

Draft LOCALLY PREFERRED STRATEGY (LPS) for South Orange County MIS Study Area

The **LOCALLY PREFERRED STRATEGY** integrates transportation elements drawn from the Reduced Set of Alternative Strategies into a recommended package of transportation improvements for south Orange County. The recommended Locally Preferred Strategy represents an added level investment in south Orange County's transportation infrastructure needed to address projected travel patterns and conditions within the study area on top of the Renewed Measure M (M2) program of projects. The Locally Preferred Strategy is multimodal and encompasses improvements to the freeway system, the toll road system, arterial system, and transit system that are regional in scope. The **DRAFT LPS** includes the following transportation improvements:

All 2030 BASELINE Improvements (ALTERNATIVE A)

All Transportation Systems Management / Travel Demand Management (TSM/TDM) Improvements (ALTERNATIVE B)

ARTERIAL SYSTEM

- Safety and operation improvements at key locations on selected arterials within the study area (primarily near the freeway and toll road interchanges)
- Full Build-Out of the Master Plan of Arterial Highways (MPAH) System [Note: Ultimate build-out (construction/encumbering funds) of designated MPAH facilities would require initiation by the jurisdictions within which the facilities are located.]
- Add new 4 lane limited access roadway connecting both I-5 and SR-73 to Antonio Parkway and Cow Camp Road (SR-73/SR-241 Roadway Connector)
- Upgrade and expand Oso Parkway from I-5 to Antonio Parkway
- Upgrade and expand Ortega Highway from I-5 to Antonio Parkway
- Grade separate selected arterial locations (3-4 locations)
- ATMS (Arterial/Freeway Corridor Management): Provide more green time to arterials parallel to freeway corridors via adaptive control during congested periods and incidents to provide additional corridor capacity (e.g., Moulton Pkwy, Muirlands Blvd, Irvine Center Dr.)

FREEWAY SYSTEM

- Add 1 General Purpose lane in each direction on I-5 in the following locations: i) Avenida Pico to Ortega Highway; ii) Avery Parkway to Alicia Parkway; and (iii) vicinity of SR-133 to the SR-55 ramps.
- Add 1 HOV lane in each direction on I-5 from the San Diego County Line to Pacific Coast Highway (PCH)
- Interchange Modifications on I-5: Avenida Pico, El Camino Real, Pacific Coast Highway, Stonehill Dr., La Novia/Camino Capistrano, Ortega Hwy. (SR-74), Avery Pkwy, Oso Pkwy, La Paz Rd, El Toro Rd, Jamboree Rd.
- Conduct further study of new access to I-5 in the section of I-5 between SR-73 and Crown Valley Parkway.
- Add truck climbing lane on NB I-5 from Avd. Pico to Avd. Vista Hermosa
- Add 1 General Purpose lane in each direction on I-405 from the El Toro "Y" to SR-133.
- Add 2 General Purpose lanes in each direction on I-405 from SR-133 to the vicinity of Culver Drive.
- Add 1 General Purpose lane in the NB direction on I-405 from Culver Drive to the vicinity of MacArthur Blvd for lane continuity / balance.
- Provide interchange improvement on I-405 at the SR-133 (e.g., ramp connector SB I-405 to NB SR-133).

TOLL ROAD SYSTEM / PRICING OPTION

- Adjust the pricing structure of the toll road system by providing a reduced toll to the user via a shadow toll to attract more users, thereby balancing travel demand across the full roadway network within the study area.
- Add 1 General Purpose lane in each direction on SR-133, SR-73, and SR-241 to maintain a competitive level of service for toll paying users.
- Improve connectivity, flow, and access at the SR-73 / Laguna Canyon Rd / El Toro Rd interchange
- New interchanges at Jeffrey Rd/SR-241; at Crown Valley Pkwy/SR-241; at "CC" Street/SR-241

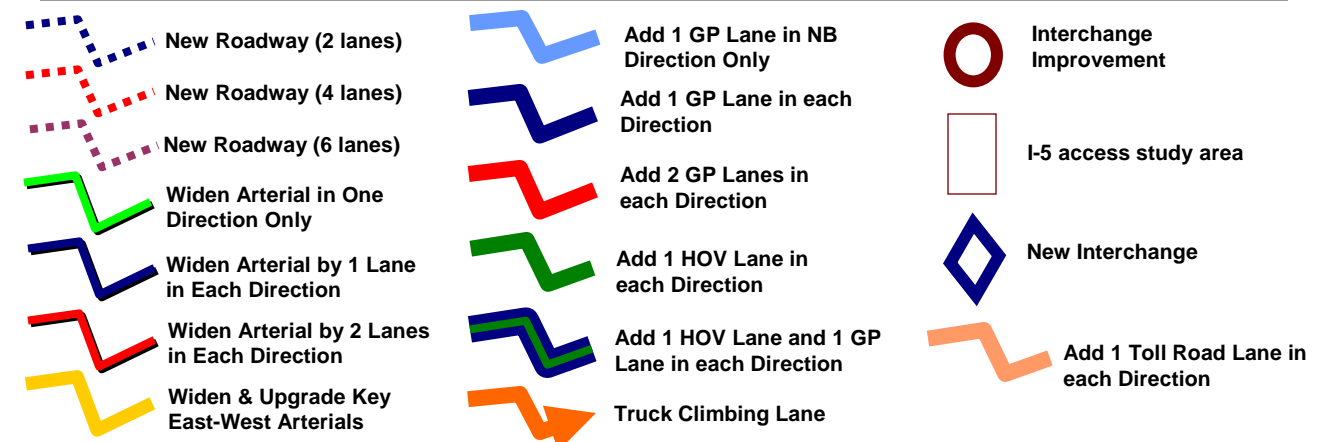
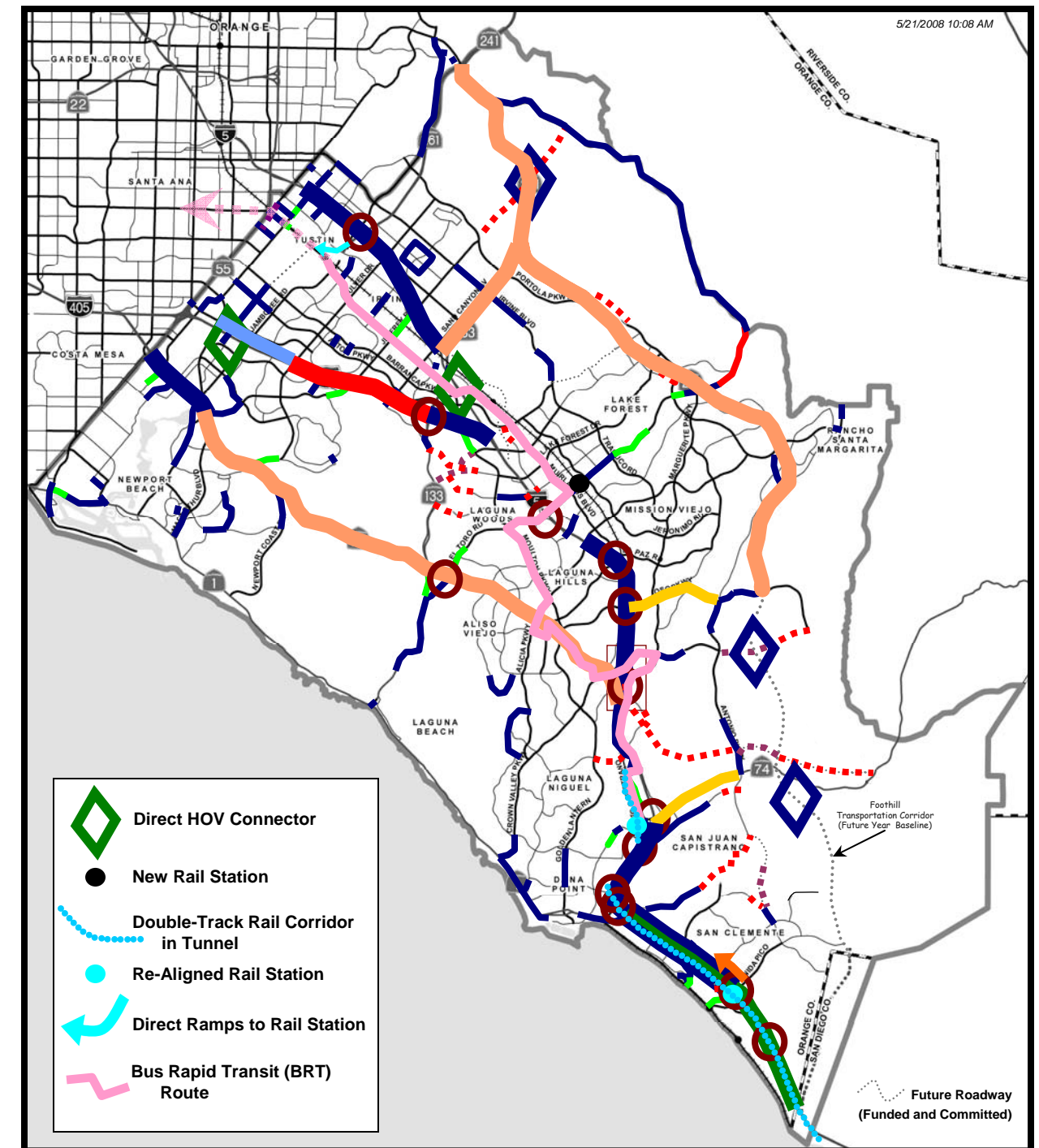
Note: The development and further examination of toll pricing options, including assessment of travel demand as well as the financial implications, must be coordinated with the TCA.

BUS TRANSIT / INTERMODAL FACILITIES

- Increase fixed route bus service by ~20% over the TSM/TDM Alternative
- Increase express bus service by ~10% over the TSM/TDM Alternative
- Substantial investment in Community Based Shuttles (more than doubles the level of this service proposed in the TSM/TDM Alternative) [Note: increases in bus transit service are characterized by increases in revenue vehicle service hours, which reflect added/extended routes, improved frequencies, and/or increased span of service.]
- Beach buses and special event buses.
- North-south Bus Rapid Transit (BRT) Corridor from Tustin Station to downtown San Juan Capistrano, serving transit centers and major activity centers along the route
- Direct HOV connector ramps at existing overcrossings: Von Karman Ave and I-405 and at Barranca Pkwy and I-5 (missing ramps)
- Multimodal centers with HOV, bus, BRT, specialty bus, carpool, vanpool, and parking facilities

RAIL TRANSIT / FEEDER SERVICE / FIXED GUIDEWAY

- New Metrolink station in Lake Forest with feeder bus that includes a connection to Laguna Hills Transportation Center
- Longer Platforms/Train sets
- Add 2-3 additional train round trips on weekends between Orange County and San Diego County
- Increase station parking by ~25% over 2030 Baseline Alternative
- Increased access near stations (street improvements, intermodal support facilities)
- Direct ramps from Jamboree Road to Tustin Station in the southbound direction only.
- Increase in Metrolink rail feeder/distributor bus service (~100% over TSM/TDM Alternative)
- Implement rubber tire "Go Local" connectors to Metrolink stations
- Double track LOSSAN Corridor in San Juan Capistrano via one of two potential alignment options: i) from south of Junipero Serra in cut and cover tunnel adjacent to Trabuco Creek to south of Del Obispo then rejoining existing rail right-of-way, or ii) in twin-bore tunnel under I-5 starting from existing alignment just north of Trabuco Creek then exiting tunnel and rejoining existing rail right-of-way north of Avenida Aeropuerto.
- Double track LOSSAN Corridor from just north of Avenida Aeropuerto in San Juan Capistrano under I-5 via trench/split tunnel with new station at Avenida Pico continuing to Basilone Road then rejoining existing rail right-of-way.
- Increase rail service by 25% over 2030 Baseline levels (e.g., mostly south of Laguna Niguel/Mission Viejo station.)
- High capacity fixed guideway transit line at selected Metrolink stations (e.g. Irvine)
- Accommodate City initiatives for Transit Oriented Development (TOD) near stations
- Inter-jurisdictional policy mechanisms to plan and develop selected transportation systems with a regional view:
 - Policy committee to plan Metrolink station improvements (Cities with Metrolink stations)
 - Integrate passenger rail systems for Los Angeles, Orange, and San Diego counties (Metrolink, Coaster, Amtrak)



Blue text highlights transportation elements that provide an added level of transportation improvement over/above Renewed Measure M (M2) in the study area.