



Mobility Element

Santa Ana General Plan
FINAL, APRIL 2022

A SHARED VISION

Santa Ana is a city that promotes the health and wellness of all residents, with a civic culture that actively embraces the power of diversity. Our city invests in resources that create economic opportunities for the next generation, and it is a community that celebrates our past while working together to create a sustainable future.

OUR CORE VALUES

H HEALTH

The people of Santa Ana value a physical environment that encourages healthy lifestyles, a planning process that ensures that health impacts are considered, and a community that actively pursues policies and practices that improve the health of our residents.

Eq Eq EQUITY

Our residents value taking all necessary steps to ensure equitable outcomes, expanding access to the tools and resources that residents need, and to balance competing interests in an open and democratic manner.

The value of equity that includes “EJ” in the upper corner indicates a policy related to environmental justice.

S SUSTAINABILITY

Santa Ana values land use decisions that benefit future generations, plans for the impacts of climate change, and incorporates sustainable design practices at all levels of the planning process.

C CULTURE

Our community values efforts that celebrate our differences as a source of strength, preserve and build upon existing cultural resources, and nurture a citywide culture of empowered residents.

Ed EDUCATION

We are a city that values the creation of lifelong learners, the importance of opening up educational opportunities to all residents and investing in educational programs that advance our residents’ economic wellbeing.

MOBILITY VISION

Santa Ana envisions a balanced multimodal transportation system that supports community values. These include a vibrant local economy, healthy neighborhoods, health and wellness, and an attractive environment. Our transportation system connects major activity centers with regional labor, education, and goods markets. Context-sensitive design solutions strengthen the livability, vitality, and safety of our neighborhoods, districts, and corridors. Safe and pleasant bicycling and walking options encourage active lifestyles. While building a 21st century transportation system, the City employs best practices to protect our environment, natural resources, health, and safety.



▲ OC Streetcar Visual Simulation [cover photo]

OC Streetcar is the first modern streetcar project to be built in Orange County and will provide improved transit access to important employment, restaurant, and retail centers in Santa Ana, Garden Grove, and surrounding areas. The Streetcar will also provide a convenient “last mile” connection between Metrolink trains and other transportation modes at the Santa Ana Regional Transit Center.

Visual simulation by OCTA

MOBILITY ELEMENT

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RELATED ITEMS UNDER SEPARATE COVER

TRAFFIC IMPACT STUDY, OCTOBER 2020 (APPENDIX K, R-DEIR)

EIR CHAPTER 5.16, TRANSPORTATION



SOMOS - Sunday on Main Open Streets. In 2014, the City of Santa Ana hosted Orange County's first ever ciclovía, an open streets event where the streets were closed to motorized vehicles and open for people to walk and bicycle. The route connected Santa Ana's vibrant downtown to its historic South Main Corridor, with plenty of family-friendly activities, games, and information booths along the three mile route.

MOBILITY

This Mobility Element is the City's blueprint for moving people, goods, and resources throughout the community. Moving beyond mere functionality, the City seeks to improve the quality of life in Santa Ana by providing more complete streets, offering ways to be more active, and conserving our natural resources. In planning the city's transportation system for the 21st century, the City is also making our community safer, more affordable, and more livable.



INTRODUCTION

Santa Ana is a city in motion. Santa Ana’s circulation system of over 500 miles of roads keeps this thriving city of over 335,000 people on the move. Yet each of us thinks about our transportation choices in very different ways. For youth, it is about walking or biking to a school, a park, or a friend’s home. For adults, it is about getting safely and conveniently around Santa Ana or making sure children are safe in their travels. For commerce, it is about ensuring access to goods, services, and customers to improve business opportunities.

Santa Ana’s circulation system has been a vital part of its history, dating back to 1869 when the city was originally founded. At that time, the circulation system consisted primarily of dirt roads that connected agricultural fields and farms to the shops and post office. In the 1880s, the Southern Pacific Railroad and Santa Fe Railroad brought rail

transportation to the community, opening it to commerce and housing development. Seventy-five years later, freeways were constructed and later expanded, which provided convenient access for Santa Ana residents and businesses to the greater metropolitan area.

Santa Ana’s circulation system continued to evolve, with added commuter rail and transit routes not only offering options for getting around without a car, but also making Santa Ana the transit and rail hub of Orange County. Looking forward, the City will continue to advance mobility through the OC Streetcar and significant investments in bikeways and pedestrian infrastructure.

Other City planning documents related to circulation are the Alternative Transportation, Safe Mobility, Safe Routes to School, and Street Standard plans.



▲ Crossing the Street in the Lacy Neighborhood

A crossing guard helps a family safely cross Brown Street from Garfield Elementary School and its new Wellness Center (opened in 2020), which is housed in a historic Pacific Electric substation that once served the Red Car railways system.

COMMUNITY CONSIDERATIONS

Through the community engagement process for this General Plan, participants identified numerous circulation and mobility considerations and values that they believe should form the basis of and be addressed by this element. Specifically, participants highlighted the following topics, areas of concern, and community strengths:

- ▶ Increase the amount of active transportation opportunities
- ▶ Alleviate parking congestion in commercial areas and neighborhoods
- ▶ Improve safety for bicyclists and pedestrians
- ▶ Expand the availability and frequency of transit
- ▶ Address high traffic speeds and congestion



▲ Programs and Activities to Promote Walking and Biking

To make bicycling and walking safer, more fun, and easy to do, the City teams with transit, health, and other local organizations to organize and promote activities such as open streets events, family-friendly bike rides, walk-to-school days, winter evening walk and ride events (pictured at top), food-focused bike rides, female-focused bike rides (pictured above), and walking tours.



▲ Community Input

Santa Ana's engagement for transportation planning has been a progressive effort, starting in 2012 and extending through 2019. Multiple forums were held throughout the city on a variety of topics that began to set the stage for a transformation in how the City, its residents, and its business community think and plan for transportation. Efforts included a wide range of community open houses, workshops (pictured above), youth bike forum, health fairs, General Plan Advisory Group meetings, and many other venues to hear first-hand the concerns regarding the usability, safety, and desirability of the city's transportation system.

POLICY FRAMEWORK

GOAL M-1: Comprehensive Circulation

A comprehensive and multimodal circulation system that facilitates the safe and efficient movement of people, enhances commerce, and promotes a sustainable community.

POLICY M-1.1 SAFETY

Achieve zero fatalities from traffic collisions through education, enforcement, and infrastructure design.



POLICY M-1.2 BALANCED MULTIMODAL NETWORK

Provide a balanced and equitable multimodal circulation network that reflects current and changing needs.



POLICY M-1.3 TRAFFIC MANAGEMENT SYSTEMS

Utilize technology to efficiently move people and vehicles and manage motor vehicle speeds.



POLICY M-1.4 MOTOR VEHICLE LEVEL OF SERVICE

Maintain at least a vehicle level of service “D” for intersections of arterial streets, except in areas planned for high intensity development or traffic safety projects.



POLICY M-1.5 MULTIMODAL LEVEL OF SERVICE

Ensure that new development and City projects maintain or improve the current level of service for all modes of transportation.



POLICY M-1.6 COMPLETE STREETS

Transform travelways to accommodate all users through street design and amenities, such as sidewalks, trees, landscaping, street furniture, and bus shelters.



POLICY M-1.7 PROACTIVE MITIGATION

Proactively mitigate existing and new potential air quality, noise, congestion, safety, and other impacts from the transportation network on residents and business, especially in environmental justice communities.



POLICY M-1.8 ENVIRONMENTAL SUSTAINABILITY

Consider air and water quality, noise reduction, neighborhood character, and street-level aesthetics when making improvements to travelways.



POLICY M-1.9 REGIONAL CONSISTENCY

Ensure the street network is consistent with standards set in the OCTA Master Plan of Arterial Highways and the Congestion Management Program.



POLICY M-1.10 INTERGOVERNMENTAL COORDINATION

Collaborate with federal, state, SCAG, OCTA, rail authorities, and other agencies to fund and improve the regional transportation system.



CONTINUED ON NEXT PAGE >>



<< GOAL M-1: COMPREHENSIVE CIRCULATION

POLICY M-1.11
EMERGING SERVICES

Promote the development of innovative and safe travel and delivery services through partnerships with business and industry leaders.

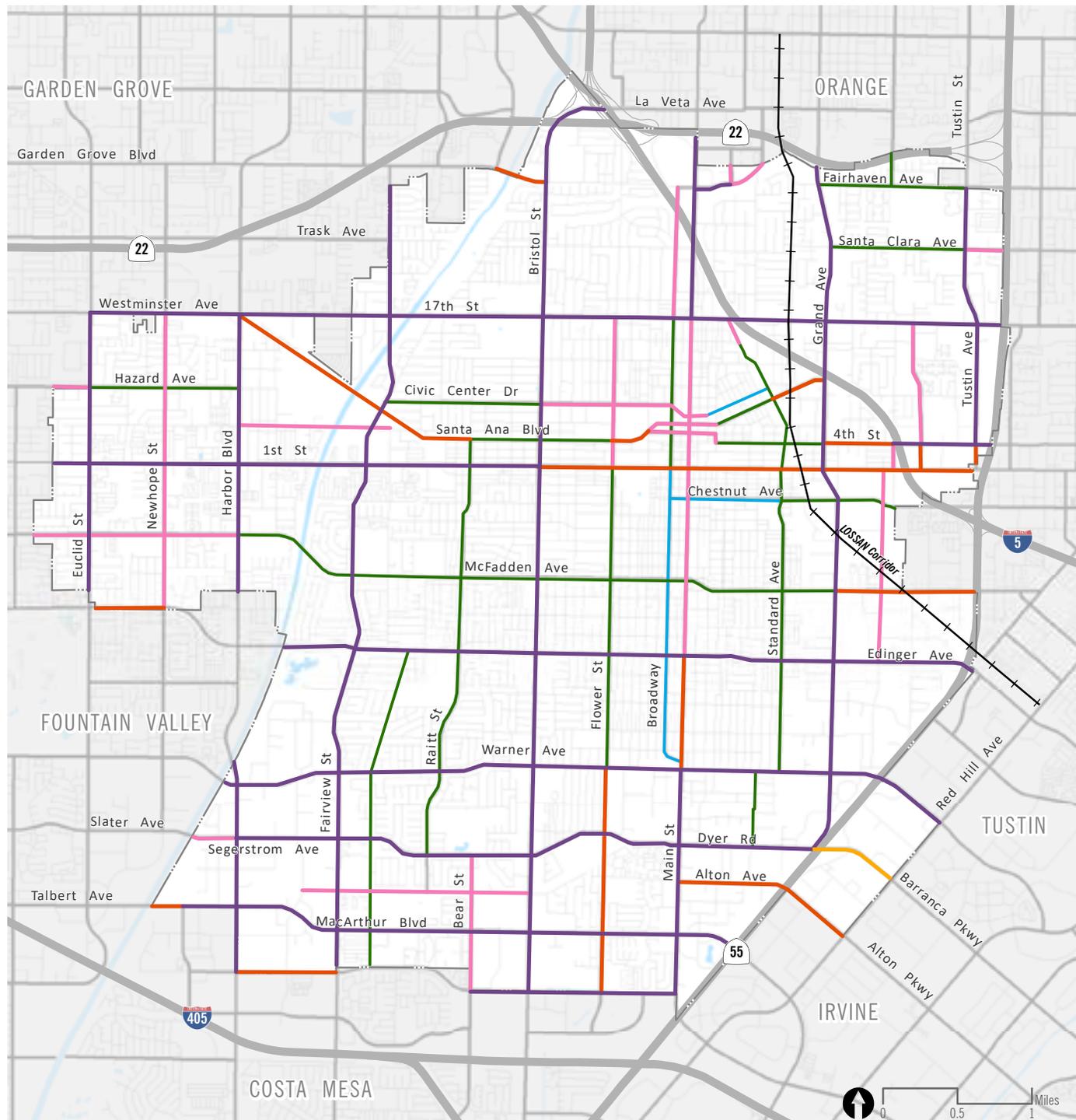
H Eq S



▲ Complete Streets Improvements along Harbor Boulevard

After the Harbor Corridor Specific Plan was adopted in 2014, the City began implementing improvements (painting, striping, and spacing for a Class 4 Cycle Track) and applying streetscape requirements to new development (wide sidewalks with street trees and lighting) to make Harbor Boulevard a more complete street and accommodate vehicles, transit users, bicyclists, and pedestrians in a safe, efficient, and attractive manner.

ABOUT THE MAP. This map displays the City's long-term plan for an integrated system of streets and highways, with classifications that correspond to the nature and purpose of each roadway. This map reflects the City's efforts to create and maintain a roadway system that fosters the safe and efficient movement of people and vehicles throughout Santa Ana. See Table M-1 for a description of each street classification. Within city limits, the thin grey lines represent local streets.



Source: OCTA Master Plan of Arterial Highways (06/20/2020) and the City of Santa Ana Date Published: 7/12/2021

- Principal Arterial
- Major Arterial
- Primary Arterial
- Secondary Arterial
- Divided Collector
- Collector



TABLE M-1. STREET CLASSIFICATIONS

Classification	Description	Examples
Principal Arterial	A street with eight travel lanes and a center median. Typically includes bus transit, pedestrian sidewalks, and bicycle lanes. <i>Typical ROW: 144' / 126' curb-to-curb / 14' median / 10' sidewalk</i>	Dyer Road
Major Arterial	A street with six travel lanes and a center median. Typically includes bus transit, pedestrian sidewalks, and bicycle lanes. <i>Typical ROW: 120' / 100' curb-to-curb / 14' median / 10' sidewalk</i>	Bristol Street, Harbor Boulevard, and Edinger Avenue
Primary Arterial	A street with four travel lanes and a center median. Typically includes pedestrian sidewalks and may include bus transit services and bicycle lanes. <i>Typical ROW: 100' / 84' curb-to-curb / 14' median / 10' sidewalk</i>	4th Street (between Grand Avenue and Interstate 5), and Sunflower Avenue (west of Raitt Street)
Secondary Arterial	A street with four travel lanes and no center median. Typically includes pedestrian sidewalks and may include bus transit and bicycle lanes. Serves more local traffic than a Primary Arterial. <i>Typical ROW: 80' / 64' curb-to-curb / 8' sidewalk</i>	Main Street (through Downtown), and Newhope Street
Divided Collector Arterial	A street with two travel lanes and a continuous center two-way left-turn lane, but may be divided by raised median, with an expanded right-of-way to accommodate bike lanes. <i>Typical ROW: 80' / 64' curb-to-curb / 8' sidewalk</i>	Raitt Street and Standard Avenue
Collector Street	A street with two travel lanes and no center median, typically includes pedestrian sidewalks, may include shared bicycle routes. <i>Typical ROW: 56' / 40' curb-to-curb / 10' sidewalk</i>	Broadway south of 1st Street (north of Civic Center)
Local Street	A street with two travel lanes serving residences and businesses. Typically includes pedestrian sidewalks and on-street parking. May include shared bicycle routes. Local streets are the most common street type. * <i>Not part of the City's MPSH.</i>	Lacy Street, Orange Avenue, Raitt Street, Santa Clara Avenue, Wilshire Avenue

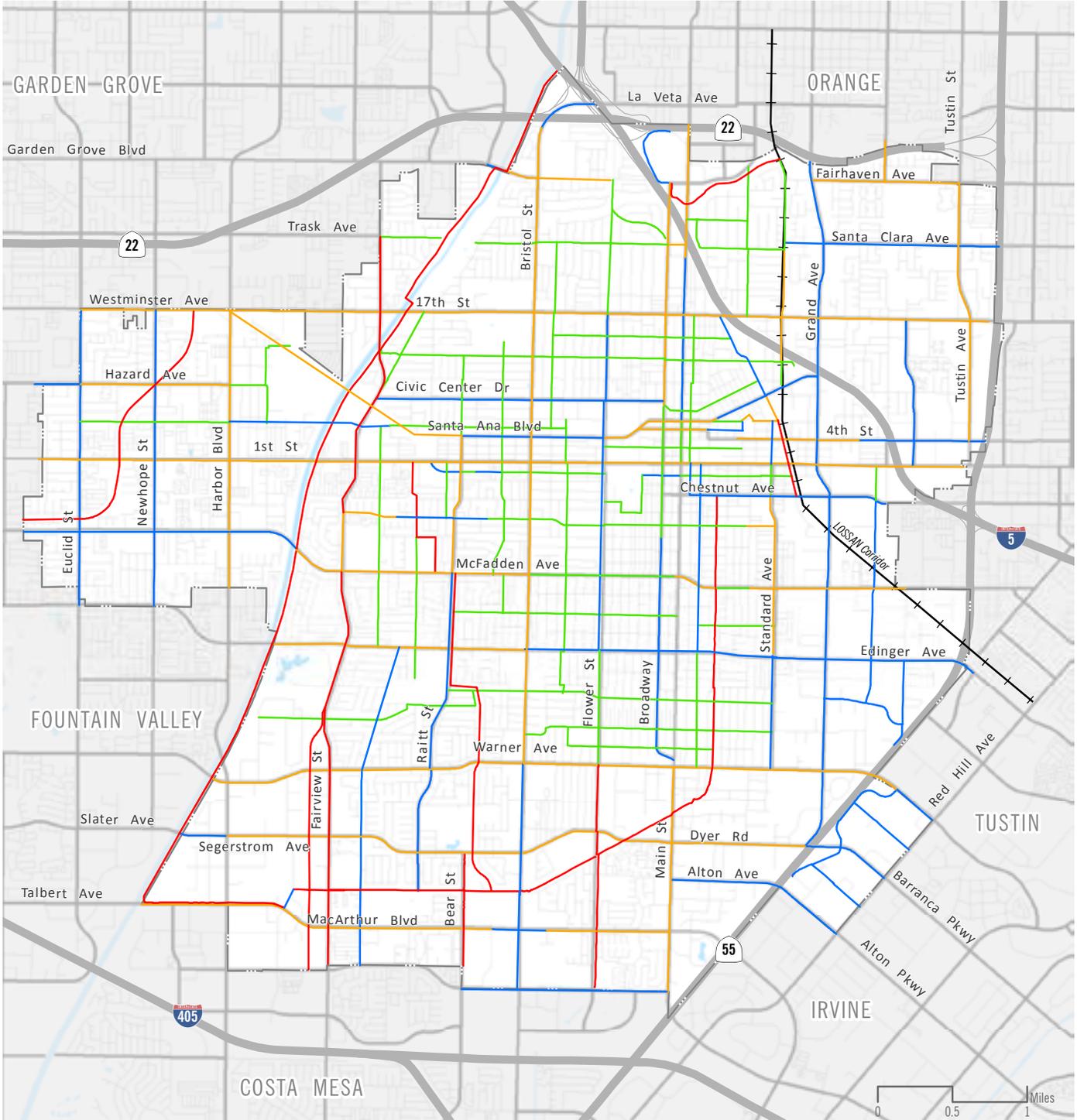


▲ Local Streets in Wilshire Square

Shown here is Russell Avenue at the intersection of Van Ness Avenue in the Wilshire Square neighborhood. Both streets offer two travel lanes, on-street parking, sidewalks, and pedestrian-scaled lighting. Russell Avenue offers wide-canopied street trees while Van Ness Avenue is lined with tall palm trees.

Photo courtesy of Lisandro Orozco

ABOUT THE MAP. This map displays the City's long-term plan for a comprehensive bicycle network, with a hierarchy of facilities that provide varying levels of design, signage, and separation from vehicles. The City intends to provide a safe and efficient system that reduces the reliance on the automobiles and facilitates an increase in bicycling by choice. Table M-2 describes each bicycle classification.



Source: City of Santa Ana (2020) Date Published: 11/8/2021

- Class I Path
- Class III Bike Route / Boulevard
- Class II Bike Lane
- Class IV Cycle Track



TABLE M-2. BIKEWAY CLASSIFICATIONS

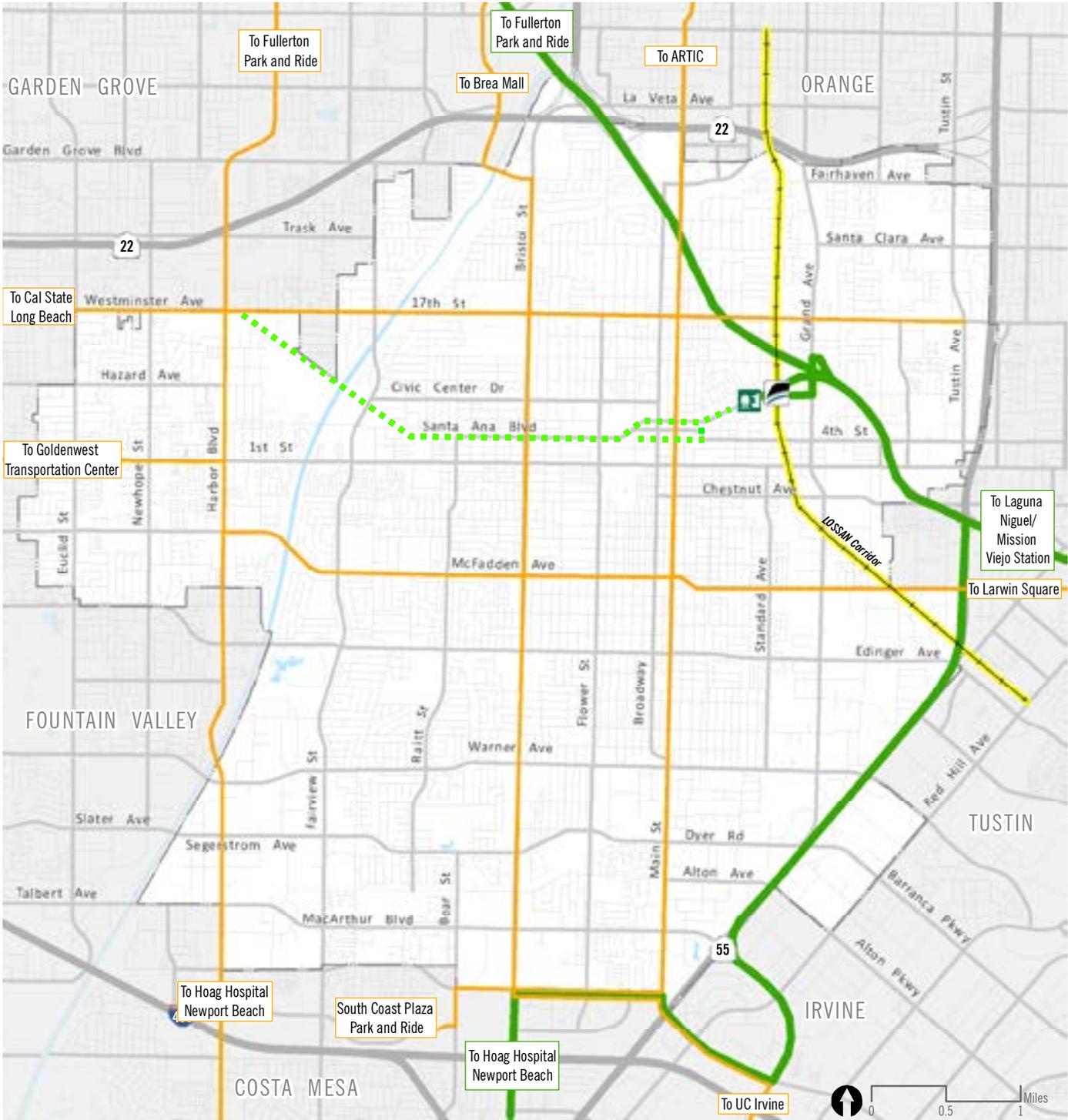
Classification	Description	Examples
Class I Bicycle Path	Paved rights-of-way for the exclusive use of bicyclists and pedestrians. Physically separated from vehicle traffic and generally built in locations not served by streets or where vehicular cross-flows are minimized.	Santa Ana River Trail and several segments of Alton Avenue/Maple Street, Santiago Creek Trail, Flower Street, Santa Ana Gardens Channel/Bear Street, and MacArthur Boulevard
Class II Bicycle Lane	One-way routes denoted by a striped lane on a roadway to delineate the rights-of-way assigned to vehicles and bikes. Can be striped adjacent to the curb where no parking exists or striped to the left side of on-street parking lanes.	Bristol Street, Greenville Street, Memory Lane, and Ross Street
Class III Bicycle Route	Bikeways where cyclists share the travel lane with motor vehicles. Typically on low-volume roadways, such as local streets in residential neighborhoods, and may be designated by signage or roadway markings (called sharrows).	Although not always designated by signage, most streets in low-traffic-volume residential neighborhoods are classified as Class 3 routes
Class IV Cycle Track	Local roads that have been enhanced with treatments that prioritize bicycle travel. These treatments might include wayfinding signage, bollards, and traffic-calming features that facilitate safe and convenient bicycle travel, slow vehicle speeds, and minimize vehicular traffic volumes.	Bristol Street and Edinger Avenue



▲ Cycle Track along Bristol Street

As part of the Bristol Street Specific Plan, the City constructed (in 2018) a six-foot-wide bike lane, a concrete curb with plantings separating the bike lane from general traffic lanes, and a greenway separating the bike lane from the sidewalk.

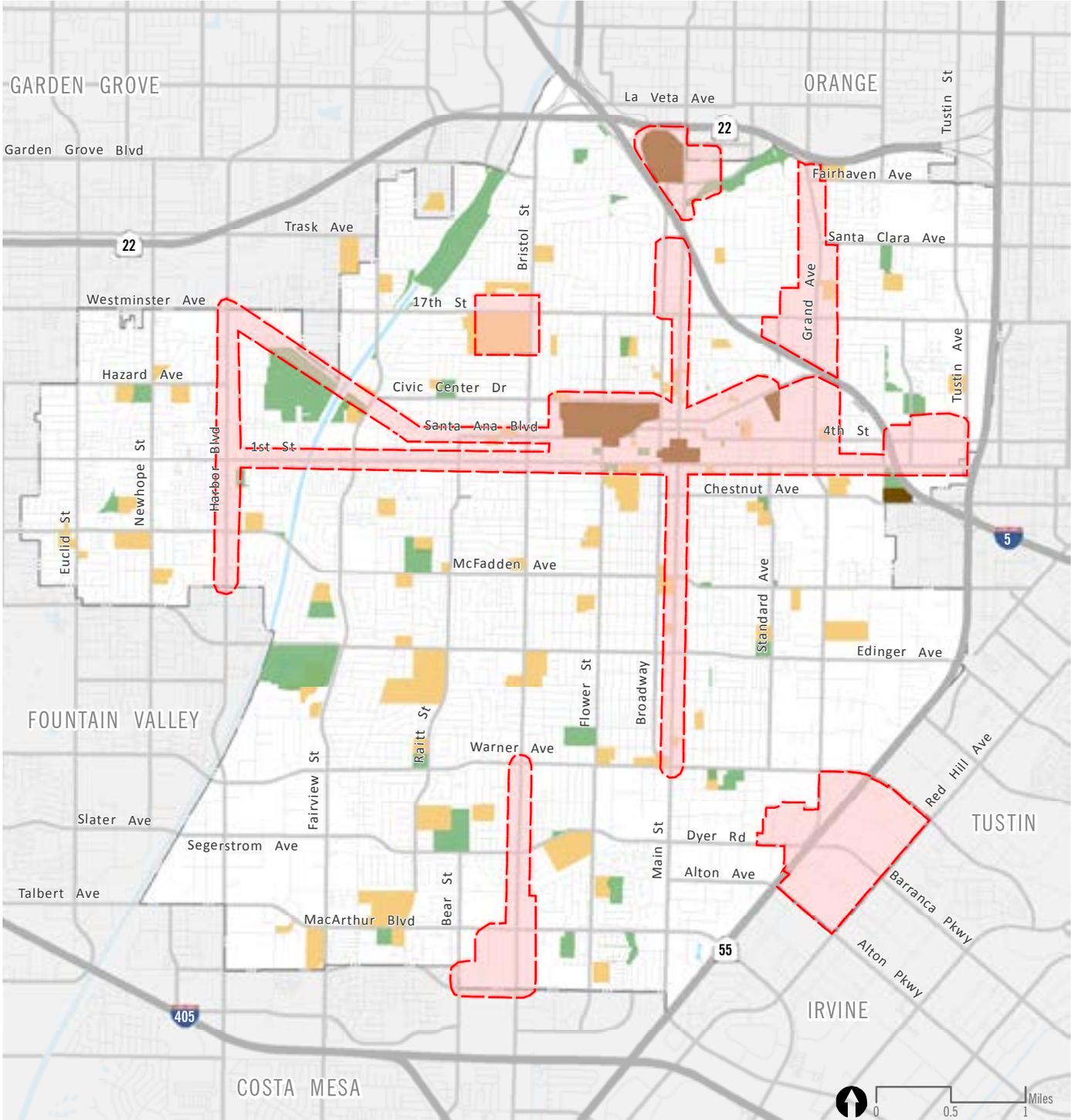
ABOUT THE MAP. This map shows the long-term plans of the City and regional transit operators to expand and enhance ways for people to travel within, to, and from Santa Ana by rail, streetcar, and bus. OCTA Transit and Freeway Transit Opportunity Corridors represent bus rapid transit lines; other OCTA bus lines (not shown) run along most major streets in the city.



Source: OCTA OCstreetcar Overview, OCTA Transit Vision Plan (June 2020) Date Published: 9/20/2020

- OCTA Transit Opportunity Corridor
- - - Future Alignment of OC Street Car
- Metrolink and Amtrak Commuter Rail
- OCTA Freeway Transit Opportunity Corridor
- Santa Ana Regional Transportation Center
- Metrolink Station

ABOUT THE MAP. This map shows areas that currently or should support high levels of pedestrian activity based on proximity to activity centers, mixed-use development, and/or transit stops. The intent is to foster a more walkable and active public realm through improvements such as wider sidewalks, safer street crossings, and enhanced streetscapes.



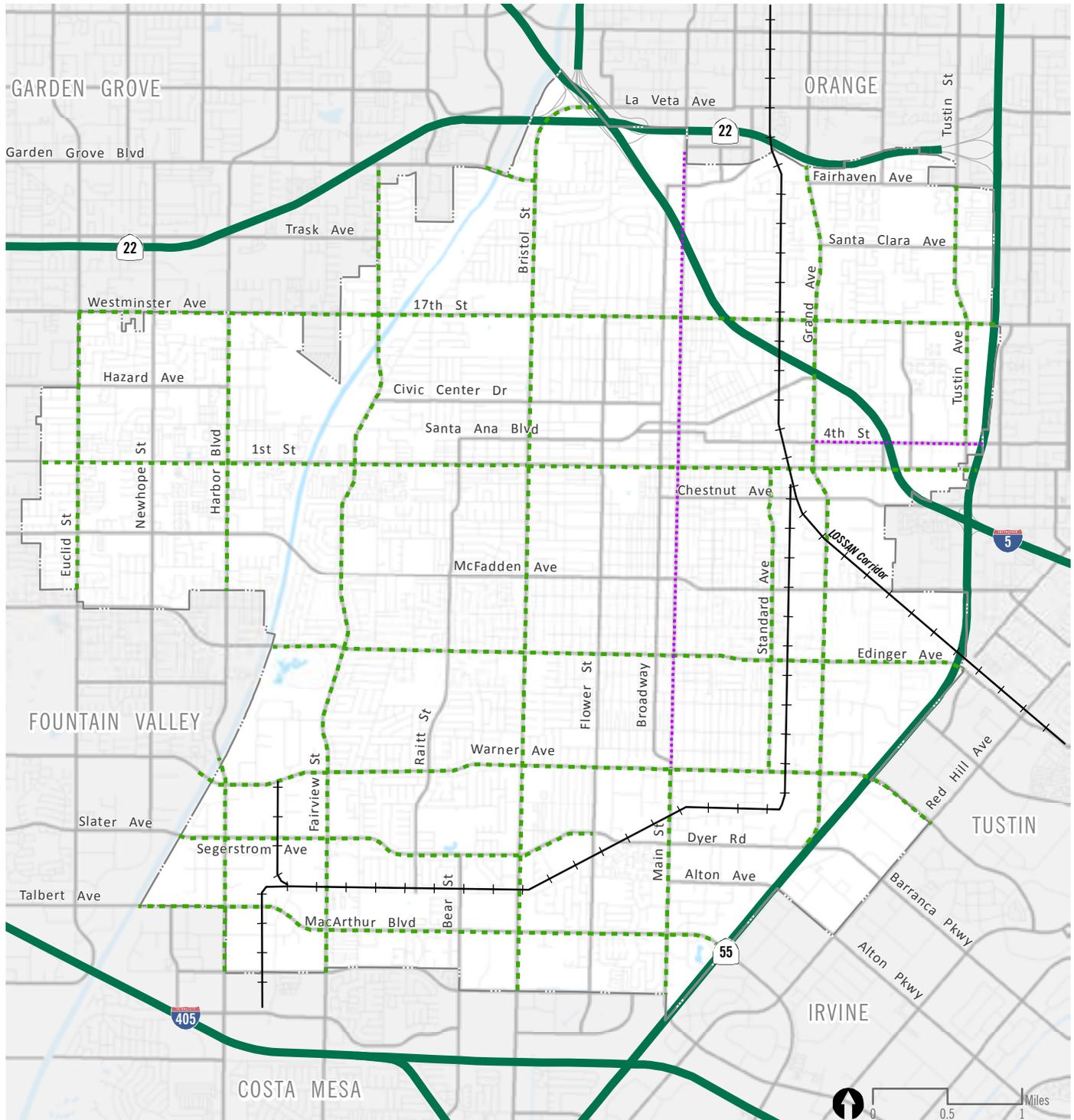
- Pedestrian Opportunity Zone
- Landmark
- Parks & Recreation
- School

Source: City of Santa Ana 2020 Date Published: 9/20/2020

**FIGURE M-4
PEDESTRIAN OPPORTUNITY ZONES**



ABOUT THE MAP. This map shows the network for transporting materials and goods to and from businesses in Santa Ana, and throughout southern California. The City's street system supports the national network and local businesses via designated truck routes, generally along major or primary arterials that connect to freeways. Except for local deliveries, trucks are prohibited from driving on residential streets or low-volume roadways.



Source: Truck Networks on State Highways District 12 (CalTrans 6/7/2018), California Rail Network (CalTrans 10/31/2018), U.S. Department of Transportation - Federal Highway Administration, City of Santa Ana. Date Published: 9/21/2020

Truck/Freight Rail Routes

- National Network Route
- - - - Local Truck Route / Terminal Access Truck Route
- - - - Local Truck Route
- +—+—+— Freight Rail Line

Notes: National Network Routes are designated truck routes regulated by federal regulations (Code of Federal Regulations, Title 23, Section 658), and allow trucks that may exceed the limits established under state regulations. Local truck routes designated as a Terminal Access route allow vehicles that exceed the limits established under state regulations (California Vehicle Code Sections 35400/35401). Local truck routes allow any vehicle that exceeds 3 tons, but vehicles must meet other state regulations regarding length and width.





Santa Ana around 1920. Although much has changed in the world, the need for a multimodal transportation system remains constant. Shown here are people walking, driving, biking, and riding the Red Car along 4th Street in Santa Ana. Within the next couple of years, those living and working in Santa Ana will once again enjoy these options.

Photo courtesy of Orange County Archives

GOAL M-2: Regional Mobility

An integrated system of travelways that connects the city to the region, employment centers, and key destinations, making Santa Ana the leader in regional transportation.

POLICY M-2.1

INTERSTATE FREEWAYS

Support Caltrans and OCTA efforts to improve freeway safety, while addressing impacts to neighborhoods.



POLICY M-2.2

TRANSIT SERVICES

Support OCTA, Caltrans, and other regional and local transportation providers to enhance existing transit services to provide residents, workers and visitors with safe, affordable, accessible, convenient, reliable, and attractive transit services.



POLICY M-2.3

REGIONAL TRANSPORTATION CENTER

Continue to promote and develop the Santa Ana Regional Transportation Center (SARTC) as a major transportation hub linking Amtrak, Metrolink, the OC Streetcar, other regional systems, and first and last mile connections.



POLICY M-2.4

COMMUTER RAIL

Support the expansion of commuter rail services and Santa Ana's role as a destination along the Los Angeles–San Diego–San Luis Obispo (LOSSAN) rail corridor.



POLICY M-2.5

OC STREETCAR

Support development and expansion of the OC Streetcar project, connecting neighborhoods, employment centers, and Downtown Santa Ana to activity centers in Orange County.



POLICY M-2.6

HIGH FREQUENCY TRANSIT CORRIDORS

Work with OCTA to support the improvement of transit opportunity corridors to facilitate high frequency transit (e.g., bus rapid transit and other modes) along designated corridors in Santa Ana.



POLICY M-2.7

REGIONAL MOBILITY ACCESS

Enhance access to regional transit, including first and last mile connections, to encourage the use of public transit.



POLICY M-2.8

GRADE SEPARATIONS

Encourage the installation and improvement of grade separations at rail crossings that minimize impacts to adjacent properties and nonmotorized users.



POLICY M-2.9

GOODS MOVEMENT

Maintain a network of truck routes limited to arterial streets to allow for goods movement and protect residential neighborhoods from adverse impacts.



GOAL M-3: Active Transportation

A safe, balanced, and integrated network of travelways for nonmotorized modes of transportation that connects people to activity centers, inspiring healthy and active lifestyles.

POLICY M-3.1

NONMOTORIZED TRAVELWAY NETWORK

Expand and maintain a citywide network of nonmotorized travelways within both the public and private realms that create linkages between neighborhoods, recreational amenities, schools, employment centers, neighborhood serving commercial, and activity centers.



POLICY M-3.2

NONMOTORIZED TRAVELWAY AMENITIES

Enhance nonmotorized travelways with amenities such as landscaping, shade trees, lighting, benches, crosswalks, rest stops, bicycle parking, and support facilities that promote a pleasant and safe experience.



POLICY M-3.3

SAFE ROUTES TO SCHOOLS AND PARKS

Lead the development and implementation of safe routes to schools and parks by partnering with the school districts, residents, property owners, and community stakeholders.



POLICY M-3.4

REGIONAL COORDINATION

Coordinate development of the City's active transportation and transit network with adjacent jurisdictions, OCTA, and other appropriate agencies.



POLICY M-3.5

EDUCATION AND ENCOURAGEMENT

Encourage active transportation choices through education, special events, and programs.



POLICY M-3.6

TRANSIT CONNECTIVITY

Enhance first and last mile connectivity to transit facilities through safe, accessible, and convenient linkages.



POLICY M-3.7

COMPLETE STREETS DESIGN

Enhance streets to facilitate safe walking, bicycling, and other nonmotorized forms of transportation through community participatory design.



POLICY M-3.8

SANTA ANA RIVER AND GOLDEN LOOP

Proactively pursue the improvement and restoration of the Santa Ana River natural habitat and the completion of the Golden Loop to serve as a multiuse recreational amenity.



POLICY M-3.9

NEIGHBORHOOD TRAFFIC

Develop innovative strategies to calm neighborhood traffic, increase safety, and eliminate collisions, while also maintaining access for emergency response.



GOAL M-4: Transportation, Land Use, and Design

Coordinated transportation planning efforts with land use and design strategies that encourage sustainable development and achieve broader community goals.

POLICY M-4.1

INTENSE DEVELOPMENT AREAS

Program multimodal transportation and public realm improvements that support new development in areas along transit corridors and areas planned for high intensity development.



POLICY M-4.2

PROJECT REVIEW

Encourage active transportation, transit use, and connectivity through physical improvements and public realm amenities identified during the City's Development Review process.



POLICY M-4.3

TRANSPORTATION MANAGEMENT

Coordinate with OCTA, employers, and developers to utilize TDM (transportation demand management) strategies and education to reduce vehicle trips and parking demands.



POLICY M-4.4

FAIR SHARE IMPACTS

Ensure that all development projects pay their fair share of the system improvements necessary to accommodate the transportation needs of their projects.



POLICY M-4.5

LAND USE DEVELOPMENT DESIGN

Ensure that building placement and design features create a desirable and active streetscape, by prioritizing pedestrian access directly from the street and placing parking lots to the rear of a development site.



POLICY M-4.6

ROADWAY CAPACITY ALTERNATIVES

Promote reductions in automobile trips and vehicle miles traveled by encouraging transit use and nonmotorized transportation as alternatives to augmenting roadway capacity.



POLICY M-4.7

PARKING

Explore and implement a flexible menu of parking options and other strategies to efficiently coordinate the response to parking demands.



POLICY M-4.8

NOISE MITIGATION

Encourage physical and operational improvements to reduce noise levels around major roads, freeways, and rail corridors, in particular around sensitive land uses.



POLICY M-4.9

AIR POLLUTION MITIGATION

Utilize land use, building, site planning, and technology solutions to mitigate exposure to transportation-related air pollution, especially in environmental justice focus areas.



GOAL M-5: Sustainable Transportation Design

A transportation system that is attractive, safe, state-of-the-art, and supports community, environmental, and conservation goals.

POLICY M-5.1

ENHANCED STREET DESIGN

Improve the beauty, character, and function of travelways with amenities such as landscaped parkways and medians, bike lanes, public art, and other amenities.

H S

POLICY M-5.2

RAIL CORRIDORS

Coordinate with rail service providers to improve and maintain the aesthetics of rail corridors, reduce noise levels, and mitigate traffic conflicts and other environmental hazards.

H Eq S

POLICY M-5.3

TRAVEL VIEWS

Promote the undergrounding of utilities and the reduction of visual clutter along travelways.

S

POLICY M-5.4

GREEN STREETS

Leverage opportunities along streets and public rights-of-way to improve water quality through use of landscaping, permeable pavement, and other best management practices.

S

POLICY M-5.5

STREET DESIGN

Design and retrofit streets based on their combined land use context and road function to achieve safety objectives.

H Eq S

POLICY M-5.6

CLEAN FUELS AND VEHICLES

Encourage the use of alternative fuel vehicles and mobility technologies through the installation of supporting infrastructure.

S

POLICY M-5.7

INFRASTRUCTURE CONDITION

Enhance travelway safety by maintaining streets, alleys, bridges, sidewalks, lighting, and other transportation infrastructure in excellent condition.

S Eq

POLICY M-5.8

TRAFFIC SAFETY

Prioritize the safety of all travelway users when designing transportation improvement and rehabilitation projects.

H S



Transit Hub. In 1985, the Santa Ana Regional Transportation Center (SARTC) was erected on the site of the former Atchison, Topeka and Santa Fe Railway depot that was built in 1933 and closed in 1982. The SARTC now serves as the hub of Amtrak's Pacific Surfliner and Metrolink's Orange County lines, and shares use of the railroad with the Burlington-Northern Santa Fe and Union Pacific, which serve the city's industrial sector. Santa Ana continues to lead the rail revolution—most importantly, the planned OC Streetcar, set to begin operations in 2022/23.



RELATED GENERAL PLAN POLICIES

Each policy in the City of Santa Ana General Plan is listed under the most related goal and element. Some policies, however, also reinforce other goals housed in different elements.

To provide a more complete picture of all of the policies that support the goals of this element, Table M-1 lists each Mobility goal in the far left column and, in columns to the right, identifies related policy numbers from other elements.

Goal M-2, for example, is supported not only by the policies in this element (M-1.1 through M-5.8), but also by Policy CN-3.11 in the Conservation Element, Policy N-1.3 in the Noise Element, Policy S-2.3 in the Safety Element, and Policy UD-7.5 in the Urban Design Element.

TABLE M-3. RELATED GENERAL PLAN POLICIES

Mobility Goals	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
<p>M-1: Comprehensive Circulation A comprehensive and multimodal circulation system that facilitates the safe and efficient movement of people, enhances commerce, and promotes a sustainable community.</p>	CM-1.1	Current Element	EP-3.4	PS-1.8	CN-1.9 CN-1.10 CN-1.14	OS-2.6 OS-2.14	N-2.1	-	LU-4.5	HE-1.13 HE-1.14 HE-1.8	-	-
<p>M-2: Regional Mobility An integrated system of travelways that connects the city to the region, employment centers, and key destinations, making Santa Ana the leader in regional transportation.</p>	-	Current Element	-	-	CN-3.11	-	N-1.3	S-2.3	-	-	-	UD-7.5
<p>M-3: Active Transportation A safe, balanced, and integrated network of travelways for nonmotorized modes of transportation that connects people to activity centers, inspiring healthy and active lifestyles.</p>	CM-3.4 CM-3.7	Current Element	-	-	-	OS-1.2 OS-1.6 OS-1.7 OS-2.3	-	-	LU-1.7	-	-	UD-3.6 UD-5.4

Notes:

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element



TABLE M-3. RELATED GENERAL PLAN POLICIES

	Volume 1 Services & Infrastructure				Volume 2 Natural Environment				Volume 3 Built Environment			
	CM	M	EP	PS	CN	OS	N	S	LU	HE	HP	UD
Mobility Goals												
M-4: Transportation, Land Use, and Design Coordinated transportation planning efforts with land use and design strategies that encourage sustainable development and achieve broader community goals.	-	Current Element	-	-	CN-1.10	-	-	-	LU-1.6 LU-2.10 LU-3.6	HE-1.5	-	UD-3.4 UD-3.5
M-5: Sustainable Transportation A transportation system that is attractive, safe, state-of-the-art, and supports community, environmental, and conservation goals.	-	Current Element	-	-	CN-1.11 CN-1.12	-	-	-	-	-	-	UD-3.1 UD-3.2 UD-7.2

Notes:

CM: Community Element

M: Mobility Element

EP: Economic Prosperity Element

PS: Public Services Element

CN: Conservation Element

OS: Open Space Element

N: Noise Element

S: Safety Element

LU: Land Use Element

HE: Housing Element

HP: Historic Preservation Element

UD: Urban Design Element



▲ **Santa Ana River Trail**

Nearly four linear miles of trails run along the Santa Ana River through the city’s western area. The City’s vision for the river includes preserving and restoring natural habitat, acquiring land for improvements, protecting water quality, and promoting the Santa Ana River Trail as a nonmotorized transportation route to serve the region. This photo shows a bicyclist along the trail as it passes under the 1st Street bridge.



IMPLEMENTATION

An implementation plan is a coordinated series of actions the City desires to take in the future that are intended to advance, over the long term, the City's Shared Vision, Core Values, and the General Plan goals and policies. An implementation plan is thus a follow-up measure for this element. Taken as a whole, these programs represent the City's best thinking today on what actions should be taken to address the considerations and concerns of the community and make sure that the plan's aspirations are achieved.

Implementation is in large part contingent upon adequate funding. Many of these actions can be pursued through initiatives already underway.

Other programs will require additional resources. Therefore, the exact mix and timing of programs the City may pursue will in part be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources. The Time Frame in the Implementation Table below is the target for completion of the Action.

This element may be implemented by amendments to existing plans, ordinances, development standards and design guidelines; capital investments/projects; and interagency/interjurisdictional coordination. The following table identifies the implementation action, the responsible City agency, and targeted timeline for accomplishment.

TABLE M-4. MOBILITY ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
GOAL M-1: Comprehensive Circulation A comprehensive circulation system that facilitates the safe and efficient movement of people, enhances commerce, and promotes a sustainable community.		
1.1	Cross-agency collaboration. Coordinate with external agencies to address the impacts of new regional transportation projects on the local network and accommodate complete street practices.	PWA Ongoing
1.2	MPAH. Coordinate with external agencies to ensure the OCTA Master Plan of Arterial Highways accommodates current and future demand for all users while prioritizing the safety of people utilizing non-automobile modes of transportation.	PWA 2022-2035
1.3	Complete streets design. Update the City's standard plans to include complete streets design strategies.	PWA 2025
1.4	Reduce collisions. Minimize parking from arterial streets to reduce vehicular, bicycle, and pedestrian conflicts.	PWA Ongoing
1.5	Capital Improvement Program. Prepare the annual Capital Improvement Program that corresponds with the City's general plan goals and implementation actions.	PWA Annually
1.6	Asset Management database. Explore the benefits of an asset management database to coordinate ongoing maintenance of streets, parkway and the public realm.	PWA Ongoing
1.7	Transportation network safety. Continue ITS to provide enhanced safety and efficiency features on the transportation network, including traffic signal synchronization.	PWA Ongoing
1.8	Impact fees. Secure development impact fees and dedications for project-related transportation improvements during City review and approval processes.	PWA 2021-2035
GOAL M-2: Regional Mobility Integrated system of travelways that connects the City to the region, employment centers, and key destinations, making Santa Ana the leader in regional transportation.		
2.1	Cross-agency planning. Work with OCTA and regional transportation agencies on the Long-Range Transportation Plan and to expand bus and rail transit services, particularly transit priority corridors.	PWA/PBA- Ongoing



TABLE M-4. MOBILITY ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
2.2	Cross-agency coordination. Coordinate with OCTA and transportation agencies to identify a funding, operation, and maintenance plan for the OC Streetcar.	PWA Ongoing
2.3	Bus turnouts. Construct bus turnouts on arterial streets according to OCTA design standards.	PWA Ongoing
2.4	Freeway improvement projects. Participate in Caltrans Advisory Working Groups freeway improvement projects to evaluate benefits and impacts to the Santa Ana local streets.	PWA Ongoing
2.5	Grade separation. Pursue implementation of grade separation between rail crossings and roadways at Santa Ana Boulevard, Seventeenth Street, and Grand Avenue.	PWA 2022-2035
2.6	Regional transit planning. Develop the Santa Ana Regional Transportation Center (SARTC) Master Plan.	PWA/PBA/ CDA 2022-2035
2.7	Wayfinding program. Refine the City's wayfinding signage program to direct travelers to activity centers, Downtown, and Civic Center.	PWA 2022-2035
GOAL M-3: Active Transportation A safe, balanced, and integrated network of travelways for nonmotorized modes of transportation that connects people to activity centers, inspiring healthy and active lifestyles.		
3.1	Active transportation planning. Develop and pursue implementation of a comprehensive active transportation plan.	PWA 2022-2035
3.2	Circulation connectivity. Close the Golden Loop network between Memory Lane and Santiago Creek and between Santiago Park and Lincoln Avenue/Santiago Street.	PWA/PRCSA Ongoing
3.3	Pedestrian accessibility. Implement the City ADA Transition Plan to cost-effectively enhance pedestrian accessibility, with guidance from the Sidewalk Connectivity Plan.	PWA Ongoing
3.4 ^{EJ}	Pedestrian opportunity zones. Prepare public realm plans in pedestrian opportunity zones.	PWA/PBA 2022-2035
3.5	Safe routes to schools and parks. Develop and pursue implementation of a Safe Routes to School Plan and a Safe Routes to Parks Plan.	PWA/PRCSA Ongoing
3.6	Drinking water access. Create a network of public water fountains / bottle fill stations that promote the City's award-winning water, conservation, and substitution of bottled water for affordable public drinking water.	PWA 2022-2035
GOAL M-4: Transportation, Land Use, and Design Coordinated transportation planning efforts with land use and design strategies that encourage sustainable development and achieve broader community goals.		
4.1	Municipal Code update. Amend the code to require parking studies to evaluate requests for parking reductions in all development projects.	PBA 2024
4.2	Downtown transportation planning. Prepare comprehensive Downtown transportation and parking management plan that involves Downtown stakeholders and addresses downtown activity, economic growth, and operational improvements.	PWA/PBA/ CDA 2025
4.3	Downtown transportation improvements. Study the Downtown parking structure facilities, involving Downtown stakeholders, to identify potential operational improvements and monitor the program.	CDA/PWA 2025
4.4 ^{EJ}	Residential parking. Reevaluate the Residential Permit Parking Program to ensure it complies with state law and best practices.	PWA Ongoing
4.5	Citywide Design Guidelines update. Update the Citywide Design Guidelines to strengthen pedestrian and cyclist linkages to development centers and residential neighborhoods and coordinate on-site landscape with public realm landscaping.	PBA/PWA 2022-2027
4.6	Safe travelways. Provide City interagency review of physical improvements and related design standards within travelways and the public realm.	PWA Ongoing



TABLE M-4. MOBILITY ELEMENT IMPLEMENTATION

Ref #	Implementation Action	Agency / Time Frame
4.7	Bike parking and amenities. Update the City bike parking ordinance to require new major development to provide long-term bike locker parking and amenities, and incentives for inclusion in existing development.	PBA 2022-2027
4.8	Ensure safety. Utilize the City's project review processes to identify and maintain landscaped setbacks along public rights-of-way.	PWA Ongoing
4.9	Trip reduction. Continue to evaluate alternative trip reduction program best practices for City employees, and implement a program that is cost-effective.	HR Ongoing
4.10	Vehicle miles traveled. Maintain vehicle miles traveled (VMT) guidelines in compliance with SB 743.	PWA/PBA Ongoing
4.11	Cross-agency coordination. Maintain ongoing coordination of land use and transportation impacts through joint powers authority agreements with adjacent jurisdictions.	PWA Ongoing
4.12	School partnerships. Pursue partnerships with local school districts to improve coordination of review process for new and rehabilitated school facility improvements, to promote safe and well-designed student pick-up/drop-off.	PWA/PD Ongoing

GOAL M-5: Sustainable Transportation

A transportation system that is attractive, safe, state-of-the-art, and supports community, environmental, and conservation goals.

5.1	Safe travelways. Continue design practices that facilitate the safe use of the travelways.	PWA Ongoing
5.2	Street designs. Participate in state and regional transportation agency forums to affect policies for universal street design standards to ensure standards are user friendly, cost-effective, and sustainable.	PWA Ongoing
5.3	Street improvements. Incorporate low impact development (LID) strategies to infiltrate, treat, or harvest urban stormwater runoff in street improvement projects.	PWA Ongoing
5.4	Municipal/development code update. Update the City's design standards and municipal codes regarding landscaping and amenities in the public realm and street parkways, to promote aesthetically pleasing and sustainable corridors.	PWA 2025
5.5	Tree preservation. Re-evaluate the City's street tree maintenance and preservation programs to ensure fiscal sustainability and aesthetically pleasing trees over the long term.	PWA 2022-2035
5.6	Traffic calming. Develop or update neighborhood traffic management plans to facilitate traffic calming measures appropriate and reasonable for the area.	PWA Ongoing
5.7 ^{EJ}	Parking management strategies. Evaluate parking management strategies, such as parking assessment districts, to facilitate parking in areas programmed for future development.	CDA 2022
5.8	Air quality improvements. Participate in inter-jurisdictional efforts to promote improvements in air quality and to meet state and federal mandates through advanced technology and TDM programs.	PBA/PWA 2021-2035
5.9	Rail service. Coordinate with rail and transit service providers to address aesthetics, ongoing maintenance, safety, and noise concerns along rail corridors.	PWA Ongoing
5.10	Street medians. Complete construction of medians on major arterial streets.	PWA 2022-2035
5.11	Underground utilities program. Continue to implement the program to underground utilities on arterial streets.	PWA 2022-2035
5.12	Transportation network. Provide upkeep of the City's transportation network based upon an established maintenance schedule.	PWA Ongoing

Notes:

CDA - Community Development Agency

CMO - City Manager's Office

HR - Human Resources Department

PBA - Planning and Building Agency

PWA - Public Works Agency

PRCSA - Parks, Recreation and Community Services Agency

PD - Police Department

^{EJ} associated with environmental justice policies

