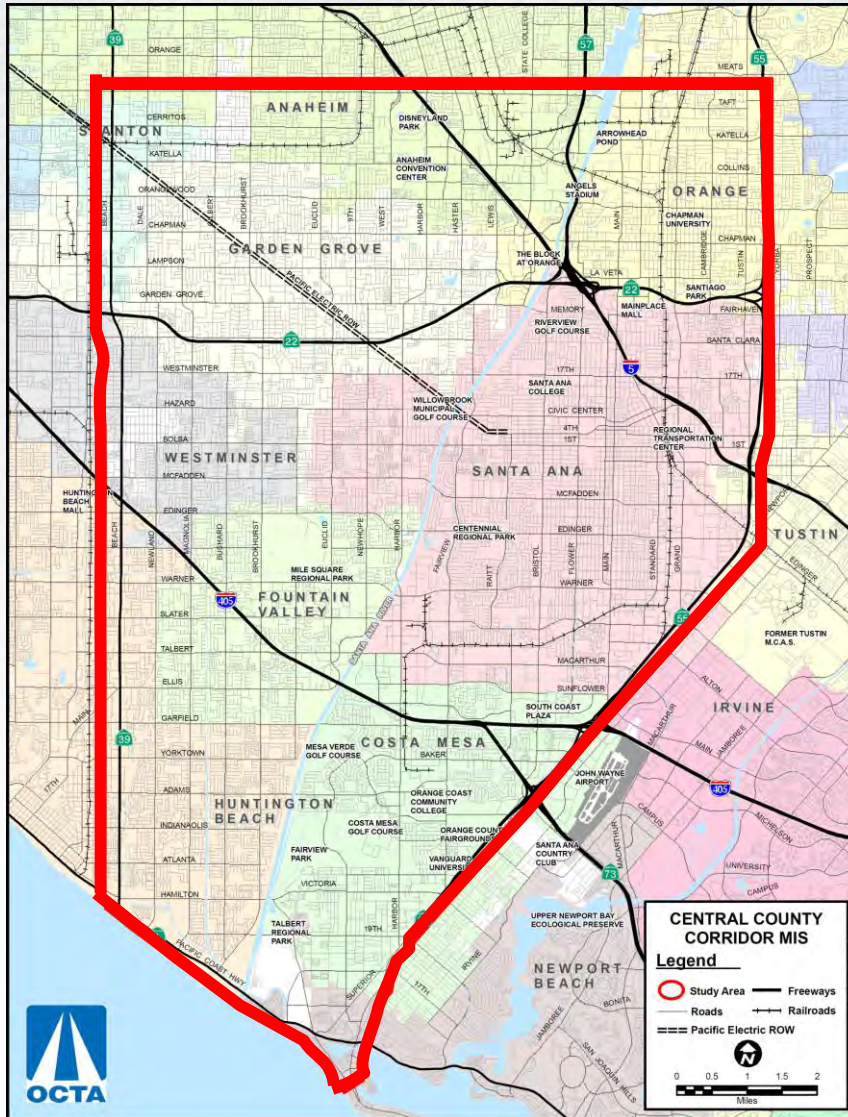


**Central County Corridor  
Major Investment Study  
Special Needs Advisory Committee**

**August 24, 2010**



# Central County Study Area



## Mobility Challenge

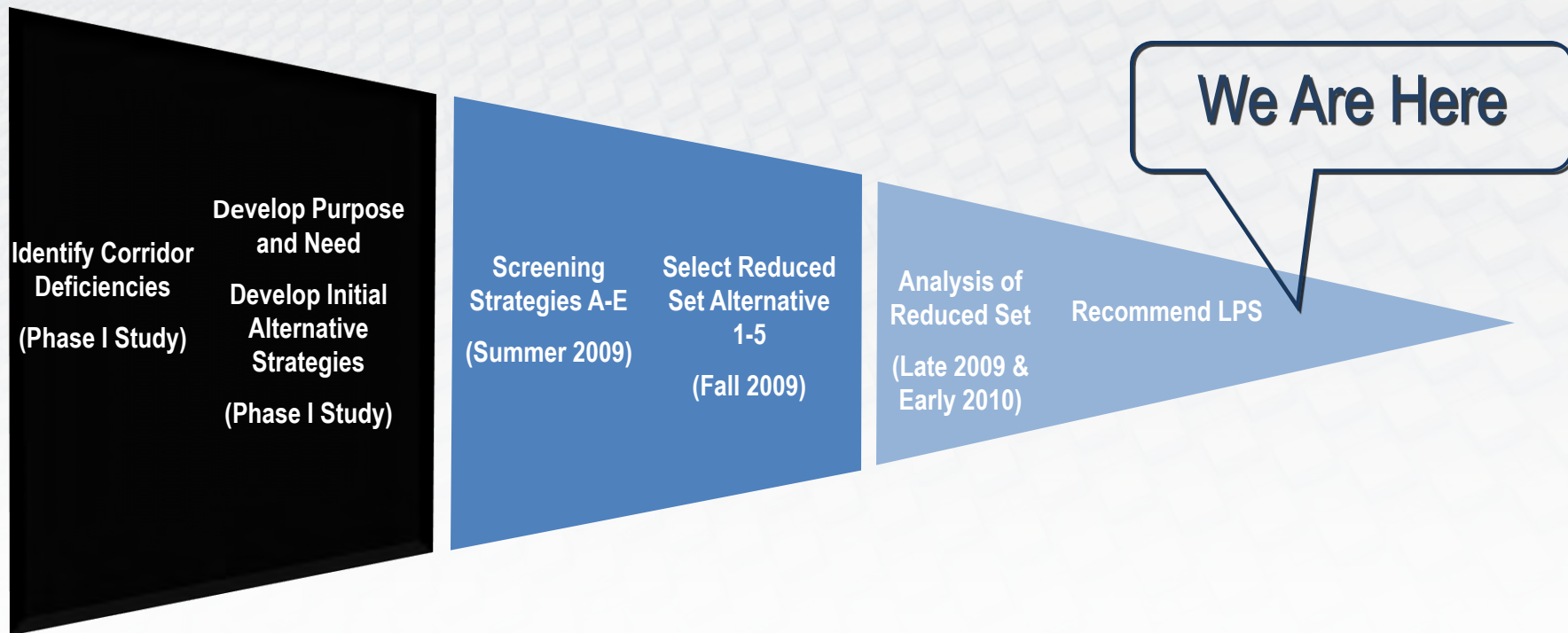
- Current and future travel demand exceeds capacity
- Limited north-south travel options
- Lack of choice in alternative modes of transportation
- Community and right-of-way constraints



# What is a Major Investment Study?

- Integrated Planning, Engineering, and Public Outreach Process
- Starts Broadly with Mobility Problems and Purpose and Need Statement
- Results in Multimodal Program of Project Strategies
- Sets the Stage for Future Local, State, and Federal Funding and Further Refined Studies

# Major Investment Study & Locally Preferred Strategy (LPS) Process





# Summary of Study Accomplishments

- ✓ Defined purpose and need (the problem)
- ✓ Conducted SR-57 Extension Concept Study
  - On-structure concept eliminated from further study
- ✓ Developed and analyzed initial set of alternatives
  - Eliminated SR-55 major expansion
  - Eliminated SR-57 “on riverbed,” “at-grade”, “underground” and “arterial” concepts
- ✓ Refined and analyzed reduced set of alternatives
- ✓ Created draft LPS based on publically supported and technically sound projects

# Overview and Summary of Outreach

- City Council presentations in May, June, and July
- Three open houses held in June
  - News release, ads, email lists, websites, chambers, etc.
  - Presented project list approved by TWG, PAC, and Board of Directors (Board)
  - Study review, answered questions and collected feedback
- On-line survey
  - Focuses on specific projects by mode
  - Invited comment





# Summary of Feedback



## Arterial Projects

- Strong support for arterial projects
- Positive views of arterial and intersection optimization
- Support for feasibility studies on Harbor Boulevard and Beach Boulevard



## Freeway Projects

- Freeway projects regarded as important
- Support for Orange Crush/horseshoe, SR-22/PE ROW, HOV, etc.
- ROW and other potential impacts are of concern



## Transit Projects

- Transit viewed as important component to overall system
- Positive opinion of transit improvements and further investment
- Express bus, enhancements on north/south corridors and bus rapid transit (BRT) supported

SR-22 – Garden Grove Freeway (State Route 22)

PE ROW – Pacific Electric right-of-way

HOV – High-occupancy vehicle

# Approved Locally Preferred Strategy



# Baseline Transportation Improvements

## Key Transportation Features:

- General purpose lane, auxiliary lane, and interchange improvements along I-405
- Metrolink service expansion between Laguna Niguel/Mission Viejo station and Fullerton station
- Implementation of smart street strategies and traffic signal synchronization on key arterial roadways
- Express bus on SR-22 and I-405
- Bus Rapid Transit (BRT) on Harbor Boulevard, Westminster Avenue, and State College Boulevard/Bristol Street



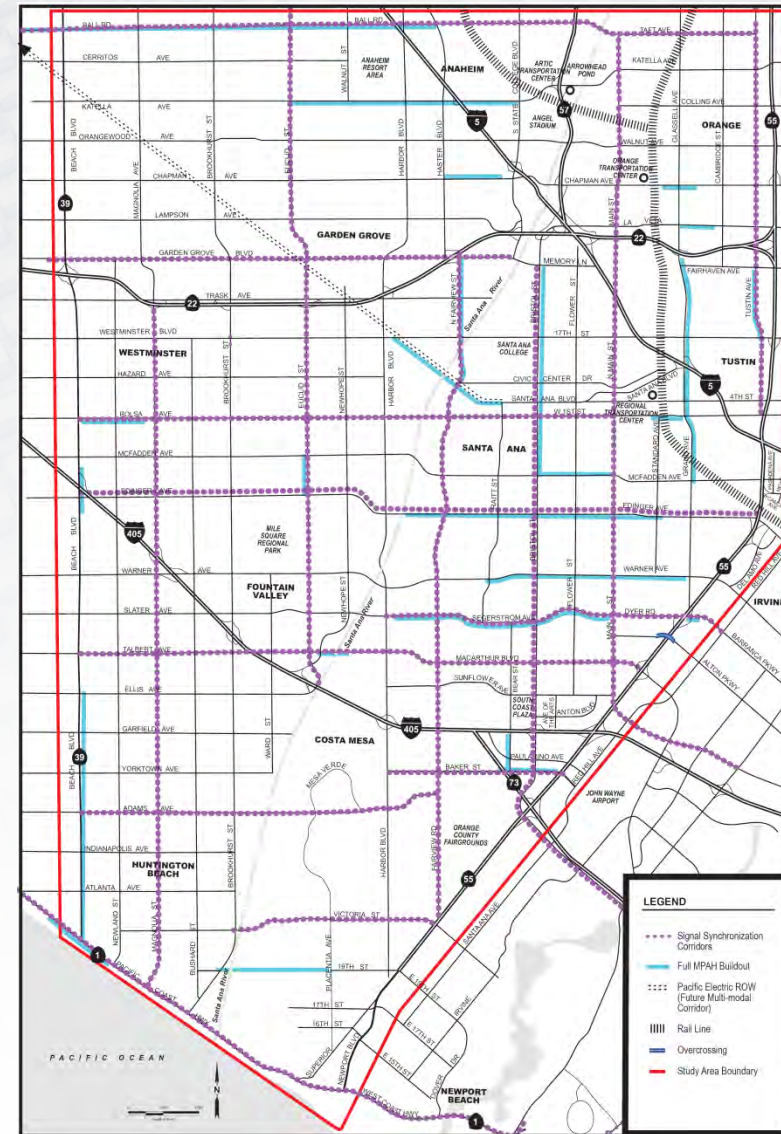
# Arterial System Improvements

## Committed Initiatives - Measure M2

### Key Transportation Features:

- Synchronize additional key arterial corridors above Baseline including:
  - 16 key corridors in study area
- Complete the MPAH system\* and improve existing arterial roadways that are currently below their MPAH classification

\*For purposes of clarity, Secondary and Collector level facilities are not shown on the map



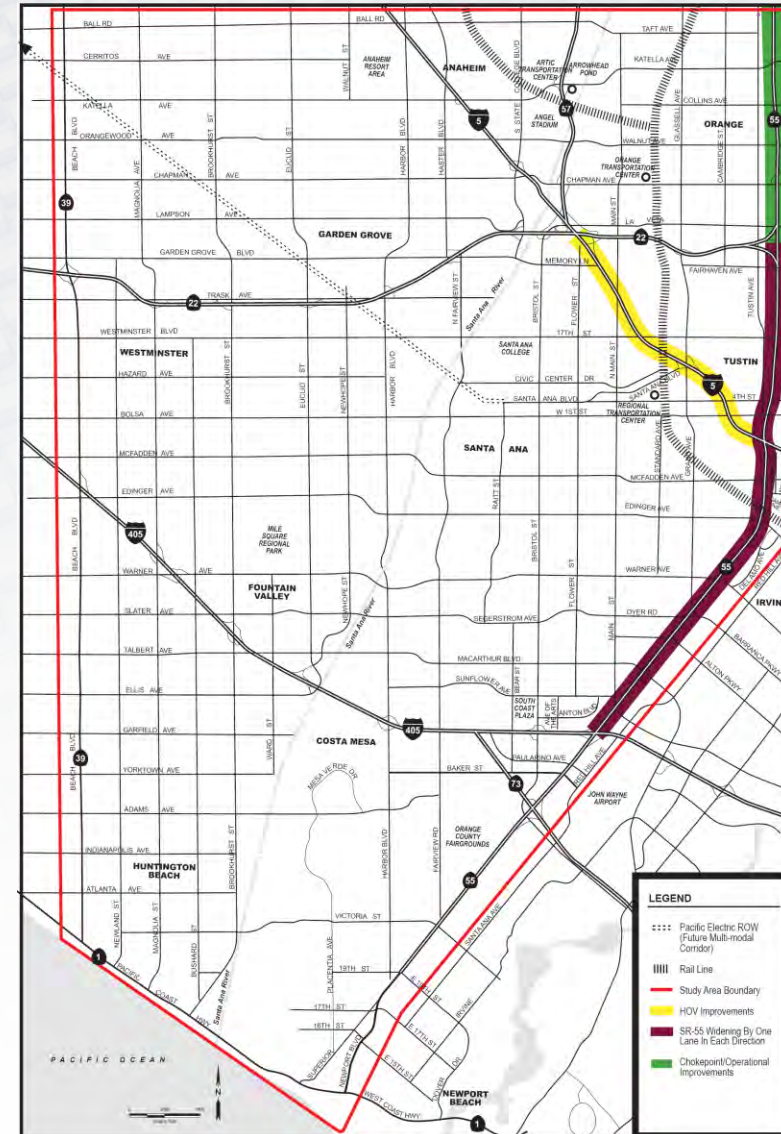


# Freeway System Improvements

## Committed Initiatives - Measure M2

### Key Transportation Features:

- Add HOV lane on I-5 from SR-55 to SR-57
- Add general purpose lane on SR-55 from I-405 to SR-22 including auxiliary lane and interchange improvements
- Operational improvements on SR-55 from SR-22 to SR-91



# Transit/Non-Motorized

## Committed Initiatives – Including Measure M2

### Key Transportation Features:

- Increase amount and quality of transit services connecting to and from rail stations, including:
  - Go Local Rubber Tire Metrolink Connectors
  - High-Capacity Fixed Guideways (Anaheim and Santa Ana/Garden Grove)
- Provide a substantial investment in community-based shuttles in ten key areas
- Development of Anaheim Regional Transportation Intermodal Center (ARTIC)

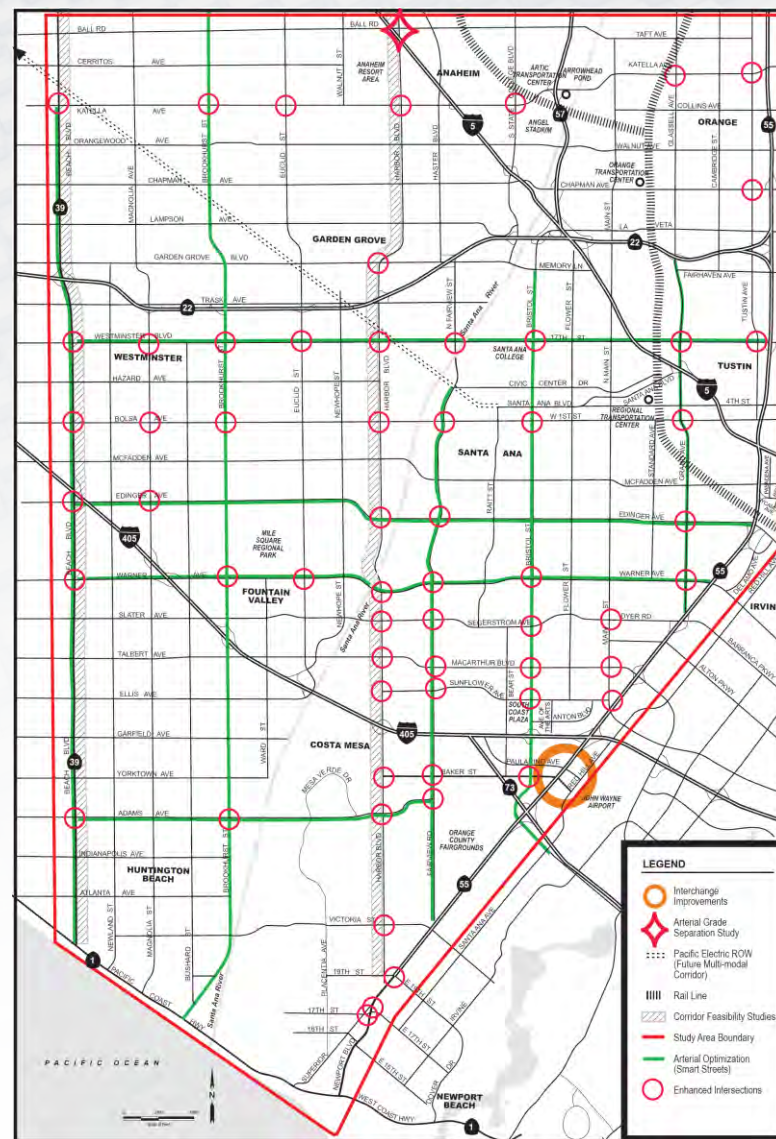




# Arterial System - Proposed Improvements

## Key Transportation Features:

- Additional arterial and intersection optimization
  - On 9 key corridors in study area
  - At 61 key intersections in study area
- Improvements at or near freeway interchanges to improve efficiency including:
  - Paularino Avenue at SR-55
  - Baker Street at SR-55
- Explore additional improvements:
  - Conduct corridor feasibility studies on Beach Boulevard and Harbor Boulevard
  - Conduct intersection study at Harbor Boulevard and Ball Road



# Freeway System - Proposed Improvements

## Key Transportation Features:

- Interchange improvements:
  - 1st Street/4th Street on I-5
  - MacArthur Boulevard on SR-55
- Partial HOV DAR at Bear Street
- Extend HOV lanes on SR-55 to 19th Street
- Extend SR-55 to Industrial Way
- Interchange at Meats Avenue on the SR-55\*
- Improve the SR-22/I-5/SR-57 Interchange
- Feasibility study on SR-55 at SR-22/SR-55
- Connector ramps from the SR-22 to PE ROW

I-5 – Santa Ana Freeway (Interstate 5)

DAR – Direct access ramps

\*Not shown on map, interchange is north of study area.





# Transit System - Proposed Improvements

## Key Transportation Features:

- New express bus routes on I-5 and SR-57
- Local bus service improvements on nine routes
- Three additional BRT routes
- Improve efficiency of all BRT routes
- Pedestrian/bicycle improvements
- Increase Park & Ride capacity and access
- New intermodal stations\* at key locations\*\*

\*Not shown on map

\*\*Fountain Valley, Santa Ana, Westminster/Garden Grove, Anaheim





# LPS for Central Orange County is Multimodal

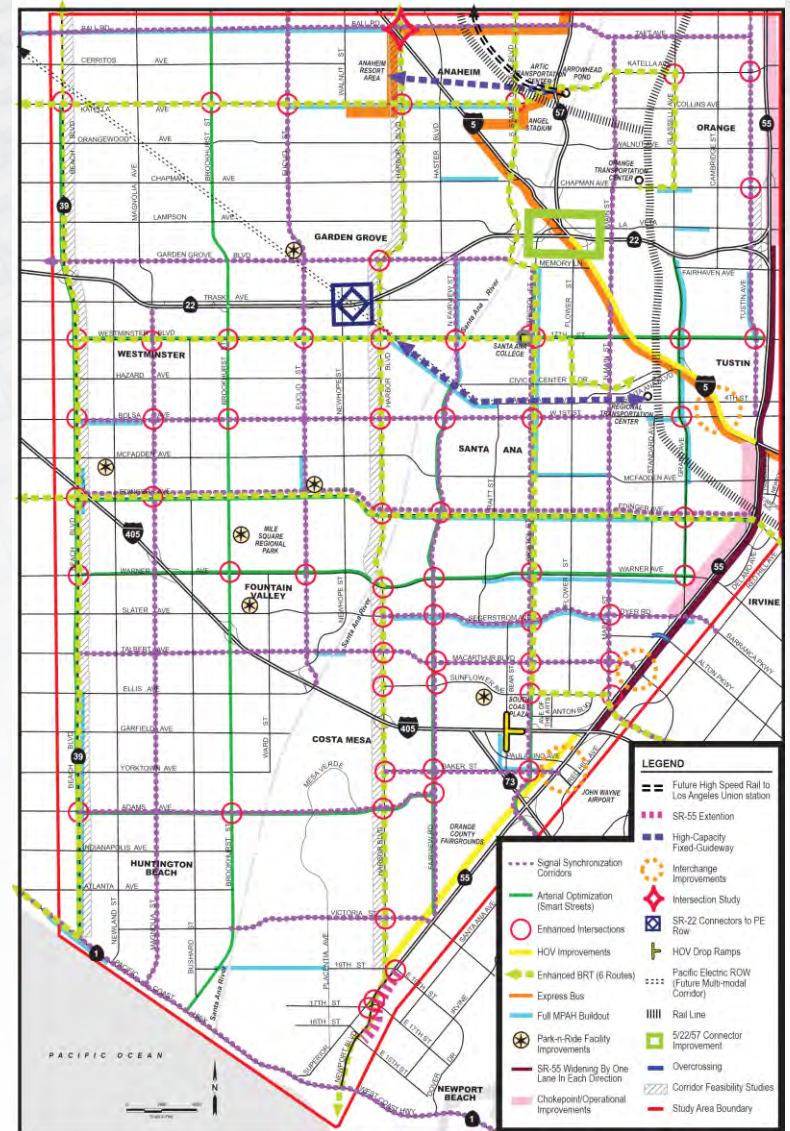
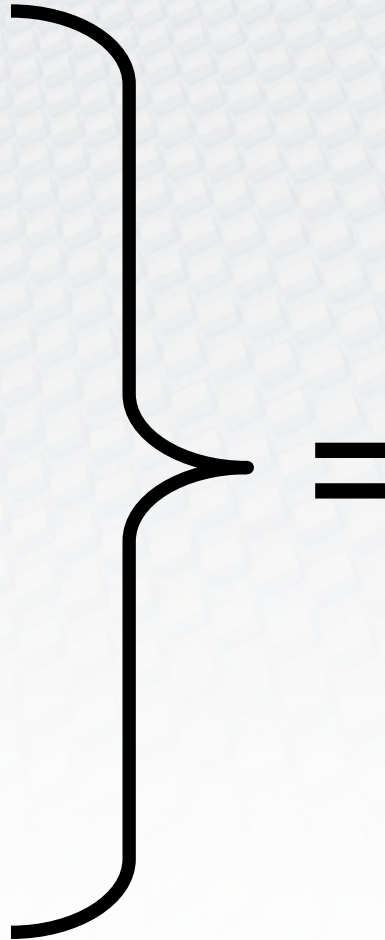
## Arterial System



## Freeway System



## Transit System



Maximizes Existing Infrastructure, Optimizes System Efficiency, Minimizes Community Impacts



# Approved LPS

## (Includes Eligible/Committed Initiatives - M2)



### Freeways

- Ramps/Auxiliary Lanes
- Interchanges
- Mainline widening/extension
- HOV Projects\*
- **12 projects**

\* Carry forward feasibility study for braiding concept at SR-22/SR-55 Interchange

**\$1.37 billion**

Freeway Delay  
reduced by 17%



### Arterials

- TSM/intersection/arterial improvements
- MPAH widening
- Additional capacity/efficiencies study of both Harbor and Beach Boulevards\*
- Intersection study at Harbor Boulevard and Ball Road\*
- **112 projects**

\*Carry forward corridor feasibility studies on Beach and Harbor Boulevards

**\$506 million**

Arterial Delay  
reduced by 44%



### Transit

- Local bus
- Express bus
- BRT in mixed-flow lanes
- Go Local (rubber tire/fixed guideway)
- Park & Ride/Intermodal Stations
- **33 projects**

**\$1.14 billion**

Transit Ridership  
increased by 20%

**Total LPS = \$3.02 billion**  
(M2 Eligible = \$1.78 billion)

M2 – Measure M2

TSM – Transportation System Management

MPAH – Master Plan of Arterial Highways

# Board Approved Next Steps

- Maintain the M2 program as a priority, followed by additional proposed improvements.
- Incorporate the LPS into the Long-Range Transportation Plan.
- Partner with local jurisdictions to conduct a study for improvements along Beach and Harbor Boulevards.
- Evaluate operational improvements to the I-5/SR-22/SR-57.
- Partner with local jurisdictions to conduct a study of an arterial from the SR-22 to downtown Santa Ana via the PE ROW.