



FACT SHEET

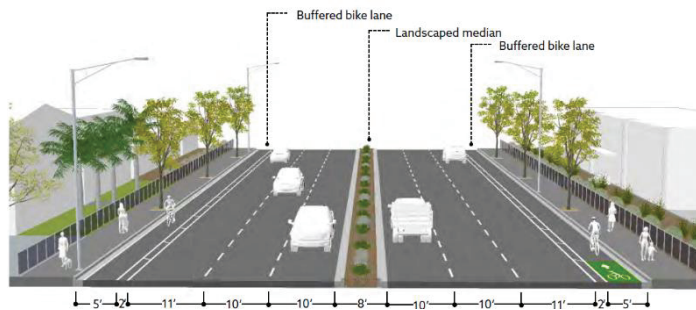
CITY OF SANTA ANA- Public Works Department

Euclid Street Vision Zero Improvements Project

Fact Sheet- 2024 Local Partnership Competitive Program



Project Scope: The City of Santa Ana (City) is a leader in and is using the Vision Zero approach for its transportation system which focuses on the most vulnerable road users and determines effective low-cost measures that can be implemented throughout the City to prevent serious injury and death. The City has analyzed the current conditions of its transportation system and has identified recommended policies, goals, strategies, and engineering improvements that will help the City reach its goals of zero serious injuries and fatalities among vehicular and active transportation users within its [Santa Ana Vision Zero Plan](#) (SAVZ). The Euclid Street corridor has the highest Killed or Serious Injured per mile (KSI/mile) out of the ten projects identified in the SAVZ. Therefore, the City is proposing the Euclid Street Vision Zero Improvements Project (Project), which will implement pedestrian, bicycle and motor traffic safety measures along a 1.5-mile segment of Euclid Street. This segment of Euclid Street is currently a high-speed arterial that lacks adequate active transportation infrastructure such as high visibility crosswalks and bicycle lanes. As a result, 95 vehicular collisions and 16 pedestrian/bicyclist collisions occurred in this area from 2018-2023, resulting in 182 injuries in all modes. The Project includes the following improvements:



The Project includes the following improvements:

- **Installation of buffered Class II bike lanes with green conflict area striping**
- **Construction of directional ADA compliant pedestrian ramps at four intersections**
- **Reducing curbs radii to force drivers to slow down in order to safely turn**
- **Construction of a landscape raised median**
- **Installation of a turn signal at Barbette and Euclid to allow for adequate time to cross for pedestrians**
- **Construction of curb extensions and striping of high visibility marked pedestrian crosswalks to reduce pedestrian crossing distance and visually and physically narrow the roadway for improved pedestrian-motorist visibility.**
- **Reduction of vehicular lane widths to encourage reduced travel speeds.**
- **Installation of a new traffic signal at the intersection of Euclid Street and Sandalwood Mobile Home Park Driveway (just north of Barbette Avenue) to provide an additional opportunity for pedestrians to safely cross the street.**

Project Cost: The total project cost for the proposed Project is \$15,200,000, which includes the estimated inflation to the year of proposed implementation. The City is requesting 50% of total Project costs from the Local Partnership Competitive Program, or \$7,600,000.

Project Schedule:



Estimated Project Schedule			
No.	Task/Milestone	Start Date	Completion Date
1	Community Engagement	December 2024	December 2027
2	CEQA Environmental Documentation	December 2024	March 2025
3	Final Design Plans, Specifications, and Estimate (PS&E)	December 2024	March 2026
4	Submit Construction Funding Allocation Request to the CTC	March 2026	NA
5	Anticipated CTC Allocation of Funding	June 2026	NA
6	Construction Bid Solicitation & Contract Award	April 2026	July 2026
7	Construction	August 2026	December 2027

City owns right-of-way and no acquisition is needed

Project Benefits: In addition to the anticipated reduction and possible elimination of fatal and severe injury collisions in the project area, the project improvements will achieve the following benefits:

- Create a balanced road that improves the safety of active transportation users in an area that has low access to vehicles.
- Maintain traffic flow with vehicle speeds cohesive with a residential neighborhood.
- Improve the area’s aesthetics by installing a landscape median.
- Reduce urban heat island effect by installing a landscaped median with native vegetation.
- Protect, balance and enhance the quality of life for the surrounding neighborhood and community in general, specifically disadvantaged and underserved communities such as the elderly (65+), economically disadvantaged, and communities disproportionately exposed to environmental stressors.

Furthermore, the Project will be implemented in a portion of the City’s West Grove Valley neighborhood, which has been classified as disadvantaged per the Climate and Economic Justice Screening Tool (CEJST) due to being low income and exposed to burden threshold and the associated socioeconomic threshold. 55% of the City is classified as disadvantaged per the USDOT Equitable Transportation Community Explorer Tool. These census tracts have a combined population of 34,274 and suffer from linguistic isolation with the census tracts ranking between 94th to 97th percentile in the nation, 77th percentile in low income, are disproportionately exposed to PM2.5, and approximately 25-39% of residents within these tracts have education less than a high school diploma which is significantly higher than the nation average of 10%. As a result, these communities often lack access to transportation and rely more heavily on walking and bicycling for their daily commutes. Therefore, the City is prioritizing the implementation of active transportation projects, such as the Project, that improve the safety of bicyclists and pedestrians and raise transportation security for DACs.

Census Tract	PM2.5 in the Air Percentile	Linguistic Isolation CEJST Percentile	Less than High School Education Percentile
6059099247	95th	95 th	36%
6059099203	95th	96 th	25%
6059088903	95th	96 th	27%
6059089001	95th	97 th	27%
6059099202	95th	94 th	31%