



San Diego Freeway (Interstate 405) Improvement Project

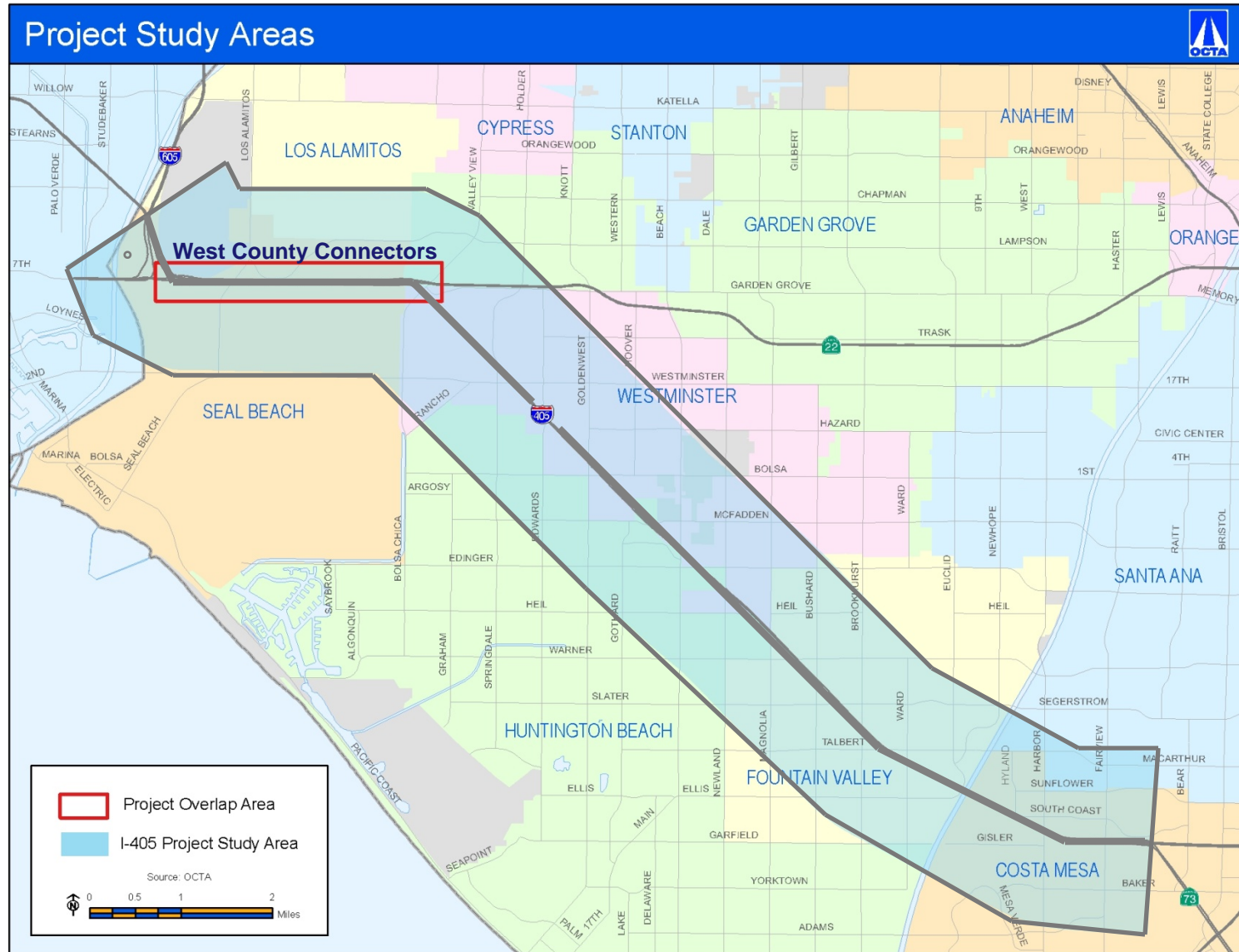


Stakeholders Working Group
July 2, 2009

Presentation Topics

- Early Action Plan Purpose and Objectives
- Viability of Alternatives
- Optimized Design Process & Initial Conclusions
- HOT Lane Information
- Outreach Update
- Next Steps

Interstate 405 Project Location



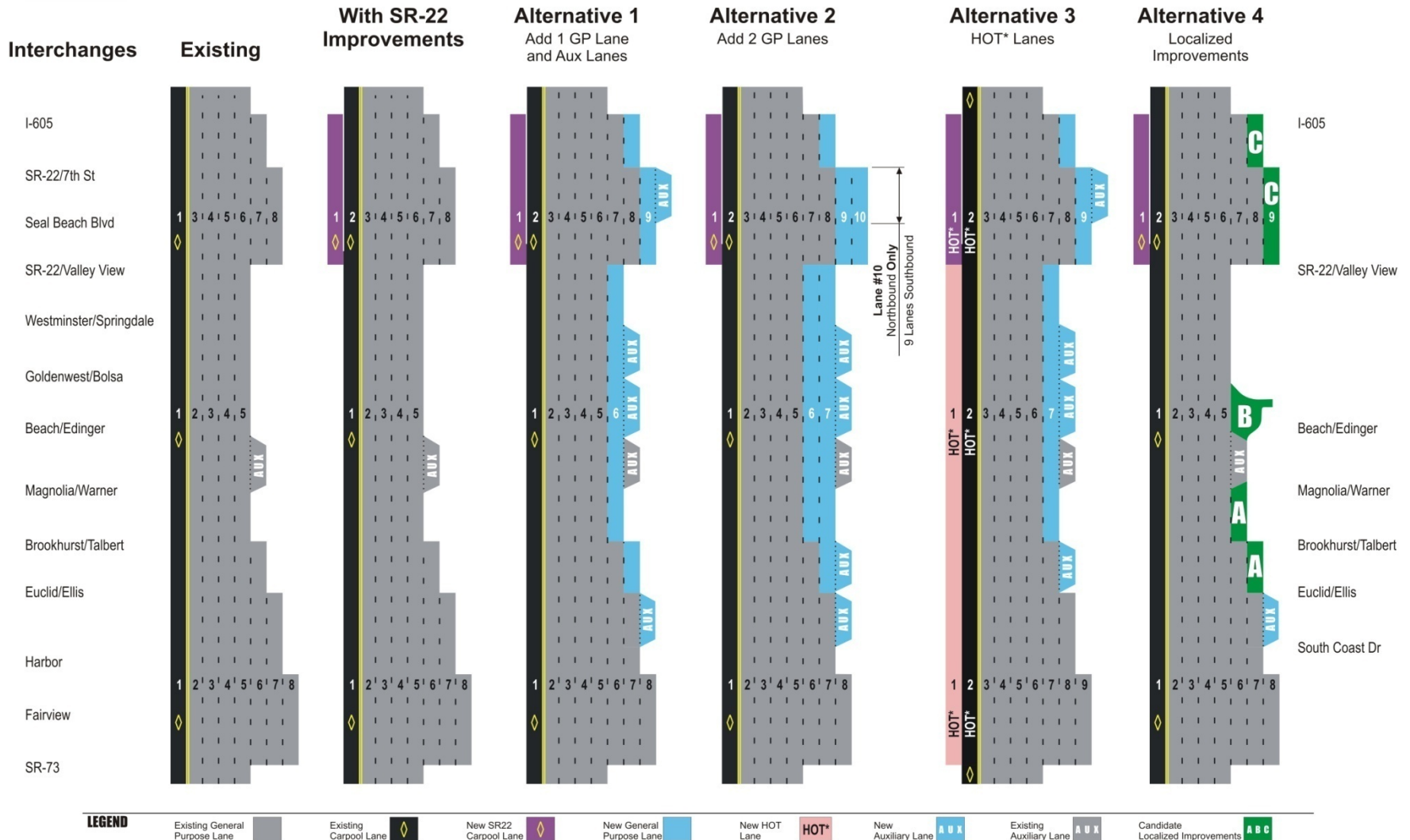
Early Action Plan

- Identify Alternatives that are Viable
 - Right-of-Way
 - Revenue Potential of HOT Lanes
- Viable Alternatives will be Carried Forward
- Next Phase is Preparation of EIR/EIS

Project Alternatives



I-405 Alternatives: SR-73 to I-605 (Northbound Shown)



Optimized Design Process

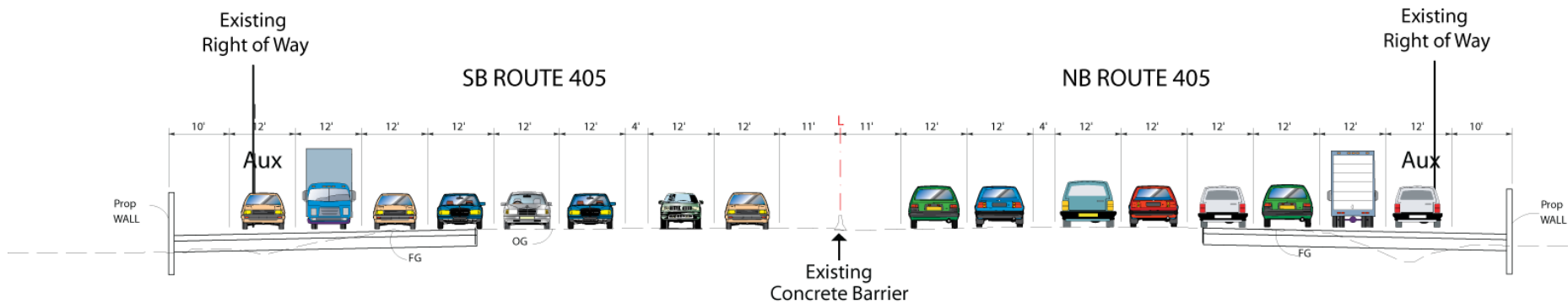
- Layout Widest Alternatives (2 & 3)
- Identify Locations where Layout exceeds LPS Footprint
- Identify Opportunities to Minimize Impacts and Optimize Alternatives
- Layout the Optimized Alternatives
- Two Examples of What We Found

Existing Condition: Springdale St to Bolsa Chica Rd



Alternatives 2 & 3: Initial Cross Section

Alternatives 2 & 3 - Initial Cross Section



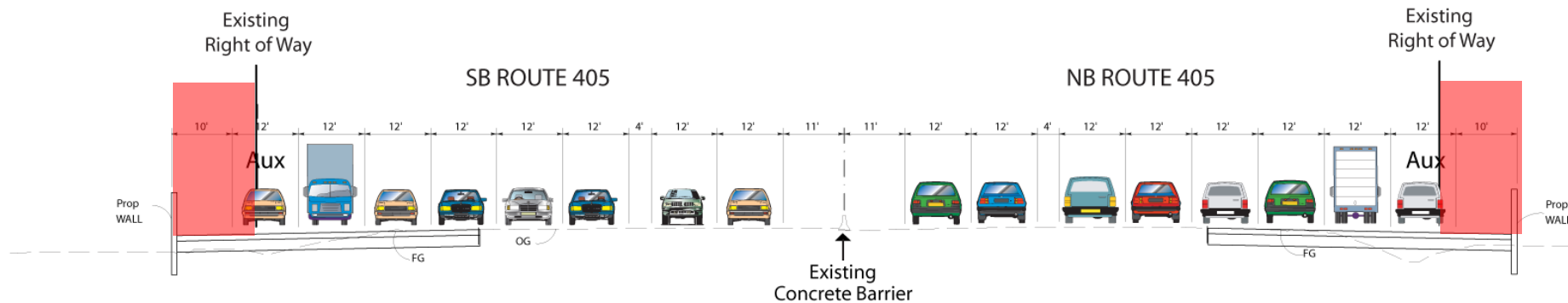
Alternatives 2 & 3: Initial Footprint



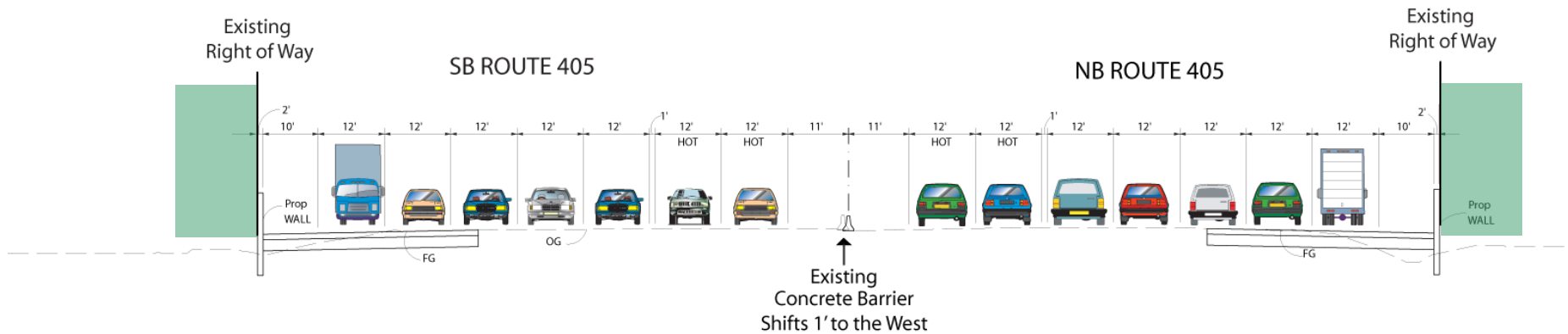


Alternatives 2 & 3: Initial and Optimized Cross Sections

Alternatives 2 & 3 - Initial Cross Section



Alternative 2 & 3 - Optimized Cross Section





Alternatives 2 & 3: Optimized Footprint

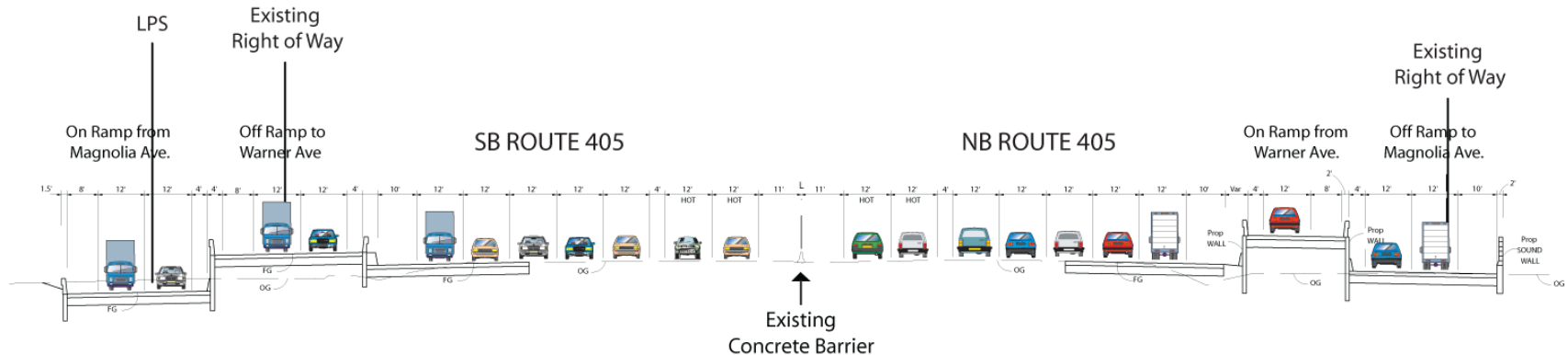


Existing Condition Warner Ave to Magnolia St

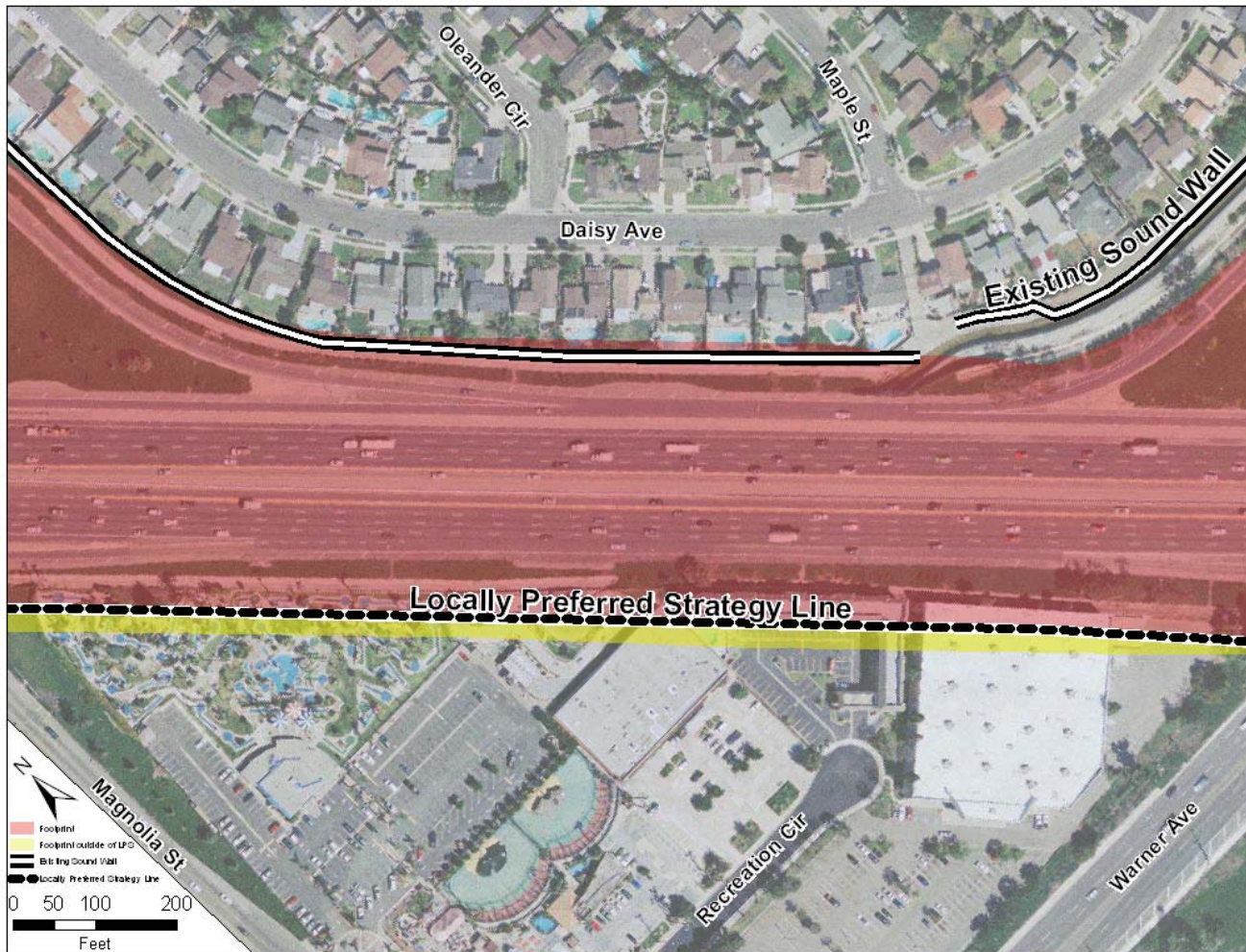


Alternatives 2 & 3: Initial Cross Section

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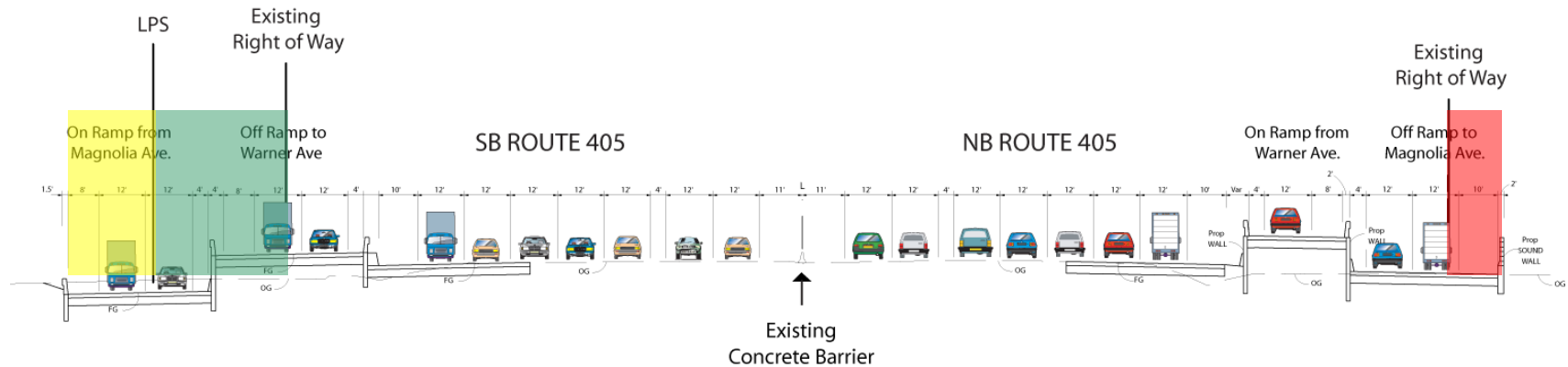


Alternatives 2 & 3: Initial Footprint

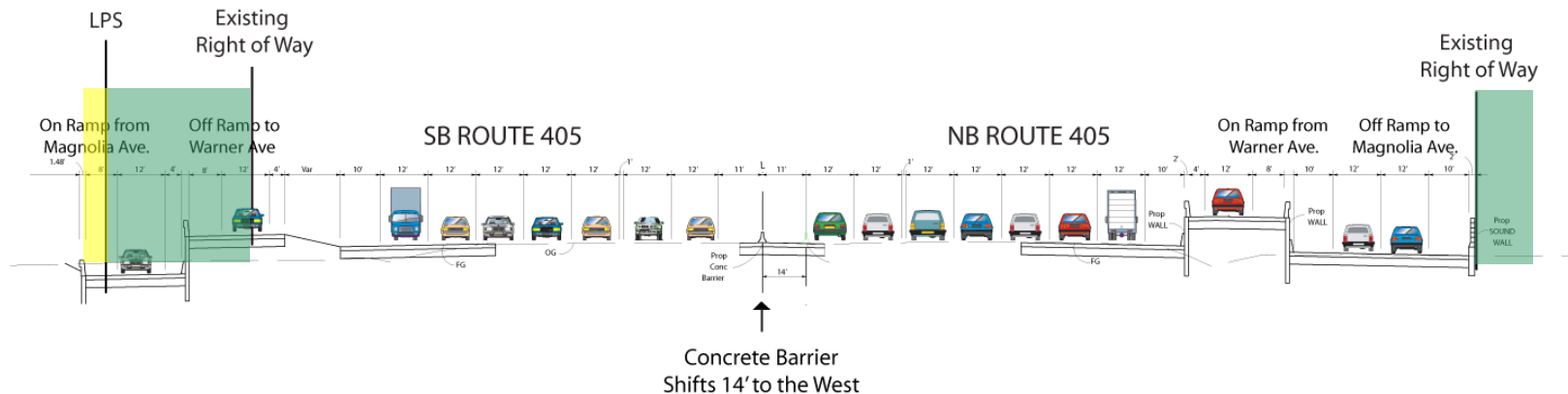


Alternatives 2 & 3: Initial and Optimized Cross Sections

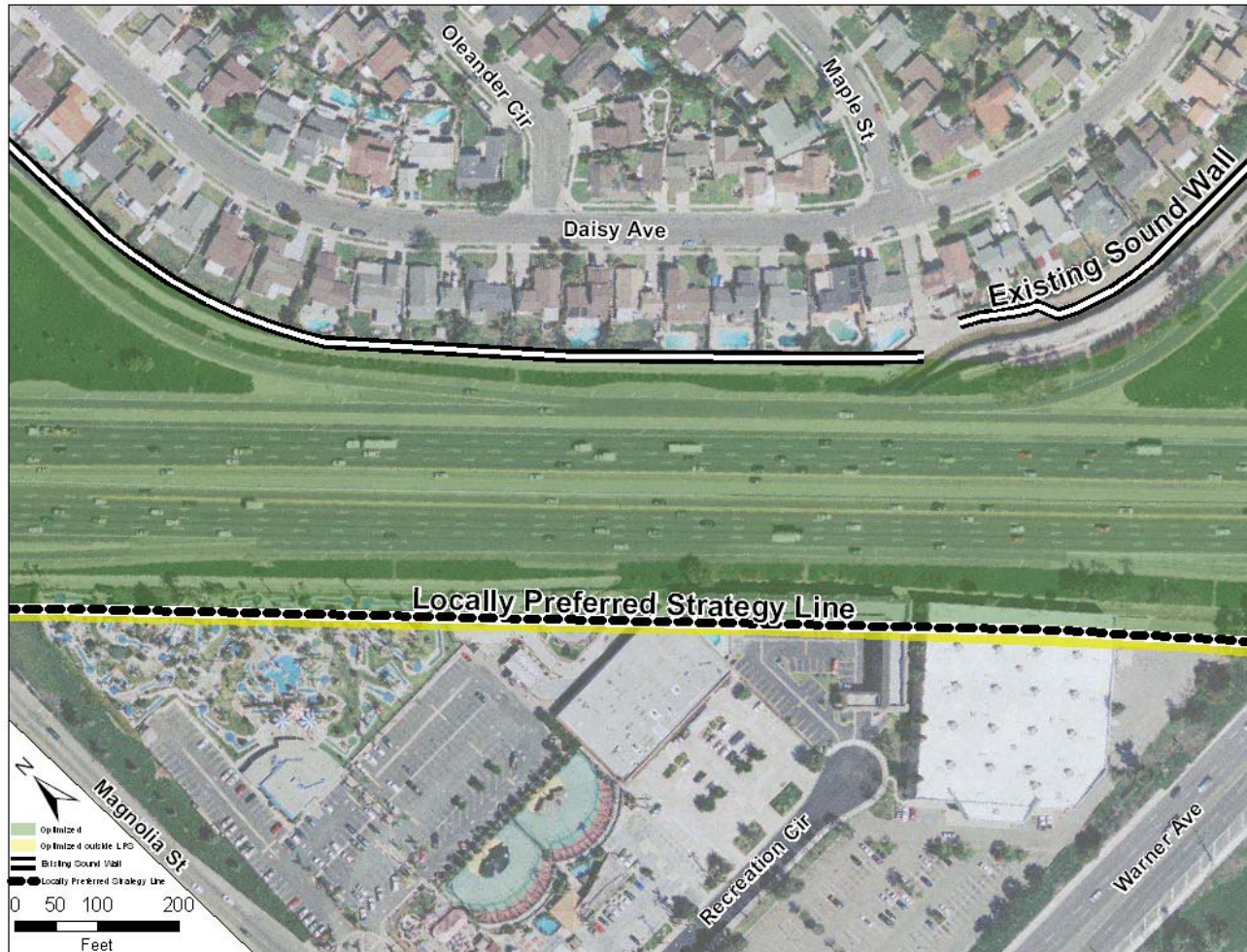
Alternatives 2 & 3 - Initial Cross Section



Alternative 2 & 3 - Optimized Cross Section



Alternatives 2 & 3: Optimized Footprint



Initial Conclusions on Alternative Viability

- Mainline Generally Consistent with LPS
- No Fatal Flaws Currently Identified
- Right-of-Way Refinements for EIR/EIS Phase:
 - Interchanges
 - Overcrossing Arterials
 - Maintenance Vehicle Pullouts
 - Sign Footings
- Further Engineering to be Performed during EIR/EIS

HOT Lane Information

- Items Raised at the Last SWG Meeting
- Other Information to Consider
- Questions about Toll Collection & Operational Techniques to be Answered in Next Phase

Continuous Access to HOT Lanes

■ Pros:

- Motorists can enter and exit wherever they wish.
- HOT Lanes would have access to all freeway interchanges.

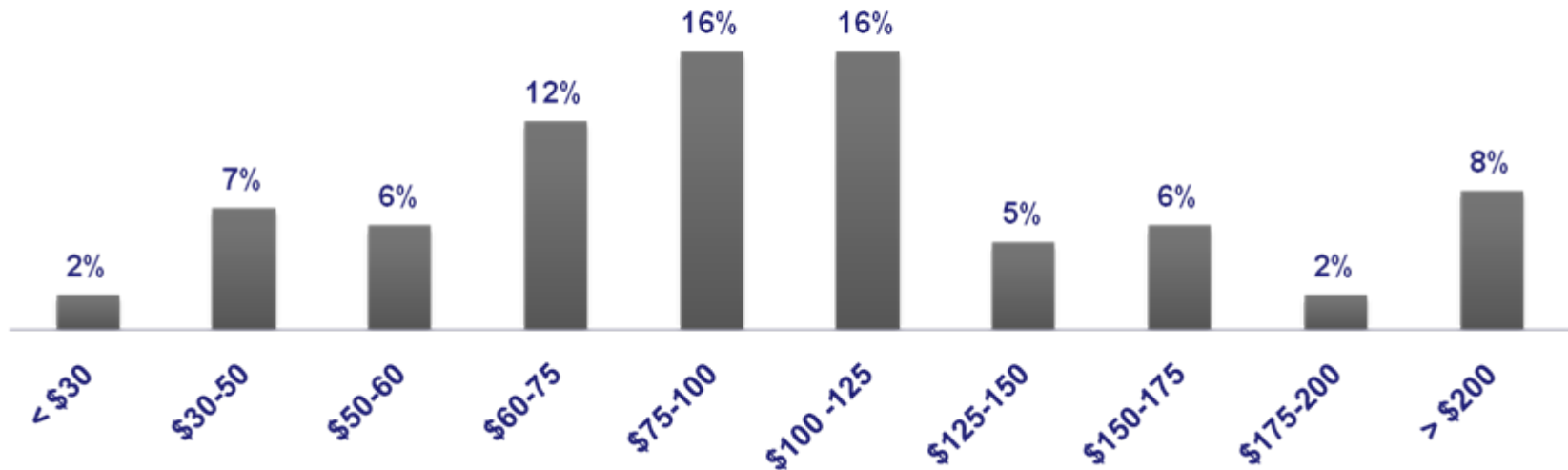
■ Cons:

- No continuous access HOT lanes in United States.
- Caltrans policy does not permit continuous access HOT lanes.
- General purpose lane users can use HOT lanes as a passing lane.
- Toll collection must be continuous.
- Slow moving vehicles can enter HOT lanes and disrupt high speeds.

HOT Lanes Usage by Income Level

- Survey Completed for OCTA in 2007
- SR-91 Express Lane & OC Toll Road Users
- Users within Previous Year
- Users are from All Income Groups
- HOT Lanes Provide a Choice

Distribution of SR-91 User Income
(Annual Household Income in Thousands)



HOT Lanes All Around Us

- San Diego County: I-15
- Riverside County: SR-91 and I-15
- LA County: I-10 and I-110
- San Bernardino County: I-10
- Orange County: SR-91

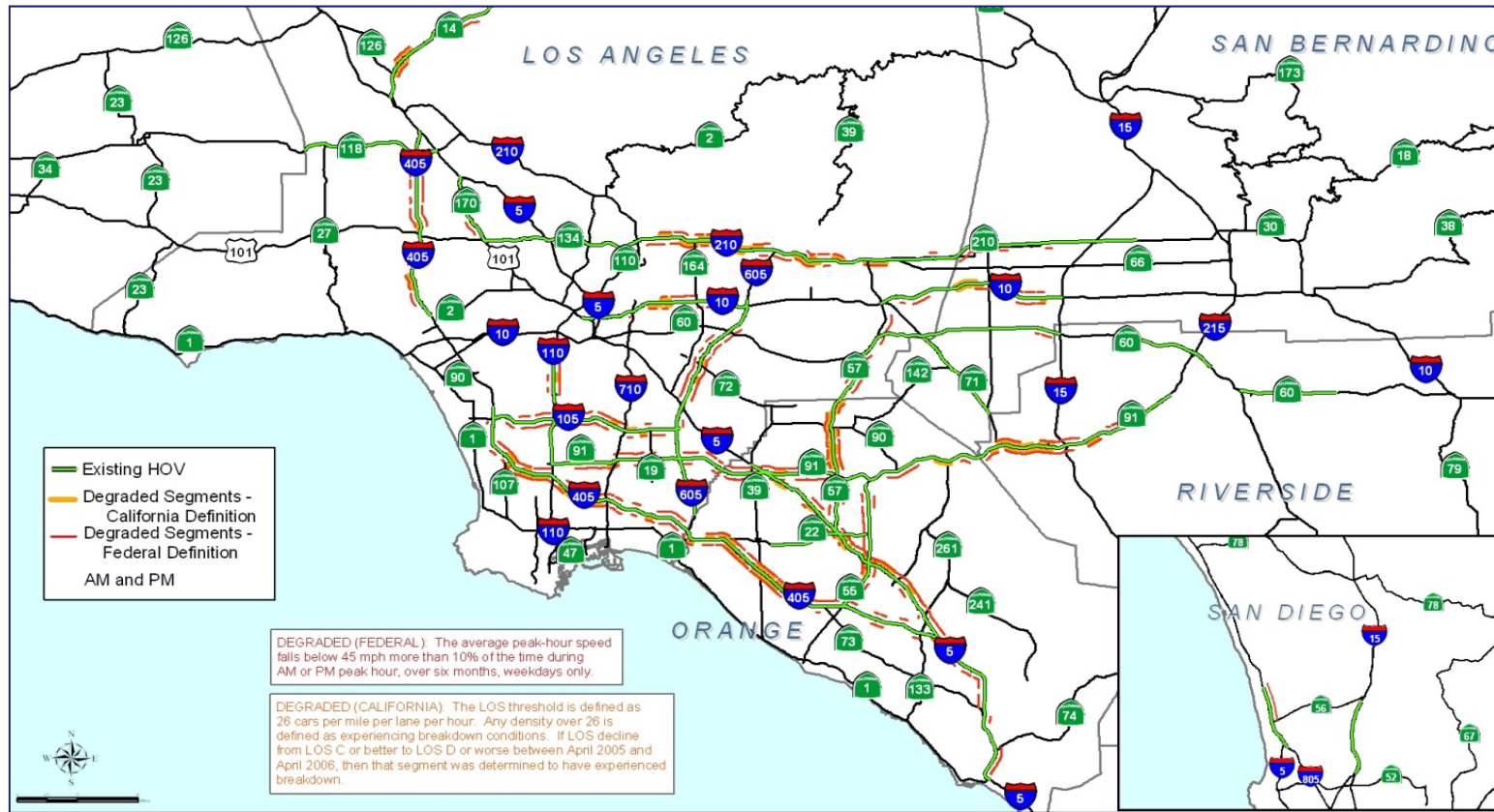


Why Can't HOV Lanes Continue as They Are?

- Purpose of HOV lanes in 1980s was to provide congestion free travel to carpoolers.
- With traffic growth HOV lanes are now experiencing congestion.
- Congestion will worsen in the future.

Why Can't HOV Lanes Continue as They Are?

Location of HOV Lanes Not Meeting State and Federal Regulations



Source: Caltrans, *SAFETEA-LU Federal Determination Report: ILEV/Hybrids on HOV Facilities in California*, 2007, p.15

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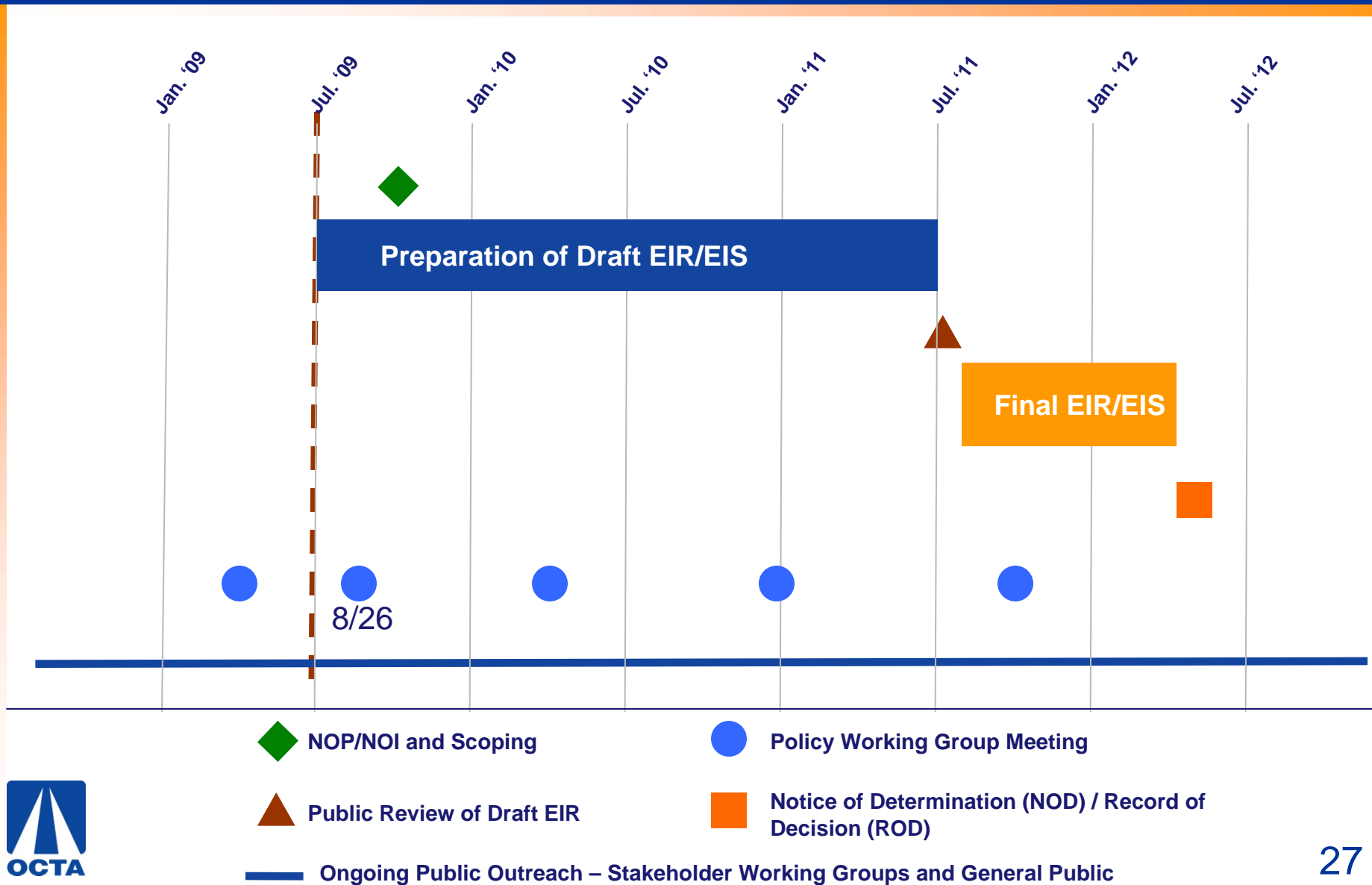
Outreach Update

- Website
- Civic/Community Group Briefings
- Postcard
- Online Survey
- Newsletter

Next Steps

- OCTA Highways Committee – July 20
- OCTA Board – July 27
- Policy Working Group - August 26
- Publish Advertisements for Scoping Meetings – September 4
- Scoping Meetings (6-8 PM):
 - September 22 – Fountain Valley Senior Center
 - September 23 – Huntington Beach Library
 - September 30 – Westminster Community Center
 - October 1 – Rush Park Auditorium, Rossmoor

Environmental Phase Schedule



Next SWG Meeting

- August 6 at 9:00 AM
- Revenue Generation of HOT Lanes
- Conclusion of Early Action Plan & Alternatives to be Carried into EIR/EIS
- Information to presented at Scoping Meetings

Summary

- All of the alternatives appear to be viable for inclusion in the EIR/EIS.
- Right-of-way impacts currently do not appear fatal to any alternative.
- If you need help with presentations to your group, let us know.