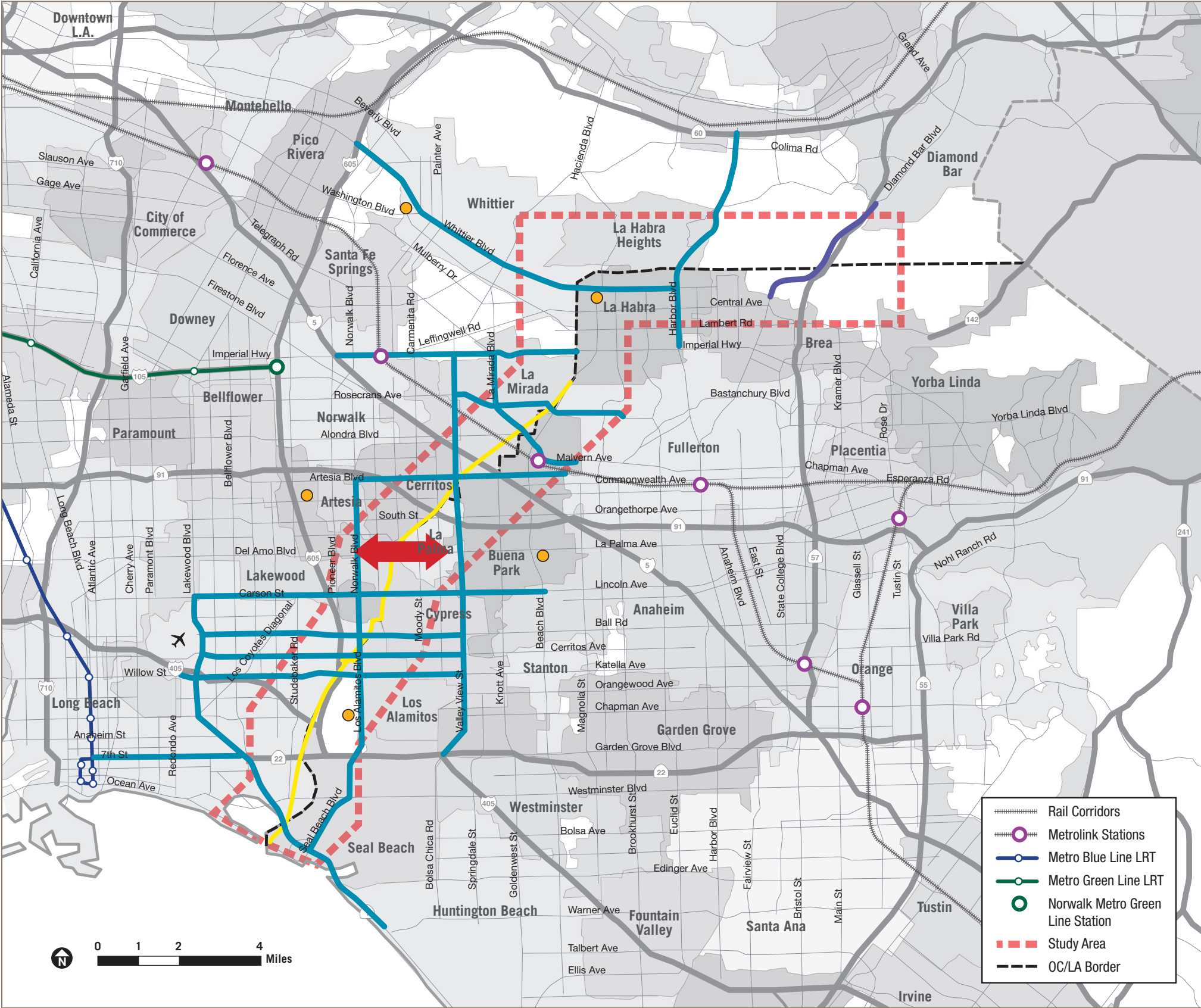




The Transportation System Management (TSM) and Transportation Demand Management (TDM) Concept includes strategies to increase the efficiency of the transportation system and improve mobility across the OC/LA county line. The TSM/TDM concept focuses on increasing local bus coordination, implementing traffic signal coordination on streets near and across the county line to reduce congestion, and increased freeway traffic monitoring. This alternative also includes the construction of additional park-and-ride and transit center facilities. The TSM/TDM Concept is included in all of the following alternatives.

Note: Includes Year 2030 Baseline Improvements

Freeways/Roadways

- Include Goods Movement Intelligent Transportation Systems (ITS) Integration
- Upgrade freeway traffic surveillance on all study area freeways
- Upgrade freeway ramp metering at various locations
- Enhance arterial roadways (Traffic Signal Coordination, bus turn-outs, and other improvements) on the following corridors:
 - Pacific Coast Hwy from Warner Ave to Lakewood Blvd
 - 7th St from SR-22 to Long Beach Blvd
 - Willow St/Katella Ave from Valley View St to Redondo Ave
 - Carson St/Lincoln Ave from Beach Blvd to Lakewood Blvd
 - Lakewood Blvd from Pacific Coast Hwy to Carson St
 - Artesia Blvd from Gilbert St to Norwalk Blvd
 - Rosecrans Ave from Gilbert St to Valley View St
 - La Mirada Blvd from Burlingame Ave to Imperial Hwy
 - Imperial Hwy from County line to Pioneer Blvd
 - Whittier Blvd from Harbor Blvd to I-605
 - Harbor Blvd from Imperial Hwy to SR-60
 - Cerritos Ave/Spring St from Valley View St to Lakewood Blvd
 - Ball Rd/Wardlow Rd from Valley View St to Lakewood Blvd
 - Seal Beach Blvd/Los Alamitos Blvd from Pacific Coast Hwy to Artesia Blvd
 - Valley View St. from SR-22 to Imperial Hwy.
- Offer Carpool/Vanpool incentives
- Interlink city Traffic Management Centers (TMC) and Caltrans District 7 and 12 TMCs
- Increase CCTV locations
- Implement real-time traffic information
- Add alternative work hours
- Add incident management
- Implement safety and operational improvements consistent with Caltrans State Highway Operation and Protection Plan on Brea Canyon Road.

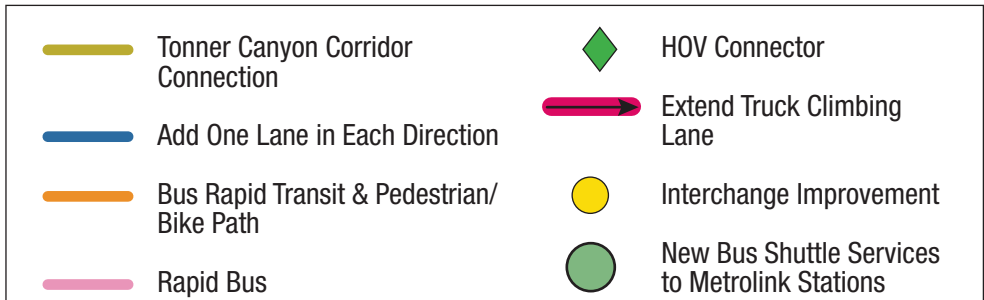
Transit

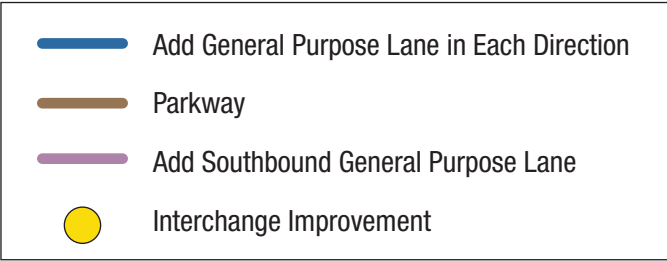
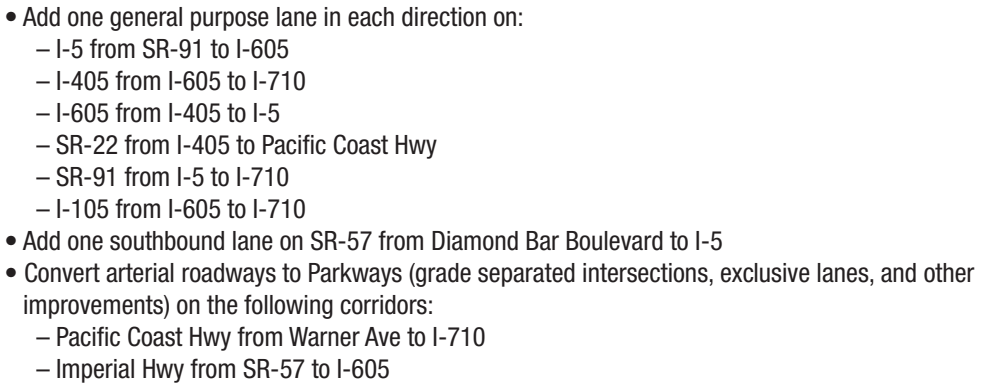
- Increase local bus coordination between counties
- Increase local bus service frequency and span of service
- Add Park and Ride Lots in cities of Artesia/Cerritos, Buena Park, La Habra, Seal Beach/Los Alamitos and Whittier
- Improve transit service information distribution (i.e. kiosks at malls and transit centers)

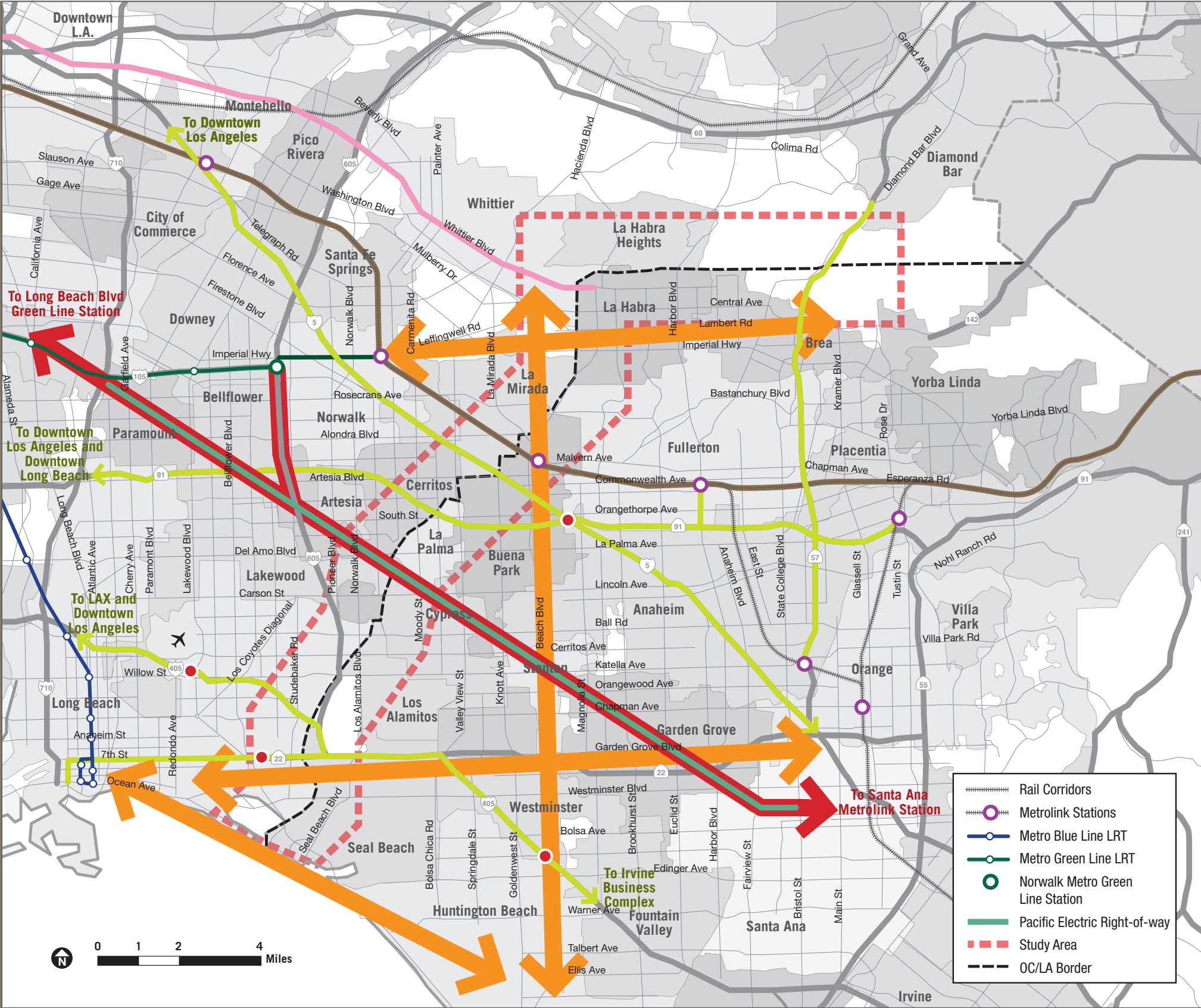
Bike/Pedestrian

- Enhance Coyote Creek Bikeway
- Add new bicycle corridors over Coyote Creek and along rail lines

- ↔ Increase Local Bus Coordination
- Arterial Corridor Improvements
- Safety and Operational Improvements
- Bikeway Enhancement
- New Park-and-Ride Lot







The Transit Concept looks exclusively at transit oriented alternatives to accommodate future travel demand. The objectives of this concept are to improve transit services for both short and long distance trips, improve the efficiency of local transit services, increase Metrolink service, enhance planned Rapid Bus routes, and provide connections between different modes of transportation.

This concept includes Year 2030 Baseline, TSM/TDM and Street/Rapid Bus improvements

Transit

- Increase Metrolink weekday frequency on the Orange County Line from Fullerton to Downtown Los Angeles and 91 Line from Corona to Downtown Los Angeles (Assumes 3rd main track and grade separations)
- Implement Rapid Bus on Whittier Blvd from Beach Blvd to Downtown Los Angeles
- Extend Metro Green Line Light Rail Transit (LRT) to Norwalk/Santa Fe Springs Metrolink Station
- Add Express bus services along the following corridors:
 - Irvine Business Complex to Long Beach Transit Mall via I-405 and SR-22
 - Irvine Business Complex to Downtown Los Angeles via I-405 and I-110
 - Santa Ana Metrolink Station to Downtown Los Angeles via I-5
 - Anaheim Canyon Metrolink Station to Downtown Long Beach via SR-91 and I-710
 - Anaheim Metrolink Station to Diamond Bar via SR-57
- Replace the grade separated Bus Rapid Transit (BRT) service in the Pacific Electric Right of Way (PE ROW) with a fully elevated transit service (bus or rail). Maintain the proposed connection to the Metro Green Line and an at-grade pedestrian / bike path within the corridor.
- Enhance selected rapid bus lines proposed in the Street / Rapid Bus Concept to full Bus Rapid Transit service operating in exclusive rights of way (specific alignment to be determined) connecting:
 - Huntington Beach to Whittier
 - Brea to Norwalk
 - Long Beach to Anaheim/Santa Ana
 - Long Beach to Irvine

