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**Memorandum of Understanding**  
 among  
 Cities of Costa Mesa, Fountain Valley and Huntington Beach  
 and  
 The Orange County Transportation Authority  
 regarding  
 Agency Responsibilities for Implementing the Consensus Recommendation  
 for the  
 Garfield/Gisler Bridge Crossing over the Santa Ana River  
 July 11, 2006

This Memorandum of Understanding (MOU) is entered into among the Orange County Transportation Authority, hereinafter referred to as the OCTA, and the Cities of Fountain Valley, Costa Mesa and Huntington Beach, hereinafter referred to as Cities.

Consistent with the Garfield-Gisler ad-hoc Policy Advisory Committee's consensus recommendation on June 15, 2006, each of the parties to this MOU agrees to support the designation of the Garfield-Gisler Bridge as a "Right-of-Way Reserve"<sup>1</sup> corridor on the Orange County Master Plan of Arterial Highways (MPAH) and, within their respective General Plans/Long Range Plans, implement the Smart Street and Bridge Widening Strategy A improvements within their jurisdictions and ensure that buildout of the Garfield-Gisler Bridge is not assumed for land use planning or traffic analysis purposes. This MOU describes the specific duties and responsibilities of each party with respect to supporting these actions.

**This document establishes obligations on all parties, and constitutes an exchange of promises. This document shall remain in effect unless and until all parties consent to its amendment or termination.**

**Section 1. MPAH and General Plan/Long Range Plan Designations**

**1.1 OCTA Responsibilities**

**1.1.1 Amend Master Plan of Arterial Highways**

After the cities have amended their General Plans, OCTA shall amend the MPAH to re-designate the Garfield-Gisler Bridge, and the eastbound and westbound approaches thereto, as a "Right-of-Way Reserve" corridor. Consistent with the MPAH's original concept for the Garfield-Gisler Bridge, the right-of-way reservation shall be for a secondary arterial highway in Costa Mesa and a primary arterial in Fountain Valley and Huntington Beach.

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<sup>1</sup> The Right-of-Way Reserve classification allows local jurisdictions considering deletion of a planned MPAH facility to request OCTA to take the street off the MPAH as an adopted facility for a specific length of time in order to assess the actual need for it at the end of the designated "reserve" period. However, the right-of-way would need to be preserved during that time and the planned street could not be considered as mitigation for development planning purposes. During the "reserve period," the subject facility will be re-classified as a Right-of-Way Reserve on both the MPAH and City General Plan Circulation Element. At the end of the designated period, a final decision needs to be made to reinstate or fully delete the street on the MPAH.

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## 1.1.2 Amend Orange County Long Range Transportation Plan

After the MPAH has been amended and during the next update to the Orange County Long Range Transportation Plan (LRTP), OCTA shall ensure that the Garfield-Gisler Bridge, and the eastbound and westbound approaches thereto, are reflected as a "Right-of-Way Reserve" corridor in the LRTP.

## **1.2 Cities' Responsibilities**

### 1.2.1 Amend General Plans

The Cities shall amend their General Plan Circulation Elements to reflect that the Garfield-Gisler Bridge and the eastbound and westbound approaches thereto have been designated as a "Right-of-Way Reserve" corridor in the MPAH. Consistent with the MPAH's original concept for the Garfield-Gisler Bridge, the City of Costa Mesa's General Plan shall reserve right-of-way for a secondary arterial highway within the Garfield-Gisler corridor and the Fountain Valley and Huntington Beach General Plans shall reserve right-of-way for a primary arterial highway within the Garfield-Gisler corridor.

## **Section 2. Reasonable Progress Toward Implementing Smart Street Improvements**

### **2.1 OCTA Responsibilities**

#### 2.1.1 OCTA Responsibilities for Smart Street Strategy A Improvements

To ensure reasonable progress toward implementation of Smart Street Strategy A improvements, OCTA shall:

- a. Make funding for implementation of the Smart Street and Bridge Widening Strategy A improvements, as defined in the *Circulation Feasibility Study and Cost Estimate for the Garfield-Gisler Crossing Over the Santa Ana River* (LSA, June 2006), available to the Cities through the Combined Transportation Funding Programs (CTFP). A list of the improvements included in Smart Street and Bridge Widening Strategy A is provided as Attachment A hereto.
- b. Utilize the renewed Measure M Signal Synchronization Program and other CTFP programs as funding sources for implementation of the roadway improvements included in Smart Street and Bridge Widening Strategy A.

### **2.2 Cities' Responsibilities**

#### 2.2.1 Cities' Responsibilities for Smart Street Strategy A Improvements

To ensure reasonable progress toward implementation of Smart Street and Bridge Widening Strategy A improvements, the Cities shall:

- a. Include Smart Street and Bridge Widening Strategy A improvements, as defined in the *Circulation Feasibility Study and Cost Estimate for the Garfield-Gisler Crossing Over the Santa Ana River* (LSA, June 2006), in their Capital Improvement Programs. All projects

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that emanate from Smart Street and Bridge Widening Strategy A shall be considered multi-jurisdictional projects and shall, therefore, be eligible for additional points in OCTA's project prioritization process under the CTFP. A list of the improvements included in Smart Street and Bridge Widening Strategy A is provided as Attachment A hereto.

- b. Make applications to OCTA for CTFP funding to implement Smart Street and Bridge Widening Strategy A improvements. Such applications shall be supported by local match commitments consistent with the requirements of the CTFP programs from which funds are being requested.
- c. Upon approval of funding commitments, implement Smart Street and Bridge Widening Strategy A improvements as expeditiously as possible.

## **Section 3. Land Use and Transportation Planning and Traffic Analysis**

### **3.1 OCTA Responsibilities**

#### **3.1.1 OCTA Responsibilities with Respect to Transportation Planning and Traffic Analysis**

- a. OCTA shall ensure that buildout of the Garfield-Gisler Bridge, and the eastbound and westbound approaches thereto, is not assumed in any of its transportation planning or traffic modeling activities.
- b. OCTA shall ensure that implementation of the Smart Street and Bridge Widening Strategy A program of projects is assumed in its transportation planning, modeling, and analysis activities.

### **3.2 Cities' Responsibilities**

#### **3.2.1 Land Use Planning**

The Cities shall ensure that buildout of the Garfield-Gisler Bridge, and the eastbound and westbound approaches thereto, is not assumed in any of its land use planning activities.

#### **3.2.2 Transportation Planning and Traffic Analysis**

The Cities shall ensure that buildout of the Garfield-Gisler Bridge, and the eastbound and westbound approaches thereto, is not assumed in any of its transportation planning, traffic modeling, or traffic analysis activities.

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## **Section 4. Compliance Monitoring and Reporting**

### **4.1 OCTA Responsibilities**

#### **4.1.1 OCTA Responsibilities for Monitoring City Compliance**

- a. OCTA shall monitor the Cities' compliance with the provisions of this MOU every two years through the MPAH Certification Review Process to ensure that the Cities are complying fully with the provisions of this agreement and making reasonable progress toward implementation of the Smart Street and Bridge Widening Strategy A improvements.
- b. Upon completion of all the Smart Street and Bridge Widening Strategy A improvements, and consistent with OCTA guidance for Right-of-Way Reserve corridors, OCTA in coordination with the cities shall re-evaluate traffic levels of service in the project study area to determine whether to delete, continue the reserve, or re-instate the Garfield-Gisler Bridge onto the MPAH as a planned facility.

### **4.2 Cities' Responsibilities**

#### **4.2.1 Cities Responsibilities for Reporting Compliance**

The Cities' shall provide progress reports to OCTA every two years through the MPAH Certification Review Process as a means of communicating that the provisions included herein are being implemented fully and expeditiously and that reasonable progress is being made toward implementation of the Smart Street and Bridge Widening Strategy A improvements.

## **Section 5. Amendment/Termination**

### **5.1 Amendment**

This MOU may be amended by the written consent of all four parties which are signatories hereto.

### **5.2 Termination**

This MOU may be terminated only by the written consent of all four parties which are signatories hereto.

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**THE ORANGE COUNTY TRANSPORTATION AUTHORITY**

\_\_\_\_\_  
**(Date)**

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**MAYOR, CITY OF COSTA MESA**

\_\_\_\_\_  
**(Date)**

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MAYOR, CITY OF FOUNTAIN VALLEY

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(Date)

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MAYOR, CITY OF HUNTINGTON BEACH

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(Date)

**Project List and Implementing Agencies  
for  
Smart Street and Bridge Widening Strategy A Improvements**

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***Introduction***

Through its General Plan Circulation Element, each of the cities within the Garfield/Gisler Bridge Crossing Study Area has established traffic level of service (LOS) D or better as representative of acceptable operating conditions on roadways within its jurisdiction. The Garfield/Gisler Study Area currently experiences significant traffic delay at several locations. In addition, the OCTAM model predicts that several intersections in the project study area will operate below LOS D in the Year 2030 if no improvements are made. To help the cities achieve and/or maintain LOS D operations, where feasible, throughout the project study area, Smart Street and Bridge Widening Strategy A includes a list of improvements to offset the traffic impacts associated with projected growth in traffic volumes. That program of projects is presented below.

One of the key concepts included in the "Consensus MOU<sup>1</sup>" is that each of the cities within the Garfield/Gisler Bridge Crossing Study Area will make "reasonable progress" toward implementing the improvements included in Smart Street and Bridge Widening Strategy A. The intent of this concept is that the cities will, individually and collectively, make reasonable efforts to implement the proposed improvement(s) before traffic levels of service fall below the cities' LOS D standard at any of the locations included in the Smart Street and Bridge Widening Strategy A program of projects.

It should be noted that although the Smart Street and Bridge Widening Strategy A program of projects is specific, it is not meant to be prescriptive. If a city is able to identify an alternative traffic flow improvement which meets the overall objective of achieving and/or maintaining LOS D at any location within the study area, then that improvement shall be considered an acceptable alternative and shall be implemented as a substitute solution to the original recommendation.

***City of Costa Mesa***

- CM-1     Implement and maintain synchronized traffic signals along Harbor Boulevard between I-405 and Adams Ave.
  
- CM-2     Implement and maintain synchronized traffic signals along Fairview Road between I-405 and Adams Avenue.
  
- CM-3     Implement and maintain synchronized traffic signals along Adams Avenue between the Santa Ana River and Fairview Road; coordinate cross-jurisdictional traffic synchronization with the City of Huntington Beach.
  
- CM-4     Install a bus turnout at the existing bus stop at northbound Harbor Boulevard at Adams Avenue.
  
- CM-5     Install a bus turnout at the existing bus stop at northbound Harbor Boulevard at MacArthur Boulevard.

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<sup>1</sup> *i.e.*, the "Memorandum of Understanding among Cities of Costa Mesa, Fountain Valley and Huntington Beach and the Orange County Transportation Authority Regarding Agency Responsibilities for Implementing the Consensus Recommendation for the Garfield/Gisler Bridge Crossing Over the Santa Ana River", July 11, 2006.

**Project List and Implementing Agencies  
for  
Smart Street and Bridge Widening Strategy A Improvements**

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- CM-6 Consolidate driveways on the northbound side of Harbor Boulevard at Adams Avenue.
- CM-7 Modify the existing traffic signal at W. Mesa Verde Drive/Adams Avenue to provide a northbound right-turn overlap with the westbound left-turn phase.
- CM-8 Maintain the existing northbound and southbound split phase at Hyland Avenue/ MacArthur Boulevard. Re-stripe the northbound approach to provide dual left-turn lanes, one shared left-through lane, and one right-turn lane.
- CM-9 Add a fourth through lane in the northbound approach Harbor Boulevard/Gisler Avenue.<sup>2</sup>
- CM-10 Add a third northbound left-turn lane at Harbor Boulevard/Adams Avenue, creating triple 200-foot northbound turn lanes with a 120-foot bay taper. Add a southbound right-turn lane for 150 feet with a 90-foot bay taper. Convert the fourth southbound through lane into a shared through-right lane. Add a third eastbound left-turn lane, creating triple 350-foot eastbound left-turn lanes with a 120-foot bay taper.
- CM-11 Modify the existing traffic signal at Fairview Road/Baker Avenue to provide a northbound right-turn overlap with the westbound left-turn phase.

***City of Fountain Valley***

- FV-1 Implement and maintain synchronized traffic signals along Brookhurst Street between Ellis Avenue and Garfield Avenue; coordinate cross-jurisdictional traffic synchronization with the City of Huntington Beach.
- FV-2 Under the lead of the County of Orange or the Orange County Transportation Authority and in coordination with the cities of Costa Mesa and Santa Ana, widen the Talbert Avenue/MacArthur Boulevard Bridge over the Santa Ana River from four to six lanes.
- FV-3 Remove on-street parking on northbound Brookhurst Street between Ellis Avenue and Garfield Avenue.
- FV-4 Modify the existing traffic signal at Ward Street/Talbert Avenue to provide a northbound right-turn overlap with the westbound left-turn phase.
- FV-5 Under the lead of Caltrans or the Orange County Transportation Authority, reconstruct the westbound right-turn lane at I-405 Southbound Ramp/Ellis Avenue as a channelized free right-turn lane onto the I-405 southbound on-ramp. Eliminate the eastbound left-turn movements by constructing a dedicated eastbound through lane that becomes a slip on-ramp to southbound I-405.<sup>3</sup>

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<sup>2</sup> Improvements to this intersection are already planned and funded.

<sup>3</sup> These improvements will be most effective with associated ramp and mainline improvements as part of a separate effort to improve traffic flow along I-405.

**Project List and Implementing Agencies  
for  
Smart Street and Bridge Widening Strategy A Improvements**

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- FV-6 Reconstruct the northbound right-turn lane on Newhope Street as a channelized free right-turn lane from to eastbound Talbert Avenue (or a City-defined alternative which would achieve LOS D or better in the year 2030).

***City of Huntington Beach***

- HB-1 Implement and maintain synchronized traffic signals along Brookhurst Street between Garfield Avenue and Adams Avenue; coordinate cross-jurisdictional traffic synchronization with the City of Fountain Valley.
- HB-2 Implement and maintain synchronized traffic signals along Adams Avenue between Brookhurst Street and the Santa Ana River; coordinate cross-jurisdictional traffic synchronization with the City of Costa Mesa.
- HB-3 Remove on-street parking on northbound Brookhurst Street between Garfield Avenue and Adams Avenue.
- HB-4 Install a bus turnout at the existing bus stop at northbound Brookhurst Street at Adams Avenue.
- HB-5 Install a bus turnout at the existing bus stop at southbound Brookhurst Street at Adams Avenue.
- HB-6 Consolidate driveways on the northbound and southbound sides of Brookhurst Street at Adams Avenue.
- HB-7 Add a fourth through lane in the north, south, east, and westbound approaches at Brookhurst Street/Adams Avenue. Add dedicated right-turn lanes in the north and southbound approaches.
- HB-8 Add a second southbound left-turn lane at Bushard Street/Adams Avenue, creating dual 200-foot southbound left-turn lanes with a 120-bay taper.