



AGENDA REPORT

SAN CLEMENTE CITY COUNCIL MEETING
Meeting Date: March 6, 2018

Agenda Item 9B

Approvals:

City Manager JM

Dept. Head ES

Attorney ES

Finance JV

Department: Finance Administration Services
Prepared By: Erik Sund, Assistant City Manager

Subject: *ARTERIAL AND MOBILITY STUDY*

Fiscal Impact: Yes. The City Council approved \$100,000 for a transportation study as part of the FY2017-18 budget.

Summary: The City of San Clemente has been dealing with the possibility of an extension of the 241 toll road (referred to as State Route 241 or SR-241). It was imperative that the City review all arterial options to ensure the best alternative(s) is achieved for South Orange County. The Transportation Corridor Agency (TCA) has been considering a variety of extensions to the SR-241 toll road. The City contracted with the IBI Group to conduct an Arterial and Mobility Study. This study's goal was to develop and evaluate alternative roadway improvements that could improve South Orange County from a regional perspective and forward those alternatives to the Orange County Transportation Authority (OCTA) to be considered for the OCTA 2018 Long Range Transportation Plan (LRTP). OCTA's goal with the LRTP is as follows:

The general goals of the LRTP are to assess the performance of the transportation system over a 20+ year horizon, and to identify the projects that best address the needs of the system based on expected population, housing and employment growth, while taking forecast financial assumptions into account at the same time.

Discussion: The Arterial and Mobility Study had four project goals:

- 1) Understand baseline conditions with and without 241 extension
- 2) Identify and develop potential roadway alternative packages to improve mobility
- 3) Analyze and compare the alternative packages to SR-241 extension
- 4) Provide findings and conclusions

The Study developed four packages with the goal of improving South Orange County mobility. The methodology used to create these packages consisted of the OCTA Travel Demand Model, which is a regional model used to identify and address transportation needs in Orange County.

It is important to note this model consists of average daily traffic counts on arterial roadways that are collected from each of the 34 cities and the county on an annual basis to create the Traffic Flow Map. OCTA reviews the traffic volumes and adjusts the data, as necessary, to reflect weekday traffic for the year of the published map.

Not all cities update their counts on an annual basis. For these cities, previously provided counts are adjusted based on traffic growth in the surrounding area. Annual average daily freeway volumes are collected by CalTrans and adjusted for the map to reflect a 5-Day (weekday) count. This 5-Day count incorporates peak traffic demand. Impacts related to capital improvement projects or development projects are analyzed during "typical" conditions (non-holiday weekday Tuesday, Wednesday, or Thursday) in accordance to CEQA. These typical conditions correspond to weekday daily traffic or peak commuter periods. Evaluation of alternatives to improve mobility in the study area would be based on a typical weekday. Seasonal and weekend variations were not explored as part of this effort as the focus was on high level travel patterns during the weekday, where morning and evening commutes take place. Currently OCTA is reviewing weekend traffic data, but preliminary results suggest that completion of the I-5 carpool lane extension to south of Pico will address weekend congestion. The southbound carpool lane was recently opened and the northbound carpool lane is expected to be open by the end of March. A forthcoming report from OCTA will provide more clarity on this issue.

The four packages took into consideration the existing OCTA Master Plan of Arterial Highways (MPAH) and the intended improvements through the year 2040, please refer to Attachment I. The MPAH was initially established in 1956 and is continuously updated to reflect changing development and traffic patterns. OCTA is responsible for administering the MPAH, including the review and approval of amendments requested by local agencies. The MPAH map documents and displays the current Plan in a visual format (available at: <http://www.octa.net/News-and-Resources/Open-Data/Annual-Traffic-Volume-Maps/>). Additionally, the improvements attributed to M2 through 2020 (available at: <http://www.octa.net/Measure-M/M2020-Plan/>), were factored into the data modeling. The M2020 Plan was adopted by the Board on September 10, 2012 and is OCTA's blueprint for the next eight years. The M2020 Plan endeavors to deliver the majority of the freeway program by the year 2020 through the strategic use of bonding. In addition, the plan expands rail, funds fixed-guideway connections to Metrolink, and improves streets and roads conditions. Lastly, IBI utilized the traffic data modeling for the original contemplated extension of the SR-241. This is the only validated data that accurately provides traffic flows, patterns and trends for fully extended toll road. It is understood that this original option is no longer valid due to a settlement agreement.

While the study identifies a demand is present, the data does not support any extension to the SR-241 or La Pata. Based on the data, the areas of concern are East and West roadways, not North and South as TCA has stated. It is more effective to maintain the planned OCTA LRTP improvements, specifically the 1-5 HOV extension and the MPAH/M2 buildouts. These are reflected in Package 3 developed and analyzed by the IBI Group.

Recommended

Action: STAFF RECOMMENDS THAT the City Council:

1. Approve, and authorize the City Manager to submit Package 3 to the OCTA for submittal in the 2018 update of the Long Range Transportation Plan.

Attachments: Attachment I-Guidance for Administration of the Orange County Master Plan of Arterial Highways
Attachment II- IBI Group San Clemente Arterial and Mobility Study

Notification: None.