

SMITHJOHNSON

R E S E A R C H

Orange County TCA Survey

The following toplines are from a survey of 1,000 Orange County residents with an oversample of 590 from San Juan Capistrano, Dana Point, and San Clemente. The interviews were conducted 9-16 August 2017. The sampling error for the base sample (1,000) is +/-3.1%.

q1. I-5 usage: The I-5 Freeway runs north and south through Orange County. Do you typically drive the I-5 in South Orange County, south of the El Toro “Y” multiple times each week, at least once a week, at least once a month, or seldom?

Value	Label	Frequency
1	Multiple times/wk	18.7%
2	At least once/wk	21.4%
3	At least once/month	17.9%
4	Seldom/almost never	42.0%

q2. Environment: Some people believe efforts to preserve the environment in Orange County have not gone far enough to protect plants and wildlife. Others believe environmentalism has gone too far and it is hurting the economy and private property rights. Others are comfortable that the correct balance has been struck in Orange County.

What about you? Do you believe environmentalism has not gone far enough, has gone too far, or has struck the correct balance?

Value	Label	Frequency
1	Not far enough	33.8%
2	Too far	19.7%
3	Correct balance	39.3%
4	Undecided	7.3%

q3. Development: Some people believe Orange County should severely restrict suburban residential and commercial development. They believe many Orange County cities are losing their identity. Others believe growth should be managed wisely but not severely restricted. They believe families should be free to live in suburban neighborhoods if they wish.

What about you? Do you favor severely restricting residential and commercial development in Orange County?

Value	Label	Frequency
1	Restrict growth	44.2%
2	Don't restrict growth	50.7%
3	Undecided	5.1%

q4. Congestion: While you are driving the I-5 in South Orange County, would you say traffic congestion and traffic slow-downs occur often, seldom, or almost never?

Value	Label	Frequency
1	Often	82.0%
2	Seldom	9.9%
3	Almost never	4.2%
4	Undecided	3.8%

q5. Quality of life: Some people believe that traffic congestion and traffic slow-downs on the I-5 in South Orange County negatively impact the quality of life in Orange County. Others believe that traffic on the I-5 is little more than an inconvenience.

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

Value	Label	Frequency
1	Impacts quality of life	44.4%
2	Only an inconvenience	52.3%
3	Undecided/in between	3.2%

q6. Rancho Mission Viejo: The construction of 14,000 new homes and 5½ million square feet of commercial space in Rancho Mission Viejo, in South Orange County, has already been approved and is now underway. The County-wide population for Orange County will grow by 400,000 people within 10 years. Some people believe this new construction and population growth will make congestion on I-5 significantly worse. Others believe this construction will have little impact on I-5.

What about you? Will the addition of Rancho Mission Viejo’s large number of new homes and commercial areas have a significant effect, some effect, or little effect on I-5 traffic congestion?

Value	Label	Frequency
1	Significant effect	67.5%
2	Some effect	22.5%
3	Little effect	7.8%
4	Undecided	2.2%

Rating Solutions

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

q7a. Adding Lanes: As you may know, construction is currently underway on the I-5 in South Orange County to add one carpool lane in each direction and improve the Pico interchange in San Clemente. One suggestion is to widen even farther the number of lanes on I-5 from near San Juan Capistrano to the Orange-San Diego county line where San Diego County will also be adding lanes.

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

Is this option desirable, acceptable, or not desirable?

Value	Label	Frequency
1	Desirable	22.2%
2	Acceptable	36.0%
3	Not desirable	39.2%
4	Undecided	2.5%

q7b. Through-pass: One suggestion would be to extend the 241 toll road south using a through-pass that would run down through the median of I-5 into dedicated express lanes similar to the 91 freeway. The through-pass would run down from the foothills east of San Juan Capistrano, underneath Avenida La Pata and Vista Hermosa, cross over Avenida Pico in San Clemente and drop into dedicated lanes in the median between the Northbound and Southbound lanes of I-5, continuing south of the County line before merging with I-5.

The advantage of the Throughpass is that it would not add any traffic to I-5 or local streets. It would relieve I-5 traffic and serve as an emergency access route for northbound and southbound traffic in

South Orange County. The disadvantage would be that construction would be over the objection of some San Clemente residents who say this would divide their community.

Is this option desirable, acceptable, or not desirable?

Value	Label	Frequency
1	Desirable	24.4%
2	Acceptable	37.6%
3	Not desirable	34.5%
4	Undecided	3.5%

q7c. Beltway: One suggestion would be a toll road running East and West, connecting the 241 and 73 toll roads. It would connect the communities of Rancho Mission Viejo, Ladera Ranch, and San Juan Capistrano.

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

Is this option desirable, acceptable, or not desirable?

Value	Label	Frequency
1	Desirable	10.7%
2	Acceptable	18.2%
3	Not desirable	67.6%
4	Undecided	3.4%

q7d. Do Nothing: One suggestion would be to do nothing beyond what is currently planned for I-5 improvements. Some claim that current I-5 improvements plus the recently opened La Pata extension will provide sufficient traffic relief in south Orange County.

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

Is this option desirable, acceptable, or not desirable?

Value	Label	Frequency
1	Desirable	12.5%
2	Acceptable	29.4%
3	Not desirable	54.6%
4	Undecided	3.4%

Paired-Comparisons

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

q8a. Adding lanes vs. Throughpass: Would you prefer Adding Lanes or The Throughpass?

Value	Label	Frequency
1	Adding lanes	58.4%
2	Throughpass	32.4%
3	Undecided	9.2%

q8b. Adding lanes vs. Beltway: Would you prefer Adding Lanes or The East-West Beltway?

Value	Label	Frequency
1	Adding lanes	67.7%
2	Beltway	21.6%
3	Undecided	10.6%

q8c. Do nothing vs. Adding lanes: Would you prefer Do Nothing or Adding Lanes?

Value	Label	Frequency
1	Do nothing	27.7%
2	Adding lanes	70.2%
3	Undecided	2.1%

q8d. Throughpass vs. Beltway: Would you prefer The Throughpass or The East-West Beltway?

Value	Label	Frequency
1	Throughpass	51.0%
2	Beltway	31.4%
3	Undecided	17.6%

q8e. Throughpass vs. Do nothing: Would you prefer The Throughpass or Do Nothing?

Value	Label	Frequency
1	Throughpass	52.6%
2	Do nothing	43.2%
3	Undecided	4.1%

q8f. Beltway vs. Do nothing: Would you prefer The East-West Beltway or Do Nothing?

Value	Label	Frequency
1	Beltway	44.7%
2	Do nothing	50.7%
3	Undecided	4.6%

q9. 1st ballot: Now let's focus on just one of those suggestions, The Throughpass. If constructing The Throughpass were placed before you as the only option, and you were asked to vote yes or no, would you vote for or against The Throughpass?

Value	Label	Frequency
1	Vote for	56.1%
2	Vote against	37.0%
3	Undecided	6.9%

Support and Opposition Summarized

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

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

q10a. Throughpass support: Many in favor of The Throughpass say that because the toll road travels down the median of I-5 it will reduce traffic congestion on I-5 without adding any new traffic to I-5 or to San Clemente surface streets. Furthermore, it will do so with minimal intrusion on the environment or the City of San Clemente. Besides removing the I-5 bottleneck, The Throughpass would provide an alternative route to I-5, especially during emergencies. Costs will not impact taxpayers because toll receipts will be the source of revenue for construction.

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

Value	Label	Frequency
1	Very convincing	28.9%
2	Somewhat convincing	43.4%
3	Not convincing	26.6%
4	Undecided	1.0%

q10b. Throughpass opposition: Many opposing The Throughpass say The Throughpass will divide the community of San Clemente. The Throughpass will cost taxpayers and toll road users over a billion dollars and government will be using eminent domain to seize private property.

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

Value	Label	Frequency
1	Very convincing	23.2%
2	Somewhat convincing	38.3%
3	Not convincing	37.3%
4	Undecided	1.1%

q11. 2nd ballot: Having heard both sides of the issue, if constructing The Throughpass were placed before you would you vote for or against The Throughpass?

Value	Label	Frequency
1	Vote for	54.5%
2	Vote against	40.8%
3	Undecided	4.7%

Local Considerations

q12a. Ortega alignment: One suggestion is to connect the 241 Toll Road to the I-5 just south of the Ortega Highway in the vicinity of Stonehill Drive. If you had a chance to decide, would you vote for or vote against a connector south of Ortega?

Value	Label	Frequency
1	Vote for	47.8%
2	Vote against	47.4%
3	Undecided	4.8%

q12b. Ortega benefits: Some people would say a connector south of Ortega near Stonehill Drive will make it easier for travelers to come to Dana Point for tourism and conventions. It will also benefit local residents and commuters. Others say the I-5 freeway curve is the wrong place to connect the 241 because it would simply exacerbate the existing traffic congestion. With this connector, do you think traffic in Dana Point will be better, worse, or about the same as it is now?

Value	Label	Frequency
1	Better	12.7%
2	Worse	59.2%
3	Same as now	28.2%

q12c. San Clemente: Opponents of a 241 connector note that the San Clemente City Council is on their side in this issue. In September of last year, the City Council voted unanimously to adopt a resolution opposing all 241 Toll Road connections that traverse the City of San Clemente, including the Throughpass.

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

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

Value	Label	Frequency
1	Thrupass opponents	59.3%
2	Thrupass supporters	33.0%
3	Undecided	7.7%

q13. Acct holder: Do you have a Fastrak transponder or an Express Account?

Value	Label	Frequency
1	Fastrak	36.9%
2	Express acct	6.0%
3	Both	2.8%
4	Neither	54.3%

Demographics

q21a. Ideology: Do you consider yourself liberal, somewhat liberal, middle-of-the road, somewhat conservative, or conservative?

Value	Label	Frequency
1	Liberal	17.2%
2	Somewhat liberal	10.7%
3	MOR	24.0%
4	Somewhat conservative	16.9%
5	Conservative	31.1%

q21b. Commuter: Are you currently employed in an occupation that requires you to leave home to travel to your place of employment?

Value	Label	Frequency
1	Yes - commuter	50.4%
2	No - commuter	49.3%
3	Undecided	0.2%

q21c. Carpool: Do you regularly provide transportation for other people including family, friends, or coworkers?

Value	Label	Frequency
1	Yes - carpools	42.3%
2	No - carpools	57.4%
3	Undecided	0.2%

q21d. Age: Please stop me when I read the age group that contains your age...

Value	Label	Frequency
1	18-34	21.2%
2	35-44	10.8%
3	45-54	14.8%
4	55-64	20.0%
5	65-74	17.0%
6	75+	16.1%

q21e. Ethnicity: With which ethnic group do you identify: Asian, African American, Hispanic, Caucasian, or other? (*African American included in "Other ethnicity"*)

Value	Label	Frequency
1	Asian	8.5%
3	Hispanic	18.0%
4	Caucasian	58.4%
5	Other ethnicity	15.0%

q21f. Resident type: Do you own or rent your residence?

Value	Label	Frequency
1	Home owner	69.0%
2	Renter	30.9%

q21g. Sex: By observation

Value	Label	Frequency
1	Female	52.0%
2	Male	48.0%

party. Party reg: From sample

Value	Label	Frequency
1	Reg Dem	35.0%
2	Reg DTS/Other	25.0%
3	Reg Rep	40.0%

permav. Vote location: From sample

Value	Label	Frequency
1	Vote by mail	62.9%
2	Poll voter	37.1%

sjrpi_18p. Vote propensity: From sample

Value	Label	Frequency
1	Low prop	22.9%
2	Med prop	29.1%
3	High prop	22.9%
4	Very high prop	25.1%

sup. Supe Dist: From sample

Value	Label	Frequency
1	Supe Dist 1	15.2%
2	Supe Dist 2	18.1%
3	Supe Dist 3	18.0%
4	Supe Dist 4	15.8%
5	Supe Dist 5	32.9%

medianinc. Median income: From sample

Value	Label	Frequency
1	1st quintile	22.3%
2	2nd quintile	19.5%
3	3rd quintile	20.3%
4	4th quintile	20.0%
5	5th quintile	17.9%

sameth. Sample ethnicity: From sample

Value	Label	Frequency
1	Sample Hispanic	20.0%
2	Other ethnicity	79.9%

Survey mode: From sample

Value	Label	Frequency
1	Cell phone	41.0%
2	Land line	57.3%
3	Online	1.6%