00 *
650832	LAWSON PRODUCTS, INC.	MOTOR VEH PARTS	2,175.68 *
650833	MAGIC JUMP RENTALS OC LLC	OTHER RENTALS	100.00 *
650834	MCWIL SPORTS SURFACES INC	BLDGS/IMPROVEMENTS	89,370.30 *
650835	FIS ACCOUNTING DEPT	BANK FEES-CRDT CD	26,044.75 *
650836	MLADEN BUNTICH CONSTRUCTION CO.	WTR/SWR CONST CONTR	34,241.75 *

PAGE TOTAL FOR "*" LINES = 202,693.75

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650837	NATIONAL CONSTRUCTION RENTALS	OTHER RENTALS	262.78 *
650838	NIAGARA PLUMBING	PIPES/APPUTENANCES	197.64 *
650839	NICHOLAS, NOEL	OTHER FOOD ITEMS	20.00
		AWARDS/TROPHIES	50.00
		OTHER REC/CULT SUPP	13.34
			83.34 *
650840	NIKKI'S FLAG SHOP	SIGNS/FLAGS/BANNERS	200.42 *
650841	OCEAN BLUE ENVIRONMENTAL SERVICES, INC.	MAINT-SERV CONTRACTS	2,725.51
		HAZMAT REMOVAL	1,821.53
			4,547.04 *
650842	ORANGE COUNTY APPLIANCE PARTS	PIPES/APPUTENANCES	313.59 *
650843	OCN, IND, WHJ	ADVERTISING	460.20 *
650844	ORANGE COUNTY WELDING, INC.	REPAIRS-FURN/MACH/EQ	3,620.00
		OTHER MAINT ITEMS	5,680.00
			9,300.00 *
650845	OVERLAND, PACIFIC & CUTLER LLC	OTHER PROF SERV	32.50 *
650846	PACIFIC INDUSTRIAL WATER SYSTEMS	MOTOR VEH PARTS	158.00 *
650847	PACIFIC HYDROTECH CORPORATION	WTR/SWR CONST CONTR	1,016,272.00 *
650848	PETDATA	OTHER PROF SERV	3,981.90 *
650849	PACIFIC ROOTER DAY & NIGHT PLUMBING	MAINT-SERV CONTRACTS	240.00 *
650850	PAVEMENT COATINGS CO.	ASPHALT PRODUCTS	825.40 *
650851	PETTY CASH - MUN SRVC CTR	OTHER CONF/MTG EXP	32.00
		TUITION/TRAINING	30.00
		FOOD	18.98
		OTHER FOOD ITEMS	63.55
		TELEPHONE EQUIP	20.62
		MV GAS/DIESEL FUEL	20.00
		MOTOR VEH PARTS	27.53
		OTHER MAINT ITEMS	88.90

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
		OFFICE SUPPLIES/EXP	164.56
		OTHER MINOR TOOLS/EQ	54.36
		CELL PHONE/BEEPER	20.00
			540.50 *
650852	POOL WATER PRODUCTS	OTHER MAINT ITEMS	147.72 *
650853	QUEST SOLUTION, INC.	PAPER/ENVELOPES	248.25 *
650854	RALPH'S MARKET #71	OTHER REC/CULT SUPP	980.00 *
650855	REGENTS OF THE UNIVERSITY OF CALIFORNIA AT IRVINE	MEDICAL SERVICES	650.00 *
650856	DATA TICKET, INC	OTHER PROF SERV	1,221.22 *
650857	*REYNOLDS, JOHN	TRAVEL ADVANCE P.D.	30.86
		OFFICE SUPPLIES/EXP	115.92
			146.78 *
650858	ROCKET SOFTWARE, INC	MAINT-SERV CONTRACTS	4,165.00 *
650859	SCP DISTRIBUTORS, LLC	PIPES/APPURTENANCES	226.63
		OTHER MAINT ITEMS	68.00
			294.63 *
650860	SAFETY 1st PEST CONTROL, INC	REPAIRS-FURN/MACH/EQ	50.00
		MAINT-SERV CONTRACTS	675.00
			725.00 *
650861	SAXE-CLIFFORD, PH.D., SUSAN	MEDICAL SERVICES	450.00 *
650862	SHRED CONFIDENTIAL, INC.	OTHER PROF SERV	178.50 *
650863	SIEMENS INDUSTRY, INC. C/O CITIBANK (BLDG TECH)	ENERGY RETROFIT IMPRV	104,123.70 *
650864	SIMPSON CHEVROLET OF GG	MOTOR VEH PARTS	1,020.34 *
650865	SITEONE LANDSCAPE SUPPLY HLDING	TREES	1,236.11 *
650866	SOUTHERN CALIFORNIA GAS CO ML 711D	MAINT-SERV CONTRACTS	575.00 *
650867	SOUTHERN COUNTIES LUBRICANTS LLC	WHSE INVENTORY	594.69 *

PAGE TOTAL FOR "*" LINES = 117,297.44

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650868	SOUTHERN COUNTIES OIL COMPANY	MV GAS/DIESEL FUEL	56,466.51 *
650869	SPARKLETTTS	BOTTLED WATER	185.67
		OTHER MAINT ITEMS	59.78
			245.45 *
650870	TIERRA WEST ADVISORS, INC	OTHER PROF SERV	10,152.50 *
650871	TRANSPORTATION STUDIES, INC.	ENGINEERING SERVICES	280.00 *
650872	TRUCK & AUTO SUPPLY INC. TrucParCo	MOTOR VEH PARTS	280.78
		OFFICE SUPPLIES/EXP	22.52
			303.30 *
650873	TURBO DATA SYSTEMS, INC	OTHER PROF SERV	6,980.43 *
650874	TURNOUT MAINTENANCE COMPANY	FIRE TURNOUTS REPAIR	215.82 *
650875	TYCO INTEGRATED SECURITY LLC JOHNSON CONTROLS SECURITY SOL	REPAIRS-FURN/MACH/EQ	218.94 *
650876	HD SUPPLY FACILITIES MAINTENANCE LTD-USA BLUEBOOK	WHSE INVENTORY	109.29 *
650877	UNIFIRST CORP	LAUNDRY SERVICES	1,759.12
		ADMN/ENTRANCE FEE	155.05
			1,914.17 *
650878	UNITED PARCEL SERVICE	DELIVERY SERVICES	68.80 *
650879	UNITED RENTALS NORTHWEST, INC	HEAVY EQUIP RENTAL	685.43 *
650880	VASILJ INC. DBA IVANKO	STORM DRAIN CONST	81,937.50 *
650881	VULCAN MATERIALS COMPANY WESTERN DIVISION	ASPHALT PRODUCTS	10,156.98 *
650882	GRAINGER	WHSE INVENTORY	1,232.36
		MOTOR VEH PARTS	64.32
		ELECTRICAL SUPPLIES	110.40
		OTHER MAINT ITEMS	857.26
		MINOR OFFICE FURN/EQ	534.15
		GEN PURPOSE TOOLS	1,110.67
		ASPHALT PRODUCTS	-661.78
			3,247.38 *

PAGE TOTAL FOR "*" LINES = 172,982.50

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650883	CARL WARREN & CO	SELF-INS ADMN	9,288.00 *
650884	WATERLINE TECHNOLOGIES, INC.	LABORATORY CHEMICALS	1,749.60 *
650885	WAXIE SANITARY SUPPLY	WHSE INVENTORY	1,849.14 *
650886	WEST COAST ARBORISTS INC	MAINT-SERV CONTRACTS	56,680.30 *
650887	FERGUSON ENTERPRISES, INC	WHSE INVENTORY PIPES/APPURTENANCES	3,182.24 629.98 3,812.22 *
650888	WHENTOWORK, INC.	OTHER PROF SERV	600.00 *
650889	WILLIAMS & MAHER INC	REPAIRS-FURN/MACH/EQ	142.03 *
650890	YORBA LINDA FEED STORE, INC.	CANINE EXPENSES	100.80 *
650891	MJ ELLS CONSTRUCTION INC	MAINT OF REAL PROP	4,943.00 *
650892	PRO LOGO	ADVERTISING	943.40 *
650893	MIKE RAAHAUGES SHOOTING ENTERPRISES	PISTOL RANGE RENTAL	264.00 *
650894	F & B RENTALS	OTHER RENTALS	301.20 *
650895	ASSOCIATED SOILS ENGINEERING, INC.	WTR/SWR CONST CONTR	2,405.00 *
650896	SOUTHWEST SUN SOLAR, INC.	OTHER PROF SERV	5,000.00 *
650897	CONCRETE SITE WORKS	ISSUANCE FEES REFUND STR PERMIT REFUND	50.00 100.00 150.00 *
650898	LUU, HOP	MISC REFUND	176.40 *
650899	PAVIA, NANCY	DEPOSIT REFUNDS	500.00 *
650900	OLMEDA, LIVIER	DEPOSIT REFUNDS	500.00 *
650901	VILLA, MARIBEL	DEPOSIT REFUNDS	1,000.00 *
650902	FACTORY MOTOR PARTS CO BIN 139107	MOTOR VEH PARTS	879.80 *

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL C5/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650903	CHEMEX INDUSTRIES	OTHER MAINT ITEMS	861.66 *
650904	*WIMMER, ROYCE	TRAVEL ADVANCE P.D.	530.00 *
650905	GGEA	DEPOSIT REFUNDS	250.00 *
650906	TRAPEZE SOFTWARE GROUP, INC ASSETWORKS LLC	DATA PROCESSING SUPP	4,387.40 *
650907	LEVEL 27 MEDIA	SIGNS/FLAGS/BANNERS	400.96 *
650908	*HUY, ED	SAFETY EQ/SUPPLIES	240.00 *
650909	SOURCE GRAPHICS	OFFICE SUPPLIES/EXP	262.80 *
650910	OC HUMAN RELATIONS COUNCIL	DUES/MEMBERSHIPS	6,637.00 *
650911	TRAFFIC MANAGEMENT PRODUCTS INC.	PAINT/DYE/LUBRICANTS SIGNS/FLAGS/BANNERS	1,530.05 124.99 1,655.04 *
650912	EMERGENCY MEDICAL SERVICES AUTH ATTN: BRAD BELTRAM	TUITION/TRAINING	74.00 *
650913	ADVANCED CAR CARE INC	TIRES/TUBES	784.65 *
650914	O'REILLY AUTO PARTS	MOTOR VEH PARTS	495.62 *
650915	*JOHNSON, JASON	TRAVEL ADVANCE MILEAGE REIMB SUBSISTENCE LODGING OTHER CONF/MTG EXP	-2,267.72 100.22 408.00 1,690.44 72.00 2.94 *
650916	VORTEX INDUSTRIES INC	MAINT-SERV CONTRACTS	573.31 *
650917	DOUBLE TREE BY HILTON HOTEL BAKERSFIELD	WHSE INVENTORY	808.42 *
650918	COUNTY OF ORANGE TREASURER REVENUE RECOVERY-A/R UNIT	CITATION DIST	56,253.00 *
650919	VERITIV OPERATING COMPANY	WHSE INVENTORY	623.49 *
650920	COSTAR GROUP, INC.	OTHER PROF SERV	450.77 *

PAGE TOTAL FOR "*" LINES = 75,291.06

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650921	OC DEPARTMENT OF EDUCATION	OTHER PROF SERV	535.00 *
650922	CONVENIENT BOARD UPS	OTHER PROF SERV	250.00 *
650923	*BRODEUR, VANESSA	MILEAGE REIMB SUBSISTENCE	40.50 40.00 80.50 *
650924	DEPARTMENT OF CONSUMER AFFAIRS	TAXES/LICENSES	230.00 *
650925	FG SOLUTIONS LLC	OTHER PROF SERV	4,703.75 *
650926	SCHORR METALS, INC.	MOTOR VEH PARTS	19.96 *
650927	CROSSTOWN ELECTRICAL & DATA, INC.	MAINT-SERV CONTRACTS	960.00 *
650928	*KIRZHNER, ALLEN	DUES/MEMBERSHIPS	92.00 *
650929	*TRAN, MINH KYLE	SAFETY EQ/SUPPLIES	150.00 *
650930	AMERINATIONAL COMMUNITY SERVICES, INC.	OTHER PROF SERV	195.92 *
650931	*ORTEGA, DAVID	DUES/MEMBERSHIPS	55.00 *
650932	BATTERY SYSTEMS INC.	MOTOR VEH PARTS	524.62 *
650933	SUNNY SLOPE TREE FARM, INC.	TREES	390.06 *
650934	*WILMES, DAVID	FOOD FOOD SERV SUPPL OTHER FOOD ITEMS	85.97 19.20 54.75 159.92 *
650935	*TALAMANTES, ALBERT	SAFETY EQ/SUPPLIES	43.49 *
650936	*STOKER, ERIC	TUITION/TRAINING	245.00 *
650937	PAGE, ANTHONY	TUITION/TRAINING	200.00 *
650938	DEPARTMENT OF JUSTICE	LIFESCAN FEE-DOJ	1,819.00 *
650939	CITY OF SANTA ANA	OTHER PROF SERV	210.00 *

PAGE TOTAL FOR "*" LINES = 10,864.22

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650940	SIGNARAMA	SIGNS/FLAGS/BANNERS	481.01 *
650941	*JONES, STEVEN R	EXP REIMB - OTHER	406.00 *
650942	SCHAFFER CONSULTING, INC.	OTHER PROF SERV	23,325.00 *
650943	NAPA AUTO PARTS	MOTOR VEH PARTS	3,613.78 *
650944	KNAACK, ANTHONY	TUITION/TRAINING	200.00 *
650945	FAIR HOUSING FOUNDATION	OTHER PROF SERV	2,973.06 *
650946	CALVARY CHAPEL LIVING WATER	DEPOSIT REFUNDS	250.00 *
650947	SUPPLY SOLUTIONS	WHSE INVENTORY	1,810.10 *
650948	WEST COUNTY TIRE & AUTO INC.	WHSE INVENTORY	937.09 *
650949	TOPAZ ALARM CORP	OTHER PROF SERV	35.00 *
650950	SEAVCO IVR SEAVER MOTORCYCLES	REPAIRS-FURN/MACH/EQ	2,839.37 *
650951	AIR EXCHANGE, INC.	ELECTRICAL SUPPLIES	1,077.50 *
650952	LINE GEAR FIRE & RESCUE EQUIPMENT	WILDLAND/SAFETY	289.85 *
650953	KRONOS INCORPORATED	NETWORK COMMUNICT	171.60 *
650954	CORELOGIC SOLUTIONS, LLC	SOFTWARE	394.50 *
650955	YUBICO INC	15/16 SLESA	1,657.80 *
650956	RAMCO RUGGED PORTABLES	18/19 SLESA	479.45 *
650957	SOUTHERN COMPUTER WAREHOUSE	SOFTWARE	4,491.18
		OFFICE SUPPLIES/EXP	683.01
		MINOR FURN/EQUIP	46.94
			5,221.13 *
650958	INFOSEND, INC.	POSTAGE	5,427.71
		PRINTING	1,481.32
		OTHER PROF SERV	680.60
		PAPER/ENVELOPES	672.17

PAGE TOTAL FOR "*" LINES = 46,162.24

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650959	TRANSPERFECT TRANSLATIONS INTERNATIONAL, INC.	OTHER PROF SERV	8,261.80 *
650960	PULLTARPS	MOTOR VEH PARTS	300.00 *
650961	HADRONEX, INC. DBA SMARTCOVER SYSTEMS	FURN/MACH/EQ ADDS	394.84 *
650962	AUTONATION FORD TUSTIN	MOTOR VEHICLE MAINT	5,777.04 *
		MOTOR VEH PARTS	120.00
			7,096.00
			7,216.00 *
650963	JD FUTURE ENTERPRISES INC DBA: BLUEDOGINK	OFFICE SUPPLIES/EXP	1,519.07 *
650964	CPS HR CONSULTING	TUITION/TRAINING	199.00 *
650965	STOMMEL INC DBA LEHR AUTO	REPAIRS-FURN/MACH/EQ	984.05
		MOTOR VEHICLE MAINT	150.00
			1,134.05 *
650966	LIEBERT CASSIDY WHITMORE	LEGAL FEES	70.00 *
650967	CARTRAC	OTHER PROF SERV	10,415.00 *
650968	SOUTH COAST A.Q.M.D.	PERMITS/OTHER FEES	531.92 *
650969	LACEY CUSTOM LINENS, INC.	LAUNDRY SERVICES	337.49 *
650970	FAILSAFE TESTING	REPAIRS-FURN/MACH/EQ	2,328.25 *
650971	ALBERTSONS	OTHER FOOD ITEMS	82.42 *
650972	*REED, MELVIN	SAFETY EQ/SUPPLIES	222.91 *
650973	ORANGE COUNTY EMERGENCY PET CLINIC	OTHER PROF SERV	1,200.00 *
650974	COUNTY OF ORANGE TREASURER-TAX COLLECTOR	NETWORKING SERVICES	1,129.32
		OTHER PROF SERV	7,109.00
			8,238.32 *
650975	ENGINEERING RESOURCES OF SOUTHERN CALIFORNIA INC.	ENGINEERING SERVICES	18,642.50 *
650976	FEHR & PEERS	PROJECT REAPPROP	5,987.63 *

PAGE TOTAL FOR "*" LINES = 72,858.24

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650977	LOOPNET	OTHER PROF SERV	475.00 *
650978	NATIONAL CREDIT REPORTING	OTHER PROF SERV	16.95 *
650979	JTB SUPPLY CO INC	ELECTRICAL SUPPLIES	5,655.00
		MAINT SUPP-TRAFF SIG	408.90
			6,063.90 *
650980	GOLDENWEST LAWNMOWERS & SCOOTERS	GEN PURPOSE TOOLS	215.62 *
650981	GMT REAL ESTATE	WATER CLOSING BILL REFUND	50.29 *
650982	SOUKUP, JOHN	WATER CLOSING BILL REFUND	10.17 *
650983	LUDOLPH, SARAH	WATER CLOSING BILL REFUND	26.30 *
650984	LE, CHANH	WATER CLOSING BILL REFUND	11.17 *
650985	BOGDANOVICH, JUSTIN	WATER CLOSING BILL REFUND	9.30 *
650986	TRAN, DENISE	WATER CLOSING BILL REFUND	12.08 *
650987	PARK, HYUN	WATER CLOSING BILL REFUND	20.78 *
650988	BAUMGARDNER, RICHARD	WATER CLOSING BILL REFUND	55.54 *
650989	TA, HAI THANH C/O PREST. PROP MANG.	WATER CLOSING BILL REFUND	164.08 *
650990	VANEK ENERGY	WATER CLOSING BILL REFUND	12.99 *
650991	VO, DONG	WATER CLOSING BILL REFUND	24.77 *
650992	KIM, SU MIN	WATER CLOSING BILL REFUND	18.73 *
650993	DANG, KHOI	WATER CLOSING BILL REFUND	9.99 *
650994	REAL RESULTS REALTY LLC.	WATER CLOSING BILL REFUND	25.92 *
650995	MAI, OANH	WATER CLOSING BILL REFUND	26.16 *
650996	NGUYEN, KATHY	WATER CLOSING BILL REFUND	8.53 *
650997	NGUYEN, ANTHONY	WATER CLOSING BILL REFUND	1.30 *

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
650998	TRUONG, DINH	WATER CLOSING BILL REFUND	44.49 *
650999	HOANG, TAC	WATER CLOSING BILL REFUND	19.56 *
651000	LAM, DUY	WATER CLOSING BILL REFUND	42.39 *
651001	BURNHAM, JUNIOR	WATER CLOSING BILL REFUND	8.84 *
651002	GUTIEREZ, ADRIANA	WATER CLOSING BILL REFUND	28.20 *
651003	PEACHY DEVELOPMENT CA SOUTH, LLC DBA MAACO	WATER CLOSING BILL REFUND	20.57 *
651004	TEMERZA, MAHER	WATER CLOSING BILL REFUND	41.84 *
651005	ZAVALA, GUADALUPE	WATER CLOSING BILL REFUND	12.56 *
651006	CRESSER, JANET	WATER CLOSING BILL REFUND	52.61 *
651007	NAKAMOTO, FRANCIS	WATER CLOSING BILL REFUND	47.62 *
651008	NGUYEN, KIEU NGA	WATER CLOSING BILL REFUND	42.83 *
651009	PHAN, ANH	WATER CLOSING BILL REFUND	14.56 *
651010	COSTELLO, KRISTINA	WATER CLOSING BILL REFUND	49.30 *
651011	TRAN, THUHANG	WATER CLOSING BILL REFUND	70.00 *
651012	CRISPIN, RAFAEL	WATER CLOSING BILL REFUND	7.62 *
651013	NRI PORTFOLIOS LLC	WATER CLOSING BILL REFUND	50.27 *
W2487	CALIFORNIA STATE DISBURSEMENT UNIT	WAGE ATTACHMENT	3,137.98 *
W2488	LINCOLN FINANCIAL GROUP	LIFE INS PREMIUM	7,106.45 *
W2489	MARYLAND CHILD SUPPORT ACCOUNT	WAGE ATTACHMENT	343.38 *
W2490	PUBLIC EMPLOYEES' RETIREMENT SYSTEM	PENSION PAYMENT	1,400,566.00 *
W2491	COUNTY OF ORANGE	WAGE ATTACHMENT	553.85 *
W2492	COUNTY OF ORANGE	WAGE ATTACHMENT	461.54 *

PAGE TOTAL FOR "*" LINES = 1,412,722.46

WARRANTS SUBMITTED TO CITY COUNCIL FOR APPROVAL 05/28/19

WARRANT	VENDOR	DESCRIPTION	AMOUNT
W2493	CITY OF GARDEN GROVE-LIABILITY ACCT	ACCRUED LIAB CLAIMS	9,999.00
		LEGAL FEES	14,010.46
		MUN CLAIMS BD PMT	10,000.00
		LIAB.CLAIMS PAYMENT	25,000.00
			59,009.46 *
W2494	PUBLIC EMPLOYEES' RETIREMENT SYSTEM	PENSION PAYMENT	9,625.77 *
W2495	PUBLIC EMPLOYEES' RETIREMENT SYSTEM	PENSION PAYMENT	483,641.70 *
W2496	WILLOWICK GOLF MANAGEMENT, LLC	CASH-WILLOW GOLF	30,000.00 *
W2497	DELTA DENTAL OF CALIFORNIA	SELF-INS CLAIMS	24,316.00 *
W2498	DELTA DENTAL OF CALIFORNIA	SELF-INS ADMN	3,014.40 *

PAGE TOTAL FOR "*" LINES = 609,607.33

FINAL TOTAL 5,941,088.51 *

DEMANDS #650676 - 651013 AND WIRES W2487 - W2498 AS PRESENTED IN THE WARRANT REGISTER SUBMITTED TO THE GARDEN GROVE CITY COUNCIL MAY 28, 2019, HAVE BEEN AUDITED FOR ACCURACY AND FUNDS ARE AVAILABLE FOR PAYMENT THEREOF


PATRICIA SONG - FINANCE DIRECTOR

183216	LES A RUITTENSCHILD	511.63	183217	JUDITH A MOORE	1837.69
183218	DIANE BELAIR	1727.54	183219	LIYAN JIN	2711.92
183220	MICHAEL F ROCHA	1934.63	183221	ARTHUR J FLORES	2112.43
183222	EDWIN O THURMAN JR	577.90	183223	DEANNA M CHUMACERO	923.33
183224	BLADEN E CROSBY	275.90	183225	ANGELICA ESQUIVEL ALVAREZ	503.40
183226	STEVEN E GOMEZ	457.34	183227	HEAVYN J NANCE	249.34
183228	EDOUARD T PHAN	395.67	183229	SHADY S PUALLOA	332.63
183230	MARIA D ROSALES	66.10	183231	SERGIO J JIMENEZ TAVAREZ	191.29
183232	WILLIAM ALLISON	3814.94	183233	KRISTINA M ALVAREZ	1303.68
183234	O.C.E.A. GENERAL	2335.18	183235	O.C.E.A.	1077.59
183236	COMMUNITY HEALTH CHARITIT	45.00	183237	GARDEN GROVE POLICE ASSO	1550.00
D348434	GEORGE S BRIETIGAM III	312.05	D348435	PHAT T BUI	28.32
D348436	STEVEN R JONES	176.03	D348437	STEPHANIE L KLOPFENSTEIN	117.67
D348438	DIEDRE THU HA NGUYEN	278.71	D348439	KIM B NGUYEN	279.85
D348440	JOHN R O'NEILL	297.62	D348441	PAMELA M HADDAD	1591.07
D348442	SHAWN S PARK	2043.79	D348443	SCOTT C STILES	12226.24
D348444	MARIA A STIPE	6123.03	D348445	MEENA YOO	2011.10
D348446	MARITZA PIZARRO	1619.06	D348447	TERESA L POMEROY	2883.04
D348448	LIZABETH C VASQUEZ	1892.02	D348449	VERONICA AVILA	1919.33
D348450	JEFFREY P DAVIS	1981.90	D348451	NOELLE N KIM	1814.51
D348452	MISSY M MENDOZA	245.27	D348453	MARIE L MORAN	2398.07
D348454	ANA E PULIDO	3752.65	D348455	KRISTY H THAI	2168.07
D348456	SHAUNA J CARRENO	2024.84	D348457	VY D HO	1236.71
D348458	DANNY HUYNH	4282.67	D348459	VILMA C KLOESS	1935.22
D348460	IVY LE	1761.14	D348461	TAMMY LE	1188.90
D348462	LINDA MIDDENDORF	2188.88	D348463	MARIA A NAVARRO	2209.76
D348464	PHUONG VIEN T NGUYEN	1977.53	D348465	QUANG NGUYEN	2353.50
D348466	TINA T NGUYEN	2077.35	D348467	THYANA T PHI	2288.53
D348468	MARIA RAMOS	2141.44	D348469	TANYA L TO	1381.26
D348470	CUONG K TRAN	1709.38	D348471	ELAINE TRUONG	1495.20
D348472	THANH-NGUYEN VO	1461.86	D348473	SYLVIA GARCIA	2067.40
D348474	YUAN SONG	4809.68	D348475	KAREN M HARRIS	2715.80
D348476	CHRISTI C MENDOZA	602.84	D348477	JANET J CHUNG	2637.31
D348478	ANN C EIFERT	2936.47	D348479	MARGARITA A ABOLA	1704.72
D348480	MARY ANN M ALCANCIA	2225.39	D348481	MARISA ATIN RAMOS	1062.12
D348482	ELLIS EUN ROK CHANG	2744.05	D348483	RHONDA C KAWELL	2504.97
D348484	ROBERT W MAY	1379.83	D348485	SHAWNA A MCDONOUGH	1327.87
D348486	HEIDY Y MUNOZ	2829.12	D348487	LIGIA ANDREI	1504.46
D348488	ARIANA B BAUTISTA	1602.85	D348489	KAREN J BROWN	247.28
D348490	CORINNE L HOFFMAN	2063.53	D348491	JEFF N KURAMOTO	2486.96
D348492	CHELSEA E LUKAS	1893.73	D348493	EDWARD E MARVIN JR	1679.91
D348494	ANGELA M MENDEZ	1691.96	D348495	JENNIFER L PETERSON	1778.41
D348496	ANH PHAM	1612.53	D348497	EVA RAMIREZ	1681.93
D348498	JAIME F CHAVEZ	1463.87	D348499	GARY F HERNANDEZ	2156.60
D348500	NEAL M MANALANSAN	1601.90	D348501	DANIEL J SANCHEZ	1531.98
D348502	SANDRA E SEGAWA	3291.96	D348503	ALANA R CHENG	2843.17
D348504	PAUL GUERRERO	2915.14	D348505	LISA L KIM	4259.11
D348506	JAYME K AHLO	2516.44	D348507	JULIE A ASHLEIGH	1809.25

**** PAGE TOTAL = 178989.24

D348508	MICHAEL G AUSTIN	2428.06	D348509	RITA M CRAMER	2308.46
D348510	CHRISTOPHER J CRANDALL	2543.19	D348511	DAVID A DENT	3801.17
D348512	TODD C HARTWIG	2494.39	D348513	RALPH V HERNANDEZ	2171.60
D348514	AARON J HODSON	2172.25	D348515	DONALD E LUCAS	2686.67
D348516	SVETLANA MOURE	2026.01	D348517	PHU T NGUYEN	3351.90
D348518	LORENA J QUILLA-SOULES	2383.26	D348519	PEDRO ROQUE	2058.44
D348520	MARCO A VALADEZ	845.86	D348521	CHRISTOPHER CHUNG	2511.30
D348522	PRIT J KASKLA	1646.60	D348523	HUONG Q LY	1725.96
D348524	LEE W MARINO	3764.85	D348525	MARIA L MEDRANO	2075.49
D348526	MARIA C PARRA	2749.98	D348527	GREG BLODGETT	2781.63
D348528	MONICA COVARRUBIAS	2728.59	D348529	GRACE E LEE	2092.10
D348530	AMEENAH ABU-HAMDIYYAH	1656.90	D348531	ROY N ROBBINS	2716.59
D348532	TIMOTHY E THRONE	1761.65	D348533	ALLISON D WILSON	1944.66
D348534	MICHAEL C BOS	1959.16	D348535	DANIEL J CANDELARIA	3926.56
D348536	VINCENT L DE LA ROSA	1880.33	D348537	KAMYAR DIBAJ	1031.68
D348538	ALICIA M HOFER	1689.79	D348539	NICOLAS C HSIEH	2799.63
D348540	ROSEMARIE JACOT	1900.80	D348541	SHAN L LEWIS	2198.37
D348542	NAVIN B MARU	3304.69	D348543	JUAN C NAVARRO	2225.12
D348544	MICHAEL F SANTOS	2821.80	D348545	MARK P UPHUS	3396.58
D348546	JOSE A VASQUEZ	2572.16	D348547	ANA G VERGARA NEAL	2287.13
D348548	DAI C VU	3730.81	D348549	KHANG L VU	3375.19
D348550	JOSHUA J ARIONUS	1731.86	D348551	ALEJANDRO BANUELOS	936.44
D348552	JAN BERGER	1945.77	D348553	ROBERT P BERMUDEZ	586.34
D348554	TIM P CANNON	7011.29	D348555	CARINA M DAN	1850.81
D348556	RYAN H DAVIS	1467.50	D348557	RONALD W DIEMERT	1887.57
D348558	CHRIS N ESCOBAR	3075.03	D348559	ALEJANDRO GONZALEZ	2453.07
D348560	MICHAEL J GRAY	1034.29	D348561	LARRY GRIFFIN	1776.52
D348562	ROBERT A HAENDIGES	2757.89	D348563	RYAN S HART	1963.81
D348564	EDWARD A HUY	2060.38	D348565	VIDAL JIMENEZ	1806.49
D348566	SAMUEL K KIM	3513.00	D348567	REBECCA PIK KWAN LI	3345.56
D348568	DAVID MA'AE	2311.80	D348569	TYLER MEISLAHN	1760.18
D348570	JESSE K MONTGOMERY	2203.90	D348571	JUSTIN M MORRIS	212.53
D348572	STEVEN J MOYA JR	1997.95	D348573	BASIL G MURAD	2198.72
D348574	KIRK L NATLAND	885.76	D348575	DUC TRUNG NGUYEN	1714.29
D348576	CORNELIU NICOLAE	2722.54	D348577	ANDREW I ORNELAS	1582.47
D348578	DAVID A ORTEGA	2272.38	D348579	CELESTINO J PASILLAS	2535.01
D348580	WILLIAM F PEARSON	2665.05	D348581	LES A RUITENSCHILD	3064.96
D348582	JONATHAN RUIZ	1871.52	D348583	ALEXIS SANTOS	983.27
D348584	ADRIAN M SARMIENTO	2125.28	D348585	ALBERT TALAMANTES JR	1672.25
D348586	MINH K TRAN	1706.62	D348587	ALEJANDRO VALENZUELA JR	1166.92
D348588	ALEJANDRO N VALENZUELA	4058.90	D348589	KATHLEEN N VICTORIA	868.67
D348590	RONALD J WOLLAND	1173.55	D348591	VICTOR K YERGENSEN	3502.17
D348592	ALICE K FREGOSO	3510.79	D348593	ALICIA R GARCIA	637.67
D348594	RAQUEL K MANSON	2488.83	D348595	WILLIAM E MURRAY JR	5968.03
D348596	EMILY H TRIMBLE	1648.15	D348597	ALFRED J AGUIRRE	3294.06
D348598	EDWARD D AMBRIZ GARCIA	552.99	D348599	RODOLPHO M BECERRA	1831.71
D348600	RAYMOND A BUCHLER	1287.74	D348601	EDGAR A CANO	1355.91
D348602	ALBERT J CARRISOZA	1660.24	D348603	GABRIELA R CONTRERAS	2154.88

*** PAGE TOTAL = 217378.67

D348604	JULIE T COTTON	1744.46	D348605	DANIEL A DEL ROSARIO	479.50
D348606	WILLIAM J ENGELS	669.25	D348607	ERIC M ESPINOZA	1716.12
D348608	ALBERT R EURS II	2240.96	D348609	ROBERT J FRANCO	685.15
D348610	MAURICIO S GARCIA	2320.18	D348611	GILBERTO GAYTAN PINEDA	615.89
D348612	CASEY G GIROUARD	1510.89	D348613	HERMILO HERNANDEZ	469.83
D348614	DARNELL D JERRY	689.06	D348615	BRENT KAYLOR	2058.49
D348616	MARK W LADNEY	5959.50	D348617	RAUL LEYVA	1846.56
D348618	ANTONIO R MARTIN	2074.50	D348619	DIEGO A MEJIA	1657.62
D348620	RIGOBERTO MENDEZ	2010.64	D348621	STEVEN T ORTIZ	2162.24
D348622	PHILLIP Q PHAM	529.06	D348623	RICHARD L PINKSTON	2194.84
D348624	JOSE J ROMAN	573.61	D348625	ALEXIS P TARIN	2231.61
D348626	STEVE J TAUANU'U	3522.37	D348627	SUSAN VITALI	806.89
D348628	STEPHANIE A WASINGER	913.07	D348629	IOAN ANDREI	895.52
D348630	SYLVESTER A BABINSKI IV	1514.03	D348631	DONEISHA L BELL	850.03
D348632	JEFFREY G CANTRELL	2130.39	D348633	JAMES CUNNINGHAM	2257.15
D348634	JULIA ESPINOZA	1163.27	D348635	CECELIA A FERNANDEZ	1132.88
D348636	CONRAD A FERNANDEZ	833.38	D348637	DIANA GOMEZ	839.90
D348638	JORGE GONZALEZ	1109.39	D348639	MICHAEL R GREENE	1857.80
D348640	RONALD D GUSMAN	912.07	D348641	GLORIA A HARO	1090.84
D348642	ERIC W JOHNSON	1195.28	D348643	LEONEL A LAMAS	822.65
D348644	DION J MATSON JR	601.93	D348645	KHUONG NGUYEN	1145.13
D348646	DELFRADO C REYES	1145.13	D348647	RAFAEL ROBLES	1191.47
D348648	ADRIANNA M RODRIGUEZ	923.67	D348649	RODERICK THURMAN	1784.50
D348650	EVARISTO VERA	1457.55	D348651	RICHARD L WILLIAMS	1953.89
D348652	ANSELMO AGUIRRE	1809.78	D348653	CHRISTOPHER L ALLEN	1876.09
D348654	PHILLIP J CARTER	2429.91	D348655	RICK L DUVAL	1874.91
D348656	AARON R HANSEN	1705.33	D348657	HUY HOA HUYNH	2019.30
D348658	BRYAN D KWIATKOWSKI	1443.63	D348659	DANIEL C MOSS	1007.28
D348660	CHRISTOPHER B PRUDHOMME	1233.84	D348661	ROLANDO QUIROZ	1559.03
D348662	TODD R REED	2239.42	D348663	ESTEBAN H RODRIGUEZ	1351.98
D348664	ROBERTO RODRIGUEZ	490.58	D348665	LUIS A TAPIA	2024.21
D348666	MICHAEL W THOMPSON	2816.27	D348667	WILLIAM J WHITE	1920.18
D348668	JESSE GUZMAN	2021.40	D348669	MARK M KHALIL	1796.91
D348670	BRETT A MEISLAHN	1991.96	D348671	DOUGLAS A MOORE	1952.79
D348672	AUSTIN H POWELL	1742.47	D348673	MELVIN P REED	1419.94
D348674	STEPHEN D SUDDUTH	1188.23	D348675	TIMOTHY WALLINGFORD	2117.90
D348676	HILLARD J WILLIAMS	645.27	D348677	SOUHELIA K GOUNTOUNA	1699.02
D348678	ALBERT J HOLMON III	3190.36	D348679	VICTOR T BLAS	2100.40
D348680	FRANK X DE LA ROSA	1669.04	D348681	JEREMY J GLENN	1290.40
D348682	JOSE GOMEZ	2059.52	D348683	BRENT W HAYES	2702.18
D348684	FRANK D HOWENSTEIN	2209.46	D348685	ALLEN G KIRZHNER	2164.05
D348686	BRANDON S NUNES	1202.61	D348687	STEPHEN PORRAS	2631.33
D348688	JESSE VIRAMONTES	2289.70	D348689	JOHN ZAVALA	2978.64
D348690	STEPHANIE AMERIZ	184.80	D348691	JOSELYN D AVALOS	358.16
D348692	REBECCA J BAIIOR	560.25	D348693	JOSHUA O BAIRD	532.98
D348694	SARAH M BAIRD	1360.11	D348695	JOSUE BARREIRO MENDOZA	1266.68
D348696	ALEXIS R BAUTISTA-MOYANO	82.62	D348697	IMMANUEL M CALDONA	226.45
D348698	RACHEL M CAMARENA	1864.13	D348699	RENE CAMARENA	1578.62

*** PAGE TOTAL = 149370.26

D348700	VICTORIA M CASILLAS	1724.06	D348701	RACHAEL M CHOATE	368.37
D348702	AMANDA D CROSS	1584.37	D348703	ISELL L CRUZ	580.39
D348704	KENNETH E CUMMINGS	687.43	D348705	GABRIELA DIAZ	518.67
D348706	GRISSELL V EVERASTICO	510.70	D348707	MARK C FREEMAN	2627.82
D348708	JARED D GARCIA	474.82	D348709	VANESSA L GARCIA	110.17
D348710	JACOB R GRANT	1338.72	D348711	CAROLINA HONSTAIN	330.02
D348712	AARON B LAITINEN	261.28	D348713	KALYSTA N LOPEZ	302.94
D348714	ELAINE M MA'AE	2262.04	D348715	JOHANA L MALDONADO	242.25
D348716	LORENA OCHOA MCINTYRE	1729.59	D348717	JESUS MEDINA	5303.03
D348718	JUAN MEDINA	1966.84	D348719	JOHN A MONTANCHEZ	4172.34
D348720	KIRSTEN K NAKAISHI	388.98	D348721	GINA D NECCO	358.77
D348722	JACOB J NEELY	499.89	D348723	NOEL N NICHOLAS	970.87
D348724	JENNIFER GODDARD NYE	2949.62	D348725	GABRIELA O'CADIZ-HERNAND	2782.49
D348726	STEPHANIE ORTIZ	351.12	D348727	CHRISTIAN PANGAN	612.52
D348728	EMILY PATINO MARQUEZ	93.65	D348729	JANET E PELAYO	3070.75
D348730	JESUS PEREZ	454.80	D348731	ARIELLE PICKRELL	805.74
D348732	ALEXA PRADO	280.94	D348733	SUGEIRY REYNOSO	2357.91
D348734	CATIA J RIVERA	44.07	D348735	MARINA Y ROMERO	1786.56
D348736	MONICA K ROMO	200.68	D348737	TANYA ROSAS	458.89
D348738	DIANA SALDIVAR	22.03	D348739	RICARDO SALDIVAR	307.11
D348740	YARELI SANCHEZ GUIJOSA	93.65	D348741	DANA MARIE SAUCEDO	2272.00
D348742	EMERON J SCHLUMPBERGER	927.67	D348743	KENNETH P TRAVIS III	429.67
D348744	CLAUDIA VALDIVIA	2695.30	D348745	JEFFREY VAN SICKLE	2065.06
D348746	DAISY O VENCES	288.84	D348747	JOSHUA VENCES	77.12
D348748	JENNIFER J VICENS	31.86	D348749	PAUL E VICTORIA	1077.88
D348750	JACOB D VIRAMONTES	252.15	D348751	JANICE PHUONG VU	767.04
D348752	TIFFANY D VU	88.14	D348753	DAVID M WILMES	263.19
D348754	AMANDA M POLLOCK	1658.97	D348755	TREVOR G SMOUSE	2079.57
D348756	ALBERTO ACOSTA	4836.09	D348757	JOHN D BARANGER III	4533.16
D348758	LUCAS B BAUER	4023.58	D348759	BRADLEY D BELL	3248.68
D348760	JERRY R BRENNEMAN	6413.31	D348761	JOSE J CAMBEROS	3570.93
D348762	YVES G CLERMONT	3120.51	D348763	JOE W CRAWFORD	2352.26
D348764	TIMOTHY A CRAWFORD	4046.79	D348765	JUSTIN D DOYLE	2784.75
D348766	MICHAEL G ECKHARDT JR	3844.36	D348767	STEVE P FELINER	6768.12
D348768	JAMES L GABBARD	3668.09	D348769	DREW R GARCIA	5463.80
D348770	JEFF W HANNA	4520.13	D348771	MATTHEW R HENSHAW	4437.75
D348772	MICHAEL L JACOBS	2154.56	D348773	WILLIAM R JAEGER	2770.91
D348774	JORDAN R JEMIOLA	4097.85	D348775	MATTHEW C KLEIBACKER	2960.10
D348776	SCOTT A KUHLMAN	4678.03	D348777	NICHOLAS A LERARIO	3620.79
D348778	COREY L LINDSAY	1617.34	D348779	NORMAN M LOVELY	4371.54
D348780	JOHN M MARQUEZ JR	2976.43	D348781	CHEYNE C MAULE	7671.61
D348782	TERRY A MCGOVERN JR	6144.33	D348783	SHANE D MELLEEM	1910.00
D348784	TRAVIS M MELLEEM	11601.72	D348785	MARK A MICKELSEN	3366.34
D348786	SON L NGUYEN	3869.27	D348787	THANH Q NGUYEN	5815.58
D348788	FREDERICK N NIBLO	2182.11	D348789	BRENT C PARDOEN	3131.07
D348790	MICHAEL KURT RIETH	3692.76	D348791	WADE E RUHMAN	4608.70
D348792	DENNIS L RUZICKA	4784.34	D348793	DAVID C SANCHEZ	4081.23
D348794	NICK R SCHAEFER	5985.96	D348795	SCOTT A SCHERER	4775.44

*** PAGE TOTAL = 231461.67

D348796	MORRIS B SPELL	3564.27	D348797	WILLIAM S STROHM	6195.77
D348798	JUSTIN D TRAVER	2478.69	D348799	CHRISTOPHER B TRENHOLM	3859.65
D348800	JUSTIN TRUILL	6229.47	D348801	MARIO G VALDERRAMA	3939.48
D348802	DAVID S WALDSCHMIDT	2822.05	D348803	MARK S WEISS	4607.22
D348804	JOSEPH A WINGERT JR	3046.54	D348805	JASON R BLOMGREN	3559.37
D348806	MYLES A BURROUGHS	2477.26	D348807	DAVID M CARLSON	3757.53
D348808	PARKER W CARY	3648.00	D348809	JOSHUA A FELDMAN	5575.69
D348810	TIMOTHY D FISHER	3164.31	D348811	GARRET M FURUTA	3362.08
D348812	CHRISTOPHER P HAWKINS	2739.34	D348813	SHANE S HOWEY	2489.02
D348814	PETER M HUBER	4013.98	D348815	JAYCEN R JUSTUS	3440.12
D348816	ANTHONY L KNAACK	3776.86	D348817	JOSHUA D LEE	3503.06
D348818	DANIEL J MOORE	13318.49	D348819	GRANT A NOBLE	1870.40
D348820	ERIC S NORR DIN	7174.04	D348821	ANTHONY J PAGE	3388.02
D348822	ERIC M PALOMO	3284.97	D348823	ANDREW J ROACH	4377.32
D348824	RICHARD RONSTADT	7282.60	D348825	TIMOTHY N STOWE	2004.32
D348826	ERIC THORSON	4134.81	D348827	RYAN D VAN WIE	6547.23
D348828	JONATHAN C WHITE	3466.27	D348829	GREGORY D WILLIAMS	8796.08
D348830	JEREMIE E YORKE	2096.06	D348831	ANTHONY R ACOSTA	827.54
D348832	CHRISTOPHER A BENNETT	499.62	D348833	SPENCER S CLIFT	143.13
D348834	BRYSON T DAHLHEIMER	2008.55	D348835	LISA S GUARDI	606.55
D348836	DON T NGUYEN	1703.53	D348837	PAUL J WHITTAKER	3879.22
D348838	THOMAS R DARE	6543.72	D348839	CAROLE A KANEGAE	2390.86
D348840	VINCENTE J VAICARO	2819.94	D348841	KRISTEN A BACKOURIS	1502.02
D348842	SHARON S BAEK	1760.29	D348843	RAY E BEX	3416.23
D348844	GENA M BOWEN	1490.85	D348845	RICHARD O BURILLO	3631.76
D348846	AMIR A EL-FARRA	4294.05	D348847	HELENA ELSOUSOU	2149.35
D348848	ROBERT D FRESENIUS	1867.22	D348849	PATRICK E GILDEA	3246.31
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D348852	JOHN E REYNOLDS	3351.24	D348853	REYNA ROSALES	1621.32
D348854	MICHAEL J VISCOMI	4270.50	D348855	GIOVANNI ACOSTA	2212.97
D348856	RICHARD A ALVAREZ-BROWN	2822.37	D348857	PEDRO R ARELLANO	3102.83
D348858	TIMOTHY R ASHBAUGH	2261.56	D348859	ALFREDO R AVALOS	3364.24
D348860	COLLIN E BAKER	1908.33	D348861	RENE BARRAZA	2736.66
D348862	BEAU A BERENGER	4042.15	D348863	RYAN S BERLETH	1904.32
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D348874	HECTOR FERREIRA JR	2055.24	D348875	KARI A FLOOD	2170.99
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D348878	TRAVIS J HADDEN	2317.31	D348879	TROY HALLER	3865.40
D348880	JASON A HOWARD	2389.83	D348881	KIRK P HURLEY	1992.89
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D348890	BRYAN J MEERS	3051.05	D348891	JEREMY N MORSE	2456.73

*** PAGE TOTAL = 298878.56

D348892	MITCHEL S MOSSER	2126.72	D348893	JASON M MURO	3242.57
D348894	AARON S NELSON	2683.69	D348895	ADAM C NIKOLIC	3621.27
D348896	JASON S PERKINS	3119.36	D348897	PHILLIP H PHAM	2705.52
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D348900	DANIELLE E RIEDL	2580.95	D348901	CHRISTIN E ROGERS	2559.77
D348902	AARON T SHIPLEY	2017.13	D348903	EDGAR VALENCIA	3122.81
D348904	ROYCE C WIMMER	2663.15	D348905	SARAH A WRIGHT	2275.38
D348906	COLE A YNIGUEZ	1888.88	D348907	ADAM D ZMIJA	4427.38
D348908	MARCOS R ALAMILLO	3822.82	D348909	BOBBY B ANDERSON	2736.57
D348910	JOHN F BANKSON	3044.58	D348911	JOSHUA K BEHZAD	2294.50
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D348916	JEROME L CHEATHAM	2717.25	D348917	HAN J CHO	3066.95
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D348988	FRANCISCO AVALOS JR	384.13	D348989	TANNER C DE PADUA	451.92
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D349046	CRISTINA V PAYAN	2117.54	D349047	JENNIFER M RODRIGUEZ	2427.40
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D349064	WILLIAM T HOLLOWAY	4021.69	D349065	THI A HUYNH	2632.35
D349066	MICHAEL J JENSEN	4528.51	D349067	GERALD F JORDAN	2618.67
D349068	JOSEPH L KOLANO	2634.61	D349069	LEA K KOVACS	2668.46
D349070	DAVID LOPEZ	2262.32	D349071	STEVEN W LUKAS	1847.85
D349072	MATTHEW P MARCHAND	2710.97	D349073	MARIO MARTINEZ JR	3621.18
D349074	LUIS A PAYAN	2643.52	D349075	SINDY RAMIREZ OROZCO	2439.04
D349076	TERRA M RAMIREZ	2043.42	D349077	CHRISTOPHER M SHELGREEN	2176.53
D349078	BRIAN T STROUD	3084.35	D349079	PAUL M TESSIER	2561.54
D349080	DENNIS WARDLE	3327.52	D349081	RONALD A DOSCHER	1056.81
D349082	ERIC A QUINTERO	447.78	D349083	JANNA K BRADLEY	2592.48

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D349084	MARY C CERDA	1934.06	D349085	BRANDI M HART	605.14
D349086	SUSAN A HOLSTEIN	164.45	D349087	LIANE Y KWAN	3020.42
D349088	JANY H LEE	3420.72	D349089	SHERRILL A MEAD	2125.61
D349090	JESSICA MEDINA	1883.44	D349091	STEPHANIE E RICHARDS	1799.94
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D349106	NOEL J PROFFITT	3030.44	D349107	ANAND V RAO	5483.29
D349108	JOSEPH M SCHWARTZ	2252.86	D349109	ROD T VICTORIA	2039.96
D349110	TERREL KEITH WINSTON	3398.08	D349111	POLICE ASSN	15383.26
D349112	GG FIRE FIGHTERS 2005	20711.52	D349113	SO CAL CU	67217.00
D349114	SOUTHLAND CU	4691.94	W2590	GREAT WEST LIFE 457 #340	107962.66
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W2593	EMPLOYMENT DEVELOPMENT D	99017.49			

**** PAGE TOTAL = 701722.10

TOTAL CHECK PAYMENTS	22	24,935.13
TOTAL DIRECT DEPOSITS	681	1,672,434.61
TOTAL WIRE PAYMENTS	4	532,842.44
GRAND TOTAL PAYMENTS	707	2,230,212.18

Checks #183216 thru #183237, and Direct Deposits #D348434 thru #D349114, and wire #W2590 thru #W2593 presented in the Payroll Register submitted to the Garden Grove City Council 11 JUN 2019, have been audited for accuracy and funds are available for payment thereof.


FINANCE DIRECTOR

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To: Scott C. Stiles From: Teresa Pomeroy
Dept.: City Manager Dept.: City Clerk
Subject: Acknowledgement of the resignation of Kevin Rodgers from the Traffic Commission.
(*Action Item*) Date: 5/28/2019

Attached is the email from Kevin Rodgers resigning from the Traffic Commission that is recommended to be acknowledged by the City Council.

Due to the unscheduled vacancy, a special vacancy notice will be published and posted pursuant to Government Code Section 54973. Appointment to that vacancy must not be made for at least ten working days after posting of the vacancy notice. The vacancy notice will be posted on bulletin boards outside City Hall, the Community Meeting Center, the Regional Library, and the City Clerk's Office. There will also be a press release inviting Garden Grove registered voters to apply online or in person in the City Clerk's Office.

ATTACHMENTS:

Description	Upload Date	Type	File Name
Resignation Email	5/20/2019	Backup Material	DOC-20190520-16_59_31.pdf

Garden Grove Traffic Commission Status Update

From : Kevin Rodgers <kcrodgers90@gmail.com>

Tue, May 14, 2019 11:47 AM

Subject : Garden Grove Traffic Commission Status Update

To : cityclerk@ggcity.org

Good Morning Ms. Pomeroy,

Happy Tuesday! I hope you are doing well. I'm reaching out as I have recently accepted a new employment opportunity and will need to move away from our beautiful city. With that being said, I will need to resign from my position on the traffic commission and I require some guidance as to what my next steps would be in this process. I apologize for the inconvenience this may pose and thank you for your time in advance. I'll be looking forward to hearing from you. Take care!

All the best,

Kevin Rodgers

LinkedIn: [kevincullenrodgers](#)

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To:	Scott C. Stiles	From:	Omar Sandoval
Dept.:	City Manager	Dept.:	City Attorney
Subject:	Introduction and first reading of an Ordinance establishing a Nepotism Policy for Boards, Committees and Commissions as requested by City Council		
		Date:	5/28/2019

OBJECTIVE

For the City Council to consider the introduction and first reading of an ordinance establishing a nepotism policy for the City's boards, committees, and commissions.

BACKGROUND

At the City Council meeting of May 14, 2019, the City Council approved by a 6-0-1 vote, with Council Member Klopfenstein absent, that the nepotism policy for employees be extended to the City's boards, committees and commissions.

DISCUSSION

The proposed ordinance attached amends the provisions of the Code pertaining to the qualifications of City boards, committees and commissions to add a policy restricting the appointment of relatives of City Council members, City Manager, department directors or a primary assistant of the City Manager to these bodies. The proposed policy is similar to the nepotism policy established for the hiring of City employees.

For purposes of the proposed policy, "relatives" includes a spouse; parent (including foster); sibling (including foster and step); children (including adoptive, foster or step); in-laws; grandparent or grandchild; aunt or uncle, niece or nephew; and any other legally related person living in the same household as the City Council member, City Manager, department director or primary assistant of the City Manager.

FINANCIAL IMPACT

None.

RECOMMENDATION

It is recommended that the City Council:

- Approve introduction of the ordinance establishing a nepotism policy for boards, committees and commissions and pass it to second reading.

ATTACHMENTS:

Description	Upload Date	Type	File Name
CC Ordinance	5/22/2019	Ordinance	5-28-19_ccOrdinance_Establishing_Nepotism_Policy_for_Committees_and_Commissions.pdf

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE
ESTABLISHING A NEPOTISM POLICY FOR BOARDS, COMMITTEES AND
COMMISSIONS

City Attorney Summary

This Ordinance establishes a nepotism policy for members of the City's boards, committees and commissions. The Ordinance generally provides that no relative of a City Council member, the City Manager or a department director shall be eligible for appointment to a City board, committee or commission.

THE CITY COUNCIL OF THE CITY OF GARDEN GROVE HEREBY ORDAINS AS FOLLOWS:

SECTION 1: Code Amendment. Section 2.21.015 (Qualifications for Members) of Chapter 2.21 (Committees/Commissions Generally) of Title 2 (Administration and Personnel) of the Garden Grove Municipal Code is hereby amended by adding subdivision D thereto to read as follows:

D. Nepotism Restrictions. Relatives of a City Council member, City Manager, department director or a primary assistant of the City Manager shall not be eligible for appointment to any board, commission or committee. "Relatives" includes: spouse; parent (including foster); sibling (including foster and step); children (including adoptive, foster or step); in-laws; grandparent or grandchild; aunt or uncle, niece or nephew; and any other legally related person living in the same household as the City Council member, City Manager, department director or primary assistant of the City Manager.

SECTION 2: Savings Clause. If any section, subsection, subdivision, sentence, clause, phrase, word, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, word, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, words or portions thereof be declared invalid or unconstitutional.

SECTION 3: Certification and Effective Date. The Mayor shall sign and the City Clerk shall certify to the passage and adoption of this Ordinance and shall cause the same, or the summary thereof, to be published and posted pursuant to the provisions of law and this Ordinance shall take effect thirty (30) days after adoption.

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To:	Scott C. Stiles	From:	Lisa L. Kim
Dept.:	City Manager	Dept.:	Community and Economic Development
Subject:	Transmittal of the 2019 Garden Grove Safe Routes to School (SRTS) Phase 1 Plan as requested by City Manager Stiles.		
		Date:	5/28/2019

OBJECTIVE

To transmit the 2019 Garden Grove Safe Routes to School (SRTS) Phase 1 Plan which includes key project objectives to improve safety, public health, and connectivity for students and their families for future implementation and grant opportunities as needed.

BACKGROUND

In 2016 the City applied for a statewide planning grant under Southern California Association of Governments (SCAG) and was awarded the Sustainability Planning Grant for the Garden Grove Safe Routes to School Plan. Following a comprehensive Request For Proposal (RFP) process in 2017, KOA Corporation ("Consultant") was awarded the contract to partner with the Garden Grove Unified School District (GGUSD) and assist the City in selecting six (6) target schools to be included in the project area. The scope of work took into consideration community feedback captured from earlier RE:Imagine initiative in which stakeholders expressed the desire to encourage more community outreach programs and advocate for student safety and health.

DISCUSSION

The Plan focused on six schools: A.J. Cook Elementary, Donald S. Jordan Intermediate, Thomas Paine Elementary, Brookhurst Elementary, John Murdy Elementary, and Merton E. Hill Elementary.

The table below depicts the milestones associated with the preparation of the SRTS Plan.

Timeline	Tasks	Community Workshops	Outreach/Community Events	Advisory Team Meetings
2017				
September	Joint National Partnership Kickoff	✓		✓
November	Cook Elementary/Jordan Intermediate GGUSD Meeting	✓	✓	✓
2018				
January	Popup event "Make Jordan and Cook Safer Day"		✓	
February	Paine and Brookhurst Elementary	✓		✓
March	Murdy Elementary	✓		✓
April	Hill Elementary	✓		✓
November	Review Draft Plan			✓
2019				
March	Draft Plan Complete			✓
May	Final Plan to City Council			
June	Final Plan to Planning Commission			

The schools were selected on a needs-based criterion that included student participation in free lunch programs, income, high risk bike/pedestrian collisions, and school readiness to participate in the planning process. The community outreach offered an opportunity for City Council members, City Departments that included Public Works, Community Services, Police, and Community and Economic Development to work together with GGUSD staff, PTA board members, principals, teachers, crossing guards, and the Orange County Health Care Agency (OCHCA) to identify challenges such as childhood obesity, air quality and traffic congestion around schools.

FINANCIAL IMPACT

The study is the first comprehensive SRTS Plan that has been conducted by the City. The recommendations identified address the "6 E's": Evaluation, Education, Encouragement, Enforcement, Engineering, and Equity. They are developed to improve safety, health, decrease pedestrian and bike collision, encourage parents and students to walk/bike to school, and instill an active lifestyle. The STRS Plan would serve as a road map and a guiding document that will assist the City in identifying the existing conditions at each school and explore potential improvements when additional funding opportunities arise.

The "tool box" components include:

1. Baseline Data Analyses
2. School Zone Traffic Control Guide
3. Engineering Toolbox

4. Programming Toolbox

Future requests will be made through the budget process to undertake follow-up tasks such as evaluating implementation of priority projects and establishing a methodology process to be utilized in future phases of the SRTS Plan.

RECOMMENDATION

It is recommended that the City Council:

- Receive and file the Garden Grove Safe Routes to School (SRTS) Phase 1 Plan, which includes objectives to improve safety, public health, and connectivity for students and their families for the future.

By: Alana Cheng, Senior Administrative Analyst

ATTACHMENTS:

Description	Upload Date	Type	File Name
Safe Routes to School Master Plan	5/21/2019	Exhibit	5-28-19_Safe_Routes_to_School_Master_Plan.pdf



GARDEN GROVE

Safe Routes to School: Phase I Master Plan



March 2019
FINAL



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City of Garden Grove

11222 Acacia Pkwy
Garden Grove, CA 92840

(714) 741- 5000 | Telephone
<https://www.ci.garden-grove.ca.us/>

Funding for this Plan comes from the Southern California Association of Government's (SCAG) Sustainability Planning Grant Program.



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Acknowledgment

Garden Grove City Council

Steven R. Jones, Mayor
Kris Beard, Mayor Pro Tem
John R. O'Neill
Thu-Ha Nguyen
Patrick Phat Bui
Stephanie Klopfenstein
Kim B. Nguyen

Garden Grove Staff

Erin Webb, *Senior Planner*
Chris Chung, *Urban Planner*
Dai Vu, *City Traffic Engineer*
Katherine Anderson, *GGPD Traffic Unit*

Garden Grove Unified School District (GGUSD)

Gabriela Mafi, *Superintendent*
John Bessey, *Assistant Director, Maintenance & Operations*

Consulting Team

KOA Corporation
Community Now

With Additional Support from Orange County Health Care Agency (OCHCA) and Re: Imagine Garden Grove

In addition to the individuals above, the City wishes to give special thanks to the countless members from the Garden Grove community who participated in this Garden Grove Safe Routes to School: Phase I Plan.

This is a project for the City of Garden Grove with funding provided by the Southern California Association of Governments' (SCAG) Sustainability Program. SCAG's Sustainability Program assists Southern California cities and other organizations in evaluating planning options and stimulating development consistent with the region's goals. Sustainability Program tools support visioning efforts, infill analyses, economic and policy analyses, and marketing and communication programs.

The preparation of this report has been financed in part through grant(s) from the Federal Transit Administration (FTA) through the U.S. Department of Transportation (DOT) in accordance with the provisions under the Metropolitan Planning Program as set forth in Section 104(f) of Title 23 of the U.S. Code. The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG, DOT or the State of California. This report does not constitute a standard, specification or regulation. SCAG shall not be responsible for the City's use or adaptation of this report.



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1. Introduction

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1.1 PLAN PURPOSE

The Garden Grove Safe Routes to School: Phase 1 Plan serves as step one towards improving the everyday lives of Garden Grove students by initiating the Safe Routes to School (SRTS) movement in the City of Garden Grove. Safe Routes to School is an international movement that strives to increase the number of children walking or biking to school by removing barriers that prevent them from doing so. SRTS programs address problems such as childhood obesity, air quality, and traffic congestion around schools.

This Plan provides engineering recommendations for infrastructural improvement; guidance for educational, encouragement, evaluation, and enforcement programs; and strategies to implement the recommendations and programs that are supportive of the Safe Routes to School Vision.



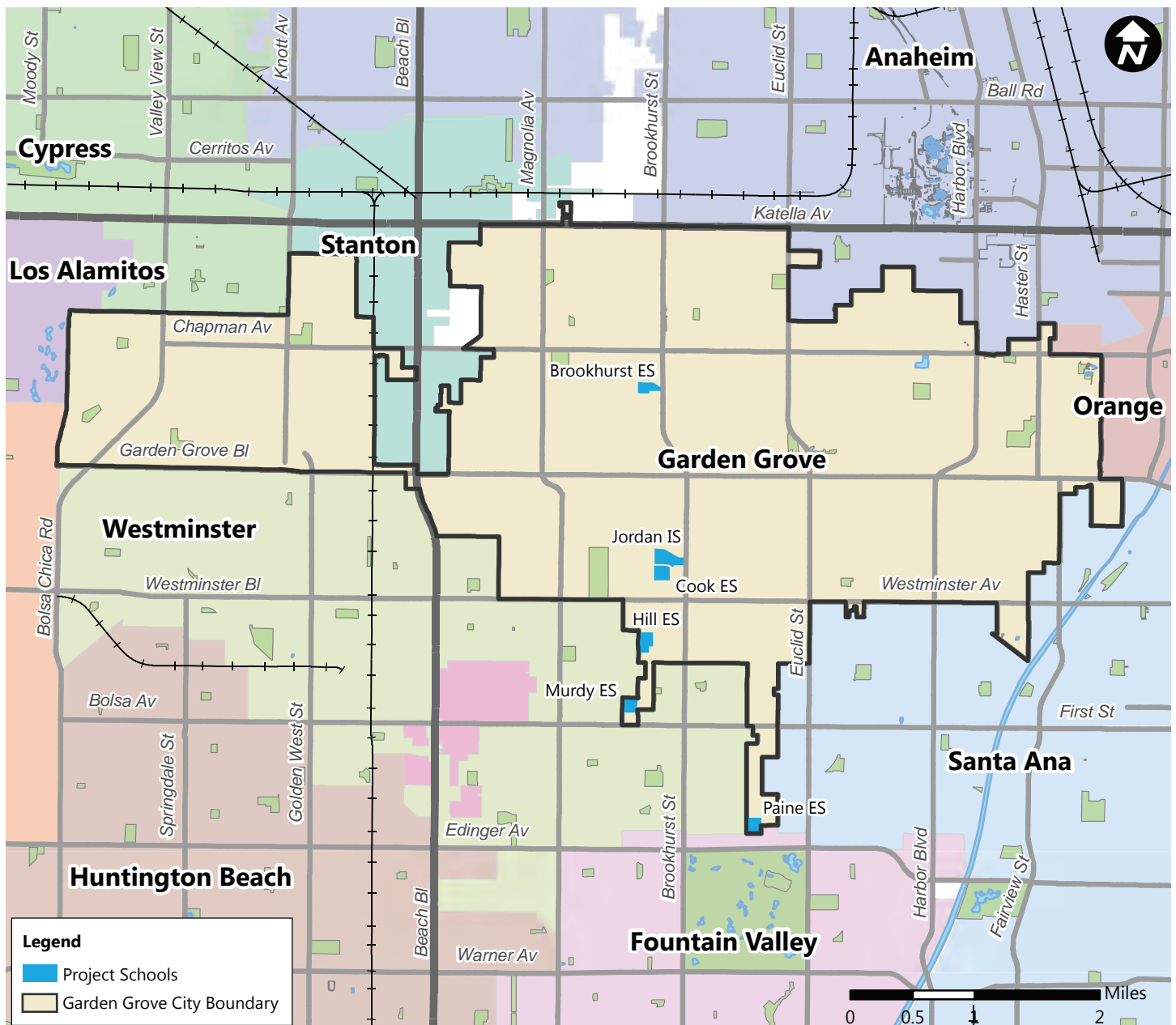


Figure 1-1: Map of School Locations

As the first phase of developing a SRTS program in the City of Garden Grove, this Plan focuses on six schools from the Garden Grove Unified School District (GGUSD). These are: A. J. Cook Elementary, Donald S. Jordan Intermediate, Thomas Paine Elementary School, Brookhurst Elementary, John Murdy Elementary, and Merton E. Hill Elementary. The schools were selected using a needs-based criterion which include student participation in free or reduced lunch programs, income, the number of bicycle and pedestrian collisions, and the schools readiness to participate in the planning process. The City hopes to expand the program to other schools throughout the city as time progresses.



1.2 SIX E'S OF SAFE ROUTES TO SCHOOL PLANNING

The success of a Safe Routes to School program lies upon the 6 "E's": Evaluation, Education, Encouragement, Enforcement, Engineering, and Equity. The 6 "E's" ensure that the program takes a multi-prong and well-rounded approach towards achieving its goals.

Evaluation- The evaluation effort of the studied areas allows program participants to develop a set of baseline conditions that can be used to gauge project success in future years. These conditions include documenting existing traffic and pedestrian-related conditions, listening to parent concerns, identifying existing travel patterns, and evaluating safety hazards such as pedestrian and bicycle collisions and crime.

Engineering- Proper pedestrian and bicycle infrastructure are needed for pedestrians and bicyclists to reach their destinations in a safe, and comfortable, manner. Lack of infrastructure such as sidewalks and bicycle lanes, forces pedestrians and bicyclists to travel in the street along with motor vehicles, putting them in harm's way.

Education- Educational programs can equip students,

parents, and the greater Garden Grove community with the knowledge, skills, and confidence to bike and walk to their desired destinations. Examples of education programs include Pedestrian Rodeos and Bicycle Safety Trainings.

Encouragement- Encouragement programs can inspire students, parents, and the Garden Grove community to try walking and biking. Through programs such as Walk and Bike to School Days and Walking School Buses & Bike Trains, program participants are encouraged to get out of their car and onto their feet and bikes.

Enforcement- Enforcement strategies help ensure that motorists, bicyclists, and pedestrians adhere to traffic laws within the vicinity of the school. Community enforcement programs such as student safety patrols and crossing guard programs can assist local law enforcement officers on this effort.

Equity- The Safe Routes to School program should ultimately be an endeavor that strives to be inclusive, particularly for disadvantage communities, low-income communities, communities of color, and other communities facing challenges that prevent them from walking and bicycling safely to school.

1.3 BENEFITS OF SAFE ROUTES TO SCHOOL

This Plan will benefit the students and the greater Garden Grove community in several ways.

Improve Accessibility to Schools- SRTS will provide pedestrian and bicycle infrastructure recommendations that address gaps in local active transportation networks. This will aid not only those that currently rely on walking and biking as a vital mode of transportation with better infrastructure to continue doing so, but also promote and encourage more people to consider walking and biking as a feasible mode of transportation to schools.

Create Safer and More Comfortable Environments for Walking and Biking- More pedestrian and bicycle infrastructure will improve community safety while enhancing the walking and biking environment needed in a manner that will encourage additional trips to be taken by these modes.

Improve Children's Health- Students who walk and bike to school on a regular basis get more daily physical exercise. Merely walking one mile each way to school can amount for two-thirds of the 60 daily minutes of exercise recommended by the Centers for Disease Control.

Improve Student's Academic Performance- Children making a habit of physical activity are likely to boost their academic performance. The California Department of Education has found that increases in physical fitness scores among state middle-schoolers correlate with higher Stanford Achievement Test scores, across socioeconomic strata and academic levels.

Improve Public Health- Public health in surrounding communities can benefit from the reduction of vehicle emissions and noise levels when students shift their mode of travel from automobiles to walking and biking.

Reduction in Greenhouse Gas Emissions- Safe Routes to School can reduce the need for daily short-distance automobile trips. This in turn will reduce greenhouse gas emissions from vehicle usage.

Did You Know?

Stakeholders who were involved in this project include staff from the City, GGUSD, and Schools, as well as, elected officials and community organizations.

60 people participated in the Walk Audit for Brookhurst Elementary.

Economy – SRTS can have a positive economic impact by reducing the need for a family motor vehicle and saving parents' money on fuel that they would normally expend driving their children to school.

1.4 GOALS OF THE GARDEN GROVE SAFE ROUTES TO SCHOOL: PHASE 1 PLAN

The Garden Grove Safe Routes to School: Phase I Plan has four overarching goals:

1. Improve Safety- Creating safer walking and biking conditions
2. Improve Public Health- Identifying and encouraging active transportation options
3. Improve Connectivity- Identifying locations for infrastructural improvements
4. Improve Drop-Off & Pick-Up- Analyzing each school for site-specific application of strategies

1.5 GARDEN GROVE SAFE ROUTES TO SCHOOL PARTNERS

The Plan offered a rare opportunity for the City of Garden Grove, Garden Grove Unified School District (GGUSD), County of Orange, and the community to work together on a Plan that will improve safety, public health, connectivity, and school drop-off & pick-up. City council members, staff from the City of Garden Grove Planning Department, Public Works Department, and Police Department, as well as, representatives from Orange County Health Care Agency and nearby municipalities attended community outreach events and meetings to not only listen to community members, but also provide their support for this Plan. GGUSD staff played an active role in identifying areas for improvement, implementing recommendations located within school boundaries, and assisting with marketing the community events. GGUSD staff includes the district staff, board members, principals, teachers, and crossing guards. Lastly, community members, comprised mostly of parents and members from local organizations, took time off their busy schedules to offer their valuable opinions. The project afforded different groups to come together, identify challenges and opportunities, and distribute responsibilities to respective individuals/ groups so everyone can achieve a common goal.

1.6 HOW TO USE THIS PLAN

The Plan is comprised of six chapters that allow readers to easily navigate from one section to another. Chapter 1- Introduction and Chapter 2- Planning Process introduce the project and the community outreach process. Chapter 3- SRTS Toolbox provides an array of engineering infrastructure and programming ideas that can be applied at schools. Meanwhile Chapter 4 through 9- SRTS by School delves into each school and offers a discussion of school characteristics, current infrastructure and programming conditions, and engineering and programming recommendations. The Plan concludes with Chapter 10- Implementation Plan which offers strategies for implementation.



Together

We

Grow

with

Kindness



2. Project Context

- 2.1 Introduction
- 2.2 Policy Context
- 2.3 Existing Conditions

2.1 INTRODUCTION

The City of Garden Grove is a bustling city located in northern Orange County, California. Garden Grove has a flat topography and Mediterranean weather, ideal for walking and biking. California State Route 22 passes through the city in the east-west direction. According to the 2017 Master Plan of Arterial Highways (MPAH) by Orange County Transportation Authority (OCTA), there are 11 principal, major, and primary arterials that run throughout the City. These include Chapman Avenue, Garden Grove Boulevard, Harbor Boulevard, Euclid Street, Brookhurst Street, and Magnolia Street. Municipalities that form a border with Garden Grove include the Cities of Anaheim, Stanton, Westminster, Fountain Valley, Santa Ana, Los Alamitos, and Orange.

The City boasts a population of 174,676, based on the 2012-2016 American Community Survey 5-Year Estimates. Of this population, 20% are school-age children and 12.5% are seniors. Garden Grove residents are comprised of nearly 15% White, 30% Vietnamese, and 16% of other races not categorized in the American Community Survey. The median household income is \$60,522, slightly below that of California's (\$63,783). The majority of residents drive alone to work (79%), while 13% of residents commute to work via carpool. Less than 3% of residents walk or bike to work.

2.2 POLICY CONTEXT

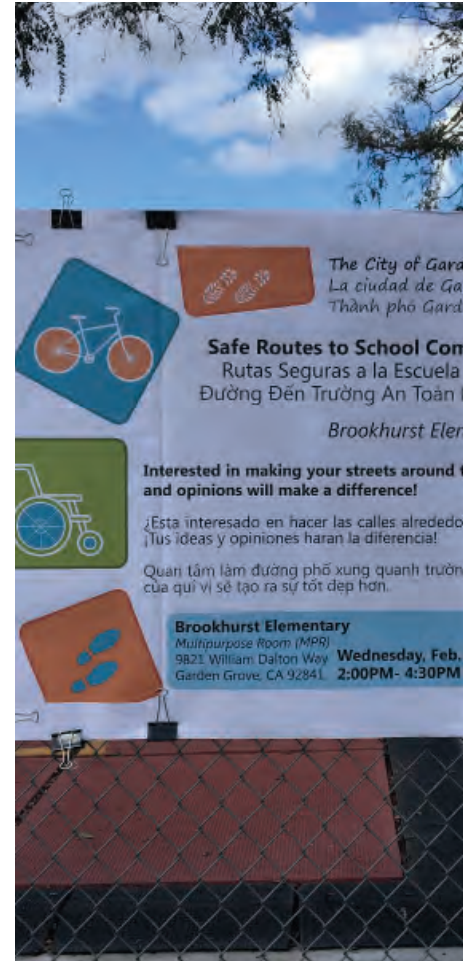
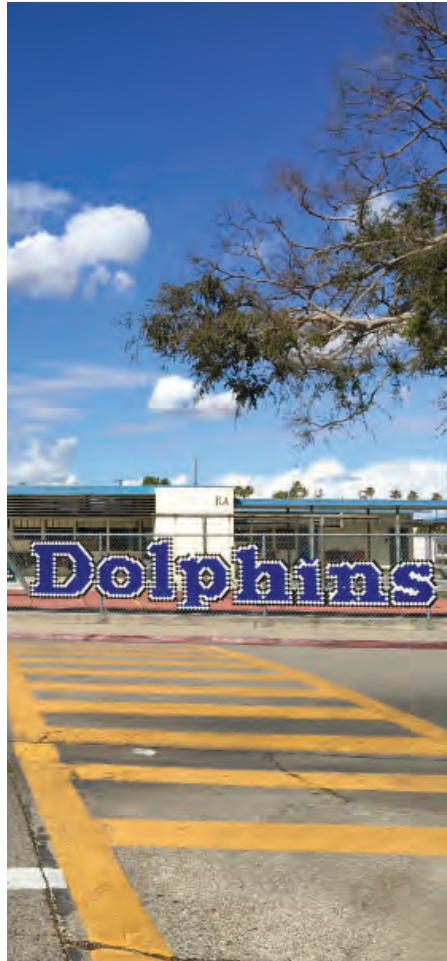
The Safe Routes to School plan builds upon previous efforts completed by the City, including plans, programs, and events, and integrates with neighboring, county-wide, and regional visions of a safer future for those on bikes and on foot.

Local Active Transportation Efforts

Garden Grove completed the [Active Streets Master Plan](#), which recommends infrastructure improvements for better walking and biking connectivity throughout Garden Grove, including a map of proposed bike corridors. The Plan shares SRTS goals of building a healthier and safer Garden Grove while also focusing on making the City more vibrant and engaging. An SRTS program in Garden Grove supports the following goals and objectives established in the plan:

- Goal 1, "Increase mobility and access for pedestrians and bicyclists to employment centers, schools, transit, recreation facilities, etc. for people of all ages and abilities."
- Objective 2.A, "Reduce the combined number of collisions, injuries, and fatalities involving people walking and bicycling by 50 percent from 2015 levels by 2025."
- Objective 4.A, "Establish and enhance safe routes to and from schools that will enable and encourage more students to walk or ride a bicycle or skateboard to/from school."
- Goal 5, "Improve accessibility for all people walking and bicycling through equity in public engagement, service delivery, and capital investments"

In conjunction with SCAG Go Human, Garden Grove hosted the [Re: Imagine Garden Grove Open Streets](#) event on an annual basis since 2014. People walking, biking, and skateboarding could explore a car-free, re-envisioned streets on and around Historic Main Street. The event included activities for school-aged children including arts and crafts and child-sized bikes.



There are several programs run by the local police. The [Neighborhood Traffic Unit](#), a division of the Community Policing Bureau, educates the community about traffic related topics. They complete safety presentations at schools on safe walking and biking behavior. The [Accident Reduction Campaign](#) focuses on preventing fatal pedestrian and bicycle collisions through strategic citations.

County & Collaborative Active Transportation Efforts

The Orange County Transportation Authority (OCTA) is currently preparing [OC Active](#), a county-wide bike and pedestrian plan. In association with this program, OCTA has completed a [Bikeway Corridors Improvement](#) Project to identify over 400 miles of recommended bikeway corridors to implement across the county. OCTA approved \$1.11 million for Garden Grove bicycle corridor improvements for all types of bikeways.

Garden Grove has partnered with the City of Anaheim in association with California Walks and the Alliance for a Healthy Orange County for the [Active Transportation Leadership Program \(ATLP\)](#). Six Garden Grove ATLP workshops were held, attended in total by 108 people who were taught advocacy strategies, best practice designs, and opportunities to engage with other major stakeholders. Programs like these help to build a core base of young leaders.

Orange County Health Care Agency (OCHCA) has sponsored [Walkability Audits](#) at schools in Orange County to promote healthier walking options for children. KOA and Community Now worked with OCHCA to sponsor the walkability audits at the program schools.

State and Regional Active Transportation Efforts

As the Metropolitan Planning Organization for the six-county Los Angeles Metropolitan region, the Southern California Association of Governments (SCAG) sponsors events and programs supporting walking and biking across the metropolitan region. The 2016 [Regional Transportation Plan/Sustainable Communities Strategy \(RTP/SCS\)](#) sets a vision and shared goals towards helping to make active transportation more attractive in Southern California. Language included in the RTP/SCS indicates that Garden Grove SRTS efforts support the regional vision, including “Improved public health and a healthier environment, including improved air quality and improved health resulting from more opportunities to bicycle, walk or pursue other alternatives to driving.” SCAG also administers funding from the California Active Transportation Program, which recently sponsored \$440 million in funding through its Active Transportation grants. In response to increasing numbers of pedestrian fatalities, California established the month of September as [Pedestrian Safety Month](#). The Garden Grove Police Department released a statement stating their intent to support associated programming.

Neighboring Cities

Three cities that neighbor Garden Grove overlap the attendance boundaries of schools analyzed in this report: City of Santa Ana, Westminster, and Fountain Valley. Fountain Valley has completed no significant active transportation plans or programs in the last ten years. Westminster recently released an update to their General Plan in 2016 including the [Mobility Element](#) that lays out a plan to change roadway design to a complete streets vision. Santa Ana is working on several active transportation planning documents, including completing the [Complete Streets Plan](#), sponsoring the [Travel Safe, Share the Space](#) public awareness campaign which hosts regular events, and preparing a [Safe Mobility Plan](#) to reduce severe and fatal pedestrian and bicycle injuries. While these plans include priority corridors, they do not specify specific treatments that could overlap with Garden Grove Safe Routes to School.

Did You Know?

The six schools involved in this project enrolled 2,823 students in the 2017-2018 school year.

Of the students enrolled in the six schools, 2,051 (72.6%) participated in the Free or Reduced Price Meal Program.

The City collaborated with the neighboring jurisdictions such as Westminster, Santa Ana, and Fountain Valley to ensure that infrastructure recommendations are consistent with their future plans and policies.

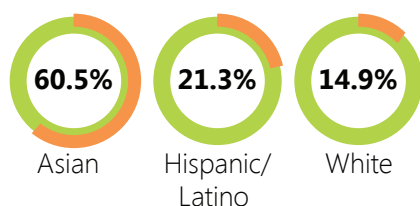
Garden Grove Safe Routes to School

Snapshot

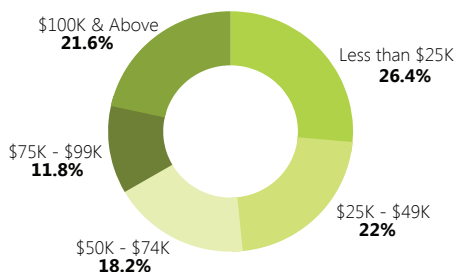
The six schools enrolled **2,823 students** in the 2017-2018 school year. Of these students, **2,051 (72.6%)** participated in the Free or Reduced Price Meal (FRPM).

COMMUNITY CHARACTERISTICS

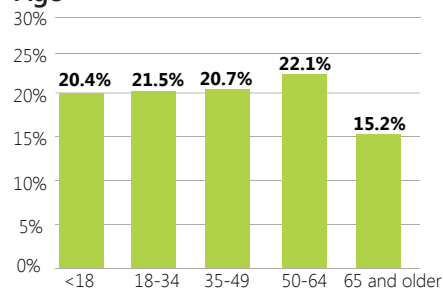
Race



Median Household Income

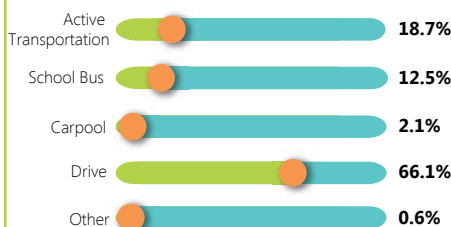


Age

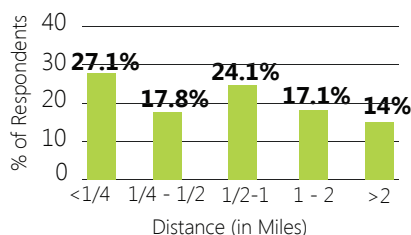


TRANSPORTATION

Mode Share to/from School



Distance between Home and School



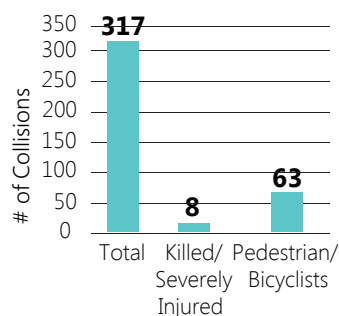
Input from the Community

"I am happy to allow my child to walk to school by himself, but I am uncomfortable as well. I know there was an issue of kidnapping and too much traffic on intersections."

"Some kids are too young to let them walk by themselves, and I don't think its safe, or when biking when kids are older."

SAFETY

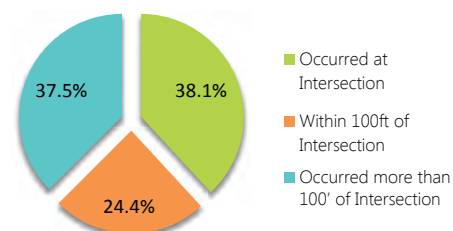
Transportation Collisions within 1/4 Mile Radius



Schools with Highest Collisions within 1/4 Mile Radius

- 1 A.J. Cook Elementary (23)
- 2 John Murdy Elementary (16)
- 3 Jordan Intermediate (15)
- 4 Brookhurst Elementary (8)

Collision Locations



2.3 EXISTING CONDITIONS

An understanding of existing demographics, socio-economic conditions, and health conditions help identify the needs of the communities that live near the six studied schools. This section displays seven factors that the City examined to better understand the communities. These seven factors are: bicycle and pedestrian collisions, median household income, population under 18 years old, households with limited English capabilities, children's access to health care, and communities' exposure to asthma and cardiovascular disease. The charts below summarize the findings from this effort. In the following pages, each factor will be discussed in further detail.

*Data retrieved from American Community Survey 2016 Estimates

Race

	0.25 Mile
White	14.90%
African American or Black	0.70%
American Indian or Native Alaskan	0.90%
Asian	60.50%
Native Hawaiian or Pacific Islander	0.10%
Other	0.10%
Two or More	1.50%
Hispanic or Latino	21.30%

Median Household Income

	0.25 Mile
MHHI less than \$25,000	26.40%
MHHI \$25,000 - \$49,999	22.00%
MHHI \$50,000 - \$74,999	18.20%
MHHI \$75,000 - \$99,999	11.80%
MHHI \$100,000 - \$149,999	13.40%
MHHI \$150,000 or More	8.20%

Age

	0.25 Mile
Population under 18	20.40%
Age 18 - 34	21.50%
Age 35 - 49	20.70%
Age 50 - 64	22.10%
Age 65 or Older	15.20%

Language Capabilities

	0.25 Mile
English Only Households	24.40%
Spanish Speaking Households	14.70%
Limited English Speaking Households	24.00%

Collision Type

	#	0.25 Mile
Pedestrian	24	7.60%
Bicycle	39	12.30%
Total Collisions	317	100%
Total Bicycle and Pedestrian	63	19.90%

Pedestrian Injury Status

	#	0.25 Mile
Fatal	5	20.83%
Severely Injured	1	4.17%
Injury (Visible)	7	29.17%
Injury (Complaint of Pain)	11	45.83%
All Injured	19	79.17%
Property Damage Only	0	0%

Bicycle Injury Status

	#	0.25 Mile
Fatal	1	0.07%
Severely Injured	1	0.07%
Injury (Visible)	18	1.18%
Injury (Complaint of Pain)	19	1.25%
All Injured	38	2.50%
Property Damage Only	0	0%

Health and Environmental Factors

	0.25 Mile
Asthma	25th percentile
Cardiovascular Disease	35th percentile
Ozone	53rd percentile
PM 2.5	66th percentile
Diesel PM	48th percentile
Traffic Density	65th percentile

Demographic and socio-economic data retrieved from American Community Survey 2016 Estimates. Collision data was retrieved from TIMS 2013-2017, which does not include property-damage only related collisions. The TIMS data reviewed in this chapter focuses on collisions involving vehicles, pedestrians, and bicyclists for the surrounding areas of the six study school locations.

Within the 1/4 mile of the schools, 317 collisions occurred between 2013 and 2017. Of those collisions, 63 (19.9%) involved a pedestrian or bicyclist. More than half of the pedestrian and bicycle collisions involved resulted in a complaint of pain, while 25% resulted in visible injuries, and another 12.6% led to victims with severe injuries or fatalities. The primary collision factor for collisions involving a bicyclist was the bicyclist riding on the wrong side of the road. Meanwhile, 86% of all pedestrian collisions involved either a pedestrian violation or occurred within the pedestrian right-of-way.

This map displays the City of Garden Grove, California, with a focus on collision density and the locations of project schools. The map uses a color-coded system to represent the rate of collisions, with red indicating a high rate and blue indicating a low rate. The city is divided into several districts, including Stanton, Midway City, Westminister, Fountain Valley, and Santa Ana. The map also shows major roads and highways, such as Western Av, Magnolia St, Dale St, Gilbert St, Brookhurst St, Lampson Av, Garden Grove Blvd, Trask Av, Hazard Av, 1st St, Mc Fadden Av, Edinger Av, Bushard St, Brookhurst St, Newland St, Magnolia St, Heil Av, Ward St, Paine St, Newhope St, Harbor Blvd, and Golden West St. The map includes a legend in the bottom left corner, a scale bar in the bottom right corner, and a north arrow in the top right corner. The legend identifies project schools with a blue flag icon and the City of Garden Grove with a black outline. The scale bar shows distances in miles (0, 0.25, 0.5, 1). The north arrow points towards the top of the map.

Legend

- Project Schools
- City of Garden Grove

Collision Density

- High Rate of Collisions
- Low Rate of Collisions

Map Labels:

- Stanton
- Midway City
- Westminister
- Fountain Valley
- Santa Ana
- Brookhurst ES
- Cook ES
- Jordan IS
- Hill ES
- Murphy ES
- Paine ES
- Garden Grove BI
- Westminister BI
- Brookhurst St
- Lampson Av
- Garden Grove Blvd
- Trask Av
- Hazard Av
- 1st St
- Mc Fadden Av
- Edinger Av
- Bushard St
- Newland St
- Magnolia St
- Heil Av
- Ward St
- Paine St
- Newhope St
- Harbor Blvd
- Golden West St
- Western Av
- Magnolia St
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- Dale St
- Gilbert St
- Brookhurst St
- Lampson Av
- Garden Grove Blvd
- Trask Av
- Hazard Av
- 1st St
- Mc Fadden Av
- Edinger Av
- Bushard St
- Newland St
- Magnolia St
- Heil Av
- Ward St
- Paine St
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- Magnolia St

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Median Household Income

Approximately 50% of households within a ¼ mile of schools have a median household income less than \$50,000 a year. For this same area, the estimated median household income is \$53,289, which is below the statewide median household income of \$63,783, the county-wide median household income of \$78,145, and the Active Transportation Program’s most recent cycle application threshold for disadvantaged community severity of \$51,026.

*Data retrieved from American Community Survey 2016 Estimates

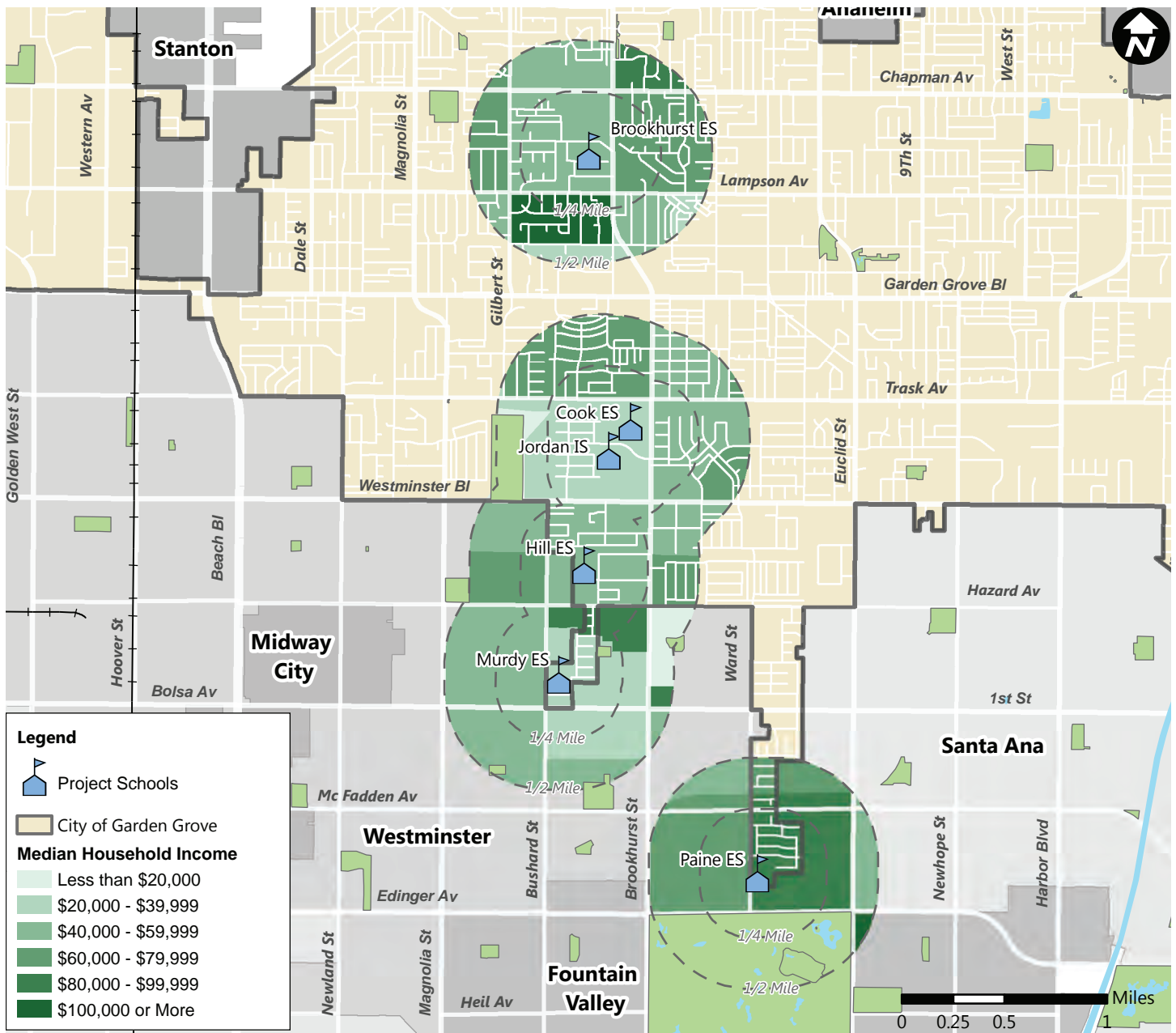


Figure 2-3: Map of Median Household Income

Population Younger Than 18 Years Old

Approximately 1 in 5 residents living in the ¼ mile area surrounding the schools are under the age of 18. This rate is just under the citywide population share of 23.1%. This rate is generally consistent throughout the project area, with only a few census block groups having significantly lower or high rates.

*Data retrieved from American Community Survey 2016 Estimates

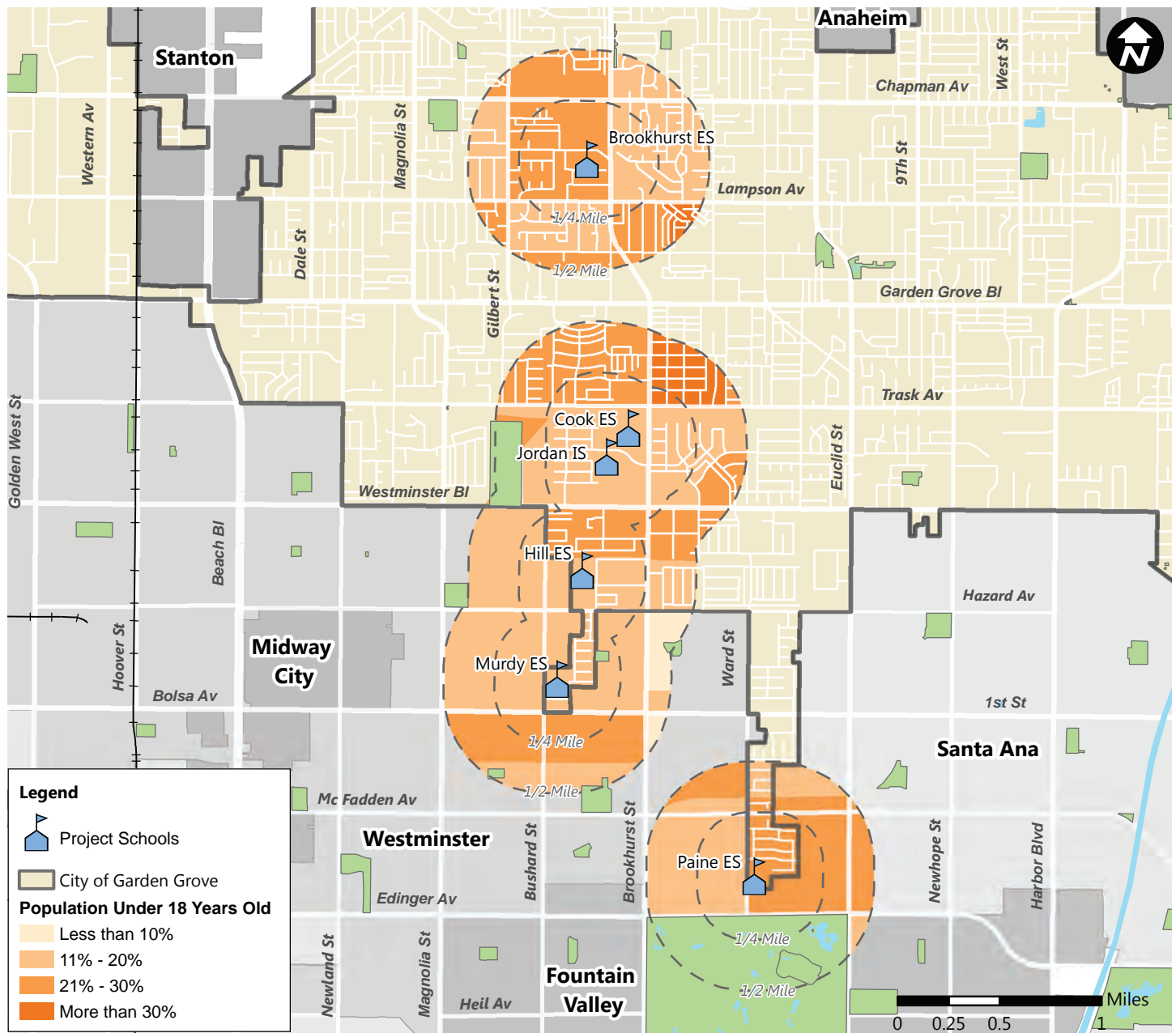


Figure 2-4: Map of Population Younger Than 18 Years Old

Households With Limited English Capabilities

The area surrounding Cook Elementary has a high rate of Asian and Hispanic residents. According to the 2016 American Community Survey, approximately 60% of households within a ¼ mile of the school are of Asian descent and nearly 21% of households are of Hispanic or Latino descent. Among all households in the area, nearly 1 in 4 households has limited English communication abilities.

*Data retrieved from American Community Survey 2016 Estimates

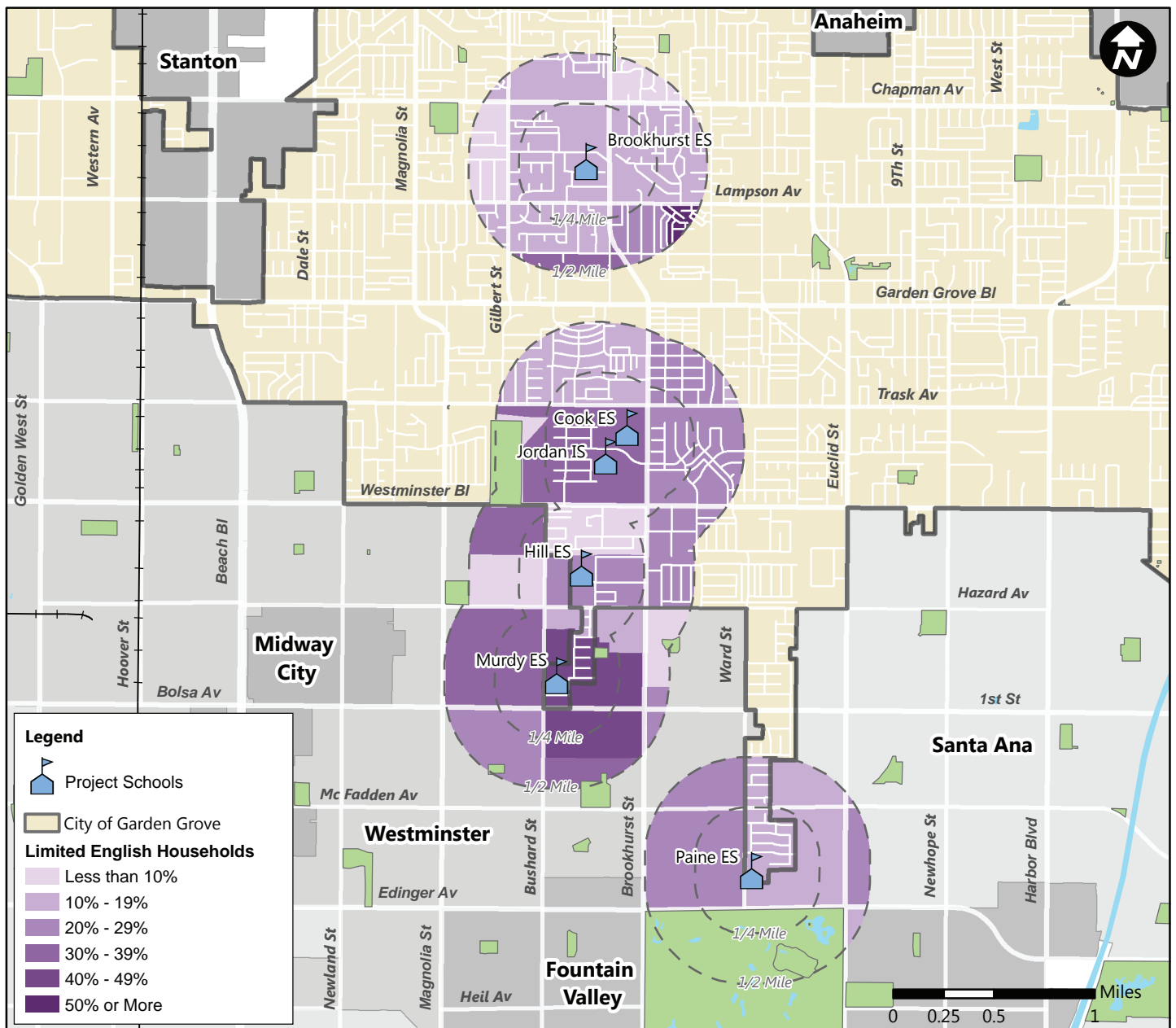


Figure 2-5: Map of Households With Limited English Capabilities

Population With Asthma

The rates of asthma-related hospital visits surrounding the schools are below most areas in California according to CalEnviroScreen 3.0. The tracts surrounding the schools have an average percentile score of 25; Garden Grove community members fare better on this factor compared with 75% of state residents.

*Data retrieved from CalEnviroScreen 3.0

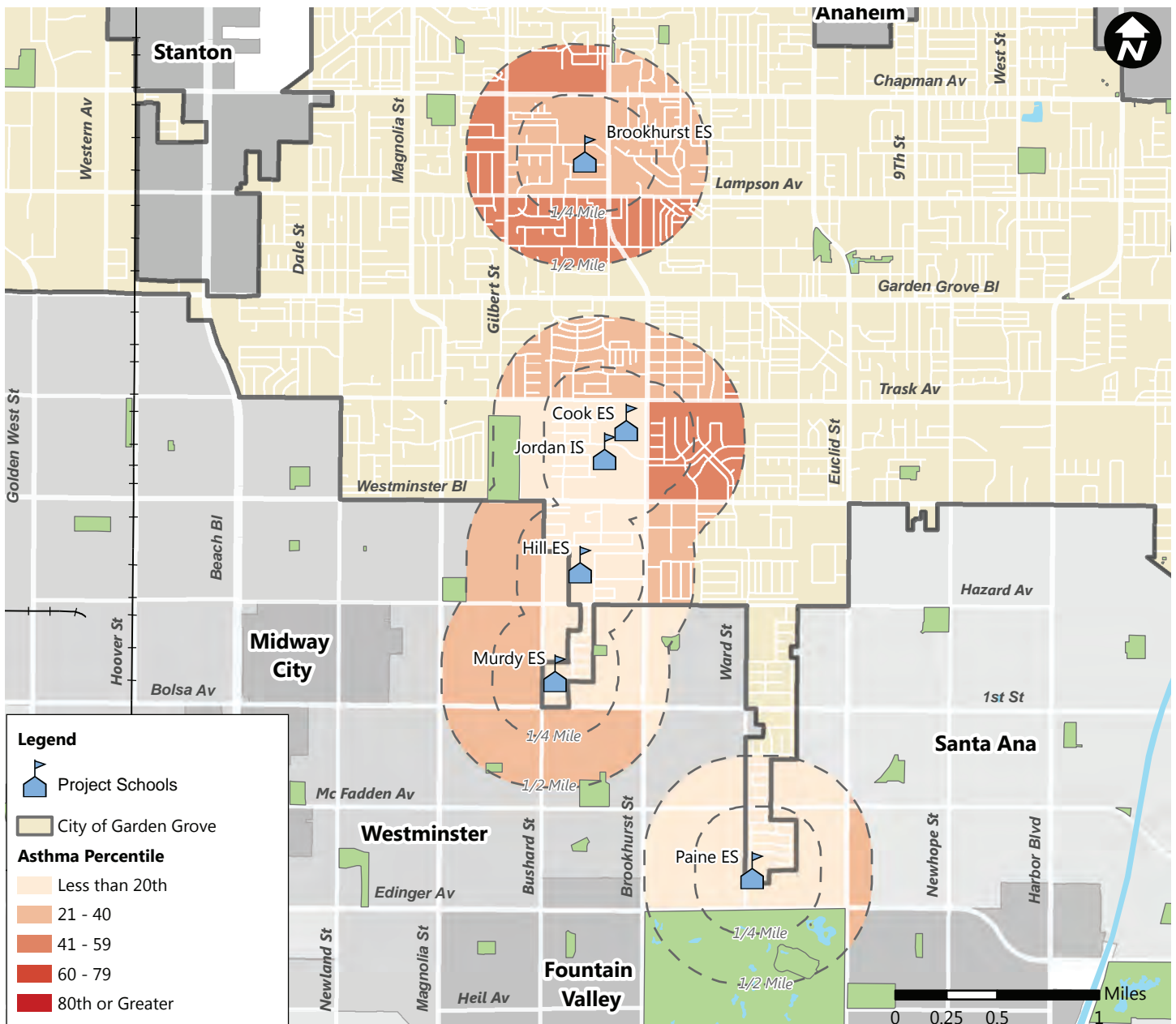


Figure 2-6: Map of Population With Asthma

Households With Cardiovascular Disease

The rates of Cardiovascular Disease-related hospital visits surrounding the schools rank in the 35th percentile compared to the rest of the state. According to CalEnviroScreen 3.0, some census tracts surrounding the school are ranked significantly higher, up to the 89th percentile. These areas may benefit most from the health benefits of active transportation to and from school. Although Cardiovascular Diseases are not prevalent among children, developing healthy behaviors early in life plays a significant role in reducing the risk of developing cardiovascular diseases in adulthood.

*Data retrieved from CalEnviroScreen 3.0

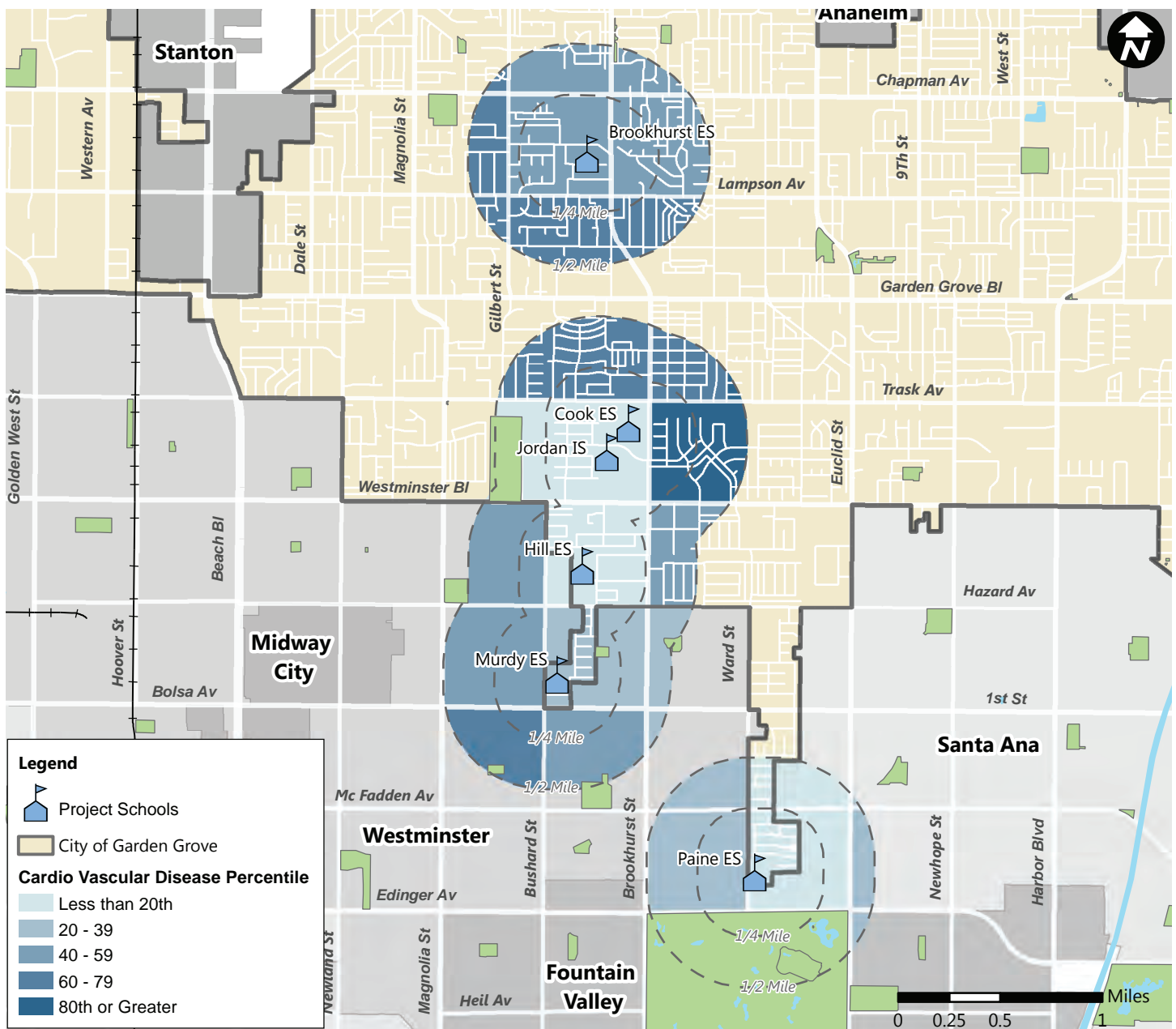


Figure 2-7: Map of Population With Cardiovascular Diseases

The rates of health insurance coverage for the population under the age of 18 are relatively high throughout California. Most block groups in the study areas have a rate similar to the overall California average.

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BROOKHURST ELEMENTARY



3. Community Engagement

- 3.1 Introduction
- 3.2 Project Branding
- 3.3 Marketing and Distribution
- 3.4 Community Workshops
- 3.5 Make Cook and Jordan Safer Day
- 3.6 Parent Surveys
- 3.7 Students Arrival and Departure Tallies
- 3.8 Geographic Information System (GIS) Web Application
- 3.9 Coordination with Nearby Jurisdiction

3.1 INTRODUCTION

The Garden Grove community played a vital role in the development of this Plan. The community engagement process strove to fulfill two main purposes: 1) develop a Plan that reflects the needs of those that it serves, the Garden Grove Community, and 2) build relationships between key stakeholders that can implement the goals and objectives set forth in the Plan. The process involved the development of a project brand, six community workshops, one pop-up event, parent surveys, and ongoing coordination with nearby jurisdictions.

3.2 PROJECT BRANDING

Project branding is a useful tool for community outreach. Through the usage of a carefully selected set of color palette and the development of a unique logo, community members can easily associate the Project upon sight. The logo played an important role in unifying the community together towards the Project. The Project took place at six schools within the GGUSD district and the City of Garden Grove; the logo allows parents and community members from each school to understand that their participation in the community workshops at each school contributes to a greater purpose.

The Project Team also wanted to develop a project brand that can be useful for subsequent SRTS projects. As implied in the title of this Plan, Garden Grove Safe Routes to School: Phase 1 Master Plan, there could be multiple phases of the Garden Grove SRTS program. The development of a project brand for this first phase can assist future SRTS projects by unifying them under one already established and easily recognizable program.



Flyer distributed at schools.



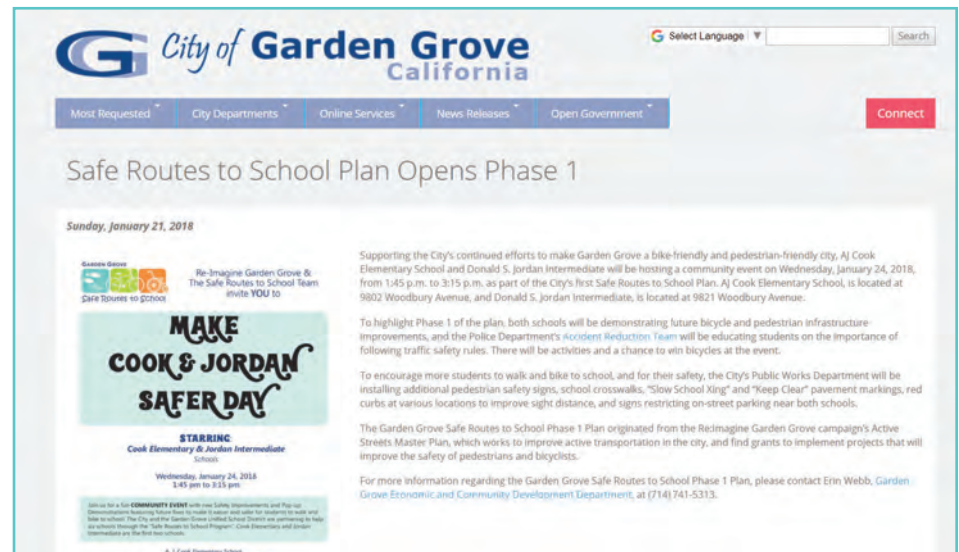
Flyer in Spanish and Vietnamese.

3.3 MARKETING & DISTRIBUTION

The Project Team explored and utilized many outreach methods to market the project and disseminate information to the community. Strong leadership from GGUSD and each school, aided with the assistance of the diligent administrative and teaching staff at the two entities, were instrumental in delivering paper flyers and electronic messages to parents. City staff promoted the Project through the City's social media accounts. With the exception of one school, the Project Team conducted three on-site outreach events to promote each community workshop. The presence of the Project Team at the schools prior to each community workshop served as a reminder of the upcoming event, and reaffirmed the importance of it.



Poster mounted at a visible location at Brookhurst Elementary to inform parents and guardians about the upcoming event.



Project website.

3.4 COMMUNITY WORKSHOPS

As a part of the community engagement process, six community workshops were conducted to allow community members an opportunity to voice their comments and build relationships between key stakeholders. Community workshops were held between September 2017 and April 2018. More than 120 people attended the events.

At the events, city staff was available to provide instant feedback to any parents' concerns relating to the roadway and traffic operations, while GGUSD and/or school staff offered their expertise on considerations within the school boundaries. Furthermore, staff from the Orange County Health Care Agency (OCHCA) was present to assist in providing information on implementation of programs at each school.

Garden Grove's diverse demographic makeup ensured that each community workshop was unique in their own way. The first workshop was held at the Courtyard Center in conjunction with the Safe Routes to School National Partnership. This workshop served as the kick-off meeting for the series of community workshops. At the event, participants were introduced to the Project, the Project Team, and provided valuable feedback about areas that needed improvement.

Following the kick-off meeting, five community events were held for the six schools that took part in the Project. Given their close proximity to each other, the workshop for Cook Elementary and Jordan Intermediate was a joint event. At the community workshops, event participants discussed programs that they would be interested in having at their school. They also participated in a Walking Safety Assessment where they walked around the vicinity surrounding the school to identify areas of concerns and opportunities for improvement. Comments gathered from the events were incorporated into this Plan.

3.5 MAKE COOK AND JORDAN SAFER DAY

Garden Grove Safe Routes to School partnered with RE:IMAGINE Garden Grove to host Make Cook and Jordan Safer Day. RE:IMAGINE Garden Grove is a City-wide initiative aimed at creating public spaces through innovative and exciting experiences, while promoting a bike-friendly and

Did You Know?

A.J. Cook Elementary enrolled 368 students in the 2017-2018 school, and yet the project team received 238 Parent Surveys. This represents 65% of the school population.



pedestrian-friendly city. The event was held on January 22, 2018 on a sunny afternoon at A. J. Cook Elementary and Donald Jordan Intermediate. It showcased newly installed safety improvements, demonstrated potential infrastructure improvements, and kicked-off programming initiatives. The City and GGUSD implemented new traffic signs, pavement markings, pedestrian signal modifications, new red curbs, and school access improvements in response to comments received from the community workshop. The event featured pop-up demonstrations of new crosswalks and curb extensions for participants to experience the proposed infrastructure improvements prior to actual installation. Event attendees also had an opportunity to participate in a pedestrian rodeo to learn about pedestrian safety, forming walking school buses to walk to and from school from nearby destinations, and talked to police officers about police enforcement. Altogether, more than 150 people attended the event.

3.6 PARENT SURVEYS

The City distributed surveys in English, Spanish, and Vietnamese to parents and guardians at the six schools to afford them an additional opportunity to voice their concerns. In collaboration with GGUSD and school staff, the City distributed the “Parent Survey About Walking and Biking to School” form developed by the National Safe Routes to School Center to parents and guardians. The survey gathered information such as the distance from

a student's home to school, travel mode distribution, and parent perceptions regarding walking and biking to school. Collectively, the City received 1,161 surveys from this effort.

3.7 ARRIVAL AND DEPARTURE TALLIES

The City also collaborated with GGUSD, school staff, and students to collect travel mode data using the "Safe Routes to School Students Arrival and Departure Tally Sheet". The tally was conducted by teachers in classrooms at the six schools over the course of three consecutive days (Tuesday- Thursday) in a single week with the aim of understanding students' travel mode. Students participate in this activity by raising their hands to indicate the mode of travel they took to reach school that particular day. Altogether, the City collected 85 tallies across the six schools.

3.8 GEOGRAPHIC INFORMATION SYSTEM (GIS) WEB APPLICATION

The project team developed a project specific Geographic Information System (GIS) Web Application for community members who could not attend the meetings. The application allowed community members to send pictures and comments to a GIS-based website where their comments and observations were geocoded. The application was accessible through a web link and a QR code that was included in the flyers.

3.9 COORDINATION WITH NEARBY JURISDICTIONS

The Project required coordination with nearby jurisdictions such as the City of Santa Ana, Fountain Valley, and Westminster to ensure support for project recommendations. Roadways in front of and near schools such as Thomas Paine Elementary, John Murdy Elementary, and Merton Hill Elementary share a border with these cities. Engineering recommendations along these corridors will need the support of Garden Grove and each respective adjoining city. Additionally, program recommendations will impact the residents in these cities. Many students from Santa Ana, Fountain Valley, and Westminster attend Thomas Paine Elementary, John Murdy Elementary, and Merton Hill Elementary.





4. SRTS Toolkit

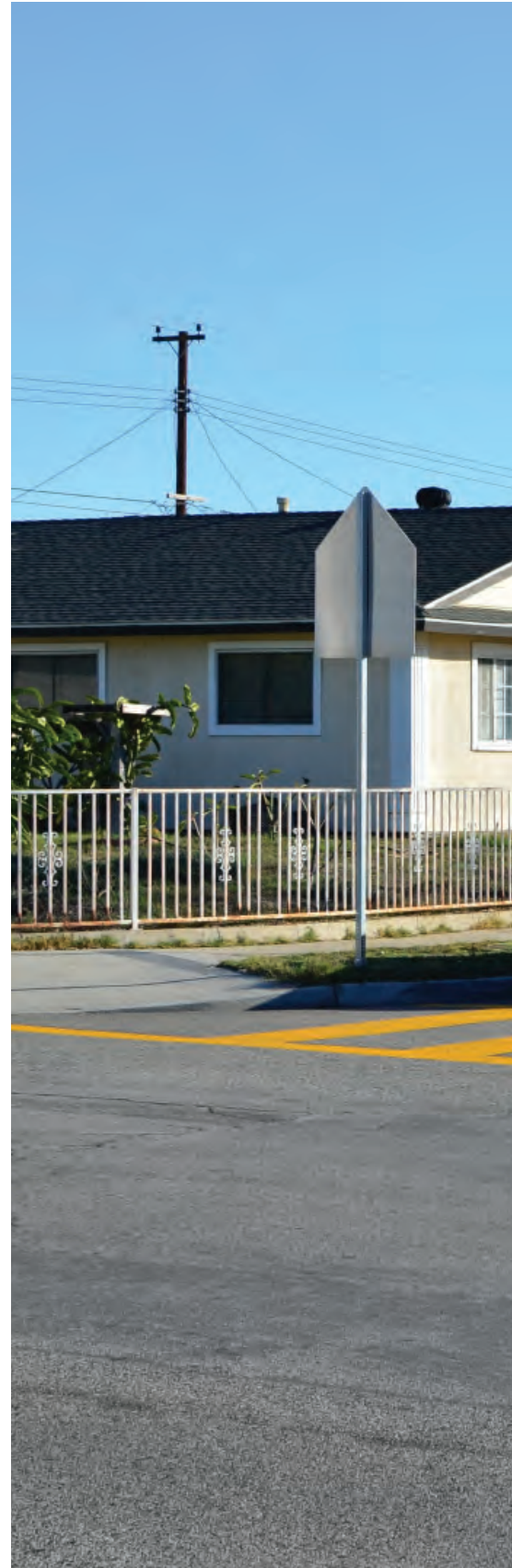
- 4.1 Introduction
- 4.2 Existing Conditions Analyses
- 4.3 School Zone Traffic Control Guide
- 4.4 Engineering Toolbox
- 4.5 Programming Toolbox

4.1 INTRODUCTION

The Safe Routes to School (SRTS) Toolkit presents a series of tools to assess the existing conditions at each school and explore potential improvements for each school. The Toolkit is comprised of four components:

1. Baseline Data Analyses
2. School Zone Traffic Control Guide
3. Engineering Toolbox
4. Programming Toolbox

These four components will be discussed in greater details in the upcoming sections.





4.2 EXISTING CONDITIONS ANALYSES

The first step towards a successful Safe Routes to School Plan is to understand the existing conditions at each school. In this Plan, the Project Team analyzed data from four categories to achieve this goal: demographic statistics, travel behavior, health and safety, and environment and infrastructure conditions. The analyses form the basis of establishing a set of baseline data that city officials, school staff, district staff or other stakeholders can perform evaluations to measure against in order to measure the success of the SRTS Plan.

Demographic Statistics

Demographic characteristics such as student enrollment, income, and student participation in free or reduced lunch provide a general understanding of the population that the SRTS program serves. Demographic statistics were drawn from 2016 American Community Survey, while student enrollment information was retrieved from California Department of Education. Since the purpose of the demographic characteristics is to give a general overview of the student population, data collected and analyzed do not count toward baseline performance metrics for future evaluations.

Health & Safety

One of the Project's goals is to improve health and safety. For this project, health and safety were measured in two ways: pedestrian and bicycle collisions and health risk indicators. Pedestrian and bicycle collisions were collected from the Transportation Injury Mapping System (TIMS) database to understand locations of where pedestrians and bicyclists have conflicts with motorists. Health risk indicators such as obesity and asthma rates help gauge the health of students attending each school. Health data was retrieved from the California Department of Education.

Travel Behavior

Prior to developing strategies that will promote more walking and biking, the Project Team must understand how people are getting to and from school. Two forms of surveys were conducted to assess student travel behavior: a parent survey and a student tally. The parent survey is a comprehensive document that is intended to capture an in-depth understanding of student travel behavior, along with the potential to shift their student to walk or bike more. Surveys were announced at the end of the community workshop, and were sent out to parents one to two weeks after the workshop at each school. The student tally strove to understand which mode of transportation students take on a typical day. GGUSD teachers provided their assistance on this effort.

Environment & Infrastructure

Analyses of the environment and existing infrastructure show physical locations that can benefit from engineering improvements. Field observations were conducted at each school to identify any pedestrian and bicycle infrastructure that did not adhere to the Manual on Uniform Traffic Control Devices (MUTCD) or Americans with Disabilities Act (ADA) standards, document the roadway condition, and observe pedestrians', bicyclists', and motorists' behaviors. To supplement field observations, the Project Team held Walking Safety Assessments (WSA) as part of the community events. At the WSA, event participants walked around the vicinity of each school, and identified issues of concerns to the team that can be addressed.



4.3 SCHOOL ZONE TRAFFIC CONTROL GUIDE

Pedestrian safety depends upon public understanding of accepted methods for efficient traffic control. This principle is especially important in the control of pedestrians, bicyclists, and vehicles in the vicinity of schools. Neither pedestrians on their way to or from school nor other road users can be expected to move safely in school areas unless they understand both the need for traffic controls and how these controls function for their benefit. A uniform approach to school area traffic controls assures the use of similar controls for similar situations, which promotes appropriate and uniform behavior on the part of motorists, pedestrians, and bicyclists.

The California Manual on Uniform Traffic Control Devices (CA-MUTCD), Part 7 sets forth basic principles and prescribes standards that shall be followed in the design, application, installation, and maintenance of all traffic control devices and other controls required for the special pedestrian conditions in school areas. This section of the Garden Grove SRTS Master Plan will provide an overview of these guidelines for markings and signage requirements that will be recommended for all six schools within their respective school zones and along designated school routes. The following icon-key sections help explain and denote the different types of traffic control devices that can be utilized in school zones and surrounding areas.



SIGNAGE

Road signs are used to provide regulations, warnings, and guidance information to road users. School signs help advise road users that they are approaching a school zone/crosswalk or whether there is a reduction in the posted speed limit.



MARKINGS

Markings have defined and important functions in a proper scheme of school area traffic control. Often, they are used to supplement the regulations or warnings provided by traffic signs, signals, or other devices. In other instances, they are used alone to produce the necessary traffic controls.





School Warning Signage

Assembly A (CA)

SW24-1
(CA)SW24-1



W16-5P



OR

W16-6P



- Shall be used on streets with prima facie 25 Miles Per Hour (MPH).
- Shall be posted adjacent to school grounds/ boundary.
- Posted up to 500 feet in advance of school boundary.
- Conventional size 36" X 48" unless otherwise determined by engineer.

Crosswalk Warning Signage

Assembly B (CA)



SW24-2(CA)

Assembly E (CA)



SR4-1

Shall be posted at uncontrolled yellow crosswalks adjacent to schools or crosswalks along school routes.

- Shall NOT be posted if crosswalk is controlled by STOP Sign, YIELD Sign, or Traffic Signal.
- Can be posted at white crosswalks.
- ASSEMBLY B: Conventional size 36" X 48" unless otherwise determined by engineer.
- ASSEMBLY E: Conventional size 90" x 24" unless otherwise determined by engineer.

School Speed Limit Signage

Assembly C (CA)

SR4-1 (CA)



- Shall be used on streets with speed limit prima facie 25 MPH and posted adjacent to school grounds/ boundary to indicate reduced speed.
- May be posted up to 500 feet in advance of school boundary.
- Conventional size 36" X 72" unless otherwise determined by engineer.

School Advance Warning Signage

Assembly D (CA)

SW24-3 (CA)



S1-1



W16-2aP

- Shall be posted on street in advance of a school crosswalk.
- Shall be used in advance of Assembly B, C or E.
- Conventional size 36" X 48" unless otherwise determined by engineer.



Crosswalk Markings



Traditional Parallel Line Crosswalk



High Visibility Crosswalk with Ladder Design

- Marked crosswalks adjacent to schools (within 600 feet) shall be yellow.
- If one leg of the crosswalk is yellow, then all shall be yellow.

Pavement Markings



- Shall be used in advance of all yellow school crosswalks.
- Shall NOT be used where the crosswalks is controlled by Stop, Yield or Traffic Signals.
- XING shall be placed at least 100 feet in advance of the school crosswalk.
- Shall be yellow.
- Installed in a single lane.
- May be used at remote locations along school routes, but pavement markings shall be white outside the school zones.

*Figure 7B.1. School Area Signs
(2014 California MUTCD Chapter 7C)*

4.4 ENGINEERING TOOLBOX

This section provides a set of engineering tools that can be employed to achieve the goals set forth in the City of Garden Grove Safe Routes to School Plan. Many guidelines and engineering design standards were considered when providing recommendations. These include, but are not limited to, Federal Highway Administration (FHWA), California Manual on Uniform Traffic Control Devices (CA MUTCD), and Caltrans Design Standards and Specifications. The icons below categorize the different recommendations types that can be chosen when selecting improvements from the Safe Routes to School Toolbox. These tools generally fall under three categories: Traffic Calming, Pedestrian, and Bicycle. Many of these improvements can be used in combination with others. Their use and intent are outlined below. Additionally, their relevance regarding this project is also highlighted on the following pages noting improvement benefits and considerations.



TRAFFIC CALMING

The purpose of traffic calming is to reduce the speed and volume of vehicle traffic to acceptable levels in order to reduce vehicle collisions, improve livability, and create a safer environment for students, bicyclists, and pedestrians. Recommended treatments depend on the context — including street type, vehicle traffic speed, and volume.



PEDESTRIAN

This set of tools focuses on enhancing pedestrian infrastructure. Providing and improving pedestrian facilities like sidewalks and crossing treatments can help create a more comfortable and safer experience for pedestrians. Dedicated pedestrian infrastructure helps to provide enhanced separation between vehicle traffic and student pedestrian traffic.



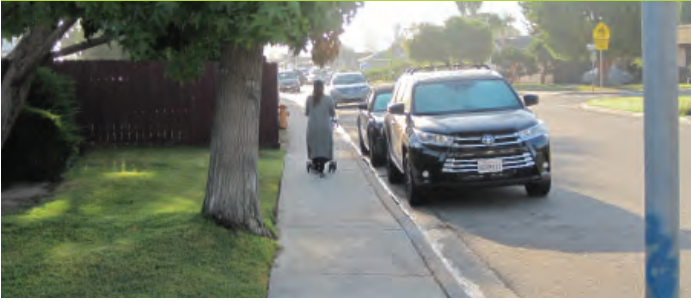
BICYCLE

Bicycle-related treatments in this toolbox include bikeway facilities, bicycle parking, amenities, signage, and intersection elements. While bikeway facilities can be classified into three categories—off-street, on-street, and shared street—these broad categories include more specific bikeway types. Recommended treatments depend on the context — including street type, vehicle traffic speed, and volume.





SIDEWALKS



Sidewalks provide dedicated space intended for use by pedestrians that is safe, comfortable, and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer space².

BENEFITS:

- Enhance connectivity and promote walking.
- Serve as the front steps to the city, activating streets socially and economically.
- Act as key corridors for people, goods, and commerce.
- Good pedestrian network connectivity and walkability can have a positive impact on land values.
- Can be maintained without replacement for 25 years or more (depending on context).

ADA CURB RAMPS



A curb ramp is a short ramp cutting through a curb or built up to it, designed and constructed to be accessible and to provide a route that people with disabilities can use to safely transition from a roadway to a curbed sidewalk and vice versa⁶.

BENEFITS:

- Without curb ramps, people who use wheelchairs and other mobility devices would not be able to independently access the sidewalk and street³.
- Allows accessibility to parents with strollers.

NOTE:

- Title II of the ADA requires state and local governments to make pedestrian crossings accessible to people with disabilities by providing curb ramps¹.

PEDESTRIAN REFUGE ISLANDS



A pedestrian refuge island reduces the pedestrian exposure time experienced in the intersection by providing a two-stage crossing process with a raised concrete island.

BENEFITS:

- Allow pedestrians to feel more safe and less exposed when entering the intersection³.
- Provides a midway physical barrier for crossings.

CONSIDERATIONS:

- Roadway would need to be able to accommodate the facility without impacting traffic flow.
- Length of the pedestrian crossing should warrant the facility.
- In uncontrolled mid-block crossing, would need to consider traffic control devices to complement it.



HIGH-VISIBILITY CROSSWALKS



High-visibility crosswalks provide a designated walkway for pedestrians to cross from one side of a street to the other³.

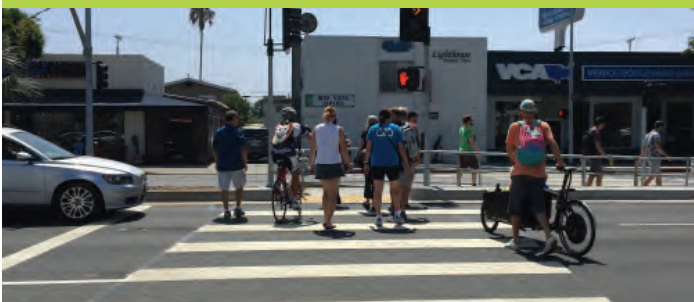
BENEFITS:

- More visible to approaching vehicles and have been shown to improve yield behavior³.
- Creates a more comfortable and safe crossing experience for pedestrians³.

CONSIDERATIONS:

- Overuse of implementation generally reduces effectiveness.
- Engineering judgment may be required to assess need.

MID-BLOCK CROSSINGS



Mid-block crosswalks facilitate crossings to places that people want to go but that are not well served by the existing traffic network³.

BENEFITS:

- Allow pedestrians to cross in the middle of a long block without walking all the way to a signalized intersection crosswalk.

CONSIDERATIONS:

- Pedestrian demand for the facility.
- May be supplemented with traffic control devices for optimal effect.

PUSH BUTTONS



Pedestrian push buttons are electronic buttons used by pedestrians to change traffic signal timing to accommodate pedestrian street crossings⁷.

BENEFITS:

- Activates the pedestrian phase of the traffic signal operation phase to provide pedestrians with sufficient time to cross a roadway.

CONSIDERATIONS:

- When used, they need to allow the appropriate time for pedestrian to cross the intersection.
- APS push buttons available which provide tactile arrows on the push button and sounds to alert the pedestrian of the activation of the pedestrian walk phase.



PEDESTRIAN SIGNAL HEADS



Pedestrian signal heads provide special types of traffic signal indications exclusively intended for facilitating pedestrian traffic - consisting of illuminated symbols of a walking person, upraised hand, and countdown timer⁸.

BENEFITS:

- Indicates to pedestrians when to cross, when not to cross, and how many seconds are left to cross.

CONSIDERATIONS:

- Need to have pedestrian push button to supplement it.
- Old signal heads should be upgraded to include a countdown timer.



CURB EXTENSION



Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.

BENEFITS:

- Increase the overall visibility of pedestrians³.
- Shortens pedestrian crossing distance³.
- Slows down motor vehicle speeds³.

CONSIDERATIONS:

- May require relocation of fire hydrants to maintain adequate curbside access in case of a fire.
- Additional consideration must be made when there are impacts on drainage.
- May result in loss of on-street parking.

CHICANES



Chicanes are offset curb extensions on residential or low volume downtown streets that slows traffic speeds³.

BENEFITS:

- Increase the amount of public space available on a corridor and can be activated using benches, bicycle parking, and other amenities³.

CONSIDERATIONS:

- May require relocation of fire hydrants to maintain adequate curbside access in case of a fire.
- Additional consideration must be made when there are impacts on drainage.
- May result in loss of on-street parking.

Rectangular Rapid Flashing Beacons (RRFBs)



Rectangular rapid flashing beacons (RRFBs), a type of active warning beacon, consist of two beacons which use a wig-wag flashing pattern to alert drivers to the presence of pedestrians in the road.

BENEFITS:

- Offers lower cost alternative to traffic signals and hybrid beacons.
- Increases driver yielding behavior at crossings when paired with standard crossing warning signs and markings.

CONSIDERATIONS:

- May also be used for priority bicycle route crossings.
- Usually implemented at high-volume pedestrian crossings.



SPEED FEEDBACK SIGNS



A dynamic message sign that uses radar or laser technology to determine the speed of an approaching vehicle and then displays the speed to the driver. If motorists are speeding, the sign flashes the exceeded speed along with 'SLOW DOWN' or 'YOUR SPEED'.

BENEFITS:

- Activates when drivers exceed posted speed limit by five miles per hour.
- Can be effective in reducing motorist speeds on wide roadways.

CONSIDERATIONS:

- A current speed survey is needed to determine the 85% speed for the roadway.
- Physical constraints include requiring a special type of pole, space for footing, and if the signs are not solar, a source of electricity.

ADVANCED YIELD LINES



Advanced yield lines are roadway markings that encourages drivers to slow down near a crosswalk.

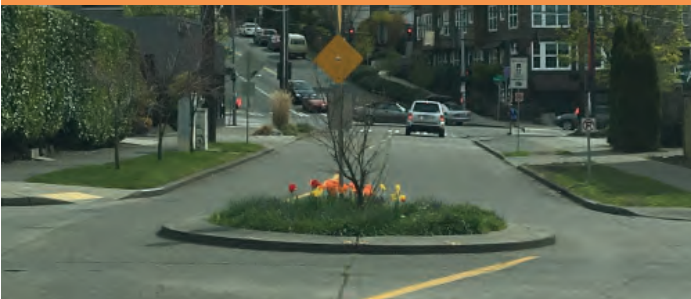
BENEFITS:

- Offer more visibility of pedestrians crossing the roadway.
- May reduce multiple-threat collision.

CONSIDERATIONS:

- Must be supplemented with a crosswalk that is 20-50' from the facility and R1-5 or R1-5a MUTCD signage.

TRAFFIC CIRCLE



Mini roundabouts and neighborhood traffic circles lower speeds at minor intersection crossings and are an ideal treatment for uncontrolled intersections³.

BENEFITS:

- Have been shown to increase safety at intersections³.
- Allows motorists and bicyclists to yield instead of making complete stops

CONSIDERATIONS:

- Careful attention should be paid to available lane width and turn radius³.
- May result in loss of on-street parking.



STRIPING



The use of centerline, edge line, and/or other psycho-perspective striping can be used to narrow vehicle travel lanes or create perceived visual barriers, which can reduce speed and increase driver awareness on local neighborhood roadways.

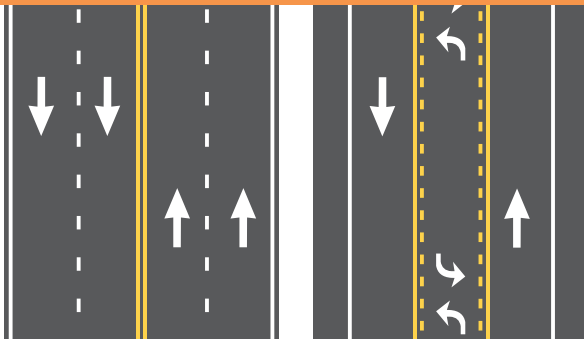
BENEFITS:

- Can be used to create bicycle lanes or delineate on-street parking ("Enhanced Shoulder").
- Does not slow emergency vehicles.
- Improve separation/lateral offset between vehicles and pedestrians.

CONSIDERATIONS:

- Striping design consistency with CA-MUTCD standards shall be followed for driver understanding and protection from tort liability.
- Ideal implementation at roadways where curb to curb width is less than 40' wide, and 85th percentile speed over 35 MPH.

LANE MANAGEMENT



Also known as roadway reconfiguration, lane management involves removing or narrowing motor vehicle lanes to accommodate parking and often times, the addition of bikeway facilities or transit stops. Lane management can transform a street that was formerly difficult for a bicyclist to travel. When bicycle lanes are striped, bicyclists are more visible and motorists know where to look for them.

BENEFITS:

- Reduces vehicle-to-vehicle conflicts.
- Improves safety by reducing vehicle operating speeds, decreasing crash severity of all users when they do occur¹⁰.
- Low-cost safety solution.

CONSIDERATIONS:

- Requires data analysis and engineering judgment to determine lane management applicability.
- Geometric and operational design features (e.g. turn lanes, traffic volumes, transit routes, etc.) should be carefully considered and applied during design reconfiguration.



OTHER TRAFFIC CALMING



Traffic calming features such as raised crosswalks, traffic diversions, and decorative crosswalks can be considered should the traffic calming features identified in the toolbox need additional support.

BENEFITS:

- Contingent on the specific traffic calming device, it can help calm traffic speed, improve pedestrian visibility, and/or make traveling along a corridor more difficult for motorists to travel through.

CLASS I: BIKE PATH



An off-street bikeway facility that is physically separated from any street or highway, commonly placed along roadsides such as waterways, utility corridors, flood control access roads, railroads, and the like that offer continuous separated riding opportunities.

BENEFITS:

- Provides a clear and designated path for bicyclists to use.
- Completely separated from roadways, serving both recreational and commuting purposes.

CONSIDERATIONS:

- May require right-of-way acquisition processes.
- More expensive than on-street bikeway.

CLASS II: BIKE LANE



A portion of roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.

BENEFITS:

- Provides a designated portion of the street/roadway to bicyclists.
- Creates effect of reducing vehicle speed when vehicle lanes are narrowed.

CONSIDERATIONS:

- Bicyclists can still feel unsafe without any physical barrier between them and ongoing traffic.
- Minimum design width is 5 feet (against a curb).
- Bike lanes wider than minimum width is recommended to improve cyclist comfort.
- May create conflicts with parked vehicle doors.



CLASS II: BUFFERED BIKE LANE



An additional striped buffer that provides greater separation between bicyclists and vehicular traffic. Buffered bike lanes are recommended where roadway space allows.

BENEFITS:

- Provides a designated portion of the street/roadway to bicyclists.
- Buffered bike lanes can create a greater sense of safety compared to unbuffered bike lanes.

CONSIDERATIONS:

- Bicyclists can still feel unsafe without any physical barrier between them and ongoing traffic.
- Bicyclists can ride with the risk of being hit by car doors ("door zone").

CLASS III: BIKE ROUTE & SHARED ROADWAY



Class III bikeways are designated roadways where bicycles and motor vehicles share a roadway. Design standards require specific signage, but additional enhancement can be provided by using shared roadway markings, or "sharrows".

BENEFITS:

- Sharrows help indicate to motorists that the lane must and can be shared with bicyclists.

CONSIDERATIONS:

- Unexperienced bicyclists can feel pressured by faster driving motorists.
- Sharrows should not be used on streets with speed limits above 35 MPH.

CLASS III: BIKE BOULEVARD



A bicycle boulevard is a low-stress shared roadway Class III bicycle facility, designed to offer priority for bicyclists operating within a roadway shared with motor vehicle traffic².

BENEFITS:

- Increases comfort for bicyclists by reducing motorist speeds and volumes, if diversion is included.
- Connects residential roads to commercial corridors/community services.

CONSIDERATIONS:

- Diversion design often limits or restricts vehicle movements.
- The general expectation for bike boulevards includes high level features that may include beautification, traffic calming, and bicycle preferential treatments.

<http://www.bikelongbeach.org/>



CLASS IV: SEPARATED BIKEWAY/ CYCLE TRACK



A cycle track is a protected bikeway that includes a physical barrier between bicyclists and motor vehicle traffic. It combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane.

BENEFITS:

- Dedicates and protects space for bicyclists in order to improve perceived comfort and safety.
- Eliminates risk and fear of collisions with overtaking vehicles.

CONSIDERATIONS:

- Streets with high motor vehicle volumes and/or speeds.
- Consider transit stops to manage bicycle & pedestrian interactions.



SHORT-TERM BIKE PARKING



BIKE RACK - INVERTED U

Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities.

Available in many variations.

BENEFITS:

- Supports bike upright without putting stress on wheels
- Accommodates a variety of bicycles and attachments
- Allows for locking of frame and at least one wheel
- Intuitive / user-friendly

CONSIDERATIONS:

- Site location should be visible from and close to the entrance of a destination



BIKE RACK - POST & RING

Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

BENEFITS:

- Supports bike upright without putting stress on wheels
- Accommodates a variety of bicycles and attachments
- Allows for locking of frame and at least one wheel
- Intuitive / user-friendly

CONSIDERATIONS:

- Site location should be visible from and close to the entrance of a destination
- Bicycle more likely to tip over than with U-Rack.



BIKE CORRAL

Some cities with limited sidewalk space and strong bicycle activity place on-street "bike corrals" located in the street area adjacent to the curb. When replacing a single auto parking space, a corral can generally fit 8 to 12 bicycles.

BENEFITS:

- Supports bike upright without putting stress on wheels
- Allows for locking of frame and at least one wheel
- Intuitive / user-friendly
- Increases bicycle parking density in high-trafficked areas

CONSIDERATIONS:

- Can replace auto parking space(s), which can raise public opposition

Illustrations and language are part of the 'Essentials of Bike Parking', written and produced by the Association of Pedestrian and Bicycle Professionals (APBP)⁵.



LONG-TERM BIKE PARKING



BIKE LOCKERS

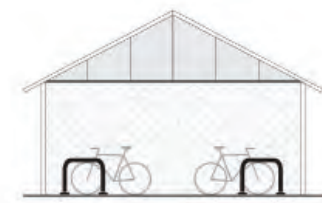
Bike lockers are covered storage units that typically accommodate one or two bicycles per locker, and provide additional security and protection from the elements. These are typically located at large employment centers, colleges, and transit stations.

BENEFITS:

- Offers extra security compared to standard bike racks
- Typically for bicycle storage lasting longer than two hours

CONSIDERATIONS:

- May require small user fee
- Only generally available at specific locations
- Maintenance and administration



BIKE STATIONS

Bicycle stations offer attended or automated long-term bicycle parking. Other services can also be available, such as bicycle repairs, sharing, rentals and retail sales.

BENEFITS:

- Provides a wide array of bicycle amenities to users
- Offers a comfortable and highly secure option for long-term parking

CONSIDERATIONS:

- Often requires membership
- Difficult to identify long-term revenue sources
- Annual operating cost = \$25,000 - \$150,000 (depending on facility size)

Illustrations and language are part of the 'Essentials of Bike Parking', written and produced by the Association of Pedestrian and Bicycle Professionals (APBP)⁵.

Cost Assumptions

Cost estimates are provided in each of the school chapters in this Plan for recommended infrastructure projects identified for each school area.

Unit costs for cost estimates are derived from KOA Corporation's extensive experience in providing engineering services to communities across Southern California.

Project costs are estimated to reflect actual cost of construction as accurately as possible. Cost assumptions include considerations for design, environmental, construction management, mobilization, and traffic control in order to provide as accurate of a cost for implementation as possible. While other project specific factors such as grading, acquisition costs, or landscaping may increase the actual cost of construction, an additional 15 percent contingency has been added to each project area to account for these factors that may arise during the design phase.

Works Cited

1. SANBAG Non-Motorized Transportation Plan (2015)
2. FHWA Small Town and Rural Multimodal Networks (December 2016)
3. NACTO Urban Design Bikeway Guide
4. LADOT Bike Program
5. Essentials of Bike Parking (APBP) (Sept 2016)
6. ADA Best Practices Tool Kit for State and Local Governments - Chapter 6
7. National Center for Safe Routes to School
8. MUTCD (CA)
9. San Francisco Better Streets
10. FHWA Safety Program - Road Diet Information Guide

4.5 PROGRAMMING TOOLBOX

Infrastructure improvements can be an effective means of improving roadway safety and comfort for pedestrians and bicyclists. However, to achieve the goals set forth in this Plan, programs that strive to change human behavior are needed to complement roadway control improvements. This section offers a set of programming strategies that are divided into 4 of the 6 E's of Safe Routes to School programming: Education, Encouragement, Enforcement, and Evaluation. The programming strategies discussed are all interconnected with the theme of Equity, often referred to as the sixth "E" in Safe Routes to School Programming.

This section begins with in-depth descriptions of three popular Safe Routes to School education and encouragement programs: Pedestrian and Bicycle Rodeos, Walking School Bus, and Walk and Roll to School Day. The section follows with additional programming strategies that the City, GGUSD, and/or individual schools can implement. Programming recommendations are primarily drawn from the Safe Routes to School Guide. For recommendations that are not part of the guide, the toolbox provides external references to refer to more information.



EDUCATION

Education can equip people with the knowledge, skills, and confidence to bike and walk to a desired destination. Through education strategies, community members can more effectively use the physical control improvements that were described in the previous section.



ENCOURAGEMENT

By investing in an encouragement strategy, the City, GGUSD, and/or individual schools can foster the community's interest towards active transportation trends. These can take place in the form of events, clubs, and activities that inspire walking, bicycling, or carpooling through fun activities or incentives.



EVALUATION

This plan evaluated baseline existing school area conditions which has served as the basis for many of the improvement recommendations. Continued program evaluation in the future will allow for progress monitoring of the impact that both programming and engineering improvements efforts have had on the City.



ENFORCEMENT

Enforcement efforts can be programmed to ensure that the community builds safe and responsible behaviors on the road, as well as, developing respect among all road users.





WALK AND ROLL TO SCHOOL DAY



What is a Walk and Roll to School Day?

Walk and Roll to School Days are organized events where students walk and bike to school. Upon arrival at the school, event organizers may have games and booths that encourage and educate students on walking and biking. Walk and Roll to School to School Days is a fun way to encourage walking and biking to school, and bring together communities and schools. The events can be coordinated to the specific needs of the community and can be simple or a large event.

Timeline for Walk and Roll Day

6-8 Weeks before event

Gather your team and set a date
Contact businesses and organizations for donations
Create a flyer
Create a paragraph for website, social media, and/or newsletter

4 Weeks before event

Recruit volunteers for your event
Inform staff of the event
Invite Fire/Police Departments to the event
Plan Walking School Buses and Activities

3 Weeks before event

Market your event
Create or obtain banners and/or posters to post around school site
Create "Walking School Bus" posters

2 Weeks before event

Hang banners and/or posters
Distribute copies of the flyer
Pick Up and Prepare/Organize donations/incentives

1 Week before event

Make sure your supplies and/or incentives are ready and/or organized
Send out reminders via email, call service, and/or social media

Day before event

Check in with your volunteers
Reminder announcement via loudspeaker

Day of event

Arrive 45 minutes to an hour before the event
HAVE FUN!!!!

After the event

Thank volunteers, participating businesses and organizations, and staff for participation



WALKING SCHOOL BUS

What is a Walking School Bus?

A walking school bus (WSB) is a safe and fun way for children to get physical activity as they travel to and from school with adult supervision. Each “bus” walks along a set route with one or more adults leading it, picking children up at designated stops along a predetermined route, and walking them to school. The process is reversed in the afternoons on the way home from school. It is that easy. You may find that families are already doing this with their children, and would be delighted to help more students get to school in this healthy, safe, and fun way!

SAFE ROUTES TO SCHOOL NATIONAL PARTNERSHIP

Start Your Walking School Bus

Step #1: Gather your team and create your plan. What program fits your team and school site?

Step #2: Choose the route. What is the safest route? Which route has the most students?

Step #3: Spread the word. Market your event to students, parents, community members, city and district officials, local businesses, and organizations.

Step #4: Get started. Take notes on the day of your event to create your own quick tip guide for your parent organization on site.

Step #5: Keep it Going. The more events you have the easier it will get.

Step #6: Evaluate your successes. Create a survey for leaders and students to add to your quick tip guide.

Resources

National Center for Safe Routes to School Training Modules:

http://apps.saferoutesinfo.org/training/walking_school_bus/modules.cfm

How to Start a Walking School Bus at Your School Toolkit by Safe Routes to School National Partnership:

<https://www.saferoutespartnership.org/resources/toolkit/step-step>





PEDESTRIAN AND BICYCLE RODEOS

What is a Pedestrian Rodeo?

A Pedestrian Rodeo is a low-cost safety event designed to engage and entertain children while providing safety skills and knowledge. This is a great first step in encouraging students to walk to and from school, and kicking-off your Safe Routes to School programming.

What is a Bicycle Rodeo?

A Bicycle Rodeo is an event with a specified course to help bicycle riders to build up their skills, to become better cyclists, and avoid typical crashes. It can be a large municipal event or a small neighborhood one, depending on your local support.

Organizing Your Rodeo

Bring Together Your Team! Your team can include local service organizations, parent-teacher associations, the traffic safety board, the health department, cycling clubs, law enforcement, and your neighbors.

Pick a Date and Location! Choose a location that is free of traffic, and has a flat, hard-surface. Plan the event in coordination with an existing scheduled event for maximum participation.

Spread the News! Send out your press releases, flyers, event pages and social media alerts.

Bring in Support! Contact your local businesses and organizations to support your efforts with in-kind donations and financial support.

Design your Layout! Lay out your rodeo; create your materials list; assign and train your volunteers; send out your permission slips

Go For It and Have Fun!





Pedestrian Rodeo Safety Station Ideas

- » Rules of the Road
- » Signs, Signs, Everywhere are Signs
- » Blind Spots
- » Stray Pets
- » Strangers & the Dangers
- » Stop! Look Left, Right, Left Again, Forward & Back

Bicycle Rodeo Safety Station Ideas

- » Bicycle Safety Check
- » Bike and Helmet Fitting
- » Starts and Stops
- » Scanning
- » Driveways and Intersections
- » Rules of the Road
- » Running the Course

Available Resources

Orange County Bicycle Coalition: A bicycle advocacy group that promotes bicycling as an everyday means of transportation and recreation, and advocates for cyclists and safety. www.ocbike.org

VeloViet Cycling Team: A non-profit club for cyclist enthusiasts of all levels. The team emphasizes promoting fun and safety on the bicycle. www.veloviet.com

O. C. Health Care Agency, Public Health: A department of the County of Orange that helps provide support and resources for Walking School Bus programs and more. www.ochealthinfo.com/w2s

An Organizer's Guide to Bicycle Rodeos, Cornell Bike: A guide to running a successful bicycle skills event for children. www.bike.cornell.edu/pdfs/Bike_Rodeo_404.2.pdf

The Orange County Wheelmen (OCW): The oldest bicycle club in Orange County with over 500 members. www.ocwheelmen.org

The Bicycle Tree: A volunteer-powered nonprofit working together to make Orange County a better place to be a bicyclist. www.thebicycletree.org



ENCOURAGEMENT

INTERNATIONAL WALK TO SCHOOL DAY

International Walk to School Day is an annual event held every year in October to celebrate walking and biking to school. The event began in 1997 in the United States, and has since expanded beyond the country's borders. The goal of the event is to encourage students to walk and bike to school. However, while the event goal is the same, there is no exact prescription on the type of event programs that need to occur. The event can be as simple or complex as event organizers like it to be.

<http://www.walkbiketoschool.org/>

WEEKLY WALK-TO-SCHOOL PROGRAM

The Weekly Walk-to-School Program encourages students to walk to and from school by providing them with small incentives. It can be a low-cost program; however, it does require PTA/PTO members, or parents to assist with program administration.

<http://www.actionforhealthykids.org/game-on/find-challenges/gymnasium-challenges/1221-walking-programs>

SAFETY EDUCATION ASSEMBLY

Safety education assembly program is both an encouragement and education strategy. There is a multitude of themes and activities that are available. The assembly can be as complex as inviting a police officer to discuss pedestrian and bicycle safety or engaging students in a simple yet fun activity of singing to safety songs.

DROP-OFF POINT PROGRAM

The Drop-Off Point Program would develop areas located near the vicinity of the school for parent/guardians to drop-off/ pick-up students. It allows students who live further away to walk/bike to schools, and eases traffic congestion at school drop-off zones.

BICYCLE TRAIN

A bicycle train is similar to a walking school bus where students meet at designated locations on a predetermined timetable. Instead of walking, however, students bike to school together. A bicycle train allows students living further away to participate in active transportation activities since students can travel further on their bicycle (as opposed to walking).

DROP-OFF VALET PROGRAM

The Drop-Off Valet Program also known as Assistants to Help Students In and Out of Vehicles Program involves volunteers helping students to quickly exit their parent/ guardian's vehicles. This program would work in coordination with SRTS efforts to define a drop-off zone for vehicles, and improve traffic flow. This in turn would provide vehicles with better visibility for pedestrians and bicyclists. This program is often used in coordination with SRTS efforts to calm pick-up and drop-off zones and provide more efficiency to the process.

GOLDEN SNEAKER WALKING CONTEST

The Golden Sneaker Walking Contest is a friendly competition between classrooms where students in a classroom compete to win a Golden Sneaker trophy (or other prizes). Each class will strive to have as many students walking and/or biking to and from school. At the end of the competition, the class that has the most participants wins the Golden Sneaker award or other prizes.



EDUCATION

PEDESTRIAN/ BICYCLE SAFETY SKILLS PROGRAM

The program involves teaching students how to safely cross the street and operate a bicycle. It can be two separate programs, focusing on pedestrian or bicycle trainings. It consists of both a sit-down discussion, as well as hands-on training where participants can apply their knowledge on the road. A certified instructor may be required; however, there are many programs available that offer free bicycle safety trainings.

EDUCATION CAMPAIGN

The safety education campaign seeks to educate motorists on the rights of pedestrians and bicyclists, and to educate pedestrians and bicyclists on safe behavior. The campaign could include messages on street banners related to speeding and yielding to pedestrians in crosswalks, or printed on maps, posters, bumper stickers, etc..



ENFORCEMENT

PROGRESSIVE TICKETING PROGRAM

The Progressive Ticketing Campaign utilizes a three-step process to enforce traffic behavior around the school. The first step involves raising awareness about unsafe traffic behaviors. It is followed by giving the public advance notifications about step three: ticketing to encourage them to adhere to traffic laws. After a brief period of time, enforcement officers can begin issuing citations to people who violate the law.

STUDENT SAFETY PATROL PROGRAM

The Parking Lot Patrol program involves a collaboration between students, parent volunteers, and school staff to patrol the parking lot/ drop-off or pick-up zone by engaging in a variety of activities that provide a safer and more comfortable experience for pedestrians and bicyclists. These activities may include assisting students to safely cross a roadway, and/or monitoring traffic behavior.



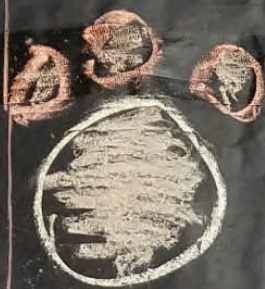
EVALUATION

PARENT SURVEYS

Parent Surveys can be a cost-effective way to gather feedback on the effectiveness of programs and infrastructural improvements recommended in this Plan. Parent surveys collected for this project established baseline needs and issues surrounding the schools. The City, GGUSD, or individual schools can follow up with parents through surveys to periodically evaluate the effectiveness of this Plan.

STUDENT TRAVEL TALLY

Teachers and school administrators can aid in administering the Student Travel Tally to gauge students' travel mode. In-class travel tallies were conducted for this Plan to understand how students arrive to and depart from the school; additional tallies in the future will offer insights towards evaluating the effectiveness of the strategies identified in the Plan.



DOTS

We're Just Kids

Don't HURT

Us Please

Watch Out!

-A.T. Cook
School



5. A.J. Cook

Elementary

- 5.1 Introduction
- 5.2 Existing Conditions
- 5.3 Existing Infrastructure
- 5.4 Observed Behaviors
- 5.5 Community Engagement
- 5.6 Programming Recommendations
- 5.7 Infrastructure Recommendations
- 5.8 Infrastructure Recommendation Details

5.1 INTRODUCTION

A.J. Cook Elementary is located on 9802 Woodbury Avenue in the southern portion of Garden Grove near the intersection of Brookhurst Street and State Route 22. Nested in a quiet residential neighborhood, A.J. Cook Elementary is within walking distance to many local destinations. Donald S. Jordan Intermediate School is located immediately adjacent to the school, while Bolsa Grande High School is situated at the western terminus of Woodbury Avenue. A strip mall with a Target, Shun Fat Supermarket, and Saigon's Bakery is located to the east of the school. Other nearby points of interest include Mall of Fortune, Garden Grove Plaza, and Garden Grove Park and Dog Park.

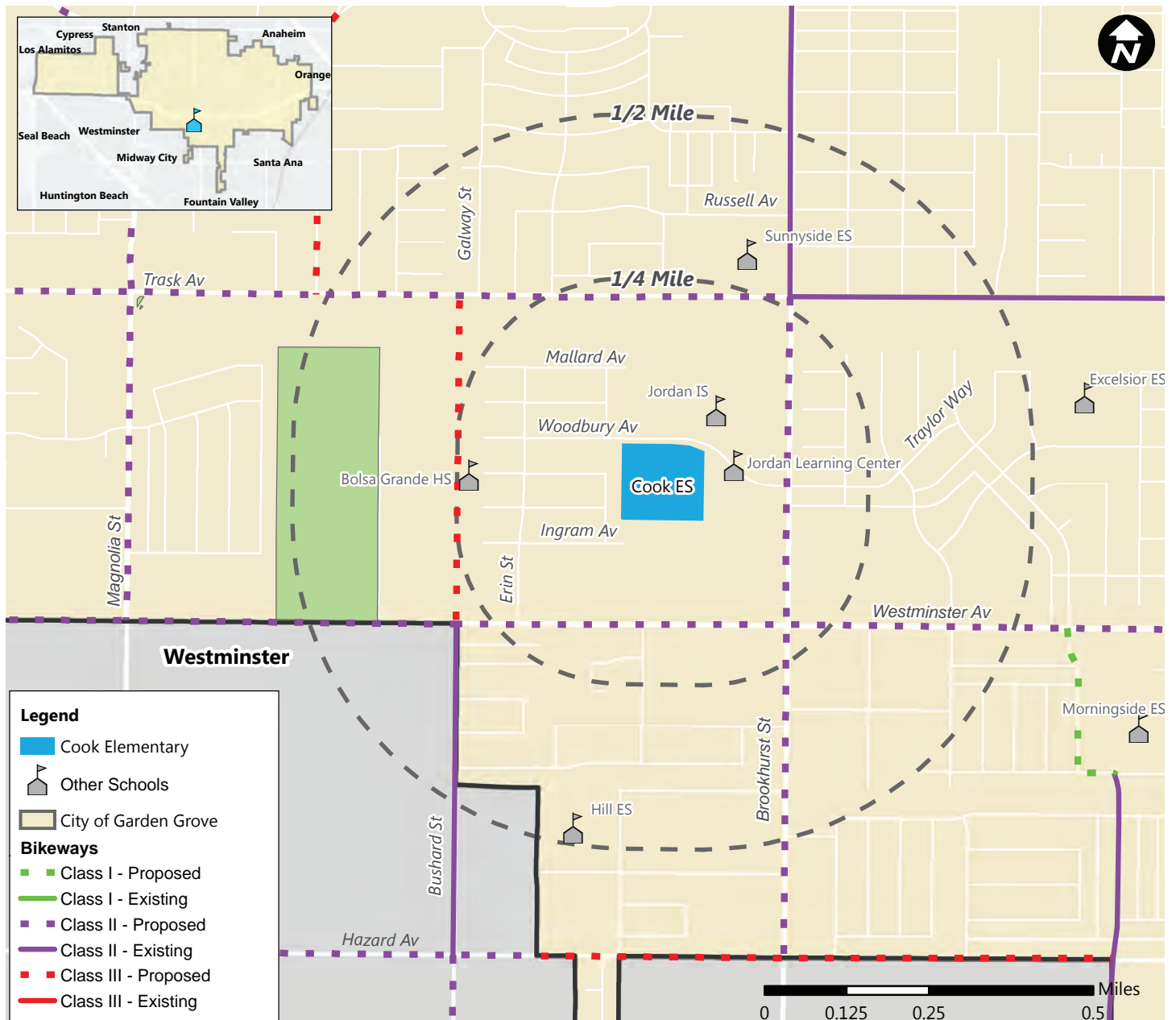


Figure 5-1: Map of School Location

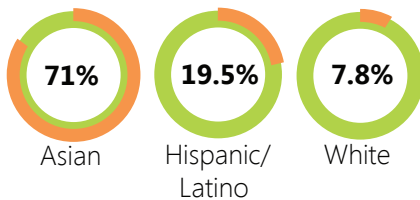
A.J. Cook Elementary School

School Snapshot

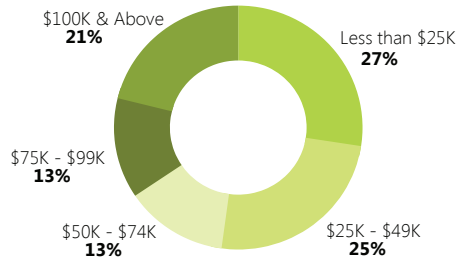
A.J. Cook Elementary enrolled **368 students** in the 2017-2018 school year. Of these students, **13%** currently walk and bike to school, while **80.7%** of students are driven to school.

COMMUNITY CHARACTERISTICS

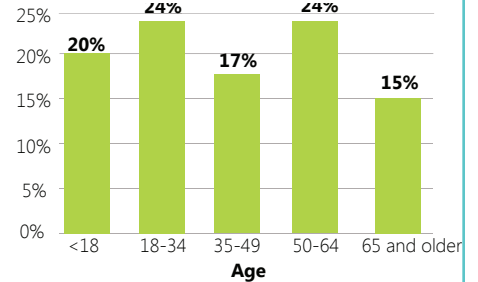
Race



Median Household Income

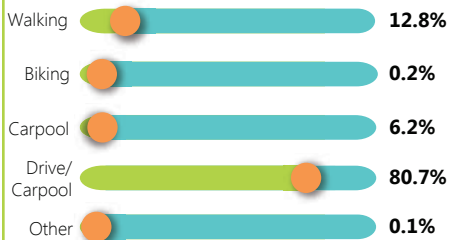


Age

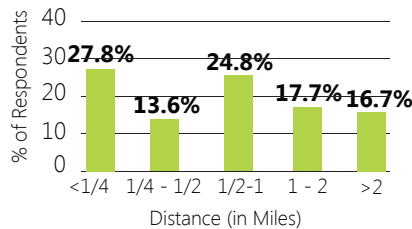


TRANSPORTATION

Mode Share to/from School



Distance between Home and School



Input from the Community

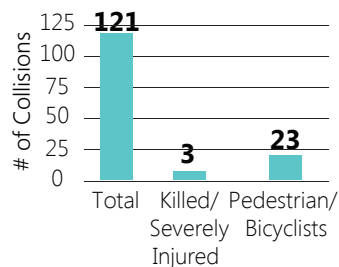
"Too much traffic before and after school along Woodbury Ave."

"The only thing I fear of having my children walk without an adult is kidnapping/harassment/assault."

"Need one more traffic light and put more lights on campus."

SAFETY

Transportation Collisions within 1/4 Mile Radius



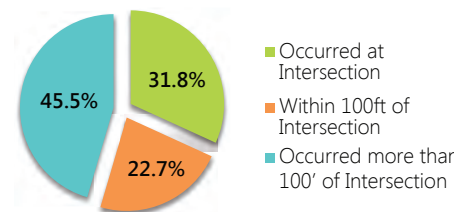
High Collision Roadways

- 1 Westminster Avenue (13)
- 2 Brookhurst Street (4)
- 3 Erin Street (3)

High Collision Intersections

- 1 Westminster Avenue & Brookhurst Street (9)
- 2 Westminster Avenue & Kerry Street (3)

Collision Locations



5.2 EXISTING CONDITIONS

An understanding of existing demographics, socio-economic conditions, and health conditions help identify the needs of the communities that live near A. J. Cook Elementary. This section displays seven factors that the City examined to better understand the communities. These seven factors are: bicycle and pedestrian collisions, median household income, population under 18 years old, households with limited English capabilities, children's access to health care, and communities' exposure to asthma and cardiovascular disease. The charts below summarize the findings from this effort. In the following pages, each factor will be discussed in further detail.

Race

	0.25 Mile
White	7.80%
African American or Black	0.40%
American Indian or Native Alaskan	1.10%
Asian	70.80%
Native Hawaiian or Pacific Islander	0.20%
Other	0.00%
Two or More	0.20%
Hispanic or Latino	19.50%

Median Household Income

	0.25 Mile
MHHI less than \$25,000	27.40%
MHHI \$25,000 - \$49,999	24.70%
MHHI \$50,000 - \$74,999	13.40%
MHHI \$75,000 - \$99,999	13.30%
MHHI \$100,000 - \$149,999	14.50%
MHHI \$150,000 or More	6.60%

Age

	0.25 Mile
Population under 18	20.40%
Age 18 - 34	23.70%
Age 35 - 49	17.20%
Age 50 - 64	23.40%
Age 65 or Older	15.30%

Language Capabilities

	0.25 Mile
English Only Households	17.50%
Spanish Speaking Households	14.00%
Limited English Speaking Households	25.70%

Collision Type

	#	0.25 Mile
Pedestrian	9	7.40%
Bicycle	14	11.60%
Total Collisions	121	100.00%
Total Bicycle and Pedestrian	23	19.00%

Pedestrian Injury Status

	#	0.25 Mile
Fatal	1	11.10%
Severely Injured	1	11.10%
Injury (Visible)	4	44.40%
Injury (Complaint of Pain)	3	33.30%
All Injured	8	91.30%
Property Damage Only	0	0.00%

Bicycle Injury Status

	#	0.25 Mile
Fatal	1	8.70%
Severely Injured	0	4.30%
Injury (Visible)	5	39.10%
Injury (Complaint of Pain)	8	47.80%
All Injured	13	91.30%
Property Damage Only	0	0.00%

Health and Environmental Factors

	0.25 Mile
Asthma	20th percentile
Cardiovascular Disease	28th percentile
Ozone	53rd percentile
PM 2.5	66th percentile
Diesel PM	53rd percentile
Traffic Density	87th percentile

Demographic and socio-economic data retrieved from American Community Survey 2016 Estimates. Collision data was retrieved from TIMS 2013-2017, which does not include property-damage only related collisions. The TIMS data reviewed in this chapter focuses on collisions involving vehicles, pedestrians, and bicyclists for the surrounding areas of the six study school locations.

Vehicle, Pedestrian, and Bicycle Collisions

Within the 1/4 mile surrounding Cook Elementary, 121 injury collisions occurred between 2013 and 2017. Of those collisions, 19% involved a pedestrian or bicyclist. Approximately half of the pedestrian and bicycle collisions resulted in victims with complaint of pain, while 39% resulted in visible injuries, and another 9% resulted in a fatality. The primary collision factor for collisions involving a bicyclist was the bicyclist riding on the wrong side of the road. Meanwhile, more than half of all pedestrian collisions involved a pedestrian violation.

*Data retrieved from TIMS 2013-2017

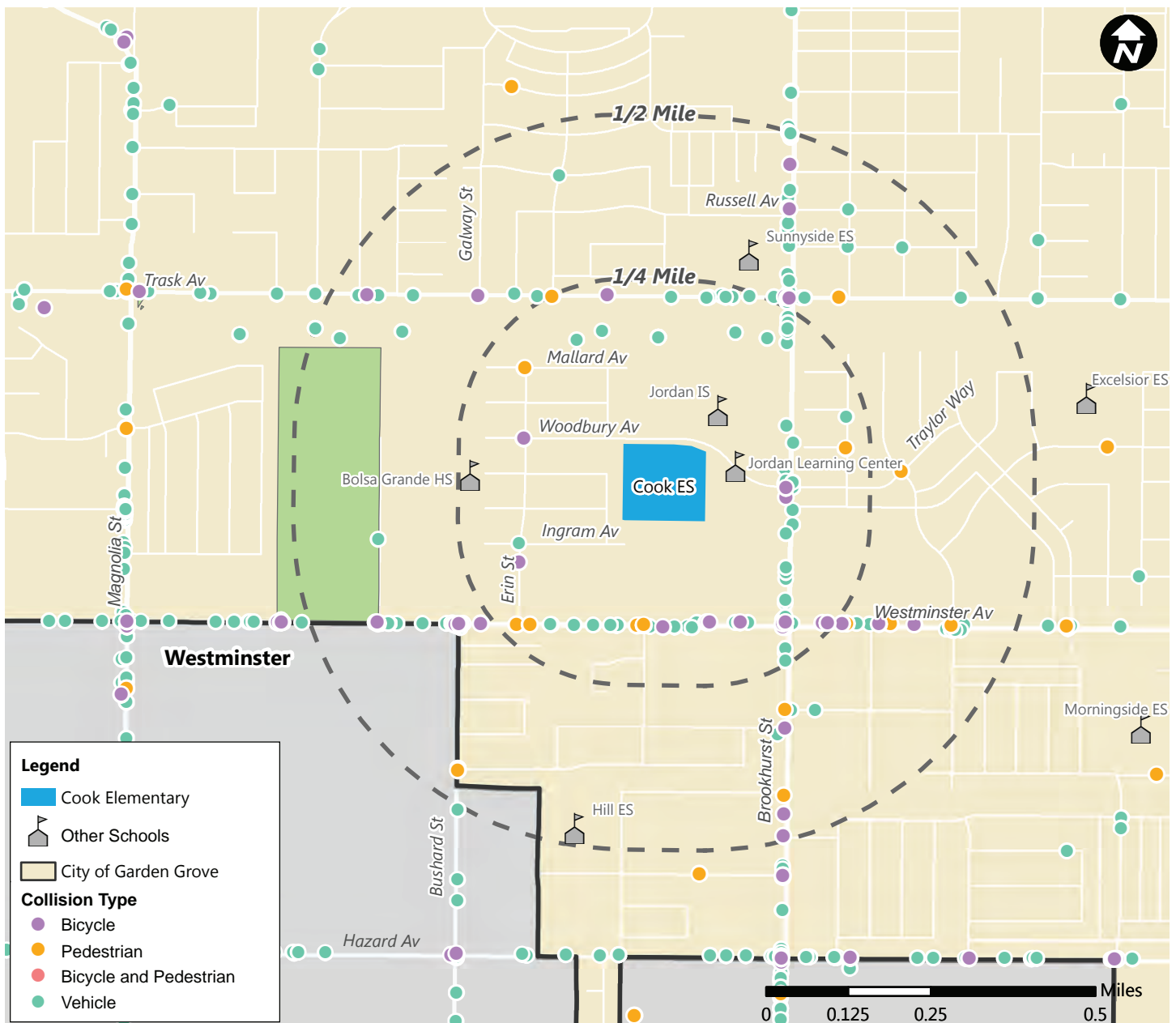


Figure 5-2: Map of Bike and Pedestrian Collisions within a 1/4 and 1/2 Mile of Cook Elementary.

Median Household Income

Over 50% of households within a ¼ mile of Cook Elementary have a median household income less than \$50,000 a year. For this same area, the estimated median household income is \$37,531- well below the statewide median household income of \$63,783, the county wide median household income of \$78,145, and the Active Transportation Program's most recent cycle application threshold for disadvantaged community severity of \$51,026.

*Data retrieved from American Community Survey 2016 Estimates

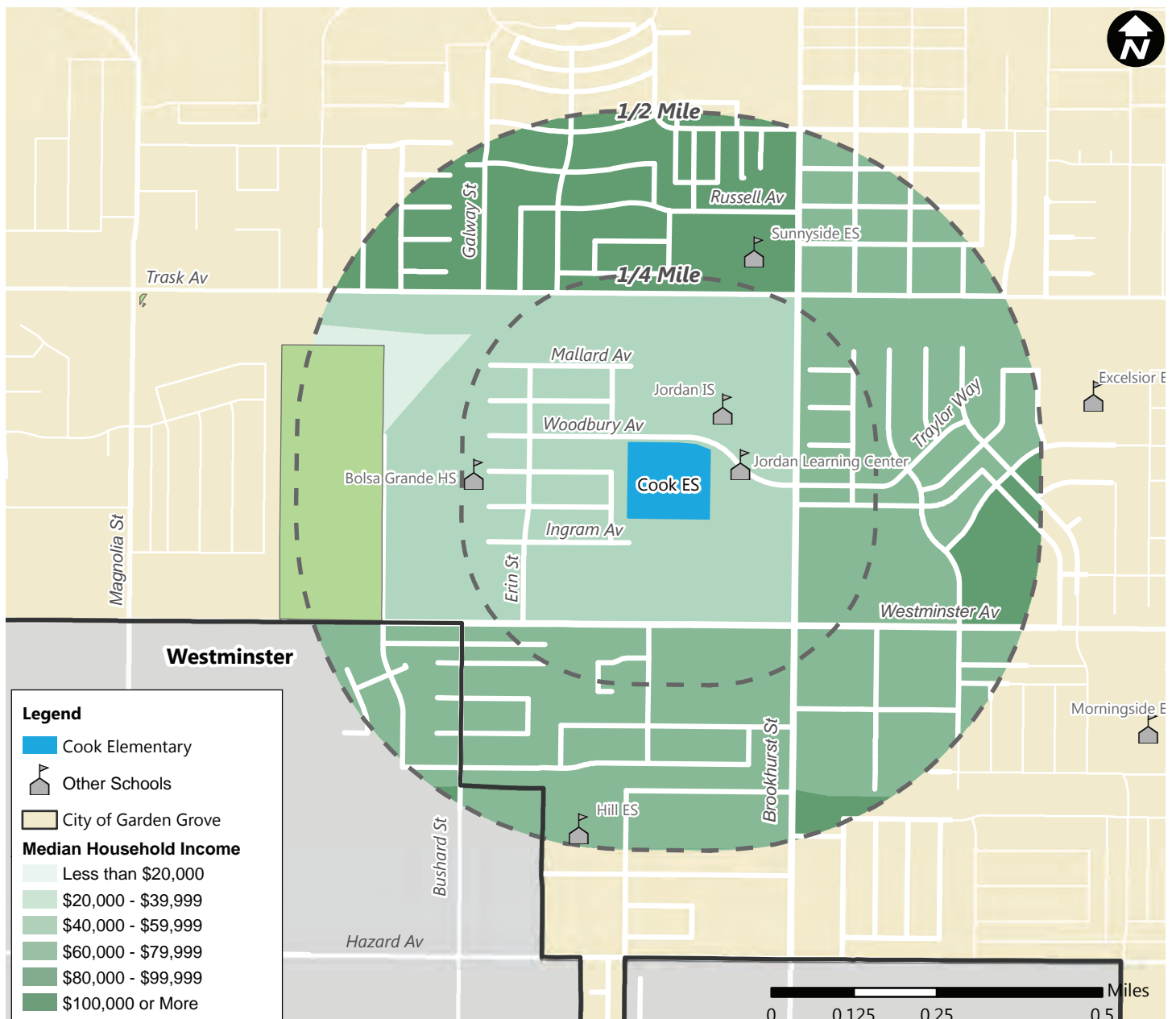


Figure 5-3: Map of Median Household Income

Population Younger Than 18 Years Old

Approximately 1 in 5 (20.4%) residents living in the ¼ mile area surrounding Cook Elementary are under the age of 18. This rate is just under the citywide population share of 23.1%. Within a ½ mile area, some Census Block Groups have a rate as high as 30%.

*Data retrieved from American Community Survey 2016 Estimates

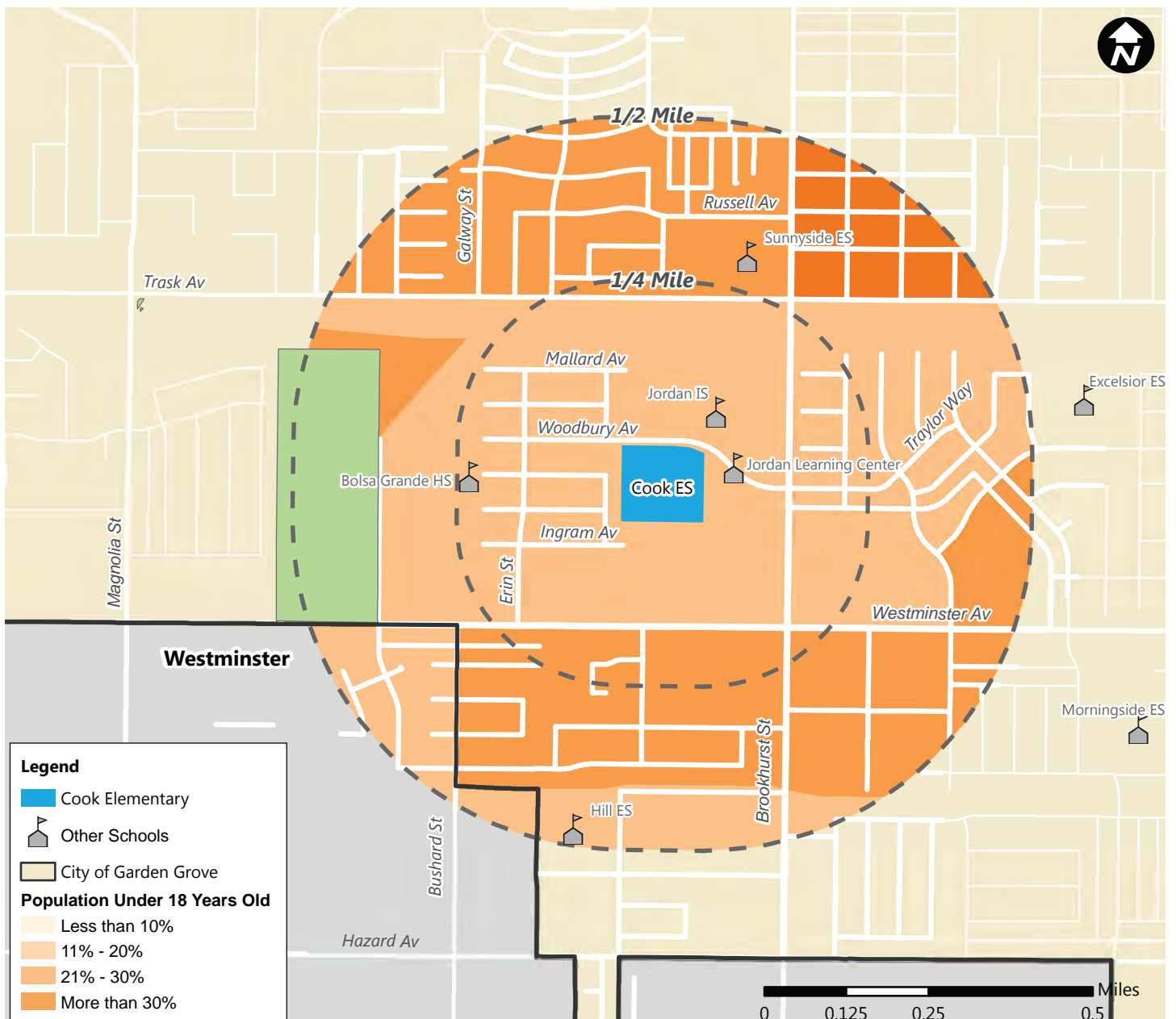


Figure 5-4: Map of Population Younger Than 18 Years Old

Households With Limited English Capabilities

The area surrounding Cook Elementary has a high rate of Asian and Hispanic residents. According to the 2016 American Community Survey, approximately 70 % of households within a ¼ mile of the school are of Asian descent and nearly 20% of households are of Hispanic of Latino descent. The high level of households that has limited English capabilities correlates to these demographic statistics.

*Data retrieved from American Community Survey 2016 Estimates

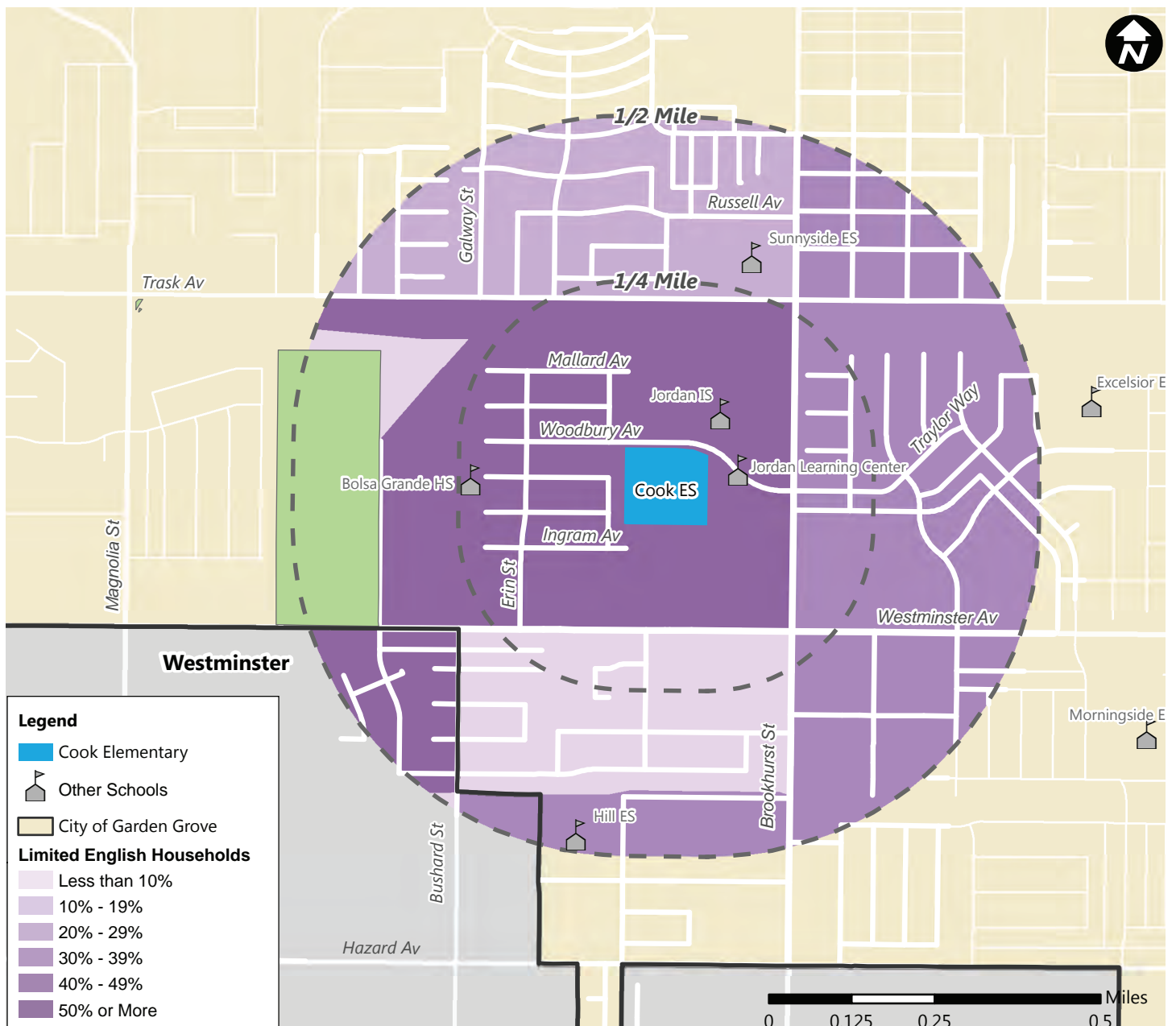


Figure 5-5: Map of Households With Limited English Capabilities

Population With Asthma

The rates of asthma-related hospital visits surrounding Cook Elementary are below most areas in California according to CalEnviroScreen 3.0. The tracts surrounding the school all rank below the 60th percentile of all census tracts in California.

*Data retrieved from CalEnviroScreen 3.0

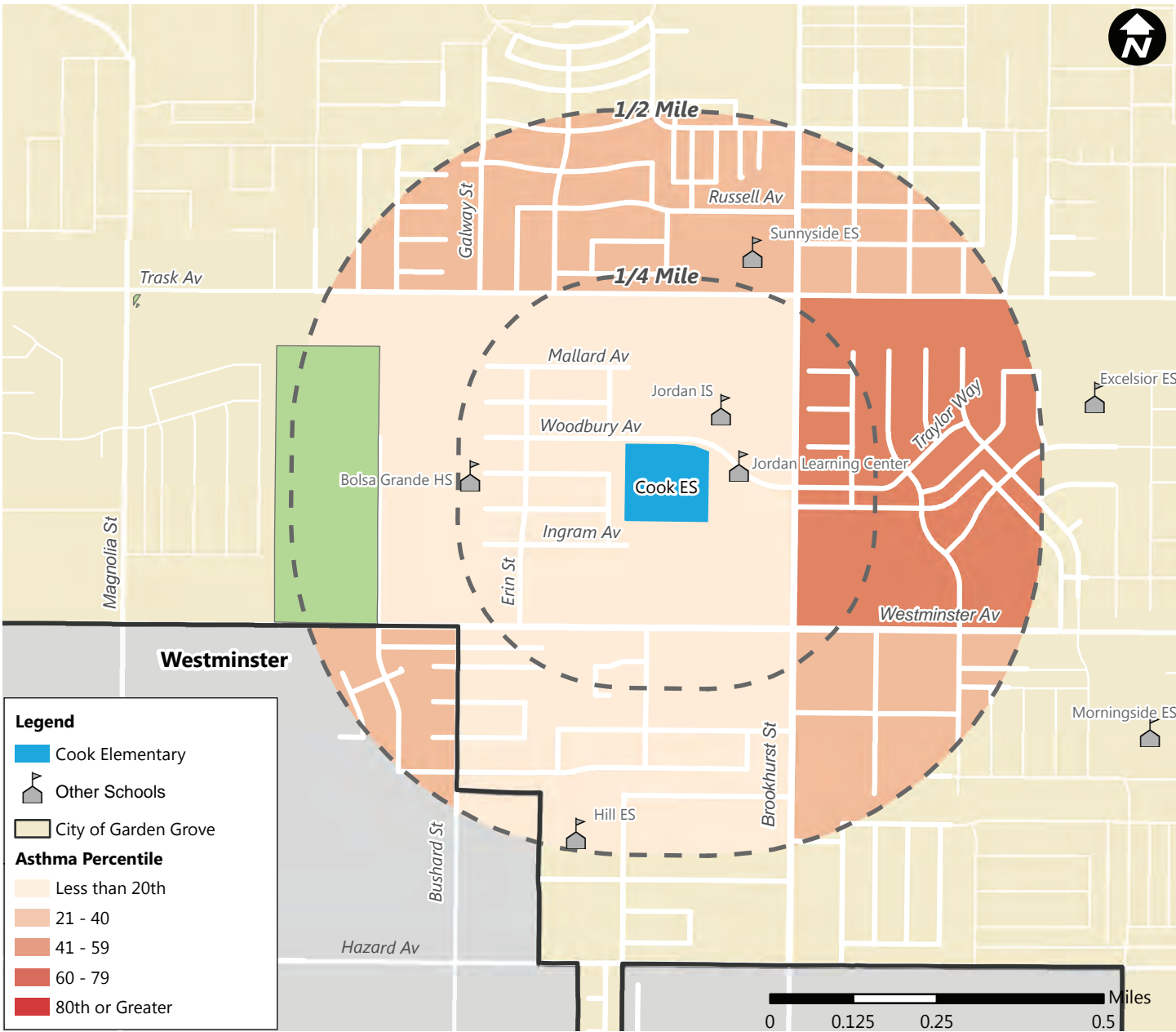


Figure 5-6: Map of Population With Asthma

Households With Cardiovascular Disease

The rates of Cardiovascular Disease-related hospital visits surrounding Cook Elementary are generally higher than most areas in California. According to CalEnviroScreen 3.0, multiple census tracts surrounding the school are ranked above the 60th percentile compared to census tracts in California. These areas may benefit most from the health benefits of active transportation to and from school. Although Cardiovascular Diseases are not prevalent among children, developing healthy behaviors early in life plays a significant role in reducing the risk of developing cardiovascular diseases in adulthood.

*Data retrieved from CalEnviroScreen 3.0

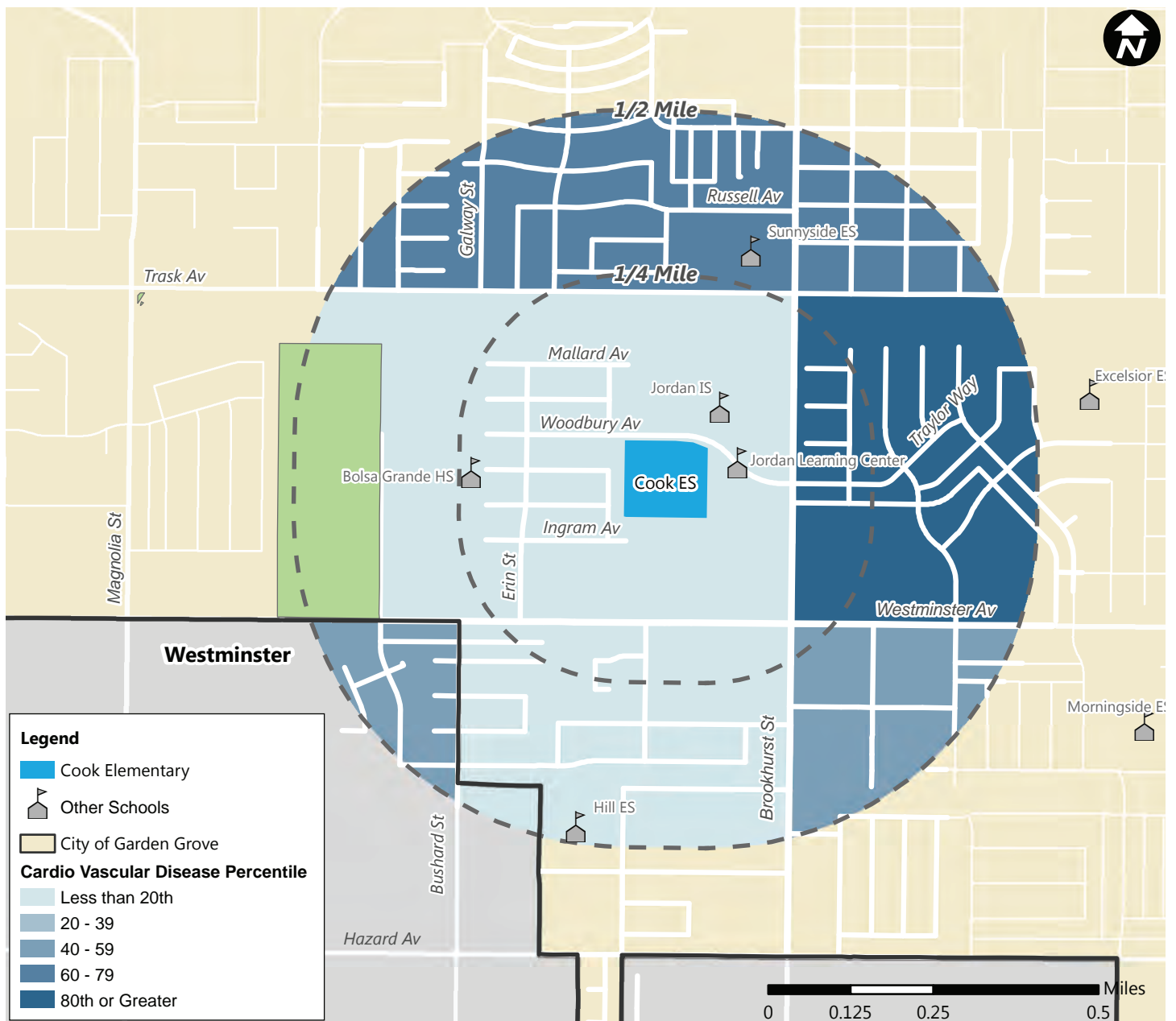


Figure 5-7: Map of Population With Cardiovascular Diseases

Children With No Access To Health Care

The rates of health insurance coverage for the population under the age of 18 are relatively high throughout California. However, some census tracts surrounding Cook Elementary have a rate of children with no access to health care above 10%.

*Data retrieved from CalEnviroScreen 3.0

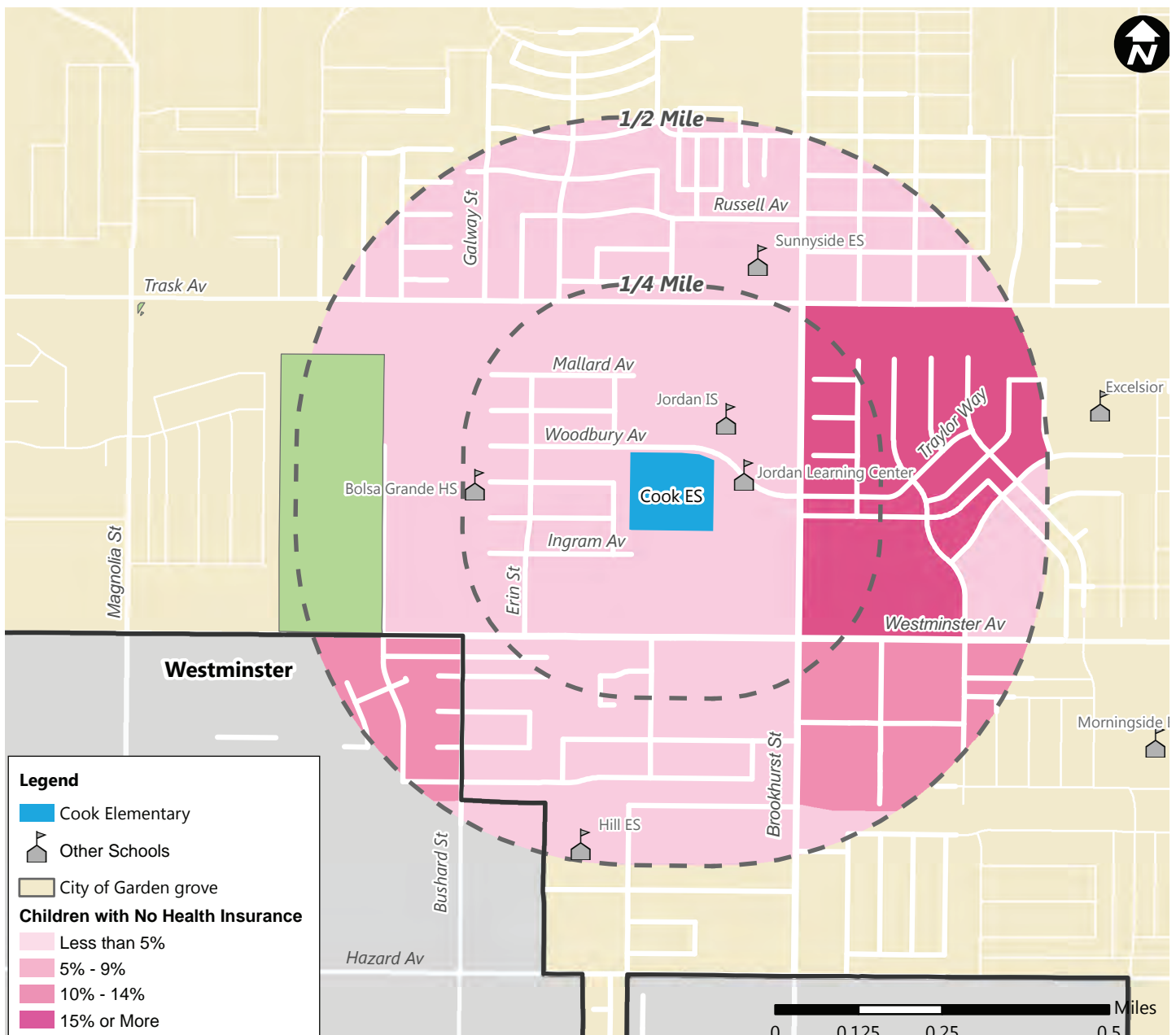


Figure 5-8: Map Of Children With No Access To Health Insurance

5.3 EXISTING INFRASTRUCTURE



Existing curb ramps at the intersection of Erin Street and Woodbury Avenue.



Students crossing Woodbury Avenue mid-block.



Missing ADA-compliant curb ramps along Erin Street.



Uneven sidewalk on Woodbury Avenue and various other locations throughout the neighborhood streets.



No school warning signs installed along Woodbury Avenue.



Fading school pavement markings on Woodbury Avenue.



Traffic signal with mid-block crossing immediately in front of Cook Elementary.



High visibility crosswalk on top of cracked pavement.

5.4 OBSERVED BEHAVIORS

The following presents a list of infrastructure concerns and behavioral issues that were observed at A.J. Cook Elementary.

Cook Drop-Off Zone Loop Area

- Motorists run the red light.
- They also don't stop at the stop bar.
- Motorists exiting the drop-off zone cause traffic to further back up.
- No traffic signage with existing stop bar pavement markings.

Brookhurst Street and Woodbury Avenue

- Vehicles parked along the south side of Woodbury Avenue at the intersection approach, blocking vehicles from making right-turns.
- Long vehicle queue along Woodbury Avenue for the eastbound left-turn movement.
- Motorists along Woodbury Avenue at the eastbound approach block the driveway entrance to the Target parking lot.

Woodbury Avenue and Cork Street

- Uncontrolled 3-way intersection.
- Motorists observed traveling at speeds higher than posted speed limit along Woodbury Avenue failed to notice pedestrians crossing the roadway.
- High visibility crosswalks are present, however they are painted on cracked road surface.
- Some curb ramps are present but many intersections are missing curb ramps.
- Parked vehicles on south side of Woodbury Avenue presents a visibility concern for pedestrians crossing the roadway.

Woodbury Avenue and Erin Street

- Stop controlled on Erin St.
- No marked crosswalks.
- High levels of cut through traffic to reach Bolsa Grande High School.
- Elementary, Intermediate, and High School students crossing at this intersection.

Woodbury Avenue and Teal Avenue

- High school students cross at this intersection and cross mid-block along segment of Erin Street between Teal Avenue and Woodbury Avenue.

Woodbury Avenue

- Motorists traveling at higher speeds than posted speed limit.
- No school signage along entire roadway, except at Woodbury Street and Cork Street crosswalks.
- Some pedestrians crossing the roadway between intersections.
- Vehicle/pedestrian conflicts at Cook's parking lot exit driveway.
- Motorist making U-turns along the roadway.

Erin Street

- Motorists observed to be traveling at higher speeds than posted speed limit.
- Intersections along Erin Street are uncontrolled.
- Some intersections provide no curb ramps.



5.5 COMMUNITY ENGAGEMENT

The City strove to identify infrastructure improvements that not only responded to the community's needs and address their concerns, but were also feasible within engineering limitations. To gather community input, the City conducted Walking Safety Assessments (WSA), collected Parent Surveys, and worked with teachers to collect Student Travel Tallies in classrooms. The City also collaborated with A.J. Cook Elementary School staff and Garden Grove Unified School District staff to market the project to the Cook Elementary School community, nearby businesses, and local organizations.

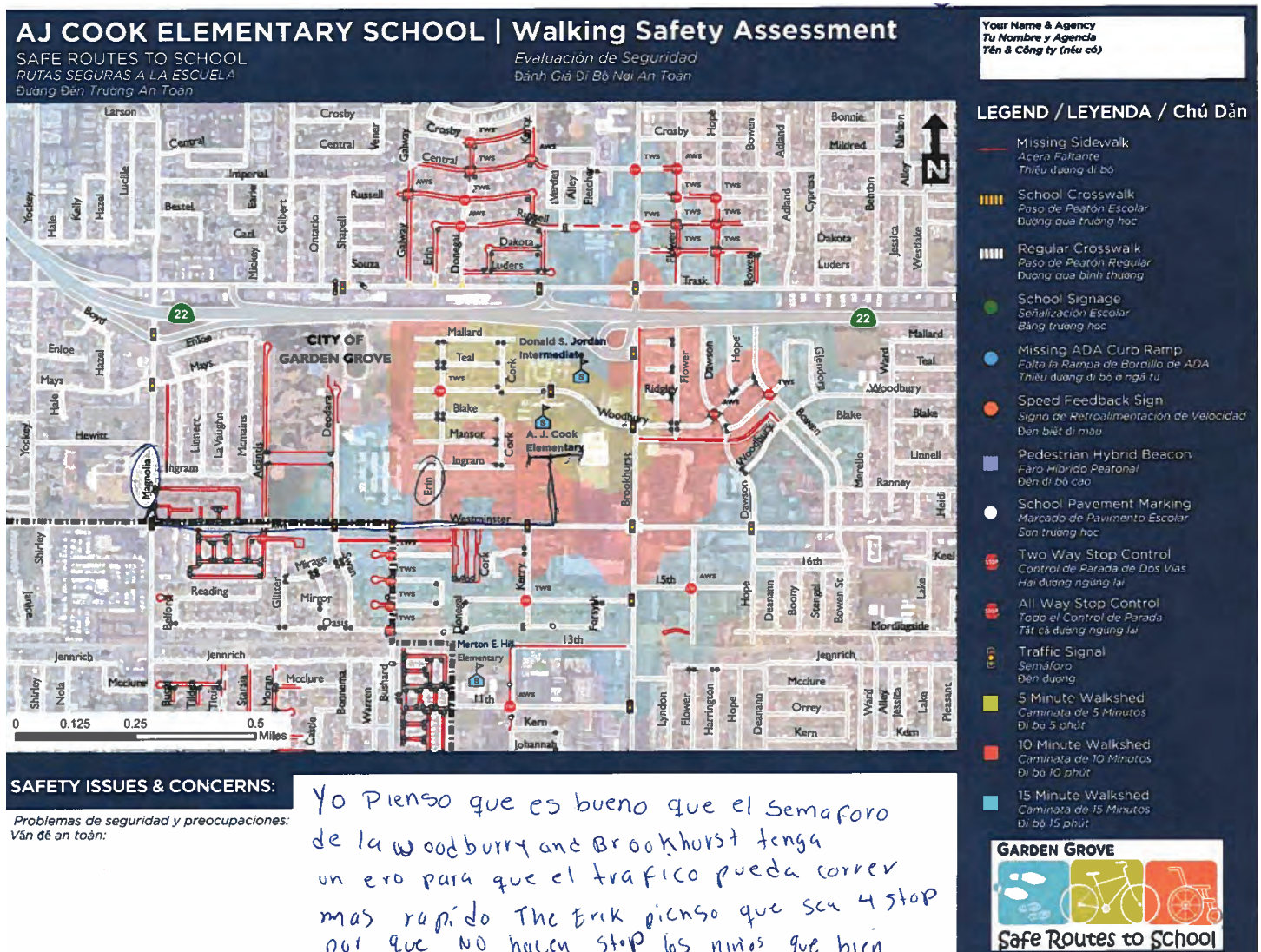


Figure 5-9: Map used at Walking Safety Assessment with comments from event participant

Walking Safety Assessment

The Project Team hosted a Walking Safety Assessment on November 9, 2017 to afford community members an opportunity to express their concerns and explore ideas to improve the roadways surrounding the school. A total of 20 parents and key stakeholders dedicated their valuable time to participate in the event.

Key stakeholders included:

- Parents/Guardians
- Cook Elementary Staff
- GGUSD Staff
- Garden Grove Police
- City Staff

At the Walking Safety Assessment, participants walked around the vicinity of schools, discussed key areas of concerns and explored a range of improvements that they would like to see. After the walk, participants gathered for a discussion on the primary issues that they saw during the walk, as well as routes that affect them going to and from the school. A wide range of potential solutions were explored during these exercises. Solutions that were discussed aimed at addressing participants' main concerns and adhering to engineering limitations so that the ultimate list of improvements would offer immediate and long-lasting benefits to the community.



Participants walking around the school vicinity to identify areas of concerns



Students decorating a crosswalk that would be temporarily implemented as part of a pop-up event

Parent Surveys

The “Parent Survey About Walking and Biking to School” form from the National Safe Routes to School Center was used as an expanded data collection tool. The survey gathered information such as the distance from a student’s home to school, travel mode distribution, and parent perceptions regarding walking and biking to school.

	Count
Number of Survey Responses	238
# of K-8 Students in All Households	343

Travel Mode Distribution

	Percentage
Walk	12.75%
Bike	0.22%
School Bus	6.15%
Vehicle	76.92%
Carpool	3.74%
Transit	0.00%
Other	0.22%

Distance Between Home And School

	Percentage
Less than 1/4 mile	27.78%
1/4 mile up to 1/2 mile	13.64%
1/2 mile up to 1 mile	24.75%
1 mile up to 2 miles	17.17%
More than 2 miles	16.67%

Parent Concerns About Walking and Biking to School

	Percentage	Rank
Distance	71.43%	1
Amount of Traffic Along Route	65.13%	2
Speed of Traffic Along Route	64.29%	3
Violence or Crime	63.03%	4
Safety of Intersections and Crossings	60.92%	5
Convenience of Driving	59.66%	6
Weather or Climate	57.14%	7
Time	56.72%	8
Adults to Bike/Walk With	52.10%	9
Sidewalks or Pathways	50.00%	10
Participation in After-School Programs	49.58%	11
Crossing Guards	48.74%	12

Student Travel Tallies

The City collaborated with Cook Elementary Staff to collect data using the “Safe Routes to School Students Arrival and Departure Tally Sheet”. The Tally Sheet predominately gathers data on travel mode distribution. It supplements the data provided from the Parent Surveys.

	Count
Number of Students Assessed in Tally	311
Number of Trips Assessed in Tally	2073
Morning	1058
Afternoon	1015

Travel Mode Distribution (From Tallies)

	Percentage
Walk	11.77%
Bike	0.48%
School Bus	3.46%
Vehicle	77.27%
Carpool	6.39%
Transit	0.10%
Other	0.53%

Comments retrieved from Outreach Effort

"A mi y a mi hijo nos gusta caminar y lo hacemos." (My son and I like to walk.)

"Para mi hija es divertido caminar las calles no son seguras por que muchas personas que manejan no respetan los cruces peatonales." (My daughter likes to walk, but it's not safe to do so because motorists don't respect pedestrians.)

"I am a parent with a student who is living away from the school. The family car is the only way to and from school safely."

"Please ask parents to park further and walk to pick up kids at the school ground."

"Put speed limit sign on school ground street. More security guards on school time and add security camera."

"Unless we live less than 15 minutes walking distance to school, I won't feel comfortable or safe allowing walking to school."

"Not good for students to walk to school: weather changes, raining, hot day, and car accident!"

"Me gustaría que se fuera caminando en bicicleta pero que tengan mas seguridad en las calles."
("I would like to see (students) walk and bike to school but to have the roadways be safer for them.")

"What can we do with the large green space at corner of Woodbury & Brookhurst? Can we propose that space to become a roundabout drop off zone?"



5.6 PROGRAMMING RECOMMENDATIONS

The programming recommendations for Cook Elementary built off of the momentum developed through a parent group's effort, and are intended to address some of the key behavioral concerns that deter students from using active transportation to get to and from the school. Cook Elementary has a parent group who assists with traffic flow in the school parking lot, and helps pedestrians safely cross Woodbury Avenue. Many parents from this group participated in the Walking Safety Assessment, and can be champions for the programs recommended in this section.

As part of the outreach effort, the City received comments from parents and guardians via the Walking Safety Assessment and Parent Surveys. While many comments can be addressed through engineering improvements, concerns related to crime, safety, and long distances between home and school can be alleviated through encouragement, education, and enforcement programs.

The programming recommendations identified below are five programs that Cook Elementary can begin with. Once the school builds more momentum for the programs identified below, it can move towards other programs discussed in Ch. 4-5 Programming Toolbox which can be more complex yet rewarding.

Recommendation #1: Drop-Off Valet Program

The Drop-Off Valet Program would alleviate some of the traffic congestion on Woodbury Avenue which presents safety concerns for students walking and bicycling to school. Cook Elementary is located on Woodbury Avenue, a local residential street that provides access in the East and West directions. During school hours, Woodbury Avenue experiences high levels of vehicular traffic.

SRTS volunteers can be positioned along the drop-off loop in front of the school to assist with traffic flow. Vehicles can arrive at the school from the west on Woodbury Avenue. SRTS volunteers can motion vehicles to come forward through the drop-off loop, and assist students with exiting the vehicles. Through this program, vehicles can move quicker through the roadway, be primarily concentrated on the south portion of Woodbury Ave, have more defined spaces for drop-off, and thus improve better visibility for pedestrians and bicyclists.

Recommendation #2: Drop-Off Point Program

The Drop-Off Point Program offers opportunities for students to walk to school while reducing the high levels of vehicular traffic on Woodbury Avenue. According to comments received from the Walking Safety Assessment and Parent Surveys, parents stated that walking and bicycling to school is a challenge due to the long distance between home and school. The Drop-Off Point Program would continue to allow students to arrive to and depart from the school via personal vehicles, but participate in active transportation activities to and from Cook Elementary.

This program will develop a formal program for an existing practice where some Cook Elementary parents use the Target Parking Lot as a drop-off point. In addition to the Target Parking Lot, other potential drop-off locations include the Mall of Fortune Parking Lot and Starbucks on Brookhurst Street and Westminster Avenue which are located within a 15 minute walk from the school. Walking to and from

these potential drop-off locations would provide students with 30 minutes of physical activities per day-half of the recommended amount by the Centers for Disease Control and Prevention. The Drop-Off Point Program can be complemented with the Walking School Bus Program which is discussed below.

Recommendation #3: Weekly Walk-to-School Program

The Weekly Walk-to School Program is an encouragement program where Cook Elementary can provide small incentives for students to take active transportation to and from school. Many students live within close proximity to the school. According to the Parent Survey, 28% of students live less than a $\frac{1}{4}$ mile from the school, which is equivalent to less than ten minutes of walking. Another 14% of students live between $\frac{1}{4}$ and $\frac{1}{2}$ mile from the school, an equivalent to less than 15 minutes of walking. Combined, slightly less than half of the school (42%) can walk to school within 15 minutes. Currently, only 13% of Cook Elementary students walk to school, but 77% arrive to and from the school via their family vehicle. This program can help shift the current travel behavior.

For Make Cook and Jordan Safer Day, Cook Elementary offered a homework pass for students who participated at the event. The school can offer a homework pass or similar prize for students who participate in the Weekly Walk-to-School Program.

Recommendation #4: Walking School Bus Program

The Walking School Bus Program would provide the adult supervision needed to address the concerns associated with crime and violence. During the Walking Safety Assessment, participants repeatedly voiced this concern. This was supported with findings from the Parent Survey; according to the survey, 63% of parents stated that violence or crime is one of the main factors

for not allowing their child to walk or bike to and from Cook Elementary.

Like the Drop-Off Point Program, the Walking School Bus Program would develop a formal program for an existing practice where parents already walk their child to school. Additionally, participants at the Walking Safety Assessment overwhelmingly voiced their support for the program. Information on how to develop a Walking School Bus can be found in Chapter 4.5 Programming Toolbox. This program should be coordinated with the Weekly Walk-to-School Program.

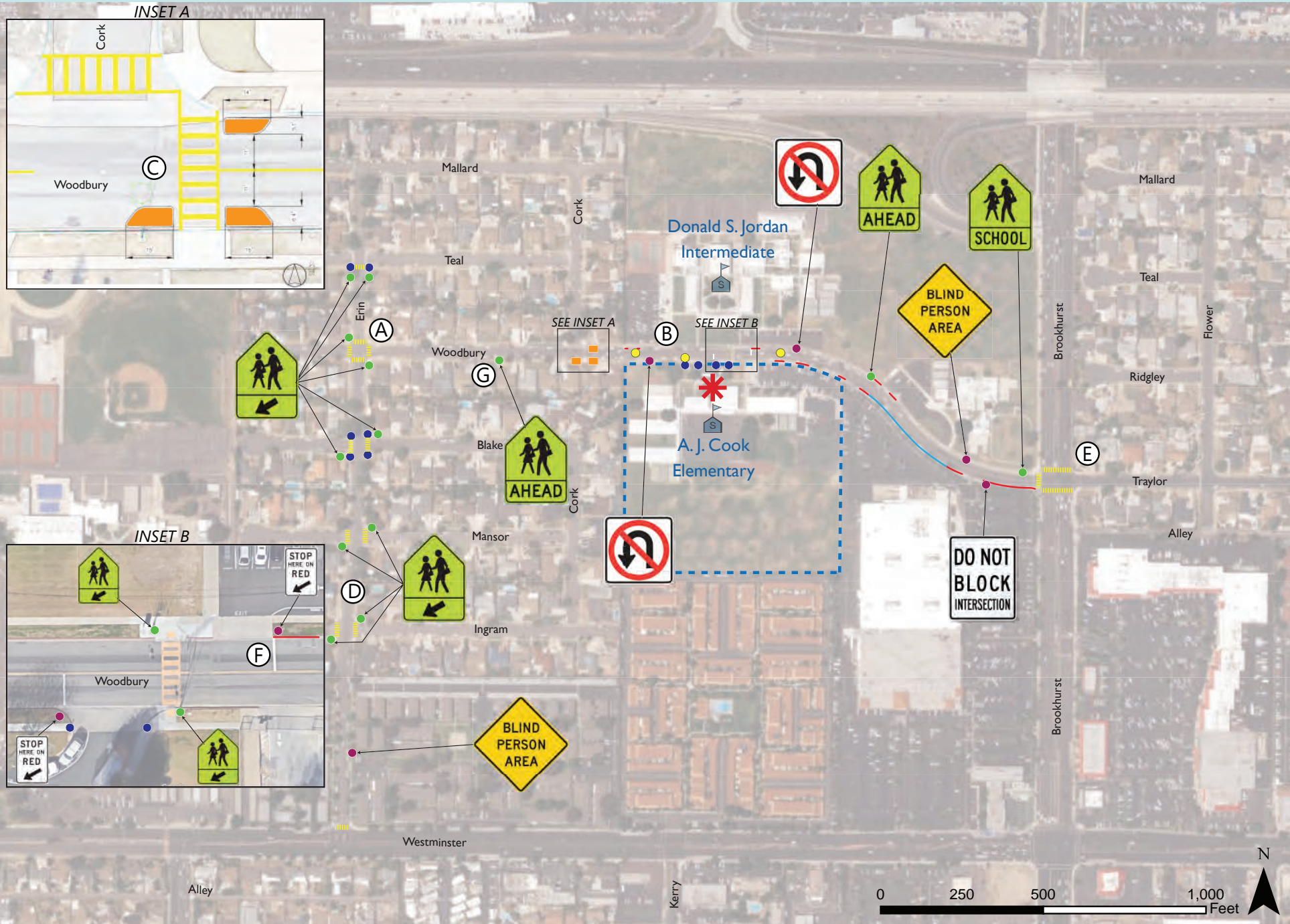
Recommendation #5: International Walk to School Day

International Walk to School Day is a one-day event that celebrates student walking and biking to school. The event can serve as an excellent kick-off event for SRTS programming at Cook Elementary, or can be a longer-term project for the PTO. Similarly, it can be planned as a continuation of Make Cook and Jordan Safe Day to drum up momentum for Safe Routes to School project.

The event can be simple or complex depending on the school's commitment. It can be consisted of painting and using Walk to School Day signs on the day of, organizing a Walking School Bus, having a school-wide assembly, and/or providing small giveaways for Walk to School participants. Planning the event can take as little as a week, although a longer timeframe would allow for better preparation.

Cook Elementary already has a parent group that can help plan the event. The school can assist by providing print material and small giveaways. It can also help with marketing the event to Cook Elementary parents and other stakeholders, similar to the effort for Make Cook and Jordan Safer Day.

5.7 A. J. COOK ELEMENTARY INFRASTRUCTURE RECOMMENDATIONS



- SCHOOL**
 - School
 - School Access Location
 - School Boundary
- PROPOSED IMPROVEMENTS**
 - School Crosswalk
 - Red Curb (no parking)
 - Restricted Parking Area
 - ADA Curb Ramp
 - Traffic Sign
 - School Signage
 - School Pavement Marking
 - Bulbout / Curb Extension

Engineering & Operational Improvement Notes

- Ⓐ Install school crosswalks at all legs of Erin and Woodbury and remove the limit line pavement marking at the eastbound and westbound approaches.

Ⓑ Install “Slow School Xing” pavement markings at approximately 100 feet approaching the school crosswalks along Woodbury at Cork Street and at pedestrian signal in the east and west directions.

Ⓒ Install curb bulbout islands (maintaining existing gutter for drainage) at the north and south end of the school crosswalk along Woodbury at Cork Street to provide an 12 foot travel lane in each direction.

Ⓓ Install school crosswalks at various locations along Erin Street. Remove limit line pavement marking on Erin Street at Westminister.
- Ⓔ Install school crosswalks at north, south and west legs of Woodbury and Brookhurst Street

Ⓕ Install R10-6 sign at existing stop bar locations near crosswalk

Ⓖ Replace old SR-1 sign with Assembly A sign

— Install signs restricting on-street parking from 10 PM to 7 AM, Monday through Friday

— Install red curb at various locations to improve sight distance

5.8 INFRASTRUCTURE RECOMMENDATION DETAILS

Recommendations

Install the following:

SIGNS:

- 2 x R10-6: STOP Here on Red
- 2 x R3-4: No U-Turn symbol
- 1 x SW24-1 (CA) School (Assembly A)
- 12 x SW24-2 (CA) School Crossing w/arrow (Assembly B)
- 2 x SW24-3 (CA) School Crossing Ahead
- 2 x Warning signs - "Blind Person Area"
- 1 x Regulatory sign - "Do Not Block Intersection"

CROSSWALKS:

- 15 x High visibility yellow school crosswalks

PAVEMENT MARKINGS:

- 3 x "SLOW SCHOOL XING"

CURB PAINTING:

- Red curb areas at various roadway segments

SIGNAL HEAD MODIFICATIONS:

- 12 x Cap style head visor replacements
 - To replace existing full circle visors

ROADWAY MODIFICATIONS:

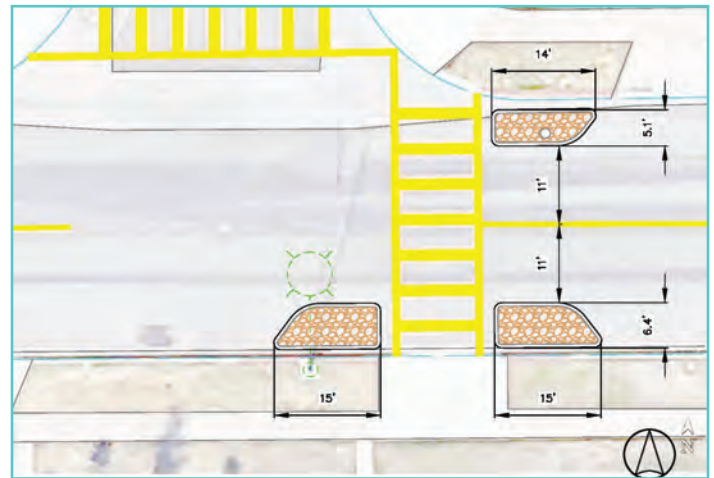
- 3 x curb extension islands at one pedestrian crossing location.

CURB RAMPS:

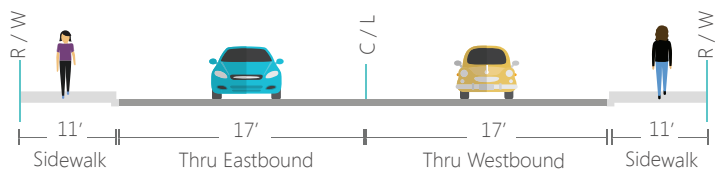
- 10 x ADA compliant curb ramps

Note: The recommendations listed above are the same recommendations as Jordan Intermediate as they are for the same locations. These should not be considered as separate improvements from those indicated for Jordan Intermediate.

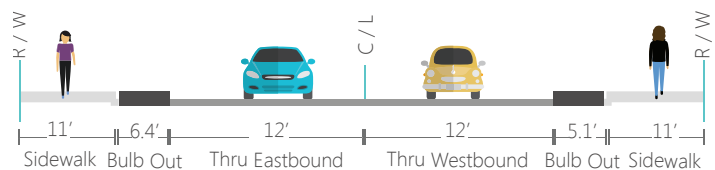
Curb Extension: Concept Plan



Existing Cross Section



Proposed Cross Section with Curb Extension



Discussion:

Pedestrians frequently use the crosswalks at Woodbury Avenue and Cork Street. However, Woodbury Avenue has high levels of vehicular traffic passing through this intersection during the school morning and afternoon hours. The curb extension islands at this crosswalk can help provide better line of sight between pedestrians and motorists, along with shortening the crossing for pedestrians. This improvement also provides traffic calming with reduced lane widths for vehicles traveling through the intersection.

Motorists were observed making U-Turns along Woodbury Avenue adjacent to the school after dropping off or picking up the student(s), along with some double parking along Woodbury Avenue. The new "No U-Turn" symbol signs can help prevent these actions from motorists along Woodbury Avenue.

Improvements to the traffic signal head covers at Woodbury Avenue and Cook Elementary exit driveway can help provide better visibility of the signal heads to motorist existing the driveway. New traffic signs would remind motorists of pedestrian crossings ahead and the need to stop at the limit lines at this signal.

The painted red curb areas would help prevent motorists from parking immediately in front of the school, which can create better sight visibility for motorists to see pedestrians and other vehicles at the school's driveway location.

Woodbury Avenue also experiences vehicle queuing due to heavy volumes during drop-off and pick-up. The issue is exacerbated with high traffic volumes from Brookhurst Street. The City approved the installation of a new traffic signal to accommodate a left-turn phase for vehicles making left-turn

movements onto Brookhurst Street from Woodbury Avenue. This would be installed in the future after further studying the Brookhurst Street corridor.

New "Do Not Block Intersection" signs can assist visitors arriving to and departing from the Target shopping center by not being blocked by vehicles queuing along Woodbury Avenue at the intersection approach at Brookhurst Street.

Short-term parking issues during drop-off and pick-up, and long-term parking concerns due to vacation buses which parked on-street for extended amount of time contribute to poor visibility of motorist and pedestrians along Woodbury Avenue. Recommendations such as restricting and limiting on-street parking can help address these concerns.

Students walk along Erin Street to reach residential neighborhoods west of Cook Elementary and destinations south of the school. However, many intersections along this corridor do not provide school crosswalks and ADA curb ramps. The proposed crosswalks and ADA curb ramps, along with appropriate school signage, can help provide additional warnings to motorists of pedestrians crossing along the intersections and can help pedestrians better utilize the corridor by crossing at the crosswalk locations and not along mid-block areas.

As Cook Elementary, Jordan Intermediate, and Bolsa Grande High School host a program for the Blind and Visually Impaired, installation of new "Blind Person Area" signs along Woodbury Avenue and Erin Street provide warning to motorists as they travel within the school neighborhood area.

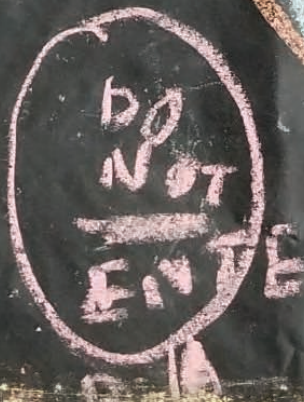
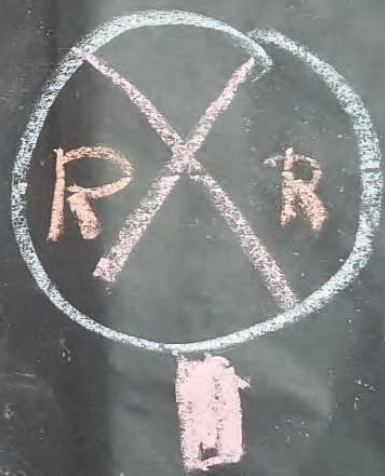
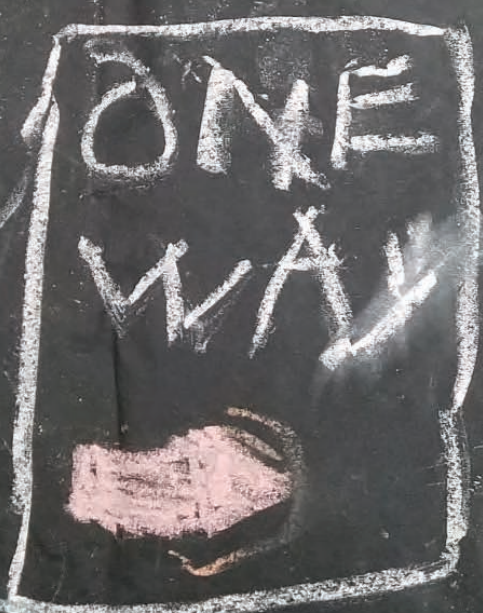
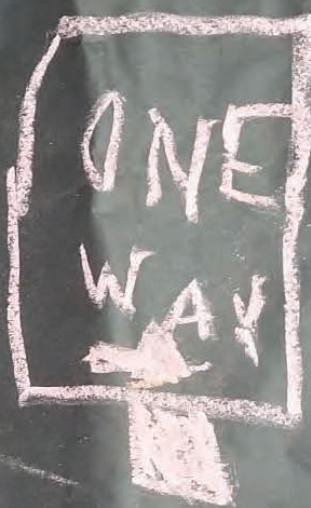
Cost Summary

The cost estimate table below summarizes the Cook Elementary area cost estimates for implementation, based on the cost assumptions described previously in Chapter 4 of this Plan.

SEGMENT	IMPROVEMENT	UNIT	COST	QTY	TOTAL
Cook Elementary	New Sign & New Post	Each	\$300	22	\$6,600
	School Area Pavement Marking (Per Word)	Each	\$210	19	\$3,990
	High Visibility Ladder Crosswalk	Each	\$1,480	15	\$22,200
	ADA Curb Ramps	Each	\$4,968	10	\$49,680
	Curb Extension - Raised	Per Intersection	\$72,685	0.5	\$36,342
	Paint Curb	Per Linear Foot	\$2	490	\$980
	Replace Signal Heads	each head	\$1,500	12	\$18,000
	Subtotal				\$137,792
	Design (D) (Subtotal * 15%)				\$20,669
	Environmental (E) (Subtotal * 5%)				\$6,890
	Construction Management (CM) ((Subtotal + D + E) * 10%)				\$16,535
	Mobilization (M) ((Subtotal + D + E) * 5%)				\$8,268
	Traffic Control (TC) ((Subtotal + D + E) * 5%)				\$8,268
	Contingency ((Subtotal + D + E + CM + M + TC) * 15%)				\$29,763
	Segment Total				\$228,184

Note: The cost assumptions listed above are the same cost assumptions as Jordan Intermediate as they are for the same locations. These should not be considered as separate costs from those indicated for Jordan Intermediate.

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6. Brookhurst Elementary

- 6.1 Introduction
- 6.2 Existing Conditions
- 6.3 Existing Infrastructure
- 6.4 Observed Behaviors
- 6.5 Community Engagement
- 6.6 Programming Recommendations
- 6.7 Infrastructure Recommendations
- 6.8 Infrastructure Recommendation Details

6.1 INTRODUCTION

Brookhurst Elementary is located on 9821 William Dalton Way in the Center portion of Garden Grove. It is tucked in a residential neighborhood that is bounded by Brookhurst Street to the East, Gilbert Street to the West, Chapman Avenue to the North, and Lampson Avenue to the South. Local destinations within walking distance from the school include Spirit of '76 Mini Park on Brookhurst Street and Lampson Avenue, the Pavilion Plaza on Brookhurst Street, Regal Cinema, Walmart, and a wide variety of shops and eateries on Brookhurst Street and Chapman Avenue.

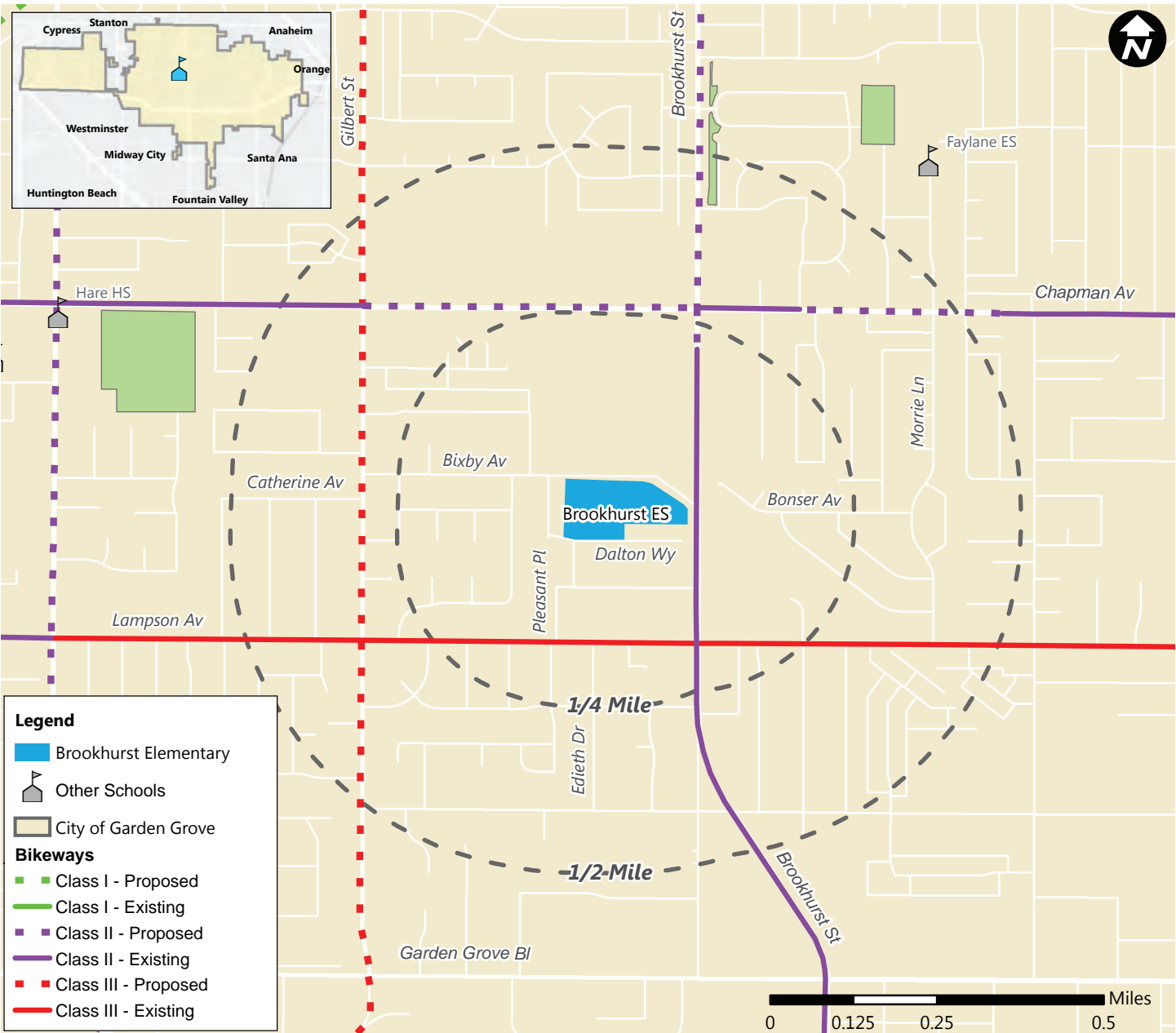


Figure 6-1: Map of School Location

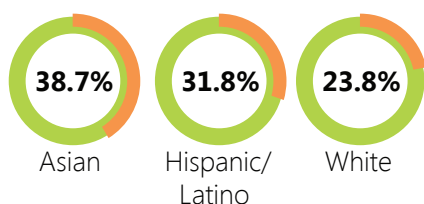
Brookhurst Elementary School

School Snapshot

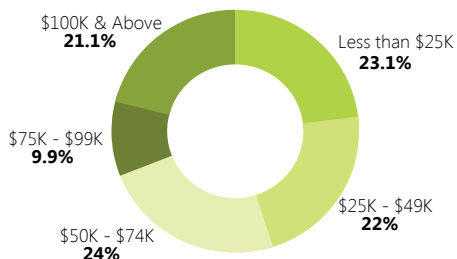
Brookhurst Elementary enrolled **464 students** in the 2017-2018 school year. Of these students, **26.1%** currently walk and bike to school, while **52.4%** of students are driven to school.

COMMUNITY CHARACTERISTICS

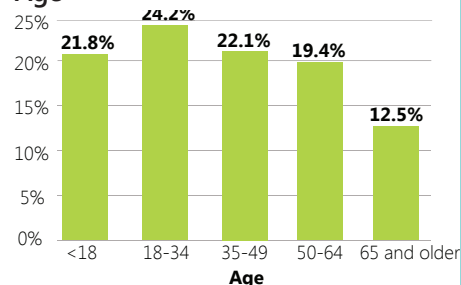
Race



Median Household Income

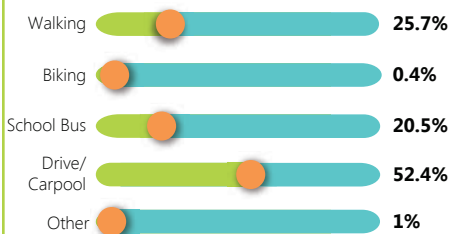


Age

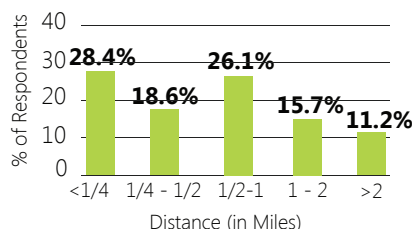


TRANSPORTATION

Mode Share to/from School



Distance between Home and School



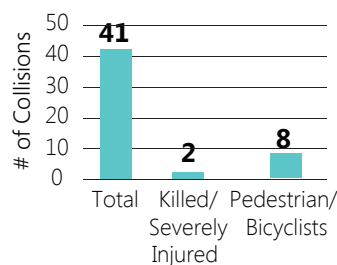
Input from the Community

"I think it is very healthy for children to walk and ride bicycles, but sometimes many parents do not have the time to help with that."

"In high school, we will let our kids walk or bike to school because they may be more prepared to handle any situations that may arise."

SAFETY

Transportation Collisions within 1/4 Mile Radius



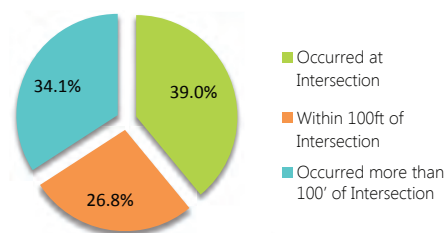
High Collision Roadways

- 1 Brookhurst Street (29)
- 2 Lampson Avenue (8)

High Collision Intersections

- 1 Brookhurst Street and Bixby Avenue (10)
- 2 Brookhurst Street and Lampson Avenue (14)
- 3 Brookhurst Street and Pavilion Way (6)

Collision Locations



6.2 EXISTING CONDITIONS

An understanding of existing demographics, socio-economic conditions, and health conditions help identify the needs of the communities that live near Brookhurst Elementary. This section displays seven factors that the City examined to better understand the communities. These seven factors are: bicycle and pedestrian collisions, median household income, population under 18 years old, households with limited English capabilities, children's access to health care, and communities' exposure to asthma and cardiovascular disease. The charts below summarize the findings from this effort. In the following pages, each factor will be discussed in further detail.

Race

	0.25 Mile
White	23.80%
African American or Black	0.70%
American Indian or Native Alaskan	1.60%
Asian	38.70%
Native Hawaiin or Pacific Islander	0.00%
Other	0.00%
Two or More	3.40%
Hispanic or Latino	31.90%

Median Household Income

	0.25 Mile
< \$25,000	23.10%
\$25,000 - \$49,999	22.00%
\$50,000 - \$74,999	24.00%
\$75,000 - \$99,999	9.90%
\$100,000 - \$149,999	9.80%
\$150,000 or More	11.30%

Age

	0.25 Mile
Under 18	21.80%
18 - 34	24.20%
35 - 49	22.10%
50 - 64	19.40%
65 or Older	12.50%

Language Capabilities

	0.25 Mile
English Only Households	36.00%
Spanish Speaking Households	23.30%
Limited English Speaking Housheolds	16.00%

Collision Type

	#	0.25 Mile
Pedestrian	4	9.80%
Bicycle	4	9.80%
Total Collisions	41	100%
Total Bicycle and Pedestrian	8	19.50%

Pedestrian Injury Status

	#	0.25 Mile
Fatal	2	50%
Severely Injured	0	0%
Injury (Visible)	1	25%
Injury (Complaint of Pain)	1	25%
All Injured	2	50%
Property Damage Only	0	0%

Bicycle Injury Status

	#	0.25 Mile
Fatal	0	0%
Severely Injured	0	0%
Injury (Visible)	3	75%
Injury (Complaint of Pain)	1	25%
All Injured	4	100%
Property Damage Only	0	0%

Health Factors

	0.25 Mile
Asthma	35th percentile
Cardiovascular Disease	45th percentile
Ozone	53rd percentile
PM 2.5	66th percentile
Diesel PM	33rd percentile
Traffic Density	41st percentile

Demographic and socio-economic data retrieved from American Community Survey 2016 Estimates. Collision data was retrieved from TIMS 2013-2017, which does not include property-damage only related collisions. The TIMS data reviewed in this chapter focuses on collisions involving vehicles, pedestrians, and bicyclists for the surrounding areas of the six study school locations.

Vehicle, Pedestrian, and Bicycle Collisions

Within the 1/4 mile surrounding Brookhurst Elementary, 41 collisions occurred between 2013 and 2017. Of those collisions, 19.5% involved a pedestrian or bicyclist. Two of the eight collisions resulted in a pedestrian fatality while four collisions resulted in visible injuries. The primary collision factor for collisions involving a bicyclist was the bicyclist riding on the wrong side of the road. Meanwhile, more than half of all pedestrian collisions involved a pedestrian violation.

*Data retrieved from TIMS 2013-2017

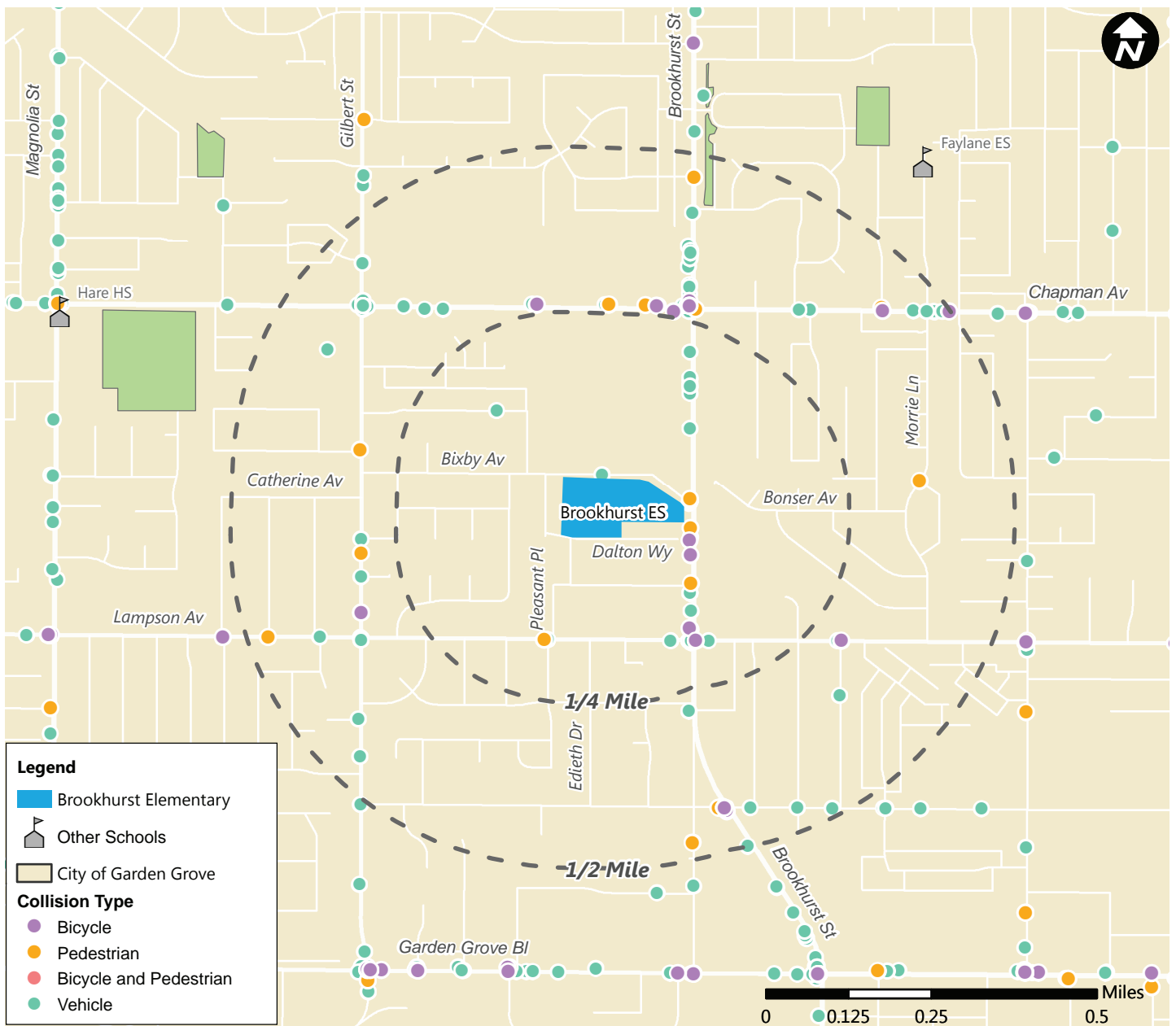


Figure 6-2: Map of Bike and Pedestrian Collisions within a 1/4 and 1/2 Mile of Brookhurst Elementary

Median Household Income

Approximately 45% of households within a ¼ mile of Brookhurst Elementary have a median household income less than \$50,000 a year. For this same area, the estimated median household income is \$54,148- below the statewide median household income of \$63,783, the county wide median household income of \$78,145, and the Active Transportation Program's most recent cycle application threshold for disadvantaged community severity of \$51,026.

*Data retrieved from American Community Survey 2016 Estimates

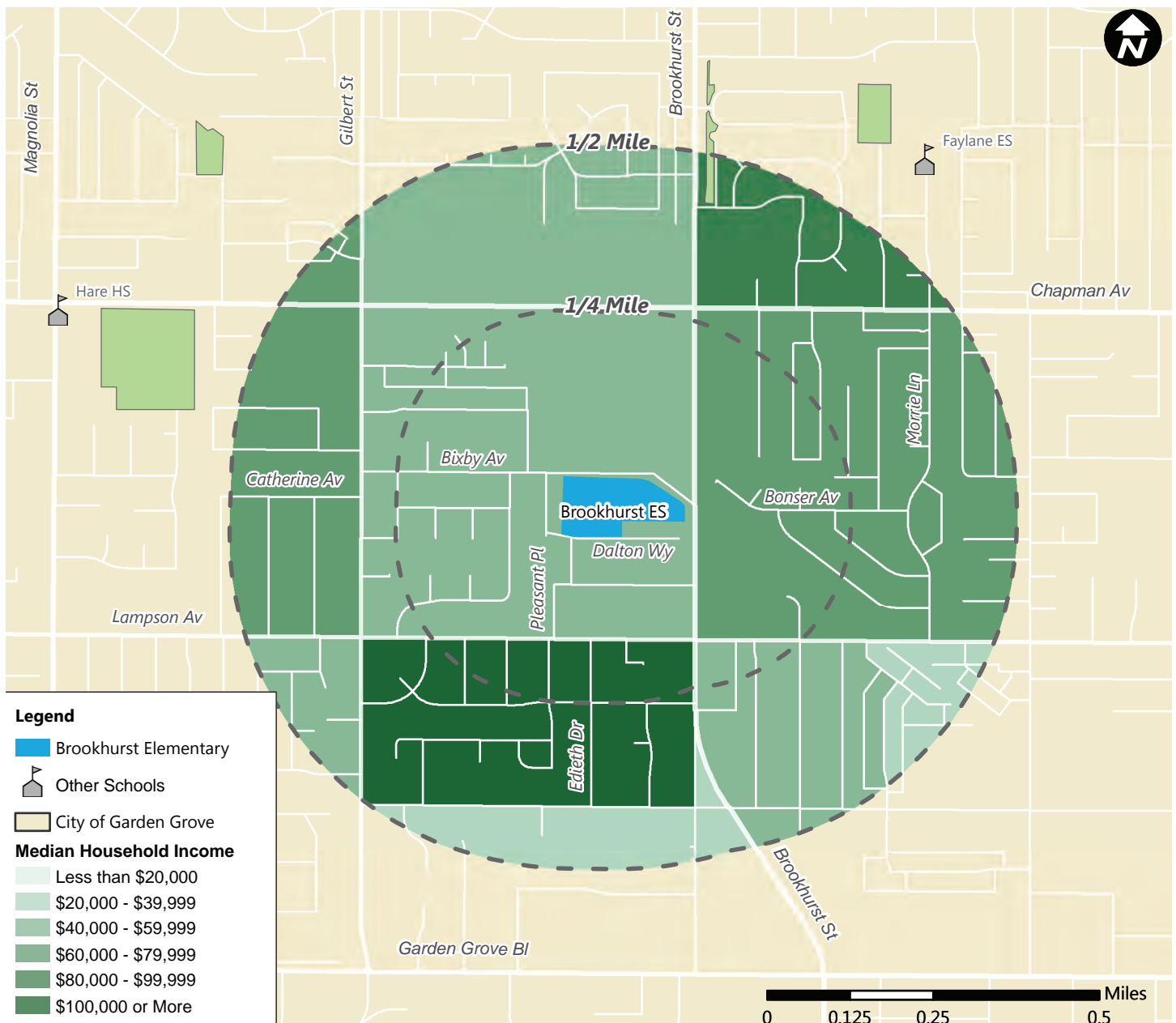


Figure 6-3: Map of Median Household Income

Population Younger Than 18 Years Old

Approximately 1 in 5 (21.8%) residents living in the ¼ mile area surrounding Brookhurst Elementary are under the age of 18. This rate is just under the citywide population share of 23.1%. Within a ½ mile area, some Census Block Groups have a rate as high as 35%.

*Data retrieved from American Community Survey 2016 Estimates

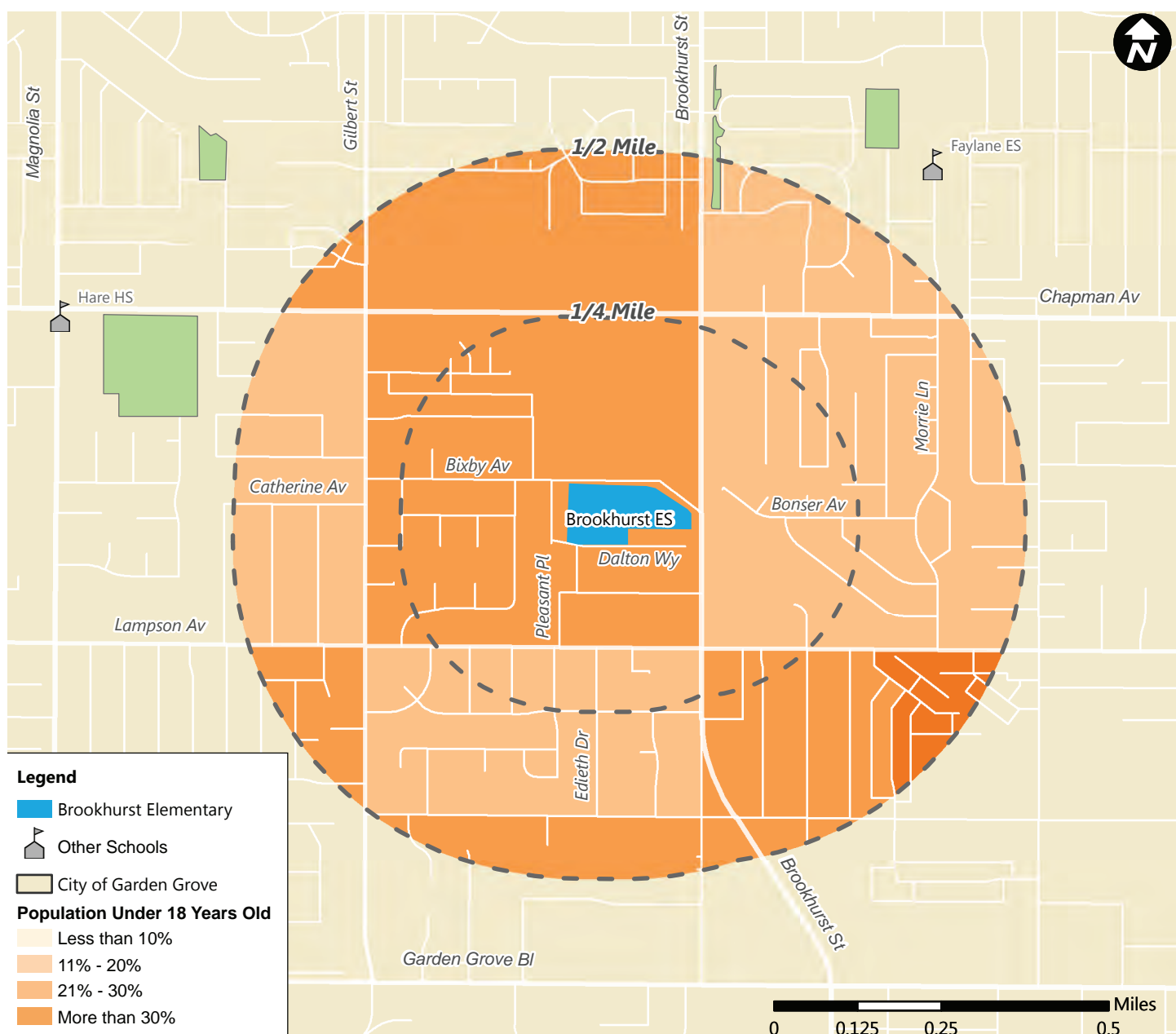


Figure 6-4: Map of Population Younger Than 18 Years Old

Households With Limited English Capabilities

The area surrounding Brookhurst Elementary has a high rate of Asian and Hispanic residents. Approximately 39% of households within a ¼ mile of the school are of Asian descent and nearly 32% of households are of Hispanic of Latino descent. The high level of households that has limited English capabilities correlates to these demographic statistics. An average of 16% of all households has limited English communication abilities, although certain neighborhoods have as many as 50% or more households that have limited English capabilities.

*Data retrieved from American Community Survey 2016 Estimates

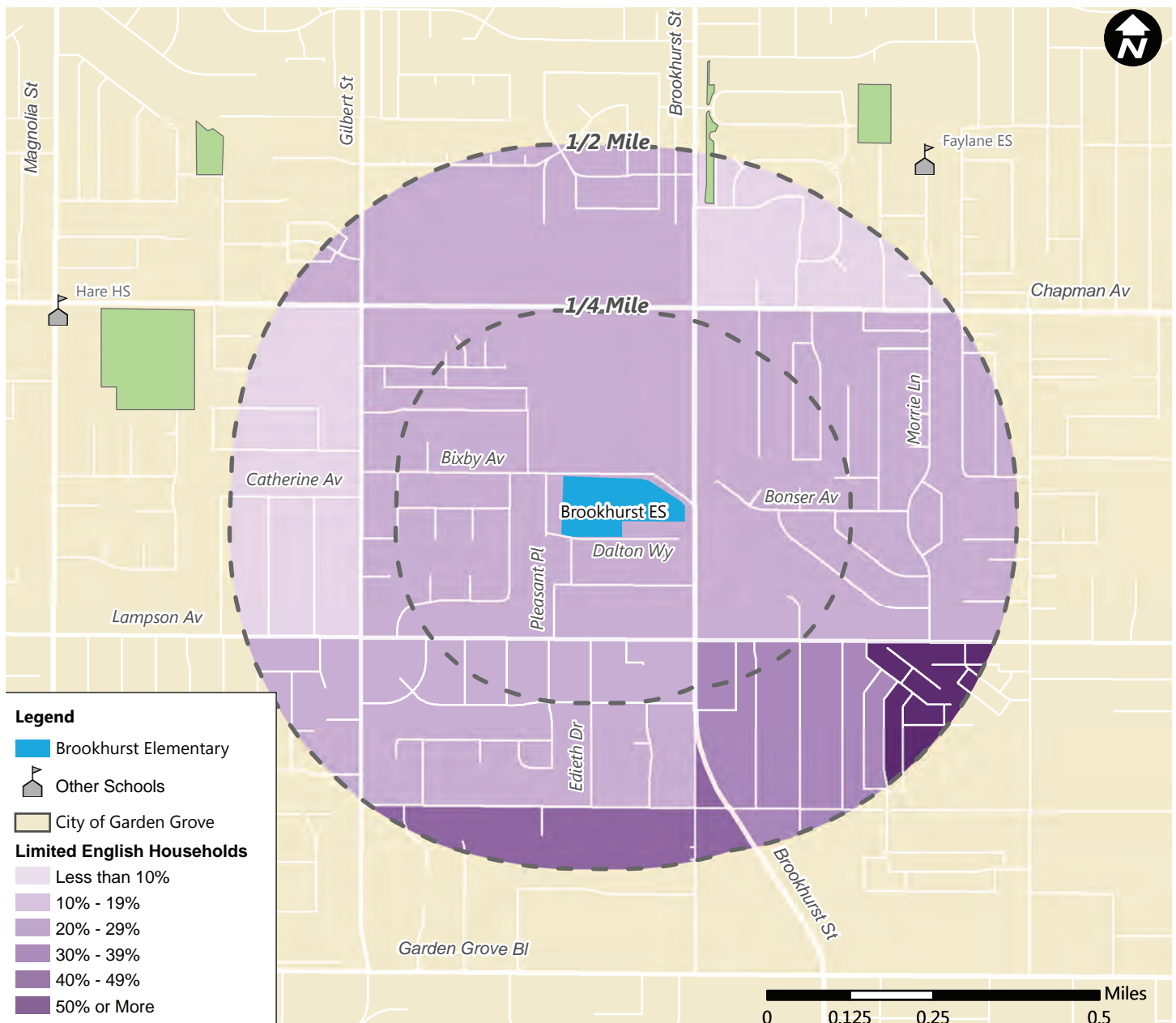


Figure 6-5: Map of Households With Limited English Capabilities

Population With Asthma

The rates of asthma-related hospital visits surrounding Brookhurst Elementary are below most areas in California according to CalEnviroScreen 3.0. The tracts surrounding the school all rank below the 60th percentile of all census tracts in California.

*Data retrieved from CalEnviroScreen 3.0

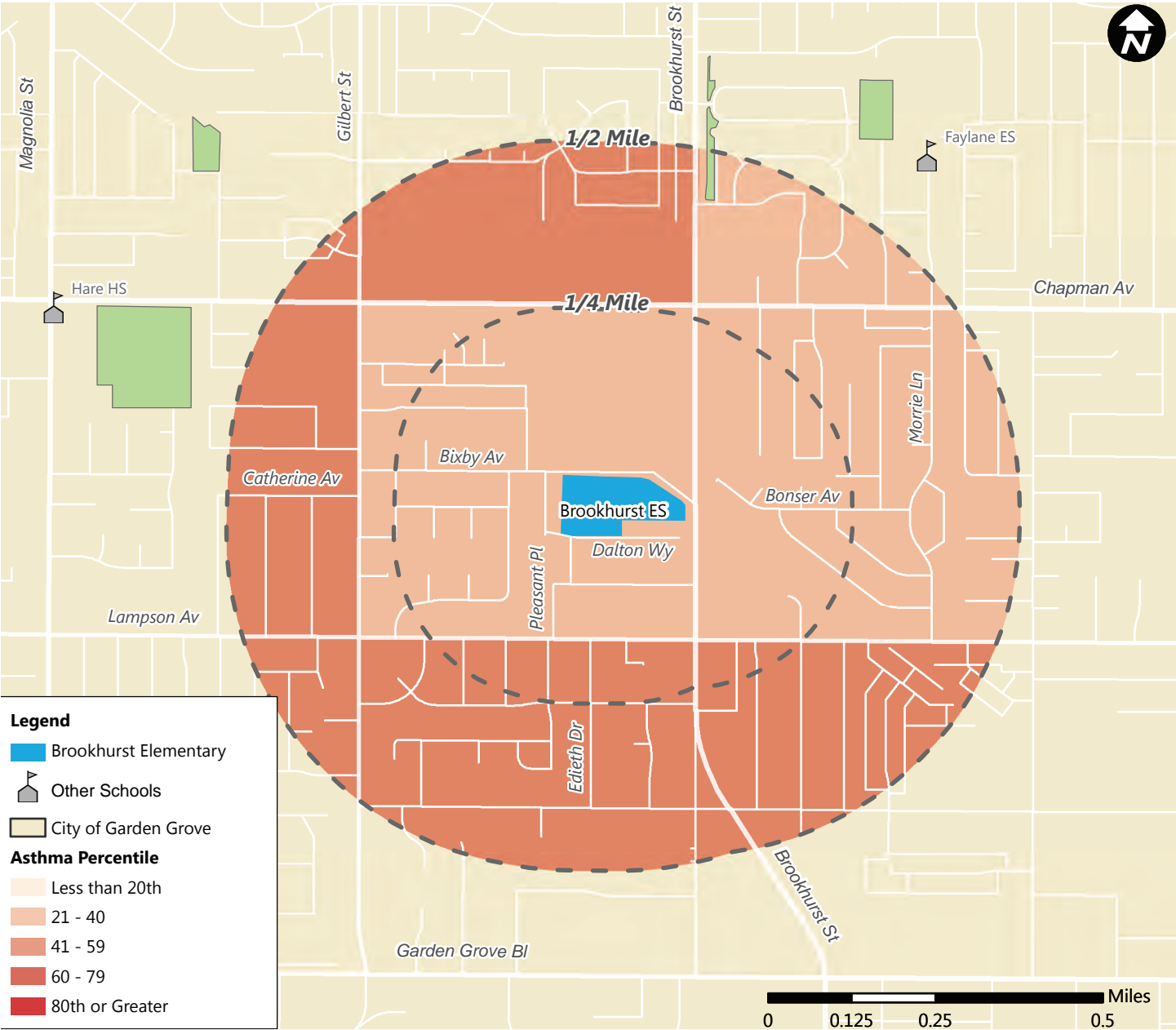


Figure 6-6: Map of Population With Asthma

Households With Cardiovascular Disease

The rates of Cardiovascular Disease-related hospital visits surrounding Brookhurst Elementary rank at the 45th percentile. According to CalEnviroScreen 3.0, multiple census tracts surrounding the school are ranked as high as the 78th percentile compared to census tracts in California. These areas may benefit most from the health benefits of active transportation to and from school. Although Cardiovascular Diseases are not prevalent among children, developing helthy behaviors early in life plays a significant role in reducing the risk of developing cardiocascular diseases in adulthood.

*Data retrieved from CalEnviroScreen 3.0

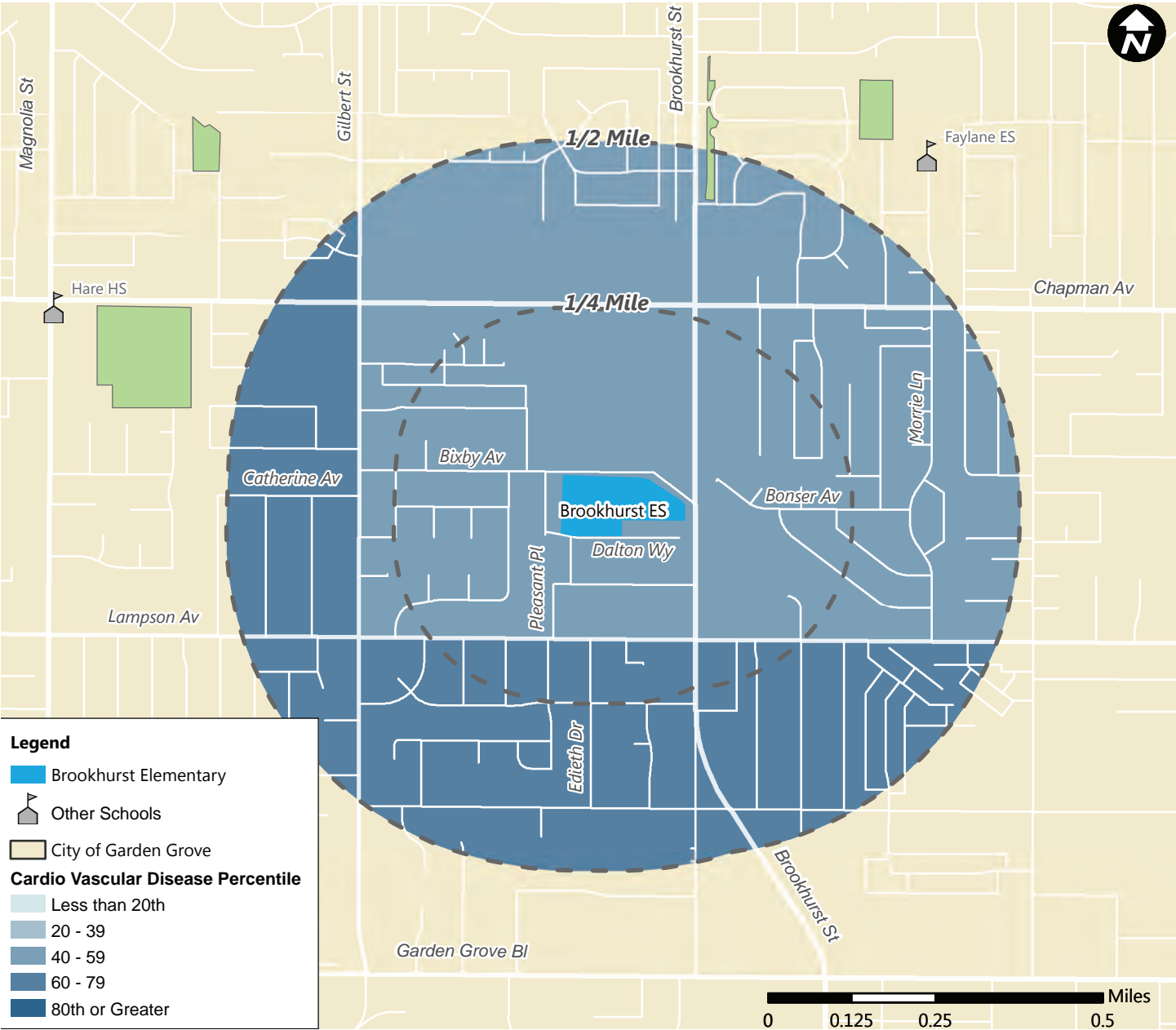


Figure 6-7: Map of Population With Cardiovascular Diseases

Children With No Access To Health Care

The rates of health insurance coverage for the population under the age of 18 are relatively high throughout California. However, some census tracts surrounding Brookhurst Elementary have a rate of children with no access to health care above 10%.

*Data retrieved from CalEnviroScreen 3.0

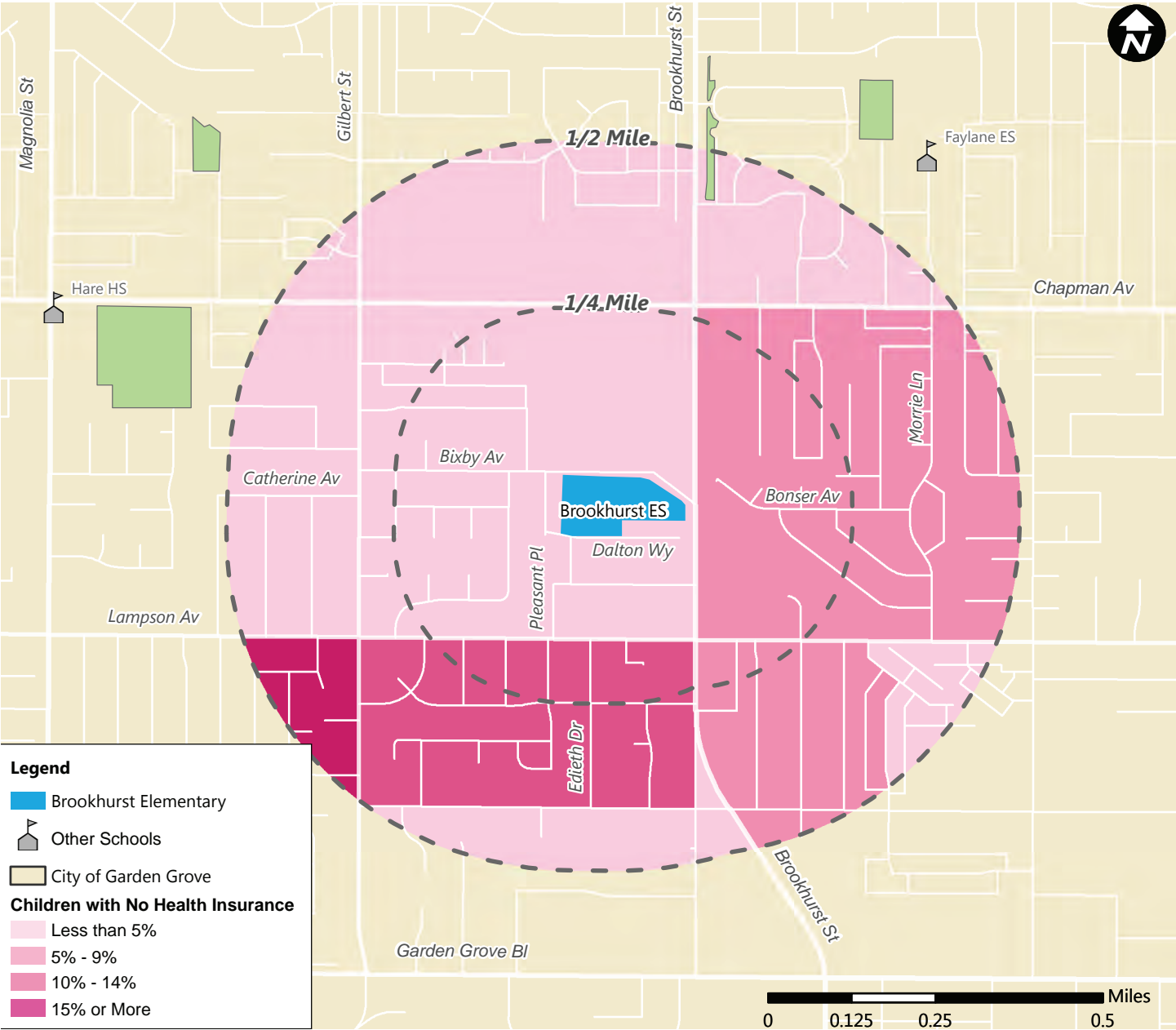
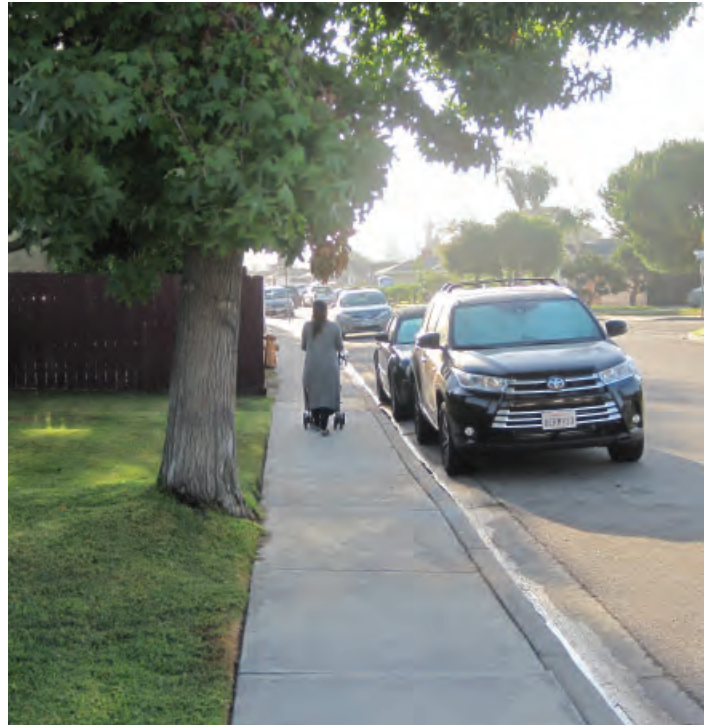


Figure 6-8: Map Of Children With No Access To Health Insurance

6.3 EXISTING INFRASTRUCTURE



Faded crosswalk & missing curb ramp on William Dalton Way and Hester Place .



Parent with stroller walking student to school along the sidewalk on Hester Place, adjacent to the school.



Faded school pavement markings on Bixby Avenue.



Damaged street name signs.



Crossing guard assisting a student and parent at the intersection of Bixby Avenue and Hester Place.



Cracked pavement on Bixby Avenue with wide sidewalks adjacent to the back entrance of the school.



Pedestrians crossing mid-block on William Dalton Way.



Pedestrians walking against traffic on Hester Place which lacks sidewalk on the west side.

6.4 OBSERVED BEHAVIORS

The following presents a list of infrastructure concerns and behavioral issues that were observed at Brookhurst Elementary.

William Dalton Way

- Parking during pick-up and drop-off presents visibility concerns.
- Motorists don't stop for pedestrians.
- Student drop-off occurring along the south side of William Dalton Way, causing pedestrian mid-block crossing.

Eneo Place and William Dalton Way

- Need curb ramp at the north side of intersection.
- William Dalton Way does not have traffic controls; this causes motorists arriving from Eneo Place to queue on the roadway.
- Motorists don't come to a full stop at the stop sign on Eneo Place.
- Motorists park on the crosswalk which prevents pedestrians from safely using the facility and blocks other motorists from going forward.

Eneo Place

- Motorists park on west side of the roadway, and students walk across the roadway to reach the school.
- West side of the roadway lack sidewalk.

Eneo Place and Beverly Lane

- Lack sidewalk on northside of Beverly Ln.
- Pedestrians cross Beverly Ln, but there is no crosswalk.
- Motorists conduct "S" maneuvers between the intersection of Pleasant Pl and Beverly Ln and Eneo Pl and Beverly Ln.

Beverly Lane

- Lack sidewalk on many portions of Beverly Ln.
- At the east end of Beverly Ln, there is an opening

in the wall that allows pedestrians to access to and from the school via Brookhurst St.

Lampson Avenue

- Lack of sidewalk on the north side of the roadway.
- Sidewalk is available on the south side, but pedestrians still walk on the north side.
- The sidewalk on the south side is obstructed by trees, giving pedestrians little space to walk.
- White stripe along the roadway does not clearly demarcate its function. It's not clear whether it's a bike lane or parking lane.
- Motorists drive too fast down Lampson Ave.

Lampson Avenue and Pleasant Place

- Pedestrians cross the intersection, but it lacks crosswalks in three directions.
- Crosswalk is available on the west leg, but it leads to a curb ramp that offers no access to a sidewalk [need to confirm].
- Pedestrian signal can improve visibility for pedestrians crossing Lampson Ave.
- Vehicles queue up on Pleasant Place due to motorists making left turns onto Lampson Ave which is uncontrolled at the intersection.

Brookhurst Street and Stanford Avenue

- "No Turn on Red" sign on Stanford going westbound is ignored by motorists. One possible rationale that contribute to this behavior is that the sign is placed too far in advance of the traffic signal.

Bixby Avenue

- Provides access to the back of the school.
- Motorists speed through the corridor.

- Lack of sidewalk along south portion between Peacock Ct and Hester Pl.

Bixby Ave (cont'd)

- Double parking near the back entrance during drop-off and pick-up.
- Students cross mid-block to reach parked cars from across the street.

Bixby Avenue and Hester Place

- Faded crosswalks in need of improvements.
- Need a curb ramp on north side of east leg crossing and southwest corner.
- Sight distance issue with parked cars for pedestrians trying to cross the street.

Blanche Avenue

- Need sidewalks and curb ramps.

Peacock Court

- Parent comments of possible drainage problems during rain.
- Lack of sidewalk.
- Pavement legend is faded.
- Stop sign is hard to see.

Alley at north end of Peacock Court

- The alley is located behind the apartment buildings, and students use it as a shortcut to and from the school.
- Vehicles don't respect the speed limit, and speed through the alley.
- The alley is narrow and lacks a sidewalk.

Hester Place

- Some sidewalk panels were cracked, and this increases the possibility of pedestrians tripping while using it.



6.5 COMMUNITY ENGAGEMENT

The City strove to identify infrastructure improvements that not only responded to the community's needs and address their concerns, but were also feasible within engineering limitations. To gather community input, the City conducted Walking Safety Assessments (WSA), collected Parent Surveys, and worked with teachers to collect Student Travel Tallies in classrooms. The City also collaborated with Brookhurst Elementary School staff and Garden Grove Unified School District staff to market the project to the Brookhurst Elementary School community, nearby businesses, and local organizations.

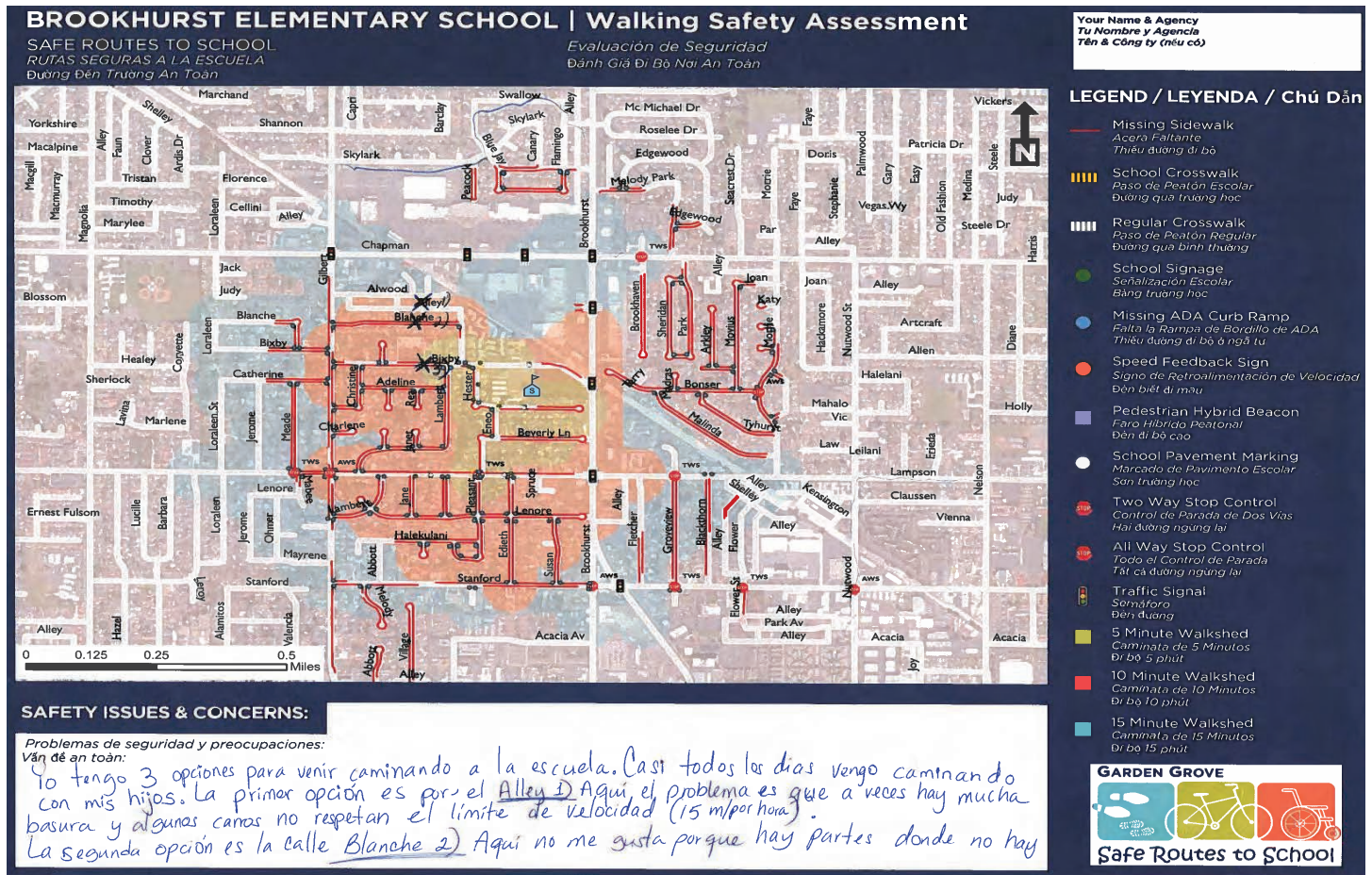


Figure 6-9: Map used at Walking Safety Assessment with comments from event participant

Walking Safety Assessment

The Project Team hosted a Walking Safety Assessment on February 28, 2018 to afford community members an opportunity to express their concerns and explore ideas to improve the roadways surrounding the school. A total of 67 parents and key stakeholders dedicated their valuable time to participate in the event.

Key stakeholders included:

- Parents/Guardians
- Brookhurst Elementary Staff
- GGUSD Staff
- Garden Grove Police
- City Staff

At the Walking Safety Assessment, participants walked around the vicinity of schools, discussed key areas of concerns and explored a range of improvements that they would like to see. After the walk, participants gathered for a discussion on the primary issues that they saw during the walk, as well as routes that affect them going to and from the school. A wide range of potential solutions were explored during these exercises. Solutions that were discussed aimed at addressing participants' main concerns and adhering to engineering limitations so that the ultimate list of improvements would offer beneficial immediate and long-lasting outcomes to the community.



Participants listening to the opening presentation of the Walking Safety Assessment



Group discussion after the walk

Parent Surveys

The “Parent Survey About Walking and Biking to School” form from the National Safe Routes to School Center was used as an expanded data collection tool. The survey gathered information such as the distance from a student’s home to school, travel mode distribution, and parent perceptions regarding walking and biking to school.

	Count
Number of Survey Responses	145
# of K-8 Students in All Households	230

Travel Mode Distribution

	Percentage
Walk	25.69%
Bike	0.35%
School Bus	20.49%
Vehicle	50.69%
Carpool	1.74%
Transit	0.00%
Other	1.04%

Distance Between Home And School

	Percentage
Less than 1/4 mile	28.36%
1/4 mile up to 1/2 mile	18.66%
1/2 mile up to 1 mile	26.12%
1 mile up to 2 miles	15.67%
More than 2 miles	11.19%

Parent Concerns About Walking and Biking to School

	Percentage	Rank
Safety of Intersections and Crossings	68.97%	1
Amount of Traffic Along Route	64.83%	2
Violence or Crime	63.45%	3
Speed of Traffic Along Route	62.76%	4
Distance	60.69%	5
Sidewalks or Pathways	60.00%	6
Weather or Climate	56.55%	7
Time	55.17%	8
Convenience of Driving	51.03%	9
Crossing Guards	51.03%	10
Adults to Bike/Walk With	50.34%	11
Participation in After-School Programs	48.28%	12

Student Travel Tallies

The City collaborated with Brookhurst Elementary Staff to collect data using the “Safe Routes to School Students Arrival and Departure Tally Sheet”. The Tally Sheet predominately gathers data on travel mode distribution. It supplements the data provided from the Parent Surveys.

	Count
Number of Students Assessed in Tally	297
Number of Trips Assessed in Tally	1736
Morning	878
Afternoon	858

Travel Mode Distribution (From Tallies)

	Percentage
Walk	17.17%
Bike	0.17%
School Bus	18.15%
Vehicle	60.45%
Carpool	3.72%
Transit	0.34%
Other	0.00%

Comments retrieved from Outreach Effort

"I would feel comfortable with my child walking to school if there were sidewalks or even a crossing guard on Lampson Ave. Drivers are very impatient of pedestrians, and I feel it is unsafe for my child to walk to school."

"Narrow sidewalk next to Brookhurst St, and no sidewalk on residential streets leading to the school."

"I do not give permission to my son to ride a bike to school because he is very young and small. However, I do think it is a good idea for other students to ride their bikes to school because it is a fun activity."

"My son always go to school walking with his friends and walks home with his friends as well."

"Too many cars get on sidewalks during drop-off. Parents don't look and drive crazy fast during drop-off. Some parents just drop their children off in the middle of the street."

"The back gate entrance at Bixby is very busy. The school bus drops off students, and teachers use this entrance to access the teacher parking lot."

"Students walk through the alley which loops behind other apartment areas. However, there may be crime activities, and there was a kidnapping attempt."



6.6 PROGRAMMING RECOMMENDATIONS

Brookhurst Elementary programming recommendations built off of the momentum developed through a burgeoning parent group's effort and beginnings of wider participation in the Parent Teacher Organization (PTO). They aimed to address some of the key behavioral concerns that deter students from using active transportation to get to and from the school.

As part of the outreach effort, the City received comments from parents and guardians via the Walking Safety Assessment, Parent Surveys, and special meeting with the Parent Teacher Organization. Prior to the Walking Safety Assessment, the Project Team had an opportunity to attend a Parent Teacher Organization meeting where PTO members expressed their enthusiasm for the project. As part of their collaboration with the school, some members assisted the school with monitoring the back gate located on Bixby Avenue to provide access for parents and students arriving from and departing to areas north of the school. The PTO at Brookhurst Elementary consists of only a few members; however, they can be excellent champions for the Safe Routes to School Programs identified below.

Many comments received can be addressed through engineering improvements; however, concerns related to crime, safety, and long distances between home and school can be alleviated through encouragement, education, and enforcement programs. The programming recommendations identified below are five programs that Brookhurst Elementary can begin with. Once the school builds more momentum for the programs identified below, it can move towards other programs discussed in Ch. 4-5 Programming Toolbox.

Recommendation #1: Walk and Roll Day and/or International Walk to School Day

Walk and Roll to School Day is an event where students walk or bike to school. International Walk to School Day is an international event that occurs annually in October. These events can be simple or complex depending on the school's commitment. It consists of organizing a Walking School Bus and/or providing small giveaways for participants.

To kick-off the SRTS Programming effort, and recruit more parent volunteers to join the effort, Brookhurst Elementary School could host a Walk and Roll Day (and if time schedule aligns- International Walk to School Day). The PTO at Brookhurst Elementary can help plan the event. The school can provide print material and small giveaways. It can also help with marketing the event to Brookhurst Elementary parents and other stakeholders.

Recommendation #2: Weekly Walk-to-School Program

Many students live within close proximity to the school. According to the Parent Survey, 28% of students live less than a ¼ mile from the school, which is equivalent to less than ten minutes of walking. Another 19% of students live between ¼ and ½ mile from the school, an equivalent to less than 15 minutes of walking. Combined, slightly less than half of the school (47%) can walk to school within 15 minutes.

Of the six schools involved in this Plan, Brookhurst Elementary boasts the highest rate of students walking to and from the school (26%). However, many more students can utilize active transportation to and from Brookhurst Elementary. Of the students enrolled at the school, 51% of students arrive to and from the school via their family vehicle.

The Weekly Walk-to School Program can provide small

incentives to encourage more students to take active transportation to and from the school. The school can offer a homework pass or similar prize for students who participate in the program.

Recommendation #3: Walking School Bus Program

The Walking School Bus Program would provide the adult supervision needed to address the concerns associated with crime, violence, and young children walking to school alone. During the Walking Safety Assessment, participants repeatedly voiced this concern. This was supported with findings from the Parent Survey; according to the survey, 74% of parents of students who doesn't walk or bike to school stated that violence or crime is one of the main factors for not allowing their child to walk or bike to and from Brookhurst Elementary.

Brookhurst Elementary already has high levels of students walking to and from the school. The program can form a group comprised of parents who already walk their child to school, and develop "Bus Routes" and "Bus Stops" to pick up/ drop off students to and from the school. Other "Bus Stop" locations include the Spirit of '76 Mini Park on Brookhurst Street and Lampson Avenue and Pavilion Plaza on Brookhurst Street.

This program should be coordinated with the Weekly Walk-to-School Program.

Recommendation #4: Student Safety Patrol Program

The Student Safety Patrol Program would provide a form of enforcement mechanism at the school during drop-off and pick-up. From the Walking Safety Assessment and Parent Surveys, it was clear that enforcement is needed around the school. Behaviors such as double parking, students crossing mid-block,

and speeding can be assuaged with the program.

At the Walking Safety Assessment, participants expressed the need for an enforcement program; however, they were hesitant about working with enforcement officers. The school is predominately comprised of minority groups. Within a quarter of a mile from the school, the community population is consisted of 39% Asians and 32% of Hispanic/Latino populations. Given the current political climate of interactions between enforcement officers and minority groups, a program that involves enforcement officers may not necessarily be the best option. The Student Safety Patrol Program will strike a middle ground between the need for law enforcement and WSA participants' concern. Brookhurst PTO is already assisting with small tasks around the school during pick-up and drop-off. They can help recruit more parents and students to participate in this program.

Recommendation #5: Drop-Off Point Program

The Drop-Off Location Point Program offers opportunities for students to walk to school while reducing the high levels of vehicular traffic on roadways near Brookhurst Elementary. According to comments received from the Walking Safety Assessment and Parent Surveys, parents stated that walking and bicycling to school is a challenge due to the long distance between home and school. The Drop-Off Point Program would continue to allow students to arrive to and depart from the school via personal vehicles, but participate in active transportation activities to and from Brookhurst Elementary. Local destinations such as the Pavilion Plaza on Brookhurst Street and Regal Cinema on Chapman Avenue can be excellent drop-off points; they are located within a half an hour walk of the school, and offer plenty of parking for parents to drop off and pick up their students.

6.7 BROOKHURST ELEMENTARY INFRASTRUCTURE RECOMMENDATIONS



- SCHOOL**
- School
 - School Access Location
 - School Boundary
- PROPOSED IMPROVEMENTS**
- School Crosswalk
 - Crosswalk
 - Red Curb (no parking)
 - ADA Curb Ramp
 - Traffic Sign
 - School Signage
 - School Pavement Marking
 - Bulbout / Curb Extension

Engineering & Operational Improvement Notes

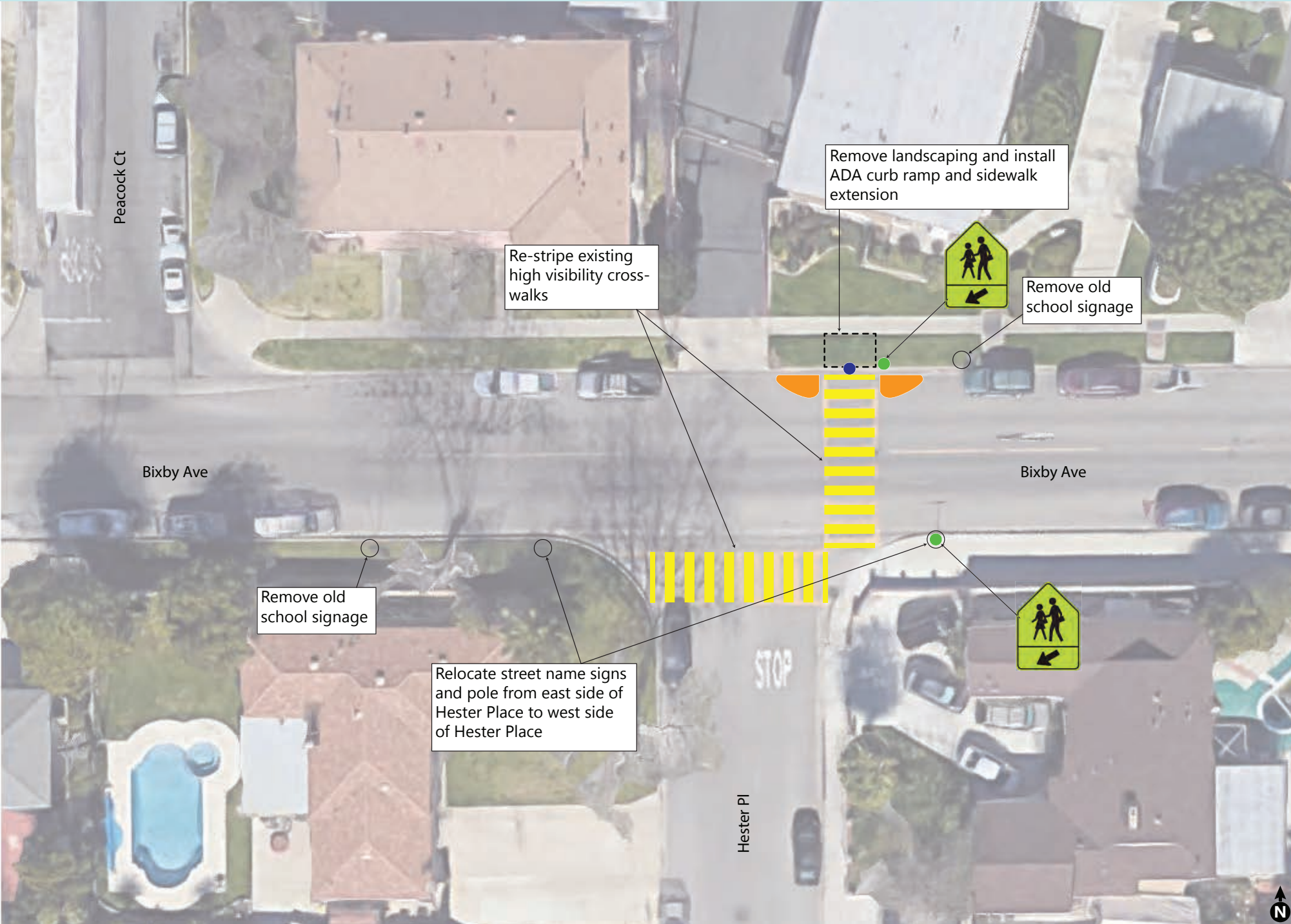
Implement/Upgrade school area signage to meet current CA-MUTCD standards

Inset A: Provide for upgraded pedestrian crossing of uncontrolled approaches with new signage, crosswalks and markings, advanced yield lines, and red curbs to improve sight distance between drivers and pedestrians.

Inset B: Provide for upgraded pedestrian crossing of uncontrolled approaches with new signage, crosswalks and markings, advanced yield lines, curb extensions, and red curbs to improve sight distance between drivers and pedestrians and to decrease pedestrian crossing distance.



6.7 BROOKHURST ELEMENTARY INFRASTRUCTURE RECOMMENDATIONS



PROPOSED IMPROVEMENTS

- School Crosswalk
- ADA Curb Ramp
- School Signage
- Bulbout / Curb Extension

Engineering & Operational Improvement Notes

6.8 INFRASTRUCTURE RECOMMENDATION DETAILS

Recommendations:

Install the following:

SIGNS:

- 4 x R1-5: Yield Here to Pedestrians
- 5 x SW24-1 (CA) School (Assembly A)
- 6 x SW24-2 (CA) School Crossing w/arrow (Assembly B)
- 5 x SW24-3 (CA) School Crossing Ahead

CROSSWALKS:

- 3 x High visibility yellow school crosswalks
- 2 x High visibility white crosswalks

PAVEMENT MARKINGS:

- 3 x "SLOW SCHOOL XING"
- 2 x "SCHOOL XING"
- 4 x Shark teeth yield lines

CURB PAINTING:

- Red curb areas at various locations

ROADWAY MODIFICATIONS:

- 7 x curb extension islands at three pedestrian crossing locations.

CURB RAMPS:

- 11 x ADA compliant curb ramps

Discussion:

Students walk along Bixby Avenue to reach destinations west and north of Brookhurst Elementary. The Bixby Avenue corridor has outdated school signs and pavement markings. New school signs and pavement markings are recommended to warn motorists of students crossings ahead.

The intersection of Bixby Avenue and Hester Place is one of the most heavily-utilized segments by Brookhurst Elementary students and parents. The elementary school has a back entrance which allows parents and school buses to drop-off and pick-up students. At the intersection of Bixby Avenue and Hester Place, Walk Audit participants commented about high speeds and their unsafe pedestrian crossing experiences.

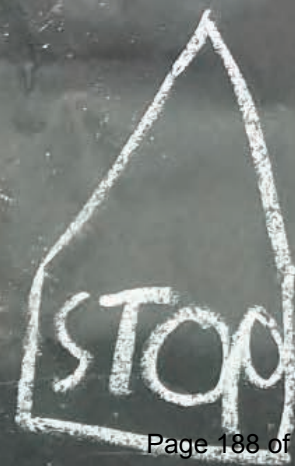
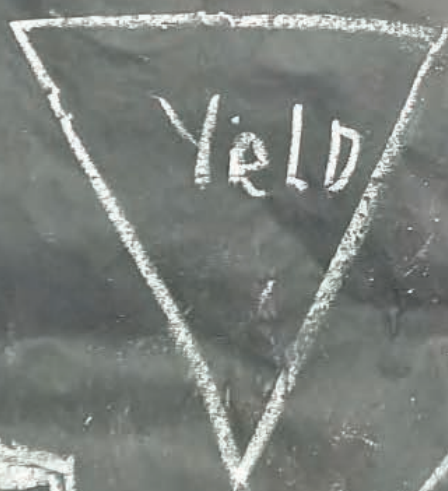
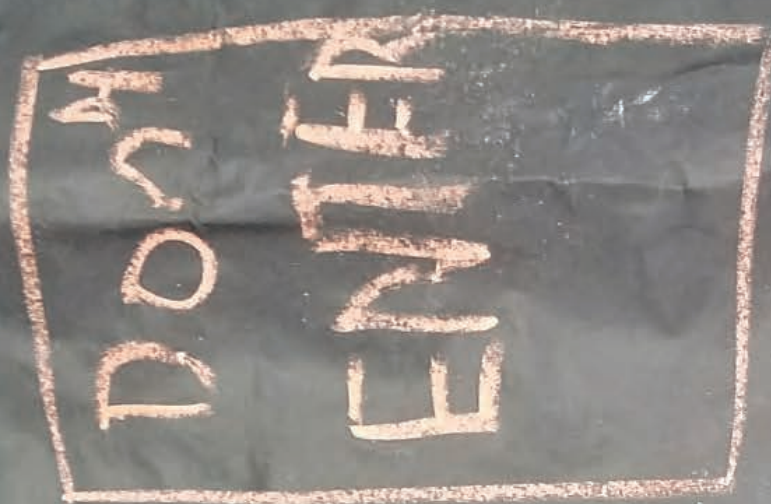
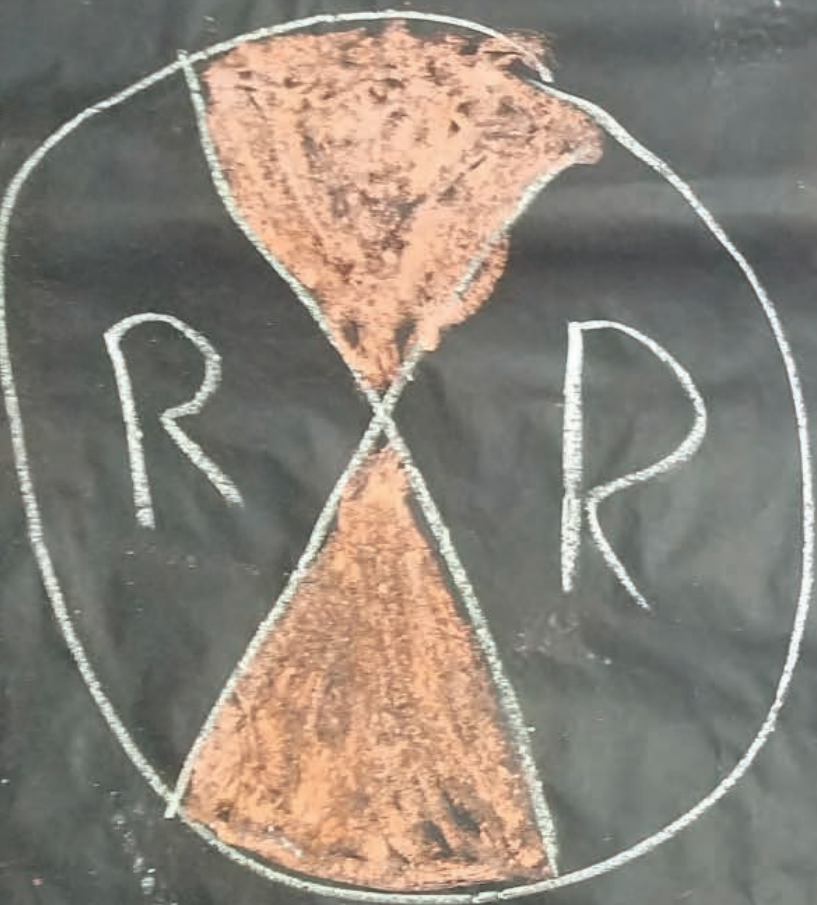
Newly-painted crosswalk, ADA curb ramps, and school signs at the intersection of Bixby Avenue and Hester Place can improve pedestrian visibility crossing Bixby Avenue.

The recommendations call for new school signs and pavement markings which will warn motorists of pedestrian crossings at various locations as indicated in the infrastructure improvement map.

Cost Summary

The cost estimate table below summarizes the Brookhurst Elementary area cost estimates for implementation, based on the cost assumptions described previously in Chapter 4 of this Plan.

SEGMENT	IMPROVEMENT	UNIT	COST	QTY	TOTAL
Brookhurst Elementary	New Sign & New Post	Each	\$300	15	\$4,500
	New Sign on Existing Post	Each	\$150	5	\$750
	School Area Pavement Marking (Per Word)	Each	\$210	17	\$3,570
	High Visibility Ladder Crosswalk	Each	\$1,480	5	\$7,400
	ADA Curb Ramps	Each	\$4,968	11	\$54,648
	Curb Extension - Raised	Per Intersection	\$72,685	1	\$72,685
	Remove Sign and Post	Each	\$100	2	\$200
	Paint Curb	Per Linear Foot	\$2	80	\$160
	Remove Existing Pavement Marking	Per Square Foot	\$3	1180	\$3,540
	Subtotal				\$147,453
	Design (D) (Subtotal * 15%)				\$22,118
	Environmental (E) (Subtotal * 5%)				\$7,373
	Construction Management (CM) ((Subtotal + D + E) * 10%)				\$17,694
	Mobilization (M) ((Subtotal + D + E) * 5%)				\$8,847
	Traffic Control (TC) ((Subtotal + D + E) * 5%)				\$8,847
	Contingency ((Subtotal + D + E + CM + M + TC) * 15%)				\$31,850
	Segment Total				\$244,182



7. Donald S. Jordan

Intermediate

- 7.1 Introduction
- 7.2 Existing Conditions
- 7.3 Existing Infrastructure
- 7.4 Observed Behaviors
- 7.5 Community Engagement
- 7.6 Programming Recommendations
- 7.7 Infrastructure Recommendations
- 7.8 Infrastructure Recommendation Details

7.1 INTRODUCTION

Donald S. Jordan Intermediate is located on 9821 Woodbury Avenue in the Southern portion of Garden Grove near the intersection of Brookhurst St and State Route 22. Settled in a peaceful residential neighborhood, the school is within walking distance to many local destinations. A.J Cook Elementary is located immediately adjacent to the school, while Bolsa Grande High School is situated at the western terminus of Woodbury Avenue. A strip mall with a Shun Fat Supermarket, Saigon's Bakery, and Target is located to the East of the school. Other nearby points of interest include the Mall of Fortune, Garden Grove Plaza, and Garden Grove Park and Dog Park.

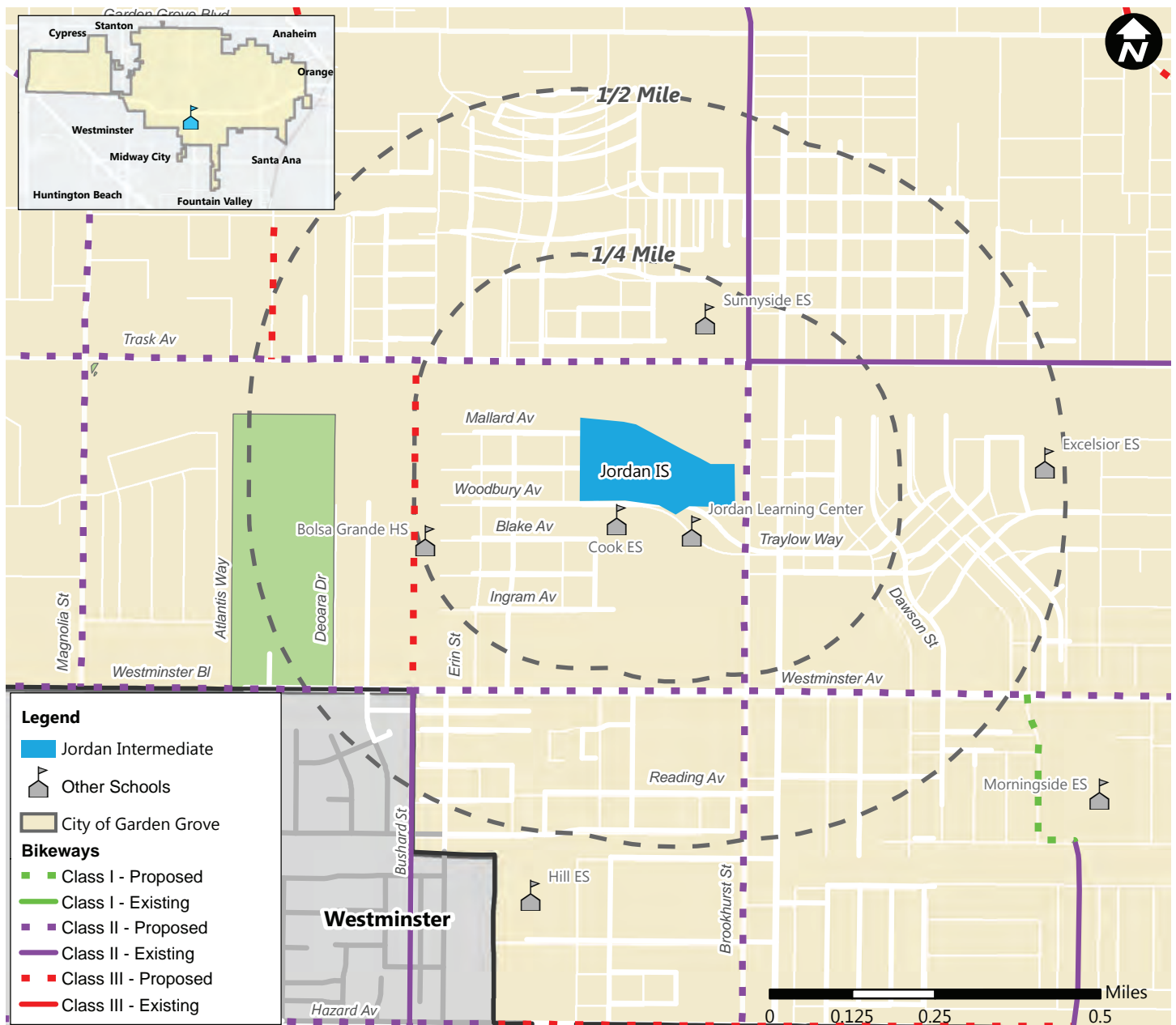


Figure 7-1: Map of School Location

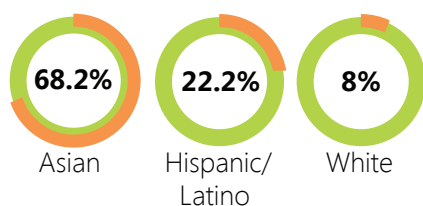
Donald S. Jordan Intermediate School

School Snapshot

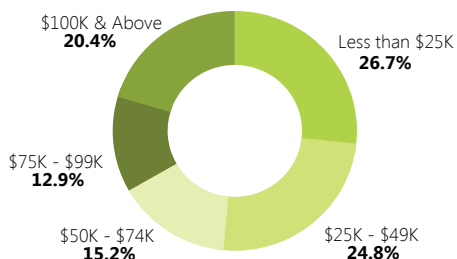
Donald S. Jordan Intermediate enrolled **716 students** in the 2017-2018 school year. Of these students, **23.5%** currently walk and bike to school, while **66.6%** of students are driven to school.

COMMUNITY CHARACTERISTICS

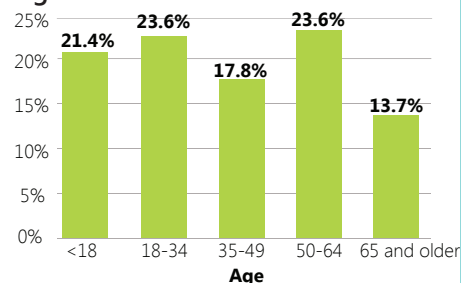
Race



Median Household Income

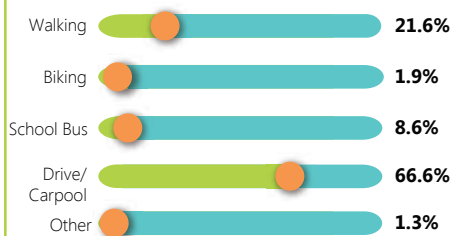


Age

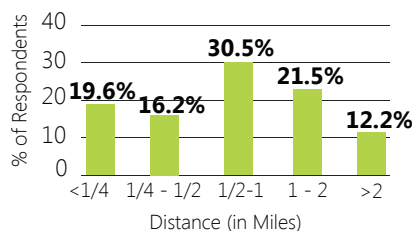


TRANSPORTATION

Mode Share to/from School



Distance between Home and School



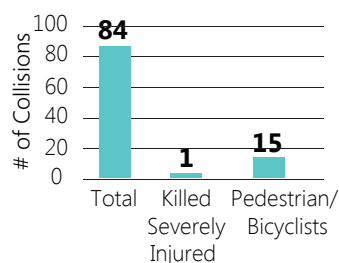
Input from the Community

"I would prefer a crossing guard. I worry about the crosswalk at the freeway. I also worry about traffic."

"I only let my son walk with our neighbors or friends."

SAFETY

Transportation Collisions within 1/4 Mile Radius



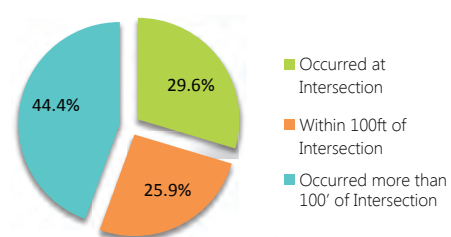
High Collision Roadways

- 1 Brookhurst Street (46)
- 2 Trask Avenue (27)

High Collision Intersections

- 1 Brookhurst Street and Trask Avenue (30)
- 2 Brookhurst Street and Woodbury Avenue/ Traylor Way (19)
- 3 Brookhurst Street and Route 22 (9)

Collision Locations



7.2 EXISTING CONDITIONS

An understanding of existing demographics, socio-economic conditions, and health conditions help identify the needs of the communities that live near Jordan Intermediate. This section displays seven factors that the City examined to better understand the communities. These seven factors are: bicycle and pedestrian collisions, median household income, population under 18 years old, households with limited English capabilities, children's access to health care, and communities' exposure to asthma and cardiovascular disease. The charts below summarize the findings from this effort. In the following pages, each factor will be discussed in further detail.

Race

	0.25 Mile
White	8.00%
African American or Black	0.40%
American Indian or Native Alaskan	0.70%
Asian	68.20%
Native Hawaiian or Pacific Islander	0.00%
Other	0.00%
Two or More	0.50%
Hispanic or Latino	22.20%

Median Household Income

	0.25 Mile
less than \$25,000	26.70%
\$25,000 - \$49,999	24.80%
\$50,000 - \$74,999	15.20%
\$75,000 - \$99,999	12.90%
\$100,000 - \$149,999	14.60%
\$150,000 or More	5.80%

Age

	0.25 Mile
Population under 18	21.40%
Age 18 - 34	23.60%
Age 35 - 49	17.80%
Age 50 - 64	23.60%
Age 65 or Older	13.70%

Language Capabilities

	0.25 Mile
English Only Households	17.10%
Spanish Speaking Households	17.20%
Limited English Speaking Households	26.00%

Collision Type

	#	0.25 Mile
Pedestrian	5	6.00%
Bicycle	10	11.90%
Total Collisions	84	100%
Total Bicycle and Pedestrian	15	17.90%

Pedestrian Injury Status

	#	0.25 Mile
Fatal	1	20.0%
Severely Injured	0	0.0%
Injury (Visible)	2	40.0%
Injury (Complaint of Pain)	2	40.0%
All Injured	4	80.0%
Property Damage Only	0	0.0%

Bicycle Injury Status

	#	0.25 Mile
Fatal	0	0.0%
Severely Injured	0	0.0%
Injury (Visible)	4	40.0%
Injury (Complaint of Pain)	6	60.0%
All Injured	4	40.0%
Property Damage Only	0	0.0%

Health Factors and Environmental Factors

	0.25 Mile
Asthma	26th percentile
Cardiovascular Disease	43rd percentile
Ozone	53rd percentile
PM 2.5	66th percentile
Diesel PM	52nd percentile
Traffic Density	88th percentile

Demographic and socio-economic data retrieved from American Community Survey 2016 Estimates. Collision data was retrieved from TIMS 2013-2017, which does not include property-damage only related collisions. The TIMS data reviewed in this chapter focuses on collisions involving vehicles, pedestrians, and bicyclists for the surrounding areas of the six study school locations.

Vehicle, Pedestrian, and Bicycle Collisions

Within the 1/4 mile surrounding Jordan Intermediate, 84 collisions occurred between 2013 and 2017. Of those collisions, 15 (17.9%) involved a pedestrian or bicyclist, and 46.7% of collisions resulted in visible injuries or fatality. The primary collision factor for collisions involving a bicyclist was the bicyclist riding on the wrong side of the road. Meanwhile, more than half of all pedestrian collisions involved a pedestrian violation.

*Data retrieved from TIMS 2013-2017

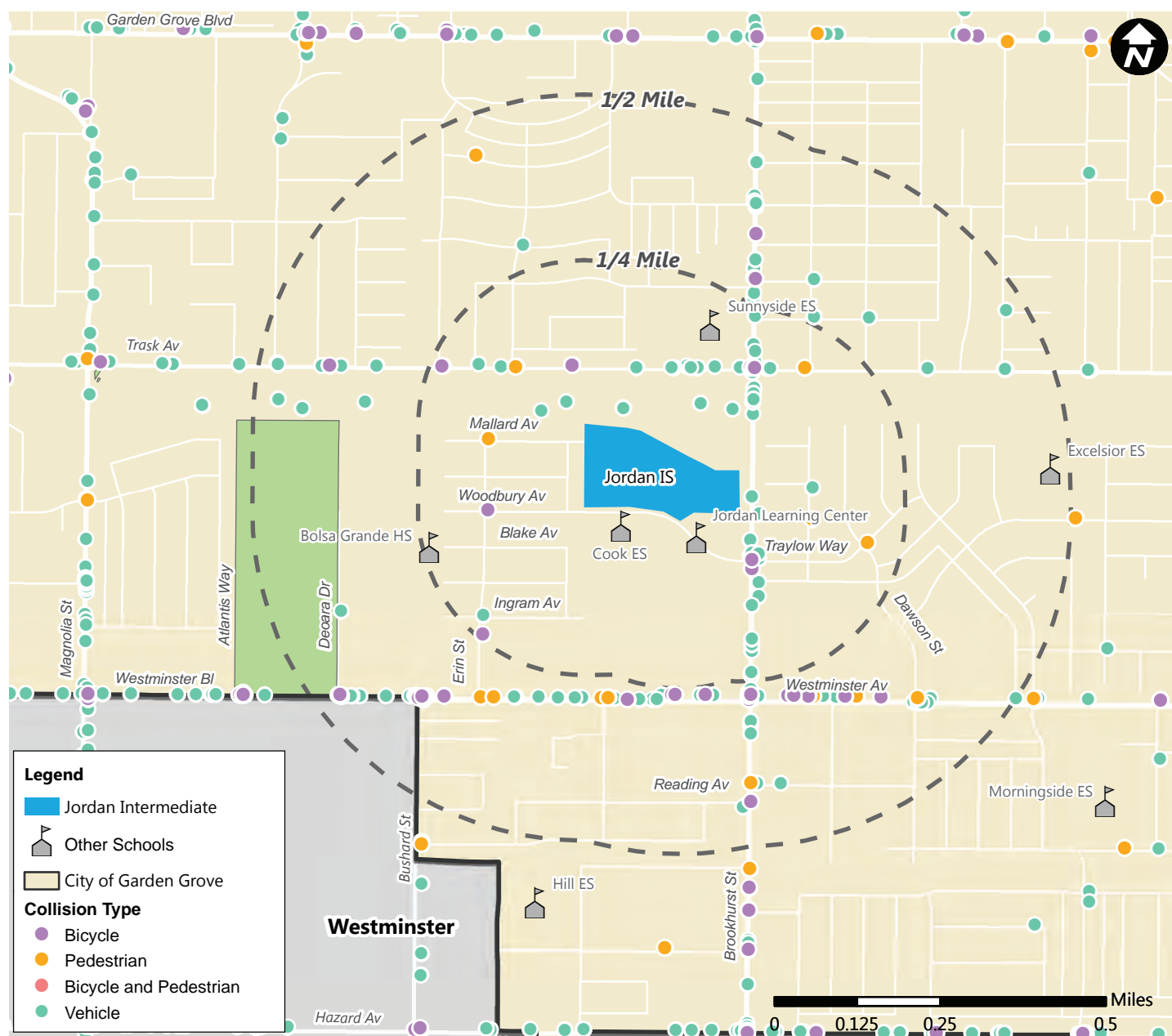


Figure 7-2: Map of Bike and Pedestrian Collisions within a 1/4 and 1/2 Mile of Jordan Intermediate School

Median Household Income

Approximately 50% of households within a ¼ mile of Jordan Intermediate have a median household income less than \$50,000 a year. For this same area, the estimated median household income is \$40,852- well below the statewide median household income of \$63,783, the county wide median household income of \$78,145, and the Active Transportation Program’s most recent cycle application threshold for disadvantaged community severity of \$51,026

*Data retrieved from American Community Survey 2016 Estimates

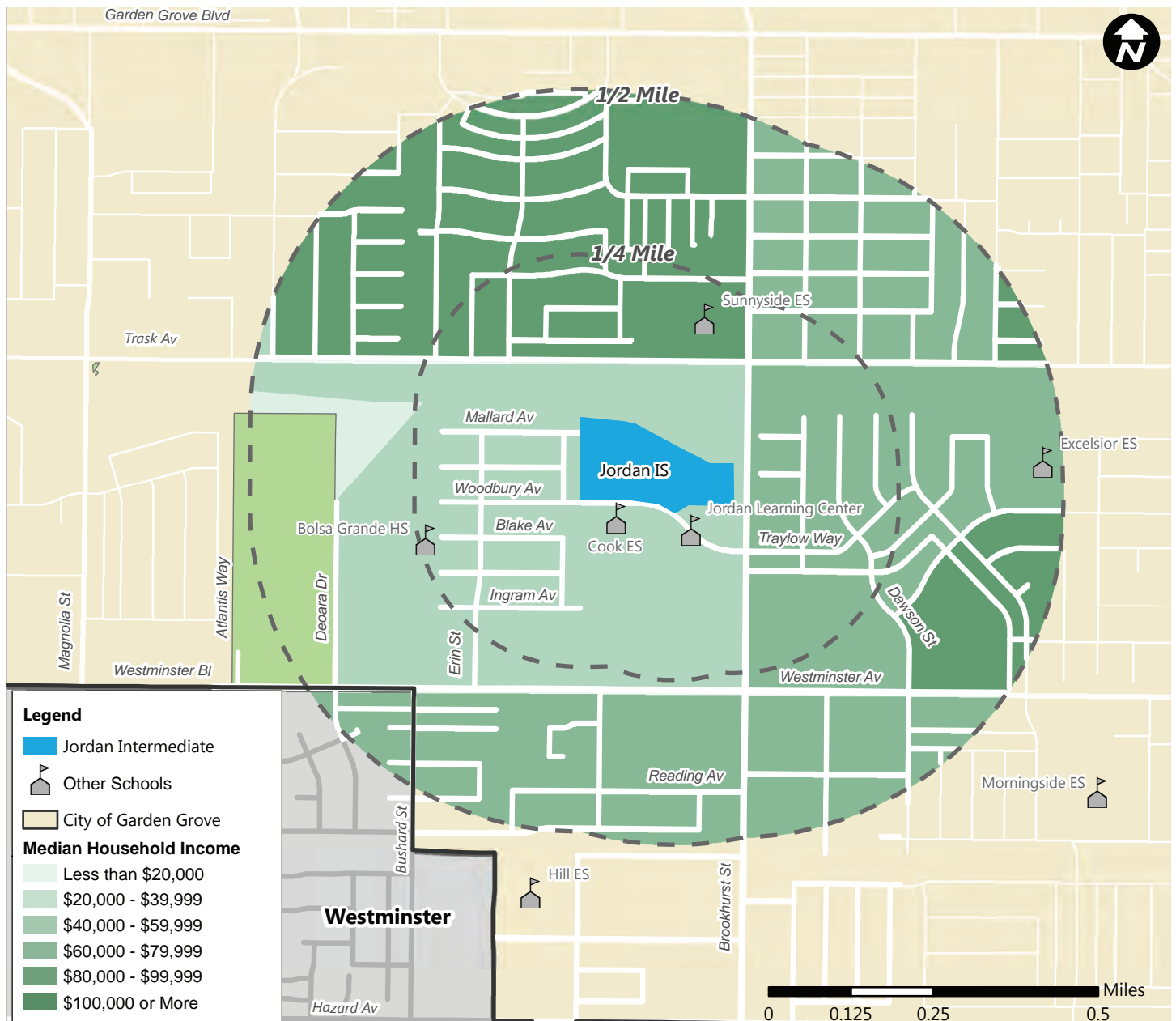


Figure 7-3: Map of Median Household Income

Population Younger Than 18 Years Old

Approximately 1 in 5 (22%) residents living in the ½ mile area surrounding Jordan Intermediate are under the age of 18 and . This rate is just under the citywide population share of 23.1%. Within a ½ mile area, some Census Block Groups have a rate as high as 30%.

*Data retrieved from American Community Survey 2016 Estimates

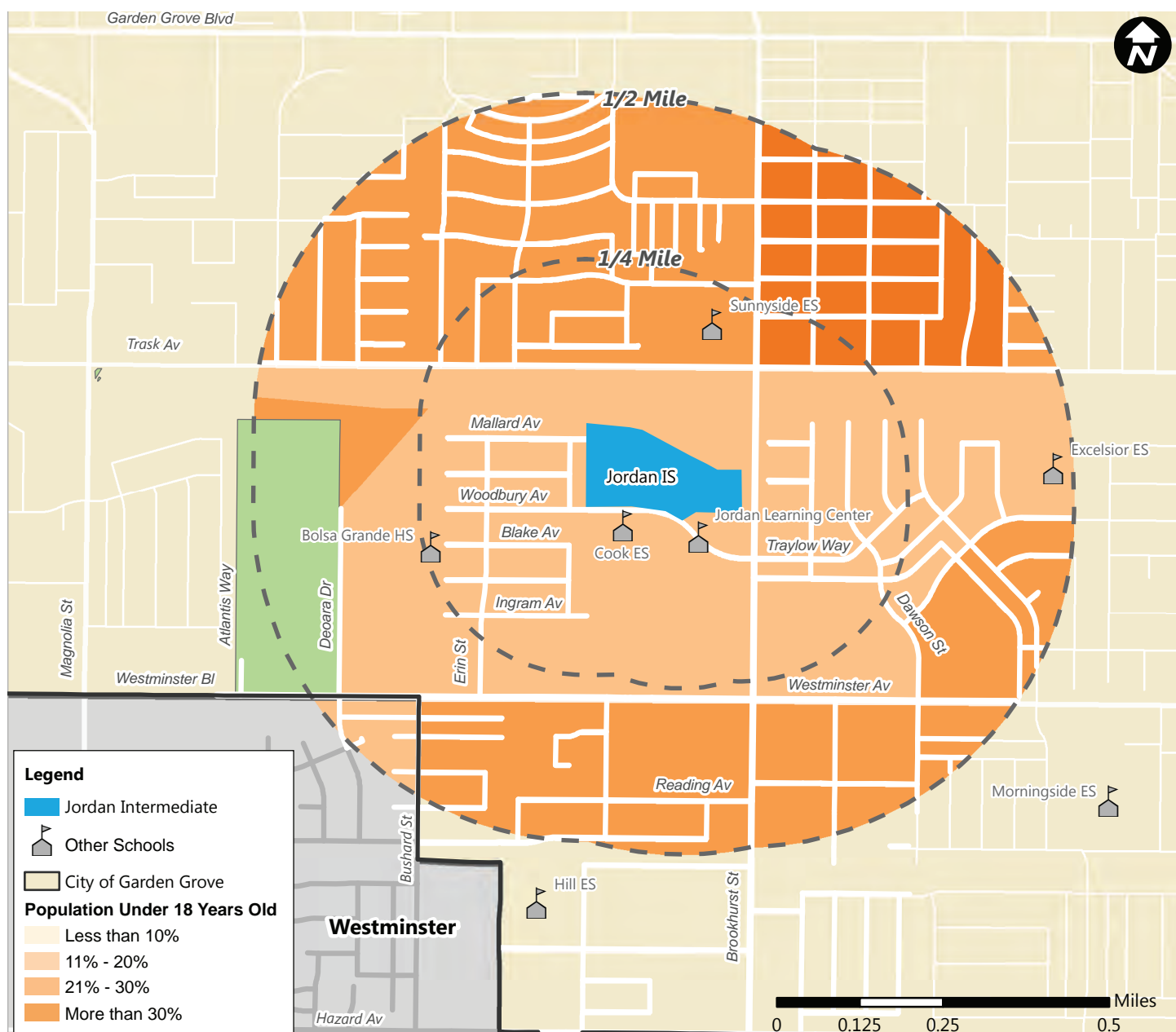


Figure 7-4: Map of Population Younger Than 18 Years Old

Households With Limited English Capabilities

The area surrounding Jordan Intermediate has a high rate of Asian and Hispanic residents. Approximately 68% of households within a ¼ mile of the school are of Asian descent and nearly 22% of households are of Hispanic or Latino descent. The high level of households that has limited English capabilities correlates to these demographic statistics. An average of 25% of all households has limited English communication abilities, although certain neighborhoods have as many as 50% or more households that have limited English capabilities.

*Data retrieved from American Community Survey 2016 Estimates

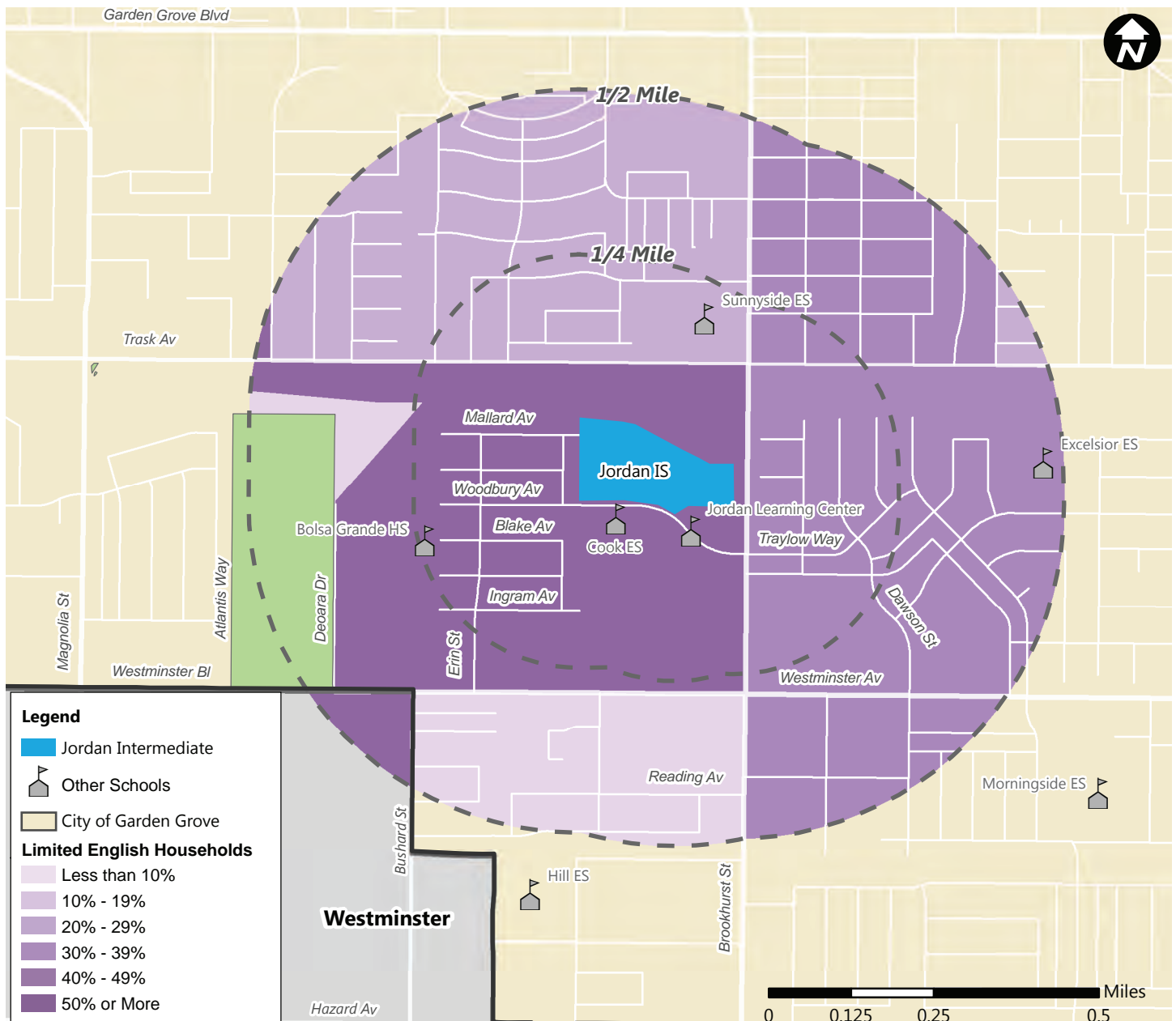


Figure 7-5: Map of Households With Limited English Capabilities

Population With Asthma

The rates of asthma-related hospital visits surrounding Jordan Intermediate are below most areas in California according to CalEnviroScreen 3.0. The tracts surrounding the school all rank below the 60th percentile of all census tracts in California.

*Data retrieved from CalEnviroScreen 3.0

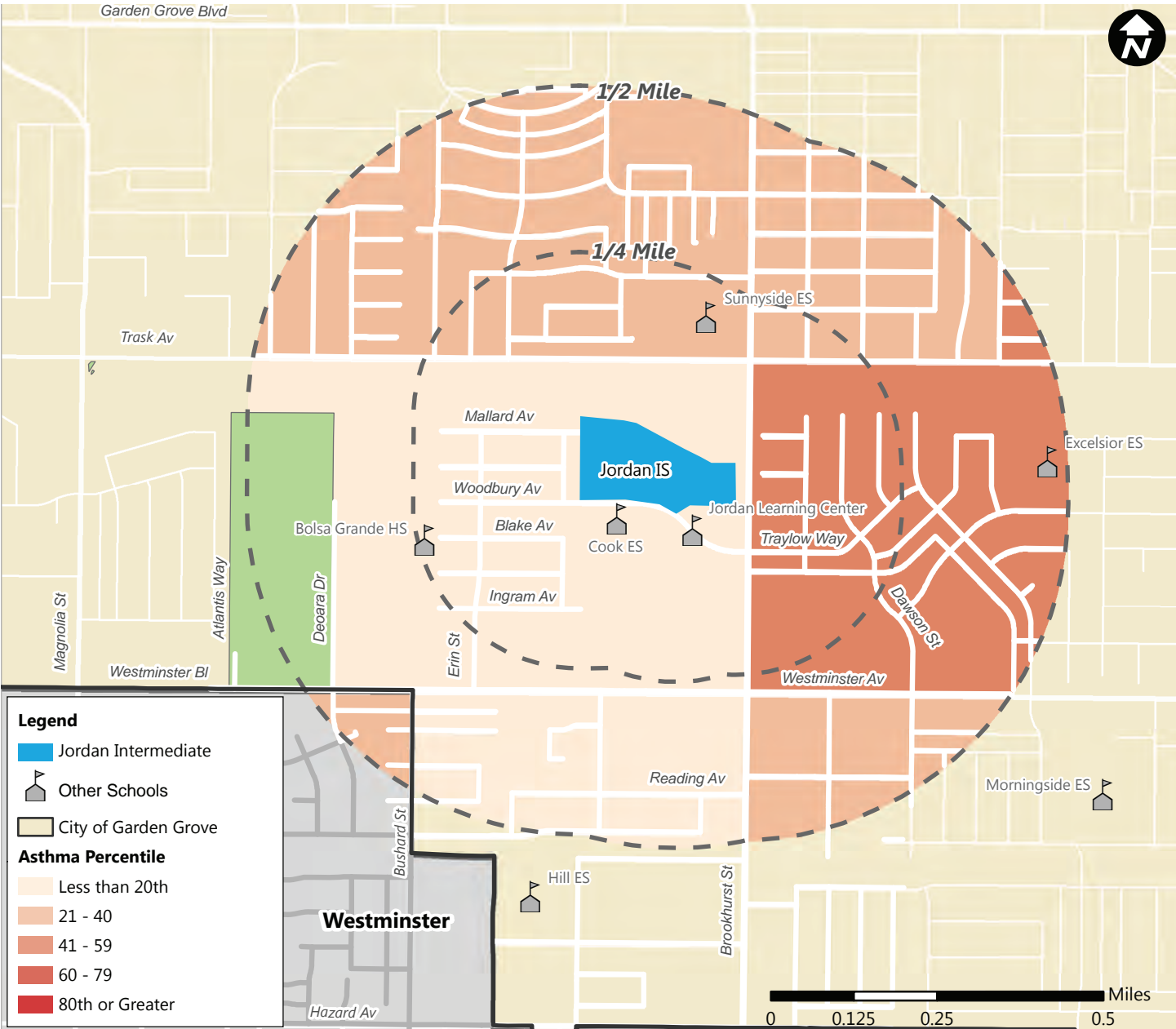


Figure 7-6: Map of Population With Asthma

Households With Cardiovascular Disease

The rates of Cardiovascular Disease-related hospital visits surrounding Jordan Intermediate are generally higher than most areas in California. According to CalEnviroScreen 3.0, multiple census tracts surrounding the school are ranked above the 89th percentile compared to census tracts in California. These areas may benefit most from the health benefits of active transportation to and from school. Although Cardiovascular Diseases are not prevalent among children, developing healthy behaviors early in life plays a significant role in reducing the risk of developing cardiovascular diseases in adulthood.

*Data retrieved from CalEnviroScreen 3.0

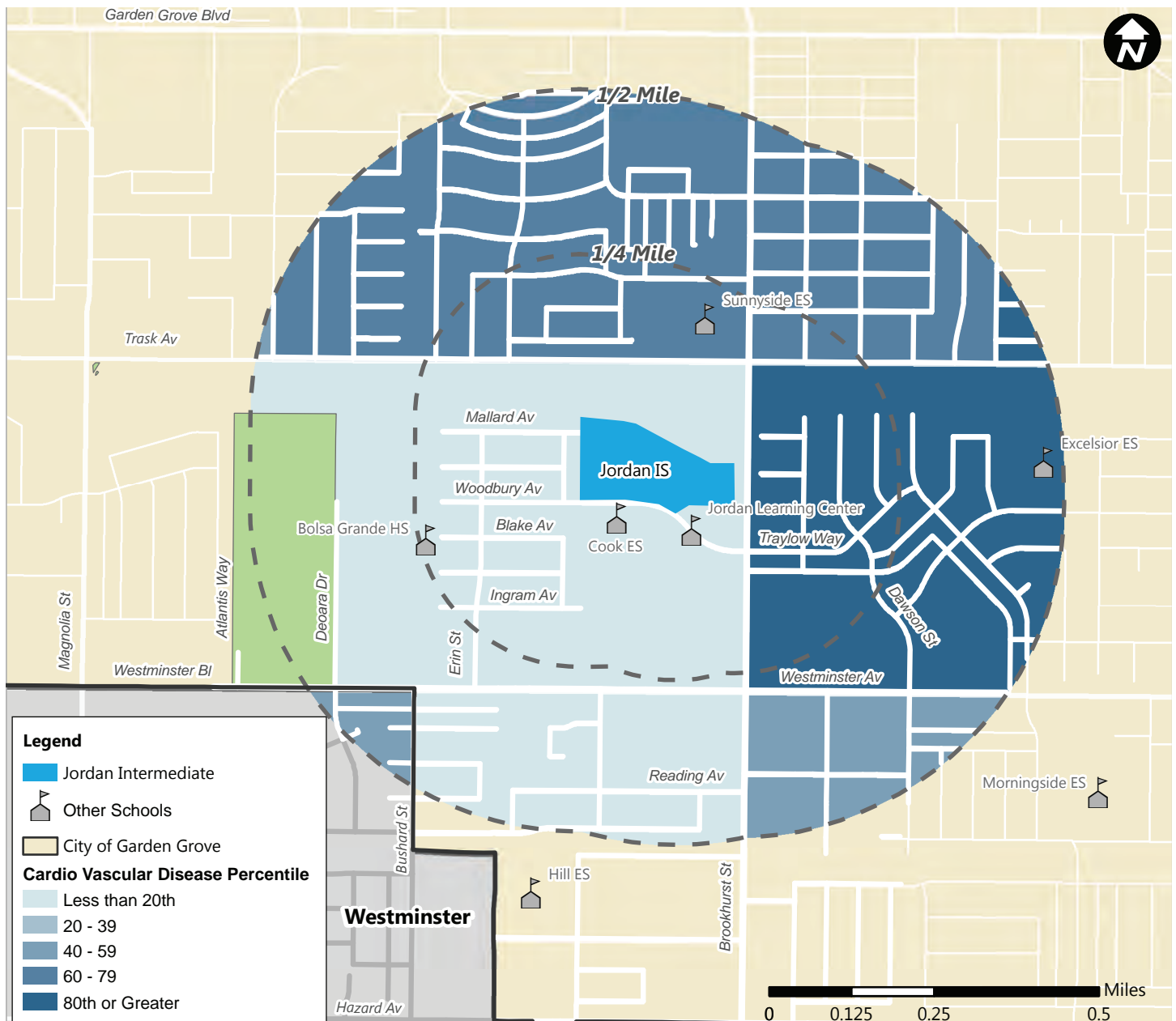


Figure 7-7: Map of Population With Cardiovascular Diseases

Children With No Access To Health Care

The rates of health insurance coverage for the population under the age of 18 are relatively high throughout California. However, some census tracts surrounding Jordan Intermediate have a rate of children with no access to health care above 10%.

*Data retrieved from CalEnviroScreen 3.0

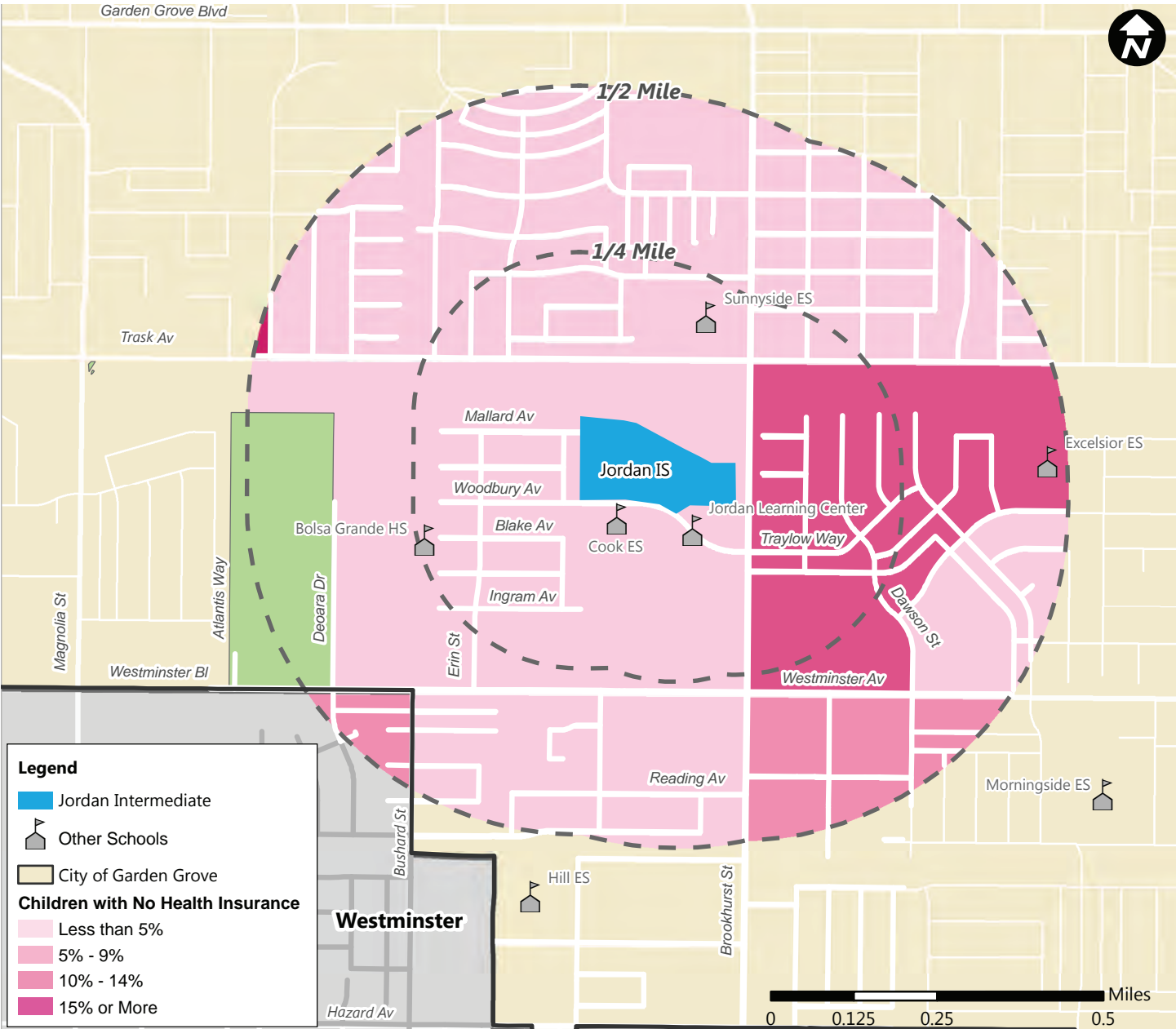


Figure 7-8: Map Of Children With No Access To Health Insurance

7.3 EXISTING INFRASTRUCTURE



Intersection with no traffic control devices on the major or minor road.



Students crossing Woodbury Avenue mid-block.



Lack of ADA-compliant curb ramps on Woodbury Ave.



Uneven sidewalk on Woodbury Ave.



Uncontrolled intersection without curb ramps.



Fading school pavement markings on Woodbury Ave.



Traffic signal with mid-block crossing immediately in front of Jordan Intermediate.



High visibility crosswalk on top of cracked pavement.

7.4 OBSERVED BEHAVIORS

The following presents a list of infrastructure concerns and behavioral issues that were observed at Donald S. Jordan Intermediate.

Jordan Drop-Off Parking Lot Area

- Majority of motorists traveling eastbound on Woodbury Avenue and some traveling westbound enter the parking lot to drop-off and pick-up students.

Jordan Staff Parking Lot

- This parking lot is closed for all traffic except for school buses and staff vehicles.
- Vehicles parked along the south side of Woodbury Avenue at the intersection approach, blocking vehicles from making right-turns.
- Long vehicle queue along Woodbury Avenue for the eastbound left-turn movement.
- Motorists along Woodbury Avenue at the eastbound approach block the driveway entrance to the Target parking lot.

Woodbury Avenue and Cork Street

- Uncontrolled 3-way intersection.
- Motorists drive too fast down Woodbury Avenue to notice pedestrians crossing the roadway.
- High visibility crosswalks are present, however they are painted on cracked road surface.
- Curb ramps are present, but missing truncated dome surface pad to be fully ADA-compliant.
- Parked vehicles on south side of Woodbury Avenue presents a visibility concern for pedestrians crossing the roadway.

Woodbury Avenue and Erin Street

- Stop controlled on Erin St.
- Doesn't have marked crosswalks.
- High levels of cut through traffic to reach Bolsa Grande High School.
- Elementary, Intermediate, and High School students cross at this intersection.

Woodbury Avenue and Teal Avenue

- High school students cross at this intersection and cross mid-block along segment of Erin Street between Teal Avenue and Woodbury Avenue.

Woodbury Avenue

- Motorists traveling at higher speeds than posted speed limit.
- No school signage along entire roadway, except at Woodbury Street and Cork Street crosswalks.
- Some pedestrians crossing the roadway between intersections.
- Vehicle/pedestrian conflicts at Cook's parking lot exit driveway.
- Motorist making U-turns along the roadway.

Erin Street

- Motorists traveling at higher speeds than posted speed limit.
- Intersections along Erin Street are uncontrolled.
- Some intersections provide no curb ramps.



7.5 COMMUNITY ENGAGEMENT

The City strove to implement infrastructure improvements that not only responded to the community's needs and address their concerns, but were also feasible within engineering limitations. To gather community input, the City conducted Walking Safety Assessments (WSA), collected Parent Surveys, and worked with teachers to collect Student Travel Tallies in classrooms. The City also collaborated with Jordan Intermediate School staff and Garden Grove Unified School District staff to market the project to the Jordan Intermediate School community, nearby businesses, and local organizations.

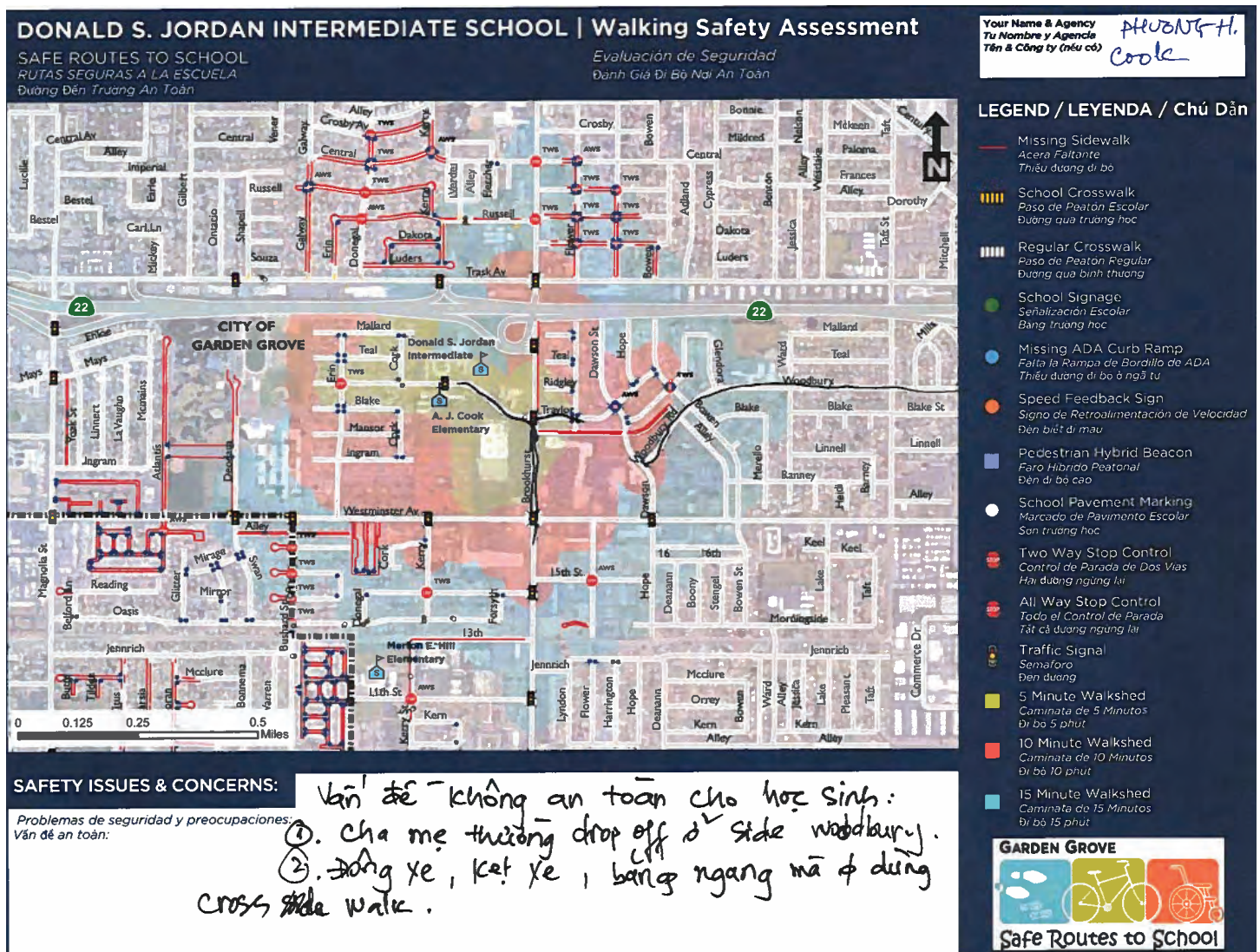


Figure 7-9: Map used at Walking Safety Assessment with comments from event participant

Walking Safety Assessment

The Project Team hosted a Walking Safety Assessment on November 9, 2017 to afford community members an opportunity to express their concerns and explore ideas to improve the roadways surrounding the school. A total of 20 parents and key stakeholders dedicated their valuable time to participate in the event.

Key stakeholders included:

- Parents/Guardians
- Jordan Intermediate Staff
- GGUSD Staff
- Garden Grove Police
- City Staff

At the Walking Safety Assessment, participants walked around the vicinity of schools, discussed key areas of concerns and explored a range of improvements that they would like to see. After the walk, participants gathered for a discussion on the primary issues that they saw during the walk, as well as routes that affect them going to and from the school. A wide range of potential solutions were explored during these exercises. Solutions that were discussed aimed at addressing participants' main concerns and adhering to engineering limitations so that the ultimate list of improvements would offer beneficial immediate and long-lasting outcomes to the community.



Participants walking around the school vicinity to identify areas of concerns



Group discussion of traffic concerns along Woodbury Avenue

Parent Surveys

The “Parent Survey About Walking and Biking to School” form from the National Safe Routes to School Center was used as an expanded data collection tool. The survey gathered information such as the distance from a student’s home to school, travel mode distribution, and parent perceptions regarding walking and biking to school.

	Count
Number of Survey Responses	424
# of K-8 Students in All Households	711

Travel Mode Distribution

	Percentage
Walk	21.57%
Bike	1.91%
School Bus	8.58%
Vehicle	63.41%
Carpool	3.22%
Transit	0.36%
Other	0.95%

Distance Between Home And School

	Percentage
Less than 1/4 mile	19.63%
1/4 mile up to 1/2 mile	16.18%
1/2 mile up to 1 mile	30.50%
1 mile up to 2 miles	21.49%
More than 2 miles	12.20%

Parent Concerns About Walking and Biking to School

	Percentage	Rank
Safety of Intersections and Crossings	72.88%	1
Distance	67.69%	2
Violence or Crime	67.69%	3
Amount of Traffic Along Route	66.75%	4
Speed of Traffic Along Route	64.15%	5
Time	62.97%	6
Weather or Climate	62.26%	7
Sidewalks or Pathways	61.32%	8
Convenience of Driving	59.43%	9
Crossing Guards	57.31%	10
Participation in After-School Programs	55.90%	11
Adults to Bike/Walk With	55.19%	12

Student Travel Tallies

The City collaborated with Jordan Intermediate Staff to collect data using the “Safe Routes to School Students Arrival and Departure Tally Sheet”. The Tally Sheet predominately gathers data on travel mode distribution. It supplements the data provided from the Parent Surveys.

	Count
Number of Students Assessed in Tally	439
Number of Trips Assessed in Tally	2407
Morning	1291
Afternoon	1116

Travel Mode Distribution (From Tallies)

	Percentage
Walk	24.03%
Bike	1.59%
School Bus	0.45%
Vehicle	68.80%
Carpool	4.66%
Transit	0.23%
Other	0.23%

Comments retrieved from Parent Surveys

"If there were more safety instructors, I would surely let my child walk/bike home."

"Mi hijo se va caminado no cuento con transporte y la casada de la carretera es peligrosa ya que los chóferes no respetan la luz verde. Muchas gracias también cuando llueve es peligroso."

"Traffic in the mornings and afternoon is crazy. From Sunnyside to Jordan it takes me 10-15 minutes to drive my daughter in the mornings to school. After school, she walks to Sunnyside because of how bad traffic is."

"I don't want my child to walk or ride a bike because we want to drop off and pick up in the school so we know my child is safe."

"Walking has many dangers."

"I would like for kids to walk to school safely."

"My child can walk to/from school, but I still watch/follow my child."

"My daughter is riding Uber because there isn't a bus."



7.6 PROGRAMMING RECOMMENDATIONS

The programs identified in the following section aim to garner momentum for active transportation activities at Jordan Intermediate. The school lacks a Parent Teacher Organization or similar group that can be champions for the Safe Routes to School Programs. However, the school participated in Make Cook and Jordan Safer Day which generated interest in the project.

The City received comments from parents and guardians through the Walking Safety Assessment and Parent Surveys. While many comments can be addressed through engineering improvements, concerns related to crime, safety, and long distances between home and school can be alleviated through encouragement, education, and enforcement programs.

The programming recommendations identified below are four programs that Jordan Intermediate can begin with. Safe Routes to School programming is primarily a volunteer effort, but there are dedicated ongoing resources to support these successful efforts; to that end, the school needs to put some effort towards developing a Safe Routes to School program using school staff and/or recruiting volunteers to begin the programming effort. Once the school builds momentum for the programs identified below, it can move towards other programs discussed in Ch. 4-5 Programming Toolbox.

Recommendation #1: Drop-Off Valet Program

The Drop-Off Valet Program would alleviate some of the traffic congestion on Woodbury Avenue which presents safety concerns for students walking and bicycling to school. Jordan Intermediate is located on Woodbury Avenue, a local residential street that provides access in the East and West directions. During school hours, Woodbury Avenue experience high levels of vehicular traffic.

SRTS volunteers can be positioned along the east side of the west parking lot to assist with traffic flow. Vehicles can arrive at the school from the east on Woodbury Avenue. SRTS volunteers can motion vehicles to come forward to the beginning of the drop-off zone, and assist students with exiting the vehicles. Through this program, vehicles can move quicker through the roadway and have more defined spaces for drop-off, which improves better visibility for pedestrians and bicyclists.

Recommendation #2: Drop-Off Point Program

The Drop-off Point Program offers opportunities for students to walk to school while reducing the high levels of vehicular traffic on Woodbury Avenue. According to comments received from the Walking Safety Assessment and Parent Surveys, parents stated that walking and bicycling to school is a challenge due to the long distance between home and school. The Drop-Off Point Program would continue to allow students to arrive to and depart from the school via personal vehicles, but participate in active transportation activities to and from Jordan Intermediate.

This program will develop a formal program for an existing practice where some Jordan Intermediate parents use the Target Parking Lot as a drop-off point. In addition to the Target Parking Lot, other potential drop-off locations include the Mall of Fortune Parking Lot and Starbucks on Brookhurst Street and

Westminster Avenue which are located within a 15 minute walk from the school. Walking to and from these potential drop-off locations would provide students with 30 minutes of physical activities per day-half of the recommended amount by the Centers for Disease Control and Prevention. The Drop-Off Point Program can be complemented with the Walking School Bus Program which is discussed below.

Recommendation #3: Weekly Walk-to-School Program

The Weekly Walk-to School Program is an encouragement program where Jordan Intermediate can provide small incentives for students to take active transportation to and from school. Many students live within close proximity to the school. According to the Parent Survey, 20% of students live less than a ¼ mile from the school, which is equivalent to less than ten minutes of walking. Another 16% of students live between ¼ and ½ mile from the school, an equivalent to less than 15 minutes of walking. Combined, 36% can walk to school within 15 minutes. Currently, 22% of Jordan Intermediate students already walk to school; this program can encourage more students to take active transportation to and from school.

For Make Cook and Jordan Safer Day, Jordan Intermediate offered a Front of the Line pass for students who participated at the event. The school can offer the pass or similar prize for students who participate in the Weekly Walk-to-School Program.

Recommendation #4: Golden Sneaker Walking Program

The Golden Sneaker Walking Program is a friendly competition between the classrooms to encourage as many students to walk to and from the school. As noted above, more than a third of Jordan Intermediate students live within close proximity to the school. Although the Golden Sneaker Walking Program strives

to encourage students to walk more, students who bike or take other forms of active transportation to school can participate as well. For students that live further away, they can participate by walking or biking during their free time. The classroom with students who walk (or bike) the most wins the Golden Sneaker Award (or another prize).

Recommendation #5: Walk and Roll Day and/or International Walk to School Day

Walk and Roll to School Day is an organized event where students walk or bike to school. International Walk to School Day is a similar effort; however, it is a part of a larger, international-wide event which occurs annually in October. The event can be simple or complex depending on the school's commitment. It can consist of organizing a Walking School Bus and/or providing small giveaways for participants.

To continue building momentum for the SRTS Programming effort, and recruit more parent volunteers to join the effort, Jordan Intermediate could host a Walk and Roll Day (and if time schedule aligns- International Walk to School Day). The school can provide print material and small giveaways. It can also help with marketing the event to Jordan Intermediate parents and other stakeholders.

7.7 DONALD S. JORDAN INTERMEDIATE INFRASTRUCTURE RECOMMENDATIONS



Engineering & Operational Improvement Notes

- Ⓐ Install school crosswalks at all legs of Erin and Woodbury and remove the limit line pavement marking at the eastbound and westbound approaches.

Ⓑ Install “Slow School Xing” pavement markings at approximately 100 feet approaching the school crosswalks along Woodbury at Cork Street and at pedestrian signal in the east and west directions.

Ⓒ Install curb bulbout islands (maintaining existing gutter for drainage) at the north and south end of the school crosswalk along Woodbury at Cork Street to provide an 12 foot travel lane in each direction.

Ⓓ Install school crosswalks at various locations along Erin Street. Remove limit line pavement marking on Erin Street at Westminister.
- Ⓔ Install school crosswalks at north, south and west legs of Woodbury and Brookhurst Street

Ⓕ Install R10-6 sign at existing stop bar locations near crosswalk

Ⓖ Replace old SR-1 sign with Assembly A sign

— Install signs restricting on-street parking from 10 PM to 7 AM, Monday through Friday

— Install red curb at various locations to improve sight distance

7.8 INFRASTRUCTURE RECOMMENDATION DETAILS

Recommendations

Install the following:

SIGNS:

- 2 x R10-6: STOP Here on Red
- 2 x R3-4: No U-Turn symbol
- 1 x SW24-1 (CA) School (Assembly A)
- 12 x SW24-2 (CA) School Crossing w/arrow (Assembly B)
- 2 x SW24-3 (CA) School Crossing Ahead
- 2 x Warning signs - "Blind Person Area"
- 1 x Regulatory sign - "Do Not Block Intersection"

CROSSWALKS:

- 15 x High visibility yellow school crosswalks

PAVEMENT MARKINGS:

- 3 x "SLOW SCHOOL XING" pavement markings

CURB PAINTING:

- Red curb areas at various roadway segments

SIGNAL HEAD MODIFICATIONS:

- 6 x Cap style head visor replacements
 - To replace existing full circle visors

ROADWAY MODIFICATIONS:

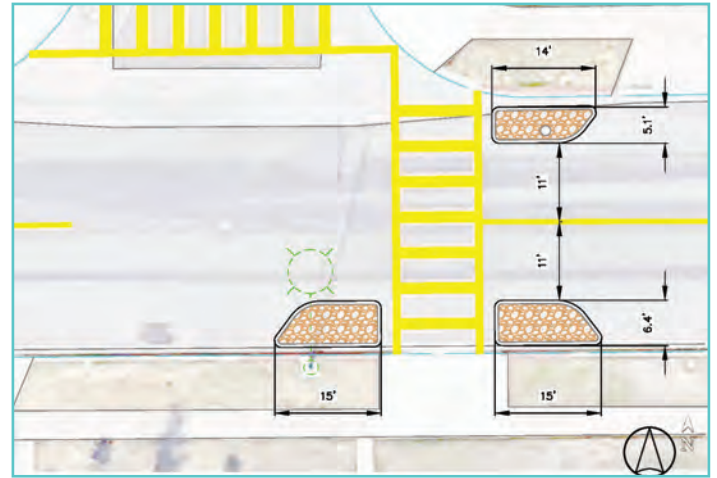
- 3 x curb extension islands at one pedestrian crossing location.

CURB RAMPS:

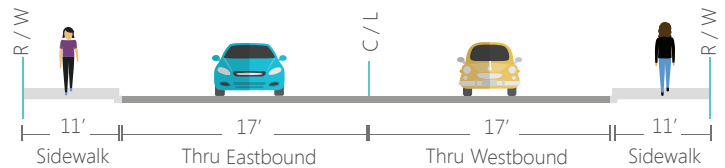
- 10 x ADA compliant curb ramps

Note: The recommendations listed above are the same recommendations as Cook Elementary as they are for the same locations. These should not be considered as separate improvements from those indicated for Cook Elementary.

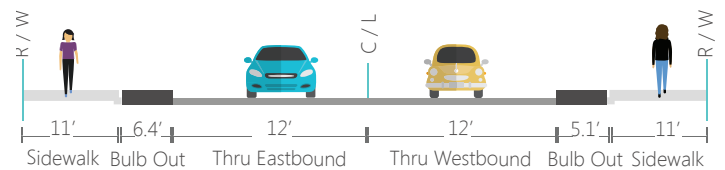
Curb Extension: Concept Plan



Existing Cross Section



Proposed Cross Section with Curb Extension



Discussion:

Pedestrians frequently use the crosswalks at Woodbury Avenue and Cork Street. However, Woodbury Avenue has high levels of vehicular traffic passing through this intersection during the school morning and afternoon hours. The curb extension islands at this crosswalk can help provide better line of sight between pedestrians and motorists, along with shortening the crossing for pedestrians. This improvement also provides traffic calming with reduced lane widths for vehicles traveling through the intersection.

Motorists were observed making U-Turns along Woodbury Avenue adjacent to the school after dropping off or picking up the student(s), along with some double parking along Woodbury Avenue. The new "No U-Turn" symbol signs can help prevent these actions from motorists along Woodbury Avenue.

Improvements to the traffic signal head covers at the Woodbury Avenue and Cook Elementary exit driveway can help provide better visibility of the signal heads to motorists existing the driveway. New traffic signs would remind motorists of pedestrian crossings ahead and the need to stop at the limit lines at this signal.

The painted red curb areas would help prevent motorists from parking immediately in front of the school, which can create better sight visibility for motorists to see pedestrians and other vehicles at the school's driveway location.

Woodbury Avenue also experiences vehicle queuing due to heavy volumes during drop-off and pick-up. The issue is exacerbated with high traffic volumes from Brookhurst Street. The City approved the installation of a new traffic signal to accommodate a left-turn phase for vehicles making left-turn movements onto Brookhurst Street from Woodbury Avenue. This would be installed in the future after further studying the Brookhurst Street corridor.

New "Do Not Block Intersection" signs can assist visitors arriving to and departing from the Target

shopping center by not being blocked by vehicles queuing along Woodbury Avenue at the intersection approach at Brookhurst Street.

Short-term parking issues during drop-off and pick-up, and long-term parking concerns due to vacation buses which parked on-street for extended amount of time contribute to poor visibility of motorist and pedestrians along Woodbury Avenue. Recommendations such as restricting and limiting on-street parking can help address these concerns.

Students walk along Erin Street to reach residential neighborhoods west of Jordan Intermediate and destinations south of the school. However, many intersections along this corridor lack school crosswalks and ADA curb ramps. The proposed crosswalks and ADA curb ramps, along with appropriate school signage, can help provide additional warnings to motorists of pedestrians crossing along the intersections and can help pedestrians better utilize the corridor by crossing at the crosswalk locations and not along mid-block areas.

As Cook Elementary, Jordan Intermediate, and Bolsa Grande High School host a program for the Blind and Visually Impaired, installation of new "Blind Person Area" signs along Woodbury Avenue and Erin Street provide warning to motorists as they travel within the school neighborhood area.

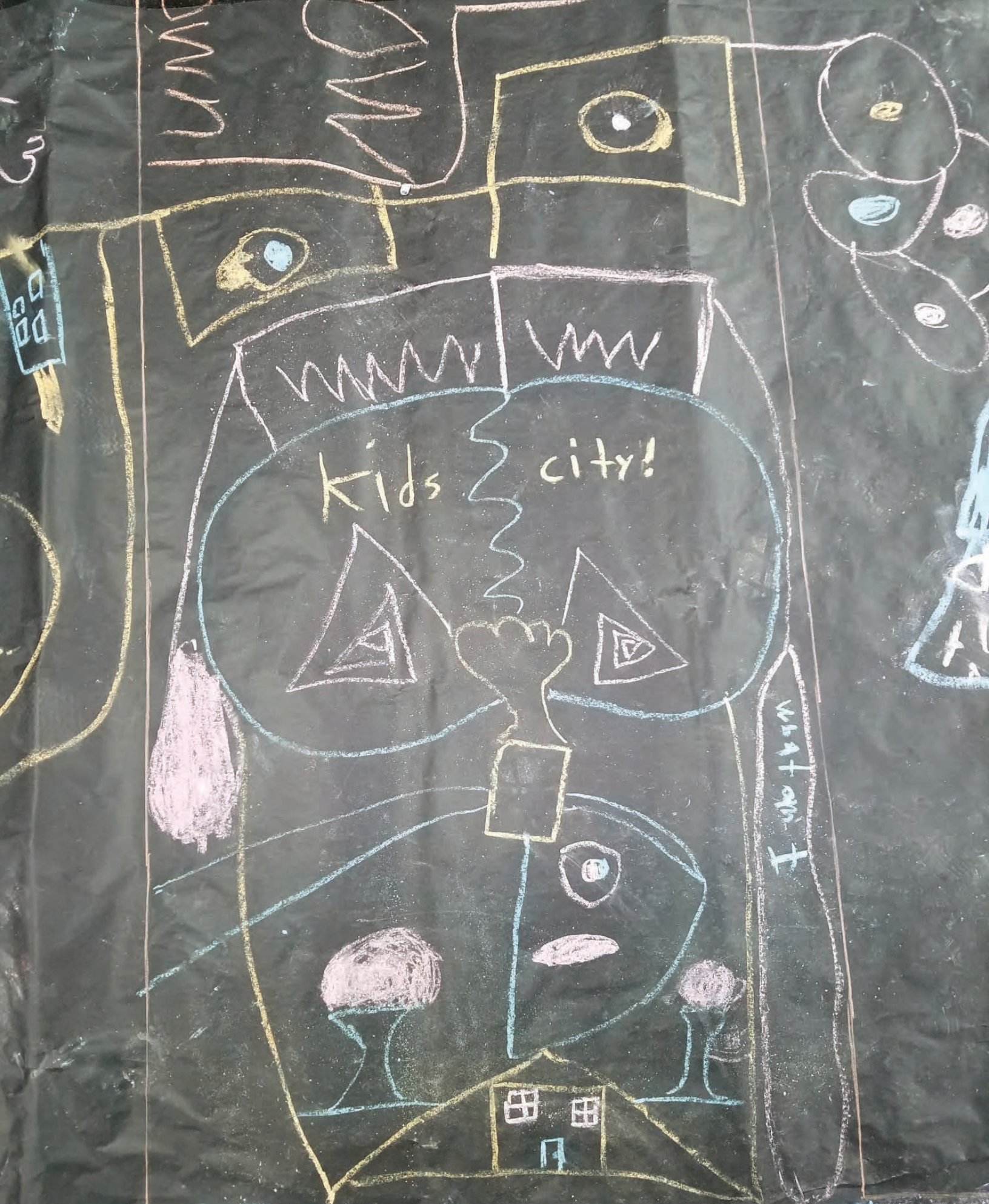
Cost Summary

The cost estimate table below summarizes the Jordan Intermediate area cost estimates for implementation, based on the cost assumptions described previously in Chapter 4 of this Plan.

SEGMENT	IMPROVEMENT	UNIT	COST	QTY	TOTAL
Jordan Intermediate	New Sign & New Post	Each	\$300	22	\$6,600
	School Area Pavement Marking (Per Word)	Each	\$210	19	\$3,990
	High Visibility Ladder Crosswalk	Each	\$1,480	15	\$22,200
	ADA Curb Ramps	Each	\$4,968	10	\$49,680
	Curb Extension - Raised	Per Intersection	\$72,685	0.5	\$36,342
	Paint Curb	Per Linear Foot	\$2	490	\$980
	Replace Signal Heads	each head	\$1,500	12	\$18,000
	Subtotal				\$137,792
	Design (D) (Subtotal * 15%)				\$20,669
	Environmental (E) (Subtotal * 5%)				\$6,890
	Construction Management (CM) ((Subtotal + D + E) * 10%)				\$16,535
	Mobilization (M) ((Subtotal + D + E) * 5%)				\$8,268
	Traffic Control (TC) ((Subtotal + D + E) * 5%)				\$8,268
	Contingency ((Subtotal + D + E + CM + M + TC) * 15%)				\$29,763
	Segment Total				\$228,184

Note: The cost assumptions listed above are the same cost assumptions as Cook Elementary as they are for the same locations. These should not be considered as separate costs from those indicated for Cook Elementary.

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8. John Murdy

Elementary

- 8.1 Introduction
- 8.2 Existing Conditions
- 8.3 Existing Infrastructure
- 8.4 Observed Behaviors
- 8.5 Community Engagement
- 8.6 Programming Recommendations
- 8.7 Infrastructure Recommendations
- 8.8 Infrastructure Recommendation Details

8.1 INTRODUCTION

John Murdy Elementary is located on 14851 Donegal Drive in the Southern portion of Garden Grove, adjacent to Little Saigon. The main entrance can be accessed via a quiet residential neighborhood that is located between Bushard Street to the West, Hazard Avenue to the North, Brookhurst Street to the East, and Bolsa Avenue to the South. The school is located in close proximity to countless eateries that serve ethnic cuisines, shops, and civic institutions. This includes San Young Market, Asian Garden Mall, and United States Post Office on Bolsa Avenue, as well as, Bolsa Grande High School, and Garden Grove Park and Dog Park to the North of the school.

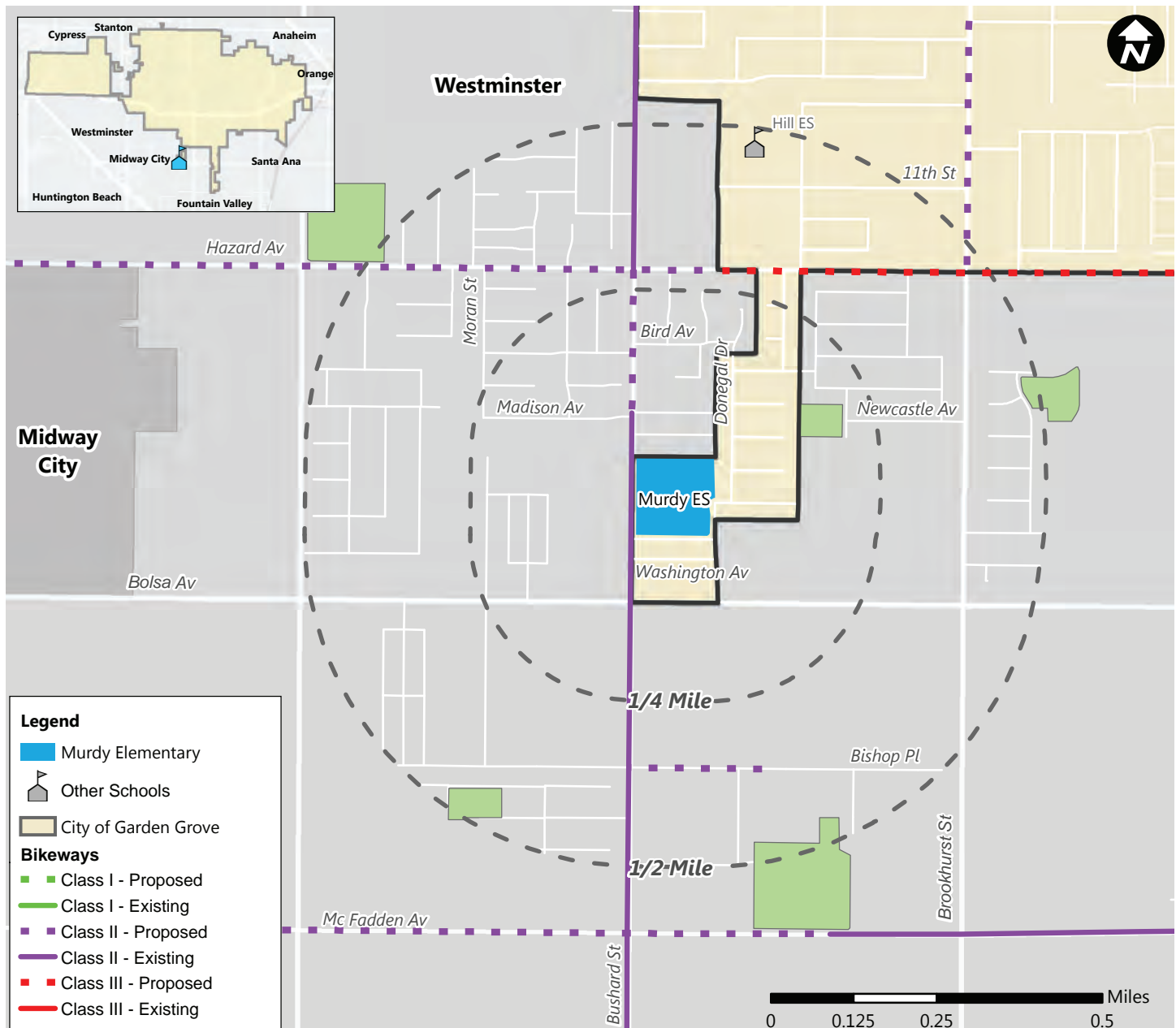


Figure 8-1: Map of School Location

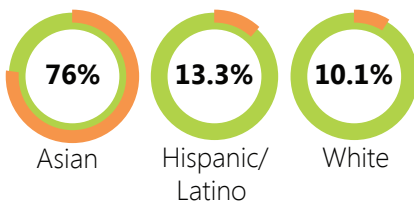
John Murdy Elementary School

School Snapshot

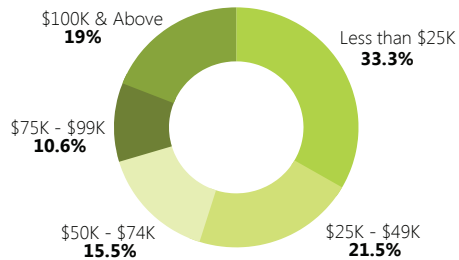
John Murdy Elementary enrolled **462 students** in the 2017-2018 school year. Of these students, **12.8%** currently walk and bike to school, while **78.0%** of students are driven to school.

COMMUNITY CHARACTERISTICS

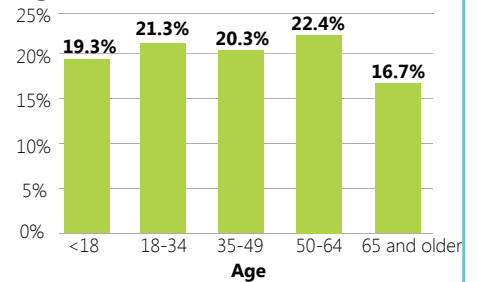
Race



Median Household Income

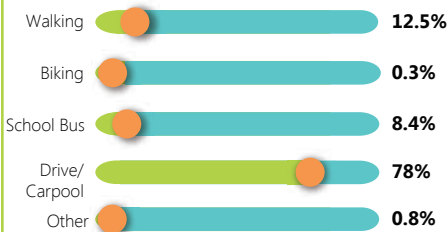


Age

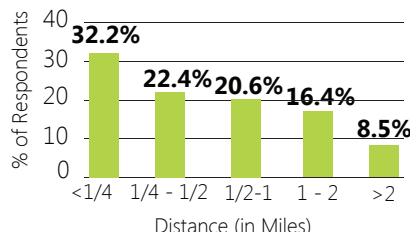


TRANSPORTATION

Mode Share to/from School



Distance between Home and School



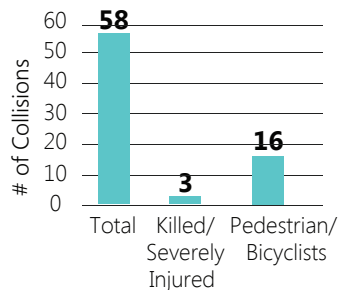
Input from the Community

"I like the idea of my children walk to/from school because it encourages them to become independent and responsible. It enables them to be more confident and secure."

"I think I would like my kids to bike to school in high school."

SAFETY

Transportation Collisions within 1/4 Mile Radius



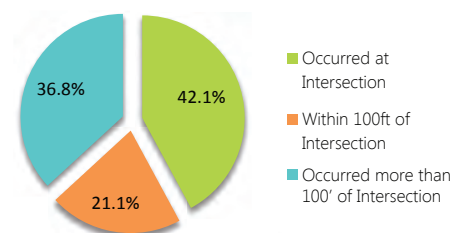
High Collision Roadways

- 1 Bolsa Avenue (32)
- 2 Bushard Street (24)

High Collision Intersections

- 1 Bolsa Avenue and Bushard Street (26)
- 2 Bolsa Avenue and Moran Street (10)
- 3 Bolsa Avenue and Dillow Street (7)

Collision Locations



8.2 EXISTING CONDITIONS

An understanding of existing demographics, socio-economic conditions, and health conditions help identify the needs of the communities that live near Murdy Elementary. This section displays seven factors that the City examined to better understand the communities. These seven factors are: bicycle and pedestrian collisions, median household income, population under 18 years old, households with limited English capabilities, children's access to health care, and communities' exposure to asthma and cardiovascular disease. The charts below summarize the findings from this effort. In the following pages, each factor will be discussed in further detail.

Race

	0.25 Mile
White	10.10%
African American or Black	0.00%
American Indian or Native Alaskan	0.00%
Asian	76.00%
Native Hawaiin or Pacific Islander	0.00%
Other	0.00%
Two or More	0.60%
Hispanic or Latino	13.30%

Median Household Income

	0.25 Mile
MHHI less than \$25,000	33.30%
MHHI \$25,000 - \$49,999	21.50%
MHHI \$50,000 - \$74,999	15.50%
MHHI \$75,000 - \$99,999	10.60%
MHHI \$100,000 - \$149,999	13.30%
MHHI \$150,000 or More	5.70%

Age

	0.25 Mile
Population under 18	19.30%
Age 18 - 34	21.30%
Age 35 - 49	20.30%
Age 50 - 64	22.40%
Age 65 or Older	16.70%

Language Capabilities

	0.25 Mile
English Only Households	14.40%
Spanish Speaking Households	9.40%
Limited English Speaking Housheolds	35.50%

Collision Type

	#	0.25 Mile
Pedestrian	5	8.60%
Bicycle	11	19.00%
Total Collisions	58	100%
Total Bicycle and Pedestrian	16	27.60%

Pedestrian Injury Status

	#	0.25 Mile
Fatal	2	40.00%
Severely Injured	0	0.00%
Injury (Visible)	1	20.00%
Injury (Complaint of Pain)	2	40.00%
All Injured	3	60.00%
Property Damage Only	0	0%

Bicycle Injury Status

	#	0.25 Mile
Fatal	0	0.00%
Severely Injured	1	9.09%
Injury (Visible)	6	54.54%
Injury (Complaint of Pain)	4	36.36%
All Injured	11	100.00%
Property Damage Only	0	0%

Health and Environmental Factors

	0.25 Mile
Asthma	27th percentile
Cardiovascular Disease	39th percentile
Ozone	53rd percentile
PM 2.5	66th percentile
Diesel PM	54th percentile
Traffic Density	52nd percentile

Demographic and socio-economic data retrieved from American Community Survey 2016 Estimates. Collision data was retrieved from TIMS 2013-2017, which does not include property-damage only related collisions. The TIMS data reviewed in this chapter focuses on collisions involving vehicles, pedestrians, and bicyclists for the surrounding areas of the six study school locations.

Vehicle, Pedestrian, and Bicycle Collisions

Within the 1/4 mile surrounding Murdy Elementary, 58 collisions occurred between 2013 and 2017. Of those collisions, 16 (28%) involved a pedestrian or bicyclist. More than half of the collisions involved resulted in a visible injuries, while 18.7% resulted in severe injury or fatalities.

*Data retrieved from TIMS 2013-2017

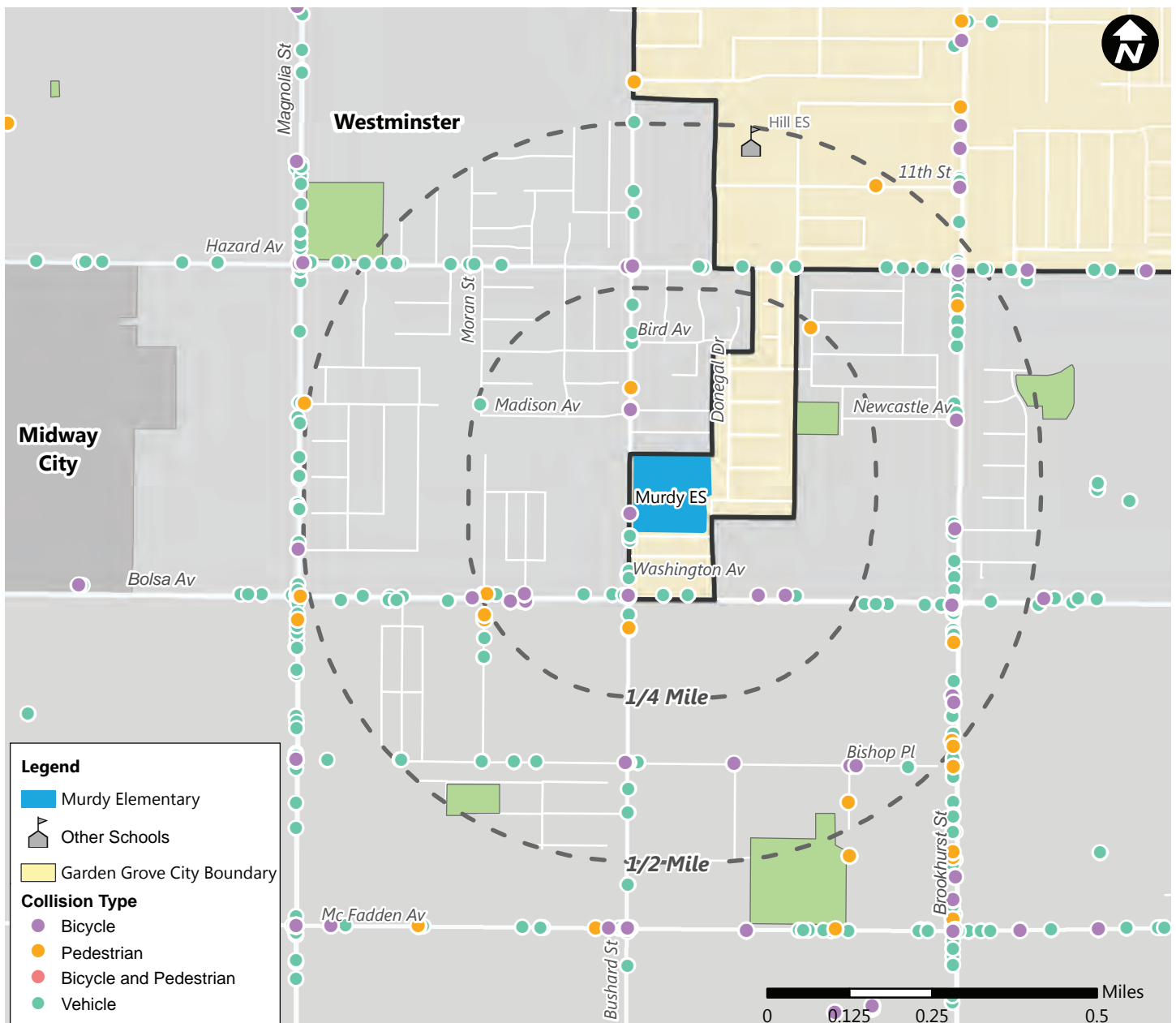


Figure 8-2: Map of Bike and Pedestrian Collisions within a 1/4 and 1/2 Mile of Murdy Elementary

Median Household Income

Almost 50% of households within a ¼ mile of Murdy Elementary have a median household income less than \$50,000 a year. For this same area, the estimated median household income is \$44,089- well below the statewide median household income of \$63,783, the county wide median household income of \$78,145, and the Active Transportation Program’s most recent cycle application threshold for disadvantaged community severity of \$51,026

*Data retrieved from American Community Survey 2016 Estimates

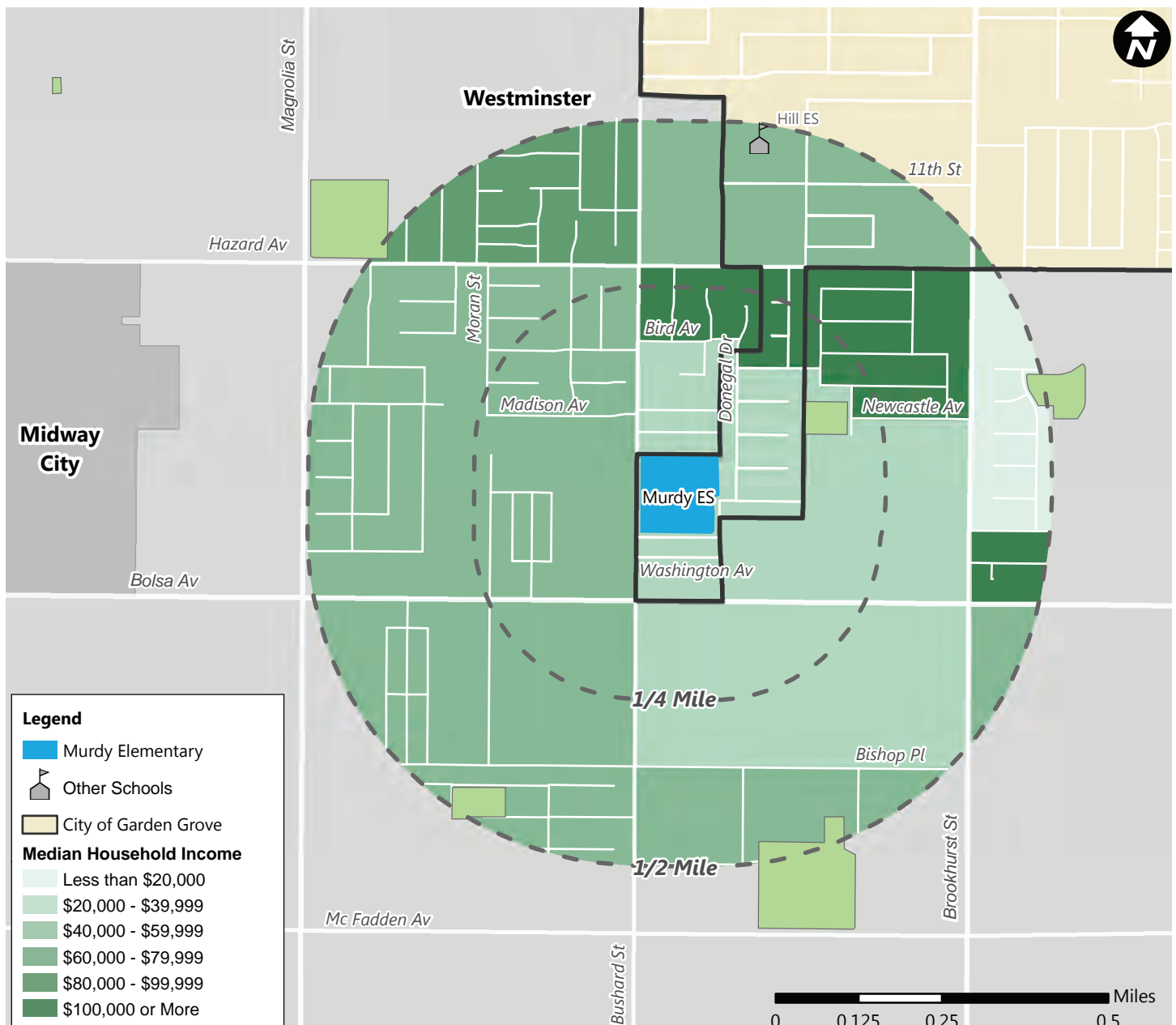


Figure 8-3: Map of Median Household Income

Population Younger Than 18 Years Old

Approximately 1 in 5 (19.3%) residents living in the ¼ mile area surrounding Cook Elementary are under the age of 18. This rate is just under the citywide population share of 23.1%. Within a ½ mile area, some Census Block Groups have a rate as high as 23%.

*Data retrieved from American Community Survey 2016 Estimates

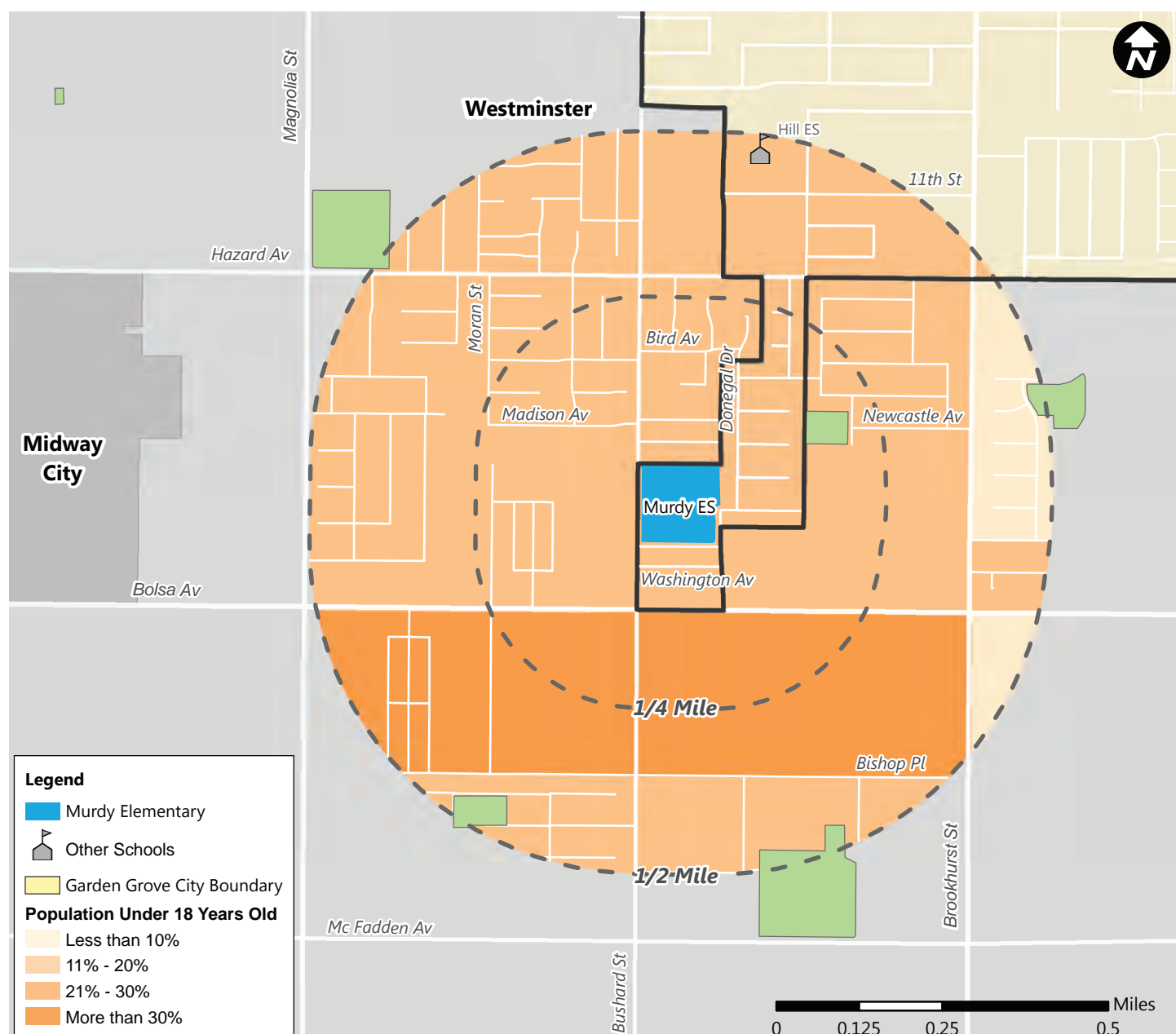


Figure 8-4: Map of Population Younger Than 18 Years Old

Households With Limited English Capabilities

The area surrounding Murdy Elementary has a high rate of Asian and Hispanic residents. Approximately 76% of households within a ¼ mile of the school are of Asian descent and nearly 13% of households are of Hispanic of Latino descent. The high level of households that has limited English capabilities correlates to these demographic statistics. An average of 35% of all households has limited English communication abilities, although certain neighborhoods have as many as 50% or more households that have limited English capabilities.

*Data retrieved from American Community Survey 2016 Estimates

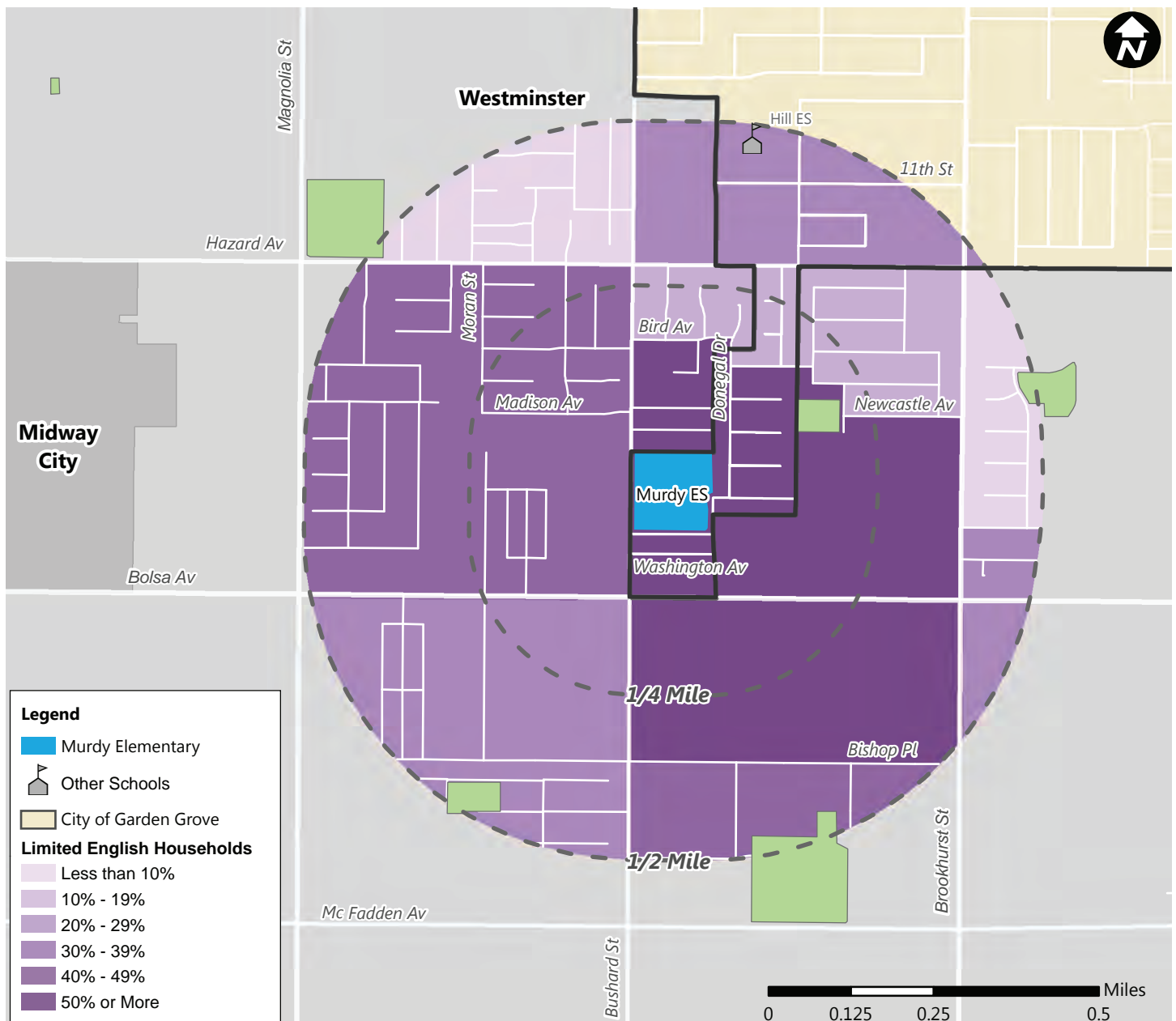


Figure 8-5: Map of Households With Limited English Capabilities

Population With Asthma

The rates of asthma-related hospital visits surrounding Murdy Elementary are below most areas in California according to CalEnviroScreen 3.0. The tracts surrounding the school all rank below the 40th percentile of all census tracts in California.

*Data retrieved from CalEnviroScreen 3.0

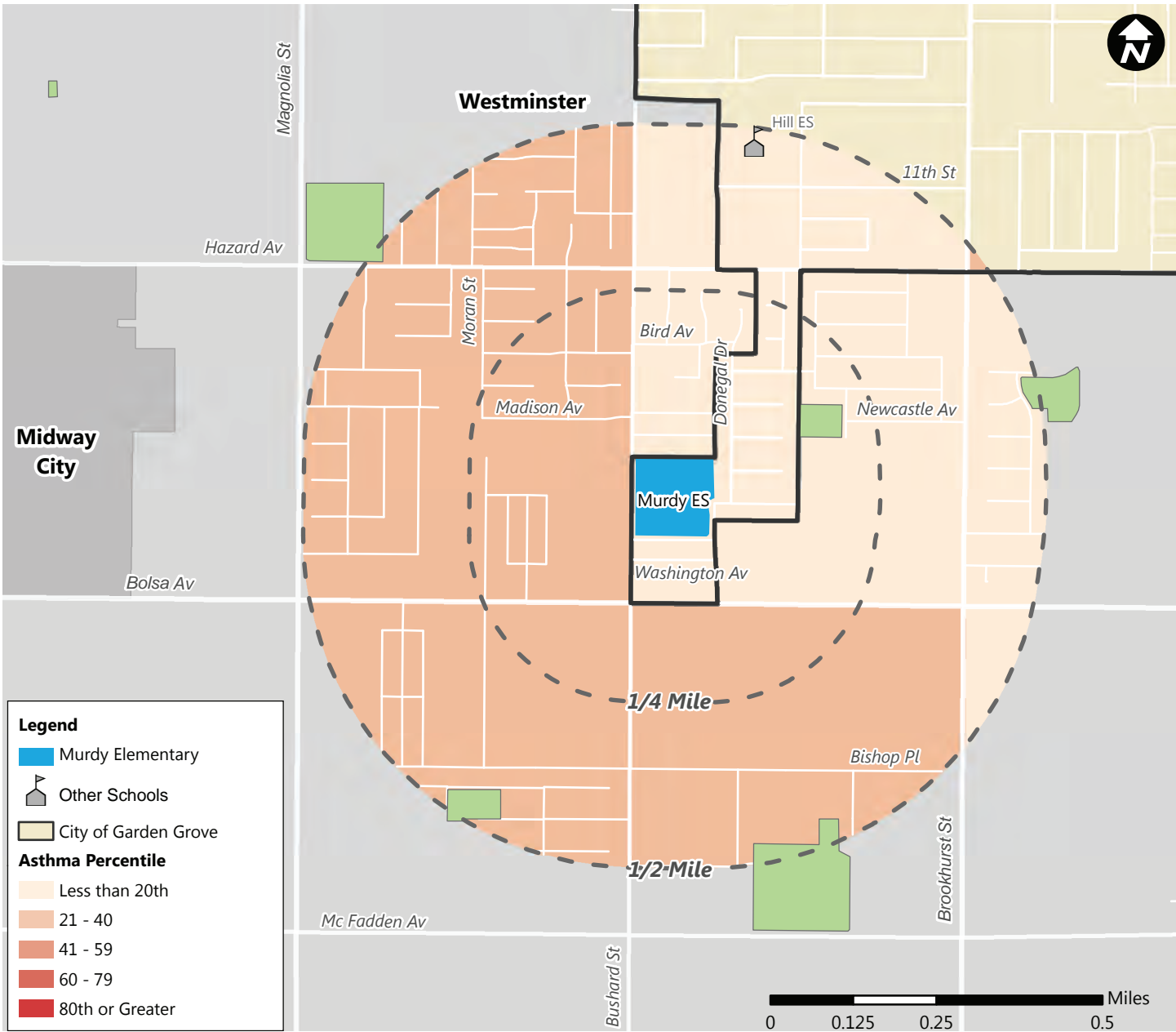


Figure 8-6: Map of Population With Asthma

Households With Cardiovascular Disease

The rates of Cardiovascular Disease-related hospital visits surrounding Murdy Elementary rank at the 39th percentile. According to CalEnviroScreen 3.0, multiple census tracts surrounding the school are ranked above the 60th percentile compared to census tracts in California. These areas may benefit most from the health benefits of active transportation to and from school. Although Cardiovascular Diseases are not prevalent among children, developing healthy behaviors early in life plays a significant role in reducing the risk of developing cardiovascular diseases in adulthood.

*Data retrieved from CalEnviroScreen 3.0

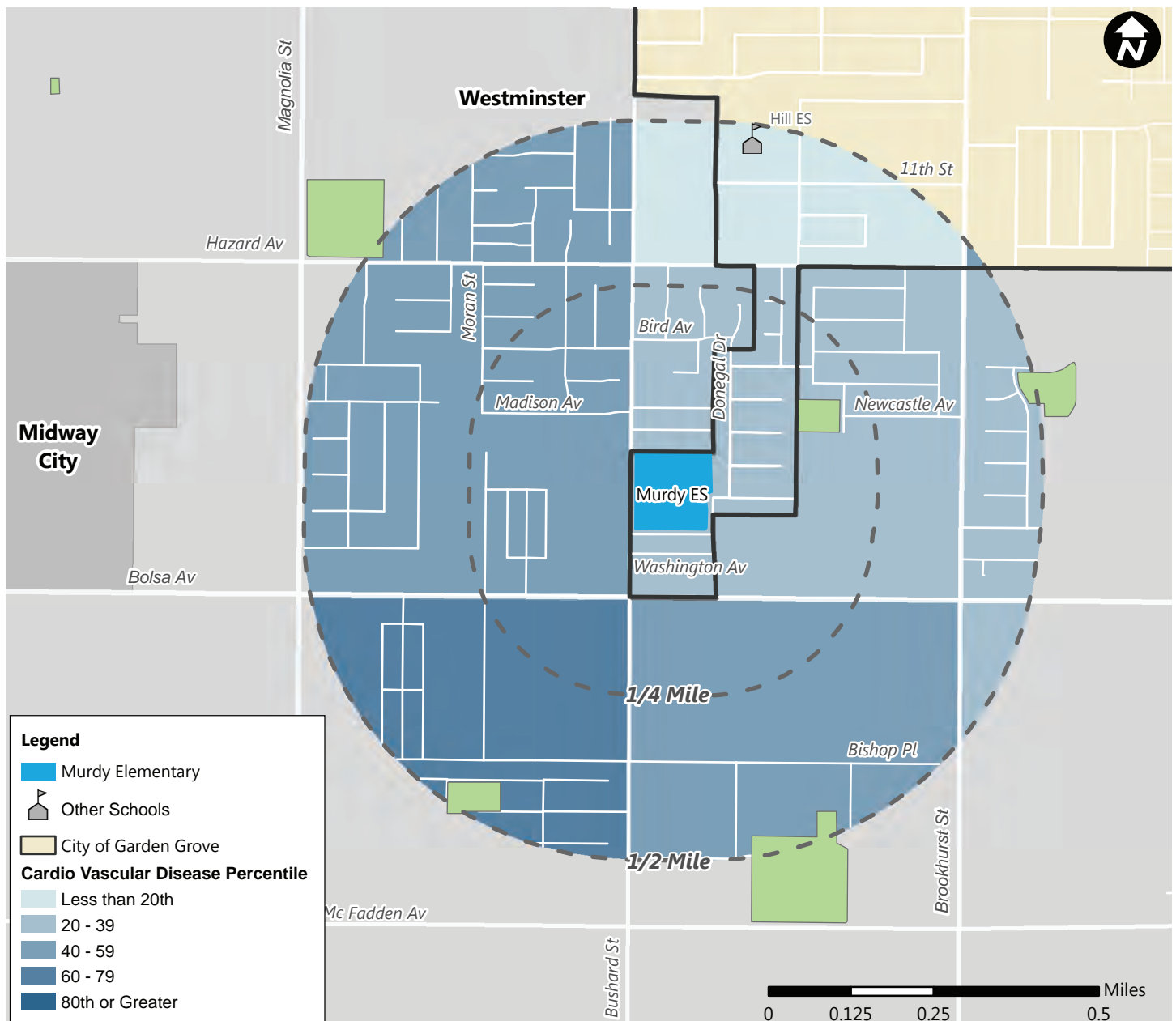


Figure 8-7: Map of Population With Cardiovascular Diseases

Children With No Access To Health Care

The rates of health insurance coverage for the population under the age of 18 are relatively high throughout California. However, some census tracts surrounding Murdy Elementary have a rate of children with no access to health care above 15%.

*Data retrieved from CalEnviroScreen 3.0

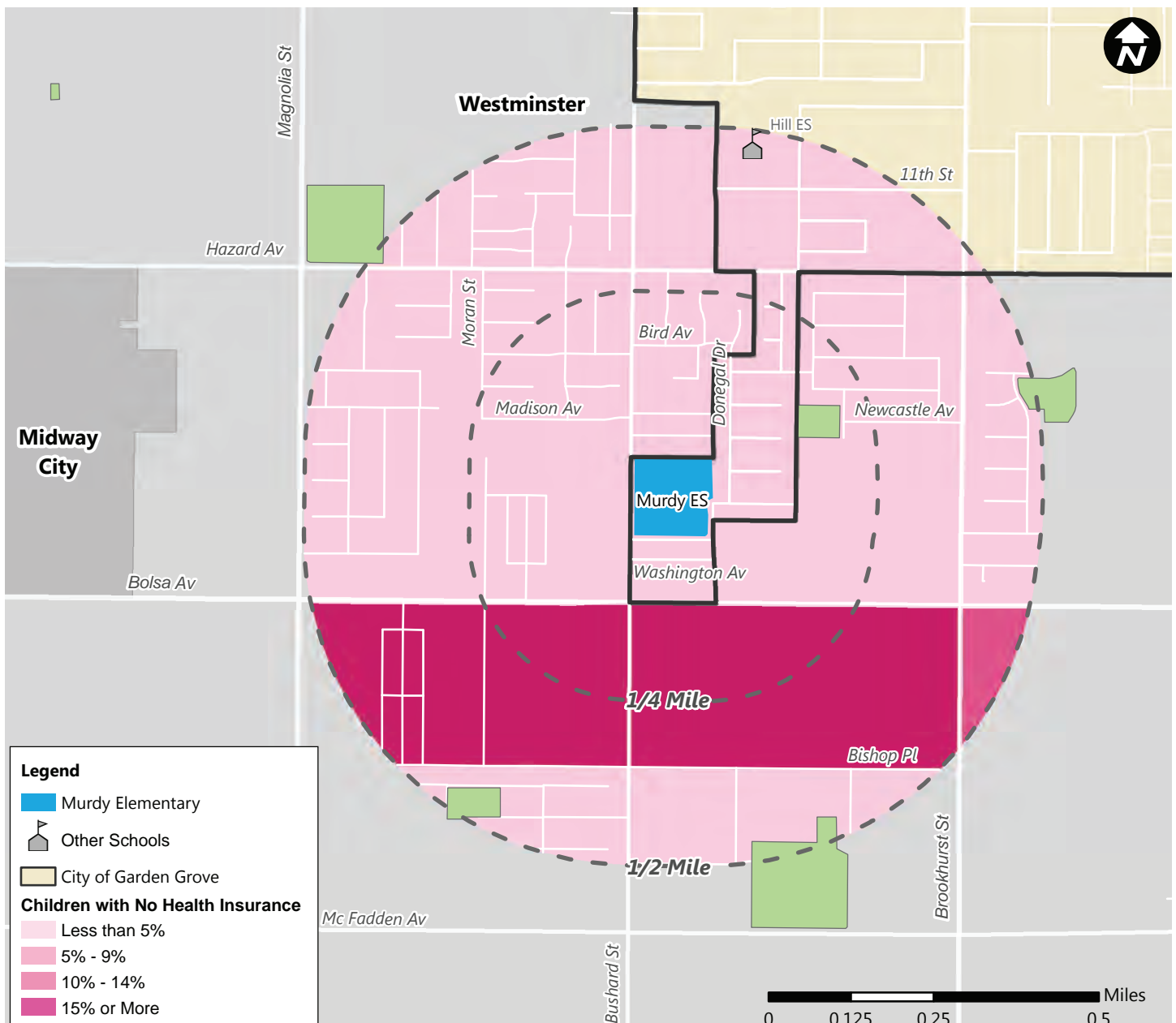


Figure 8-8: Map Of Children With No Access To Health Insurance

8.3 EXISTING INFRASTRUCTURE



Uneven sidewalk along Washington Avenue.



Intersection of Bushard Street and Washington Avenue: Main intersection for school traffic.



Recent sidewalk improvements at staff parking lot driveway along Bushard Street; not ADA compliant.



Wide sidewalks along Bushard Street.



Existing Assembly C signage along Bushard Street.



Bikes share the road along Bushard Street at Madison Avenue.



Existing bike lane with two vehicle travel lanes in each direction along Bushard Street adjacent to the school.



Intersection of Bushard Street and Madison Avenue, looking south.

8.4 OBSERVED BEHAVIORS

The following presents a list of infrastructure concerns and behavioral issues that were observed at John A. Murdy Elementary.

School Parking Lot Drop-Off Area

- Parking lot entrance driveway is split into two lanes; one for school buses, and the other for student drop-off and parking.
- Students are dropped-off near the entrance driveway, instead of moving further down the parking lot drive isle, creating vehicle backup along Washington Avenue.
- Vehicles attempting to enter the school parking lot arrive from both the northbound and southbound approaches of Washington Avenue, creating vehicle backups in both directions.
- Some vehicles attempt to make a left-turn out of the parking lot, when signs indicate "Right Turn Only".
- School staff assisting students cross at the parking lot crosswalk between bus arrivals.

Bushard Street and Washington Avenue

- Intersection is adjacent to the school.
- Main intersection for vehicles arriving and departing the school during morning drop-off and afternoon pick-ups.
- Vehicles park up to the curb radius along both sides of Washington Avenue at Bushard Street, creating some sight distance issues.
- No crosswalk provided.

Donegal Drive and Lexington Avenue

- Uncontrolled intersection.
- High visibility crosswalk provided along north leg and curb ramps.

Donegal Drive and Lexington Avenue (cont'd)

- Uncontrolled intersection.
- High visibility crosswalk provided along north leg
- Vehicles park up to crosswalk along Donegal Drive creating some visibility issues when pedestrians attempt to cross.

Bushard Street

- Four lane roadway with Class II bike lanes adjacent to the school.
- Posted speed limit of 40 mph, 25 mph when children are present.
- Some vehicles observed to be traveling at higher than posted speed limit.
- Pedestrian crossings along Bushard Street are provided only at Bolsa Avenue (approx. 450 feet south of Washington Avenue) and Hazard Avenue (approx. 2,100 feet north of Washington Avenue).

Washington Avenue

- On-street parking provided on both sides of the street.
- Vehicle backups in both directions from school entrance driveway.
- Vehicles observed double parking along roadway curve at Washington Avenue and Lexington Avenue.

Donegal Drive

- On-street parking on both sides of the street.
- Parents park along Donegal Drive and walk students to/from school.
- Some parents and students walk to school traveling southbound on Donegal Drive.



8.5 COMMUNITY ENGAGEMENT

The City strove to implement infrastructure improvements that not only responded to the community's needs and address their concerns, but were also feasible within engineering limitations. To gather community input, the City conducted Walking Safety Assessments (WSA), collected Parent Surveys, and worked with teachers to collect Student Travel Tallies in classrooms. The City also collaborated with Murdy Elementary School staff and Garden Grove Unified School District staff to market the project to the Murdy Elementary School community, nearby businesses, and local organizations.

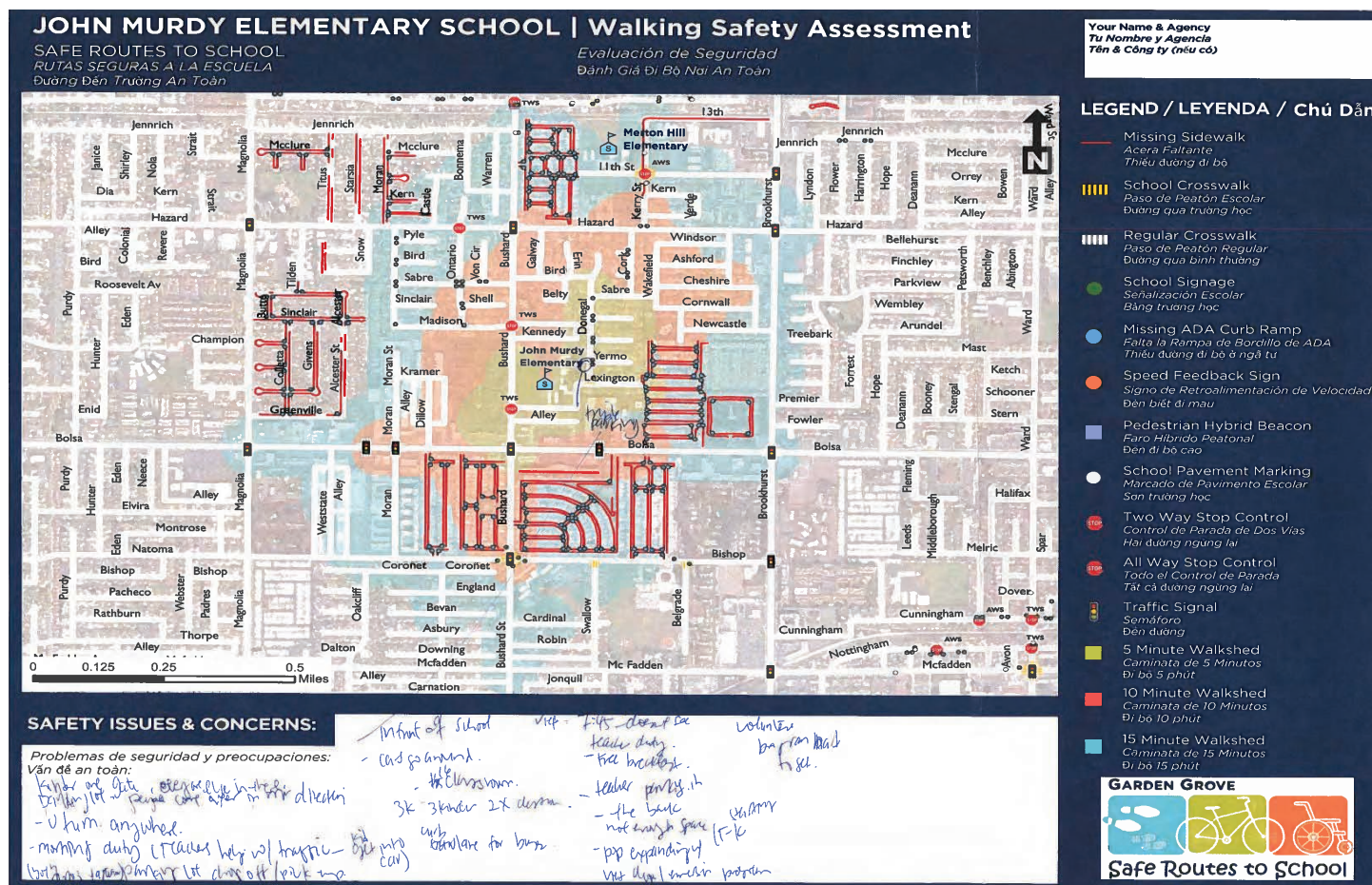


Figure 8-9: Map used at Walking Safety Assessment with comments from event participant

Walking Safety Assessment

The Project Team hosted a Walking Safety Assessment on March 14, 2018 to afford community members an opportunity to express their concerns and explore ideas to improve the roadways surrounding the school. Approximately 20 parents and key stakeholders dedicated their valuable time to participate in the event.

Key stakeholders included:

- Parents/Guardians
- Murdy Elementary Staff
- GGUSD Staff
- Garden Grove Police
- City Staff

At the Walking Safety Assessment, participants walked around the vicinity of schools, discussed key areas of concerns and explored a range of improvements that they would like to see. After the walk, participants gathered for a discussion on the primary issues that they saw during the walk, as well as routes that affect them going to and from the school. A wide range of potential solutions were explored during these exercises. Solutions that were discussed aimed at addressing participants' main concerns and adhering to engineering limitations so that the ultimate list of improvements would offer beneficial immediate and long-lasting outcomes to the community.



Walk audit participants listening to a brief presentation before the walk



Observations of the bike usage on Bushard Street in front of the school

Parent Surveys

The “Parent Survey About Walking and Biking to School” form from the National Safe Routes to School Center was used as an expanded data collection tool. The survey gathered information such as the distance from a student’s home to school, travel mode distribution, and parent perceptions regarding walking and biking to school.

Parent Surveys

	Count
Number of Survey Responses	185
# of K-8 Students in All Households	252

Travel Mode Distribution

	Percentage
Walk	12.50%
Bike	0.27%
School Bus	8.42%
Vehicle	77.72%
Carpool	0.27%
Transit	0.27%
Other	0.54%

Distance Between Home And School

	Percentage
Less than 1/4 mile	32.12%
1/4 mile up to 1/2 mile	22.42%
1/2 mile up to 1 mile	20.61%
1 mile up to 2 miles	16.36%
More than 2 miles	8.48%

Parent Concerns About Walking and Biking to School

	Percentage	Rank
Safety of Intersections and Crossings	67.03%	1
Amount of Traffic Along Route	65.95%	2
Speed of Traffic Along Route	64.32%	3
Violence or Crime	64.32%	4
Distance	61.62%	5
Weather or Climate	59.46%	6
Crossing Guards	56.22%	7
Convenience of Driving	51.89%	8
Participation in After-School Programs	51.35%	9
Time	49.19%	10
Adults to Bike/Walk With	48.65%	11
Sidewalks or Pathways	47.03%	12

Student Travel Tallies

The City collaborated with Murdy Elementary Staff to collect data using the “Safe Routes to School Students Arrival and Departure Tally Sheet”. The Tally Sheet predominately gathers data on travel mode distribution. It supplements the data provided from the Parent Surveys.

Student Travel Tallies

	Count
Number of Students Assessed in Tally	221
Number of Trips Assessed in Tally	1151
Morning	594
Afternoon	557

Travel Mode Distribution (From Tallies)

	Percentage
Walk	11.60%
Bike	0.52%
School Bus	4.42%
Vehicle	80.61%
Carpool	2.86%
Transit	0.00%
Other	0.00%

Comments retrieved from Parent Surveys

"If my house were closer, kids would walk or bike to school with an adult. [Kids] under 15 years old should not be walking or biking by themselves because they don't know yet how to handle dangerous situations."

"There are no crossing guards at any of the crossings/ intersections, and then the traffic around the school is too unorganized. People drive wherever they want, making it too dangerous to walk around the school."

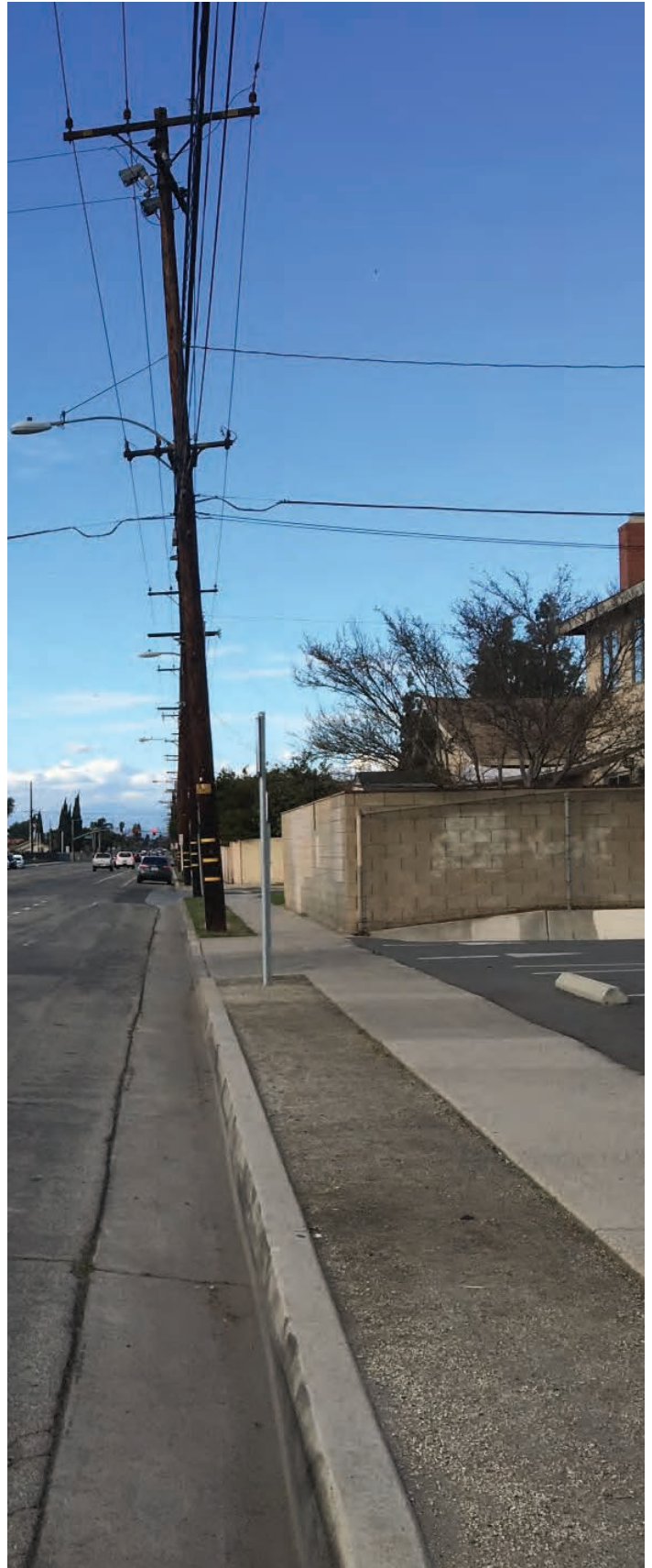
"If my house was closer, my kids could walk or bike to school with an adult. They should not be walking or biking by themselves under 15 years because they don't know how to handle dangerous situations or they could follow a stranger."

"I can let my child bike to school."

"There needs to be one more signal on Bushard and Donegal so that when you turn left, it is safer and there won't be a lot of traffic."

"I am happy to allow my child to walk to school by himself, but I am uncomfortable as well. I know there was an issue of kidnapping and too much traffic on intersections."

"I don't want young kids to bike to school. When biking on the street, many cars drive right by and don't see them. It would also take longer to get to and from school, taking time away from their studies."



8.6 PROGRAMMING RECOMMENDATIONS

The five programs recommended for Murdy Elementary aim to generate momentum for active transportation activities at the school. The school lacks a Parent Teacher Organization or similar group that can be champions for the Safe Routes to School Programs. However, parents who attended the Walking Safety Assessments can be champions given the valuable input that they had provided at the event.

The City received comments from parents and guardians through the Walking Safety Assessment and Parent Surveys. While many comments can be addressed through engineering improvements, concerns related to crime, safety, and long distances between home and school can be alleviated through encouragement, education, and enforcement programs.

The programming recommendations identified below are five programs that Murdy Elementary can begin with. Safe Routes to School programming is primarily a volunteer effort, but there are dedicated ongoing resources to support these successful efforts; to that end, the school needs to put some initial effort towards developing a Safe Routes to School program using school staff and/or recruiting volunteers to begin the programming effort. Once the school builds momentum for the programs identified below, it can move towards other programs discussed in Ch. 4-5 Programming Toolbox.

Recommendation #1: Weekly Walk-to-School Program

The Weekly Walk-to School Program is an encouragement program where Murdy Elementary can provide small incentives for students to take active transportation to and from school. Many students live within close proximity to the school. According to the Parent Survey, 32% of students live less than a $\frac{1}{4}$ mile from the school, which is equivalent to less than ten minutes of walking. Another 22% of students live between $\frac{1}{4}$ and $\frac{1}{2}$ mile from the school, an equivalent to less than 15 minutes of walking. Combined, more than half (54%) can walk to school within 15 minutes. Currently, only 13% of Murdy Elementary students walk to school, while 78% of students arrive/ depart from the school via vehicle; this program can encourage more students to take active transportation to and from school. The school can offer a small prize for students who participate in the Weekly Walk-to-School Program.

Recommendation #2: Walk and Roll Day and/or International Walk to School Day

Walk and Roll to School Day is an organized event where students walk or bike to school. International Walk to School Day is a similar effort; however, it is a part of a larger, international-wide event which occurs annually in October. These events can be simple or complex depending on the school's commitment. It can consist of organizing a Walking School Bus and/or providing small giveaways for participants.

To kick-off the SRTS Programming efforts, and recruit parent volunteers to join the effort, Murdy Elementary School could host a Walk and Roll Day (and if time schedule aligns- International Walk to School Day). This strategy would require more time commitment than a Weekly Walk-to-School Program since it's an organize event.

Recommendation #3: Golden Sneaker Walking Program

The Golden Sneaker Walking Program is a friendly competition between the classrooms to encourage as many students to walk to and from the school. As noted above, more than half of Murdy Elementary students live within close proximity to the school. Although the Golden Sneaker Walking Program strives to encourage students to walk more, students who bike or take other forms of active transportation to school can participate as well. For students that live further away, they can participate by walking or biking during their free time. The classroom with students who walk (or bike) the most wins the Golden Sneaker Award (or another prize.)

Recommendation #4: Drop-Off Point Program

The Drop-off Point Program offers opportunities for students to walk to school while reducing the high levels of vehicular traffic on the roadways in front of the school. According to comments received from the Walking Safety Assessment and Parent Surveys, parents stated that walking and bicycling to school is a challenge due to the long distance between home and school. The Drop-Off Point Program would continue to allow students to arrive to and depart from the school via personal vehicles, but participate in active transportation activities to and from Murdy Elementary.

This program will develop a formal program for an existing practice where some Murdy Elementary parents use the San Young Market Parking Lot as a drop-off point. In addition to the Target Parking Lot, other potential drop-off locations include the Asian Garden Mall Parking Lot and Bolsa Mini Mall on Bolsa Avenue which are located within a 15 minute walk from the school. Walking to and from these potential

drop-off locations would provide students with approximately 30 minutes of physical activities per day- half of the recommended amount by the Centers for Disease Control and Prevention. The Drop-Off Point Program can be complemented with the Walking School Bus Program which is discussed below.

Recommendation #5: Walking School Bus Program

The Walking School Bus Program would provide the adult supervision needed to address the concerns associated with crime and violence. During the Walking Safety Assessment, participants repeatedly voiced this concern. This was supported with findings from the Parent Survey; according to the survey, 70% of parents of children who do not currently walk or bike to school stated that violence or crime is one of the main factors for not allowing their child to walk or bike to and from Murdy Elementary.

Murdy Elementary already has many students walking to and from the school. The program can form a group comprised of parents who already walk their child to school, and develop "Bus Routes" and "Bus Stops" to pick up/ drop off students to and from the school. Other "Bus Stop" locations include drop-off points such as San Young Market and Asian Garden Mall.

This program should be coordinated with the Weekly Walk-to-School Program.

8.7 MURDY ELEMENTARY INFRASTRUCTURE RECOMMENDATIONS



SCHOOL

- School
- School Access Location
- School Boundary

PROPOSED IMPROVEMENTS

- School Crosswalk
- Red Curb (no parking)
- ADA Curb Ramp
- Traffic Sign
- School Signage
- School Pavement Marking

Engineering & Operational Improvement Notes

- (A)** Install high visibility school crosswalk at the east leg crossing of Washington Ave and Bushard St & relocate the limit line and "STOP" pavement marking. Install 50 feet of red curb from ECR to the east along the north side of Washington Avenue.
- (B)** Install Stop sign at north leg crossing of Donegal Dr and Lexington Ave along with "STOP" pavement parking. Install "STOP AHEAD" pavement markings at approx. 100 feet approaching the new limit line. Re-stripe existing high visibility crosswalk and install approximately 25 feet of red curb along the southbound approach (west side).

Inset A: Provides for mid-block pedestrian crossing on Bushard Street near the school to allow for pedestrians in the area to cross the four lane roadway with signalized traffic control that requires vehicles to stop during a programmed pedestrian phase.



8.8 INFRASTRUCTURE RECOMMENDATION DETAILS

Recommendations

Install the following:

SIGNS:

- 2 x R10-6: STOP Here on Red
- 1 x SW24-2 (CA) School Crossing w/arrow (Assembly B)
- 2 x SW24-3 (CA) School Crossing Ahead
- 1 x R2-1: Speed Limit
- 2 x SR4-1: School Speed Limit
- 1 x S4-5: School Speed Limit Ahead
- 1 x R1-1: STOP

CROSSWALKS:

- 3 x High visibility yellow school crosswalks

PAVEMENT MARKINGS:

- 2 x "SLOW SCHOOL XING"
- 3 x "STOP"
- 5 x Stop bar

CURB PAINTING:

- Red curb areas at various locations

PEDESTRIAN SIGNAL:

- 1 x Traffic signal with push button activation for pedestrian crossing.

CURB RAMPS:

- 18 x ADA compliant curb ramps

Discussion

Parents and students head west on Madison Avenue to the residences located west of Murdy Elementary. The roadways in the neighborhood predominately lack curb ramps. The addition of ADA compliant curb ramps on roadways along this corridor will address this deficiency and provide adequate accessibility for all users.

Walk Audit participants expressed safety concerns with crossing Bushard Street. Many Murdy Elementary students live west of the school; as such, they need to walk across Bushard Street to reach their destinations. However, there are no mid-block crossings along Bushard Street for pedestrians to safely cross the roadway near the school. The nearest traffic signal is at the intersection with Bolsa Avenue, more than 450 feet south of Murdy Elementary, and at Bushard Street and Hazard Avenue to the north. A new mid-block pedestrian crossing signal can provide pedestrians with a crossing near the school to cross the high traffic volume roadway of Bushard Street. New signs and pavement markings can help provide motorists with warnings of pedestrian crossings in the area.

Many students and parents cross Washington Avenue at Bushard Street to reach their destinations south of the school. Walk Audit Participants commented on the high speed along Bushard Street which creates an unsafe and unpleasant feeling for pedestrians. Additionally, participants noted the high rates of collisions in which motorists crash into the corner of the school fence. New school signs along Bushard Street can help bring attention to motorists to become more aware of students walking along the street. Painted red curbs which can prevent on-street parking at the intersection of Bushard Street and Washington Avenue can also help improve sight distance of pedestrian and vehicle activities at the intersection. Along with a new school crosswalk, these recommendations can improve the visibility of pedestrians using Bushard Street.

Donegal Drive is a north-south corridor located approximately 100 feet from Murdy Elementary. As such, it's heavily utilized by students and parents to reach destinations north and east of the school. The east side of the corridor is comprised of short blocks with many local streets terminating at Donegal Drive. These intersections lack curb ramps. The recommendations call for ADA compliant curb ramps at these intersections to provide adequate access for all users.

Walk Audit Participants identified safety concerns such as motorists not seeing pedestrians crossing Donegal Drive and parking issues with the intersection of Donegal Drive and Lexington Avenue. In addition to these concerns, this segment shares many of the characteristics as the Donegal Drive Corridor. It lacks school crosswalks and ADA curb ramps. A new stop sign, high visibility school crosswalk, red curb, ADA compliant curb ramps, along with school signs and pavement markings, can help provide adequate access to all users.

Cost Summary

The cost estimate table below summarizes the Murdy Elementary area cost estimates for implementation, based on the cost assumptions described previously in Chapter 4 of this Plan.

SEGMENT	IMPROVEMENT	UNIT	COST	QTY	TOTAL
Murdy Elementary	Double Yellow Centerline Stripe (Detail 22)	Per Linear Foot	\$2	50	\$100
	New Sign & New Post	Each	\$300	9	\$2,700
	New Sign on Existing Post	Each	\$150	1	\$150
	School Area Pavement Marking (Per Word)	Each	\$210	11	\$2,310
	High Visibility Ladder Crosswalk	Each	\$1,480	3	\$4,440
	ADA Curb Ramps	Each	\$4,968	18	\$89,424
	Yield Line	Per Linear Foot	\$3	125	\$375
	Paint Curb	Per Linear Foot	\$2	250	\$500
	Remove Existing Pavement Marking	Per Square Foot	\$3	200	\$600
	Pedestrian Mid-block Signal (two poles, mast arms, 4 signal heads, PPB)	each	\$125,000	1	\$125,000
	Subtotal				\$225,599
	Design (D) (Subtotal * 15%)				\$33,840
	Environmental (E) (Subtotal * 5%)				\$11,280
	Construction Management (CM) ((Subtotal + D + E) * 10%)				\$27,072
	Mobilization (M) ((Subtotal + D + E) * 5%)				\$13,536
	Traffic Control (TC) ((Subtotal + D + E) * 5%)				\$13,536
	Contingency ((Subtotal + D + E + CM + M + TC) * 15%)				\$48,729
	Segment Total				\$373,592

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watch
out for
poeple

9. Hill

Elementary

- 9.1 Introduction
- 9.2 Existing Conditions
- 9.3 Existing Infrastructure
- 9.4 Observed Behaviors
- 9.5 Community Engagement
- 9.6 Programming Recommendations
- 9.7 Infrastructure Recommendations
- 9.8 Infrastructure Recommendation Details

9.1 INTRODUCTION

Hill Elementary is located on 9681 11th St in the Southern portion of Garden Grove, adjacent to a water channel. Nested in a tranquil residential neighborhood, the school offers easy access to countless local destinations. The Islamic Society of Orange County sits adjacent to Hill Elementary with entrances via 11th Street and Kerry Street; meanwhile the Americana Mobile Home Estates lies to the West of the school. Other nearby destinations include the Mall of Fortune on Westminster Boulevard and Brookhurst Street, and shops and eateries on Brookhurst Avenue and Hazard Avenue.

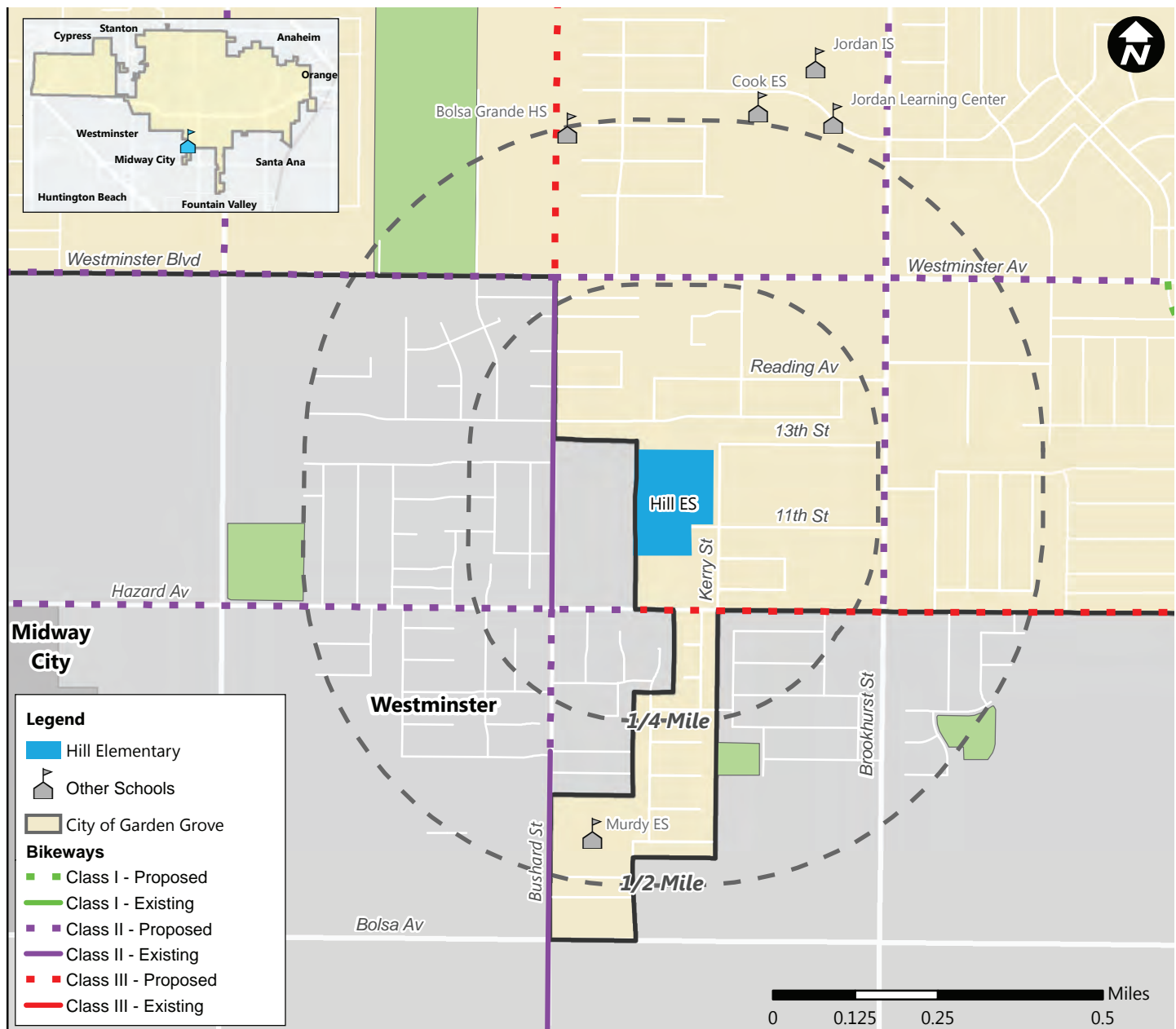


Figure 9-1: Map of School Location

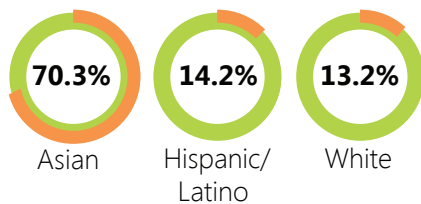
Hill Elementary School

School Snapshot

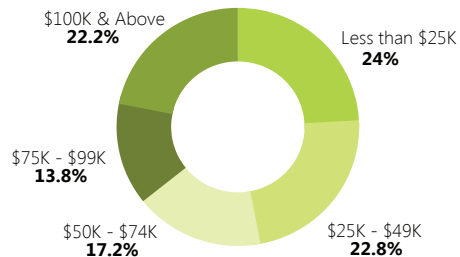
Hill Elementary enrolled **336 students** in the 2017-2018 school year. Of these students, **20.3%** currently walk and bike to school, while **73.2%** are driven to school.

COMMUNITY CHARACTERISTICS

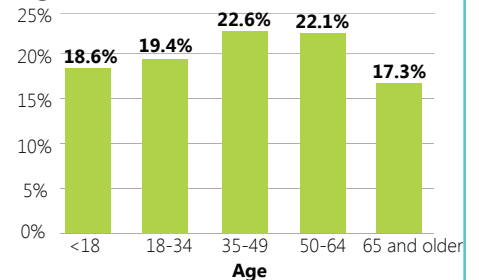
Race



Median Household Income

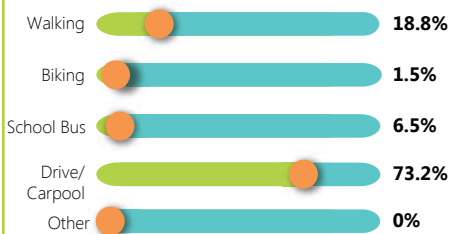


Age

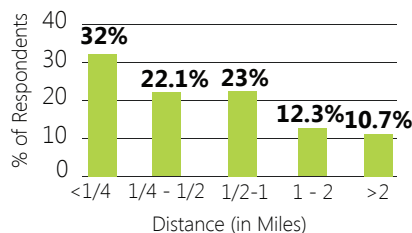


TRANSPORTATION

Mode Share to/from School



Distance between Home and School



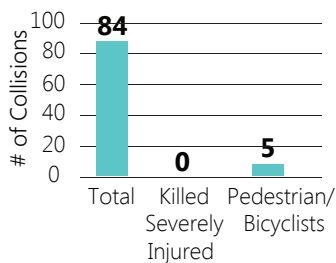
Input from the Community

"Some kids are too young to let them walk by themselves, and I don't think its safe, or when biking when kids are older."

"When walking or biking, there needs to be a person watching for kids darting across the street."

SAFETY

Transportation Collisions within 1/4 Mile Radius



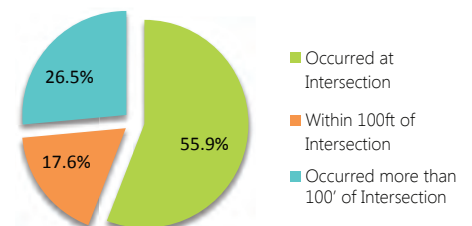
High Collision Roadways

- 1 Bushard Street (19)
- 2 Hazard Avenue (12)

High Collision Intersections

- 1 Bushard Street and Hazard Avenue (13)
- 2 Bushard Street and Oasis Avenue (4)
- 3 Hazard Avenue and Kerry Street (3)

Collision Locations



9.2 EXISTING CONDITIONS

An understanding of existing demographics, socio-economic conditions, and health conditions help identify the needs of the communities that live near Hill Elementary. This section displays seven factors that the City examined to better understand the communities. These seven factors are: bicycle and pedestrian collisions, median household income, population under 18 years old, households with limited English capabilities, children's access to health care, and communities' exposure to asthma and cardiovascular disease. The charts below summarize the findings from this effort. In the following pages, each factor will be discussed in further detail.

Race

	0.25 Mile
White	13.20%
African American or Black	0.80%
American Indian or Native Alaskan	0.00%
Asian	70.30%
Native Hawaiian or Pacific Islander	0.00%
Other	0.10%
Two or More	1.40%
Hispanic or Latino	14.20%

Median Household Income

	0.25 Mile
MHHI less than \$25,000	24.00%
MHHI \$25,000 - \$49,999	22.80%
MHHI \$50,000 - \$74,999	17.20%
MHHI \$75,000 - \$99,999	13.80%
MHHI \$100,000 - \$149,999	13.80%
MHHI \$150,000 or More	8.40%

Age

	0.25 Mile
Population under 18	18.60%
Age 18 - 34	19.40%
Age 35 - 49	22.60%
Age 50 - 64	22.10%
Age 65 or Older	17.30%

Language Capabilities

	0.25 Mile
English Only Households	17.60%
Spanish Speaking Households	10.20%
Limited English Speaking Housheolds	24.20%

Collision Type

	#	0.25 Mile
Pedestrian	3	3.60%
Bicycle	2	2.40%
Total Collisions	84	100%
Total Bicycle and Pedestrian	5	6.00%

Pedestrian Injury Status

	#	0.25 Mile
Fatal	0	0%
Severely Injured	0	0%
Injury (Visible)	0	40%
Injury (Complaint of Pain)	3	100%
All Injured	3	100%
Property Damage Only	0	0%

Bicycle Injury Status

	#	0.25 Mile
Fatal	0	0%
Severely Injured	0	0%
Injury (Visible)	2	100%
Injury (Complaint of Pain)	0	0%
All Injured	2	100%
Property Damage Only	0	0%

Health and Environmental Factors

	0.25 Mile
Asthma	19th percentile
Cardiovascular Disease	25th percentile
Ozone	53rd percentile
PM 2.5	66th percentile
Diesel PM	53rd percentile
Traffic Density	74th percentile

Demographic and socio-economic data retrieved from American Community Survey 2016 Estimates. Collision data was retrieved from TIMS 2013-2017, which does not include property-damage only related collisions. The TIMS data reviewed in this chapter focuses on collisions involving vehicles, pedestrians, and bicyclists for the surrounding areas of the six study school locations.

Vehicle, Pedestrian, and Bicycle Collisions

Within the 1/4 mile surrounding Hill Elementary, 84 collisions occurred between 2013 and 2017. Of those collisions, 5 (5.9%) involved a pedestrian or bicyclist. All of the collisions involved resulted in a complaint of pain or visible injuries.

*Data retrieved from TIMS 2013-2017

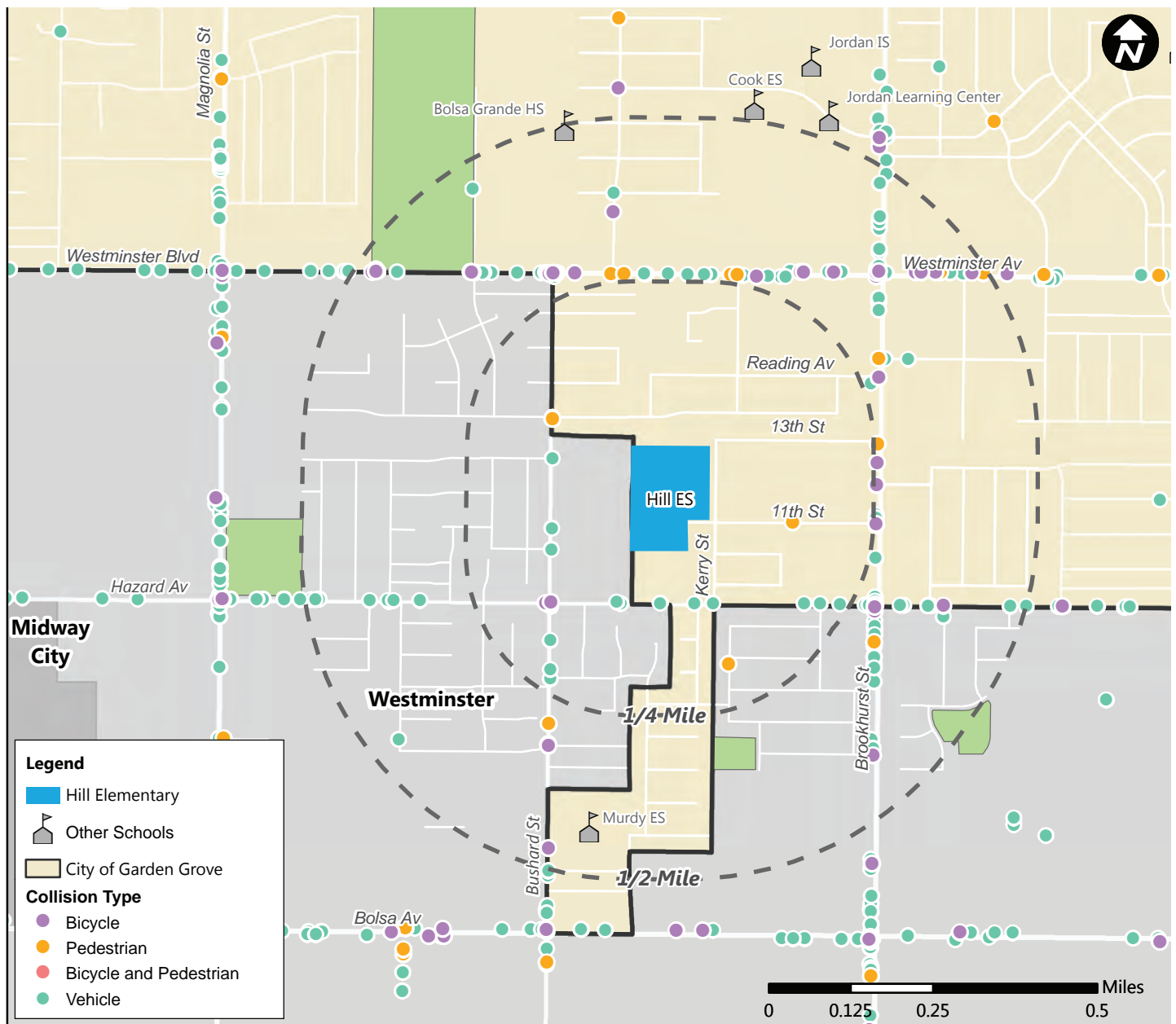


Figure 9-2: Map of Bike and Pedestrian Collisions within a 1/4 and 1/2 Mile of Hill Elementary

Median Household Income

Approximately half (46.8%) of households within a ¼ mile of Hill Elementary have a median household income less than \$50,000 a year. For this same area, the estimated median household income is \$59,664- slightly below the statewide median household income of \$63,783, the county wide median household income of \$78,145, and the Active Transportation Program’s most recent cycle application threshold for disadvantaged community severity of \$51,026

*Data retrieved from American Community Survey 2016 Estimates

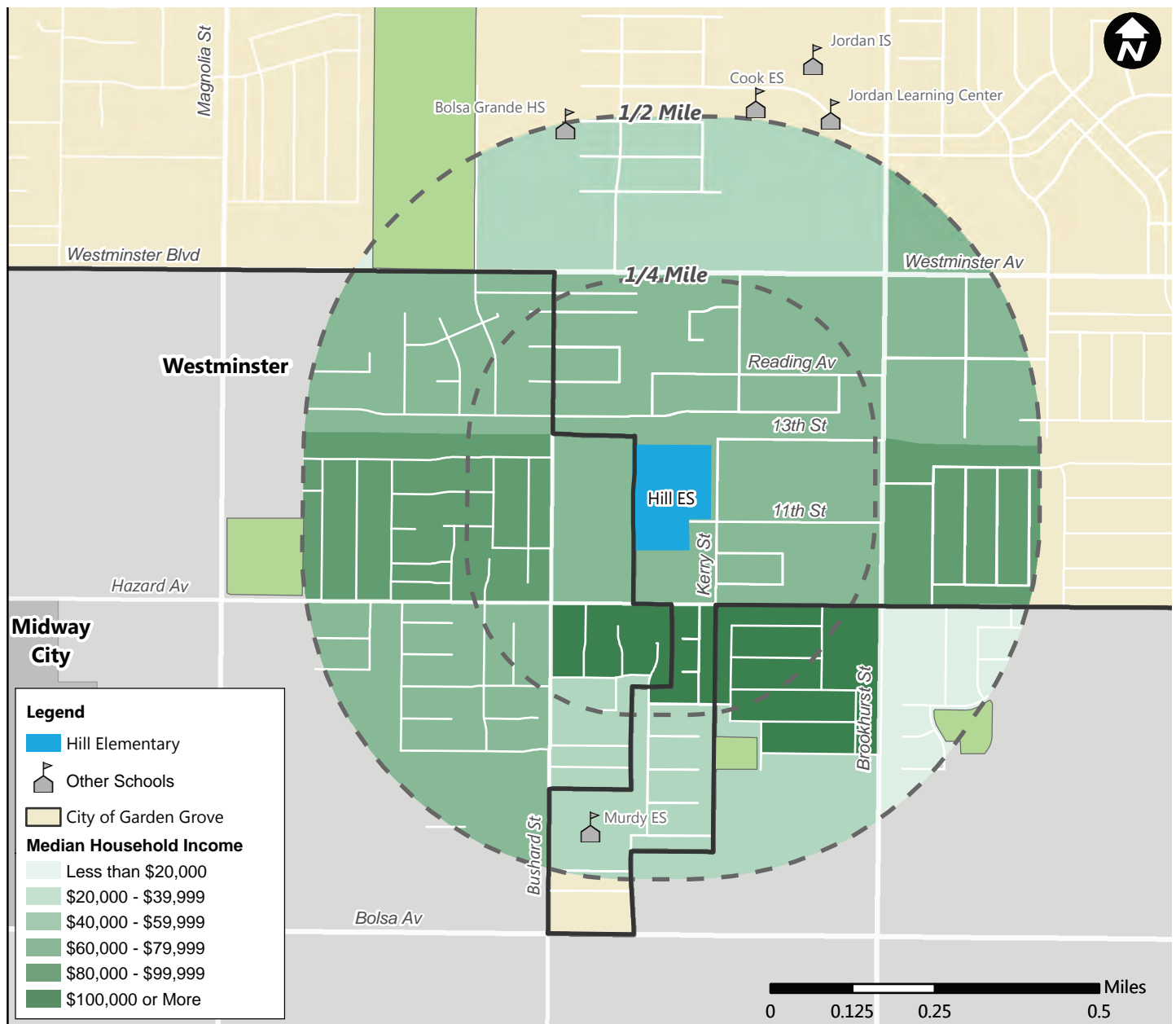


Figure 9-3: Map of Median Household Income

Population Younger Than 18 Years Old

Nearly 1 in 5 (18.6%) residents living in the ¼ mile area surrounding Hill Elementary are under the age of 18. This rate is just under the citywide population share of 23.1%. Within a ½ mile area, some Census Block Groups have a rate as high as 24%.

*Data retrieved from American Community Survey 2016 Estimates

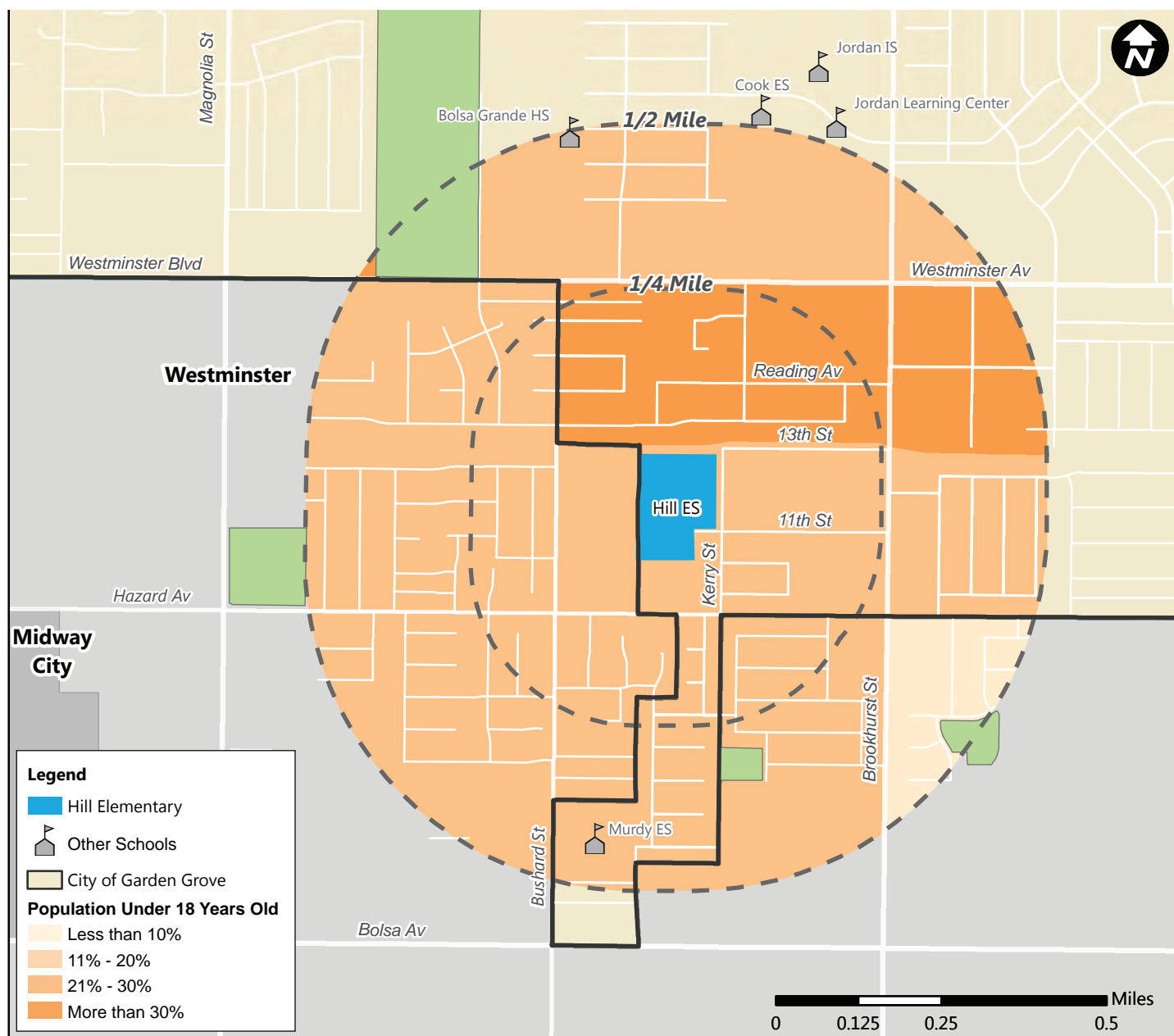


Figure 9-4: Map of Population Younger Than 18 Years Old

Households With Limited English Capabilities

The area surrounding Hill Elementary has a high rate of Asian and Hispanic residents. Approximately 70% of households within a ¼ mile of the school are of Asian descent and nearly 14% of households are of Hispanic of Latino descent. The high level of households that has limited English capabilities correlates to these demographic statistics. An average of 24% of all households has limited English communication abilities, although certain neighborhoods have as many as 50% or more households that have limited English capabilities.

*Data retrieved from American Community Survey 2016 Estimates

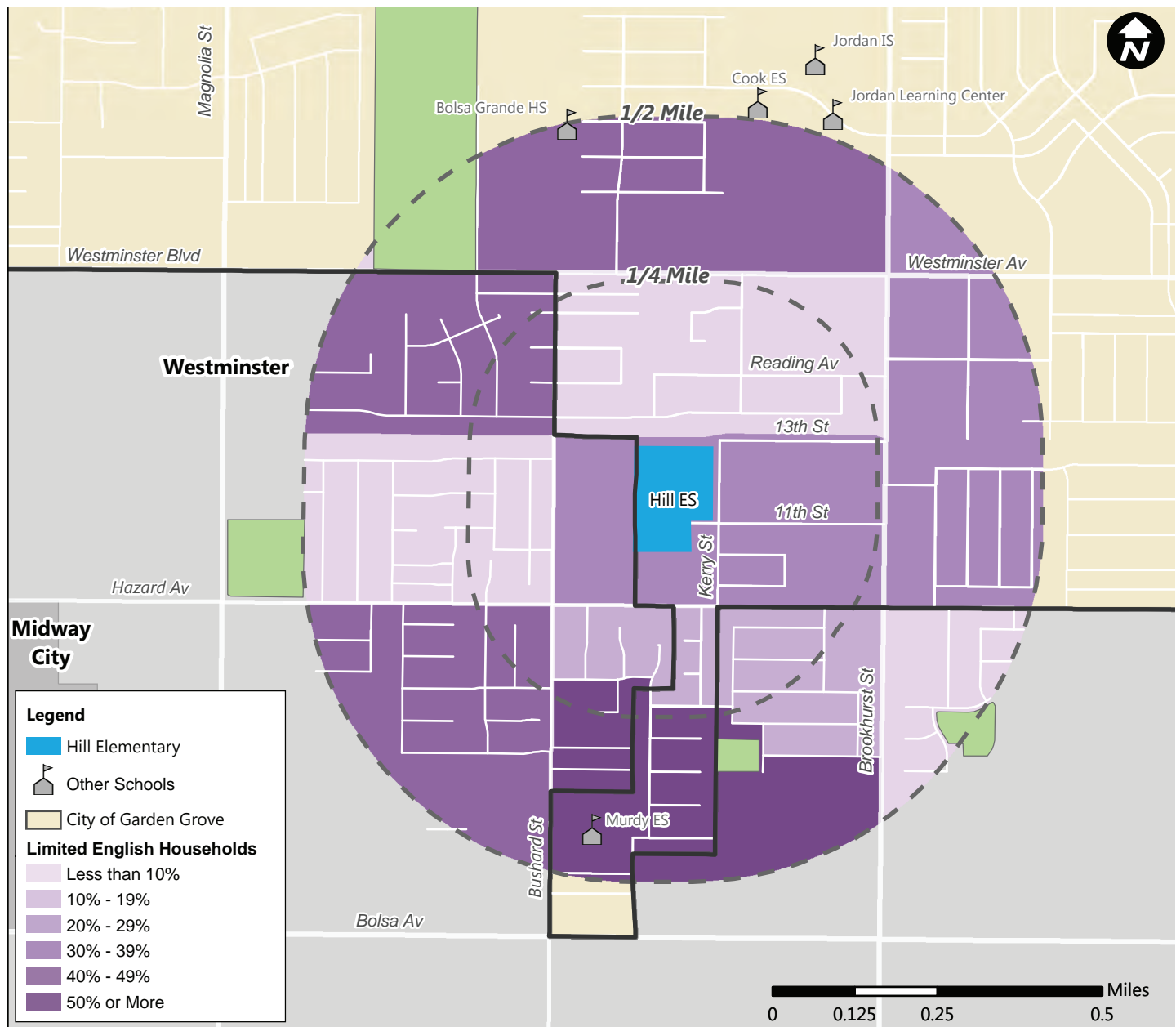


Figure 9-5: Map of Households With Limited English Capabilities

Population With Asthma

The rates of asthma-related hospital visits surrounding Hill Elementary are below most areas in California according to CalEnviroScreen 3.0. The tracts surrounding the school all rank below the 50th percentile of all census tracts in California.

*Data retrieved from CalEnviroScreen 3.0

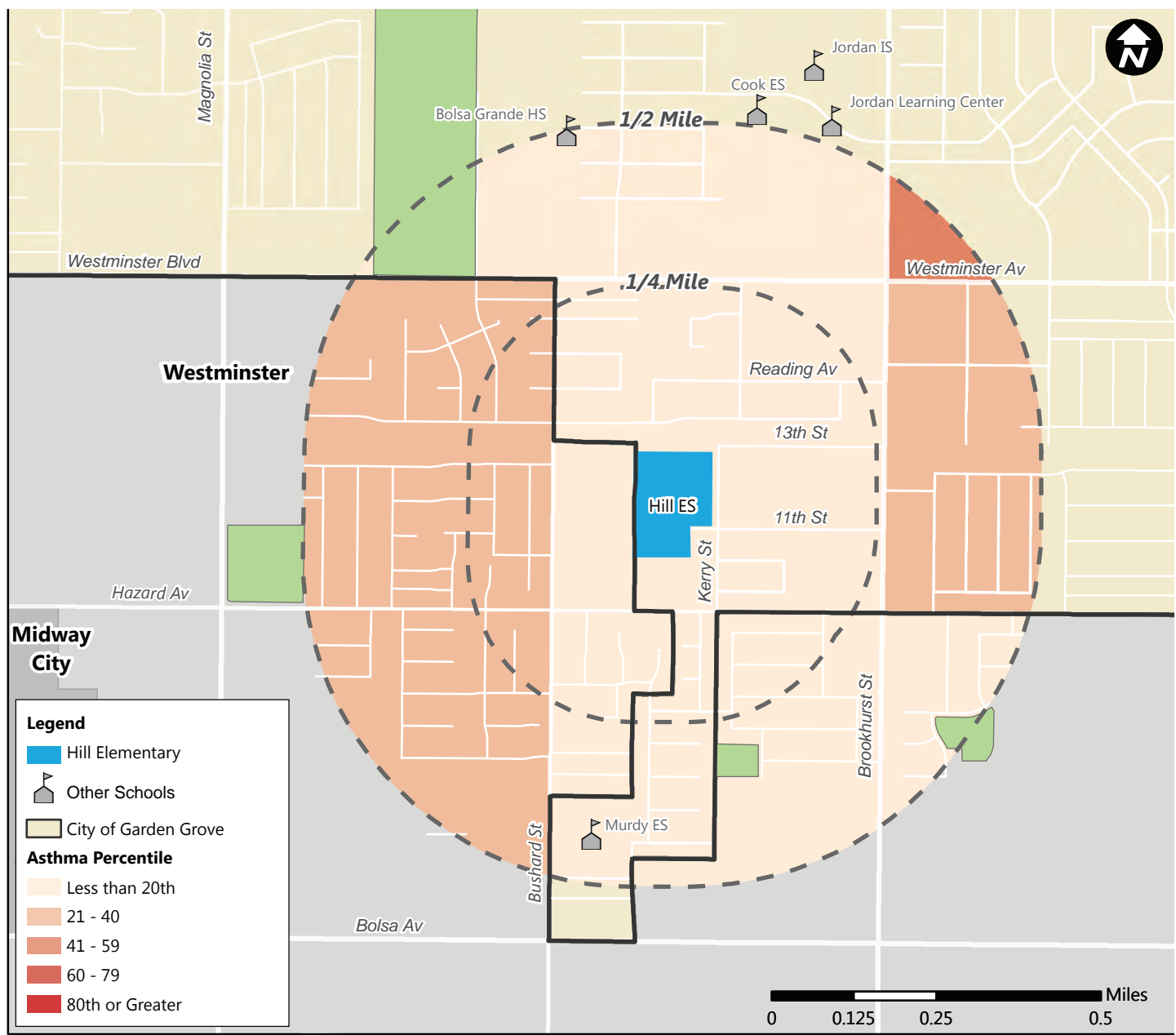


Figure 9-6: Map of Population With Asthma

Households With Cardiovascular Disease

The average rate of Cardiovascular Disease-related hospital visits surrounding Hill Elementary rank at the 39th percentile compared to census tracts in California. However, multiple census tracts surrounding the school rank above the 89th percentile. These areas may benefit most from the health benefits of active transportation to and from school. Although Cardiovascular Diseases are not prevalent among children, developing healthy behaviors early in life plays a significant role in reducing the risk of developing cardiovascular diseases in adulthood.

*Data retrieved from CalEnviroScreen 3.0

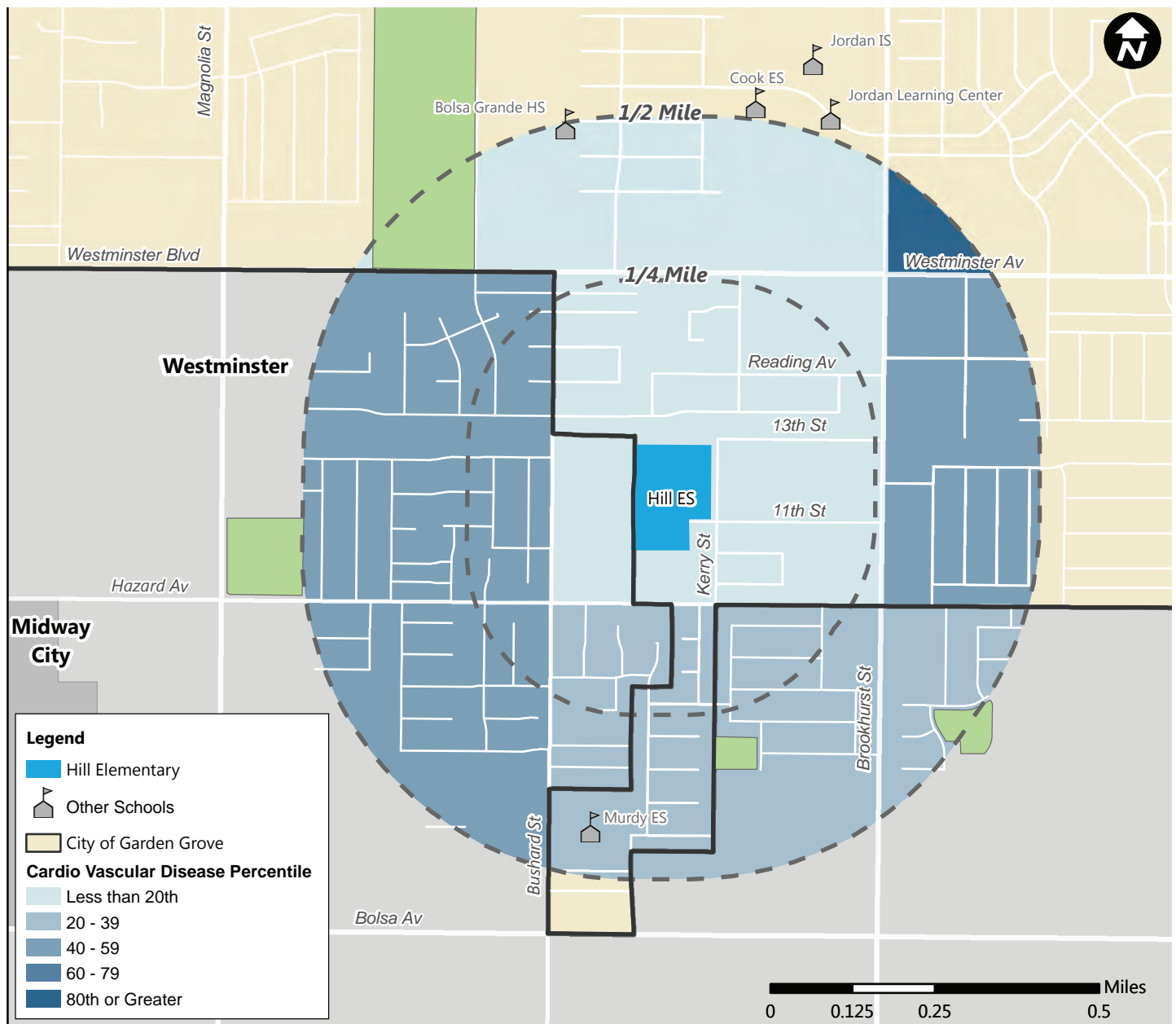


Figure 9-7: Map of Population With Cardiovascular Diseases

Children With No Access To Health Care

The rates of health insurance coverage for the population under the age of 18 are relatively high throughout California. However, some census tracts surrounding Hill Elementary have a rate of children with no access to health care above 10%.

*Data retrieved from CalEnviroScreen 3.0

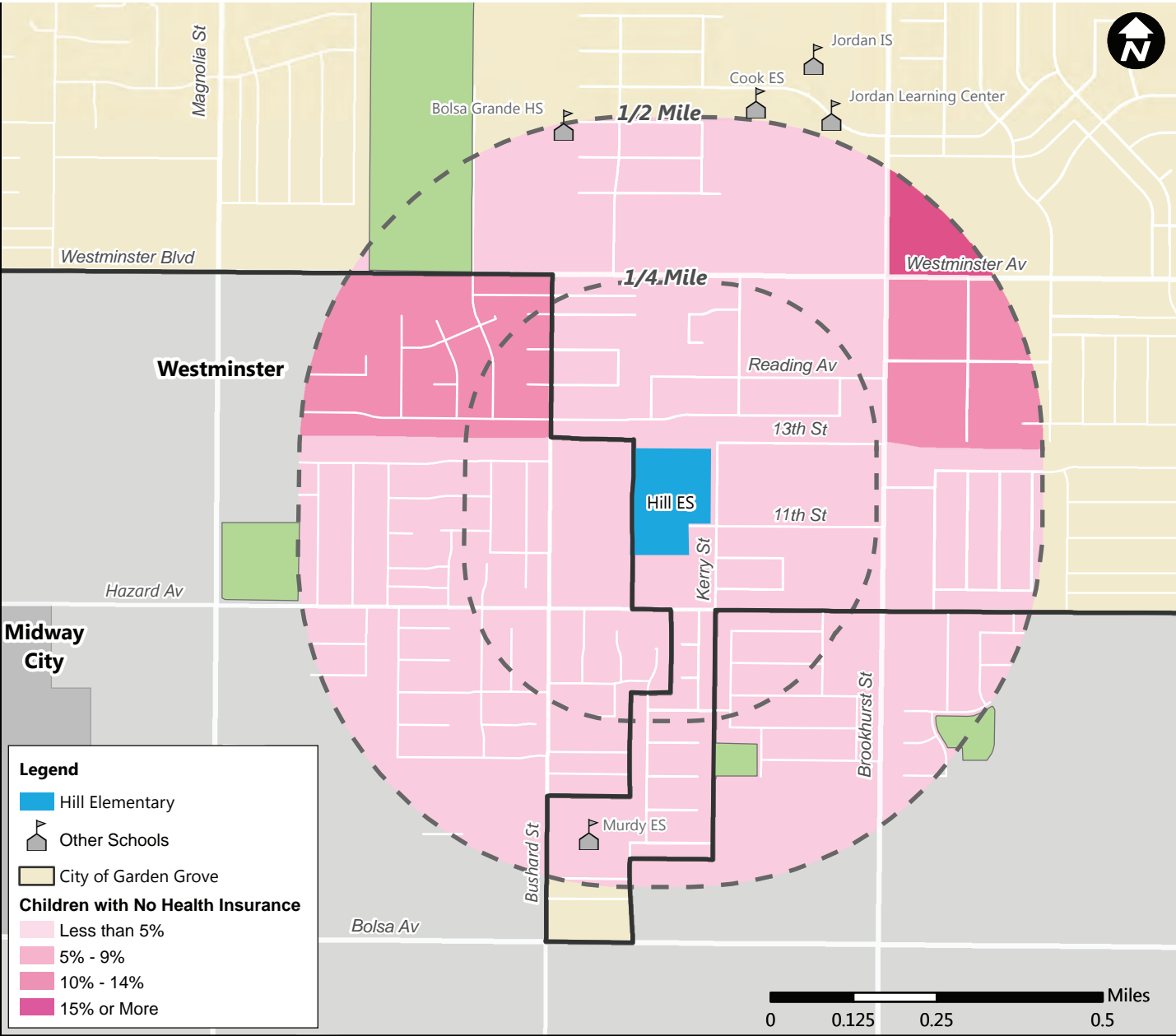


Figure 9-8: Map Of Children With No Access To Health Insurance

9.3 EXISTING INFRASTRUCTURE



Incomplete sidewalk along 13th Street. Sidewalk ends at the fire hydrant followed by dirt path.



Vehicles making mid-block u-turns along 11th Street.



Missing ADA compliant curb ramps along Hazard Avenue at Kerry Street.



Outdated school signage along 11th Street.



Sidewalk improvements needed along 11th Street to eliminate tripping hazards.



Pedestrians crossing mid-block along Kerry Street due to missing sidewalk along the west side of street.



Missing sidewalk along portion of Kerry Street, south of 11th Street.



Faded pavement markings along Kerry Street and 11th Street.

9.4 OBSERVED BEHAVIORS

The following presents a list of infrastructure concerns and behavioral issues that were observed at Hill Elementary.

Kerry Street and 11th Street

- All-Way Stop-controlled intersection with faded high visibility crosswalks.
- High vehicle and pedestrian activity.
- Main and only entry point to school.
- Two through westbound lanes on 11th Street west of Kerry Street; one drop-off lane and one through lane to school parking lot.
- Long southbound vehicle queue along Kerry Street and around the corner onto 11th Street, blocking crosswalk on the west leg.

Kerry Street and Hazard Avenue

- Stop-controlled approach on Kerry Street.
- Missing ADA compliant curb ramps at both corners.
- Vehicles park along the west side of the street just before the stop bar, creating visibility issues.
- High vehicle activity with some pedestrian activity.

Kerry Street and Johannah Avenue

- Uncontrolled 3-way intersection.
- Curb ramps provided along Kerry Street.

Kerry Street and Kern Avenue

- Uncontrolled 3-way intersection.
- Curb ramps provided along Kerry Street.

Kerry Street

- Sidewalks provided along both sides of the street, south of 11th Street, except for a small gap along the west side of the street.
- On-street parking allowed along both sides of the street north of 11th Street.

Kerry Street (cont'd)

- Many parents park along the north segment of Kerry Street and walk the students to/from school.

11th Street

- On-street parking along both sides of the street.
- Many parents park along this street and walk students to/from school.

13th Street

- Small portions of sidewalk exist along the south side of street, remaining segments are unpaved and many obstructions exist.
- High vehicle activity due to private school at the corner of Kerry Street and 13th Street.



9.5 COMMUNITY ENGAGEMENT

The City strove to implement infrastructure improvements that not only responded to the community's needs and address their concerns, but were also feasible within engineering limitations. To gather community input, the City conducted Walking Safety Assessments (WSA), collected Parent Surveys, and worked with teachers to collect Student Travel Tallies in classrooms. The City also collaborated with Hill Elementary School staff and Garden Grove Unified School District staff to market the project to the Hill Elementary School community, nearby businesses, and local organizations.

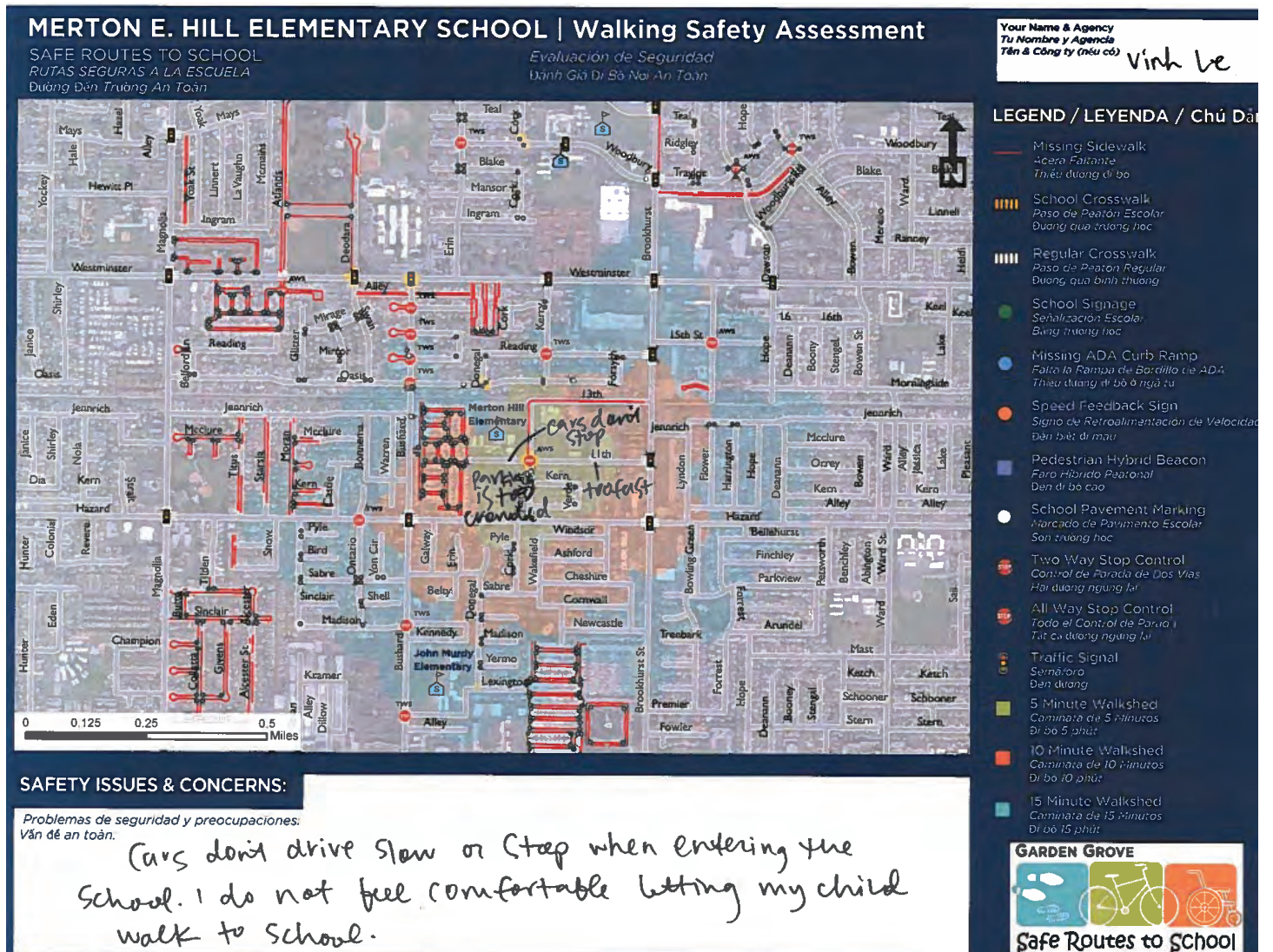


Figure 9-9: Map used at Walking Safety Assessment with comments from event participant.

Walking Safety Assessment

The Project Team hosted a Walking Safety Assessment on April 11, 2018 to afford community members an opportunity to express their concerns and explore ideas to improve the roadways surrounding the school. Approximately 15 parents and key stakeholders dedicated their valuable time to participate in the event.

Key stakeholders included:

- Parents/Guardians
- Hill Elementary Staff
- GGUSD Staff
- Garden Grove Police
- City Staff
- Community organization representatives

At the Walking Safety Assessment, participants walked around the vicinity of schools, discussed key areas of concerns and explored a range of improvements that they would like to see. After the walk, participants gathered for a discussion on the primary issues that they saw during the walk, as well as routes that affect them going to and from the school. A wide range of potential solutions were explored during these exercises. Solutions that were discussed aimed at addressing participants' main concerns and adhering to engineering limitations so that the ultimate list of improvements would offer beneficial immediate and long-lasting outcomes to the community.



Participants discussing their concerns at a stopping point along the walking route



Walk audit participants engaging in a conversation after the walk.

Parent Surveys

The “Parent Survey About Walking and Biking to School” form from the National Safe Routes to School Center was used as an expanded data collection tool. The survey gathered information such as the distance from a student’s home to school, travel mode distribution, and parent perceptions regarding walking and biking to school.

Parent Surveys

	Count
Number of Survey Responses	136
# of K-8 Students in All Households	199

Travel Mode Distribution

	Percentage
Walk	18.77%
Bike	1.53%
School Bus	6.51%
Vehicle	72.03%
Carpool	1.15%
Transit	0.00%
Other	0.00%

Distance Between Home And School

	Percentage
Less than 1/4 mile	31.97%
1/4 mile up to 1/2 mile	22.13%
1/2 mile up to 1 mile	22.95%
1 mile up to 2 miles	12.30%
More than 2 miles	10.66%

Parent Concerns About Walking and Biking to School

	Percentage	Rank
Amount of Traffic Along Route	63.24%	1
Safety of Intersections and Crossings	63.24%	2
Speed of Traffic Along Route	61.76%	3
Distance	60.29%	4
Violence or Crime	56.62%	5
Adults to Bike/Walk With	55.15%	6
Convenience of Driving	53.68%	7
Crossing Guards	52.94%	8
Weather or Climate	52.21%	9
Time	51.47%	10
Sidewalks or Pathways	51.47%	11
Participation in After-School Programs	48.53%	12

Student Travel Tallies

The City collaborated with Hill Elementary Staff to collect data using the “Safe Routes to School Students Arrival and Departure Tally Sheet”. The Tally Sheet predominately gathers data on travel mode distribution. It supplements the data provided from the Parent Surveys.

Student Travel Tallies

	Count
Number of Students Assessed in Tally	280
Number of Trips Assessed in Tally	1642
Morning	823
Afternoon	819

Travel Mode Distribution (From Tallies)

	Percentage
Walk	15.57%
Bike	0.73%
School Bus	7.66%
Vehicle	72.45%
Carpool	3.41%
Transit	0.18%
Other	0.00%

Comments retrieved from Parent Surveys

"Mi nieto camina a la escuela debido a que la escuela esta muy cerca. Caminar es saludable para el." (My grandchild walks to school because the school is very close. Walking is healthy for him.)

"It is heavy with traffic after school; there are too many vehicles at the dismiss time, so it should open a gate on the Kerry Street."

"Walking takes much longer to get to school/ get from school and kids will have less time for school."

"A lot of cars don't stop at the stop sign. Vehicle speeds are fast in the school area."

"My husband and I both have the privilege to be able to drop off and pick up our kids. Regardless of how close we live to the school, we feel more comfortable picking them up."

"Por la seguridad de los niños no estoy de acuerdo que use bicicleta. Hay mucho transito y peatones." (For the safety of the children i do not agree they use bicycles. There is a lot of traffic and pedestrians.)

"The streets are too dangerous for kids to walk to school without an adult."



9.6 PROGRAMMING RECOMMENDATIONS

The programs identified in the following section aim to garner momentum for active transportation activities at Hill Elementary. The school lacks a Parent Teacher Organization or parent volunteers that can assist with the Safe Routes to School Programs. Parent participation at the Walking Safety Assessments was also low. Safe Routes to School programming is primarily a volunteer effort, but there are dedicated ongoing resources to support these successful efforts; as such, the Hill Elementary needs to put some initial effort towards developing a Safe Routes to School program by providing incentives for school staff to participate and/or recruiting volunteers to begin the effort. In a way, the school has already begun doing that. During drop-off, school staff assisted with students exiting their parent's/guardian's vehicles- similar to the Drop-Off Valet Program.

The programming recommendations identified below builds off of that effort, and can be the starting point Safe Routes to School Programming at Hill Elementary. It strives to respond to the concerns and comments received from the outreach process which is primarily comprised of the Walking Safety Assessment and Parent Surveys. While infrastructure improvements can address many of comments gathered, concerns related to crime, safety, and long distances between home and school can be tackled through encouragement, education, and enforcement programs. Once the school garners momentum for the programs identified below, it can move towards other programs discussed in Ch. 4-5 Programming Toolbox.

Recommendation #1: Drop-Off Valet Program

The Drop-Off Valet Program would alleviate some of the traffic congestion on 11th Street which presents safety concerns for students walking and bicycling to school. Hill Elementary is located at the terminus of 11th Street. Once motorists made it past the school gate on 11th Street, they are routed to the parking lot. Consequently, during drop-off and pick-up, 11th Street and the parking lot experience high levels of vehicular traffic.

SRTS volunteers can be positioned at the south end of the parking lot to assist with traffic flow. They can motion vehicles to come forward to the beginning of the drop-off zone, and assist students with exiting the vehicles. Through this program, vehicles can move quicker through the roadway, and have more defined spaces for drop-off, which improves visibility for pedestrians and bicyclists.

Recommendation #2: Weekly Walk-to-School Program

The Weekly Walk-to School Program is an encouragement program where Hill Elementary can provide small incentives for students to take active transportation to and from school. Many students live within close proximity to the school. According to the Parent Survey, 32% of students live less than a ¼ mile from the school, which is equivalent to less than ten minutes of walking. Another 22% of students live between ¼ and ½ mile from the school, an equivalent to less than 15 minutes of walking. Combined, more than half (54%) of Hill Elementary students can walk to school within 15 minutes. Currently, only 18% of Hill Elementary students walk to school, while 72% of students arrive/ depart from the school via vehicle; this program can encourage more students to take active transportation to and from school. The school can offer a small prize for students who participate in the Weekly Walk-to-School Program.

Recommendation #3: Golden Sneaker Walking Program

The Golden Sneaker Walking Program is a friendly competition between the classrooms to encourage as many students to walk to and from the school. As noted above, more than half of Hill Elementary students live within close proximity to the school. Although the Golden Sneaker Walking Program strives to encourage students to walk more, students who bike or take other forms of active transportation to school can participate as well. For students that live further away, they can participate by walking or biking during their free time. The classroom with students who walk (or bike) the most wins the Golden Sneaker Award (or another prize.)

Recommendation #4: Drop-Off Point Program

The Drop-off Point Program offers opportunities for students to walk to school while reducing the high levels of vehicular traffic at the access point. According to comments received from the Walking Safety Assessment and Parent Surveys, parents stated that walking and bicycling to school is a challenge due to the long distance between home and school. The Drop-Off Point Program would continue to allow students to arrive to and depart from the school via personal vehicles, but participate in active transportation activities to and from Hill Elementary.

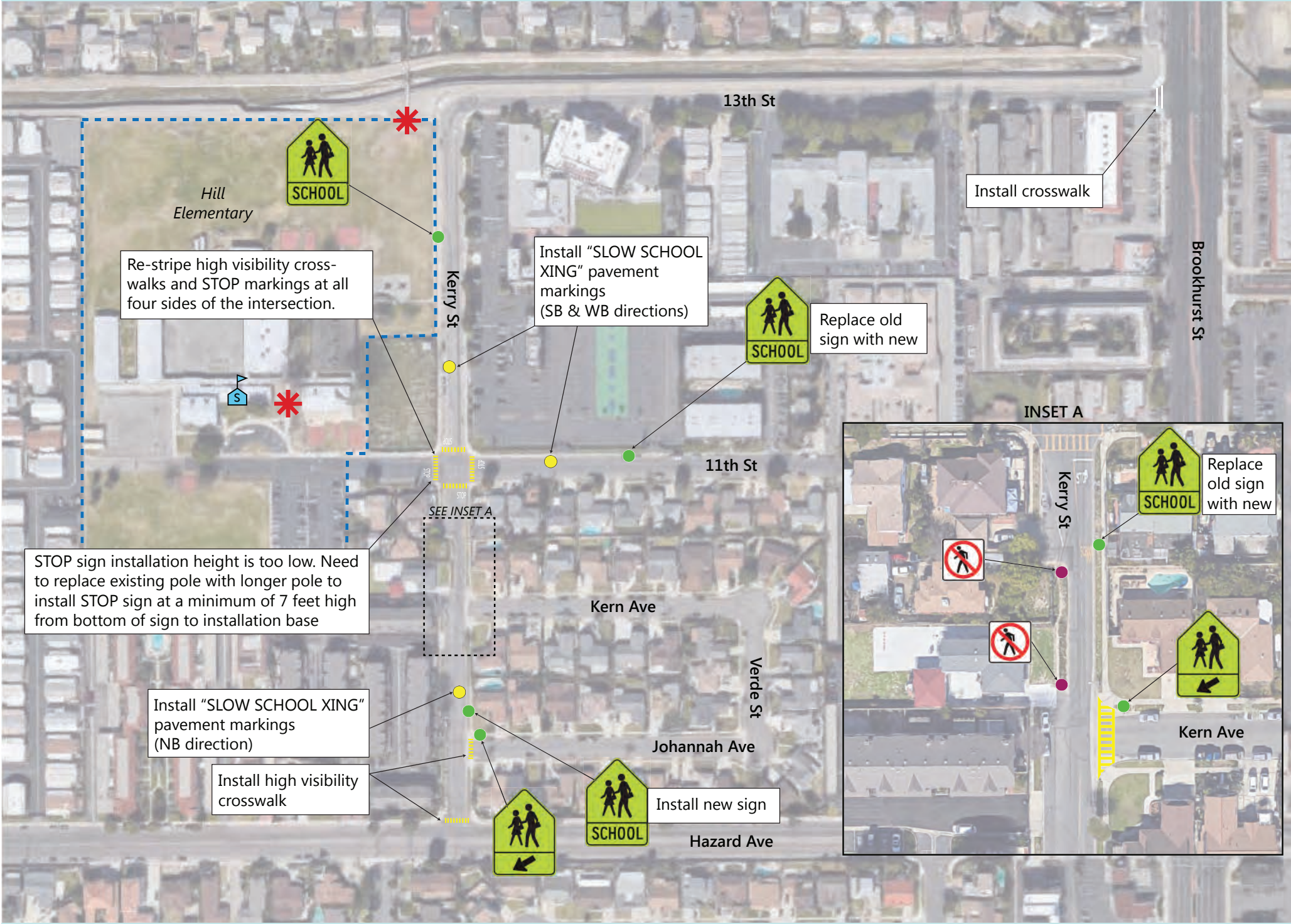
Hill Elementary is located primarily in a residential neighborhood; as such, there exists limited local destinations that can serve as drop-off points. However, the Mall of Fortune on Brookhurst Street and Westminster Avenue does lie within a quarter mile from the school, and can be an excellent drop-off point. Walking to and from the Mall of Fortune would provide students with approximately 30 minutes of physical activity per day- half of the recommended amount by the Centers for Disease Control and Prevention.

Recommendation #5: Walking School Bus Program

The Walking School Bus Program would provide the adult supervision needed to address the concerns associated with crime and violence. During the Walking Safety Assessment, participants repeatedly voiced this concern. This was supported with findings from the Parent Survey; according to the survey, 63% of parents of children who do not currently walk or bike to school stated that violence or crime is one of the main factors for not allowing their child to walk or bike to and from Hill Elementary.

Hill Elementary already has many students walking to and from the school. The program can form a group comprised of parents who already walk their child to school, and develop "Bus Routes" and "Bus Stops" to pick up/ drop off students to and from the school. Other "Bus Stop" locations include drop-off points such as the Mall of Fortune on Brookhurst Street and Westminster Avenue. This program should be coordinated with the Weekly Walk-to-School Program.

9.7 HILL ELEMENTARY INFRASTRUCTURE RECOMMENDATIONS



SCHOOL

- School
- School Access Location
- School Boundary

PROPOSED IMPROVEMENTS

- School Crosswalk
- ADA Curb Ramp
- Traffic Sign
- School Signage
- School Pavement Marking

Engineering & Operational Improvement Notes

Provide for upgraded pedestrian crossing of uncontrolled approaches with upgraded school area signage and markings per the latest CA MUTCD standards.



9.7 HILL ELEMENTARY INFRASTRUCTURE RECOMMENDATIONS



SCHOOL

- ✱ School Access Location
- - - School Boundary

PROPOSED IMPROVEMENTS

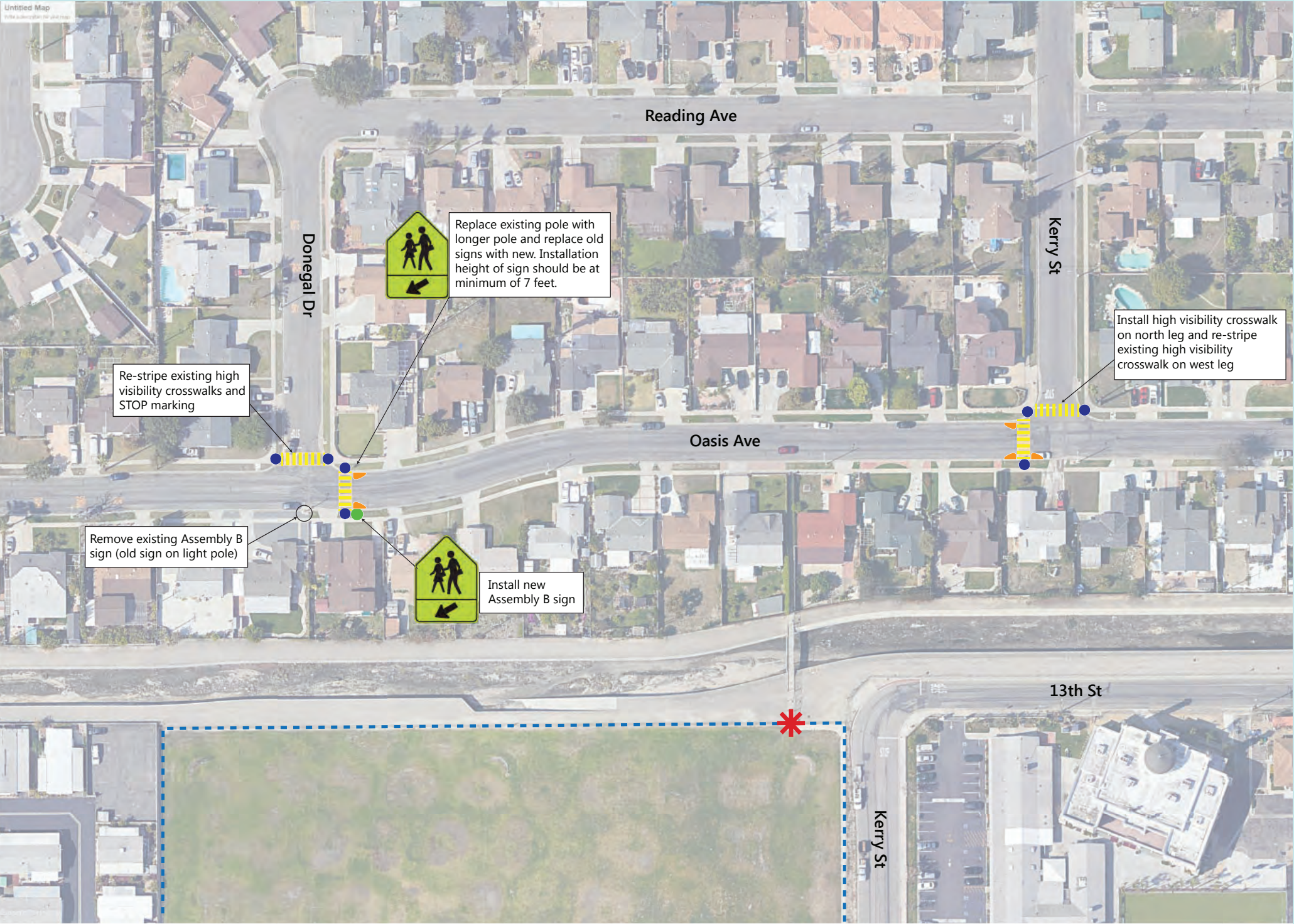
- Pedestrian Scale Lighting

Engineering & Operational Improvement Notes

Provide for upgraded pedestrian crossing of uncontrolled approaches with upgraded school area signage and markings per the latest CA MUTCD standards.



9.7 HILL ELEMENTARY INFRASTRUCTURE RECOMMENDATIONS



SCHOOL

- * School Access Location
- - - School Boundary

PROPOSED IMPROVEMENTS

- ||||| School Crosswalk
- ADA Curb Ramp
- School Signage
- Bulbout / Curb Extension

Engineering & Operational Improvement Notes

Provide for upgraded pedestrian crossing of uncontrolled approaches with upgraded school area signage and markings per the latest CA MUTCD standards.



9.8 INFRASTRUCTURE RECOMMENDATION DETAILS

Recommendations:

Install the following:

SIGNS:

- 4 x SW24-1 (CA) School (Assembly A)
- 4 x SW24-2 (CA) School Crossing w/arrow (Assembly B)
- 2 x R9-3: No Pedestrians

CROSSWALKS:

- 11 x High visibility yellow school crosswalks
- 1 x White parallel bar crosswalk

PAVEMENT MARKINGS:

- 3 x "SLOW SCHOOL XING"
- 4 x "STOP"

CURB RAMPS:

- 7 x ADA compliant curb ramps

ROADWAY MODIFICATIONS:

- 5 x curb extension islands at two pedestrian crossing locations.

OTHER MODIFICATIONS / IMPROVEMENTS:

- 1 x Security vertical bar fence along pedestrian bridge across storm water channel.
- 1 x Pedestrian access gate with staggered entrance that will allow access to pedestrian and bicyclists.
- 1 x pedestrian-scale light pole along pedestrian access bridge area.

Discussion:

11th Street is one of the most heavily utilized roadways for students and parents to access Hill Elementary. During drop-off and pick-up, the segment experiences high levels of vehicle volume which presents safety concerns for pedestrians crossing the roadway. Additionally, existing crosswalks are faded which further decrease visibility of pedestrians crossing Kerry Street and 11th Street. New pavement markings and freshly-painted high visibility school crosswalks at the intersection, along with the proper installation of signs can enhance the visibility of pedestrians crossing the two roadways and warn motorists of pedestrian activities.

Intersections such as Kerry Street and Kern Avenue, Kerry Street & Johannah Avenue, and Kerry Street and Hazard Avenue are the main access locations for pedestrians traveling to and from Hazard Avenue. A small section on the west side of Kerry Street is missing sidewalk; consequently, pedestrians were observed to walk on Kerry Street in the street adjacent to vehicles or in the dirt path. Due to right-of-way constraints, the east side of Kerry Street is the only appropriate access route for pedestrians. Therefore, new school signs and pavement markings can warn motorists of pedestrian crossings near the school, while new high visibility school crosswalks can increase visibility of pedestrians crossing Kern Avenue, Johannah Avenue, and Kerry Street.

Many students and parents that live north of Hill Elementary use the pedestrian bridge to access the school via the back gate. The crosswalks at the intersections of Oasis Avenue & Donegal Drive and Oasis Avenue & Kerry Street are faded, and some school signs need to be replaced. The recommendations call for re-striping the high visibility yellow school crosswalks to improve the visibility of pedestrians crossing the roadway, and installing a new crosswalk at the intersection of Oasis Avenue and Kerry Street for students and parents to cross Oasis Avenue while providing warning to motorists of pedestrian activity.

The combination of a small alley and pedestrian bridge that terminates at a gate that provides access to Hill Elementary is used by students and parents of Hill Elementary. As a result, it acts as a second access point to and from the school. Walk Audit participants expressed the convenience of this access point; it provides them, particularly those who walk or bike to school, with a short cut to the school. This segment, however, has many safety and accessibility concerns. Vegetation overgrowth and lack of pedestrian-scale lighting contribute to an unwelcoming environment for pedestrians and bicyclists. Meanwhile, Walk Audit Participants pointed out problems with coyotes that walk along the channel. The recommendations of installation of new vertical bar security fence, pedestrian lighting, and access gate would help improve the safety concerns and welcome pedestrians and bicyclists.

Students and parents walk along Brookhurst Street to reach their destinations east and north of Hill Elementary. A white parallel bar crosswalk at the intersection of 13th Street and Brookhurst Street can provide users with a marked crossing and also provide warn motorists of pedestrian activity at the intersection.

Hill Elementary is located at the western terminus of 11th Street. As such, many students walk along 11th Street to reach their destinations east of the school. New pavement markings can help warn motorists of pedestrian activity and crossings.

Cost Summary

The cost estimate table below summarizes the Hill Elementary area cost estimates for implementation, based on the cost assumptions described previously in Chapter 4 of this Plan.

SEGMENT	IMPROVEMENT	UNIT	COST	QTY	TOTAL
Hill Elementary	Roadway Lighting (1 side of road)	Per Linear Foot	\$84	125	\$10,500
	New Sign & New Post	Each	\$300	8	\$2,400
	New Sign on Existing Post	Each	\$150	2	\$300
	School Area Pavement Marking (Per Word)	Each	\$210	13	\$2,730
	High Visibility Ladder Crosswalk	Each	\$1,480	11	\$16,280
	ADA Curb Ramps	Each	\$4,968	7	\$34,776
	Curb Extension - Raised	Per Intersection	\$72,685	0.75	\$54,513
	Standard Crosswalks	Each	\$480	1	\$480
	Remove Gate	Each	\$250	1	\$250
	Install New Gate	Each	\$2,000	2	\$4,000
	Vertical Bar Security Fence	Per Linear Foot	\$100	100	\$10,000
	Subtotal				\$136,229
	Design (D) (Subtotal * 15%)				\$20,434
	Environmental (E) (Subtotal * 5%)				\$6,811
	Construction Management (CM) ((Subtotal + D + E) * 10%)				\$16,348
	Mobilization (M) ((Subtotal + D + E) * 5%)				\$8,174
	Traffic Control (TC) ((Subtotal + D + E) * 5%)				\$8,174
	Contingency ((Subtotal + D + E + CM + M + TC) * 15%)				\$29,426
	Segment Total				\$225,596

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STOP



10. Thomas Paine Elementary

- 10.1 Introduction
- 10.2 Existing Conditions
- 10.3 Existing Infrastructure
- 10.4 Observed Behaviors
- 10.5 Community Engagement
- 10.6 Programming Recommendations
- 10.7 Infrastructure Recommendations
- 10.8 Infrastructure Recommendation Details

10.1 INTRODUCTION

Thomas Paine Elementary is located on 15792 Ward Street in the Southern portion of Garden Grove near the intersection of Ward Street and Edinger Avenue. The main access point to the school is located on Ward Street, and the school is surrounded by residential housing. Nearby destinations include La Quinta High School to the North and Mile Square Park to the South. Other nearby destinations include local eateries and retail along Brookhurst Street and McFadden Avenue.

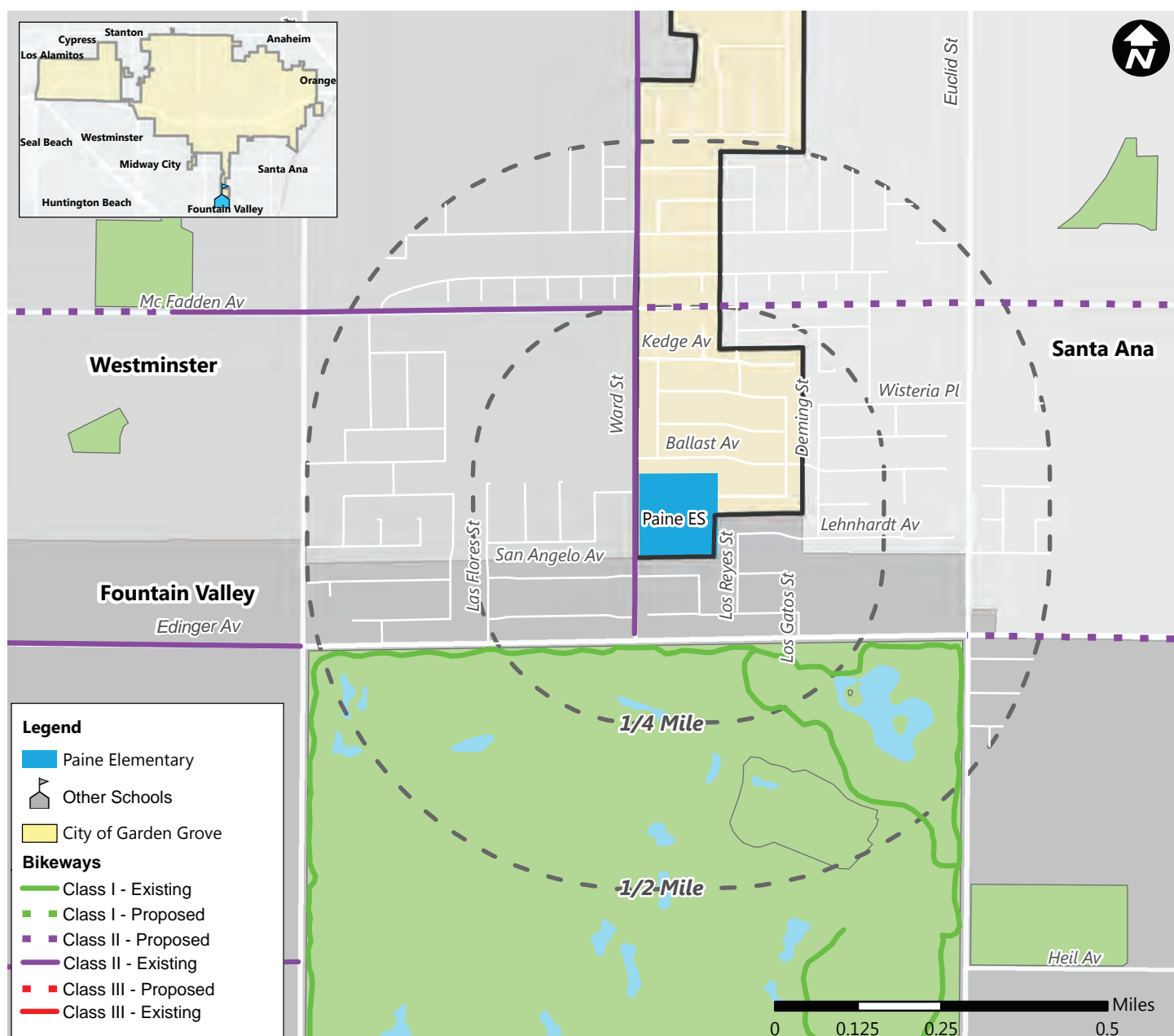


Figure 10-1: Map of School Location

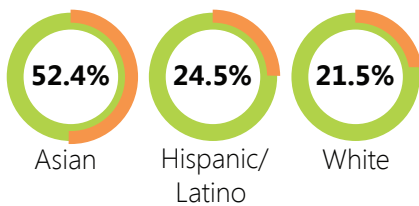
Thomas Paine Elementary School

School Snapshot

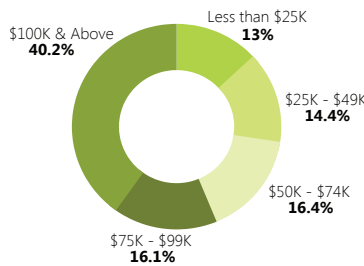
Thomas Paine Elementary enrolled **477 students** in the 2017-2018 school year. Of these students, **15.3%** currently walk and bike to school, while **58.5%** of students are drive to school.

COMMUNITY CHARACTERISTICS

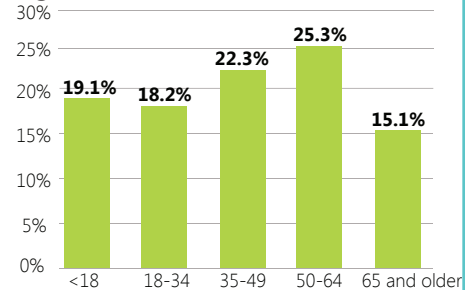
Race



Median Household Income

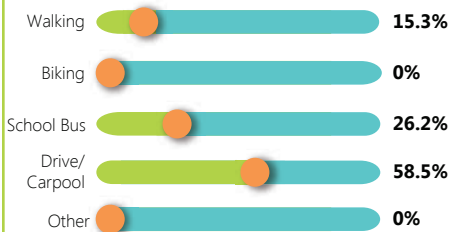


Age

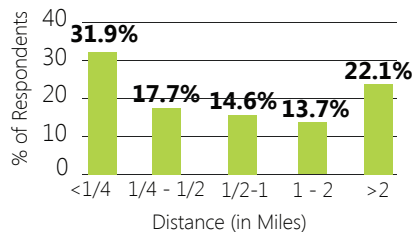


TRANSPORTATION

Mode Share to/from School



Distance between Home and School



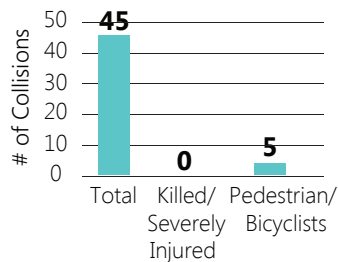
Input from the Community

"We would like a crossing guard to help the children cross."

"Too many people have been driving carelessly. Even though the light turned red at the crossing lane, they still drove past."

SAFETY

Transportation Collisions within 1/4 Mile Radius



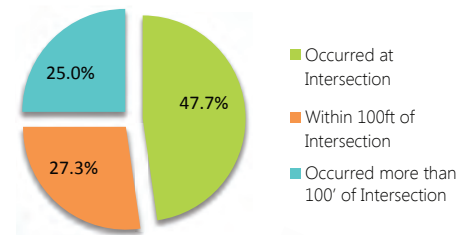
High Collision Roadways

- 1 Edinger Avenue (34)
- 2 McFadden Avenue (6)

High Collision Intersections

- 1 Edinger Avenue and Ward Street (28)
- 2 McFadden Avenue and Ward Street (8)
- 3 Edinger Avenue and Los Gatos Street (7)

Collision Locations



10.2 EXISTING CONDITIONS

An understanding of existing demographics, socio-economic conditions, and health conditions help identify the needs of the communities that live near Paine Elementary. This section displays seven factors that the City examined to better understand the communities. These seven factors are: bicycle and pedestrian collisions, median household income, population under 18 years old, households with limited English capabilities, children's access to health care, and communities' exposure to asthma and cardiovascular disease. The charts below summarize the findings from this effort. In the following pages, each factor will be discussed in further detail.

Race

	0.25 Mile
White	21.50%
African American or Black	0.10%
American Indian or Native Alaskan	0.00%
Asian	52.40%
Native Hawaiian or Pacific Islander	0.50%
Other	0.30%
Two or More	0.60%
Hispanic or Latino	24.50%

Median Household Income

	0.25 Mile
MHHI less than \$25,000	13.00%
MHHI \$25,000 - \$49,999	14.40%
MHHI \$50,000 - \$74,999	16.40%
MHHI \$75,000 - \$99,999	16.10%
MHHI \$100,000 - \$149,999	26.90%
MHHI \$150,000 or More	13.30%

Age

	0.25 Mile
Population under 18	19.10%
Age 18 - 34	18.20%
Age 35 - 49	22.30%
Age 50 - 64	25.30%
Age 65 or Older	15.10%

Language Capabilities

	0.25 Mile
English Only Households	34.20%
Spanish Speaking Households	15.10%
Limited English Speaking Households	19.00%

Collision Type

	#	0.25 Mile
Pedestrian	2	4.40%
Bicycle	3	6.70%
Total Collisions	45	100%
Total Bicycle and Pedestrian	5	11.10%

Pedestrian Injury Status

	#	0.25 Mile
Fatal	0	0%
Severely Injured	0	0%
Injury (Visible)	0	0%
Injury (Complaint of Pain)	2	100%
All Injured	2	100%
Property Damage Only	0	0%

Bicycle Injury Status

	#	0.25 Mile
Fatal	0	0%
Severely Injured	0	0%
Injury (Visible)	0	0%
Injury (Complaint of Pain)	3	100%
All Injured	3	100%
Property Damage Only	0	0%

Health and Environmental Factors

	0.25 Mile
Asthma	17th percentile
Cardiovascular Disease	22nd percentile
Ozone	51st percentile
PM 2.5	64th percentile
Diesel PM	49th percentile
Traffic Density	60th percentile

Demographic and socio-economic data retrieved from American Community Survey 2016 Estimates. Collision data was retrieved from TIMS 2013-2017, which does not include property-damage only related collisions. The TIMS data reviewed in this chapter focuses on collisions involving vehicles, pedestrians, and bicyclists for the surrounding areas of the six study school locations.

Vehicle, Pedestrian, and Bicycle Collisions

Within the 1/4 mile surrounding Paine Elementary, 45 collisions occurred between 2013 and 2017. Of those collisions, 5 (11.1%) involved a pedestrian or bicyclist. All injuries resulted in complaint of pain.

*Data retrieved from TIMS 2013-2017

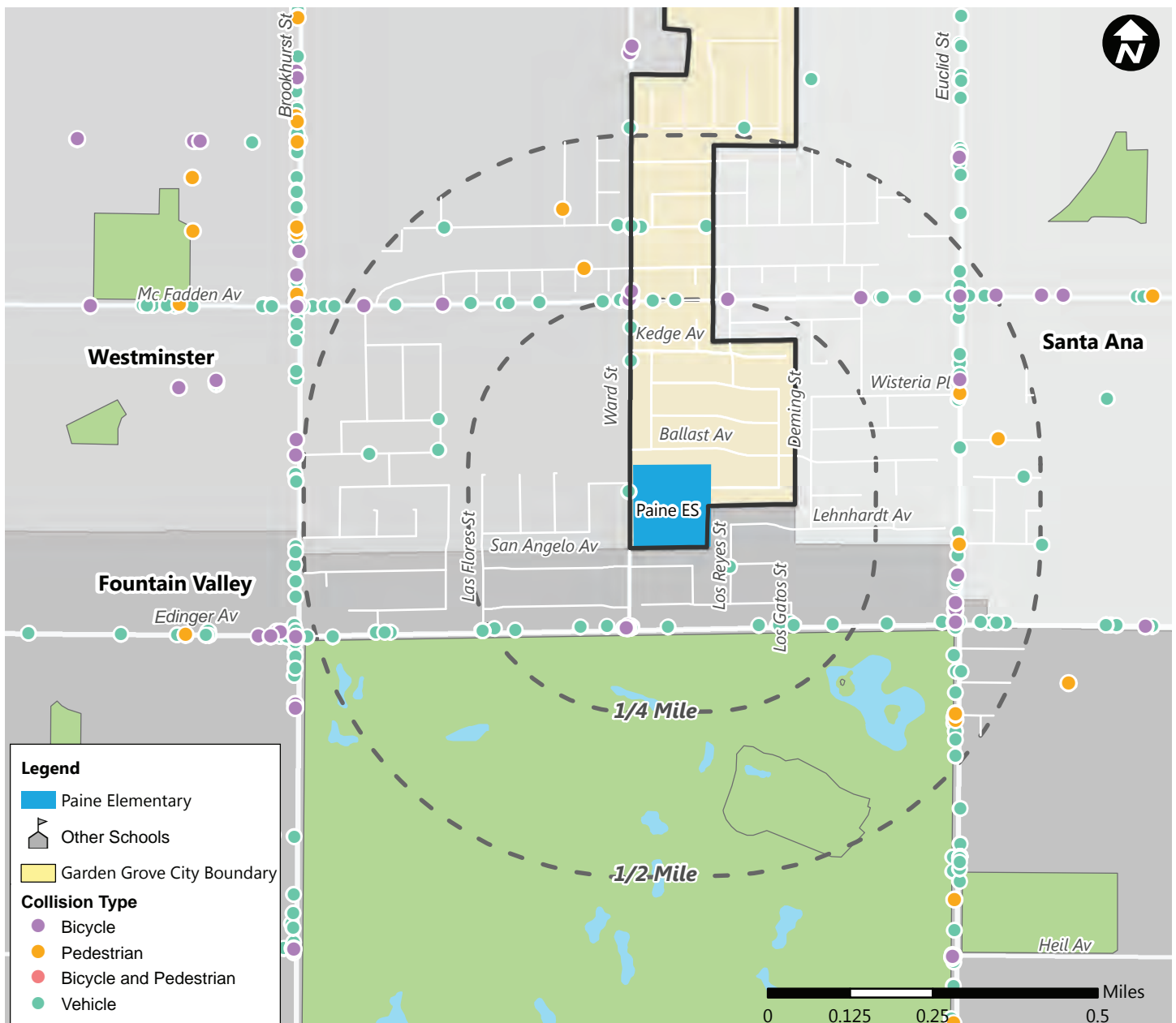


Figure 10-2: Map of Bike and Pedestrian Collisions within a 1/4 and 1/2 Mile of Paine Elementary.

Median Household Income

Approximately 28% of households within a ¼ mile of Paine Elementary have a median household income less than \$50,000 a year. For this same area, the estimated median household income is \$80,198- well above the statewide median household income of \$63,783, the county wide median household income of \$78,145, and the Active Transportation Program's most recent cycle application threshold for disadvantaged community severity of \$51,026

*Data retrieved from American Community Survey 2016 Estimates

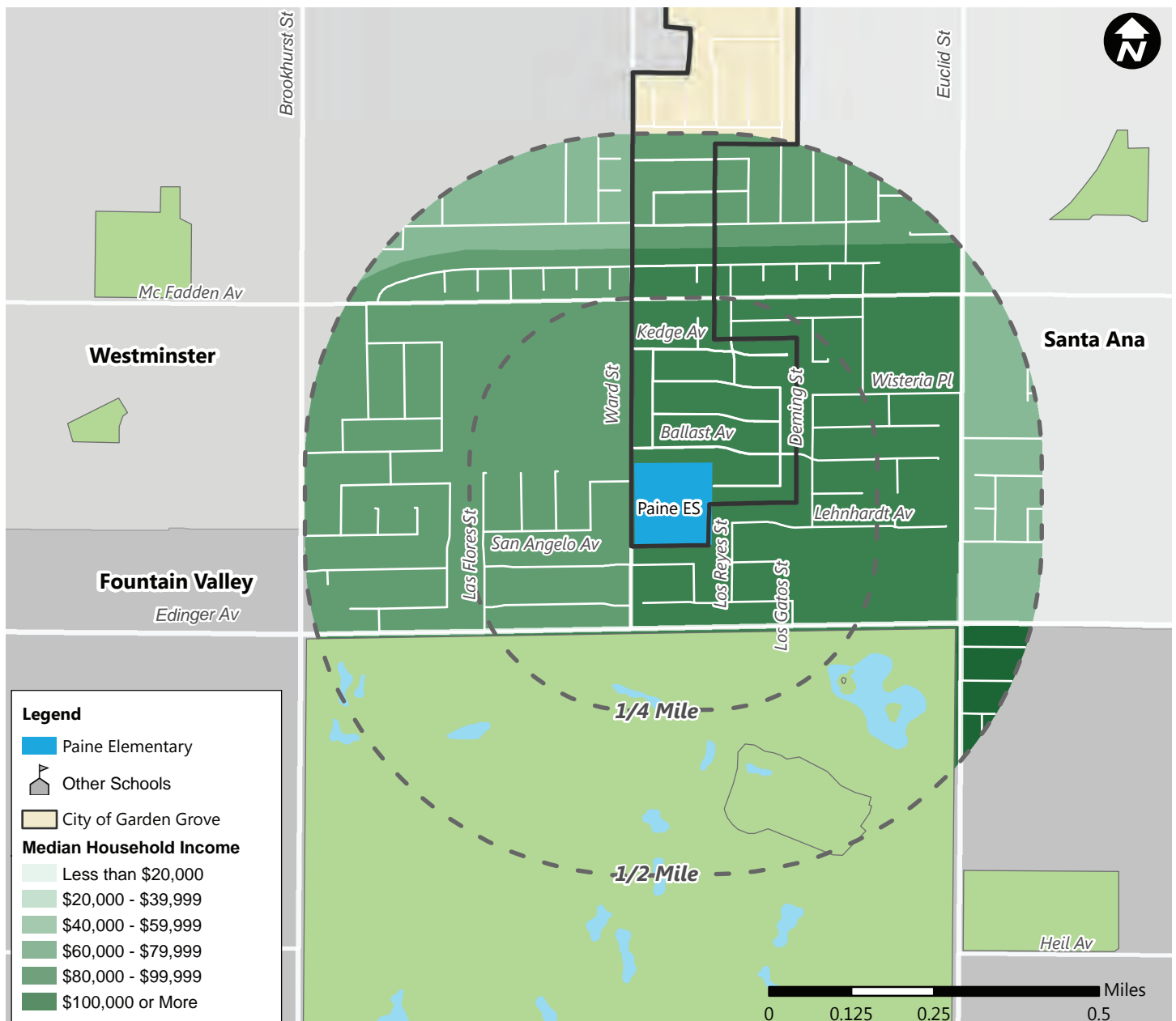


Figure 10-3: Map of Median Household Income

Population Younger Than 18 Years Old

Approximately 1 in 5 (19.1%) residents living in the ¼ mile area surrounding Paine Elementary are under the age of 18. This rate is just under the citywide population share of 23.1%. Within a ½ mile area, some Census Block Groups have a rate as high as 23%.

*Data retrieved from American Community Survey 2016 Estimates

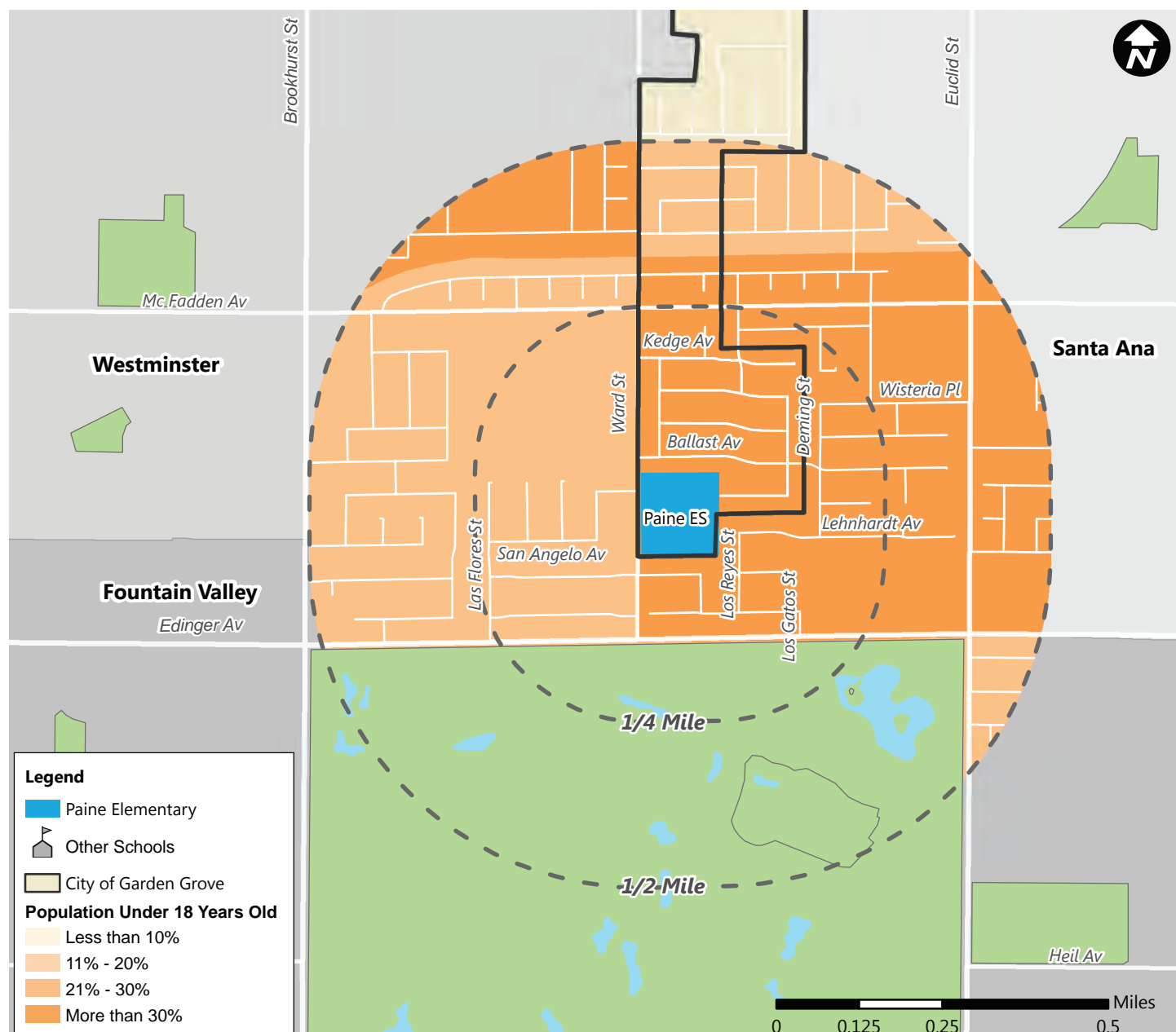


Figure 10-4: Map of Population Younger Than 18 Years Old

Households With Limited English Capabilities

The area surrounding Paine Elementary has a high rate of Asian and Hispanic residents. Approximately 52% of households within a ¼ mile of the school are of Asian descent and nearly 25% of households are of Hispanic of Latino descent. The high level of households that has limited English capabilities correlates to these demographic statistics. An average of 19% of all households has limited English communication abilities, although certain neighborhoods have more households that have limited English capabilities.

*Data retrieved from American Community Survey 2016 Estimates

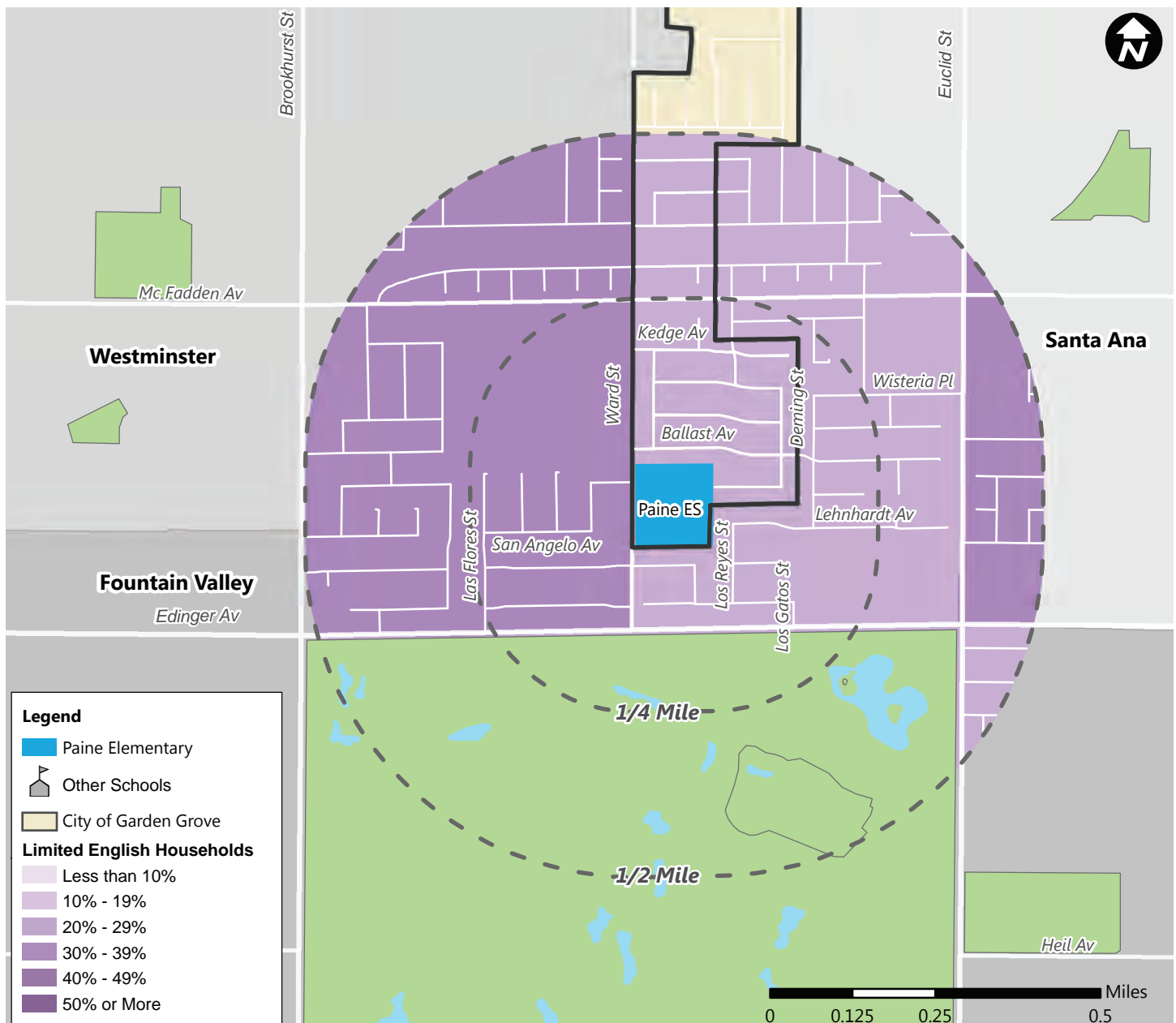


Figure 10-5: Map of Households With Limited English Capabilities

Population With Asthma

The rates of asthma-related hospital visits surrounding Paine Elementary are below most areas in California according to CalEnviroScreen 3.0. The tracts surrounding the school all rank below the 30th percentile of all census tracts in California.

*Data retrieved from CalEnviroScreen 3.0

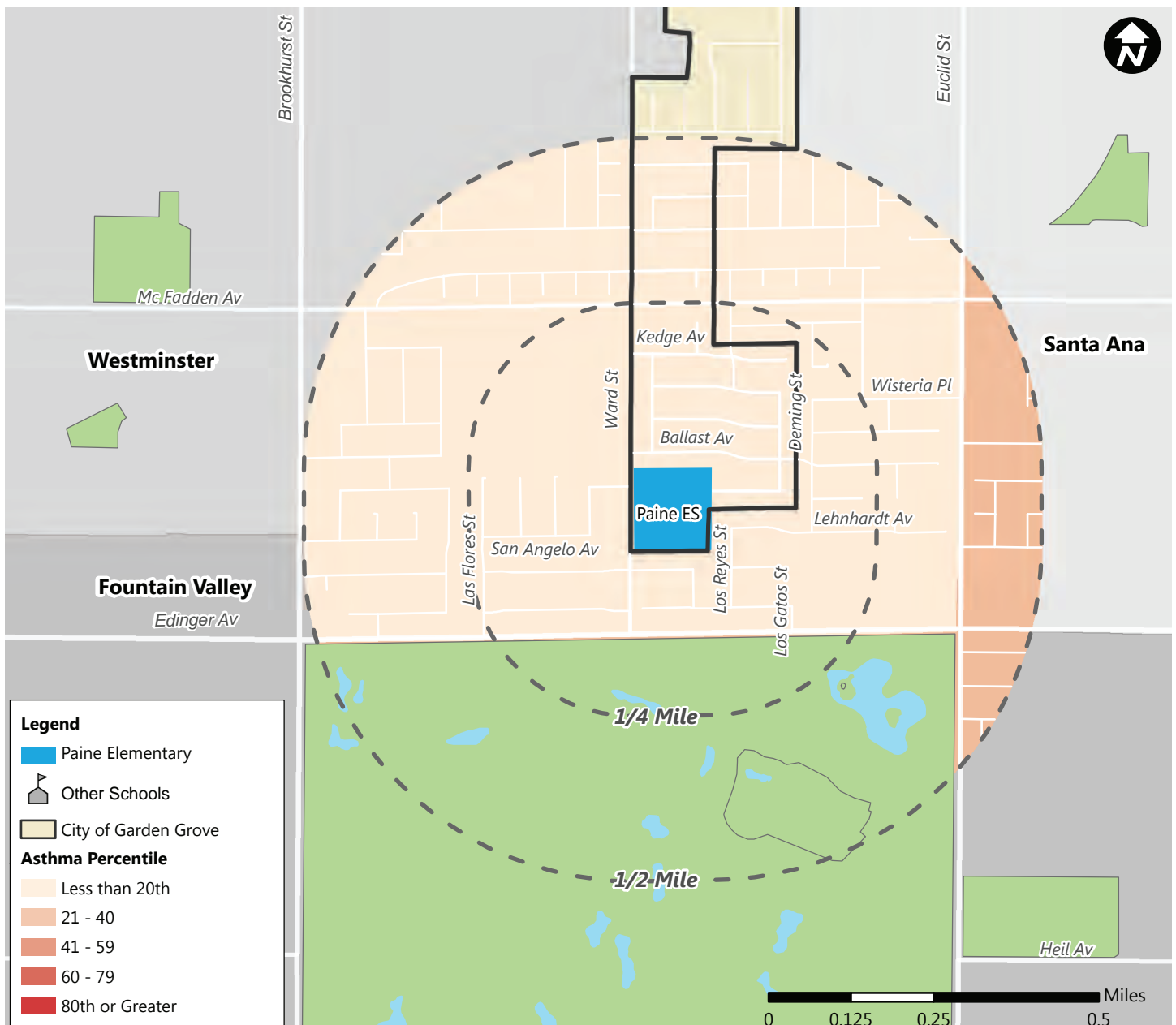


Figure 10-6: Map of Population With Asthma

Households With Cardiovascular Disease

The rates of Cardiovascular Disease-related hospital visits surrounding Paine Elementary rank at the 22nd percentile. According to CalEnviroScreen 3.0, multiple census tracts surrounding the school rank as high as the 39th percentile. These areas may benefit most from the health benefits of active transportation to and from school. Although Cardiovascular Diseases are not prevalent among children, developing healthy behaviors early in life plays a significant role in reducing the risk of developing cardiovascular diseases in adulthood.

*Data retrieved from CalEnviroScreen 3.0

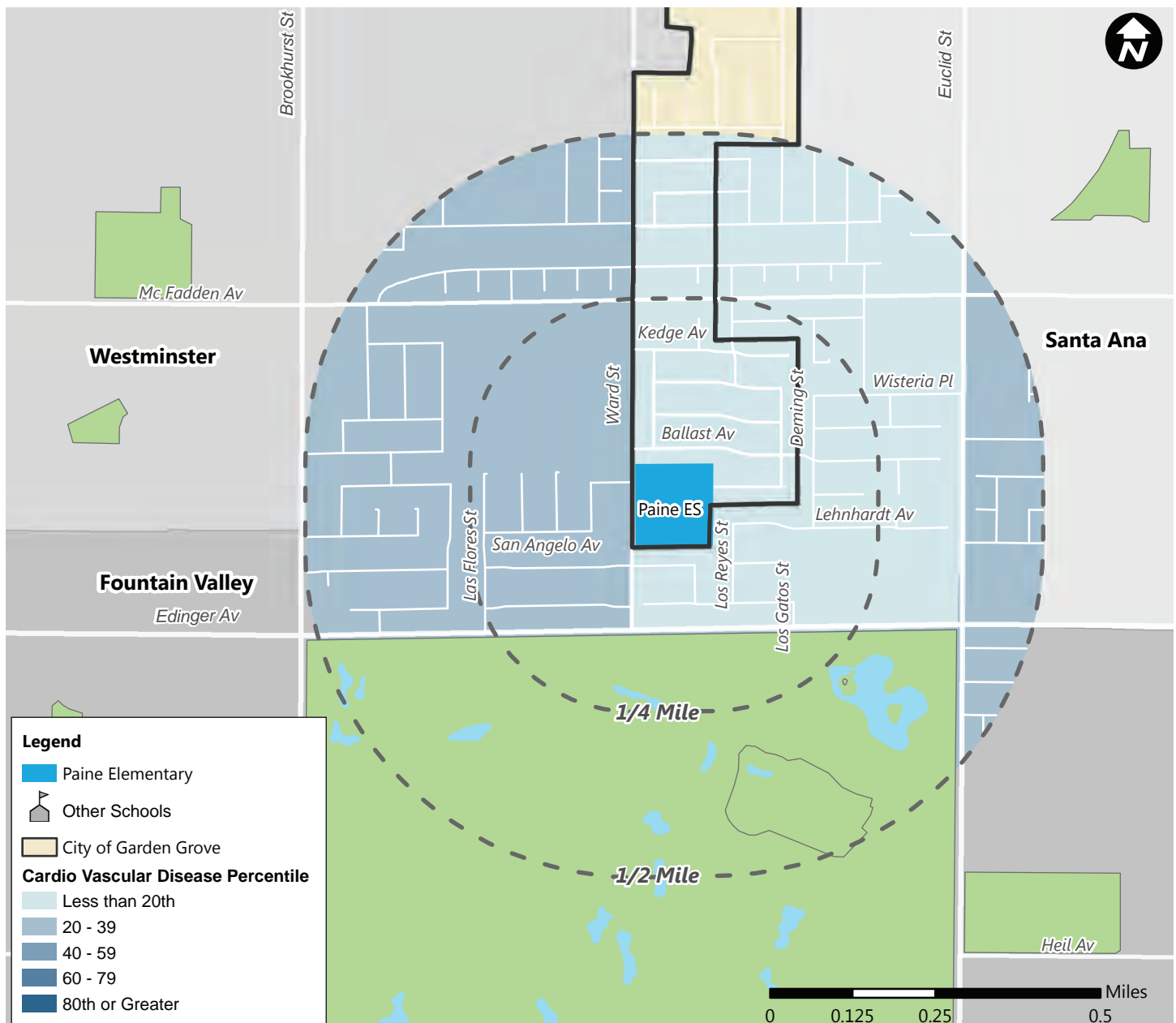


Figure 10-7: Map of Population With Cardiovascular Diseases

Children With No Access To Health Care

The rates of health insurance coverage for the population under the age of 18 are relatively high throughout California. However, some census tracts surrounding Paine Elementary have a rate of children with no access to health care above 10%.

*Data retrieved from CalEnviroScreen 3.0

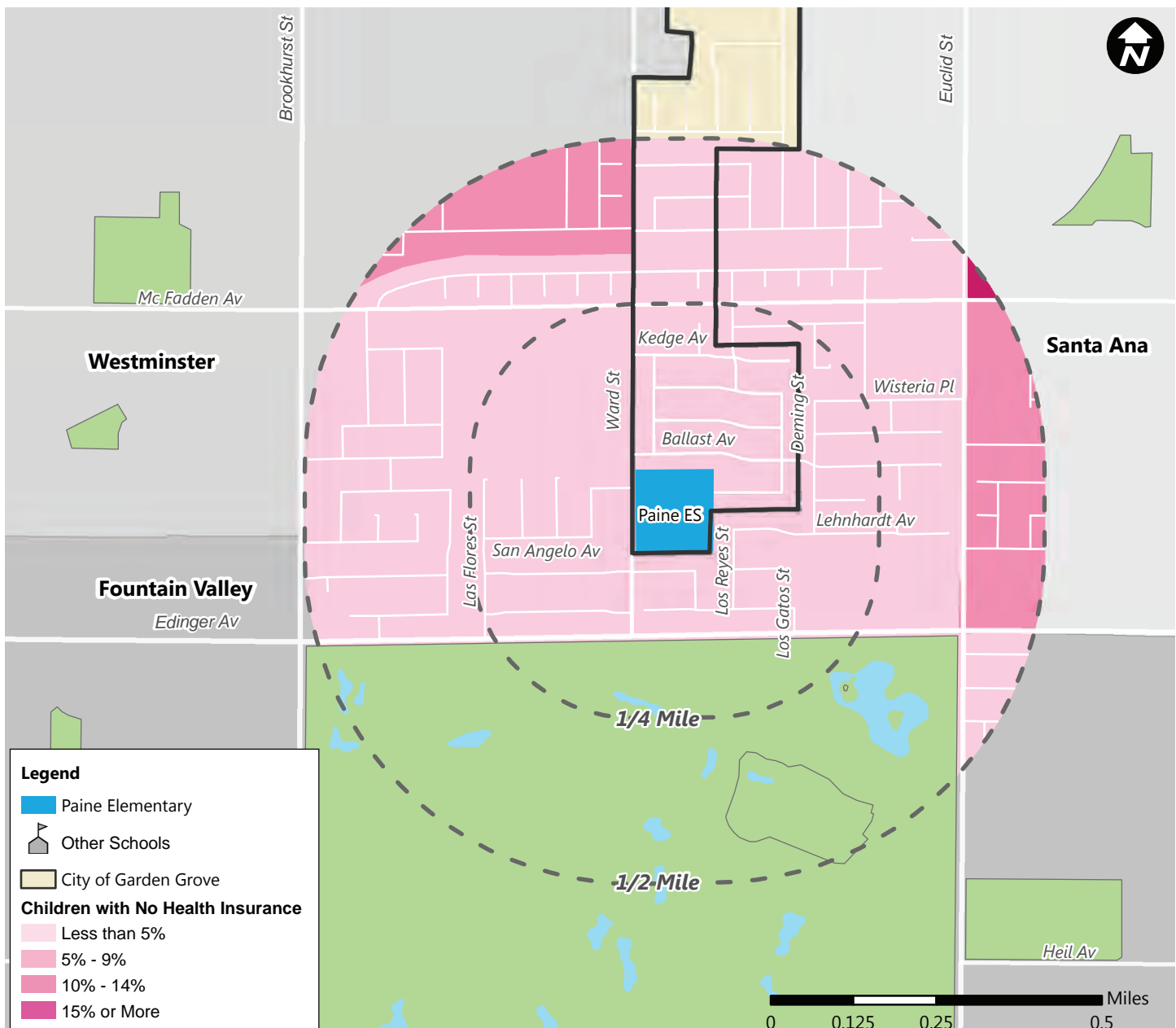


Figure 10-8: Map Of Children With No Access To Health Insurance

10.3 EXISTING INFRASTRUCTURE



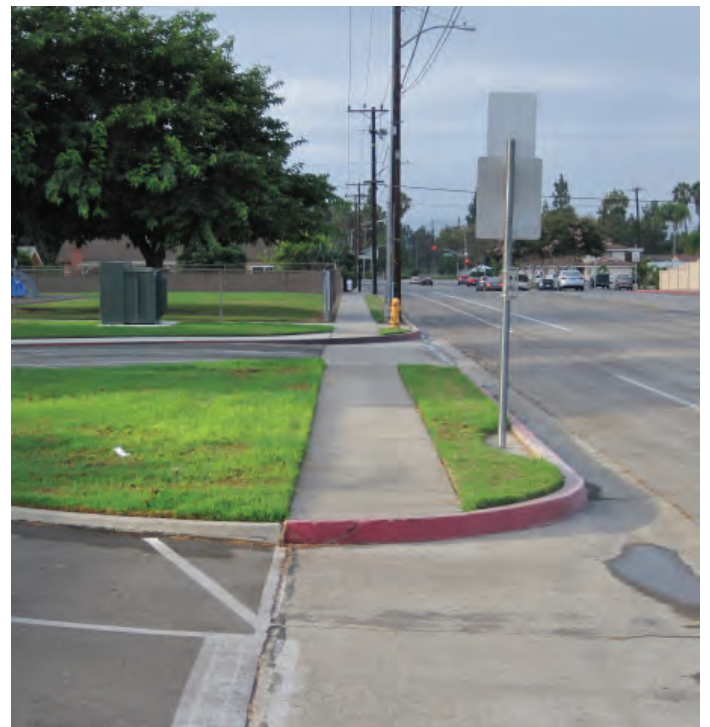
Sidewalks with missing ADA compliant curb ramps.



Bike lanes with faded pavement markings and missing signs.



ADA compliant curb ramps provided at existing pedestrian signal crossing and adjacent roadway.



Missing ADA compliant curb ramps along sidewalk in front of the school.



Existing pedestrian sign crossing adjacent to the school parking lot.



Existing high visibility crosswalk and ADA compliant curb ramps at Florence Ave/Ward St frontage road.



Right-turn only restrictions at school parking lot exit driveway.



Faded roadway pavement markings along Ward Street.

10.4 OBSERVED BEHAVIORS

The following presents a list of infrastructure concerns and behavioral issues that were observed at Thomas Paine Elementary.

Paine Drop-Off Parking Lot Area

- Students are dropped off at various points along the parking lot.
- Students walking in between vehicles after getting dropped off to walk towards the school entrance.

Ward Street and Florence Avenue

- Some vehicles observed traveling at speeds higher 25 mph during school start or release time.
- Most students and parents use pedestrian signal crossing.

Ward Street and Ballast Avenue

- Stop-controlled on Ballast Avenue.
- Intersection is near the school providing access to adjacent neighborhood.
- No ADA compliant curb ramps provided along Ward Avenue.
- High vehicle and pedestrian activity.
- Parents park along Ballast Street and walk with students to/from the school entrance during morning and afternoon times.

Ward Street

- Posted speed limit of 40 mph.
- Assembly C (School speed limit 25 when children are present) signage is missing near school area.
- Striping and pavement markings are faded.
- On-street parking is allowed along both sides.
- J-walking occurring south of pedestrian signal.

Ward Street (cont'd)

- Class II bike lanes provided but striping and pavement markings are faded and signage is missing.

Spar Street and Ballast Avenue

- Uncontrolled intersection.
- ADA compliant curb ramps not provided.
- High vehicle and pedestrian activity.
- Parents park along Ballast and Spar Street and walk with students to/from the school entrance during morning and afternoon times.



10.5 COMMUNITY ENGAGEMENT

The City strove to implement infrastructure improvements that not only responded to the community's needs and address their concerns, but were also feasible within engineering limitations. To gather community input, the City conducted Walking Safety Assessments (WSA), collected Parent Surveys, and worked with teachers to collect Student Travel Tallies in classrooms. The City also collaborated with Paine Elementary School staff and Garden Grove Unified School District staff to market the project to the Paine Elementary School community, nearby businesses, and local organizations.

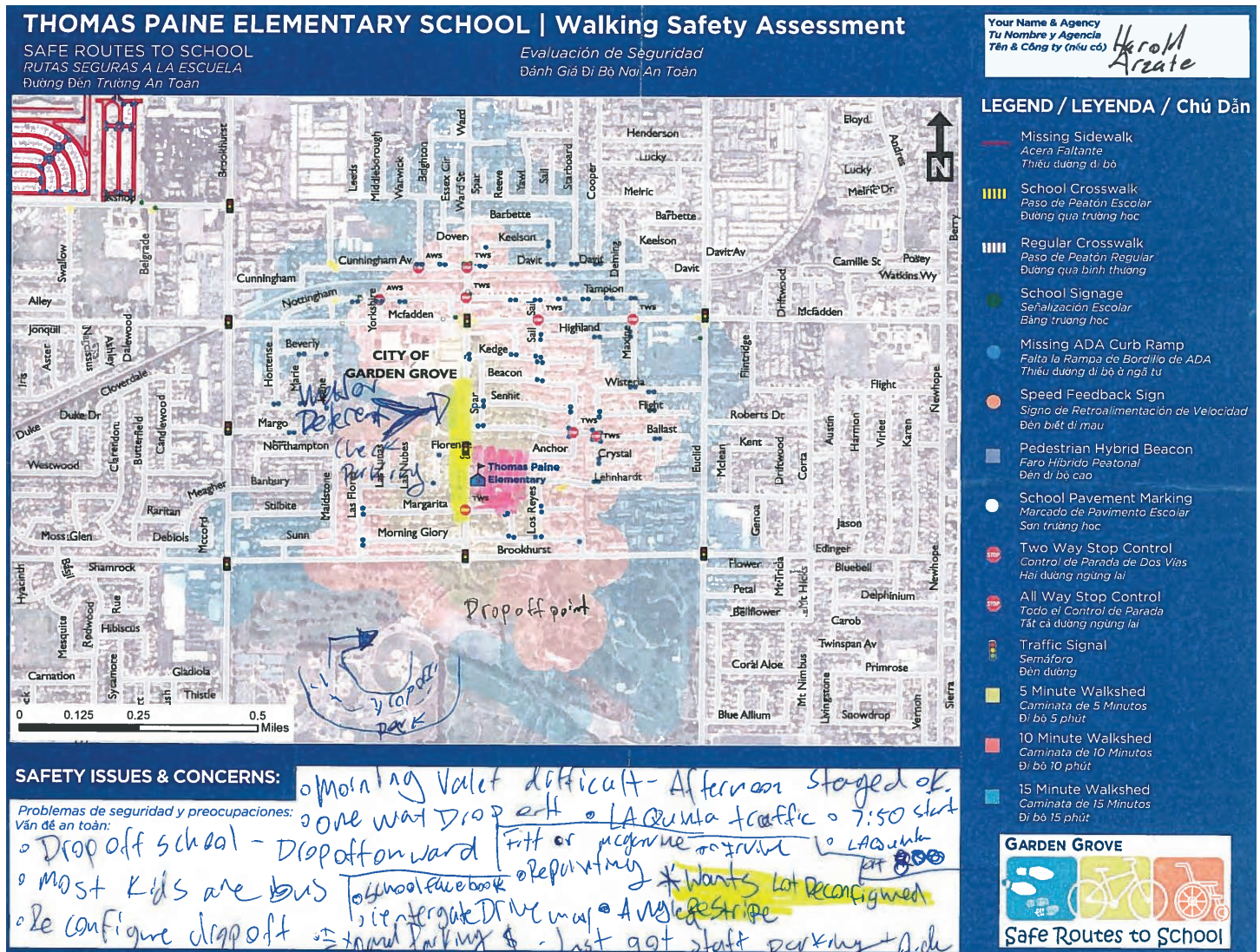


Figure 10-9: Map used at Walking Safety Assessment with comments from event participant.

Walking Safety Assessment

The Project Team hosted a Walking Safety Assessment on February 14, 2018 to afford community members an opportunity to express their concerns and explore ideas to improve the roadways surrounding the school. Approximately 15 parents and key stakeholders dedicated their valuable time to participate in the event.

Key stakeholders included:

- Parents/Guardians
- Paine Elementary Staff
- GGUSD Staff
- Garden Grove Police
- City Staff

At the Walking Safety Assessment, participants walked around the vicinity of schools, discussed key areas of concerns and explored a range of improvements that they would like to see. After the walk, participants gathered for a discussion on the primary issues that they saw during the walk, as well as routes that affect them going to and from the school. A wide range of potential solutions were explored during these exercises. Solutions that were discussed aimed at addressing participants' main concerns and adhering to engineering limitations so that the ultimate list of improvements would offer beneficial immediate and long-lasting outcomes to the community.



Participants discussing their concerns at a stop along the walking route



Project staff engaging with students in an educational activity

Parent Surveys

The “Parent Survey About Walking and Biking to School” form from the National Safe Routes to School Center was used as an expanded data collection tool. The survey gathered information such as the distance from a student’s home to school, travel mode distribution, and parent perceptions regarding walking and biking to school.

Parent Surveys

	Count
Number of Survey Responses	255
# of K-8 Students in All Households	385

Travel Mode Distribution

	Percentage
Walk	15.31%
Bike	0.00%
School Bus	26.24%
Vehicle	57.85%
Carpool	0.60%
Transit	0.00%
Other	0.00%

Distance Between Home And School

	Percentage
Less than 1/4 mile	31.86%
1/4 mile up to 1/2 mile	17.70%
1/2 mile up to 1 mile	14.60%
1 mile up to 2 miles	13.72%
More than 2 miles	22.12%

Parent Concerns About Walking and Biking to School

	Percentage	Rank
Distance	63.92%	1
Violence or Crime	61.96%	2
Safety of Intersections and Crossings	59.22%	3
Amount of Traffic Along Route	58.43%	4
Speed of Traffic Along Route	55.69%	5
Weather or Climate	54.51%	6
Time	51.37%	7
Crossing Guards	49.80%	8
Participation in After-School Programs	45.49%	9
Adults to Bike/Walk With	45.49%	10
Sidewalks or Pathways	44.71%	11
Convenience of Driving	44.31%	12

Student Travel Tallies

The City collaborated with Paine Elementary Staff to collect data using the “Safe Routes to School Students Arrival and Departure Tally Sheet”. The Tally Sheet predominately gathers data on travel mode distribution. It supplements the data provided from the Parent Surveys.

Student Travel Tallies

	Count
Number of Students Assessed in Tally	459
Number of Trips Assessed in Tally	2580
Morning	1300
Afternoon	1280

Travel Mode Distribution (From Tallies)

	Percentage
Walk	11.59%
Bike	0.19%
School Bus	30.11%
Vehicle	57.10%
Carpool	1.01%
Transit	0.00%
Other	0.00%

Comments retrieved from Parent Surveys

"I would like for my kid to bike or walk to school, but I'm worried about getting penalized."

"When we are out of work early, we pick up our child on bike or we walk."

"I know that biking to school and home is healthier and more fun for the kids, but I don't agree with letting my daughter because she is a girl and could kidnapped."

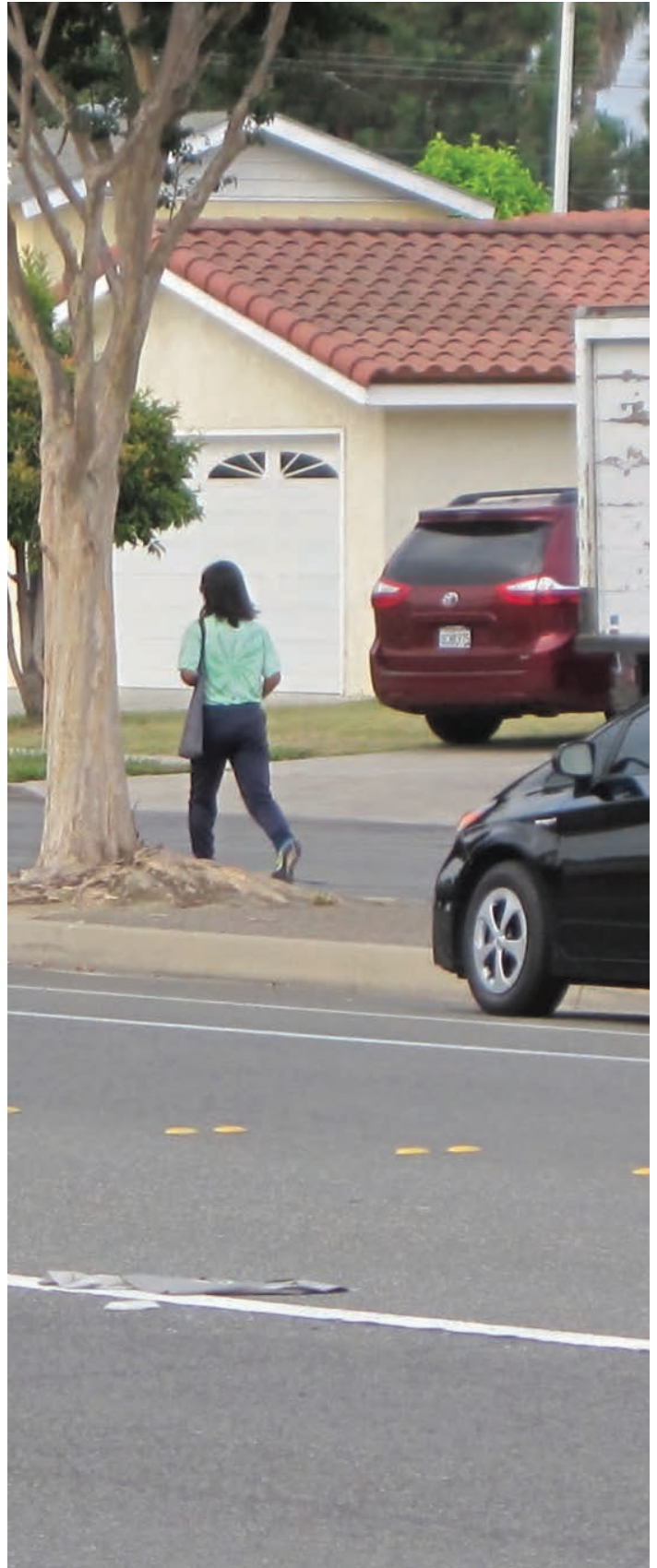
"I am a single parent and must worry about everything in the household. I don't feel comfortable letting my daughter walk to school by herself because it is not safe."

"My daughter is very young and it is a long distance to take her to school riding a bicycle."

"I am unable to answer the question above because it is a long distance for my child to ride his bike to school."

"My child is young, and it is not safe for them to walk or bike to school."

"All the drivers make it not safe for children walking or biking to school and crossing the street in front of the school."



10.6 PROGRAMMING RECOMMENDATIONS

The recommendations identified below are four programs that Hill Elementary can begin its Safe Routes to School programming efforts with. It seeks to address some of the primary concerns and comments received from the outreach process. Engineering improvements can address many of the comments gathered; however, concerns related to crime, safety, and long distances between home and school can be tackled through encouragement, education, and enforcement programs. Once the school generated momentum for the programs identified below, it can move towards other programs discussed in Ch. 4-5 Programming Toolbox.

One of the key challenges for this effort is gathering the human resources to initiate the programs. Safe Routes to School programming is primarily a volunteer effort, but there are dedicated ongoing resources to support these successful efforts. Paine Elementary currently has an inactive Parent Teacher Organization, and lacks parent volunteers that can assist with the Safe Routes to School Programs. Meanwhile, parent participation at the Walking Safety Assessments was also low. One strategy that Paine Elementary can begin Safe Routes to School programming is to provide incentives to school staff to participate in the effort. Simultaneously, the school can recruit parent volunteers on this effort.

Recommendation #1: Weekly Walk-to-School Program

The Weekly Walk-to-School Program is an encouragement program where Paine Elementary can provide small incentives for students to take active transportation to and from school. Many students live within close proximity to the school. According to the Parent Survey, 32% of students live less than a ¼ mile from the school, which is equivalent to less than ten minutes of walking. Another 17% of students live between ¼ and ½ mile from the school, an equivalent to less than 15 minutes of walking. Combined, approximately half (49%) of the students can walk to school within 15 minutes. Currently, only 15% of Hill Elementary students walk to school, while 58% of students arrive/ depart from the school via vehicle; this program can encourage more students to take active transportation to and from school.

The school can offer a small prize for students who participate in the Weekly Walk-to-School Program. The program is low cost; however, it does require teachers to assist with handling out prizes for students

who participate- akin to the time commitment to administer the Student Travel Tally.

Recommendation #2: Walk and Roll Day and/or International Walk to School Day

Walk and Roll to School Day is an organized event where students walk or bike to school. International Walk to School Day is a similar effort; however, it is a part of a larger, international-wide event which occurs annually in October. These events can be simple or complex depending on the school's commitment. It can consist of organizing a Walking School Bus and/or providing small giveaways for participants.

To kick-off the SRTS Programming efforts, and recruit parent volunteers to join the effort, Paine Elementary School could host a Walk and Roll Day (and if time schedule aligns- International Walk to School Day). This strategy would require more time commitment than a Weekly Walk-to-School Program since it's an organize event.

Recommendation #3: Drop-Off Valet Program

The Drop-Off Valet Program would alleviate some of the traffic congestion on Ward Street which presents safety concerns for students walking and bicycling to school. Paine Elementary is located on Ward Street, a local street that provides access in the North and South directions. During school hours, Ward Street experiences high levels of vehicular traffic. Simultaneously, however, high levels of pedestrians cross the roadway at the traffic signal going to and from the west side of the school.

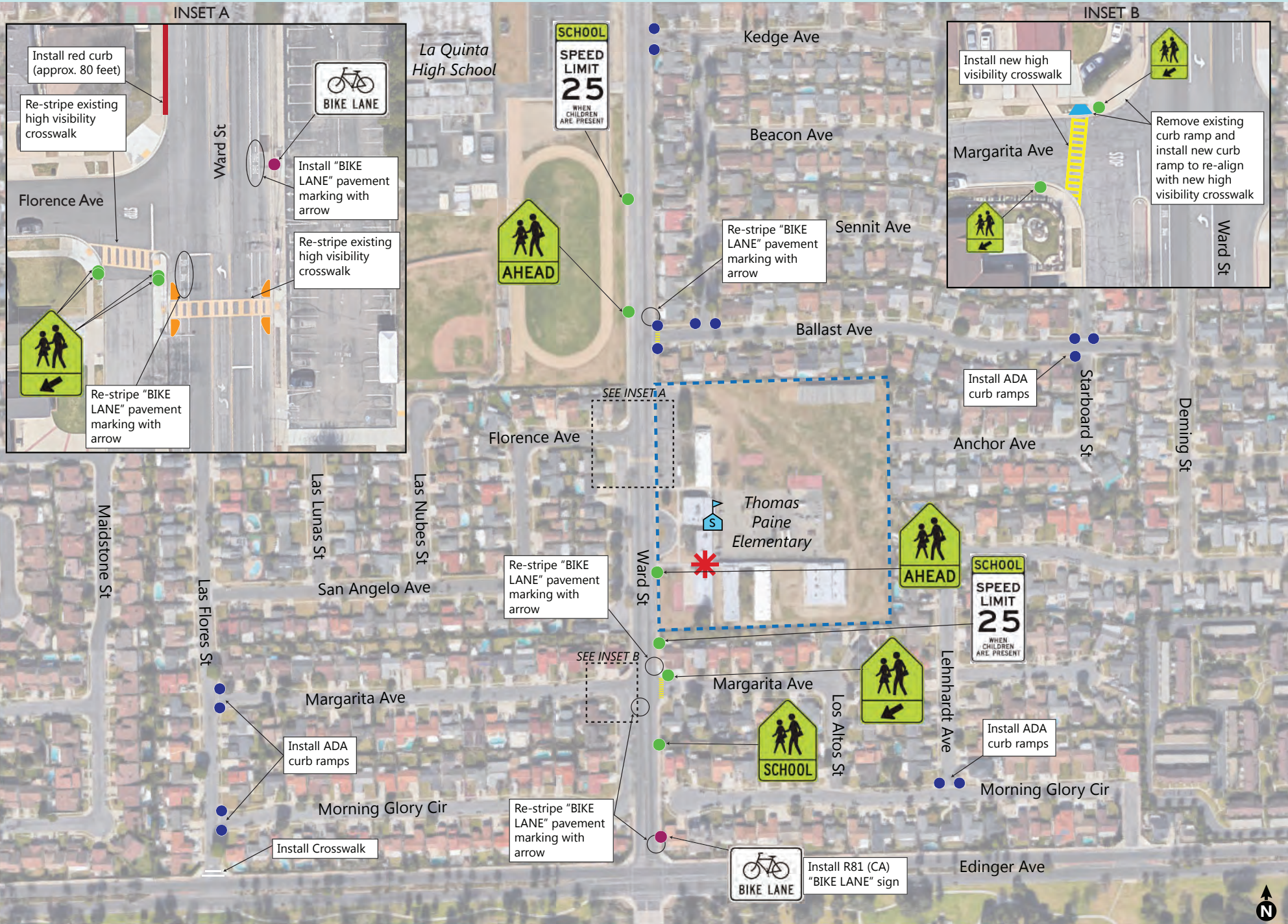
SRTS volunteers can be positioned on the west side of the Ward Street across the school to assist with traffic flow. Vehicles can arrive at the school from the north on Ward Street. SRTS volunteers can motion vehicles to come forward to the starting point of the drop-off line, and assist students with exiting the vehicles. A second shift of SRTS volunteers can assist students with safely crossing Ward Street. Through this program, pedestrians can safely cross Ward Street, and vehicles can move quicker through the roadway and have more defined spaces for drop-off, which improve visibility for pedestrians.

Recommendation #4: Drop-Off Point Program

The Drop-off Point Program offers opportunities for students to walk to school while reducing the high levels of vehicular traffic on Ward Street. According to comments received from the Walking Safety Assessment and Parent Surveys, parents stated that walking and bicycling to school is a challenge due to the long distance between home and school. The Drop-Off Point Program would continue to allow students to arrive to and depart from the school via personal vehicles, but participate in active transportation activities to and from Paine Elementary.

Paine Elementary is located primarily in a residential neighborhood; as such, there exists limited local destinations that can serve as drop-off points. However, the Mile Square Park does lie within a quarter mile from the school, and can be an excellent drop-off point. Walking to and from the park would provide students with approximately 30 minutes of physical activity per day- half of the recommended amount by the Centers for Disease Control and Prevention.

10.7 THOMAS PAINE ELEMENTARY INFRASTRUCTURE RECOMMENDATIONS



Engineering & Operational Improvement Notes



10.8 INFRASTRUCTURE RECOMMENDATION DETAILS

Recommendations:

Install the following:

SIGNS:

- 2 x R81 (CA): Bike Lane
- 1 x SW24-1 (CA) School (Assembly A)
- 7 x SW24-2 (CA) School Crossing w/arrow (Assembly B)
- 2 x SW24-3 (CA) School Crossing Ahead
- 2 x SR4-1 School Speed Limit

CROSSWALKS:

- 5 x High visibility yellow school crosswalks
- 1 x White parallel bar crosswalk

PAVEMENT MARKINGS:

- 6 x "BIKE LANE"

CURB PAINTING:

Approximately 80 feet of red curb along west side of Ward Street north of Florence Avenue.

CURB RAMPS:

- 15 x ADA compliant curb ramps

CURB MODIFICATIONS:

- 4 x curb extensions islands at one pedestrian crossing location.

Discussion:

Las Flores Street provides students and parents with access to destinations north and south of Paine Elementary. It lacks ADA curb ramps at the intersections of Las Flores Street & Margarita Avenue and Las Flores Street & Morning Glory Avenue. New ADA curb ramps can provide pedestrians, particularly those using wheelchairs and/or strollers, with a continuous path of travel to their destinations. A new crosswalk at the intersection of Las Flores Street & Edinger Avenue can help warn motorists of pedestrian activity at this intersection.

Ward Street is located immediately adjacent to Paine Elementary. Ward Street is heavily utilized by pedestrians and motorists to reach their destinations north and south of Paine Elementary. Meanwhile, many pedestrians use the mid-block pedestrian signal to cross Ward Street and head westward via Florence Avenue. The corridor also provides a Class II Bike Lane for bicyclists to use; however, some "BIKE LANE" pavement markings are missing and some are faded that make it difficult to identify the bike lane. Installing new and re-stripping the existing "BIKE LANE" pavement markings can help provide motorists with more warnings about bicyclists in the area.

New pavement markings and school signs can warn motorists about pedestrian crossings, while markings on the bike lane can better define the space for bicyclists. A new crosswalk at the intersection of Ward Street and Ballast Avenue can provide warning to motorists about pedestrian activity at this location, especially as it is used by many pedestrians during the school drop-off and pick-up hours.

Pedestrians use the Ward Street corridor to reach the residential neighborhoods west and south of Paine Elementary. New school signs and pavement markings can help warn motorists about pedestrian crossings, making roadway safer for pedestrians and bicyclists. The addition of new crosswalks at the intersection of Ward Street and Margarita Avenue can bring more visibility to pedestrians crossing the respective streets.

Ballast Avenue provides parents and students with access to the residential neighborhood north and east of the school. The corridor lacks ADA curb ramps at the intersection of Ballast Avenue and Starboard Street which disrupts the path of travel for pedestrians, particularly those using wheelchairs and/or strollers. New ADA curb ramps can help provide adequate access to all users along Ballast Avenue.

The intersection of Morning Glory Avenue and Los Reyes Street is used by students and parents walking to and from Paine Elementary. New ADA curb ramps can provide pedestrians with a continuous path of travel, particularly those using wheelchairs and/or strollers.

Cost Summary

The cost estimate table below summarizes the Paine Elementary area cost estimates for implementation, based on the cost assumptions described previously in Chapter 4 of this Plan.

SEGMENT	IMPROVEMENT	UNIT	COST	QTY	TOTAL
Paine Elementary	New Sign & New Post	Each	\$300	14	\$4,200
	High Visibility Ladder Crosswalk	Each	\$1,480	5	\$7,400
	ADA Curb Ramps	Each	\$4,968	15	\$74,520
	Curb Extension - Raised	Per Intersection	\$72,685	0.5	\$36,342
	Standard Crosswalks	Each	\$480	1	\$480
	Paint Curb	Per Linear Foot	\$2	80	\$160
	Bike Lane with Arrow Pavement Marking	Each	\$250	6	\$1,500
	Subtotal				\$124,602
	Design (D) (Subtotal * 15%)				\$18,690
	Environmental (E) (Subtotal * 5%)				\$6,230
	Construction Management (CM) ((Subtotal + D + E) * 10%)				\$14,952
	Mobilization (M) ((Subtotal + D + E) * 5%)				\$7,476
	Traffic Control (TC) ((Subtotal + D + E) * 5%)				\$7,476
	Contingency ((Subtotal + D + E + CM + M + TC) * 15%)				\$26,914
	Segment Total				\$206,341

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11. Implementation

- 11.1 Introduction
- 11.2 Project Prioritization
- 11.3 Funding Opportunities

11.1 INTRODUCTION

The Implementation Plan chapter focuses on two important facets of the transportation planning process that are needed to achieve the goals identified earlier in this Plan: Project Prioritization and Funding Opportunities. The Project Prioritization process ranks the infrastructure projects identified in each of the school chapters according to a set of predefined criteria, and develops a Project Prioritization List for each school. Meanwhile the Funding Opportunities subsection discusses different federal, state, regional, and local funding sources that the City can seek to implement the projects identified in this Plan.





11.2 PROJECT PRIORITIZATION

The purpose of a prioritization analysis is to provide the City of Garden Grove and other agencies with an implementation guide to the projects that offer the greatest potential benefit to students and parents walking to and from school.

While projects with higher rankings should generally be implemented before projects with a lower rank, the City may choose to advance specific projects for other interests or as certain types of funding become available. Additional analysis should be conducted periodically in response to major changes in population, the environment, and roadway/pedestrian network.

The project prioritization model used for this Plan was developed with considerations to three key categories:

1. Countermeasure Benefit
2. Need and Equity
3. Feasibility and Support

The specific measures for each category are shown in the table on the following page. Weighting factors are adjusted to provide higher prioritization on some criteria than others. The assigned weights determine an overall cumulative score that balances benefits to potential users and overall implementation feasibility and cost.

The prioritization scores and ranking table on the following page provides a list of the prioritized projects and a breakdown of each cumulative score by ranking criteria.



Prioritization Criteria and Scores

CATEGORY	CRITERIA	DESCRIPTION	SCORE	CATEGORY SCORE
Countermeasure Benefit	Implementation Term	Score for Short Medium and Long Term. Short = 5, Medium = 3, Long = 1	1 - 5	15
	Total Project Cost	Total cost of all improvements for the school area	1 - 5	
	Effectiveness	The level of effectiveness at addressing safety and accessibility concerns	1 - 5	
Need and Equity	Free or Reduced Priced Meals (FRPM)	Total number of students Eligible for FRPM	1 - 5	20
	Vehicle Ownership	Households with Low Vehicle Ownership, 1 or no vehicles per household	1 - 5	
	Number of Students	Students living in the study area	1 - 5	
	Disadvantaged Community (DAC)	Level of DAC	1 - 5	
Feasibility and Support	Resource Synergy	Potential resources allocated by the city for past and future efforts.	1 - 5	15
	Community Support	The project has shown diverse (e.g. broad) community support previously or during project.	1 - 5	
	Feasibility	The project requires a scalable quantity of feasibility as assessed by engineering judgment (i.e. ROW accessibility, easements, dedications, barriers, etc.)	1 - 5	
TOTAL SCORE				50

Prioritization Scores and Project Area Ranking

Rank	Project Area	Overall Score (50 Pts)	Countermeasure Benefit (15 Pts)	Need and Equity (20 Pts)	Feasibility and Support (15 Pts)
1	Cook / Jordan	43.5	9.9	19.7	14.0
2	Brookhurst Elementary	32.8	11.0	8.8	13.0
3	Merton E. Hill Elementary	31.5	12.1	8.5	11.0
4	John Murdy Elementary	30.3	11.7	9.6	9.0
5	Thomas Paine Elementary	25.0	8.8	5.2	11.0

11.3 FUNDING OPPORTUNITIES

This section presents a set of funding opportunities that the City can seek to implement the projects. Funding sources are classified into federal, state, regional, and local sources. The City can use the prioritization rankings a guide to determine the best funding opportunity to go after.



SOURCE	AGENCY	PROGRAM	ELIGIBILITY	DESCRIPTION
Federal	Federal Highway Administration (FHWA)	Surface Transportation Block Grant Program (STBGP) for Transportation Alternatives (TA)	Infrastructure	<p>Under the Fixing America's Surface Transportation (FAST) Act, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was eliminated and the STBGP replaced the long-standing Surface Transportation Program (STP). STBGP has an apportionment set-aside for Transportation Alternatives (TA), which funds smaller projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, historic preservation, and other community improvements.</p> <p>The Act strives to improve mobility on America's highways, create jobs and support economic growth, and promote innovation; it provides \$226.3 billion of federal funding for surface transportation programs for FY 2016 to 2020. Specifically in California, STBGP funds are allocated through the state's Regional Surface Transportation Block Grant Program (RSTP) and the set-aside TA funds are allocated through the Active Transportation Program (ATP).</p>
Federal	Federal Highway Administration (FHWA)	Highway Safety Improvement Program (HSIP)	Infrastructure & Non-Infrastructure	<p>The Highway Safety Improvement Program (HSIP) is a federal-aid program that was created from the FAST Act. The purpose of the program is to reduce fatalities and serious injuries on all public roads. In California, the HSIP funds are managed by the Division of Local Assistance (DLA). The City can apply for HSIP funds toward any public road or publicly owned bicycle or pedestrian pathway or trail in order to improve the safety for its users.</p>
Federal	United States Department of Transportation (USDOT)	Better Utilizing Investments to Leverage Development (BUILD) (formerly TIGER)	Infrastructure	<p>The BUILD grant replaced the Transportation Investment Generating Economic Recovery (TIGER) Grant Program, which was launched in 2009. The Consolidated Appropriations Act of 2018 made available \$1.5 billion for the BUILD Transportation Discretionary grants through September 2020. Eligible recipients include: state, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of state or local governments. The grant focuses on projects with significant regional or local impact and requires a 20% local match. While biking and walking projects are eligible, the emphasis is on larger transportation projects.</p>
Federal	Housing and Urban Development (HUD)	Community Development Block Grant (CDBG)	Infrastructure & Non-Infrastructure	<p>CDBG is a flexible program that provides communities with resources to address a wide range of unique community development needs. The federally-funding program is administered by the Department of Housing and Urban Development (HUD). On the local level, these funds are administered by the Riverside County Economic Development Agency (EDA) and can fund a range a projects including neighborhood revitalization, transportation services, public safety programs, flood and drainage facilities, water/sewer improvements, street improvements/sidewalks, etc.</p>
State	California Department of Transportation (CALTRANS)	Community-Based Transportation Planning Grant (CBTP) Program	Non-Infrastructure	<p>The Community-Based Transportation Planning grant program aims to engage the community in transportation and land use projects. Projects support concepts such as livable and sustainable communities with a transportation or mobility focus. They should also promote community identity and quality of life, as well as, provide transportation and land use benefits to communities.</p>

SOURCE	AGENCY	PROGRAM	ELIGIBILITY	DESCRIPTION
State	California Department of Transportation (CALTRANS)	Active Transportation Program (ATP)	Infrastructure & Non-Infrastructure	The Active Transportation Program (ATP) was signed into legislation by Governor Brown in 2013. It consolidated existing federal and state transportation programs such as the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and Safe Routes to School (SR2S) into a single program. The Road Repair and Accountability Act of 2017 added approximately \$100 million per year in available funds for the ATP. This ATP is supported with funding from the Surface Transportation Block Grant Program (STGB) administered by the FHWA. The program recently completed its fourth funding cycle.
State	California Office of Traffic Safety (OTS)	OTS Grants	Non-Infrastructure	The Office of Traffic Safety Grants seeks to reduce traffic deaths, injuries, and economic losses. The grants have ten areas of concentration; of these, projects identified in this Plan qualify for the following: <ul style="list-style-type: none"> Pedestrian and Bicycle Safety Police Traffic Services Public Relations, Advertising, and Marketing Program Roadway Safety and Traffic Records
State	California Department of Transportation (CALTRANS)	Systemic Safety Analysis Report Program (SSARP)	Non-Infrastructure	The Systemic Safety Analysis Report Program (SSARP) is a state-funded program that was established in 2016. The intent of the program is to help local agencies perform collision analysis, identify safety issues on their street network, and develop a list of countermeasures that can be used to prepare for future applications related to safety improvements. These safety improvements can help reduce collisions where vehicles interact with vulnerable road users (pedestrians, bicyclists, and motorcycles).
State	California Natural Resources Agency	Urban Greening Grant Program	Infrastructure	<p>"The Urban Greening Program receives its funding from revenue generated from the state's Cap and Trade program. The program is administered by the California Natural Resources Agency which has allocated \$80 million to the program. Projects that are qualify for grants from the program are required to show net GHG benefits along with other benefits; additionally, they must include one of three project activities:</p> <ol style="list-style-type: none"> 1. Sequester and store carbon by planting trees 2. Reduce building energy use by strategically planting trees to shade buildings 3. Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. "
State	California Department of Transportation (CALTRANS)	Environmental Enhancement and Mitigation (EEM) Program	Infrastructure	The Environmental Enhancement and Mitigation Program seeks to mitigate the environmental effects of transportation facilities. As provided by California Streets and Highways Code Section 164.56, the state legislature can allocate up to \$7 million from the Highway Users Tax Account toward this program. One category for which funding is provided is the acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within or near the right of way acquire for transportation improvements, including roadside recreational facilities.

SOURCE	AGENCY	PROGRAM	ELIGIBILITY	DESCRIPTION
State	California Department of Transportation (CALTRANS)	State Highway Operation and Protection Program (SHOPP)	Infrastructure	The State Highway Operation and Protection Program (SHOPP) offers funding for capital improvement projects that relates to the state highway system. Projects focus on reducing collisions, enhancing mobility, restoring damage to roadways, and preserving bridges and roadways. This can include pedestrian and bicycle facility projects.
State	California Department of Transportation (CALTRANS)	Sustainable Communities	Non-Infrastructure	Sustainable Communities grants are intended to encourage local and regional multimodal transportation and land use planning that furthers the region's Regional Transportation Plan/Sustainable Communities Strategy, where applicable. Successful projects will also contribute to the State's greenhouse gas reduction targets, employ the goals and best practices cited in the 2017 RTP Guidelines, and address the needs of disadvantaged communities.
State	California Department of Transportation (CALTRANS)	Strategic Partnerships	Non-Infrastructure	Strategic Partnerships grants are intended to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. Successful Strategic Partnerships will strengthen government-to-governments relationships and result in programmed improvements. Example project types include corridor studies, and corridor preservation studies, studies that identify interregional, inter-county, and/or statewide mobility and access needs, and projects that evaluate accessibility and connectivity of the multi-modal transportation network.
Regional / Local	Southern California Association of Governments (SCAG)	Sustainable Communities Program	Non-Infrastructure	The Sustainability Planning Grant Program provides technical support to members in SCAG's jurisdictions. Grants can be used toward planning and policy efforts that allow for the implementation of the regional RTP/SCS. Grants in the program falls into three categories: Integrated Land Use – Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration Active Transportation – Bicycle, Pedestrian and Safe Routes to School Plans Green Region – Natural Resource Plans, Climate Action Plans (CAPs) and Green House Gas (GHG) Reduction programs.
Regional / Local	Orange County Transportation Agency (OCTA)	Regional Capacity Program (Project O)	Infrastructure	The Regional Capacity Program (RCP) is a competitive grant that focuses on improvement to the Master Plan of Arterial Highways (MPAH). It will provide more than \$1 billion over the course of 30 years for transportation improvements. It is a part of the Comprehensive Transportation Funding Program (CTFP).
Regional / Local	Orange County Transportation Agency (OCTA)	Bicycle Corridor Improvement Program (BCIP)	Infrastructure	The Bicycle Corridor Improvement Program (BCIP) provides funding for pedestrian and bicycle projects to local Orange County agencies. The goals of the program include: increase the number of biking and walking trips, provide regional linkages to key destinations, close bikeways corridor gaps, promote mobility options by increasing safety, implement projects with community support, and improve air quality across Orange County.

SOURCE	AGENCY	PROGRAM	ELIGIBILITY	DESCRIPTION
Local	City of Garden Grove	Measure O	Infrastructure & Non-Infrastructure	Measure O is a local, one-cent (1%) sales tax that was approved on November 6, 2018. It provides funding for many public safety and quality-of-life services including transportation projects.
Local	City of Garden Grove	Development Impact Fees	Infrastructure	The Mitigation Fee Act provides the legal basis for cities to impose a development impact fee on new or proposed development projects. The fees are intended to pay for the costs for providing public services to the development project.
Local	City of Garden Grove	Transportation Development Act (TDA)	Infrastructure & Non-Infrastructure	<p>The Transportation Development Act allocates funding to transit and non-transit related projects that comply with regional transportation plans. Among many, projects include planning and program activities, as well as pedestrian and bicycle facilities.</p> <p>The TDA provides two sources of funding: Local Transportation Fund (LTF) and State Transit Assistance Fund (STA). Funding for the LTF derives from a 1/4 cent of the general sales tax collected statewide, whereas STA funding comes from the statewide gas tax.</p>

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12. Conclusion

12.1 Conclusion

12.1 CONCLUSION

This Safe Routes to School (SRTS) plan is intended to guide the City of Garden Grove and the Garden Grove Unified School District, towards their collective goal of making it safer, healthier, and more convenient and fun for students to walk and bike to and from school. In areas where the appropriate infrastructure exists, encourage students to walk and bike to school through various programs. In areas where it is less than ideal, improve the existing conditions to help provide a safer neighborhood for students to walk and bike to school.

The SRTS recommendations identified in this SRTS Plan address the “6 Es” and were developed to improve safety and health, decrease pedestrian and bicycle-related collisions, encourage parents and students to walk and bike to school, and instill an active lifestyle. The recommendations identified in this SRTS Plan were developed based on analysis of existing conditions around the six study schools and in the surrounding community, direct observations, TIMS collision data, results of the parent surveys and student travel tallies, input from the parents, students, school staff, and other members of the community along with input from the City of Garden Grove and Garden Grove Unified School District staff.

If at any time, the City of Garden Grove and the Garden Grove Unified School District have any questions on how to best implement the recommendations in this Plan, they are encouraged to contact the staff at KOA Corporation.



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City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To: Scott C. Stiles From: Maria Stipe

Dept.: City Manager Dept.: City Manager

Subject: Discussion on listing a Proclamation declaring June 20 as World Refugee Day on the June 11, 2019, City Council agenda as requested by Council Member K. Nguyen. (*Action Item*) Date: 5/28/2019

ATTACHMENTS:

Description	Upload Date	Type	File Name
Proclamation World Refugee Day	5/14/2019	Proclamation	5-28-19_Proclamation.World_Refugee_Day.2019.pdf

PROCLAMATION

HONORING WORLD REFUGEE DAY 2019

WHEREAS, on December 4, 2000, the United Nations General Assembly adopted a resolution designating June 20 as World Refugee Day;

WHEREAS, World Refugee Day is a global day to commemorate the courage, strength, and determination of the women, men, and children who are forced to flee their homes under the threats of conflict, violence, and persecution;

WHEREAS, there are over 65,000,000 displaced people worldwide, the highest levels ever recorded;

WHEREAS, children account for over 50 percent of the refugee population in the world, millions of whom are unable to access basic services including education;

WHEREAS, on this day the United Nations Refugee Agency and civic groups around the world host events in order to draw attention to the millions of refugees and displaced persons worldwide;

WHEREAS, on World Refugee Day we recognize not only the challenges and uncertainty refugees face, but also their will to survive and rebuild their lives. Refugees have made invaluable contributions, expanding our worldviews and enriching our communities with their diverse traditions, perseverance, ingenuity, and hard-earned wisdom;

WHEREAS, the Refugee Forum of Orange County (RFOC) was formed in 1976 as an umbrella group of organizations such as Access California Services, Cal Optima, World Relief, United Nations Association, Orange County Social Services, Orange County Health Care Agency, American Red Cross, Salvation Army, Heart of Mercy, Uplift Charity, Sabil USA, and individuals who work with refugees to assist with their successful resettlement in Orange County;

WHEREAS, over the last forty years, the rich diversity of refugees in Orange County included Vietnamese, Cambodians, Cham, Iraqis, Afghans, Syrians, Iranians, East Africans, Mexicans, Salvadorians, Cubans, and many other communities that have contributed to Orange County's economic and civic prosperity; and

WHEREAS, refugees are public officials, entrepreneurs, doctors, lawyers, teachers, business owners, our neighbors and contributing citizens.

NOW, THEREFORE, BE IT PROCLAIMED, by the Garden Grove City Council that June 20, 2019 be, and is hereby, officially recognized as World Refugee Day in the City of Garden Grove.

June 11, 2019

Steven R. Jones, *Mayor*

Stephanie Klopfenstein
Mayor Pro Tem, District 5

George S. Brietigam
Council Member, District 1

John O'Neill
Council Member, District 2

Thu-Ha Nguyen
Council Member, District 3

Patrick Phat Bui
Council Member, District 4

Kim B. Nguyen
Council Member, District 6

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To: Scott C. Stiles From: Maria Stipe

Dept.: City Manager Dept.: City Clerk

Subject: Discussion regarding Date: 5/28/2019
establishing a policy similar
to the City of Fullerton for
the display of flags at City
Hall, as requested by Council
Member K. Nguyen.

Attached for information are the City of Fullerton agenda report and flag policy resolution, and the LGBT Pride Flag resolution dated March 19, 2019.

ATTACHMENTS:

Description	Upload Date	Type	File Name
City of Fullerton Flag Policy Agenda Report	5/21/2019	Backup Material	5-28-19_City_of_Fullerton_flag_policy_agenda_report.pdf
City of Fullerton Flag Policy draft resolution	5/21/2019	Backup Material	5-28-19_City_of_Fullerton_flag_policy_resolution.pdf
City of Fullerton LGBT Pride Flag resolution	5/21/2019	Backup Material	5-28- 19_City_of_Fullerton_ADM_Flag_Policy_Resolution_(Pride_Flag).pdf



Agenda Report

Fullerton City Council

MEETING DATE: MARCH 19, 2019

TO: CITY COUNCIL / SUCCESSOR AGENCY

SUBMITTED BY: KENNETH A. DOMER, CITY MANAGER

REQUESTED BY: AHMAD ZAHRA, COUNCIL MEMBER
JAN FLORY, COUNCIL MEMBER

SUBJECT: ADOPTION OF A CITY COUNCIL FLAG POLICY AND A
RESOLUTION AUTHORIZING THE ANNUAL DISPLAY OF
THE PRIDE FLAG AT CITY HALL

SUMMARY

Consideration of a City Council policy for the display of flags at City Hall and as requested at the February 19, 2019 City Council meeting, by Council Member Ahmad Zahra, seconded by Council Member Jan Flory, a resolution authorizing the annual display of the Pride Flag at City Hall to commemorate Harvey Milk Day and Lesbian, Gay, Bisexual and Transgender Pride Month.

RECOMMENDATION

Adopt Resolution No. 2019-XX.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FULLERTON, CALIFORNIA, ESTABLISHING A POLICY FOR THE DISPLAY OF FLAGS AT CITY HALL

Adopt Resolution No. 2019-XX.

RESOLUTION NO. 2019-XX - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FULLERTON, CALIFORNIA, AUTHORIZING THE ANNUAL DISPLAY OF THE PRIDE FLAG AT CITY HALL TO COMMEMORATE HARVEY MILK DAY AND LESBIAN, GAY, BISEXUAL, AND TRANSGENDER PRIDE MONTH

PRIORITY POLICY STATEMENT

- Fiscal and Organizational Stability

FISCAL IMPACT

No fiscal impact.

BACKGROUND

At the February 19, 2019 City Council meeting, Council Member Ahmad Zahra, seconded by Council Member Jan Flory, requested that an item be placed on a future City Council agenda to consider adopting a resolution authorizing the annual display of the Pride Flag at City Hall from May 22 to June 30, to commemorate Harvey Milk Day and Lesbian, Gay, Bisexual and Transgender Pride Month.

According to the Library of Congress, Lesbian, Gay, Bisexual and Transgender Pride Month (LGBT Pride Month) is currently celebrated each year in the month of June to honor the 1969 Stonewall riots in Manhattan. The Stonewall riots were a tipping point for the Gay Liberation Movement in the United States. In the United States the last Sunday in June was initially celebrated as “Gay Pride Day,” but the actual day was flexible. In major cities across the nation the “day” soon grew to encompass a month-long series of events. Today, celebrations include pride parades, picnics, parties, workshops, symposia and concerts and LGBT Pride Month events attract millions of participants around the world. Memorials are held during this month for those members of the community who have been lost to hate crimes or HIV / AIDS. The purpose of the commemorative month is to recognize the impact that lesbian, gay, bisexual and transgender individuals have had on history locally, nationally and internationally.

LGBT History Month is also celebrated with annual month-long observances of lesbian, gay, bisexual and transgender history, along with the history of the gay rights and related civil rights movements. National Coming Out Day (October 11), as well as the first “March on Washington” in 1979, are commemorated in the LGBT community during LGBT History Month.

DISCUSSION

Resolution No. 2019-XX establishes a policy for the display of commemorative flags at City Hall. Historically, the City of Fullerton has displayed flags in conformance with Federal and State statutes which outline standards for the display of the Flag of the United States, the California State Flag, the City of Fullerton Flag and the POW-MIA flag. The proposed policy establishes the order of the display and includes the requirement that, when a commemorative flag is added, it will be displayed in a position of honor following the aforementioned flags unless otherwise directed by the City Council and to the extent such protocol does not conflict with Federal or State law.

The City's flagpoles are not intended to serve as a forum for free expression by the public. Rather, the City's flagpoles are to be used exclusively by the City, where the City Council may display a commemorative flag as a form of government expression. The City will not display a commemorative flag based on a request from a third party, nor will the City use its flagpoles to sponsor the expression of a third party.

The Government Speech Doctrine, defined by the United States Supreme Court, establishes that a government organization, such as the City of Fullerton, may advance its own expression without requiring viewpoint neutrality when the government itself is the

speaker, so long as its expression does not show religious preference or encourage a certain vote in an election. Therefore, the City could, by adoption of a resolution, display a commemorative flag as a form of government expression, so long as the commemorative flag does not show religious preference or encourage a certain vote in an election. Consequently, if the City Council adopts a resolution to display a commemorative flag, the display of the commemorative flag would be an exercise of government expression, where the City is the speaker.

Attachments

- Attachment 1 – Draft Resolution 2019-XX (Flag Policy)
- Attachment 2 – Draft Resolution 2019-XX (Authorization to Display the Pride Flag)

RESOLUTION 2019-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FULLERTON, CALIFORNIA, ESTABLISHING A POLICY FOR THE DISPLAY OF FLAGS AT CITY HALL

THE CITY COUNCIL OF THE CITY OF FULLERTON HEREBY RESOLVES AS
FOLLOWS:

Section 1. The City Council of the City of Fullerton hereby finds, determines and declares that the City's flagpoles are not intended to serve as a forum for free expression by the public, but rather for the display of federal, state, and city flags, the POW-MIA Flag, and any commemorative flag as may be authorized by resolution of the City Council as an expression of the City's official sentiments.

Section 2. The City Council of the City of Fullerton hereby adopts the following policy for the display of flags at City Hall:

Policy

Purpose: This policy provides the procedural guidance for the display of flags at City Hall.

Procedures: Flags shall be displayed in conformance with Federal and State statutes, including Title 4, Chapter 1 of the United States Code and Sections 430 through 439 of the California Government Code.

Standards:

A. POW/MIA Flags

1. The POW/MIA Flag is a nationally recognized flag, created in 1971 and recognized by an act of Congress through the adoption of U.S. Public Law 101-355, to represent concern of individuals who are identified as prisoners of war or missing in action. The POW-MIA Flag has become a symbol of commitment to achieving the fullest possible accounting for those in the future who may become prisoners of war, missing in action, or otherwise unaccounted for as a result of hostile action.
2. In accordance with the City's longstanding tradition, the POW/MIA flag shall continue to be displayed at City Hall.

B. Commemorative Flags

1. Commemorative flags may be displayed only as authorized by resolution of the City Council and as an expression of the City's official sentiments.

2. Commemorative flags shall be displayed for a period of time that is reasonable or customary for the subject that is to be commemorated, but no longer than 45 continuous days.
3. Commemorative flags shall be displayed at City Hall, exclusively.
4. The City will not display a commemorative flag based on a request from a third party, nor will the City use its flagpoles to sponsor the expression of a third party.

C. Display of Flags

Flags shall be displayed as follows: The United States flag shall be displayed in the first position of honor. The California flag shall be placed in the second position of honor. The POW/MIA flag shall be displayed in the third position of honor. The City of Fullerton flag, if displayed, shall be placed in the fourth position of honor. Commemorative flags shall be displayed in positions of honor following the aforementioned flags unless otherwise directed by the City Council and to the extent such protocol does not conflict with Federal or State law.

ADOPTED BY THE FULLERTON CITY COUNCIL on March 19, 2019.

Jesus J. Silva, Mayor

ATTEST:

Lucinda Williams, City Clerk

Date

RESOLUTION 2019-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FULLERTON, CALIFORNIA, AUTHORIZING THE ANNUAL DISPLAY OF THE PRIDE FLAG AT CITY HALL TO COMMEMORATE HARVEY MILK DAY AND LESBIAN, GAY, BISEXUAL AND TRANSGENDER PRIDE MONTH

WHEREAS, at the February 19, 2019 City Council meeting, Council Member Ahmad Zahra, seconded by Council Member Jan Flory, requested that an item be placed on a future City Council agenda to consider adopting a resolution authorizing the annual display of the Pride Flag at City Hall to commemorate Harvey Milk Day and Lesbian, Gay, Bisexual and Transgender (LGBT) Pride Month; and

WHEREAS, LGBT Pride Month is currently celebrated each year in the month of June to honor the 1969 Stonewall riots in Manhattan. The Stonewall riots were a tipping point for the Gay Liberation Movement in the United States. Memorials are held during this month for those members of the community who have been lost to hate crimes or HIV / AIDS. The purpose of the commemorative month is to recognize the impact that lesbian, gay, bisexual and transgender individuals have had on history locally, nationally and internationally.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF FULLERTON HEREBY RESOLVES AS FOLLOWS:

The Pride Flag shall be displayed at City Hall annually from May 22 to June 30.

ADOPTED BY THE FULLERTON CITY COUNCIL ON March 19, 2019.

Jesus J. Silva, Mayor

ATTEST:

Lucinda Williams, City Clerk

Date