

Complete Streets Workshop, Santa Ana, November 7, 2011

Exercise results



1. Benefits of Complete Streets for the community

1. Increase social capital, helping residents connect with their neighborhood
2. Acceptance of other modes
3. Safety of pedestrians and bicyclists
4. Encourage biking to school
5. Create a more dynamic community
6. Break out of the box for new designs and flexible operations
7. Enhance amount of open space in city
8. Support multimodal design (bike racks on transit)
9. Crime prevention/security
10. Connectivity/Community Linkages
11. Encourage commerce and economic development
12. Increase in property values
13. Increase pedestrian access
14. Improve health of residents
15. Reduce greenhouse gas emissions
16. Opportunity for events
17. Improve aesthetics/beauty

2. Performance measures

1. Retail sales; sales tax dollar
2. Bicycle and pedestrian usage; surveys, manual counts, audit
3. Travel time or reliability; vehicle hours delay
4. Reduction in collisions with pedestrians and cyclists; rate per mile
5. Mode shift for school trips
6. Parking usage
7. Operating speed vs. 85th percentile
8. Percentage of trips by different modes
9. Miles of bicycle lanes, miles of sidewalks
10. Bicycle sales
11. Community satisfaction (survey)
12. Greenhouse gas emission reductions
13. Increased transit service
14. Kids playing in the street (low volume, residential, slow speed)
15. Increased density

3. Existing policies that support complete streets

1. Public works has open mind to design standards
2. City is changing circulation element with CS policy with Council support
3. Willingness to narrow travel lanes
4. Current effort to adopt CS policy
5. Council has adopted land use policies that support mixed use, transit-oriented development
6. City design standards incorporate pedestrians in review
7. Support for live-work units
8. Fixed guideway study



4. What is keeping Santa Ana from creating complete streets?

1. Challenge to accept narrowing lanes
2. Funding
3. Regional grants have criteria for achieving LOS that favor cars
4. OCTA requirements for funding dictate vehicle focus (e.g. discourage lane reductions)
5. Other agencies are not at the same level
6. Lack of community enthusiasm; some folks just care about traffic
7. Not willing to give up parking for bicycle lanes

5. Next steps

1. Review design standards
2. Provide input from public safety standpoint
3. Be a resource from public health perspective
4. Provide/share information: Educate staff, the public and policymakers about CS
5. Look for opportunities to incorporate CS principles
6. Work with City staff on circulation element update
7. Finding opportunities to make Santa Ana more walkable, bicycle friendly
8. Continue to dialogue between agencies, stakeholders
9. Work with cities when propose projects that affect master plan for arterial highways
10. Encourage policymakers to work on CS at regional level (SCAG, OCTA, etc.)
11. Be a resource on pedestrian safety
12. Share with youth
13. Encourage staff to be creative
14. Seize opportunity of circulation element update
15. Keep the ball rolling

Source: Santa Ana Complete Streets Workshop Instructors