



Metro

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 14, 2009**

**SUBJECT: ORANGE AND LOS ANGELES INTER-COUNTY TRANSPORTATION
STUDY – CONCEPTUAL ALTERNATIVES REPORT**

**ACTION: RECEIVE AND FILE AND DIRECT CHIEF EXECUTIVE OFFICER TO
PROCEED WITH THE SECOND PHASE OF THE STUDY**

RECOMMENDATION

Receive and file the OC/LA Inter-County Transportation Study's Conceptual Alternatives Report as summarized in the OC/LA Intercounty Transportation Study Overview (Attachment A). (Study report is available upon request).

ISSUE

In June 2006, the Board approved funding for a joint study with Orange County Transportation Authority (OCTA) to develop, evaluate and recommend transportation improvements focused on issues at the OC/LA border, and for regional system integration planning for the West Santa Ana Main Branch Right-of-Way Project. Both of these projects were combined with matching funds by the OCTA to initiate the OC/LA Inter-County Transportation Study. This is the first time the two agencies have cooperated on a joint transportation study. The study area is approximately one mile on either side of the OC/LA County line and encompasses 17 cities. The 12 month study started in July 2007 and was jointly managed by us and OCTA.

The study identified and evaluated a broad range of multi-modal transportation opportunities and improvements. Through a screening process and public outreach effort the study narrowed down the broad range of alternatives into five alternatives that can be carried forward into separate engineering and environmental analysis.

The study Corridor Mobility Problem and Purpose and Need Report was received and filed by the Planning and Programming Committee on April 16, 2008. The study included an active public participation program. Two public open houses were held in May 2008. One in Los Angeles County in the City of La Mirada and one in Orange County in the City of Cypress. Two elected officials' workshops were conducted during the study as well. The first workshop was held in December 2007 in the City of Cerritos. The second workshop was held in April 2008 in the City of Los Alamitos.

DISCUSSION

The Conceptual Alternatives Report identifies multimodal strategies to address the need for future transportation improvements based on the problems and deficiencies

identified in the OC/LA study area. These strategies are intended to serve as a starting point for future efforts to develop locally preferred concept/s through detailed analysis and evaluation in future studies.

The Attachment A provides an overview of the OC/LA study and highlights the identified hot spots and areas needing improvements to accommodate future travel demands near the OC/LA county line along with the five conceptual alternative strategies. These conceptual alternative strategies are multimodal, build upon each other in cumulative layers, and include all reasonable conceptual strategies. The study scope did not include developing costs for the conceptual strategies. The following is a summary of the initial set of conceptual alternative strategies which build upon the year 2030 Baseline:

2030 Baseline

Transportation projects included in the 2030 Baseline have a committed funding source and are planned for completion prior to the year 2030. The 2030 Baseline projects carry forward into all the conceptual alternatives. The following are the components of the 2030 Baseline:

- Freeway enhancement projects as identified in the adopted Metro and OCTA Long Range Transportation Plans (baseline and constrained projects only)
- Renewed Measure M freeway projects in Orange County
- Arterial roadway improvements as identified in study are city capital improvement programs
- Planned enhancements by Metro and OCTA local bus transit routes
- New OCTA bus rapid transit routes on Harbor Boulevard, Westminster Avenue, and State College Boulevard/Bristol Street in Orange County
- New Metro Rapid routes on Atlantic Boulevard and Long Beach Boulevard in Los Angeles County, and
- The implementation of 30-minute headways for Metrolink service between Fullerton and Laguna Niguel/Mission Viejo in Orange County

1. Transportation Systems Management/Transportation Demand Management (TSM/TDM)

This alternative is a required component of the major investment study process and will be carried forward as the basis of each subsequent alternative. The purpose of the TSM/TDM alternative is to develop lower cost strategies that improve the roadway system's performance and result in more efficient use of transportation resources. The TSM/TDM concept focuses on increasing local bus coordination, implementing traffic signal coordination on streets near and across the County line to reduce congestion, and increasing freeway traffic monitoring. This alternative also includes additional park-and-ride and transit center facilities.

2. Arterial/Bus Rapid Concept

This alternative builds on 2030 Baseline and TSM/TDM improvements. The Arterial/Bus Rapid Concept is a multimodal concept that concentrates on increasing arterial roadway capacity, especially in the congested areas near the San Diego Freeway

(Interstate 405) and Orange Freeway (State Route 57), and improving freeway interchanges. New rapid bus services near and across the OC/LA county line are proposed, along with a grade separated bus rapid transit (BRT) service in the Pacific Electric Right of Way (PE ROW) and improved bus shuttle services to Metrolink stations.

3. Freeway Concept

This alternative includes the 2030 Baseline and the previous two alternatives. The Freeway Concept proposes to increase freeway capacity and improve traffic conditions by the year 2030. The concept includes adding capacity to the freeways in the study area through new general purpose lanes, high-occupancy vehicle lanes, or high-occupancy toll lanes.

4. Transit Concept

This alternative builds on improvements in the 2030 Baseline and the TSM/TDM and Arterial/Bus Rapid Concept but does not include the Freeway Concept above. The Transit Concept looks exclusively at transit services for both short and long distance trips, improve the efficiency of local transit services, increase Metrolink service to Los Angeles, enhance planned rapid bus routes, and provide connections between different modes of transportation. This concept proposes to enhance the Arterial/Bus Rapid Concept by replacing the grade separated bus rapid transit (BRT) service in the PE ROW/West Santa Ana Branch with a fully elevated transit service (bus or rail). The proposed project would maintain the connection to Metro Green Line and an at-grade pedestrian/bike path within the corridor. Additionally, selected rapid bus lines proposed in the Arterial/Bus Rapid Concept are enhanced to full BRT service operating in exclusive ROWs to connect major destinations on each side of the County line.

5. Public Private Concept

This alternative builds on improvements in the 2030 Baseline and the TSM/TDM and Arterial/Bus Rapid Concept but does not include the Freeway Concept or Transit Concept. The Public/Private Concept focuses on identifying privately financed improvements to freeways, streets and transit that could supplement the improvements that are possible with public funds. Concepts include toll lanes on freeway corridors and high-speed transit service in the PE ROW.


NEXT STEPS

- OCTA and Metro will continue to work together to address transportation needs across the county line.
- Both agencies have programmed funds for a future phase of the study.
- OCTA and Metro will work with SCAG, local agencies, elected officials, and stakeholders in this process.

ATTACHMENT(S)

A. OC/LA Intercounty Transportation Study Overview

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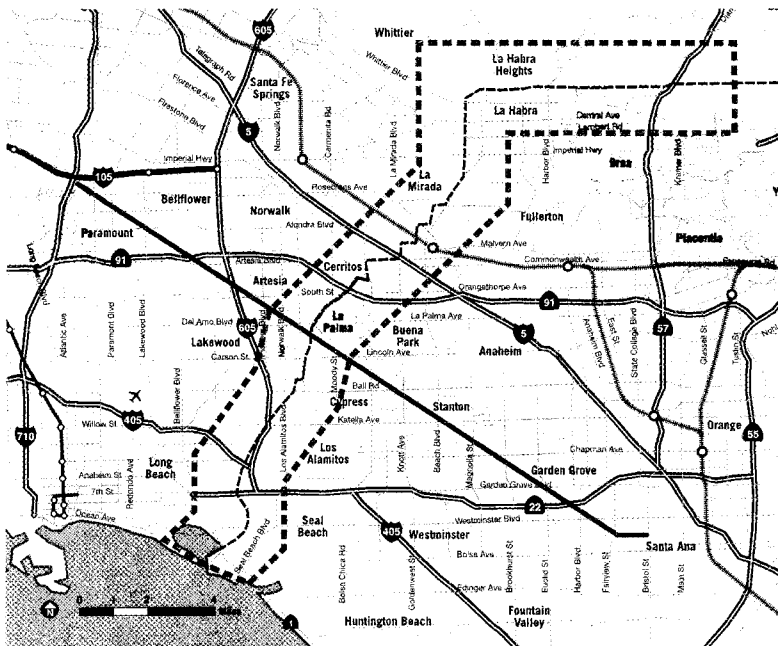


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OC/LA Intercounty Transportation Study Overview



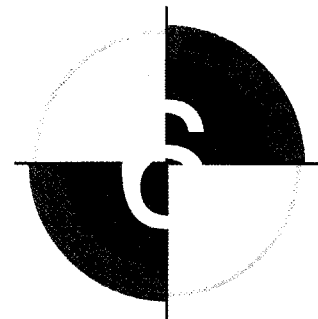
Introduction

The Orange and Los Angeles (OC/LA) Intercounty Transportation Study explored alternatives for improving transportation infrastructure and services across the border between Orange and Los Angeles counties. The objectives of the OC/LA Intercounty Study were to identify transportation needs and issues within the study area and to develop conceptual transportation improvements and strategies to address these needs. The study included extensive coordination with the cities located along the border, both with technical staff and elected officials. Public involvement was also an important part of the study, to assist in the identification of transportation needs and the development of potential improvements.

Study Purpose and Need

The study identified the following six key needs:

1. **Interagency Coordination** - The study is an important first step for OCTA and Metro to work together to improve transportation infrastructure and services between Los Angeles and Orange counties.
2. **Freeway Congestion** - Improve freeway traffic operations and increase capacity.
3. **Arterial Roadway Congestion** - Address roadway capacity constraints near I-405 and SR-57.
4. **Optimization of Existing Transportation Infrastructure** - Make more efficient use of existing transportation infrastructure through traffic signal coordination, intelligent transportation systems, and traffic management.
5. **Transit Connectivity** - Increase transit services across the O.C./L.A. county line and begin to coordinate transit policies between agencies.
6. **Use of Pacific Electric Right of Way** - Strong demand exists for travel between both counties near the corridor.



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OC/LA Intercounty
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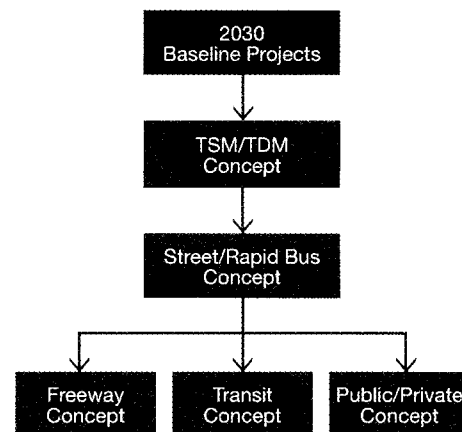
OC/LA Intercounty Transportation Study Overview

Conceptual Alternatives

The conceptual alternatives were developed to address the mobility problems, needs and issues with the transportation network linking Orange and Los Angeles counties. The projects and strategies outlined in the conceptual alternatives are intended to provide OCTA and Metro with a starting point for improvements that would undergo detailed analysis and evaluation in future studies.

- **Transportation System Management/Transportation Demand Management (TSM/TDM) Concept:** The TSM/TDM concept identifies improvements to increase the efficiency of the transportation system and improve mobility. Proposed projects include traffic signal coordination, park-and-ride facilities, bikeway improvements, and increased traffic monitoring.
- **Street-Rapid Bus Concept:** This concept presents a multimodal approach to increase freeway and street capacity and enhance transit services. Proposed projects include arterial street widening, new rapid bus services, improved bus feeder services to Metrolink stations, and a grade separated bus rapid transit (BRT) service in the Pacific Electric Right of Way (PE ROW).
- **Freeway Concept:** The Freeway Concept proposes capacity improvements to freeways between Orange and Los Angeles counties. Proposals include adding a general purpose lane in each direction to the SR-91, I-405 and SR-57 freeways either across or near the OC/LA county line.
- **Transit Concept:** This concept increases transit service frequency, capacity, and connectivity to meet future travel demands. Projects include new bus rapid transit services and a fully elevated transit service in the PE ROW.
- **Public-Private Partnership Concept:** This concept is focused on identifying privately financed improvements to freeways, streets, and transit that could supplement the improvements that are possible with public funds. Concepts include high occupancy toll lanes in freeway corridors and private flyaway bus services to regional airports.

Conceptual Alternatives Relationship



Next Steps

- OCTA & Metro will continue to work together to address transportation needs across the county line.
- Both agencies have programmed funds for a future phase of study.
- OCTA & Metro will work with local agencies, elected officials, and stakeholders in this process.



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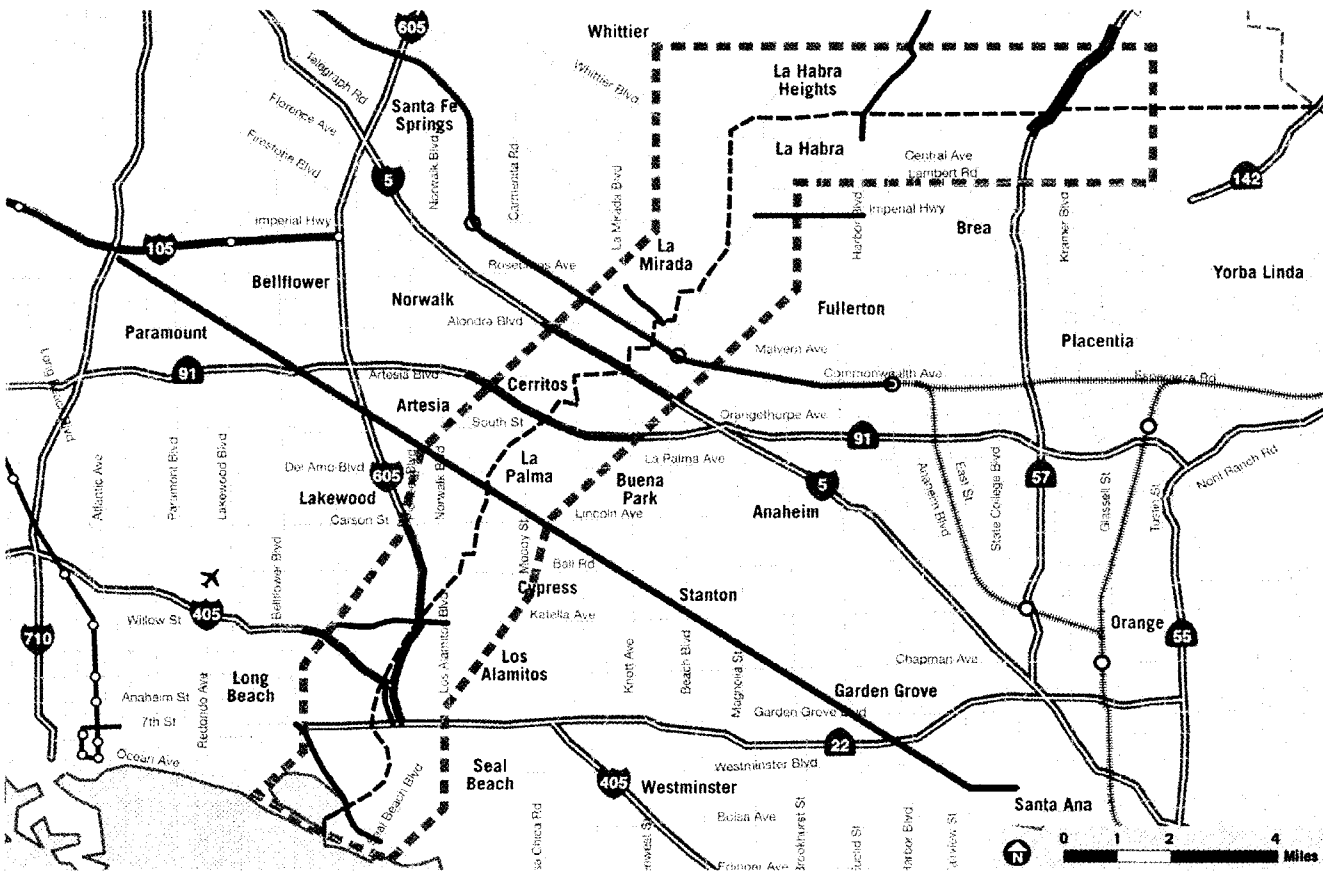
OC/LA Intercounty
Transportation Study

OC/LA Intercounty Transportation Study Overview

Hot Spots

Several individual transportation corridors and facilities have been identified as future hot spots or areas in need of improvement in order to address the forecasted increases in travel demand and travel delay. Based on OCTAM travel demand forecasts, the freeway and street segments highlighted below are forecast to operate at level of service (LOS) "F" in the Year 2030 condition. Transit corridors, including the Metrolink Orange County and 91 Line and the Pacific Electric Right of Way, also show the need for further study. The hot spots across the OC/LA county line are as follows:

- SR-57 Freeway (Lambert Road to Diamond Bar Boulevard)
- Brea Canyon Road (Tonner Canyon Road to Diamond Bar Boulevard)
- Harbor Boulevard (north of Whittier Boulevard)
- La Mirada Boulevard (Rosecrans Avenue to Alondra Boulevard)
- Imperial Highway (East of Beach Boulevard)
- SR-91 Freeway (Artesia Boulevard to Knott Avenue)
- I-5 Freeway (Beach Boulevard to Alondra Boulevard)
- Metrolink Corridor
- Katella Avenue/Willow Street (Studebaker Road to Los Alamitos Boulevard)
- Pacific Coast Highway (Seal Beach Boulevard to 7th Street)
- I-405 Freeway (SR-22 to Woodruff Avenue)
- I-605 Freeway (I-405 to Carson Street)
- Pacific Electric Right of Way



Metrolink

