

**CITY COUNCIL COMMITTEE ON
DEVELOPMENT AND TRANSPORTATION
Meeting Minutes
November 6, 2014**

CALL TO ORDER

The meeting was called to order at 5:32 p.m. in Room 1600 of the City Hall Ross Annex.

ATTENDANCE

The following Committee Members were present: Michele Martinez, David Benavides
Absent: Vincent Sarmiento

Staff present were: David Cavazos, City Manager; Karen Haluza, Interim Executive Director/Planning & Building Agency; Fred Mousavipour, Executive Director/Public Works Agency; William Galvez, City Engineer; Gerald Caraig, Building Safety Manager; Tanya Lyon, Strategic Communications Manager; Robert Cortez, Special Asst. to the City Manager; Alma Flores, Senior Management Assistant; Jorge Garcia, Senior Management Assistant; Michael Ortiz, Assistant Engineer; and Rosa Barela, PBA Executive Secretary.

PUBLIC COMMENTS – None

AGENDA ITEMS

1. APPROVAL OF MINUTES – September 4, 2014 Meeting

Motion by Committee member Benavides and seconded by Vice Chair Martinez to approve the September 4, 2014 meeting minutes and approved unanimously by a vote of 2:0 (Sarmiento absent).

Taken out of Agenda Order

5. BUILDING PLAN CHECK STAFFING {Strategic Plan No. 3, 3C}

Karen Haluza discussed the proposal to increase Building Plan Check staffing, noting codes have changed and are more complex with an increase in development projects submitted and valuation of permits issued; showed a graph of staffing levels vs. workload, noted increased use of accelerated building plan check, noted current average for building plan check is 63 days and would like to return to the Gold Standard of 15 days turnaround time, tied item to the Strategic Plan Goal No. 3C (Economic Development) to encourage a more business friendly environment and improve development processing. Also spoke on the benefits of reaching the Gold Standard by adding four additional staff consisting of three Senior Plan Check Engineers and one Senior Plumbing/Mechanical Systems Specialist, with only three positions to be filled at this time. Ms. Haluza also noted the on-line permitting system will be launched soon and will be implementing a new automated queuing system which will speed up the approval process as the public walk up to the counters and improve service levels.

Discussion ensued on plan check contractors.

Motion by Vice Chair Martinez seconded by Committee Member Benavides to move item forward to Council for approval of creating four Building Safety positions and approved unanimously by a vote of 2:0 (Sarmiento absent).

6. IMAGINE SANTA ANA – COMMUNITY ENGAGEMENT PLAN {Strategic Plan Nos. 5, 1A; 5, 1H; 3, 2A; 3, 2B}

Karen Haluza noted staff received seven proposals for the Community Engagement Plan from well qualified firms. The next step is to evaluate proposals and hold interviews, make recommendations and bring back to the Committee to make a determination. Proposals will be evaluated by both staff from various departments and outside community members which include Eric Alderete, Planning Commission Chair; Alfonso Clark, OC Human Relations; Ana Urzua, Building Healthy Communities and Nancy Mejia of Latino Health Access.

7. VISION ZERO PLAN {Strategic Plan Nos. 1, 1E; 1, 2D; 5, 6B}

Jorge Garcia provided a broad overview of Vision Zero Plan, whose goal is to reduce pedestrian and traffic fatalities to zero with the basic premise that there needs to be a focus on safety and that all fatalities involving pedestrians, bicyclists and vehicular traffic are preventable and not accidents but situations that occur as a result of a failure to plan, enforce or design. The Vision Zero Plan has three specific components: Enforcement, Education and Design.

Enforcement has to do with law enforcement and the way they enforce traffic laws related to speeding, observing pedestrians, focused enforcement on vehicles as well as implementing technology utilizing speed cameras, red light cameras, enhanced and new lidar detector, rather than older radar detection for speed.

Education component is having a comprehensive education plan focused on students, pedestrians and drivers through various public service announcements. Also noted some jurisdictions looked at additional drivers license testing and retesting at certain intervals once an individual has their license.

Third component is Design, which includes the field design elements, crosswalks, signs, and various components that the Public Works Agency traffic division would oversee.

Discussed the history of the Vision Zero Plans which saw a significant reduction in fatalities, cities that have implemented the plan, and noted the city is doing a lot of the various elements that are incorporated within the Vision Zero Plan and is in direct alignment with the city's five year Strategic Plan, as well as current plans underway, specifically the Circulation Element and the Pedestrian and Bicycle Master Plan.

Vice Chair Martinez noted the reason she brought up this item, that it has been a very important topic this year, adding the city has made attempts to reduce pedestrian fatalities and incidents as well; noted a safety campaign first began with former Public Works Executive Director Raul Godinez where they went around the

city identifying the hot spots, and met with Senator Correa and Senator Sanchez on how to obtain funding. Commented that the city has the responsibility to make sure safety comes first before speed, noted the Police Department started their initiative several months ago giving tickets to pedestrians and motorists and provided education on bike safety, noted Public Works has gone out to schools promoting the Safe Routes to School program, noted the placement of speed readers with the assistance of City Engineer William Galvez. Noted when working with OCTA and receiving funding from Measures M1 & M2 to keep in mind that as they provide funding, it does not mean we have to follow suit, adding OCTA's main goal is to increase speeds on the arterials. Noted we have the ability to change the speeds in the city and need to start with that first, then the street design, when new developments occur, and that safety needs to come first. Noted when OCTA wants to widen a street, we need to pause and set policy and advise OCTA we are going to do business differently and give staff direction to reduce speeds in the city with safety a priority, adding we may not be able to accept funding.

Committee member Benavides commented on the tragedy on Fairhaven, noted the makeup of the city, the density and congestion with different priorities and issues, need to rank and figure what as policy makers we want to focus our energies on with direction of staff and funds, noted different steps the city can take with the General Plan Update/Vision Plan and the Circulation Element process, Strategic Plan to go back and look at issues around pedestrian safety and take a step back in light of all these different plans, where does the Vision Zero Plan fit in. Noted having a Study Session would be helpful for the Council where all members can be included in this conversation and asked the City Manager and staff to assist in taking the city where it can be and have these conversations and think outside of the box.

City Manager Cavazos noted policy direction is very important and indicated OCTA has been previously told the city was not interested in some studies such as South Main where the purpose of the study was to increase the speed and Bristol Street. Noted voters in San Francisco approved the funding of the project and if we have comprehensive outreach and strong policy direction from the Council, people will support safer streets, and noted it will come down to funding and priorities.

Vice Chair Martinez noted the need to have the comprehensive plan since the Circulation Element is being updated to include the Mobility Plan, to include the safety component within the complete street plan and have a bike and pedestrian master plan. Also, the Community Engagement Plan will allow us to hear from the community and ensure the various plans are integrated, and discussed the possibility of going out to voters to approve plans and funding, and in the interim to look at the Capital Improvement Plan on what we can do now to improve lighting and signage.

Ms. Haluza noted with new direction on active transportation, we are looking at making these concrete changes in our culture and how we look at designing our streets, funding them and use that policy document for the Circulation Element.

Mr. Mousavipour noted five weeks ago the City Manager authorized staff to commence the Citywide Traffic Calming Master Plan which is similar to Vision Zero Plan that highlights "Triple E"—enforcement, engineering and education, will

evaluate areas in the city, funding, and prioritize, discussed the Pavement Management Program that have priorities coming from OCTA and those important to the city, can also tie into the traffic counting master plan, noted these plans and programs are currently underway.

Vice Chair Martinez noted to make sure to put the different plans together and put a priority list with a plan to the Council.

Public Speakers:

Peter Katz inquired how often are crosswalks repainted and signage checked, noted during the night you cannot see stop signs at intersections and their need to be marked with reflective paint, some crosswalks are in the middle of the blocks with no lighting or flashing lights, suggested possibly use diagonal crosswalks at some major intersections, and the need to repaint crosswalks once a year.

Nancy Mejia of Latino Health Access announced the Wellness Corridor Initiative working with the community to create safe and alternative open spaces, and is now doing more work with active transportation advocacy with members of active street coalition, noted the city has their support and are willing to help in the process.

Brenda Miller, who was an architect of the San Clemente's award winning Mobility & Complete Street Element, noted she was available to provide any assistance.

Maria, resident at Lacy & Santa Ana Boulevard, participated in the Downtown Santa Ana Vision with consultants a few weeks ago with a walking tour and stressed how dark and dangerous it is for the elderly and children who walk to Garfield School.

Vice Chair Martinez agreed with Committee member Benavides to bring this item to the full council as a Study Session item to make a decision if this is what they want to support.

The following items were tabled and were not discussed:

2. STREETCAR PROJECT UPDATE {Strategic Plan Nos. 6, 1G; 3, 2C}
3. BRISTOL SPECIFIC PLAN UPDATE {Strategic Plan No. 6, 1G}
4. PAVEMENT MANAGEMENT REPORT – JUNE 2014 {Strategic Plan Nos. 6, 1A; 6, 1F}

COMMITTEE MEMBER COMMENTS – None

FUTURE AGENDA ITEMS - None

ADJOURNED - 6:20 P.M.


Karen Haluza
Interim Executive Director/Planning & Building Agency

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