

# Mike Chesney, P.E.

## Chief Strategy Officer - Transportation Corridor Agencies

- 25 years with a consulting civil engineering firm
- 3 years with TCA
- Civil Engineer licensed in California, Arizona, Nevada, and Utah

# **Dave Speirs, P.E.**

## **Project Manager, HNTB**

- 33 years transportation project experience
- 1.5 years consultant to TCA
- Civil Engineer licensed in California



# South County Traffic Relief Effort

## City of San Clemente Town Hall

October 24, 2018



# Introduction

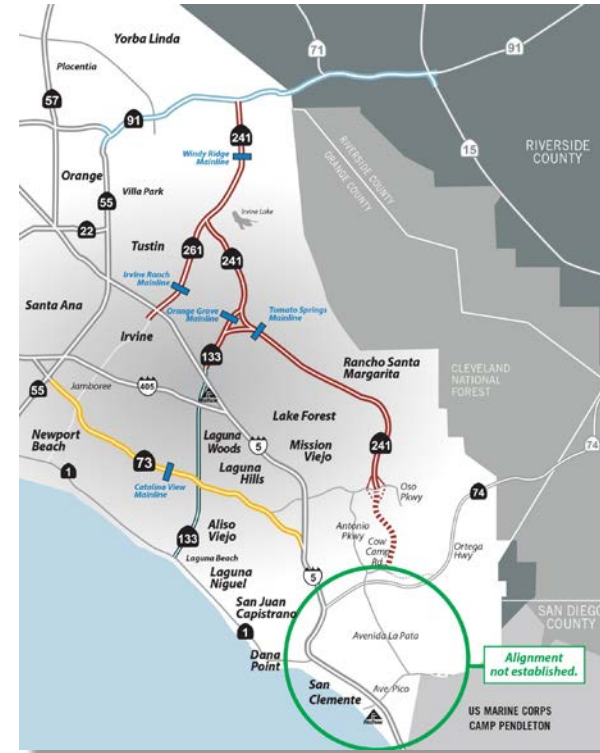
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- What has happened during last 3 years?
  - Settlement Agreement
  - South Orange County Mobility Working Group (SOCMWG)
  - Initial Screening
- What is a Project Study Report/Project Development Study (PSR/PDS)?
- Next Steps

# Landmark Settlement Agreement

*Transportation Corridor Agencies*

- Settles five lawsuits challenging TCA's 2006 and 2013 approvals of the Foothill-South and Tesoro Extension Projects
- Allows TCA to move forward with a formal Project Initiation Document and subsequently a CEQA/NEPA process on a transportation solution

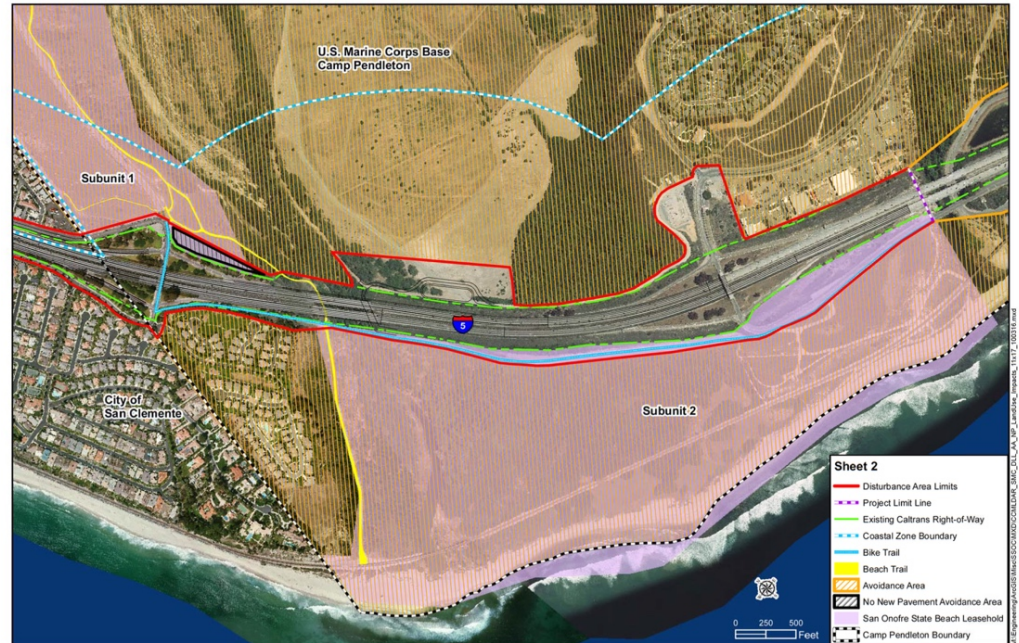


*This Settlement Agreement marks the end of a 15-year legal battle*

# Landmark Settlement Agreement

Transportation Corridor Agencies

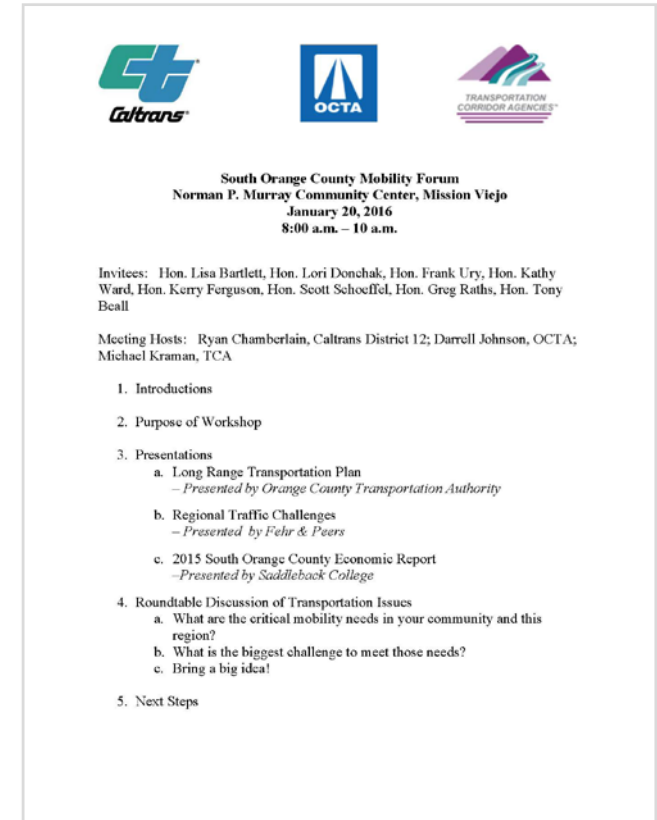
- Establishes an Avoidance Area



# South Orange County Mobility Working Group (SOCMWG)

*Transportation Corridor Agencies*

- Multi-agency group comprised of
  - OCTA
  - Caltrans
  - TCA
  - County of Orange
  - City of Mission Viejo
  - City of San Clemente
  - City of San Juan Capistrano
  - City of Rancho Mission Viejo
  - City of Dana Point
- This group of a County Supervisor, Mayors, Council Members, and City Staff met 7 times through 2016 to define the transportation problem and suggest ideas to address the problem.



# South Orange County Mobility Working Group (SOCMWG)

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*Transportation Corridor Agencies*

“A regional transportation mobility problem exists that is most easily seen in I-5 congestion, intermittent, excessive Northbound/Southbound I-5 congestion weekday a.m. & p.m. peak weekends, or when there is an incident on the I-5, creating difficulty using local arterials, creating safety concerns, lacking meaningful transit options, getting worse with more development.”

*This problem statement has been the foundation for all subsequent work toward development of project objectives and transportation improvement alternatives.*

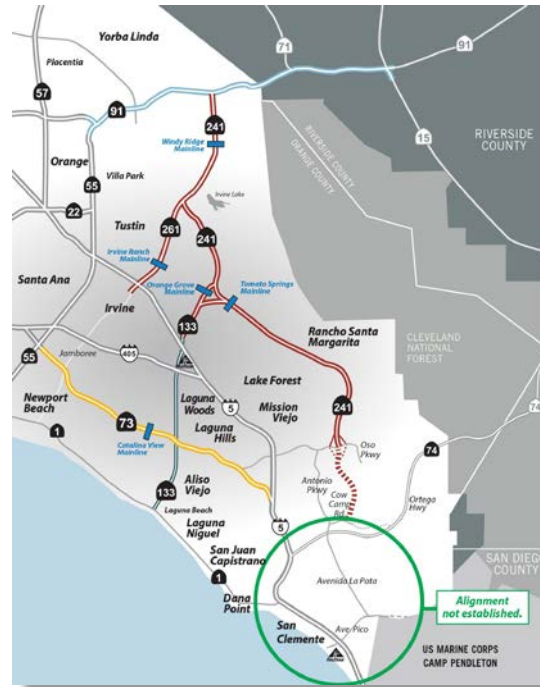


# Public Forums

Transportation Corridor Agencies

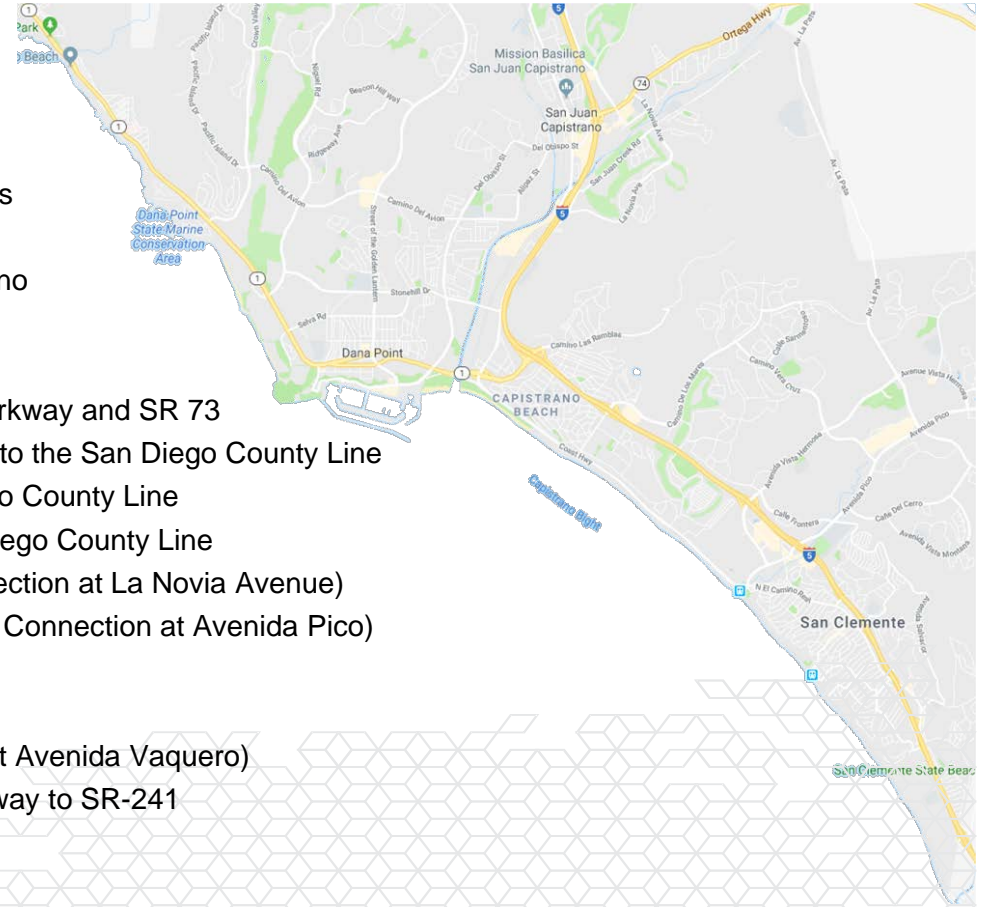
Three (3) public forums were conducted between June 2016 and June 2017 to solicit ideas from the public.

1. June 2016
2. October 2016
3. June 2017



# 21 Ideas

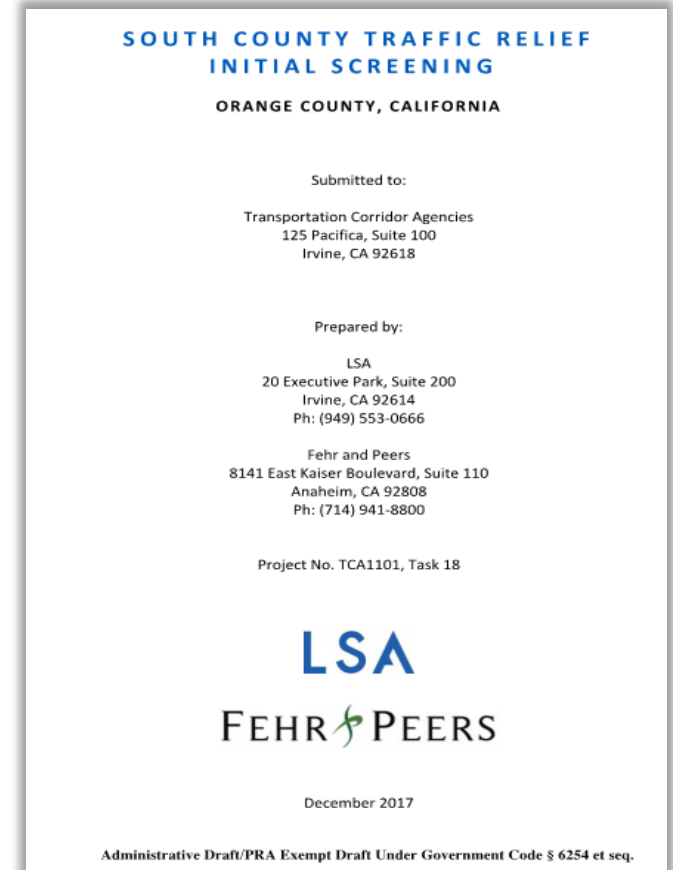
- **Idea 1:** Dynamic Pricing of TCA Facilities
- **Idea 2:** Greater Train Frequency
- **Idea 3:** Synchronized Lights on Arterials
- **Idea 4:** Add Mobility Hubs at Train Stations and Other Key Locations
- **Idea 5:** Build Out of OCTA District 5 Bike Facilities
- **Idea 6:** Widen Ortega Highway to Four Lanes in San Juan Capistrano
- **Idea 7:** Complete Arterials to MPAH Maximum
- **Idea 8:** Extend La Pata Avenue to Cristianitos Road
- **Idea 9:** Connect Ortega Highway and Antonio Parkway to Avery Parkway and SR 73
- **Idea 10:** Add I-5 High-Occupancy Vehicle Lanes from Avenida Pico to the San Diego County Line
- **Idea 11:** Add I-5 General-Purpose Lanes from I-405 to the San Diego County Line
- **Idea 12:** Add I-5 High-Occupancy/Toll Lane from I-405 to the San Diego County Line
- **Idea 13:** Connect SR-241 to I-5 via Western Alignment (Local Connection at La Novia Avenue)
- **Idea 14:** Connect SR 241 to I 5 via La Pata Avenue Crossing (Local Connection at Avenida Pico)
- **Idea 15:** Connect SR-241 to I-5 via Cristianitos Road
- **Idea 16:** Assume 20 Percent of Vehicle Fleet is Automated
- **Idea 17:** Connect SR-241 to I-5 via Shore Cliffs (Local Connection at Avenida Vaquero)
- **Idea 18:** Connect SR-241 to SR-73, and Extend Crown Valley Parkway to SR-241
- **Idea 19:** Connect SR-241 to I-15 in Temecula
- **Idea 20:** Double Decking I-5
- **Idea 21:** “Hybrid” – Combination of Idea 12 an Idea 14



# Initial Screening Document

*Transportation Corridor Agencies*

- **Category 1:**
  - Ideas that are already being advanced or implemented by agencies other than TCA
- **Category 2:**
  - Ideas that are ineffective or are premature
- **Category 3:**
  - Ideas that are not feasible due to regulatory or financial constraints
- **Category 4:**
  - Remaining Ideas subjected to mobility analysis



# Initial Screening Results

Transportation Corridor Agencies

## Category 1 – *Already Being Advanced or Implemented*

**Idea 6.** Widen Ortega Highway to Four Lanes in San Juan Capistrano

**Idea 8.** Extend La Pata Ave to Cristianitos Road

**Idea 10.** Add I-5 HOV Lanes from Avenida Pico to County Line

## Category 2 – *Ineffective or Premature*

**Idea 1.** Dynamic Pricing of TCA Facilities

**Idea 16.** Assume 20% of Vehicle Fleet is Automated

## Category 3 – *Infeasible due to Regulatory or Financial Constraints*

**Idea 2.** Greater Train Frequency

**Idea 15.** Connect SR 241 to I-5 via Cristianitos Road

**Idea 19.** Connect SR 241 to I-5 in Temecula



**Idea 15.** Double Decking I-5

# Initial Screening Results

Transportation Corridor Agencies

## Category 4 – Mobility Benefits/Further Study Needed

- Idea 3.** Synchronized Lights on Arterials
- Idea 4.** Add Mobility Hubs at Train Stations and other Key Locations
- Idea 5.** Build Out of OCTA District 5 Bike Facilities
- Idea 7.** Complete Arterials to MPAH Maximum
- Idea 9.** Connect Ortega Highway and Antonio Parkway to Avery Parkway and SR 73
- Idea 11.** Add I-5 General Purpose Lanes from I-405 to County Line
- Idea 12.** Add I-5 HOT Lanes from I-405 to County Line
- Idea 13.** Connect SR 241 to I-5 via Western Alignment (La Novia Avenue)
- Idea 14.** Connect SR 241 to I-5 via La Pata Avenue Crossing
- Idea 17.** Connect SR 241 to I-5 via Shore Cliffs (Avenida Vacquero)
- Idea 18.** Connect SR 241 to SR 73 and Extend Crown Valley Parkway to SR 241

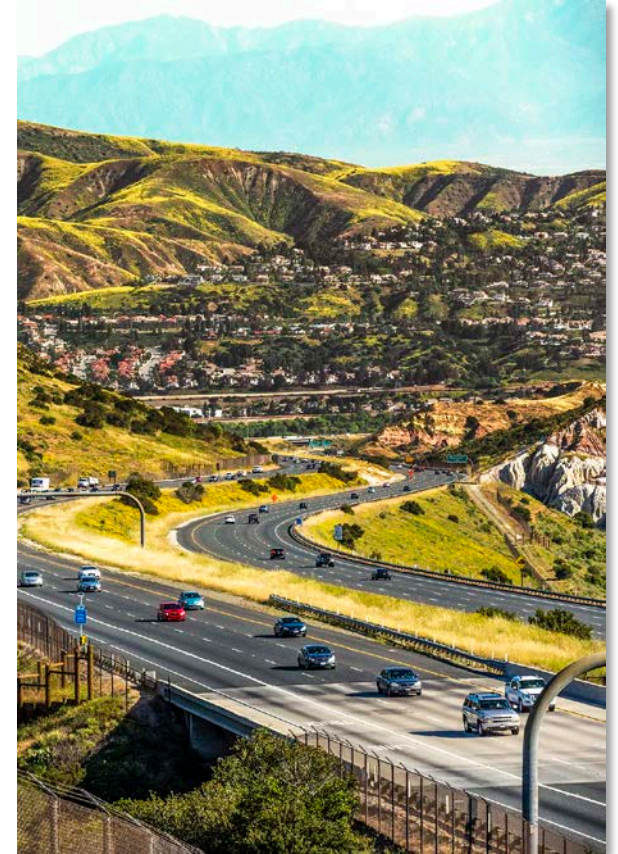
-  - TCA offer assistance to local jurisdictions
-  - Ideas advanced to PSR/PDS phase

# What is a PSR-PDS?

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- Follows Format Required by Caltrans
- Includes a Preliminary Purpose and Need
- Identifies a range of Alternatives
- Includes preliminary Schedule
- Allows Caltrans to estimate staffing resources for Next Phase

*Transportation Corridor Agencies*



# Project Development Team (PDT)

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*Transportation Corridor Agencies*

- Project Development Team (6-meetings)
  - Caltrans, OCTA, County of Orange, SANDAG, Camp Pendleton, Nine (9) Cities.
  - Collaboration regarding Purpose and Need
  - Reviewed Draft and Final PSR-PDS
  - 28-pages of Comments with Responses

# Alternatives Considered

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*Transportation Corridor Agencies*

- Alternative 1 – No-Build Alternative
- Alternative 9 – Connect Ortega Hwy and Antonio Pkwy to SR 73
- Alternative 18 – Connect SR 241 to SR 73 and Extend Crown Valley Pkwy
- Alternative 11 – Add I-5 General Purpose Lanes from I-405 to SD County
- Alternative 12 – Add I-5 HOT Lanes from I-405 to SD County
- Alternative 13 – Connect SR 241 to I-5 via Western Alignment
- Alternative 17 – Connect SR 241 to I-5 via Shore Cliffs
- Alternative 14 – Connect SR 241 to I-5 at Pico Avenue
- Alternative 21 – “Hybrid” - Los Patrones Pkwy Extension to La Pata and I-5 HOT Lanes



# 8 Alternatives

Transportation Corridor Agencies



# PSR-PDS Results

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*Transportation Corridor Agencies*

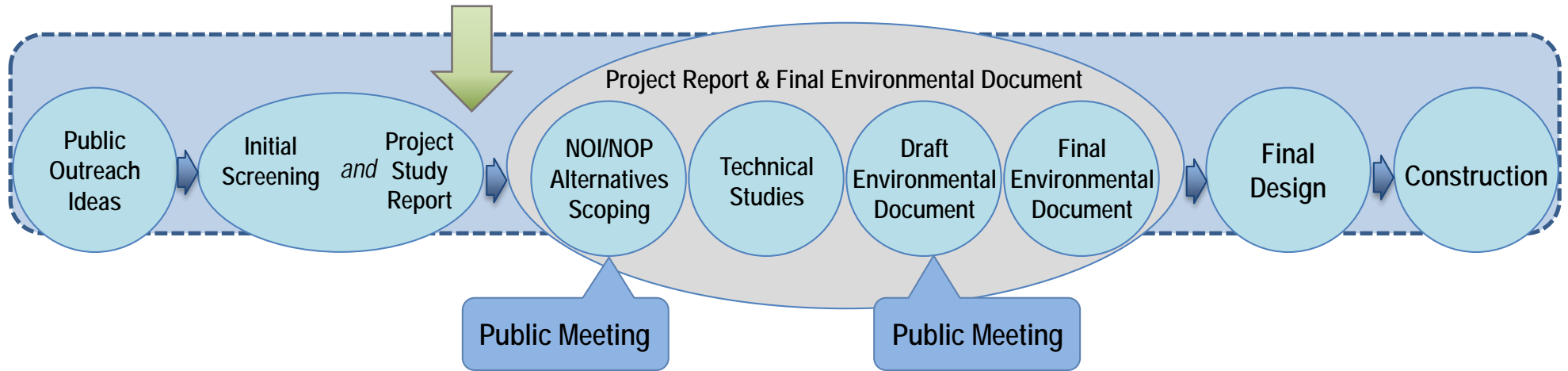
- Not a Decision Document
- PSR-PDS is not a substitute for the formal Environmental Analysis
- PSR-PDS does not eliminate study of any Alternatives

# South County Traffic Relief Efforts

## Project Development Process – Next Steps

Transportation Corridor Agencies

WE ARE HERE



Timeline

\* Estimate only