

Garden Grove Safe Routes to School Recommendations Report

FINAL 2017



Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER



Safe Routes to School National Partnership

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1. INTRODUCTION

The City of Garden Grove is working towards creating a healthy, active community, with a connected transportation network and offering alternative transportation options. Residents have expressed a desire to safely walk and bicycle in their community, accessing schools and commercial areas. Safe Routes to School aims to create safe, convenient, and fun opportunities for students to walk, bike, and roll to and from school. Safe Routes to School initiatives include a wide variety of programs and projects, from creating safer street crossings and maintaining sidewalks to education programs that teach children how to walk and bicycle safely to school.

The City of Garden Grove has a strong foundation for Safe Routes to School. The City of Garden Grove, the Orange County Health Care Agency (OCHCA), and other agencies, organizations, and community members are working together to improve student transportation through many activities and components of Safe Routes to School. The City has strong policies and plans for prioritizing active transportation. Throughout Orange County, OCHCA (the local public health department) hosts education and encouragement activities for schools and the community around walking and bicycling. Walk to School Day is well supported in Garden Grove. The Police Department also plays a role in championing traffic safety through education and focused enforcement efforts at schools and throughout the community. Facilitating students walking, biking, and rolling to and from school has been identified as a priority by the City of Garden Grove. While some individual schools are participating in Safe Routes to School-related efforts, there is little participation by the Garden Grove Unified School District and there is no formal Safe Routes to School program or framework.

A. THE SAFE ROUTES TO SCHOOL LAUNCH PROGRAM

In spring 2017, the City and School District began participating in the Safe Routes to School Launch Program, a joint project of the Safe Routes to School National Partnership (National Partnership) and UC Berkeley Safe Transportation Research and Education Center (SafeTREC), designed to help start strong and sustainable Safe Routes to School programs in California communities. As part of the Safe Routes to School Launch Program, the National Partnership gathered and analyzed data and local policies and interviewed key stakeholders. A workshop brought together representatives from the City, School District, schools, community organizations, and community members to learn about Safe Routes to School and discuss strategies for developing a robust, comprehensive program in Garden Grove.

Introduction to Safe Routes to School Workshop September 20, 2017

Ideas for improving walking and biking in Garden Grove include

Education and encouragement programs in all areas of the city.

Policy by city and school district that supports walking and biking.

Engaging youth to educate parents.



B. ABOUT THIS RECOMMENDATIONS REPORT

This recommendations report is intended to guide the Garden Grove community in strengthening, expanding, and sustaining a Safe Routes to School program that addresses local needs. The City is currently developing its *Safe Routes to School Plan: Phase I* which will include six schools. This recommendations report will inform the *Safe Routes to School Plan: Phase I* as well as other Safe Routes to School efforts throughout the city. The report was developed based on input from the Introduction to Safe Routes to School community workshop; the National Partnership's assessment of current conditions, community needs, and capacity in Garden Grove; and a series of conversations with key stakeholders. Recommendations are based upon the components needed to establish and sustain a successful Safe Routes to School program. The most successful Safe Routes to School initiatives incorporate the Safe Routes to School Six E framework: education, encouragement, engineering, enforcement, evaluation, and equity.

The report begins with a summary of current conditions related to walking and biking to school, including existing policies, plans, programs, and infrastructure. The second section of the report outlines recommended strategies and actions to be undertaken in Garden Grove. Finally, a brief discussion of funding resources for implementation is provided. Additional information is provided in a number of appendices:

- Appendix A: Matrix of Recommendations
- Appendix B: Additional Community and School Data
- Appendix C: Existing Policies and Plans
- Appendix D: Pedestrian and Bicycle Collision Data
- Appendix E: Workshop Summary
- Appendix F: Community Organization Contacts

The Six E's of Safe Routes to School

Research shows that comprehensive Safe Routes to School initiatives are more effective at increasing physical activity and reducing injuries for children.¹ A comprehensive approach requires embedding Safe Routes to School into many aspects of a community. The Six E's of Safe Routes to School are a useful way to summarize the key components of a comprehensive, integrated approach. The Six E's of Safe Routes to School include:

- **Education** – Teaching students and community members about the broad range of transportation choices, providing them with the skills to walk and bicycle, and educating them about how to be safe from traffic, crime, and other threats while using different methods of transportation.
- **Encouragement** – Using events and activities to promote walking, bicycling, public transportation, and being physically active.
- **Engineering** – Creating physical improvements to the streetscape and built environment that make walking and bicycling more comfortable and convenient, and that also decrease the risk of injury from motor vehicles or people, increasing street safety.
- **Enforcement** – Addressing traffic dangers and crime concerns in neighborhoods around schools and along school routes through work with local law enforcement, crossing guards, and community members.
- **Evaluation** – Assessing which approaches are more or less successful, ensuring that a program or initiative is decreasing health disparities and increasing equity, and identifying unintended consequences or opportunities to improve the effectiveness of an approach for a given community.
- **Equity** – Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income communities, communities of color, students of all genders, students with disabilities, and others.

2. GARDEN GROVE TODAY: A SUMMARY OF CURRENT CONDITIONS

This section provides an overview of the current conditions in Garden Grove. It describes the current policies and plans, Safe Routes to School-related programs, existing infrastructure for walking and bicycling, and collision history in Garden Grove.

A. OVERVIEW

Currently, students in Garden Grove mostly arrive by car, smaller numbers arrive by bus, on foot, or bike to school. Community concerns have arisen over increasing traffic congestion during drop off and pick up, with dangers to students and inconvenience for residents. Additional challenges include limited bicycle and pedestrian network connectivity near schools and a lack of infrastructure to support safe travel for all modes. This has led to issues such as fast speeds on busy streets near schools and both pedestrians and drivers not following traffic laws. Traffic dangers are a primary motivation for Safe Routes to School efforts in the city, which has a reputation of being unfriendly for people walking and bicycling. This reputation is not undeserved; from 2006 through 2015, there were 1,136 collisions involving pedestrians or bicyclists that resulted in an injury or fatality. There were 7 fatalities and 425 injuries to school age youth (ages 5-18) resulting from these collisions.¹

The Garden Grove Unified School District has 63 schools, with about 45,000 students. Nearly 41 percent of fifth graders in Garden Grove Unified School District are overweight or obese, compared to 36 percent of fifth graders in Orange County, and 40 percent of fifth graders in California.² Concerns around health disparities have prompted the City and OCHCA to support initiatives promoting student wellness such as Safe Routes to School.

The community of Garden Grove is excited about walking and bicycling opportunities. Enthusiasm for community activities such as open street events is strong and community support for active transportation is growing. The City of Garden Grove is invested in fostering a healthy, active, and connected community. Safe Routes to School would fit in with other community initiatives, such as increasing alternative transportation options, neighborhood safety efforts, and improving traffic safety and reducing traffic deaths and injuries.



B. EXISTING INFRASTRUCTURE FOR WALKING AND BIKING

The City of Garden Grove is a suburban community encompassing 17.8 square miles. The community is home to over 170,000 residents, making it the fifth largest city in Orange County.³ Many residents in Garden Grove rely on driving and there are a number of freeways and large arterial roads that cross the city. Sidewalks are consistently present throughout the city, however, the quality of sidewalks varies.

The City has drafted the Garden Grove Active Streets Master Plan, which assessed the existing infrastructure for walking and bicycling and identified and prioritized improvements. The Active Streets Master Plan is anticipated to be adopted in fall 2017. See Figure 1 for the existing and proposed bike facility network. The Active Streets Master Plan identified community priorities for improvements. Priorities identified by the community in the Active Streets Plan include:

- Closing sidewalk gaps in school zones
- Improving uncontrolled crossings
- Improving pedestrian signal timing
- Improving pedestrian lighting
- Planting shade trees
- Developing the Pacific Electric Right-of-Way (PE ROW) Trail
- Completing Early Action Projects including West Street Road Rebalancing
- Developing the Westside Neighborhood Greenway
- Conducting a Garden Grove Boulevard Complete Street Study
- Making active transportation improvements in the downtown area
- Creating a Safe Routes to School plan



Figure 5-1: Proposed Bicycle Facilities for Garden Grove

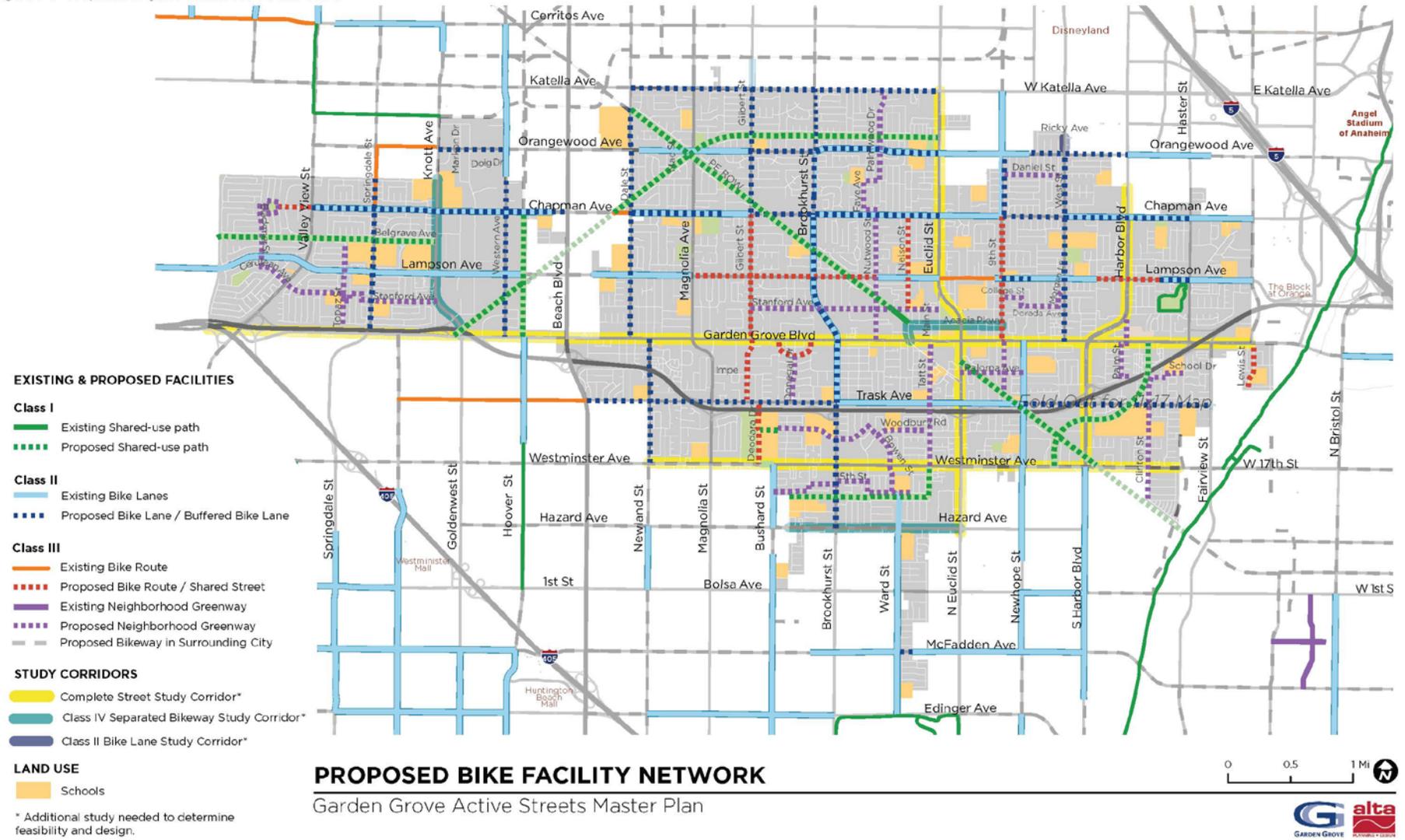


Figure 1. Proposed Bike Facility Network

C. PEDESTRIAN AND BICYCLE COLLISION HISTORY

From 2006 through 2015, there were 1,136 collisions involving pedestrians or bicyclists that resulted in an injury or fatality. There were 7 fatalities and 425 injuries to school age youth (ages 5-18) resulting from these collisions. See Figure 2 for the locations and types of collisions that occurred from 2006 to 2015. Some of the schools had a number of collisions within a close range, whereas others did not. In 41.12 percent of the pedestrian collisions involving youth, the primary collision factor was a pedestrian violation. In 32.99 percent of the pedestrians involving youth, the primary collision factor was a violation of the pedestrian right of way. More than half of the youth-involved pedestrian collisions occurred during daylight hours (67 percent) and in clear weather (87 percent). In 43.83 percent of the bicycle collisions involving youth, the primary collision factor was the bicyclist on the wrong side of the road. The majority of bicycle collisions occurred during the early morning (6 to 9 am) or the late afternoon/evening (3 to 6 pm). More information about the collisions including maps showing collisions in proximity to schools are provided in Appendix D.

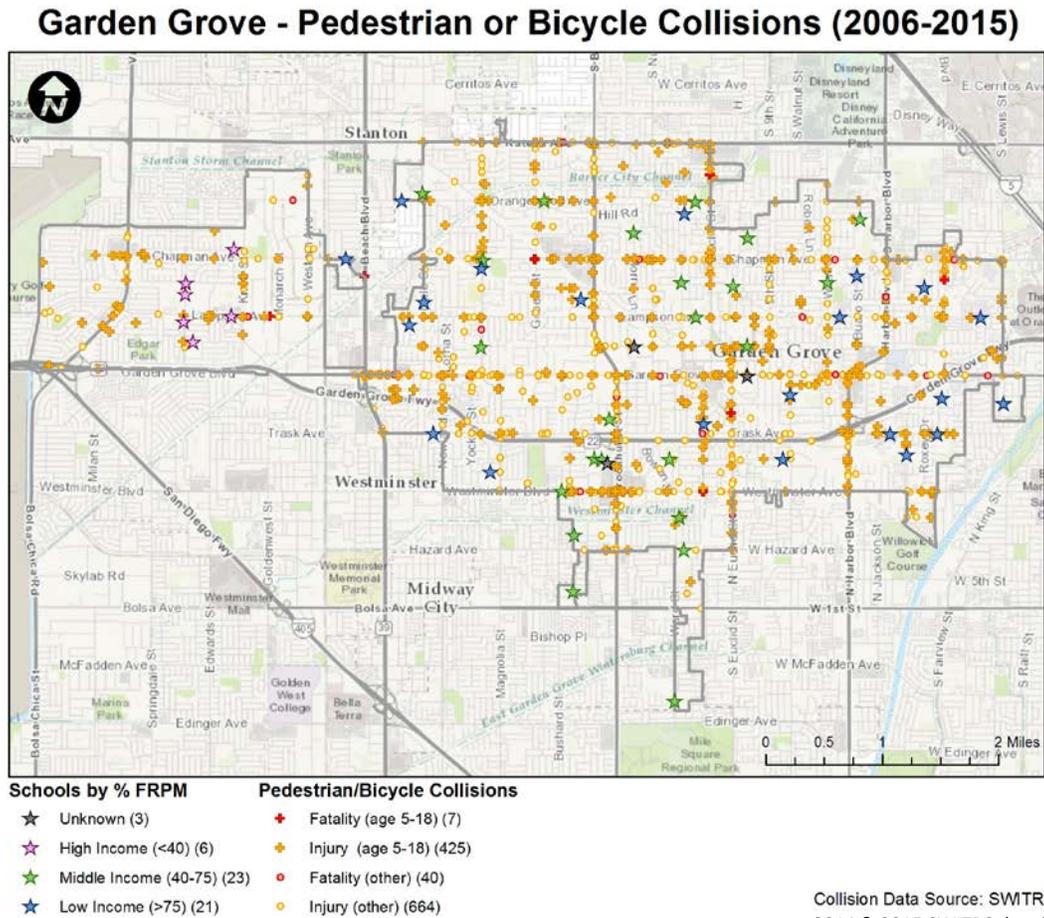


Figure 2. Collisions

D. LOCAL POLICIES AND PLANS RELATED TO SAFE ROUTES TO SCHOOL

The City of Garden Grove has adopted policies and plans that incorporate and support Safe Routes to School, but these policies have significant potential to be strengthened. The City of Garden Grove includes discussions of Safe Routes to School within its General Plan and Active Streets Master Plan. There is some excellent language in these documents, and clear opportunities to strengthen this language during the next General Plan update as well as in implementation. There are also opportunities to further support Safe Routes to School by adopting a Complete Streets policy, a Vision Zero policy and plan, and a Safe Routes to School resolution.

The Garden Grove Unified School District has 45 elementary, 10 middle, and 8 high schools serving almost 45,000 students. The policies and practices put in place by the Garden Grove Unified School District has the potential to affect the travel habits and long-term health of students, parents, and the greater community. The Garden Grove Unified School District has a wide range of policies and procedures that are adopted by the Board of Education and guide practices at the district and school level. A new Wellness Policy is anticipated to be adopted in September 2017. This policy and other school district policies were not made available for the National Partnership to review. More information about the existing policies and plans can be found in Appendix C.

E. SAFE ROUTES TO SCHOOL PROGRAMS AND OTHER SAFE ROUTES TO SCHOOL-RELATED EFFORTS

Garden Grove currently has some Safe Routes to School-related programming and initiatives. Several schools within the Garden Grove Unified School District participate in International Walk to School Day each October. The police department supports walk and bike to school day events by visiting school sites and leading safety demonstrations. The police department also conducts focused enforcement activities where drivers failing to stop for school buses or for pedestrians in crosswalks receive educational materials in addition to citations if needed. The police department has also organized the Accident Reduction Team as part of a City campaign to reduce traffic collisions, and to prevent fatal collisions involving pedestrians and bicyclists. This year-round effort focuses on re-educating community members on traffic safety rules and the importance of safely sharing roads. OCHCA provides information and materials for schools to use for International Walk to School Day and has conducted walkability assessments at one school in Garden Grove. Moreover, the City has received grant funding to develop its Safe Routes to School Plan: Phase I which will include six schools. Citywide activities such as open streets events support walking and biking culture, providing opportunities to introduce Safe Routes to School practices. There are many opportunities to expand Safe Routes to School efforts both citywide and districtwide.

Community Profile

Population: 174,721

Land area: 17.8 square miles

Race and ethnicity:

White: 21.0%

Black or African American: 1.0%

Asian: 39.0%

American Indian and Alaska Native: 0.4%

Native Hawaiian or Other Pacific Islander: 0.5%

Two or more races: 1.4%

Hispanic or Latino: 36.7 %

Languages spoken at home:

English only: 32.4%

Spanish: 29.8%

Other Indo-European languages: 1.2%

Asian and Pacific Island languages: 35.7 %

Poverty status:

General population: 17.6% living below poverty level
Ages <18 years old: 25.1% living below poverty level

School district: Garden Grove Unified (63 total schools, serving 45,000 students)

- 45 elementary schools (TK-5)
- 10 middle school (6-8)
- 8 high school (9-12)

**Statistics from 2015 American Community Survey*

Refer to Appendix B for more school data.

3. THE PATH TO SAFE ROUTES TO SCHOOL: APPROACHES AND ACTIONS

Garden Grove has been implementing activities such as Walk to School Day, focused traffic enforcement around schools, and distribution of educational materials. The National Partnership recommends the City and School District build momentum and excitement in the community by continuing these individual educational and encouragement activities while at the same time establishing a more formal program framework to grow and sustain Safe Routes to School throughout the community.

This section summarizes recommended strategies and actions. The recommendations are structured around the Six E's of Safe Routes to School: education, encouragement, engineering, enforcement, evaluation, and equity. In addition, recommendations include activities related to program structure, operations, and coordination, as well as policy improvements. Recommendations denoted with an asterisk were actions discussed by workshop participants. In Appendix A, a matrix summarizes the strategies and actions along with suggested timelines, implementation leads, supporting partners, and additional implementation resources.

A. PROGRAM STRUCTURE, OPERATIONS, AND COORDINATION

Establishing a formal program structure with identified responsibilities for various partners is a key component of an effective and sustainable Safe Routes to School Program. This involves determining

which organization or agency will take the lead, who will be involved in making program decisions, and how coordination will occur between different groups working on different components of the program. The City of Garden Grove and the Garden Grove Unified School District have an opportunity to collaborate on various activities and establish a formal program structure.

Recommended strategies and actions:

1. Determine Safe Routes to School program lead agency (the City, the School District), as well as a staff point person within that agency.
2. Establish a local Safe Routes to School task force. Recruit members from the City, School District, individual schools, Orange County Health Care Agency (OCHCA), and community organizations. Meet monthly, bi-monthly, or quarterly as program momentum is built.
3. Establish a shared vision, goals, and actions for the Safe Routes to School task force and program.
4. Create informational materials about the program that can be distributed to schools and families to recruit school-based volunteers and program champions. Include in these materials information about past activities as well as a menu of options that schools can undertake.*
5. Conduct outreach on Safe Routes to School to school PTAs, community groups, parents, etc.*
6. Include a City transportation staff person or other staff involved in active transportation in the School Health Council/Committee.
7. Create a Safe Routes to School webpage on the lead agency’s website or create a standalone program website housing information about the program, educational materials, and ways to get involved.
8. Hire part time or full time paid Safe Routes to School coordinator position; explore additional funding as needed.

Recommendations denoted with an asterisk were actions discussed by workshop participants.

B. EDUCATION

Education activities include teaching students and community members about the broad range of transportation choices, providing them with the skills to walk and bicycle, and educating them about how to be safe from traffic, crime, and other threats while using different methods of transportation. Currently in Garden Grove, the City’s Police Department leads limited education activities, which include distributing basic walking, bicycling, and traffic safety educational resources at schools and in the community. In addition, OCHCA distributes free bike helmets and provides safety education as part of its Chronic Disease and Injury Prevention Program in an effort to reduce the number of injuries and deaths due to car and bicycle collisions.

Recommended strategies and actions:

1. Continue educational activities led by the City’s Police Department at schools. Identify funding to continue activities, while pursuing additional funding opportunities to expand to additional schools.*

2. Continue free bike helmet distribution led by OCHCA to students and conduct helmet fittings as part of school-based education and community events.*
3. Develop and distribute traffic safety education materials for families that includes information related to pick up/drop off procedures as well as general safety at and around the schools. Consider strategies that allow youth to demonstrate leadership in educating their own families.*
4. Establish a volunteer pool or program that trains additional staff and community members to provide school-based education programs.
5. Expand school-based traffic safety education to reach multiple schools, with the ultimate goal of providing in-class education at every school for multiple grades.
6. Expand bicycle education to include a bike rodeo (bike skills practice) opportunities.*
7. Develop a bike maintenance and repair education program for students and families in conjunction with a bike donation program or Earn-a-Bike program.*
8. Conduct community education events such as Family Fun Bike Nights, Kidical Mass, and Neighborhood Walks to encourage practice of safety skills and community culture shift.*

C. ENCOURAGEMENT

Encouragement strategies generate excitement about walking and bicycling safely to school. Children, parents, teachers, school administrators and others can all be involved in special events like International Walk to School Day and ongoing activities like walking school buses and bike trains. Encouragement strategies can often be started relatively easily with little cost and a focus on fun. Currently in Garden Grove, the City and OCHCA lead some encouragement activities, which include Walk and Bike to School Day and supporting the start up of walking school buses.

Recommended strategies and actions

1. Encourage every school to participate in Walk to School Day and Bike to School Day and provide information on a range of activities that could be organized for each day. Have opportunities included on school calendars from the beginning of the year.*
2. Integrate walking and biking into existing community events centered around families, create opportunities for family biking celebrations.*
3. Involve council members and community leaders in Safe Routes to School activities. Potential encouragement activities could include a “Mayor’s Challenge” for schools to compete in achieving highest rates of Walk to School Day participation.*
4. Identify and promote remote drop off/pick up locations that allow families to drive their children to locations a short distance away from the school and walk the rest of the way.*
5. Develop walking school bus and/or bike train programs at each elementary school to support students walking or biking to school within about a half mile of the campus. Recruit adult route leaders (volunteers or paid staff) and explore engaging high school students as route leaders. Incorporate remote drop off locations into the routes.*

6. Review current arrival and dismissal procedures at each school for potential changes such as staggered dismissal to reduce conflicts between students walking and biking with car pick up/drop off.*

D. ENGINEERING

Engineering strategies create physical improvements to the neighborhood that make walking and bicycling more comfortable, convenient, and safe. The City of Garden Grove has worked to identify and address needed improvements for walking and bicycling facilities near schools in its Active Streets Plan. The Safe Routes to School: Phase I Plan will assess conditions and identify needed improvements around six schools.

Recommended strategies and actions:

1. Explore any opportunities to include Safe Routes to School improvements in existing projects.
2. Identify upcoming new plans, revisions to plans, funding opportunities, or other places to insert Safe Routes to School considerations.
3. Conduct walkability and bikeability assessments around each school with City staff, School District staff, school staff, students, and families to identify areas needing improvements such as sidewalk gaps, difficult street crossings, and a lack infrastructure, such as, crosswalks, bike lanes, and effective traffic control features.*
4. Conduct arrival and dismissal observations at each school with City staff, School District staff, school staff, students and families to identify areas for improvement.*
5. Install bicycle parking facilities at each school in visible and secure locations.*
6. Develop suggested walking and biking route maps for each of the six schools included in the Safe Routes to School Plan: Phase I and expand to all other district schools.

E. ENFORCEMENT

Enforcement activities deter unsafe behaviors of drivers, bicyclists, and pedestrians and encourage safe behaviors in the neighborhood around the school and along school routes. These activities can be conducted by law enforcement, in partnership with law enforcement, or may be structured to be community led. The Garden Grove Police Department currently conducts focused traffic law enforcement near crosswalks and around school busses and responds to requests for other increased enforcement needs throughout the year.

Recommended strategies and actions:

1. Continue focused traffic enforcement around schools periodically throughout the year. Coordinate efforts with individual schools as well as the school districts and provide pre- and post-event communication to families and school staff.
2. Create a student valet or safety patrol program where students assist with drop off/pick up and educate their peers and families about traffic safety and walking and bicycling.*
3. As part of overall school route and improvement plans, assess needs for adult crossing guards at intersections near schools where students and families express difficulty crossing the street.*
4. Assess safety impacts of improper parking near schools, such as cars parked in bike lanes, and explore opportunities to deter violators.*

F. EVALUATION

Evaluation involves data collection and program tracking to assess which approaches are more or less successful, ensure that a program is meeting its objectives, and identify unintended consequences or opportunities to improve the effectiveness of an approach for the community. OCHCA has conducted walk audits and surveys of parents and students at one school (AJ Cook Elementary School) in Garden Grove. There are opportunities to improve evaluation methods with collaboration between the City and school district.

Recommended strategies and actions:

1. Conduct pilot student travel tallies and parent surveys at the six schools in the Safe Routes to School Plan: Phase I using the tools provided by the National Center for Safe Routes to School. Expand efforts to conduct travel tallies and parent surveys process to all schools twice a year (fall and spring).
2. Track Safe Routes to School education and encouragement program participation at each school. Collection information on overall participation as well as grade level/age and other demographic information. Use this information to assess program effectiveness and identify any needs for improvement.
3. Share program participation and evaluation results with schools and community members through newsletters or other materials.
4. Conduct a yearly assessment of the Safe Routes to School efforts at the end of the school year. Evaluate program effectiveness including participation by different population groups, changes in behaviors or perceptions around walking and bicycling, and school and community receptiveness to the program components.
5. Use mapping tools available from UC Berkeley's TIMS program to map bicycle and pedestrian collisions near schools. Use the collision information to assess changes and identify any needs for improvements citywide or at specific locations.

G. EQUITY

Equity involves ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income communities, communities of color, and others.

Recommended strategies and actions:

1. Using information from the school district, identify languages that materials should be prepared in to reach non-English speaking students and families. Ensure that education and encouragement materials are provided in these languages.
2. Given limited ability to roll out a Safe Routes to School program at every school from the start, use Include equity measures, such as health disparities and eligibility for the free and reduced price lunch program to developing a framework to prioritize schools for education and encouragement program implementation and/or infrastructure improvements. Use the results of previous year's evaluation efforts to identify gaps in participation.

3. Develop and implement a strategy to ensure all population groups can participate in the Safe Routes to School program. This strategy may include targeted outreach or adjustments to the programs. Look particularly at students generally underrepresented in active travel; e.g., students of color, female students, and students with disabilities.

H. POLICY

Adopting Safe Routes to School policies or incorporating Safe Routes to School practices into existing city, school, and school district policies helps eliminate barriers and ensure long term sustainability of the Safe Routes to School program. Policies help institutionalize supportive practices, broadening the reach beyond an individual school or activity to reach children and families across a city or school district. This leads to more consistent implementation between schools and neighborhoods, creates accountability, and establishes formal relationships and responsibilities. In Garden Grove, the City has included Safe Routes to School in the Active Streets Master Plan and other planning documents. The City is currently drafting a Garden Grove Safe Routes to School: Phase I Plan that will include six schools.

Recommended strategies and actions:

1. Adopt a city Safe Routes to School policy in the form of a city council resolution supporting Safe Routes to School initiatives.
2. Adopt a school district Safe Routes to School Policy or incorporate supportive language into other school district policies.
3. Review any facilities planning or school siting policies and ensure they include:
 - Evaluating transportation options for students and staff during siting process.
 - Including Safe Routes to School staff, volunteers, and city transportation staff in siting procedures.
 - Requiring new school sites have safe and accessible transportation options for students that include walking and biking to and from school.
4. Following the development of the Safe Routes to School Plan: Phase I, identify funding to prepare similar plans for the other schools throughout the city.
5. Adopt a Complete Streets policy.
6. Consider expanding the City's Accident Reduction Campaign to adopt a Vision Zero Policy and develop a Vision Zero Plan with the goal of eliminating all traffic fatalities and severe injuries. A future Vision Zero Plan can support Safe Routes to School by:
 - Changing name of Accident Reduction Team to align with Vision Zero. Using the word collision instead of accident.
 - When identifying streets and intersections that will be prioritized for infrastructure improvements, enforcement, and programming, include schools, parks, and areas commonly frequented by children and families.
 - Prioritizing children's safety by gathering and analyzing data specifically for all schools in the community to identify those with the greatest safety risks.
 - Prioritizing reducing speeding and speed limits around schools.

- Engaging community groups in Vision Zero and Safe Routes to School.

4. POTENTIAL FUNDING RESOURCES FOR IMPLEMENTATION

The following are potential funding sources and mechanisms that may be used to implement the Safe Routes to School Recommendations Report. The list is not exhaustive as additional funding sources and innovative mechanisms may develop during the life of the plan.

A. CALIFORNIA ACTIVE TRANSPORTATION PROGRAM

The California Active Transportation Program (ATP) consolidates federal transportation funding with state funds to provide local communities with funding for programs and projects that support active transportation. Safe Routes to School non-infrastructure programs such as traffic safety education and encouragement activities, as well as infrastructure improvements can be funded through the program. The funding is provided through a competitive application process. More information can be found here: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>

B. CALIFORNIA OFFICE OF TRAFFIC SAFETY

The California Office of Traffic Safety (OTS) provides grants to local and state public agencies for programs that help them enforce traffic laws, educate the public in traffic safety, and provide means of reducing fatalities, injuries and economic losses from collisions. Funding can be used for Safe Routes to School education and encouragement programs. Historically, OTS has funded numerous bike rodeo (bike skills practice) programs around the state, often led by law enforcement agencies. Grants are awarded annually. More information can be found here: <http://www.ots.ca.gov/Grants/default.asp>

C. LOCAL FOUNDATIONS, HEALTH ORGANIZATIONS, AND BUSINESSES

Local foundations, health organizations, and businesses may be sources of funding for implementing Safe Routes to School programs. The benefits of Safe Routes to School for students, families, schools, and communities often align with foundations and organizations looking to support community health, physical activity, youth development, and neighborhood improvement. In addition, local businesses may be willing to sponsor Safe Routes to School activities and provide monetary funding, volunteers, or giveaways. Local funding may be available through the Garden Grove Community Foundation.

5. CONCLUSION

The City of Garden Grove is well positioned to develop a strong Safe Routes to School initiative. Support for Safe Routes to School from the City in close collaboration with Garden Grove Unified School District, continuing efforts of the Orange County Health Care Agency, and a strong complementary effort to increase walking and bicycling communitywide through implementing the Active Streets Master Plan mean that many important pieces are in place for a successful Safe Routes to School effort. By implementing the City's new Safe Routes to School Plan Phase I and expanding efforts to all schools, in addition to activities set out in this Recommendations Report, Garden Grove is poised to build a strong and sustainable Safe Routes to School program and see healthier students and residents, reduced congestion, and a more liveable and safer community.

¹ SWITRS 2006-2015

² California Dept. of Education, Physical Fitness Testing Research Files (Dec. 2015), obtained from kidsdata.org

³ United States Census 2010

APPENDIX A. ACTION PLAN MATRIX

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
<i>Program Structure, Operations, and Coordination</i>				
1. Determine Safe Routes to School program lead agency (the City, the School District), as well as a staff point person within that agency.	2018	City of Garden Grove and Garden Grove Unified School District		
2. Establish a local Safe Routes to School task force. Recruit members from the City, School District, individual schools, Orange County Health Care Agency (OCHCA), and community organizations. Meet monthly, bi-monthly, or quarterly as program momentum is built.	2017	City of Garden Grove		<u>Building Momentum for Safe Routes to School: A Toolkit for School Districts and City Leaders</u>
3. Establish a shared vision, goals, and actions for the Safe Routes to School task force and program.	2018	City of Garden Grove and Garden Grove Unified School District		
4. Create informational materials about the program that can be distributed to schools and families to recruit school-based volunteers and program champions. Include in these materials information about past activities as well as a menu of options that schools can undertake.*	2018	Garden Grove Unified School District	Orange County Health Care Agency	

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
5. Conduct outreach on Safe Routes to School to school PTAs, community groups, parents, etc.*	Ongoing starting in 2018	City of Garden Grove or Garden Grove Unified School District	Garden Grove Police Department	
6. Include a City transportation staff person or other staff involved in active transportation in the School Health Council/Committee.	2020 or later	Garden Grove Unified School District	City of Garden Grove	
7. Create a Safe Routes to School webpage on the lead agency's website or create a standalone program website housing information about the program, educational materials, and ways to get involved.	2019	City of Garden Grove or Garden Grove Unified School District		
8. Hire part time or full time paid Safe Routes to School coordinator position; explore additional funding as needed.	2020 or later	City of Garden Grove or Garden Grove Unified School District		<u>Building Momentum for Safe Routes to School: A Toolkit for School Districts and City Leaders</u>
Education				
1. Continue educational activities led by the City's Police Department at schools. Identify funding to continue activities, while pursuing additional funding opportunities to expand to additional schools.*	Ongoing	Garden Grove Police Department		

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
2. Continue free bike helmet distribution led by OCHCA to students and conduct helmet fittings as part of school-based education and community events.*	Ongoing	Orange County Health Care Agency	Garden Grove Police Department, individual schools	
3. Develop and distribute traffic safety education materials for families that includes information related to pick up/drop off procedures as well as general safety at and around the schools. Consider strategies that allow youth to demonstrate leadership in educating their own families.*	2018	Garden Grove Unified School District	Individual schools	
4. Establish a volunteer pool or program that trains additional staff and community members to provide school-based education programs.	2019	Garden Grove Unified School District and City of Garden Grove		
5. Expand school-based traffic safety education to reach multiple schools, with the ultimate goal of providing in-class education at every school for multiple grades.	2019	Garden Grove Unified School District and City of Garden Grove		
6. Expand bicycle education to include a bike rodeo (bike skills practice) opportunities.*	2019	Garden Grove Police Department		
7. Develop a bike maintenance and repair education program for students and families in conjunction with a bike donation program or Earn-a-Bike program.	2019 or later	City of Garden Grove	Local bike shops, Garden Grove Police Department, community organizations	

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
8. Conduct community education events such as Family Fun Bike Nights, Kidical Mass, and Neighborhood Walks to encourage practice of safety skills and community culture shift.*	2018	City of Garden Grove	Local bike shops, Garden Grove Police Department, community organizations	
<i>Encouragement</i>				
1. Encourage every school to participate in Walk to School Day and Bike to School Day and provide information on a range of activities that could be organized for each day. Have opportunities included on school calendars from the beginning of the year.*	Annually starting in 2018	Garden Grove Unified School District, Orange County Health Care Agency	Individual schools, community organizations, Garden Grove Police Department	<u>Walk and Bike to School Day</u> website
2. Integrate walking and biking into existing community events centered around families, create opportunities for family biking celebrations.*	Ongoing	City of Garden Grove	Local bike shops, Garden Grove Police Department, community organizations	
3. Involve council members and community leaders in Safe Routes to School activities. Potential encouragement activities could include a “Mayor’s Challenge” for schools to compete in achieving highest rates of Walk to School Day participation.*	2018	City of Garden Grove	Individual schools	
4. Identify and promote remote drop off/pick up locations that allow families to drive their children to locations a short distance away from the school and walk the rest of the way.*	2018	City of Garden Grove and Garden Grove Unified School District	Individual schools	

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
5. Develop walking school bus and/or bike train programs at each elementary school to support students walking or biking to school within about a half mile of the campus. Recruit adult route leaders (volunteers or paid staff) and explore engaging high school students as route leaders. Incorporate remote drop off locations into the routes.*	Starting in 2018	Orange County Health Care Agency	Garden Grove Unified School District, individual schools	<u>Step By Step: How to Start a Walking School Bus at Your School</u>
6. Review current arrival and dismissal procedures at each school for potential changes such as staggered dismissal to reduce conflicts between students walking and biking with car pick up/drop off.*	2018	City of Garden Grove and Garden Grove Unified School District	Individual schools	
<i>Engineering</i>				
1. Explore any opportunities to include Safe Routes to School improvements in existing projects.	2018	City of Garden Grove		<u>Collision mapping</u>
2. Identify upcoming new plans, revisions to plans, funding opportunities, or other places to insert Safe Routes to School considerations.	2018	City of Garden Grove and Garden Grove Unified School District	Individual schools	
3. Conduct walkability and bikeability assessments around each school with City staff, School District staff, school staff, students, and families to identify areas needing improvements such as sidewalk gaps, difficult street crossings, and a lack	2018	City of Garden Grove and Garden Grove Unified School District	Individual schools, Orange County Health Care Agency	<u>Walkability and Bikeability checklists</u>

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
infrastructure, such as, crosswalks, bike lanes, and effective traffic control features.*				
4. Conduct arrival and dismissal observations at each school with City staff, School District staff, school staff, students and families to identify areas for improvement.*	2018	City of Garden Grove and Garden Grove Unified School District	Individual schools	
5. Install bicycle parking facilities at each school in visible and secure locations.*	2019	City of Garden Grove and Garden Grove Unified School District	Individual schools	
6. Develop suggested walking and biking route maps for each of the six schools included in the Safe Routes to School Plan: Phase I and expand to all other district schools.	2018	City of Garden Grove and Garden Grove Unified School District	Individual schools	
<i>Enforcement</i>				
1. Continue focused traffic enforcement around schools periodically throughout the year. Coordinate efforts with individual schools as well as the school districts and provide pre- and post-event communication to families and school staff.	Ongoing	Garden Grove Police Department	Garden Grove Unified School District	
2. Create a student valet or safety patrol program where students assist with drop off/pick up and educate their peers and	2018	Individual schools	Garden Grove Unified School District	<u>AAA School Safety Patrol Program</u>

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
families about traffic safety and walking and bicycling.*				
3. As part of overall school route and improvement plans, assess needs for adult crossing guards at intersections near schools where students and families express difficulty crossing the street.*	2018	City of Garden Grove and Garden Grove Unified School District		
4. Assess safety impacts of improper parking near schools, such as cars parked in bike lanes, and explore opportunities to deter violators.*	2018	Garden Grove Police Department		
<i>Evaluation</i>				
1. Conduct pilot student travel tallies and parent surveys at the six schools in the Safe Routes to School Plan: Phase I using the tools provided by the National Center for Safe Routes to School. Expand efforts to conduct travel tallies and parent surveys process to all schools twice a year (fall and spring).	Twice annually starting in 2018	City of Garden Grove and Garden Grove Unified School District		<u>National Center for Safe Routes to School Database</u>
2. Track Safe Routes to School education and encouragement program participation at each school. Collection information on overall participation as well as grade level/age and other demographic information. Use this information to assess program effectiveness and identify any needs for improvement.	Annually starting in 2018	City of Garden Grove and Garden Grove Unified School District		

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
3. Share program participation and evaluation results with schools and community members through newsletters or other materials.	2018	City of Garden Grove and Garden Grove Unified School District		
4. Conduct a yearly assessment of the Safe Routes to School efforts at the end of the school year. Evaluate program effectiveness including participation by different population groups, changes in behaviors or perceptions around walking and bicycling, and school and community receptiveness to the program components.	Annually starting in 2018	City of Garden Grove and Garden Grove Unified School District		
5. Use mapping tools available from UC Berkeley's TIMS program to map bicycle and pedestrian collisions near schools. Use the collision information to assess changes and identify any needs for improvements citywide or at specific locations.	Annually starting in 2018	City of Garden Grove		<u>UC Berkeley TIMS</u>
Equity				
1. Using information from the school district, identify languages that materials should be prepared in to reach non-English speaking students and families. Ensure that education and encouragement materials are provided in these languages.	Ongoing	City of Garden Grove and Garden Grove Unified School District		
2. Given limited ability to roll out a Safe Routes to School program at every school from the start, use Include equity	2018	City of Garden Grove and Garden Grove Unified School District		

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
<p>measures, such as health disparities and eligibility for the free and reduced price lunch program to developing a framework to prioritize schools for education and encouragement program implementation and/or infrastructure improvements. Use the results of previous year’s evaluation efforts to identify gaps in participation. students, and students with disabilities.</p>				
<p>3. Develop and implement a strategy to ensure all population groups can participate in the Safe Routes to School program. This strategy may include targeted outreach or adjustments to the programs. Look particularly at students generally underrepresented in active travel; e.g., students of color, female</p>	2019	City of Garden Grove and Garden Grove Unified School District		
Policy				
<p>1. Adopt a city Safe Routes to School policy in the form of a city council resolution supporting Safe Routes to School initiatives.</p>	2019	City of Garden Grove		<p><u>Building Momentum for Safe Routes to School: A Toolkit for School Districts and City Leaders</u></p>
<p>2. Adopt a school district Safe Routes to School Policy or incorporate supportive language into other school district policies.</p>	2019	Garden Grove Unified School District		<p><u>School District Policy Workbook</u></p>

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
<p>3. Review any facilities planning or school siting policies and ensure they include:</p> <ul style="list-style-type: none"> • Evaluating transportation options for students and staff during siting process. • Including Safe Routes to School staff, volunteers, and city transportation staff in siting procedures. • Requiring new school sites have safe and accessible transportation options for students that include walking and biking to and from school. 	2018	Garden Grove Unified School District		
<p>4. Following the development of the Safe Routes to School Plan: Phase I, identify funding to prepare similar plans for the other schools throughout the city.</p>	2020	City of Garden Grove	Garden Grove Unified School District	
<p>5. Adopt a Complete Streets policy.</p>	2019	City of Garden Grove		
<p>6. Consider expanding the City's Accident Reduction Campaign to adopt a Vision Zero Policy and develop a Vision Zero Plan with the goal of eliminating all traffic fatalities and severe injuries.</p>	2019	City of Garden Grove		

APPENDIX B. COMMUNITY AND SCHOOL DATA

The following are the schools within the Garden Grove Unified School District. Some of the schools are located outside of the City of Garden Grove boundaries.

Name	Type	Grades	Enrollment (2016-2017)	Free and Reduced Price Lunch Eligibility (%)
Marie L. Hare High	Continuation High Schools	7-12	272	72%
Bolsa Grande High	High Schools (Public)	9-12	2,028	58%
Garden Grove High	High Schools (Public)	9-12	2,379	52%
La Quinta High	High Schools (Public)	9-12	2,177	50%
Los Amigos High	High Schools (Public)	9-12	1,820	70%
Pacifica High	High Schools (Public)	9-12	1,650	26%
Rancho Alamitos High	High Schools (Public)	9-12	1,801	60%
Santiago High	High Schools (Public)	9-12	2,096	68%
A. J. Cook Elementary	Elementary Schools (Public)	K-6	349	55%
Agnes Ware Stanley Elementary	Elementary Schools (Public)	K-6	354	47%
Alamitos Intermediate	Intermediate /Middle Schools (Public)	7-8	765	65%
Brookhurst Elementary	Elementary Schools (Public)	K-6	498	68%

Name	Type	Grades	Enrollment (2016-2017)	Free and Reduced Price Lunch Eligibility (%)
Bryant Elementary	Elementary Schools (Public)	K-6	702	76%
C. C. Violette Elementary	Elementary Schools (Public)	K-6	488	76%
Clinton Elementary	Elementary Schools (Public)	K-6	650	78%
Donald S. Jordan Intermediate	Intermediate /Middle Schools (Public)	K-6	724	56%
Dwight D. Eisenhower Elementary	Elementary Schools (Public)	K-6	709	81%
Earl Warren Elementary	Elementary Schools (Public)	K-6	490	72%
Edward Russell Elementary	Elementary Schools (Public)	K-6	582	86%
Ernest O. Lawrence Elementary	Elementary Schools (Public)	K-6	571	63%
Ethan B. Allen Elementary	Elementary Schools (Public)	K-6	779	24%
Ethel M. Evans Elementary	Elementary Schools (Public)	K-6	523	60%
Excelsior Elementary	Elementary Schools (Public)	K-6	483	62%
Faylane Elementary	Elementary Schools (Public)	K-6	543	54%

Name	Type	Grades	Enrollment (2016-2017)	Free and Reduced Price Lunch Eligibility (%)
Garden Park Elementary	Elementary Schools (Public)	K-6	258	22%
Genevieve M. Crosby Elementary	Elementary Schools (Public)	K-6	482	63%
Patton Elementary	Elementary Schools (Public)	K-6	1,005	19%
Gilbert Elementary	Elementary Schools (Public)	K-6	523	55%
Heritage Elementary	Elementary Schools (Public)	K-6	539	81%
Hilton D. Bell Intermediate	Intermediate /Middle Schools (Public)	K-6	659	20%
Izaak Walton Intermediate	Intermediate /Middle Schools (Public)	K-6	615	62%
James Irvine Intermediate	Intermediate /Middle Schools (Public)	K-6	790	63%
James Monroe Elementary	Elementary Schools (Public)	K-6	176	43%
Enders Elementary	Elementary Schools (Public)	K-6	512	23%
John Marshall Elementary	Elementary Schools (Public)	K-6	405	68%

Name	Type	Grades	Enrollment (2016-2017)	Free and Reduced Price Lunch Eligibility (%)
John Murdy Elementary	Elementary Schools (Public)	K-6	423	58%
Dr. Walter C. Ralston Intermediate	Intermediate /Middle Schools (Public)	7-8	643	59%
Leo Carrillo Elementary	Elementary Schools (Public)	K-6	610	74%
Leroy L. Doig Intermediate	Intermediate /Middle Schools (Public)	7-8	787	73%
Linton T. Simmons Elementary	Elementary Schools (Public)	K-6	414	81%
Louis G. Zeyen Elementary	Elementary Schools (Public)	K-6	300	60%
Loyal Barker Elementary	Elementary Schools (Public)	K-6	424	15%
Louis Lake Intermediate	Intermediate /Middle Schools (Public)	7-8	605	52%
Mark Twain Special Center	Special Education Schools (Public)	K-6	77	39%
Merton E. Hill Elementary	Elementary Schools (Public)	K-6	356	56%
Mitchell Elementary	Elementary Schools (Public)	K-6	449	70%

Name	Type	Grades	Enrollment (2016-2017)	Free and Reduced Price Lunch Eligibility (%)
Morningside Elementary	Elementary Schools (Public)	K-6	515	60%
Newhope Elementary	Elementary Schools (Public)	K-6	413	71%
Ocia A. Peters Elementary	Elementary Schools (Public)	K-6	1,257	64%
Parkview Elementary	Elementary Schools (Public)	K-6	526	53%
Post Elementary	Elementary Schools (Public)	K-6	514	59%
R. F. Hazard Elementary	Elementary Schools (Public)	K-6	526	77%
Riverdale Elementary	Elementary Schools (Public)	K-6	574	68%
Rosita Elementary	Elementary Schools (Public)	K-6	497	68%
Sarah McGarvin Intermediate	Intermediate /Middle Schools (Public)	7-8	796	48%
Stanford Elementary	Elementary Schools (Public)	K-6	536	60%
Stephen R. Fitz Intermediate	Intermediate /Middle Schools (Public)	7-8	650	72%

Name	Type	Grades	Enrollment (2016-2017)	Free and Reduced Price Lunch Eligibility (%)
Sunnyside Elementary	Elementary Schools (Public)	K-6	663	47%
Susan B. Anthony Elementary	Elementary Schools (Public)	K-6	418	60%
Thomas Paine Elementary	Elementary Schools (Public)	K-6	481	57%
Wakeham Elementary	Elementary Schools (Public)	K-6	327	71%
Woodbury Elementary	Elementary Schools (Public)	K-6	403	75%
Mamie L. Northcutt Elementary	Elementary Schools (Public)	K-6	523	57%
Jordan Secondary Learning Center	Special Education Schools (Public)	9-12	91	44%

APPENDIX C. EXISTING POLICIES AND PLANS

A. INTRODUCTION

Ensuring that Safe Routes to School efforts reach students throughout a school district or city and create changes in school travel over the long term requires that Safe Routes to School considerations be fully incorporated into city and school district policies. The Safe Routes to School National Partnership conducted a policy scan for the City of Garden Grove. This appendix provides an overview of the current policy landscape for Safe Routes to School in Garden Grove and highlights promising opportunities for updating and improving the commitment to Safe Routes to School.

B. POLICIES OF THE GARDEN GROVE UNIFIED SCHOOL DISTRICT

The Garden Grove Unified School District has 45 elementary, 10 middle, and 8 high schools serving almost 45,000 students. The policies and practices put in place by the Garden Grove Unified School Districts have the potential to affect the travel habits and long-term health of students, parents, and the greater community.

Garden Grove Unified School District has a wide range of policies and procedures that are adopted by the Board of Education and guide practices at the district and school level. A new Wellness Policy is anticipated to be adopted in September 2017. This policy and other school district policies were not made available for the National Partnership to review.

C. CITY OF GARDEN GROVE PLANS AND POLICIES

Policies and plans from the City of Garden Grove were reviewed as part of the Safe Routes to School National Partnership's policy scan. While the City has a number of plans and policies that reference Safe Routes to School, these documents could be revised to include stronger Safe Routes to School-specific language supporting City and School District efforts. In addition, the City should consider adopting a Complete Streets policy, a Vision Zero policy and plan, and a Safe Routes to School resolution.

1. Active Streets Master Plan

The City has drafted an Active Streets Master Plan that is anticipated to be adopted in fall 2017. Goals, objectives, and policies to improve safety and access for walking and bicycling in Garden Grove are emphasized. Many of the goals, policies, and objectives are supportive of Safe Routes to School. Examples of these are included below. The Active Streets Master Plan also prioritizes bikeway projects that directly connect to a school or connects to an existing facility leading to a school.

- **Goal 1: MOBILITY AND ACCESS Increase and improve pedestrian and bicycle access to employment centers, schools, transit, recreation facilities, and other community destinations across the City of Garden Grove for people of all ages and abilities.**
 - Objective 1.A: Increase the mode share of pedestrian and bicycle travel to 15 percent for trips of one mile or less by 2020.
 - Policy 1.A.1: Accommodate the need for pedestrian and bicycle mobility, accessibility, and safety when planning, designing, and developing transportation improvements.

- Objective 1.B: Eliminate barriers to pedestrian and bicycle travel.
 - Policy 1.B.2: Identify gaps in the pedestrian and bicycle facilities network and needed improvements to and within key activity centers and community areas, and define priorities for eliminating these gaps by making needed improvements.
- Objective 1.D: Regularly evaluate pedestrian and bicycle activity levels, facilities, and programs.
 - Policy 1.D.1: Develop and implement an annual evaluation program to count non-motorized roadway users and survey the community on pedestrian and bicycle facilities and programs.
- **Goal 2: SAFETY Improve safety for active transportation users through the design and maintenance of sidewalks, streets, intersections, and other roadway improvements such as signage, lighting, and landscaping, as well as best practice non-infrastructure programs to enhance and improve the overall safety of people walking and bicycling.**
 - Objective 2.A: Eliminate fatalities and serious injuries in collisions involving walking and biking.
 - Policy 2.A.1: Annually review reported collisions involving people walking and people biking to inform ongoing planning efforts, track effectiveness of new projects, and prioritize improvements at locations throughout the city.
 - Policy 2.A.2: Identify opportunities to reduce traffic exposure for people walking by reducing crossing distances and/or providing safe and convenient pedestrian facilities.
 - Policy 2.A.3: Identify opportunities to reduce traffic exposure for people on bicycles by removing conflict zones, providing barriers between modes of roadway users, redesigning intersections to accommodate bicycle travel, and/or providing other dedicated facilities.
 - Objective 2B: Work to improve walking and biking conditions at intersections with the highest rates of collisions.
- **Goal 3: INFRASTRUCTURE AND SUPPORT FACILITIES Maintain and improve the quality, operation, and integrity of the pedestrian and bicycle network infrastructure that allows for convenient and direct connections throughout Garden Grove. Increase the number of high quality support facilities to complement the network, and create public pedestrian and bicycle environments that are attractive, functional, and accessible to all people.**
 - Objective 3.B: Adopt a citywide Complete Streets Policy that facilitates design and construction of streets that accommodate the needs of all people.
 - Objective 3.C: Provide maintained walkways and bikeways that are clean, safe, and attractive.
 - Policy 3.C.1: Provide routine maintenance of pedestrian and bicycle network facilities, as funding and priorities allow. Programs to support these maintenance efforts could include: a. Sidewalk repair programs, including incentives to property owners to improve adjoining sidewalks beyond any required maintenance. b. Bicycle rack installation programs, including city-funded installation of bicycle racks in

commercial corridors, schools, and other public buildings and/or incentives to property owners to install bicycle parking on private property,

- **Goal 4: NON-INFRASTRUCTURE PROGRAMS Increase awareness of the value of pedestrian and bicycle travel for commute and non-commute trips through encouragement, education, enforcement, and evaluation programs that support walking and bicycling.**
 - 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.
 - Policy 4.A.1: Identify and develop education and encouragement projects working with the school community through the Safe Routes to School program. This program could include: a. Identifying Capital Improvement Programs (CIPs), working with the school community. b. Applying for state and federal Safe Routes to School funding and other grants to construct capital improvements and implement educational and encouragement programs, and c. Developing and distributing maps that identify the most appropriate routes for students to walk or ride a bicycle to/from school.
 - Objective 4.C: Introduce and promote education, encouragement, and outreach for pedestrian and bicycle programs.
 - Policy 4.C.1: Support programs that encourage and promote pedestrian and bicycle travel. These programs could include: a. Creation of a social marketing campaign to promote the benefits of active lifestyles, active transportation, walking, biking, and focusing on the role of walking or biking in promoting health and lowering obesity. b. Development and implementation of effective safety programs for adults and youths to educate people driving, walking, and biking of their rights and responsibilities, and c. Informing interested agencies and organizations about available education materials and assistance such as those programs administered by the National Safe Routes to School Partnership.
- **Goal 5: EQUITY Improve accessibility for all people walking and bicycling through equity in public engagement, service delivery, and capital investments.**
 - Objective 5.A: Assist neighborhoods that desire to improve pedestrian access to, from, and within their neighborhood.
 - Policy 5.A.1: Develop programs that empower and enable neighborhoods and groups of residents to identify, prioritize, and move forward with pedestrian or bicycle safety improvements in their area, including neighborhood traffic calming.
- **Goal 6: IMPLEMENTATION**
 - Objective 6.B: Make every effort to consider pedestrian and bicycle projects into the City's Capital Improvement Program (CIP) that will create a more walkable and bikeable environment in Garden Grove.
 - Policy 6.B.3: Identify dedicated pedestrian and bicycle project funding by 2021.
 - Objective 6.C: Ensure pedestrian and bicycle transportation is coordinated within the city and externally.

Support for Safe Routes to School could be strengthened in the Active Streets Master Plan by:

- Including trips to school in the development and implementation of the annual evaluation program to count non-motorized roadway users and survey the community on pedestrian and bicycle facilities and programs.
- Emphasizing the role of Safe Routes to School in increasing the mode share of pedestrian and bicycle travel to 15 percent for trips of one mile or less by 2020.
- Include strategies to work directly with school districts to implement driving, walking, and bicycling education and programs.

2. General Plan Circulation Element

The City of Garden Grove updated its General Plan in 2008. The Circulation Element includes goals, policies, and implementation programs to improve mobility for all users in the city, including people walking and bicycling. A number of the goals, policies, and implementation programs support Safe Routes to School. Examples are included below.

- **Goal CIR-3 Minimized intrusion of commuter traffic on local streets through residential neighborhoods.**
 - Policy CIR-3.1 Conduct neighborhood circulation studies to determine the nature and extent of actual and perceived traffic through these areas.
 - Policy CIR-3.2 Create disincentives for traffic traveling through neighborhoods, where feasible.
 - Policy CIR-3.3 Review new development or redevelopment projects adjacent to established residential neighborhoods for potential traffic intrusion impacts. The review should recommend methods, such as but not limited to 1) expanding parkways to reduce the roadway width, 2) limiting the number of ingress/egress locations on-site, 3) traffic circles, 4) diverters, or speed humps, 5) curb extensions, 6) entrance treatments, or other effective traffic management techniques that reduce or eliminate the traffic intrusion impacts.
 - Policy CIR-3.5 Require new developments to implement access and traffic management plans that will reduce the potential for neighborhood traffic intrusion through factors such as driveway location, turn restrictions, shuttle bus operations, and/or travel demand strategies.
 - CIR-IMP-3A Continue to work with citizens to identify and implement appropriate neighborhood traffic management strategies to minimize non-local traffic volumes in residential areas.
 - CIR-IMP-3B Continue to enforce the City's posted speed limits. To this end, implement vehicular speed awareness programs (e.g., mobile radar trailers, traffic stops, etc.). Particular attention should be focused on those areas immediately adjacent to the Garden Grove Freeway.
- **Goal CIR-4 A reduction in vehicle miles traveled in order to create a more efficient urban form.**
- **Goal CIR-5 Increased awareness and use of alternate forms of transportation generated in, and traveling through, the City of Garden Grove.**

- Policy CIR-5.3 Provide appropriate bicycle access throughout the City of Garden Grove.
- Policy CIR-5.4 Provide appropriate pedestrian access throughout the City of Garden Grove.
- **Goal CIR-6 A safe, appealing, and comprehensive bicycle network provides additional recreational opportunities for Garden Grove residents and employees.**
 - Policy CIR-6.5 Sponsor bicycle safety and education programs.
 - CIR-IMP-6E Consider implementing the Safe Routes to schools program to qualify for funding.

Support for Safe Routes to School could be strengthened in the General Plan Circulation Element by:

- Prioritizing schools in the City’s goals of building a transportation system that maximizes freedom of movement and maintains a balance between mobility, safety, cost efficiency of maintenance, and the quality of the City’s environment.
- Including school zones in the monitoring of key intersections where congestion is likely to occur as a result of increasing traffic volumes.
- Including school zones in the City’s goal of minimizing intrusion of commuter traffic on local streets through residential neighborhoods.
- Including trip to school in the neighborhood conducted circulation studies to determine the nature and extent of actual and perceived traffic through these areas.
- Prioritizing school zones in speed enforcement efforts.
- Prioritizing schools in planning and implementation of the bicycle network.
- Encouraging more walking and bicycling trip to and from school as a tool to reduce the number of miles traveled by residents.
- Extending bicycle, pedestrian, and driving education to students, parents, and the community.

D. SAFE ROUTES TO SCHOOL NATIONAL PARTNERSHIP RECOMMENDATIONS

The City of Garden Grove has strong policies and plans supporting active transportation and Safe Routes to School. The City’s Active Streets Plan includes a Safe Routes to School element drawing connections to the importance of safe and accessible options for walking and bicycling to and near schools. In contrast, the Garden Grove Unified School District does not currently have policies that directly support Safe Routes to School.

Key considerations for the Garden Grove Unified School District to strengthen support for Safe Routes to School include:

- Adopt a Safe Routes to School Policy or incorporate Safe Routes to School into the Wellness Policy and others.
- Review any facilities planning or school siting policies and ensure they include:
 - Evaluating transportation options for students and staff during siting process.
 - Including Safe Routes to School staff, volunteers, and city transportation staff in siting procedures.
 - Requiring new school sites have safe and accessible transportation options for students that include walking and biking to and from school.

Key considerations for the City of Garden Grove to strengthen support for Safe Routes to School include:

- Including trips to school in the development and implementation of an annual evaluation program to count non-motorized roadway users and survey the community on pedestrian and bicycle facilities and programs.
- Emphasizing the role of Safe Routes to School in increasing the mode share of pedestrian and bicycle travel to 15 percent for trips of one mile or less by 2020.
- Adopting a city Safe Routes to School policy in the form of a city council resolution.
- Adopting a Complete Streets policy.
- Consider expanding the City’s Accident Reduction Campaign to adopt a Vision Zero Policy and develop a Vision Zero Plan with the goal of eliminating all traffic fatalities and severe injuries. A future Vision Zero Plan can support Safe Routes to School by:
 - Changing name of Accident Reduction Team to align with Vision Zero. Using the word collision instead of accident.
 - When identifying streets and intersections that will be prioritized for infrastructure improvements, enforcement, and programming, include schools, parks, and areas commonly frequented by children and families.
 - Prioritizing children’s safety by gathering and analyzing data specifically for all schools in the community to identify those with the greatest safety risks.
 - Prioritizing reducing speeding and speed limits around schools.
 - Engaging community groups in Vision Zero and Safe Routes to School.

APPENDIX D. COLLISION DATA AND MAPS

A. INTRODUCTION

This appendix contains additional information regarding collisions involving pedestrians and bicyclists in Garden Grove, including:

- Race/ethnicity for collision parties (2011-2015)
- Information on primary collision factor and time of day for pedestrian and bicycle collisions (as well as pedestrian action, weather, and lighting for pedestrian collisions) involving youth (ages 5-18) (2006-2015)
- Maps showing collisions in relation to median household income by census tract (2011-2015)
- Maps showing pedestrian and bicycle collisions within one mile of each school (2006-2015)

B. RACE/ETHNICITY FOR COLLISION PARTIES (2011-2015)

ALL COLLISIONS¹

The table below breaks down parties in all collisions by race across all age groups.

	Asian	Black	Hispanic	Other	White	Total
Driver	202	15	263	54	257	791
Pedestrian	68	18	231	14	138	469
Bicyclist	80	14	288	12	155	549
Unknown	1	0	0	0	4	5
Total	351	47	782	80	554	1,814

The table below breaks down the parties in all collisions by race that involved a school-age child (age 5-18).

	Asian	Black	Hispanic	Other	White	Total
Driver	63	8	109	25	95	300
Pedestrian	15	7	117	7	39	185
Bicyclist	21	4	129	8	44	206
Unknown	1	0	0	0	3	4
Total	100	19	355	40	181	695

¹ SWITRS 2011-2015; Notes: SWITRS reports race at the party level. The data presented does not indicate who is at fault. The number of parties may exceed the number of collisions because there is typically more than one party in a collision.

PEDESTRIAN COLLISIONS

The table below breaks down parties in pedestrian collisions by race across all age groups.

	Asian	Black	Hispanic	Other	White	Total
Driver	87	10	128	18	115	358
Pedestrian	68	18	231	14	138	469
Unknown	0	0	2	0	1	3
Total	155	28	361	32	254	830

The table below breaks down the parties in pedestrian collisions by race that involved a school-age child (age 5-18).

	Asian	Black	Hispanic	Other	White	Total
Driver	26	6	59	8	43	142
Pedestrian	15	7	117	7	39	185
Total	41	13	176	15	82	327

BICYCLE COLLISIONS

The table below breaks down parties in bicycle collisions by race across all age groups.

	Asian	Black	Hispanic	Other	White	Total
Driver	115	5	135	36	142	433
Pedestrian	1	0	3	0	0	4
Bicyclist	80	14	288	12	155	549
Unknown	1	0	0	0	4	5
Total	197	19	426	48	301	991

The table below breaks down parties in bicycle collisions by race that involved a school-age child (age 5-18).

	Asian	Black	Hispanic	Other	White	Total
Driver	37	2	50	17	52	158
Bicyclist	21	4	129	8	44	206
Unknown	1	0	0	0	3	4
Total	59	6	179	25	99	368

C. INFORMATION ON PEDESTRIAN AND BICYCLE COLLISIONS INVOLVING YOUTH (2006-2015)

Youth Involved Pedestrian Collision Data²

Number of Collisions by Primary Collision Factor

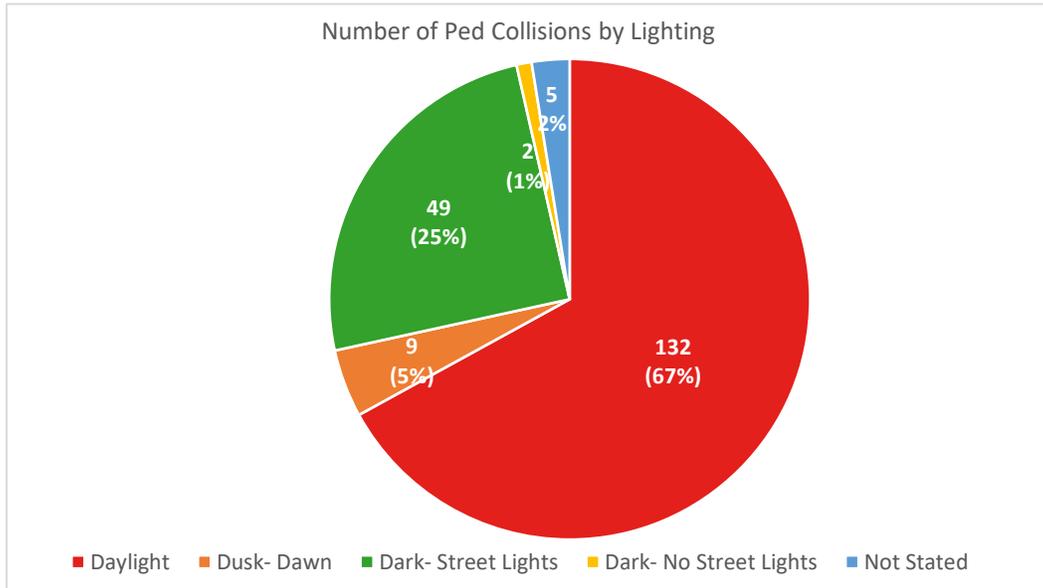
Type of Violation	Collisions N (%)
Pedestrian Violation	81 (41.12%)
Pedestrian Right of Way	65 (32.99%)
Unknown	16 (8.12%)
Not Stated	15 (7.61%)
Unsafe Speed	5 (2.64%)
Improper Turning	4 (2.03%)
Traffic Signals and Signs	3 (1.52%)
Other Improper Driving	2 (1.02%)
Automobile Right of Way	1 (0.51%)
Improper Passing	1 (0.51%)
Wrong Side of Road	1 (0.51%)
Unsafe Starting or Backing	1 (0.51%)
Impeding Traffic	1 (0.51%)
Driving or Bicycling Under the Influence of Alcohol or Drug	1 (0.51%)
Total	197 (100.0%)

Pedestrian Action

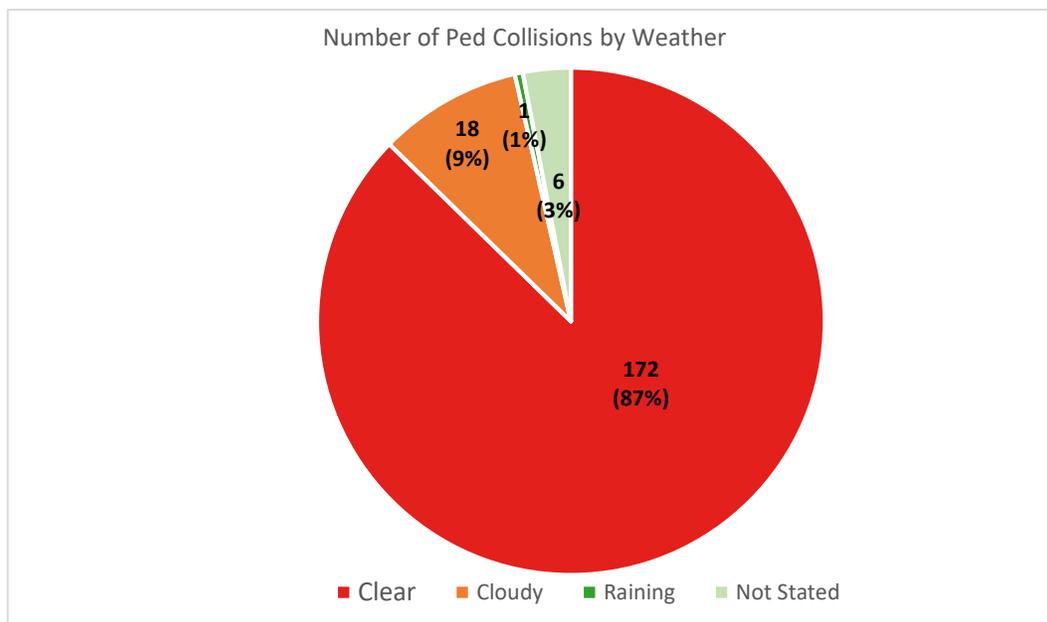
Pedestrian Action	Collisions N (%)
Crossing in Crosswalk at Intersection	94 (47.72%)
Crossing Not in Crosswalk	65 (32.99%)
In Road, Including Shoulder	17 (8.63%)
Not in Road	13 (6.60%)
Crossing in Crosswalk Not at Intersection	6 (3.05%)
--Not Stated	2 (1.02%)
Total	197 (100%)

² SWITRS 2006-2015

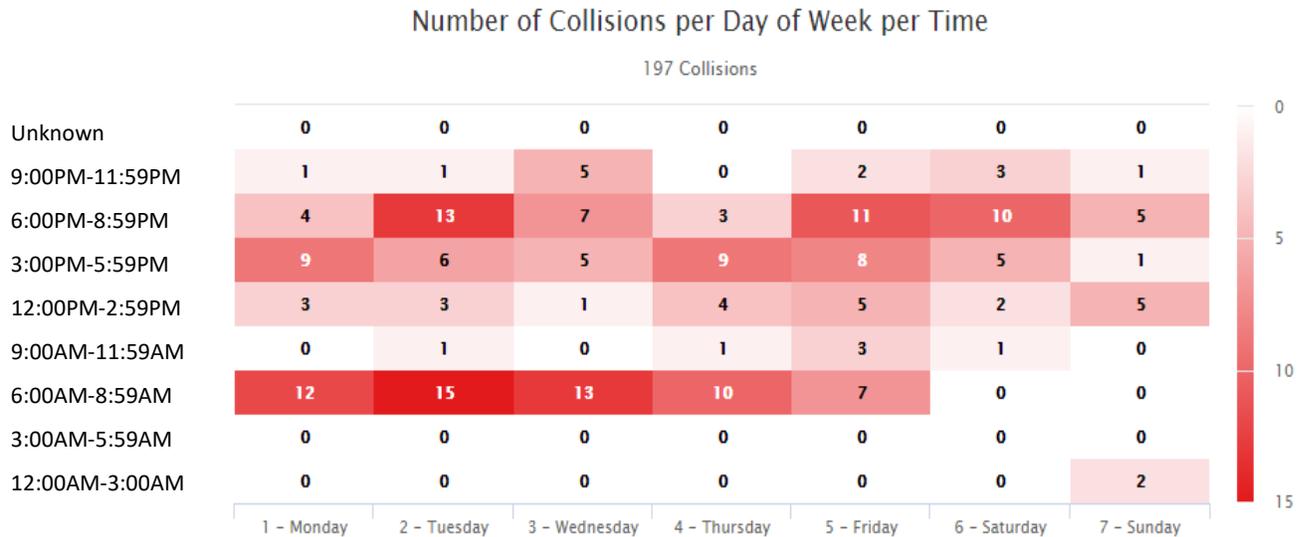
Lighting



Weather



Time of day/day of week



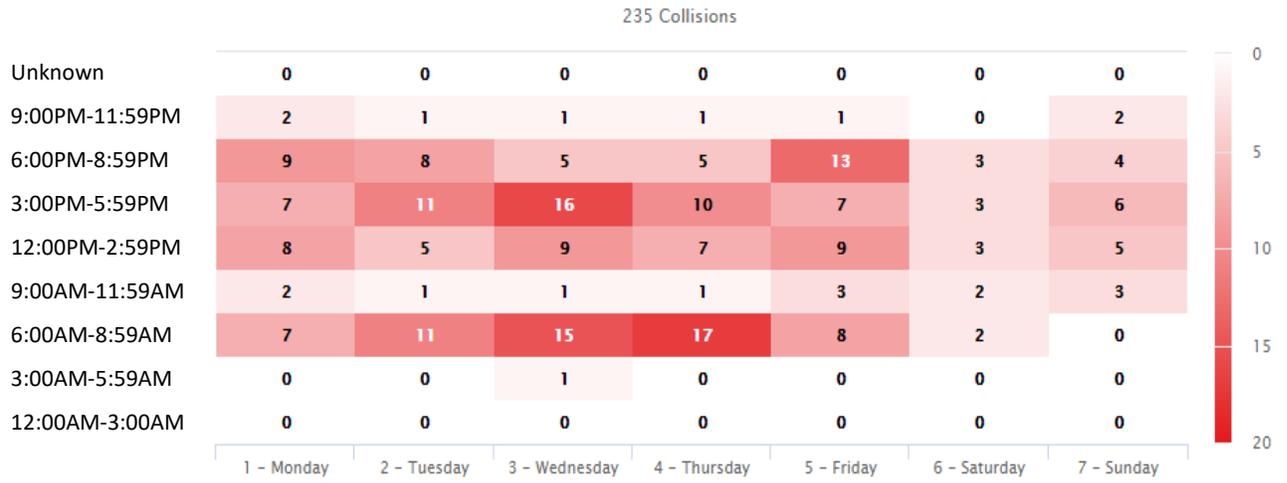
Youth Involved Bicyclist Collisions

Primary Collision Factor

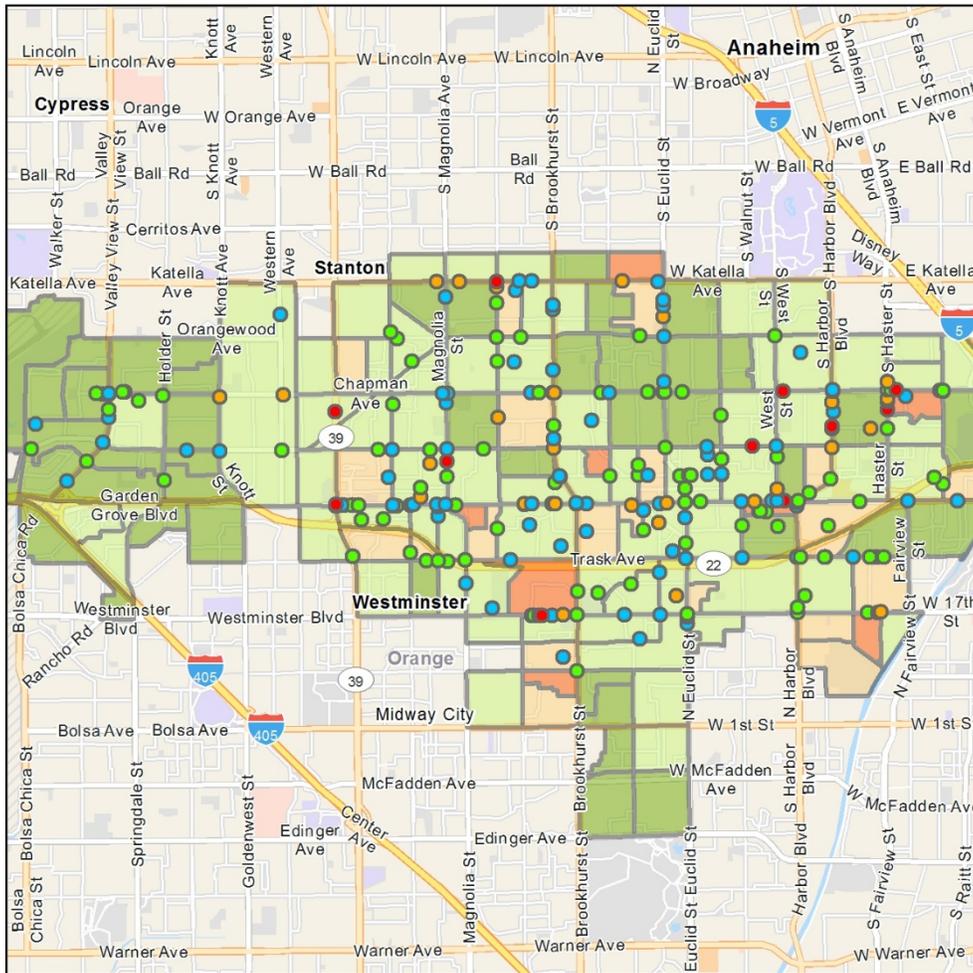
Type of Violation	Collisions N(%)
Wrong Side of Road	103 (43.83%)
Automobile Right of Way	52 (22.13%)
Traffic Signals and Signs	22 (9.36%)
Improper Turning	14 (5.96%)
- - Not Stated	10 (4.26%)
Pedestrian Right of Way	8 (3.40%)
Unknown	6 (2.55%)
Other Hazardous Violation	6 (2.55%)
Unsafe Speed	4 (1.70%)
Other Than Driver (or Pedestrian)	3 (1.28%)
Pedestrian Violation	3 (1.28%)
Other Improper Driving	2 (0.85%)
Brakes	1 (0.43%)
Driving or Bicycling Under the Influence of Alcohol or Drug	1 (0.43%)
Total	235 (100%)

Time of day/day of week for bicyclist collisions

Number of Collisions per Day of Week per Time



Garden Grove Pedestrian Collision Map (2011 - 2015)



Collision Severity (2011-2015)

- Fatal (18)
- Injury (Severe) (35)
- Injury (Other Visible) (112)
- Injury (Complaint of Pain) (102)

2016 Median Household Income

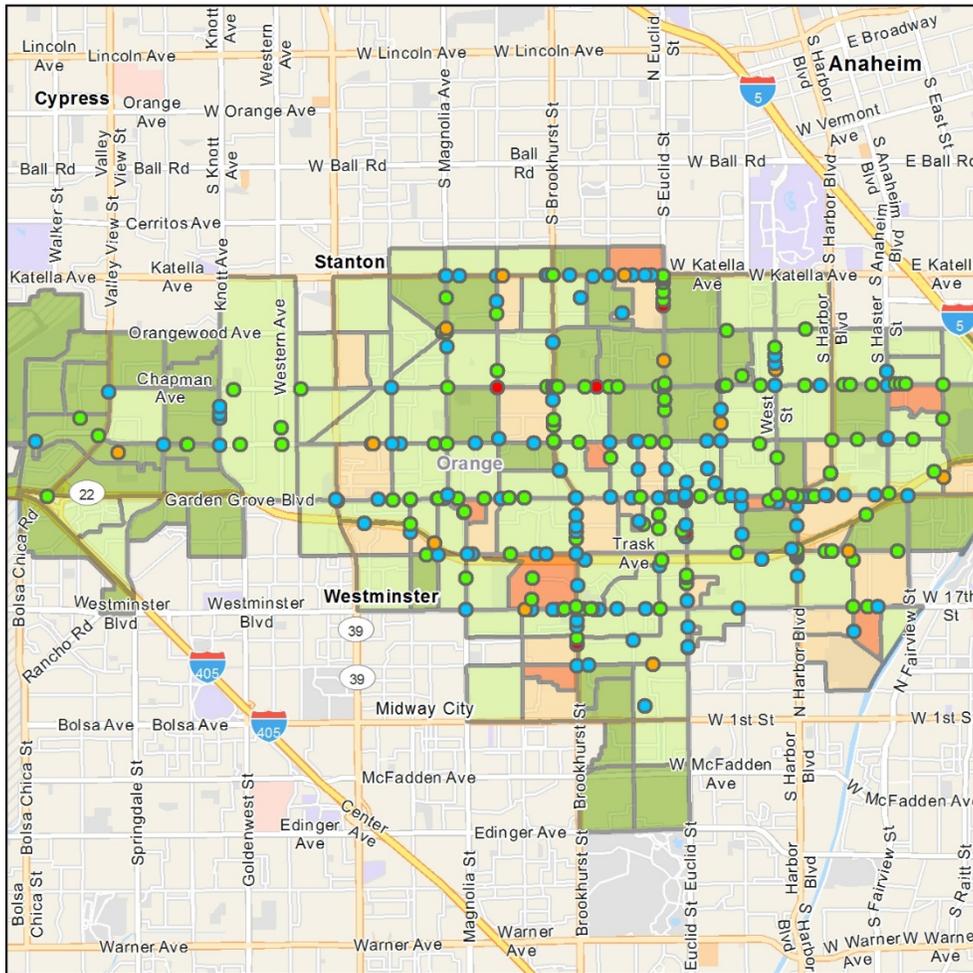
- < 35K
- 35K - 50K
- 50K - 75K
- > 75K



Data Source: Collision - SWTRS 2011 - 2015 (2014 - 2015 data is provisional);
 Demographics - Esri, US Census Bureau, and ACS
 Date: 7/6/2017

This map shows where all the pedestrian/bicycle injury collisions occurred and may not extend to the city's boundaries.

Garden Grove Bicycle Collision Map (2011 - 2015)



Collision Severity (2011-2015)

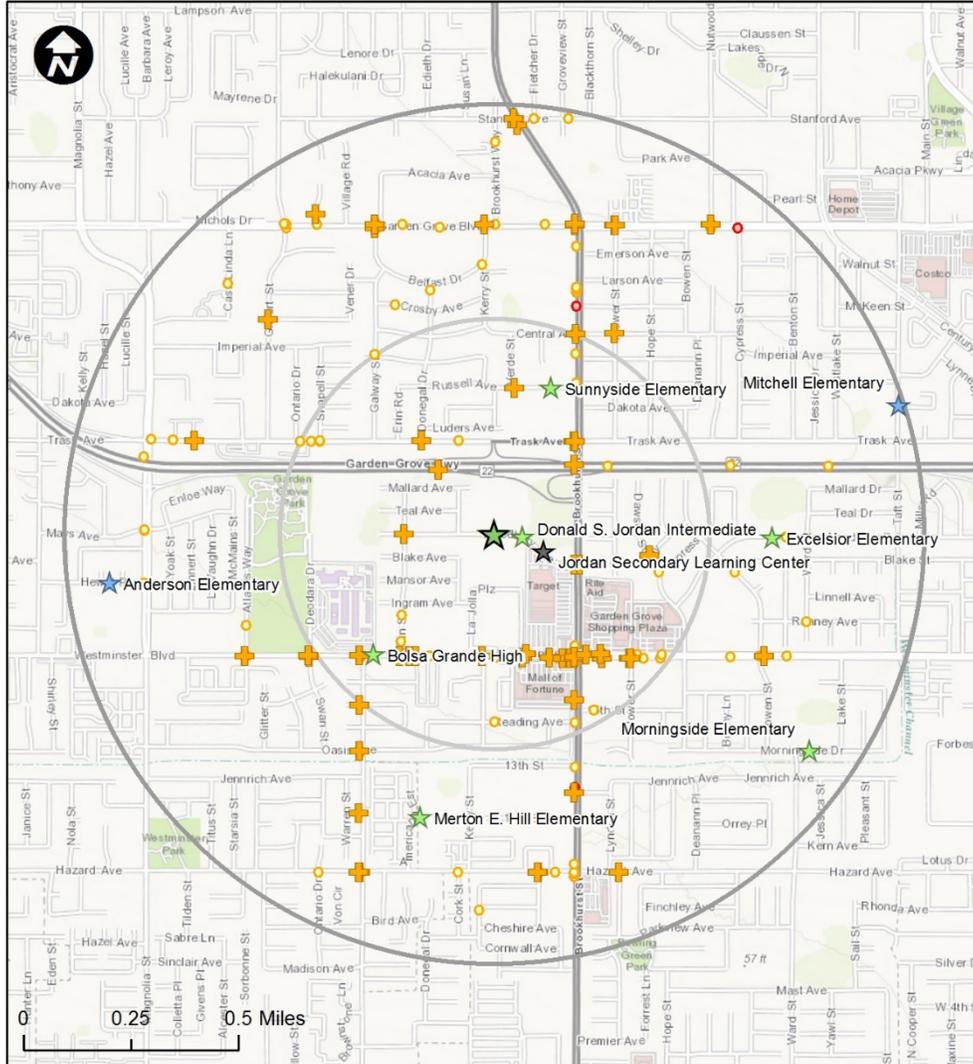
- Fatal (5)
- Injury (Severe) (19)
- Injury (Other Visible) (149)
- Injury (Complaint of Pain) (154)

2016 Median Household Income

- < 35K
- 35K - 50K
- 50K - 75K
- > 75K

Garden Grove - A. J. Cook Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

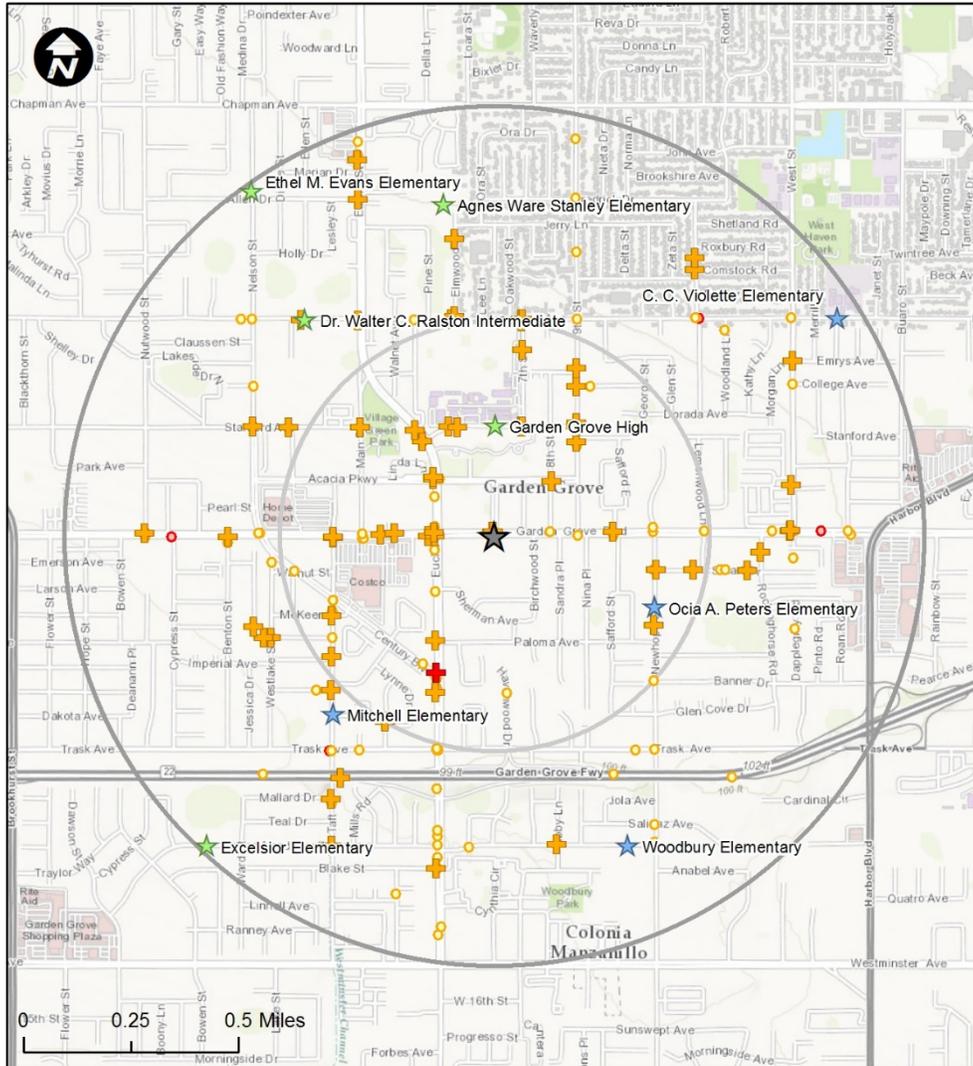
9802 Woodbury Ave., Garden Grove, CA 92844-2819; CDSCode: 30665226028211



Collision Data Source: SWITRS 2006-2015

Garden Grove - Adult Education Pedestrian or Bicycle Collisions Near School (2006-2015)

11262 Garden Grove Blvd., Garden Grove, CA 92843; CDSCode: 30665223030012



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (5)
- ★ Low Income (>75) (4)

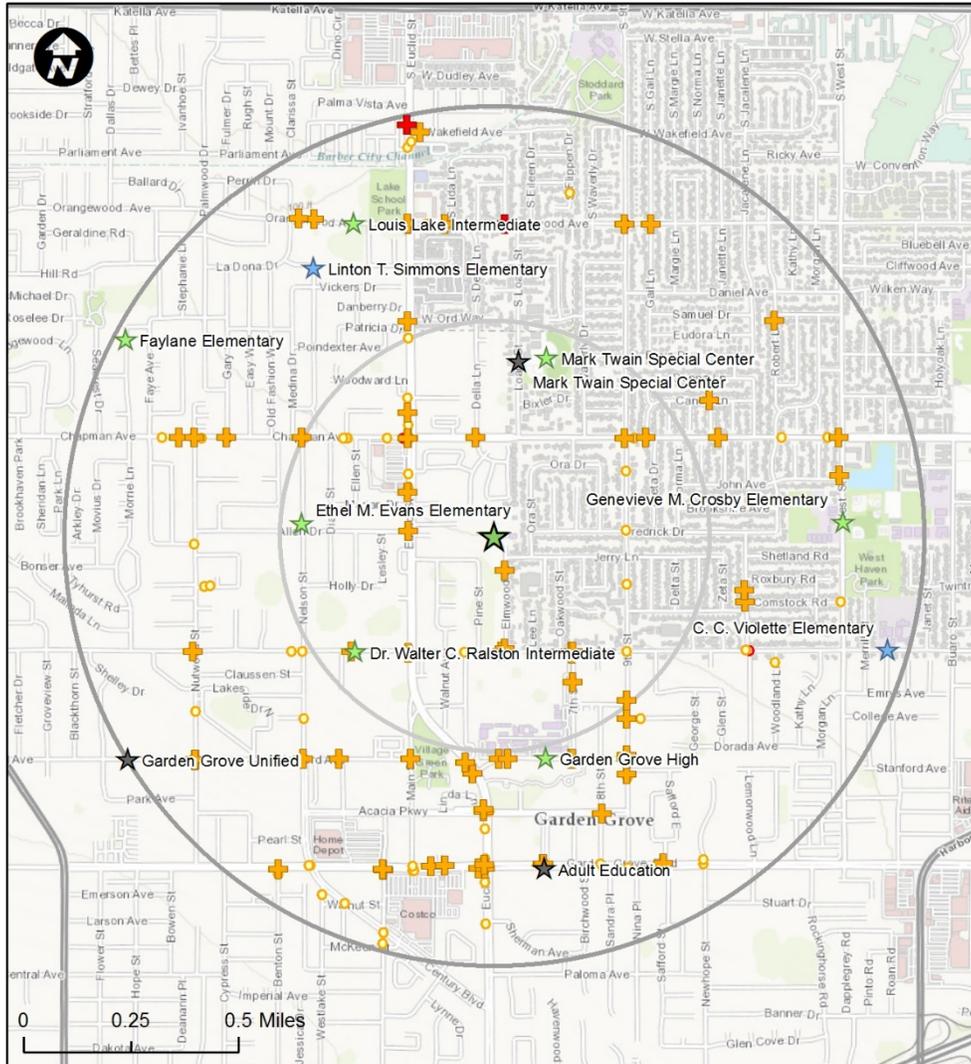
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (72)
- Fatality (other) (4)
- Injury (other) (113)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Agnes Ware Stanley Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

12201 Elmwood Ave., Garden Grove, CA 92840-3439; CDSCode: 30665226028229



Schools by % FRPM

- ★ Unknown (3)
- ★ Middle Income (40-75) (8)
- ★ Low Income (>75) (2)

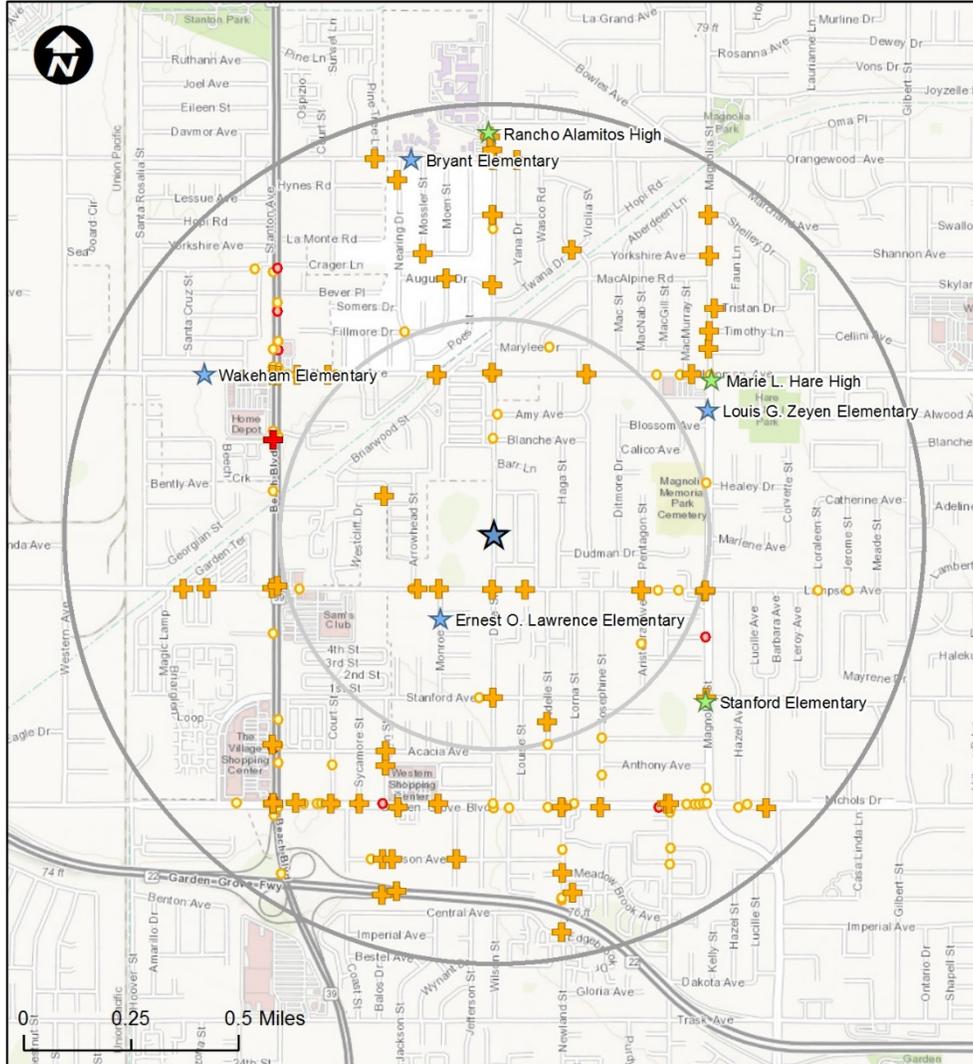
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (2)
- ✚ Injury (age 5-18) (76)
- Fatality (other) (4)
- Injury (other) (97)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Alamos Intermedate Pedestrian or Bicycle Collisions Near School (2006-2015)

12381 Dale St., Garden Grove, CA 92841-3219; CDSCode: 30665226028237



Schools by % FRPM

- ★ Middle Income (40-75) (3)
- ★ Low Income (>75) (5)

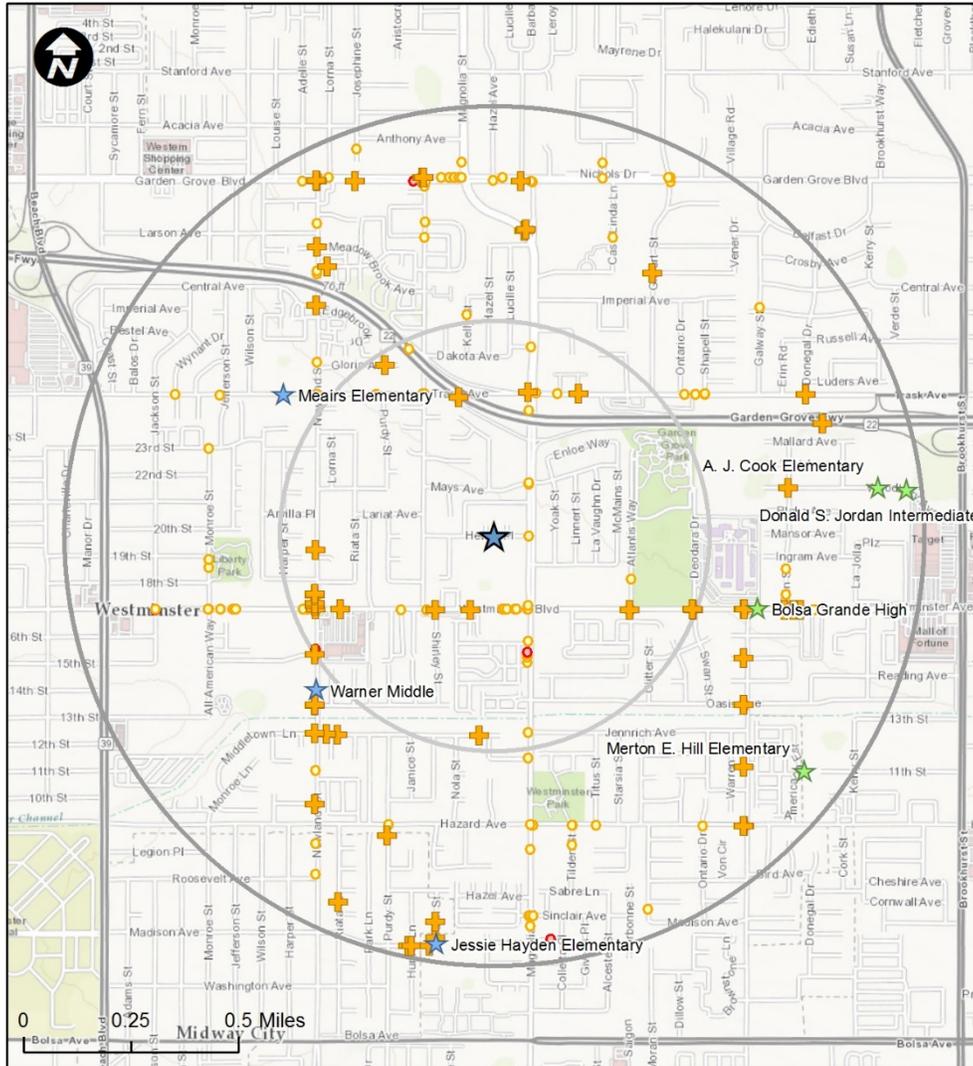
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (69)
- Fatality (other) (13)
- Injury (other) (128)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Anderson Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

8902 Hewitt Pl., Garden Grove, CA 92844-2630; CDSCode: 30667466030795



Schools by % FRPM

- ★ Middle Income (40-75) (4)
- ★ Low Income (>75) (4)

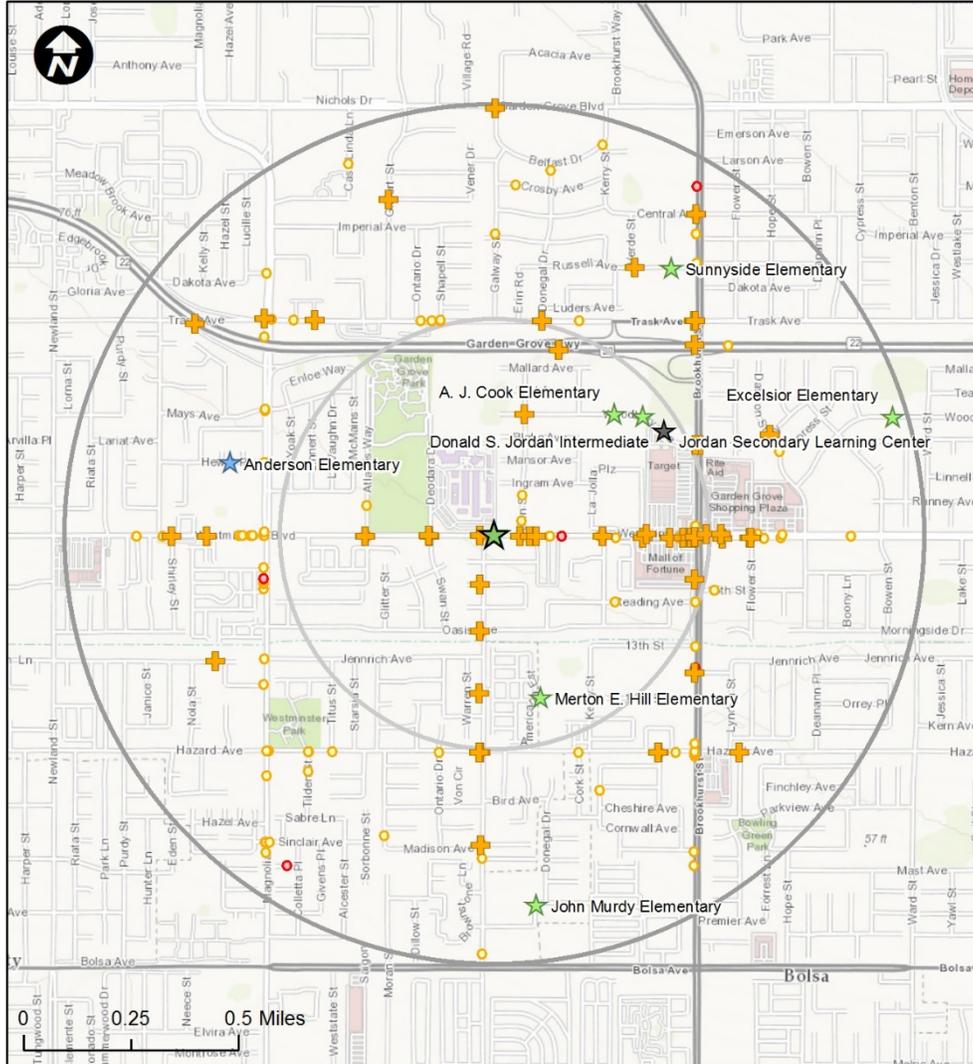
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (61)
- Fatality (other) (8)
- Injury (other) (150)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Bolsa Grande High Pedestrian or Bicycle Collisions Near School (2006-2015)

9401 Westminster Ave., Garden Grove, CA 92844-2901; CDSCode: 30665223030434



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (7)
- ★ Low Income (>75) (1)

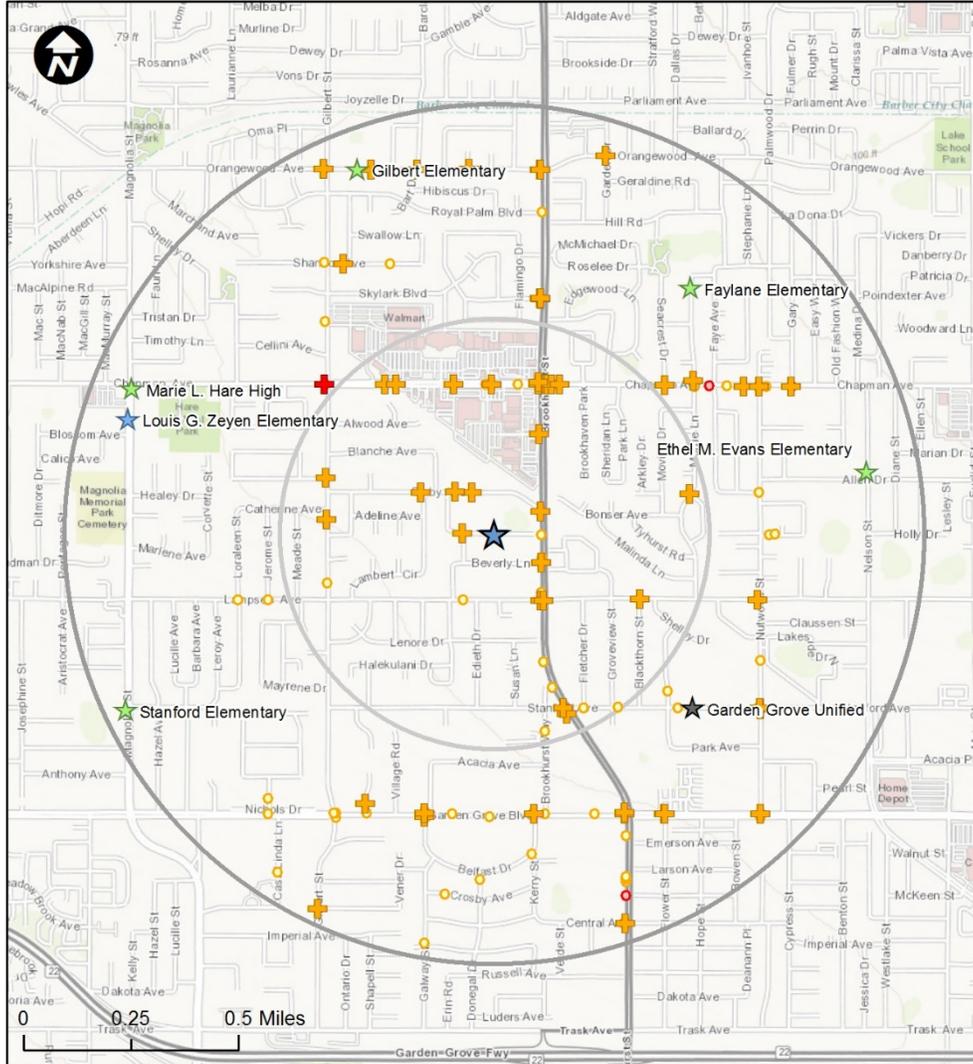
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (56)
- Fatality (other) (6)
- Injury (other) (150)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Brookhurst Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

9821 William Dalton Way, Garden Grove, CA 92841-3841; CDSCode: 3066522602852



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (5)
- ★ Low Income (>75) (2)

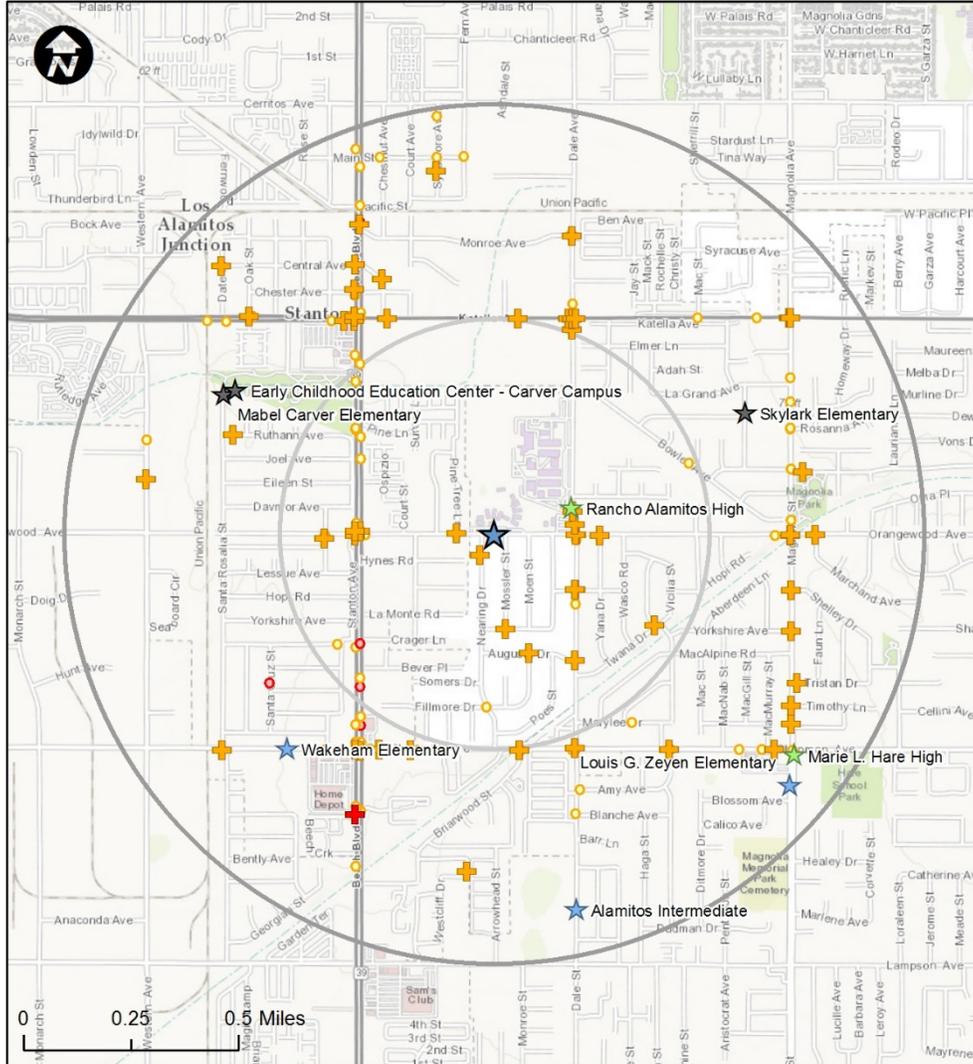
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (59)
- Fatality (other) (6)
- Injury (other) (95)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Bryant Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

8371 Orangewood Ave., Garden Grove, CA 92841-1517; CDSCode: 30665226028260



Schools by % FRPM

- ★ Unknown (3)
- ★ Middle Income (40-75) (2)
- ★ Low Income (>75) (4)

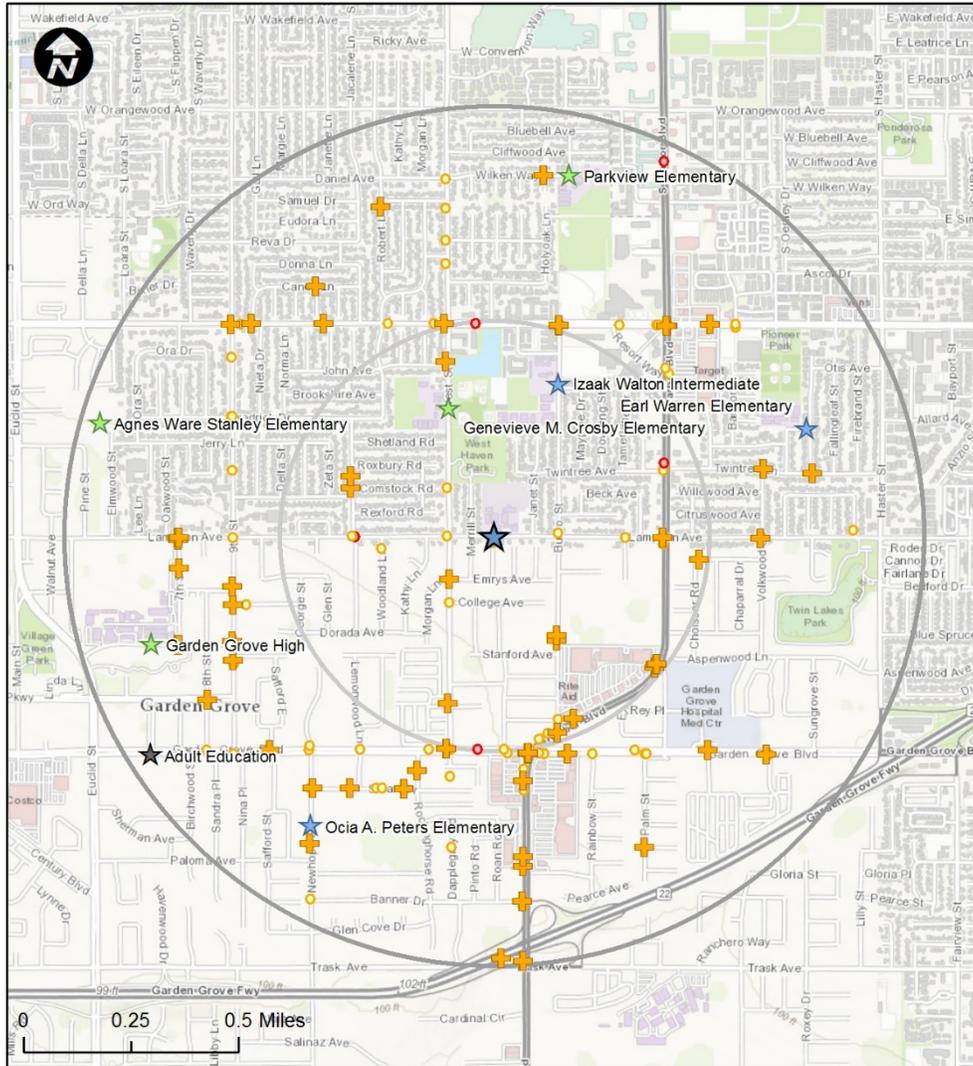
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (60)
- Fatality (other) (7)
- Injury (other) (103)

Collision Data Source: SWITRS 2006-2015

Garden Grove - C. C. Violette Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

12091 Lampson Ave., Garden Grove, CA 92840-5643; CDSCode: 30665226028278



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (4)
- ★ Low Income (>75) (4)

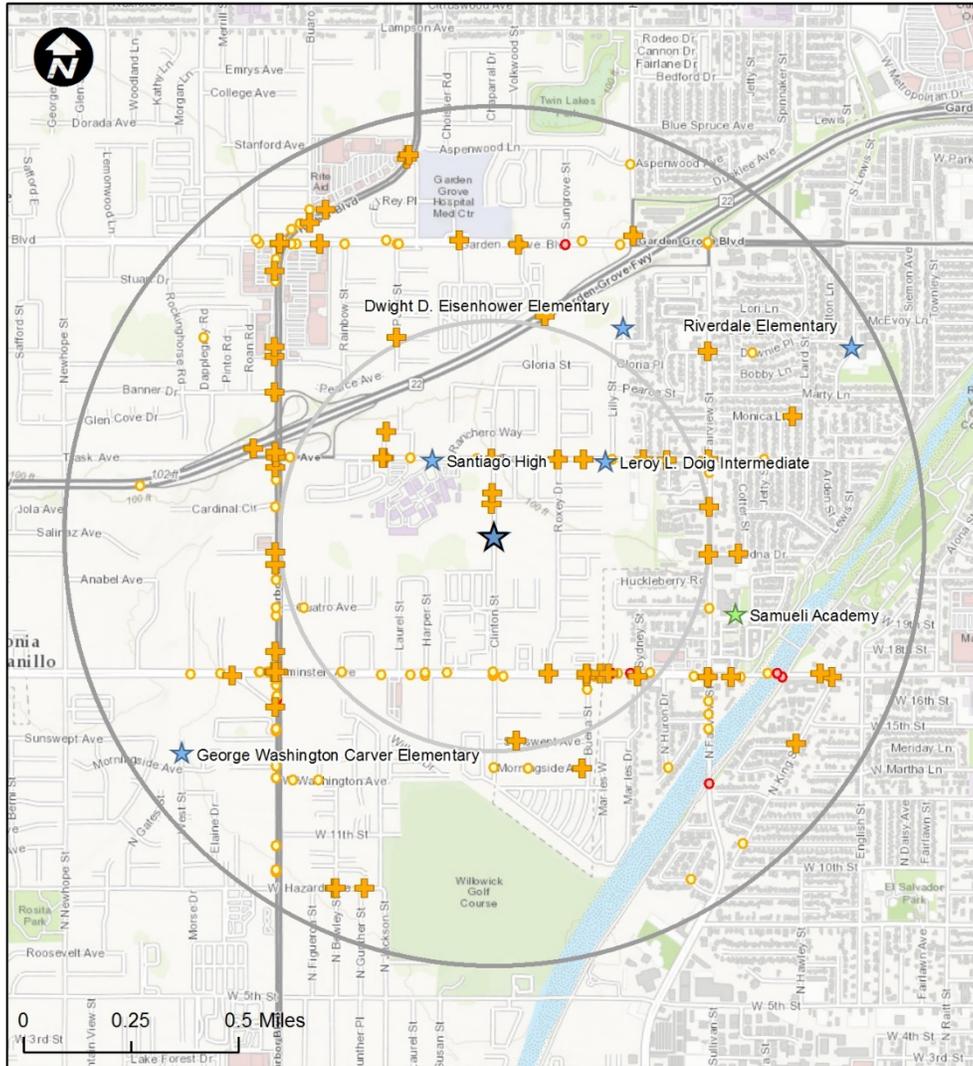
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (69)
- Fatality (other) (6)
- Injury (other) (94)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Clinton Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

13641 Clinton St., Garden Grove, CA 92843-4110; CDSCode: 30665226028294



Schools by % FRPM

- ★ Middle Income (40-75) (1)
- ★ Low Income (>75) (6)

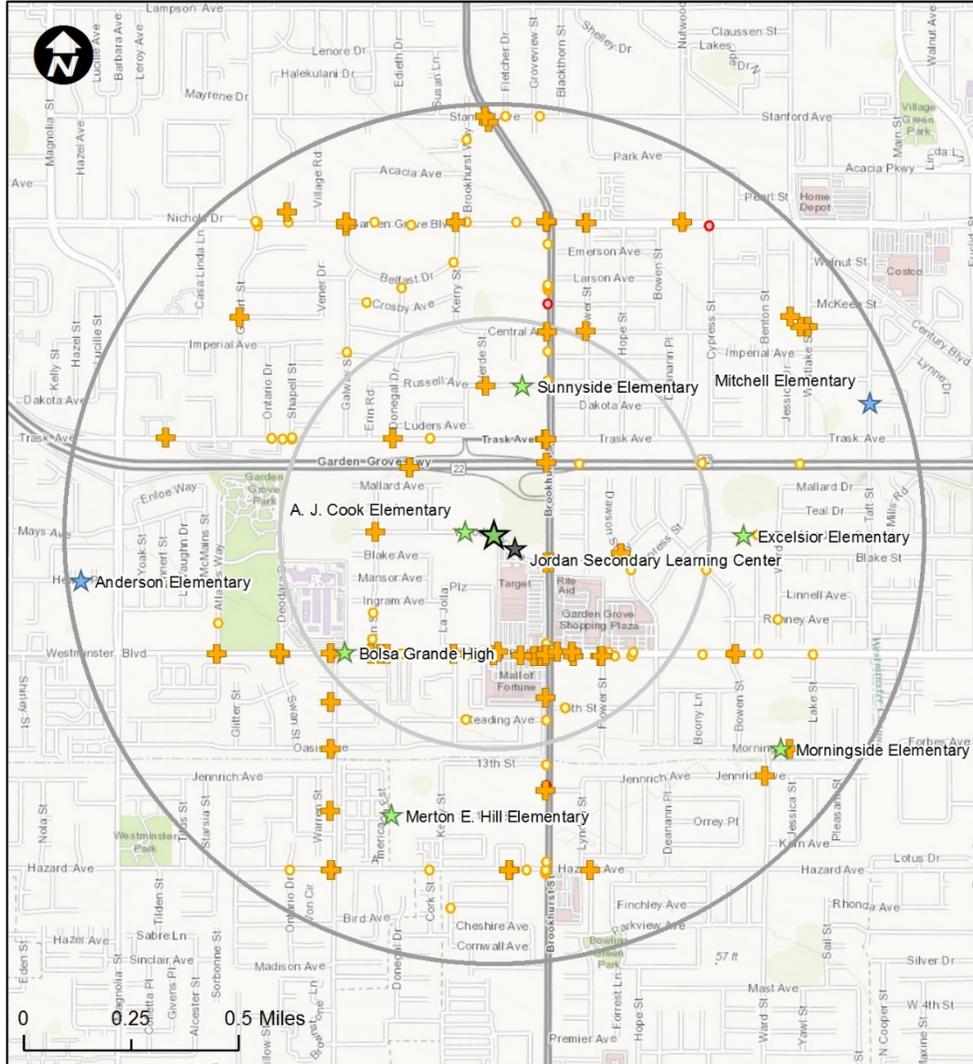
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (73)
- Fatality (other) (9)
- Injury (other) (134)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Donald S. Jordan Intermediate Pedestrian or Bicycle Collisions Near School (2006-2015)

9821 Woodbury Rd., Garden Grove, CA 92844-2835; CDSCode: 30665226028302



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (7)
- ★ Low Income (>75) (2)

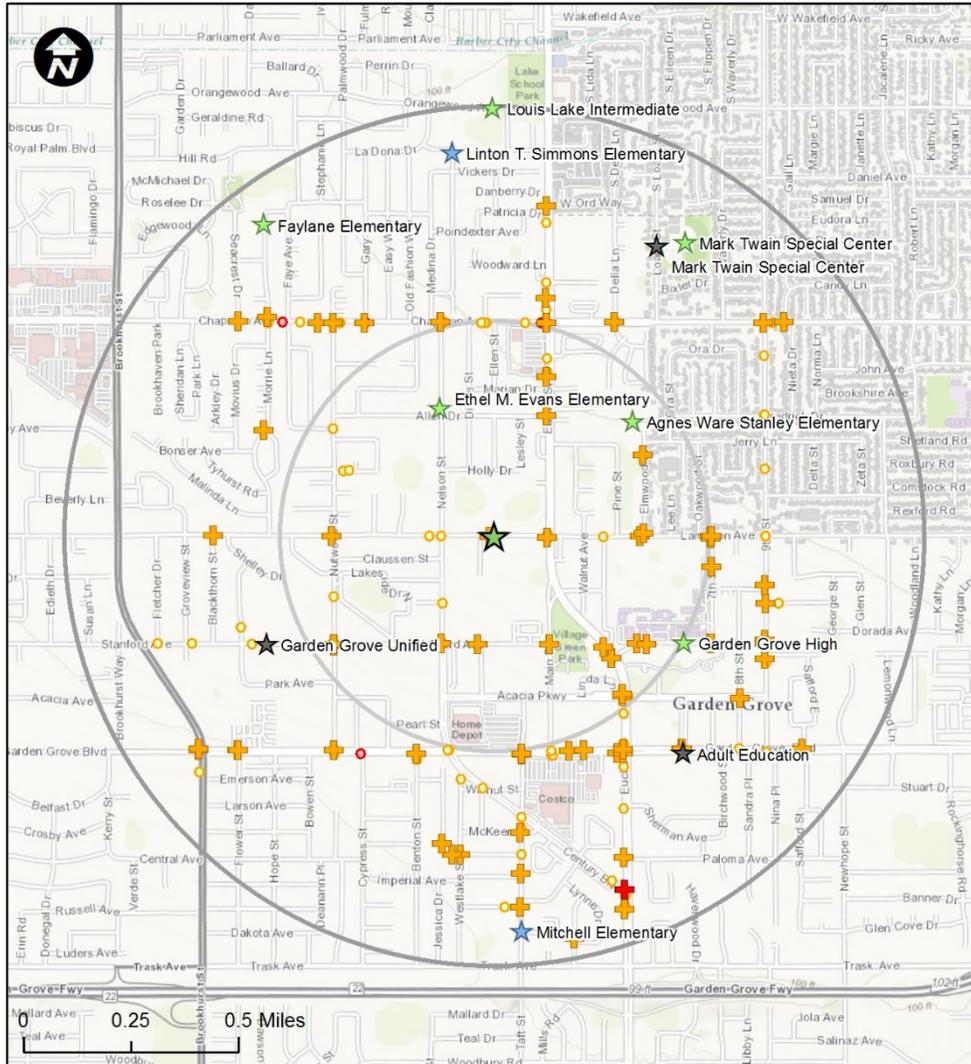
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (67)
- Fatality (other) (8)
- Injury (other) (140)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Dr. Walter C. Ralston Intermediate Pedestrian or Bicycle Collisions Near School (2006-2015)

10851 East Lampson Ave., Garden Grove, CA 92840-5134; CDSCode: 30665226028534



Schools by % FRPM

- ★ Unknown (3)
- ★ Middle Income (40-75) (7)
- ★ Low Income (>75) (2)

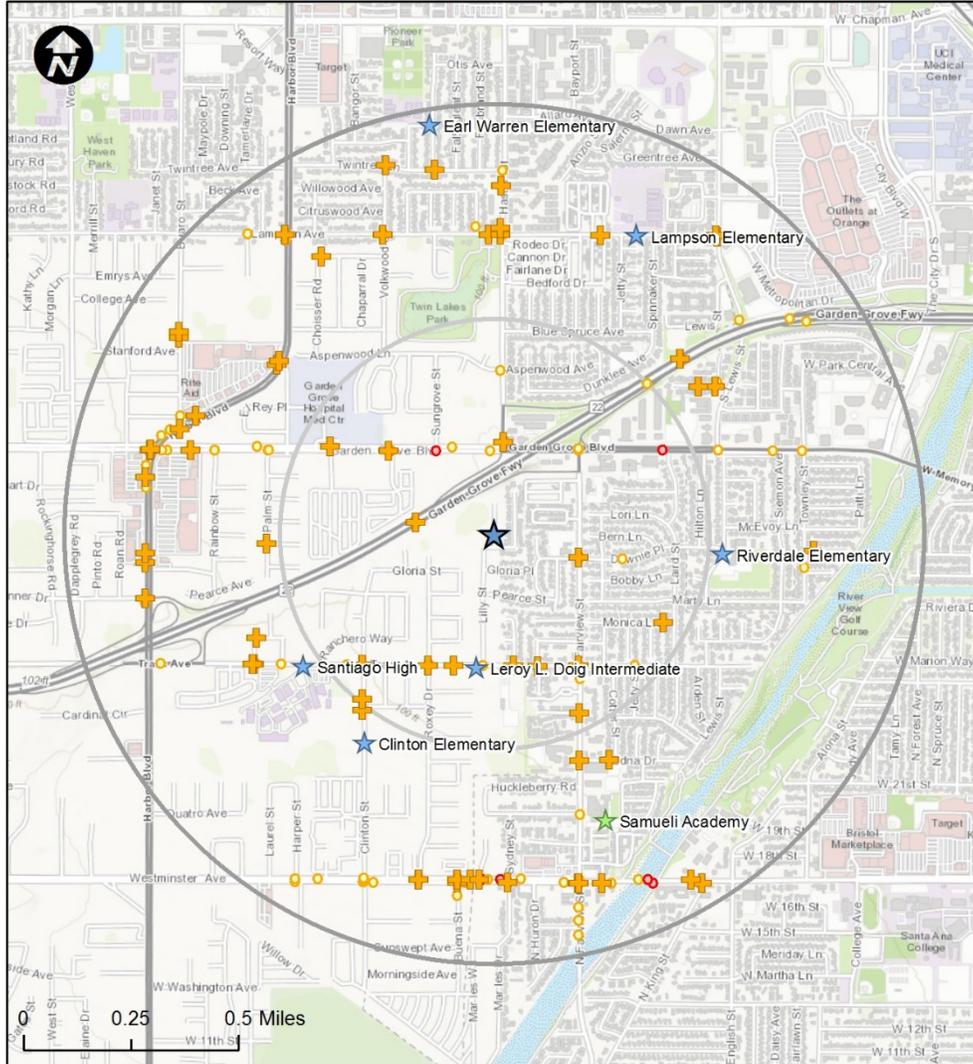
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (78)
- Fatality (other) (5)
- Injury (other) (104)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Dwight D. Eisenhower Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

13221 Lilly St., Garden Grove, CA 92843-2156; CDSCode: 30665226028310



Schools by % FRPM

- ★ Middle Income (40-75) (1)
- ★ Low Income (>75) (7)

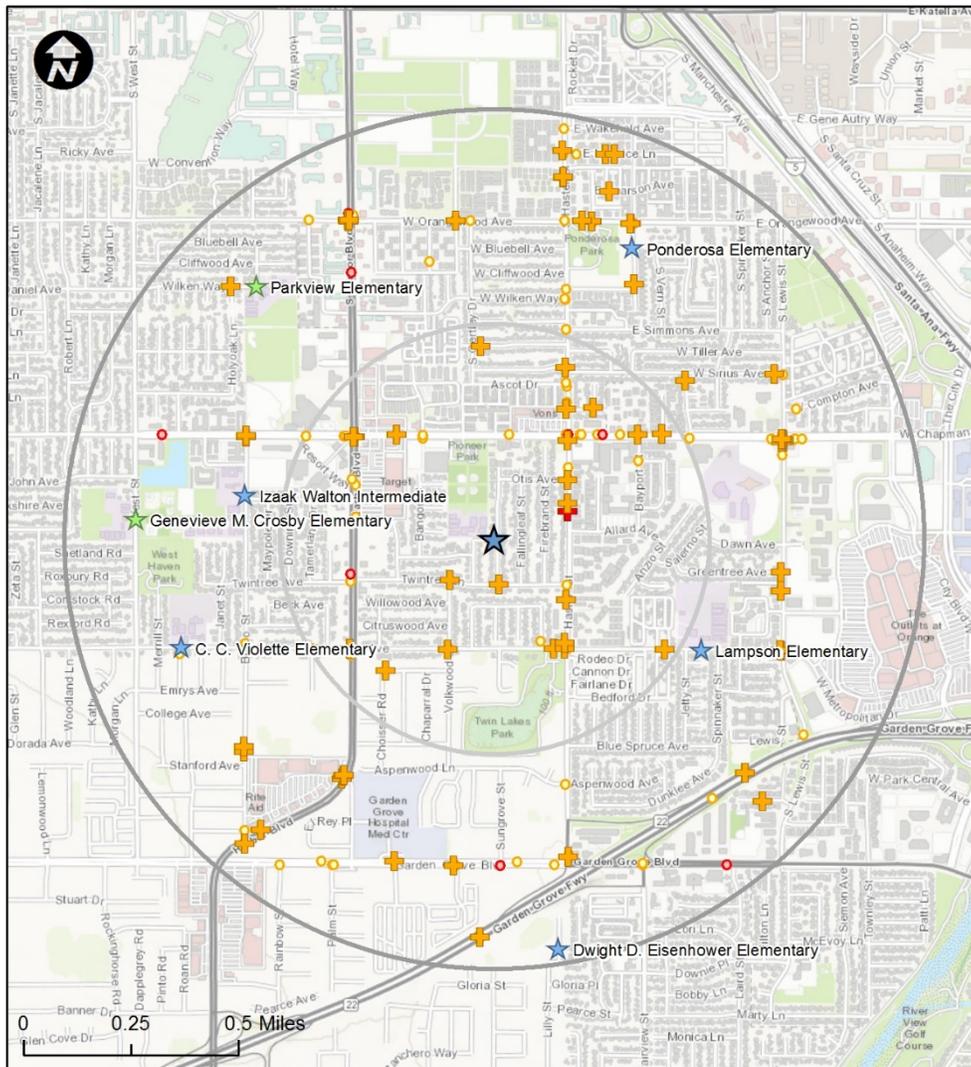
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (75)
- Fatality (other) (7)
- Injury (other) (102)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Earl Warren Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

12871 Estock Dr., Garden Grove, CA 92840-4205; CDSCode: 30665226028328



Schools by % FRPM

- ★ Middle Income (40-75) (2)
- ★ Low Income (>75) (6)

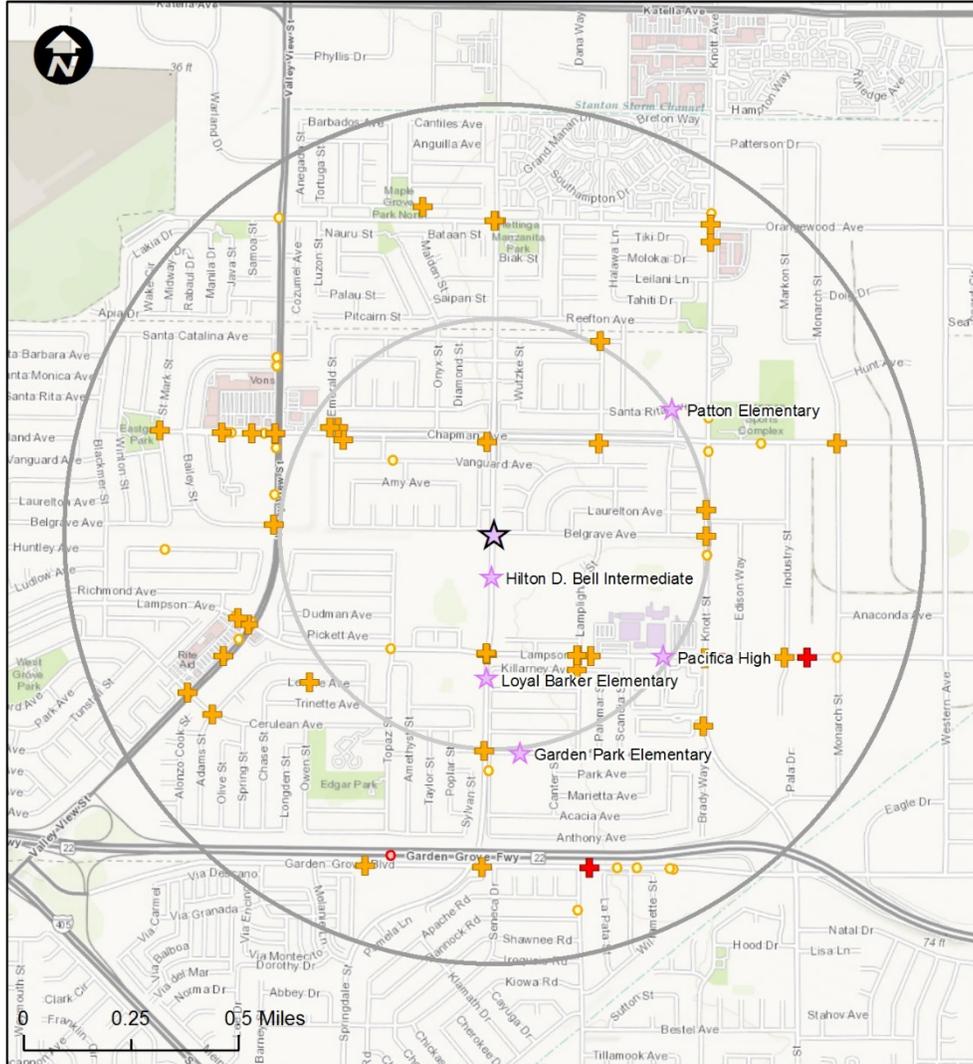
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (67)
- Fatality (other) (9)
- Injury (other) (107)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Enders Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

12302 Springdale St., Garden Grove, CA 92845-2239; CDSCode: 30665226028500



Schools by % FRPM

★ High Income (<40) (6)

Pedestrian/Bicycle Collisions within 1 Mile

✚ Fatality (age 5-18) (2)

✚ Injury (age 5-18) (45)

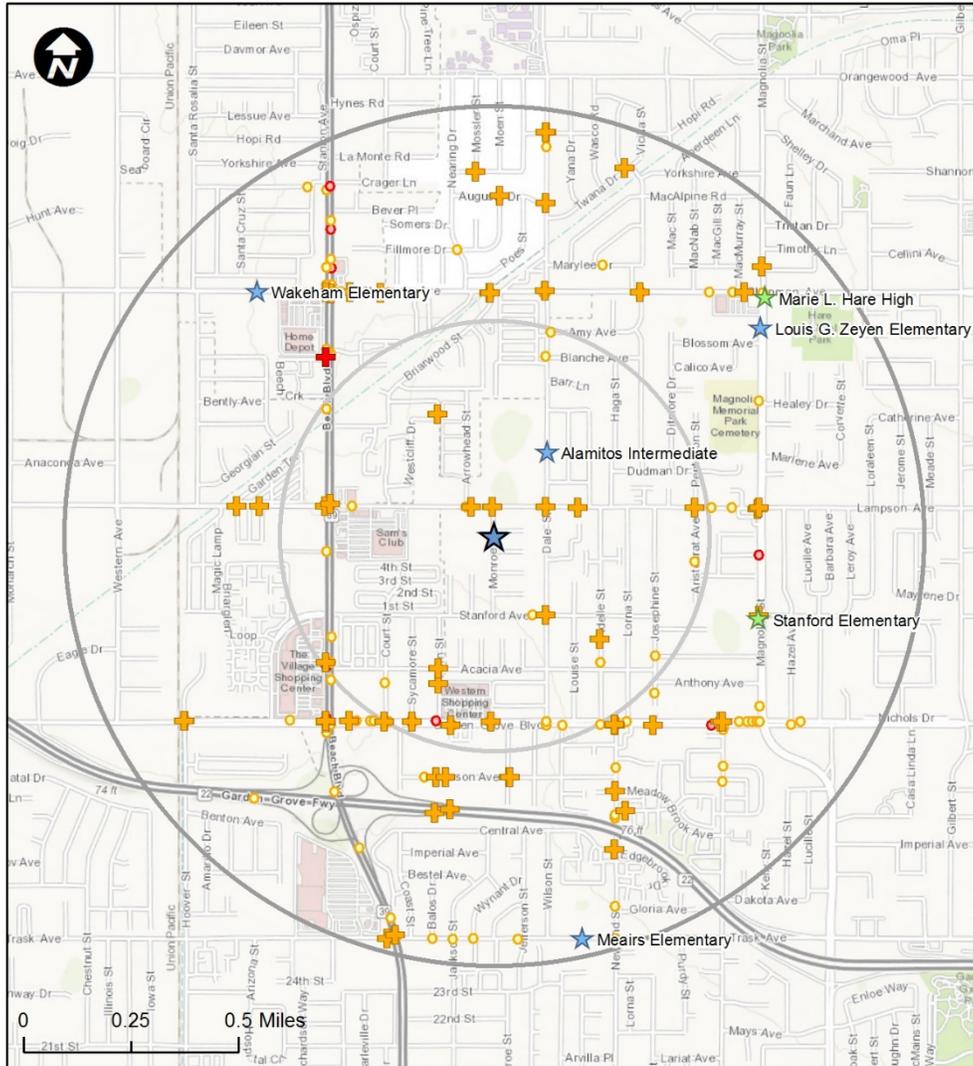
● Fatality (other) (2)

● Injury (other) (39)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Ernest O. Lawrence Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

12521 Monroe, Garden Grove, CA 92841-4422; CDSCode: 30665226028344



Schools by % FRPM

- ★ Middle Income (40-75) (2)
- ★ Low Income (>75) (5)

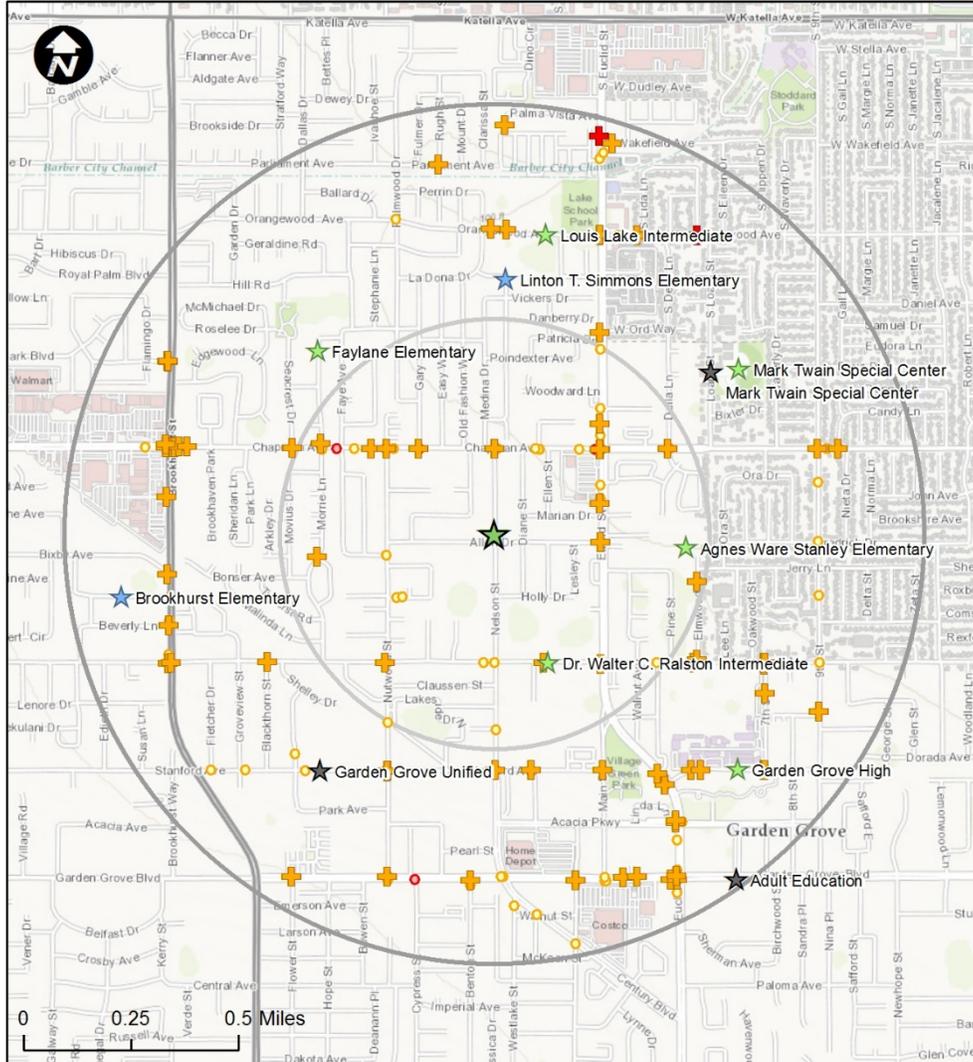
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (61)
- Fatality (other) (13)
- Injury (other) (145)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Ethel M. Evans Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

12281 Nelson St., Garden Grove, CA 92840-3205; CDSCode: 30665226028377



Schools by % FRPM

- ★ Unknown (3)
- ★ Middle Income (40-75) (7)
- ★ Low Income (>75) (2)

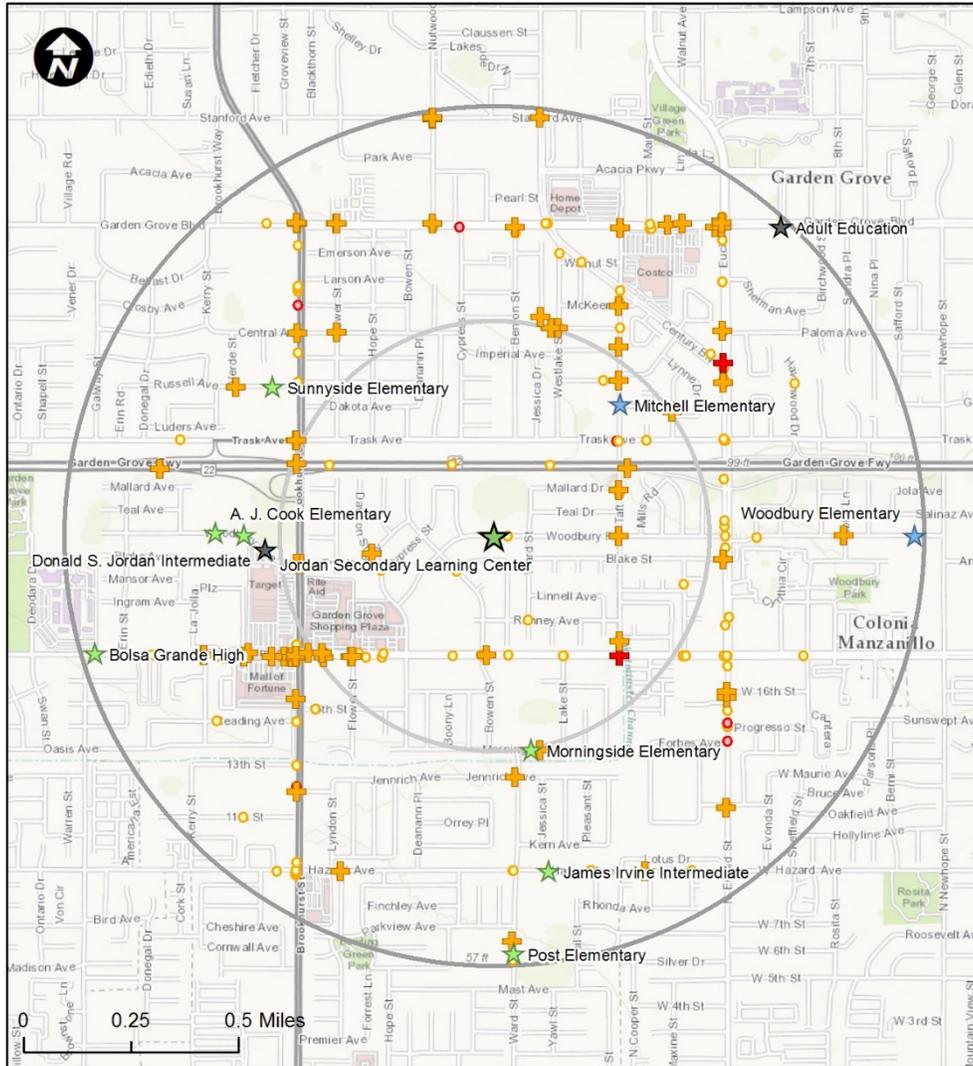
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (2)
- ✚ Injury (age 5-18) (83)
- Fatality (other) (4)
- Injury (other) (99)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Excelsior Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

10421 Woodbury Rd., Garden Grove, CA 92843-3277; CDSCode: 30665226028385



Schools by % FRPM

- ★ Unknown (2)
- ★ Middle Income (40-75) (8)
- ★ Low Income (>75) (2)

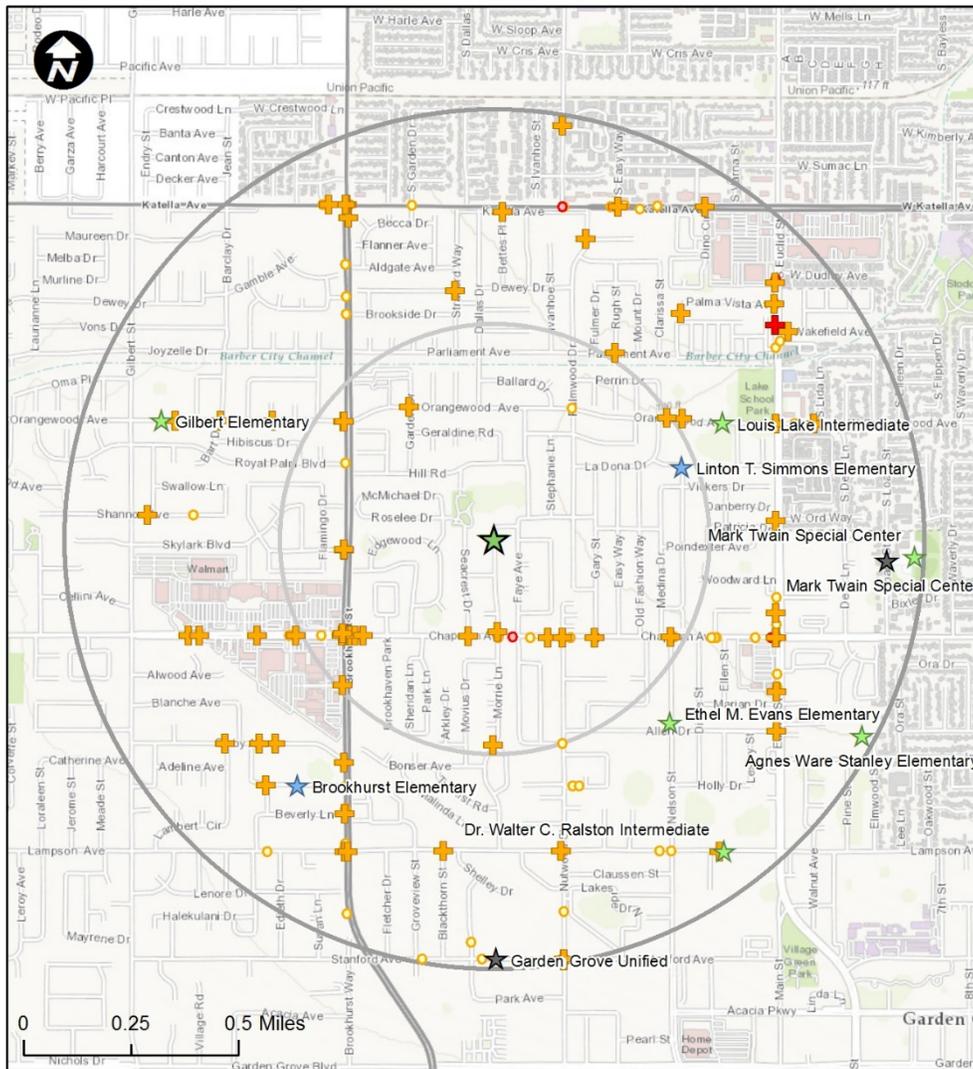
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (2)
- ✚ Injury (age 5-18) (71)
- Fatality (other) (9)
- Injury (other) (165)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Faylane Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

11731 Morrie Ln., Garden Grove, CA 92840-1906; CDSCode: 30665226028393



Schools by % FRPM

- ★ Unknown (2)
- ★ Middle Income (40-75) (7)
- ★ Low Income (>75) (2)

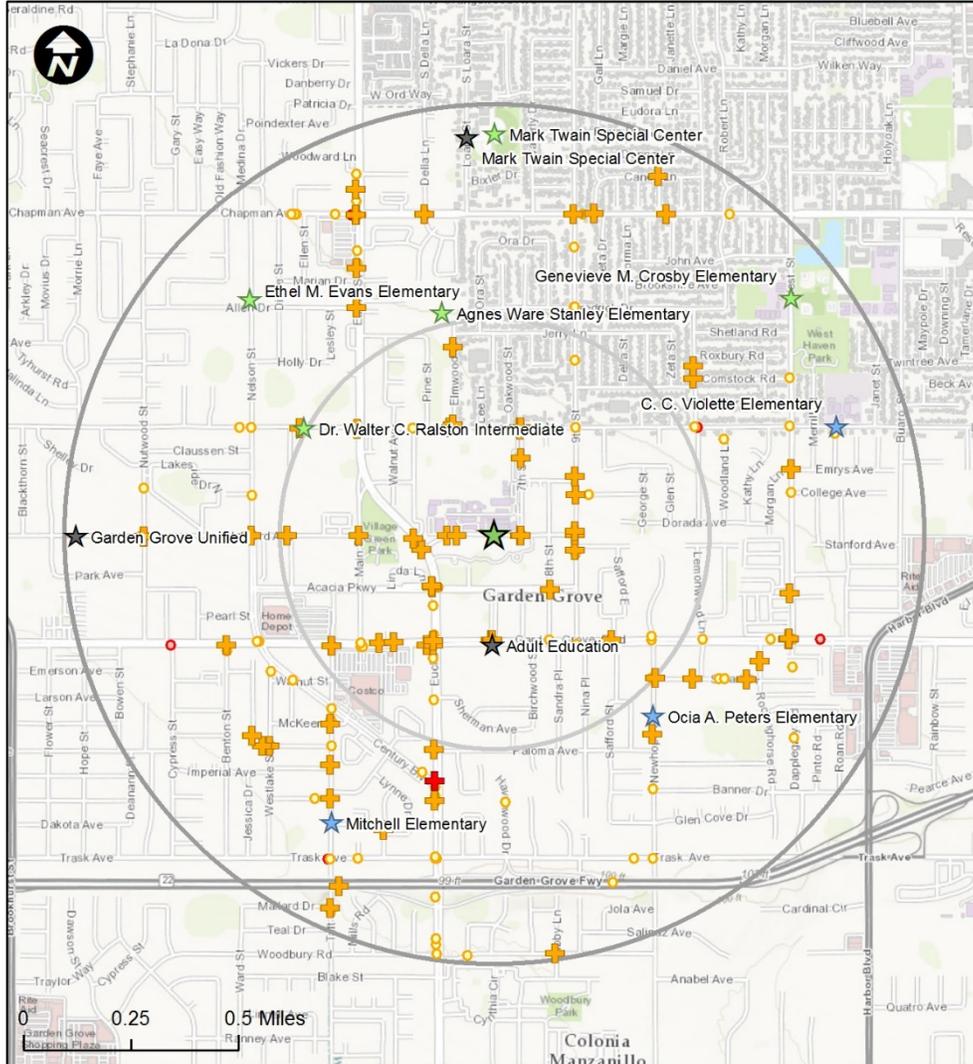
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (72)
- Fatality (other) (7)
- Injury (other) (83)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Garden Grove High Pedestrian or Bicycle Collisions Near School (2006-2015)

11271 Stanford Ave., Garden Grove, CA 92840-5317; CDSCode: 30665223032752



Schools by % FRPM

- ★ Unknown (3)
- ★ Middle Income (40-75) (6)
- ★ Low Income (>75) (3)

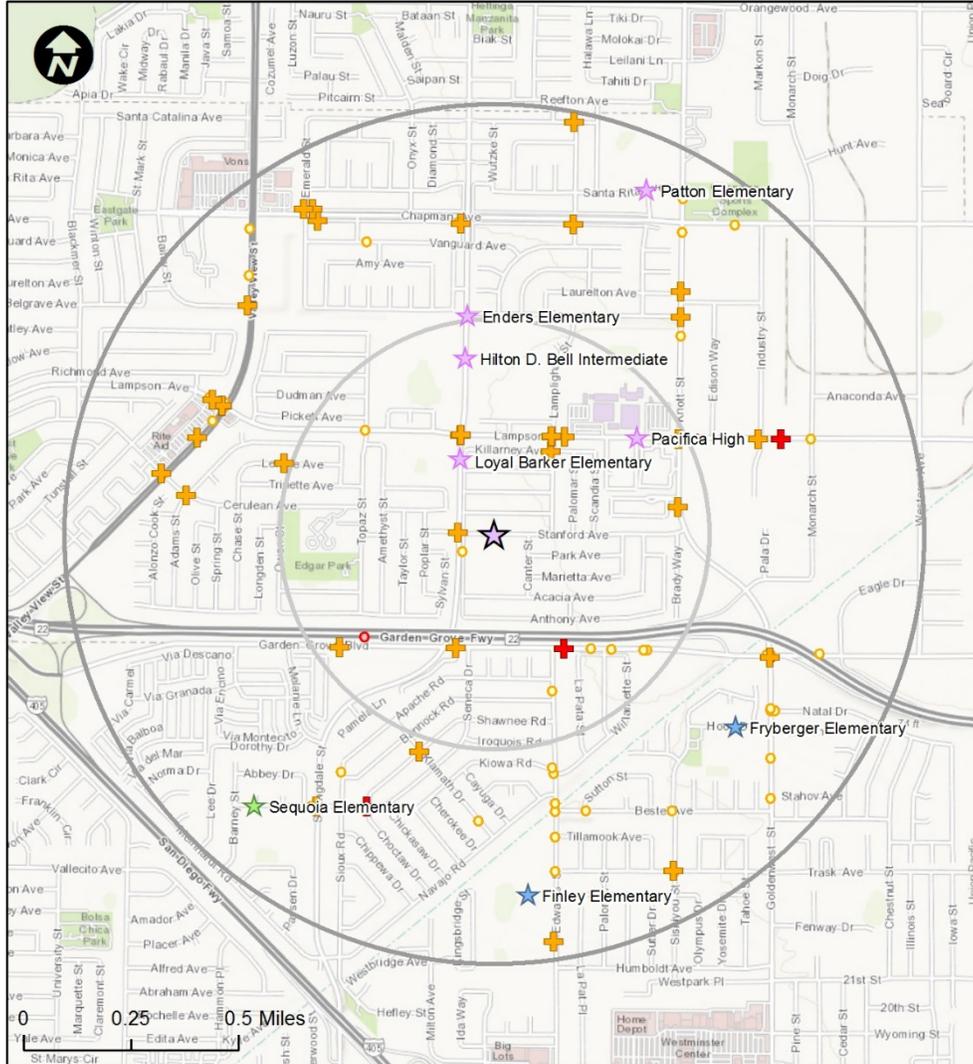
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (80)
- Fatality (other) (5)
- Injury (other) (120)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Garden Park Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

6562 Stanford Ave., Garden Grove, CA 92845-2243; CDSCode: 30665226028401



Schools by % FRPM

- ★ High Income (<40) (6)
- ★ Middle Income (40-75) (1)
- ★ Low Income (>75) (2)

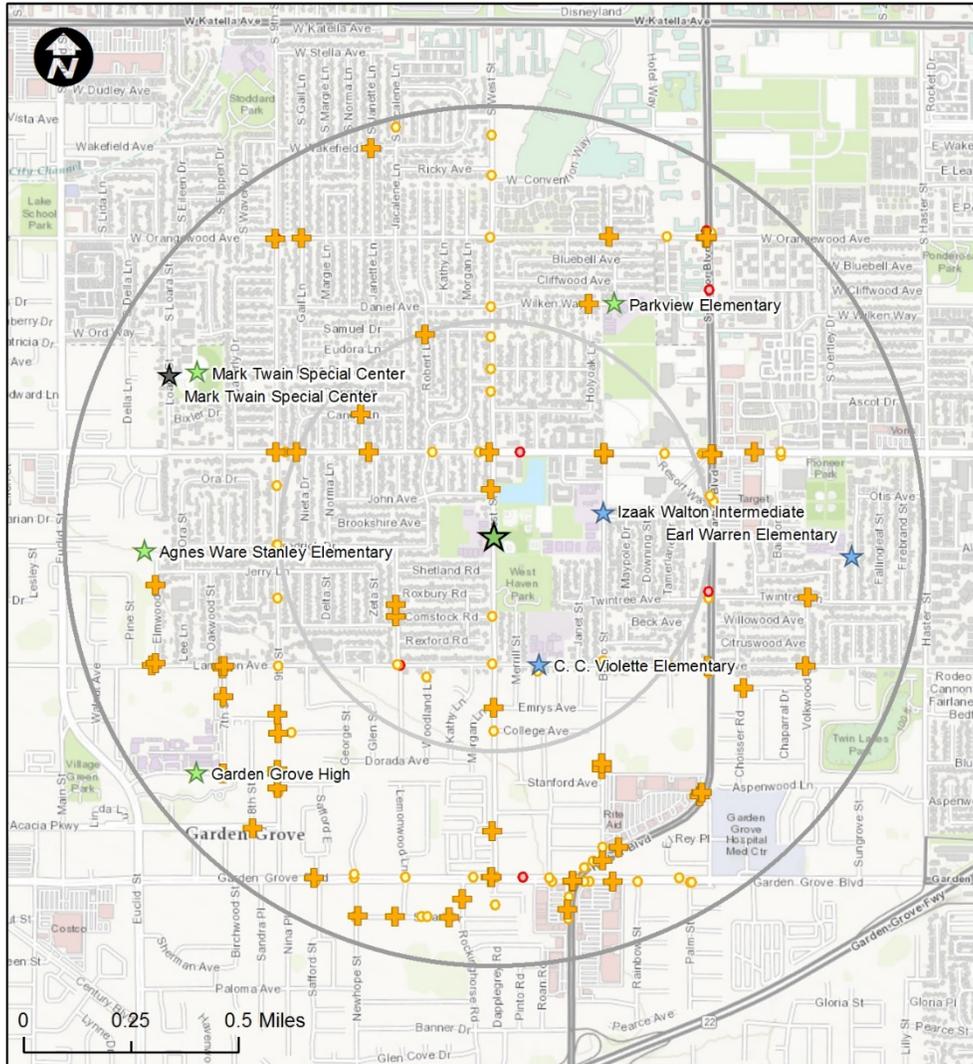
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (3)
- ✚ Injury (age 5-18) (38)
- Fatality (other) (3)
- Injury (other) (54)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Genevieve M. Crosby Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

12181 West St., Garden Grove, CA 92840-3803; CDSCode: 30665226028419



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (5)
- ★ Low Income (>75) (3)

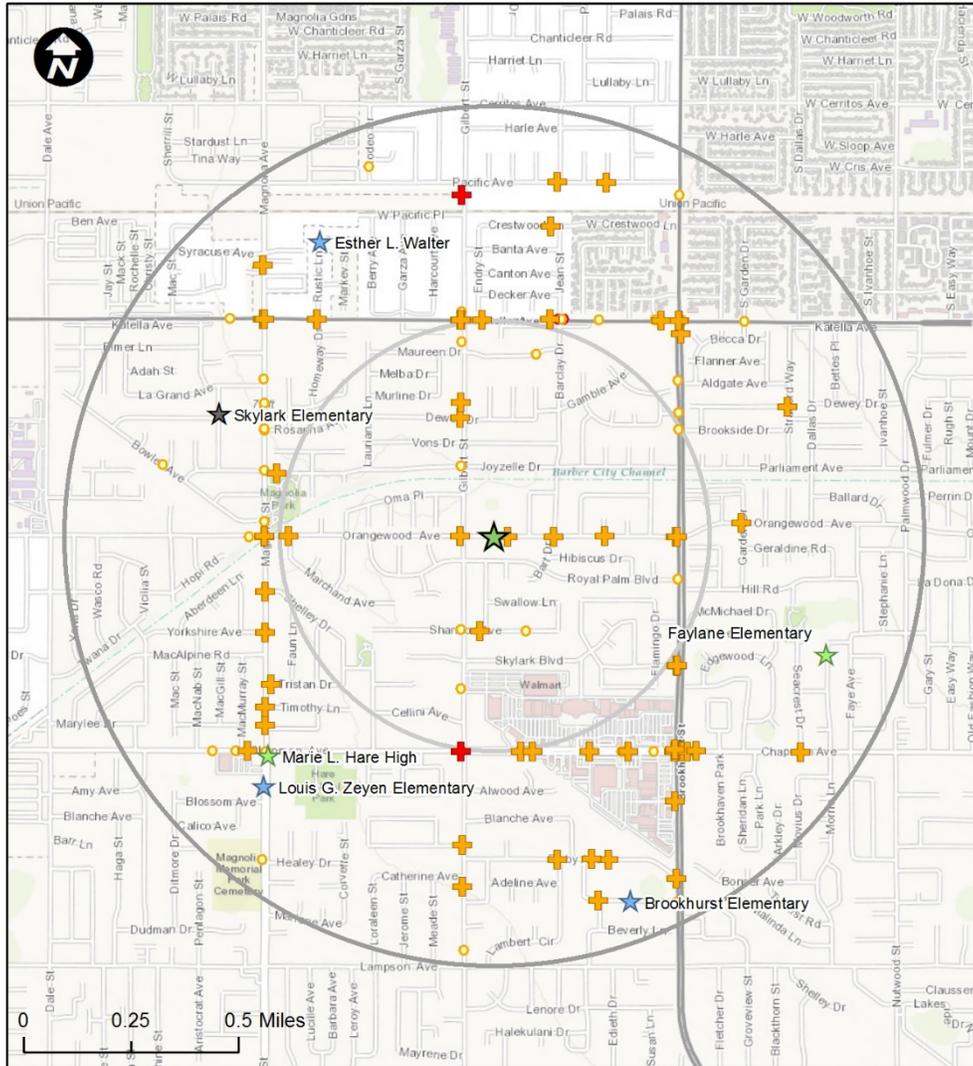
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (69)
- Fatality (other) (8)
- Injury (other) (97)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Gilbert Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

9551 Orangewood Ave., Garden Grove, CA 92841-1737; CDSCode: 30665226028435



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (3)
- ★ Low Income (>75) (3)

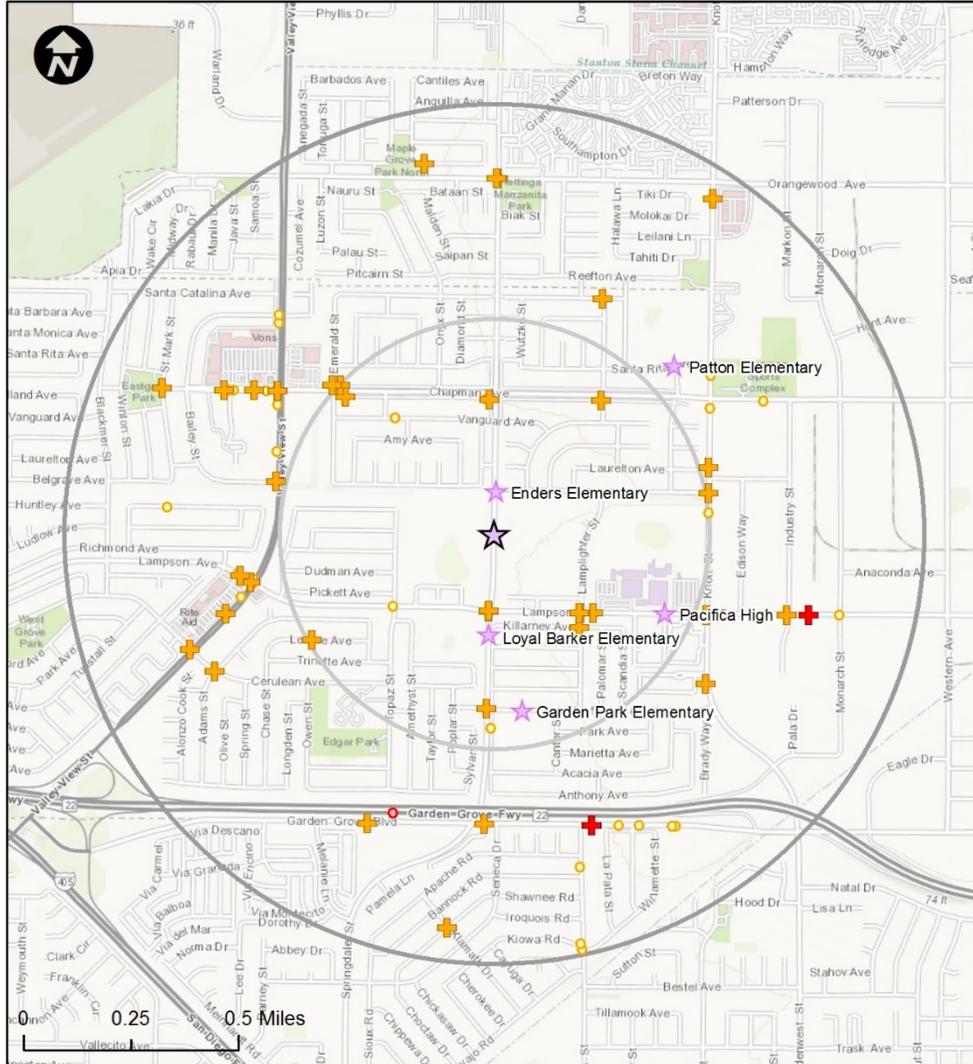
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (2)
- ✚ Injury (age 5-18) (64)
- Fatality (other) (3)
- Injury (other) (65)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Hilton D. Bell Intermediate Pedestrian or Bicycle Collisions Near School (2006-2015)

12345 Springdale St., Garden Grove, CA 92845-2238; CDSCode: 30665226028450



Schools by % FRPM

★ High Income (<40) (6)

Pedestrian/Bicycle Collisions within 1 Mile

⊕ Fatality (age 5-18) (2)

⊕ Injury (age 5-18) (44)

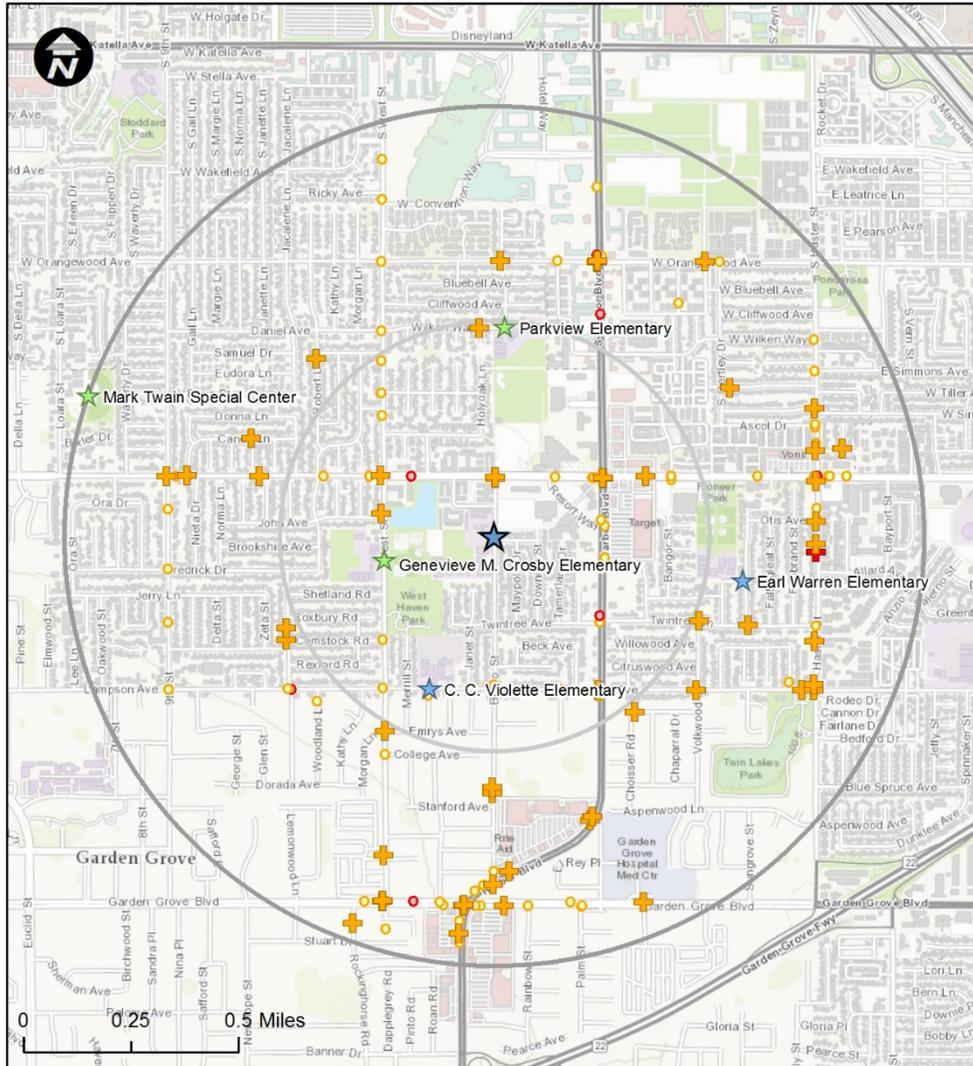
● Fatality (other) (2)

● Injury (other) (38)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Izaak Walton Intermediate Pedestrian or Bicycle Collisions Near School (2006-2015)

12181 Buaro St., Garden Grove, CA 92840-3924; CDSCode: 30665226028468



Schools by % FRPM

- ★ Middle Income (40-75) (3)
- ★ Low Income (>75) (3)

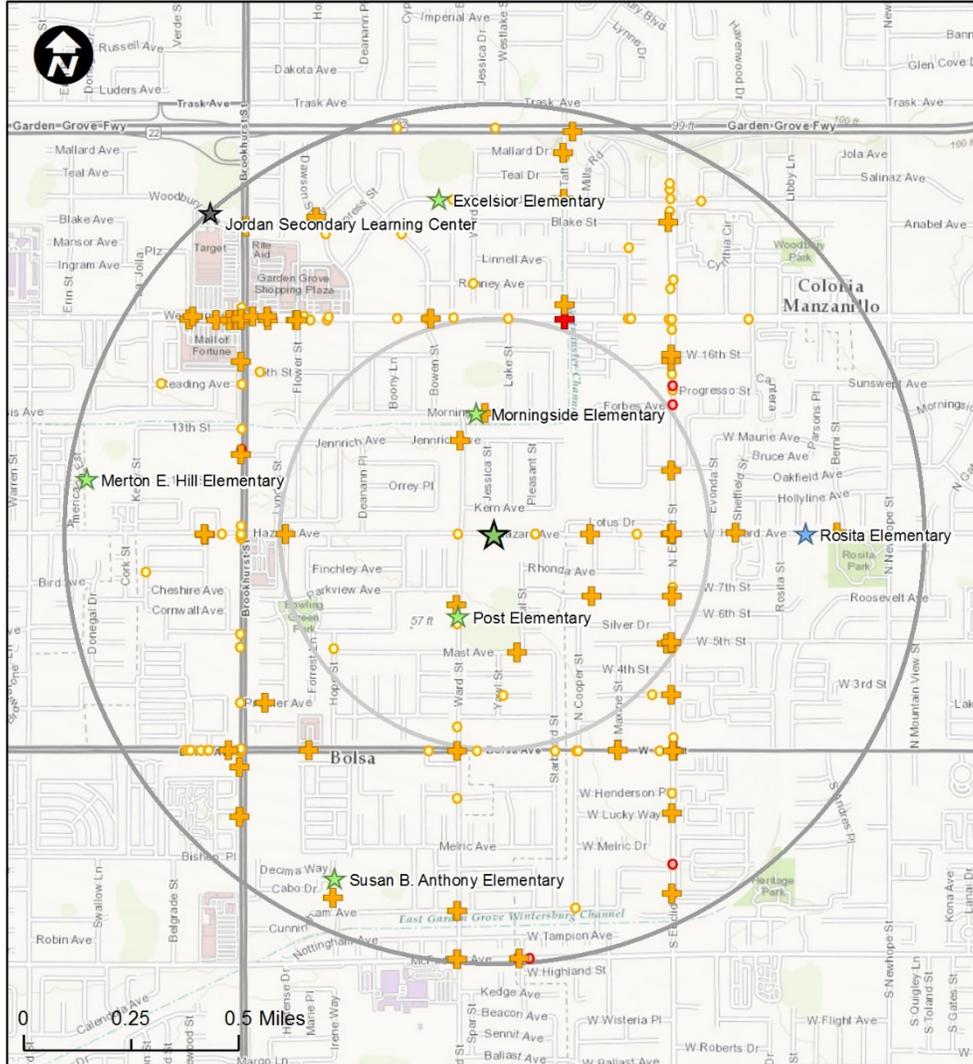
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (60)
- Fatality (other) (8)
- Injury (other) (112)

Collision Data Source: SWITRS 2006-2015

Garden Grove - James Irvine Intermediate Pedestrian or Bicycle Collisions Near School (2006-2015)

10552 Hazard Ave., Garden Grove, CA 92843-5109; CDSCode: 30665226028476



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (6)
- ★ Low Income (>75) (1)

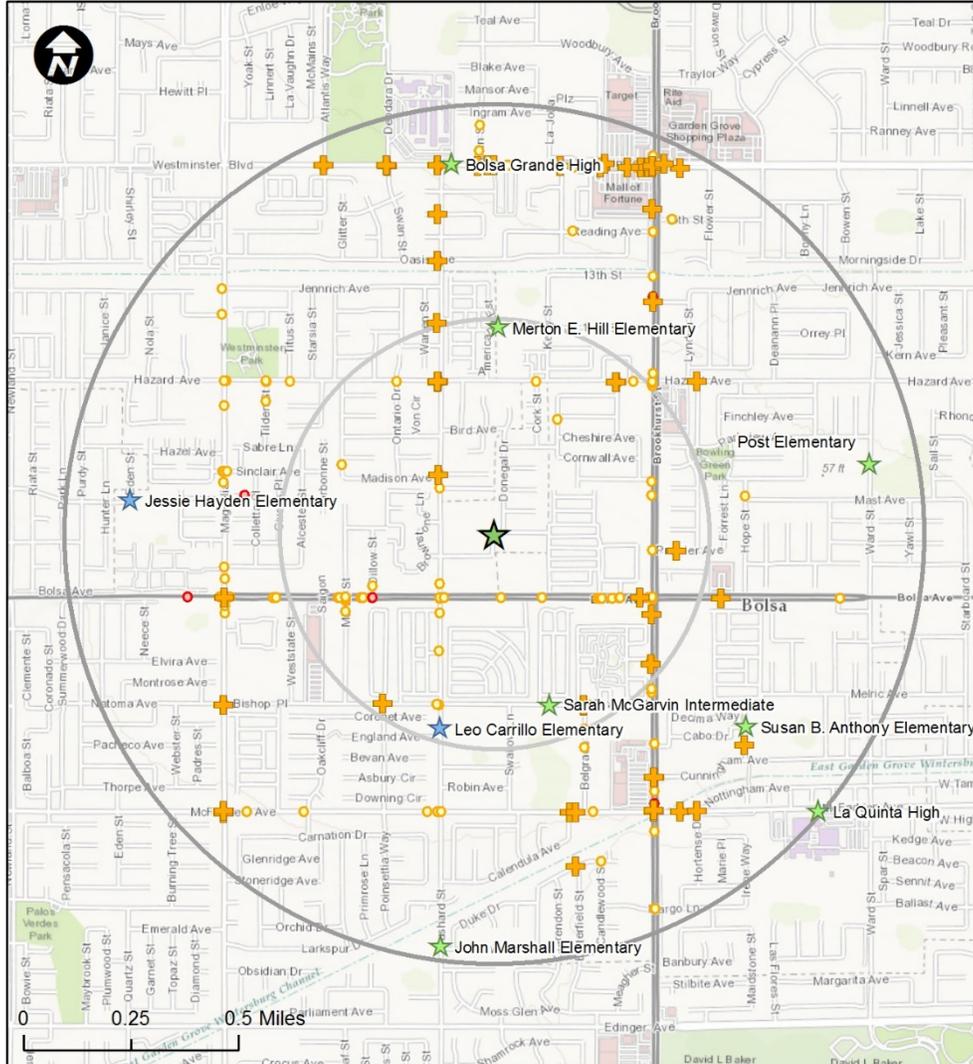
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (68)
- Fatality (other) (11)
- Injury (other) (146)

Collision Data Source: SWITRS 2006-2015

Garden Grove - John Murdy Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

14851 Donegal Dr., Garden Grove, CA 92844-3237; CDSCode: 30665226028526



Collision Data Source: SWITRS 2006-2015

Garden Grove - Jordan Secondary Learning Center Pedestrian or Bicycle Collisions Near School (2006-2015)

9915 Woodbury Ave., Garden Grove, CA 92844-2838; CDSCode: 30665226104129



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (8)
- ★ Low Income (>75) (1)

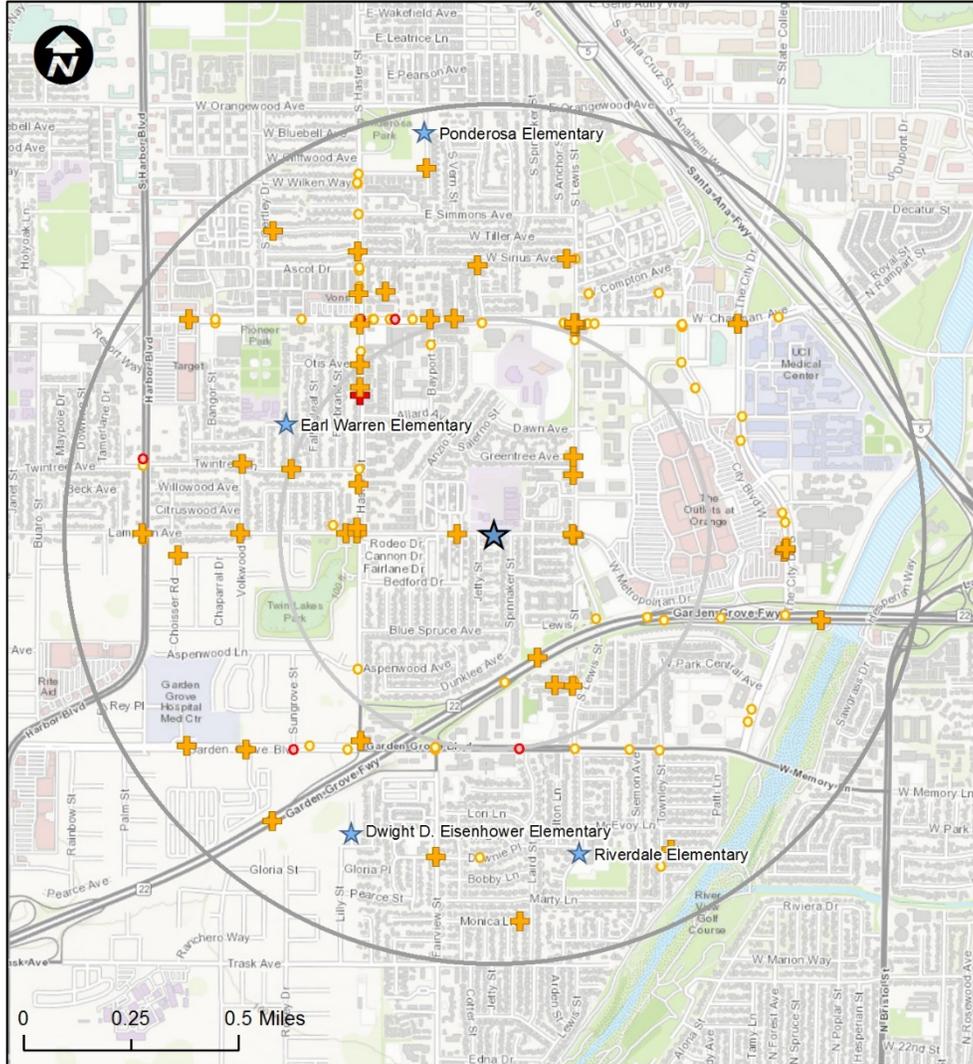
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (67)
- Fatality (other) (6)
- Injury (other) (132)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Lampson Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

13321 Lampson Ave., Garden Grove, CA 92840-6141; CDSCode: 30666216029854



- | Schools by % FRPM | Pedestrian/Bicycle Collisions within 1 Mile |
|------------------------|---|
| ★ Low Income (>75) (5) | ✚ Fatality (age 5-18) (1) |
| | ✚ Injury (age 5-18) (51) |
| | ● Fatality (other) (5) |
| | ● Injury (other) (96) |

Collision Data Source: SWITRS 2006-2015

Garden Grove - Leroy L. Doig Intermediate Pedestrian or Bicycle Collisions Near School (2006-2015)

12752 Trask Ave., Garden Grove, CA 92843-3041; CDSCode: 30665226028559



Schools by % FRPM

- ★ Middle Income (40-75) (1)
- ★ Low Income (>75) (5)

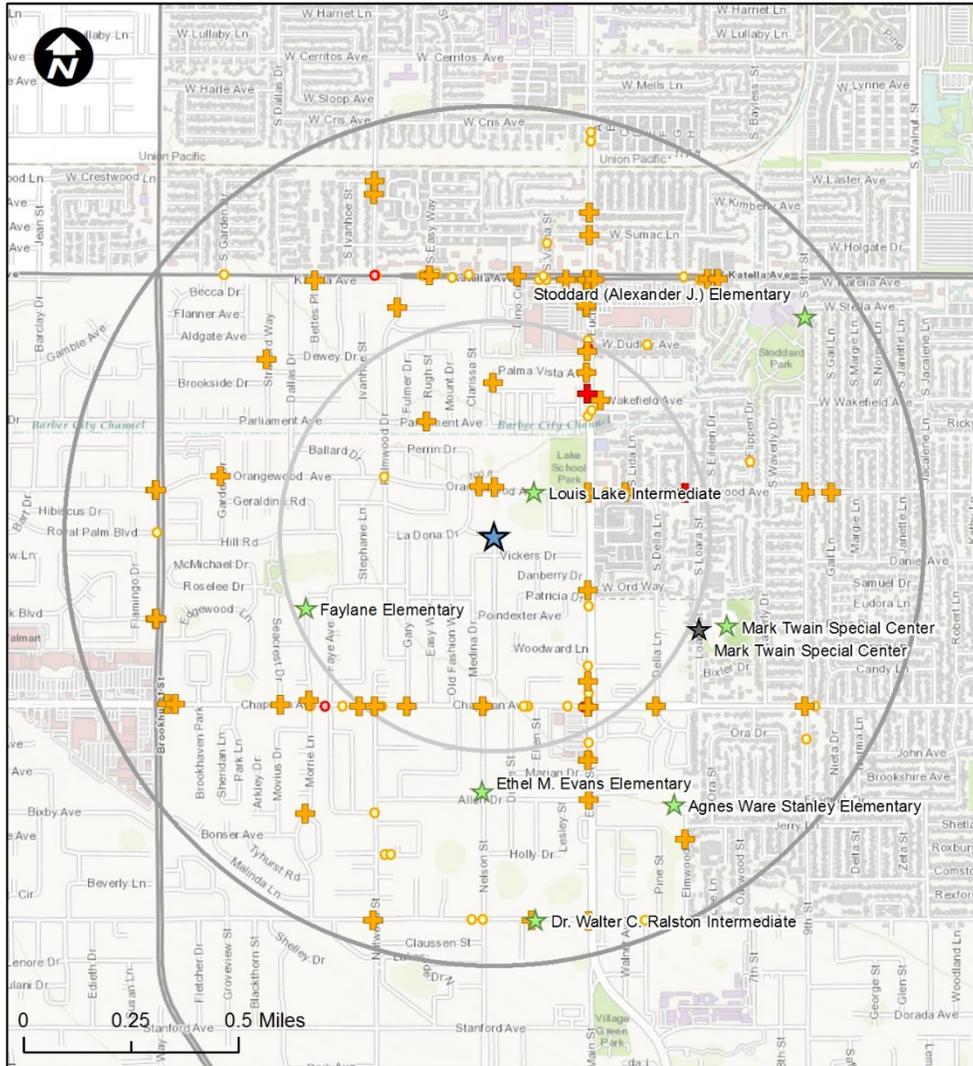
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (65)
- Fatality (other) (8)
- Injury (other) (100)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Linton T. Simmons Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

11602 Steele Dr., Garden Grove, CA 92841-2121; CDSCode: 30665226028575



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (7)
- ★ Low Income (>75) (1)

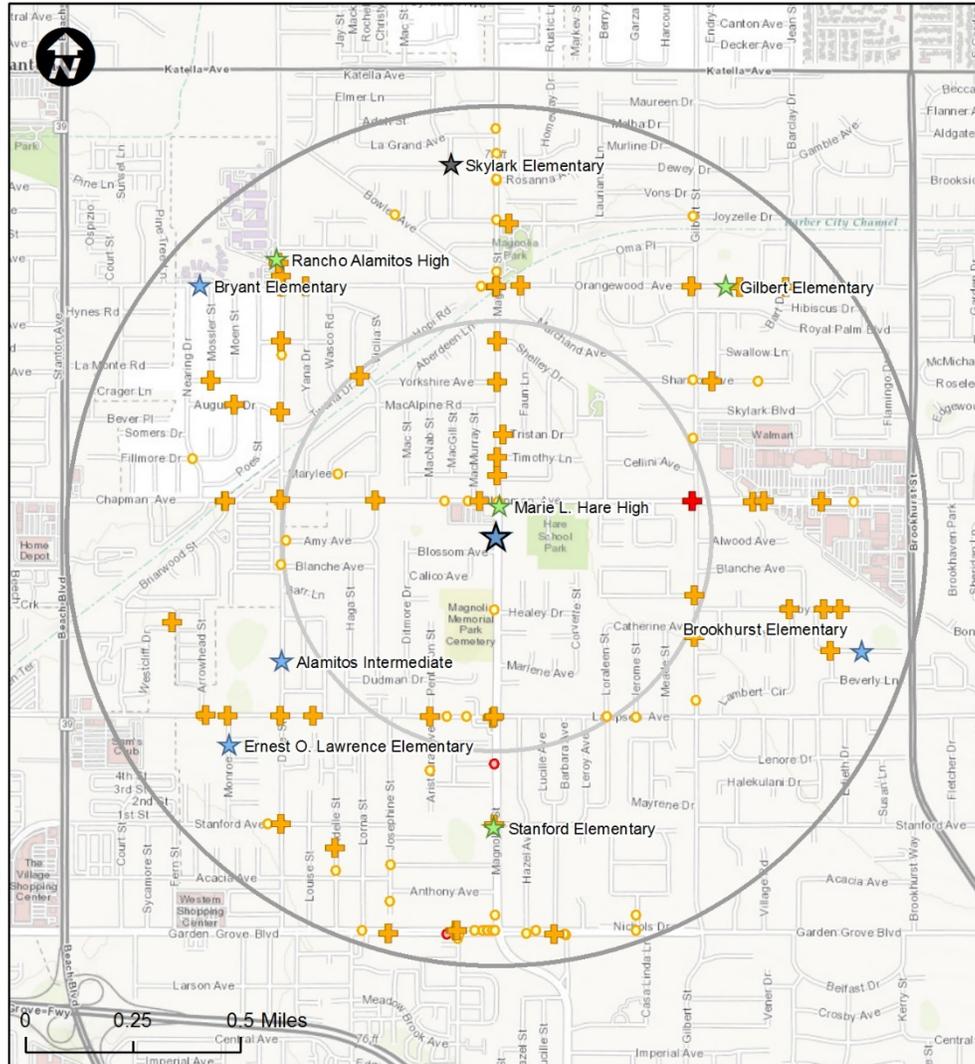
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (2)
- ✚ Injury (age 5-18) (61)
- Fatality (other) (9)
- Injury (other) (79)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Louis G. Zeyen Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

12081 South Magnolia St., Garden Grove, CA 92841-3314; CDSCode: 30665226028583



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (4)
- ★ Low Income (>75) (5)

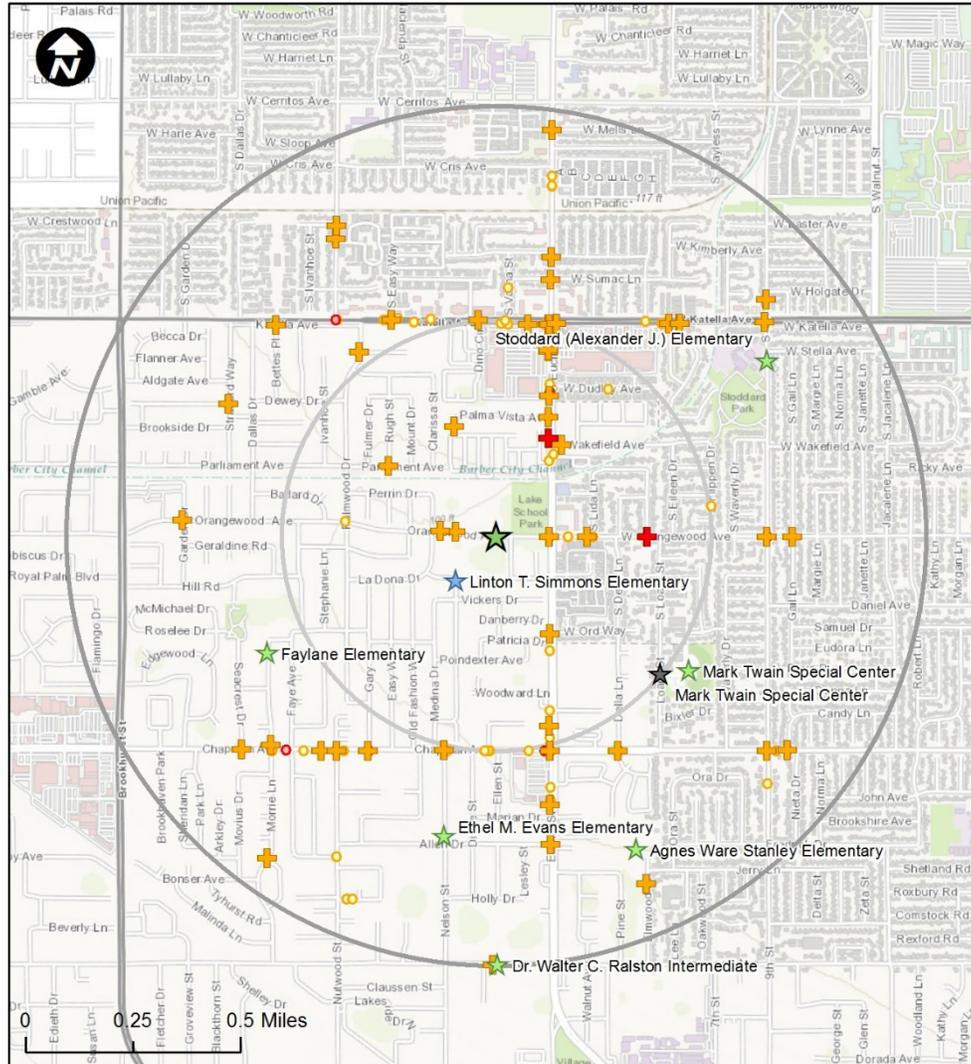
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (54)
- Fatality (other) (4)
- Injury (other) (75)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Louis Lake Intermediate Pedestrian or Bicycle Collisions Near School (2006-2015)

10801 Orangewood Ave., Garden Grove, CA 92840-1644; CDSCode: 30665226028625



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (7)
- ★ Low Income (>75) (1)

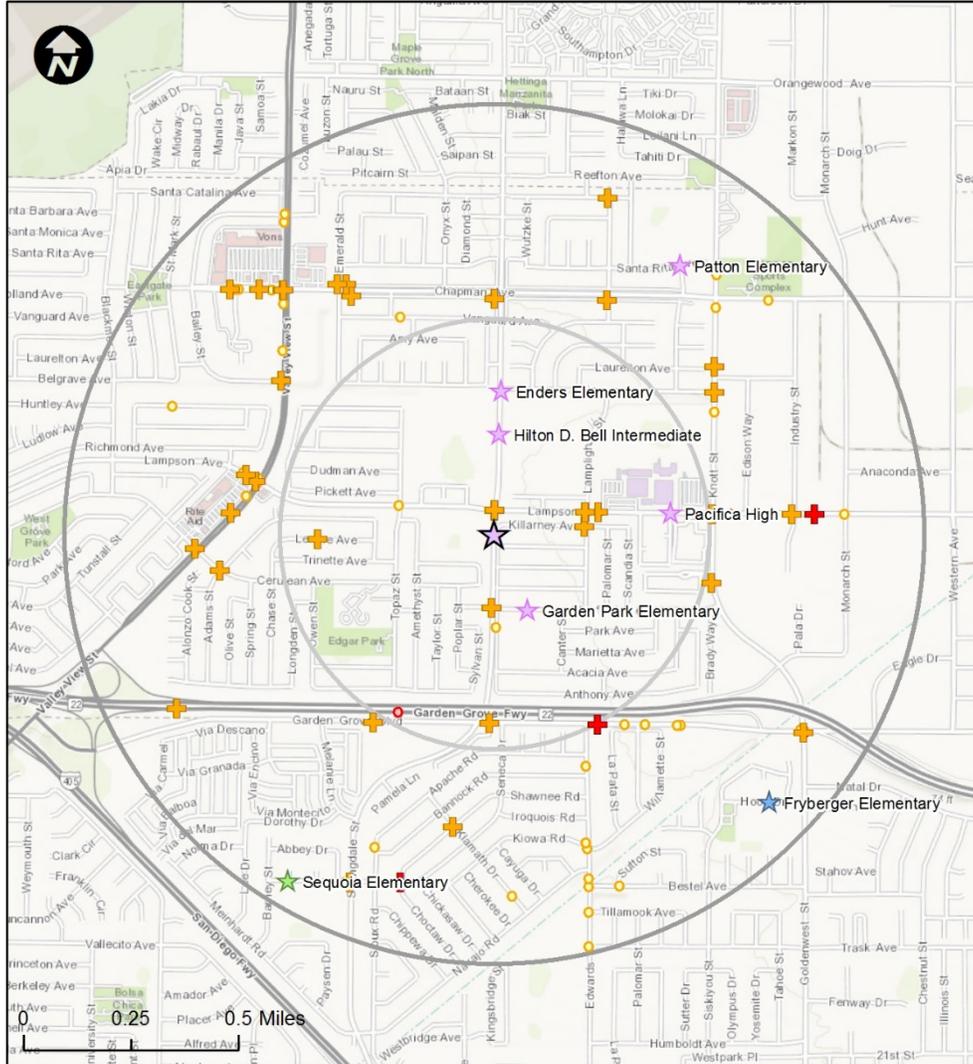
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (2)
- ✚ Injury (age 5-18) (56)
- Fatality (other) (9)
- Injury (other) (68)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Loyal Barker Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

12565 Springdale St., Garden Grove, CA 92845-2841; CDSCode: 30665226028609



Schools by % FRPM

- ★ High Income (<40) (6)
- ★ Middle Income (40-75) (1)
- ★ Low Income (>75) (1)

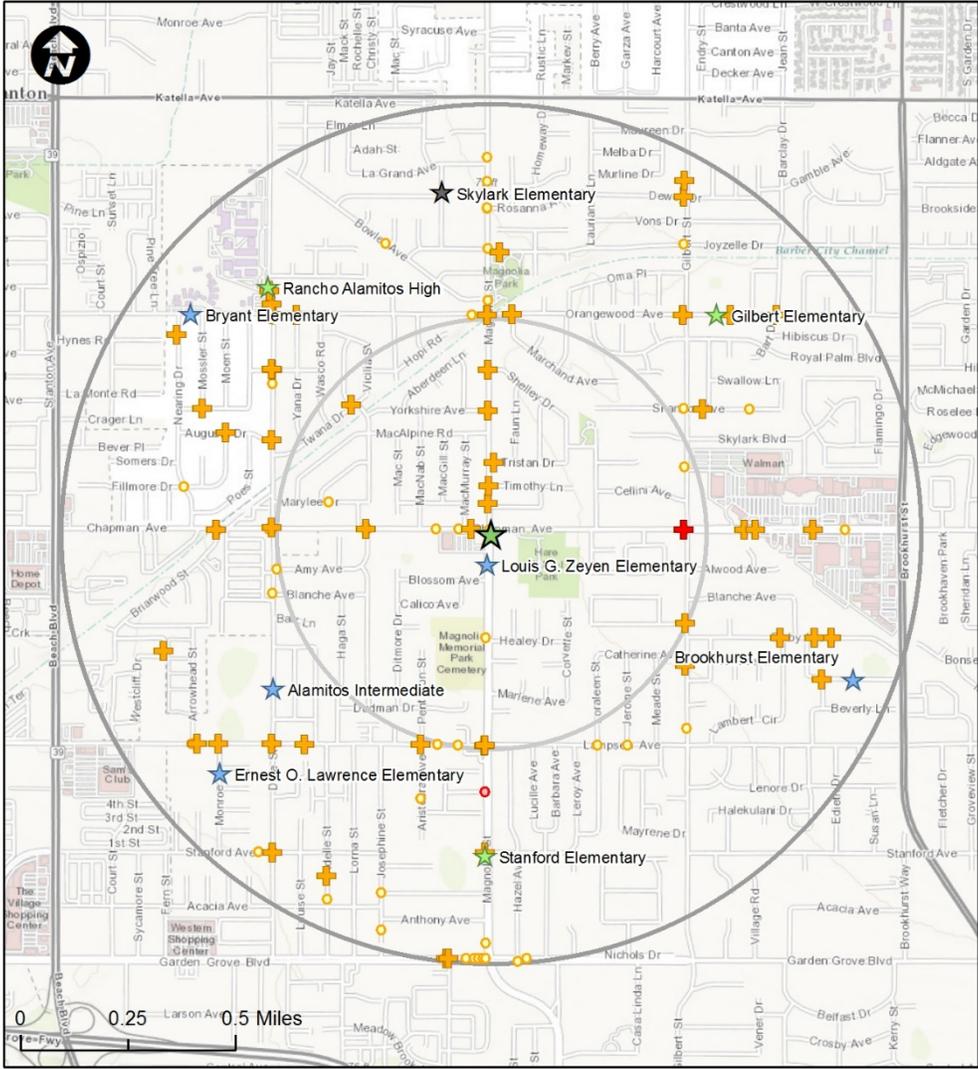
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (3)
- ✚ Injury (age 5-18) (43)
- Fatality (other) (3)
- Injury (other) (51)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Marie L. Hare High Pedestrian or Bicycle Collisions Near School (2006-2015)

12012 Magnolia St., Garden Grove, CA 92841-1644; CDSCode: 30665223030103



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (4)
- ★ Low Income (>75) (5)

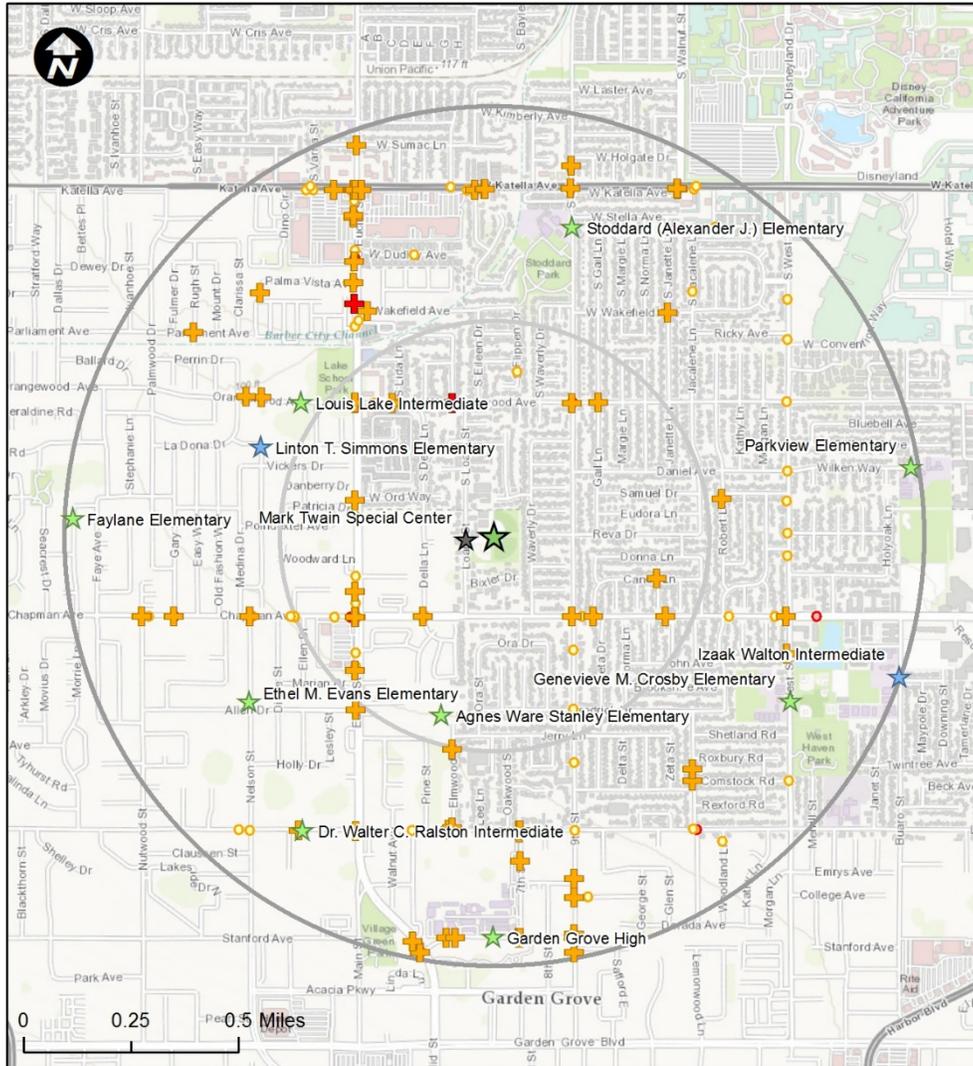
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (55)
- Fatality (other) (2)
- Injury (other) (65)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Mark Twain Special Center Pedestrian or Bicycle Collisions Near School (2006-2015)

11802 Loara St., Garden Grove, CA 92840-2324; CDSCode: 30665226028633



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (10)
- ★ Low Income (>75) (2)

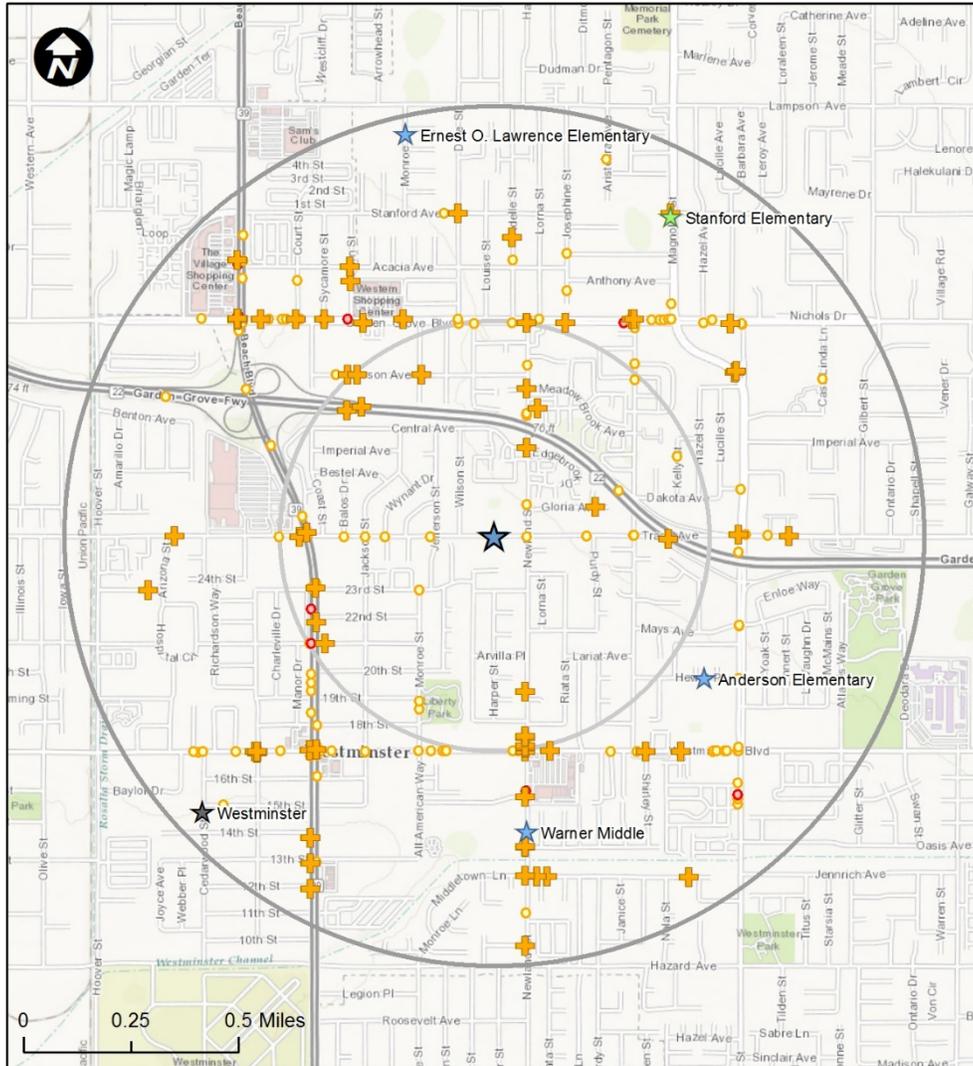
Pedestrian/Bicycle Collisions within 1 Mile

- ⊕ Fatality (age 5-18) (2)
- ⊕ Injury (age 5-18) (73)
- Fatality (other) (7)
- Injury (other) (80)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Meairs Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

8441 Trask Ave., Garden Grove, CA 92844-1811; CDSCode: 30667466030811



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (1)
- ★ Low Income (>75) (4)

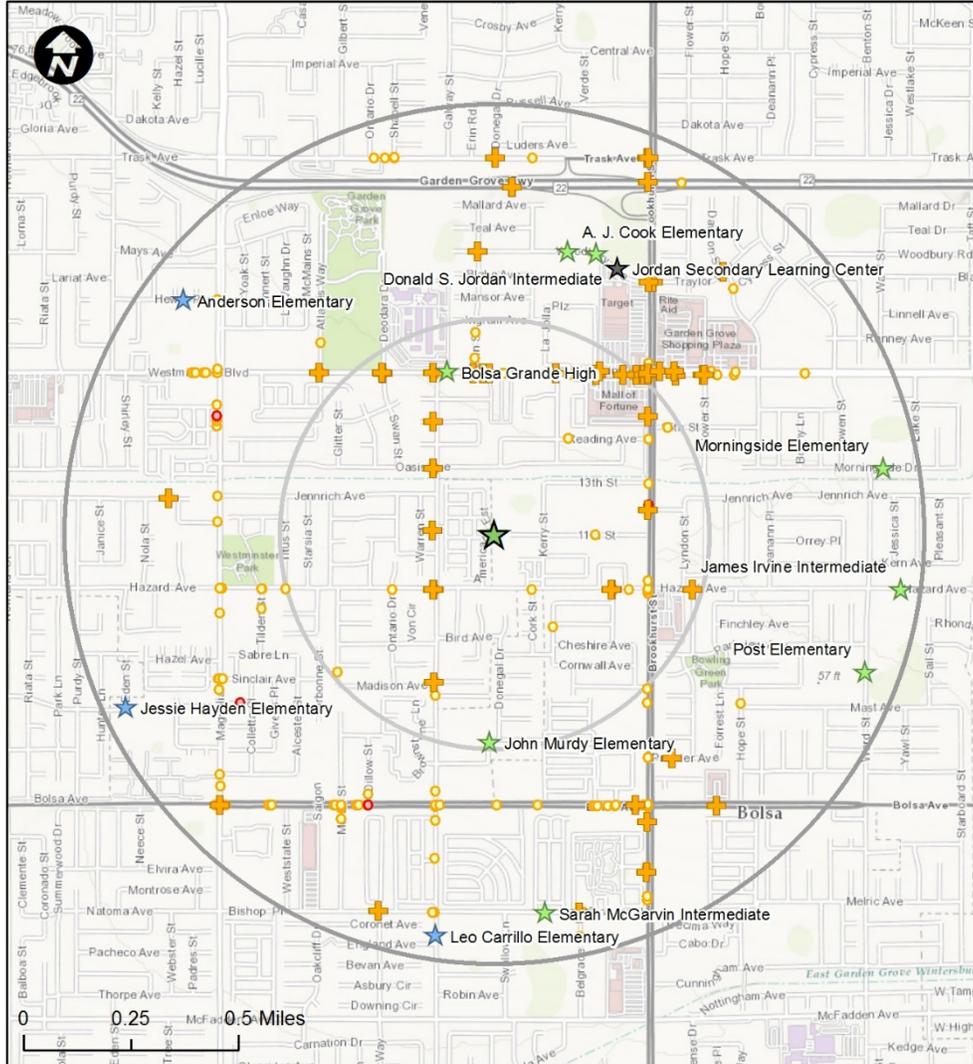
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (77)
- Fatality (other) (13)
- Injury (other) (186)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Merton E. Hill Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

9681 11th St., Garden Grove, CA 92844-3101; CDSCode: 30665226028641



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (9)
- ★ Low Income (>75) (3)

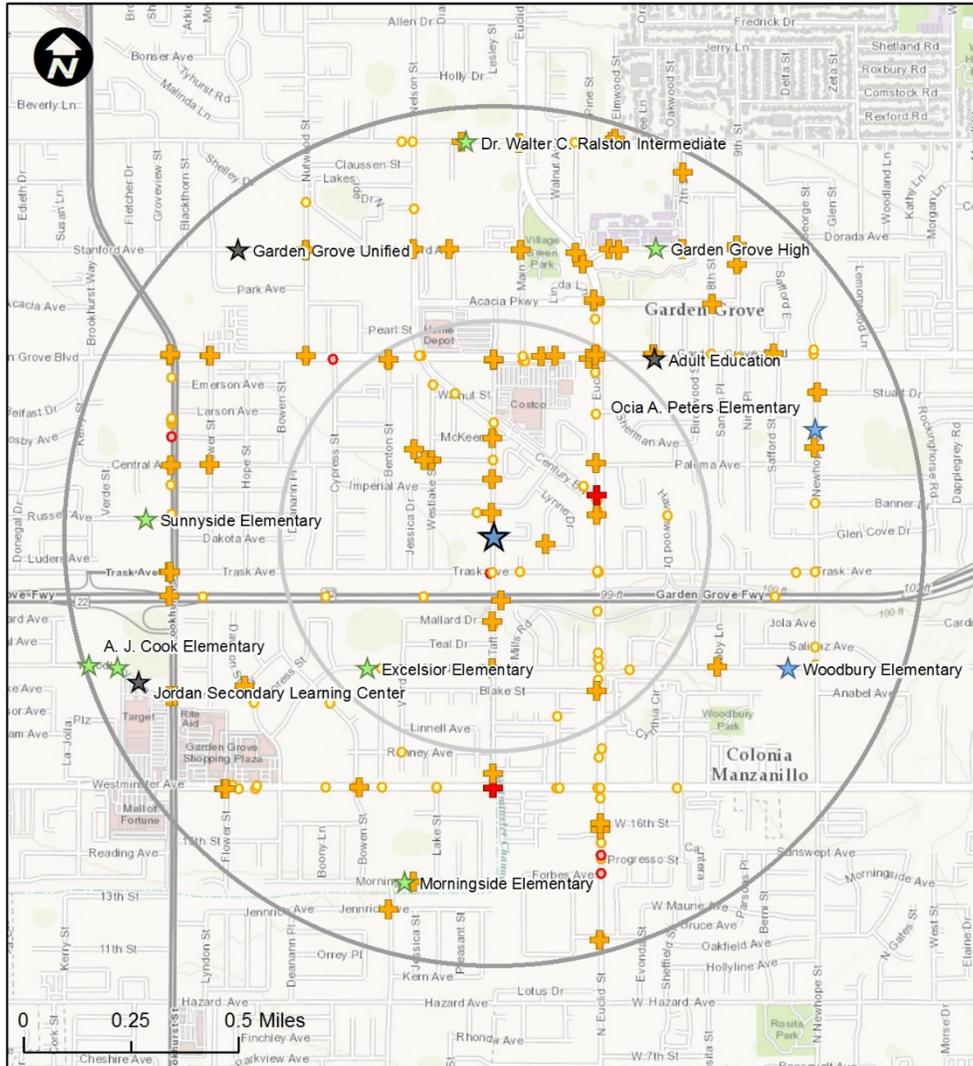
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (56)
- Fatality (other) (7)
- Injury (other) (176)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Mitchell Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

13451 Taft Ave., Garden Grove, CA 92843-2444; CDSCode: 30665226028658



Schools by % FRPM

- ★ Unknown (3)
- ★ Middle Income (40-75) (7)
- ★ Low Income (>75) (3)

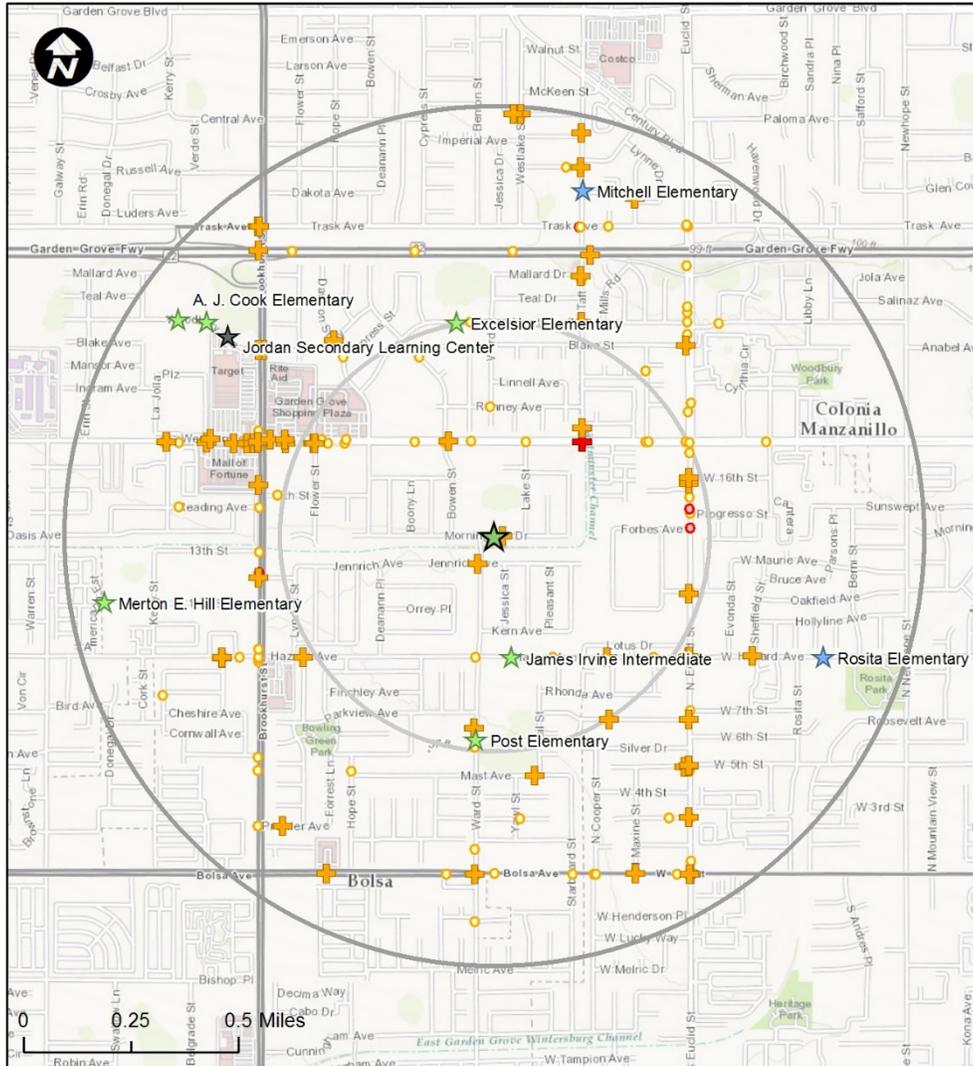
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (2)
- ✚ Injury (age 5-18) (78)
- Fatality (other) (6)
- Injury (other) (154)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Morningside Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

10521 Morningside Dr., Garden Grove, CA 92843-4810; CDSCode: 30665226028666



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (7)
- ★ Low Income (>75) (2)

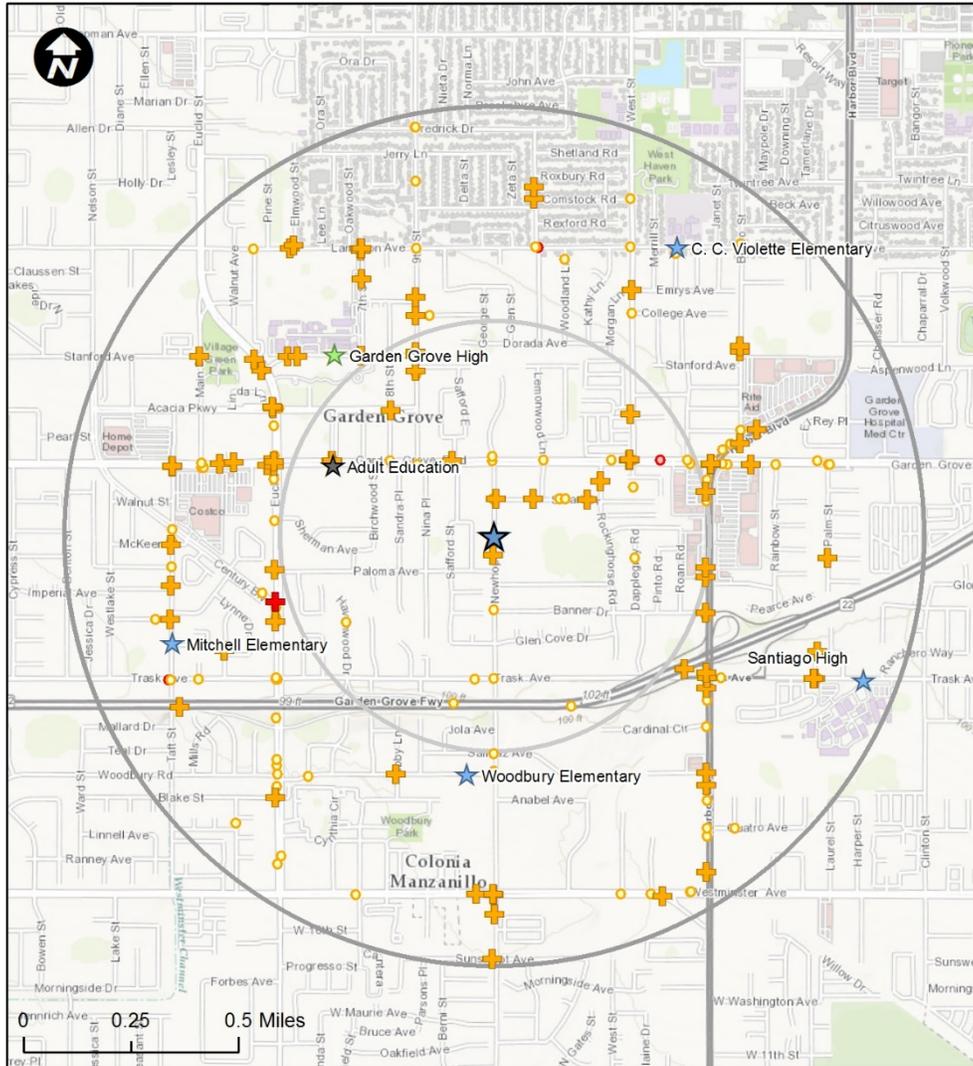
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (65)
- Fatality (other) (8)
- Injury (other) (148)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Ocia A. Peters Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

13162 Newhope St., Garden Grove, CA 92843-1416; CDSCode: 30665226028682



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (1)
- ★ Low Income (>75) (5)

Pedestrian/Bicycle Collisions within 1 Mile

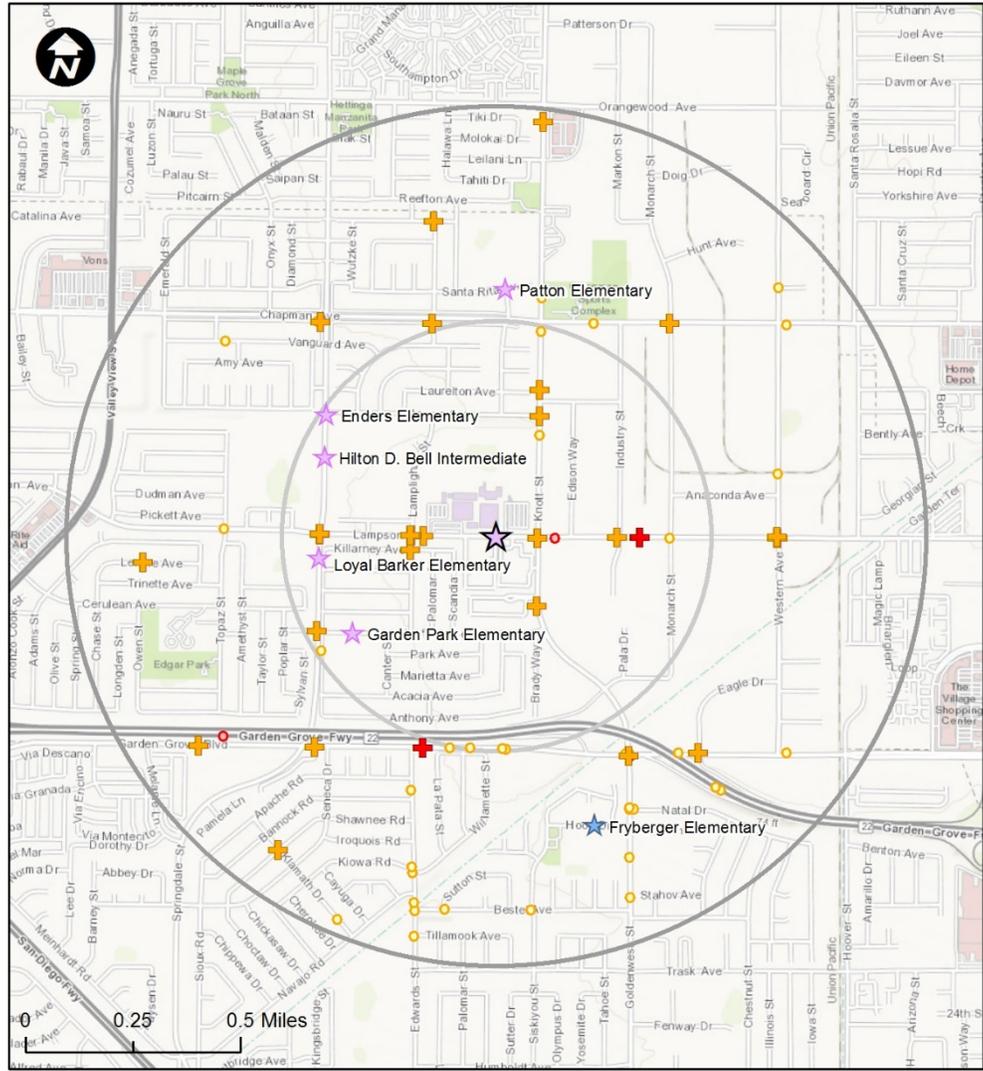
- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (90)
- Fatality (other) (3)
- Injury (other) (136)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Pacifica High

Pedestrian or Bicycle Collisions Near School (2006-2015)

6851 Lampson Ave., Garden Grove, CA 92845-2211; CDSCode: 30665223035581

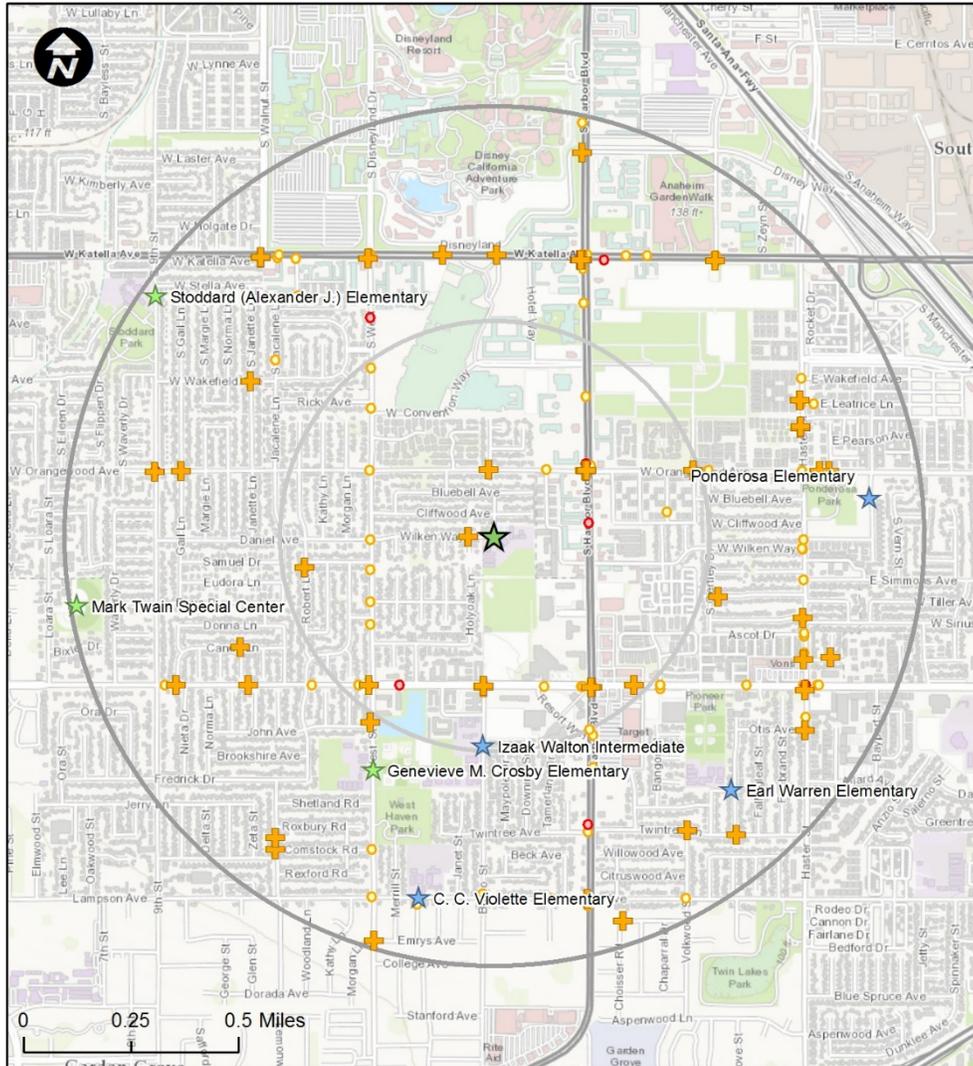


- | Schools by % FRPM | Pedestrian/Bicycle Collisions within 1 Mile |
|-------------------------|---|
| ★ High Income (<40) (6) | ✚ Fatality (age 5-18) (2) |
| ★ Low Income (>75) (1) | ✚ Injury (age 5-18) (29) |
| | ○ Fatality (other) (3) |
| | ○ Injury (other) (46) |

Collision Data Source: SWITRS 2006-2015

Garden Grove - Parkview Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

12272 Wilken Way, Garden Grove, CA 92840-2699; CDSCode: 30665226028690



Schools by % FRPM

- ★ Middle Income (40-75) (4)
- ★ Low Income (>75) (4)

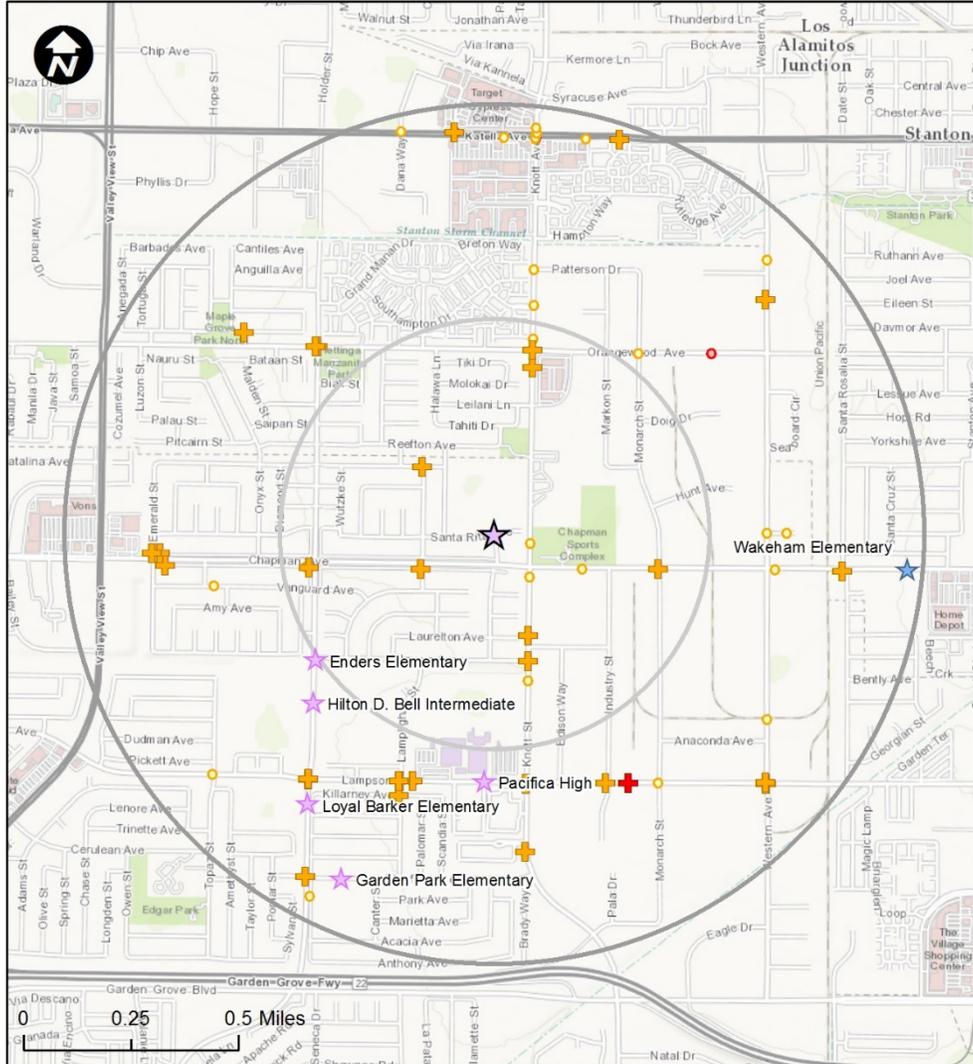
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (1)
- ✚ Injury (age 5-18) (49)
- Fatality (other) (9)
- Injury (other) (102)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Patton Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

6861 Santa Rita Ave., Garden Grove, CA 92845-1443; CDSCode: 30665226028427



Schools by % FRPM

- ★ High Income (<40) (6)
- ★ Low Income (>75) (1)

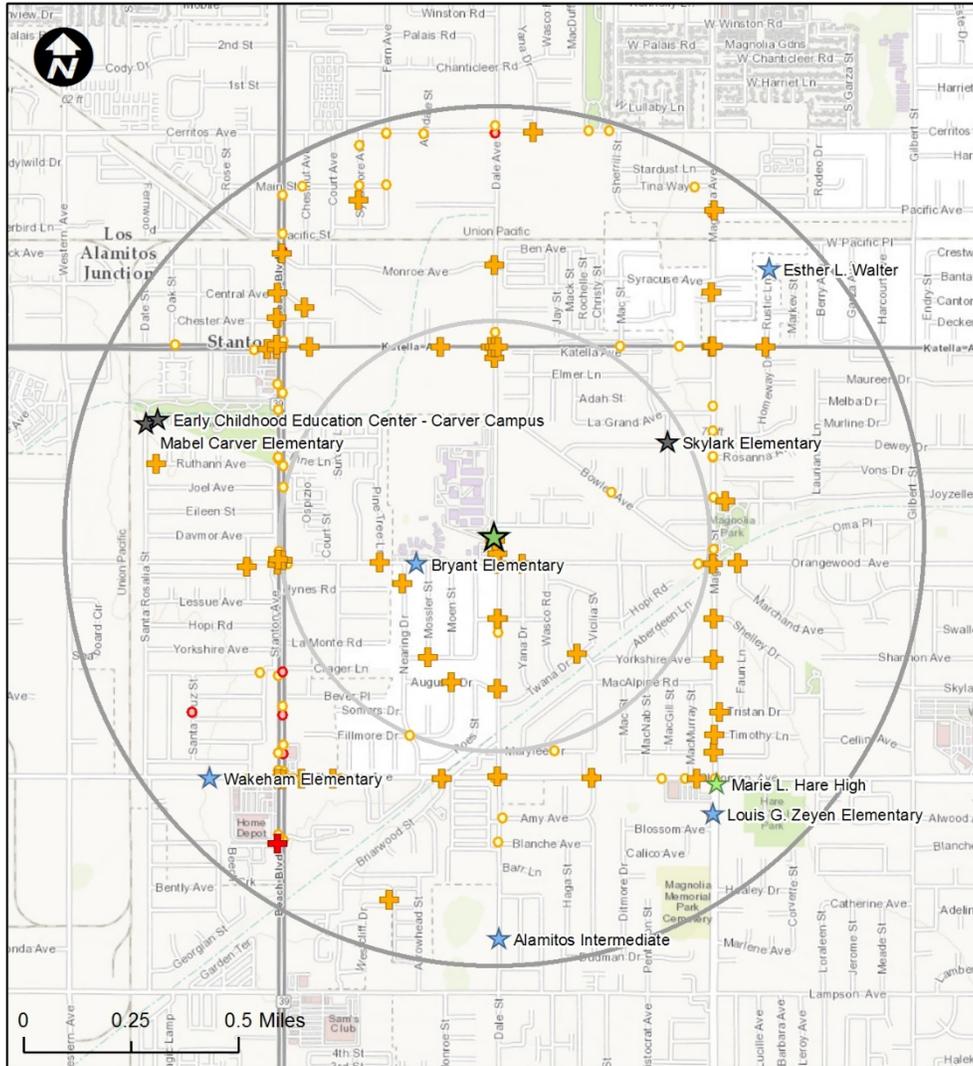
Pedestrian/Bicycle Collisions within 1 Mile

- ★ Fatality (age 5-18) (1)
- ★ Injury (age 5-18) (34)
- Fatality (other) (4)
- Injury (other) (37)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Rancho Alamitos High Pedestrian or Bicycle Collisions Near School (2006-2015)

11351 Dale St., Garden Grove, CA 92841-1598; CDSCode: 30665223035706



Schools by % FRPM

- ★ Unknown (3)
- ★ Middle Income (40-75) (2)
- ★ Low Income (>75) (5)

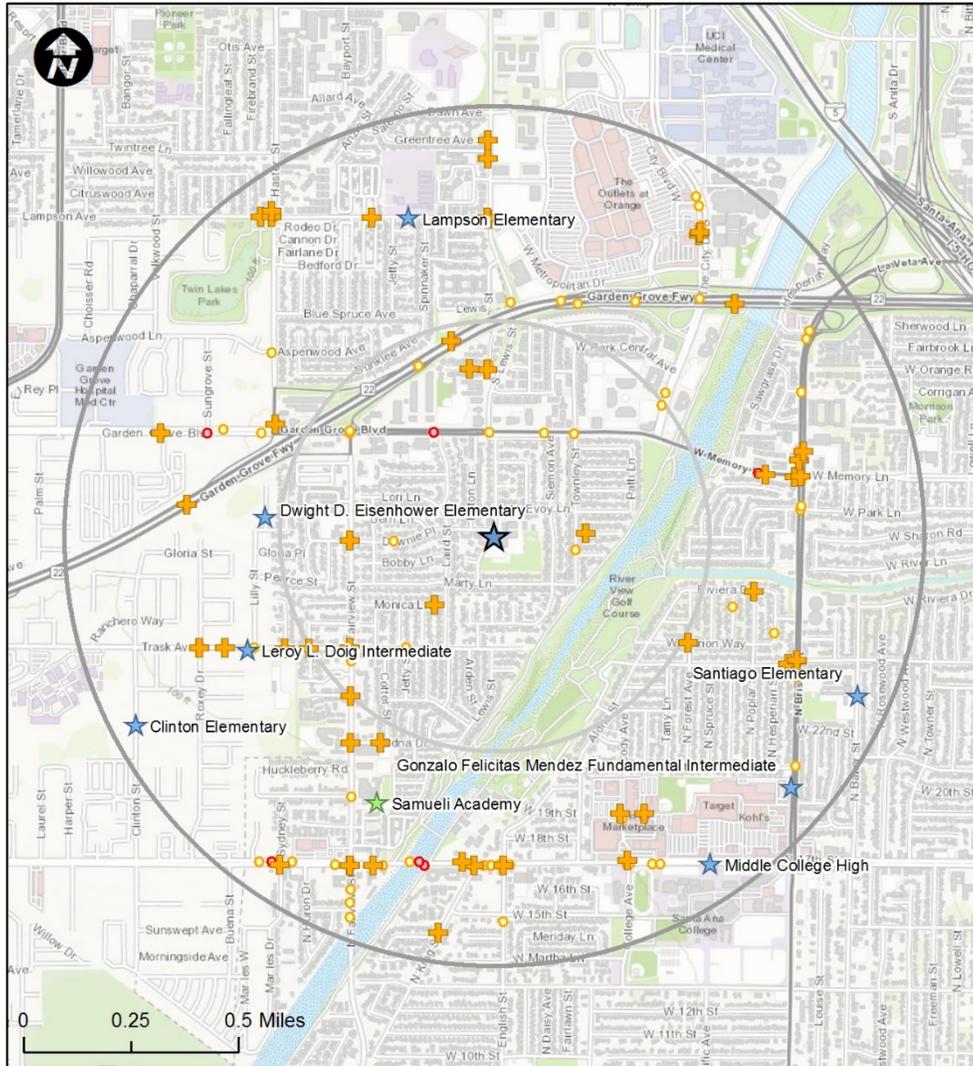
Pedestrian/Bicycle Collisions within 1 Mile

- +
 - +
 - o
 - o
- Fatality (age 5-18) (1)
 Injury (age 5-18) (61)
 Fatality (other) (9)
 Injury (other) (112)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Riverdale Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

13222 Lewis St., Garden Grove, CA 92843-2229; CDSCode: 30665226028724



Schools by % FRPM

- ★ Middle Income (40-75) (1)
- ★ Low Income (>75) (8)

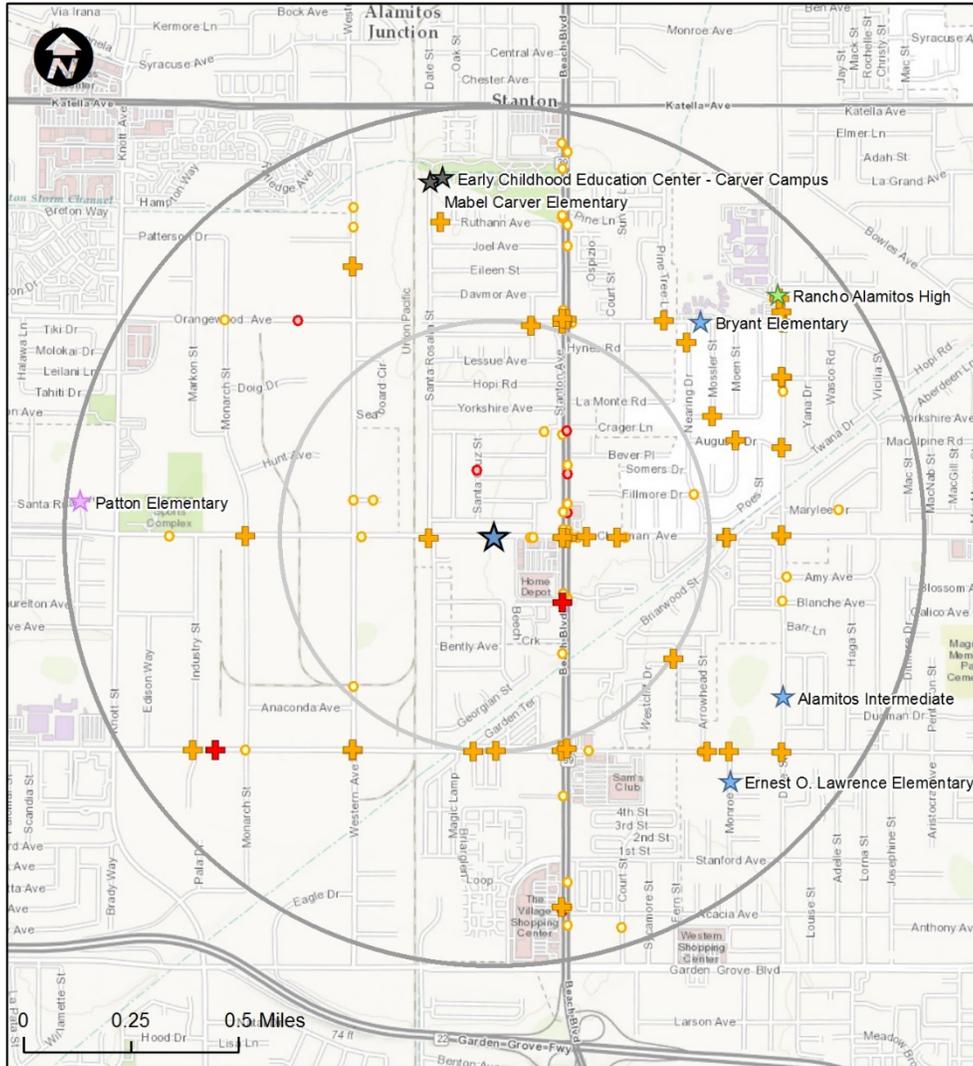
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (55)
- Fatality (other) (7)
- Injury (other) (96)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Wakeham Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

7772 Chapman Ave., Garden Grove, CA 92841-3003; CDSCode: 30665226028815



Schools by % FRPM

- ★ Unknown (2)
- ★ High Income (<40) (1)
- ★ Middle Income (40-75) (1)
- ★ Low Income (>75) (4)

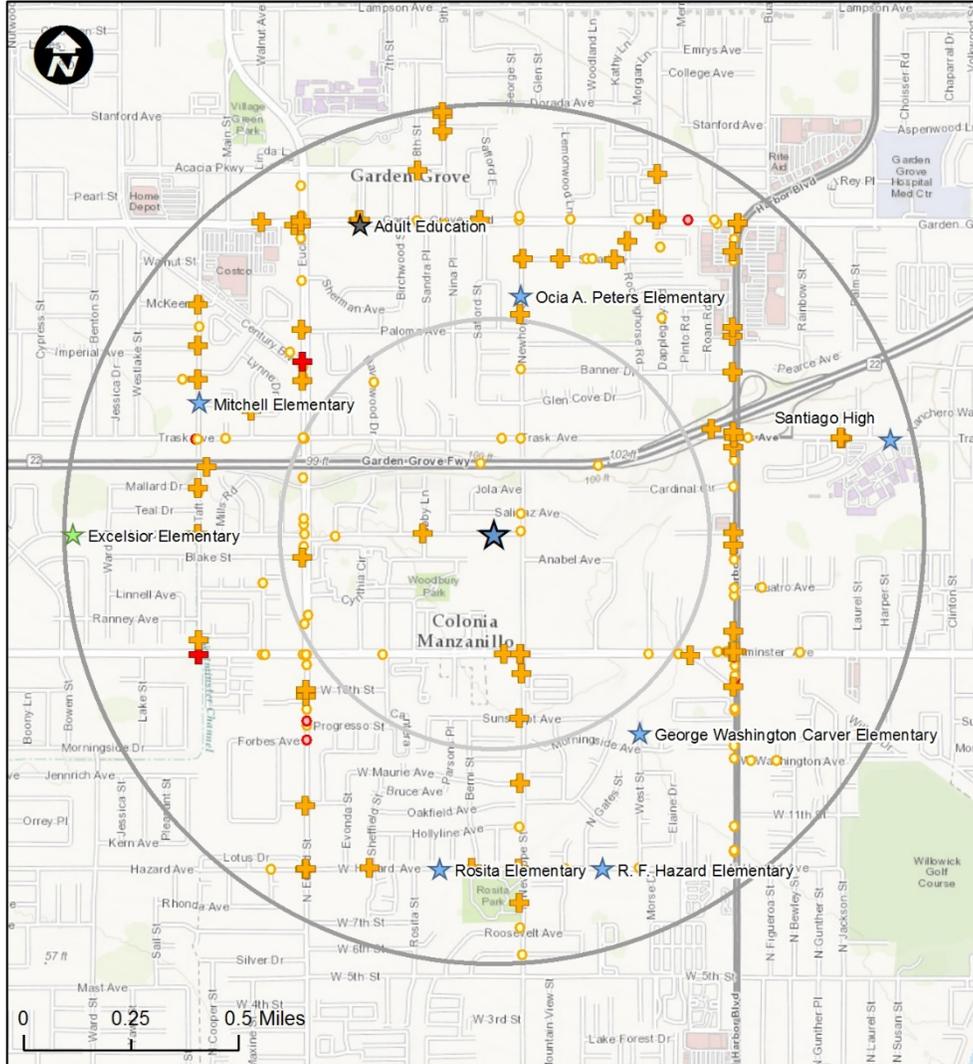
Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (2)
- ✚ Injury (age 5-18) (39)
- Fatality (other) (8)
- Injury (other) (80)

Collision Data Source: SWITRS 2006-2015

Garden Grove - Woodbury Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

11362 Woodbury Rd., Garden Grove, CA 92843-3599; CDSCode: 30665226028823



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (1)
- ★ Low Income (>75) (7)

Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Fatality (age 5-18) (2)
- ✚ Injury (age 5-18) (79)
- Fatality (other) (6)
- Injury (other) (161)

Collision Data Source: SWITRS 2006-2015

APPENDIX E. SAFE ROUTES TO SCHOOL WORKSHOP SUMMARY

On September 20, 2017, an Introduction to Safe Route to School community workshop was held in Garden Grove. Workshop participants included school and school district staff, city staff, public health department staff, parents, and other community members. This summary includes the notes from the individual and group exercises conducted during the workshop.

CHALLENGES POST IT NOTE EXERCISE

Participants were asked write down on Post It Notes what they feel are the top three challenges to student transportation in Garden Grove. Comments are provided verbatim.

Obeying the law/Speeding

- Pedestrians not obeying pedestrian signals
- Drivers do not respect right of way for crosswalk users
- Speeding
- Drivers not following traffic laws
- Not following laws at Brookhurst

Traffic

- Heavy traffic on ramp
- Busy, high traffic volume streets
- Traffic congestion
- Traffic
- Streets with thousands of cars
- Springdale and Lampson – 5 schools within .5 mile
- Congestion
- Schools close together

Lack of infrastructure

- Parking control on Woodbury by Target
- Traffic signals
- No bike lanes (Brookhurst)
- No left turn signal when exiting school, cars block crosswalk
- South side of Woodbury in front of Target needs to be loading/unloading only no parking. Moving vans and casino tour groups take all the stops.
- Crossing guard at Brookhurst and Woodbury
- No left turn lanes on Woodbury and Taylor

Lack of safety programs

- More crosswalks
- Crossing guards needed
- Not enough signs to alert drivers of crosswalks and signal

Lack of school support

- School won't let kids bike to school

School proximity

- Half of school population is transfer kids, coming from too far away
- Kids and families can't use school yards for sports or exercise

Personal safety

- Gangs
- Parental safety concerns
- Off leash dogs

OPPORTUNITIES POST IT NOTE EXERCISE

Participants were asked to write down on Post It Notes what they feel are the top three opportunities to improve student transportation in Garden Grove. Comments are provided verbatim.

Engagement/education

- Engage parents

Safety programs

- Walking school bus program
- HCA can train and provide tools
- Many GG school participating in Walk to School Day
- More crossing guards

Infrastructure

- Turn arrows at intersection
- More signals for pedestrians
- More buses and bus stops to alleviate traffic

Program

- Remote drop off
- Parent/student valet
- Bike and skateboard racks
- Community bicycle safety event

BEES TO THE E'S

Participants were asked to brainstorm new ideas for strategies and activities in the 6 Es categories. Comments are provided verbatim.

Encouragement

- Gift cards
- Bike rodeo after bike rack
- Gift cards, back packs
- Do programs in all areas of the city – reimagine Garden Grove
- More connection with school district
- Walking school bus

Education

- Engage youth to educate parents

Enforcement

- Better enforcement of parking laws – eg cars parked in bike lanes
- Change school district policy to support walking and biking
- Coffee with principal – walking and traffic safety

APPENDIX G. COMMUNITY ORGANIZATIONS

Name	Phone	Website/Email
Orange County Congregation Community	(714) 491-0771	miguel@occcopico.org www.occcopico.org
Boys and Girls Club of Garden Grove	(714) 530-5399 x23	www.bgcgg.org
Orange County Asian and Pacific Islander Community Alliance		www.ocapica.org
Garden Grove Chamber of Commerce		www.gardengrovechamber.com
Garden Grove Downtown Business Association		www.mainstreetgardengrove.com
Papa Wheelie Bicycles		papawheeliebicycles.com