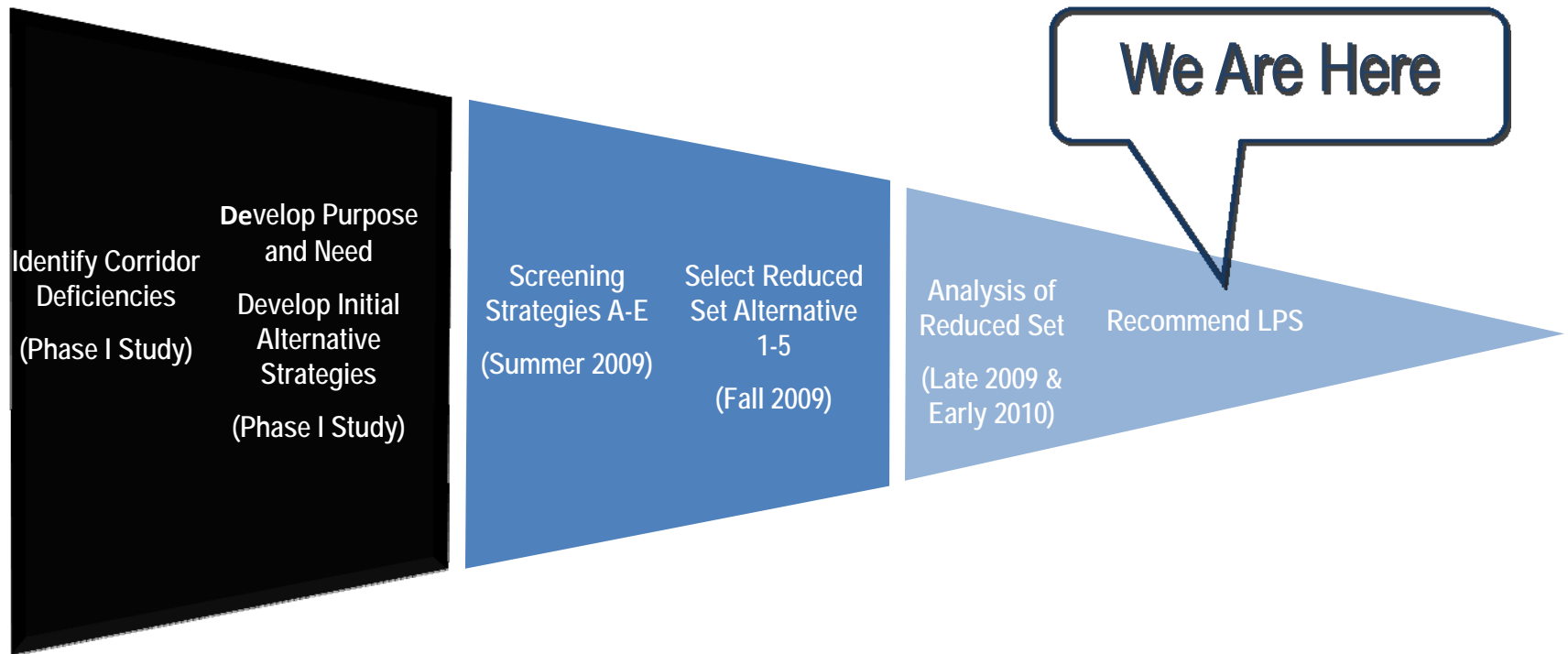


Central County Corridor Major Investment Study

Recommended Locally Preferred Strategy

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 presentation 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

Recommended Draft Locally Preferred Strategy

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

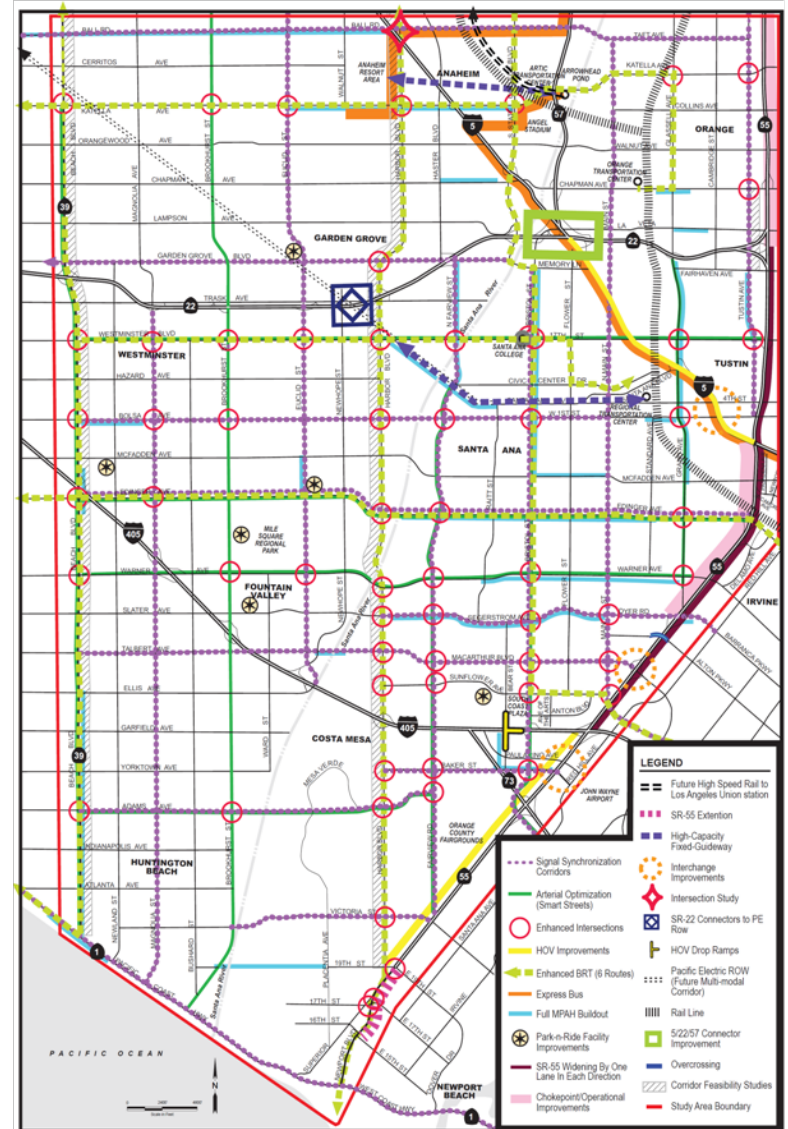


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A photograph of a traffic light with the green light illuminated, set against a bright blue sky with scattered white clouds. The traffic light is viewed from a low angle, looking up.

A blue and white train car with the slogan "SAVO! less stop. More go." and a palm tree logo. The train is moving along a track with palm trees in the background.

Maximizes Existing Infrastructure, Optimizes System Efficiency, Minimizes Community Impacts



Recommended 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)

Recommendation and Next Steps

- Approve PAC recommendation for the LPS
- Direct staff to bring recommendation to the Board for consideration.
- If approved by Board, incorporate final LPS into the Long-Range Transportation Plan