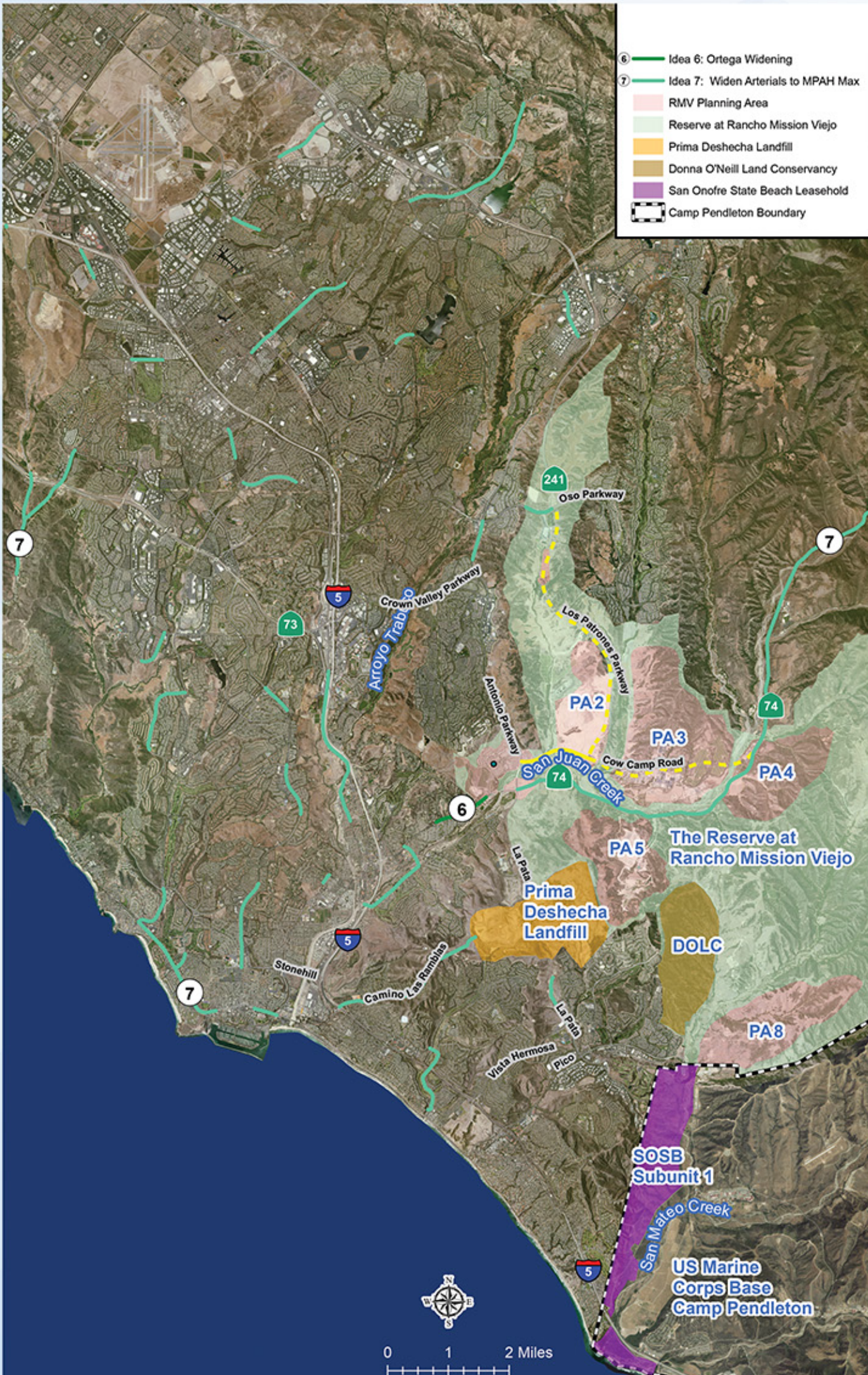


Idea 6: Widen Ortega Highway to 4 lanes

Idea 7: Widen Arterials to MPAH Maximum*

*(Includes widening of portions of the following arterials beyond what is assumed in the baseline: Alicia Pkwy, Alton Pkwy, Antonio Pkwy, Avenida Empresa, Avenida La Pata, Avenue Vaquero, Camino Capistrano, Camino Las Ramblas, Crown Valley Pkwy, Del Obispo St, El Toro Rd, Highlands Ave, Irvine Center Dr, La Novia Ave, Niguel Rd, Ortega Hwy, Oso Pkwy, Paseo De Valencia, Pacific Coast Hwy, Ridge Rte Dr, San Juan Creek Rd, SR-133/Broadway St, SR-133/Laguna Canyon Rd, Street of the Gold Lantern, Trabuco Rd, Wood Canyon Dr)



CHANGE IN TRAFFIC FOR BOTH 6 & 7 IDEAS COMBINED

-9% Overall Change in Motorist Delay in South Orange County

-1% Change in Daily Traffic Volume on I-5, South of Ortega Hwy

+4% Change in Daily Traffic Volume on Ortega Hwy, West of Antonio Pkwy

Benefits

- ⊕ **Idea 6:** Eliminates a local bottleneck condition
- ⊕ **Idea 6:** Low Cost
- ⊕ **Idea 6:** Low environmental impacts
- ⊕ **Idea 7:** Improves arterial system
- ⊕ **Idea 7:** Provides local traffic relief

Challenges

- ⊖ **Ideas 6 & 7:** Provides low regional North-South traffic relief
- ⊖ **Ideas 6 & 7:** Local opposition
- ⊖ **Idea 7:** Requires use of eminent domain to expand arterials
- ⊖ **Idea 7:** Some projects include significant right-of-way acquisitions resulting in high impact to natural environment.

Projected Cost*

Idea 6: Low \$

Idea 7: High \$\$

Funding

- Idea 6:** Previously identified State and OCTA funding (status uncertain)
- Idea 7:** No identified sources of funding (future TCA surplus toll revenues could be considered to supplement funding)

*Costs: Low = Less than \$100 Million,
Moderate = Between \$100 Million-\$600 Million,
High = Greater than \$600 Million