

STATE ROUTE 74

TRANSPORTATION CONCEPT REPORT

District 12 - June 2014



The Transportation Concept Report (TCR) is Caltrans' long range planning document for each State Highway Route. The TCR provides information regarding route segments, including planned projects and route development concepts for the next 20 years, and existing and forecasted traffic data. Projects identified in the TCR will require environmental and engineering studies before final approval and are subject to change.

Approvals:


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8/4/2014
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California Department of Transportation

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.



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TRANSPORTATION CONCEPT REPORT

STATE ROUTE 74

12-ORA PM 0.00/16.60

ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is Caltrans' long-range transportation planning program. The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) as it identifies deficiencies and needed highway improvements (Gov. Code §65086). Through long-term System Planning, Caltrans focuses on maximizing total system benefits and on developing a system that meets Caltrans' goals of safety, mobility, delivery, stewardship, and service.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the DSMP Project List. The **DSMP** provides the goals for the development of the SHS within the whole District, the **TCR** develops the vision for the future development of each route in a District, the **CSMP** develops the vision for the future development of those routes which will require active management using strong partnerships with stakeholders, and the **DSMP Project List** is a list of planned and partially programmed transportation projects used to recommend projects for funding.

TCR Need, Purpose, and Goals

California needs long range planning documents to guide the logical and predictable development of transportation systems as required by law and as necessitated by public, stakeholder, and system user needs. There is a need for a focused planning document for each highway route and its corresponding transportation corridor in the state.

The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of improving mobility, increasing safety, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

As part of the development of the TCR, Caltrans has partnered with the various jurisdictions located along the SR 74 corridor, including the City of San Juan Capistrano, County of Orange, the Orange County Transportation Authority (OCTA), and the Southern California Association of Governments (SCAG). After a period of review and comment, written comments were received and incorporated into the final report and supplemental information provided by internal and external partners was added. Much of the supplemental information was derived from internal documents from the Divisions of Maintenance, Project Development, Programming, Traffic Operations, and Travel Forecasting Unit, and external documents from the Orange County Environmental Management Agency (OCEMA), OCTA, and SCAG.

CALTRANS MISSION

As the owner and operator of the State Highway System, Caltrans strives to provide a transportation system that is safe, sustainable, and globally competitive. This system provides reliable and efficient mobility and accessibility for people, goods, and services while meeting our greenhouse gas emission reduction goals and preserving community character. This integrated, connected, and multimodal system supports a prosperous economy, a healthy environment and communities, and social equity. Caltrans' Mission serves as the core principle for the planning, developing, maintaining, and operating a safe and effective highway system for the people of Orange County.

CALTRANS GOALS

SAFETY: Provide the safest transportation system in the nation for users and workers.

MOBILITY: Maximize transportation system performance and accessibility.

DELIVERY: Efficiently deliver quality transportation projects and services.

STEWARDSHIP: Preserve and enhance California's resources and assets.

SERVICE: Promote quality service through an excellent workforce.

CALTRANS VALUES

INTEGRITY: We promote trust and accountability through our consistent and honest actions.

COMMITMENT: We are dedicated to public service and strive for excellence and customer satisfaction.

TEAMWORK: We inspire and motivate one another through effective communication, collaboration and partnership.

INNOVATION: We are empowered to seek creative solutions and take intelligent risks.

TRANSPORTATION CONCEPT REPORT

STATE ROUTE 74

12-ORA PM 0.00/16.60

EXECUTIVE SUMMARY

STATE ROUTE 74

State Route (SR) 74, commonly called Ortega Highway, provides interregional access between Orange County and western Riverside County and serves primarily as a commuter route on weekdays and for recreational users on weekends. SR 74 begins at the interchange with Interstate 5 (I-5) in the City of San Juan Capistrano heading easterly, loosely paralleling San Juan Creek. From the City of San Juan Capistrano, the highway leaves city limits and turns northeast, going through the developing community of Rancho Mission Viejo, the Cleveland National Forest, and Riverside County where it terminates in Palm Desert at SR 111. Totalling 112.6 miles, SR 74 passes through two counties and two Caltrans districts with 16.6 miles of its length in Orange County (District 12) and 96.0 in Riverside County (District 8). The entire length of SR 74 has been designated eligible as a State Scenic Highway.

The route is four lanes for most of the City of San Juan Capistrano and two lanes in the remainder of the county. The route varies in elevation from 100 feet at I-5 in San Juan Capistrano to 2,400 feet in the San Jacinto Mountains. In the San Juan Canyon area, it is a winding narrow road having steep slopes and sheer drop-offs to the canyon floor. The average daily traffic (ADT) varies from approximately 40,000 vehicle trips near I-5 to 11,000 vehicle trips in the mountains nearing the Riverside County line. During peak hours and weekends, travelers experience congestion within the narrow San Juan Canyon and at the access to I-5.

ROUTE CONCEPT

Traffic will increase on SR 74 from local development, regional growth, and increased recreational travel in most segments. With the exception of Segment 3 which has a unfunded widening project planned, the future development of this route as a State Highway will be limited to safety spot improvements, maintenance projects, limitation and separation of left turn movements, driveways and access points reduction (typically done with re-development), right turn pockets, bus turn-outs, signal synchronization, and other Transportation System Management (TSM) improvements. The concept is consistent with on-going maintenance and spot rehabilitation projects, operational improvements, Americans with Disabilities Act (ADA) improvements at intersections, signal synchronization, and bicycle and pedestrian improvements. Caltrans will continue to seek funding for these improvements.

CONCEPT RATIONALE

SR 74 serves as an interregional commuter route during the week and as recreational route during the weekends. Due to geometric, right-of-way, environmental, and fiscal constraints, major capacity improvements to SR 74 limited. The only widening project is at Segment 3; however, funding is currently unavailable.

Caltrans' primary objective for conventional highways is to relinquish them to local jurisdictions where possible. The importance of some SR 74 segments will diminish by the development of the proposed Cow Camp Road. Results from traffic forecasts derived from the SCAG Regional Model show that Cow Camp Road will carry significantly higher traffic volumes than SR 74 in parallel segments. It is not anticipated that Caltrans would be able to secure or program any funding for major capacity enhancing projects in the near future.

LEVEL OF SERVICE SUMMARY TABLE

| Segment | Postmile | 2013 Existing # Lanes LOS | 2035 No Build # Lanes LOS | 2035 Concept # Lanes LOS | 2035 No Build # Lanes SR 241to Cow Camp | 2035 No Build # Lanes SR 241 to I-5 | 2035 Concept # Lanes SR 241to Cow Camp | 2035 Concept # Lanes SR 241 to I-5 |
|---------|------------|------------------------------------|------------------------------------|-----------------------------------|--|---|---|--|
| 1 | 0.00-0.45 | 4 lanes F | 4 lanes F | 4 lanes F | 4 lanes F | 4 lanes F | 4 lanes F | 4 lanes F |
| 2 | 0.45-1.06 | 4 lanes E | 4 lanes F | 4 lanes F | 4 lanes F | 4 lanes F | 4 lanes F | 4 lanes F |
| 3 | 1.06-1.85 | 2 Lanes D | 2 Lanes F | 4 lanes E | 2 Lanes F | 2 Lanes F | 4 lanes E | 4 lanes D |
| 4 | 1.85-2.60 | 4 lanes C | 4 lanes B | 4 lanes B | 4 lanes D | 4 lanes C | 4 lanes D | 4 lanes C |
| 5 | 2.60-7.20 | 2 lanes B | 2 lanes B | 2 lanes B | 2 lanes B | 2 lanes B | 2 lanes B | 2 lanes B |
| 6 | 7.20-16.60 | 2 lanes A | 2 lanes B | 2 lanes B | 2 lanes B | 2 lanes B | 2 lanes B | 2 lanes B |

TRANSPORTATION CONCEPT REPORT
STATE ROUTE 74



CORRIDOR OVERVIEW

SEGMENTATION

For the purpose of analysis, SR 74 was divided into six segments based on the following criteria: jurisdiction, intersection with a state highway, major intersection, change in classification, change in traffic volumes, or change in number of lanes.

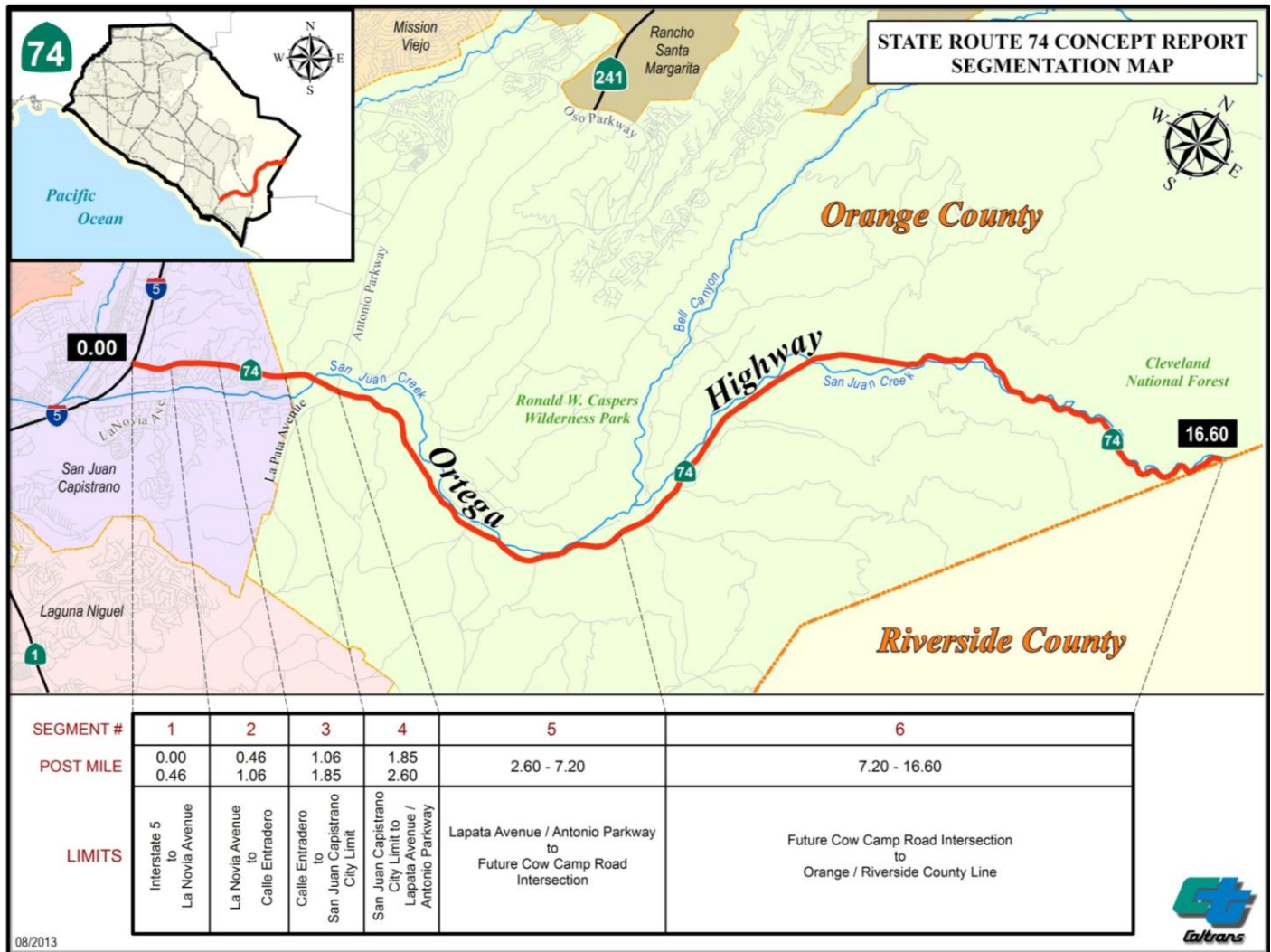


Figure 1 - Route Segmentation

ROUTE DESCRIPTION

State Route 74, commonly called Ortega Highway, provides interregional access between Orange County and western Riverside County and serves primarily as a commuter route on weekdays and for recreational users on weekends. SR 74 begins at the interchange with Interstate 5 (I-5) in the City of San Juan Capistrano heading easterly, loosely paralleling San Juan Creek. From the City of San Juan Capistrano, the highway leaves the city limits and turns northeast, going through the developing community of Rancho Mission Viejo, the Cleveland National Forest, and Riverside County where it terminates in Palm Desert at SR 111. Totalling 112.6 miles, SR 74 passes through two counties and two Caltrans districts with 16.6 miles of its length in Orange County (District 12) and 96.0 in Riverside County (District 8). The entire length of SR 74 has been designated eligible as a State Scenic Highway.

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average daily traffic (ADT) varies from approximately 40,000 vehicle trips near I-5 to 11,000 vehicle trips in the mountains nearing the Riverside County line. During peak hours and weekends, travelers experience congestion within the narrow San Juan Canyon and at the access to I-5.

HISTORY

Sections of SR 74 can be traced back to the beginnings of California as a trail used by Native Americans. In 1869 Don José Francisco Ortega, a sergeant and chief scout on Gaspar de Portolà's second land expedition to Alta California was the first to survey the route. In the 1890's, the San Juan Hot Springs (PM 12.80) became a popular attraction as a spa and by the turn of the century the road to the spa was paved. Construction to build SR 74 began in 1929 and continued through its completion in 1933 by the Joint Highway District which was comprised of the State of California, Orange and Riverside Counties.

Shortly after construction of SR 74 was complete, Rev. John O'Sullivan of the San Juan Capistrano mission was the first to suggest Ortega Highway as the name for the new highway in honor of Don José Francisco Ortega. The Joint Highway District concurred and SR 74, from Lake Elsinore to San Juan Capistrano, was officially named Ortega Highway. Despite opposition from the City of San Juan Capistrano and citizens, the California Legislature approved the renaming of Ortega Highway to the California Wildland Firefighters Memorial Highway in 1998 as a tribute to firefighters who have paid the ultimate sacrifice fighting Wildland fires in the State of California.

MASTER PLAN OF ARTERIAL HIGHWAYS

The Master Plan of Arterial Highways (MPAH) was first adopted by Orange County in 1956. The MPAH was formerly a part of the County of Orange Advance Planning Program (General Plan) Transportation Element, with administration by the Orange County Environmental Management Agency (OCEMA) Transportation Planning Division. The County has been responsible for the MPAH since the 1950s. The MPAH became the cornerstone of the first County Circulation Element initially adopted on August 6, 1974, by the Orange County Board of Supervisors. Since that time, the MPAH has been amended on a regular basis, generally in response to land use policy changes within both incorporated and unincorporated areas of the County. These policy changes are reviewed for impacts on the arterial highway system in order to maintain a balance between the land use and transportation plans. The MPAH has often been looked to as a model of coordinated planning, requiring the cities within Orange County to work cooperatively with the County in implementing a regional transportation system. The MPAH map is a critical element of the overall transportation planning in the County because it defines a countywide circulation system in response to existing and planned land uses. The entire length of SR 74 in Orange County is classified as a Primary Arterial under the MPAH. More information is available at: <http://www.octa.net/Freeways-and-Streets/Streets/Master-Road-lan/Overview/?terms=mpah%20map>.

COMMUNITY CHARACTERISTICS

SR 74 extends in an easterly direction from its origin at the I-5 Junction to the Orange/Riverside County Line passing through the City of San Juan Capistrano and unincorporated Orange County. Access to SR 74 is primarily via I-5 from the west and I-15 from the east in western Riverside County. Additional access is provided by county arterials including Antonio Parkway, La Novia Avenue, and Rancho Viejo Road.

In addition to providing access to Ronald W. Caspers Wilderness Park and the Cleveland National Forest, SR 74 provides both direct and indirect access to Mission San Juan Capistrano, Junipero Serra High School, San Juan Hills High School, Lake Elsinore, numerous campgrounds, hiking trails, and residential/commercial areas in San Juan Capistrano and Ladera Ranch.

LAND USE

Orange County encompasses 790 square miles and has a population of approximately three million people. For transportation planning purposes, Orange County is considered to be a fully urbanized county. Metropolitan Orange County lies southeasterly of the Los Angeles urban area with the Pacific Ocean to the west, the Cleveland National Forest to the east, and Camp Pendleton Marine Corps Base to the south. The majority of the land in the County, not within or adjacent to the boundaries of the national forest, is developed. The primary land use is residential with pockets of retail commercial, light industrial, and professional office space. Industrial and commercial uses usually border freeways and major arterials.

The topography surrounding SR 74 varies from flat in the coastal plain to steep mountains and deep canyons inland. Most of the residential development is of low to medium density single family dwellings within the City of San Juan Capistrano (PM 0.00/1.85), and commercial uses centering around the I-5 interchange. In unincorporated Orange County, the land use adjacent to the highway is open space (Ronald W. Caspers Wilderness Park and the Cleveland National Forest) and agricultural related uses. Construction material supply companies and a major landfill are adjacent to the highway near the intersection of Antonio Parkway (PM 2.6).

Land use is expected to intensify with the Rancho Mission Viejo Project, also known as the Ranch Plan, is a large-scale development project adjacent to the SR 74/Antonio Parkway intersection and will contain 12 planning areas within 22,000 acres. Collectively, over the next two decades, Rancho Mission Viejo is expected to develop 14,000 homes and five million square feet of non-residential uses. In addition, schools, parks and recreational facilities, shopping and employment centers will be developed along with an inter-connected system of arterial roadways and hiking/biking trails carefully integrated with some of the Ranch Plans' agrarian spaces and natural habitat.

PARALLEL ALTERNATE FACILITIES

Due to its unique location and surrounding topography, SR 74 does not have a parallel alternate facility in close proximity. The only other routes that traverse the coast inland to areas of Riverside and San Diego Counties are SR 91, which is approximately 20 miles to the north, and SR 76, which is approximately 30 miles to the south.

PEDESTRIAN FACILITIES

In Segments 1 through 3, within the City of San Juan Capistrano, there is a continuous pedestrian facility on the eastbound side of SR 74 from the I-5 junction to Shade Tree Lane (PM 0.00 to 1.65). On the westbound side, there is a pedestrian facility from Rancho Viejo Road to Palm Hill Drive (PM 0.23-1.30). In Segment 4, within unincorporated Orange County, there are pedestrian facilities located on the eastbound side of SR 74 from the San Juan Capistrano/County limits to Reata Road (PM 1.85-2.10) and on the westbound side from Reata Road to Antonio Parkway (PM 2.10-2.60). All pedestrian facilities in the corridor have standard four to six foot sidewalks with standard at-grade signalized crossings and crosswalks. Improvements are currently being planned and constructed as funding becomes available. These improvements include sidewalk upgrades, improved curb cuts at intersections and upgraded pedestrian signals.

| Segment | Sub-Segment | Post mile | Location Description | Access Prohibited | Sidewalk Present | Sidewalk Width | Facility Description | Alternate Facility |
|---------|-------------|------------|--|-------------------|------------------|----------------|--|---------------------|
| 1 | A | 0.00-0.23 | I-5 Junction to Rancho Viejo Road | No | Yes | 4-6' | Continuous sidewalks on EB side of facility and no sidewalks WB. | San Juan Creek Road |
| | B | 0.23-0.46 | Rancho Viejo Road to La Novia Avenue | No | Yes | 4-6' | Continuous sidewalks on both EB and WB sides of facility | San Juan Creek Road |
| 2 | A | 0.46-1.06 | La Novia Avenue to Calle Entradero | No | Yes | 4-6' | Continuous sidewalks on both EB and WB sides of facility | Calle Arroyo |
| 3 | A | 1.06-1.30 | Calle Entradero to Palm Hill Drive | No | Yes | 4-6' | Continuous sidewalks on both EB and WB sides of facility | Calle Arroyo |
| | B | 1.30-1.85 | Palm Hill Drive to San Juan Capistrano City Limits | No | Yes | 4-6' | Continuous sidewalks on EB side of facility and no sidewalks WB. | San Juan Creek Road |
| 4 | A | 1.85-2.10 | San Juan Capistrano City Limits to Reata Road | No | Yes | 4-6' | Continuous sidewalks on EB side of facility and no sidewalks WB. | None |
| | B | 2.10-2.60 | Reata Road to Antonio Parkway | No | No | None | No sidewalks present | None |
| 5 | A | 2.60-7.20 | Antonio Parkway to Proposed Cow Camp Road | No | No | None | No sidewalks present | None |
| 6 | A | 7.20-16.60 | to County Limits | No | No | None | No sidewalks present | None |

Table 1 - Pedestrian Facilities on State Route 74

BICYCLE FACILITIES

There are currently more than 1,000 miles of bikeways in Orange County, with an additional 700 miles planned. Caltrans coordinates with local agencies to plan, implement, and maintain bikeways in areas where they are allowed on State right-of-way. The only bicycle facility on SR 74 in Orange County is within segment 4, from the City of San Juan Capistrano city limits to Antonio Parkway, where there is a Class II facility on the eastbound side of highway. This facility was constructed as part of a widening and bridge construction project in 2010. There is also a Class 1 paved off-road facility adjacent to the highway along the San Juan Creek Trail from I-5 to near Avenida Siega. See Table 2 for more details.

The 2009 OCTA Commuter Bikeways Strategic Plan proposes the following projects adjacent to SR 74 along San Juan Creek:

| Jurisdiction | From | To | Facility Type | Length in Miles |
|--------------|-----------------|-------------------|---------------|-----------------|
| County | Antonio Parkway | Caspers Park Road | I | 5 miles |

Class I – off-street paved bike paths - Off-street paths are facilities on a separate right-of-way from roadways, and are usually shared by bicyclists and pedestrians. Shared paths should not be used as high-speed bikeways, as the safety of the other non-motorized users must be considered.

Class II – on-road striped and signed bicycle lanes - Bicycle lanes are on-street facilities that use painted stripes and stencils to delineate the right of way assigned to bicyclists and motorists, and to provide for more predictable movements by each.

Class III – on-road shared-lane signed bicycle routes - Bicycle routes are signed on-street facilities that accommodate vehicles and bicycles in the same travel lane. Bicycles are permitted on most roadways; however, for safety purposes, signed bicycle routes are often found on streets with lower speeds and traffic volumes.

| Segment | State Bicycle Facility | | | | | | | Parallel Bicycle Facilities | | | |
|---------|------------------------|--|-------------------|---------------|----------------|--|--------------------|-----------------------------|----------------------|---|-------|
| | Post Mile | Location Description | Access Prohibited | Facility Type | Shoulder Width | Facility Description | Posted Speed Limit | Parallel Facility Present | Name | Location Description | Class |
| 1 | 0.00-0.46 | I-5 Junction to La Novia Avenue | No | None | None | No Designated Facility | 40 | Yes | San Juan Creek Trail | Off-road path on San Juan Creek trail approx. 1/4 mile south of SR 74 | I |
| | | | | | | | | | San Juan Creek Road | On-road striped facility from I-5 to La Novia Avenue (PM 0.45) approx. 0.4 miles south of SR 74 | II |
| 2 | 0.46-1.06 | La Novia Avenue to Calle Entradero | No | None | None | No Designated Facility | 40 | Yes | San Juan Creek Trail | Off-road path on San Juan Creek trail approx. 1/4 mile south of SR 74 | I |
| | | | | | | | | | San Juan Creek Road | Off-road path for length of segment. | I |
| 3 | 1.06-1.85 | Calle Entradero to San Juan Capistrano City Limits | No | None | Varies | No Designated Facility | 40 | Yes | San Juan Creek Trail | Off-road path on San Juan Creek trail approx. 1/4 mile south of SR 74 - Terminates near Avenida Siega (PM 1.65) | I |
| | | | | | | | | | San Juan Creek Road | Off-road path for length of segment approx. 0.4 miles south of SR 74 | I |
| 4 | 1.85-2.60 | San Juan Capistrano City Limits to Antonio Parkway | No | None | Five feet | Striped and signed lanes on-road Eastbound side only | 55 | No | None | None | None |
| 5 | 2.60-7.20 | Antonio Parkway to Cow Camp Road | No | None | None | No Designated Facility | 55 | No | None | None | None |
| 6 | 7.20-16.60 | Cow Camp Road to County Limits | No | None | None | No Designated Facility | 55 | No | None | None | None |

Table 2 - Bicycle Facilities on or near State Route 74

TRANSIT SERVICE

Bus

The OCTA operates 76 fixed route bus lines, encompassing every city within Orange and portions of Los Angeles counties. In addition, it provides express services to destinations in Los Angeles, San Bernardino, and Riverside Counties.

Currently OCTA has one bus route traveling on SR 74; Bus Route 191 travels eastward from I-5 to La Novia Avenue and then intersects at Rancho Viejo Road in San Juan Capistrano.

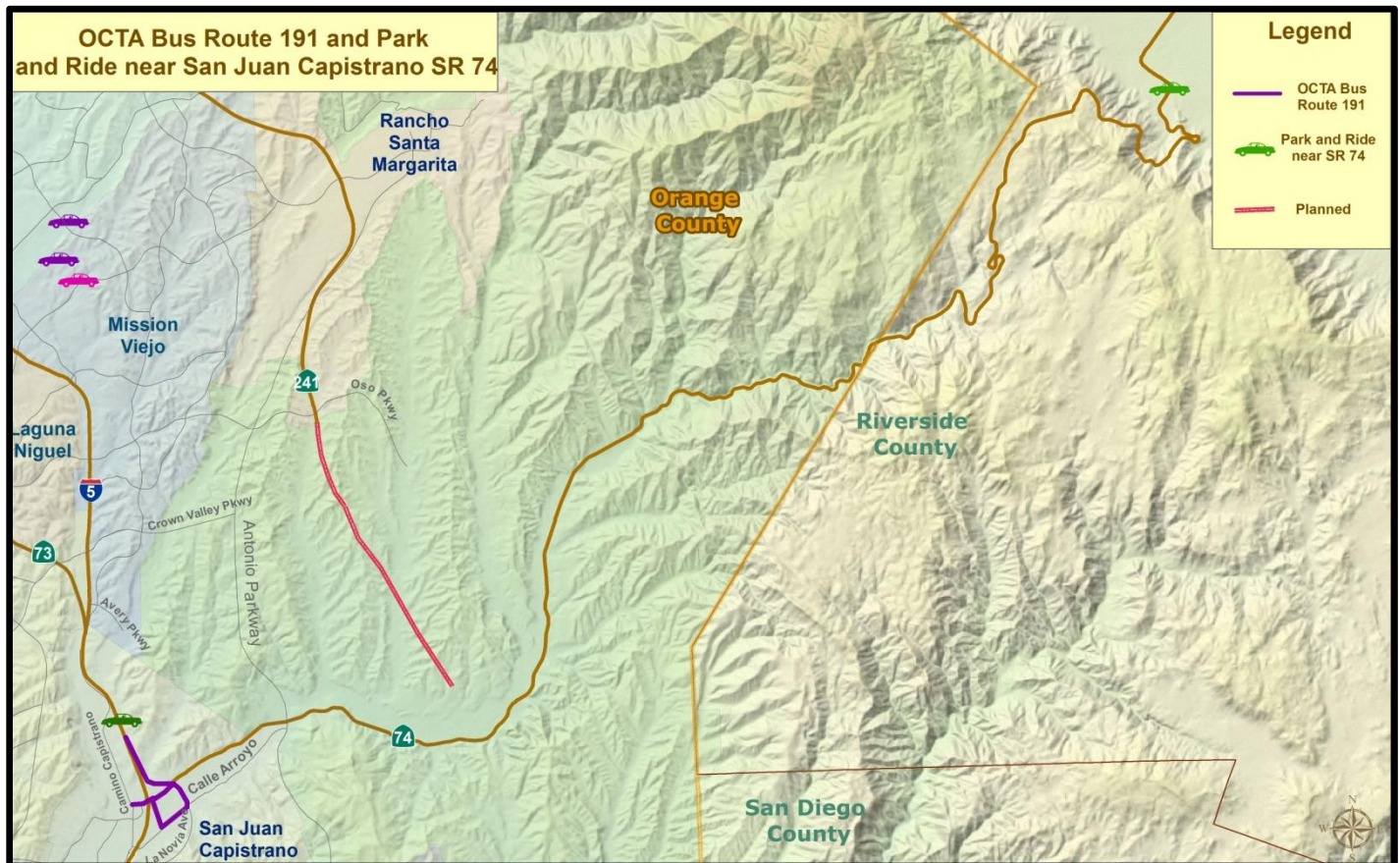


Figure 2 - Transit Service on State Route 74

Rail

Metrolink, operated by the Southern California Regional Rail Authority (SCRRA) along with the National Railroad Passenger Corporation (AMTRAK) Pacific Surfliner operated by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Joint Powers Agency (LOSSAN), are the intercity rail service providers in Orange County.

Metrolink is a coordinated effort, made possible by the Los Angeles County Metropolitan Transportation Authority (Metro), OCTA, the Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG), and Ventura County Transportation Commission. In 1991, the SCRRA, a Joint Powers Authority, consisting of the five county transportation planning agencies listed above, was formed to develop a regional rail service to reduce the congestion on highways and improve mobility throughout the Southern California region. Three Metrolink lines serve Orange County but only two serve in the proximity of SR 74 and are listed below:

- The Orange County Line provides daily service between Oceanside in Northern San Diego County and Union Station in Downtown Los Angeles. The Orange County Line roughly parallels Interstate 5 and intersects with Jamboree Road west of Walnut Avenue.
- The Inland Empire – Orange County Line provide service between Oceanside and Riverside/San Bernardino.

The LOSSAN Corridor travels a 351-mile intercity Amtrak Pacific Surfliner route covering a six-county coastal region in Southern California and is the second busiest intercity passenger rail corridor in the United States. It is governed by the LOSSAN Corridor Agency, an 11-member Board of Directors composed of elected officials representing rail owners, operators, and planning agencies along the rail corridor. In September 2013, OCTA was elected as the current local managing agency.

San Juan Capistrano Station, located approximate a quarter mile west of the SR74/I-5 interchange, is the primary train station that provides both Metrolink and Amtrak services in this corridor.

| Segment | Mode & Collateral Facility | Name | Route End Points | Stations | |
|---------|----------------------------|--|-------------------------------|--|-----------------------------|
| | | | | Locations | Transit Service |
| 1 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | San Juan Capistrano and San Clemente | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | San Clemente, San Juan Capistrano, and Laguna Niguel | Metrolink and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 191 | Mission Viejo to San Clemente | Multiple stops along route | OCTA |
| | Park & Ride | I-5 at Junipero Serra | N/A | San Juan Capistrano | OCTA |
| 2 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | San Juan Capistrano and San Clemente | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | San Clemente, San Juan Capistrano, and Laguna Niguel | Metrolink and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | OCTA Routes: 191 | Mission Viejo to San Clemente | Multiple stops along route | OCTA |
| | Park & Ride | I-5 at Junipero Serra | N/A | San Juan Capistrano | OCTA |
| 3 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | San Juan Capistrano and San Clemente | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | San Clemente, San Juan Capistrano, and Laguna Niguel | Metrolink and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | None | None | None | None |
| | Park & Ride | I-5 at Junipero Serra | N/A | San Juan Capistrano | OCTA |
| 4 | Rail | Amtrak: Pacific Surfliner | San Diego to San Luis Obispo | San Juan Capistrano and San Clemente | Amtrak, Metrolink, and OCTA |
| | | Metrolink: Inland Empire-Orange County | Oceanside to San Bernardino | San Clemente, San Juan Capistrano, and Laguna Niguel | Metrolink and OCTA |
| | | Metrolink: Orange County | Oceanside to Los Angeles | | |
| | Traditional Bus | None | None | None | None |
| | Park & Ride | I-5 at Junipero Serra | N/A | San Juan Capistrano | OCTA |
| 5 | Rail | None | None | None | None |
| | Traditional Bus | None | None | None | None |
| | Park & Ride | None | None | None | None |
| 6 | Rail | None | None | None | None |
| | Traditional Bus | None | None | None | None |
| | Park & Ride | None | None | None | None |

Table 3 - Transit Services

PARK AND RIDE

The Park and Ride program is an integral operational element of the State Highway System, not just in Orange County, but throughout the region. Park and Ride lots encourage car, vanpool, and transit ridesharing at the point of departure in order to reduce congestion and improve air quality. Caltrans and OCTA work cooperatively to develop Park and Ride solutions in Orange County.

Currently there are two Park and Ride lots in the immediate vicinity of SR 74 in Orange County. Both of these facilities are located at I-5 at Junipero Serra and have a combined 113 dedicated spaces owned and operated by Caltrans. For commuters travelling the length of the corridor into Riverside County, there are two Park and Ride lots in Lake Elsinore, 34 spaces at Grand Avenue and SR 74 and 140 spaces at Nichols Road and I-15 at the Lake Elsinore Outlets.

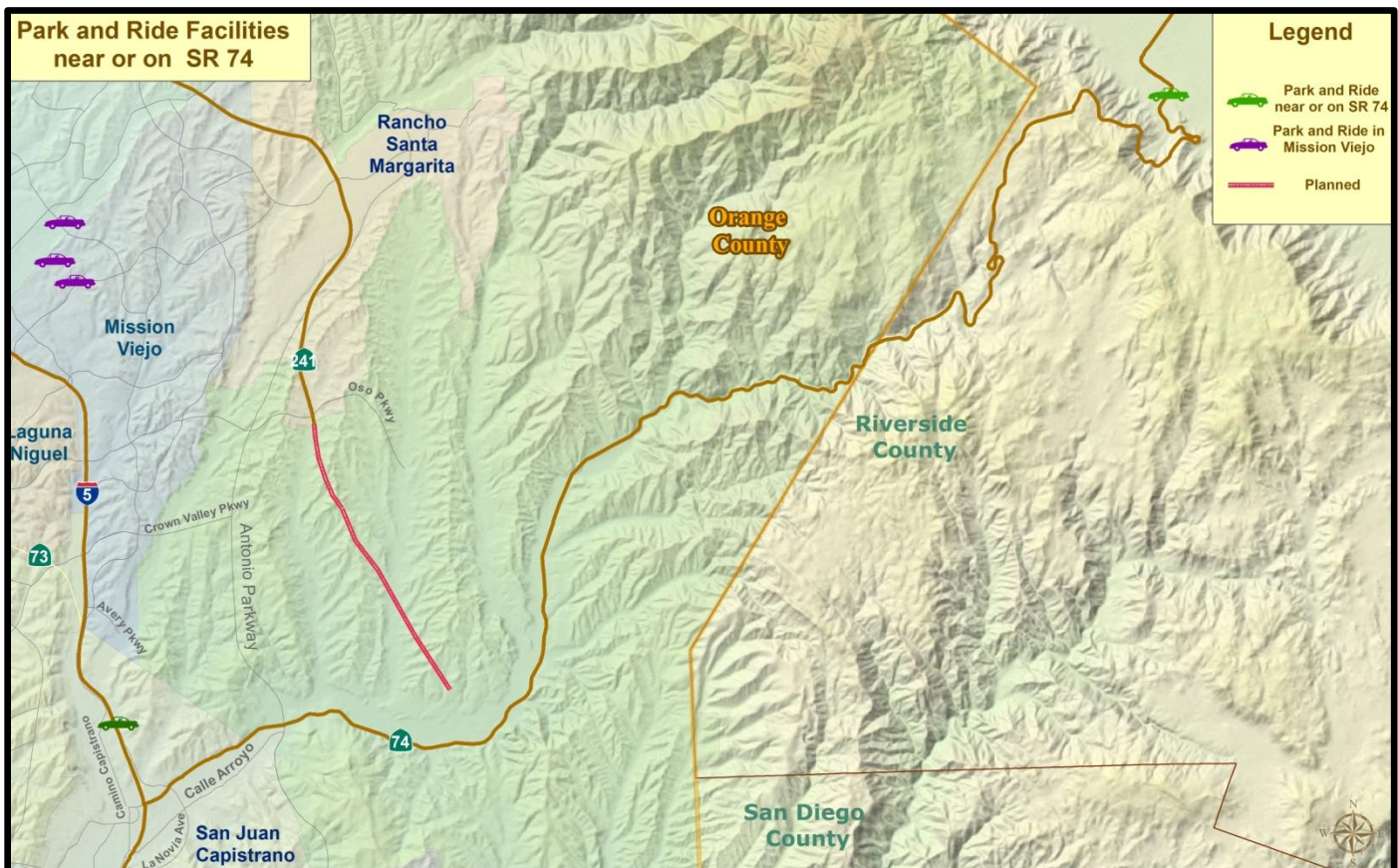


Figure 3 - Park and Ride Facilities

FREIGHT MOBILITY

SR 74 is not on the National Freight Network, so it is not considered to be a major truck route in Orange County as the total truck volume of three plus axle trucks consists of approximately one percent of the AADT in Segments 5 and 6.

CONTEXT SENSITIVE SOLUTIONS

Caltrans' Director's Policy Number 22 (2001) requires Caltrans to use "Context Sensitive Solutions" as an approach to plan, design, construct, maintain and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic and environmental values with transportation safety, maintenance and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options. When considering the context, issues such as funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, and relevant

laws, rules, and regulations must be addressed. For more information visit: <http://www.dot.ca.gov/hq/oppd/context-solution.pdf>

COMPLETE STREETS

Under the guidance of Deputy Directive 64-R1, Caltrans develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery, maintenance, and operations. Transit options, Park and Ride locations, and safe pedestrian crossings are some examples of efforts to meet these goals. Bicycle riders and pedestrians have a legal right to access most public roads in California as specified in California Vehicle Code (CVC) (Sections 21200-21212), and the Streets and Highways Code (Sections 890 – 894.2). Bicyclists, pedestrians, and non-motorized traffic are permitted on all State facilities, unless prohibited (CVC, section 21960). The safety and mobility needs of all who have legal access to the transportation system must be addressed including requirements under the Americans With Disabilities Act of 1990 (ADA). For more information visit: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html.

Complete Streets concepts are especially critical on State Highways that also function as main streets through communities and are challenged with balancing the public's need for roadways that provide local, regional and statewide connections. The updated 2013 *Main Street, California* provides guidance to recent updates to Caltrans manual and policies that improve multimodal access, livability, and sustainability within the transportation system. Incorporating principles of livability and sustainability into main street projects can help balance the need for an efficient multimodal transportation facility with local needs for a main street that functions as the heart of the community. *Main Street, California* is available at <http://www.dot.ca.gov/hq/LandArch/mainstreet/>.

CLIMATE ACTION PROGRAM

Assembly Bill (AB) 32 (California Global Warming Act of 2006) requires the reduction of greenhouse gas (GHG) emissions to 1990 levels by 2020. Executive Order S-17-06 directs State agencies to begin implementing AB 32 and the recommendations coming from the Climate Action Team (CAT). As a member of the CAT, Caltrans' Climate Action Program promotes clean and energy efficient transportation and provides guidance for mainstreaming energy and climate change issues into its business operations. The framework for this is provided by the Director's Policy 23 (Energy, Efficiency and Conservation) which is intended to implement a comprehensive, long-term departmental energy policy.

Caltrans' Climate Action Program is the result of a collaborative effort working with the various divisions and districts within Caltrans as well as the California Air Resources Board and the CAT to analyze and formulate transportation strategies that provide GHG benefits. Caltrans's Climate Action Program outlines transportation strategies consistent with the Governor's Strategic Growth Plan that contribute to GHG emission reduction and greening goals in the State.

Governor's Executive Order (EO) S-13-08 signed in November 2008 directs state agencies planning construction projects in areas vulnerable to sea level rise to begin planning for potential impacts by considering a range of sea level rise scenarios for the years 2050 and 2100.

LOCAL DEVELOPMENT - INTERGOVERNMENTAL REVIEW

Local Development-Intergovernmental Review (LD-IGR) is a state and federally mandated ongoing statewide effort focused primarily on avoiding, eliminating, or reducing to insignificant, potentially adverse impacts of local development on the transportation system. Caltrans' LD-IGR staff review proposals for federal, state, and local planning development activities that may potentially impact state transportation facilities or other resources under Caltrans' jurisdiction, such as drainage facilities, and to recommend conditions of project approval that eliminate those impacts or reduce them to a level of insignificance. Typically, this involves the review of development proposals in which Caltrans is either a responsible (permitting) or commenting (reviewing) agency, but has no discretionary approval power over the project other than permit authority. LD-IGR staff work cooperatively with local lead agencies and developers in determining the type and level of mitigation needed to offset project impacts. They are also responsible for identifying other functional

areas within Caltrans that are affected by the proposal, and coordinating the circulation of appropriate documents with other functional areas for review and comment. For more information, visit http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/DD-25-R1_final.pdf.

In 2004, the LD-IGR branch reviewed the Draft Environmental Impact Report for The Ranch Plan which proposed the development of 14,000 single family residences on the 22,000-acre historic Rancho Mission Viejo adjacent to SR 74 in unincorporated Orange County. Through the environmental process, Caltrans, the County, OCTA, and the local agencies created a list of projects and improvements that would reduce the traffic impacts to SR 74 and these were incorporated into the South County Regional Improvement Program. Plans to widen the entire length Segment 4 from two to four lanes were accelerated in order to improve traffic prior to opening of Phase I of The Ranch Plan.

SMART MOBILITY FRAMEWORK

Caltrans initiated a Smart Mobility Framework in 2010 to respond to the latest transportation challenges with new concepts and tools. The Smart Mobility Framework addresses the State mandate to find solutions to climate change, the need to reduce per capita vehicle miles traveled, the demand for a safe transportation system that gets people and goods to their destinations, and the commitment to create a transportation system that advances social equity and environmental justice. Smart Mobility moves people and freight while enhancing California's economic, environmental, and human resources by emphasizing convenient and safe multi-modal travel, speed suitability, accessibility, management of the circulation network, and efficient use of land. Caltrans has identified six principles that express the priorities and values of Smart Mobility: Location Efficiency, Reliable Mobility, Health and Safety, Environmental Stewardship, Social Equity, and a Robust Economy. This framework was used to form the route concept of the TCR.

KEY CORRIDOR ISSUES

Termini of SR 241 Toll Road

While plans to connect SR 241 to I-5 have been studied for over 20 years, due to public concern, the exact location of the future terminus is uncertain. The toll road currently terminates at Oso Parkway; however, Transportation Corridor Agencies (TCA) is proposing an extension that will terminate near SR 74 at the proposed Cow Camp Road. This extension will likely increase traffic volumes on SR 74.

Phasing of the proposed Cow Camp Road

Cow Camp Road is planned to run parallel to SR 74 from Antonio Parkway for approximately 4.6 miles where it will ultimately merge with SR 74. The initial 1.6-mile leg of Cow Camp Road will connect with the proposed SR 241 extension and expected to be completed by 2015. A built-out Cow Camp Road will alleviate demand created from new development. However, since the timeline for the remaining three mile extension merge to SR 74 is uncertain, an uncompleted Cow Camp Road will increase congested conditions on SR 74.

Antonio/La Pata Intersection

With the La Pata Avenue Gap Closure Project, which will connect SR 74 to the City of San Clemente, the proposed terminus of SR 241 at Cow Camp Road, and the Rancho Mission Viejo Project underway, the intersection of Antonio Parkway/La Pata Avenue and SR 74 will be heavily utilized.

Interregional Travel

Since the closest parallel facility is 20 miles to the north, many residents of Riverside County use SR 74 to access job centers within Orange County. As Riverside County continues to experience rapid population growth, demand on SR 74 for interregional travel will continue to increase.

National Forest

Over six miles of SR 74 in Orange County are within the Cleveland National Forest where the mountainous terrain and steep cliffs foreclose on any future widening plans.

Intensification of Land Use

While most of the area adjacent to SR 74 within Orange County is undevelopable since it is within Caspers Wilderness Park or the Cleveland National Forest, there is an anticipated intensification of land use primarily in the area adjacent to the SR 74/Antonio Parkway intersection. Rancho Mission Viejo, also called The Ranch Plan, is expected to construct 14,000 homes and five million square feet of non-residential uses within 12 planning areas on 22,000 acres.

FUTURE PROJECTS

LOWER ORTEGA WIDENING

This project proposes to widen SR 74 from two lanes to four lanes from Calle Entradero in the City of San Juan Capistrano to the City/Orange County line (Segment 3). The purpose of this project is to relieve existing and future traffic congestion and improve the flow of traffic on SR 74, accommodate planned growth and development in the surrounding areas and provide improvements consistent with local planning documents.

LA PATA AVENUE GAP CLOSURE

As the lead agency for this project, the County of Orange will extend and widen the existing 1.8 mile portion of La Pata Avenue south of SR 74 by roughly two miles to connect with La Pata Avenue in San Clemente at Calle Saluda. The project would close the “gap” between the two roadway segments, providing an essential link in the local roadway network. The 4.5 mile extension of Avenida La Pata would include four new lanes from Calle Saluda in San Clemente to La Pata Avenue in San Juan Capistrano which currently ends at Prima Deshecha Landfill south of Ortega Highway. La Pata Avenue would be widened to five lanes from three between south of Ortega Highway and the terminus at the landfill. Groundbreaking occurred in the in 2014 and the project is expected to take two and a half to three years at a cost of approximately \$94 million.

SR 241 EXTENSIONS

Tesoro Extension

In October 2011, engineering and environmental work began on a plan to extend SR 241 from its current terminus at Oso Parkway to Cow Camp Road north of SR 74 within Rancho Mission Viejo. The five mile long extension will not only provide an alternative to I-5, but will also provide additional northern access for communities located inland of I-5 and commuters traveling to Orange County business centers from the Inland Empire via Ortega Highway. Scheduled construction date is unknown.

I-5 Extension

Plans to extend SR 241 from its current terminus at Oso Parkway in Mission Viejo to I-5, just south of the San Diego and Orange County border, have been analyzed for more than 20 years. Completing the final 16 miles of the 241 would complete Orange County's 67-mile toll road system and would provide a desperately needed alternative to I-5 in southern Orange County. However, as of April 2014, the TCR rescinded two notices to proceed with federal environmental impact statements. Any future work will require new environmental review.

COW CAMP ROAD

The proposed Cow Camp Road is planned to run parallel to SR 74 from Antonio Parkway for approximate to 4.6 miles where it will merge with SR 74 at approximately PM 7.20. Once fully completed, Cow Camp Road will replace SR 74 as the area's major east-west arterial roadway. With two to three lanes in each direction, it will ease future traffic congestion generated by the development of Rancho Mission Viejo. The initial 1.6 mile leg of the proposed road will connect with the SR 241 Tesoro Extension, which TCA is working to extend 5.5 miles south from Oso Parkway. Grading and utility work are complete, and construction of Cow Camp Road's first leg is expected to be completed by 2015.

SR 74 SHOULDER WIDENING

The project proposes to widen the existing shoulder on SR 74 to a continuous four foot shoulder in both directions, install centerline rumble strips, construct turn-outs, and install metal beam guard rail at various locations. Shoulder widening will require roadway excavation and embankment in certain cut and fill sections. Construction of retaining walls will be required. Most existing culverts within the project limits will be replaced. This project begins from east of

Antonio Parkway/La Pata Avenue (PM 2.60) to west of the Conrock Entrance (PM 5.06) in an unincorporated Orange County.

AMERICANS WITH DISABILITY ACT IMPROVEMENTS

Improvements are currently being planned and constructed as funding becomes available. These improvements include sidewalk upgrades, improved curb cuts at intersections and upgraded pedestrian signals.

ROUTE CONCEPT

Traffic will increase on SR 74 from regional growth, local development, and increased recreational travel in most segments. With the exception of Segment 3, which has a unfunded widening project planned, the future development of this route as a State Highway will be limited to safety spot improvements, maintenance projects, limitation and separation of left turn movements, reduced/combined driveways and access points (typically done with re-development), right turn pockets, bus turn-outs, signal synchronization, and other Transportation System Management (TSM) improvements.

A Route Concept of “Maintain Only” was assigned to the length of the corridor. The concept is consistent with on-going maintenance and spot rehabilitation projects, operational improvements, Americans with Disabilities Act (ADA) improvements at intersections, signal synchronization, and bicycle and pedestrian improvements.

CONCEPT RATIONALE

SR 74 serves as an interregional commuter route during the week and as recreational route during the weekends. Due to geometric, right-of-way, environmental, and fiscal constraints that render major capacity improvements to SR 74 challenging, the only widening project on SR74 is in Segment 3 which has an unfunded widening project planned.

Caltrans’ primary objective for conventional highways is to relinquish them to local jurisdictions where possible. The importance of some SR 74 segments will diminish by the development of the proposed Cow Camp Road. Results from traffic forecasts derived from the SCAG Regional Model show that Cow Camp Road will carry significantly higher traffic volumes than SR 74 in parallel segments. It is not anticipated that Caltrans would be able to secure or program any funding for major capacity enhancing projects in the near future.

SEGMENT FACT SHEETS

Segment 1: PM 0.00 – 0.46



Segment 1 is in the City of San Juan Capistrano extending approximately half mile from I-5 to La Novia Avenue. This segment of SR 74 serves both residents and interregional commuters from Riverside County and experiences congestion during morning and evening peak periods. This segment serves as the first/last link to/from destinations in Orange County via I-5. Congestion is also common on weekends and in the summertime due to the City's historic downtown and Mission San Juan Capistrano which is located directly west of the SR 74/I-5 junction and draws over 500,000 visitors each year.

This segment is a five-lane highway without on-street parking or any designated bicycle facilities. OCTA has one bus route that is available for users in this area; Bus Route 191 operates the entire length of the segment and crosses at Rancho Viejo Road. In the downtown area, Amtrak and Metrolink -operate the San Juan Capistrano station, which has approximately 200 parking spaces, for destinations in Orange, Los Angeles, San Diego, Riverside, and San Bernardino Counties.

Due to limited right-of-way, fiscal, and environmental constraints, no capacity expansion is proposed for Segment 1. The vision for this segment is to reduce or combine access points when and where feasible. Americans with Disabilities Act improvements are currently planned and will be constructed as funding becomes available. These improvements include constructing sidewalk upgrades, improving curb cuts at intersections, and upgrading pedestrian signals.

Planned and Programmed Highway Improvement Projects

| Location | Improvement | Project Type |
|--------------------------|---|----------------|
| 0.00-0.20 / SR 74 at I-5 | Reconstruction of SR 74/I-5 Interchange | Capital Outlay |

Segment 1 - PM 0.00 – 0.46



| ANNUAL AVERAGE DAILY TRAFFIC | | |
|---------------------------------------|----------------------|--------------------------------|
| 2013 | 40,000 | |
| 2035 (SR 241 terminates at Oso Pkwy) | 38,500 | |
| 2035 (SR 241 extended to Cow Camp Rd) | 53,000 | |
| 2035 (SR 241 extended to I-5) | 47,500 | |
| PEAK HOUR VOLUMES | | |
| 2013 | 3,470 | |
| 2035 (SR 241 terminates at Oso Pkwy) | 3,350 | |
| 2035 (SR 241 extended to Cow Camp Rd) | 4,600 | |
| 2035 (SR 241 extended to I-5) | 4,100 | |
| LEVEL OF SERVICE | SR 74 No Build | SR 74 Improved (4 lanes) |
| 2013 (Existing) | F | F |
| 2035 (SR 241 terminates at Oso Pkwy) | F | F |
| 2035 (SR 241 extended to Cow Camp Rd) | F | F |
| 2035 (SR 241 extended to I-5) | F | F |
| VOLUME/CAPACITY RATIO | | |
| 2013 | 1.115 | N/A |
| 2035 (SR 241 terminates at Oso Pkwy) | 1.080 | 1.080 |
| 2035 (SR 241 extended to Cow Camp Rd) | 1.465 | 1.465 |
| 2035 (SR 241 extended to I-5) | 1.315 | 1.315 |
| TRAFFIC PROFILE | | |
| Peak Hour Direction Distribution | 52.0% | |
| Traffic Growth/Year | 0.8% | |
| TRUCKS | | |
| Truck Percentage of ADT | 2% | |
| Truck Percentage of Peak Hour | 2% | |

| SYSTEM CHARACTERISTICS | |
|------------------------------|---------------------|
| Freeway and Expressway | Yes |
| National Highway System | Yes |
| Strategic Highway Network | No |
| State Scenic Highway | Eligible |
| Interregional Road System | Yes |
| High Emphasis | No |
| Focus Route | No |
| HOV Lanes | No |
| Toll Lanes | No |
| Bus Rapid Transit Lanes | No |
| Auxiliary Lanes | Varies |
| Federal Designation | Principal Arterial |
| MPAH Designation | Primary Arterial |
| Goods Movement Route | No |
| Truck Designation | None |
| Rural/Urban/Urbanized | Urban |
| MPO | SCAG |
| RTPA | SCAG |
| Congestion Management Agency | OCTA |
| Local Agency | San Juan Capistrano |
| Tribes | None |
| Air Quality District | South Coast AQMD |
| Coastal Zone | No |
| TMS Elements | No |

Segment 1: PM 0.00-0.46



| PHYSICAL CHARACTERISTICS | | |
|------------------------------------|-----------|--------|
| Direction | EB | WB |
| Number of Lanes | 2 | 3 |
| Lane Widths | 12 | 12 |
| Inside Shoulder Type | None | None |
| Inside Shoulder Width | None | None |
| Outside Shoulder Type | None | None |
| Outside Shoulder Width | None | None |
| Sidewalks | Yes | Varies |
| On-Street Parking | None | None |
| Lane Miles | 2.25 | |
| Centerline Miles | 0.45 | |
| Passing Lanes | None | |
| Median Characteristics | Painted | |
| Median Width | Varies | |
| Terrain | Flat | |
| Divided / Undivided | Undivided | |
| Posted Speed Limit | 40 | |
| Number of Signalized Intersections | 2 | |
| Pavement Condition | Good | |

| NON-MOTORIZED | REGIONAL RAIL |
|---|--|
| Sidewalks vary for pedestrian uses. No designated bicycle facilities. | Amtrak and Metrolink operate the San Juan Capistrano Station immediately west of the I-5/SR 74 junction. |
| PARK and RIDE | BUS ROUTES |
| Nearest facility is the I-5 at Junipero Serra lot approximately 1.5 miles to the north. | <u>OCTA</u> – Route 191 |

Segment 2: PM 0.46 – 1.06



Segment 2 is in the City of San Juan Capistrano extending over half a mile from La Novia Avenue to Calle Entradero. This segment of SR 74 serves both residents and interregional commuters from Riverside County and experiences congestion during the morning and evening peak periods. Immediately adjacent to SR 74 at approximately PM 0.90, the Harrison House and the Parra Adobe are both on the National Register of Historical Places and serve as museums that house Native American Artifacts.

In the downtown area, Amtrak and Metrolink operate the San Juan Capistrano station, which has approximately 200 parking spaces, for destinations in Orange, Los Angeles, San Diego, Riverside, and San Bernardino Counties.

This segment is a four-lane highway without on-street parking or any designated bicycle facilities. OCTA has one bus route that is available for users in this area; Bus Route 191 operates westbound onto SR 74 from La Novia.

Due to limited right-of-way, fiscal and environmental constraints, no capacity expansion is proposed for Segment 2. The vision for this segment is to reduce or combine access points when and where feasible. Americans with Disabilities Act improvements are currently being planned and will be constructed as funding becomes available. These improvements include constructing sidewalk upgrades, improving curb cuts at intersections, and upgrading pedestrian signals

Segment 2: PM 0.46 – 1.06



| ANNUAL AVERAGE DAILY TRAFFIC | | |
|---------------------------------------|----------------------|--------------------------------|
| 2013 | 40,000 | |
| 2035 (SR 241 terminates at Oso Pkwy) | 38,500 | |
| 2035 (SR 241 extended to Cow Camp Rd) | 53,000 | |
| 2035 (SR 241 extended to I-5) | 47,500 | |
| PEAK HOUR VOLUMES | | |
| 2013 | 3,470 | |
| 2035 (SR 241 terminates at Oso Pkwy) | 3,350 | |
| 2035 (SR 241 extended to Cow Camp Rd) | 4,600 | |
| 2035 (SR 241 extended to I-5) | 4,100 | |
| LEVEL OF SERVICE | SR 74 No Build | SR 74 Improved (4 lanes) |
| 2013 (Existing) | F | F |
| 2035 (SR 241 terminates at Oso Pkwy) | F | F |
| 2035 (SR 241 extended to Cow Camp Rd) | F | F |
| 2035 (SR 241 extended to I-5) | F | F |
| VOLUME/CAPACITY RATIO | | |
| 2013 | 1.115 | N/A |
| 2035 (SR 241 terminates at Oso Pkwy) | 1.080 | 1.080 |
| 2035 (SR 241 extended to Cow Camp Rd) | 1.465 | 1.465 |
| 2035 (SR 241 extended to I-5) | 1.315 | 1.315 |
| TRAFFIC PROFILE | | |
| Peak Hour Direction Distribution | 52.0% | |
| Traffic Growth/Year | 0.8% | |
| TRUCKS | | |
| Truck Percentage of ADT | 2% | |
| Truck Percentage of Peak Hour | 2% | |

| SYSTEM CHARACTERISTICS | |
|------------------------------|---------------------|
| Freeway and Expressway | Yes |
| National Highway System | Yes |
| Strategic Highway Network | No |
| State Scenic Highway | Eligible |
| Interregional Road System | Yes |
| High Emphasis | No |
| Focus Route | No |
| HOV Lanes | No |
| Toll Lanes | No |
| Bus Rapid Transit Lanes | No |
| Auxiliary Lanes | Yes |
| Federal Designation | Principal Arterial |
| MPAH Designation | Primary Arterial |
| Goods Movement Route | No |
| Truck Designation | None |
| Rural/Urban/Urbanized | Urban |
| MPO | SCAG |
| RTPA | SCAG |
| Congestion Management Agency | OCTA |
| Local Agency | San Juan Capistrano |
| Tribes | None |
| Air Quality District | South Coast AQMD |
| Coastal Zone | No |
| TMS Elements | No |

Segment 2: PM 0.46 – 1.06



| PHYSICAL CHARACTERISTICS | | |
|------------------------------------|-----------|------|
| Direction | EB | WB |
| Number of Lanes | 2 | 2 |
| Lane Widths | 12 | 12 |
| Inside Shoulder Type | None | None |
| Inside Shoulder Width | None | None |
| Outside Shoulder Type | None | None |
| Outside Shoulder Width | None | None |
| Sidewalks | Yes | Yes |
| On-Street Parking | None | None |
| Lane Miles | 2.44 | |
| Centerline Miles | 0.61 | |
| Passing Lanes | None | |
| Median Characteristics | Painted | |
| Median Width | Varies | |
| Terrain | Rolling | |
| Divided / Undivided | Undivided | |
| Posted Speed Limit | 40 | |
| Number of Signalized Intersections | 1 | |
| Pavement Condition | Good | |

| NON-MOTORIZED | REGIONAL RAIL |
|---|--|
| Sidewalks available for pedestrian uses. No designated bicycle facilities. | Amtrak and Metrolink operate the San Juan Capistrano Station immediately west of the I-5/SR 74 junction. |
| PARK and RIDE | BUS ROUTES |
| Nearest facility is the I-5 at Junipero Serra lot approximately two miles to the north. | <u>OCTA</u> – Route 191 |

Segment 3: PM 1.06 – 1.85



Segment 3 is in the City of San Juan Capistrano extending 0.79 mile from Calle Entradero to the San Juan Capistrano/unincorporated Orange County border. This segment is a two-lane highway without on-street parking, bus routes, or any designated bicycle facilities and serves both residents and interregional commuters from Riverside County. This segment is a two-lane facility with four lane segments to the east and west, resulting in significant congestion in the morning and evening peak periods.

In the downtown area, Amtrak and Metrolink operate the San Juan Capistrano station, which has approximately 200 parking spaces, for destinations in Orange, Los Angeles, San Diego, Riverside, and San Bernardino Counties.

The Lower Ortega Widening Project proposes to widen SR 74 for the length of the segment. The existing two-lane facility would be widened to accommodate four 12 foot lanes with a 10 foot painted median. An environmental document was prepared and the project is waiting to be funded. In addition, the vision for this segment is to reduce or combine access points when and where feasible. Americans with Disabilities Act improvements are currently being planned and will be constructed as funding becomes available. These improvements include constructing sidewalk upgrades, improving curb cuts at intersections, and upgrading pedestrian signals.

Planned and Programmed Highway Improvement Projects

| Location | Improvement | Project Type |
|-------------------------------|----------------------------------|--------------|
| 1.06-1.85/Length of segment 3 | Widen facility from 2 to 4 lanes | Unfunded |

Segment 3: PM 1.06 – 1.85



| ANNUAL AVERAGE DAILY TRAFFIC | | |
|---------------------------------------|----------------------|--------------------------------|
| 2013 | 25,500 | |
| 2035 (SR 241 terminates at Oso Pkwy) | 30,500 | |
| 2035 (SR 241 extended to Cow Camp Rd) | 34,500 | |
| 2035 (SR 241 extended to I-5) | 32,500 | |
| PEAK HOUR VOLUMES | | |
| 2013 | 2,500 | |
| 2035 (SR 241 terminates at Oso Pkwy) | 2,900 | |
| 2035 (SR 241 extended to Cow Camp Rd) | 3,380 | |
| 2035 (SR 241 extended to I-5) | 3,190 | |
| LEVEL OF SERVICE | SR 74 No Build | SR 74 Improved (4 lanes) |
| 2013 (Existing) | D | N/A |
| 2035 (SR 241 terminates at Oso Pkwy) | F | E |
| 2035 (SR 241 extended to Cow Camp Rd) | F | E |
| 2035 (SR 241 extended to I-5) | F | D |
| VOLUME/CAPACITY RATIO | | |
| 2013 | 0.850 | N/A |
| 2035 (SR 241 terminates at Oso Pkwy) | 1.250 | 0.910 |
| 2035 (SR 241 extended to Cow Camp Rd) | 1.325 | 0.950 |
| 2035 (SR 241 extended to I-5) | 1.150 | 0.895 |
| TRAFFIC PROFILE | | |
| Peak Hour Direction Distribution | 65% | |
| Traffic Growth/Year | 1.1% | |
| TRUCKS | | |
| Truck Percentage of ADT | 2% | |
| Truck Percentage of Peak Hour | 2% | |

| SYSTEM CHARACTERISTICS | |
|------------------------------|---------------------|
| Freeway and Expressway | Yes |
| National Highway System | Yes |
| Strategic Highway Network | No |
| State Scenic Highway | Eligible |
| Interregional Road System | Yes |
| High Emphasis | No |
| Focus Route | No |
| HOV Lanes | No |
| Toll Lanes | No |
| Bus Rapid Transit Lanes | No |
| Auxiliary Lanes | Varies |
| Federal Designation | Principal Arterial |
| MPAH Designation | Primary Arterial |
| Goods Movement Route | No |
| Truck Designation | None |
| Rural/Urban/Urbanized | Urban |
| MPO | SCAG |
| RTPA | SCAG |
| Congestion Management Agency | OCTA |
| Local Agency | San Juan Capistrano |
| Tribes | None |
| Air Quality District | South Coast AQMD |
| Coastal Zone | No |
| TMS Elements | No |

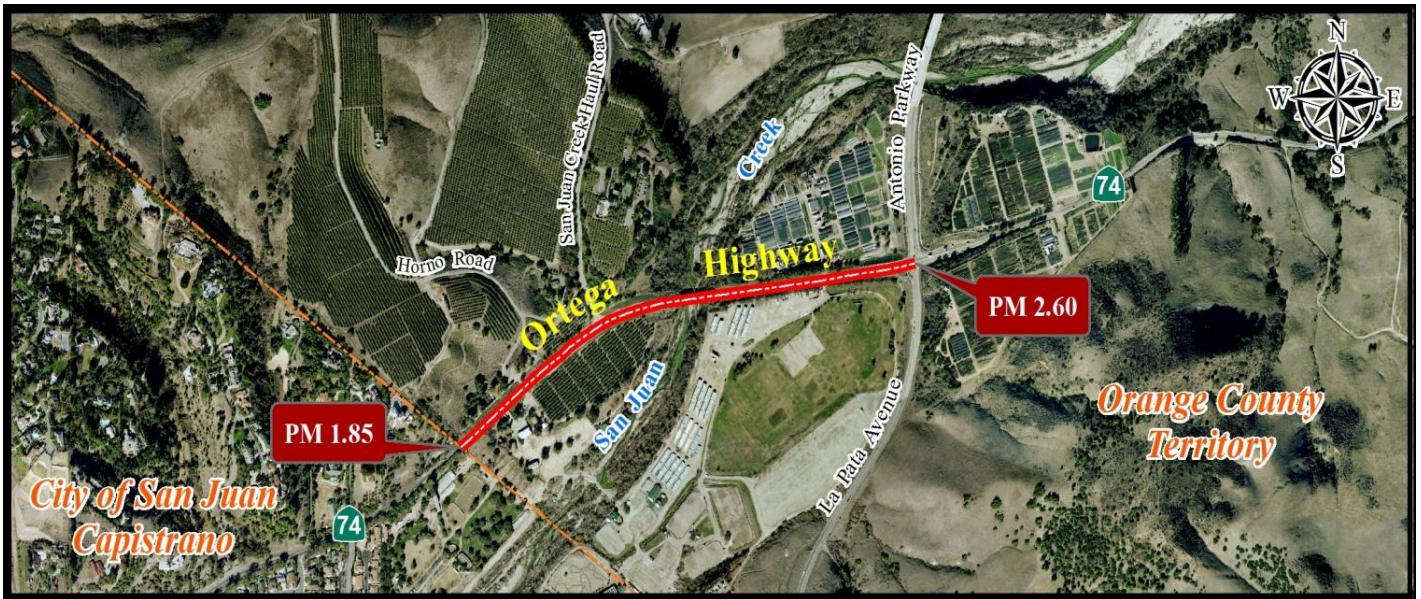
Segment 3: PM 1.06 – 1.85



| PHYSICAL CHARACTERISTICS | | |
|------------------------------------|-----------|---------|
| Direction | EB | WB |
| Number of Lanes | 1 | 1 |
| Lane Widths | 11 | 11 |
| Inside Shoulder Type | None | None |
| Inside Shoulder Width | Varies | Varies |
| Outside Shoulder Type | Paved | Unpaved |
| Outside Shoulder Width | Varies | Varies |
| Sidewalks | Yes | Varies |
| On-Street Parking | None | None |
| Lane Miles | 1.58 | |
| Centerline Miles | 0.79 | |
| Passing Lanes | No | |
| Median Characteristics | Painted | |
| Median Width | Varies | |
| Terrain | Rolling | |
| Divided / Undivided | Undivided | |
| Posted Speed Limit | 40 | |
| Number of Signalized Intersections | 0 | |
| Pavement Condition | Good | |

| NON-MOTORIZED | REGIONAL RAIL |
|---|--|
| Sidewalks available for pedestrian uses. No designated bicycle facilities. | Amtrak and Metrolink operate the San Juan Capistrano Station immediately west of the I-5/SR 74 junction. |
| PARK and RIDE | BUS ROUTES |
| Nearest facility is the I-5 at Junipero Serra lot approximately 3 miles to the north. | None |

Segment 4: PM 1.85 – 2.60



Segment 4 is in unincorporated Orange County extending 0.75 miles from the San Juan Capistrano/ unincorporated Orange County border to Antonio Parkway/La Pata Avenue. This segment is a four lane highway with a Class II bicycle facility, no on-street parking nor bus route, and serves both residents and interregional commuters from Riverside County.

In the downtown area, Amtrak and Metrolink operate the San Juan Capistrano station, which has approximately 200 parking spaces, for destinations in Orange, Los Angeles, San Diego, Riverside, and San Bernardino Counties.

Intensification of land use in the area adjacent to SR 74 in this segment is underway and will continue as Rancho Mission Viejo, also called The Ranch Plan, is expected to construct 14,000 homes and five million square feet of non-residential uses within 12 planning areas on 22,000 acres. Access to SR 74 will improve via the La Pata Avenue Gap Closure Project that will extend La Pata Avenue four and a half miles to the south providing an essential link in the local roadway network. The project should ease congestion on SR 74 and act as an alternative access to I-5 and other destinations to the south.

Due to limited right-of-way, fiscal and environmental constraints, no capacity expansion is proposed for Segment 4. Americans with Disabilities Act improvements are currently being planned and will be constructed as funding becomes available. These improvements include constructing sidewalk upgrades, improving curb cuts at intersections, and upgrading pedestrian signals..

Segment 4: PM 1.85 – 2.60



| ANNUAL AVERAGE DAILY TRAFFIC | | |
|---------------------------------------|----------------------|--------------------------------|
| 2013 | 24,000 | |
| 2035 (SR 241 terminates at Oso Pkwy) | 16,000 | |
| 2035 (SR 241 extended to Cow Camp Rd) | 14,300 | |
| 2035 (SR 241 extended to I-5) | 30,500 | |
| PEAK HOUR VOLUMES | | |
| 2013 | 2,300 | |
| 2035 (SR 241 terminates at Oso Pkwy) | 1,530 | |
| 2035 (SR 241 extended to Cow Camp Rd) | 1,370 | |
| 2035 (SR 241 extended to I-5) | 2,900 | |
| LEVEL OF SERVICE | SR 74 No Build | SR 74 Improved (4 lanes) |
| 2013 (Existing) | C | N/A |
| 2035 (SR 241 terminates at Oso Pkwy) | B | B |
| 2035 (SR 241 extended to Cow Camp Rd) | D | D |
| 2035 (SR 241 extended to I-5) | C | C |
| VOLUME/CAPACITY RATIO | | |
| 2013 | 0.745 | N/A |
| 2035 (SR 241 terminates at Oso Pkwy) | 0.605 | 0.605 |
| 2035 (SR 241 extended to Cow Camp Rd) | 0.805 | 0.805 |
| 2035 (SR 241 extended to I-5) | 0.730 | 0.730 |
| TRAFFIC PROFILE | | |
| Peak Hour Direction Distribution | 60% | |
| Traffic Growth/Year | 1.1% | |
| TRUCKS | | |
| Truck Percentage of ADT | 2% | |
| Truck Percentage of Peak Hour | 2% | |

| SYSTEM CHARACTERISTICS | |
|------------------------------|--------------------|
| Freeway and Expressway | Yes |
| National Highway System | Yes |
| Strategic Highway Network | No |
| State Scenic Highway | Eligible |
| Interregional Road System | Yes |
| High Emphasis | No |
| Focus Route | No |
| HOV Lanes | No |
| Toll Lanes | No |
| Bus Rapid Transit Lanes | No |
| Auxiliary Lanes | Varies |
| Federal Designation | Principal Arterial |
| MPAH Designation | Primary Arterial |
| Goods Movement Route | No |
| Truck Designation | None |
| Rural/Urban/Urbanized | Urban |
| MPO | SCAG |
| RTPA | SCAG |
| Congestion Management Agency | OCTA |
| Local Agency | County of Orange |
| Tribes | None |
| Air Quality District | South Coast AQMD |
| Coastal Zone | No |
| TMS Elements | No |

Segment 4: PM 1.85 – 2.60



| PHYSICAL CHARACTERISTICS | | |
|------------------------------------|-------------|--------|
| Direction | EB | WB |
| Number of Lanes | 2 | 2 |
| Lane Widths | 12 | 12 |
| Inside Shoulder Type | Paved | Paved |
| Inside Shoulder Width | 5 | 5 |
| Outside Shoulder Type | Paved | Paved |
| Outside Shoulder Width | 10 | 10 |
| Sidewalks | Varies | Varies |
| On-Street Parking | None | None |
| Lane Miles | 0.75 | |
| Centerline Miles | 3.0 | |
| Passing Lanes | No | |
| Median Characteristics | Raised curb | |
| Median Width | Varies | |
| Terrain | Flat | |
| Divided / Undivided | Divided | |
| Posted Speed Limit | 55 | |
| Number of Signalized Intersections | 1 | |
| Pavement Condition | Good | |

| NON-MOTORIZED | REGIONAL RAIL |
|---|--|
| Limited sidewalks availability for pedestrian uses. No designated bicycle facilities. | Amtrak and Metrolink operate the San Juan Capistrano Station immediately west of the I-5/SR 74 junction. |
| PARK and RIDE | BUS ROUTES |
| Nearest facility is the I-5 at Junipero Serra lot approximately 3 miles to the north. | None |

Segment 5: PM 2.60 – 7.20



Segment 5 is in unincorporated Orange County extending 4.6 miles from Antonio Parkway/La Pata Avenue to the proposed Cow Camp Road intersection. This segment is a two-lane highway without on-street parking, bus routes, or any designated bicycle facilities and serves both residents and interregional commuters from Riverside County. In the downtown San Juan Capistrano area, Amtrak and Metrolink operate the San Juan Capistrano station, which has approximately 200 parking spaces, for destinations in Orange, Los Angeles, San Diego, Riverside, and San Bernardino Counties.

Intensification of land use in the area adjacent to SR 74 near the Antonio Parkway/La Pata Avenue intersection is underway and will continue as Rancho Mission Viejo, also called The Ranch Plan, is expected to build 14,000 homes and five million square feet of non-residential uses within 12 planning areas on 22,000 acres. Access to SR 74 will improve via the La Pata Avenue Gap Closure Project that will extend La Pata Avenue 4.5 miles to the south providing an essential link in the local roadway network. The project should ease congestion on SR 74 as users will have another option to access I-5 and other destinations to the south.

The proposed Cow Camp Road is planned to run parallel to SR 74 for the length of Segment 5. Once it's fully completed, it will replace SR 74 as the area's major east-west arterial roadway with two to three lanes in each direction that will ease future traffic congestion generated by the development of Rancho Mission Viejo. The initial 1.6-mile leg of the proposed road will connect with the SR 241 Tesoro Extension, which TCA is working to extend 5.5 miles south from Oso Parkway.

Due to limited right-of-way, fiscal and environmental constraints, no capacity expansion is proposed for Segment 5. The vision for this segment is to reduce or combine access points when and where feasible. Americans with Disabilities improvements are currently being planned and will be constructed as funding becomes available. These improvements include constructing sidewalk upgrades, improving curb cuts at intersections, and upgrading pedestrian signals.

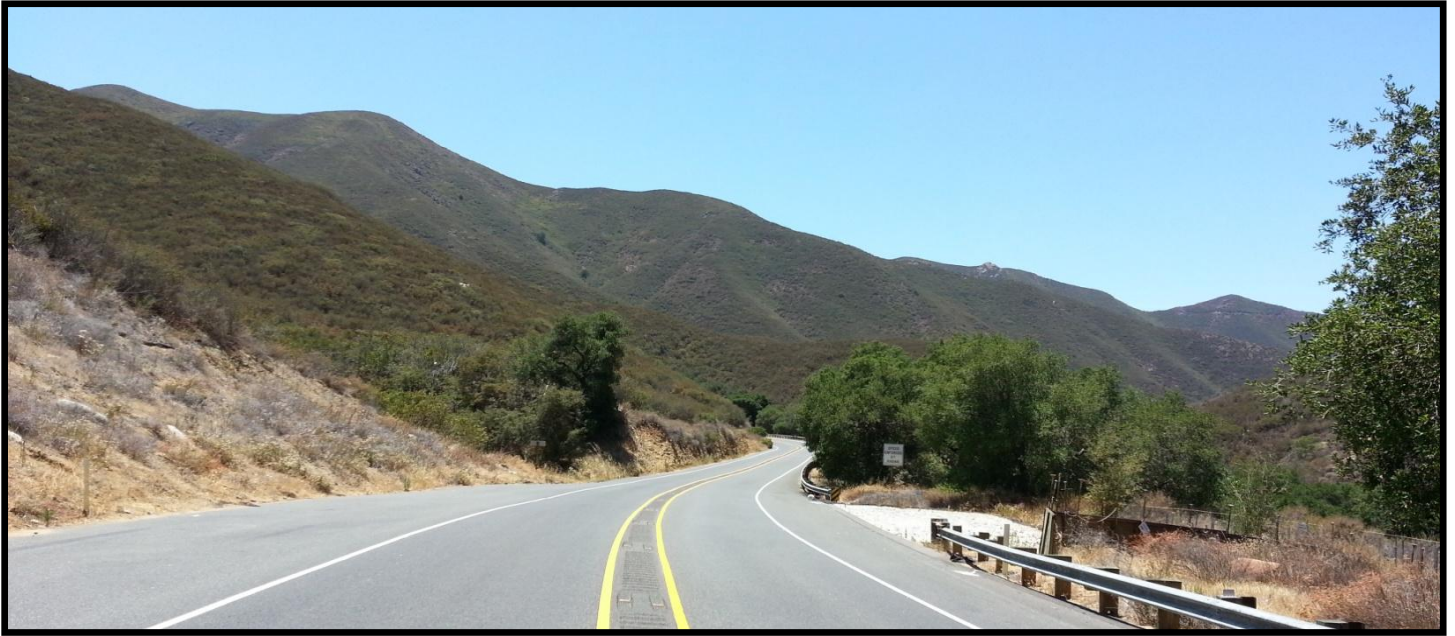
Segment 5: PM 2.60 – 7.20



| ANNUAL AVERAGE DAILY TRAFFIC | | |
|---------------------------------------|----------------------|--------------------------------|
| 2013 | | 15,000 |
| 2035 (SR 241 terminates at Oso Pkwy) | | 12,700 |
| 2035 (SR 241 extended to Cow Camp Rd) | | 19,000 |
| 2035 (SR 241 extended to I-5) | | 19,500 |
| PEAK HOUR VOLUMES | | |
| 2013 | | 1,700 |
| 2035 (SR 241 terminates at Oso Pkwy) | | 1,450 |
| 2035 (SR 241 extended to Cow Camp Rd) | | 2,150 |
| 2035 (SR 241 extended to I-5) | | 2,200 |
| LEVEL OF SERVICE | SR 74 No Build | SR 74 Improved (4 lanes) |
| 2013 (Existing) | B | N/A |
| 2035 (SR 241 terminates at Oso Pkwy) | B | B |
| 2035 (SR 241 extended to Cow Camp Rd) | B | B |
| 2035 (SR 241 extended to I-5) | B | B |
| VOLUME/CAPACITY RATIO | | |
| 2013 | 0.566 | N/A |
| 2035 (SR 241 terminates at Oso Pkwy) | 0.625 | 0.625 |
| 2035 (SR 241 extended to Cow Camp Rd) | 0.695 | 0.695 |
| 2035 (SR 241 extended to I-5) | 0.695 | 0.695 |
| TRAFFIC PROFILE | | |
| Peak Hour Direction Distribution | | 70% |
| Traffic Growth/Year | | 1.2% |
| TRUCKS | | |
| Truck Percentage of ADT | | 1% |
| Truck Percentage of Peak Hour | | 1% |

| SYSTEM CHARACTERISTICS | |
|------------------------------|--------------------|
| Freeway and Expressway | Yes |
| National Highway System | Yes |
| Strategic Highway Network | No |
| State Scenic Highway | Eligible |
| Interregional Road System | Yes |
| High Emphasis | No |
| Focus Route | No |
| HOV Lanes | No |
| Toll Lanes | No |
| Bus Rapid Transit Lanes | No |
| Auxiliary Lanes | No |
| Federal Designation | Principal Arterial |
| MPAH Designation | Primary Arterial |
| Goods Movement Route | No |
| Truck Designation | None |
| Rural/Urban/Urbanized | Rural |
| MPO | SCAG |
| RTPA | SCAG |
| Congestion Management Agency | OCTA |
| Local Agency | County of Orange |
| Tribes | None |
| Air Quality District | South Coast AQMD |
| Coastal Zone | No |
| TMS Elements | No |

Segment 5: PM 2.60 – 7.20



| PHYSICAL CHARACTERISTICS | | |
|------------------------------------|-----------|--------|
| Direction | EB | WB |
| Number of Lanes | 1 | 1 |
| Lane Widths | 10-12 | 10-12 |
| Inside Shoulder Type | None | None |
| Inside Shoulder Width | None | None |
| Outside Shoulder Type | Varies | Varies |
| Outside Shoulder Width | Varies | Varies |
| Sidewalks | None | None |
| On-Street Parking | None | None |
| Lane Miles | 9.2 | |
| Centerline Miles | 4.6 | |
| Passing Lanes | Yes | |
| Median Characteristics | Painted | |
| Median Width | Varies | |
| Terrain | Rolling | |
| Divided / Undivided | Undivided | |
| Posted Speed Limit | 55 | |
| Number of Signalized Intersections | 3 | |
| Pavement Condition | Good | |

| NON-MOTORIZED | REGIONAL RAIL |
|---|--|
| None | Amtrak and Metrolink operate the San Juan Capistrano Station immediately west of the I-5/SR 74 junction. |
| PARK and RIDE | BUS ROUTES |
| Nearest Orange County facility is the I-5 at Junipero Serra lot. There are 2 facilities in Lake Elsinore for users originating in Riverside County. | None |

Segment 6: PM 7.20 – 16.60



Segment 6 is in unincorporated Orange County extending 9.4 miles from the proposed Cow Camp Road intersection to the County limits. This segment is a two-lane highway without on-street parking, bus routes, or any designated bicycle facilities that primarily serves interregional commuters from Riverside County during the week and recreation users on the weekends.

Due to limited right-of-way, fiscal and environmental constraints, no capacity expansion is proposed for Segment 6. The vision for this segment is to reduce or combine access points when and where feasible. Americans with Disabilities Act improvements are currently being planned and will be constructed as funding becomes available. These improvements include constructing sidewalk upgrades, improving curb cuts at intersections, and upgrading pedestrian signals.

Segment 6: PM 7.20 – 16.60



| ANNUAL AVERAGE DAILY TRAFFIC | | |
|---------------------------------------|-------------------|--------------------------------|
| 2013 | 11,000 | |
| 2035 (SR 241 terminates at Oso Pkwy) | 14,000 | |
| 2035 (SR 241 extended to Cow Camp Rd) | 14,000 | |
| 2035 (SR 241 extended to I-5) | 14,000 | |
| PEAK HOUR VOLUMES | | |
| 2013 | 1350 | |
| 2035 (SR 241 terminates at Oso Pkwy) | 1,720 | |
| 2035 (SR 241 extended to Cow Camp Rd) | 1,720 | |
| 2035 (SR 241 extended to I-5) | 1,720 | |
| LEVEL OF SERVICE | SR 74 No Build | SR 74 Improved (4 lanes) |
| 2013 (Existing) | A | N/A |
| 2035 (SR 241 terminates at Oso Pkwy) | B | B |
| 2035 (SR 241 extended to Cow Camp Rd) | B | B |
| 2035 (SR 241 extended to I-5) | B | B |
| VOLUME/CAPACITY RATIO | | |
| 2013 (Existing) | 0.585 | N/A |
| 2035 (SR 241 terminates at Oso Pkwy) | 0.645 | 0.645 |
| 2035 (SR 241 extended to Cow Camp Rd) | 0.645 | 0.645 |
| 2035 (SR 241 extended to I-5) | 0.645 | 0.645 |
| TRAFFIC PROFILE | | |
| Peak Hour Direction Distribution | 80% | |
| Traffic Growth/Year | 1.2% | |
| TRUCKS | | |
| Truck Percentage of ADT | 1% | |
| Truck Percentage of Peak Hour | 1% | |

| SYSTEM CHARACTERISTICS | |
|------------------------------|--------------------|
| Freeway and Expressway | Yes |
| National Highway System | Yes |
| Strategic Highway Network | No |
| State Scenic Highway | Eligible |
| Interregional Road System | yes |
| High Emphasis | No |
| Focus Route | No |
| HOV Lanes | No |
| Toll Lanes | No |
| Bus Rapid Transit Lanes | No |
| Auxiliary Lanes | No |
| Federal Designation | Principal Arterial |
| MPAH Designation | Primary Arterial |
| Goods Movement Route | No |
| Truck Designation | None |
| Rural/Urban/Urbanized | Rural |
| MPO | SCAG |
| RTPA | SCAG |
| Congestion Management Agency | OCTA |
| Local Agency | County of Orange |
| Tribes | None |
| Air Quality District | South Coast AQMD |
| Coastal Zone | No |
| TMS Elements | No |

Segment 6: PM 7.20 – 16.60



| PHYSICAL CHARACTERISTICS | | |
|------------------------------------|-----------|--------|
| Direction | EB | WB |
| Number of Lanes | 1 | 1 |
| Lane Widths | 10-12 | 10-12 |
| Inside Shoulder Type | None | None |
| Inside Shoulder Width | None | None |
| Outside Shoulder Type | Varies | Varies |
| Outside Shoulder Width | Varies | Varies |
| Sidewalks | None | None |
| On-Street Parking | None | None |
| Lane Miles | 18.8 | |
| Centerline Miles | 9.4 | |
| Passing Lanes | Yes | |
| Median Characteristics | Painted | |
| Median Width | Varies | |
| Terrain | Rolling | |
| Divided / Undivided | Undivided | |
| Posted Speed Limit | 55 | |
| Number of Signalized Intersections | 0 | |
| Pavement Condition | Good | |

| NON-MOTORIZED | REGIONAL RAIL |
|---|--|
| None | Amtrak and Metrolink operate the San Juan Capistrano Station immediately west of the I-5/SR 74 junction. |
| PARK and RIDE | BUS ROUTES |
| Nearest Orange County facility is the I-5 at Junipero Serra lot. There are 2 facilities in Lake Elsinore for users originating in Riverside County. | None |

DEFINITIONS

AB – Assembly Bill

ADA – Americans with Disabilities Act

ADT – Average Daily Traffic

AMTRAK – National Railroad Passenger Corporation

CAT – Climate Action Team

CSMP – Corridor System Management Plan

CVC – California Vehicle Code

DSMP – District System Management Plan

EB - Eastbound

EO – Executive Order

GHG – Greenhouse Gas

HMP – Highway Maintenance Project

I – Interstate

LD-IGR – Local Development-Intergovernmental Review

LOS – Level of Service

LOSSAN - Los Angeles – San Diego – San Luis Obispo Rail Corridor

METRO - Los Angeles County Metropolitan Transportation Authority

MPAH – Master Plan of Arterial Highways

NB – Northbound

OCEMA – Orange County Environmental Management Agency

OCTA – Orange County Transportation Authority

OCTAM – Orange County Transportation Analysis Model

RCTC - Riverside County Transportation Commission

PID – Project Initiation Document

PM – Postmile

SANBAG - San Bernardino Associated Governments

SB – Southbound

SCAG – Southern California Association of Governments

SHS – State Highway System

SR – State Route

TCA- Transportation Corridor Agencies

TCR – Transportation Concept Report

TSDP – Transportation System Development Plan

TSM – Transportation System Management

WB – Westbound