

Department of Public Works
Douglas S. Stack, P.E.
Director



October 6, 2020

Nabil Saba, P.E.
Executive Director
Public Works Agency
City of Santa Ana
20 Civic Center Plaza
Santa Ana, CA 92701

**RE: City of Santa Ana Master Plan of Arterial Highways (MPAH) Reclassifications
Letter of Support**

Dear Mr. Saba:

The City of Tustin has reviewed IBI Group's August 2020 traffic study, which analyzes the proposed Master Plan of Arterial Highways (MPAH) reclassifications of various streets in Santa Ana, and also the corresponding Memorandum of Understanding (MOU) Term Sheet. Both of which have been revised in response to Tustin's comments in a letter dated September 15, 2020.

Following review of these documents and discussions between our cities, the City of Tustin does not have any other outstanding concerns of the potential traffic impacts from the proposed MPAH reclassifications, specifically at the intersection of Red Hill Avenue and Warner Avenue. Therefore the City of Tustin is supportive of the City of Santa Ana's request for an MPAH amendment, particularly of First Street and Chestnut Avenue (i.e., Main Street in Tustin), which is consistent with OCTA's recent approval of the MPAH reclassification of the same streets in Tustin.

Thank you for the opportunity to participate in Santa Ana's quest for an amendment to the County MPAH to reclassify select streets in their City.

Sincerely,

Krys Saldivar
Public Works Manager-Traffic/Transportation

cc: Douglas S. Stack, Director of Public Works/City Engineer
Ken Nishikawa, Deputy Director of Public Works/Engineering
Justina Willkom, Acting Director of Community Development
Scott Reekstin, Principal Planner

Attachments

**Santa Ana General Plan Update
Draft Term Sheet - Memorandum of Understanding**

The objective of this Term Sheet is to develop consensus on the principal terms and conditions of the Memorandum of Understanding (MOU) for the Master Plan of Arterial Highways (MPAH) amendment related to the Santa Ana General Plan Update. This Term Sheet is intended for discussion purposes only, and is not a legally binding document nor a commitment to amend the MPAH.

Background	The City of Santa Ana's updates to the Circulation Element will require roadway reconfigurations and/or reductions of existing or planned travel lanes to roadway segments on the MPAH. This will require an amendment to the MPAH. Traffic analyses conducted as part of the MPAH Cooperative Study Process determined that the amendment to the MPAH may result in appreciable impacts.
Parties	Orange County Transportation Authority (OCTA), City of Santa Ana, City of Fountain Valley, and City of Tustin
Impacts	<p>The Amendment to the MPAH may result in the following appreciable impacts:</p> <p>105 Intersections Analyzed</p> <ul style="list-style-type: none"> • 18 intersections impacted due to MPAH reclassifications. • 4 of the 18 intersections are located within another agency's jurisdiction. <p>Transit Operations Impacts</p> <ul style="list-style-type: none"> • Reclassifications and removal of transit lanes may result in impacts to OCTA's high quality transit service (15-min headway) in the City of Santa Ana. • Reclassifications proposed on McFadden Avenue (Route 66) and 1st Street (Route 64), and impacts span across the City.
Pending Procedural Commitments	<ul style="list-style-type: none"> • OCTA files California Environmental Quality Act Notice of Exemption to amend the MPAH. • Cities of Santa Ana and Orange update their General Plan to reflect amendment. • OCTA amends the MPAH once the MOU signed by all Parties and General Plans have been updated by Santa Ana and Orange.
Proposed Intersection Improvements / Mitigation Measures	<p>Intersection Impacts –Improvement / Mitigation Measures</p> <ul style="list-style-type: none"> • Mitigations identified at 10 of the 18 impacted intersections (8 fully mitigated, 2 partial). <ul style="list-style-type: none"> ▪ 4 intersections outside Santa Ana fully mitigated. • Feasible mitigations could not be developed at 8 of the 18 impacted intersections. These 8 intersections are in the City of Santa Ana. <p>Funding</p> <p>The City of Santa Ana may not utilize Measure M2 competitive funds on intersection mitigations.</p>

Proposed Mitigations/Improvements

Table 1 provides details on the proposed improvements to mitigate the intersection impacts from the MPAH amendment request. The costs of the proposed improvements will be identified in the MOU, and will include a provision for cost changes based on the California Construction Cost Index. If an alternative improvement is identified beyond those listed on Table 1, or if a buyout option is desired, there must be agreement for the alternative amongst the appropriate jurisdictions.

- Impacted intersections outside of Santa Ana (4 intersections)
 - **Intersection #3: Euclid Street/Edinger Avenue**
 - City of Fountain Valley should include the improvement in their CIP. The improvement should be implemented prior to the intersection reaching the pre-amendment to the MPAH ICU.
 - The City of Santa Ana shall fund, at minimum, their fair share of the improvements for the Euclid Street and Edinger Avenue intersection.
 - **Intersection #91: Tustin Street/Fairhaven Avenue**
 - This intersection will remain at its existing configuration. Therefore the City of Orange has opted to not be a party to this MOU.
 - **Intersection #98: Red Hill Avenue/Warner Avenue**
 - City of Tustin should include the improvement in their CIP. The improvement should be implemented prior to the intersection reaching the pre-amendment to the MPAH ICU.
 - The City of Santa Ana will monitor the Red Hill Avenue and Warner Avenue intersection every two years, and will provide monitoring results to the City of Tustin. Monitoring will begin two years after the MOU is executed.
 - Once the pre-amendment to the MPAH ICU level is reached, the City of Santa Ana will pay for the cost of the Red Hill Avenue and Warner Avenue improvement.
 - **Intersection #96: SR-55 NB Ramps / Del Amo Avenue and Newport Avenue**
 - The City of Santa Ana shall maintain funding available for a minimum of 10 years to contribute their fair share of the improvement to the agency leading the improvement at this intersection.
- Impacted intersections within Santa Ana (6 intersections)
 - **Intersection #44 (Flower Street & 1st Street)**
 - City of Santa Ana shall not reduce the existing northbound lane configuration.
 - **Intersections #81 (Grand Avenue & McFadden Avenue) and #92 (Santa Clara Avenue & Tustin Avenue)**
 - City of Santa Ana shall not reduce the existing lane configurations.

	<ul style="list-style-type: none"> ○ Intersection #63 (Standard Avenue & 4th Street) <ul style="list-style-type: none"> ▪ City of Santa Ana shall construct NB/SB: 1L, 1T, 1R and EB/WB: 1L, 1T, 1TR. ○ Intersections #34 (Bristol Street & 1st Street) and #37 (Bristol Street & Segerstrom Avenue) <ul style="list-style-type: none"> ▪ City of Santa Ana shall add the improvement to their CIP and implement the project (1) within the CIP horizon year; (2) before the ICU exceeds the pre-amendment to the MPAH ICU trigger; or (3) during construction of the City of Santa Ana's complete street project(s) if the intersection improvement falls along such a facility, whichever occurs first.
Proposed Transit Improvements	<p>Transit Operation Impacts</p> <ul style="list-style-type: none"> • OCTA shall lead a cooperative study funded by the City of Santa Ana to identify appropriate and feasible transit improvements (including but not limited to queue-jump lanes and transit signal priorities) to maintain or improve OCTA's high quality transit service. The cooperative study shall not exceed \$250,000. • The cooperative study shall be completed prior to the construction of the complete street projects along 1st Street and McFadden Avenue. • City of Santa Ana and OCTA shall coordinate to implement transit improvements identified from the cooperative study. The cooperative study will identify the funding and implementation responsibilities between the City of Santa Ana and OCTA. If improvements are located along facilities proposed for MPAH reclassification, the improvements shall be made prior to or at the time of construction of the complete street project. • The City of Santa Ana may apply for grant or Measure M2 funding to implement the transit improvements.
Progress	The City of Santa Ana shall provide OCTA with a status report on the progress of the cooperative study and subsequent implementation of transit improvements and strategies every odd year through the MPAH Certification Review Process of the Measure M2 Eligibility Submittal.
Amendments	MOU may only be amended in writing at any time by the consent of all Parties. No amendment shall have any force or effect unless executed in writing by all Parties.
Termination	The MOU shall continue in full force and effect until all terms and conditions of this MOU are implemented, unless terminated earlier by mutual written consent by the parties to this MOU.

Table 1: Intersection LOS Improvement / Mitigation Measures

ID	INTERSECTION	JURISDICTION	IMPROVEMENT / MITIGATION	2045 No Project ¹ ICU, LOS
3	Euclid Street and Edinger Avenue	Fountain Valley	<ul style="list-style-type: none"> Option 1: Convert WB-RT to shared TR Option 2: Add a LT lane EB direction only. Option 3: Add a LT lane for both EB and WB directions. 	AM: 0.99, E
34	Bristol Street and 1st Street	Santa Ana	<ul style="list-style-type: none"> Maintain 2045 No Project configuration for WB approach <ul style="list-style-type: none"> WB approach to be: 1L, 2T, 1TR Add EB right-turn pocket 	AM: 0.90, E PM: 0.90, E
37	Bristol Street and Segerstrom Avenue	Santa Ana	<ul style="list-style-type: none"> Maintain 2045 No Project configurations for EB/WB approaches <ul style="list-style-type: none"> EB/WB approaches to be: 1LT, 2T, 1TR Add NB right-turn pocket 	PM: 0.90, E
44	Flower Street and 1st Street	Santa Ana	<ul style="list-style-type: none"> Maintain 2045 No Project configurations for NB approach <ul style="list-style-type: none"> NB approach to be: 1L, 2T, 1R 	PM: 0.90, E
63	Standard Avenue and 4th Street	Santa Ana	<ul style="list-style-type: none"> Construct this intersection with the following approaches <ul style="list-style-type: none"> NB / SB to be: 1L, 1T, 1 R EB / WB to be: 1L, 1T, 1TR 	AM: 0.94, E PM: 0.90, E
81	Grand Avenue and McFadden Avenue	Santa Ana	<ul style="list-style-type: none"> Maintain 2045 No Project configuration for EB approach <ul style="list-style-type: none"> EB approach to be: 1L, 1T, 1TR 	AM: 0.90, E
91	Tustin Street and Fairhaven Avenue	Orange	<ul style="list-style-type: none"> Maintain the existing lane configuration at this intersection. Orange has requested to opt out of the MOU. 	N/A
92	Tustin Avenue and Santa Clara Avenue	Santa Ana	<ul style="list-style-type: none"> Maintain 2045 No Project lane configurations for EB and WB approaches <ul style="list-style-type: none"> EB and WB approaches to be: 1L, 1T, 1TR 	AM: 1.82, F
96	SR-55 NB Ramps / Del Amo Avenue and Newport Avenue	Caltrans (in Tustin)	<ul style="list-style-type: none"> Add a second SB right-turn lane 	PM: 39.1, D
98	Red Hill Avenue and Warner Avenue	Tustin / Santa Ana	<ul style="list-style-type: none"> Add a second left-turn lane to the EB approach. 	PM: .88, D

¹ The No Project 2045 Intersection Capacity Utilization (ICU), Level of Service (LOS) is also known as the pre-amendment to the MPAH ICU. For intersections operating at an acceptable LOS in the 2045 No Project, the improvement / mitigation should be implemented before the intersection reaches an unacceptable LOS.

Eastbound Dual Left Turn Lanes on Warner Avenue at Red Hill Avenue

Preliminary Cost Estimate

Date: 09/24/20

By: Ruben Castañeda

Detail	Construction Note	Bid Item #	Units	Total	Price	Cost
1	Mobilization		LS	1	\$15,000.00	\$15,000.00
2	Traffic Control		LS	1	\$20,000.00	\$20,000.00
3	Install Thermoplastic White Lane Line Per City of SA (1125B-1, Detail "1")		LF	1600	\$1.00	\$1,600.00
4	Install Thermoplastic Turn Lane Line Per City of SA (1125B-1, Detail "2")		LF	350	\$2.50	\$875.00
5	Install Thermoplastic Double Yellow Line Per City of SA (1125B-1, Detail "4")		LF	20	\$5.00	\$100.00
6	Install Thermoplastic White Lane Line Extension Per City of SA STD. Plan NO. 1125B-2. Detail "8"		LF	150	\$2.00	\$300.00
7	Install Thermoplastic 4" Yellow Left Edge Line (CT A20B, Detail "25A")		SF	500	\$2.00	\$1,000.00
8	Install Thermoplastic Legends and Arrows, as Shown		EA	6	\$250.00	\$1,500.00
9	Install Thermoplastic 12" Wide White Crosswalk Lines		SF	220	\$3.00	\$660.00
10	Remove Conflicting striping (Grinding/Sandblasting)		LF	1600	\$2.00	\$3,200.00
11	Remove Legends and Arrows (Grinding/Sandblasting)		EA	2	\$200.00	\$400.00
12	Install New 2" Square Steel Post and Sign Per (STD. Plan 1504)		EA	2	\$275.00	\$550.00
13	Install New Sign on Traffic Signal Mast Arm		EA	1	\$450.00	\$450.00
14	PCC Curb (Type B-1)		LF	500	\$45.00	\$22,500.00
15	Raised Median Concrete		SF	1000	\$30.00	\$30,000.00
16	AC Pavement Per Plan (assumed 15" deep lift street section)		TN	375	\$150.00	\$56,250.00
17	Unclassified Excavation (assumed 15" deep excavation)		CY	244	\$200.00	\$48,800.00
18	Install new sign(s) and post		EA	2	\$150.00	\$300.00
19	Install Type "E" Loop		EA	9	\$350.00	\$3,150.00
20	Install Type "D" Bike Loop		EA	5	\$450.00	\$2,250.00
21	Remove and Salvage Traffic Signal Pole and Mastarm		LS	1	\$5,000.00	\$5,000.00
22	Traffic Signal Rewire Intersection		LS	1	\$15,000.00	\$15,000.00
23	Furnish and Install Traffic Signal Pole, Mastarm and Foundation		LS	1	\$50,000.00	\$50,000.00
					SUBTOTAL	\$278,885.00
					TOTAL PROJECT COST	\$278,885.00
					10% CONTINGENCY	\$27,888.50
					15% CONSTRUCTION\ENGINEERING	\$41,832.75
					GRAND TOTAL PROJECT COST	\$348,606.25