

Master Plan of Arterial Highways Amendments Detailed Discussion**City of Anaheim – Remove Weir Canyon Extension**

The City of Anaheim (Anaheim) has requested to remove the Weir Canyon Extension, between Sky Blue Road and State Route 241 from the Master Plan of Arterial Highways (MPAH). This segment has not been constructed, and the findings from Anaheim's 2025 Circulation Element Update indicate that its removal would not impact the MPAH network. Additionally, staff analyzed the MPAH buildout network to forecast 2050 traffic conditions, which confirmed that removing the Weir Canyon Extension does not create any significant impact on the MPAH network.

City of Costa Mesa – Reclassify Merrimac Way

The City of Costa Mesa (Costa Mesa) has requested the reclassification of Merrimac Way, between Harbor Boulevard and Fairview Road, from a primary (four-lane, divided) arterial to a divided collector (two-lane, divided) arterial. The segment is currently built as a divided collector (two-lanes) with buffered bicycle lanes and tracks. Costa Mesa had coordinated with OCTA in 2020 for temporary improvements, and now Costa Mesa has proposed to reclassify the Merrimac Way segment to reflect the changes of the current roadway configuration.

The MPAH buildout network was modeled to forecast 2050 traffic conditions. The model indicates that this segment on Merrimac Way will have 7,000 daily vehicles with the proposed changes. These traffic volumes are well within the acceptable level of service for a divided collector street, which typically accommodates up to 15,000 average daily traffic. As such the proposed reclassification does not result in any significant impacts on the MPAH system.

City of Irvine – Reclassify Yale Avenue

The City of Irvine (Irvine) has requested the reclassification of Yale Avenue, between Michelson Drive and University Drive on the MPAH, from a secondary (four-lane undivided) arterial to a collector (two-lane, undivided). The segment is currently built as a collector arterial. The proposed Class IV bicycle tracks provide a separated bikeway for bicyclists by reducing conflicts with vehicle traffic and pedestrians. It aims to support increased bicycle use among students commuting to nearby schools and provides a safer, low-stress bicycling environment that encourages active transportation.

The MPAH buildout network was modeled to forecast 2050 traffic conditions. The model indicates that this segment on Yale Avenue will have 7,000 daily vehicles with the proposed amendment. These traffic volumes are well within the acceptable level of service for collector streets, which typically accommodate up to 10,000 average daily traffic. As such, the proposed reclassification does not result in any significant impacts on the MPAH system.

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City of Stanton – Reclassify Orangewood Avenue

The City of Stanton (Stanton) has requested the reclassification of Orangewood Avenue, between Santa Rosalia Street to the eastern city limit (Nearing Drive) from a secondary (four-lane, undivided) arterial to a collector (two-lane, undivided). The segment currently has four travel lanes and transitions to two travel lanes east of Nearing Drive. The proposed Class II bicycle lanes will address concerns of speeding, bicyclists riding on the wrong side of the roadway, and bicyclist and pedestrian conflicts on the sidewalk. This amendment request is associated with the Orange County Complete Streets Program.

The MPAH buildout network was modeled to forecast 2025 traffic conditions. The model indicates that this segment on Orangewood Avenue will have 9,000 daily vehicles with the proposed amendment. These traffic volumes are well within the acceptable level of service for collector streets, which typically accommodate up to 10,000 average daily traffic. As such, the proposed reclassification does not result in any significant impacts on the MPAH system.