

TCA's Initial Review of Smart Mobility's Proposed Alternative to Foothill South

Orange County Transportation Authority
Board of Directors
November 26, 2007



What's the Issue?



- TCA's project is to be heard before the Coastal Commission in February 2008.
- CC staff has relied on a study that says that an alternative project could be done with less impact to the natural environment and without major takes to homes & businesses.
- TCA engineering staff's initial review of this study has determined that the study is seriously flawed and indeed misleading.

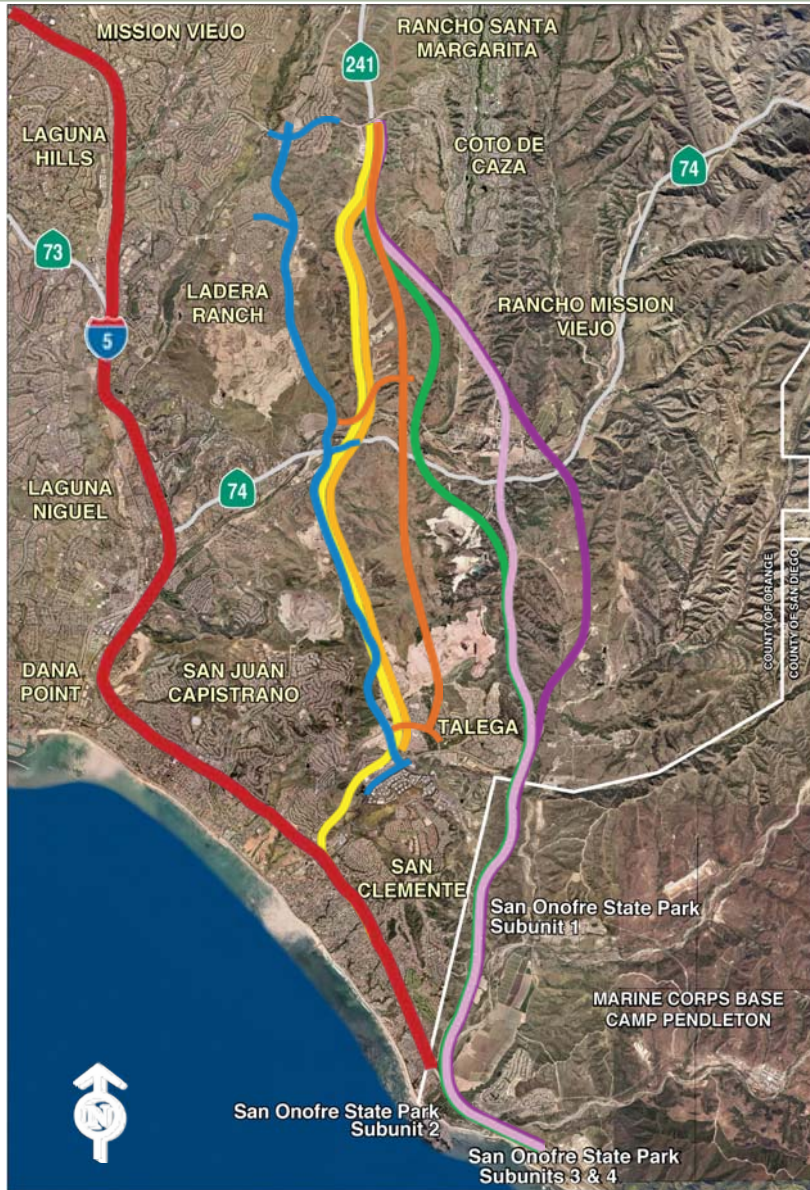
Federal Resource Agency Involvement

- A collaboration of agencies developed the purpose statement and the alternatives that would be analyzed:
 - FHWA
 - Environmental Protection Agency
 - Army Corps of Engineers
 - US Fish and Wildlife Service
 - Caltrans, and
 - Camp Pendleton



Background (continued)

Foothill-South



- 8 Toll road alternatives + var.
- Widening I-5
- Improving city streets
- No project
- Improving La Pata/Antonio + a “lesser” widening of I-5
.....known as **AIP Alternative**

Background (continued)

Foothill-South



February 2006: Green Alignment chosen as the Environmental Consensus

- Relieves traffic on I-5 and arterial intersections
- Least environmentally damaging practicable alternative (preliminary determination)
- Located along the eastern boundary of Camp Pendleton – to not impact military operations
- Does not displace homes or businesses

Background (continued)

- AIP stands for **A**rterial **I**mprovements **P**lus widening of I-5one of the alternatives that was studied during the SOCTIIP Collaborative process.
- The AIP alternative had similar traffic relief as the locally preferred Green Alignment but was eliminated from further study by the Collaborative due to high relative cost and socioeconomic impacts.
- In the **refined AIP (or AIP-R)**, Smart Mobility has taken the concept of the AIP alternative and revised the designs to reduce impacts to homes and businesses.

Background (continued)

- Smart Mobility Inc. is based in Norwich, Vermont about 2,500 miles away from San Clemente.
- In 2006 the population of Orange County was 4.8 times the population of the entire State of Vermont.

Source: US Census Bureau



- Their website lists a staff of four including a treasurer.
- None appear to be registered as Professional Civil Engineers in the State of California
- None appear to have Caltrans highway experience

Smart Mobility Inc. Partial List of Clients

- Audubon Naturalist Society
- Baltimore Regional Partnership
- Chicago Metropolis 2020
- Chittenden County (VT) Metropolitan Planning Organization
- Conservation Law Foundation
- Environmental Defense
- Environmental Law and Policy Center
- Envision Central Texas
- Neighbors for Bucks
- County Preservation River Fields (Louisville, KY)
- Safety, Agriculture, Villages and Environment (S.A.V.E.)
- Sierra Club
- Solebury Township (PA)
- Town of Barnard (VT)

Seven rebuttals.....

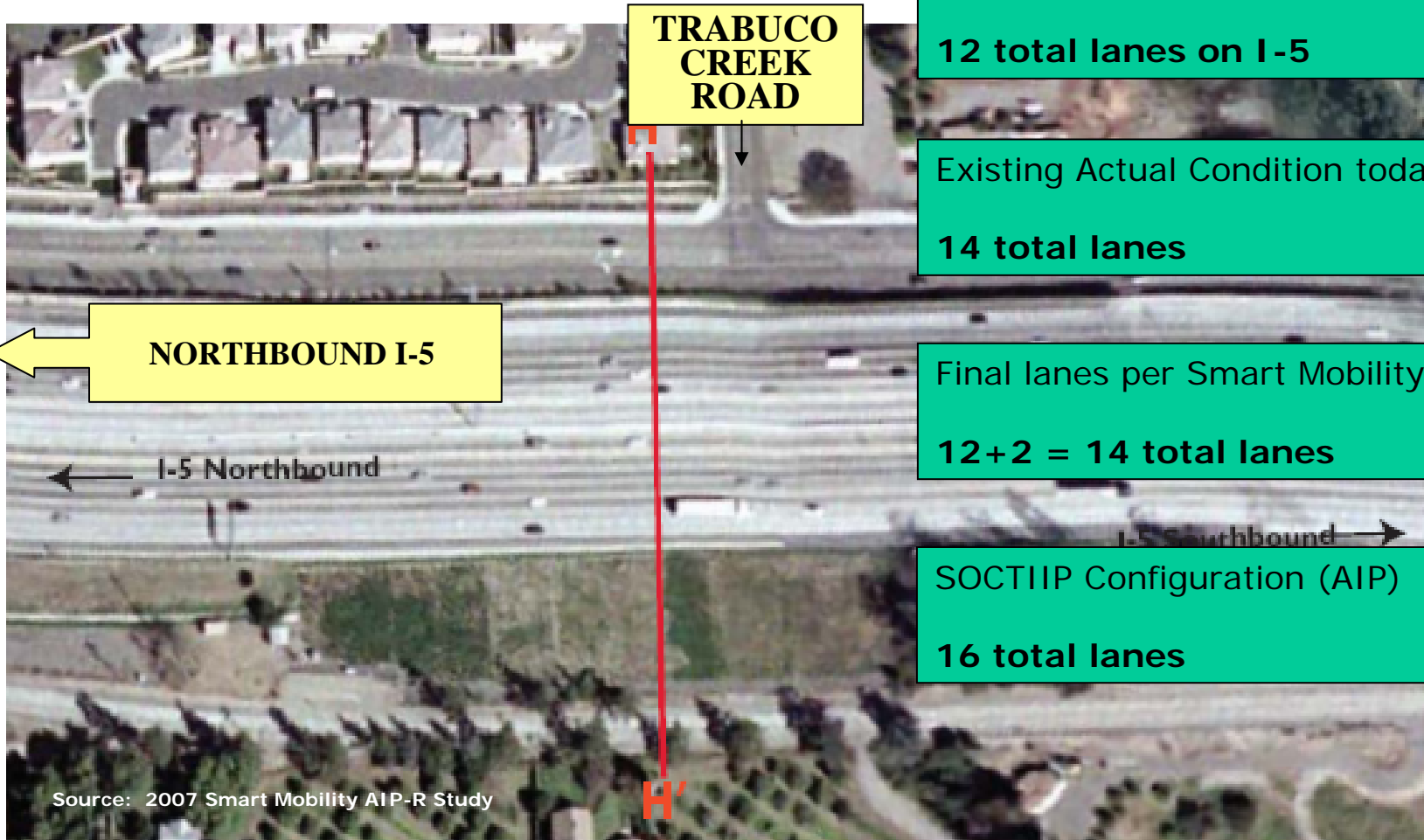
1. Claims of equivalent traffic relief are unsubstantiated
2. The urban interchange has limitations
3. We live in a three-dimensional world
4. Safety! – Caltrans has standards for a reason
5. Local streets are important
6. How is the alternative funded?
7. We need redundancy in our transportation system

Claims of equivalent traffic relief are unsubstantiated.....

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Cross Section H

~~Mission Viejo~~ San Juan Capistrano



Existing per Smart Mobility, Table 1

12 total lanes on I-5

Existing Actual Condition today

14 total lanes

Final lanes per Smart Mobility Table 1

12+2 = 14 total lanes

SOCTIIP Configuration (AIP)

16 total lanes

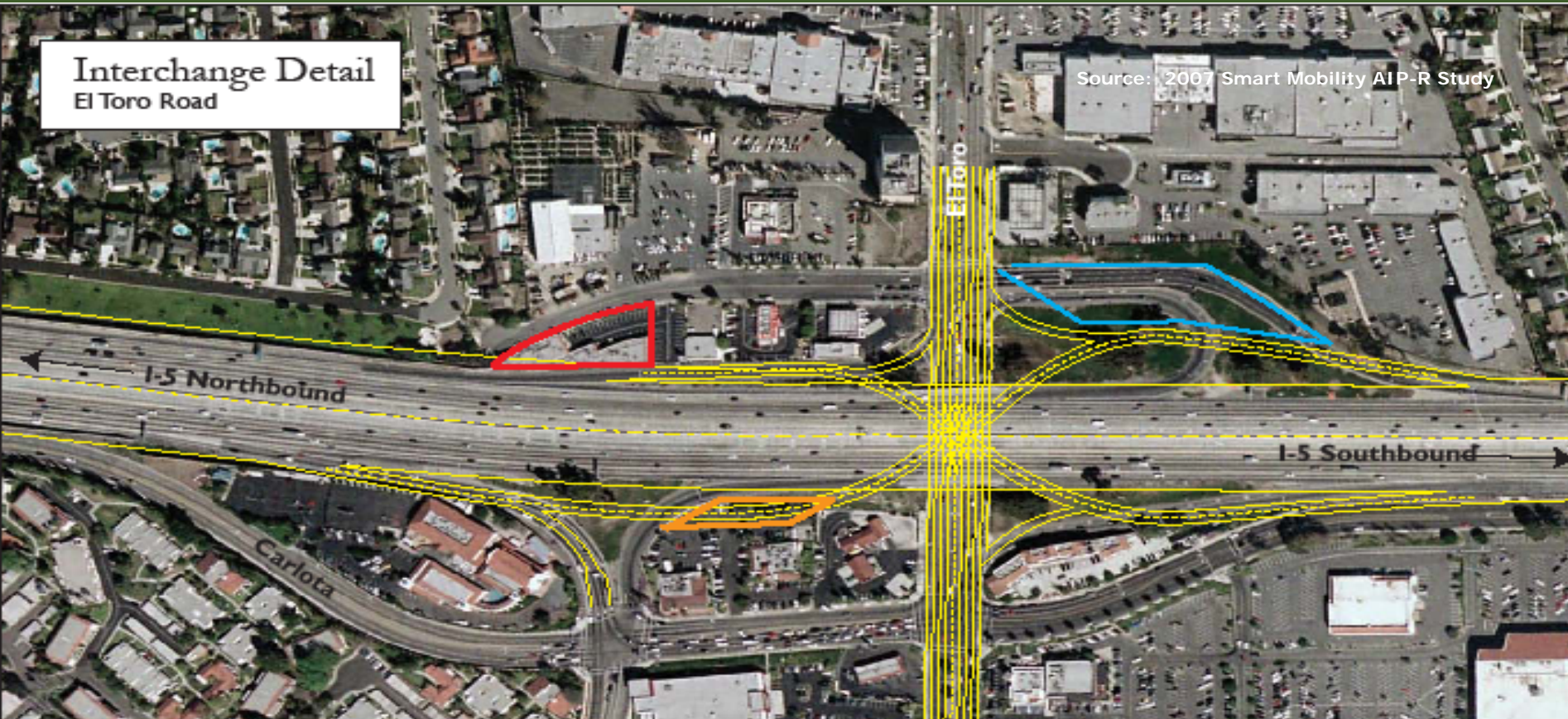
Source: 2007 Smart Mobility AIP-R Study

The urban interchange has limitations.....

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Interchange Detail
El Toro Road

Source: 2007 Smart Mobility AIP-R Study



Traffic volumes, sight distance, distance to adjacent intersections, and pedestrian traffic need to be evaluated.

Smart Mobility states "design issues need to be addressed....in later stages of engineering."

Yet they now offer this solution as practical and feasible.

Legend	
	Travel Lanes
	Approx. Limit of Freeway Lanes
	Partial Takings
	Full Takings
	Detention Basins

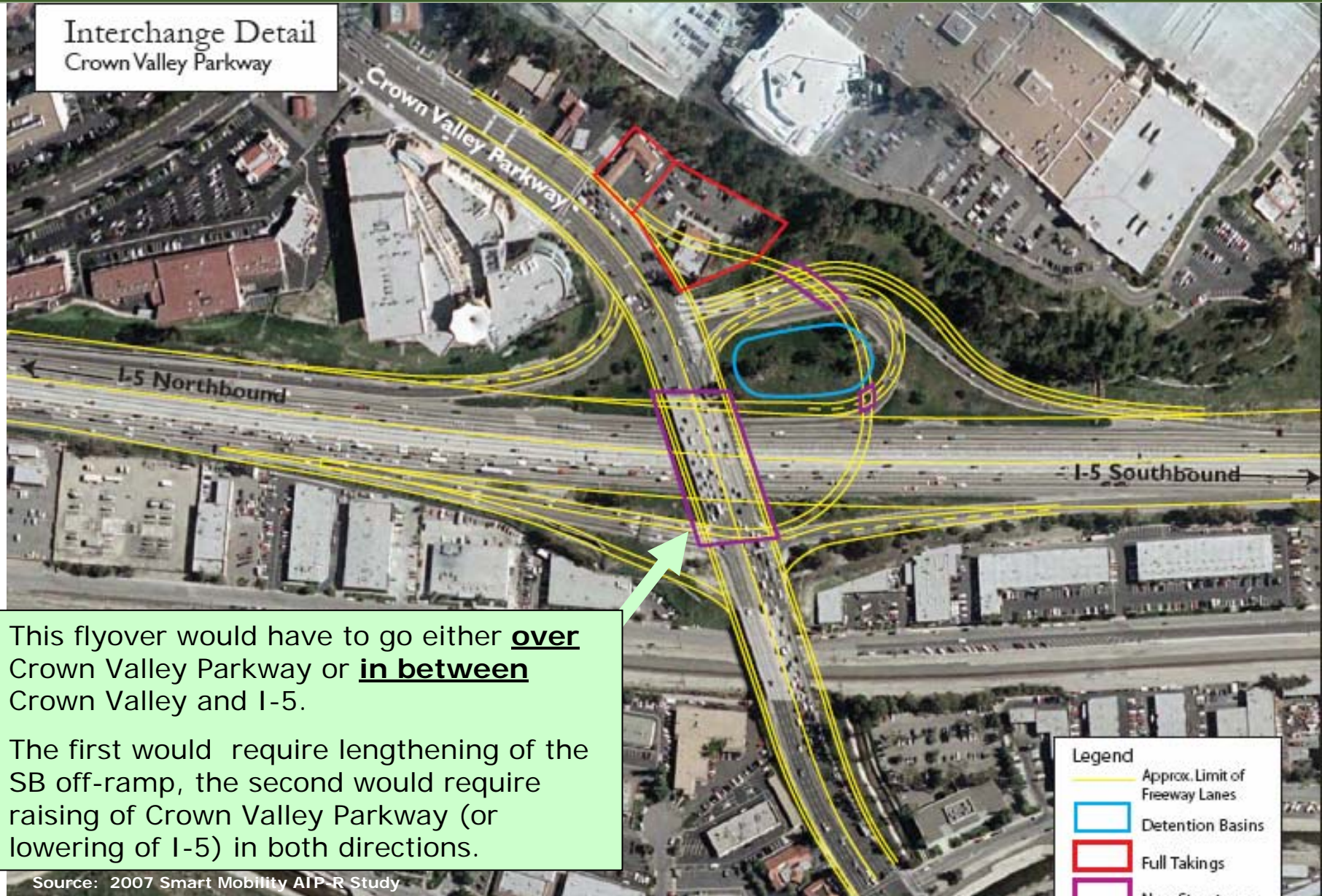
We live in a three dimensional world.....



Source: Better Roads Magazine, March 2005

We live in a three dimensional world.....

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This flyover would have to go either over Crown Valley Parkway or in between Crown Valley and I-5.

The first would require lengthening of the SB off-ramp, the second would require raising of Crown Valley Parkway (or lowering of I-5) in both directions.

We live in a three dimensional world.....

Figure 7: Avenida Pico Interchange: AIP-SEIR and AIP-R

AIP-SEIR



AIP-R

Source: 2007 Smart Mobility AIP-R Study

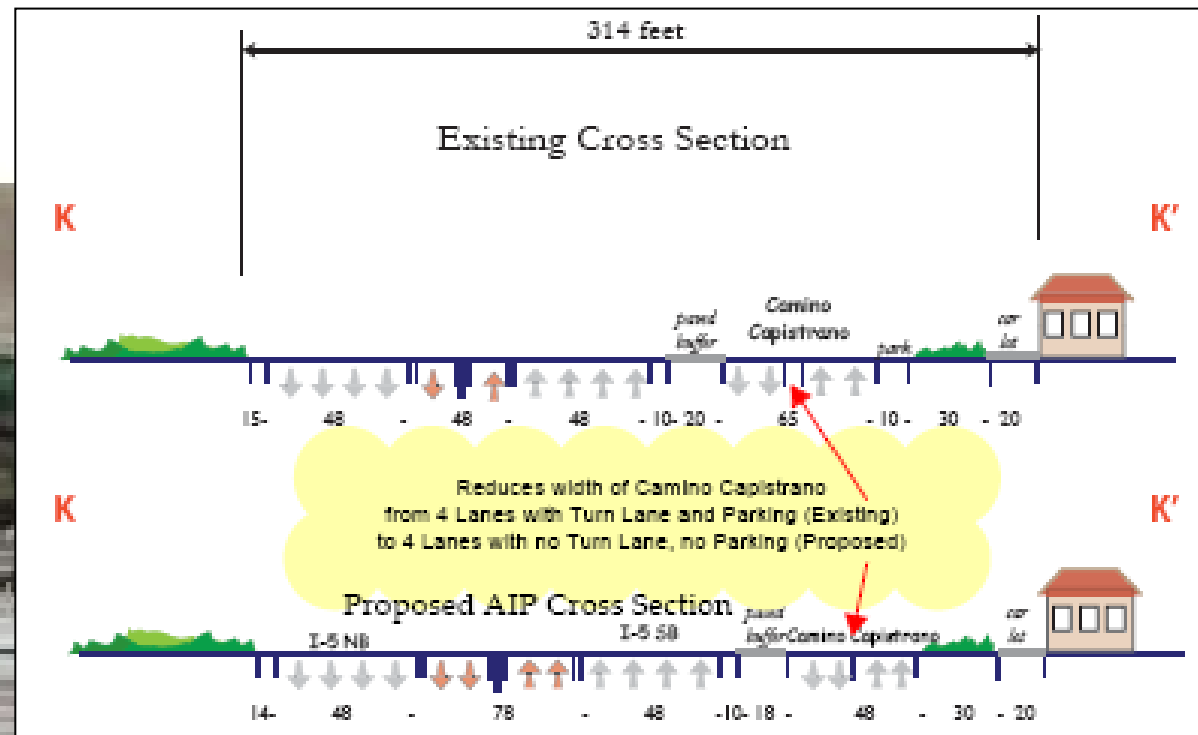


es all property
elocated as shown,
nagement Plan,
of buildings

Local streets are important...

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Cross Section K San Juan Capistrano



How is the alternative funded?


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- Funding is limited under traditional means.
- The TCA model provides a way to advance road construction without state funds.
- Two levels of traffic relief are gained, first upon opening and later when bonds are repaid and tolls are lifted.
- Even those that choose not to use the toll road system benefit from the traffic relief.



We need redundancy in our transportation system.....

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- 
- **The Smart Mobility proposal exacerbates South Orange County's dependence on Interstate 5, the only major highway through this area.**
 - **Alternatives need to be available in case of unforeseen breakdowns from accidents, structure or pavement failures, landslides, etc.**

We need redundancy in our transportation system.....

Foothill-South

Vital artery will be closed for days

Only two major earthquakes have halted traffic on Interstate 5 between Los Angeles and the San Joaquin Valley for a longer time.

By Jeffrey L. Rabin and Dan Weikel, Los Angeles Times Staff Writers

October 14, 2007

The closure underscores the vulnerability of the region's highway network.



***"This is a lesson for planners.
You can't put all of your eggs in one basket."***

Hasan Ikhata, planning director for the
Southern California Assn. of Governments

Source: Los Angeles Times

David W. Lowe, P.E, M. ASCE

Transportation Corridor Agencies

Acting Chief Engineer

Registered Professional Civil Engineer #36807

State of California, July 1983

lowe@sjhtca.com

(949) 754-3488