

**Date:** November 12, 2014 (5:30-7:30pm)

**Location:** Santa Ana Regional Transportation Center, Logan Room, 5<sup>th</sup> Floor

**Subject:** Second Community Advisory Committee (CAC) meeting minutes, Santa Ana Downtown/Transit Zone Complete Streets Plan

**Attendees:**

Melanie McCann, *City of Santa Ana*  
Corey Wilkerson, *City of Santa Ana*  
Mike Singleton, *KTU+A*  
Joe Punsalan, *KTU+A*  
Jacob Leon, *KTU+A*  
Alison Moss, *KTU+A*  
Sam Gennawey, *KPA*  
Allan Crawford, *KOA*  
Marco Anderson, *SCAG*  
Mark Bell, *Santa Ana PD*  
Jeanette Brooks, *Santa Ana Unified School District*  
Juan Carlos Macedo, *Santa Ana Collaborative for Responsible Development (SACReD)*

Sam Romero, *Logan-Santa Ana Business Council*  
Nancy Mejia, *Latino Health Access*  
Gerald Tiritilli, *Santa Ana Resident*  
Ryan Smolar, *Downtown Inc.*  
Amy Buch, *Health Care Agency*  
Christopher Hall, *The Bicycle Tree*  
Gary Hewitt, *OCTA*  
Jose Leal, *Lacy Neighborhood Association*  
Carlos Malándaz, *SACReD*  
Lynette Guzman, *KidWorks*  
Alex Green, *El Fenix*  
Ana Urzuá, *Santa Ana Building Healthy Communities*

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**INTRODUCTION**

Sam Genneway kicked off the meeting with a brief summary of the project's progress to date: data collection, public input (from the CAC, the 3 day public workshop, the October 6<sup>th</sup>/re-cap meeting and the online survey) and the formulation of a draft plan. Sam mentioned that an important finding from public input was that there are many people in Santa Ana who are transit and bike dependent. The group agreed, that unlike many plans that focus on mode shift, this plan should focus on improving accommodation for those already using alternative modes.

Sam briefly summarized the events of the three day workshop before presenting and how all of the public input contributed to 18 complete streets projects, subsequently pared down to 10 projects. The primary task of the second CAC meeting was explained: to select five top projects from the existing ten. It was noted that none of the projects were "going away," that all projects would remain in the plan as recommendations, but that the plan only called for the creation of detailed (30% design) documents for five select projects.

A video showing 3D sections of the bicycle projects, embedded in a Google Earth video tour, was shown.

Joe presented slides on the top ten complete streets projects, including bicycle, pedestrian, placemaking, traffic calming and combination projects. The projects were described as follows. At the end of the brief presentation each project was revisited for questions and discussion.

1. Civic Duty: includes pop-outs, crosswalks, removal of free right turning lanes
2. Tame the Boulevard: includes a mixture of all the elements (traffic circles, parklets, cycle tracks, etc.)
3. Cycle Track Square: includes protected bicycle facilities throughout the loop ; integrates the planned streetcar
4. Downtown Hub: includes a shared-use path, cycle tracks and a roundabout; also includes repurposing some of the excess asphalt (conversion to parklets)
5. Ross is Boss: includes protected bikeways
6. Close it Up & Alley Up: includes placemaking, space activation and enhanced pedestrian experience
7. Go Fourth: includes extending the success of the existing 4<sup>th</sup> Street improvements eastward
8. Who's on Third?: includes a cycle track on the west end of the project and a bike boulevard on the east end
9. 2<sup>nd</sup> to None: capitalizing on the potential of an existing pedestrian corridor – through the arts district – through general pedestrian improvements (enhanced crossings, pedestrian level lighting, wayfinding, etc.)
10. First on First: includes better walkways and crossings all along First Street; also includes some opportunities for improved landscaping through ROW reallocation

Marco asked if there was a way of evaluating the relative impact of the projects. Joe replied that the top five projects would be subjected to analysis later in the process, but that this analysis would not form the basis of selecting the five projects from the ten; projects would be selected by CAC members through discussion.

## DISCUSSION

1. Civic Duty: Gerald, a Santa Ana residents and CAC member, noted that the drawing for this project showed both roundabouts and modified intersections and wondered if members would have to pick one or if they may show support for both designs. Joe replied that the final design could employ a hybrid of different solutions and that CAC members should vote on the projects they like, without too much concern for exact design, since this will likely change. Mike then noted that the Civic Center project featured a traffic circle rather than a roundabout and explained the difference.
2. Tame the Boulevard: One CAC member asked how this design might resolve the inherent conflict between bicycle access and streetcar tracks. Mike and Joe offered the example of Portland and added, through having the bike facility meet the track as close to 90 degrees as possible, it is relatively easy to “engineer out” this conflict. A solid education program, Joe added, will also be necessary to ensure safe cycling for this and other project(s).

(Sidenote: When the streetcars go out of service, they will form an impediment in the roadway if only one lane is available; they will not have an off-street space in which to be temporarily placed for repairs.)

3. Cycle Track Square: Sam, a CAC member from the Logan-Santa Ana Business Council, noted that there's currently "wall-to-wall" car parking on Santa Ana Blvd and asked if this plan would require the removal of on-street parking. Mike and Joe replied that parking would be preserved, where possible, but that this project would likely result in some loss of parking. Although roundabouts were presented as one design treatment, Mike explained that there are inherent conflicts associated with having modern roundabouts alongside streetcars and cycle tracks.

(Sidenote: Nancy, a CAC member from Latino Health Access, noted that projects 2 and 3 have a lot in common and wondered if they might be combined for voting purposes. Mike replied affirmatively.)

4. Downtown Hub: No discussion
5. Ross is Boss: No discussion
6. Close it Up and Alley Up: Joe explained that one alternative would involve creating a pedestrian promenade by closing 4th street entirely to vehicular traffic and adding appropriate enhancements. Mike reiterated the challenges in creating successful pedestrian promenades, that there are certain essential elements required and that some elements (i.e. having national franchise retailers) may not be desirable in downtown Santa Ana. Nancy said that although her organization (LHA) is very supportive of pedestrian promenades, they were advised by a board member to further investigate the feasibility of such a promenade on 4th Street. Ryan, a CAC member from Downtown Inc., asked whether the group might be interested in exploring closing down some of the shorter streets between 3rd and 4th rather than closing down the entire length of 4th. Ryan said that his organization would be a bit concerned about the creation of an additional pedestrian promenade since they've had trouble activating even the smaller existing ones. He clarified his organization's position on changes to the roadway, stating that they see bicycle infrastructure and many of the other recommendations as good for business, but that they are merely concerned with the full removal of vehicular access for long stretches. Mike noted that the group could choose any of the projects with caveats.
7. Go Fourth: There was no real discussion on this project other than clarification on how it differed from Close it Up and Alley Up.
8. Who's on Third?: One CAC member suggested that the location of one of the roundabouts may be inappropriate because it is flanked by two stop signs and because vehicular speeds are already low there. He clarified that speed *is* a problem between Lacy and the stop signs. Nancy asked whether this plan entails the cycle track ending on Flower. Joe replied that Flower Street is the western extent of *this* plan's study area, but that the plan would lend support for a continuation of the cycle track as a general recommendation.

9. Second to None: No comments.

10. First on First: Ana, a CAC member from SABHC, pointed out that there were no bike facilities shown for this project, but that there is currently a lot of bike traffic on First. She asked why bikes would be excluded if this is a “complete streets” plan. Mike and Joe replied that Ana could note her preference for the inclusion of bike facilities on a project map while still voting for the project. Some discussion followed regarding the importance of connecting cyclists on First Street to the nearby Santa Ana River Trail (Note: the trail is outside of this plan’s area).

### VOTING

Voting was conducted to select five top projects from the ten presented. The results were as follows:

1. First on First (16 votes)
2. Cycle Track Square (15 votes)
3. Tame the Boulevard (14 votes)
4. Who’s on Third? (11 votes)
5. Civic Duty (9 votes)
6. Downtown Hub (9 votes)
7. Ross is Boss (8 votes)
8. Go Fourth (8 votes)
9. Close it Up and Alley Up (7 votes)
10. Second to None (0 votes)

Color coding reflects projects that the group agreed could logically be combined (to create five projects out of what were originally seven).

### FINAL REMARKS

Ana said that she thinks these are all great projects, she is concerned about likely gentrification impacts. She’s particularly concerned that the success of these projects could cause rent to rise and force some long-time, low-income residents out. She said she’d like the group to be cognizant of this possibility and maybe even draft a policy statement to help guard against it. Sam offered that this plan could include some simple and clear language such as “this plan is meant to improve mobility options for the many people who currently live, work and play in Santa Ana.”

### Next Steps/Action Items:

- Melanie stated that the evening’s presentation materials would be posted to the project website shortly, as would the online survey/poll results.

## **OTHER/MISCELLANEOUS COMMENTS**

Map-based comments (these are individual, rather than group, comments; they do not reflect consensus):

- The Civic Minded project should include a designated pedestrian walkway from the courthouse to the downtown.
- The Cycle Track Square project should include complementary amenities:
  - A downtown/Civic Center Bicycle Station
  - Bicycle lockers at the train station
- The protected bikeways in Cycle Track Square should include the stretch on Santa Ana Blvd, from Mortimer to Santiago
- The protected bikeway in Cycle Track Square on Santa Ana Blvd, from Ross to Mortimer should be located on the left (south) side of the street rather than right (north) as portrayed.
- In the Tame the Boulevard project, Option #2 is the preferred roadway configuration for Santa Ana Blvd.