

# South Orange County Major Investment Study Recommended Locally Preferred Strategy

Highways Committee  
September 29, 2008

# Study Area

- Covers 40% of Orange County
- Several new and developing communities

# Public Involvement Program

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Study process guided by three committees:

- Policy Advisory Committee (11 meetings)
- Technical Advisory Committee (17 meetings)
- Stakeholder working group (8 meetings)

# The “Transportation Problem”

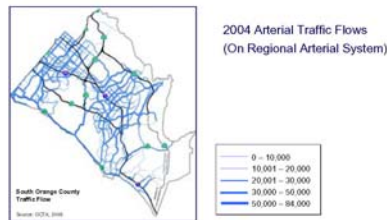
## Freeway Congestion



## Rail Corridor Constraints



## Arterial Roadway Congestion



## Economic Growth and Quality of Life



## Weekend Congestion



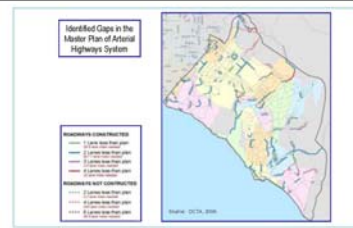
## Need to Maximize Use of Existing Infrastructure



## Limited Transit Choices



## System Gaps

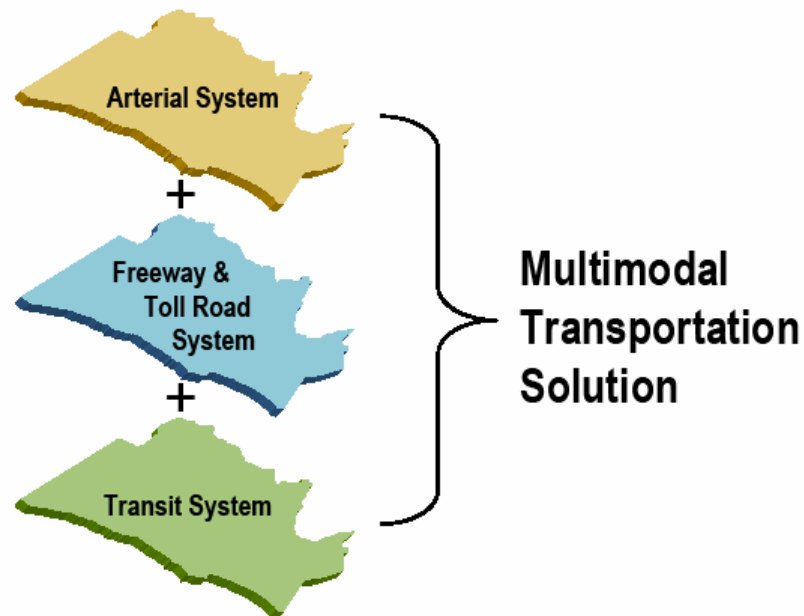


# Forming a Preferred Strategy

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Select the best combination of transportation investment choices that includes the:

- Arterial system
- Freeway/toll road system
- Transit system

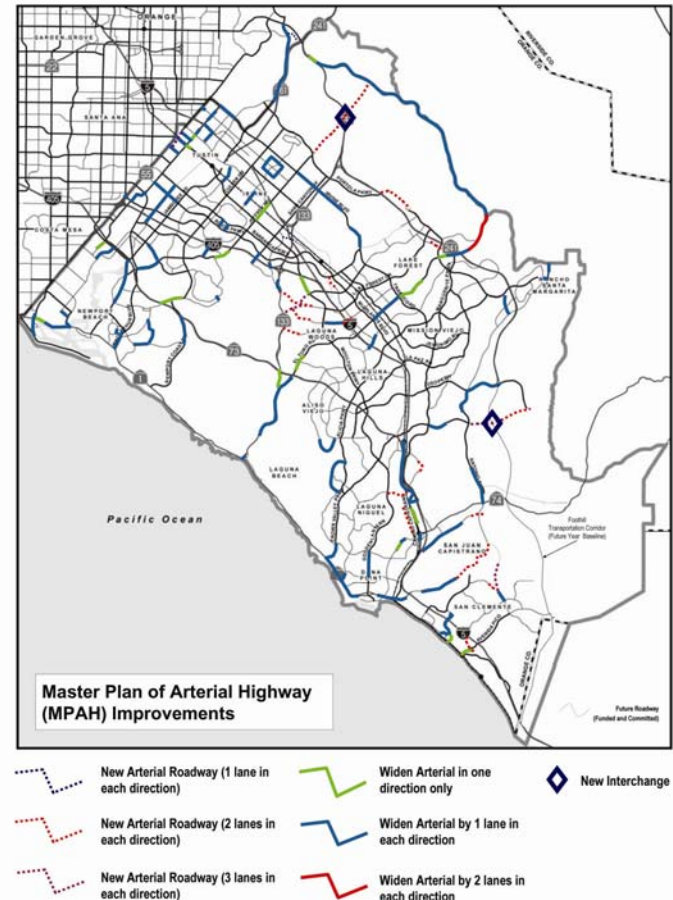


# Future Transportation Baseline

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- Committed and funded projects by 2030
- Examples:
  - Foothill South (State Route 241 completion)
  - Adding one lane per direction to the toll roads
  - 30-minute Metrolink service
  - Arterial projects

- ❖ Construct un-built MPAH arterial roadways.
- ❖ Widen or extend existing arterial roadways that are currently below their MPAH classification.
- ❖ Provide new interchanges to connect new MPAH arterials.





# Arterial System Studies

## Objective:

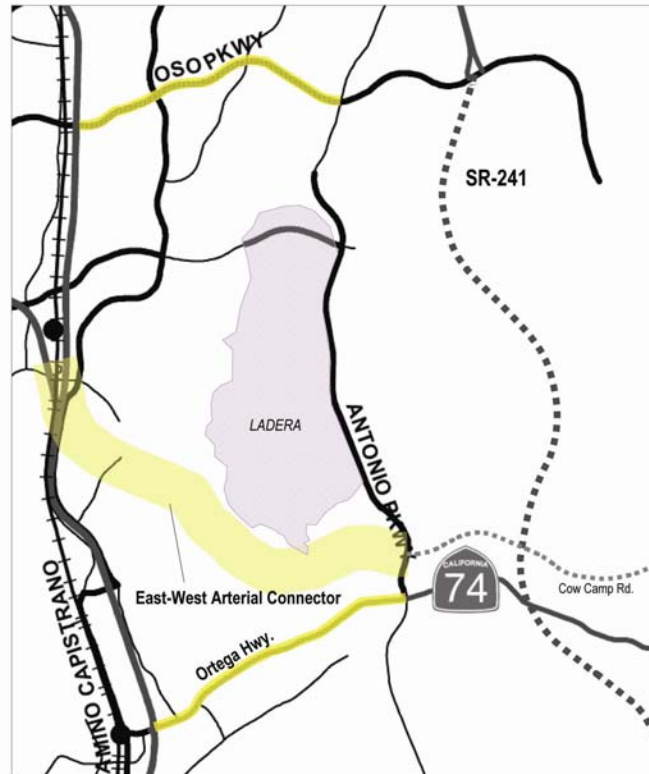
Affirm local government efforts for a comprehensive study of potential solutions to east-west roadway capacity needs.

## Undertake Further Study\* and Public Review of East-West Arterial Concepts, including Consideration of:

- ❖ East-West Arterial Connector: New four-lane arterial roadway between I-5 and Antonio Parkway. Provide direct ramp connections to SR-73 and I-5.
- ❖ Oso Parkway: Widen by one lane in each direction. Total width of Oso Parkway becomes 8 lanes between I-5 and Antonio Parkway.
- ❖ Ortega Highway: Widen Ortega Highway by one lane in each direction. Total width of Ortega Highway becomes 6 lanes between I-5 and Antonio Parkway.

\* Any future study of local east-west arterial concepts will be at the discretion of the affected local governments and would need to include extensive public outreach.

## Focus Area for Further Study: Added East-West Arterial Capacity



- Future Roadway (Funded and Committed)
- Yellow Highlighted Area New East-West Arterial Roadway (2 lanes in each direction)
- Solid Line Widen and Upgrade East-West Arterial Roadway



# Freeway & Toll Road Projects

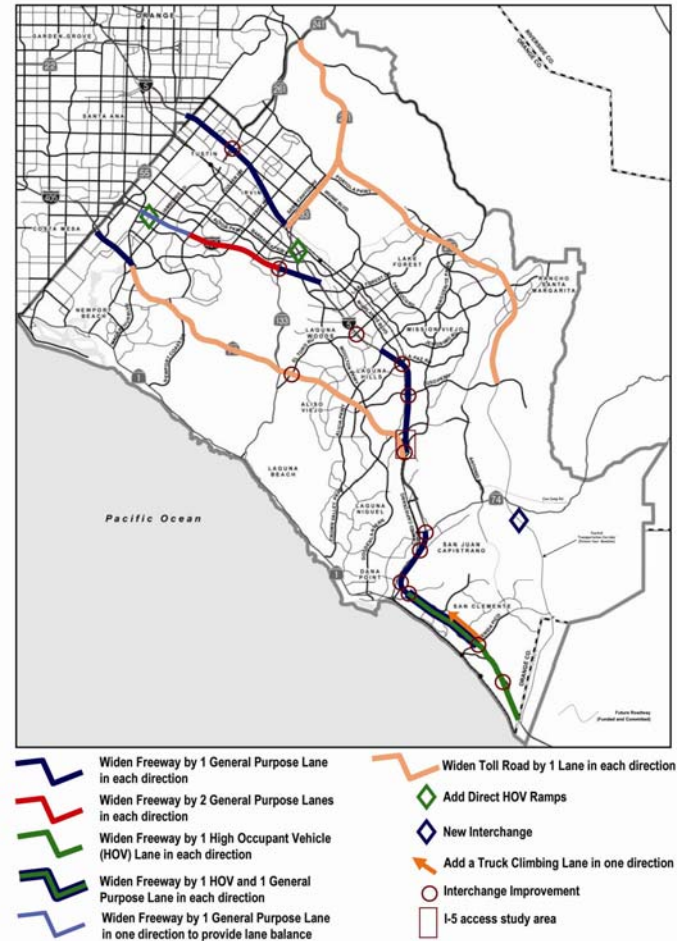
### Objective:

Add lanes to the freeway system in locations that experience the most severe levels of freeway congestion. Achieve a better balance between the freeway system and the toll road system.

### Proposed Transportation Features:

- ❖ Add general purpose lanes to sections of I-5 and I-405.
- ❖ Extend the existing HOV lanes on I-5 to the County Line.
- ❖ Provide truck climbing lane, direct HOV ramps, and selected interchange improvements.
- ❖ Conduct further study of toll pricing by employing a “shadow toll” or equivalent strategies.
- ❖ Conduct further study of new access to I-5 in the vicinity of Saddleback College.

Note: A "shadow toll" is a per vehicle subsidy that is paid to a toll road operator by a third party and not by toll road users. Shadow toll amounts are based on the type of vehicle and distance traveled.



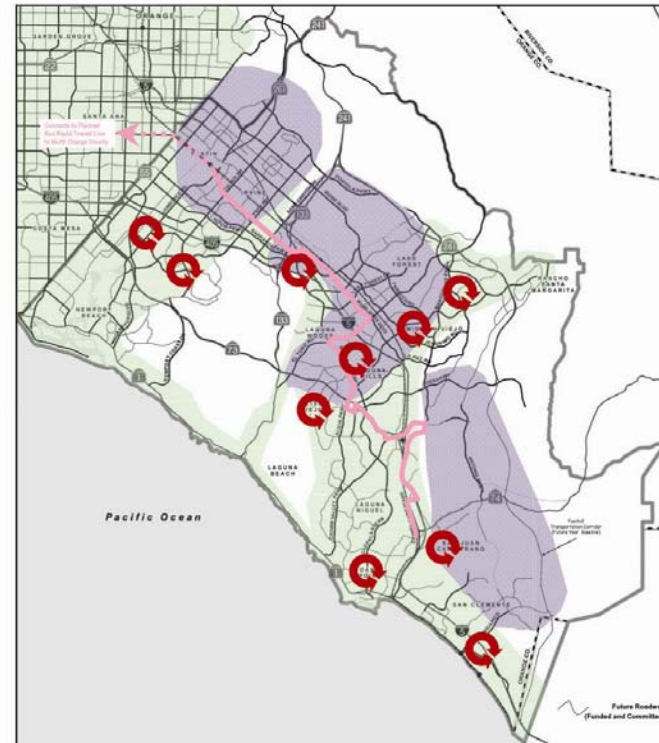
# Bus Transit System

## Objective:

Enhance existing bus service and introduce new types of bus transit services to address a variety of travel markets within the study area.

## Proposed Transportation Features:

- ❖ Increase local and express bus services by improving frequency and geographic coverage
- ❖ Invest in community-based shuttles including beach buses and special event shuttles
- ❖ Provide Bus Rapid Transit (BRT) route serving transit centers and major activity centers along the route.



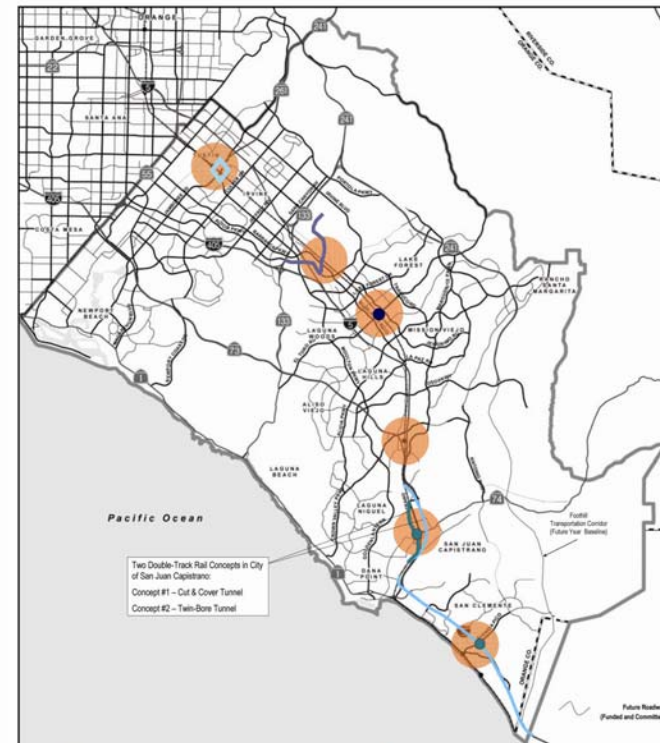
# Rail Transit System

## Objective:

Improve transit travel times and trip reliability in order to attract the discretionary rider. Address capacity constraints and access to rail stations for the Los Angeles – San Diego (LOSSAN) Rail Corridor.

## Proposed Transportation Features:

- ❖ Double-track LOSSAN Rail Corridor in tunnel, addressing areas that are currently single-track
- ❖ Increase passenger rail service by adding more round-trip trains as well as more weekend trains between San Diego and Orange Counties
- ❖ Add a new rail station in Lake Forest
- ❖ Increase the amount and quality of transit services connecting to and from rail stations
- ❖ Increase station parking capacity and station access



# Locally Preferred Strategy (LPS)

## Mobility Benefits

- Over 50% reduction in system wide congestion
- 55-80% improvements in average speeds for major arterials for the morning peak
- 30% improvement in average speeds on the freeway system during the morning peak
- 35% increase in daily transit ridership

# Next Steps

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- Continue public outreach activities and briefings
- Orange County Transportation Authority Board of Directors: October 10, 2008
- If approved, efforts to further define LPS recommendations