

Executive Director of Public Works Fred Mousavipour provided a summary of Council's direction in the last year to include transportation-related issues within ETAC responsibilities, which was previously allowed to only address tree issues. A chart listing the responsibilities of ETAC and the Development and Transportation Council Committee was shown. He noted that the ETAC roles are in the process of being expanded to include transportation; and that the Development and Transportation Council Committee also addresses transportation issues. To create a third transportation-specific committee would be redundant, however may be established per Council direction. Staff's recommendation is to finalize and present to the Council the ETAC revised roles and responsibilities which will include transportation issues. If Council still recommends another transportation-specific committee, the transportation responsibilities could be removed from ETAC, and a transportation-specific committee may be established, with members consisting of subject experts in the field of transportation.

Committee member Benavides envisions ETAC responsibilities addressing transportation-related issues as well as tree-related issues. He stated there is a need to define the role of ETAC, but the structures already in place should be determined before considering changing the structure. Chairman Sarmiento agrees with Committee member Benavides in that ETAC should address transportation and environmental issues, and residents should be provided a forum to address these important issues. He additionally suggested that issues affecting the environment including energy efficiency and drought-related items continue to be addressed by ETAC as they had in the past. If ETAC meetings are found to be too lengthy in the future, the issue may be re-addressed.

3. STREETCAR PROJECT UPDATE {Strategic Plan No. 6, 1G & 3, 2C}

City Manager Cavazos provided an update on the streetcar project, stating that the project design is 30% complete, there is \$75 million in the budget, construction will start in 2018, the system will be operational by 2020 and City is working closely with OCTA. He also mentioned that Council was very supportive of the Santa Ana Regional Transportation Center (SARTC) and a refurbishment of SARTC is also being planned.

4. FIBER OPTIC UTILITY INFRASTRUCTURE/GIGABIT SANTA ANA {Strategic Plan Nos. 6, 1C; 1E; 1G; 1I}

Executive Director Mousavipour provided background information concerning bringing high speed internet to the city. One of the strategic initiatives of the Public Works Agency is to implement and develop a comprehensive reliable data transfer network. He noted that a high percentage of residents do not have access to the internet. Progress is being made and it has been found that a robust network may be provided due to the existing infrastructure. It was noted that private companies are interested in investing in a Public-Private Partnership

to implement this program. A PowerPoint presentation summarizing details was provided and is incorporated in the Minutes.

Mr. Salmon commented about the possible costs of taking fiber from the street into individual units of large housing complexes, if wi-fi is not used. He suggested being very explicit about providing this street service, and future fees and costs must be taken into consideration during the planning stages.

Executive Director Mousavipour further explained, in response to an inquiry, details concerning materials to be used; copper, coaxial cable or satellite are used, but packages must be purchased; one of the goals of this project is to make things more affordable for businesses and residents. Many different types of technologies will be reviewed, and an RFP process will determine services that are available. It was noted that the City must take action now to keep current with other cities. He also provided information on the funding mechanism, which is part of the RFP, and it will then be determined which expert company meets the most requirements of the RFP. The project would generate revenue on the business side. It was noted that this item is informational at this point. This may go before Council in approximately one year.

5. PHASE 1 WATER SHORTAGE DECLARATION – IMPLEMENTATION OF THE CITY'S PHASE 1 WATER SHORTAGE {Strategic Plan Nos. 5, 6F}

Water Resources Manager Nabil Saba provided a PowerPoint presentation which is incorporated into the Minutes. He also noted that lots of options are being studied for further action. It was clarified that Santa Ana is moving from Phase 2 to a Phase 1 shortage. Executive Director Mousavipour explained that plans are in place to take the savings from not watering and borrowing \$1 million from reserves to convert some major intersections into drought tolerant medians. A timeline will be provided soon. Additionally, the desalination project was addressed, and Mr. Saba shared that the Coastal Commission and Water Quality Control Board will consider the Poseidon Project. Consumption and distribution are at issue, and Chairman Sarmiento noted that he would not be pleased about the possibility of moving water to another part of Orange County. Updates will be provided.

6. SANTA ANA SAFE MOBILITY PLAN PRESENTATION {Strategic Plan No. 5, 6B}

Executive Director Mousavipour introduced this item and Drusilla Van Hengel, Principal of Nelson Nygaard, who made the presentation. The presentation is incorporated into the Minutes.

Committee member Benavides requested a list of the 14 peer cities which were referenced on Page 2 of the presentation. Chairman Sarmiento commented on achieving higher percentages than those on the presentation in order to prevent

more collisions and fatalities at the beginning of the project, sooner rather than later. An unidentified member of the community commented on possible immediate improvements with safety including engineering, solar lighting, boxtop crosswalks, and provided an example of 17th and Bristol where the street lines cannot be seen at night. He also suggested contacting the DMV regarding signal timing and synchronization.

7. STATUS UPDATE ON THE HOUSING OPPORTUNITY ORDINANCE {Strategic Plan No. 5, 3}


Executive Director of Planning and Building Hassan Haghani stated that this item was initiated by an applicant for a 1200-unit project, and the developer is required to pay the entire in-lieu fee. The developer wants to build the project in three phases and asked to pay the \$9 million in-lieu fee in phases. The ordinance was reviewed extensively by the staff with the help of the City Attorney's Office, but it was found that there was no way to administratively allow the developer to pay in phases. The developer asked for an administrative remedy and was advised that they could apply for an amendment to the Housing Opportunity Ordinance subject to approval by Planning Commission, public hearing, City Council and a meeting with stakeholders. A meeting of stakeholders was held on July 6, 2016, and stakeholders were briefed on the situation and were advised with specifics on the possible changes. The City is processing the application per California law, taking public comments now, and comment letters are invited.

Chairman Sarmiento asked the reason rules may be changed at the last moment when the developer had years to negotiate the terms, and noted that there is now a 50% partner to be taken into consideration. He shared that this is a time-sensitive issue due to lack of adequate housing, and resident interests should be taken into consideration rather than developers only; and this sensitive issue should have been presented to this committee in a timely manner. Committee member Benavides commented on being business- and development-friendly, and that a request to phase the payment was not unreasonable under the circumstances. Chairman Sarmiento asked the City Manager to research and provide a compromise, take a look at other options and see if there's a way to address concerns.

COMMITTEE MEMBER COMMENTS - None

FUTURE AGENDA ITEMS - None

ADJOURNED – 6:30 P.M.

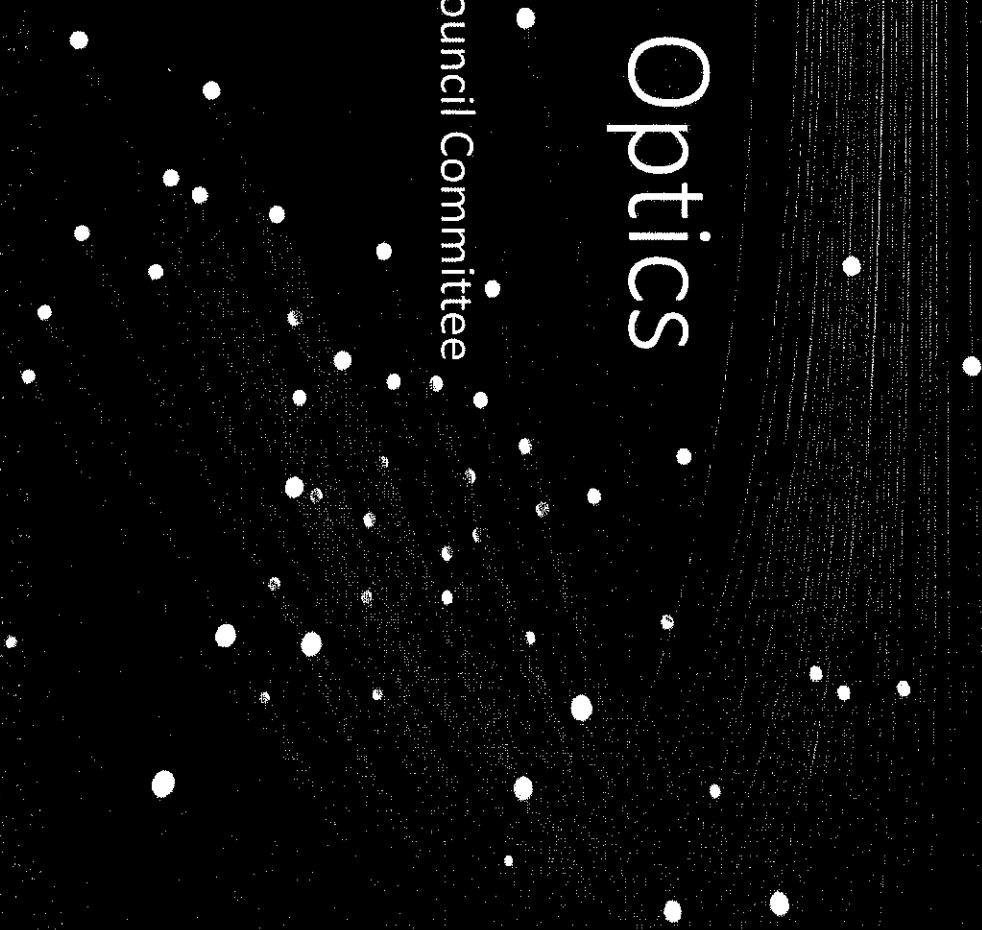


Lorrie Ortiz
Recording Secretary
Public Works Agency

Santa Ana Fiber Optics

Development and Transportation Council Committee

July 7, 2016



What is Fiber?

Fiber is the gold standard of internet connections

Infrastructure & technology with fastest broadband

Faster speeds over longer distances

Capable of speeds up to 10 gbps



What is Broadband?

High Speed
Connection to the
Internet

Wide Spectrum
of Data

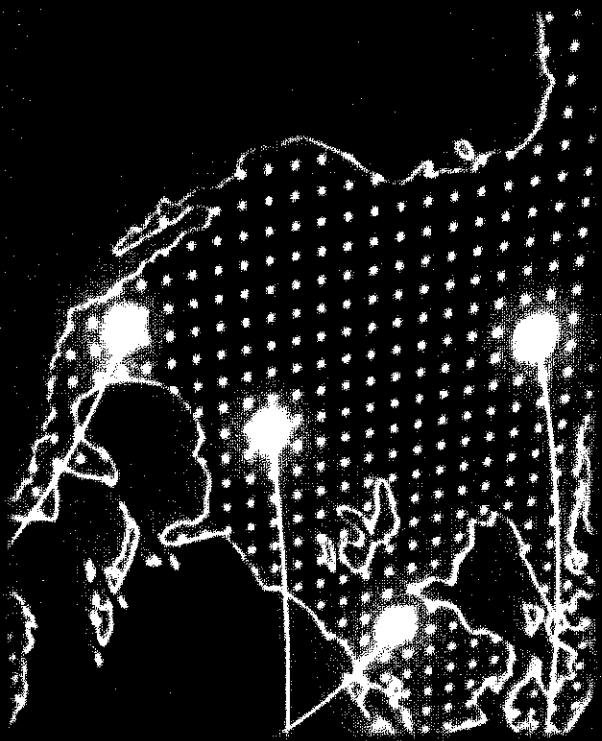
Always ON

Send/Receive

Access is gained through:

- Digital Subscriber Line (DSL)
- Cable Modem
- Wireless
- Satellite
- Fiber
- Fiber-broadband over Power Lines (BPL)

Broadband Funding Across the U.S.

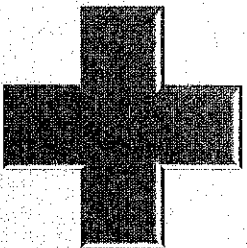


Private
Investment
90%



Other
10%

Is it worth it?



Benefits

Faster than copper lines will ever be
Transfers lots of data quickly
Next Generation Technology



Limitations

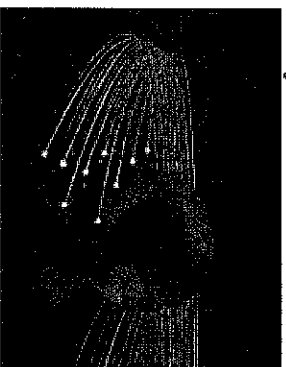
Cost of installing new lines
Large Capital Expenditure
Competitive Market

YES!!!

Development and Transportation NEWS

Thursday 07/07/16

Why Broadband?



E-Gov

Electronic government can help streamline people's interaction with government agencies, and provide information about government policies, procedures, benefits, and programs.

Education, Culture, & Entertainment

Broadband can overcome geographical and financial barriers to provide access to a wide range of educational, cultural, and recreational opportunities and resources.

Communications

Broadband provides access to new technologies such as Voice Over Internet Protocol (VoIP) allowing voice communication over the internet. Broadband permits users of Telecommunications Relay Services (TRS) to use Video Relay Services (VRS) to communicate more easily, quickly, and expressively.

Telehealth

Broadband can facilitate provision of medical care to unserved and underserved populations through remote diagnosis, treatment, monitoring, and consultations with specialists.

Public Safety

Homeland Security

Broadband helps to protect the public by facilitating:
Public alert systems and disaster preparation programs.

Remote security monitoring and real time security background checks.

Backup systems for public safety communications networks.

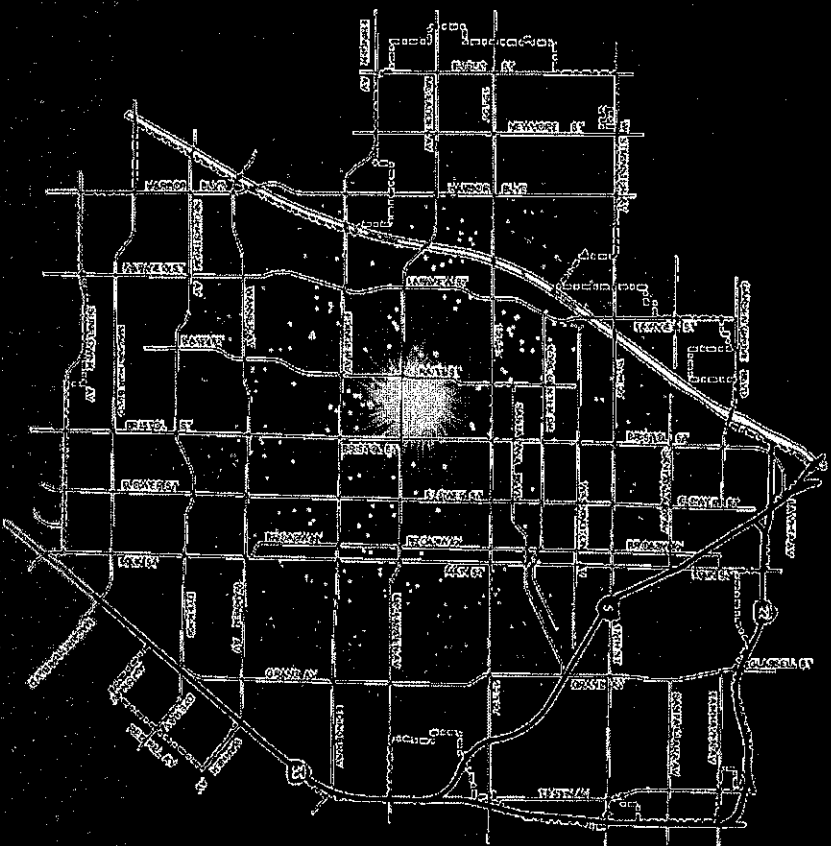
Economic Development

E-Commerce

Broadband creates new jobs and attracts new industries while providing access to regional, national, and worldwide markets.

Why Santa Ana?

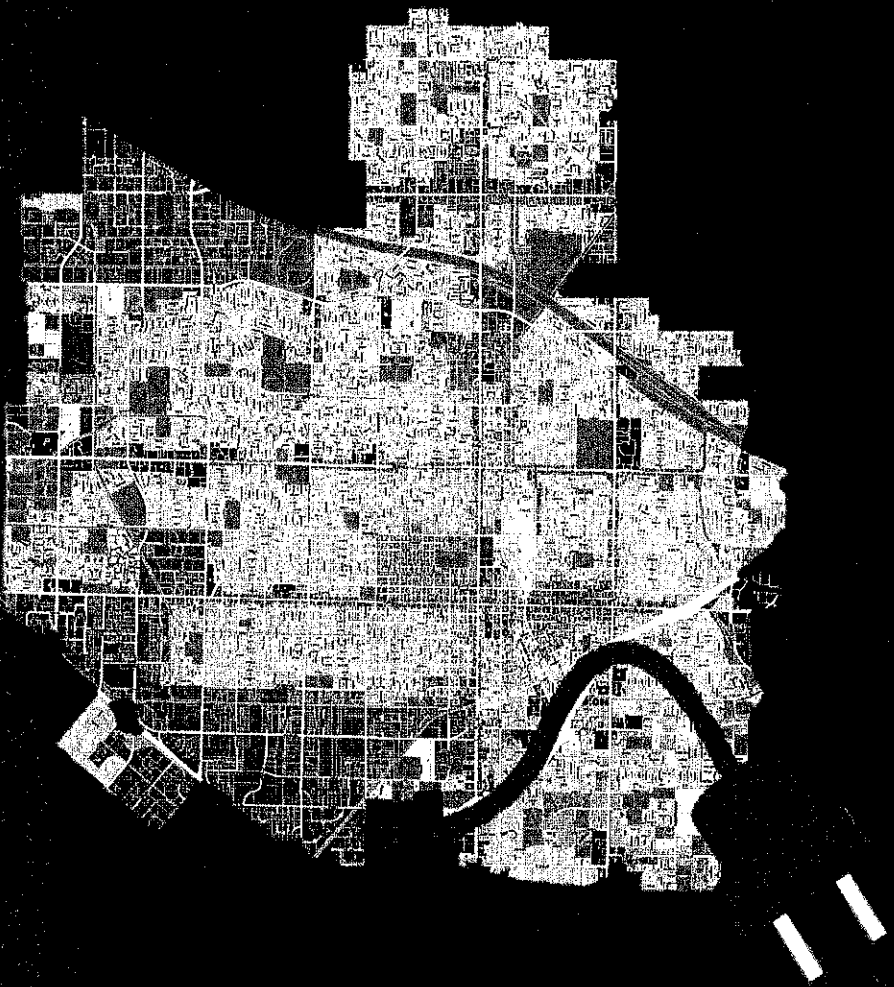
- Critical to Santa Ana's Future
- Maximize Limited Public Resources
- Promote Economic Growth
- Close Socio-Economic Gap
- Leverage City Assets to benefit businesses and community
 - Long list of pluses



How Santa Ana?

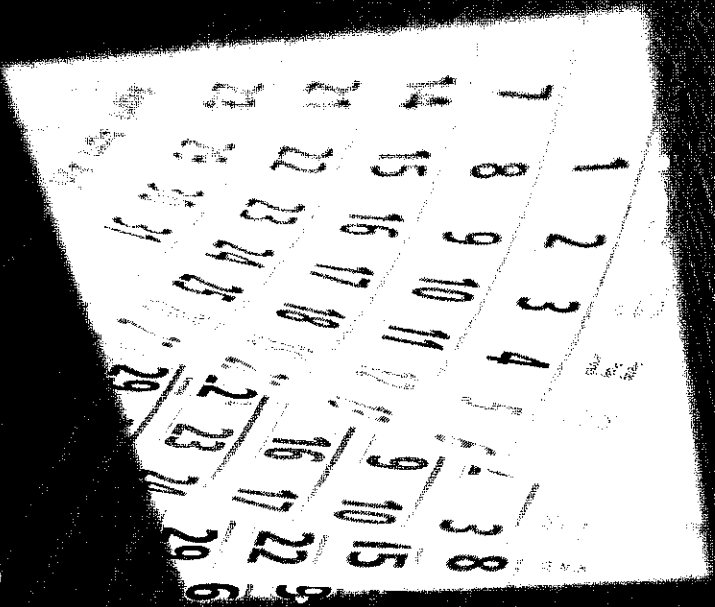
Engage a Consultant with expertise in this technology implementation:

- Review and assess current relevant infrastructure
- Layout preliminary network backbone
- Assist in drafting RFP/RFQ to invite different business models
- Assist in evaluation of various proposals and identifying options for Council consideration
- Assist in establishing the selected Public-Private Partnerships to implement program
- Leverage plan to engage business partnerships



There are 49,000 parcels and 90,000 addresses within City's limits

Looking Ahead



Four Phase Project

- Feasibility – network design and partnership
(12 Months)
- Planning & Engineering
(6 Months)
- Construction for all phases
(18 Months)
- Operations
(ongoing)

3 Years

Development and Transportation
Council Committee
July 7, 2016

Phase 1 Water Supply Shortage
Nabil Saba
Water Resources Division

Existing Drought Fighting Measures in Place

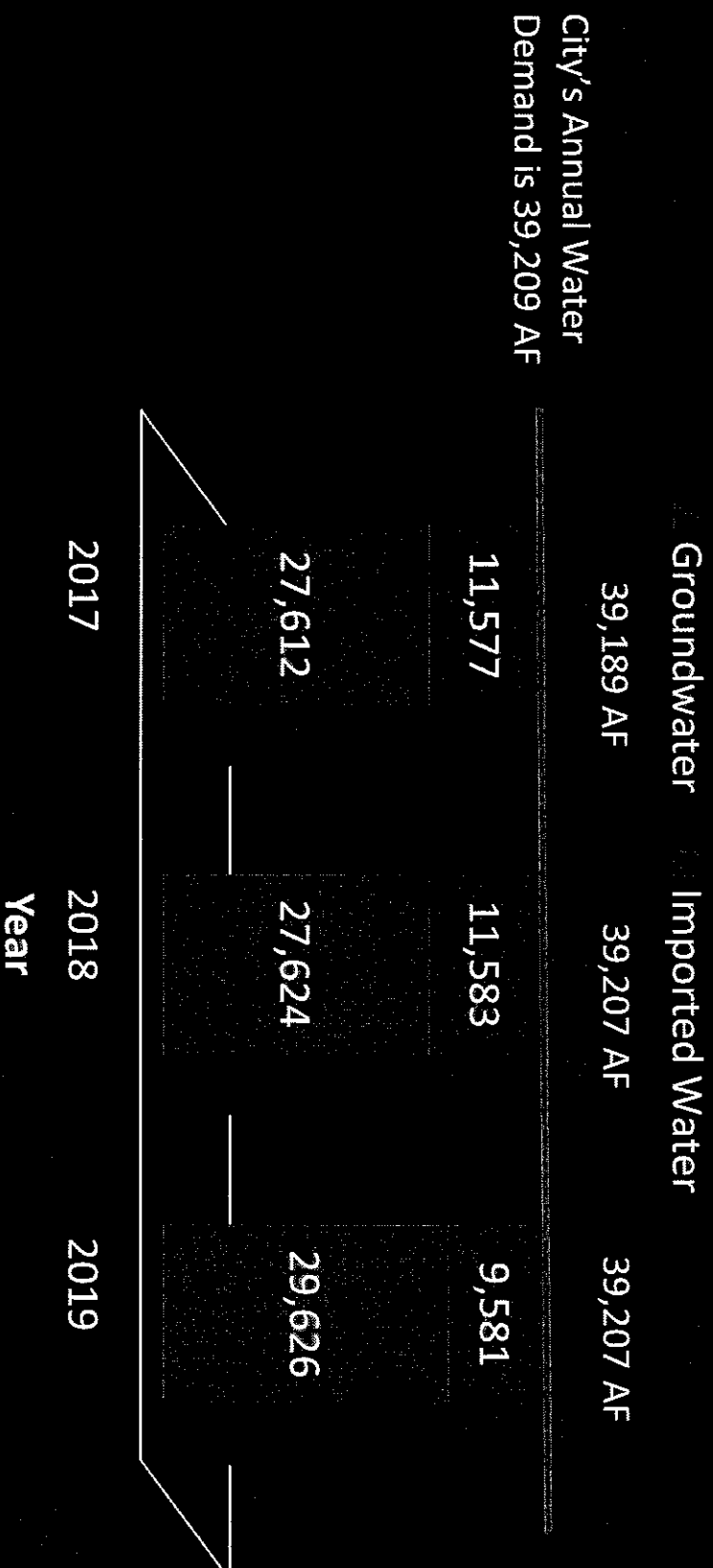
- 25% statewide reduction in urban water use (Governor's Executive Order April 1, 2015)
- Santa Ana was required to reduce consumption by 12%
- City Declared a Phase 2 Water Supply Shortage (June 2, 2015)
- Increased outreach and education efforts achieved water savings of almost 20% (above required amount)

Amended State Regulations

- State extended and amended emergency regulations on conservation (May 18, 2016)
- Mandated water use reductions based on local area supply and demand conditions
- Local agencies conservation goals to be set based on “Drought Stress Tests” on local supplies

Santa Ana Stress Test

Water Supply Available Under Drought Conditions



- Demand = Supply
- 0% reduction required for Santa Ana
- Recommend 3% conservation goal

Phase 1 Water Supply Shortage

1. Watering landscape limited to every other day (Mondays, Thursdays & Saturdays) between 6:00 pm and 6:00 am
2. Irrigation of nurseries & golf courses can be any day between 6:00 pm and 6:00 am
3. Fix leaks within 72 hours
4. 3% Water conservation as compared to 2013 use

Recommended Action

Move item to declare Phase 1 Water Supply
Shortage at the August 2, 2016 Council
Meeting

Questions?



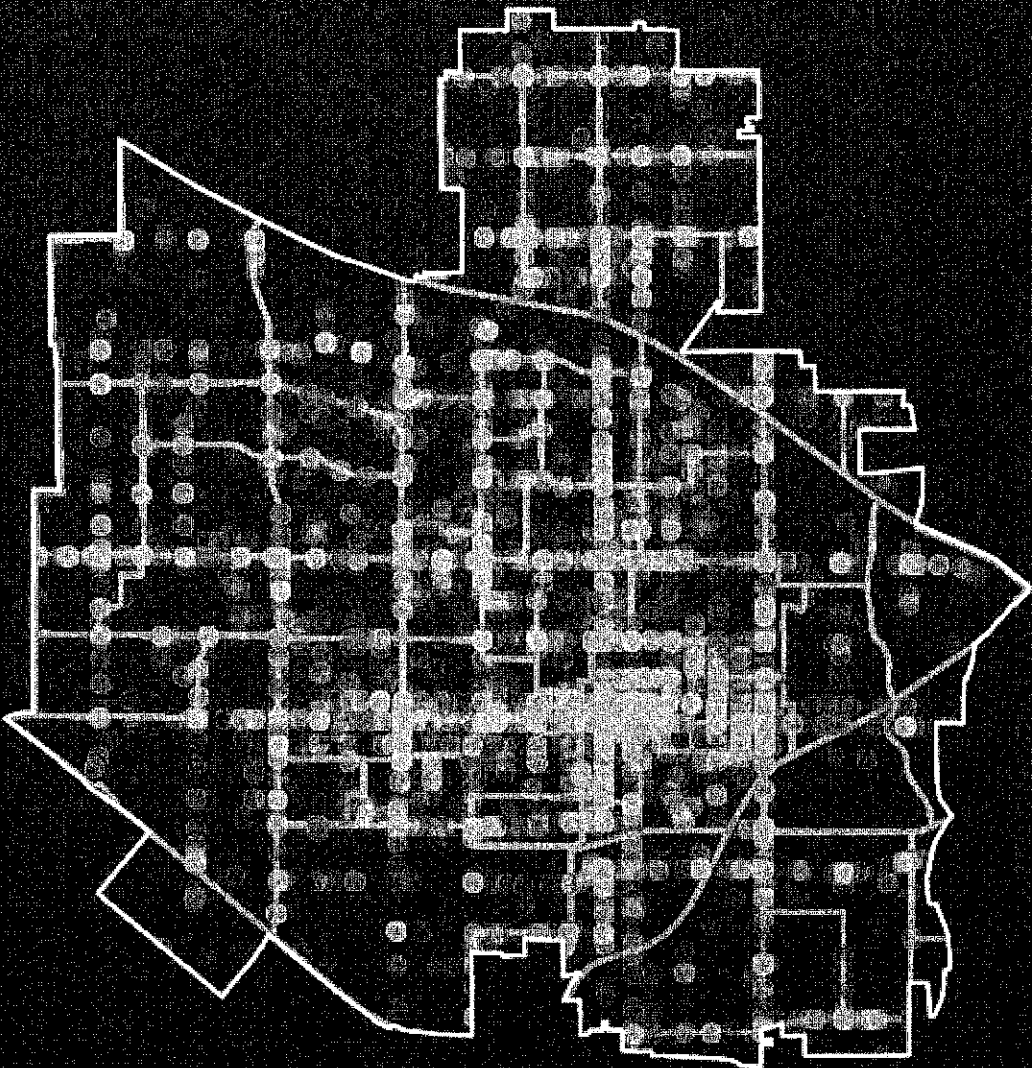
LET'S NOT WASTE IT

Santa Ana



SAFE MOBILITY PLAN

2016



Development and Transportation Council Committee
July 7, 2016

Why Such a Bold Direction?

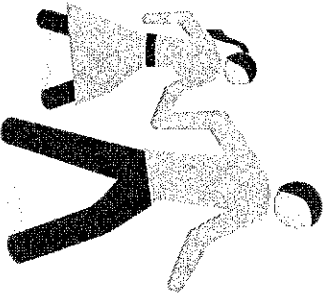
- CA Office of Traffic Safety Injury/Fatality Collision Ranking
(compared to 14 peer cities)
 - Overall: *Santa Ana is 3rd worst*
 - Speed Related: *Santa Ana is 2nd worst*
 - Bicycle: *Santa Ana is 1st worst*
 - Pedestrian: *Santa Ana is 5th worst*

Why Such a Bold Direction?

Pedestrians are

20X

more likely to sustain a severe or fatal injury when involved in a collision than motorists



PEDESTRIAN AND BICYCLE COLLISION TRENDS

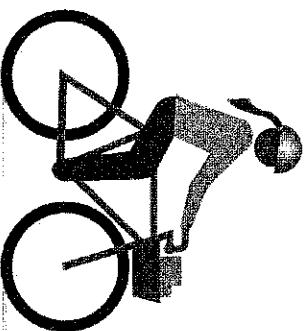
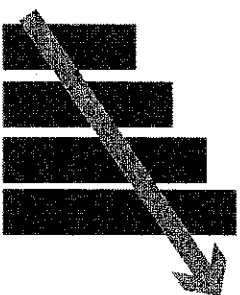
Bicycle collisions are on a long-term upward trend

325

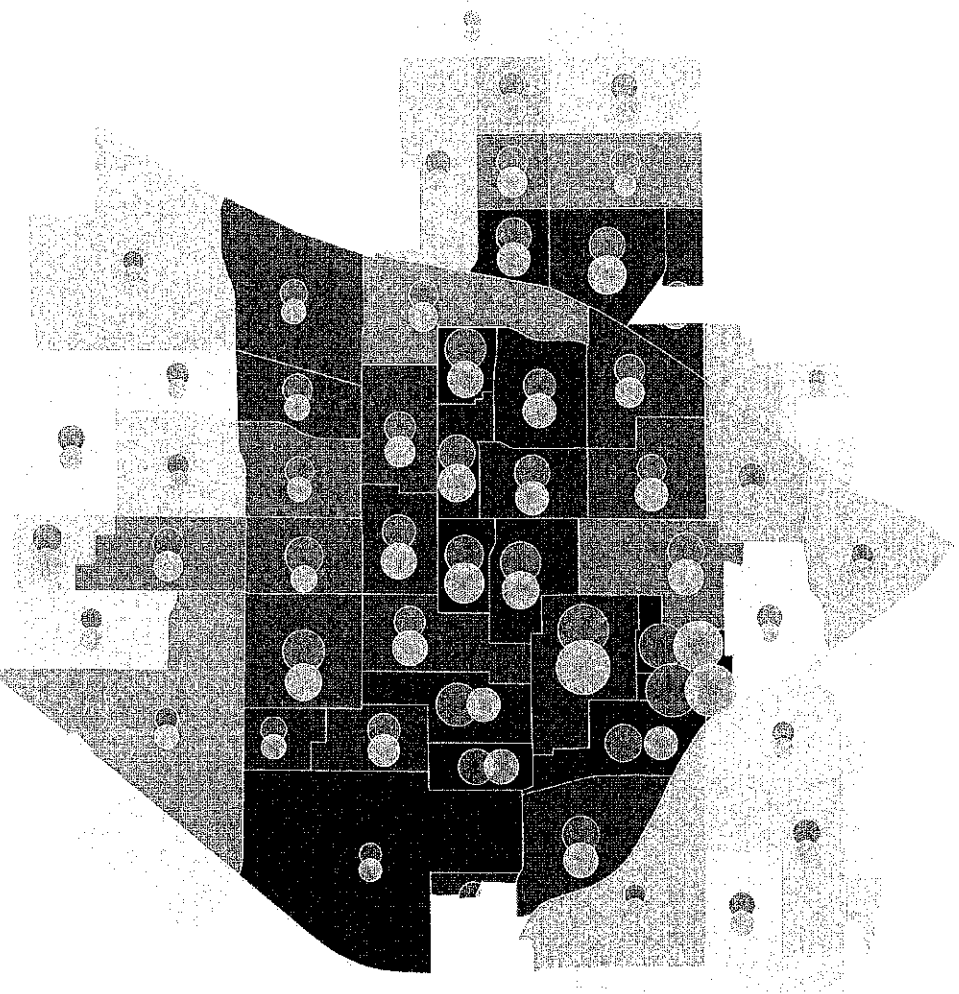
REPORTED COLLISIONS PER YEAR

34

SEVERE OR FATAL INJURIES PER YEAR



Transportation Safety is a Social Issue

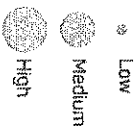


TOTAL COLLISIONS IN SANTA ANA CENSUS TRACTS

CONCENTRATION OF:
 YOUTH
 POVERTY
 HISPANIC/LATINO
 LOW EDUCATION



NUMBER OF PEDESTRIAN COLLISIONS



NUMBER OF BICYCLE COLLISIONS

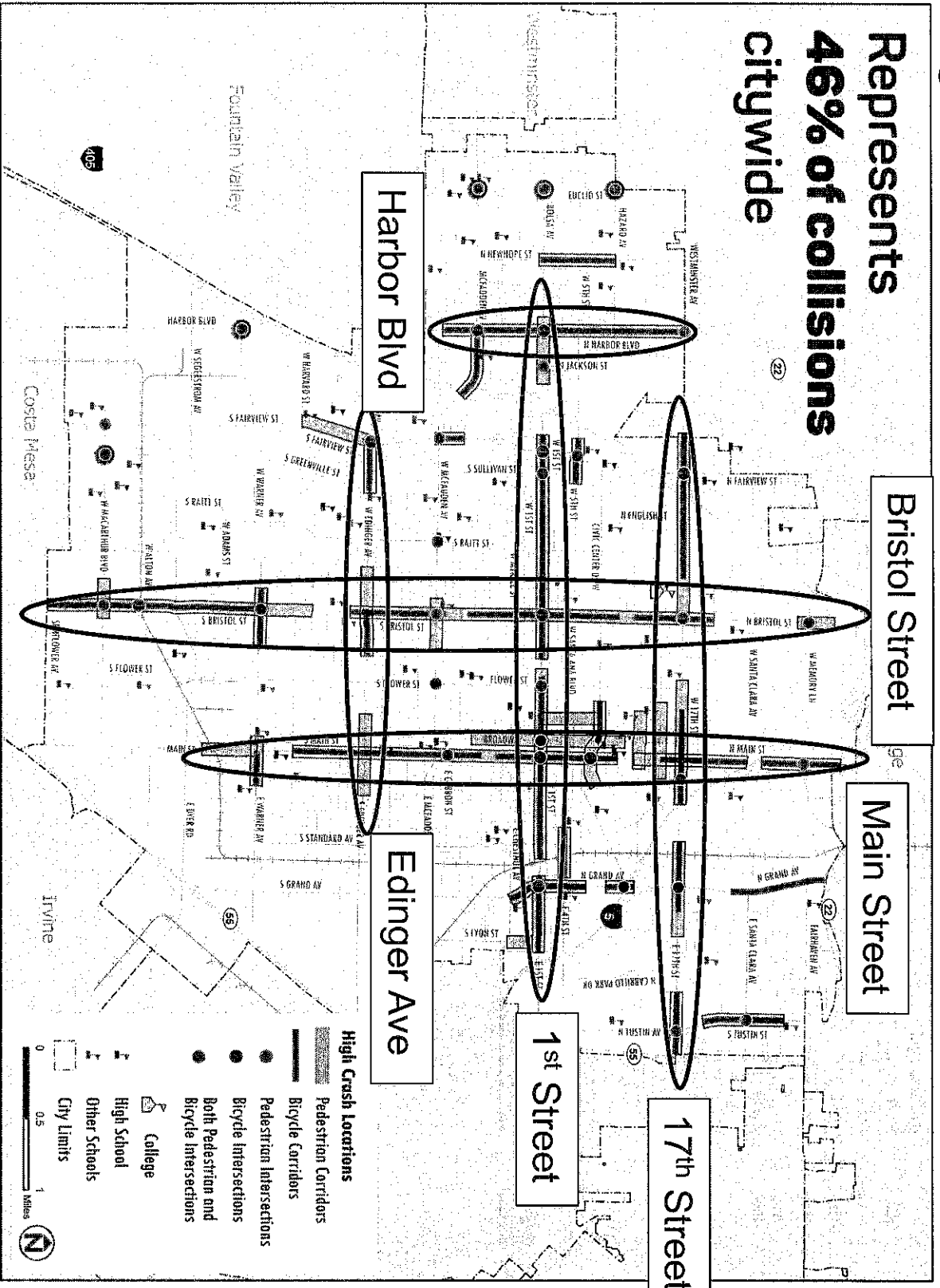


55% of Santa Ana residents do not have access to a personal vehicle, as compared to 37% in Orange County
 Source: estimated based on US Census American Community Survey data

High Collision Network

Based on density and severity of collisions

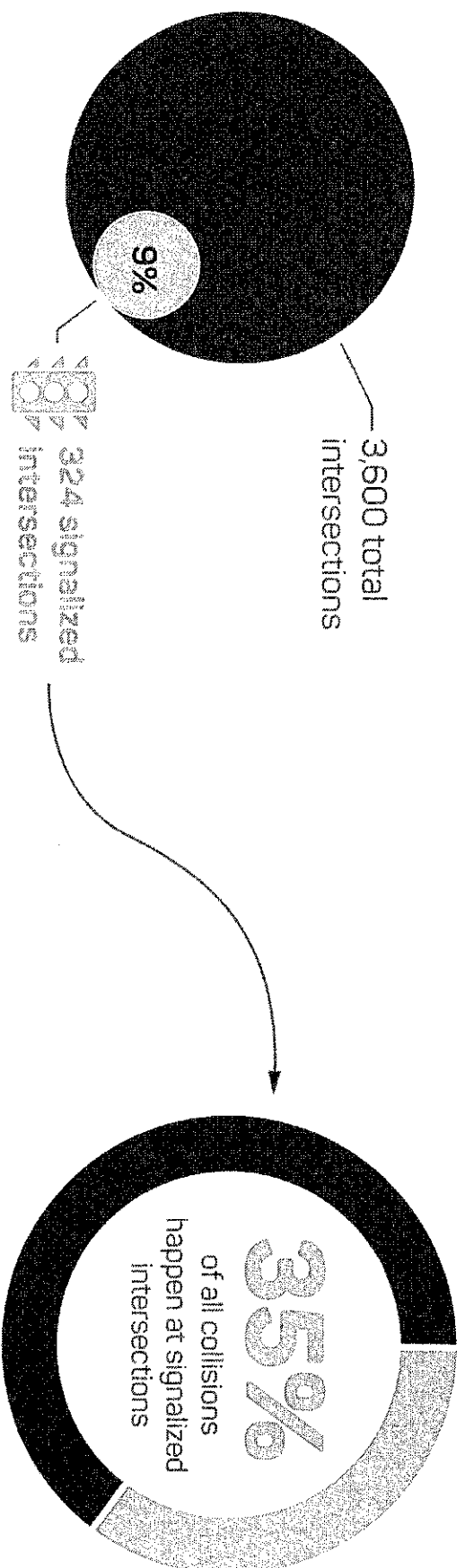
Represents **46% of collisions** citywide



Collisions at Intersections

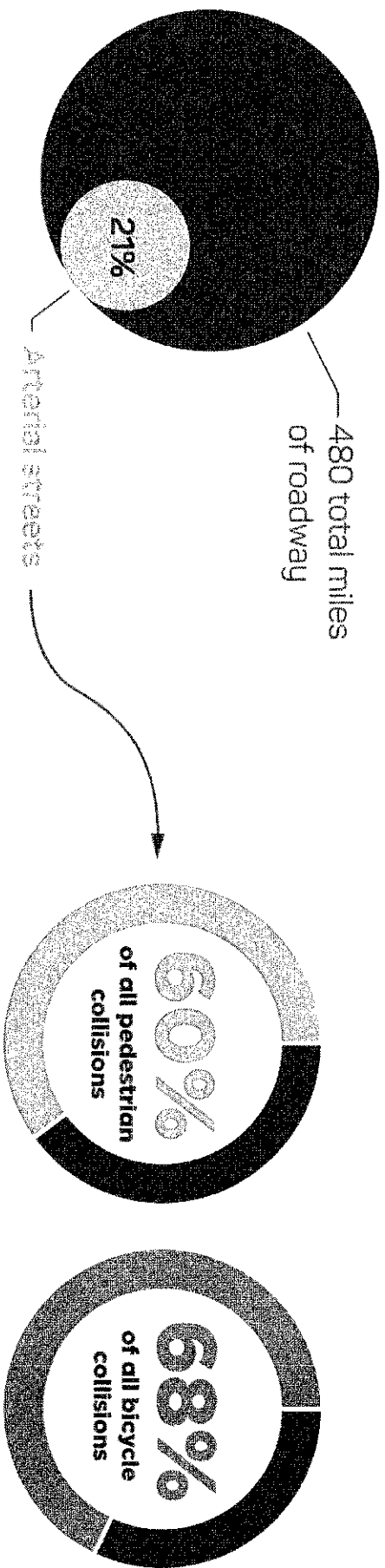
- Only 9% of intersections are signalized
- But 35% of pedestrian and bicycle collisions occur there

**Traffic signals are not preventing
pedestrian and bicycle collisions**



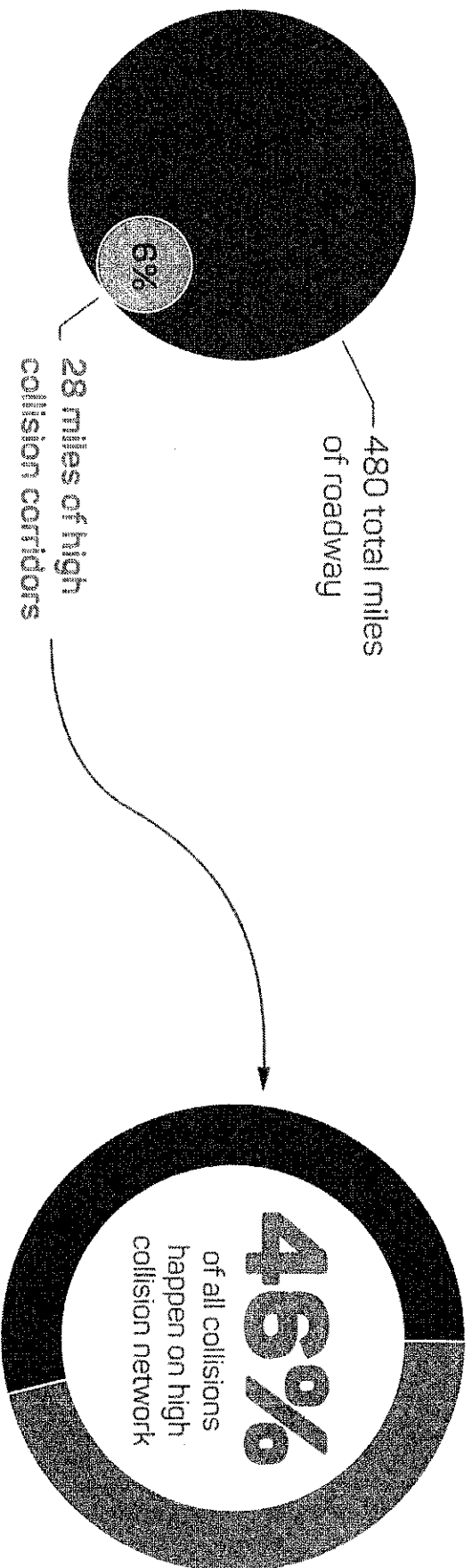
Collisions on Arterial Streets

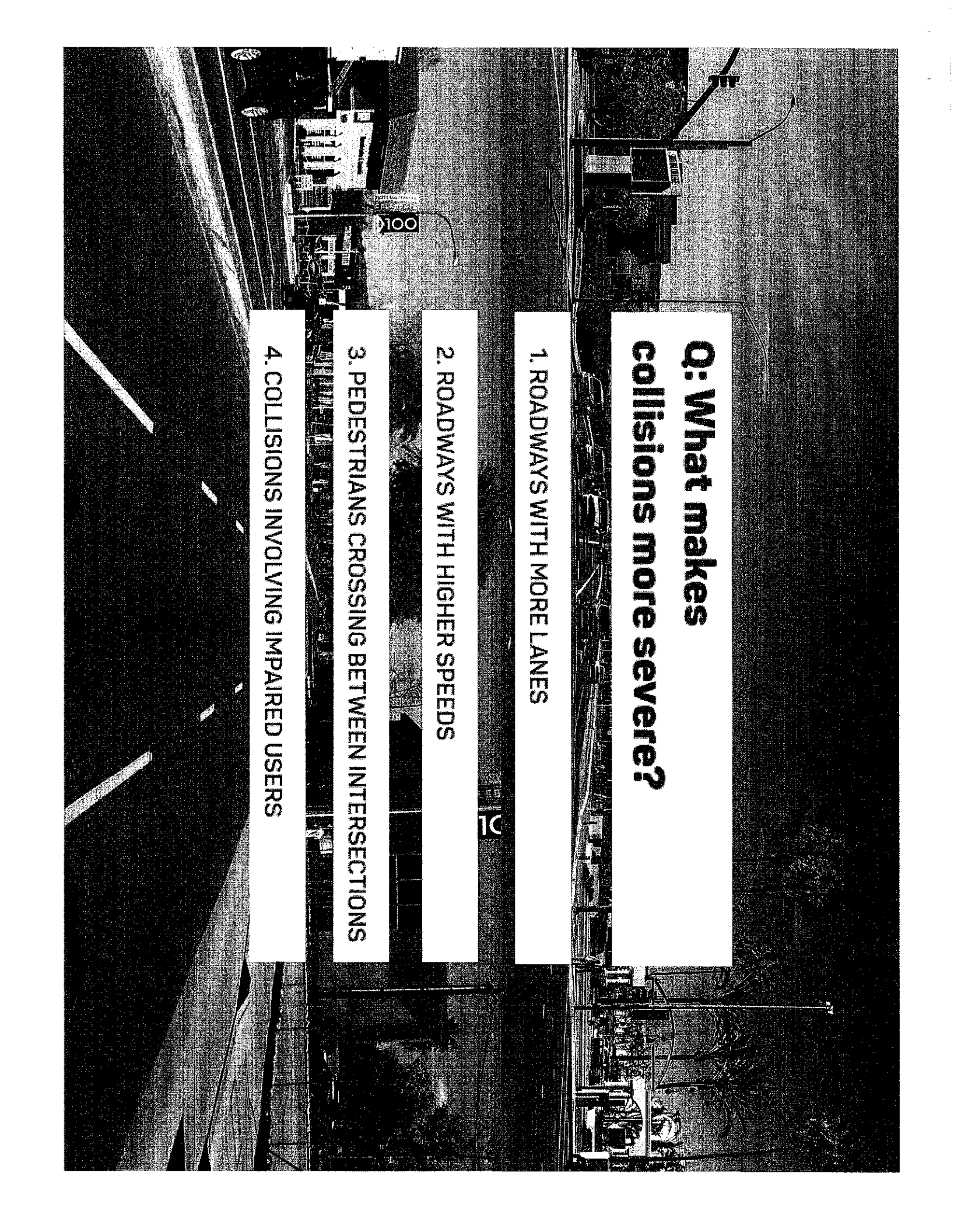
- 21% of Santa Ana streets are Arterials
- But over 60% of pedestrian and bicycle collisions occur there



Bike/Pedestrian High Collision Network

- 6% of roadway miles make up the high collision network
- But 46% of pedestrian and bicycle collisions occur there





Q: What makes collisions more severe?

1. ROADWAYS WITH MORE LANES

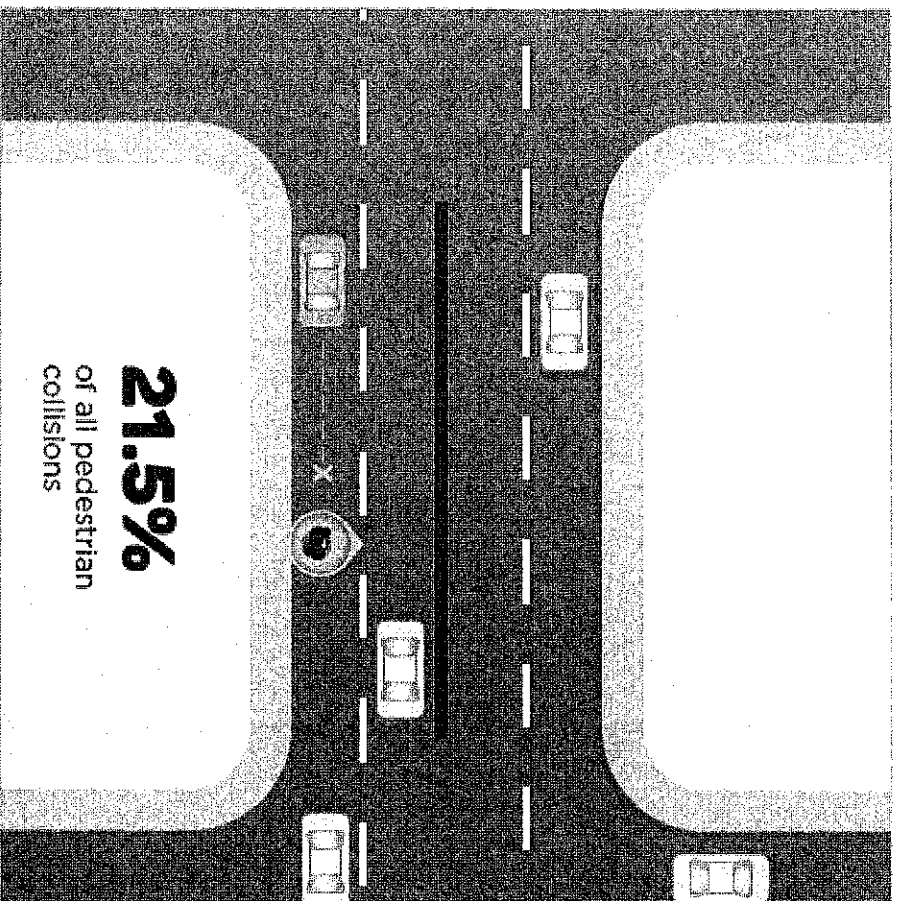
2. ROADWAYS WITH HIGHER SPEEDS

3. PEDESTRIANS CROSSING BETWEEN INTERSECTIONS

4. COLLISIONS INVOLVING IMPAIRED USERS

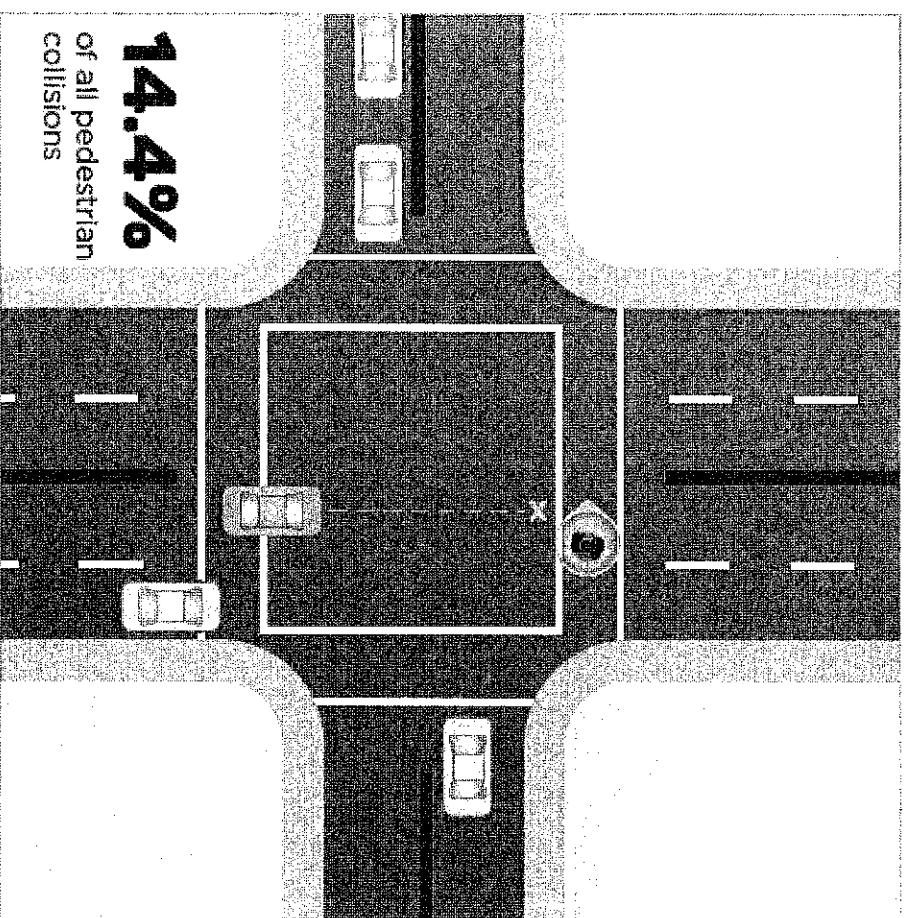
Top Pedestrian Collision Types

- Pedestrian crossing mid-block (21.5%)



Top Pedestrian Collision Types

- Vehicle failing to yield at unsignalized intersection (14.4%)



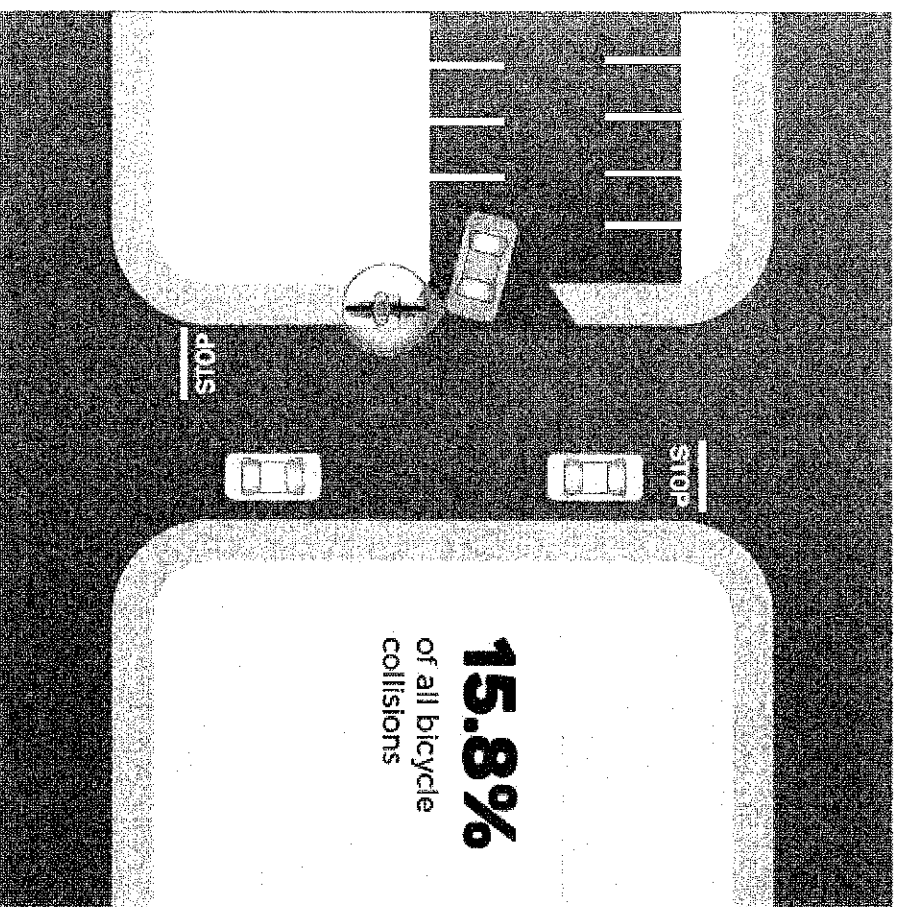
Top Bicycle Collision Types

- Motorist turned or merged right into bicyclist (25.4%)

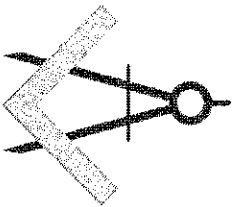


Top Bicycle Collision Types

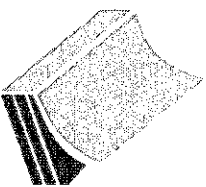
- Motorist drove out at a driveway (15.8%)



A Comprehensive Approach



ENGINEERING

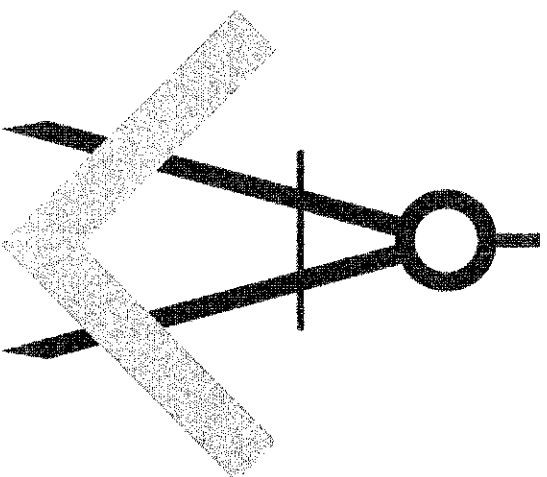


EDUCATION



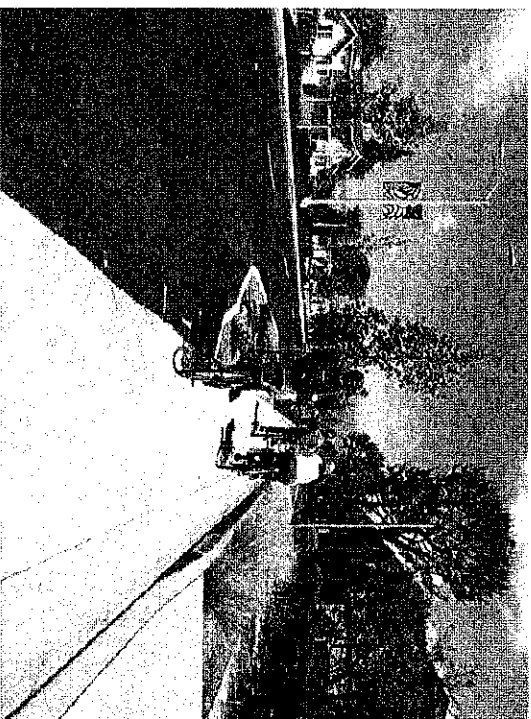
ENFORCEMENT

Engineering Solutions



Featured Roadway Design Recommendations

PROTECTED BIKE LANES //
ROADWAY DESIGN



ROAD BUFFET //
ROADWAY DESIGN



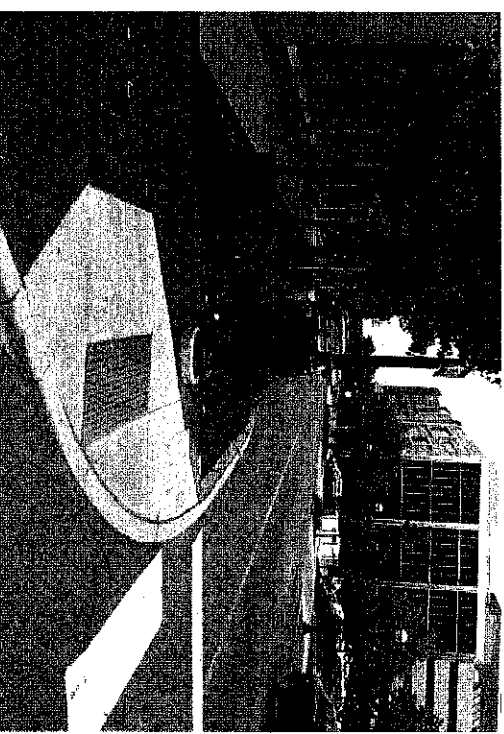
Narrow or reduce lanes to increase transportation options

Featured Intersection Crossing Recommendations

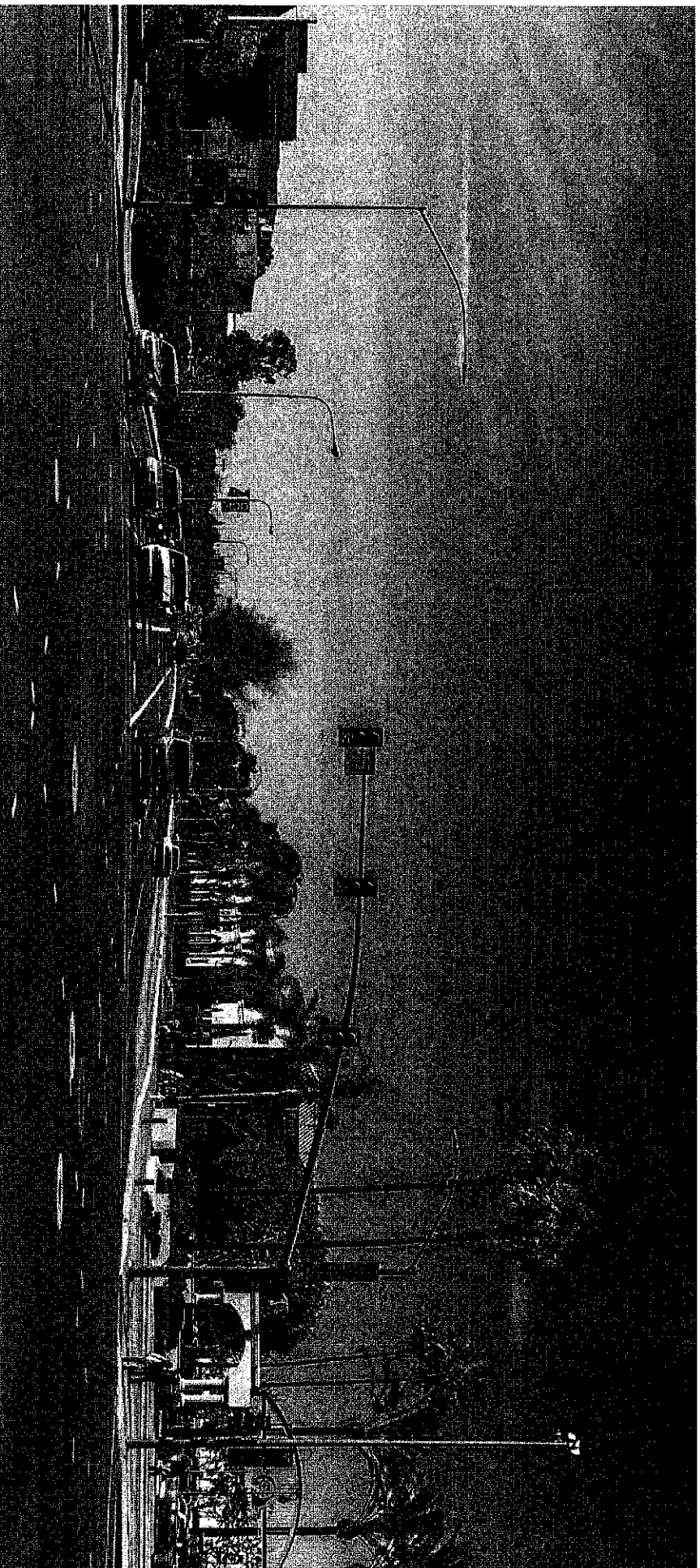
MEDIAN REFUGE ISLAND //
CROSSING ENHANCEMENTS



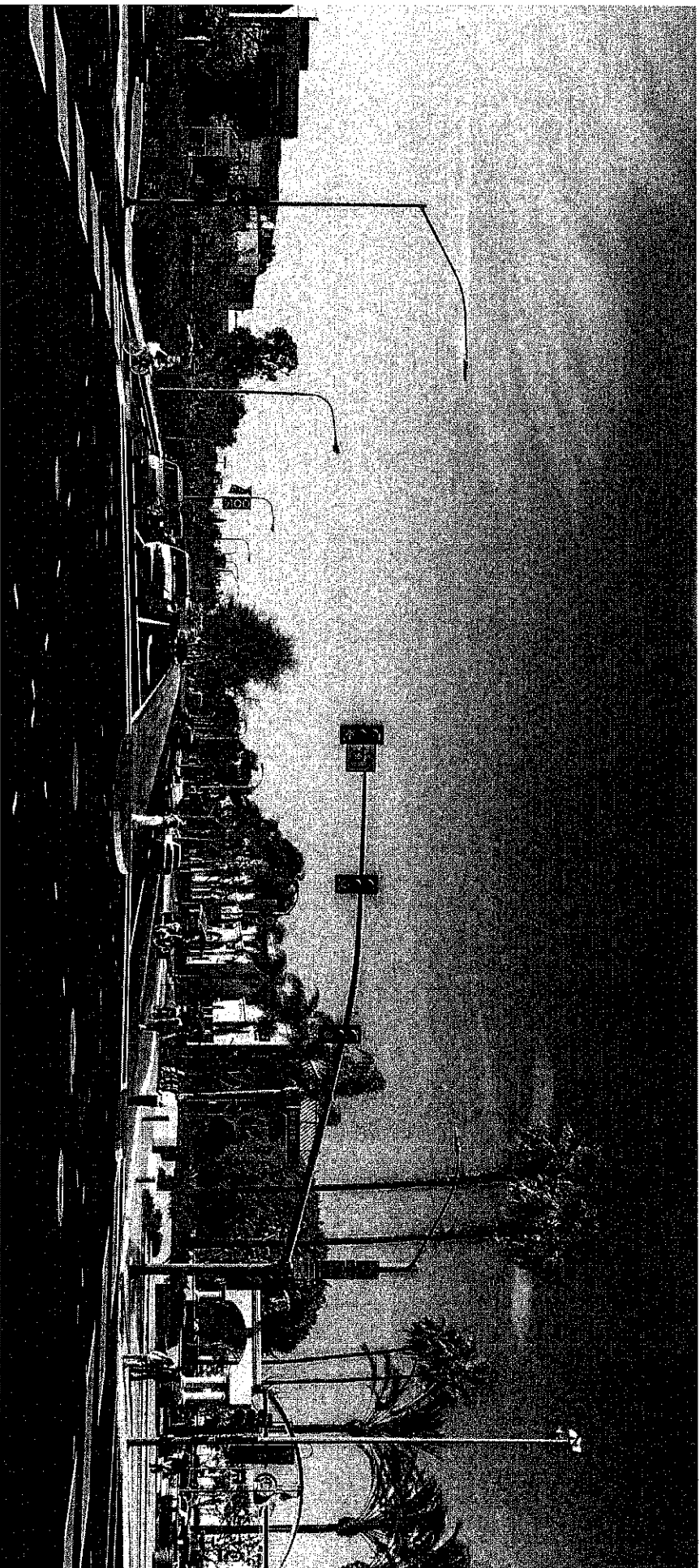
CURB RADIUS REDUCTION //
INTERSECTION DESIGN



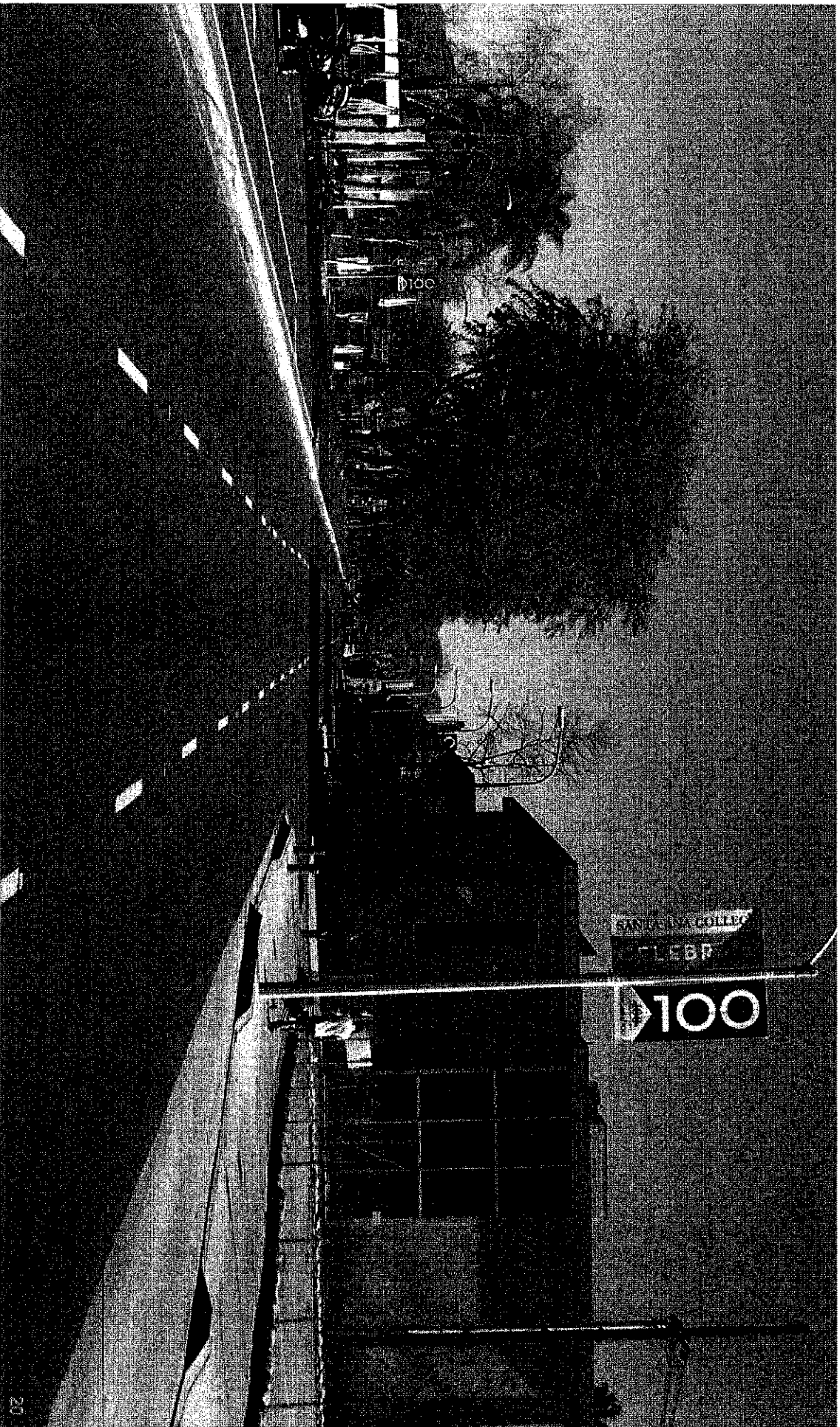
Sample Intersection Enhancement



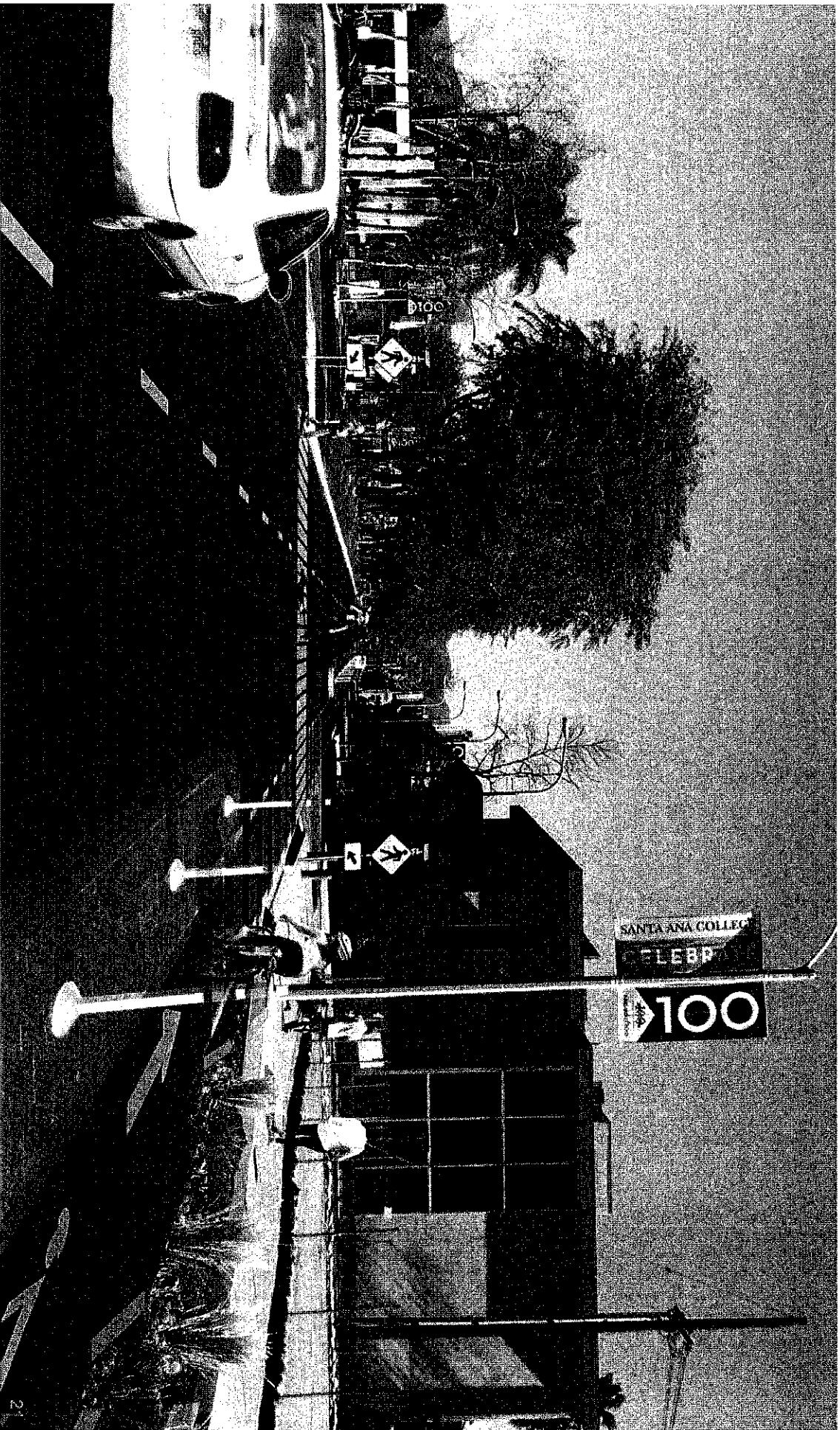
Sample Intersection Enhancement



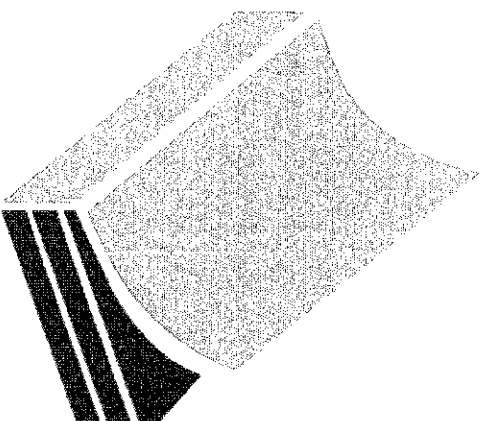
Sample Road Buffet



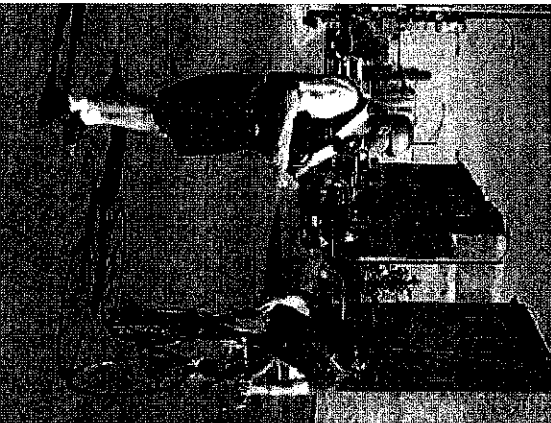
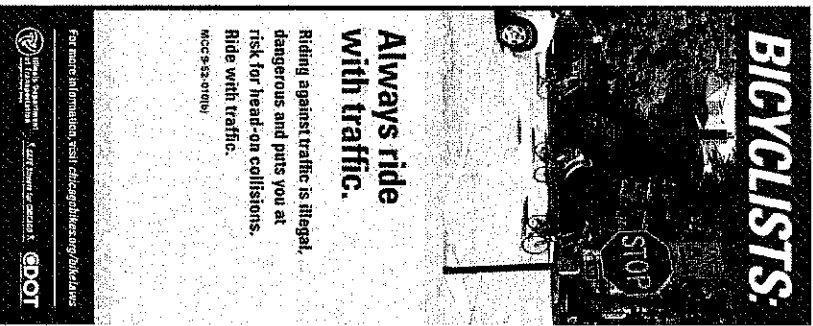
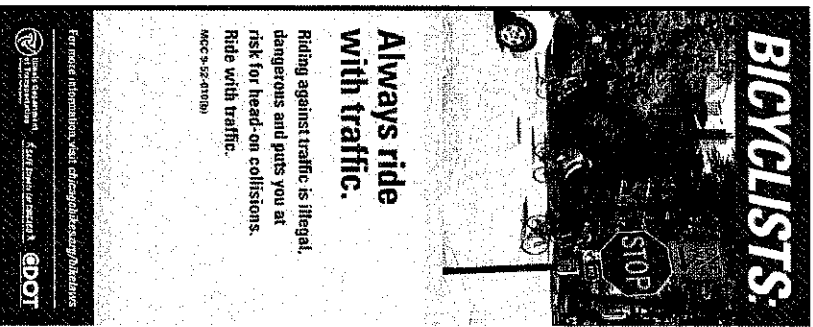
Sample Road Buffet



Education Strategies



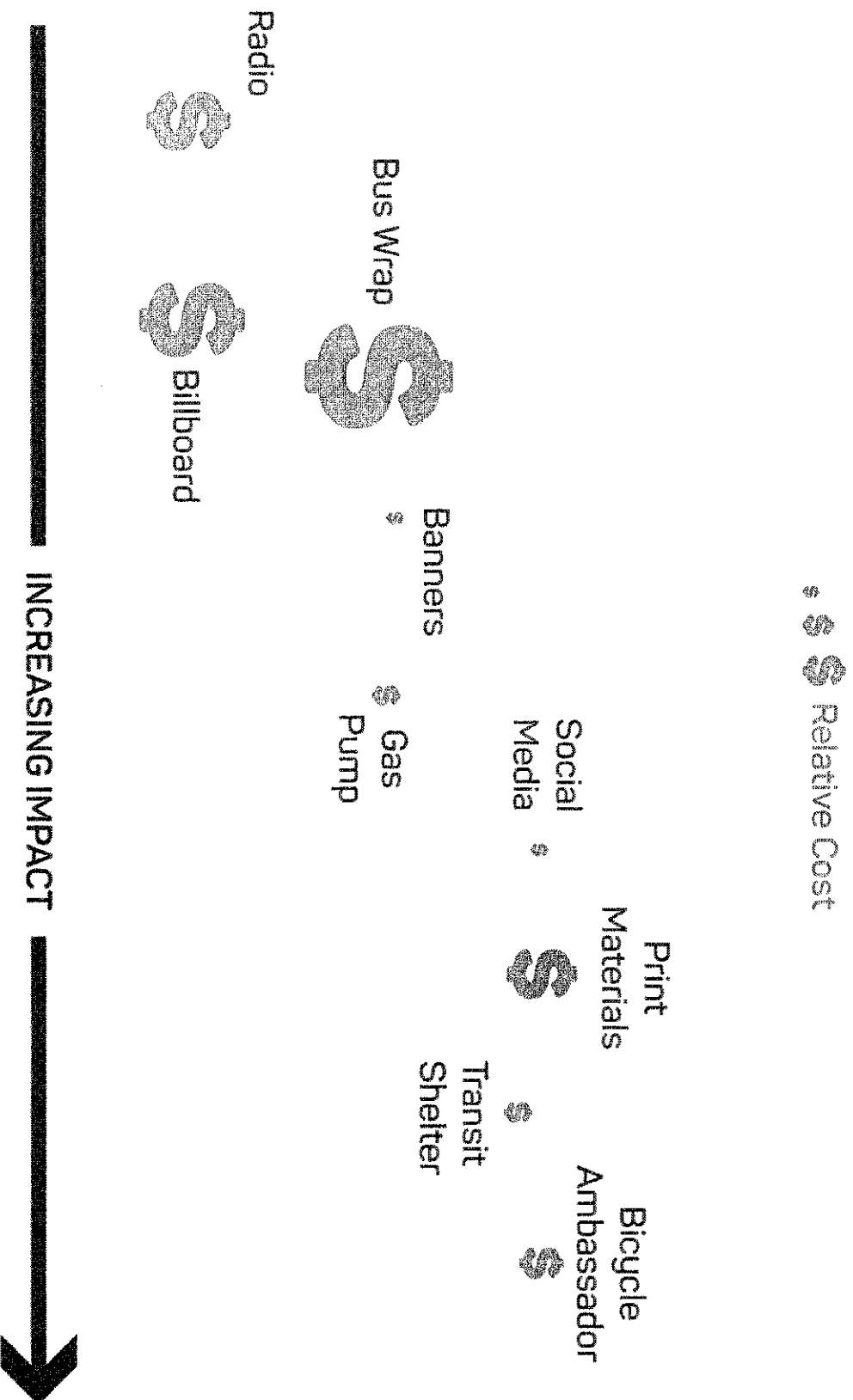
Education Campaign Recommendations



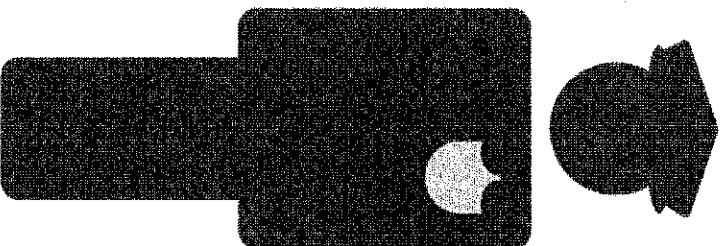
Utilize messages and media relevant to Santa Ana collision types

Education Campaign Recommendations

RELATIVE COST BY IMPACT



Enforcement Strategies



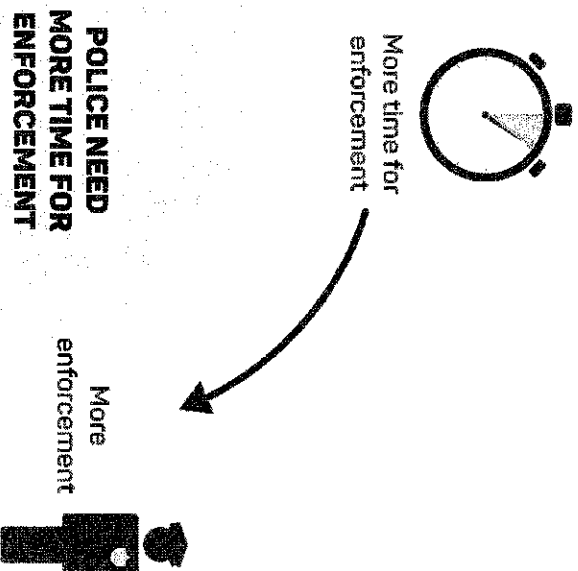
Enforcement Recommendations



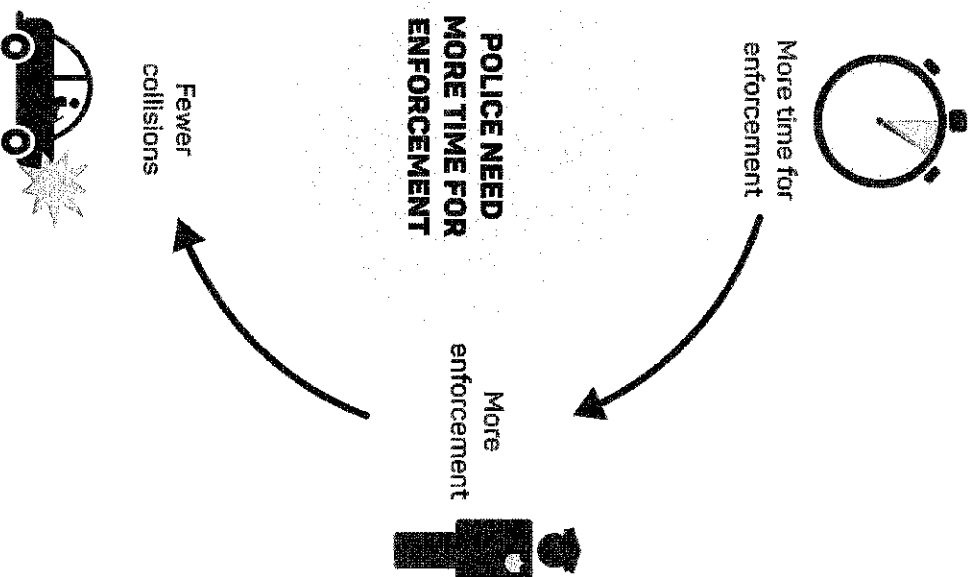
More time for enforcement

**POLICE NEED
MORE TIME FOR
ENFORCEMENT**

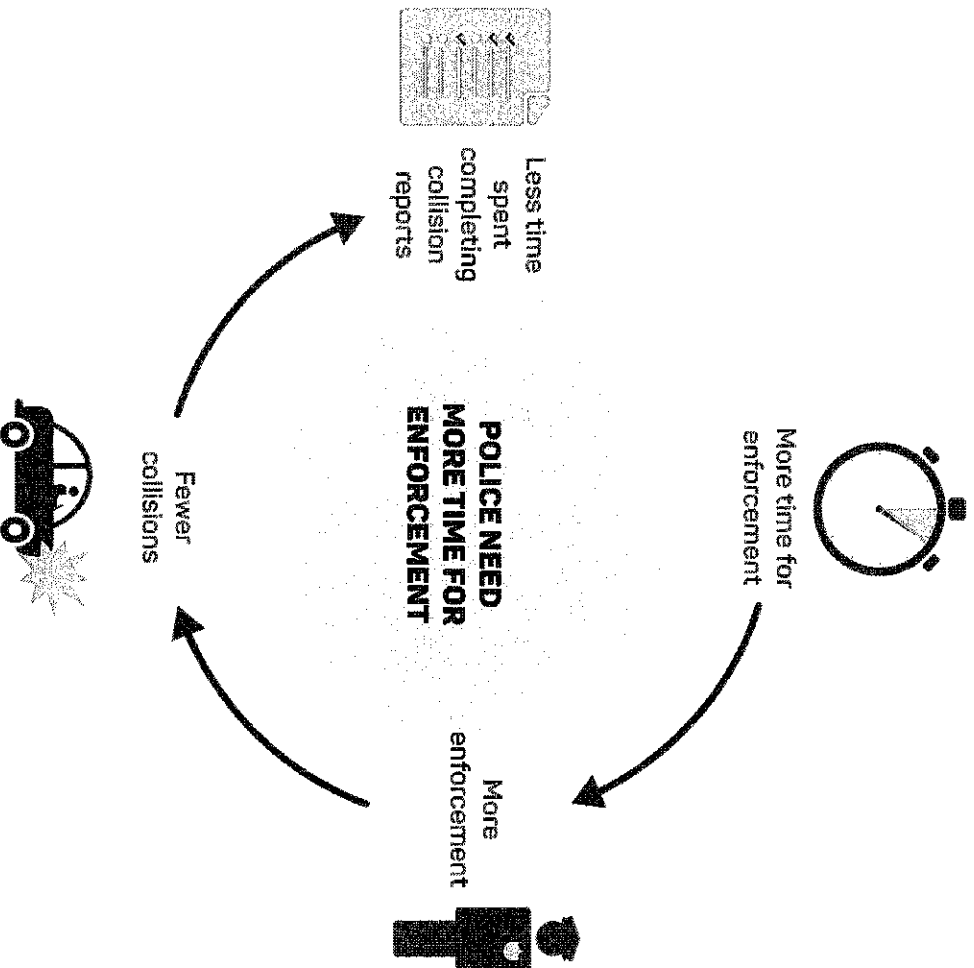
Enforcement Recommendations



Enforcement Recommendations

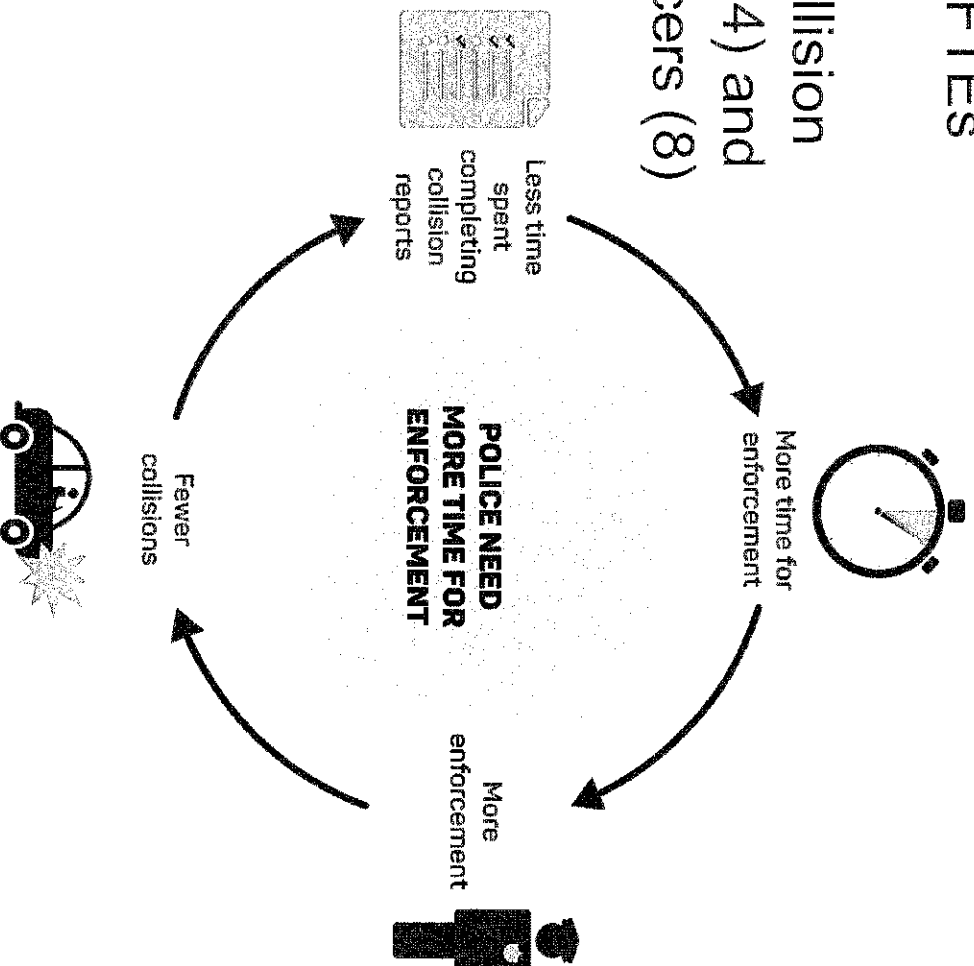


Enforcement Recommendations



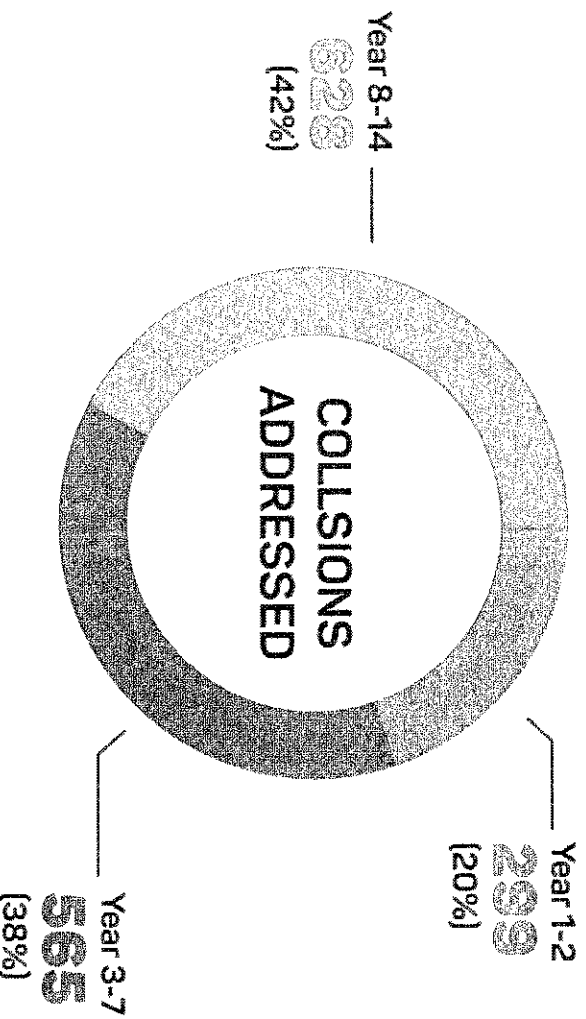
Enforcement Recommendations

- Building up to 12 additional FTEs by 2030
- Civilian collision reporters (4) and sworn officers (8)



Overall

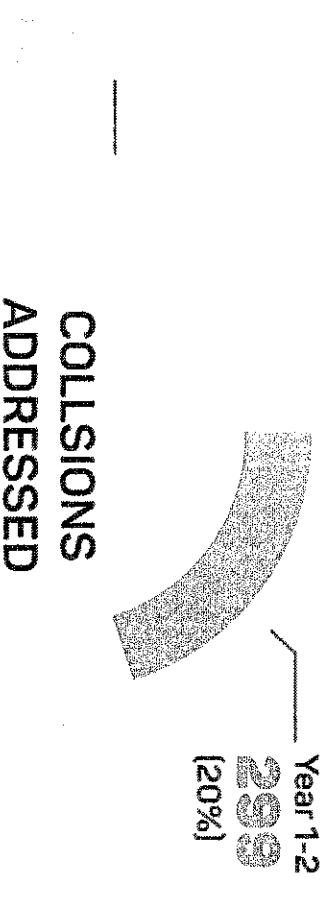
- Years 1-14
- Total Infrastructure Cost \$42,263,765
- Collisions Addressed by Priority Projects 1,492 (46%)



Phase 1 (Year 1-2)

299 collisions

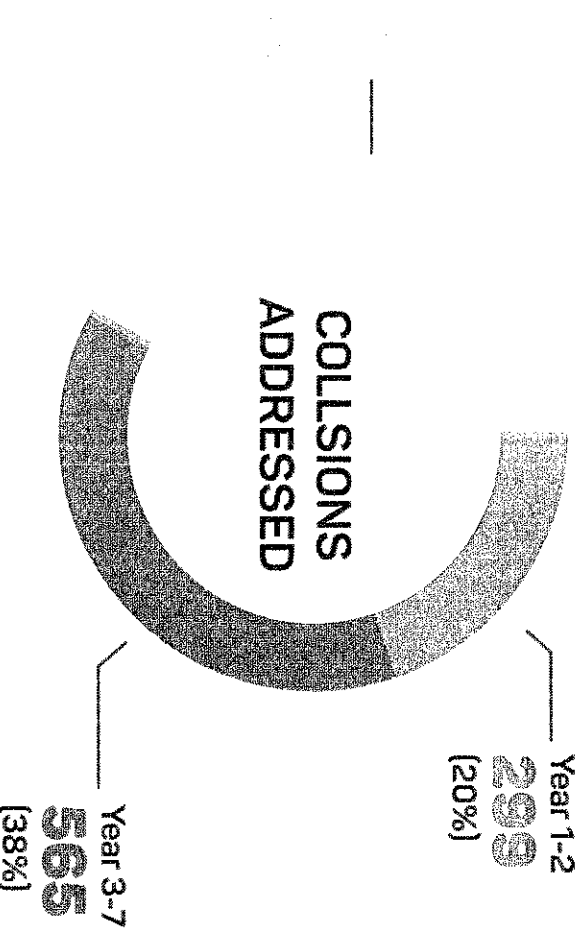
- Sample Project Types *Enhanced crossings, operational changes, adding bike lanes*
- Infrastructure Cost \$3,254,000
- Smart Santa Ana \$3,254,000



Phase 2 (Year 3-7)

864 collisions

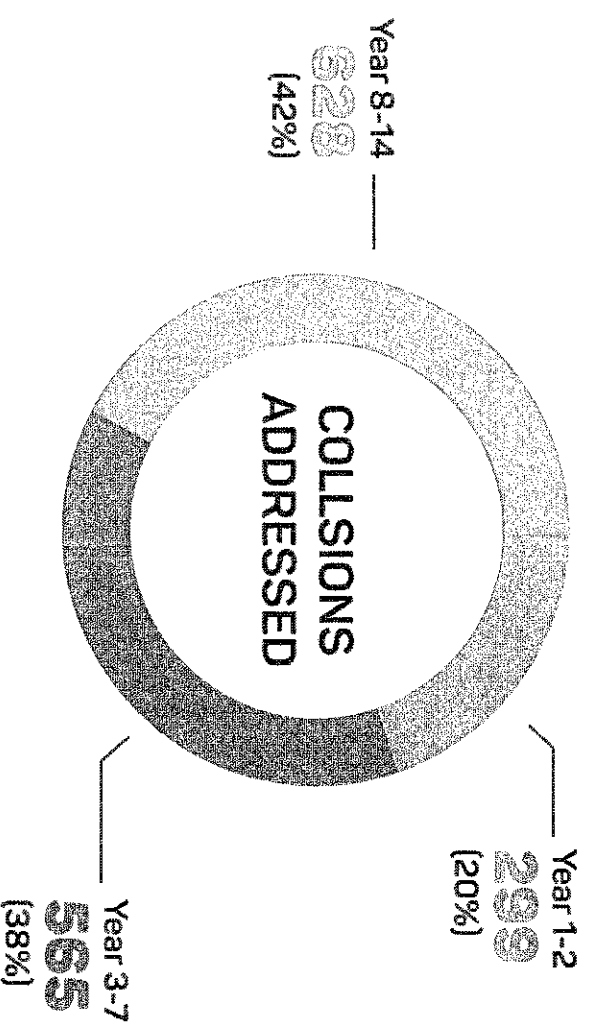
- Sample Project Types *Intersection enhancements, lane narrowing, buffered bike lanes*
- Infrastructure Cost *\$14,399,000*
- Smart Santa Ana *\$11,682,000*



Phase 3 (Year 8-14)

1492 collisions

- Sample Project Types *Road buffet, protected bike lanes, bicycle boulevards*
- Infrastructure Cost \$24,610,000
- Smart Santa Ana \$ 1,032,000



Total Cost

| | |
|---|--------------|
| ■ Smart Santa Ana costs | \$15,968,000 |
| ■ Grant costs | \$26,296,000 |
| ■ Liability fund reductions/ General fund* | \$14,418,000 |

Total infrastructure cost of \$42 million

**General fund cost covers staff for school based education and enforcement in years 3 through 14*

Santa Ana



SAFE MOBILITY PLAN

2016

