

Amendment to the Master Plan of Arterial Highways

Garfield-Gisler Santa Ana River Crossing

- Cities of Costa Mesa and Huntington Beach began the process to delete the Garfield-Gisler crossing in early 1990s
- Multiple studies undertaken into early 2000s with no consensus among the three cities
- Garfield-Gisler Area Study (2006)
 - Determined improvements to address future demand without the bridge
- Memorandum of Understanding (MOU) signed in 2006 by all three cities

Garfield-Gisler Bridge MOU Requirements

- Place bridge in Right-of-Way Reserve
- Make “reasonable progress” on non-prescriptive improvements for maintaining acceptable operations without the bridge
- Reevaluate before fully removing the bridge from the Master Plan of Arterial Highways (MPAH)
- 2020 MOU amendment deferred the reevaluation until the completion of the Interstate 405 Improvement Project, which opened to traffic in late 2023

Garfield-Gisler Bridge – Technical Review Findings

- 2025 Reevaluation Results:
 - Network performance remains stable or improved compared to 2006 study
- Consensus Findings:
 - Additional analysis not warranted
 - Bridge is not needed to meet future traffic needs
- Peer Review Confirmation:
 - Third-party review by Iteris, Inc. validated methods and findings
- Closure Recommended:
 - Conclusion of collaborative process needs to be documented through an MPAH amendment

Conclusion

- Approved by the Regional Transportation Planning Committee on April 7, 2025
- Board deferred action for 30 days to allow the City of Fountain Valley time to confirm its position
- Fountain Valley City Council study session was held on May 6, 2025
- The recommendation on the removal of the Garfield-Gisler Bridge from the MPAH is being returned to the Board for consideration