

City of Anaheim
DEPARTMENT OF PUBLIC WORKS

ATTACHMENT A



July 27, 2023

RECEIVED
AUG 10 2023
PLANNING DIVISION

Mr. Kurt Brotcke
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92868

RE: City of Anaheim Master Plan of Arterial Highways Amendment Request
– DisneylandForward

Dear Mr. Brotcke:

The City of Anaheim (City) would like to request initiation of the Orange County Transportation Authority's (OCTA) Master Plan of Arterial Highways (MPAH) amendment process to support implementation of proposed land use relocations associated with DisneylandForward.

More specifically, the City would like to request OCTA's approval of the following MPAH changes.

- Reclassify Disney Way (from Harbor Boulevard to Anaheim Boulevard) from a major arterial to a primary arterial;
- Remove the planned extension of Gene Autry Way (from Harbor Boulevard to Haster Street); and
- Remove the planned extension of Clementine Street (from Katella Avenue to Orangewood Avenue).

Based upon Orange County Traffic Analysis Model (OCTAM) results (attached), these proposed MPAH modifications produce minimal MPAH circulation changes within the Anaheim Resort. The changes on Disney Way are relatively minor and diverted traffic resulting from the removal of the Gene Autry Way and Clementine Street planned extensions result in limited traffic diversion to immediately parallel arterials. Further, it should be noted that all traffic diversions occur solely within the City and all volume to capacity ratios remain below 1.0.

Given these conclusions, the City would likely to respectfully request that the OCTA initiate the MPAH amendment process for these changes. Thank you for your assistance in this matter; we look forward to working with OCTA on processing these important MPAH changes in support of DisneylandForward.

Should you have any questions regarding this MPAH amendment request, please feel free to contact Rafael Cobian, City Traffic Engineer, at (714) 765-4991.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R. Emami', with a long horizontal flourish extending to the right.

Rudy Emami, P.E.
Director of Public Works

c. Rafael Cobian, City Traffic Engineer

Attachment

Anaheim MPAH Amendments OCTAM Modeling



June 2023

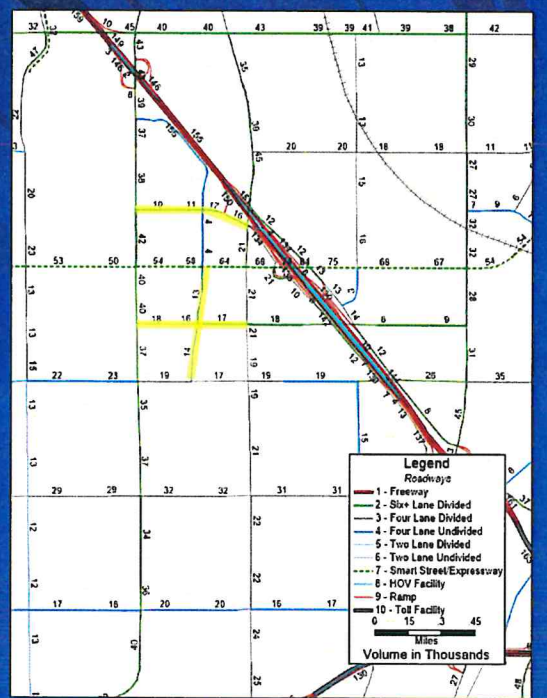
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Anaheim MPAH Amendments

- Proposed MPAH amendments in the City of Anaheim to accommodate new Disneyland development plans
 - Reclassify Disney Way from major to primary
 - Remove extension of Gene Autry Way
 - Remove extension of Clementine St
- Analyzed proposed amendments using OCTAM 5.0 forecast year 2045

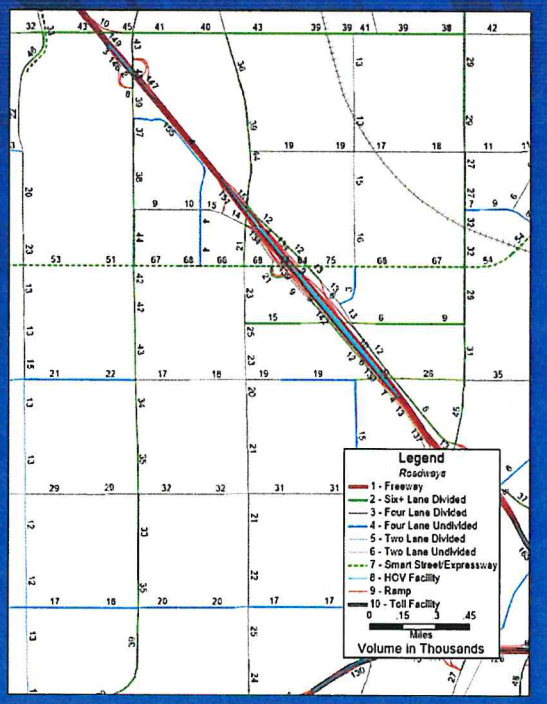
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2045 ADTs with Existing MPAH



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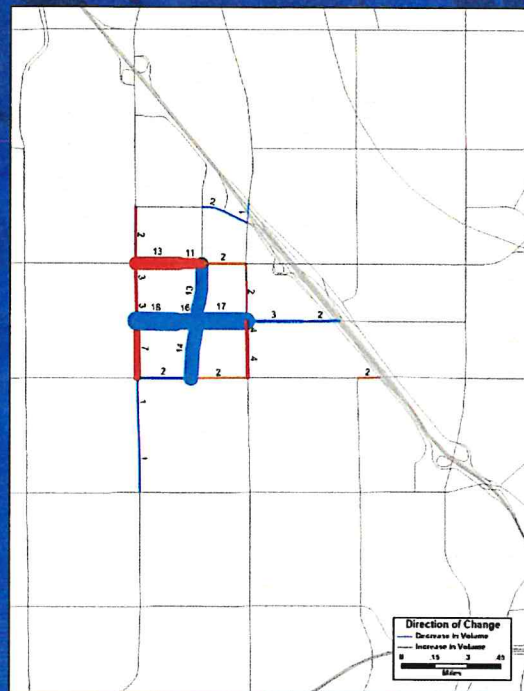
2045 ADTs with Amendments



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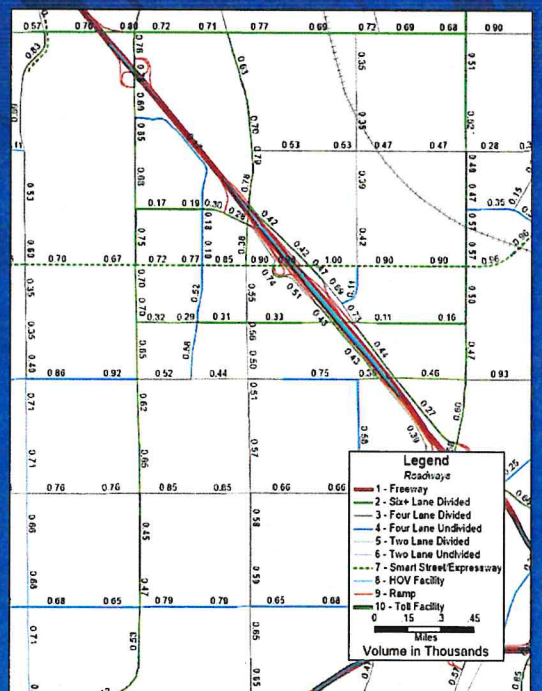
2045 ADTs: Amendments vs MPAH

- Little change from Disney Wy reclassification
- Traffic from removed roads diverted onto parallel arterials, but had little impact elsewhere



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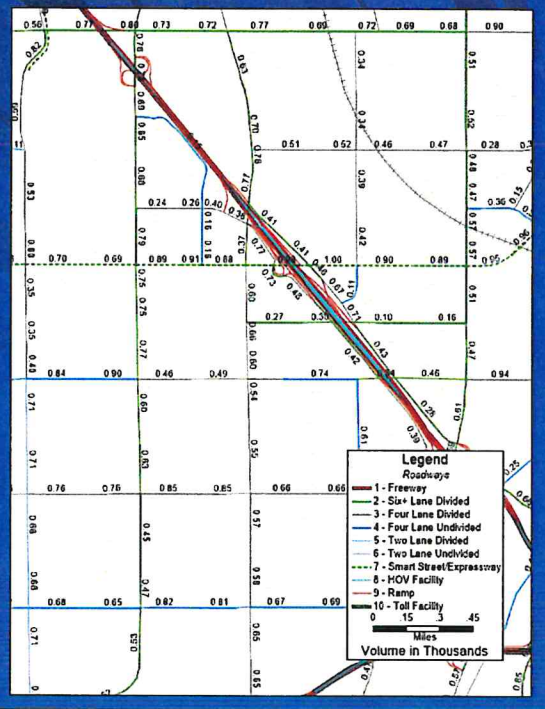
2045 MPAH V/C Existing MPAH



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2045 MPAH V/C with Amendments

- Disney Wy retains relatively low V/Cs
- Arterials with increased volumes have V/Cs less than 1.0.



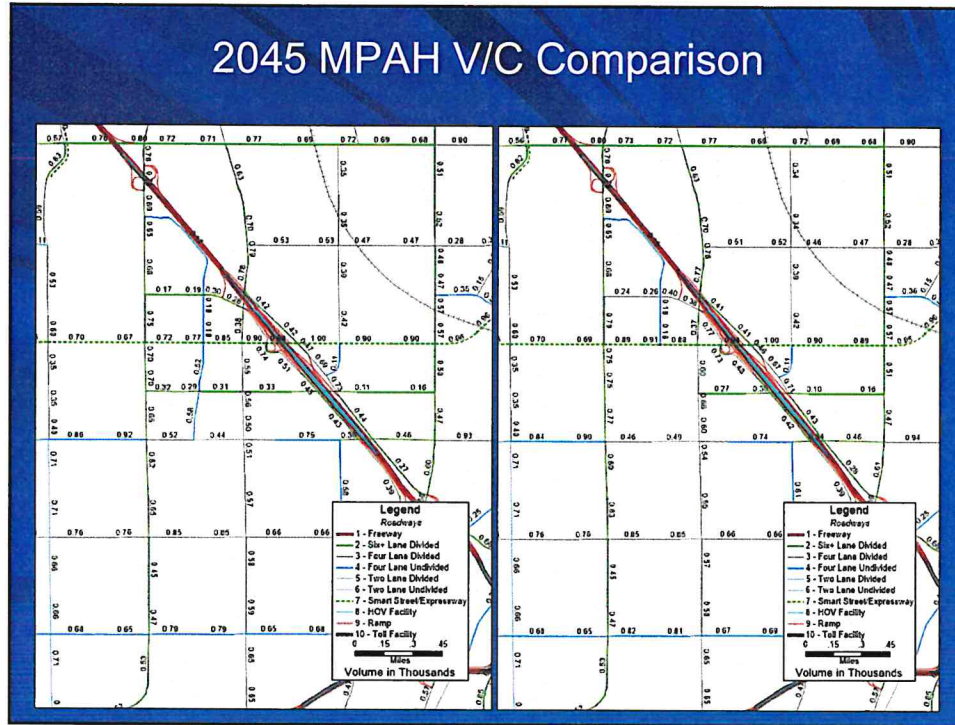
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Summary

- Reclassification of Disney Wy had marginal impact
- Removal of proposed roadway extensions had localized impacts on parallel arterials
 - All changes on City of Anaheim facilities
 - MPAH V/C ratios remained less than 1.0
- DisneylandForward LOS Report documented segment-level impacts similar to or more conservative than this analysis

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2045 MPAH V/C Comparison



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OCTAM Summary Statistics

	2019	2045 No Build	2045 Low Build	2045 M2 Sunset (Synch Removed 10%)	2045 Preferred 1
Daily Vehicle Trips	10,622,705	11,524,705	11,585,357	11,567,627	10,350,867
Daily Transit Trips	130,761	138,051	132,685	129,177	185,129
Total Vehicle Hours of Delay	341,299	453,901	450,249	408,119	315,839
Delay as a Percent of Travel Time	15%	18%	18%	16%	14%
Daily Vehicle Hours Traveled	2,210,641	2,463,235	2,508,467	2,604,913	2,317,586
Daily Vehicle Miles Traveled	76,396,589	81,852,780	84,491,470	85,681,639	82,081,090
Avg. Spd. - Freeways Peak	41.22	39.74	40.40	40.49	41.79
Avg. Spd. - Arterials Peak	26.0	25.2	25.2	23.7	26.8

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