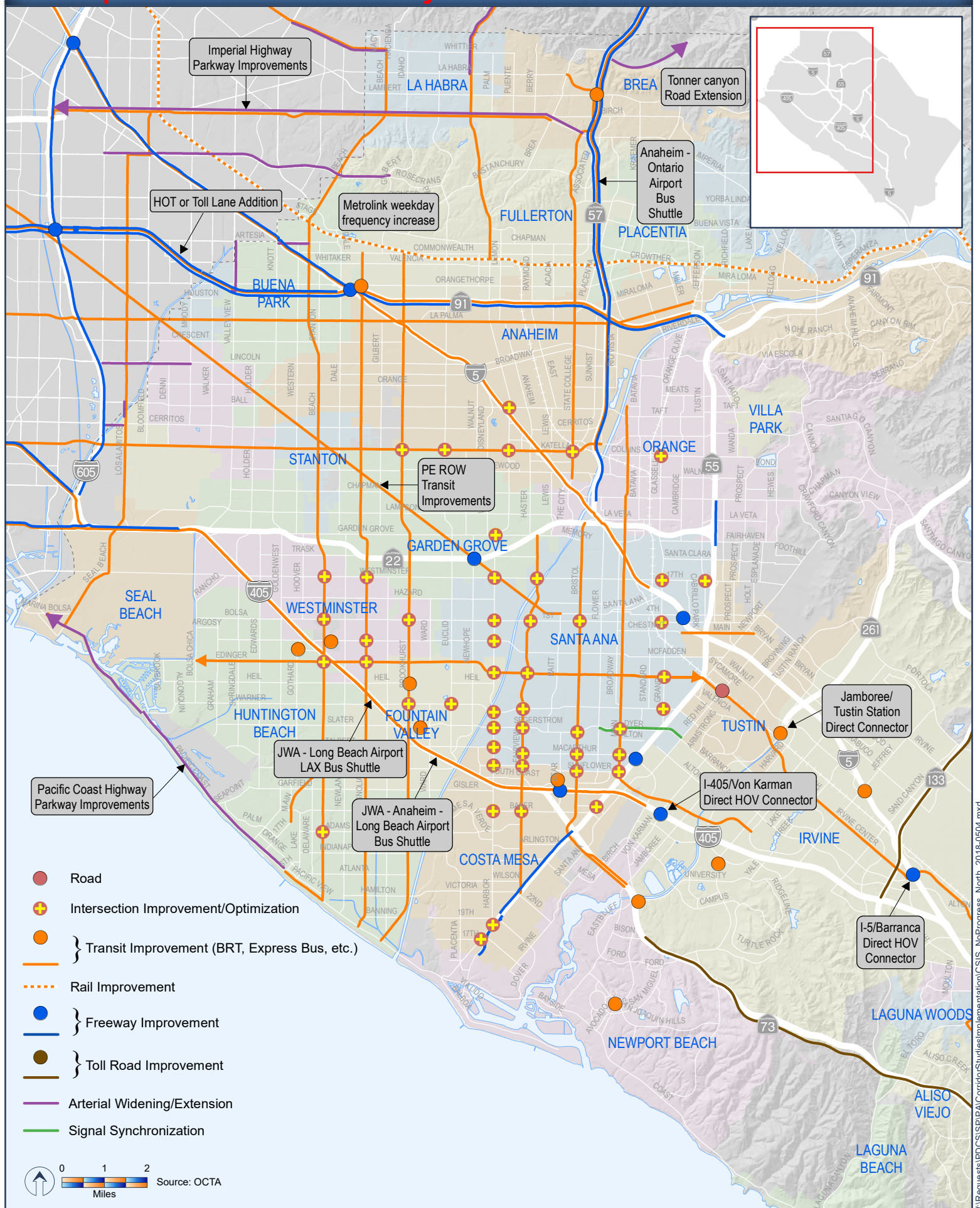
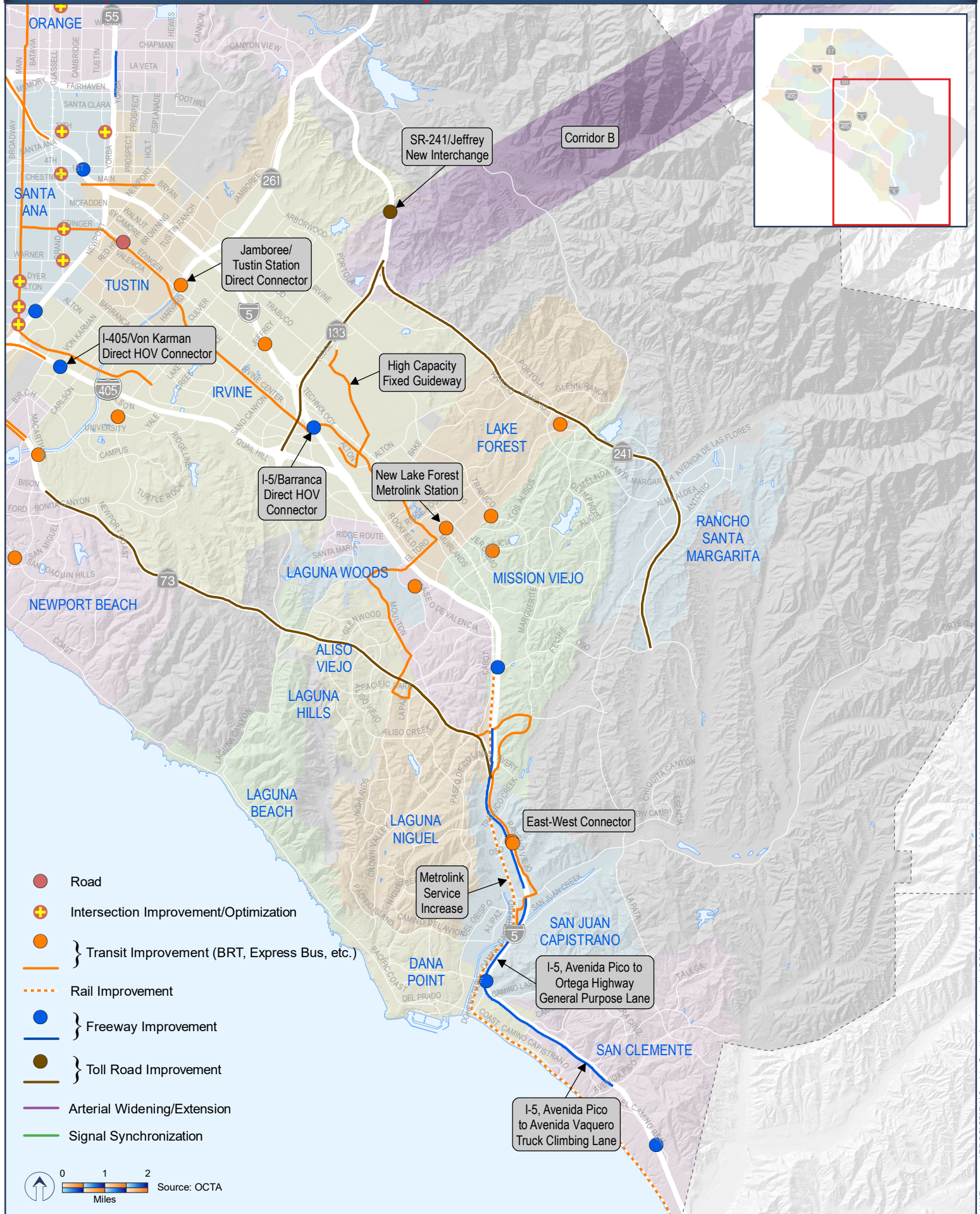


Corridor Studies Implementation Status - North County

Conceptual/Needs Further Study

ATTACHMENT C





Conceptual/Requires Further Study

	Corridor Study	Recommendation	Status	Mode
1	CCCMIS	Reduce weaving and improve flow on I-5 by modifying 1st Street/4th Street on-ramps	Considered as part of Measure M2 Project A but ultimately not included	FWY
2	CCCMIS	Build southbound-on and northbound-off HOV direct access ramps at Bear Street overcrossing on I-405	Requires further study	FWY
3	CCCMIS	Improve eastbound MacArthur Boulevard on/off ramps at SR-55	Requires further study	FWY
4	CCCMIS	Extend the HOV lanes on SR-55 from I-405 to 19th Street	Requires further study	FWY
5	CCCMIS	Extend SR-55 from current terminus to Industrial Way	PSR was completed but requires further study	FWY
6	CCCMIS	Conduct feasibility study on SR-55 from Chapman Avenue through the SR-22/SR-55 interchange	Requires further study	FWY
7	CCCMIS	Build connector ramps from the SR-22 to the PE ROW	Requires further study	FWY
8	OC-LA	Improve Interchanges at various locations - I-5/SR-91 - I-605/SR-91	Will be considered as part of upcoming OC-LA intercounty study for FY 2018-19	FWY
9	OC-LA	Add HOV Connectors at I-5/I-605	Outside of OC jurisdiction	FWY
10	OC-LA	Add one general purpose lane in each direction - I-5 from SR-91 to I-605 - I-405 from I-605 to I-710 - I-605 from I-405 to I-5 - SR-22 from I-405 to Pacific Coast Highway - SR-91 from I-5 to I-710 - I-105 from I-605 to I-710	Some portions are outside of OC jurisdiction; per state directive, additional freeway capacity will be considered as part of planned managed lane improvements.	FWY
11	OC-LA	Add one SB general purpose lane on SR-57 from Diamond Bar Boulevard to I-5	Requires further study	FWY

Conceptual/Requires Further Study

	Corridor Study	Recommendation	Status	Mode
12	RI-OC	Continue to evaluate costs and impacts with Corridor A in SR-91 right of way through a future preliminary engineering process in cooperation with other agencies	Requires further study	FWY
13	SOCMIS	Add one General Purpose lane in each direction on I-5 between Avenida Pico to Ortega Highway	Requires further study	FWY
14	SOCMIS	Conduct further study of new access to I-5 in the section of I-5 between SR-73 and Crown Valley Parkway in the vicinity of Saddleback College	Eliminated from further consideration as part of project development process for I-5, Oso Parkway to SR-73 (Measure M2 Project C)	FWY
15	SOCMIS	Add truck climbing lane on NB I-5 from Avenida Pico through Avenida Vaquero	Requires further study	FWY
16	SOCMIS	Interchange Modifications on I-5 at Oso Parkway	Requires further study	FWY
17	SOCMIS	Interchange Modifications on I-5 at El Camino Real	Eliminated as part of I-5, Avenida Pico to San Diego County line PSR/PDS based on traffic analysis	FWY
18	SOCMIS	Interchange Modifications on I-5 at Stonehill Dr (SB ramps)	Eliminated from further consideration as part of I-5/Ortega Highway (Measure M2 Project D) due to potential impacts, cost, and constructability	FWY
19	SOCMIS	Direct HOV connector ramps at existing overcrossing at Von Karman Avenue and I-405	Requires further study	FWY
20	SOCMIS	Direct HOV connector ramps at existing overcrossings at Barranca Parkway and I-5 (NB off and SB on ramps only)	Requires further study	FWY
21	SOCMIS	Add new four lane limited access roadway connecting both I-5 and SR-73 to Antonio Parkway and Cow Camp Road (SR-73/SR-241 Roadway Connector)	Requires further study	FWY
22	CCCMIS	Synchronize additional key arterial corridors above the 2035 Baseline, including 16 key corridors in the study area - Dyer Road	Requires local sponsorship	ROAD

Conceptual/Requires Further Study

	Corridor Study	Recommendation	Status	Mode
23	CCCMIS	Arterial and Intersection Optimization on Beach Boulevard - Westminster Boulevard at Beach Boulevard - Edinger Avenue at Beach Boulevard - Bolsa Avenue at Beach Boulevard - Adams Avenue at Beach Boulevard	Requires local sponsorship; Will be considered as part of upcoming Beach Boulevard Corridor Study	ROAD
24	CCCMIS	Arterial and Intersection Optimization on Brookhurst Street - Katella Avenue at Brookhurst Street - Warner Avenue at Brookhurst Street - Bolsa Avenue at Brookhurst Street	Requires local sponsorship	ROAD
25	CCCMIS	Arterial and Intersection Optimization on Fairview Street - 17th Street at Fairview Street - Segerstrom Avenue at Fairview Street - Edinger Avenue at Fairview Street - Warner Avenue at Fairview Street - MacArthur Boulevard at Fairview Street - Sunflower Avenue at Fairview Street - 1st Street at Fairview Street - Baker Street at Fairview Road	Requires local sponsorship	ROAD
26	CCCMIS	Arterial and Intersection Optimization on Bristol Street - Segerstrom Avenue at Bristol Street - MacArthur Boulevard at Bristol Street - Sunflower Avenue at Bristol Street - 1st Street at Bristol Street	Requires local sponsorship	ROAD
27	CCCMIS	Arterial and Intersection Optimization on Grand Avenue - 17th Street at Grand Avenue - Edinger Avenue at Grand Avenue - Warner Avenue at Grand Avenue - 1st Street at Grand Avenue	Requires local sponsorship; Edinger Avenue at Grand Avenue evaluated by City of Santa Ana	ROAD

Conceptual/Requires Further Study

	Corridor Study	Recommendation	Status	Mode
28	CCCMIS	Arterial and Intersection Optimization on Westminster Boulevard - Westminster Boulevard at Magnolia Avenue - Westminster at Harbor Boulevard	Requires local sponsorship	ROAD
29	CCCMIS	Arterial and Intersection Optimization on Edinger Avenue - Edinger Avenue at Magnolia Avenue - Edinger Avenue at Harbor Boulevard	Requires local sponsorship	ROAD
30	CCCMIS	Arterial and Intersection Optimization on Warner Avenue - Warner Avenue and Euclid Street - Warner Avenue at Harbor Boulevard	Requires local sponsorship	ROAD
31	CCCMIS	Arterial and Intersection Optimization on Harbor Boulevard - Katella Avenue at Harbor Boulevard - Garden Grove Boulevard at Harbor Boulevard - Segerstrom Avenue at Harbor Boulevard - MacArthur Boulevard at Harbor Boulevard - Sunflower Avenue at Harbor Boulevard - Newport Boulevard at Harbor Boulevard - 1st Street at Harbor Boulevard - Harbor Boulevard at Baker Street	Requires local sponsorship; MacArthur Boulevard at Harbor Boulevard evaluated by City of Costa Mesa	ROAD
32	CCCMIS	Arterial and Intersection Optimization on Tustin Avenue - 17th Street at Tustin Avenue	Requires local sponsorship; 17th Street at Tustin Avenue by City of Santa Ana	ROAD
33	CCCMIS	Arterial and Intersection Optimization on Katella Avenue - Katella Avenue at Euclid Street - Katella Avenue at State College Boulevard - Katella Avenue at Glassell Avenue	Requires local sponsorship	ROAD
34	CCCMIS	Arterial and Intersection Optimization on Main Street - Dyer Road at Main Street - MacArthur Boulevard at Main Street - Sunflower Avenue at Main Street	Requires local sponsorship; Sunflower Avenue at Main Street evaluated by City of Santa Ana	ROAD

Conceptual/Requires Further Study

	Corridor Study	Recommendation	Status	Mode
35	CCCMIS	Arterial and Intersection Optimization on 17th Street - Superior Avenue at 17th Street	Requires local sponsorship	ROAD
36	CCCMIS	Improve efficiency on Paularino Avenue at SR-55	Requires local sponsorship; Paularino Avenue/ SR-55 SB Frontage Road Intersection Improvement evaluated by City of Costa Mesa	ROAD
37	CCCMIS	Conduct intersection improvement feasibility study at Harbor Boulevard and Ball Road	Requires local sponsorship	ROAD
38	OC-LA	Add one lane in each direction on various streets - Pacific Coast Highway from Warner Avenue to 7 th - Willow Street from the I-605 to Studebaker Road - Carson Street/Lincoln Avenue from Moody Street to Pioneer Boulevard - Artesia Boulevard from Beach Boulevard to Knott Avenue and Valley View Street to SR-91 - Rosecrans Avenue from Gilbert Street to Pioneer Boulevard - Whittier Boulevard from Beach Boulevard to Colima Road - Harbor Boulevard from La Habra Boulevard to Pathfinder Road	Requires local sponsorship and some portions are outside of OC jurisdiction	ROAD
39	OC-LA	Extend Tonner Canyon Road to Grand Avenue	Requires local sponsorship	ROAD
40	OC-LA	Improve/Widen bridges on Cerritos Avenue and Los Alamitos Boulevard over Coyote Creek	Requires local sponsorship and some portions are outside of OC jurisdiction	ROAD
41	OC-LA	Convert arterial roadways to Parkways (grade separated intersections, exclusive lanes, and other improvements) on the following corridors: - Pacific Coast Highway from Warner Avenue to I-710 - Imperial Hwy from SR-57 to I-605	Requires local sponsorship and some portions are outside of OC jurisdiction	ROAD

Conceptual/Requires Further Study

	Corridor Study	Recommendation	Status	Mode
42	SOCMIS	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 Parkway, Muirlands Boulevard, Irvine Center Drive)	Requires local sponsorship	ROAD
43	SOCMIS	Safety and operation improvements at key locations on selected arterials within the study area (primarily near the freeway and toll road interchanges)	Implemented as part of freeway interchange improvements	ROAD
44	SOCMIS	Grade separate Red Hill Avenue	Requires local sponsorship	ROAD
45	OC-LA	Add truck toll lanes on I-710 from Ocean Avenue to SR-60	Outside of OC jurisdiction	TOLL
46	OC-LA	Add High Occupancy Toll (HOT) or Toll Lanes on - I-5 from OC/LA County Line to downtown Los Angeles - I-105 from I-605 to I-710 - I-605 from SR-91 to SR-60 - SR-91 from SR-55 to I-710 - SR-57 from SR-91 to SR-60	Primarily outside of OC jurisdiction; Caltrans and OCTA will evaluate regional managed lanes network through future studies	TOLL
47	SOCMIS	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	Requires TCA sponsorship	TOLL
48	SOCMIS	Add one 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	Requires TCA sponsorship	TOLL
49	SOCMIS	New interchanges at Jeffrey Road/SR-241; at Crown Valley Parkway/SR-241; at "CC" Street/SR-241	Requires TCA sponsorship; SR-241 "Green Alignment" abandoned by TCA through settlement agreement	TOLL

Conceptual/Requires Further Study

	Corridor Study	Recommendation	Status	Mode
50	RI-OC	Continue to study the technical feasibility of the Corridor B concept including costs, risks, joint-use opportunities, benefits, and potential funding options in cooperation with other interested agencies	Riverside-Orange County Corridor Authority Board directed staff to wait until considerable advancements are made in regards to efficient and affordable tunneling technology, and more state and federal funding is made available	TOLL
51	CCCMIS	Introduce new intermodal stations at key locations to facilitate transfers between different types of transportation (Fountain Valley, Santa Ana, Westminster/Garden Grove, and Anaheim)	Requires further study	TRANSIT
52	CCCMIS	New BRT routes on Katella Avenue and Edinger Avenue	Considered as part of OC Transit Vision but not prioritized	TRANSIT
53	CCCMIS	New express bus route on SR-57	Considered as part of OC Transit Vision but not prioritized	TRANSIT
54	CCCMIS	Local bus service improvements on major north/south arterials in the study area - Magnolia Avenue - Brookhurst Street	Additional service not needed based on demand	
55	OC-LA	Increase Metrolink weekday frequency on 91 Line from Corona to Downtown Los Angeles	Requires further study	TRANSIT
56	OC-LA	Increase transit frequencies and coordination on local bus routes	Not implemented because of lack of resources for additional bus service	TRANSIT

Conceptual/Requires Further Study

	Corridor Study	Recommendation	Status	Mode
57	OC-LA	Implement Rapid Bus along: - Imperial Hwy from Brea Mall to the Norwalk Green Line Station - Del Amo Boulevard/La Palma Avenue from the Anaheim Canyon Metrolink Station to Metro Blue Line Del Amo Boulevard stop - Willow Street/Katella Avenue from Anaheim Metrolink Station (ARTIC) to Metro Blue Line Willow Street stop - Seal Beach Boulevard/Los Alamitos Boulevard/Norwalk Boulevard from Pacific Coast Hwy to the - Norwalk/Santa Fe Springs Metrolink Station - Beach Boulevard from downtown Huntington Beach to Whittier Boulevard - Harbor Boulevard from Fullerton Metrolink Station to West Covina Mall	Primarily outside of OC jurisdiction and requires further study	TRANSIT
58	OC-LA	Implement Rapid Bus along Whittier Boulevard from Beach Boulevard to Downtown Los Angeles	Primarily outside of OC jurisdiction and requires further study	TRANSIT
59	OC-LA	Add Express bus service 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	Considered as part of OC Transit Vision but not prioritized	TRANSIT
60	OC-LA	Implement grade-separated BRT on the PE ROW with connection to Norwalk Green Line Station or Long Beach Boulevard Green Line Station; or	Evaluated as part of SCAG PE ROW Alternatives Analysis and considered as part of OC Transit Vision but not prioritized	TRANSIT

Conceptual/Requires Further Study

	Corridor Study	Recommendation	Status	Mode
61	OC-LA	Implement a fully elevated transit service (bus or rail) on the PE ROW. Maintain the proposed connection to the Metro Green Line and an at-grade pedestrian/bike path within the corridor; or		TRANSIT
62	OC-LA	Implement elevated High-Speed Transit System on the PE ROW to Downtown Los Angeles with possible connection to Norwalk Green Line Station		TRANSIT
63	OC-LA	Enhance selected rapid bus lines proposed in the Street/Rapid Bus Concept to full BRT 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	Considered as part of OC Transit Vision but not prioritized	TRANSIT
64	OC-LA	Add Bus Shuttle Service for connection from John Wayne Airport to Anaheim and Long Beach Airport via I-405 and SR-22	Considered as part of OC Transit Vision but not prioritized	TRANSIT
65	OC-LA	Add Bus Shuttle Service for connection from John Wayne Airport to Long Beach Airport and Los Angeles International Airport via I-405	Considered as part of OC Transit Vision but not prioritized	TRANSIT
66	OC-LA	Add Bus Shuttle Service for connection from Anaheim to Ontario Airport via SR-57	Considered as part of OC Transit Vision but not prioritized	TRANSIT
67	RI-OC	A new Intermodal Transportation Center in Corona near Serfas Club Road with ample park-and-ride	Outside of OC jurisdiction and requires further study	TRANSIT
68	RI-OC	Shuttle/circulator feeder buses	Requires local sponsorship	TRANSIT
69	RI-OC	Preferential treatment for HOV	Requires further study	TRANSIT

Conceptual/Requires Further Study

	Corridor Study	Recommendation	Status	Mode
70	RI-OC	Linkages to the proposed Maglev (separate project built by others) should a station ultimately be developed in Corona along the Ontario-Anaheim segment	Maglev project is no longer being pursued	TRANSIT
71	RI-OC	Continue to work with the Cal-Nevada Super Speed Train Commission on Anaheim to Ontario Maglev alignments in the Santa Ana Canyon or alternate corridors as appropriate	Maglev project is no longer being pursued	TRANSIT
72	SOCMIS	Longer Platforms/Train sets	Currently operating at maximum six-car sets	TRANSIT
73	SOCMIS	Direct ramps from Jamboree Road to Tustin Station in the southbound direction only	Considered as part of Tustin Station Parking Structure design but ultimately not included due to cost and travel time considerations	TRANSIT
74	SOCMIS	High capacity fixed guideway transit line at select Metrolink stations (e.g. Irvine)	Requires local sponsorship	TRANSIT
75	SOCMIS	New Metrolink station in Lake Forest with feeder bus that includes a connection to Laguna Hills Transportation Center	Opposed by Lake Forest on March 7, 2011; removed from LPS	TRANSIT
76	SOCMIS	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 Basillone Road then rejoining existing rail ROW	Requires further study	TRANSIT
77	SOCMIS	Increase rail service by 25% over 2030 Baseline levels (e.g., mostly south of Laguna Niguel/Mission Viejo station).	Requires further study	TRANSIT
78	SOCMIS	Increase fixed route bus service by 20% over the TSM/TDM level of improvements	Not implemented because of lack of resources for additional bus service	TRANSIT

Conceptual/Requires Further Study

	Corridor Study	Recommendation	Status	Mode
79	SOCMIS	Increase express bus service by 10% over TSM/TDM levels	Not implemented because of lack of resources for additional bus service	TRANSIT
80	SOCMIS	North-south BRT Corridor from Tustin Station to downtown San Juan Capistrano, serving transit centers and major activity centers along the route	Evaluated as part of OC Transit Vision but requires further study	TRANSIT

Conceptual/Requires Further Study

Acronyms

Board – Board of Directors	PE – Pacific Electric
BRT – Bus Rapid Transit	PSR – Project Study Report
CCCMIS – Central County Corridor Major Investment Study	RI – Riverside
FWY – Freeway	ROW – Right of Way
FY – Fiscal Year	SB - Southbound
HOV – High Occupancy Vehicle	SCAG – Southern California Association of Governments
I-105 – Interstate 105	SOCMIS – South Orange County Major Investment Study
I-110 – Interstate 110	SR-133 – State Route 133
I-15 – Interstate 15	SR-22 – State Route 22
I-405 – Interstate 405	SR-241 – State Route 241
I-5 – Interstate 5	SR-55 – State Route 55
I-605 – Interstate 605	SR-57 – State Route 57
I-710 – Interstate 710	SR-60 – State Route 60
LA – Los Angeles	SR-71 – State Route 71
LOSSAN – Los Angeles-San Diego-San Luis Obispo	SR-73 – State Route 73
LPS – Locally Preferred Strategy	SR-91 – State Route 91
METRO – Metrolink	TCA – Transportation Corridor Agency
MPAH – Master Plan of Arterial Highways	TDM – Transportation Demand Management
NB – Northbound	TSM – Transportation System Management
OC – Orange County	