

2.1.4 Utility and Emergency Services

2.1.4.1 Affected Environment

Utilities within the SR-74 Widening project limits include:

Overhead electrical transmission, telephone and cable lines; and
Underground gas, sewer, water, electric, telephone, and cable lines.

Within the project limits, Southern California Gas (SCG) provides gas, San Diego Gas and Electric (SDG&E) provides electricity, the City of San Juan Capistrano (CSJC) provides sewer, the Capistrano Valley Water District (CVWD) provides water, AT&T provides telephone, and Cox Communications provides cable services. The majority of the utilities are parallel to SR-74 or are located under the existing road. Additionally, utility lines are located parallel or under the arterial roads within the project limits. SDG&E, AT&T, and Cox Communications overhead utility lines diagonally cross SR-74 at Avenida Siega/Shade Tree Lane. (For details regarding utility lines, please refer to design plans sheet nos. 151 to 159.)

Fire protection services for the City are provided through a fire services district that is administered and staffed by the Orange County Fire Authority (OCFA). Fire Station #7, located approximately 0.5 mi from the project area at 31865 Del Obispo, San Juan Capistrano, currently serves the project area. The OCFA provides emergency vehicles to the project area. The City contracts with the Orange County Sheriff's Department to provide on-site and localized police services. The closest police station, located at 25925 Camino Del Avion, approximately three miles from the project site, currently serves the project area.

2.1.4.2 Environmental Consequences

Temporary Impacts

No Build Alternative

The No Build Alternative does not require construction; therefore, there will be no temporary impacts to utilities and emergency services.

Build Alternatives 1 and 2

The majority of the utilities within the project limits parallel SR-74 or are located under the existing road and do not present conflicts with the improvements identified for the Build Alternatives. The relocation of the following utilities would be required as part of both Build Alternatives:

- SDG&E pedestal and SDG&E transformer.
- SDG&E overhead electric line.
- SDG&E overhead line relocated underground.
- CSJC water line east.
- SDG&E line.
- Four AT&T overhead lines.
- Five COX Communication overhead lines.

In addition to the utilities requiring relocation, two new CVWD water lines are proposed. The addition of the utilities is needed by the City, separate from the proposed project. This project is discussed further in Section 2.4, Cumulative Impacts. There would be a less than significant temporary impact to utilities.

The utilities listed below may require protection in place during construction of either Build Alternative:

- One CSJC water line.
- 10 CSJC sewer lines.
- 12 CVWD water lines.
- One Riverside Water Department water line.
- Six SDG&E underground electric lines.
- Three SDG&E overhead electric lines.
- One SDG&E conduit.
- Two AT&T phone lines.
- One Cox Communications overhead cable line.

Details on exactly which utilities will require protection will be determined during final design. The potential exists for construction activities to encounter unexpected utilities within the project limits. In addition, utility relocations may require short-term, limited interruptions of service.

With protection in place during construction for these utilities, Build Alternatives 1 and 2 would have a less than significant impact on utilities.

Some temporary impacts to emergency response time may occur as part of traffic control and traffic delays during construction. Implementation of a TMP (outlined in Section 2.1.5.4) would be implemented to minimize impacts to all utilities such as power, gas, and sewer, and telephone lines impacted by this project would be

relocated or replaced in kind within the project limits. Therefore, temporary impacts to utilities and emergency services as a result of Build Alternatives 1 and 2 would be considered less than significant.

Permanent Impacts

No Build Alternative

The No Build Alternative does not require construction; therefore, there will be no impacts to utilities.

SR-74 west of the project limits is currently four lanes and upon completion of the County portion, the highway east of the project limits will be four lanes, resulting in a bottleneck under the No Build Alternative. Therefore, emergency services (police, fire, and emergency vehicle services) may be delayed as traffic congestion worsens and the LOS in the project area declines, resulting in significant impacts to emergency services.

Build Alternatives 1 and 2

Utilities would be relocated, replaced, or protected in place during construction of either Build Alternative as described above. There will be no long-term disruptions in service as a result of utilities within the study area being relocated or replaced, and there are no permanent impacts to utilities.

Implementation of either Build Alternative is anticipated to result in a positive impact to emergency services by improving the LOS within the project limits and reducing emergency response times. Any sliver takes that include portions of driveways will be reconstructed to meet the new grade of the edge of roadway pavement to allow full and adequate access for emergency services vehicles.

2.1.4.3 Avoidance, Minimization and/or Mitigation Measures

The following minimization measures should be implemented:

Design, construction, and inspection of utilities that would need to be relocated for the project would be done in accordance with Department requirements. The Department would coordinate with the affected service provider in each instance to ensure that work is during times of low demand and in accordance with the appropriate requirements and criteria.

Coordination with the utility providers would be initiated during the preliminary engineering phase of the project and would continue through final design and construction, consistent with Department requirements.

Coordination efforts would include planning utility rerouting, identifying potential conflicts, ensuring that construction of the proposed project minimizes disruption to utility operations, and formulating strategies for any unanticipated problems that may arise during construction.

The Department would also coordinate with emergency service providers to avoid emergency service delays by ensuring that all providers are aware well in advance of temporary road closures and detours. Please see Chapter 1, Section 1.5.1.13–Construction for details on the TMP.

2.1.4.4 Level of Significance

The No Build Alternative would have no temporary impacts on utilities. Significant permanent impacts to emergency services would occur due to delays associated with existing and forecast congestion on this portion of SR-74, particularly during the peak hours.

With implementation of the measures outlined above, potential temporary direct or indirect impacts to utilities under the Build Alternatives would be less than significant. There are no permanent direct or indirect impacts to utilities, and the Build Alternative would provide a benefit to emergency services due to the improvement in congestion afforded by the roadway improvements.

2.1.5 Traffic & Transportation/Pedestrian and Bicycle Facilities

This section discusses the impacts of the proposed SR-74 Widening project on traffic and circulation, both during construction (temporary impacts) and after completion of the project (long-term impacts) within the City, including the six unsignalized intersections within the project limits. This analysis is based on the Draft State Route 74 Lower Ortega Highway Widening Traffic Study prepared in July 2008 (2008 Draft Traffic Study), the SR-74 (Ortega Highway) Supplemental Traffic Study prepared in June 2007 (2007 Supplemental Traffic Study), and the SR-74 (Ortega Highway) Widening Project Traffic Study prepared in November 2006 (2006 Traffic Study).

The entire length of SR-74 that would be widened is currently a two-lane section with left-turn lanes and right-turn lanes at intersections and a painted median at various locations within the City portion (see Figure 1-2 in Chapter 1). The widening of SR-74 from the City/County (City/County) limits to east of the La Pata Avenue/Antonio Parkway intersection, which is within unincorporated Orange County, has already been evaluated and approved in three environmental documents prepared by the County for the Ranch Plan (see Section 1.2, Project Background). Therefore, this section of the Draft EIR discusses traffic impacts within the City limits only, which is the proposed project from Calle Entradero to the City/County line.

The improvements would provide one additional 12 ft wide lane in each direction, as well as a 12 ft wide painted median. The widening will occur primarily on the north side to minimize removal of mature trees and to retain the existing sidewalk on the south side of SR-74. Throughout most of the proposed project length, a 5 ft paved shoulder will be provided on each side of the roadway to accommodate Class II (striped on-road) bicycle facilities. From Avenida Siega to the City/County limits, the shoulder/bike lane will transition to an 8 ft wide shoulder to merge with the County portion of the widening project.

Six roadways intersect with SR-74, from the south, within the project limits. They are: Calle Entradero, Via Cordova/Hunt Club Drive, Via Cristal, Strawberry Lane, Via Errecarte, and Avenida Siega. North of SR-74, Via Cordova becomes Hunt Club Drive, and Avenida Siega becomes Shade Tree Lane with Via Cristal and Via Errecarte as T-intersections. To the north of SR-74, Strawberry Lane, Toyon Drive and Palm Hill Drive provide access to hillside private properties. Each intersection will be modified/widened to accommodate the additional lanes, median, and shoulders. Where there are existing right-turn pockets (Via Cordova and Via Cristal),

the right-turn pockets will remain. No new intersections are proposed, and no existing intersections are proposed to be signalized (no intersections meet a signal warrant).

Sidewalks exist intermittently throughout the project area on the north and south sides of SR-74. These sidewalks begin outside the western limits of the project. Build Alternative 1 proposes eliminating the sidewalk on the north side of SR-74 to accommodate the widening. The south sidewalk will be maintained in its current location with the exception of a portion of sidewalk at the intersection of Via Cordova, where the sidewalk will be shifted to the south and reconstructed to provide for the right-turn pocket at this intersection. A new sidewalk will be constructed on the south side to just east of Avenida Siega, where it will connect to the County sidewalk system being constructed with the County portion of the SR-74 Widening project.

Under Build Alternative 2, the sidewalk on the north side of SR-74 between Calle Entradero and Via Cordova would be reconstructed. Under this alternative, the existing meandering sidewalk would be reconstructed as a straight sidewalk (not curvilinear) within the existing public right-of-way. A short retaining wall would be required along the existing limit of the public right-of-way, which is delineated by the south side edge of the existing equestrian trail.

The Build Alternatives differ only with respect to impacts on landscape features and the provision of a sidewalk on the north side. There is no difference as far as traffic characteristics are concerned, and the variations are simply addressed here as the Build Alternatives.

The 2008 Draft Traffic Study evaluated the project in a 2035 time frame, comparing the No Build Alternative with the Build Alternatives. The traffic forecast data used for the analysis was prepared using the South County Sub-Area Model (SCSAM) which, in turn, was derived from the Orange County Transportation Analysis Model (OCTAM) Version 3.1. The SCSAM has undergone certification by the OCTA and thereby is consistent with the subarea modeling guidelines established by that agency. Consistency requirements ensure that traffic model data are derived in a regional context, in this case with OCP-2004 demographic projections for Orange County and General Plan land use build out for the cities of Mission Viejo, San Juan Capistrano, Laguna Niguel, and the communities of Las Flores and Ladera Ranch. For the Rancho Mission Viejo area east of the City, the land use plan as approved in 2004

and modified under a subsequent Settlement Agreement was used in the traffic forecast assumptions.

Other considerations used in the traffic forecast database included future roadways in south Orange County, including MPAH additions such as La Pata Avenue and a southward extension of State Route 241 (SR-241) along the recently adopted alignment. A more detailed discussion of the assumptions used in the analysis is included in the *Draft State Route 74 Lower Ortega Highway Widening Traffic Study, July 2008*.

2.1.4.5 Regulatory Setting

The Department directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of highway projects. It further directs that the special needs of the elderly and the disabled must be considered in all projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

The Department is committed to carrying out the 1990 ADA by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

2.1.4.6 Affected Environment Roadway System

The existing roadway configuration and traffic conditions of the portion of SR-74 within the project limits are described in detail in Chapter 1 of this Draft EIR and are summarized in this subsection. SR-74 extends from I-5 in San Juan Capistrano northeast to Riverside County, where it intersects I-15. It then extends further northeast towards Palm Desert in Riverside County. The existing SR-74 consists of four through lanes from I-5 to approximately 330 ft east of Calle Entradero. It transitions to two through lanes east of Via Cordova to west of Avenida Siega.

SR-74 is part of the State Freeway and Expressway system. It provides interregional access between the employment centers of south Orange County and the residential centers of Riverside County. The highway also carries a high traffic volume of trucks with two axles or more during the weekdays and recreational travelers on the weekends.

There are no high occupancy vehicle (HOV) lanes, on-street parking spaces, or bicycle facilities within project limits. Class II (striped on-road) bicycle facilities would be provided as part of the Build Alternatives. In addition, SR-74 is not being used for regular transit services by OCTA or the Riverside Transit Agency (RTA).

Traffic volume is usually discussed in terms of average daily traffic (ADT) and/or intersection capacity utilization (ICU). The ability of a highway to accommodate traffic is typically measured in terms of LOS. LOS is based on the ratio of traffic volume to the design capacity of the facility. LOS is expressed as a range from LOS A (free traffic flow with low volumes and high speeds resulting in low densities) to LOS F (traffic volumes exceed capacity and result in forced flow operations at low speeds resulting in high densities). Pictorial representations of the six levels of service are provided in Chapter 1 (see Figure 1-3).

Traffic Conditions at Mainline and Intersections

The existing ADT and peak-hour volumes within the project limits on the SR-74 (both directions) are approximately 27,000 and 2,530 vehicles per hour (vph) respectively for the year 2008. According to the 2008 Draft Traffic Study, truck traffic is estimated to be 19.6 percent of the total traffic within the project limits. Existing (2008) mainline and intersection analyses are discussed in detail in the Traffic Study prepared in May 2008. The report includes synchro and ICU worksheets for LOS and Measure of Effectiveness (MOE) calculations.

The volume-to-capacity (v/c) ratios for mainline segments along SR-74 within the project limits were calculated based on peak-hour traffic volumes for existing (2008), 2035 No Build, and 2035 Build conditions. As can be seen from Table 2.1.5-1 (Mainline LOS Summary), in the existing conditions for both AM and PM peak hours, all roadway segments within the project limits operate at LOS D (which meets the desired LOS threshold for this location) except at the Via Cordova intersection during the AM peak hours where it operates at LOS E.

For a two-lane highway operating at LOS D, the v/c ratio ranges from 0.69–0.88 (2008 Draft Traffic Study), which means that the traffic along the roadway segment is approximately 70–90 percent of the available capacity. In year 2035 with the No Build Alternative, the traffic will be operating at LOS F. At LOS F, the v/c ratio is greater than 1.0 (2008 Draft Traffic Study), which means that the traffic along the roadway segment is more than the available capacity. Therefore, the SR-74 roadway segment within the project limits will be over capacity and heavily

Table 2.1.5-1 Mainline LOS Summary

Location	Lane Design Capacity	Existing					2035 No Build					2035 Build				
		No. of Lanes	Peak-Hour Facility Capacity	Peak-Hour Volume ^a	V/C	LOS	No. of Lanes	Peak-Hour Facility Capacity	Peak-Hour Volume ^a	V/C	LOS	No. of Lanes	Peak-Hour Facility Capacity	Peak-Hour Volume	V/C	LOS
SR-74 w/o Via Cordova																
AM	2,100	1	1,785	1,617	0.94	E	1	1,785	2,188	1.23	F	2	4,200	2,188	0.52	C
PM	2,100	1	1,785	1,360	0.76	D	1	1,785	2,007	1.12	F	2	4,200	2,007	0.48	C
SR-74 w/o Via Cristal																
AM	2,100	1	1,785	1,577	0.88	D	1	1,785	2,148	1.20	F	2	4,200	2,148	0.51	C
PM	2,100	1	1,785	1,303	0.73	D	1	1,785	1,950	1.09	F	2	4,200	1,950	0.46	B
SR-74 w/o Avenida Siega																
AM	2,100	1	1,785	1,553	0.87	D	1	1,785	2,124	1.19	F	2	4,200	2,124	0.51	C
PM	2,100	1	1,785	1,267	0.71	D	1	1,785	1,914	1.07	F	2	4,200	1,914	0.46	B
SR-74 e/o Avenida Siega																
AM	2,100	1	1,785	1,552	0.87	D	1	1,785	2,123	1.19	F	2	4,200	2,123	0.51	C
PM	2,100	1	1,785	1,263	0.71	D	1	1,785	1,910	1.07	F	2	4,200	1,910	0.45	B

Source: Austin-Foust Associates, Inc., *State Route 74 – Lower Ortega Highway Widening Traffic Study* (July 2008)

^a Highest one-way volume

Level of service (LOS) values as follows:

- A V/C < 0.30
- B V/C 0.30 – 0.47
- C V/C 0.48 – 0.68
- D V/C 0.69 – 0.88
- E V/C 0.88 – 1.00
- F V/C > 1.00

e/o = east of

V/C = volume to capacity (ratio)

w/o = west of

congested, resulting in significant delays in the 2035 No Build conditions. The traffic in the 2035 Build Alternatives is projected to operate at LOS C or better. At LOS C, the v/c ratio is less than 0.68, which means that the traffic along the roadway segment is less than 70 percent of the available capacity. Therefore, the SR-74 roadway segment within the project limits will result in minimal delays in the 2035 Build conditions.

A Highway Capacity Manual (HCM) delay analysis was carried out for turning movements to and from SR-74 to six side streets (unsignalized intersections) along the proposed project area: Calle Entradero at SR-74, Via Cordova/Hunt Club Drive at SR-74, Via Cristal at SR-74, Strawberry Lane at SR-74, Via Errecarte at SR-74, and Avenida Siega at SR-74. The side street delay analysis assumed certain gap acceptance parameters and may not be representative of actual conditions or driver behavior at individual locations. The HCM values are accepted practice for comparative purposes when intersection LOS (delay of less than 50 seconds per vehicle [sec/veh]) is being evaluated. The 2008 Draft Traffic Study reveals that the delay experienced by a turning vehicle to and from SR-74 in the existing condition is greater than 50 sec/veh at four (out of six) locations. Only at two of the six locations would turning vehicles experience a delay less than 50 sec/veh (i.e., Via Cordova at SR-74 and Via Cristal at SR-74). In the 2035 No Build conditions, due to the increase in through traffic along SR-74, the delay experienced by a turning vehicle to and from SR-74 is greater than 200 sec/veh at all six study locations. Therefore, in the 2035 No Build conditions, vehicles getting on and off (turning vehicles) SR-74 within the project limits will experience significant delays.

In 2035 Build conditions, to avoid longer traffic delays, the project is providing eastbound left-turn lanes at the unsignalized intersections to allow vehicles exiting minor streets to turn right to eastbound SR-74 and complete a U-turn at the next available intersection. In the 2035 Build conditions, the delay experienced by turning vehicles is considerably lower than the No Build conditions.

Accident Rates

During the 3-year period from September 1, 2004, through August 31, 2007, there were 12 accidents within the project limits. As shown in Table 2.1.5-2, the actual accident rate within the project limits is lower than the average accident rate occurring on highways of similar traffic volumes and road conditions.

**Table 2.1.5-2 Accident Rate Summary
(Accidents Per Million Vehicle Miles)**

	Fatal	Fatal + Injury	Total
Actual	0.00	0.19	0.44
Average	0.018	0.84	1.99

Source: Department District 12, "Traffic Accident Surveillance and Analysis System (TASAS) Table B," (June 2008)

Pedestrian and Bicycle Facilities

Sidewalks exist intermittently throughout the project area on the north and south sides of SR-74. These sidewalks begin outside the western limits of the project.

Currently, there are no bike lanes within the project limits.

2.1.4.7 Environmental Consequences

Temporary Impacts

No Build Alternative

The No Build Alternative does not contain a construction component and therefore would not result in temporary impacts within the project limits.

Build Alternatives

During the construction phase of the project, traffic in the vicinity of SR-74 interchanges and the mainline within the project limits could be disrupted by construction equipment and vehicles. Traffic on SR-74 may also be disrupted by trucks hauling construction materials and debris. Under Alternative 2, pedestrian traffic will be temporarily disrupted as the existing sidewalk on the north side of SR-74 between Calle Entradero and Via Cordova is reconstructed. This is considered a less than significant temporary impact. However, with implementation of a TMP (described in Section 1.5.1.13, Construction), temporary impacts to traffic and pedestrians during construction would be reduced to less than significant.

Permanent Impacts

No Build Alternative

The No Build Alternative does not contain a construction component and would retain the existing roadway with one lane in each direction and shoulders in some sections of the highway.

Based on the information contained in the traffic studies and as shown in Table 2.1.5-1, the No Build Alternative would not meet the purpose and need to

enhance capacity in the long term. Table 2.1.5-1 (Mainline LOS Summary) shows that for the mainline, the peak-hour traffic volume in one traffic direction increases from 1,550 vph in 2008 to 2,123 vph in 2035. The table also shows that the mainline would operate at LOS F. LOS F implies that the traffic will be heavily congested and speeds will be less than 35 mph. The higher through traffic volumes along SR-74 would result in increased delays for vehicles exiting the minor streets and intending to turn left due to the lack of gaps in the through traffic that would allow these vehicles to complete the left turn.

Traffic demand will exceed capacity and speeds will vary greatly, which will result in significant delays. Traffic congestion through the project limits is expected to worsen in the 2035 future conditions, increasing from 27,000 ADT in 2008 to 39,000 ADT in 2035.

For the 2035 No Build condition, the results are hypothetical since there is inadequate capacity for the demand, and ever-increasing queues would form during the peak hours. Therefore, while the 2035 demand is the same as for the project conditions with the Build Alternative, the number of vehicles served during each of the peak hours is considerably less. As such, the results shown here only partially account for the actual conditions that might prevail.

Based on the discussion above, the No Build Alternative would not address existing and forecast traffic conditions and would have significant impacts to traffic and transportation.

Build Alternatives 1 and 2

The Build Alternatives contain a construction component and would involve widening the existing roadway from one lane in each direction to two 12 ft wide lanes in each direction, adding 5 ft paved shoulders and a 12 ft painted median. The Build Alternatives would result in temporary and long-term changes to traffic volumes and circulation as a result of construction.

As shown in Table 2.1.5-1 and in the 2008 Draft Traffic Study, the Build Alternatives would meet the purpose and need to enhance capacity in the long term. Table 2.1.5-1 shows that for the mainline, the LOS would be at LOS B and C. There would be no delays or minimal delays. Traffic congestion through the project limits is expected to decrease with the implementation of this project in 2035 (i.e., LOS will improve from LOS D and E in the existing conditions to LOS C in the 2035 Build conditions during

AM peak hours, and from LOS D in the existing conditions and LOS C and LOS B in the 2035 Build conditions during PM peak hours).

In the year 2035, for the Build Alternatives, the projected LOS for the various intersections within the project limit ranges from LOS B for the SR-74 through traffic to LOS F for the local streets' left-turn movements. There would be delays, and the operating speeds would be between 35 and 38 mph during AM hours and range from 38 to 41 mph during PM hours. Traffic conditions on intersections within the project limits are expected to improve in 2035 with the Build Alternatives. At intersections within the project limits, the mainline traffic will operate at an acceptable LOS. Due to growth in traffic between 2008 and 2035, there is a projected increase in traffic along SR-74. Traffic exiting local streets and attempting to turn left onto westbound SR-74 would incur extended delays due to a lack of gaps in the through traffic. In order to avoid extended traffic delays, the project is providing eastbound left-turn lanes at the unsignalized intersections to allow vehicles to turn right onto eastbound SR-74 and complete a U-turn at the next available intersection.

Based on the discussion above, Build Alternatives 1 and 2 would improve the LOS in the project area and would have a beneficial impact on traffic and transportation. Traffic and transportation impacts are considered less than significant.

Pedestrian and Bicycle Facilities

In early 2000, the Department conducted a survey in the vicinity of the Via Cordova/Hunt Club Drive intersection to identify the need for a signal. A subsequent survey was conducted September 2008. In both surveys, the pedestrian count and field observation indicated an extremely low demand to warrant a signal light as a means for providing a safe crossing. The project design does not preclude the potential construction of a non-signalized painted crosswalk with a minimum 4 ft wide raised median to reduce the crossing distance of SR-74, nor the construction of a full signal light for pedestrian crossing if such a signal is warranted in the future.

Build Alternative 2 will retain the sidewalk but it would be reconstructed as a straight sidewalk (not curvilinear) within the existing public right-of-way. In addition, it was agreed by the PDT to provide a continuous sidewalk between the City and County area. It required the provision of a new sidewalk on the south side. The project also proposes to utilize shoulders on both sides of the roadway for a Class II bicycle facility. This would enhance multimodalism and student access to the high school. It is compatible with the City Circulation Element of the General Plan, and the

Bikeways Plan included in the Transportation Element of the Orange County General Plan.

The impacts to pedestrian and bicycle facilities associated with the Build Alternatives are considered less than significant.

Comparative Analysis: No Build and Build Alternatives

The primary MOE used to compare No Build to Build conditions is the average vehicle speed for the section of highway being improved. A comparison between the No Build Alternative in 2035 and the Build Alternatives in 2035 indicates a significant increase in the average travel speed during peak periods. Under the No Build Alternative in 2035, delays would be even greater than that shown here due to queuing effects at the merge points.

A vehicle miles traveled (VMT) summary for the project is shown in Table 2.1.5-3. The peak period derivations and the speed distribution are estimated from typical flow relationships for facilities that are congested (as in the No Build Alternative) and for facilities with adequate LOS and that flow at speeds close to the speed limit during peak hours (as in the Build Alternatives).

Table 2.1.5-3 Vehicle Miles Traveled (VMT) Summary

	2035 No Build			2035 Build		
	Peak	Off-Peak	ADT	Peak	Off-Peak	ADT
VMT Derivation						
Length (miles)	0.9	0.9	0.9	0.9	0.9	0.9
Volume	17,000	12,000	39,000	13,000	16,000	39,000
VMT	15,300	10,800	35,100	11,700	14,400	35,100
Hours	6	18	24	4	20	24
VMT Distribution						
<10 mph	0%	0%	0%	0%	0%	0%
10 – 20 mph	5%	0%	5%	0%	0%	0%
20 – 30 mph	60%	5%	35%	5%	5%	5%
30 – 40 mph	30%	90%	55%	90%	90%	90%
>40 mph	5%	5%	5%	5%	5%	5%
TOTAL	100%	100%	100%	100%	100%	100%

Source: Austin-Foust Associates, Inc., *State Route 74 Lower Ortega Highway Widening Traffic Study* (July 2008).

ADT = average daily traffic mph = miles per hour

2.1.4.8 Avoidance, Minimization, and/or Mitigation Measures

The following project component will ensure that impacts to traffic and transportation as a result of the proposed project will be less than significant.

The project shall provide eastbound left-turn lanes at the unsignalized intersections and allow U-turns at these locations to alleviate side street delays. This would facilitate the movement of minor street traffic onto the SR-74 via a right turn and then a U-turn at the next available intersection.

Additionally, a TMP will be implemented to minimize temporary traffic impacts during construction.

2.1.4.9 Level of Significance

The No Build Alternative would not result in temporary impacts to traffic and transportation but would result in significant permanent impacts.

With implementation of the TMP, potential temporary direct or indirect traffic and transportation impacts are considered less than significant. The Build Alternatives would have a beneficial permanent direct or indirect impact on traffic and transportation within the project area; however, traffic exiting minor streets and making a left turn on SR-74 may experience some extended delays, but with the addition of the project feature as explained above in Section 2.1.5.4, these impacts would be considered less than significant.