

SMITHJOHNSON

R E S E A R C H

Orange County Transportation Issues Survey

Val R. Smith, Ph.D.

October 11, 2017

Methods:

Field Dates:	• August 9-16, 2017
Sample Size:	• 1,590 completed interviews
Sampling Error:	• 1,000-sample: +/- 3.1% (at 95% confidence level) • 590-sample: +/- 4.0% (at 95% confidence level)
Research method	• Phone survey
Unit of Analysis:	• Voter households
Population:	• Orange County residents
Propensity	• 0+
Screens:	• None
Oversample	• 590 interviews from San Clemente, Dana Point, San Juan Capistrano
Research Director	• Val Smith, Ph.D.
Quotas:	• Party registration, cell phone, age, sex

Explanatory note:

This report is a summary of the key findings from the county-wide survey. The summary uses a logical organization of results. For a verbatim organization of answers to questions as they were asked, please see the accompanying topline questionnaire.

Conclusions

The results of the survey appear to support at least twelve conclusions:

1. Four out of five residents often encountered congestion while driving on I-5. Residents who often experienced congestion were more likely to say it had an impact on their quality of life.
2. Nearly seven in ten residents believed population growth in the County, including Rancho Mission Viejo, will have a significant effect on I-5 traffic congestion.
3. Doing nothing about I-5 congestion was simply not an acceptable option for Orange County Residents.
4. The possible solutions of adding lanes or completing the Through-pass were preferred over the beltway option.
5. The Through-pass Option will need to be explained to be accepted. Unlike adding lanes to an existing freeway, the Through-pass is likely an unfamiliar concept.
6. Residents initially supported the Through-pass by a margin of 19 points. Even after hearing opposing arguments the Through-pass maintained support from a majority of residents.
7. The summary argument supporting the Through-pass was rated as more convincing than the opposing summary argument.
8. Supervisorial District 5 supported the Through-pass with the same level of support as other districts.
9. Opposition to the Through-pass tended to come from those opposed to urban growth and those who believed not enough was being done to protect the environment.
10. Public opinion on the Ortega connector is evenly split. Dana Point residents supported the proposal but San Juan Capistrano residents opposed the connector.

Residents of both cities, however, thought the Ortega connector would make traffic in Dana Point worse off, rather than better off, by a five-to-one margin.
11. One out of four San Clemente residents supported the Through-pass, reflecting the City Council's opposition to any connection in San Clemente.
12. Six out of ten residents agreed with the San Clemente City Council's position resisting any connector within city limits, with roughly 40% disagreeing or undecided.

I. Congestion and Quality of Life

CONCLUSION: *Four out of five residents typically encountered congestion while driving on I-5. Residents who often experienced congestion were more likely to say it had an impact on their quality of life.*

QUESTION 4.

While you are driving the I-5 in South Orange County, would you say traffic congestion and traffic slow-downs occur often, seldom, or almost never?

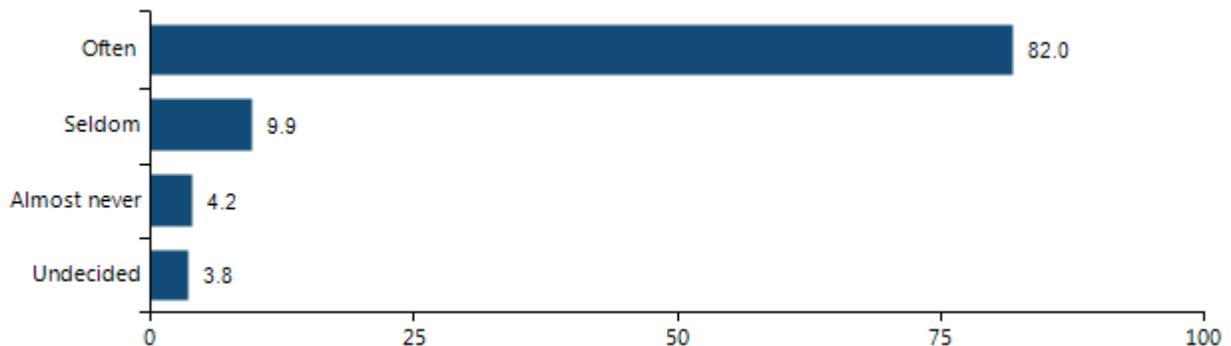
QUESTION 5.

Some people believe that traffic congestion and traffic slow-downs on the I-5 in South Orange County negatively impact the quality of life in Orange County. Others believe that traffic on the I-5 is little more than an inconvenience.

What about you? Would you say that the traffic congestion impacts quality of life in Orange County or is only an inconvenience?

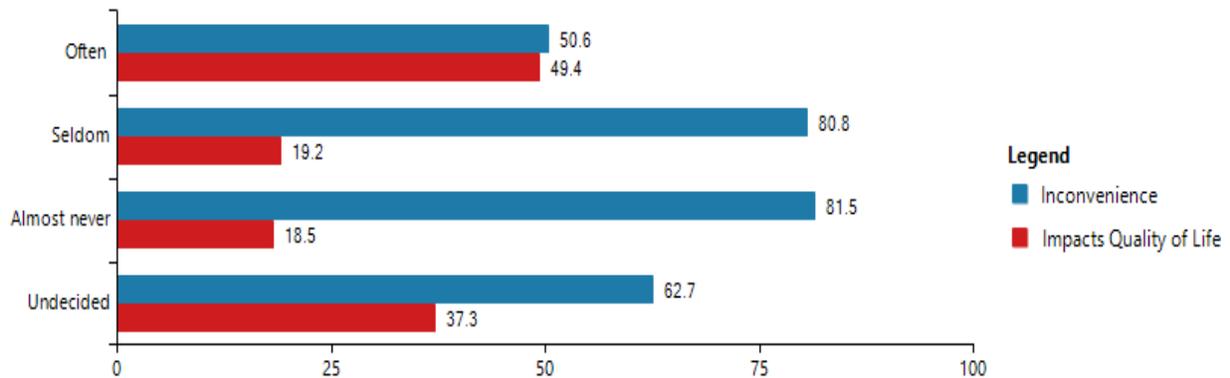
ANALYSIS

An examination of alternative highway proposals would be moot were it not for I-5 congestion. The first objective of the survey was to understand the public's views of I-5 traffic congestion. Four out of five residents typically experienced congestion during their travels on I-5. Among those who drive I-5 at least once a week the percentage grew to 86%.



Graph 1: Congestion

A follow-up question asked all respondents if congestion impacted their quality of life, or was only an inconvenience. Almost half (44%) said the congestion affected their quality of life. As the graph below illustrates, there was a relationship between the two variables. Those who encountered I-5 congestion often were most likely to see the heavy traffic disrupting the quality of their lives.



Graph 2: Quality of Life by Frequency of Encountering I-5 Traffic Congestion

II. Rancho Mission Viejo

CONCLUSION: *Nearly seven in ten residents believed population growth in the County, including Rancho Mission Viejo, will have a significant effect on I-5 traffic congestion.*

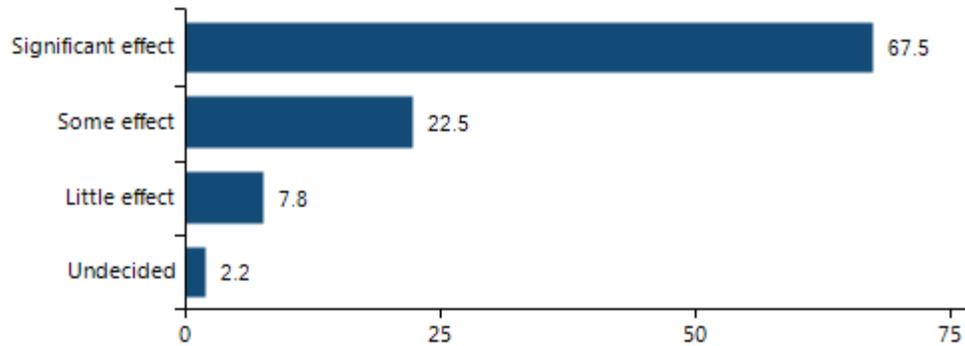
QUESTION 6.

The construction of 14,000 new homes and 5½ million square feet of commercial space in Rancho Mission Viejo, in South Orange County, has already been approved and is now underway. The County-wide population for Orange County will grow by 400,000 people within 10 years.

Some people believe this new construction and population growth will make congestion on I-5 significantly worse. Others believe this construction will have little impact on I-5. What about you? Will the addition of Rancho Mission Viejo's large number of new homes and commercial areas have a significant effect, some effect, or little effect on I-5 traffic congestion?

ANALYSIS

Four out of five Orange County residents see I-5 as often crowded now. So what do they believe will happen when residential and commercial development expands dramatically in Rancho Mission Viejo? Nearly seven out of ten respondents (68%) believed the growth of Rancho Mission Viejo will have significant detrimental effects on I-5 congestion. Only 8% believed the development would have little effect.



Graph 3: Impact of Rancho Mission Viejo on I-5 Traffic Congestion

Two groups found the development in Rancho Mission Viejo to be particularly troublesome. Among those who believed I-5 congestion resulted in diminished quality of life 82% believed the growth of Rancho Mission Viejo would have a significant effect on I-5 congestion.

Similarly, among those who favor severely restricting residential and commercial development, 80% believed Rancho Mission Viejo will have a significant effect on I-5 congestion. As we will see later in this summary, this is precisely the group that most opposes any move to mitigate congestion by adding lanes to I-5 or connecting to Highway 241 via the Through-pass concept.

This speaks to the visceral reaction by a small, but vocal, minority towards connecting 241 to I-5. They see the problem, but demure on a solution. At some point, one would suppose these folks will resolve their cognitive dissonance by accepting some form of solution. But for the moment, they are averse to development and wish to express their opposition to growth.

III. Doing Nothing

CONCLUSION: *Doing nothing about I-5 congestion was simply not an acceptable option for Orange County Residents.*

QUESTION 7D.

One suggestion would be to do nothing beyond what is currently planned for I-5 improvements. Some claim that current I-5 improvements plus the recently opened La Pata extension will provide sufficient traffic relief in south Orange County.

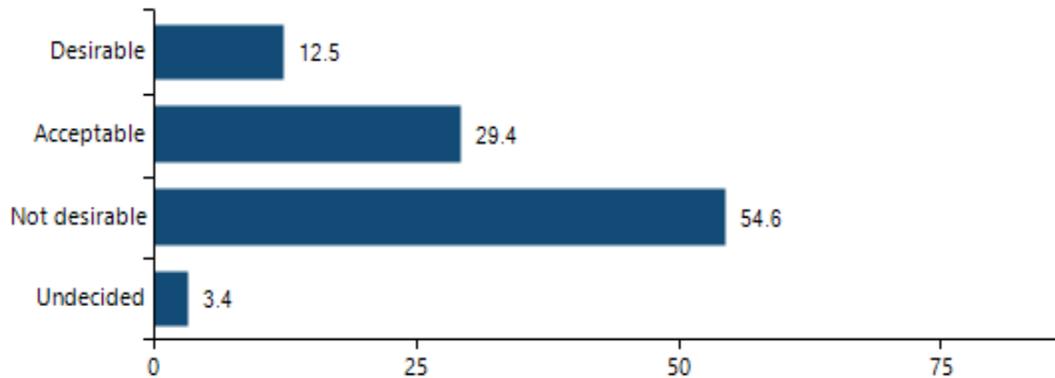
The advantages of this option would be no new roadway construction costs or additional community impacts. The disadvantage of doing nothing means traffic will continue to increase on I-5 and spill onto local streets in South Orange County cities.

Is this option desirable, acceptable, or not desirable?

ANALYSIS

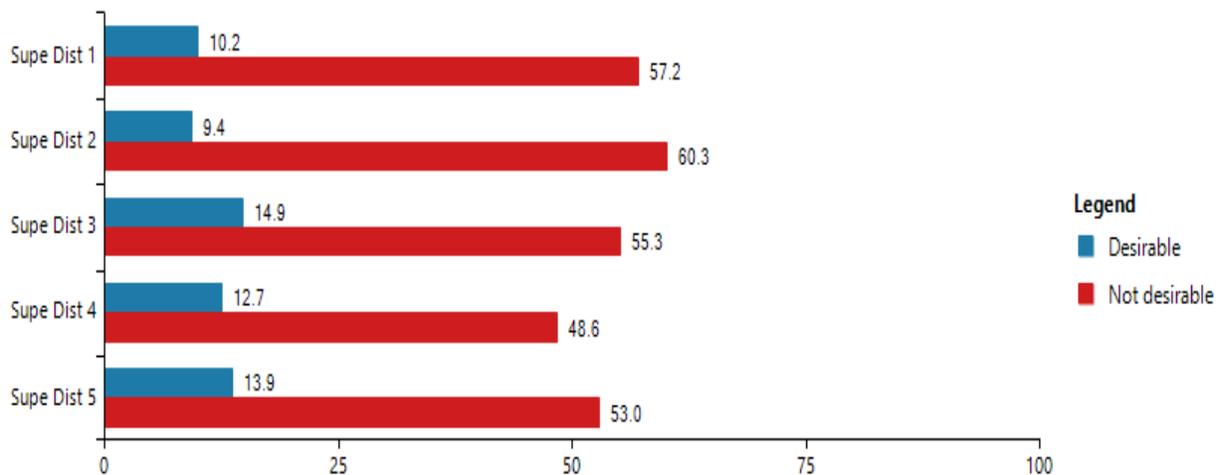
We presented four options for consideration, asking the respondents to rate the desirability of each idea independently. One of those options was to do nothing.

Regardless of the resistance some citizens have concerning further development in Orange County, doing nothing to resolve congestion on I-5 is simply not an option. Only 12.5 % of the sample said doing nothing was a desirable option. The majority (55%) said doing nothing was unacceptable. By contrast, only 39% labeled the concept of adding lanes to I-5 as not desirable and 35% viewed the Through-pass concept, described as connecting the 241 toll road to I-5 near Avenida Pico, as undesirable.



Graph 4: Rating the “Do Nothing” Alternative

The objection to doing nothing was consistent across Orange County. In every Supervisorial District, the ratio of “not desirable” to “desirable” was in excess of 3:1. In districts one and two the ratio was greater than 4. There was not a single demographic group where a greater percentage of people favored doing nothing than doing something.



Graph 5: “Do Nothing” Ratios by County Supervisorial District

IV. Preferred Solutions

CONCLUSION: *The possible solutions of adding lanes to I-5 or completing the Through-pass were preferred over the Beltway option.*

QUESTION 7 (Block)

Now let me describe to you four different proposed solutions to relieve traffic congestion on I-5. For each proposed solution please rate the alternative as desirable, acceptable, or not desirable.

Adding Lanes to I-5

As you may know, construction is currently underway on the I-5 in South Orange County to add one carpool lane in each direction and improve the Pico interchange in San Clemente. One suggestion is to widen even farther the number of lanes on I-5 from near San Juan Capistrano to the Orange-San Diego county line where San Diego County will also be adding lanes.

The advantage of this option would be to improve traffic capacity on I-5. The disadvantage would be extra cost to taxpayers and the use of eminent domain to take some homes and businesses along the route to accommodate the additional lanes.

Is this option desirable, acceptable, or not desirable?

SR-241 Through-pass

One suggestion would be to extend the 241 toll road south using a Through-pass that would run down through the median of I-5 into dedicated express lanes similar to the 91 freeway. The Through-pass would run down from the foothills east of San Juan Capistrano, underneath Avenida La Pata and Vista Hermosa, cross over Avenida Pico in San Clemente and drop into dedicated lanes in the median between the Northbound and Southbound lanes of I-5, continuing south of the County line before merging with I-5.

The advantage of the Through-pass is that it would not add any traffic to I-5 or local streets. It would relieve I-5 traffic and serve as an emergency access route for northbound and southbound traffic in South Orange County. The disadvantage would be that construction would be over the objection of some San Clemente residents who say this would divide their community.

Is this option desirable, acceptable, or not desirable?

East-West Beltway SR 241/SR 73 Connector

One suggestion would be a toll road running East and West, connecting the 241 and 73 toll roads. It would connect the communities of Rancho Mission Viejo, Ladera Ranch, and San Juan Capistrano.

The advantage of this East-West Beltway would be the extension of the 241 toll road to the 73 toll road, connecting residential areas with job centers. The disadvantage is that it would do nothing to relieve northbound and southbound traffic congestion at the I-5 bottleneck near San Clemente and it would require the use of eminent domain and take many homes and businesses.

Is this option desirable, acceptable, or not desirable?

Do Nothing

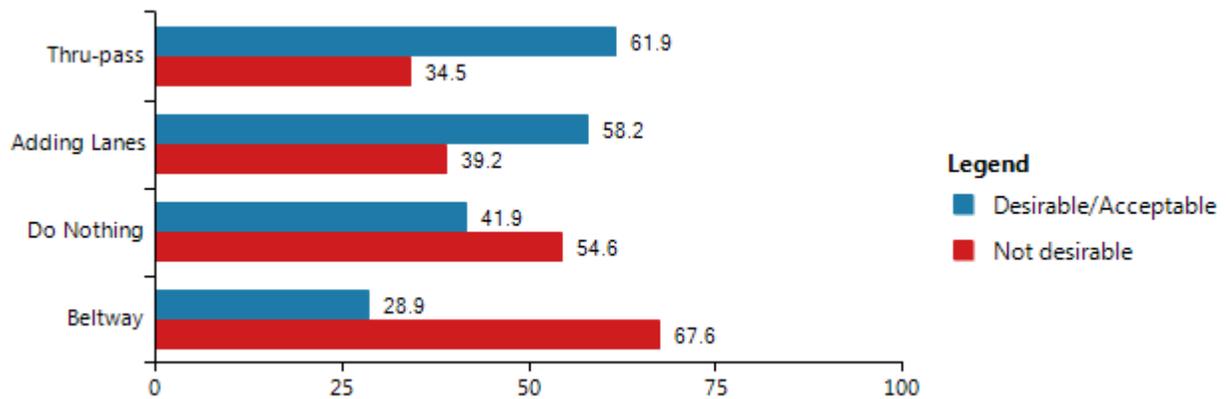
One suggestion would be to do nothing beyond what is currently planned for I-5 improvements. Some claim that current I-5 improvements plus the recently opened La Pata extension will provide sufficient traffic relief in south Orange County.

The advantages of this option would be no new roadway construction costs or additional community impacts. The disadvantage of doing nothing means traffic will continue to increase on I-5 and spill onto local streets in South Orange County cities.

Is this option desirable, acceptable, or not desirable?

ANALYSIS

Four alternative solutions were presented to the survey respondents: adding lanes to I-5, the Through-pass, an East-West Beltway route to connect 241 to I-5, and doing nothing. Among four proposed solutions for traffic congestion relief, respondents preferred the Through-pass and adding lanes to the I-5. The Through-pass was deemed desirable or acceptable by 62% of the respondents. Adding lanes met with approval from 58%. The least favorable option was the Beltway with only 29% describing it as either desirable or acceptable.



Graph 6: Ratings of Proposed Solutions

Paired-Comparison Results

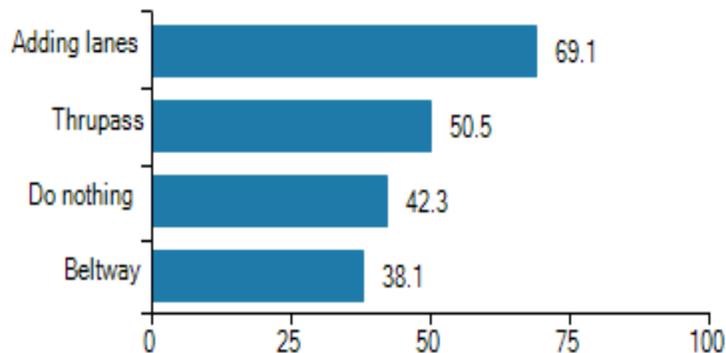
Now I'm going to read you those four suggestions as pairs of suggestions. For each pair please tell me if you would prefer the first suggestion you hear or the second suggestion you hear.

A second measurement on the four options was performed using a research technique known as paired-comparison. Each of the four options was paired with every other option and respondents were asked to select their preference among the pair. The table below displays the results of those six comparisons. Each row in the table shows how well on alternative performed against the other three options. The first row of the table, for example, shows that “adding lanes” beat the Through-pass 63% of the time, beat the Beltway 73% of the time, and beat doing nothing 71% of the time. The graph below shows the average percent of the time each option beat the competitors.

	Adding lanes	Thrupass	Beltway	Do nothing
Adding lanes preferred	***	63.0%	73.1%	71.3%
Thrupass preferred	37.0%	***	59.8%	54.7%
Beltway preferred	26.9%	40.2%	***	47.0%
Do nothing preferred	28.7%	45.3%	53.0%	***

Table 1: Paired Comparison of Alternatives

The following graph displays the average number of times each option prevailed in head-to-head comparisons with the other options.



Graph 7: Proposed Solutions Analyzed as Paired Comparisons

The two research methods (rating and paired-comparison) yielded slightly different results. In both methods adding lanes and the Through-pass were preferred to doing nothing and the Beltway. In the context of the paired-comparison methodology, however, adding lanes to the I-5 bested the Through-pass.

V. Unfamiliarity of the Through-pass Concept

CONCLUSION: *The Through-pass Option will need to be explained to be accepted. Unlike adding lanes to an existing freeway, the Through-pass is likely an unfamiliar concept.*

So how might we explain the discrepancy between the two methods of scoring the four alternatives? Why did the Through-pass edge out adding lanes in the *rating* methodology and adding lanes beat the Through-pass in the *paired-comparison* methodology?

One possible explanation is that adding lanes is a more familiar concept than the Through-pass. Everyone has some experience with watching highway widening. You can't miss it when highway widening first inconveniences then facilitates your daily commute.

By contrast, the idea of linking an existing highway by dropping into the median then progressing for miles before actually merging with the freeway is a newer concept to most people with some similarity to the 91 Express Lanes combined with a highway connector, both of which have a recent history of providing traffic relief. As the public's proposed traffic relief solutions are evaluated, at the appropriate time three-dimensional visualizations would be helpful to the public. So, when first described the Through-pass was rated positively as a solution to I-5 congestion. But when it came to a head-to-head comparison, respondents favored the more familiar, and more comfortable, option.

The implication here is that these two options will need to be discussed in clear terms to Orange County residents. Further, the extent of eminent domain takings as a necessary feature of I-5 widening will need to be stressed before people can clearly distinguish between the desirability of the two options. Historically, Orange County residents have been reluctant to approve eminent domain takings when an alternative is available.

VI. Ballot Tests

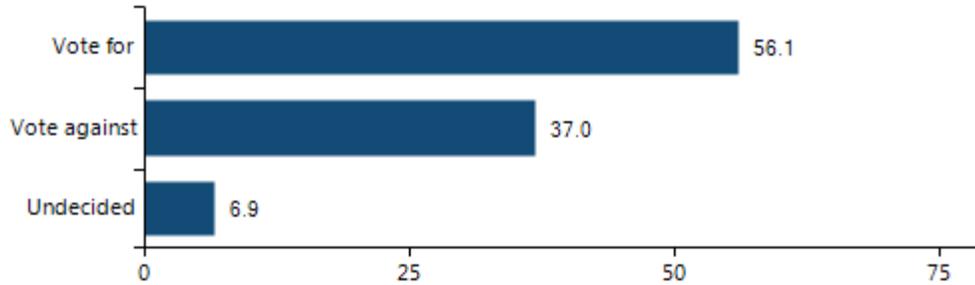
CONCLUSION: *Residents initially supported the Through-pass by a margin of 19 points. Even after hearing opposing arguments the Through-pass maintained support from a majority of residents.*

QUESTION 9.

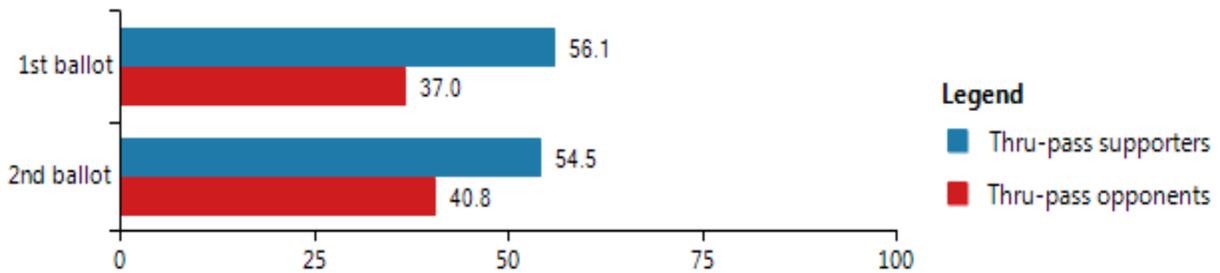
If constructing the Through-pass were placed before you as the only option, and you were asked to vote yes or no, would you vote for or against the Through-pass?

ANALYSIS

After the section of the survey that evaluated the four alternatives, the survey narrowed to a discussion of just the Through-pass concept. A majority of Orange County residents (56%) said they would vote for the Through-pass option, were it the only option available. After hearing summary arguments for and against the Through-pass the voting percentages changed very little. The percentage in favor of the Through-pass option dropped only one percentage point. The percentage voting against the option changed from 37% to 41%.



Graph 8: 1st Ballot



Graph 9: Comparison of 1st and 2nd ballots

VII. Support & Opposition Arguments

CONCLUSION: *The summary argument supporting the Through-pass was rated as more convincing than the opposing summary argument.*

QUESTION 10 (Block)

Now let me summarize the arguments for and against connecting the 241 Toll Road to the I-5 by using The Through-pass.

Please listen to each argument then tell me if you find the argument a very convincing, somewhat convincing, or not convincing argument.

Support

Many in favor of the Through-pass say that because the toll road travels down the median of I-5 it will reduce traffic congestion on I-5 without adding any new traffic to I-5 or to San Clemente surface streets. Furthermore, it will do so with minimal intrusion on the environment or the City of San Clemente. Besides removing the I-5 bottleneck, the Through-pass would provide an alternative route to I-5, especially during emergencies. Costs will not impact taxpayers because toll receipts will be the source of revenue for construction.

Do you find the argument a very convincing, somewhat convincing, or not convincing argument?

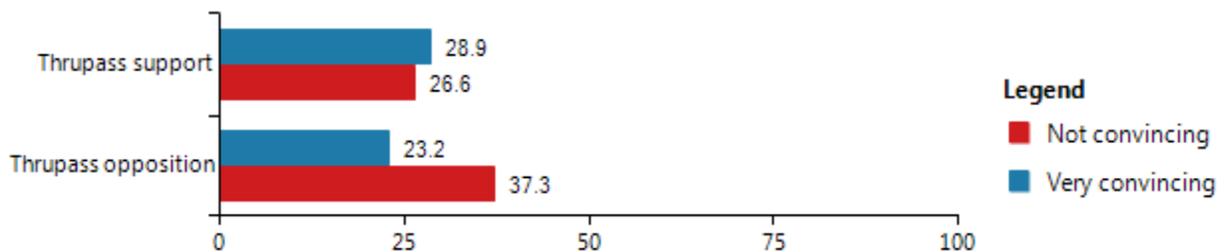
Opposition

Many opposing the Through-pass say the Through-pass will divide the community of San Clemente. The Through-pass will cost taxpayers and toll road users over a billion dollars and government will be using eminent domain to seize private property.

Do you find the argument a very convincing, somewhat convincing, or not convincing argument?

ANALYSIS

Generally speaking, respondents were more inclined to view the summary argument in favor of the Through-pass as more convincing (29% very convincing; 27% not convincing) than were the arguments opposing the Through-pass (23% convincing; 37% not convincing).



Graph 10: Through-pass Support & Opposition Arguments

Despite the fact that arguments in favor of the Through-pass were viewed more persuasive than arguments opposed to the Through-pass, the net effect, as noted in the previous section of the report, was less support for the Through-pass on the second ballot test. Nine percent of the sample migrated from supporting the Through-pass, or starting out as undecided, to a position of opposition. By contrast fewer (6%) migrated from opposing/undecided to favoring the Through-pass option. This result illustrates the latent potential for opponents to create resistance to the Through-pass. Demographically, those most likely to move toward opposition were Democrats, low-propensity voters, younger voters, and those who saw I-5 congestion as an inconvenience rather than a life-style disruption.

VIII. Supervisorial District 5

CONCLUSION: *Supervisorial District 5 supported the Through-pass with the same level of support as other districts.*

QUESTION 10 (Block), 5th Supervisorial District

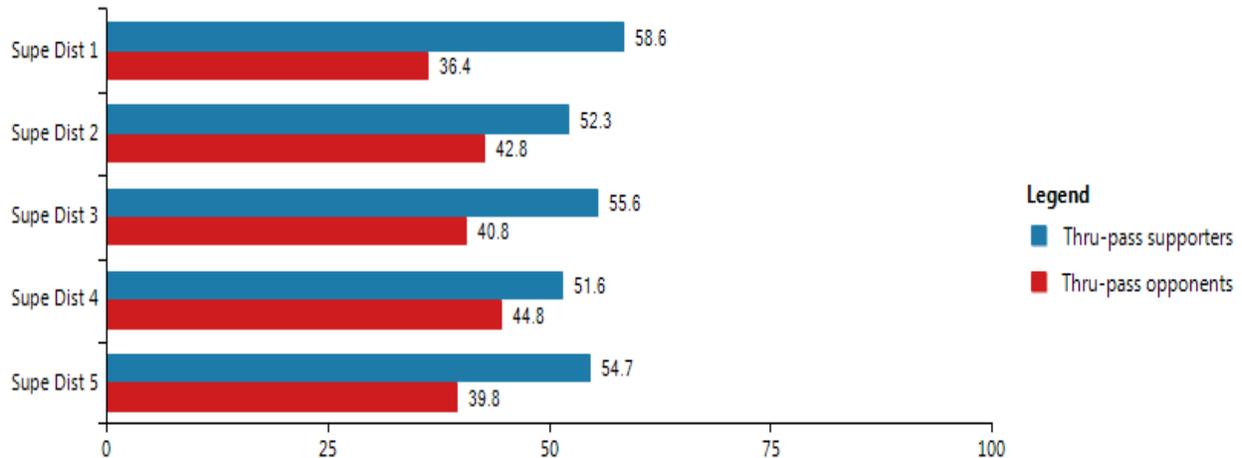
Now let me summarize the arguments for and against connecting the 241 Toll Road to the I-5 by using the Through-pass.

Please listen to each argument then tell me if you find the argument a very convincing, somewhat convincing, or not convincing argument.

ANALYSIS

One hypothesis tested in the survey was that opposition to the Through-pass would be more common in the 5th Supervisorial District than in the remainder of Orange County. The reasoning behind this hypothesis was that the only organized opposition to the Through-pass comes from San Clemente, located within the 5th District.

The hypothesis was not confirmed. There was not a statistically significant relationship between Supervisorial District and level of support for the Through-pass. This was true of both the first and second ballot tests. On the second ballot test 54.7% favored the Through-pass and 39.8% opposed the Through-pass within the 5th District. Perhaps the immediacy of I-5 congestion balanced out the active opposition to the Through-pass in the 5th District.



Graph 11: 2nd Ballot Through-pass Support by Supervisorial District

IX. Sources of Opposition

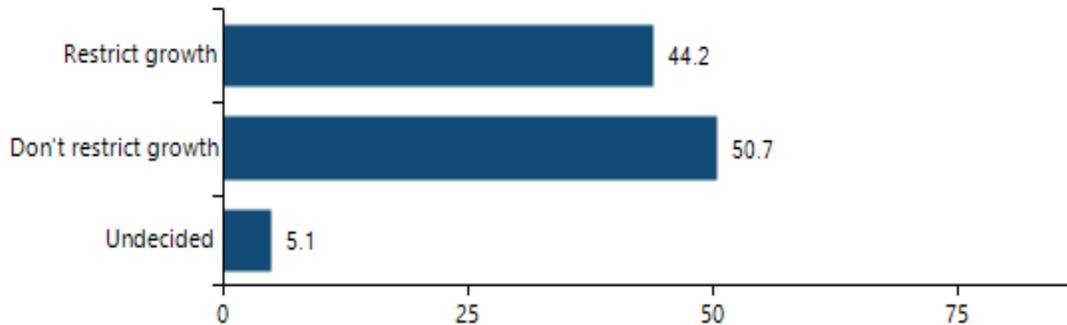
CONCLUSION: *Opposition to the Through-pass tended to come from those opposed to urban growth and those who believed not enough was being done to protect the environment.*

Attitudes on Development: Some people believe efforts to preserve the environment in Orange County have not gone far enough to protect plants and wildlife. Others believe environmentalism has gone too far and it is hurting the economy and private property rights. Others are comfortable that the correct balance has been struck in Orange County. What about you? Do you believe environmentalism has not gone far enough, has gone too far, or has struck the correct balance?

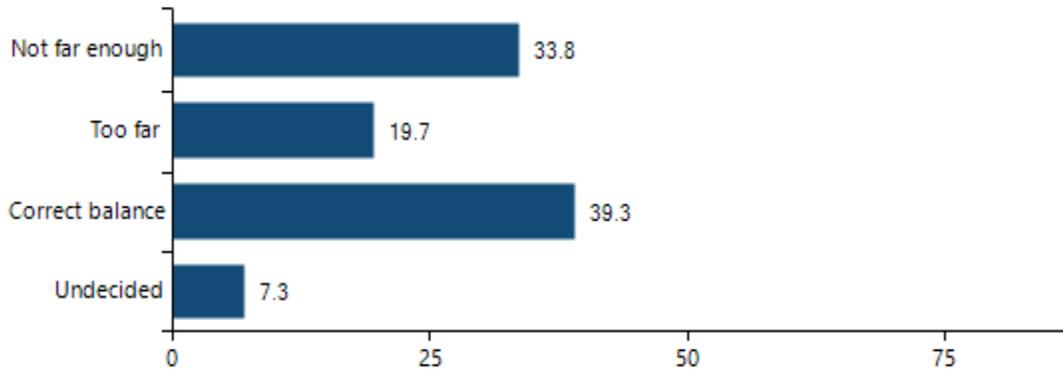
Environmental Bias: Some people believe efforts to preserve the environment in Orange County have not gone far enough to protect plants and wildlife. Others believe environmentalism has gone too far and it is hurting the economy and private property rights. Others are comfortable that the correct balance has been struck in Orange County. What about you? Do you believe environmentalism has not gone far enough, has gone too far, or has struck the correct balance?

ANALYSIS

An obvious question is what is driving opposition to the Through-pass, to the extent that it exists? Is it primarily demographic or psychographic? Demographics can largely be ruled out. Opinions are driving opposition; specifically, two opinions: attitude toward development in Orange County and Environmental bias.

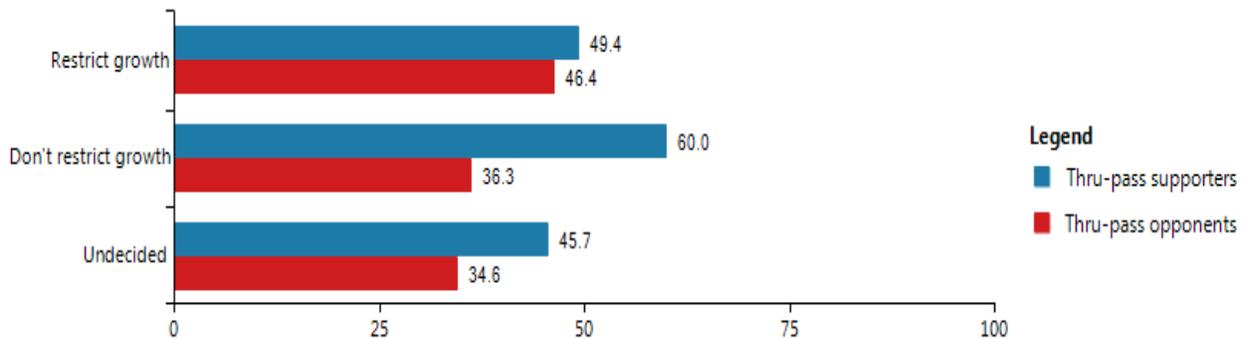


Graph 12: Attitudes on Development



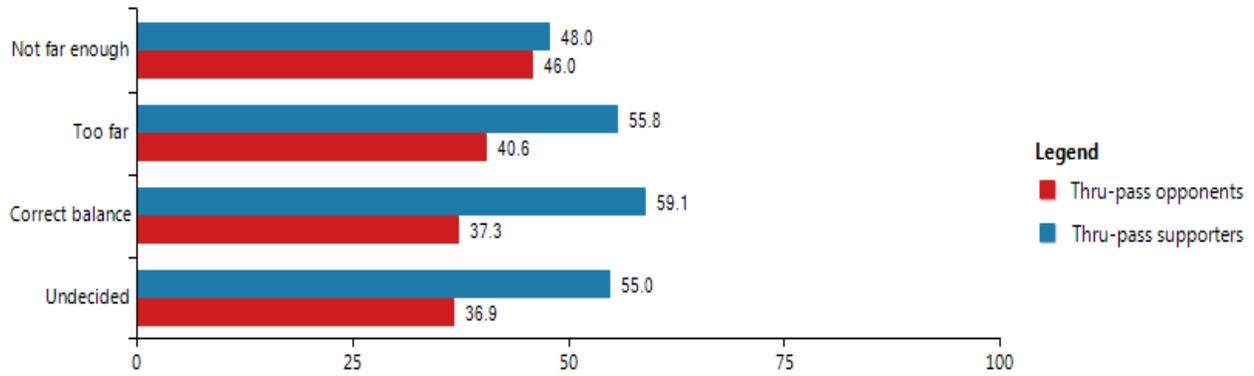
Graph 13: Environmental Bias

Looking at the 2nd ballot test, the graph below illustrates that opposition comes most often from those who favor greater restrictions on development in Orange County. Among this group levels of support and opposition are evenly matched. Among those holding other opinions on growth the vote for the Through-pass significantly outpaced the vote against. Opposition to the Through-pass may not be so much that they oppose a highway “dissecting” San Clemente as a more generalized and visceral opposition to growth and all things associated with growth, such as the Through-pass.



Graph 14: 2nd Ballot by Attitudes Toward Development

A second driver of opposition appears to be how a person views environmental policy. Among those who believe environmental policy has not gone far enough to protect the environment, levels of support and opposition were pretty even. Everybody else tended to support the Through-pass by wide margins. This variable may be influencing perceptions of the Through-pass as a carryover from the attempt to link highway 241 with I-5 in years past. Recall that that effort was largely blocked on environmental issues.



Graph 15: 2nd Ballot by Environmental Bias

X. Ortega Connector

CONCLUSION: *Public opinion on the Ortega connector is evenly split. Dana Point residents supported the proposal but San Juan Capistrano residents opposed the connector. Residents of both cities, however, thought the Ortega connector would make traffic in Dana Point worse off, rather than better off, by a five-to-one margin.*

QUESTION 12A. & 12B.

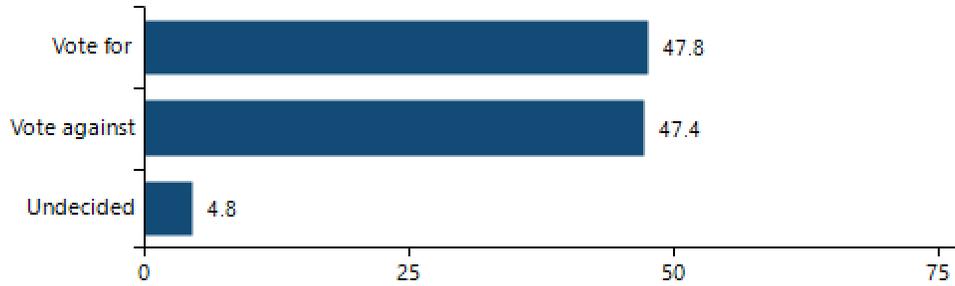
One suggestion is to connect the 241 Toll Road to the I-5 just south of the Ortega Highway in the vicinity of Stonehill Drive. If you had a chance to decide, would you vote for or vote against a connector south of Ortega?

Some people would say a connector south of Ortega near Stonehill Drive will make it easier for travelers to come to Dana Point for tourism and conventions. It will also benefit local residents and commuters. Others say the I-5 freeway curve is the wrong place to connect the 241 because it would simply exacerbate the existing traffic congestion. With this connector, do you think traffic in Dana Point will be better, worse, or about the same as it is now?

ANALYSIS

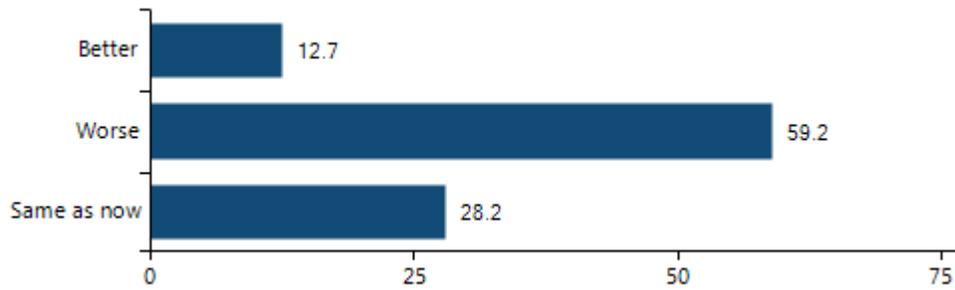
The survey oversampled three cities: San Juan Capistrano (sample = 141), Dana Point (sample = 110), and San Clemente (sample = 298). Up to this point in the summary the analysis has been conducted on the entire County with these three cities weighted proportionately to their contribution to the County’s population. Now we are removing the weights and selecting just those cities for analysis.

In San Juan Capistrano and Dana Point questions were asked regarding a hypothetical “Ortega Connector.” The questions can be found in the box above. A test vote on the Ortega Connector showed that residents of these two cities were evenly split on the issue. But there was a difference when considered by city. Dana Point favored the Ortega Connector by a margin of 53% to 43%. By contrast, San Juan Capistrano opposed the connector by a margin of 51% to 44%.



Graph 16: Ortega Connector

Residents of the two cities did, however, agree that traffic in Dana Point would be made much worse with the Ortega Connector. Fifty-nine percent said the connector would make traffic worse. Only 13% believed the connector would improve traffic. Another 28% said the connector would make no difference.



Graph 17: Ortega Benefits

XI. San Clemente

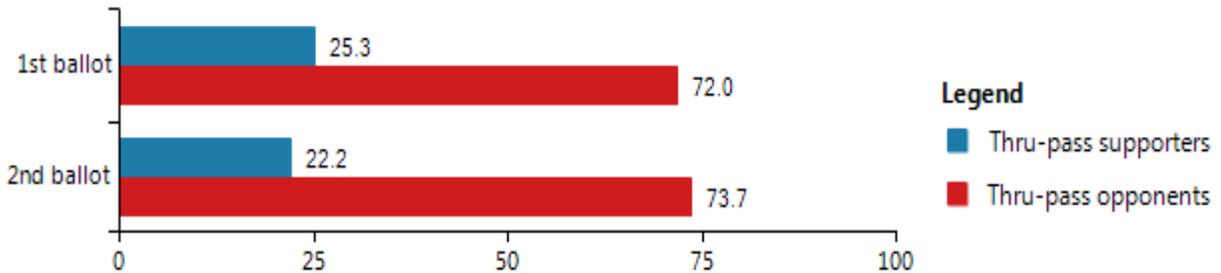
CONCLUSION: One out of four San Clemente residents supported the 241 connector, reflecting the City Council’s opposition to any connection in San Clemente.

QUESTION 9.

Now let’s focus on just one of those suggestions, the Through-pass. If constructing the Through-pass were placed before you as the only option, and you were asked to vote yes or no, would you vote for or against the Through-pass?

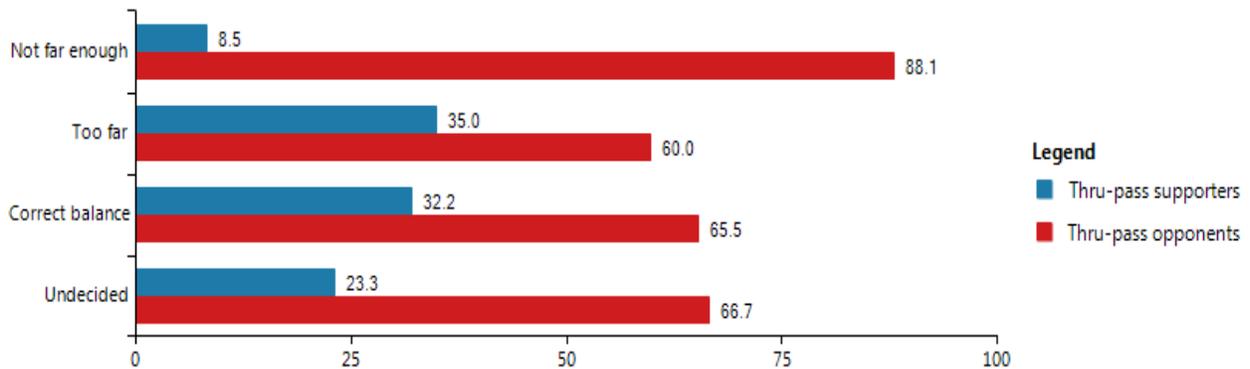
ANALYSIS

After months of an organized opposition campaign, 25% of residents in San Clemente remained supportive of the Through-pass concept. The rest of Supervisorial District 5, however, showed majority support for the proposal.

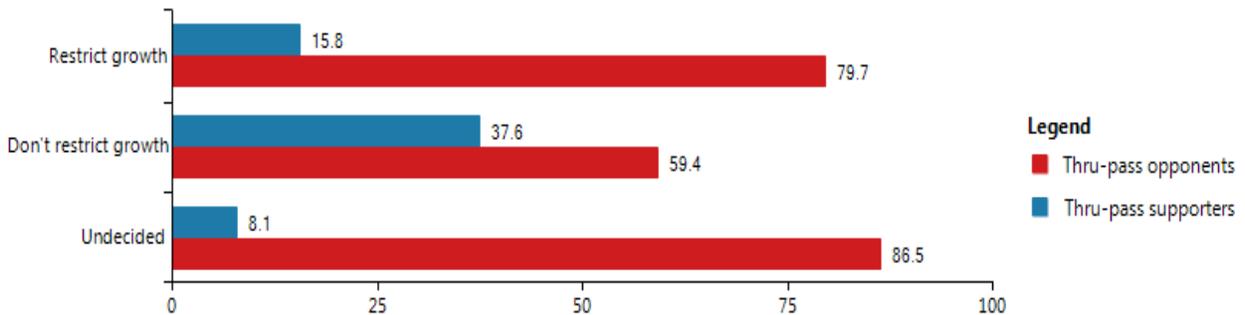


Graph 18: Ballot Tests within San Clemente

As was the case in the rest of the County, opposition appears to be driven by environmental bias and opposition to commercial and residential development. Among those who believe environmental policy has not gone far enough in Orange County 88% said they would vote against the Through-pass. Among those who favor greater restrictions on development 80% would vote against the Through-pass.



Graph 19: 2nd Ballot by Environmental Bias in San Clemente



Graph 20: 2nd Ballot by Attitudes Toward Development in San Clemente

XII. San Clemente City Council

CONCLUSION: Six out of ten residents agreed with the San Clemente City Council’s position resisting any connector within city limits, with roughly 40% disagreeing or undecided.

QUESTION 12C.

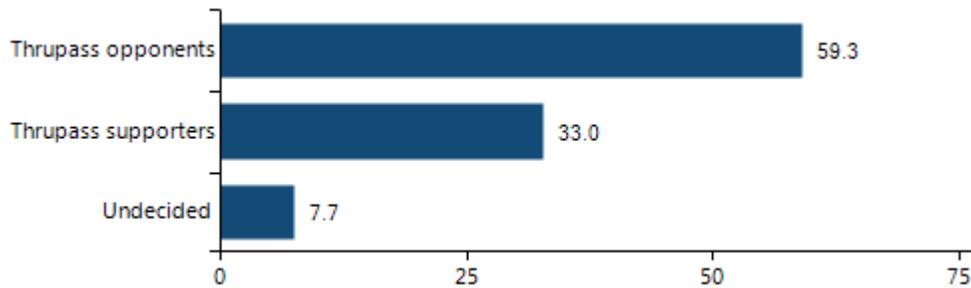
Opponents of a 241 connector note that the San Clemente City Council is on their side in this issue. In September of last year, the City Council voted unanimously to adopt a resolution opposing all 241 Toll Road connections that traverse the City of San Clemente, including the Through-pass.

Supporters point out that the Through-pass is the most effective, and least intrusive, way to alleviate future traffic congestion on I-5 and the related spillover onto neighborhood streets. Supporters say that connecting the 241 to the I-5 freeway would have a net traffic relief benefit for San Clemente residents, business owners, and commuters.

In this debate, do you tend to agree with the opponents of the Through-pass or the supporters of the Through-pass?

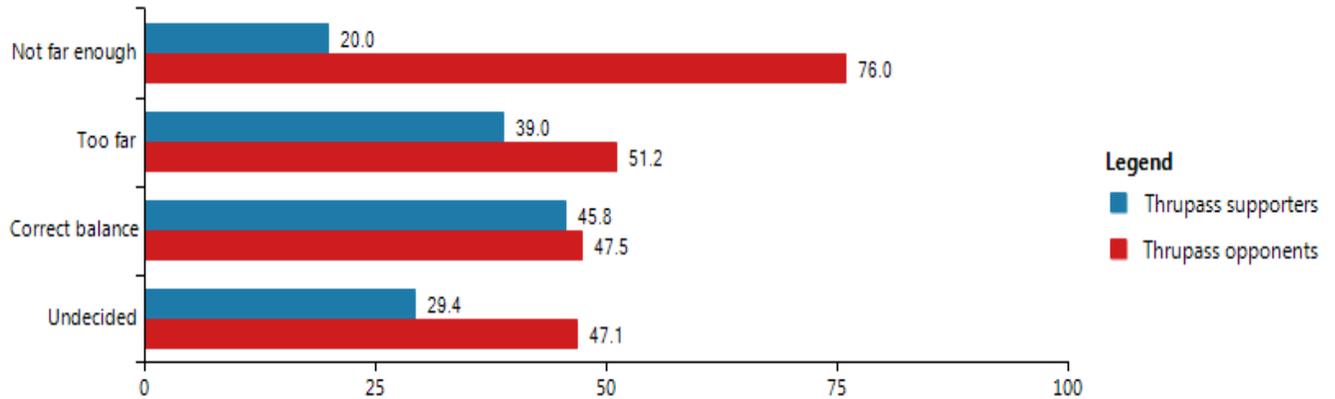
ANALYSIS

Respondents in San Clemente were given information about the City Council’s opposition to any proposed connector within the city. Consistent with other data points in the survey, four out of ten residents were not persuaded by the City Council’s position (“Through-pass opponents”).



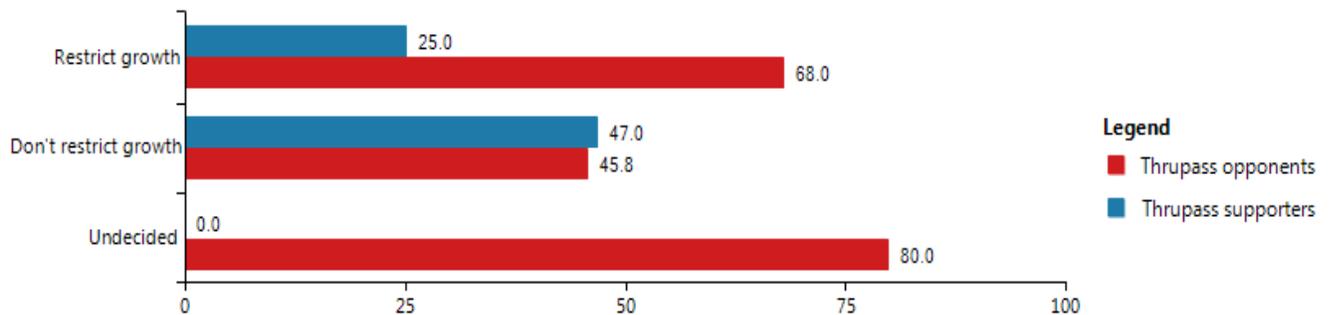
Graph 21: San Clemente City Council

The question on the environment was the strongest predictor of opinions on the City Council’s position. While more residents supported the City Council in every response category, the margin was greatest among those who believed efforts to protect the environment did not go far enough. Moreover, relative to the rest of the county, San Clemente residents were more likely to say that environmental protection did not go far enough.



Graph 22: San Clemente City Council by Environment

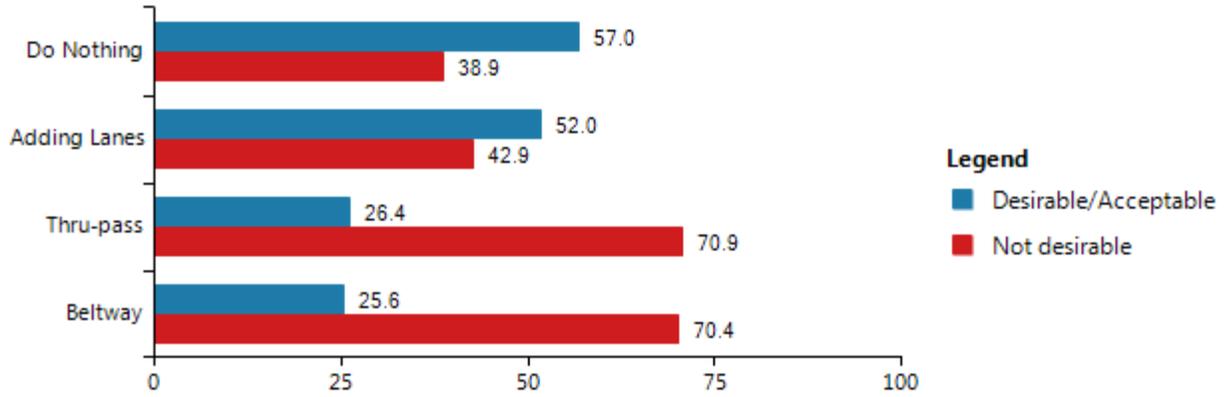
As with the second ballot, opinions about development and urban growth also were correlated with support for the City Council’s position. County-wide, a slight majority (50.7%) opposed placing restrictions on growth but in San Clemente that number fell to 34%, while a majority (53.5%) favored restrictions on residential and commercial growth. Those in the anti-growth camp largely supported the City Council’s opposition to a toll-road connector while those opposed to growth restrictions were split on the issue.



Graph 23: San Clemente City Council by Development

It should be noted that the San Clemente question differs from the ballot questions in that it tests the City Council’s position on the issue whereas the ballot questions are a measure of the public’s evaluation of the 241 connector proposal on its own merits. On that question, 73.7% of San Clemente respondents voted against the Through-pass, higher than the percentage supporting the City Council’s position. This shows that some who are opposed to the Through-pass may not agree with the City Council.

Even with increased opposition to the Through-pass in San Clemente, the Beltway Connector (SR241 / SR73) was the least desired option, with 25.6% saying it was either desirable or acceptable as a solution for relieving traffic congestion.



Graph 24: Ratings of Proposed Solutions (San Clemente)