

SANTA ANA

DOWNTOWN

TRANSIT ZONE

COMPLETE STREETS



PLAN

Submitted by:



In Association with:



Supported by:



OVERVIEW OF TYPICAL ISSUES & SOLUTIONS

What is a Complete Street?

- ◆ Accommodates alternative non-vehicular modes
- ◆ Reclaims Streets for all purposes (bike, ped, ADA)
- ◆ Assures smooth flowing & calm vehicular traffic
 - ◆ Improves safety for all users
 - ◆ Provides transit priorities

THE ISSUE



52% of Americans want to bike more than they do now.



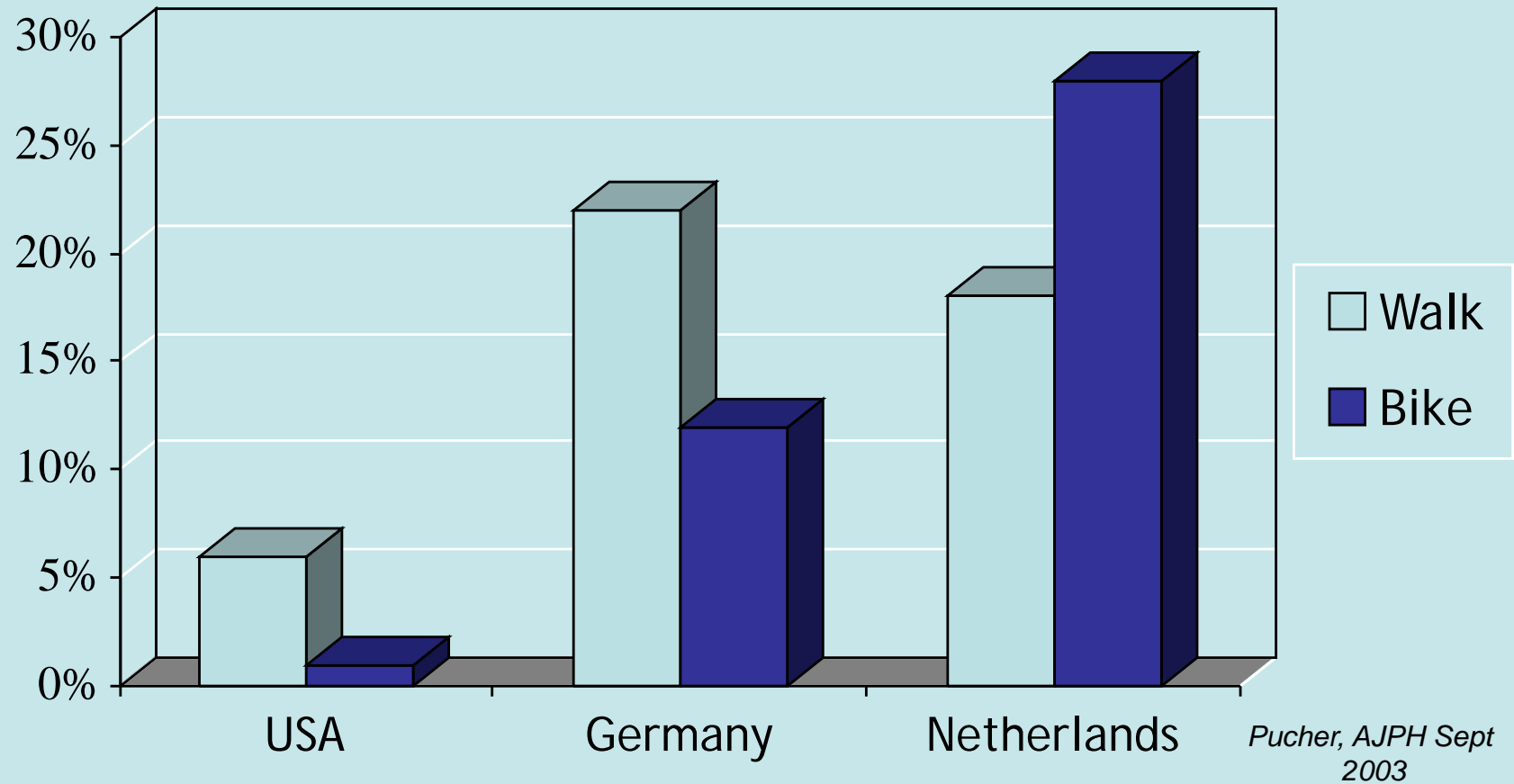
55% of Americans would prefer to drive less and walk more.

33% of Americans do not drive.



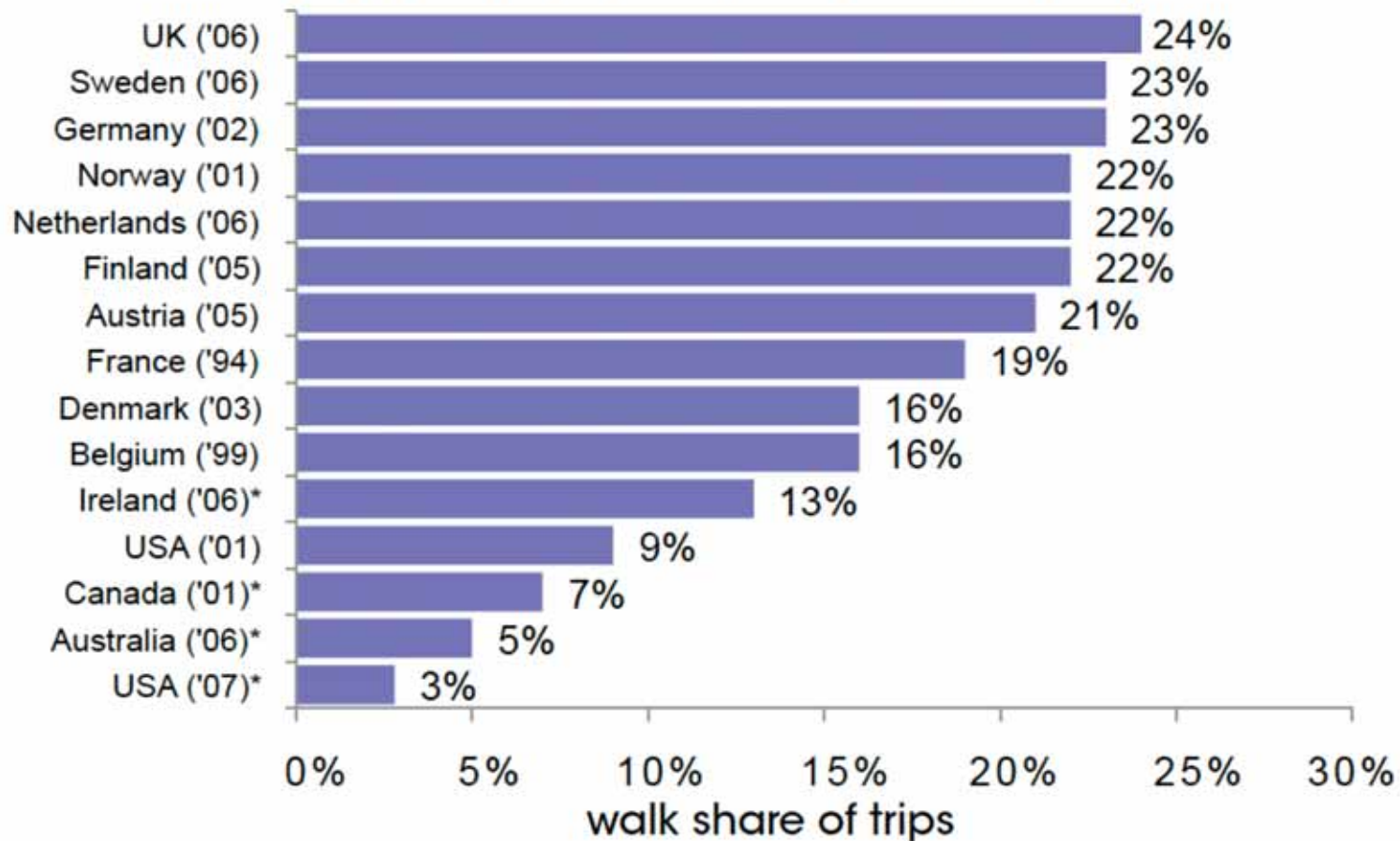
Americans Want to Walk and Bike More

Portion of All Trips

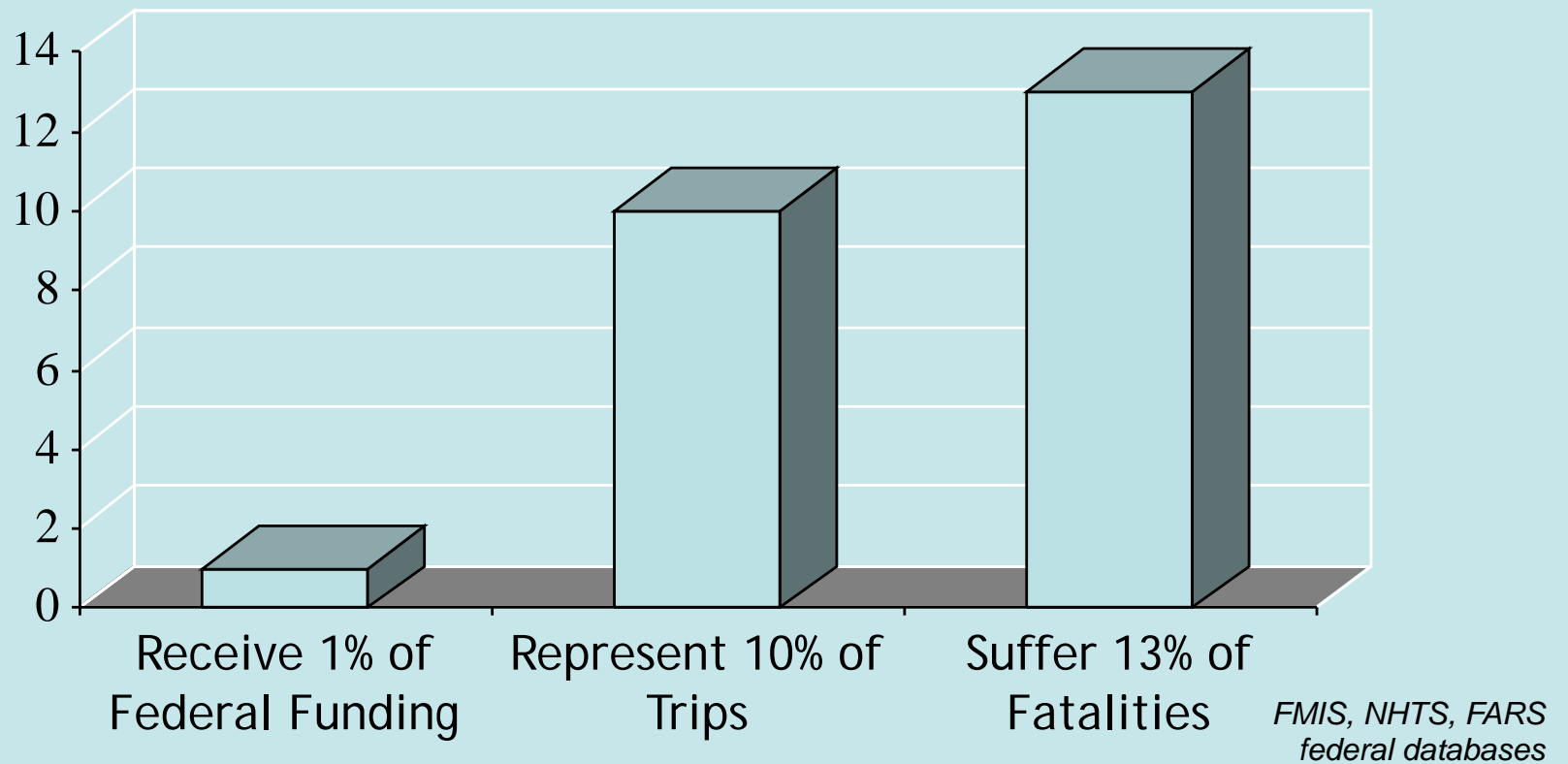


American Travel Compared to Europeans

Walk Share of Trips in Europe, North America, and Australia



Pedestrians and Bicyclists...



Incomplete Streets are Unsafe



When you only design for vehicles, you get nothing but vehicles



When you design for people, you get people!



**“The sidewalk is the focal point of public life.”
Larry Beasley, co-director, Vancouver
Planning Department**

Walkable Communities

Perception: Do you want to be here?



It may be difficult to describe exactly what makes a pedestrian environment walkable, but most agree when they see it and walk it.

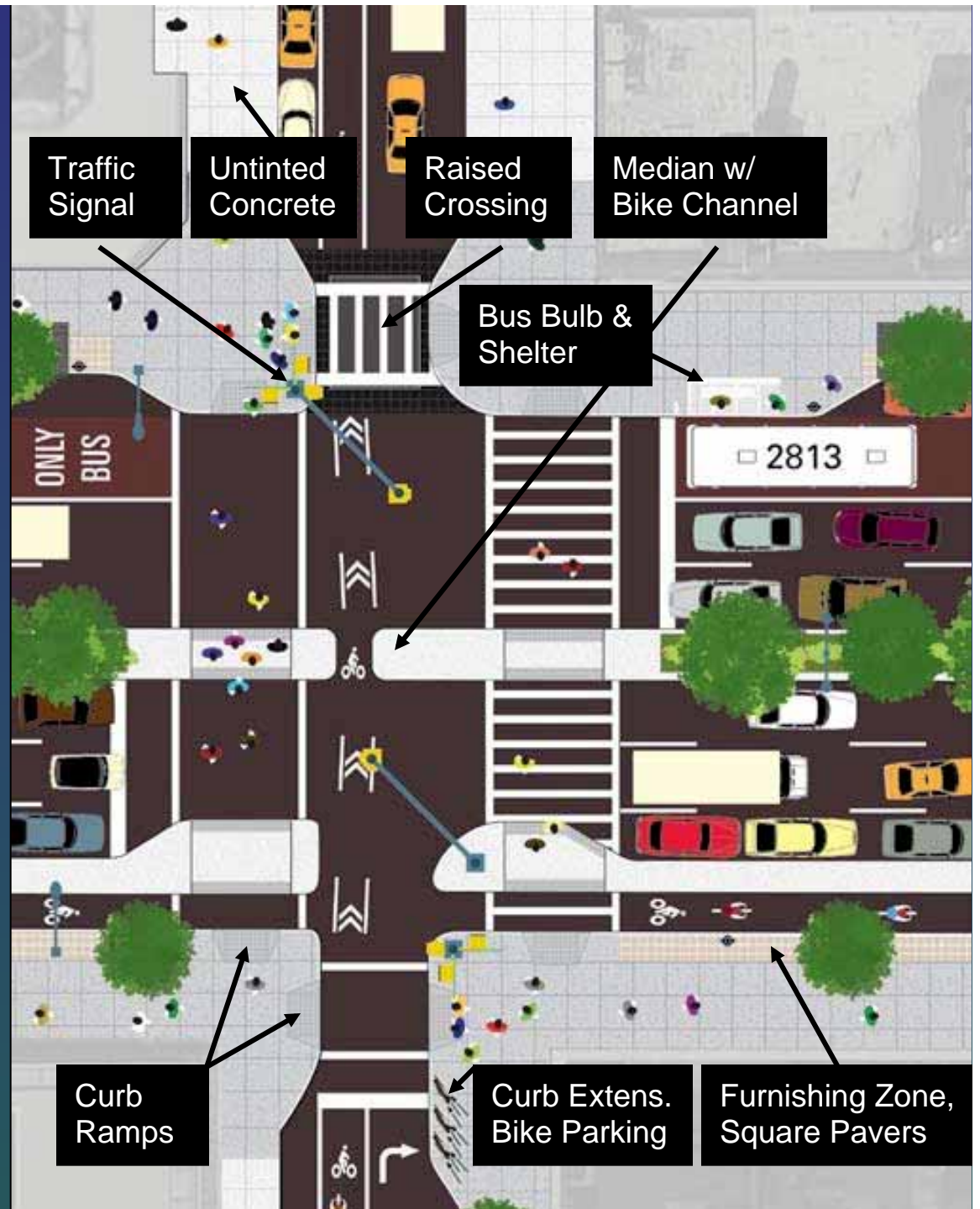
Public Rights-of-Way

STREET



- Plan entire ROW
- What opportunities are present?
- What innovations can be tried?
- Can sustainability be increased?

All projects can look for new opportunities



You can change a bad street into a good complete street!

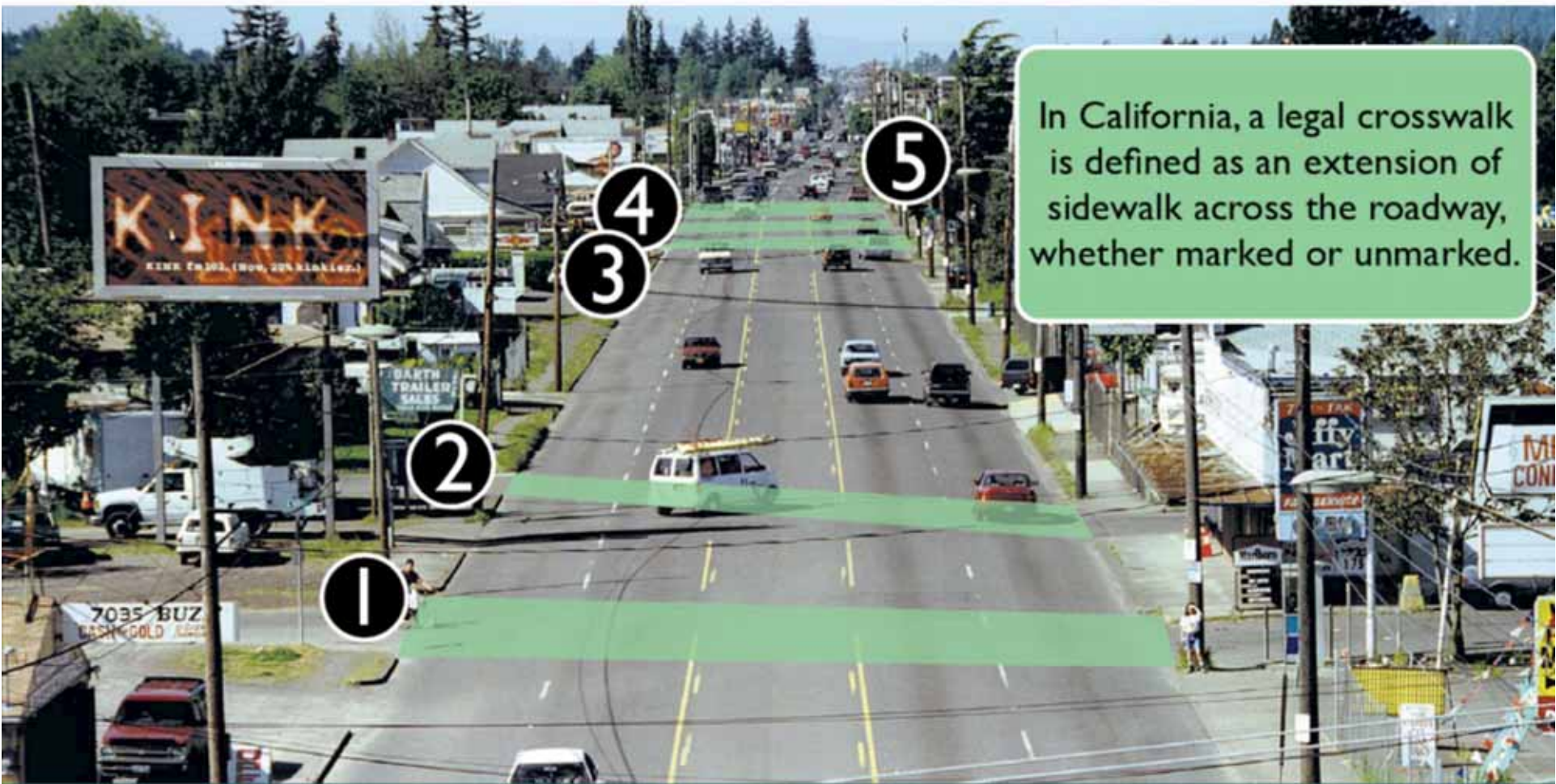


You can change a bad street into a good complete street!



How many crossing points are considered to be legal?





In California, a legal crosswalk is defined as an extension of sidewalk across the roadway, whether marked or unmarked.

Where does the Pedestrian have the Right of Way?



Street Crossings, What is Legal?



Complete streets benefit transit

Connect transit to work, to shops, to schools, to homes through appropriate planning and



Complete streets improve access

20% of Americans have a disability that limits their daily activities.



Complete streets benefit seniors

By 2025, nearly 1/5 of Americans will be 65 or older.



Complete streets benefit kids

More than 1/3 of our nation's children are overweight or obese.



Complete Streets Change Travel

Residents are 65% more likely to walk in a neighborhood with sidewalks.

Cities with more bike lanes per square mile have higher levels of bicycle commuting.



Complete streets increase capacity



Complete streets increase capacity



Complete streets increase capacity



Complete streets increase capacity



Livable Communities

A photograph of a city street intersection. The street is paved with asphalt and has white lane markings, including a crosswalk. On the left, there is a brick building and a traffic light. A blue banner is overlaid at the top of the image, and a yellow arrow-shaped callout box is on the left side. The background shows trees and other buildings.

Complete streets create more choices, shorten travel times, and encourage less carbon-intensive transportation.

Places to eat and watch others



Places where the building edge provides protection



Places to be protected from the road edge



Places to walk in filtered shade



Places where streets and parking behave



Places to encourage walkside shopping



Places where entertainment & living come together



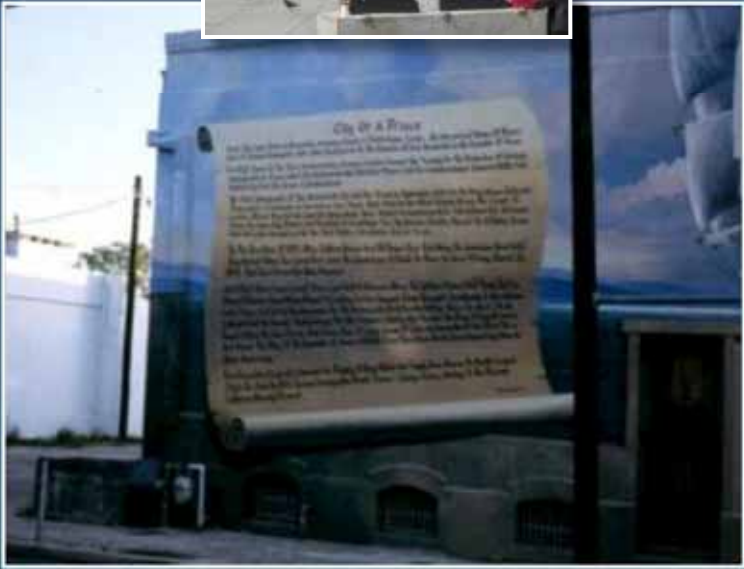
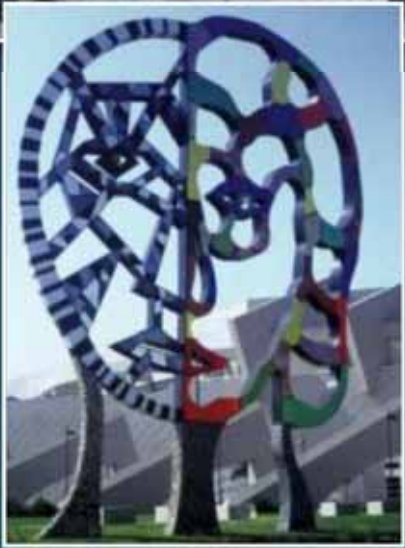
Busy streets can be a good thing



Public art integration into walking amenities



Places to be, with Community Interest and Style



Places designed for surveillance (eyes on the street)



Essential Elements



- Safety →



- Accessibility →

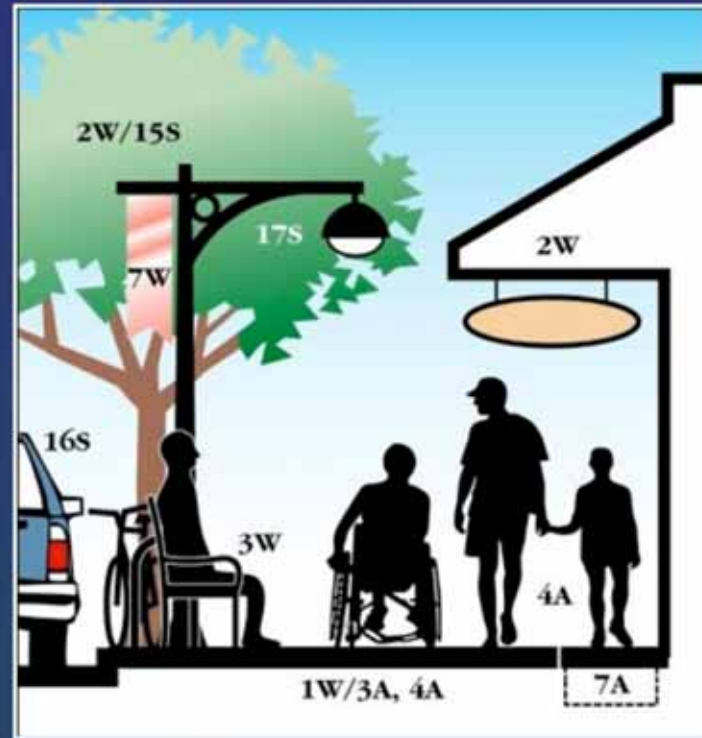
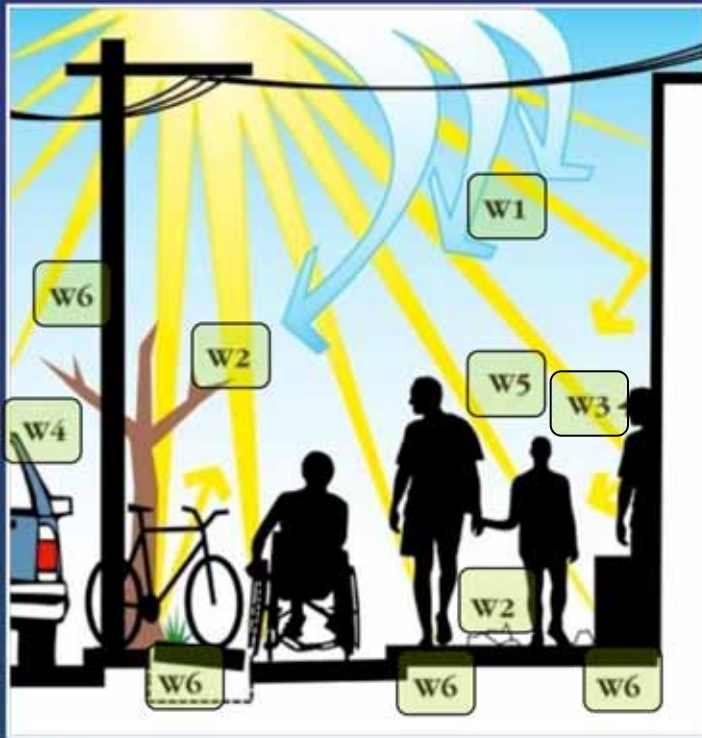


- Connectivity →



- Walking Environment →

= Walkable



- W1 - Harsh environmental conditions
- W2 - Poor maintenance
- W3 - Perceived unsafe walkways due to fear of crime
- W4 - Lack of buffer from high speed/high volume traffic
- W5 - Absence of site amenities
- W6 - Walkway obstructions

Traffic Calming Devices



Use horizontal & vertical changes to calm traffic

Traffic Calming Devices



Use traffic circles and roundabouts to calm traffic

Traffic Calming Devices



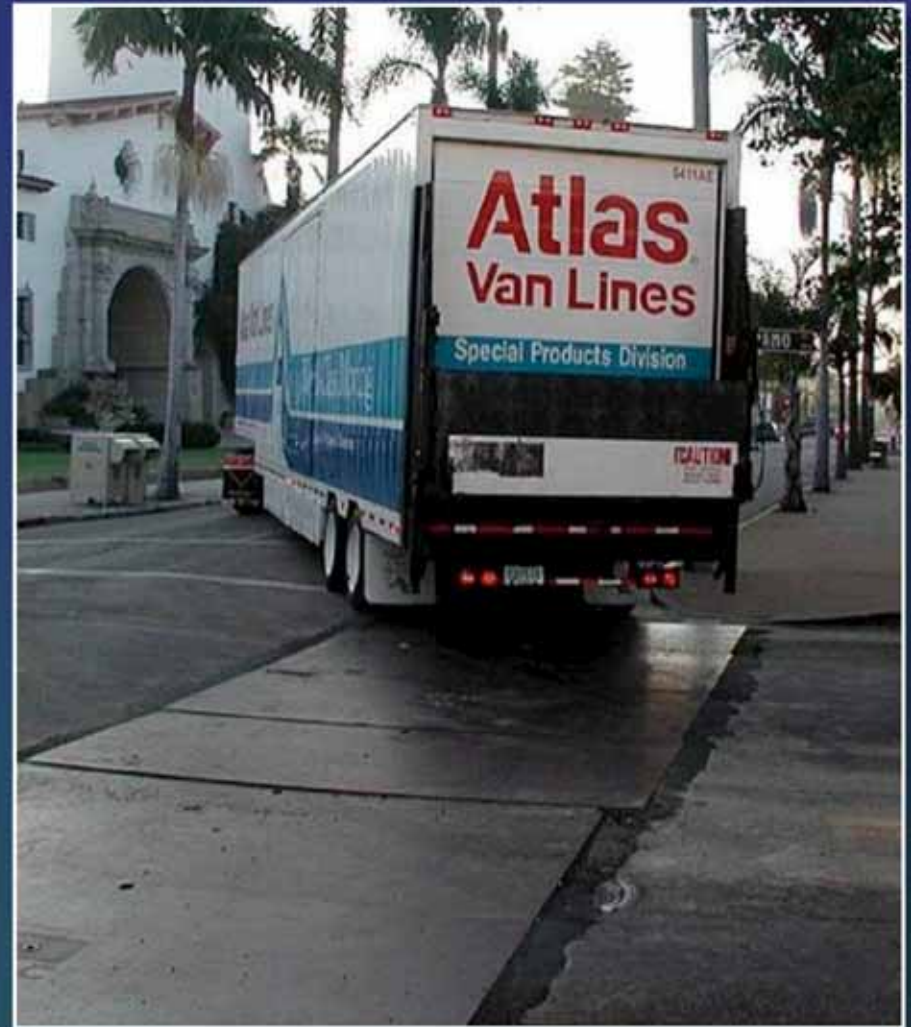
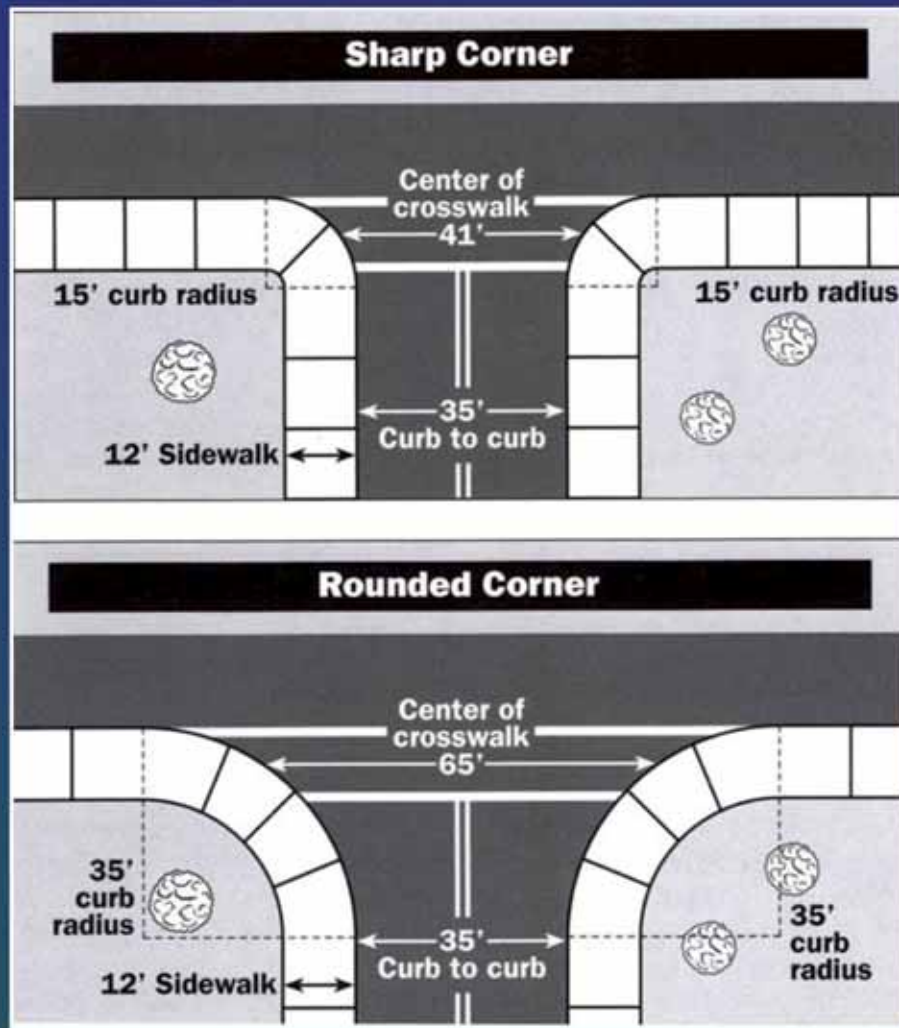
Traffic Calming Devices



Enhanced Crosswalks



Traffic Calming Devices



Pedestrian Improvement Tools: **Reduced Curb Radius**

Traffic Calming Devices



Median Refuges and Improved Crossings



Uncontrolled Multi-lane Crossings (questionable)

Extra Streetlights



Pedestrian Instructions



Guide Fence with Direction Change



Advance Stop Line with Signage



Semi-controlled Multi-lane Crossings (better)



Positively Controlled Multi-lane Crossings (best)



Traffic Calming Devices



Curb Extensions

Bike Facility Definitions



Class 1 Bike Path with Separated from Roadways

Bike Facility Definitions



Class 2 Bike Lane with Parking

Bike Facility Definitions



Class 3 Bike Route

Bike Facility Definitions



Class 1 Barriered Bike Path or Multi-use Trail

Innovative Bike Facility Types



Class 2 Buffered Bike Lane

Innovative Bike Facility Types



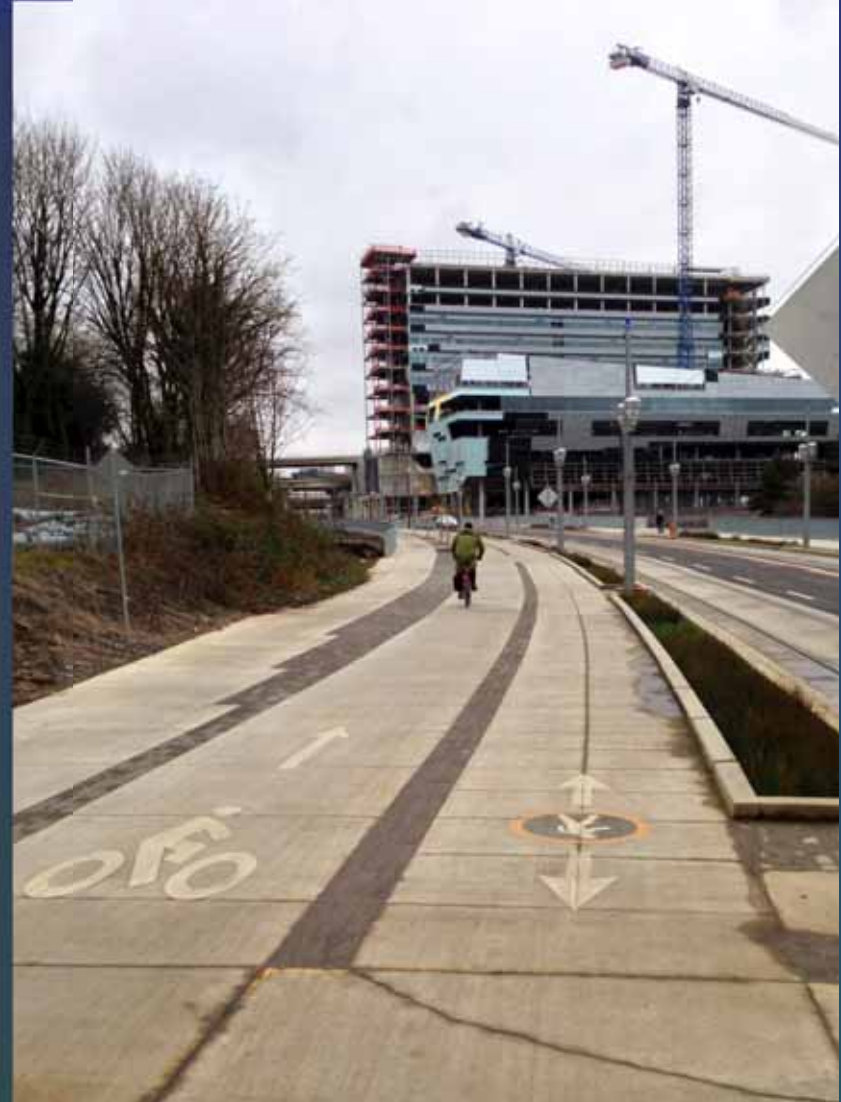
Bike Route with Shared Lane Markings (sharrows)

Innovative Bike Facility Types



Cycle Track (one-way with bollards)

Innovative Bike Facility Types



Raised Cycle Track

Innovative Bike Facility Types



Sharrow Painted Lane

Innovative Bike Facility Types



Green Merge Lane

Innovative Bike Facility Types



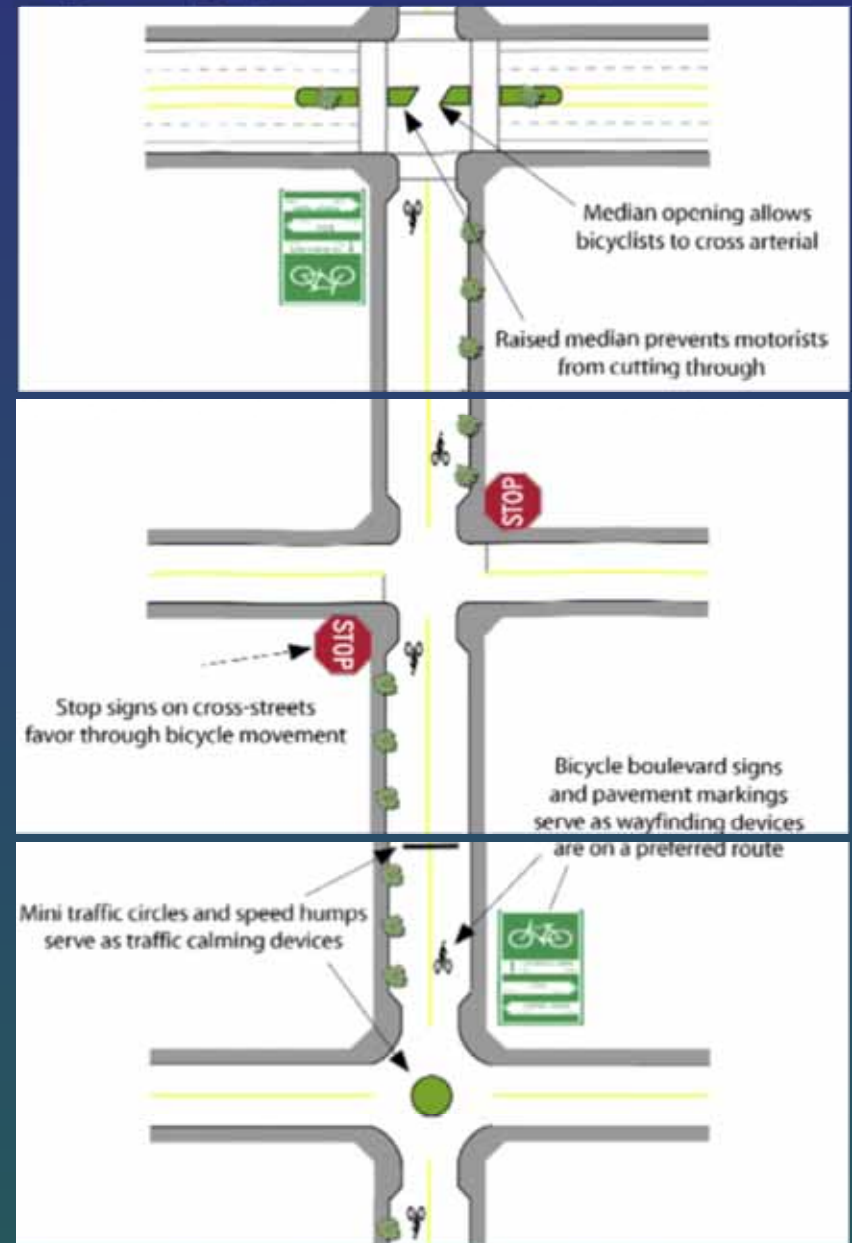
Painted Lanes

Innovative Bike Facility Types



Bike Boulevards

Innovative Bike Facility Types



Bike Boulevards

Innovative Bike Facility Types





Bike Boulevard Diverters

Innovative Bike Facility Types



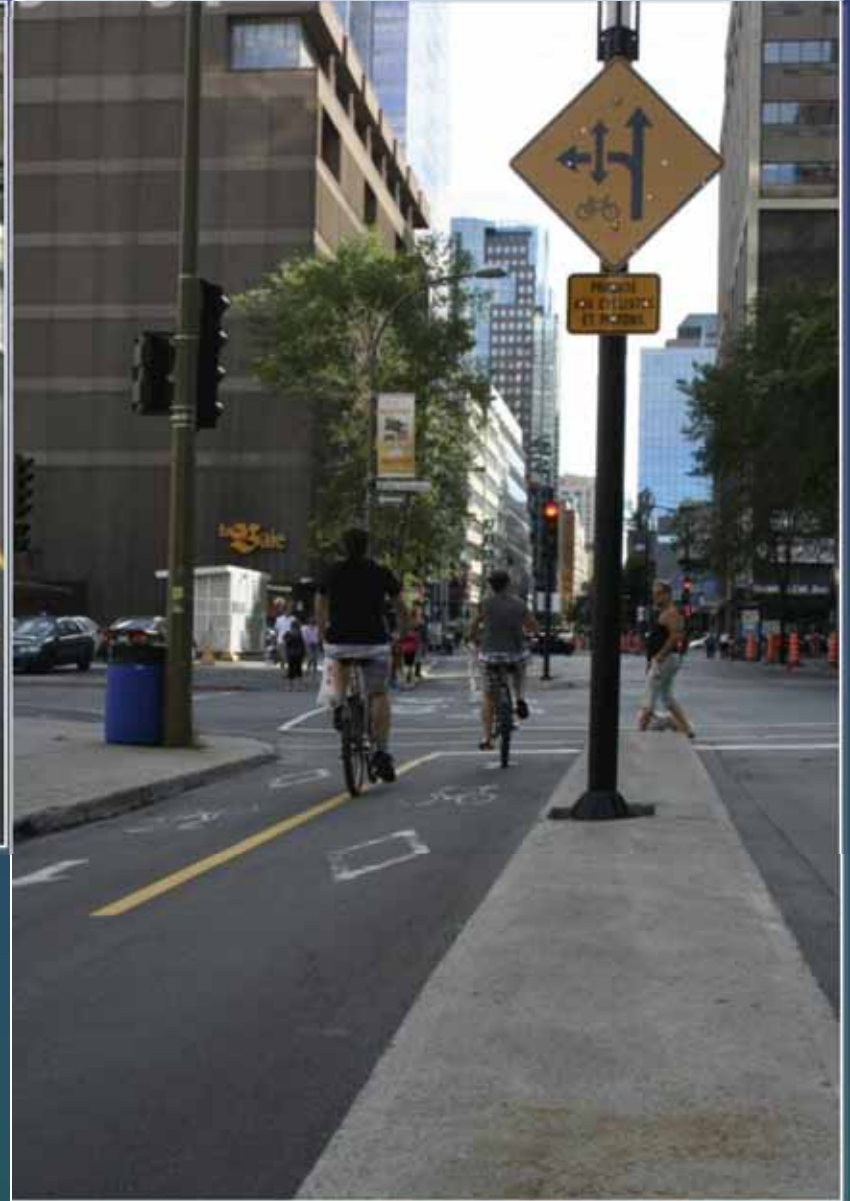
Multi-way Streets

Innovative Bike Facility Types



One Way Cycle Tracks

Innovative Bike Facility Types



Two-way Cycle Tracks

Innovative Bike Facility Types



Special Turning or Conflict Point Markings

Innovative Bike Facility Types



Bike Turn Lanes at Signals

Innovative Bike Facility Types



Bike Crosswalks

Innovative Bike Facility Types



Back in Angled Parking



Existing Condition





Option 1 & 2
Phase 1
Condition



Option 1
Phase 2
Condition

Does it really make a difference?





STATISTICS:

Collaborative Brainstorm

316 ideas: 4- 6 Major Themes



Community Identity & Placemaking

Focus on community-based solutions and innovations that are uniquely SA and support existing neighborhoods and businesses

Safe & Complete Streets

Invest in better pedestrian and cyclist pathways and traffic calming

Mobility Options

Create a highly integrated network of safe mobility options for all ages - – Multimodal options

Sustainable Transportation

Improve the health and wellbeing of all residents for this and future generations

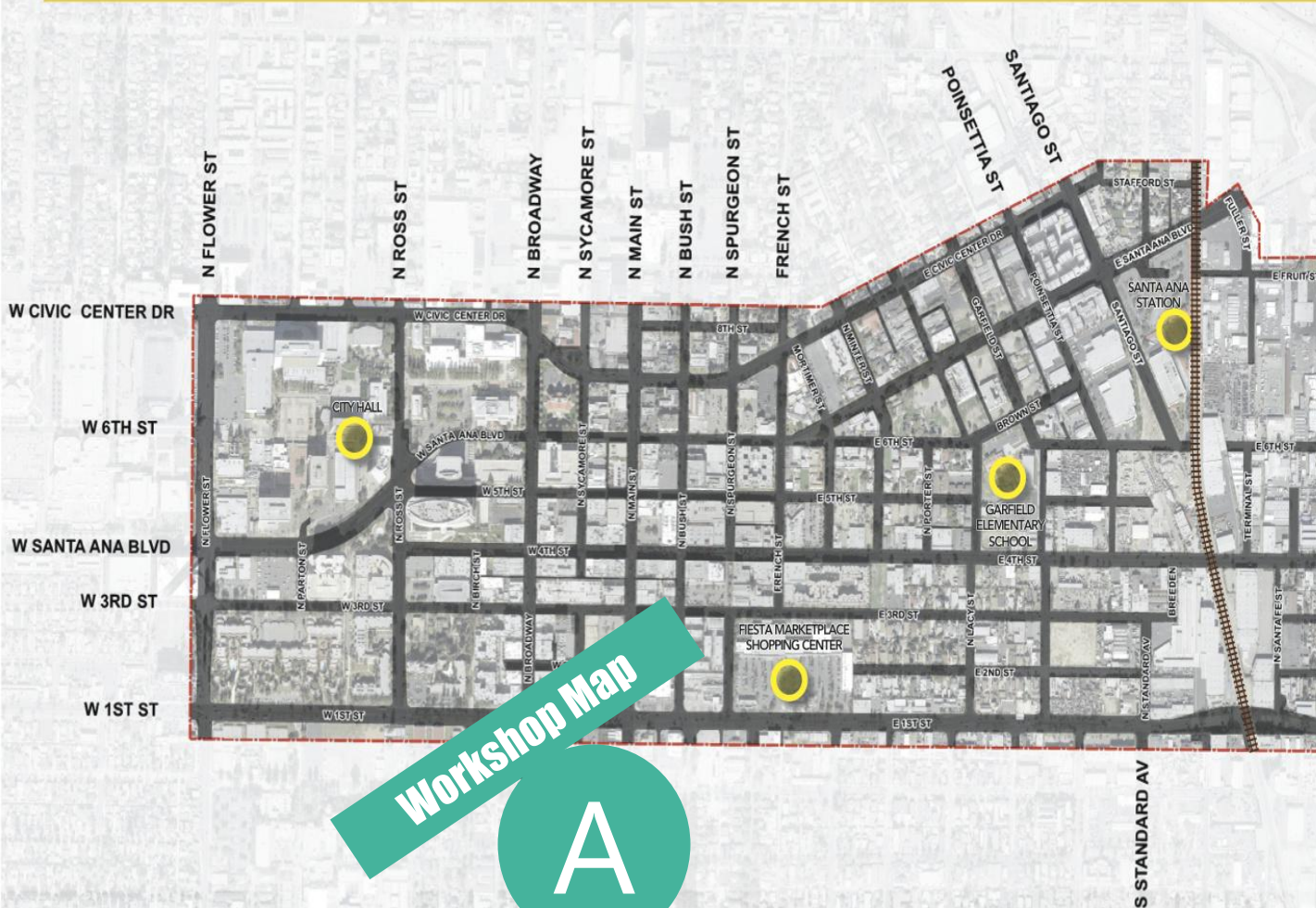


Connect Santa Ana

Issues/Opportunities -Complete Street Plan

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FOCUS AREA: DOWNTOWN TRANSIT ZONE



Top Issues Table 1

- A) Lack of bike and pedestrian connects across project area
- B) Streets are so wide they are unfriendly to pedestrians

Top Issues Table 2

- A) Lack of connection from train station to downtown
- B) Very dangerous crossings at 1st, 6th, civic center and Santa Ana Blvd
- C) Lack of creative sidewalk/class 1 bikeway solutions

Top Issues Table 3

- A) Bike mobility is hindered by heavy traffic
- B) Lack of open space
- C) No prominent destinations for people to walk/bike to

Overview

- A) Streets are not friendly for bikes/pedestrians and divide the community



Connect Santa Ana

Ideas & Strategies - Complete Street Plan

Bike Ideas

1. 5th & Santa Ana cycle track, Bike share
2. Cycle tracks
3. **The great Lane**, Transit along 6th, Santa Ana Blvd. to 5th

Pedestrian Ideas

1. Enhance crossings all along first street
2. Safer/improved intersections
3. **First is 1st** for pedestrian safety—1st Avenue crossings

Transit

1. Providing enhanced connection between Civic Center fourth Street downtown
2. Add local shuttles in downtown / civic center area to reduce personal auto use
3. **Go fourth** and extend from successful center that exists

Traffic Calming

1. Santa Ana Blvd. from Mortimer to I five traffic calming
2. Trees, road diets, curb extensions and roundabouts
3. **Neighborhood untangle in style**, 6th street, Santa Ana Blvd and Mortimer

Place Making

1. Support fixed guideway transit (Streetcars)
2. **Connect the dots**, mobility hub with fixed guideway (Desired streetcar)

1

FOCUS AREA: DOWNTOWN TRANSIT ZONE

Big Ideas

Big Ideas – Combined Strategies

1. A) Comprehensive wayfinding for all modes, B) Activating alleys & providing space for kids
2. Close 4th for bikes & pedestrians
3. Its not a whistle stop anymore, make a place here, mid block crossings around the station

