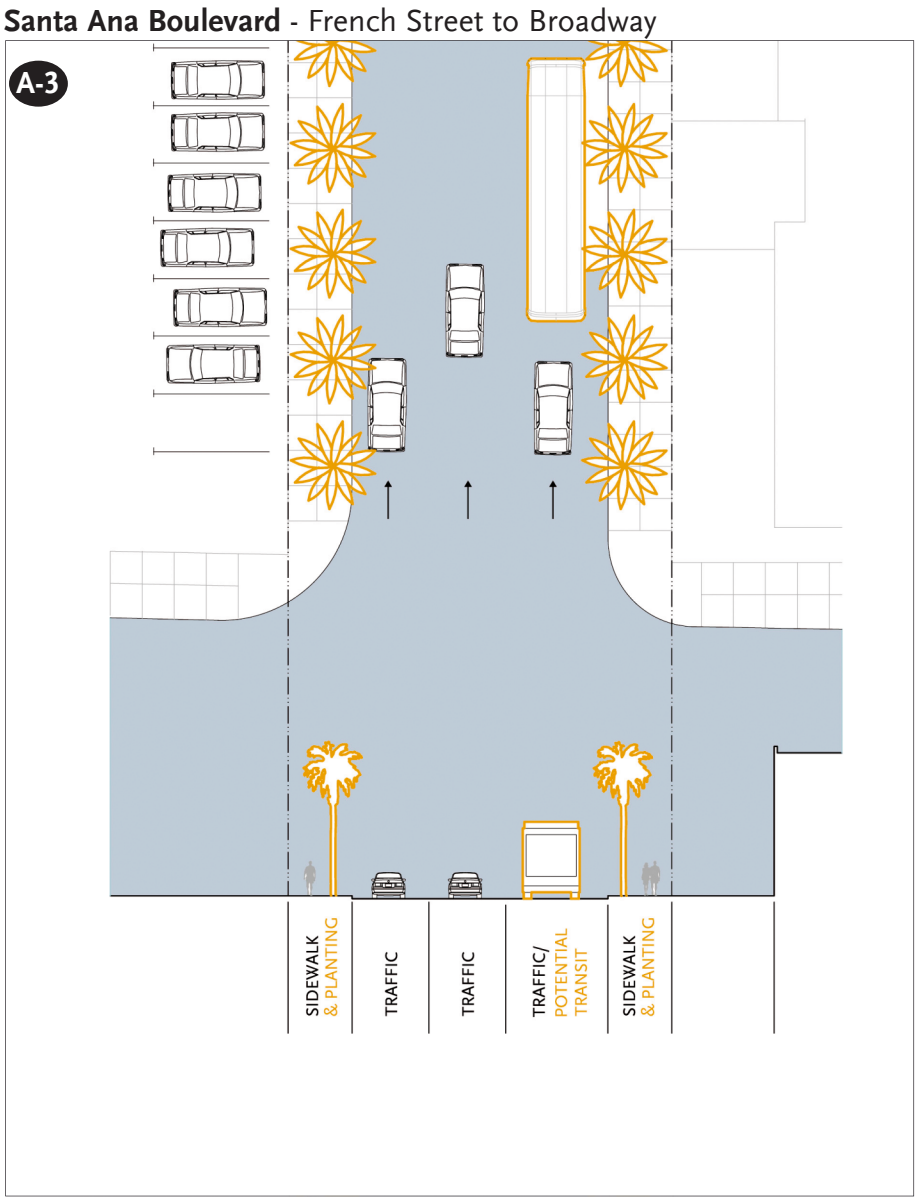
Santa Ana Boulevard - French Street to Broadway



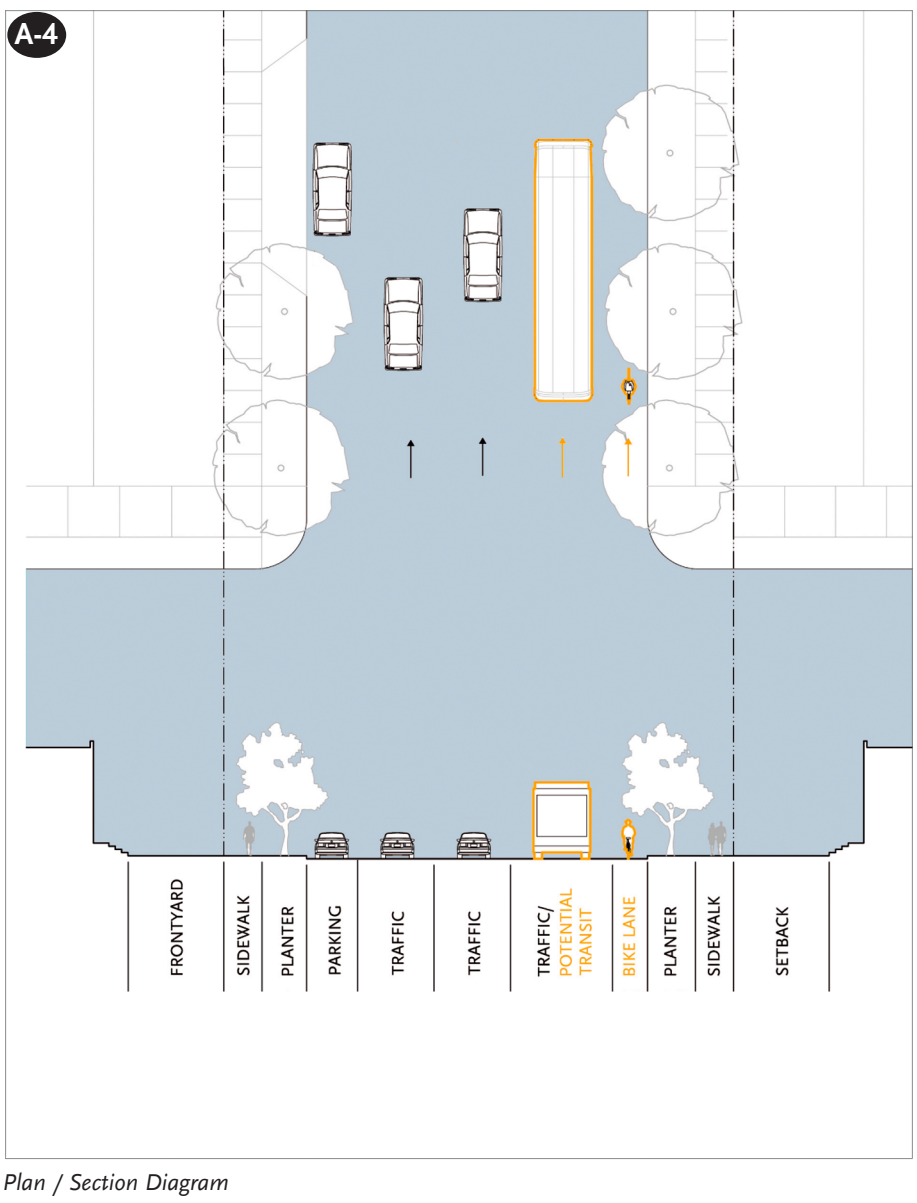
Plan / Section Diagram

Existing condition

MOVEMENT ..... free
MEDIAN..... none
TRAFFIC LANES/POTENTIAL TRANSIT ..... 2+1; one way (westbound)
PARKING ..... one side

Santa Ana Blvd. from French to Broadway would be experienced as a moderately paced, free moving one-way arterial characterized by tall palm trees in tree wells along wide sidewalks. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would be in a style complimentary to the overall streetscape. Parking would be provided on one side of the street. The street could accommodate multiple modes of transportation choices, which could include a fixed guideway, such as a streetcar, buses, automobiles and bicycles.

Santa Ana Boulevard - French Street to Mortimer Street



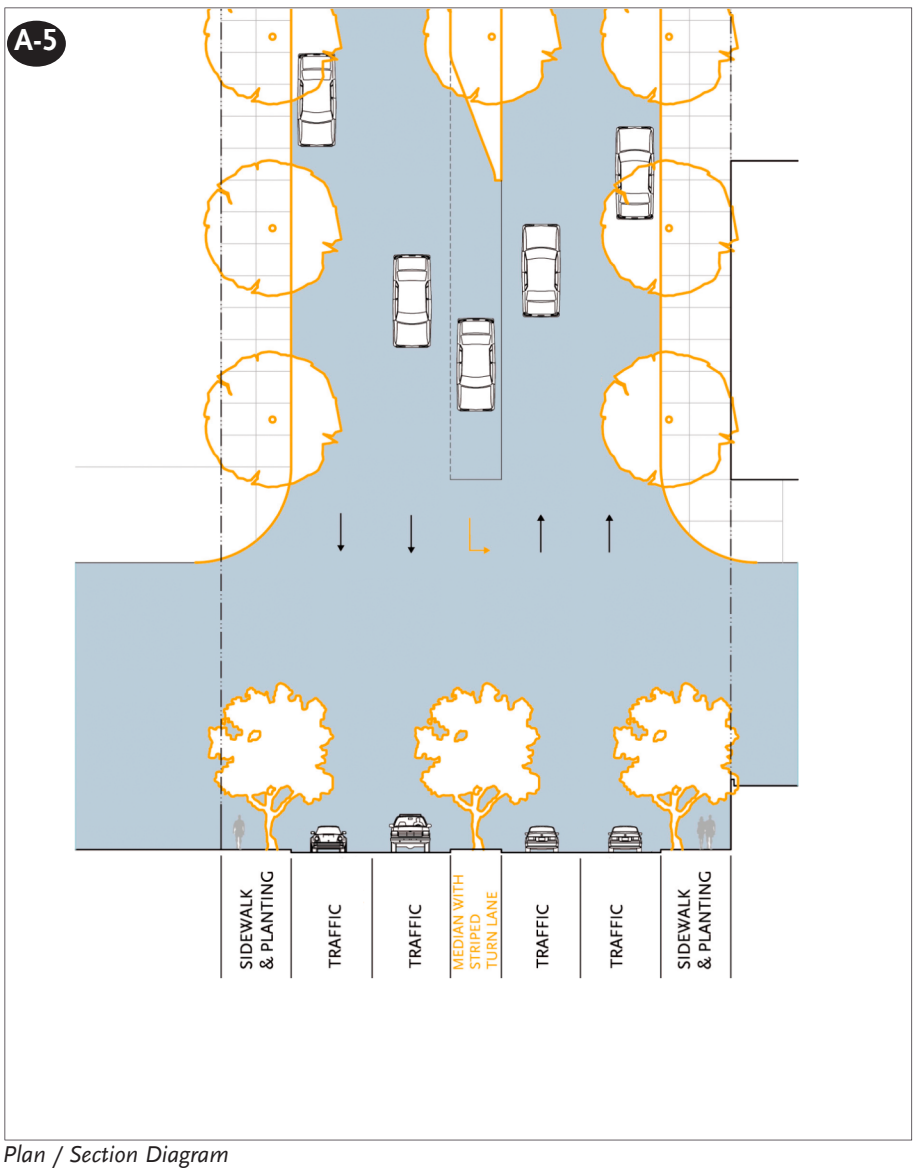
Plan / Section Diagram

Existing condition

MOVEMENT ..... free
MEDIAN ..... none
TRAFFIC LANES/POTENTIAL TRANSIT..... 2+1
BIKE LANES TO BE STUDIED AS PART OF FIXED GUIDEWAY.
PARKING ..... one side

Santa Ana Blvd. from French to Mortimer would be experienced as a moderately paced, free moving arterial characterized by canopy trees in continuous planters visually separating the vehicular traffic from the pedestrian traffic on sidewalks. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would be in a style complimentary to the overall streetscape. Parking would be provided on one or both sides of the street. The street could accommodate multiple modes of transportation choices, which could include a fixed guideway, such as a streetcar, buses, automobiles and bicycles.

Santiago Avenue



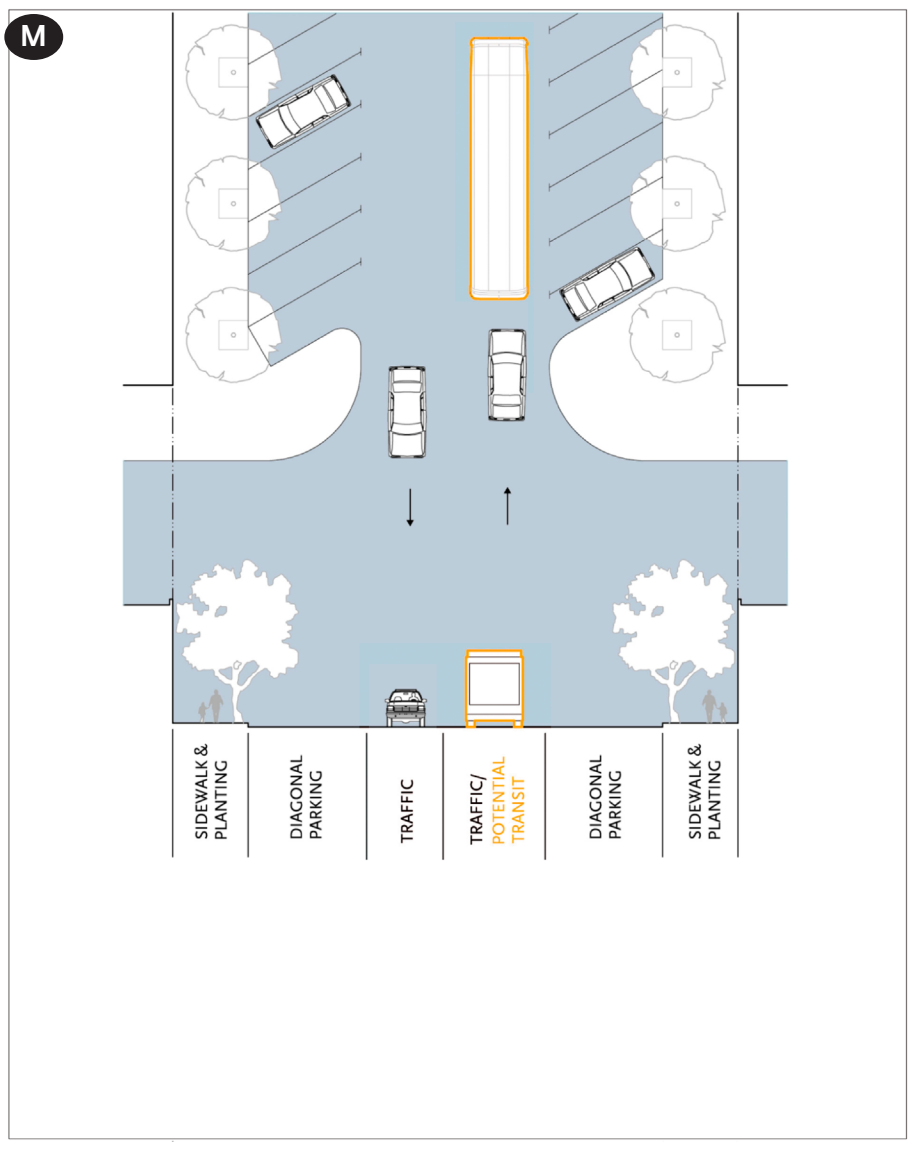
Plan / Section Diagram

Existing condition

MOVEMENT ..... free
MEDIAN..... 10'; planted with striped turn lane
TRAFFIC LANES ..... 4; 2 each way
PARKING ..... none

Santiago Avenue from Washington to 6th would be experienced as a moderately paced, free moving arterial characterized by canopy trees in tree wells along wide sidewalks. A new landscaped median could be installed. Streetlight poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would be in a style complimentary to the overall streetscape. Parking and bike lanes could be provided on one or both sides of the street, depending on future studies and MPAH compliance.

Fourth (Main) Street



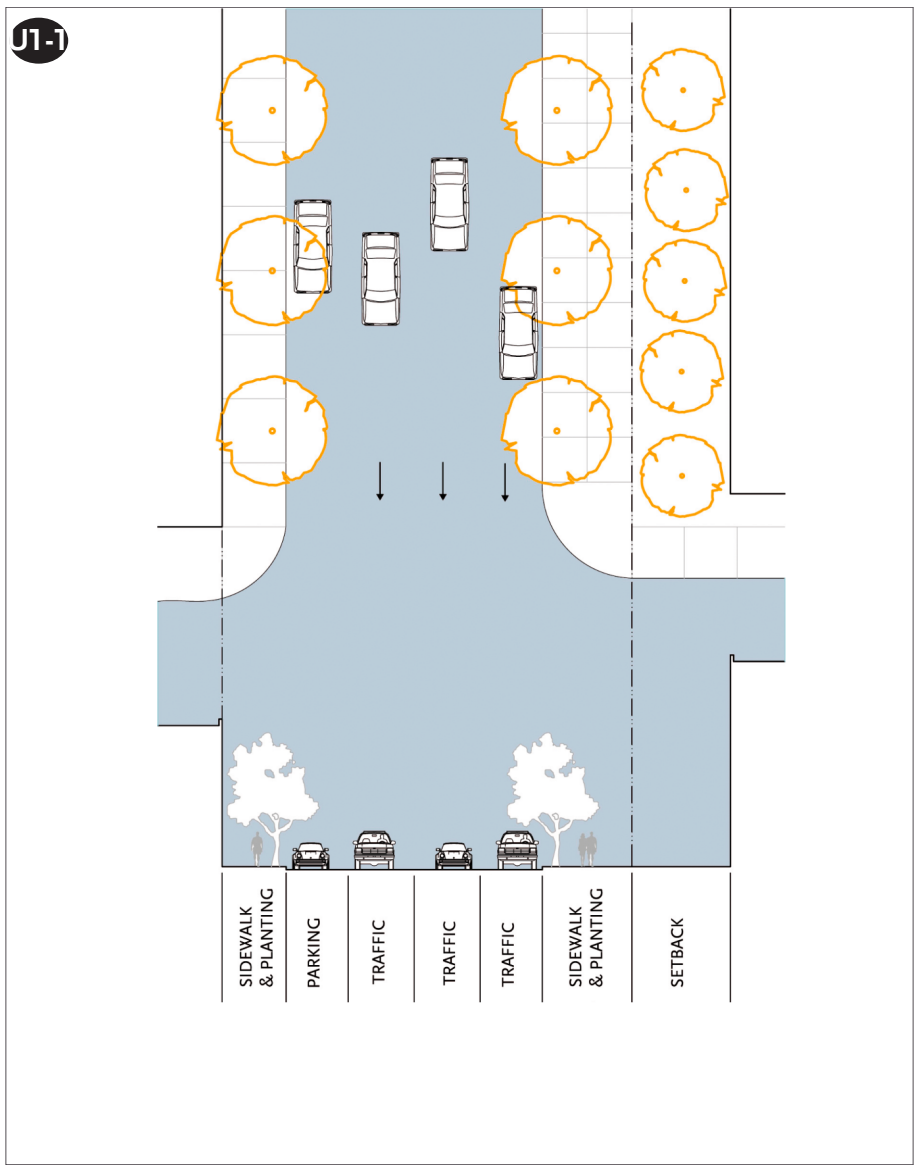
Plan / Section Diagram

Existing condition

TYPE..... main street
MOVEMENT..... slow
MEDIAN ..... none
TRAFFIC LANES ..... 1 each way
PARKING ..... both sides, diagonal

Fourth Street from Ross to French would be experienced as a slow paced, slow moving street with intense and mixed-use streetscape. Tall and narrow trees in tree wells are located along wide sidewalks that could accommodate commercial outdoor activity, such as outdoor dining as well as active pedestrian circulation. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles, bike and periodical racks would be in a style complimentary to the overall streetscape. The street could accommodate a variety of on-street parking options in concert with a multi-modal transit design, which could include a fixed guideway, such as a streetcar, buses, automobiles and bicycles.

Fifth Street - Broadway to Main Street



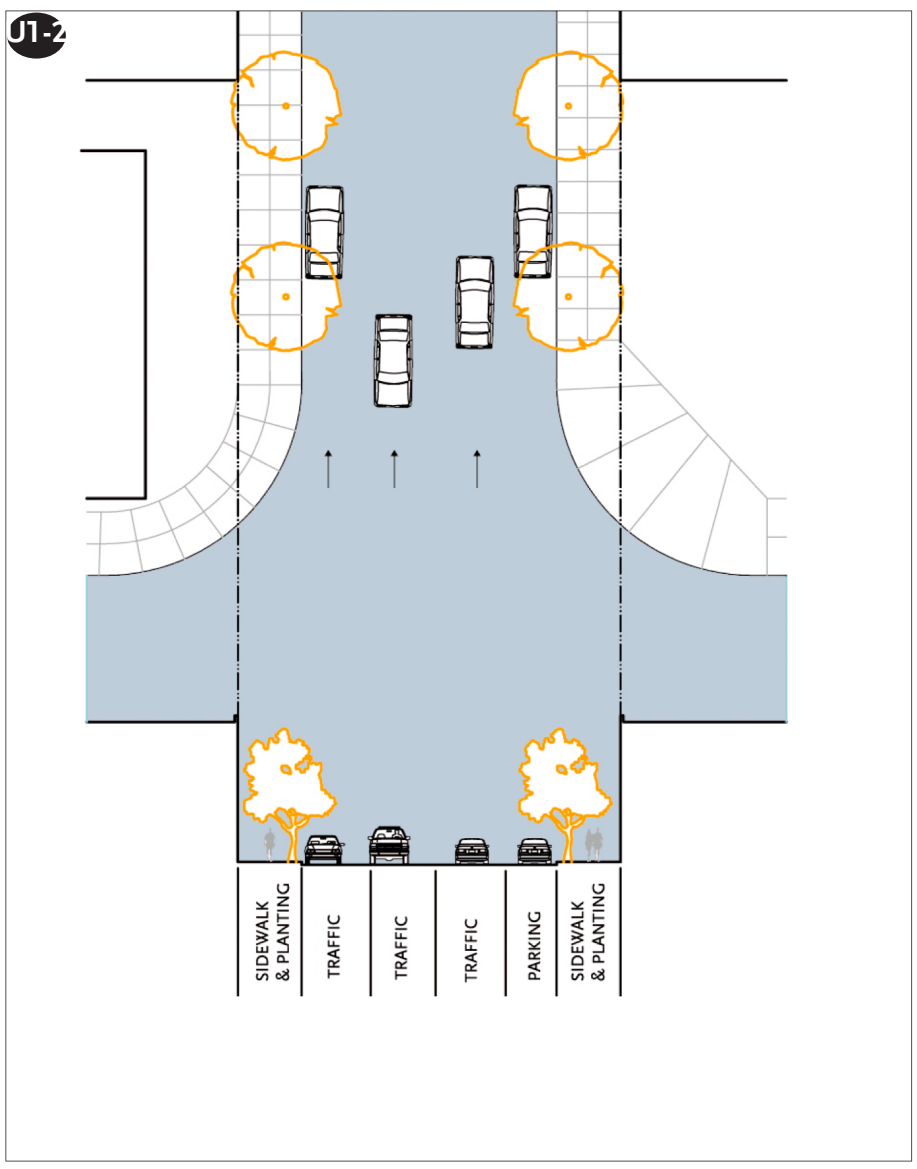
Plan / Section Diagram

Existing condition

MOVEMENT..... free
MEDIAN ..... none
TRAFFIC LANES ..... 3; one way
PARKING ..... one side

Fifth Street from Broadway to Main Street would be experienced as a moderately slow paced, free moving urban street characterized by canopy trees in tree wells along wide sidewalks that could accommodate an intense and mixed-use streetscape. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would be in a style complimentary to the overall streetscape. Parking would be provided on one side of the street depending on the locally preferred alternative for the fixed guideway. The street could accommodate multiple modes of transportation choices, which could include buses, automobiles and bicycles.

Fifth Street - Main Street to Minter Street



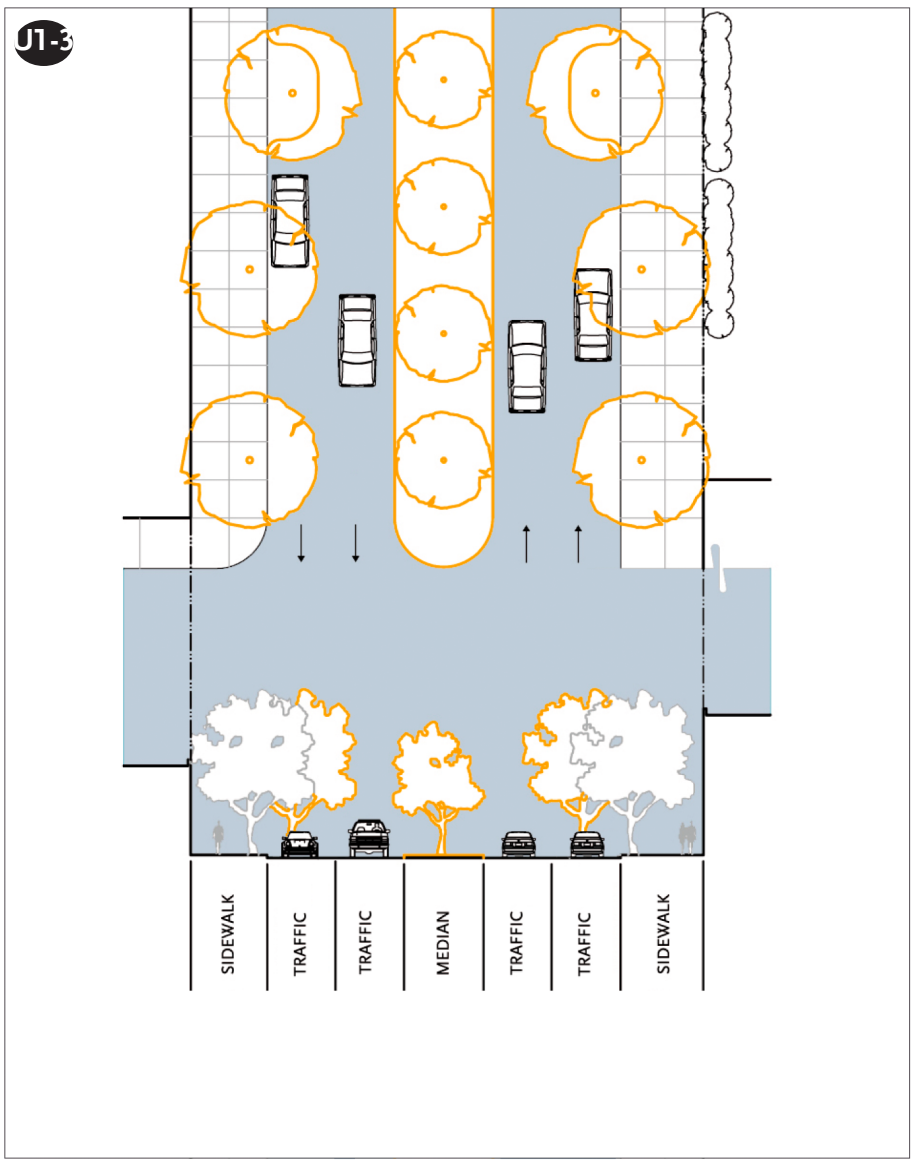
Plan / Section Diagram

Existing condition

MOVEMENT..... free
MEDIAN ..... none
TRAFFIC LANES 3, 1-way
PARKING ..... one side

Fifth Street from Main to Minter Street would be experienced as a moderately slow paced, free moving urban street characterized by canopy trees in tree wells along wide sidewalks that could accommodate an intense and mixed-use streetscape. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would in a style complimentary to the overall streetscape. Parking would be provided on one side of the street depending on the locally preferred alternative for the fixed guideway. The street could accommodate multiple modes of transportation choices, which could include buses, automobiles and bicycles.

Fourth Street - French Street to Grand Avenue



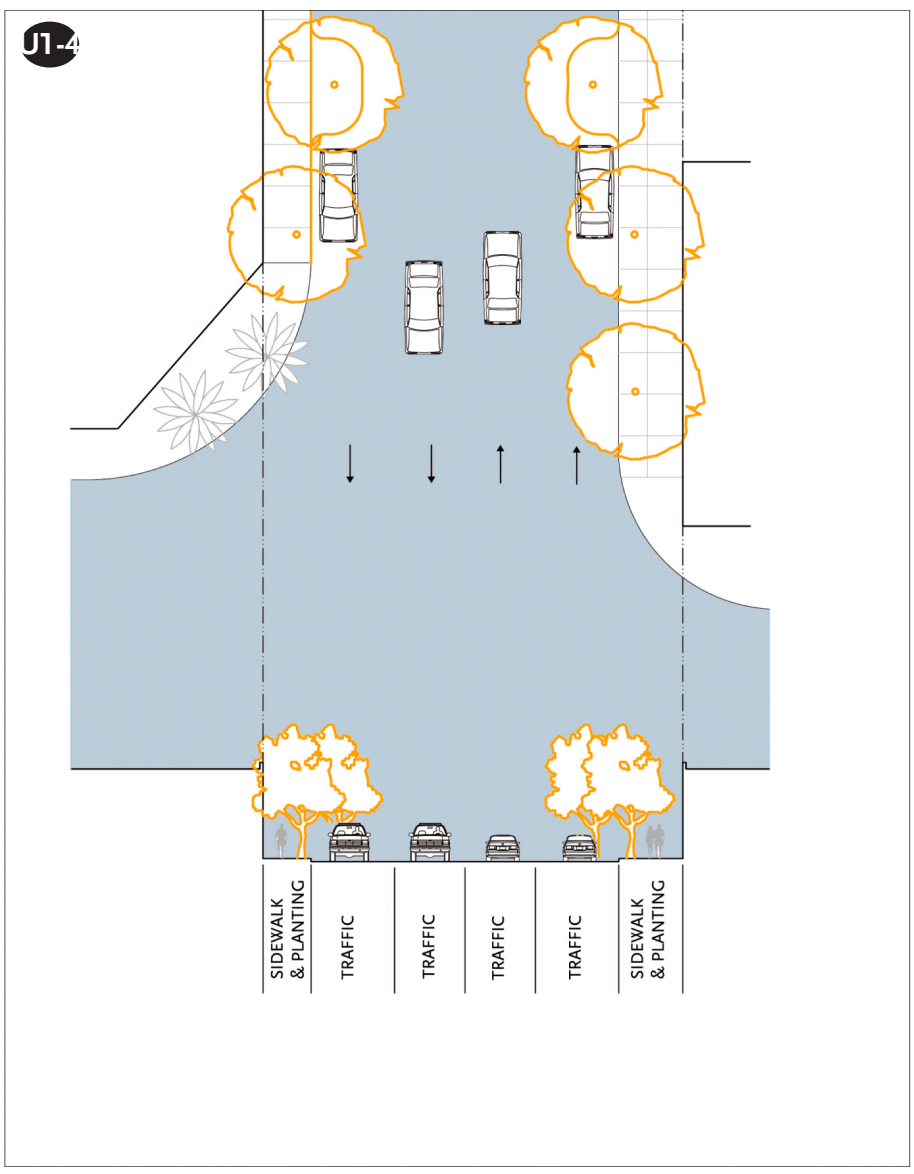
Plan / Section Diagram

Existing condition

MOVEMENT ..... free
MEDIAN..... Lanscaped
TRAFFIC LANES ..... 4; 2 each way
PARKING ..... none

Fourth Street from French Street to Grand Avenue would be experienced as a moderately paced, free moving secondary arterial characterized by canopy trees in tree wells along wide sidewalks. A new landscaped median could be installed. Streetlight poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street depending on the locally preferred alternative for the fixed guideway and compliance with MPAH.

Standard Street



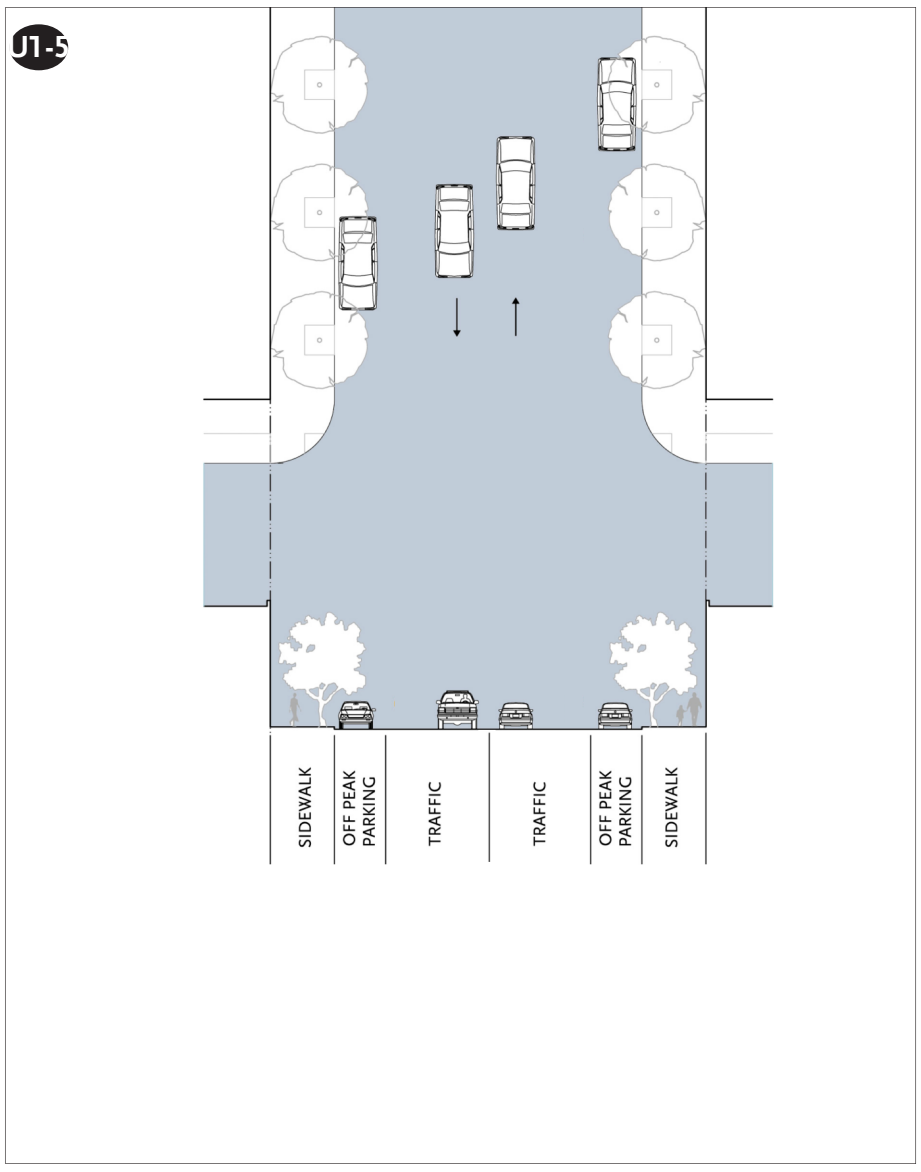
Plan / Section Diagram

Existing condition

MOVEMENT..... free
MEDIAN ..... none
TRAFFIC LANES ..... 2; 1 each way
PARKING ..... none

Standard Street from Fourth to Sixth Street would be experienced as a moderately free moving arterial street characterized by canopy trees in tree wells along wide sidewalks that could accommodate an intense and mixed-use streetscape. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would in a style complimentary to the overall streetscape. Parking may need to be eliminated on one or both sides of the street.

Urban Street 1



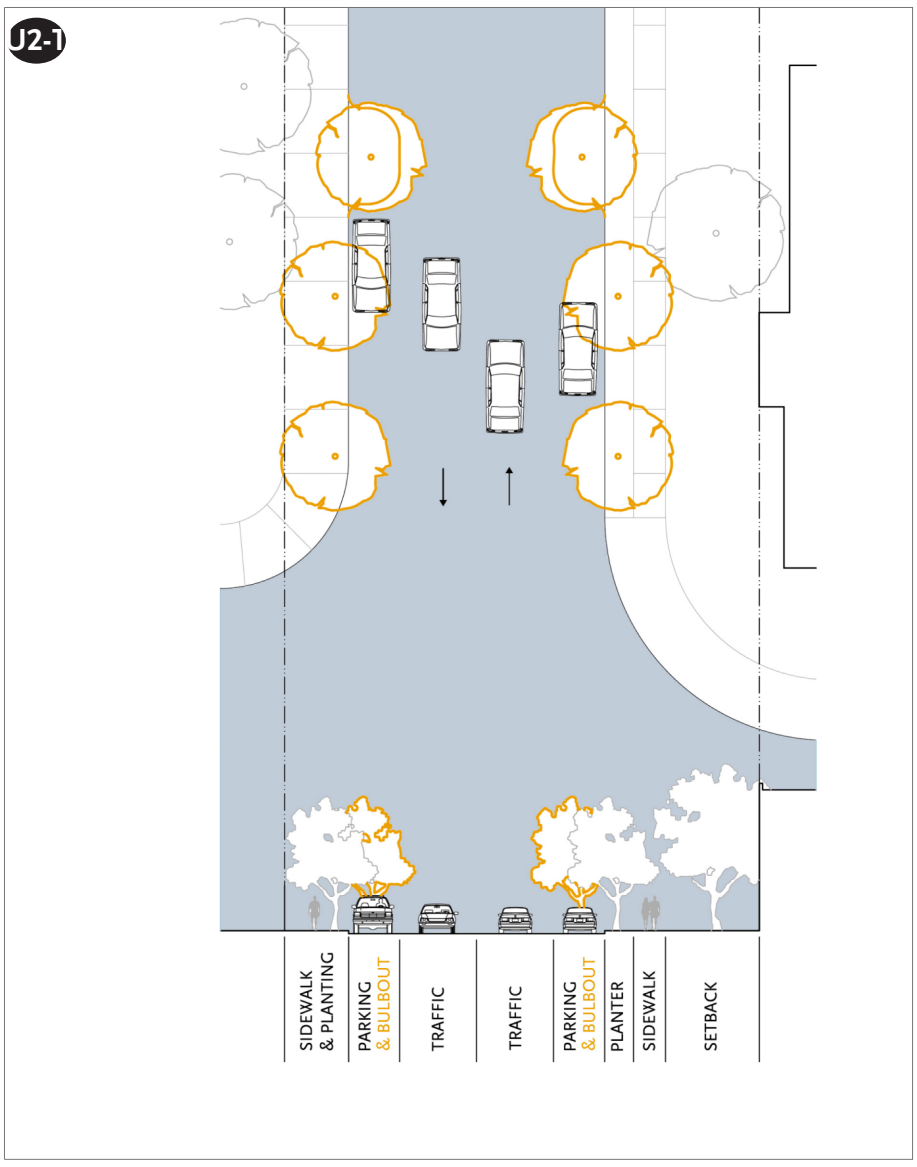
Plan / Section Diagram

Example

MOVEMENT..... free
MEDIAN ..... none
TRAFFIC LANES ..... 2; 1 each way
BIKE LANES..... 2; 1 each way
PARKING ..... both sides, parallel

The Urban Street 1 type would be experienced as a moderately slow paced, free moving urban street characterized by canopy trees in tree wells along wide sidewalks. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street.

Third Street - Ross Street to Broadway



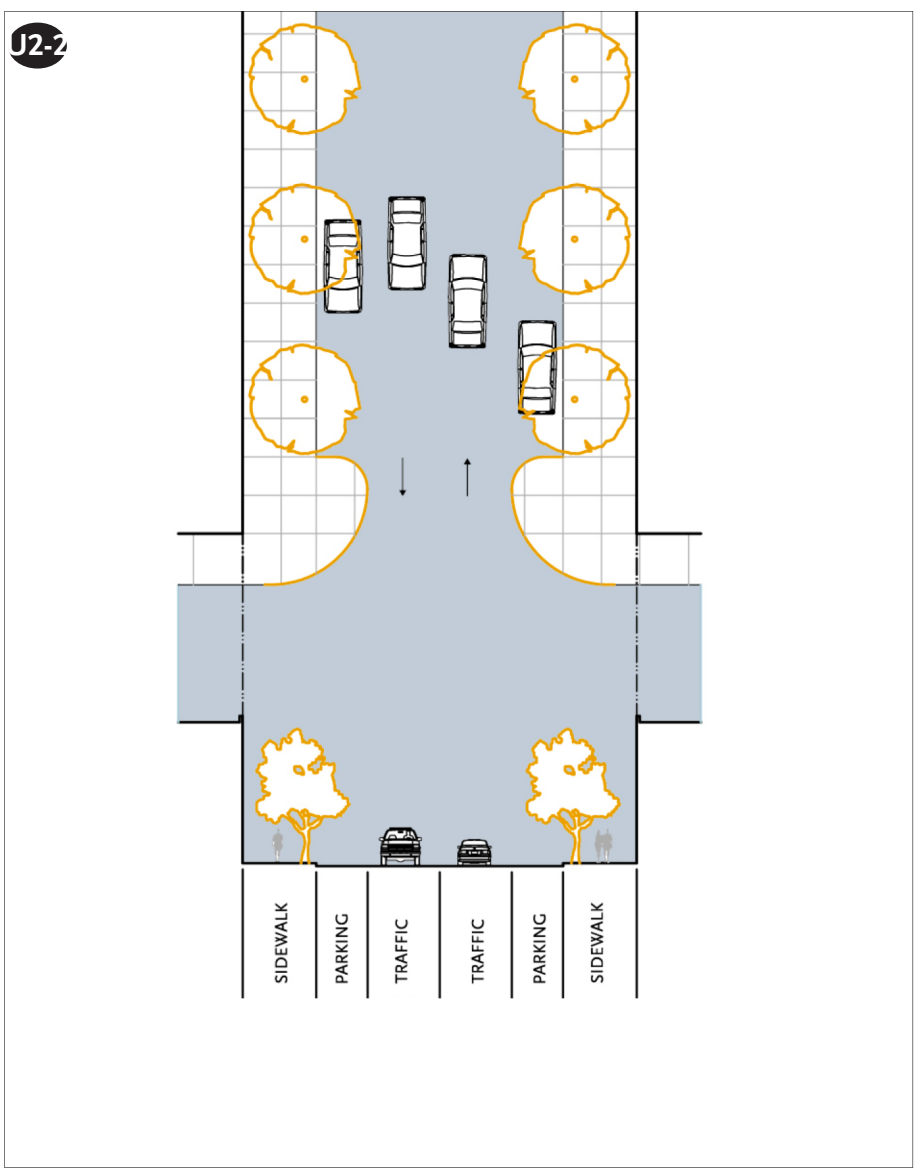
Plan / Section Diagram

Existing condition

MOVEMENT ..... free
MEDIAN ..... none
TRAFFIC LANES ..... 2, 1 each way
BULBOUTS..... mid-block - 250' spacing
MEDIAN..... none
PARKING ..... both sides

Third Street from Ross Street to Broadway would be experienced as a slow paced, slow moving urban street characterized by canopy trees in tree wells along wide sidewalks. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would in a style complimentary to the overall streetscape. Parking lanes would be provided on both sides of the street.

Second Street- West of Broadway



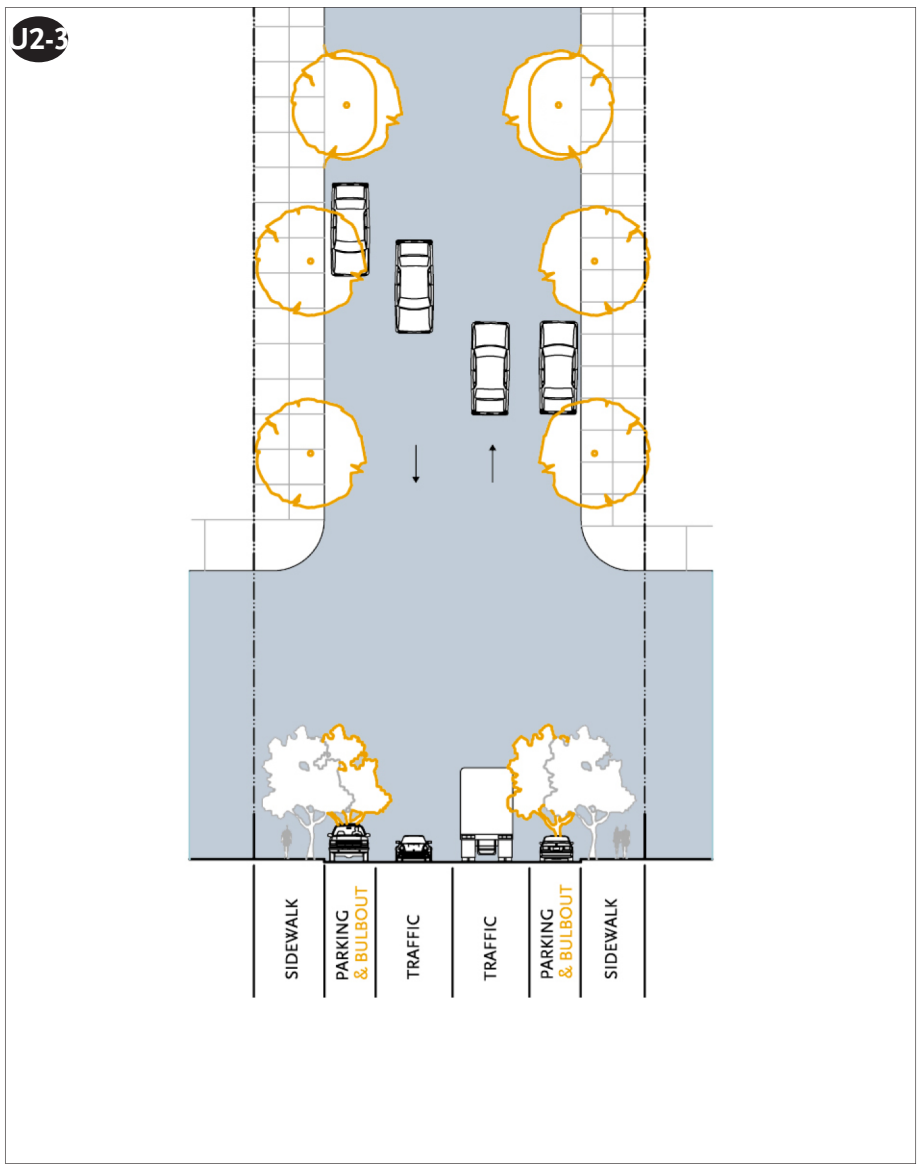
Plan / Section Diagram

Existing condition

MOVEMENT..... slow
MEDIAN ..... none
TRAFFIC LANES ..... 2; 1 each way
BULBOUTS..... end of block
PARKING ..... both sides

Second Street, west of Broadway would be experienced as a slow paced, slow moving urban street characterized by canopy trees in tree wells along wide sidewalks. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would in a style complimentary to the overall streetscape. Parking lanes and bulbouts at the end of the block would be provided on both sides of the street.

Bush Street



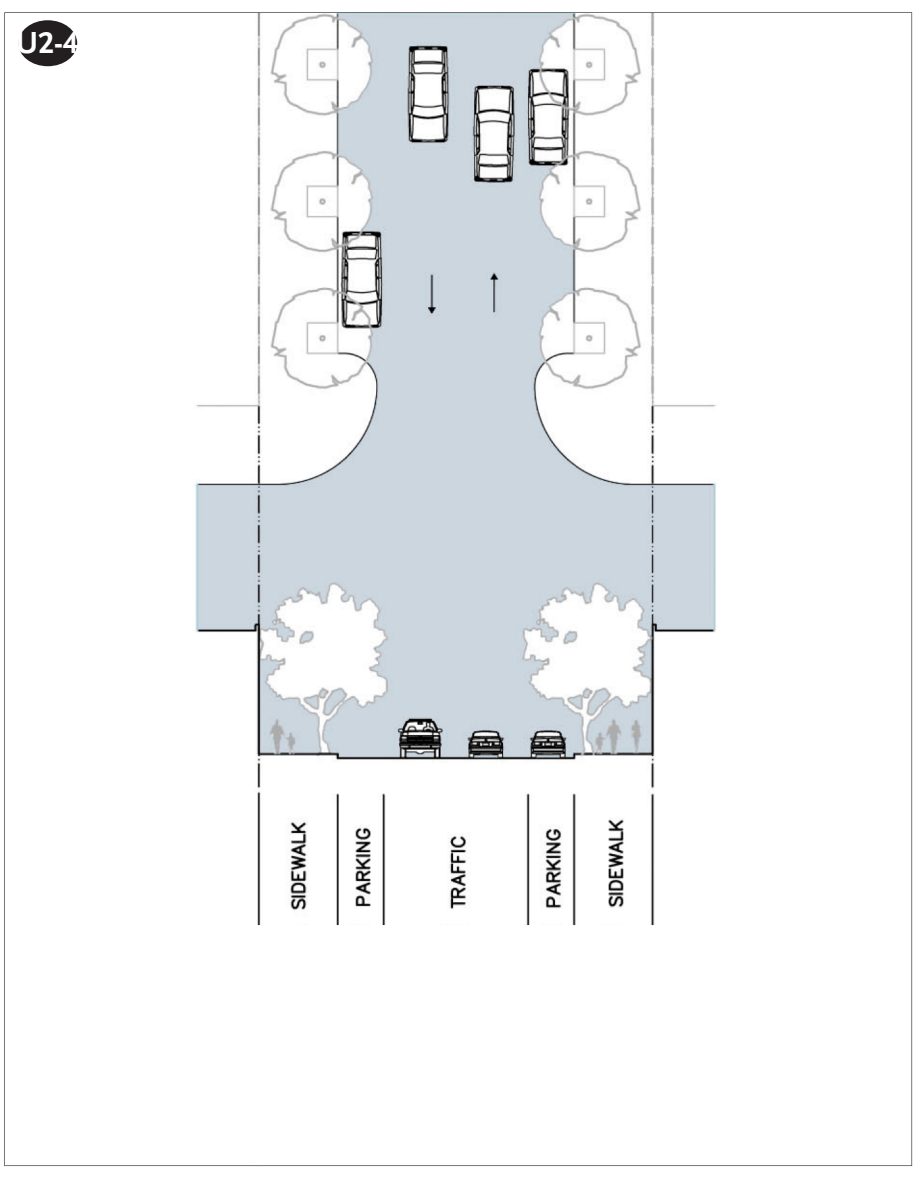
Plan / Section Diagram

Existing condition

MOVEMENT.....	slow
MEDIAN	none
TRAFFIC LANES	2; 1 each way
BULBOUTS.....	mid-block - 250' spacing
PARKING	both sides

Bush Street would be experienced as a slow paced, slow moving urban street characterized by canopy trees in tree wells along wide sidewalks. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would in a style complimentary to the overall streetscape. Parking lanes would be provided on both sides of the street as needed.

Urban Street 2



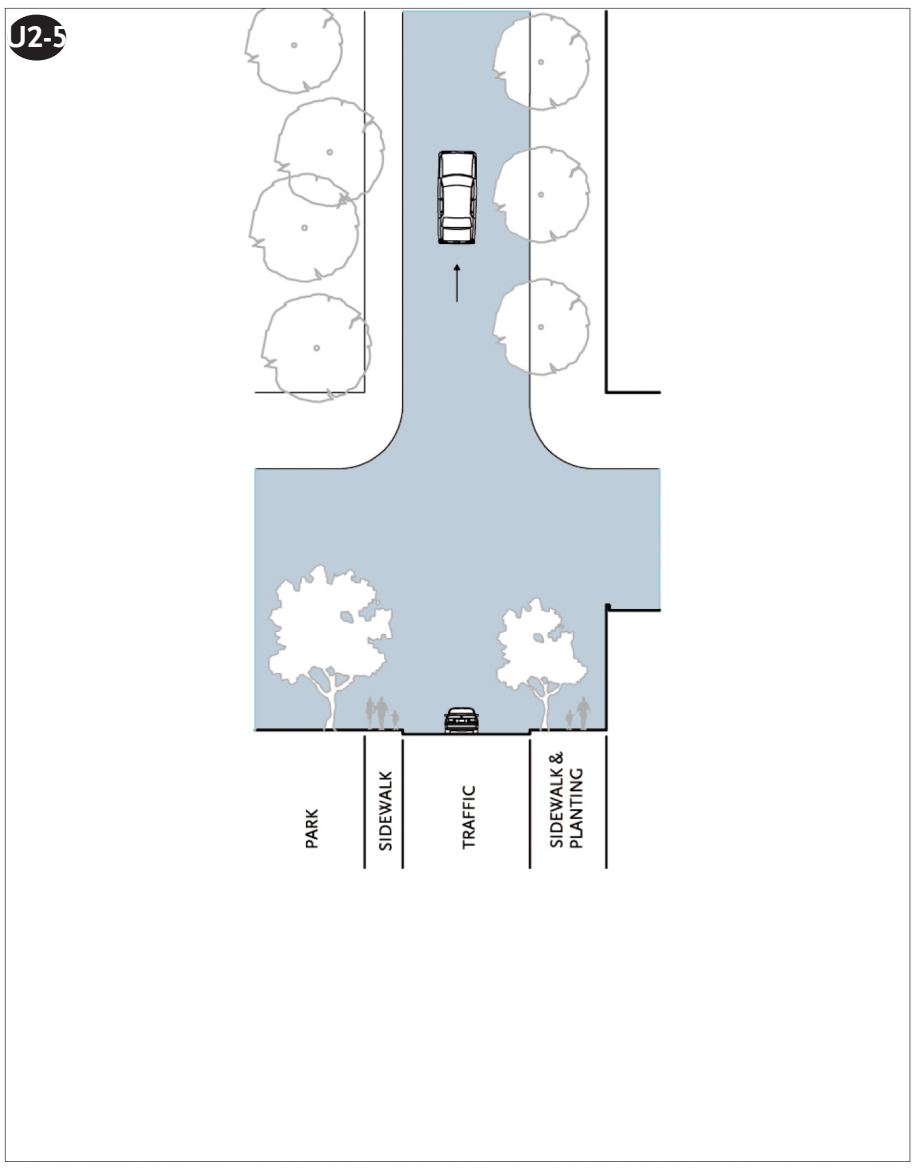
Plan / Section Diagram

Example

MOVEMENT.....	slow
MEDIAN	none
TRAFFIC LANES	2, 1 each way
PARKING	both sides, parallel

The Urban Street 2 type would be experienced as a slow paced, slow moving narrow urban street characterized by canopy trees in tree wells along wide sidewalks. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street.

Urban Street 2 - One Way



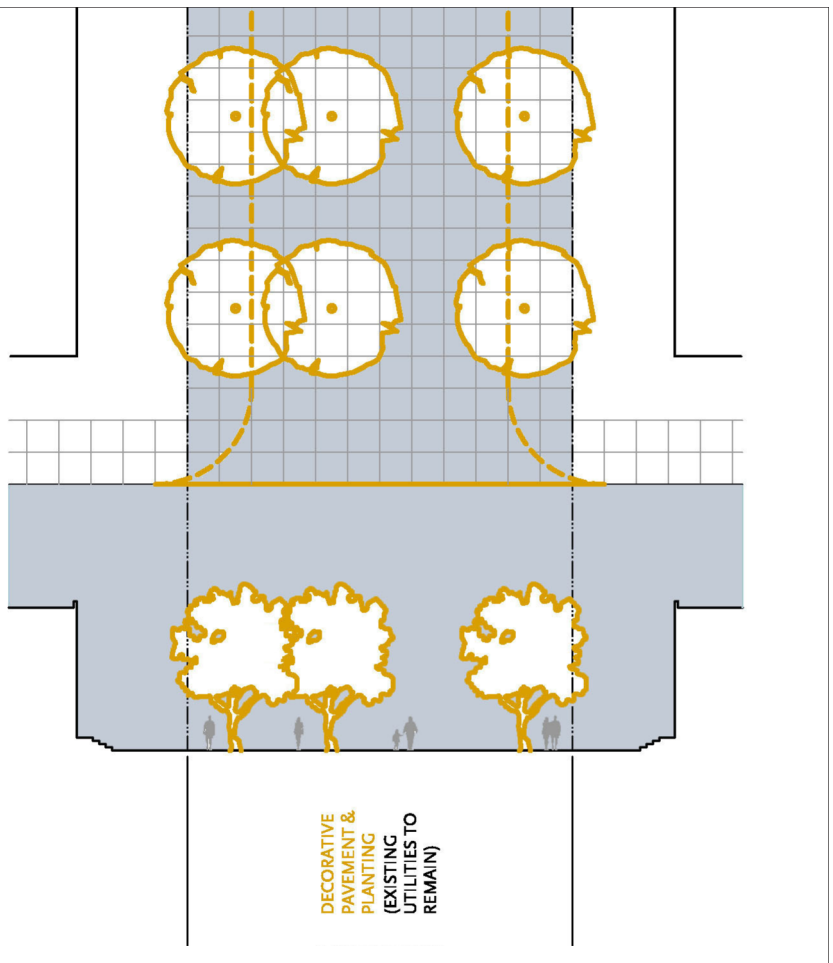
Plan / Section Diagram

Example

MOVEMENT..... slow
MEDIAN ..... none
TRAFFIC LANES ..... 1; 1 way
PARKING ..... none

The one-way Urban Street 2 would be experienced as a slow paced, slow moving narrow urban street adjacent to a linear open space. This street type is characterized by canopy trees in tree wells along a wide sidewalk on one side and a linear park on the other side of the street. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical and bike racks would in a style complimentary to the overall streetscape.

Paseo



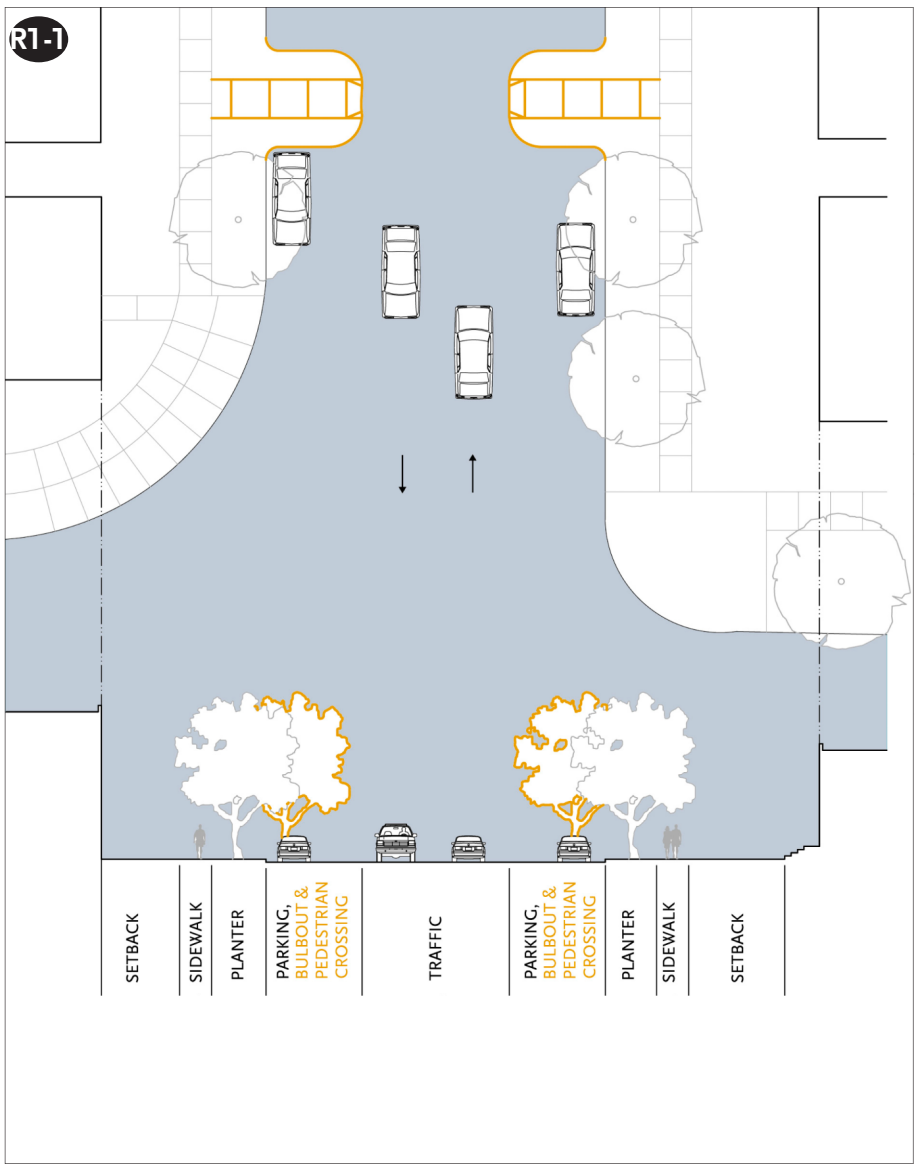
Plan / Section Diagram

Example

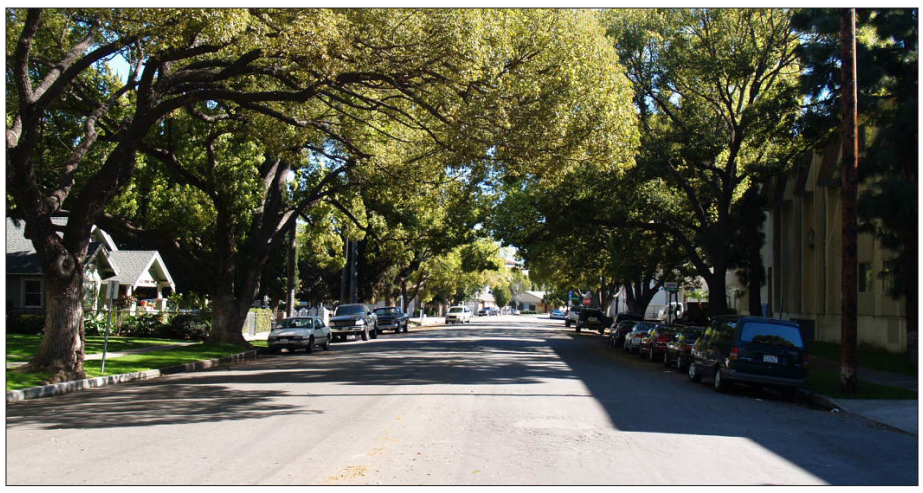
MOVEMENT..... n/a
MEDIAN ..... n/a
TRAFFIC LANES ..... n/a
PARKING ..... n/a

Any street closure is contrary to the to City's goal of providing a highly connected, multimodal circulation network, with a fine grain created by relatively small blocks. However, within the Specific Plan area, there are some streets that restrict or do not accommodate vehicular traffic. Paseos are experienced as public places designed for walking or bicycling bordered by intense urban activity, which may include outdoor dining activity.

Minter Street



Plan / Section Diagram

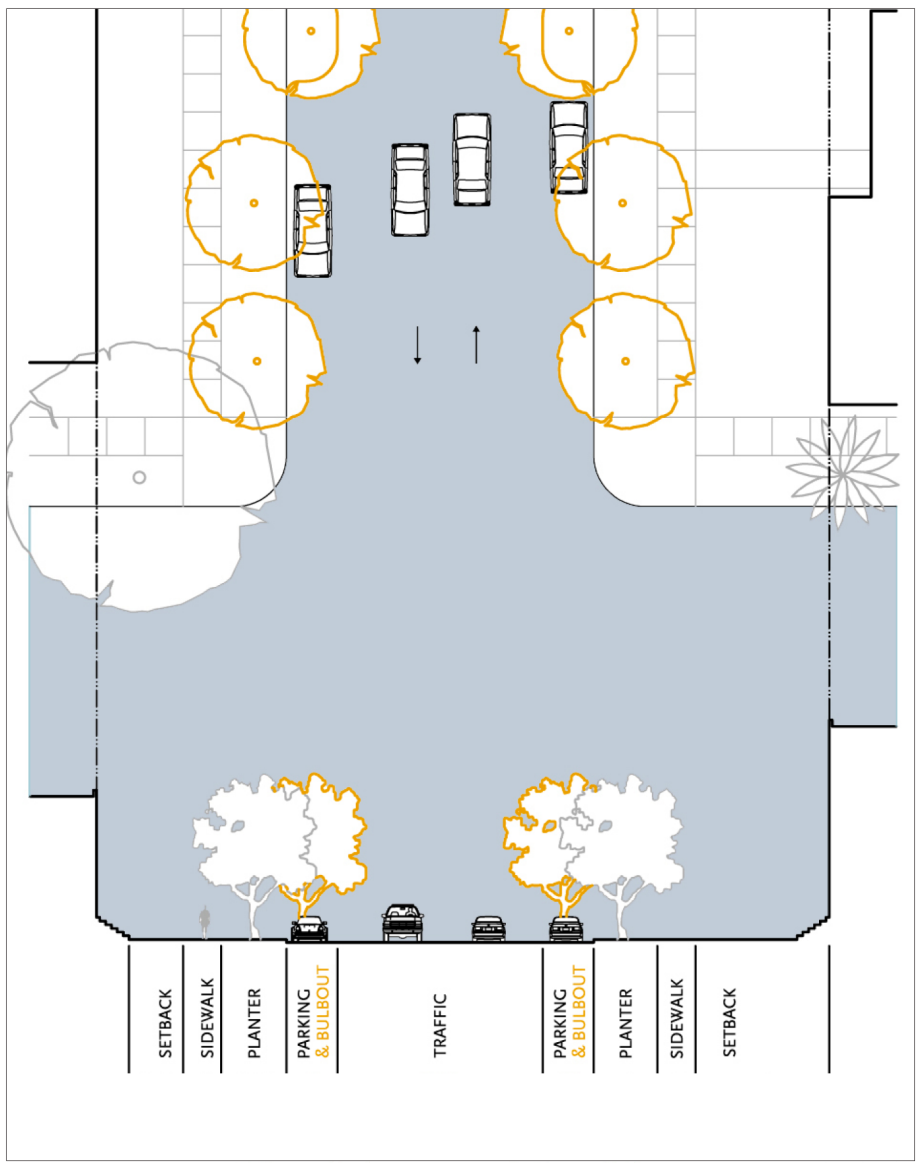


Existing condition

MOVEMENT.....	free
MEDIAN	none
TRAFFIC LANES	2; 1 each way
BULBOUTS.....	mid-block - 250' spacing
PARKING	both sides

Minter Street would be experienced as a moderately slow paced, free moving residential street characterized by canopy trees in continuous planters, visually separating the vehicular traffic from the pedestrian traffic on sidewalks. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street. Bulbouts may be installed midblock as needed.

Garfield Street



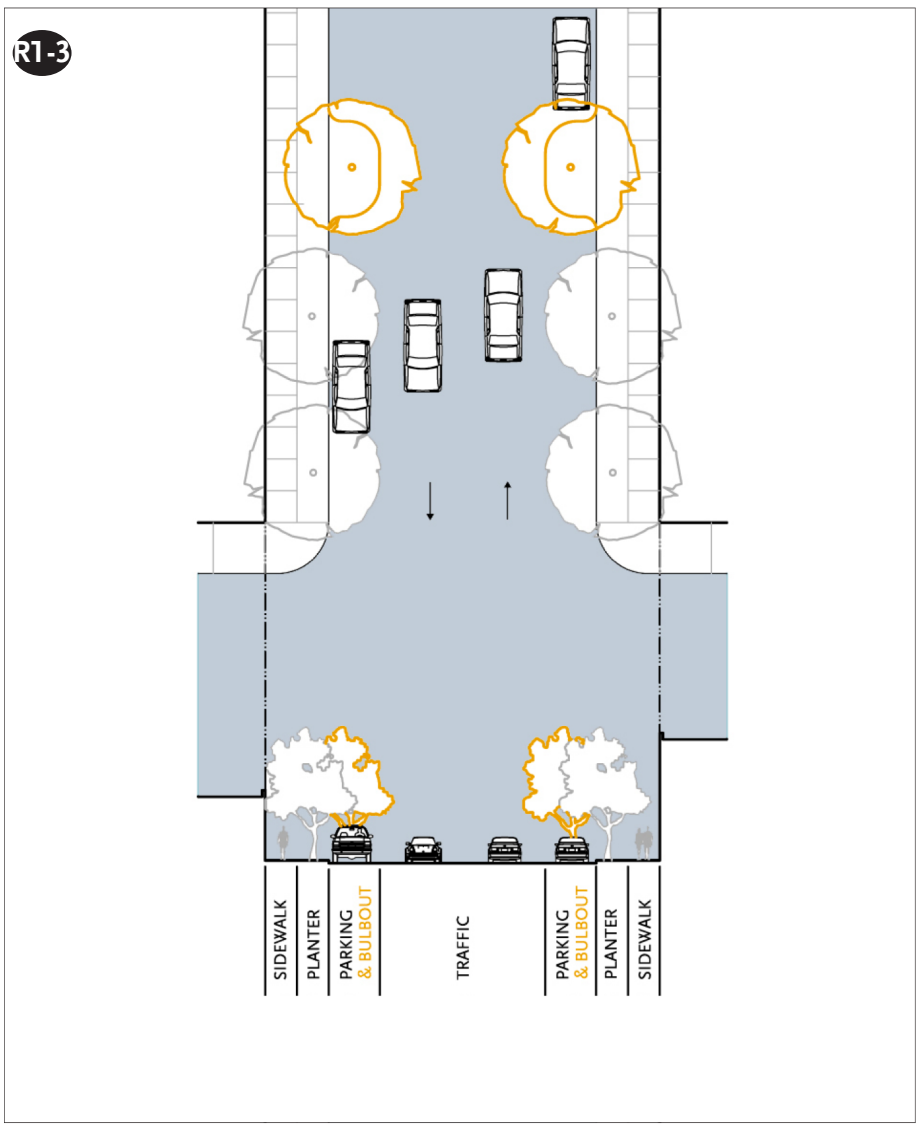
Plan / Section Diagram

Existing condition

MOVEMENT.....	slow
MEDIAN	none
TRAFFIC LANES	2; 1 each way
BULBOUTS.....	mid-block - 250' spacing
PARKING	both sides

Garfield Street would be experienced as a slow paced, slow moving residential street characterized by canopy trees in continuous planters, visually separating the vehicular traffic from the pedestrian traffic on sidewalks. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street. Bulbouts may be installed midblock as needed.

Poinsettia Street



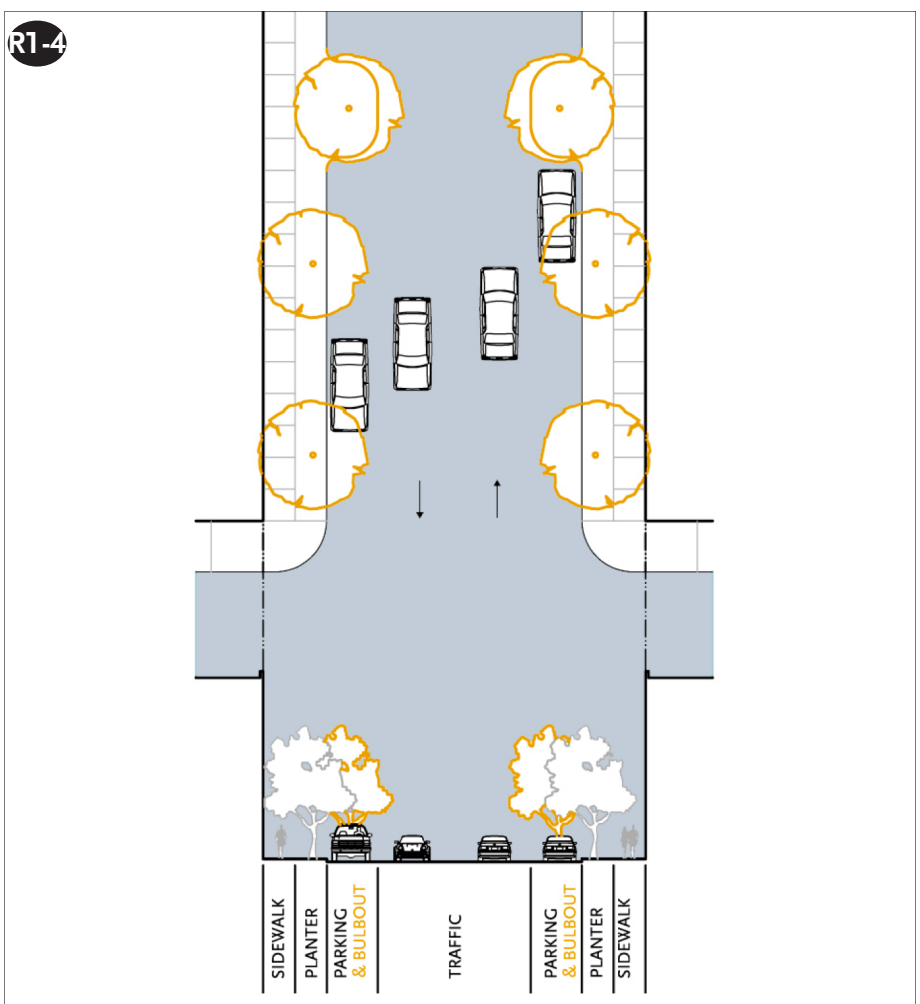
Plan / Section Diagram

Existing condition

MOVEMENT.....	free
MEDIAN	none
TRAFFIC LANES	2; 1 each way
BULBOUTS.....	mid-block - 250' spacing
PARKING	both sides

Poinsettia Street would be experienced as a moderately slow paced, free moving residential street characterized by canopy trees in continuous planters, visually separating the vehicular traffic from the pedestrian traffic on sidewalks. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street. Bulbouts may be installed midblock as needed.

Sixth Street



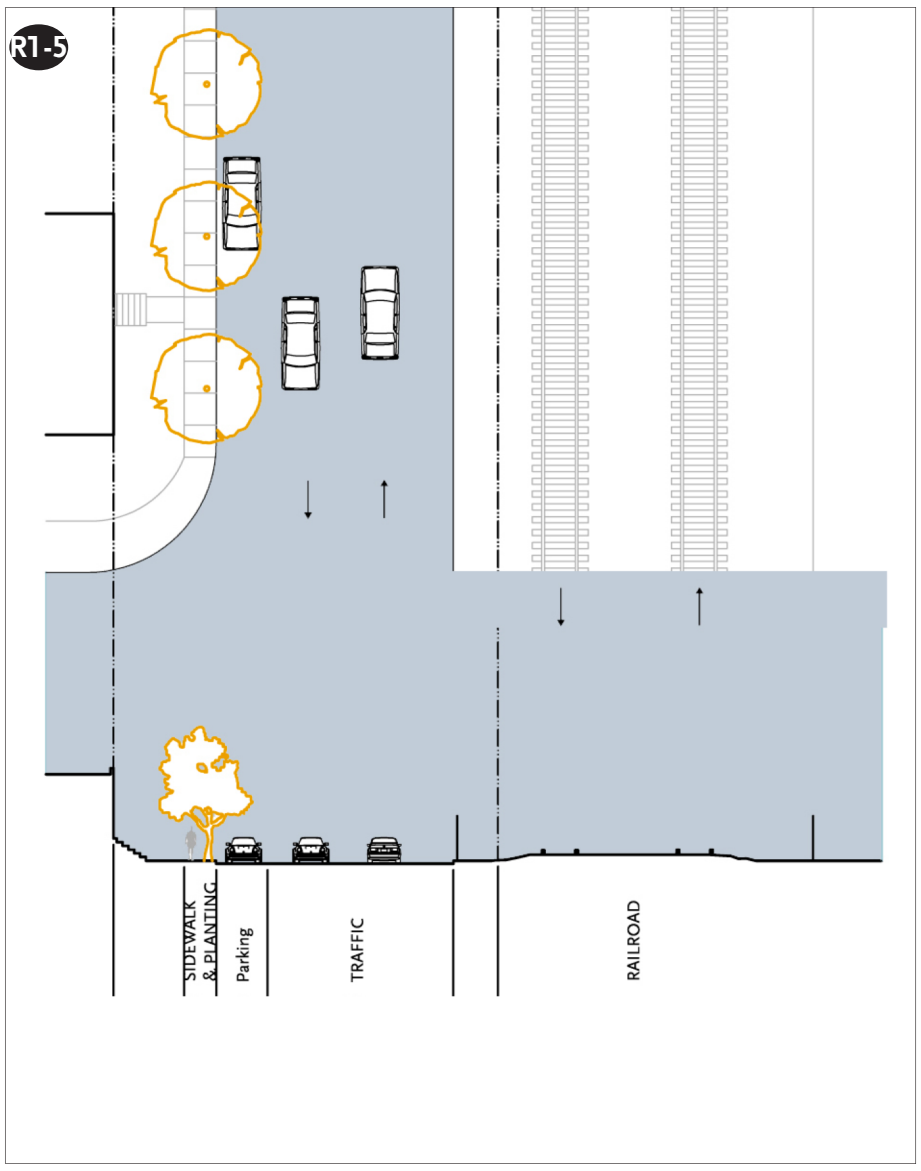
Plan / Section Diagram

Existing condition

MOVEMENT.....	free
MEDIAN	none
TRAFFIC LANES	2; 1 each way
BULBOUTS.....	mid-block - 250' spacing
PARKING	both sides

Sixth Street would be experienced as a moderately paced, free moving residential street characterized by canopy trees in continuous planters, visually separating the vehicular traffic from the pedestrian traffic on sidewalks. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street. Bulbouts may be installed midblock as needed.

Lincoln Street



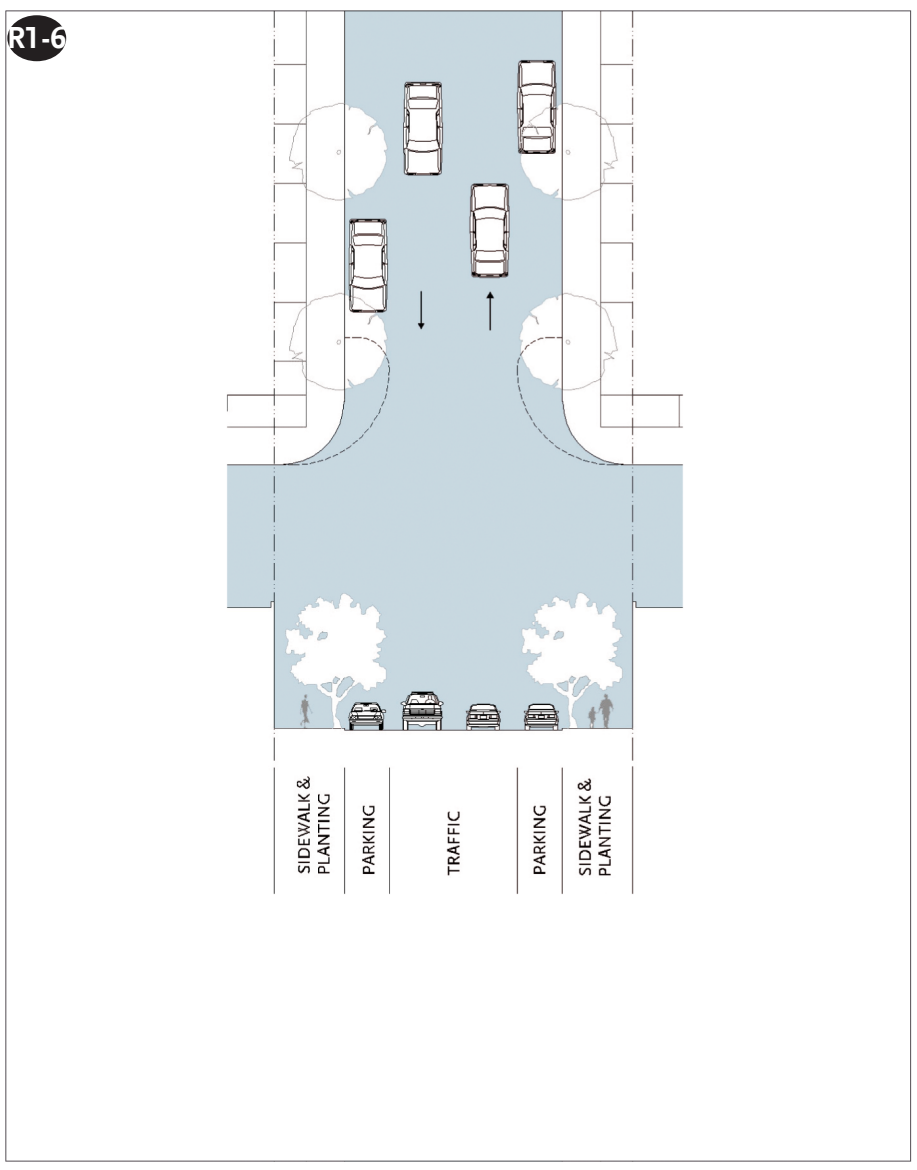
Plan / Section Diagram

Existing condition

MOVEMENT..... free
MEDIAN ..... none
TRAFFIC LANES ..... 2; 1 each way
PARKING ..... one side

Lincoln Street would be experienced as a moderately slow paced, free moving residential street characterized by canopy trees in tree wells along the west sidewalk only. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking would be provided on one side of the street.

Residential Street 1



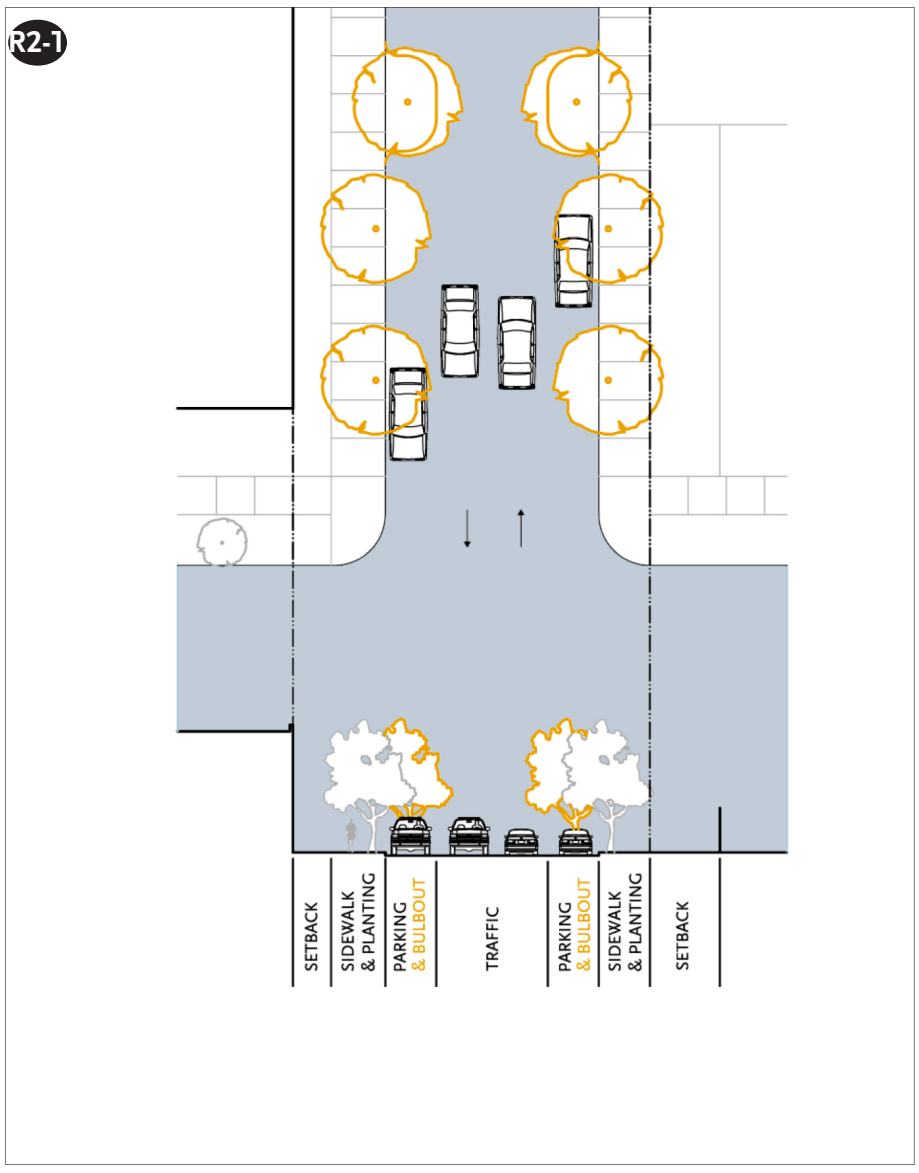
Plan / Section Diagram

Example

MOVEMENT..... free
MEDIAN ..... none
TRAFFIC LANES ..... 2; 1 each way
PARKING ..... both sides, parallel

The Residential Street 1 would be experienced as a moderately paced, free moving residential street characterized by canopy trees in continuous planters, visually separating the vehicular traffic from the pedestrian traffic on sidewalks. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking and bulbouts at the end of the block would be provided on both sides of the street.

Lacy Street



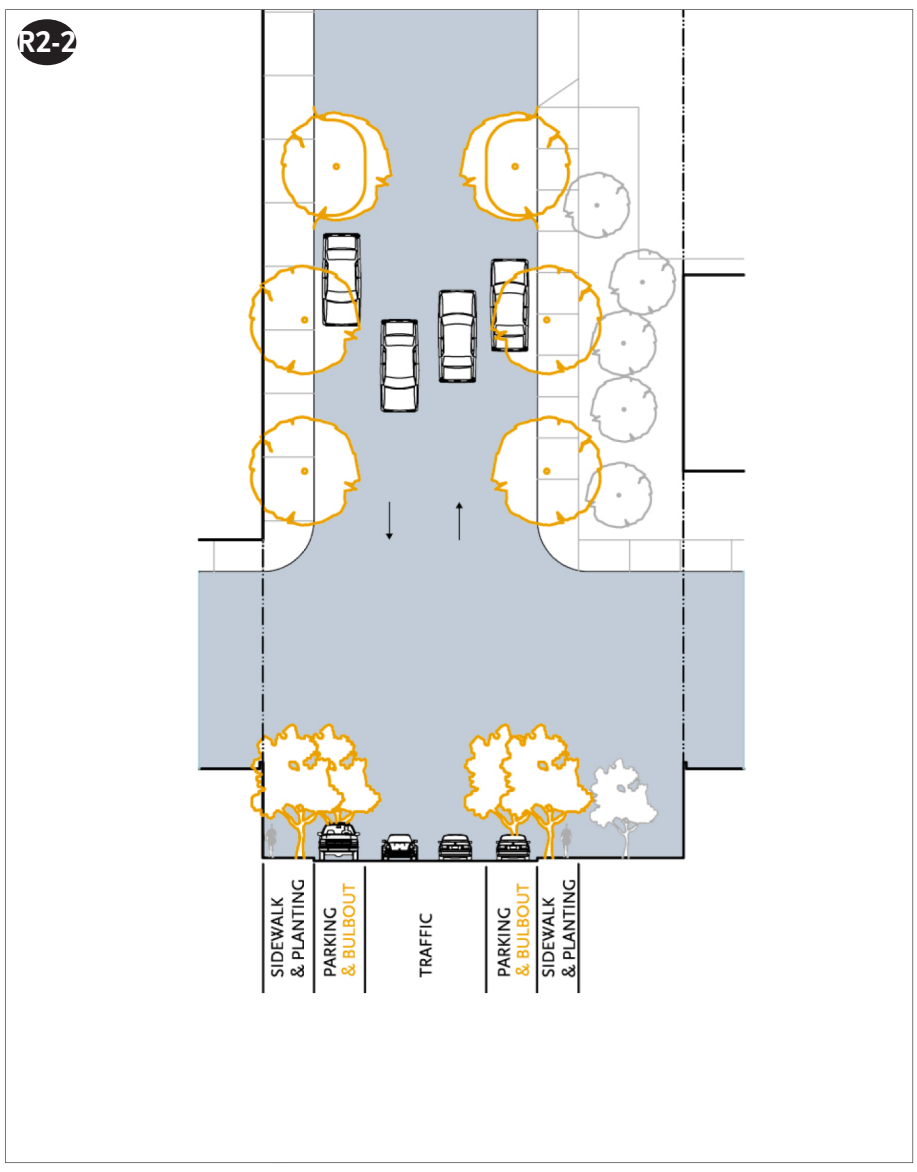
Plan / Section Diagram

Existing condition

MOVEMENT	slow
MEDIAN	none
TRAFFIC LANES	2; 1 each way
BULBOUTS	mid-block - 250' spacing
PARKING	both sides

Lacy Street would be experienced as a slow paced, slow moving residential street characterized by canopy trees either in continuous planters, visually separating the vehicular traffic from the pedestrian traffic on sidewalk, or in wells along the sidewalk. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street. Bulbouts may be installed midblock as needed.

Garfield Street



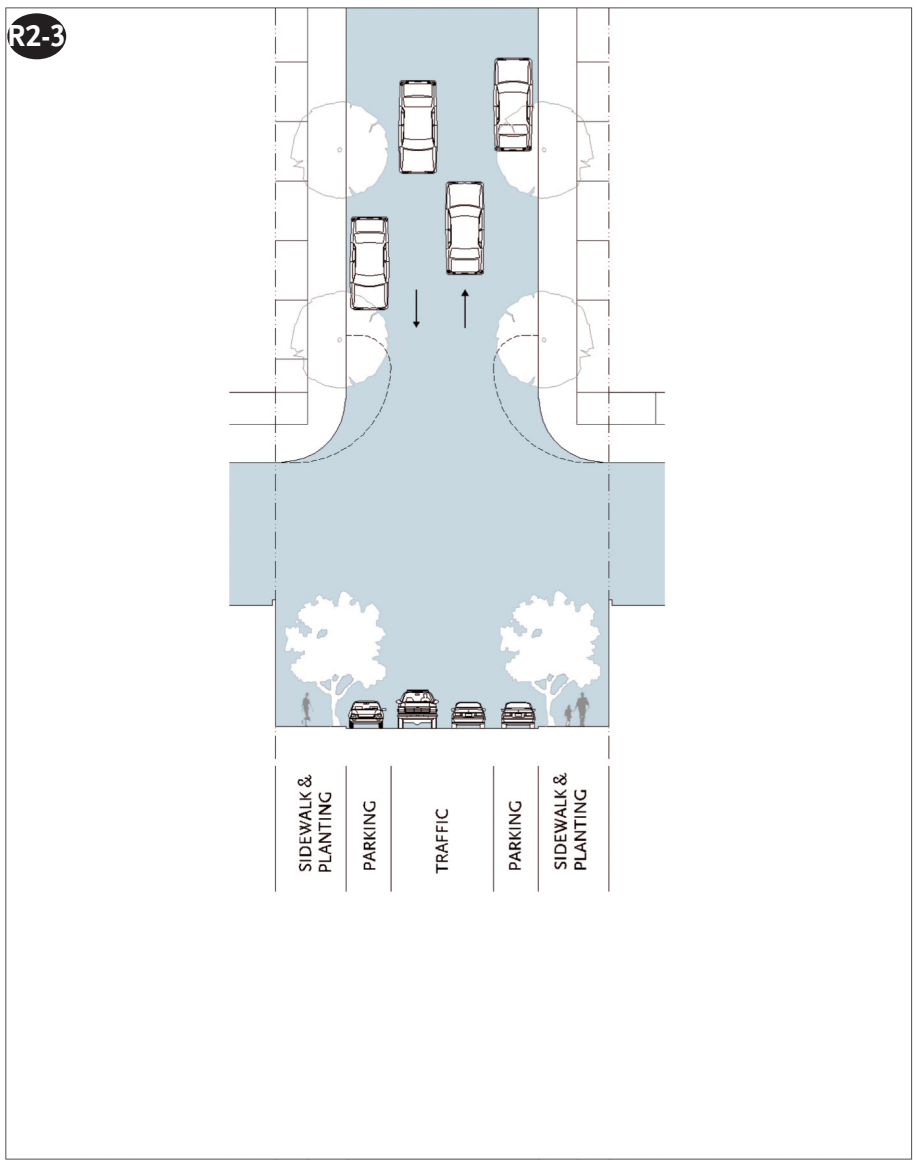
Plan / Section Diagram

Existing condition

MOVEMENT	slow
MEDIAN	none
TRAFFIC LANES	2; 1 each way
BULBOUTS	mid-block - 250' spacing
PARKING	both sides

Garfield Street would be experienced as a slow paced, slow moving residential street characterized by canopy trees in tree wells along the sidewalk. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street. Bulbouts may be installed midblock as needed.

Residential Street 2



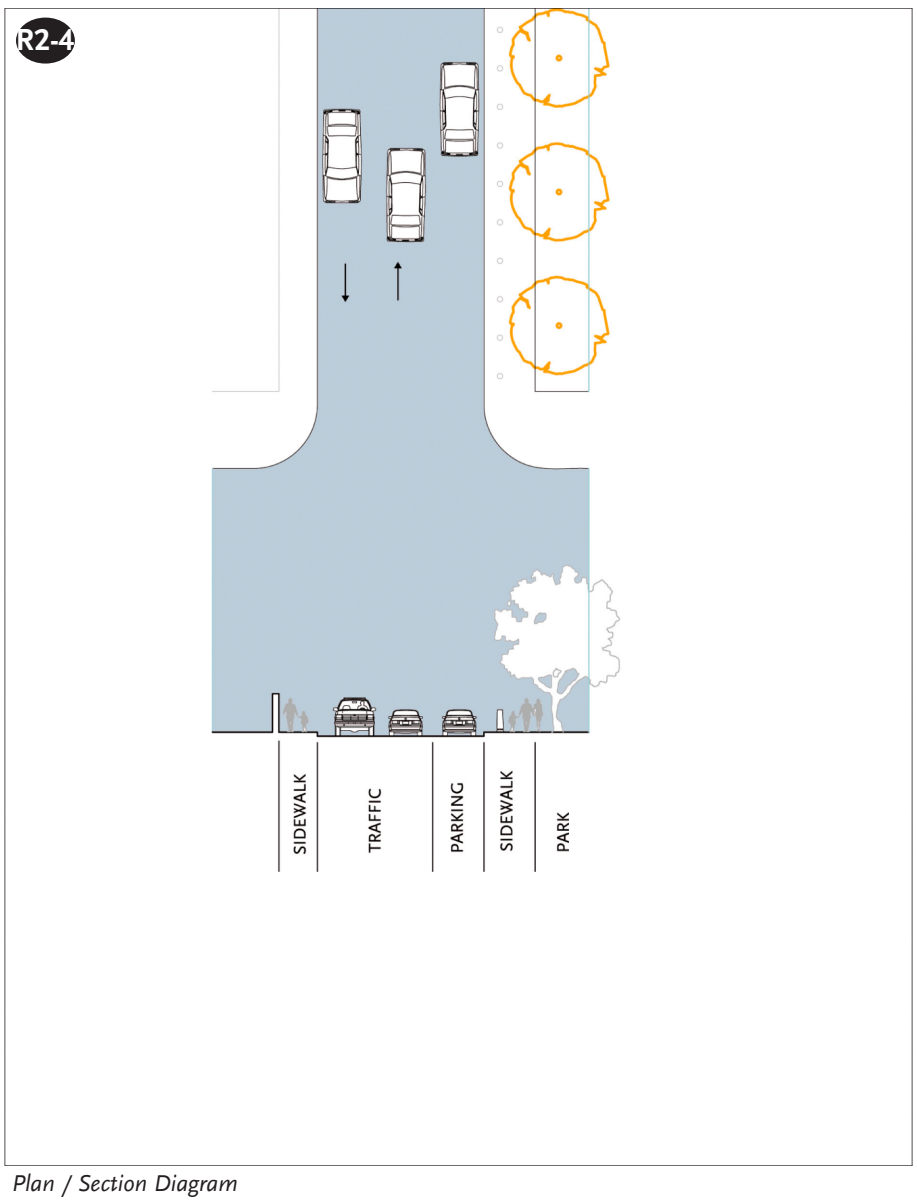
Plan / Section Diagram

Example

MOVEMENT..... slow
MEDIAN ..... none
TRAFFIC LANES ..... 2; 1 each way
PARKING ..... both sides, parallel - intermittent / light use

The Residential Street 2 would be experienced as a slow paced, slow moving residential street characterized by canopy trees in continuous planters, visually separating the vehicular traffic from the pedestrian traffic on sidewalks. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking and bulbouts at the end of the block would be provided on both sides of the street.

Residential Street 2



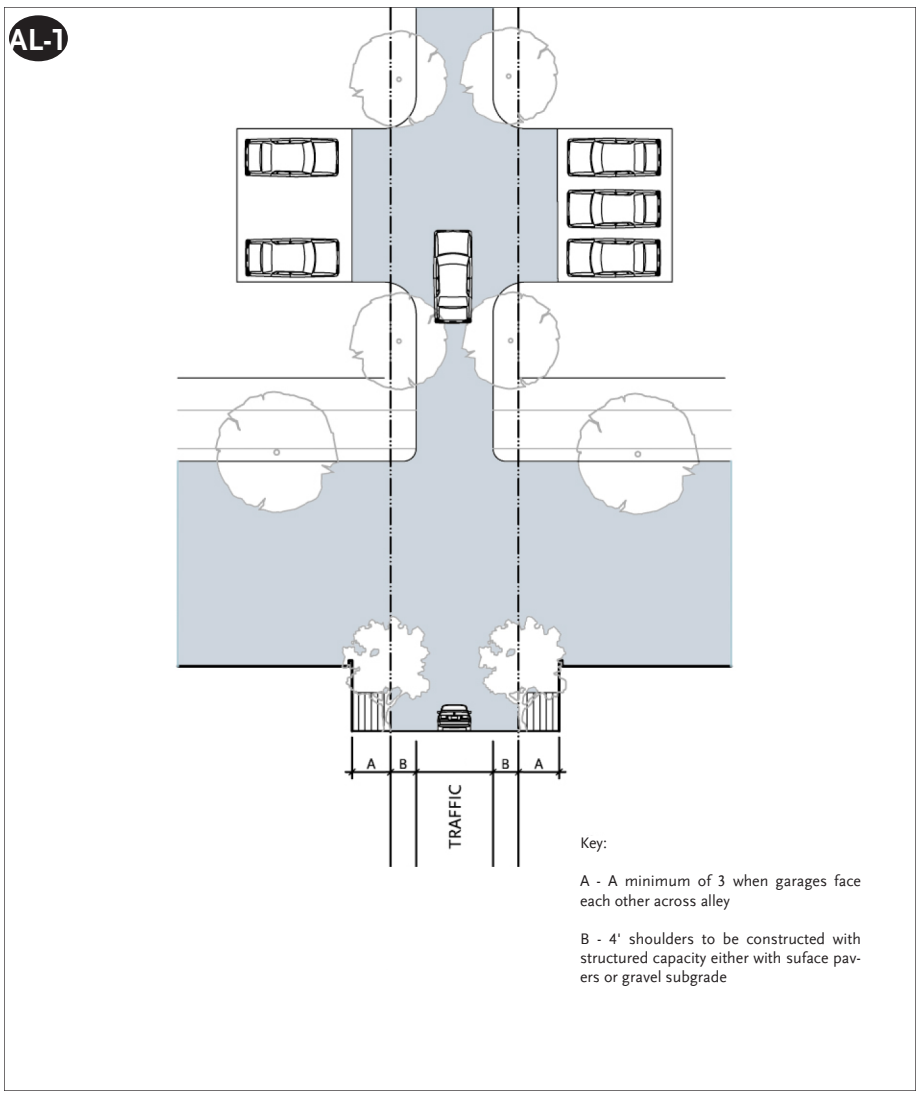
Plan / Section Diagram

Example

MOVEMENT..... slow
MEDIAN..... none
TRAFFIC LANES ..... 2; 1 each way
PARKING ..... east (park side) only

The Residential Street 2 would be experienced as a slow paced, slow moving residential street adjacent to an open space. This street type is characterized by canopy trees in continuous planters along a sidewalk on one side and a park on the other side of the street. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical and bike racks would in a style complimentary to the overall streetscape. Parking would be provided on the park side of the street only.

Alley / Driveway



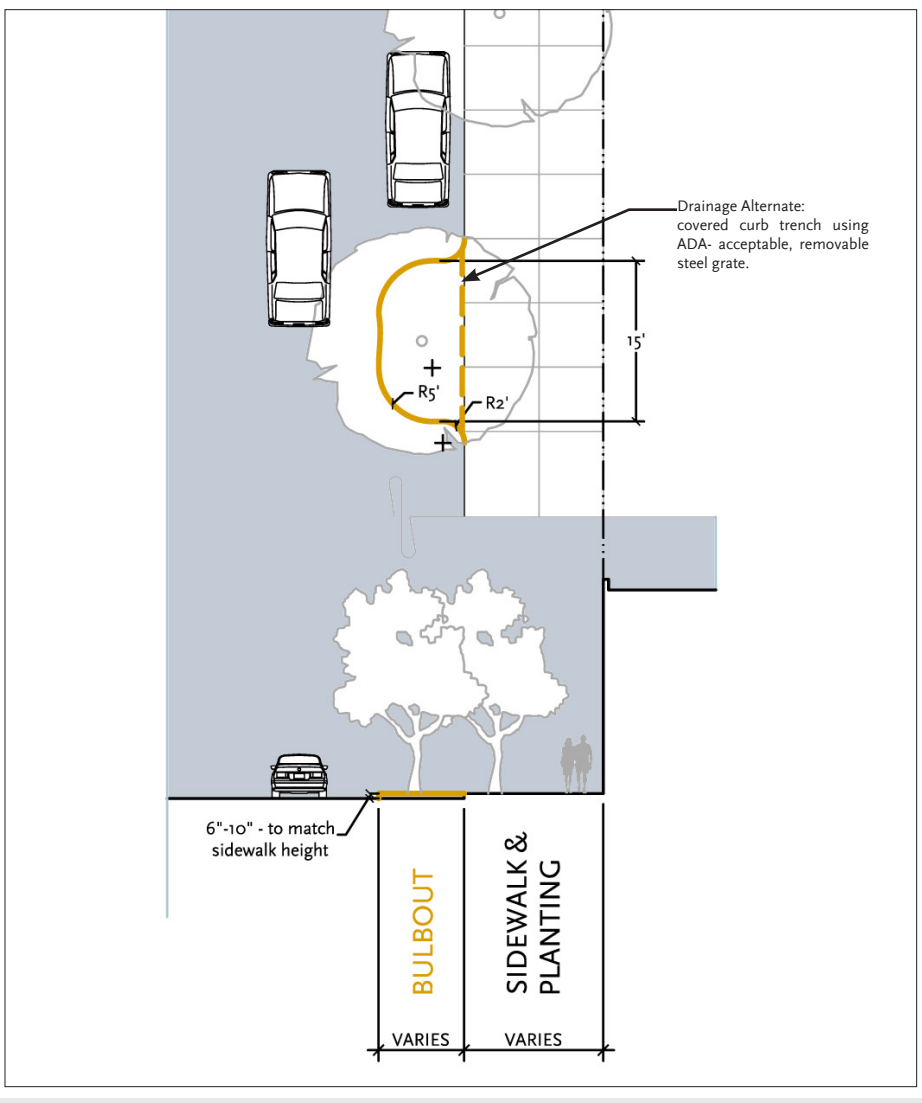
Plan / Section Diagram

Example

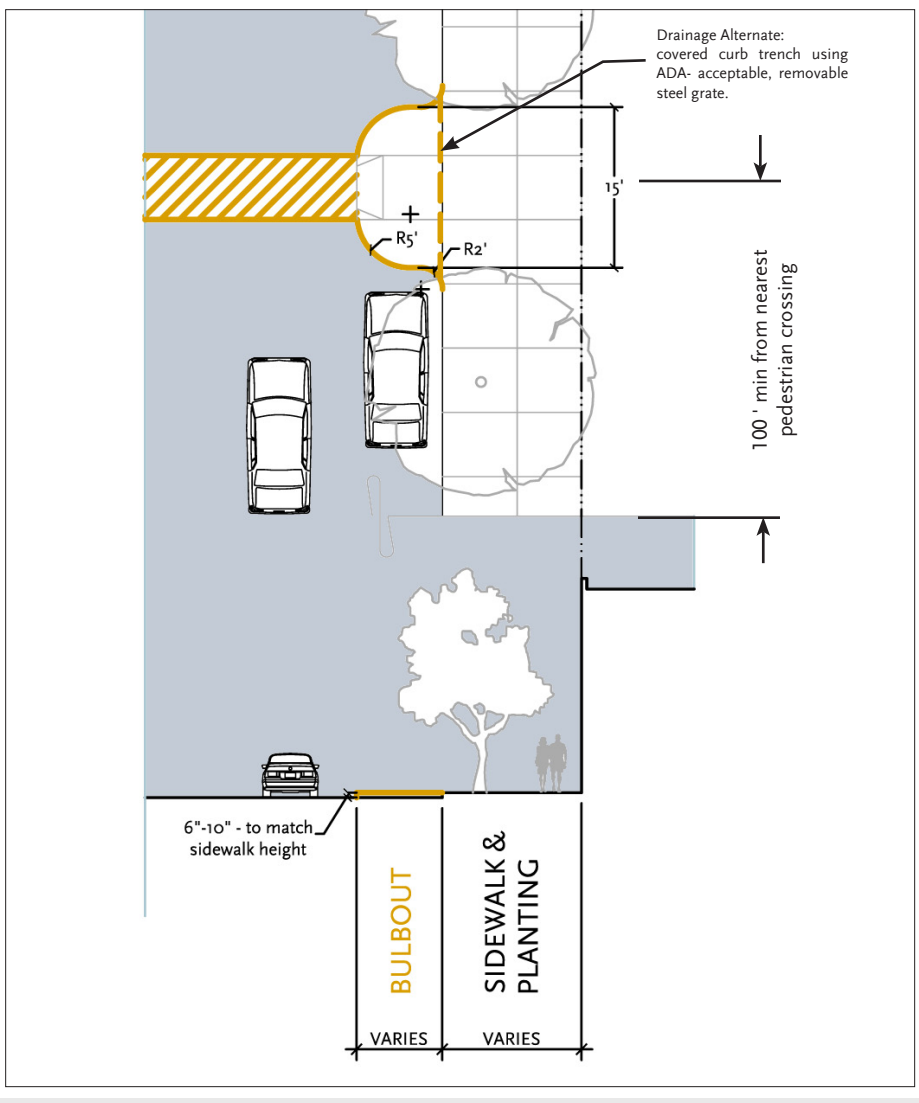
TYPE..... alley (note: if public, must traverse the block)
MOVEMENT..... yield
MEDIAN ..... none
TRAFFIC ..... one shared lane
PARKING ..... none

The alley/driveway would be experienced as a very slow moving, traffic sharing, right of way.

Typical Bulb-out



Typical Mid-Block Crossing



Minimum Criteria for Applying a Mid-block crossing includes but is not limited to the following:[1]

1. ADT of 12,000 or less (single-lane each direction)
2. ADT of 15,000 or less (multi-lanes each direction) including raised ped refuge
3. 40 mph or less
4. 25 pedestrians per hour for at least 4 hours of a typical day
5. Adequate sign-distance available for pedestrians and motorists

[1] *Context-Sensitive Solutions, A Recommended Practice*, ITE 2006