

Policy Advisory Committee

South Orange County Major Investment Study

February 20, 2007



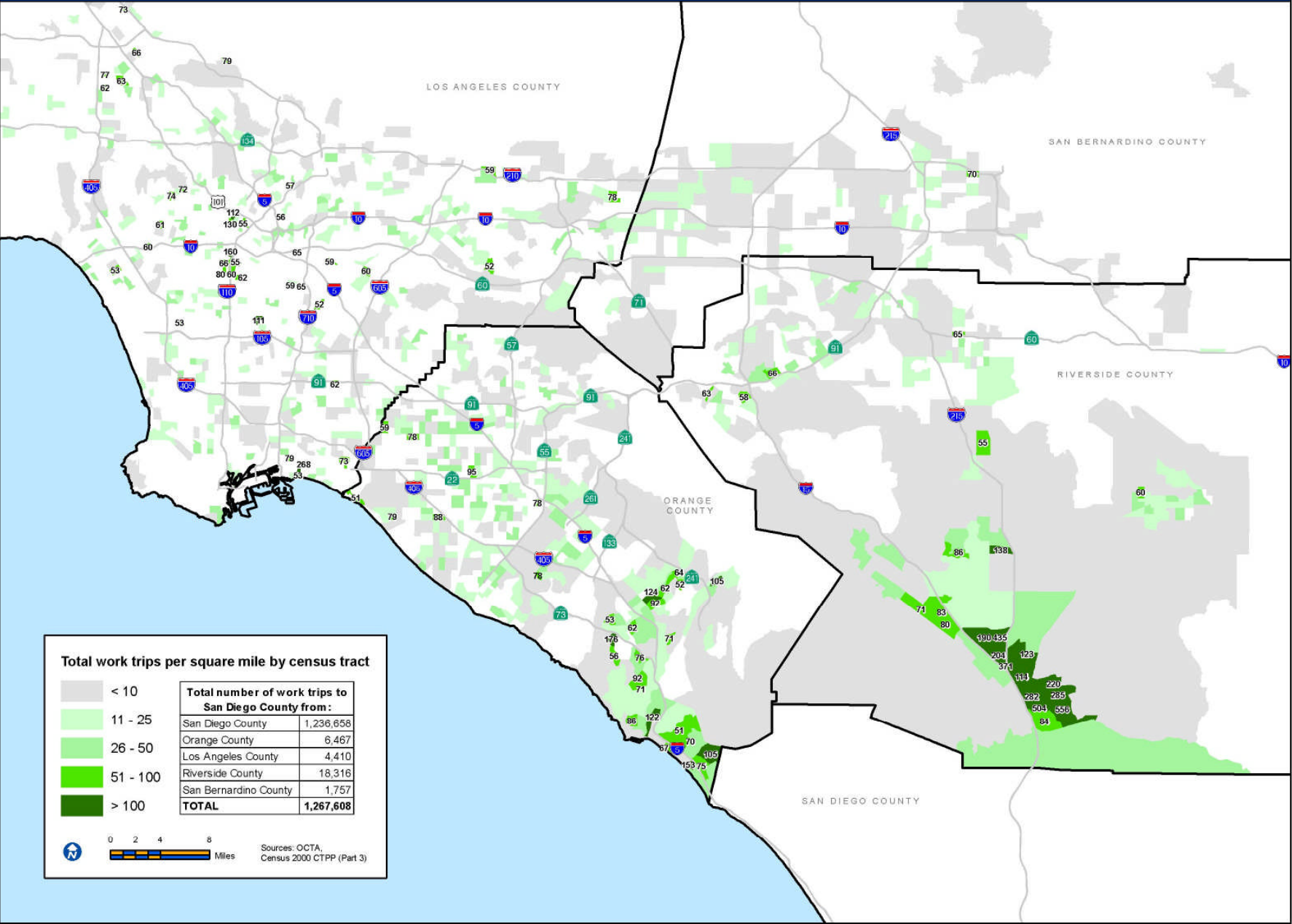
Modeling Update

Origin / Destination Follow-Up

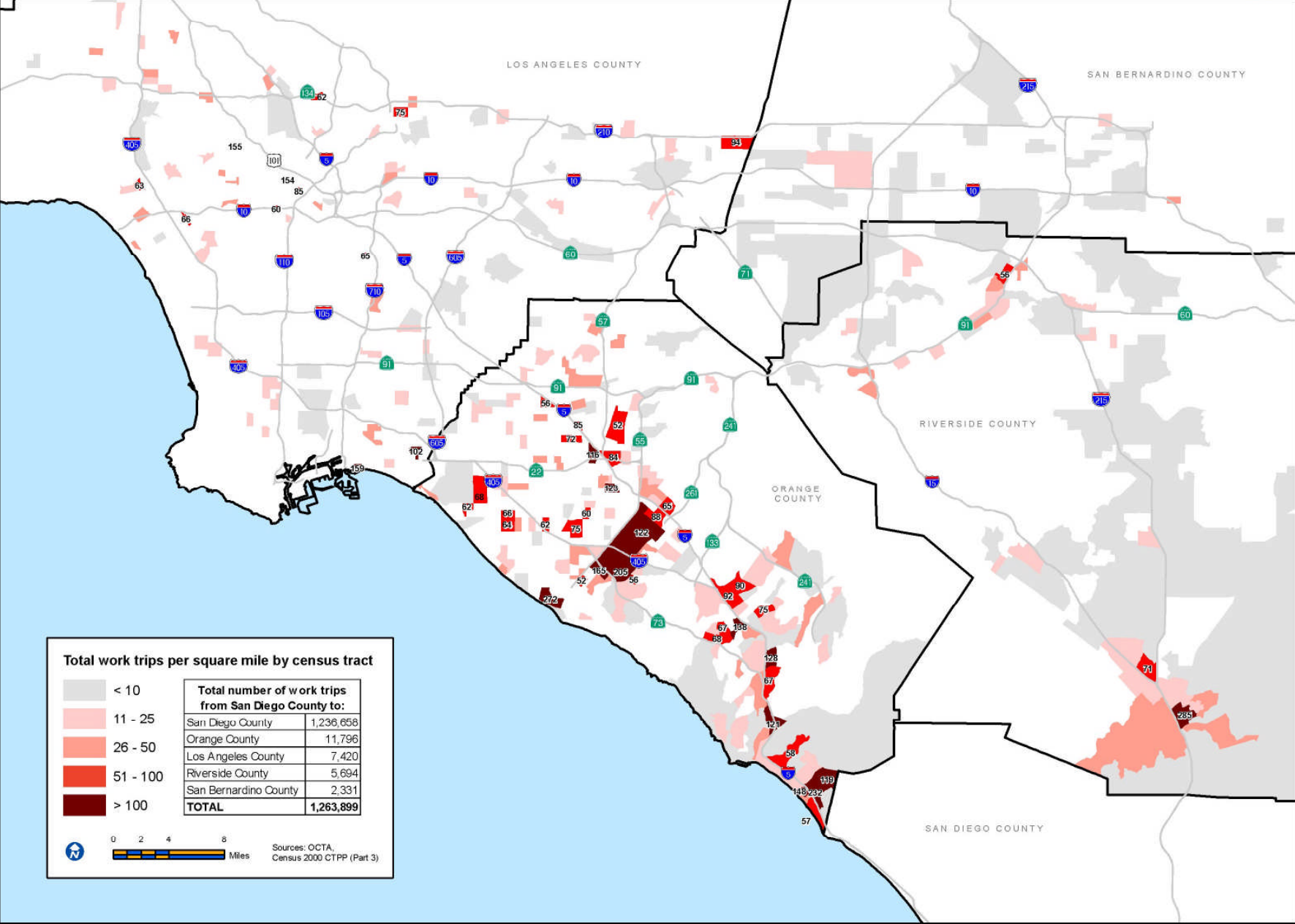
Census Travel

- Worker (weekdays) travel mapped from 2000 Census for travel to and from San Diego county
- No “route” included in Census origin/destination

Work Trip Density Originating in Orange, Riverside, Los Angeles, and San Bernardino Counties to San Diego County



Work Trip Density Originating in San Diego County to Orange, Riverside, Los Angeles, and San Bernardino Counties



Options for Weekend Data

- **Weekend travel survey**
 - Provides origin/destination information
 - Mail survey using license plate information
 - Requires DMV involvement
 - Results are “standalone” (no year forecast, not included in transportation model)
 - Minimum of \$250,000 and 12 months

Options for Weekend Data

- **License plate matching survey**
 - Determines through-travel but not origin/destination information
 - License plate numbers matched at start/end of target area
 - Results are “standalone” (not included in model; no forecast)
 - Up to \$75,000 and 9 months

Options for Weekend Data

- **Weekend traffic study**
 - No origin/destination and no forecast
 - Evaluates current weekend freeway traffic on Interstate 5
 - Results may be integrated with comparable weekday analysis
 - \$50,000 and six months

Potential Next Steps

- Develop Draft Scope of Work for Travel Survey Study
- Identify Potential Funding Sources
- Coordinate with SCAG and SANDAG

Public Involvement Program Update

Purpose and Need

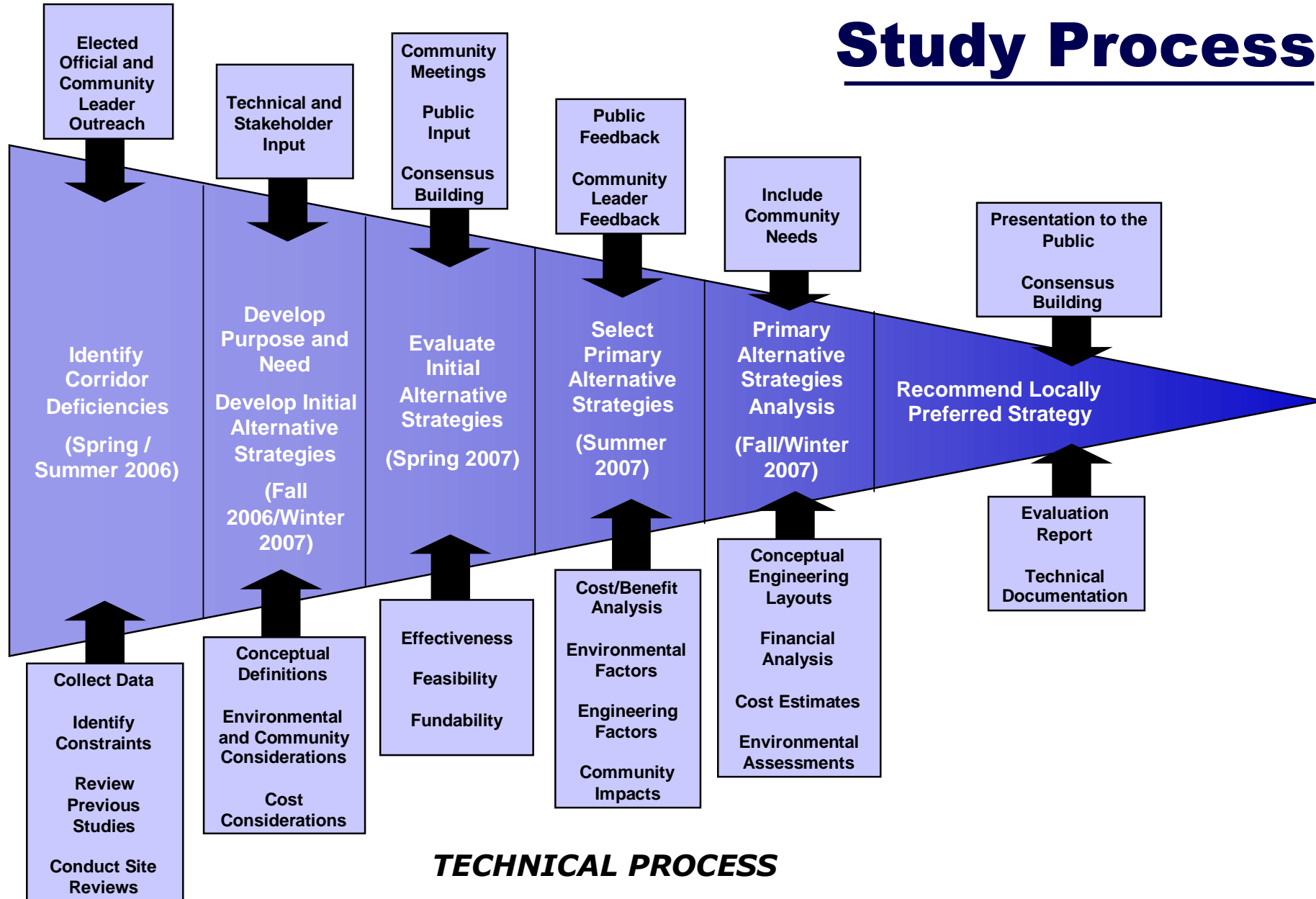
Purpose and Need

- Eight Key Themes:
 - Freeway Congestion
 - Arterial Roadway Congestion
 - Weekend Congestion
 - Lack of Transit Choices
 - Rail Corridor Constraints
 - Economic Growth and Quality of Life
 - Maximize Utilization of Existing Infrastructure
 - System Gaps

Overview of Initial Set of Alternative Strategies

PUBLIC OUTREACH

Study Process



TECHNICAL PROCESS

Initial Set of Alternative Strategies

- No Build
- Transportation Systems Management /
Transportation Demand Management
Alternative
- Build Alternatives

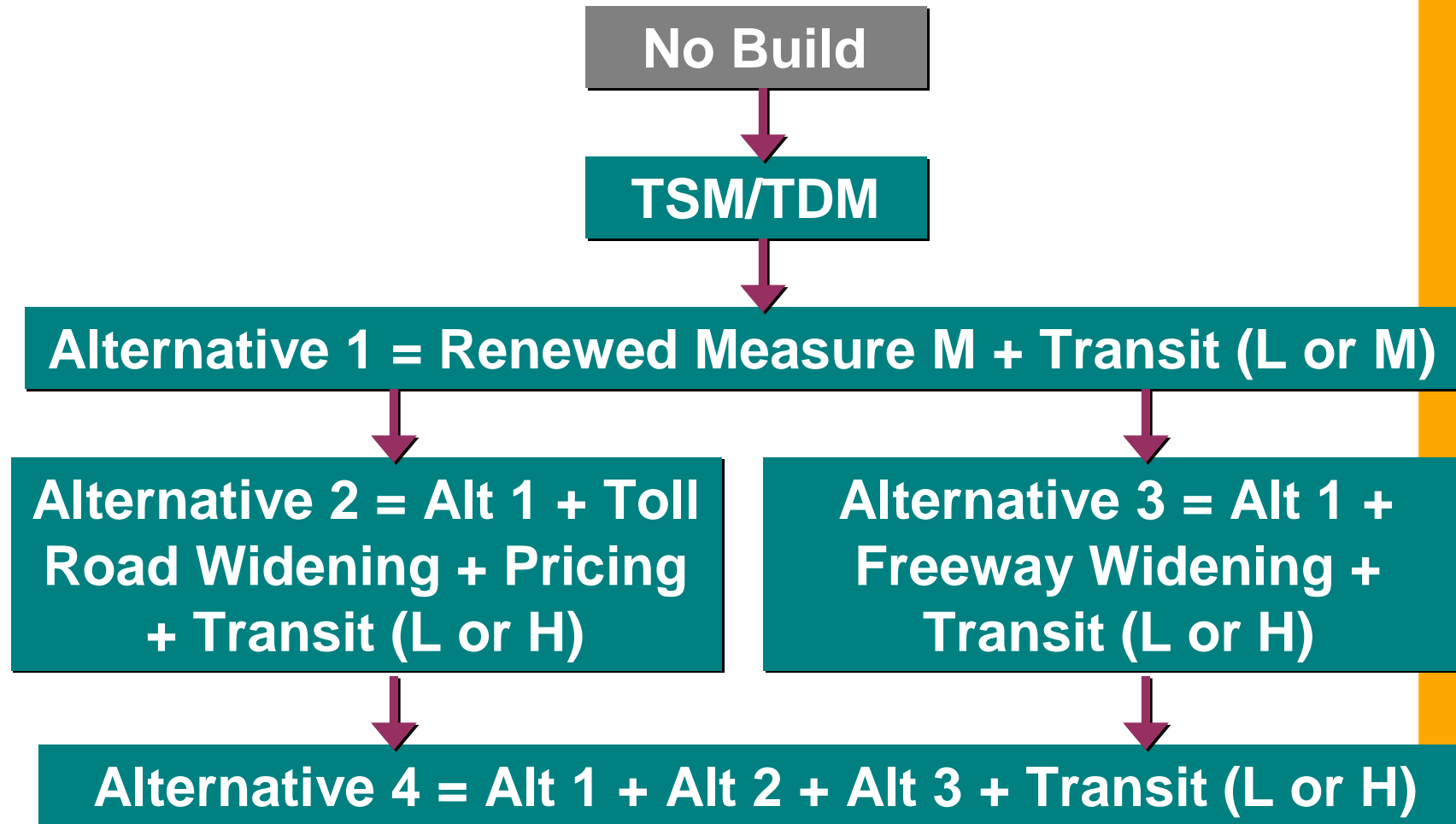
Alternatives Development

- Brainstorm / Identify Potential Improvements
- Group Elements into Modal Layers (High, Medium, Low)
- Combine Layers into Multimodal Alternative Strategies
 - Logical Packages / Combinations
 - By Modal Category and by Level of Emphasis

Modal Categories

- Roadway
 - Arterials
 - Freeway System
 - Toll Roads
- Transit / Rail
 - Bus
 - Rail
 - Intermodal
- Low, Medium, High Layers by Level of Improvement / Investment

Initial Set of Multimodal Strategies



No Build Alternative

- Committed, Funded and/or Environmentally Cleared Projects by 2030 (Existing Plus RTIP)
- Examples:
 - Foothill South (SR-241 Extension)
 - Adding 1 Lane per Direction to the Toll Roads
 - 30 Minute Metrolink Service
 - Arterial Projects
(e.g. Alton extension, La Pata extension, Tustin Ranch extension, Cow Camp)

TSM / TDM Alternative

- Transportation Systems Management (TSM)
 - Strategies that improve the roadway system's performance
- Transportation Demand Management (TDM)
 - Strategies that result in more efficient use of transportation resources
 - Examples: rideshare programs, parking pricing, reduced bus fares, workplace flex time

Alternative 1

- Includes Measure M Projects and Full MPAH Buildout
 - Add GP and/or HOV lanes on I-5 and I-405
 - Freeway interchange improvements (Jamboree Rd, El Toro Rd, La Paz Rd, Avery Pkwy, Ortega Hwy (SR-74), Stonehill Dr.)
 - MPAH Buildout
- Increase, Expand, and Enhance Transit (Analyzed with Transit Low and Medium)
- Safety and Operational Improvements
- New Toll Road Interchanges (Jeffrey & Crown Valley/SR-241)

Alternative 2

- Includes Everything in Alternative 1
- Widen Toll Roads by 1 Additional Lane over No Build
- Analyzed with Transit Low and High
- Two Pricing Scenarios
 - with lower tolls to fill added capacity
 - with no tolls

Alternative 3

- Includes Everything in Alternative 1
- Widen freeways by 1 additional lane (General Purpose or HOV or HOT) over Alternative 1, generally outside of available right-of-way
- Analyzed with and without SR-73 to SR-241 connector
- Analyzed with Transit Low and High
- Additional arterial capacity:
 - Upgrade and Expand Oso Pkwy & Ortega Hwy between Antonio Pkwy and I-5

Alternative 4

- Includes Everything in Alternatives 1, 2, and 3
- Analyzed with Transit Low and High
- Two Pricing Scenarios:
 - with lower tolls to fill added capacity
 - with no tolls

Next Meeting