WHAT IS SAFE MOBILITY SANTA ANA?
SMSA IS A VISION ZERO PLAN

THE GOALS OF SAFE MOBILITY SANTA ANA ARE:
» SUBSTANTIALLY INCREASE SAFE MOBILITY IN ALL AREAS OF THE CITY
» ACHIEVE ZERO FATAL BICYCLE/PEDESTRIAN COLLISIONS
» REDUCE VEHICLE SPEEDS
» MINIMIZE DEMONSTRATED COLLISION PATTERNS

SMSA IS A COMPREHENSIVE APPROACH TO SAFETY

ENGINEERING  ENFORCEMENT  EDUCATION
SMSA IS DATA DRIVEN

Pedestrians are **20x** more likely to sustain a severe or fatal injury when involved in a collision than motorists.

**PEDESTRIAN AND BICYCLE COLLISION TRENDS**

- 325 reported collisions per year
- 34 severe or fatal injuries per year

Bicycle collisions are on a ten-year upward trend.

SAFE MOBILITY SANTA ANA FINDINGS
MOBILITY SAFETY IS A SOCIAL EQUITY ISSUE

RESIDENTS WITHOUT ACCESS TO A CAR:
- 55% SANTA ANA
- 37% ORANGE COUNTY

AMERICAN COMMUNITY SURVEY DATA

HIGH COLLISION NETWORK

Represents 46% of collisions citywide
TRAFFIC SIGNALS ARE NOT ENOUGH

» ONLY 9% OF INTERSECTIONS ARE SIGNALIZED
» BUT 35% OF PEDESTRIAN AND BICYCLE COLLISIONS OCCUR THERE

ARterials PRESENT The GREATEST RISK

» 21% OF SANTA ANA STREETS ARE ARTERIALS
» BUT OVER 60% OF PEDESTRIAN/BICYCLE COLLISIONS OCCUR THERE
WHAT IS A ROAD BUFFET?

SMSA USES THE TERM “ROAD BUFFET” RATHER THAN THE MORE COMMONLY USED TERM “ROAD DIET” TO DESCRIBE THE REALLOCATION OF ROADWAY SPACE – IT’S ABOUT PROVIDING MORE CHOICES!

STANDARD ROADWAY

WITH ROAD BUFFET TREATMENT
EXAMPLE COLLISION ANALYSIS

16 | 17TH STREET FROM BUENA ST TO BRISTOL ST

LOCATION DESCRIPTION

- Collision History
- Collision Rates
- Bicycle and Pedestrian Collisions
- Notable Collision Features

EXAMPLE RECOMMENDED SOLUTIONS

16 | 17TH STREET

SOLUTIONS

- Project Description
- Cost Estimate
- Design Options
- Benefits/Cost Ratio

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ENFORCEMENT RECOMMENDATIONS

FOCUS SWORN OFFICERS ON ENFORCEMENT

» BUILDING UP TO 12 ADDITIONAL FTES

» CIVILIAN COLLISION REPORTERS (4) AND SWORN OFFICERS (8)
EDUCATION RECOMMENDATIONS

RELATIVE COST BY IMPACT
CONTEXT BASED MARKETING

MORE INFORMATION

VISIT SANTA-ANA.ORG/SMSA
EMAIL CWILKERSON@SANTA-ANA.ORG