



Section 4.18 Transportation and Circulation

4.18.1 Introduction

This section assesses the potential impacts on Riverside County’s Transportation and Circulation network that could result from future development and circulation system changes pursuant to the proposed project, General Plan Amendment No. 960 (GPA No. 960).

Given the comprehensive nature of the land use and policy changes, the analysis of transportation and circulation impacts are presented on a countywide basis. This analysis is organized around nine major impact areas, corresponding to the major transportation sub-topics typically addressed in transportation studies. These nine major impact areas are identified below in Table 4.18-A (Major Transportation Impacts).

Table 4.18-A Major Transportation Impacts

Impact Number	Issue	Description
4.18.A	County Roadways	Considers how land use, roadway network and policy changes under GPA No. 960 will affect Riverside County roadways
4.18.B	CMP Network/Policies	Evaluates the effect of land use and transportation changes under GPA No. 960 will affect the CMP network and policies
4.18.C	Air Travel	Assesses how GPA No. 960 will affect existing and proposed air travel facilities
4.18.D	Waterborne or Rail	Assesses how GPA No. 960 will affect existing and proposed waterborne and rail travel
4.18.E	Transportation Safety	Evaluates how GPA No. 960 will affect safety for drivers, transit users, bicycles, and pedestrians
4.18.F	Road Maintenance	Considers the effect upon a need for new or altered maintenance of roads
4.18.G	Effects during Construction	Evaluates the effect upon circulation during the project’s construction
4.18.H	Emergency Vehicle Access	Considers how GP960 will effect access by emergency vehicles
4.18.I	Alternative Transportation	Assesses whether GPA No. 960 will affect use of the transportation system by transit users, bicycles, and pedestrians

4.18.2 Baseline Environmental Setting Transportation and Circulation

A. Baseline Data Sources

Pursuant to CEQA, the descriptions of the physical environmental conditions provided in this EIR are as they exist at the time of the issuance of the Notice of Preparation (NOP), that is, April 13, 2009. This environmental

setting will constitute the baseline physical conditions by which the County of Riverside, as Lead Agency under CEQA, determines whether an impact is significant.

Because of the countywide scope of this project, the lengths of time required to survey and assess baseline conditions, and because this is a programmatic EIR, the data presented herein cannot all be said to represent a single point in time (i.e., April 13, 2009). Accordingly, the data set that is representative of the 2009 baseline conditions is used for purposes of assessing impacts, but more recent data is also presented in some instances to provide a fuller and more detailed analysis. In these instances, a discussion of how the more recent data is or is not expected to differ from the baseline conditions is provided. The decision to reflect more recent data, where available, was made to ensure the fullest possible disclosure of potential impacts, and to provide the most robust discussion of potential impacts based on available substantial evidence. It should be noted here that 'substantial evidence' refers to "fact, a reasonable assumption predicated upon fact, or expert opinion supported by fact," (PRC Section 21080(e) (1)). Further, 'substantial evidence' does not include 'argument, speculation, unsubstantial opinion or narrative, evidence of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment.'

B. Baseline Roadways

Due to the interrelationship of urban and rural activities (employment, housing and services), and the low average density of existing land uses, the private automobile is the dominant mode of travel within Riverside County. Trips by mass transit currently represent less than 2% of all trips made in Riverside County. Public transportation, where service is available, is utilized primarily by a transit-dependent population (senior citizens, students, low-income residents, and the physically disabled) that generally do not have access to automobiles.

Riverside County's industrial and agricultural economies depend on safe and efficient goods movement. The County of Riverside is responsible for maintaining an extensive network of low-volume rural roads in sparsely settled areas to service goods movement and the agricultural industry. Large trucks are the primary means of transporting such goods. In addition, freight rail is an important backbone of the goods movement industry in Riverside County.

Riverside County is linked to Los Angeles and Orange Counties principally by State Route 60 (SR-60, Pomona Freeway), Interstate 10 (I-10, San Bernardino Freeway), SR-91 (Riverside Freeway), and SR-74 (Ortega Highway). Interstate 15 freeway (I-15) and other minor conventional highways provide links to San Diego County. Links to San Bernardino County are provided by I-15 and I-215, as well as by other major and minor local roadways. I-10 freeway provides a connection to destinations in Arizona; I-15 and I-215 provide access through San Bernardino County to Nevada including its primary recreation areas (Lake Mead and Las Vegas). In addition, I-15 provides access south to San Diego and its many tourist and recreational amenities, and to Mexico via I-5 and I-805.

The highway system includes numerous county roadways, as well as roadways within each of the 28 cities in Riverside County. Some of the major roadways in Riverside County include Alessandro Boulevard, Cajalco Road, Center Street, Domenigoni Parkway, Grand Avenue, La Sierra Avenue, Magnolia Avenue, Monterey Avenue, Murrieta Hot Springs Road, Palm Drive, Ramon Road, Ramona Expressway, Rancho California Road, Temescal Canyon Road, Van Buren Boulevard, Washington Street, and others.

Operating conditions on a roadway system are often described using a concept called "Level of Service." The 2010 (5th Edition) of the *Highway Capacity Manual* (HCM) defines the term Level of Service (LOS) thusly:

“A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A – F scale, with LOS A representing the best operating conditions from the traveler’s perspective and LOS F the worst.”

Table 4.18-B (Uninterrupted Traffic Flow Facilities Level of Service) provides a qualitative description of the various levels of service for facilities with uninterrupted flow, basically freeways, facilities where the mainline does not stop for cross traffic. Table 4.18-C (Interrupted Traffic Flow Facilities Level of Service) provides the same type of qualitative description of the various levels of service for facilities that do have interrupted flow. These include conventional state highways and local surface streets that intersect with other highways and streets. For facilities with interrupted flow, the primary constraint is usually the delay experienced at intersections. For both conditions, the HCM provides detailed instruction on how to calculate the level of service based on existing or future operating characteristics.

Table 4.18-B Uninterrupted Traffic Flow Facilities Level of Service

LOS	Definition
A	Describes completely free-flow conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway and by driver preferences. Maneuverability within the traffic stream is good. Minor disruptions to flow are easily absorbed without a change in travel speed.
B	Also indicates free flow, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver. Minor disruptions are still easily absorbed, although local deterioration in LOS will be more obvious.
C	The influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles. Minor disruptions can cause serious local deterioration in service, and queues will form behind any significant traffic disruption.
D	The ability to maneuver is severely restricted due to traffic congestion. Travel speed is reduced by the increasing volume. Only minor disruptions can be absorbed without extensive queues forming and the service deteriorating.
E	Represents operations at or near capacity; an unstable level. Vehicles are operating with the minimum spacing for maintaining uniform flow. Disruptions cannot be dissipated readily, often causing queues to form and service to deteriorate to LOS F.
F	Represents forced or breakdown flow. It occurs either when vehicles arrive at a rate greater than the rate at which they are discharged or when the forecast demand exceeds the computed capacity of a planned facility. Although operations at these points – and on sections immediately downstream – appear to be at capacity, queues form behind these break-downs. Operations within queues are highly unstable, with vehicles experiencing brief periods of movement followed by stoppages.

Source: Transportation Research Board, Highway Capacity Manual, 5th Ed., 2010, page 11-6

Table 4.18-C Interrupted Traffic Flow Facilities Level of Service

Level of Service	Definition
A	Describes operations with a low control delay, up to 10 seconds per vehicle. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	Describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	Describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

Level of Service	Definition
D	Describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Describes operations with control delay greater than 55 and up to 80 seconds per vehicle. These high delay values generally indicate poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent.
F	Describes operations with control delay in excess of 80 seconds per vehicle. This level, considered unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of lane groups. It may also occur at high volume-to-capacity ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

Source: Transportation Research Board, Highway Capacity Manual, 5th Ed., 2010, pages 16-7 and 16-8.

Riverside County has established daily traffic volume range breaks for Circulation Element roadways, which correspond to various levels of service for each facility type. These range breaks, indicating maximum two-way daily volumes for LOS C, D and E, by facility type are presented in Table 4.18-D (Segment Volume Capacities/Level of Service for Riverside County Roadways). These figures have been prepared in accordance with transportation professional standards and practices, to represent the level of service standards contained in the 2010 HCM.

Table 4.18-D Segment Volume Capacities/Level of Service for Riverside County Roadways

Roadway Classification	Number of Lanes	Maximum Two-Way Average Daily Traffic (ADT) Volume		
		Level of Service C	Level of Service D	Level of Service E
Collector	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial	4	29,600	33,400	37,000
Mountain Arterial	2	12,900	14,500	16,100
Mountain Arterial	4	25,500	28,700	31,900
Urban Arterial	6	45,000	50,600	56,300
Urban Arterial	8	69,000	78,000	87,000
Expressway	4	53,000	58,000	64,000
Expressway	6	79,000	87,000	95,000
Expressway	8	106,000	119,000	132,000
Freeway	4	80,000	91,000	100,000
Freeway	6	102,000	123,000	132,000
Freeway	8	136,000	164,000	176,000
Freeway	10	169,000	205,000	220,000
Ramp ⁽¹⁾	1	16,000	18,000	20,000

Footnotes:

1. Ramp Capacity is given as a one-way traffic volume.

Source: Riverside County Transportation Department

Current Riverside County LOS policies call for a target minimum LOS C, with exceptions for Community Development Areas where LOS D is generally deemed acceptable, and in community centers promoting Transit Oriented Development and walkable communities where LOS E may be allowed. However, most of the neighboring cities and counties, as well as the vast majority of cities within Riverside County generally target LOS D as their minimum level of service, with exceptions that permit even lower levels of service in certain instances. Table 4.18-E (LOS Comparison by Jurisdiction) presents a comparison of LOS standards by jurisdiction. These policies are in keeping with generally accepted engineering practices within the transportation profession. As such, GPA No. 960 is proposing revisions to the LOS policies for Riverside County which will bring Riverside County's LOS

policy in line with the policies of other local jurisdictions in the region. While allowing marginal increased levels of traffic, this change in policy will serve to support other policies promoting alternative modes of transportation and reduce the need to expand certain street and highway facilities, thus reducing future infrastructure costs and providing a more favorable environment for pedestrians and bicyclists.

Table 4.18-E LOS Comparison by Jurisdiction

#	Jurisdiction	Target LOS ¹
Counties		
1	County of Imperial	C
2	County of Los Angeles	D
3	County of Orange	D
4	County of San Bernardino	D
5	County of San Diego	D
Cities		
1	City of Banning	C/D ³
2	City of Beaumont	D
3	City of Blythe	--
4	City of Calimesa	C
5	City of Canyon Lakes	--
6	City of Cathedral City	E
7	City of Coachella	--
8	City of Corona	D
9	City of Desert Hot Springs	D
10	City of Eastvale	C
11	City of Hemet	D
12	City of Indian Wells	D
13	City of Indio	D
14	City of Jurupa Valley	--
15	City of La Quinta	D
16	City of Lake Elsinore	--
17	City of Menifee	D
18	City of Moreno Valley	C/D ⁴
19	City of Murrieta	C/D ⁵
20	City of Norco	--
21	City of Palm Desert	D
22	City of Palm Springs	D
23	City of Perris	E
24	City of Rancho Mirage	D
25	City of Riverside	D
26	City of San Jacinto	D
27	City of Temecula	D
28	City of Wildomar	C

Footnotes:

- 1 Sources are per General Plan of jurisdiction listed.
- 2 LOS D allowed on rural roads. LOS E on urban roadways.
- 3 LOS D proposed in General Plan Update.
- 4 LOS C; although LOS D allowed during peak hours.
- 5 LOS C for segments; LOS D for intersections.
- Not available or not identified.

Source: Per General Plan of jurisdiction indicated.

The change in LOS will also serve as a deterrent to incompatible land uses in outlying areas by reducing the potential of infrastructure encroachment on sensitive adjacent land uses.

To assess the performance of the existing roadway system in the County, the LOS on segments of the County’s roadway system was determined by cross referencing the values contained in Table 4.18-D with existing daily traffic volumes and facility characteristics. Figures 4.18.1.1 to 4.18.5.21, located in Appendix EIR-4.E, provide specific information related to existing roadway network, traffic flow/volumes, and level of service.

The results indicate that in areas governed by the current LOS C policy, most roadways continue to operate at LOS C or better, with fewer than 100 miles of roadway in this category, vastly scattered throughout Riverside County, that are forecast to operate at LOS D. Table 4.18-F (Roadways Under Current LOS C Target Policy which are Forecast to Operate at LOS D) identifies these facilities by Roadway Classification and number of centerline miles.

Table 4.18-F Roadways Under Current LOS C Target Policy Forecast to Operate at LOS D

Roadway Classification	Sum of Centerline Miles
Collector	12.94
Secondary	5.84
Major	6.3
Arterial	20.90
Urban Arterial	3.97
Freeway/Expressway	9.74
TOTAL	59.69 miles

Source: Riverside County Transportation Department

The current Riverside County Roadway System consists of more than 2,100 miles. The centerline miles shown above, which indicate the number of miles of County of Riverside roadway affected by the proposed change in LOS policy, represent less than 3% of the total road system.

Further details of the affected roadways is presented in Appendix EIR-4.F which groups the data by road name and Area Plan, while indicating the projected LOS for both the 2003 General Plan and GPA No. 960 scenarios.

For all other General Plan roads included in the analysis, the majority of Riverside County’s roadway and highway system operates at LOS D or better, meaning that motorists on most roadways do not experience substantial delays, even during peak travel hours, and roadway segments are generally operating under capacity.

There are also a number of heavily congested roadway and highway segments within the County of Riverside. Table 4.18-G (Baseline Roadway Levels of Service for Freeways and State Routes) identifies segments of interstate and state routes where the daily traffic volumes indicate LOS E or F conditions. The source for the existing traffic volumes in Table 4.18-G is the 2009 Caltrans publication *Traffic Volumes on California State Highways*. This source is used to reflect baseline conditions on state and interstate routes, since it represents the most recently available uniform and consistent compilation of traffic volumes on state routes. As the information in Table 4.18-G indicates, under existing conditions, there are a number of interstate and state route segments in Riverside County that operate at or over capacity (e.g., LOS E or LOS F). These segments are highlighted.

Using Riverside County’s traffic volume range breaks, I-10 is the only major freeway in Riverside County that is not operating at or over capacity for its entire length through the County of Riverside. I-15, I-215 and SR-60, on the other hand, operate at or over capacity on a number of segments through Riverside County. SR-91 operates at LOS F for the entire length between the Orange County line and the SR-91 junction with SR-60/I-215.

Some of the non-freeway state routes also operate at or over capacity. These include:

- SR-62: Indian Avenue to San Bernardino County at LOS F.

- SR-74: through the City of Lake Elsinore at LOS F and a segment west of Hemet at LOS E.
- SR-79: between Benton Road and Simpson Avenue at LOS F; however, Riverside County's widening project on this facility is underway and will bring the LOS to within acceptable levels under existing conditions.
- SR-111: several segments in the Indian Wells/Palm Desert area at LOS E.

All other freeways and state routes have daily traffic volumes that indicate LOS D or better.

Table 4.18-G Baseline Roadway Levels of Service for Freeways and State Routes

Roadway Segment	Limits	Baseline Conditions (2009)			
		Facility Type ¹	No. of Lanes ²	ADT ³	LOS ⁴
I-10	San Bernardino County Line-County Line Road	Freeway	6	103,000	D or better
I-10	County Line Road –Calimesa Blvd.	Freeway	6	95,000	D or better
I-10	Calimesa Blvd.-Cherry Valley Blvd.	Freeway	6	98,000	D or better
I-10	Cherry Valley Blvd.-San Timoteo Canyon Road	Freeway	6	90,000	D or better
I-10	San Timoteo Canyon Road-Jct. Rte 60	Freeway	6	89,000	D or better
I-10	Jct. Rte 60 – Jct. Rte 79 South	Freeway	8	126,000	D or better
I-10	Jct. Rte 79 South– Pennsylvania Ave.	Freeway	8	128,000	D or better
I-10	Pennsylvania Ave. – Highland Springs Ave.	Freeway	8	134,000	D or better
I-10	Highland Springs Ave.- Banning, Sunset Avenue	Freeway	8	129,000	D or better
I-10	Sunset Ave.-22nd St.	Freeway	8	126,000	D or better
I-10	22nd St. – Jct. Rte 243(South Eighth St.)	Freeway	8	123,000	D or better
I-10	Jct. Rte 243(South Eighth St.) –Banning, Hargrave St.	Freeway	8	120,000	D or better
I-10	Hargrave St.- East Ramsey St.	Freeway	8	110,000	D or better
I-10	East Ramsey St. – Reservation Road/Fields Road	Freeway	8	113,000	D or better
I-10	Reservation Road/Fields Road – Apache Trail Road	Freeway	8	106,000	D or better
I-10	Apache Trail Road – East Cabazon Interchange, Main Street	Freeway	8	94,000	D or better
I-10	East Cabazon Interchange, Main Street-Verbenia Ave.	Freeway	8	94,000	D or better
I-10	Verbenia Ave.-Jct. Route 111	Freeway	8	94,000	D or better
I-10	Jct Rte 111-Whitewater Interchange	Freeway	8	81,000	D or better
I-10	Whitewater Interchange – Jct. Rte 62 North	Freeway	8	81,000	D or better
I-10	Jct Rte 62 north – Indian Ave.	Freeway	8	79,000	D or better
I-10	Indian Ave.- Palm Dr./Gene Autry Trail	Freeway	8	81,000	D or better
I-10	Palm Dr./Gene Autry Trail-Date Palm Dr.	Freeway	8	88,000	D or better
I-10	Date Palm Dr. – Ramon Road	Freeway	8	94,000	D or better
I-10	Ramon Road – Monterey Ave.	Freeway	6	96,000	D or better
I-10	Monterey Ave.-Cook Street	Freeway	6	97,000	D or better
I-10	Cook Street-Washington Street	Freeway	6	94,000	D or better
I-10	Washington Street – Jefferson St./Indio Blvd.	Freeway	6	83,000	D or better
I-10	Jefferson St./Indio Blvd.-Monroe St.	Freeway	6	68,000	D or better
I-10	Monroe St. – Jackson St.	Freeway	6	62,000	D or better

Table 4.18-G Baseline Roadway Levels of Service for Freeways and State Routes

Roadway Segment	Limits	Baseline Conditions (2009)			
		Facility Type ¹	No. of Lanes ²	ADT ³	LOS ⁴
I-10	Jackson St. – North Jct. Rte 111/Auto Center Dr.	Freeway	6	57,000	D or better
I-10	North Jct. Rte 111/Auto Center Dr. – Rte 86 South	Freeway	6	52,000	D or better
I-10	Rte 86 South – Dillon Road	Freeway	4	25,000	D or better
I-10	Dillon Road – Cottonwood Springs Road	Freeway	4	22,500	D or better
I-10	Cottonwood Springs Road – Chiriaco Summit Interchange	Freeway	4	22,500	D or better
I-10	Chiriaco Summit Interchange – Hayfield Road	Freeway	4	23,000	D or better
I-10	Hayfield Road – Eagle Mountain Road	Freeway	4	23,000	D or better
I-10	Eagle Mountain Road – Jct. Rte 177 North	Freeway	4	23,000	D or better
I-10	Jct. Rte 177 North – Corn Springs Road	Freeway	4	21,400	D or better
I-10	Corn Springs Road – Ford Dry Lake	Freeway	4	21,400	D or better
I-10	Ford Dry Lake – Wiley's Well Rest Area	Freeway	4	21,300	D or better
I-10	Wiley's Well Rest Area – Mesa Dr.	Freeway	4	23,500	D or better
I-10	Mesa Dr. – Jct. Rte 78 South	Freeway	4	22,500	D or better
I-10	Jct. Rte 78 South – Lovekin Blvd.	Freeway	4	23,800	D or better
I-10	Lovekin Blvd. – Seventh Ave	Freeway	4	23,800	D or better
I-10	Seventh Ave – Jct. Rte 95 North	Freeway	4	25,000	D or better
I-10	Jct. Rte 95 North – Riviera Dr.	Freeway	4	25,500	D or better
I-10	Riviera Dr. – Arizona State Line	Freeway	4	26,000	D or better
I-15	San Diego County Line-S Jct. Rte 79	Freeway	8	130,000	D or better
I-15	S Jct. Rte 79 – Rancho California Rd.	Freeway	8	150,000	D or better
I-15	Rancho California Rd. – N Jct. Rte 79	Freeway	8	161,000	D or better
I-15	Temecula, Jct. Rte. 79 – Jct. Rte 215 North	Freeway	10	186,000	D or better
I-15	Jct. Rte 215 North – Murrieta Hot Springs Road	Freeway	6	109,000	D or better
I-15	Murrieta Hot Springs Road –California Oaks Rd.	Freeway	6	127,000	E
I-15	California Oaks Road-Clinton Keith Road	Freeway	6	124,000	E
I-15	Clinton Keith Road-Baxter Road	Freeway	6	123,000	D or better
I-15	Baxter Road-Bundy Canyon Road	Freeway	6	118,000	D or better
I-15	Bundy Canyon Road-Railroad Canyon Road	Freeway	6	113,000	D or better
I-15	Railroad Canyon Road-Main Street	Freeway	6	122,000	D or better
I-15	Main Street-Jct. Rte 74	Freeway	6	119,000	D or better
I-15	Jct. Rte 74-Nichols Road	Freeway	6	107,000	D or better
I-15	Nichols Road-Lake Street	Freeway	6	109,000	D or better
I-15	Lake Street-Indian Truck Trail	Freeway	6	115,000	D or better
I-15	Indian Truck Trail-Temescal Canyon Road	Freeway	6	121,000	D or better
I-15	Temescal Canyon Road-Weirick Road	Freeway	6	131,000	E
I-15	Weirick Road-Cajalco Road	Freeway	6	146,000	F
I-15	Cajalco Road-El Cerrito Road	Freeway	6	155,000	F
I-15	El Cerrito Road-Ontario Ave	Freeway	6	160,000	F
I-15	Ontario Ave-Magnolia Ave	Freeway	6	160,000	F

Table 4.18-G Baseline Roadway Levels of Service for Freeways and State Routes

Roadway Segment	Limits	Baseline Conditions (2009)			
		Facility Type ¹	No. of Lanes ²	ADT ³	LOS ⁴
I-15	Magnolia Ave–Jct. Rte 91	Freeway	8	174,000	E
I-15	Jct. Rte 91– Hidden Valley Road	Freeway	8	157,000	D or better
I-15	Hidden Valley Road-2nd Street	Freeway	8	156,000	D or better
I-15	2nd St. – 6th St.	Freeway	6	150,000	F
I-15	6th St. – Limonite Ave.	Freeway	6	150,000	F
I-15	Limonite Ave. – Cantu-Galleano Ranch Road	Freeway	6	145,000	F
I-15	Jct. Rte 60-San Bernardino County Line	Freeway	8	214,000	F
SR-60	San Bernardino Co. Line – Milliken Ave.	Freeway	6 ⁵	187,000	F
SR-60	Milliken Ave. – Jct. Rte. 15	Freeway	6 ⁵	155,000	F
SR-60	Jct. Rte. 15 – Van Buren Blvd.	Freeway	6	124,000	E
SR-60	Van Buren Blvd. – Etiwanda Ave.	Freeway	6	137,000	F
SR-60	Etiwanda Ave. – Mission Blvd.	Freeway	6	123,000	D or better
SR-60	Mission Blvd. – Pedley Road	Freeway	6	123,000	D or better
SR-60	Pedley Road – Pyrite Street	Freeway	6	121,000	D or better
SR-60	Pyrite Street – Valley Way	Freeway	6	126,000	E
SR-60	Valley Way–Rubidoux Blvd	Freeway	6+2 ⁵	126,000	D or better
SR-60	Rubidoux Blvd–Crestmore Ave.	Freeway	6+2 ⁵	131,000	D or better
SR-60	Crestmore Ave.–Main St.	Freeway	6+2 ⁵	121,000	D or better
SR-60	Main St.–Orange St.	Freeway	6+2 ⁵	136,000	D or better
SR-60	Orange St.– Jct. Rtes. 91/215	Freeway	6+2 ⁵	132,000	D or better
SR-60	Jct. Rtes. 91/215 –East Jct. Rte 215	Freeway	6+2 ⁵	128,000	D or better
SR-60	East Jct. Rte 215-Day street	Freeway	6 ⁵	126,000	E
SR-60	Day St. –Pigeon Pass Rd	Freeway	4 ⁵	107,000	F
SR-60	Pigeon Pass Rd. –Heacock St	Freeway	4 ⁵	97,000	E
SR-60	Perris Boulevard-Nason Street	Freeway	4	78,000	D or better
SR-60	Nason Street-Moreno Beach Boulevard	Freeway	4	72,000	D or better
SR-60	Moreno Beach Boulevard-Redlands Blvd	Freeway	4	60,000	D or better
SR-60	Redlands Blvd. – Theodore Street	Freeway	4	52,000	D or better
SR-60	Theodore street – Gilman Springs Road	Freeway	4	52,000	D or better
SR-60	Gilman Springs Road-Jackrabbit Trail	Freeway	4	44,000	D or better
SR-60	Jackrabbit Trail – Jct. Rte 10	Expressway	4	44,000	D or better
SR-62	Rte 10 – Pierson Blvd	Freeway	4	19,000	D or better
SR-62	Pierson Blvd-Indian Ave	Freeway	4	17,000	D or better
SR-62	Indian Ave-San Bernardino County Line	Mtn. Art.	2	22,000	F
SR-71	Riverside Co. Line – Jct. Rte. 91	Expressway	4 ⁵	55,000	D or better
SR-74	Orange County Line-Grand Avenue	Mtn. Art.	2	9,800	D or better
SR-74	Grand Ave. –Lake Shore Dr.	Arterial	2 ⁵	18,500	F
SR-74	Lake Shore Dr. - Gunnerson St./ Strickland Ave.	Arterial	2 ⁵	24,000	F
SR-74	Gunnerson St./Strickland Ave. - Jct. Rte. 15	Arterial	2 ⁵	25,500	F

Table 4.18-G Baseline Roadway Levels of Service for Freeways and State Routes

Roadway Segment	Limits	Baseline Conditions (2009)			
		Facility Type ¹	No. of Lanes ²	ADT ³	LOS ⁴
SR-74	Jct. Rte. 15 - Seventh St.	Arterial	4	31,000	D or better
SR-74	Seventh St. - D St.	Arterial	4	26,000	D or better
SR-74	D Street-Jct. Rte 215	Arterial	4	21,500	D or better
SR-74	Jct. Rte 215-Ethanac Road	Arterial	4	25,500	D or better
SR-74	Ethanac Road-Menifee Road	Arterial	4	24,500	D or better
SR-74	Menifee road-Jct. Rte 79 South	Arterial	4	30,500	D or better
SR-74	Jct. Rte 79 South-Warren Road	Arterial	4	33,500	E
SR-74	Warren Road- Lyon Ave	Arterial	4	29,500	D or better
SR-74	Lyon Ave. - State St.	Arterial	4 ⁵	31,500	D or better
SR-74	State St. - Jct. 79 North	Arterial	4 ⁵	29,500	D or better
SR-74	Jct. Rte 79 North- Yale Street	Major	4 ⁵	27,500	D or better
SR-74	Yale St-Cornell St.	Major	4 ⁵	25,500	D or better
SR-74	Cornell St. – Hemet St.	Major	4 ⁵	25,500	D or better
SR-74	Hemet St.- Mountain St.	Major	4	19,500	D or better
SR-74	Mountain St. – San Bern. Nat. Forest Boundary	Mtn. Art.	2	16,000	E
SR-74	San Bern. Nat. Forest Boundary – Jct. Rte 243 North	Mtn. Art.	2	3,700	D or better
SR-74	Jct. Rte 243 North – Jct. Rte 371 West	Mtn. Art.	2	3,400	D or better
SR-74	Jct. Rte 371 West – Homestead Road	Mtn. Art.	2	3,400	D or better
SR-78	Imperial County Line-32nd Ave/Palo Verde Blvd.	Arterial	2	1,700	D or better
SR-78	32nd Ave/Palo Verde Blvd.-Cranells Blvd/28th Ave	Arterial	2	2,000	D or better
SR-78	Cranells Blvd/28th Ave – 28th Ave/Neighbors Blvd	Arterial	2	1,800	D or better
SR-78	28th Ave/Neighbors Blvd –Broadway Street	Arterial	2	2,900	D or better
SR-78	Broadway street – Jct. Rte 10	Arterial	2	2,900	D or better
SR-78	Jct. Rte 10 – Hobson Way	Arterial	2	2,900	D or better
SR-79S	San Diego County Line - SR-371 (Cahuilla Road)	Mtn. Art.	2	2,200	D or better
SR-79S	SR-371-Sage Road	Mtn. Art.	2	8,300	D or better
SR-79S	West of Sage Road	Mtn. Art.	2	8,800	D or better
SR-79	Murrieta Hot Springs Road – Benton Road	Arterial	4	30,500	D or better
SR-79	Benton Road – Simpson Ave	Arterial	2	23,500	F
SR-79/ Winchester Rd	Simpson Ave- Jct. Route 74	Arterial	2	8,800	D or better
SR-79	Jct. Route 74 – Main Street in San Jacinto	Arterial	4	17,500	D or better
SR-79	Main Street in San Jacinto – Sanderson Avenue	Arterial	4	12,500	D or better
SR-79	Sanderson Avenue - California Ave	Expressway	4	27,800	D or better
SR-79	California Avenue – Beaumont Jct Rte. 10	Arterial	4	24,900	D or better
SR-86	Imperial County Line – 81st Ave	Arterial	4	14,300	D or better
SR-86	81st Ave – 80th Ave	Arterial	4	14,300	D or better
SR-86	80th Ave – Jct. Rte 195 North	Arterial	2	3,000	D or better
SR-86	Jct. Rte 195 North – Polk Street/70th Ave	Arterial	2	3,150	D or better
SR-86	Polk Street/70th Ave – 66th	Arterial	2	4,800	D or better

Table 4.18-G Baseline Roadway Levels of Service for Freeways and State Routes

Roadway Segment	Limits	Baseline Conditions (2009)			
		Facility Type ¹	No. of Lanes ²	ADT ³	LOS ⁴
SR-86	66th Ave – Rte 111 West	Arterial	2	5,900	D or better
SR-91	Orange Co. Line - Green River Dr.	Freeway	8+4 ⁵	267,000	F
SR-91	Green River Dr. - Jct. Rte. 71 No.	Freeway	8+2 ⁵	253,000	F
SR-91	Jct. Rte. 71 No. - Serfas Club Dr.	Freeway	8+2 ⁵	256,000	F
SR-91	Serfas Club Dr. - Corona, Maple St.	Freeway	8+2 ⁵	257,000	F
SR-91	Corona, Maple St. - Corona, Lincoln Ave.	Freeway	8+2 ⁵	248,000	F
SR-91	Corona, Lincoln Ave. - Corona, West Grand Blvd.	Freeway	8+2 ⁵	255,000	F
SR-91	Corona, West Grand Blvd. - Corona, Main St.	Freeway	8+2 ⁵	247,000	F
SR-91	Corona, Main St. - Jct. Rte. 15	Freeway	10+2 ⁵	233,000	E
SR-91	Jct. Rte. 15 - McKinley St.	Freeway	8+2 ⁵	219,000	F
SR-91	McKinley St. - Pierce St.	Freeway	6+2 ⁵	209,000	F
SR-91	Pierce St. - Magnolia Ave.	Freeway	6+2 ⁵	182,000	F
SR-91	Magnolia Ave. - La Sierra Ave.	Freeway	6+2 ⁵	193,000	F
SR-91	La Sierra Ave. - Tyler St.	Freeway	6+2 ⁵	186,000	F
SR-91	Tyler St. - Van Buren Blvd.	Freeway	6+2 ⁵	186,000	F
SR-91	Van Buren Blvd. - Adams St.	Freeway	6+2 ⁵	173,000	F
SR-91	Adams St. - Madison St.	Freeway	6+2 ⁵	172,000	F
SR-91	Madison St. - Arlington Ave.	Freeway	6 ⁵	168,000	F
SR-91	Arlington Ave. - Central Ave./State St.	Freeway	6 ⁵	165,000	F
SR-91	Central Ave./State St. - Fourteenth St.	Freeway	6 ⁵	165,000	F
SR-91	Fourteenth St. - Eighth St.	Freeway	6 ⁵	161,000	F
SR-91	Eighth St. – La Cadena Dr./Poplar and Spruce St.	Freeway	6 ⁵	153,000	F
SR-91	La Cadena Dr./Poplar and Spruce St. - Jct. Rte. 60, Jct. Rte. 215 No.	Freeway	6 ⁵	149,000	F
US-95	Hobson Way – Sixth Ave	Arterial	2	3,500	D or better
US-95	Sixth Ave – Palo Verde Dam Road	Arterial	2	2,400	D or better
US-95	Palo Verde Dam Road – San Bernardino County Line	Arterial	2	2,000	D or better
SR-111	Imperial County Line – Indio Center Dr	Arterial	4 ⁵	7,500	D or better
SR-111	Indio Center Dr – Towne Ave	Arterial	4 ⁵	19,600	D or better
SR-111	Towne Ave – Monroe Street	Arterial	4 ⁵	23,500	D or better
SR-111	Monroe St.– Washington St.	Arterial	4 ⁵	27,500	D or better
SR-111	Washington St. - Racquet Club Dr.	Arterial	4 ⁵	27,500	D or better
SR-111	Racquet Club Dr. - Miles/Manitou Ave.	Arterial	4 ⁵	35,000	E
SR-111	Miles/Manitou Ave. - Cook St.	Arterial	4 ⁵	34,000	E
SR-111	Cook St. - Indian Wells City Limits	Arterial	4 ⁵	34,000	E
SR-111	Indian Wells City Limits - Portola Ave.	Arterial	4 ⁵	31,500	D or better
SR-111	Portola Ave. - Jct. Rte. 74 So.	Arterial	4 ⁵	34,000	E
SR-111	Jct. Rte. 74 So. - Bob Hope Dr.	Arterial	4 ⁵	31,500	D or better
SR-111	Bob Hope Dr. - Country Club Dr. (40th Ave.)	Arterial	4 ⁵	31,500	D or better
SR-111	Country Club Dr.(40th Ave.) - Frank Sinatra Dr.	Arterial	4 ⁵	28,500	D or better

Table 4.18-G Baseline Roadway Levels of Service for Freeways and State Routes

Roadway Segment	Limits	Baseline Conditions (2009)			
		Facility Type ¹	No. of Lanes ²	ADT ³	LOS ⁴
SR-111	Frank Sinatra Dr. - Date Palm Ave./Broadway	Arterial	4 ⁵	31,500	D or better
SR-111	Date Palm Ave./Broadway - Golf Club Dr.	Arterial	4 ⁵	31,500	D or better
SR-111	Golf Club Dr. - Gene Autry Trail	Arterial	4 ⁵	32,000	D or better
I-215	Jct Rte 15 - Murrieta Hot Springs Road	Freeway	4	83,000	D or better
I-215	Murrieta Hot Springs Road – Los Alamos Road	Freeway	4	91,000	D or better
I-215	Los Alamos Road – Antelope Road	Freeway	4	88,000	D or better
I-215	Antelope Road – Scott Road	Freeway	4	89,000	D or better
I-215	Scott Road – Newport Road	Freeway	4	83,000	D or better
I-215	Newport road –McCall Blvd.	Freeway	4	80,000	D or better
I-215	McCall Blvd. – Ethanac Road	Freeway	4	74,000	D or better
I-215	Ethanac Road – South Jct. Rte 74	Freeway	4	72,000	D or better
I-215	South. Jct. Rte. 74 - North Jct. Rte. 74	Freeway	4	88,000	D or better
I-215	North Jct. Rte. 74 – D Street	Freeway	4	82,000	D or better
I-215	D Street – Nuevo Road	Freeway	6	99,000	D or better
I-215	Nuevo Road – Ramona Expressway	Freeway	6	103,000	D or better
I-215	Ramona Expressway – Oleander Ave	Freeway	6	117,000	D or better
I-215	Oleander Ave – Van Buren Blvd	Freeway	6	124,000	E
I-215	Van Buren Blvd – Cactus Avenue	Freeway	6	120,000	D or better
I-215	Cactus Avenue – Alessandro Blvd.	Freeway	6	126,000	E
I-215	Alessandro Blvd. – Eucalyptus/Eastridge Ave	Freeway	6	124,000	E
I-215	Eucalyptus/Eastridge Ave – Jct. Rte 60 East	Freeway	6	119,000	D or better
I-215	Jct. Rte. 60 East - Fair Isle Dr.	Freeway	6 ⁵	168,000	F
I-215	Fair Isle Dr. - Central Ave.	Freeway	6 ⁵	173,000	F
I-215	Central Ave. - Pennsylvania Ave.	Freeway	6 ⁵	166,000	F
I-215	Pennsylvania Ave. - University Ave.	Freeway	6 ⁵	163,000	F
I-215	University Ave. - 3rd/Blaine St.	Freeway	6 ⁵	157,000	F
I-215	3rd/Blaine St. - Spruce St.	Freeway	8 ⁵	157,000	D or better
I-215	Spruce St. - Jct. Rte. 60 & 91 West	Freeway	8 ⁵	157,000	D or better
I-215	Jct. Rte. 60 & 91 West - Columbia Ave.	Freeway	8 ⁵	143,000	D or better
I-215	Columbia Ave. - Center St.	Freeway	6 ⁵	139,000	F
I-215	Center St. - San Bernardino Co. Line	Freeway	6 ⁵	136,000	F
SR-243	Jct. Rte 74 – Country Club Drive	Mtn. Art.	2	3,700	D or better
SR-243	Country Club Dr. – Circle Dr.	Mtn. Art.	2	5,250	D or better
SR-243	Circle Dr. – Pinecrest/Dairy Rds.	Mtn. Art.	2	6,300	D or better
SR-243	Pinecrest/Dairy Rds. –Marion Ridge Dr.	Mtn. Art.	2	4,200	D or better
SR-243	Marion Ridge Dr. – San Gorgonio Ave	Mtn. Art.	2	1,900	D or better
SR-243	San Gorgonio Ave – Lincoln/8th Street	Arterial	2	5,000	D or better
SR-243	Lincoln/8th Street – Jct. Rte 10	Arterial	2	7,000	D or better
SR-371	Jct Rte 79 – Wilson Valley Road	Arterial	2	6,200	D or better

Table 4.18-G Baseline Roadway Levels of Service for Freeways and State Routes

Roadway Segment	Limits	Baseline Conditions (2009)			
		Facility Type ¹	No. of Lanes ²	ADT ³	LOS ⁴
SR-371	Wilson Valley road – Cary Road	Arterial	2	7,300	D or better
SR-371	Cary Road – Contreras Road	Arterial	2	7,100	D or better
SR-371	Contreras Road – Jct. Rte 74	Arterial	2	6,900	D or better

Footnotes:

1. Referenced from RIVTAM Base Year Model.
2. Referenced from RIVTAM Base Year Model.
3. Caltrans, Traffic Counts on State Highways, 2009.
4. Based on County of Riverside traffic volume range breaks for LOS.
5. Exempt from CMP requirements.

Source: Riverside County Transportation Department; other sources per footnotes.

The LOS values shown in Table 4.18-G may differ from the LOS reported in the CMP. This can occur because the CMP is based on a different methodology than this table or because lanes have been added to the facility since the time it was declared to be exempt 1991.

Table 4.18-H (Baseline Roadway Levels of Service for Roadway Segments One Mile or Greater (Arterial Road Network)) is similar to Table 4.18-G and identifies non-State facilities where the daily traffic volumes indicate LOS E or F conditions. For purposes of readability, only the roadway segments that are one mile in length or greater are shown in Table 4.18-H. For a complete list of roadway segments with corresponding LOS refer to Appendix EIR-4.A. The daily traffic volumes are taken from the Riverside County Traffic Analysis Model (RIVTAM) validated base year model. Referencing Table 4.18-G and Table 4.18-H, many segments operate at LOS E or LOS F. The majority of the local, interstate, and state route facilities with LOS worse than LOS D are located in the western portion of Riverside County. In addition, most of the roadway segments that are at or over capacity are on the freeway system and other major arterials. Excluding the freeway system, approximately 32 miles of the Circulation Element roadways operate at LOS E (approximately 11 miles unincorporated and 20 miles incorporated) and approximately 97 miles operate at LOS F (approximately 28 miles unincorporated and 69 miles incorporated) under baseline conditions.

Table 4.18-H Baseline Roadway Levels of Service for Roadway Segments One Mile or Greater (Arterial Road Network)

Area Plan (or City)	Roadway Segment	Limits	Baseline Data			
			No. of Lanes	Miles	Daily Volume	Level of Service
Cities of Norco & Riverside	Alessandro Blvd	Trautwein Rd to Arlington Ave - Chicago Ave	4	2.21	44,200	F
Cities of Norco & Riverside	Alessandro Blvd	Trautwein Rd to Brown St	4	3.63	38,400	F
Cities of Norco & Riverside	Arlington Ave	Riverside Ave - SR-91 WB Onramp at Arlington Ave to Alessandro Blvd	4	2.07	38,700	F
Cities of Norco & Riverside	Chicago Ave	Alessandro Blvd to Central Ave	4	1.04	36,200	F
Cities of Norco & Riverside	Main St	Strong St to W Center St	4	1.28	36,300	F

**Table 4.18-H Baseline Roadway Levels of Service for Roadway Segments
One Mile or Greater (Arterial Road Network)**

Area Plan (or City)	Roadway Segment	Limits	Baseline Data			
			No. of Lanes	Miles	Daily Volume	Level of Service
Cities of Norco & Riverside	Van Buren Blvd	0.48 Mi. SE of A St to 0.11 Mi. N of SR-91 WB Ramps at Van Buren Blvd	4	2.69	40,300	F
Cities of Norco & Riverside	Van Buren Blvd	Cypress Ave - Jackson St to Jurupa Ave	4	1.28	50,500	F
Cities of Norco & Riverside	Van Buren Blvd	Wood Rd to Barton St	4	1.02	27,600	E
Jurupa	Armstrong Rd	Valley Way to 1.53 Mi. N of Sierra Ave	2	1.53	12,200	E
Jurupa	Limonite Ave	Wineville Ave to 0.1 Mi. E of Beach St	2	2.71	18,400	F
Temescal Canyon	W 6th St	Smith Ave to Merrill St	4	1.33	33800	F
Elsinore	Clinton Keith Rd	Salida Del Sol - Yamas Dr to 0.24 Mi. W of La Estrella St - Nutmeg St	2	1.39	13600	F
Elsinore	Lake St	Nicholas Rd to Temescal Canyon Rd	2	1.16	15600	F
Elsinore	Summerhill Dr	Railroad Canyon Rd to La Strada	2	2.13	13300	F
Lake Mathews / Woodcrest	Van Buren Blvd	0.48 Mi. SE of A St to Washington St	4	2.84	30100	F
Lake Mathews / Woodcrest	Van Buren Blvd	Washington St to 0.79 Mi. W of Wood Rd	4	1.58	31300	F
March	Van Buren Blvd	Orange Terrace Pkwy to I-215 SB Ramp at Van Buren Blvd	4	1.88	27600	E
Mead Valley	Goetz Rd	McLaughlin Rd to Ellis Ave	2	2.51	12400	E
Mead Valley	N Perris Blvd	E San Jacinto Ave to Placentia St	2	2.47	16100	F
Mead Valley	N Perris Blvd	Placentia St to Oleander Ave	2	2.48	18400	F
Southwest	Clinton Keith Rd	0.05 Mi. E of I-215 NB Ramps at Clinton Keith Rd to 0.49 Mi. E of Meadowlark Ln - Whitewood Rd	2	1.11	12400	E
Reche Canyon / Badlands	Gilman Springs Rd	2.89 Mi. SE of Bold Style Ave to 0.34 Mi. NW of Bold Style Ave	2	4.25	14600	F
Reche Canyon / Badlands	Heacock St	Cardinal Ave to Gentian Ave	2	1.5	12000	E
Reche Canyon / Badlands	Perris Blvd	Oleander Ave to Cactus Ave	2	3.49	17700	F
Reche Canyon / Badlands	Reche Canyon Rd	2.36 Mi. W of Reche Canyon Rd Cutoff to Reche Canyon Rd Cutoff	2	2.36	14900	F
Reche Canyon / Badlands	Reche Vista Dr	Perris Blvd to Reche Canyon Rd Cutoff	2	1.67	11700	E
Reche Canyon / Badlands	Redlands Blvd	Locust Ave to San Timoteo Canyon Rd	2	2.54	18600	F
Lakeview / Nuevo	10th St	Reservoir Ave to Lakeview Ave	2	3.31	14100	F
Lakeview / Nuevo	Ramona Expy/Mid County Pkwy	Mid County Pkwy WB Offramp at Ramona Expy to Mid County Pkwy WB Onramp at Town Center Blvd	2	1.98	11700	E
Harvest Valley / Winchester	Domenigoni Pkwy	1.14 Mi. E of Patterson Ave to Patterson Ave	4	1.65	28000	E
The Pass	San Timoteo Canyon Rd	0.23 Mi. NW of Live Oak Canyon Rd to Redlands Blvd	2	1.22	17900	F
San Jacinto Valley	N Sanderson Ave	Cottonwood Ave to SR-79 NB Ramps at Sanderson Ave	2	2.36	17600	F

**Table 4.18-H Baseline Roadway Levels of Service for Roadway Segments
One Mile or Greater (Arterial Road Network)**

Area Plan (or City)	Roadway Segment	Limits	Baseline Data			
			No. of Lanes	Miles	Daily Volume	Level of Service
San Jacinto Valley	SR-79/Ramona Expwy	0.35 Mi. SE of Byrd St to N State St	2	1.6	15200	F
Western Coachella Valley	52nd Ave	Madison St to Monroe St	2	1.01	17000	F
Western Coachella Valley	E Palm Cyn Dr	La Verne Way - S Sunrise Way to Golf Club Dr	4	2.56	27400	E
Western Coachella Valley	Monroe St	0.5 Mi. N of 62nd Ave to 0.5 Mi. N of 60th Ave	2	1.02	12600	E
Western Coachella Valley	N Indian Cyn Dr	18th Ave to Pierson Blvd	2	3.02	15100	F
Western Coachella Valley	N Indian Cyn Dr	N Sunrise Way to 18th Ave	2	3.25	18200	F
Western Coachella Valley	SR-111	Deep Canyon Rd to El Dorado Dr	4	1.5	39300	F
Western Coachella Valley	SR-111	El Dorado Dr to Washington St	4	2.6	42900	F
Western Coachella Valley	Washington St	SR-111 to 0.45 Mi. N of Fred Waring Dr	4	1.59	34300	F
Eastern Coachella Valley	Johnson St	60th Ave to 62nd Ave	2	1	12600	E

Source: RIVTAM validated base year model, 2007.

C. Park and Ride Facilities

Park and Ride facilities provide resources that encourage increased vehicle occupancy, which reduces the number of vehicles using roadways and highways in Riverside County. In western Riverside County, Park and Ride facilities are operated by Caltrans, the Riverside County Transportation Commission (RCTC), and private commercial developments. Park and Ride facilities that are operated by Caltrans typically are located within the right-of-way of state highways and are owned and maintained by Caltrans. As of 2009, there were nine Park and Ride facilities providing 1,024 spaces operated by Caltrans in western Riverside County. RCTC Park and Ride facilities are typically located on private parking lots under a one-year lease agreement and may include all spaces or just a designated portion of the spaces of the parking lot. RCTC ensures that the Park and Ride facilities that they lease are paved, well lit and maintained facilities that are within one mile of a state highway. As of 2009, there were twelve Park and Ride facilities providing 859 spaces operated by RCTC. Other private commercial developments, such as large malls along state routes, have been required to provide a portion of their parking lot for Park and Ride usage as a condition of approval for the development from the approving local jurisdiction. As of 2009, there were four privately operated Park and Ride facilities providing 320 spaces in western Riverside County. There were a total of 25 Park and Ride facilities providing 2,203 spaces in western Riverside County as of 2009. The locations of these Park and Ride facilities are shown on Figure 4.18.6 within Appendix EIR-4.E.

RCTC's website (<http://www.rctc.org/commuters/ie511>) provides commuters with the location of Park and Ride facilities in western Riverside County as well as other useful commuter information, such as real-time traffic conditions, bus and rail line information, and carpool lane locations. RCTC monitors the usage of the Park and Ride facilities that it leases once every quarter to actively evaluate the capacity and demand for their Park and Ride facilities. RCTC also monitors the usage of Caltrans and privately operated Park and Ride facilities once per year and provides this information to the Park and Ride operator if a contact is known. All of the above 2009 data was

provided by RCTC from their Park and Ride monitoring data. The demand for Park and Ride facilities is influenced by numerous economic factors, and it has shown an increase in demand during recent years as employees have experienced income reductions and increasing gas prices. Generally the demand for Park and Ride facilities is expected to increase as highway traffic continues to increase.

Currently, there are no Park and Ride locations established in the Coachella Valley area of Riverside County. Caltrans and other agencies involved in traffic management for the desert region have not detected traffic patterns that indicate that there is sufficient demand to warrant the creation of Park and Ride facilities in the Coachella Valley at this time. Caltrans conducts annual monitoring of traffic patterns in the desert region and will consider creating Park and Ride facilities for that region if sufficient demand develops.

D. Existing Public Transit Systems

Fixed-route transit services and demand response (dial-a-ride) transit services are provided by the Riverside Transit Agency (RTA) in the western portion of Riverside County and by the SunLine Transit Agency (SunLine) in the Coachella Valley. The most recent information available as of December 2010 is used to describe the base conditions for RTA. RTA operates 36 fixed bus routes, eight commuter bus routes, and demand responsive services within a 2,500-square mile area of western Riverside County. RTA's fixed routes have been designed to establish transportation connections between all the cities and unincorporated communities in western Riverside County and to make commuter connections with transit services in neighboring counties. RTA participates with OmniTrans in San Bernardino County to provide express bus service between downtown Riverside and downtown San Bernardino, connecting with express service to Ontario. RTA also coordinates with OCTA in Orange County and Metrolink to provide connecting service, and operates service between Murrieta/Temecula and the Oceanside Transit Center in San Diego County. As of December 2010, RTA operates 97 full-size compressed natural gas (CNG) buses, 97 dial-a-ride vans, 74 fixed-route vans, and ten trolleys. In Fiscal Year 2010, approximately 7.9 million passengers boarded vehicles operated by RTA. An average of 26,535 passengers boarded RTA vehicles on weekdays, and an average of 10,764 passengers on weekend days. All RTA vehicles are wheelchair accessible, and all full-size buses are equipped with bike racks.

SunLine provides public transit services for the Coachella Valley area, covering approximately 1,120 square miles and home for about 435,000 residents. As of September 2010 (most recent data at the time of EIR preparation), SunLine operates 13 fixed routes, with 524 stop locations, serving about 3.6 million passengers annually.

The agency also operates the SunDial System, which provides curb-to-curb demand responsive (dial-a-ride) service for members of the community requiring such assistance. As of December 2010 (most recent data at the time of EIR preparation), SunLine has a fleet of 125 vehicles, including buses and SunDial vans. In 2010 SunLine received an award from the U.S. Environmental Protection Agency (US EPA) for its leadership in using buses with clean air technology.

In addition to fixed route and demand-responsive services provided by RTA and SunLine, specialized public transportation services are also available through services operated by four municipal operators - the City of Riverside, City of Corona, City of Banning, and City of Beaumont. Additionally, RCTC supports a number of specialized transportation programs including shared ride and vanpool services, social service dial-a-ride, and specialized services for seniors and persons with disabilities.

Greyhound Bus Lines provides private transportation services that link the principal population centers of the County of Riverside with other regions. This includes east-west service connecting Blythe, Indio, Palm Springs, Banning/Beaumont and Riverside (via San Bernardino). The service continues westward to downtown Los

Angeles and intermediate stops. North-south service connects Riverside with Temecula, continuing southward to San Diego.

RTA, SunLine, OmniTrans in San Bernardino County, the Orange County Transportation Authority (OCTA), and each of the city transit service providers coordinate their respective schedules and transfer stops to provide for an enhanced level of transit service. RTA's main terminal in Riverside is located between University Avenue and Mission Inn Avenue, one block west of Market Avenue. RTA also provides connections to selected Metrolink stations for both inbound and outbound trains. Existing bus routes are shown in Figure 4.18.7 of Appendix EIR-4.E.

E. Existing Waterways / Waterborne Travel

Unlike other parts of the United States, Riverside County does not have navigable waterways providing for significant transport of people and goods between destinations. Water travel is limited to recreational uses in designated regional and local recreational areas.

F. Existing Passenger Rail

Two types of rail passenger services are available in Riverside County: Intercity service provided by AMTRAK and commuter rail service operated by Metrolink.

Along rail routes between the West Coast and points east, AMTRAK serves Riverside County at two train stations plus several locations where AMTRAK provides bus links to train stations. In the Coachella Valley, the Palm Springs AMTRAK station provides access to AMTRAK's Texas Eagle and Sunset Limited Services, which provide connections to points west including Los Angeles and to points east including Tucson, Arizona and El Paso, Texas. The downtown Riverside Metrolink/AMTRAK station serves the western portion of Riverside County as a stop along AMTRAK's Southwest Chief Service. The Southwest Chief provides connections to Los Angeles and points east including Flagstaff, Albuquerque, St. Louis and Chicago.

Three Metrolink commuter rail lines serve western Riverside County and provide connections to destinations in Los Angeles, Orange, San Bernardino and Ventura Counties. The Riverside Line is operated between the downtown Riverside station and Union Station in Los Angeles, via Ontario and Pomona. En route, trains stop at the Pedley station along with others in San Bernardino and Los Angeles Counties. The 91 Line is also operated between downtown Riverside and Union Station, via Fullerton and Norwalk, with stops at Riverside-La Sierra, Corona-North Main, and West Corona, along with others in Orange and Los Angeles Counties. The Inland Empire Line is operated between San Bernardino and Oceanside in San Diego County, via Riverside, and Irvine. En route, trains stop at Riverside-La Sierra, Corona-North Main, and West Corona, along with others in Orange County. Service is available seven days a week. As of December 2010 (most recent data at the time of EIR preparation), five commuter rail stations serve Riverside County: Riverside-Downtown, Pedley, Riverside-La Sierra, Corona – North Main and West Corona. Existing passenger rail routes are presented on Figure 4.18.8 in the Appendix EIR-4.E.

G. Aviation Services

There are approximately 60 airports in the Southern California region. The majority of passenger air traffic is handled by seven commercial airports in Southern California: Los Angeles International, San Diego International, Ontario International, Palm Springs International, John Wayne/Orange County, Bob Hope/Burbank and Long

Beach Airport. Palm Springs International Airport, located within the City of Palm Springs, is the only airport within Riverside County providing passenger air service; however, Ontario International Airport in San Bernardino County is located close to the northwesterly boundary of Riverside County and provides a convenient travel option for residents of western Riverside County. The County of Riverside owns and operates five public use general aviation airports: French Valley, Hemet-Ryan, Jacqueline Cochran Regional, Chiriaco Summit and Blythe. Four of these airports are located in unincorporated Riverside County; Hemet-Ryan Airport is located within the City of Hemet. Bermuda Dunes Executive Airport, a privately-owned public-use general aviation airport, is located in the unincorporated community of Bermuda Dunes in the Coachella Valley. Four additional public use general aviation airports (not under County of Riverside ownership or management) are located in Riverside County cities: Banning Municipal, Corona Municipal, Palm Springs International, and Riverside Municipal. There are also two privately-owned public-use airports in the cities of Jurupa Valley and Perris: Flabob and Perris Valley. The March Joint Air Reserve Base/Inland Port Airport is located in Riverside County along Interstate 215 northerly of the City of Perris. This is a joint use facility. In addition to its military functions, the facility is permitted to accommodate up to 21,000 civilian airport operations per year. This airport has provided regional air cargo service in the recent past and may be expected to do so in the future. Additionally, development of general aviation facilities at this airport is envisioned in the near future.

The Riverside County Airport Land Use Commission (RCALUC) adopts and implements Airport Land Use Compatibility Plans (ALUCPs) establishing criteria for acceptable land uses in the vicinity of airports (known as Airport Influence Areas) that are intended to protect and promote the safety and welfare of the residents of the airport vicinity and users of the airports while ensuring the continued operation of the airports. The RCALUC is composed of appointees that represent the Riverside County Board of Supervisors; cities in the County of Riverside, as elected by a City Selection Committee; airport managers, and the public within the vicinity of the airports. State law (Public Utilities Code) provides that local agencies such as cities and counties with land within Airport Influence Areas must submit their General Plans to ALUCs for a determination as to whether the General Plan is consistent with applicable adopted ALUCPs. If the General Plan is determined to be consistent, only certain types of projects or cases (general plan amendments, ordinance amendments, specific plans and specific plan amendments) are required to subsequently be submitted to the ALUC for consistency determinations. However, if the General Plan has not been determined to be consistent with the applicable ALUCP, all proposed land uses within that Airport Influence Area must be submitted to the RCALUC for review and a determination of consistency or inconsistency with the applicable ALUCP. A determination of consistency may be subject to conditions of approval recommended by RCALUC for application to the project by the local agency.

The March Joint Powers Authority (March JPA) is the federally-designated reuse authority for the March Joint Air Reserve Base/Inland Port Airport. Within its boundaries, land use authority has been transferred from the County of Riverside to the March JPA.

All airports operating within Riverside County are subject to oversight by the Federal Aviation Administration (FAA) and the Division of Aeronautics of the California Department of Transportation. The five Riverside County-owned public airports are operated by the Riverside County Economic Development Agency. The four city-owned airports are operated by departments of the respective cities in which they are located. The three privately-owned public use airports are operated by private commercial owners. The March Inland Port Airport Authority is responsible for development and operation of the March Inland Port Airport as a governing body under the governing umbrella of the March Joint Powers Authority. Existing airport locations are presented on Figure 4.18.10 in Appendix EIR-4.E.

H. Existing Goods Movement

1. Truck Travel

The 2010 *Highway Capacity Manual* defines a truck as a heavy vehicle engaged primarily in the transport of goods and materials or in the delivery of services other than public transportation. The HCM also defines a heavy vehicle as a vehicle with more than four wheels touching the pavement during normal operation. Primary generators of truck traffic in Riverside County are agricultural and industrial uses. Since agriculture is transitioning to an urban land use pattern in many portions of Riverside County, overall truck traffic volume generated by agricultural uses is expected to decline in the future. However, relocation and replacement of individual agricultural processing plants and other new industries can significantly alter both regional and localized patterns and concentrations of truck traffic in cities and established communities in the County of Riverside. As healthy industrial growth is expected within Riverside County, the scale of industrial-related truck traffic will continue to increase. Overall, truck trips are expected to increase as the County of Riverside approaches build out. Currently, trucks comprise at least 15% of the daily traffic volume on some of the primary goods movement corridors in Riverside County: I-15 from Temecula to Ontario, SR-60 westward from I-215 and I-10 in the Coachella Valley and San Geronio Pass areas.

Because of the operational characteristics of trucks, their net effect on traffic flow is two to three times that of an equivalent number of passenger cars on level terrain, and could be considerably more than that on long upgrades, such as I-215/SR-60 eastbound in the Box Springs (Riverside) area and I-10 westbound west of Palm Springs. Traffic engineers describe the effect of trucks in terms of passenger car equivalents or PCEs. Thus, a roadway with 15% of the traffic as trucks could be regarded as having 30 to 45% of its capacity consumed by trucks in terms of PCEs. In most cases, the truck percentage in the peak commuting periods is lower (usually no more than 4 to 6%), as the passenger car volume is higher and some trucks tend to avoid those hours because of the slower speeds. Table 4.18-I (Daily Truck Volumes on Freeways in Riverside County (Bi-Directional)) lists the daily truck volumes for selected facilities and locations in Riverside County. Appendix EIR-4.C presents truck traffic volumes on all state facilities in Riverside County.

Table 4.18- I Daily Truck Volumes on Freeways in Riverside County (Bi-Directional)

Location	Daily Truck Volume
I-10, Junction Route 111	13,800
I-10, Banning	12,300
SR-60, East of Moreno Valley	5,800
SR-60, East of I-15	19,100
I-15, at SR-79	15,100
I-15 at SR-60	39,100
SR-91 at Main St	23,200
SR-91 at 14th St	8,600
I-215, Perris	7,500
I-215/SR-60, Spruce St	13,000

Source: Caltrans, 2009 Annual Average Daily Truck Traffic on the California Highway System, 2010.

2. Rail Freight

The Union Pacific (UP) and the Burlington Northern Santa Fe (BNSF) Railroads provide freight service in Riverside County, connecting the County of Riverside with major markets in California and the nation. Freight terminals and service to specific industries are located throughout Riverside County. The Southern California Association of Governments (SCAG) Regional Transportation Plan estimates train volume on the UP line

between Colton and Indio to be 26 daily. An estimated 28 to 50 daily trains move on the Riverside-to-Atwood portion of the BNSF line.

It is likely that the predominant mode for freight movements in the County of Riverside will continue to be by truck in the foreseeable future. This is certainly the trend expected for raw agricultural commodities moving to packing and processing facilities. For long-distance trips (i.e., outside the 800-mile threshold), SCAG has estimated that trains will carry approximately 50% of the freight into the region, by tonnage.

4.18.3 Regulations and Programs for Transportation and Circulation

A. Federal Regulations

Federal rules and regulations govern many facets of the County's transportation and circulation system, including: transportation planning and programming; funding; design, construction and operation of facilities; and others. The County of Riverside complies with all applicable rules and regulations of the Federal Highway Administration (FHWA), the Urban Mass Transportation Administration, the Federal Railroad Administration, the Federal Aviation Administration and other federal agencies. In addition, the County of Riverside coordinates with federal resource agencies, where needed, in the environmental clearance process for transportation facilities.

B. State Regulations

As it complies with federal rules and regulations, the County of Riverside also complies with applicable State of California rules and regulations and coordinates with state resource agencies.

1. Complete Streets Act (AB 1358)

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 required circulation elements to address the transportation system from a multi-modal perspective. The bill states that streets, roads and highways must "meet the needs of all users...in a manner suitable to the rural, suburban, or urban context of the general plan." Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate – including walking, biking, car travel, and transit.

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors and the disabled. For further clarity, AB 1358 tasks the Governor's Office of Planning and Research to release guidelines for compliance with this legislation by January 1, 2014.

2. Global Warming Solutions Act (Assembly Bill 32)

With the passage of the Global Warming Solution Act of 2006, the State of California committed itself to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resource Board (ARB), which is coordinating the response to comply with AB 32, is currently on schedule to meet this deadline.

In 2007, ARB adopted a list of early action programs that could be put in place by January 1, 2010. In 2008, ARB defined its 1990 baseline level of emissions, and by 2011 it completed its major rule making for reducing GHG

emissions. Rules on emissions, as well as market-based mechanisms like the proposed cap and trade program, came into effect January 1, 2012. The cap and trade program controls pollution by a governing agency selling permits on the amount of pollutants a firm can emit. A firm's pollutants cannot exceed the limit. Firms requiring the need to increase their emissions must purchase permits from other firms requiring fewer permits.

3. Sustainable Communities and Climate Protection Act (Senate Bill 375)

On December 11, 2008, the ARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are five major components to SB 375. First, SB 375 will address regional GHG emission targets. ARB's Regional Targets Advisory Committee will guide the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the State of California. These targets, which MPOs may propose themselves, will be updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs will be required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Residential or mixed-use projects qualify if they conform to the SCS. Transit oriented developments (TODs) also qualify if they: 1) are at least 50% residential; 2) meet density requirements; and, 3) are within one-half mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emission modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC). Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

4. State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program for transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal to the CTC by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Program (ITIP) and regional agencies prepare the Regional Transportation

Improvement Plans (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years).

C. Regional Regulations

1. SCAG 2012 Regional Transportation Plan/Sustainable Communities Strategy

The Regional Transportation Plan (RTP) is developed, maintained, and updated by SCAG, Southern California's state-designated MPO. SCAG encompasses six Southern California counties: Los Angeles, Orange, Riverside, San Bernardino, Ventura and Imperial, as well as the cities within these counties. On April 4, 2012, SCAG's Regional Council adopted the 2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future with the primary goal of increasing mobility for the region's residents and visitors, while also emphasizing sustainability and integrated planning. The vision of the RTP/SCS encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability.

The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. As such, the 2012–2035 RTP/SCS contains a regional commitment for the broad deployment of zero- and near-zero emission transportation technologies in the 2023–2035 time frame and clear steps to move toward this objective. The RTP/SCS provides a blueprint for improving quality of life for the region's residents by providing more choices for where they will live, work and play, and how they will move around.

The RTP/SCS contains a host of improvements to the region's multimodal transportation system. These improvements include closures of critical gaps in the network that hinder access to certain parts of the region, as well as the strategic expansion of the transportation system where there is room to grow, in order to provide the region with the mobility it needs. The RTP/SCS also contains a financial plan that identifies how much money is available to support the region's transportation investments. The plan includes a core revenue forecast of existing local, state and federal sources along with funding sources that are reasonably available over the time horizon of the RTP/SCS.

In addition to numerous roadway improvements identified in Riverside County, Metrolink commuter rail service is planned to be extended by the construction of the Perris Valley Line (PVL). PVL is a 24-mile extension that will connect the Downtown Riverside Metrolink Station with a new South Perris station. Additionally, there will be three other new stations located at Hunter Park Area, Moreno Valley/March Field and Perris. The Environmental Impact Report for the PVL, which will extend service to Perris, was certified by the RCTC on July 25, 2011. The earliest that construction is anticipated to start is 2014. Long-term plans call for an extension of the Riverside Transit Corridor, in accordance with performance standards, along the San Jacinto branch line to the cities of Hemet and San Jacinto.

Within the RTP, the SCS demonstrates the region's ability to attain and exceed the GHG emission-reduction targets set forth by the ARB. The SCS outlines a plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that

emphasizes system preservation, active transportation and transportation demand management measures. Finally, the RTP/SCS fully integrates the two subregional SCSs prepared by the Gateway Cities and Orange County Council of Governments.

2. *Western Riverside County Association of Governments Transportation Uniform Mitigation Fee*

Implemented in 2003, the Transportation Uniform Mitigation Fee (TUMF) is the largest multi-jurisdictional fee program in the nation. Under the TUMF, western Riverside County is divided into five zones. The TUMF is structured so that 48.7% of funds generated in each zone go back to that zone to be programmed for projects. Another 48.7% is allocated to regional inter-zone projects programmed by RCTC, and 2.6% is allocated for regional transit projects programmed by the Riverside Transit Agency.

3. *Coachella Valley Association of Governments TUMF*

A regional fee program for the Coachella Valley Association of Governments (CVAG), first implemented in 1989, has been periodically updated since then. This fee program collects funds from development projects and funds local and regional improvements throughout the Coachella Valley.

4. *Riverside County Congestion Management Program*

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California, including Riverside, to prepare a Congestion Management Plan (CMP). The CMP, which was prepared by RCTC in consultation with the County of Riverside and its cities, is an effort to align land use, transportation and air quality management efforts, to promote reasonable growth management programs that effectively use statewide transportation funds, while ensuring that new development pays its fair share of needed transportation improvements.

The focus of the CMP is the development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by RCTC to evaluate the condition of the Congestion Management System (CMS) as well as meet other monitoring requirements at the state and federal levels. Per the adopted Level of Service target of “E,” when a CMS segment falls to “F,” a deficiency plan is required. Preparation of a deficiency plan will be the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency will also be required to coordinate with the development of the plan. The plan must contain mitigation measures, including Transportation Demand Management (TDM) strategies and transit alternatives and a schedule of mitigating the deficiency. To ensure that the CMS is appropriately monitored to reduce the occurrence of CMP deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic impacts on the CMS.

D. *County Regulations*

Ordinances specifically applicable to the circulation system are presented below.

Ordinance No. 413 – Vehicle Parking: Ordinance No. 413 establishes regulations to vehicle parking on Riverside County roadways.

Ordinance No. 452 – Speed Limits: Ordinance No. 452 pertains to prima facie speed limits on Riverside County roadways and establishes or amends prima facie speed limits on certain Riverside County roads.

Ordinance No. 460 – Subdivision of Land: Ordinance No. 460, in conjunction with the Subdivision Map Act, establishes regulations for the division of land and describes procedures. The ordinance also includes the provisions for the establishment of Road and Bridge Benefit Districts and associated fees.

Ordinance No. 461 – Road Improvement Standards and Specifications: Ordinance No. 461 adopts Road Improvement Standards and Specifications.

Ordinance No. 499 – Encroachments in County Highways: Ordinance No. 499, subject to the control of the Board of Supervisors, delegates to the Riverside County Transportation Director the administration of the use of county highways, including county roads, for excavations and encroachments; construction, operation and maintenance of utility facilities; planting, maintenance and removal of trees; and the issuance, modification, and revocation of permits for such uses.

Ordinance No. 659 – Development Mitigation Fee for Residential Development (DIF Program): Ordinance No. 659 establishes a development impact fee (DIF) for the development of infrastructure, including County roadways and the installation of traffic signals.

Ordinance No. 671 – Consolidated Fees for Land Use and Related Functions: Ordinance No. 671 establishes a consolidated fee program for land use and related functions. This is a deposit-based fee (DBF) program and provides for unused fees to be refunded to the applicant.

Ordinance No. 673 – Establishing a Transportation Uniform Mitigation Fee (TUMF Program): Ordinance No. 673 establishes a TUMF program for the Coachella Valley. The fees are collected by the County of Riverside and administered by CVAG to make roadway improvements in the Coachella Valley. TUMF funds are intended for use solely for the engineering, construction, and right-of-way acquisition for regional facilities. TUMF funds may not be used to defray operational and maintenance expenses. Regional facilities are designated by CVAG and updated periodically. They include streets, arterials and road improvements as defined in the ordinance. CVAG prioritizes projects annually based on established prioritization criteria.

Ordinance No. 748 – Mitigation of Traffic Congestion Through Signalization: Ordinance No. 748 establishes a fee program for the installation of traffic signals based on a priority list. The fee would also have a component for the installation of traffic signal interconnect, and a component for the application of intelligent transportation systems technologies.

Ordinance No. 824 – Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program: Ordinance No. 824 establishes a TUMF program for the western portion of Riverside County. The fees are collected by the County of Riverside and administered by the Western Riverside Association of Governments (WRCOG) to make roadway improvements in the WRCOG area. TUMF funds are intended for use solely for the engineering, construction and right-of-way acquisition for regional facilities. TUMF funds may not be used to defray operational and maintenance expenses. Facilities eligible for TUMF are designated by WRCOG and updated periodically. They include streets, arterials and road improvements as defined in the ordinance.

Ordinance No. 859 – Establishing Water-Efficient Landscaping Requirements: Ordinance No. 859 establishes water-efficient landscape requirements.

The Riverside County ordinances cited above and all other Riverside County ordinances are available for viewing on the Riverside County Clerk of the Board website.

E. Proposed New or Revised County General Plan Policies

Several changes are proposed to the current General Plan Policies in regards to transportation and circulation. Many of the changes are purely editorial in nature, reworded to better reflect the intent and purpose of the policy. Some have been revised to reflect changes in terminology as proposed to other elements of the General Plan. Others have been revised due to changes in state or federal rules and regulations. This section details 104 changes and additions to transportation and circulation policies of the General Plan. Most of these changes are not substantive in nature. There are, however, seven policy changes that are significant and warrant further explanation.

1. Significant Policy Changes

Policy C 2.1: This revision in policy changes the countywide target level of service from C to D. At present, LOS D may be allowed in Community Development areas, and in Community Centers promoting transit-oriented development (TOD) and walkable communities where LOS E may be allowed. These areas represent the more urbanized areas of the unincorporated County of Riverside. This change in policy would expand where LOS D is deemed to be acceptable. This change in policy is being proposed to bring Riverside County in line with other surrounding jurisdictions and the incorporated cities within Riverside County, and is in keeping with generally accepted engineering practices within the transportation profession. This change in policy does not in and of itself have any effect on traffic volumes or LOS, but it does alter Riverside County's response to increased traffic and congestion. The likely result will be narrower improvement widths in order to mitigate traffic impacts due to the lower threshold of significance. This will provide cost saving not only in terms of construction costs, but also in ongoing maintenance costs. The reduction in improvement width will also serve to support Riverside County's policy of supporting alternative modes of transportation such as bicycle and pedestrian travel by providing a more favorable environment for these activities. It will also serve to make the use of public transit a more attractive option as well. The detailed language for this policy change is presented in Section 2, Circulation Policy Amendments.

Policy C 2.8: This is a new policy which states an existing practice of the Riverside County Transportation Department, which is to maintain a LOS threshold table and to periodically update that table. This table is used to determine LOS at a macro level based on forecast link traffic volumes. The methodology used to develop these figures is constantly evolving as new data and research becomes available. Thus, it is important that the Department have the ability to update these figures based upon the latest facts, without need for a General Plan Amendment or other legislative action. The result will be to verify that the most up-to-date information is available to aide in the decision making process relative to traffic and circulation issues. The latest update of this table is presented in the proposed General Plan (GPA No. 960), Figure C- 3 (Segment/Volume Capacity/Level of Service for Riverside County Roadways). The detailed language for this policy change is presented in Section 2, Circulation Policy Amendments.

Policy C 3.3: This policy revision is proposed to clarify how to transition from one roadway classification standard to another, and how the lane geometrics and right of way required to make those transitions are to be handled. The result may be minor additional improvement width and right-of-way in order to accommodate these transition standards. The detailed language for this policy change is presented in Section 2, Circulation Policy Amendments.

Policy C 7.6: The current policy supports the development of an internal East-West CETAP Corridor with a new Orange County CETAP connection. The CETAP Corridor project falls under the authority of the RCTC. The RCTC has placed planning efforts for this future facility on hold and is currently exploring a wide variety of highway and transit options in order to increase capacity to accommodate the travel demand between Riverside and Orange County. It is also proposed that this corridor be removed from the Circulation Element, Figure C-1 of the proposed General Plan (GPA No. 960). The policy as revised continues to support major capacity enhancements to SR-91.

Policy C 9.2: This is a revision to an existing policy generally supporting the efforts of transit operators to increase transit usage. The revised policy specifically mentions support for efforts to expand and enhance Metro-link services, as well as the implementation of bus rapid Transit (BRT) services, and to make other express and local bus service improvements. The detailed language for this policy change is presented in Section 2, Circulation Policy Amendments.

Policy C 11.6: This policy to encourage transit-only lanes on freeways and to consider the development of preferential/priority treatment measures to expedite bus movements is deleted in its entirety. Instead, Policy C 9.2, as discussed above, specifically promotes the implementation of BRT services and other transit improvements which accomplishes the same objective.

Policy C 21.8: This policy which advocates the installation of one way streets and reversible lanes is deleted in its entirety. This is not an option which the Transportation Department wishes to endorse on a countywide level, however, such strategies could still be considered on a case-by-case basis.

2. Circulation Policy Amendments

The following section provides detailed mark-ups of the changes for each of the policies being modified. Only those policies that are being revised, removed or new policies added are shown. All other transportation and circulation policies are to remain in effect.

Policy C 1.3: Support the development of transit connections *between Riverside County and regional activity centers in other counties as well as transit connections* that link the community centers located throughout the county and as identified in the Land Use Element and in the individual ~~area plans~~ *Area Plans*.

Policy C 1.6: Cooperate with *and where appropriate lead* local, regional, state, and federal agencies to establish an efficient circulation system.

NEW Policy C 1.8: *Ensure that all development applications comply with the California Complete Streets Act of 2008 as set forth in California Government Code Sections 65040.2 and 65302.*

Policy C 2.1: Maintain the following countywide target Levels of Service: LOS ~~CD~~ along all ~~County maintained~~ roads *designated in the Circulation Element* and ~~conventional along~~ state highways, ~~As an exception, LOS D may be allowed in Community Development areas, only~~ at intersections along all County-maintained roads and along ~~of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways,~~ conventional state highways, *and at or* freeway ramp intersections.

LOS E may be allowed *by the Board of Supervisors within designated areas where community centers to the extent that it would support* transit-oriented development and walkable communities *are proposed and on roadways where the addition of travel lanes would have a significant adverse impact on environmental and cultural resources such as habitat, wetlands,*

Multiple Species Habitat Conservation Plan (MSHCP) preserves, wildlife movement, stands of mature trees, historic landmarks, or archaeological sites.

Other levels of service may be allowed by the Board of Supervisors for a plan, program or project for which an environmental impact report, or equivalent, has been completed, based on the Board's policy decision about the balancing of congestion management considerations in relation to the benefits, impacts and costs of future plans, programs and projects.

Policy C 2.2: *Require that new development prepare a traffic impact analysis as warranted by the Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation ~~and~~. Apply level of service ~~standards-targets~~ to new development ~~via a program establishing per the Riverside County traffic study guidelines~~ *Traffic Impact Analysis Preparation Guidelines* to evaluate traffic impacts and identify appropriate mitigation measures for new development.*

Policy C 2.3: *Traffic studies prepared for development entitlements (tracts, ~~plot plans~~, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the ~~A~~ "significance" of such impacts in compliance with CEQA ~~and Riverside County Congestion Management Program requirements~~.*

Policy C 2.4: *The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service ~~standards-targets~~.*

Policy C 2.6: *Accelerate the construction of transportation infrastructure in the Highway 79 ~~corridor between Temecula, Hemet, San Jacinto, and Banning Policy Area (Figure C-2)~~. The County of Riverside shall require that all new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County of Riverside shall coordinate with cities ~~adjacent to the policy area in the Highway 79 corridor~~ to accelerate the usable revenue flow of existing funding programs, thus ~~assuring that expediting the development of the~~ transportation infrastructure ~~is in place when needed~~.*

Policy C 2.7: *~~Establish-Maintain~~ a program to reduce overall trip generation in the Highway 79 Policy Area ([General Plan] Figure C-2) by creating a trip cap on residential development within this policy area which would result in a net reduction in overall trip generation of 70,000 vehicle trip per day from that which would be anticipated from the General Plan Land Use designations as currently recommended. The policy would generally require all new residential developments proposals within the Highway 79 Policy Area to reduce trip generation proportionally, and require that residential projects demonstrate adequate transportation infrastructure capacity to accommodate the added growth.*

NEW Policy C 2.8: *To ensure that Riverside County's traffic volume range breaks for the various facility types used to determine LOS (Figure C-3) stay current, review and update the thresholds periodically.*

Policy C 3.1: *Design, construct, and maintain Riverside County roadways as specified in the Riverside County Road Improvement Standards and Specifications. ~~The standards shown in [General Plan] Figure C-4 may be modified by Specific Plans, Community Guidelines, or as approved by the Director of Transportation if alternative roadway standards are desirable to improved sustainability for the area.~~*

Policy C 3.3: *Implement design guidelines that identify intersection improvements consistent with the ~~following~~ lane geometrics ~~in [General Plan] Table C-2 unless additional lanes are needed to maintain consistency with Policy 2.2, in the Circulation Element.~~ Where roadway classifications change on a continuous alignment, the standards of the higher classification will normally be transitioned on a portion of the roadway that has the lower classification, particularly where the change*

takes place at roadway intersections. This may result in additional right of way or lanes being required above the standards shown in [General Plan] Figure C-4 for the segment with the lower classification to accommodate the transition.

Policy C 3.4: Allow roundabouts or other innovative design solutions *such as triple left turn lanes, continuous flow intersections, or other capacity improvements*, when a thorough traffic impact assessment has been conducted demonstrating that such an intersection design alternative would manage traffic flow, and improve safety, if it is physically and economically feasible.

Policy C 3.6: Require private developers to be primarily responsible for the improvement of streets and highways ~~service that serve as~~ access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.

Policy C 3.14: Design curves and grades to permit safe movement of vehicular traffic at the road's design speed. Design speed should be consistent with and complement the character of the adjacent area.

Policy C 3.15: Provide adequate sight distances for safe vehicular movement at a road's design speed and at all intersections.

Policy C 3.17: Ensure dedications are made, where necessary, for additional rights-of-way or easements outside the road rights-of-way ~~that are~~ needed to establish slope stability, *or* drainage and *related* structures. These dedications shall be made by land dividers or developers to the responsible agency during the land division and land use review process.

Policy C 3.24: Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, *secondary access*, and other factors as determined by the Transportation Department in consultation with the Fire Department and other emergency service providers.

Policy C 4.3: Assure *and facilitate* pedestrian access from developments to existing and future transit routes and terminal facilities through project design.

Policy C 4.7: *Make reasonable accommodation for* ~~Encourage~~ safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.

~~**Policy C 4.8:** Encourage, where feasible, the construction of overpasses or undercrossings where trails intersect arterials, urban arterials, expressways, or freeways.~~ [Relocated to policy C 15.6]

Policy C 4.8 (Previously C 4.9): Coordinate with all transit operators to ensure that *ADA compliant* pedestrian facilities are provided along and/or near all transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for pedestrian facility *is may* not *be* otherwise warranted.

Policy C 4.9 (Previously C 4.10): Review all existing roadways without pedestrian facilities when they are considered for improvements ~~(whether maintenance or upgrade)~~ to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities.

Policy C 6.3: Limit access points and intersections of streets and highways based upon the road's General Plan classification and function. *Require that access points must be located a sufficient distance away from major intersections to allow for safe, efficient operation located so that they comply with Riverside County's minimum intersection spacing standards. Under special circumstances the Transportation Department may consider exceptions to this requirement.*

Policy C 6.6: Consider access implications associated with adjacent development and circulation plans, and Promote efficient and safe access ~~improvements on for~~ airport facilities.

Policy C 7.1: Work with incorporated cities to mitigate the cumulative impacts of incorporated and unincorporated development on the countywide transportation system.

Policy C 7.3: Incorporate the Regional Transportation Plan *of the Southern California Association of Governments (SCAG) and* the Riverside County Congestion Management Program, ~~and the Riverside County Short and Long-Range Transit Plans~~ into the Circulation Element, and, ~~encourage with~~ the active participation of Caltrans, ~~in working work to expedite~~ the design *and implementation* of state highway capital improvement projects.

Policy C 7.6: Support ~~the development of a new internal East West CETAP Corridor in conjunction with a new Orange County CETAP connection. Such corridor(s) would be constructed simultaneously to avoid further congestion on the I-15 Freeway. Or, in the alternative, the East West Corridor would be constructed simultaneously with~~ major capacity enhancements on the State Route 91, between ~~Pierce St~~ *the counties of Riverside and the Orange County line, and the capacity improvement of the 15 (north) to westbound 91 overpass.*

Policy C 7.7: Support the analysis of the feasibility of ~~a developing~~ Pigeon Pass Road *and Reche Canyon Road as four-lane facilities to link the Moreno Valley area and San Bernardino County. extension as part of the Moreno Valley to San Bernardino County CETAP Corridor.*

Policy C 7.8: Collaborate with all incorporated cities and all adjacent counties to implement and integrate right-of-way requirements and improvement standards for General Plan roads that cross jurisdictional boundaries. Detailed procedures have been developed and include the following:

- a. For development under ~~the Riverside~~ County jurisdiction but within the sphere of influence (SOI) of a city having roadway standards different from ~~the Riverside~~ County, city and ~~Riverside~~ County staff will cooperate and agree on a reasonable choice of design standards for the particular circumstances involved, and negotiate logical transitions from city to ~~Riverside~~ County standards.
- b. In general, for such development under ~~Riverside~~ County jurisdiction but within the SOI of an incorporated jurisdiction, city standards should apply if the staffs concur that annexation to the City will logically occur in the short to intermediate range future. Where annexation seems doubtful into the long term future, ~~Riverside~~ County standards should apply.
- c. Transition areas at meeting points of roadways designed to differing city and ~~Riverside~~ County standards or differing functional classifications should be individually designed to facilitate satisfactory operational and safety performance. Further, ~~Riverside the~~ County should update the road standards to reflect the intent of this policy and standards agreed upon by the County *of Riverside* and other local agencies.

Policy C 7.9: Review development applications in cooperation with RCTC and as appropriate, to identify the precise location of CETAP corridors and act to preserve such areas from any permanent encroachments, pending dedication or acquisition. *Coordinate with RCTC to evaluate and update the CETAP corridors periodically as conditions warrant.*

Policy C 8.3: Use annexations, ~~re~~development agreements, revenue-sharing agreements, tax allocation agreements and the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts.

Policy C 8.4: Prepare a multi-year Transportation Improvement Program (TIP) that establishes improvement priorities and scheduling for transportation project construction over a period of ~~5 to 7~~ *two or more* years. The TIP will be reviewed and updated annually.

Policy C 8.7: Review and update the County *of Riverside* Road and Bridge Benefit District fee structure ~~for and~~ development impact fees ~~annually~~ *periodically* to ensure that capacity expansion projects are developed and constructed in a timely manner.

Policy C 8.8: Seek all available means to finance improvements, including state and federal grants, to ~~ensure that a non-motorized system is implemented~~ *offset the local cost of system improvements where appropriate.*

Policy C 9.1: Support all operator efforts to maximize revenue sources for short and long range transit needs that utilize all funding mechanisms available including federal grants, state enabling legislation, and farebox revenue. This can be accomplished through the Riverside County Transportation Commission (RCTC) and development of the Short and Long Range Transit Plans *by the Riverside Transit Agency (RTA) and SunLine Transit.*

Policy C 9.2: Support *the expansion and enhancement of Metrolink service and* transit operators' programs to ~~foster~~ *increase* transit usage *to implement bus rapid transit (BRT) services, and to make other express and local bus service improvements.*

Policy C 11.1: *Where appropriate,* ~~Re~~reserve right-of-way to accommodate ~~for~~ designated transit service.

~~**Policy C 11.6:** Encourage the designation of exclusive transit only lanes on freeways. Where appropriate, consider the development of preferential/priority treatment measures to expedite bus movements.~~

Policy C 11.6 (Previously C 11.7): Promote development of transit centers and park-n-rides for use by all transit operators, including development of multi-modal facilities.

Policy C 12.2: Support the development of high-speed transit linkages, *bus rapid transit (BRT)* or express routes, between community centers and other major nodes of activity.

Policy C 13.3: Support implementation of the San Jacinto Branch Line to serve ~~planned industrial development~~ *commuter uses.*

Policy C 13.4: Construct new grade separations or reconstruct existing grade separations as necessary for the smooth flow of traffic within ~~the Riverside~~ County consistent with plans developed by *RCTC*, WRCOG and CVAG.

Policy C 13.5: Provide additional *railroad* grade crossing improvements as determined by the California Public Utilities Commission and the County *of Riverside.*

Policy C 14.1: Promote coordinated long-range planning between ~~the Riverside~~ County, airport authorities, businesses and the public to meet the County *of Riverside* and the region's aviation needs.

Policy C 14.2: Apply a variety of land use planning techniques to maintain the viability of ~~the Riverside~~ County's airports. ~~(See Land Use Policy LU 14.6)~~

Policy C 15.1: Implement *a two-tiered system of trails*, and later expand *it into* an effective non-motorized transportation system.

Policy C 15.2: Seek financing to implement an effective non-motorized transportation system. This funding can include such *potential sources things* as state and federal grants, *Riverside County transportation funds, "in-lieu" fees, special assessments, redevelopment agency funds, parking meter revenues, other public and non-profit organization funds, developer contributions, and other sources.*

Policy C 15.3: Develop a trail system which connects *Riverside* County parks and recreation areas while providing links to open space areas, equestrian communities, local municipalities, and regional recreational facilities (including other regional trail systems), *and ensure that the system contains a variety of trail loops of varying classifications and degrees of difficulty and length.*

Policy C 15.4: *Periodically* ~~Review~~ and update the *Trails and Bikeways Plan ([General Plan] Figure C-7)* ~~Regional Trail Map~~ in accordance with the review procedures and schedule of the General Plan, in order to *ensure* ~~assure~~ its compatibility with the other ~~elements~~ *components* of the *Riverside* County General Plan, and with the similar plans of *agencies, such as* Western Riverside County Council of Governments (*WRCOG*), Coachella Valley Association of Governments (*CVAG*), Riverside County Transportation Commission (*RCTC*), *Regional Conservation Authority, Riverside County Habitat Conservation Agency* and all jurisdictions within and abutting Riverside County. *This shall include consistency with the WRCOG and CVAG non-motorized planning documents.*

Policy C 15.5: Compliance with the Americans with Disabilities Act (ADA) standards will be assured so as to make ~~the~~ trails ~~system~~ user-friendly, *as much as reasonably feasible.*

Policy C 15.6 (Previously C 4.8): *Provide, Encourage,* where feasible, the construction of overpasses or under-crossings where trails intersect arterials, urban arterials, expressways, or freeways.

Policy C 16.1: Implement the *Riverside* County trail system as depicted in the Bikeways and Trails Plan, *[General Plan] Figure C-7.*

Policy C 16.2: Develop a multi-purpose ~~recreational~~ trail network with support facilities which provide a linkage with regional facilities, *and require trailheads and staging areas that are equipped with adequate parking, bicycle parking, restrooms, informative signage, interpretive displays, maps, and rules of appropriate usage and conduct on trails accessed from such facilities.*

Policy C 16.3: Require that trail alignments either provide access to or link scenic corridors, schools, parks, *bus stops, transit terminals, park and ride commuter lots, and other natural areas and other areas of concentrated public activity, where feasible.*

- ~~a. Require that all development proposals located along a planned trail or trails provide access to, the trails system.~~ [Relocated to C 16.4]
- ~~i) Ensure that existing and new gated communities, do not preclude trails from traversing through their boundaries.~~ [Relocated to C 16.4]
- ~~b. Require that existing and proposed trails within Riverside County connect with those in other neighboring jurisdictions.~~ [Relocated to C 16.4]

NEW Policy C 16.4: *Require that all development proposals located along a planned trail or trails provide access to, dedicate trail easements or right-of-way, and construct their fair share portion of the trails system. Evaluate the locations of existing and proposed trails within and adjacent to each development proposal and ensure that the appropriate easements are established to preserve planned trail alignments and trail heads.*

- a. Require that all specific plans and other large-scale development proposals include trail networks as part of their circulation systems.*
- b. Ensure that new gated communities, and where feasible, existing gated communities, do not preclude trails accessible to the general public from traversing through their boundaries.*
- c. Provide buffers between streets and trails, and between adjacent residences and trails.*
- d. Make use of already available or already disturbed land where possible for trail alignments.*
- e. Require that existing and proposed trails within Riverside County connect with those in other neighboring city, county, state, and federal jurisdictional areas.*

Policy C 16.5 (Previously C 16.4): Identify all existing rights-of-way which have been obtained for trail purposes through the land development process. ~~+~~ Once the above task has been accomplished, analyze the existing rights of-way and determine the most expedient method for connecting the parts.

Policy C 16.6 (Previously C 16.5): Examine the use of public access utility easements for trail linkages to the regional trails system and/or other open space areas, *as feasible*. These potential corridors include, *but are not limited to*, the rights-of-way for:

- a. water mains;
- b. water storage project aqueducts;
- c. irrigation canals;
- d. flood control;
- e. sewer lines; ~~and~~
- f. fiber optic cable lines,
- g. gas lines,*
- h. electrical lines, and*
- i. fire roads, railroads, and bridges.*

Policy C 16.7 (Previously C 16.6): Adhere to the following trail-development guidelines when siting a trail:

- ~~a. Permit urban trails to be located in or along transportation rights of way in fee, utility corridors, and irrigation and flood control waterways so as to mix uses, separate traffic and noise, and provide more services at less cost in one corridor.~~ *Require, where feasible, trails in urban areas to be located either outside of road rights-of-way or within road rights-of-way with the additional dedication right-of-way or easements in fee title to the County*

of Riverside requiring dual use of utility corridors, irrigation and flood control channels so as to mix uses, separate traffic and noise, and provide more trail services at less cost.

- b. Secure separate rights-of-way for non-motorized trails when physically, financially and legally feasible. Where a separate right-of-way is not feasible, maintain recreation trails within the County *of Riverside or Flood Control* right-of-way, *where feasible*.
- c. *Develop and implement Use* trail design standards which will minimize maintenance due to erosion or vandalism.
- d. *Maximize visibility and physical access to trails from streets and other public lands.*
- e. *Provide a trail surface material that is firm and unyielding to minimize erosion and injuries.*
- ~~ef.~~ When a trail is to be ~~reserved~~*obtained* through the development approval process, base the precise trail alignments on the physical characteristics of the property, assuring connectivity through adjoining properties.
- eg. Consider the use of abandoned rail lines as multipurpose ~~rail-trails~~ *corridors through the "Rails-to-Trails" program. for multi-purpose trails.*
- ~~fb.~~ Place all recreation trails ~~a~~ *safe distances* from the edges of active aggregate mining operations and separate them by physical barriers, *such as fences, berms, and/or other effective separation measures.* ~~h~~ Avoid placing a trail where it will cross an active *mined materials* haul route.
- gi. Install warning signs indicating the presence of a trail at locations where regional or community trails cross public roads with high amounts of traffic. *Design and build trail crossings at intersections with proper signs, signals, pavement markings, crossing islands, and curb extensions to ensure safe crossings by users. Install trail crossing signs signal lights (as appropriate) at the intersections of trail crossings with public roads to ensure safe crossings by users.*
- ~~hj.~~ *Design and construct trails that properly account for* ~~Take into consideration~~ such issues as sensitive habitat areas, *cultural resources*, flooding potentials, access to neighborhoods and open space, safety, alternate land uses, and usefulness for both transportation and recreation. ~~when designing and constructing trails.~~
- ~~ik.~~ Coordinate with other agencies and/or organizations (such as the U.S. Fish and Wildlife Service, *National Park Service, Bureau of Land Management*, and the *California* Department of Transportation) to encourage the development of multi-purpose trails. Potential joint uses may include historic, *cultural resources*, and environmental interpretation, access to fishing areas and other recreational uses, opportunities for education, and access for the disabled.
- ~~jl.~~ Work with landowners to address concerns about privacy, liability, security, and trail maintenance.
- m. *Regional Urban and Rural, and Regional Open Space trails should be designed so as to be compatible with the community contexts in which the trails are being sited.*
- n. *Driveway crossings by trails should be designed and surfaced in a manner compatible with multipurpose trails usage. Except for local, neighborhood-serving trails that are not intended as primary community linkages, select routes for trails that minimize driveway crossings.*

- o. Benches, fencing, water fountains, trees and shading, landscape buffers, rest stops, restrooms, and other trail-related amenities shall be provided where appropriate.*
- p. All trails along roadways shall be appropriately signed to identify safety hazards, and shall incorporate equestrian crossing signals, mileage markers, and other safety features, as appropriate.*
- q. Information about Riverside County’s trail system shall be provided at the Riverside County Park and Open Space District and online in order to make the public aware of Riverside County’s trail system.*
- r. Trails shall not be sited along sound walls, project boundary walls, and other walls that effectively obstruct visibility beyond the edge of a trail.*
- s. All trail surfacing shall be appropriate to an array of users of the trail. Soft-surfaced trails shall have smooth, firm, slip-resistant surfacing so as to minimize foot and ankle injuries.*
- t. Use already available or disturbed land for trails wherever possible for new or extended trails.*
- u. Use pervious pavement or bio-swales along paved trails to assist in maintaining water quality.*

Policy C 16.8 (Previously C 16.7): Require the installation (where appropriate *and pursuant to County of Riverside standards*) of the appropriate styles of fencing along trail alignments that separate trails from road right-of-ways (ROW’s), or where trails are located within road ROW’s, that provide adequate separation from road traffic, in order to adequately provide for public safety. Examples of such fence types include simulated wood post and rail fencing constructed of PVC material, wood round post and rail, and wood-textured concrete post and rail fencing. ~~a simulated split rail fence with 2 to 3 rails constructed of white PVC material separating road rights of way from adjacent trail easements.~~

Policy C 17.1: Develop Class I Bike Paths, Class II Bike Lanes and Class I Bike Paths/Regional Trails (Combo Trails) as shown in the Trails Plan (*[General Plan]* Figure C-7), to the design standards as outlined in the California Department of Transportation Highway Design Manual, *adopted County Design Guidelines (for communities that have them)*, the *Riverside County Regional Park and Open Space Trails Standards Manual*, and other *Riverside County* guidelines.

Policy C 17.3: Ensure that the bikeway system incorporates the following:

- a. Interconnection throughout and between ~~of~~ cities and unincorporated communities.*
- b. ~~Provision of~~ Appropriate lanes to specific destinations such as state or county parks.;*
- c. ~~Provision for~~ Appropriate opportunities for recreational bicycle riding and bicycle touring, ~~and~~*
- d. ~~Encouragement of~~ Opportunities for bicycle commuting, and golf cart commuting within a community, as appropriate for the terrain, traffic levels and proximity to surrounding destinations.*
- e. Bikeways connecting to all urban transit centers and systems (bus stops and Metrolink stations) in the vicinity.*
- f. Bicycle parking at transit stops and park-and-ride lots.*

Policy C 17.4: Ensure that alternative modes of motorized transportation, such as buses, trains, *taxi cabs*, etc., plan and provide for transportation of recreational and commuting bicyclists and bicycles on public transportation

systems. *Coordinate with all transit operators to ensure that bicycle facilities are provided along and/or near all transit routes, whenever feasible. New land developments shall be required to provide bicycle facilities to existing or future planned transit routes.*

Policy C 18.1: TRAIL ACQUISITION

- a. Promote public/private partnerships for trail acquisition.
- b. *Seek ways to build a trail system affordably, and seek partners in doing so within a reasonable time frame, possibly in stages, to serve all trail communities, and upgrade the system of linkages/destinations.*
- ~~b.c.~~ Determine which public and/or private agencies have *existing* easements or ~~existing~~, unused rights-of-way, which potentially could be incorporated as trail linkages throughout Riverside County. Such agencies may include the Riverside County Flood Control *and Water Conservation* District, *regional and local park districts and transportation agencies, cities, federal or state land management entities*, various utility companies/ districts, and railroad companies. ~~Use roads, dirt roads, and other easements as trails routes; to Foster partnerships, get which serve to facilitate the siting, building and management of trails built and managed, etc.~~
- ~~c.d.~~ Evaluate the potential use of private-landowner tax credits for acquiring necessary trail easements and/or rights-of-way. A system such as this would allow a landowner to dedicate an easement for trail purposes in exchange for having that portion of the property assessed as open-space instead of a higher land-use category.
- e. *Seek to connect existing cul-de-sacs to each other, and to trail networks. In rare occasions, this may entail purchasing homes at the ends of streets, constructing the connections, and reselling the homes.*
- f. *Wherever possible and to the extent consistent with overall trail system objectives, use trail designs and locations that minimize construction and maintenance costs.*

Policy C 18.2: TRAIL MANAGEMENT AND MAINTENANCE

- a. Implement maintenance options such as the use of volunteers, associations, or private landowner maintenance agreements, and/or adopt-a-trail programs sponsored by various groups.
- b. Implement methods to discourage unauthorized use of trails by motorized vehicles, which may cause trail deterioration, create an unsafe environment, and/or disrupt the enjoyment of the trails by legitimate trail users. These methods may include the installation of gates and motorcycle barriers, posting signs prohibiting unauthorized activities, or implementing educational programs to encourage the proper use of trails.
- c. Research the potential for, and consider establishing a countywide trail management entity that will facilitate the acquisition of adequate funds for trail maintenance.
- d. Research the potential for, and consider establishing a separate agency within ~~the~~ *Riverside* County to manage and maintain ~~the~~ *Riverside* County's trails system.
- e. *Use trail designs that remove or limit injury/safety liability concerns.*
- f. *Use trail designs that minimize trail maintenance costs.*

Policy C 18.3: *TRAIL FUNDING*

- a. Solicit all possible sources of funding to plan, acquire, and construct recreational trails. Sources can include, but not be limited to, development mitigation fees, private foundation grants, ~~and/or funds/ or assessments~~ from local, regional, state, ~~and or~~ federal government entities.
- b. Persuade local communities to finance their own community trail systems through the use of special tax *assessment* districts. If applicable, these districts should also provide adequate regulation for the keeping of horses.

~~**Policy C 19.2:** *Wind turbine generators have proven to be a unique tourist attraction.*~~

Policy C 20.1: Ensure preservation of trees identified as superior examples of native vegetation within road rights-of-way through development proposals review process. *Where the County of Riverside deems preservation to be infeasible, relocation and/ or replacement shall be evaluated by a qualified arborist to ensure that impacts are mitigated.*

Policy C 20.3: Locate roadways outside identified flood plains whenever possible.

***NEW Policy C 20.4:** New crossings of watercourses by local roads shall occur at the minimum frequency necessary to provide for adequate neighborhood and community circulation and fire protection. Wherever feasible, new crossings shall occur using bridging systems that pass over entire watercourses and associated floodplains and riparian vegetation in single spans. Dip or culvert crossings shall be avoided, but, where their use is unavoidable, they shall be designed to minimize impacts on watercourses.*

***NEW Policy C 20.5:** In order to protect the watershed, water supply, groundwater recharge, and wildlife values of watercourses, the County of Riverside will avoid siting utility infrastructure and associated grading, fire clearance, and other disturbances within or adjacent to watercourses, if there are feasible alternatives available, and discourage special districts and other governmental jurisdictions outside of Riverside County’s authority, from doing so. Where such watershed utility siting locations cannot be avoided, the impacts on watercourses shall be minimized.*

Policy C 20.6 (Previously C 20.4): Control dust and mitigate other environmental impacts during all stages of roadway construction.

Policy C 20.7 (Previously C 20.5): Protect all streets and highways located within identified blow sand areas from blowsand hazards to the extent practicable.

Policy C 20.8 (Previously C 20.6): Protect *Riverside* County residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along freeways, expressways, and four-lane highways in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels.

Policy C 20.9 (Previously C 20.7): Incorporate specific requirements of the Western Riverside County Multiple Species Habitat Conservation Plan and the Coachella Valley Multiple Species Habitat Conservation Plan into transportation plans and development proposals.

Policy C 20.10 (Previously C 20.8): Avoid, where practicable, disturbance of existing communities and biotic resource areas when identifying alignments for new roadways, or for improvements to existing roadways and other transportation system improvements.

Policy C 20.11 (Previously C 20.9): Implement the Circulation Plan in a manner consistent with federal, state, and local environmental quality standards and regulations.

Policy C 20.12 (Previously C 20.10): Review ~~and monitor~~ proposals for expansion of pipelines for the transport of suitable products and materials, ~~and require mitigation of environmental impacts. In particular, require mitigation of.~~ *Any project proponent of such a pipeline shall mitigate impacts, particularly the potential for hazardous chemical or gas leakage and explosion, in accordance with local, state and federal regulations.*

Policy C 20.13 (Previously C 20.11): Incorporate specific requirements of the General Plan Air Quality Element into transportation plans and development proposals where applicable.

Policy C 20.14 (Previously C 20.12): Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles.

Policy C 20.15 (Previously C 20.13): Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply.

Policy C 21.1: Encourage the installation and use of HOV lanes. Such lanes should be continuous, linking major population centers with employment centers. If HOV lanes are used, consider making them available for mixed flow traffic during non-peak periods where warranted and feasible. *Consider and implement, where feasible and needed, direct HOV connections between freeways and arterial to freeway exclusive HOV ingress/egress ramps.*

~~**Policy C 21.2:** Consider the use of HOV lanes when any widening project is undertaken on urban arterials and expressways.~~

Policy C 21.2 (Previously C 21.3): Consider creating HOV lanes by adding additional travel lanes instead of removing existing mixed-flow traffic lanes.

Policy C 21.3 (Previously C 21.4): Give priority to TSM (*transportation systems management*) strategies to improve level of service, particularly in areas that are fully developed.

Policy C 21.4 (Previously C 21.5): Construct and improve traffic signals at appropriate intersections. Whenever possible, traffic signals should be spaced and operated as part of coordinated systems to optimize traffic operation *and reduce congestion.*

Policy C 21.5 (Previously C 21.6): Consider roadway expansion at public expense to relieve congestion only after the determination has been made that TSM (*transportation systems management*) measures will not be effective.

Policy C 21.6 (Previously C 21.7): Install special turning lanes whenever necessary to relieve congestion and improve safety.

~~**Policy C 21.8:** Install one-way streets and exclusive or reversible lanes where applicable.~~

Policy C 21.7 (Previously C 21.9): Encourage development of bus-only lanes and signal synchronization so that transit can help to alleviate congestion.

~~**Policy C 23.4:** Support provisions to physically separate heavily traveled rail lines from heavily traveled streets and roads.~~

Policy C 23.4 (Previously C 23.5): Create grade separations that locate arterials under or over rail lines that carry substantial amounts of freight from the ports along critical routes such as the Los Angeles-Orangethorpe-Riverside rail freight corridor.

~~**Policy C 23.6:** Address alternatives for intermodal shipment for industries affected by abandonment of rail facilities.~~

NEW Policy C 23.5: *Support provisions to physically separate heavily traveled rail lines from heavily traveled streets and roads.*

Policy C 23.6 (Previously C 23.7): Encourage the efficient movement of goods by rail through development of efficient intermodal freight facilities and a shift of a portion of the goods previously moved by trucks onto the rail freight system.

Policy C 23.7 (Previously C 23.8): Identify street and highway improvement and maintenance projects that will improve goods movements and implement projects that are economically feasible.

NEW Policy C 23.8: *Restrict truck through-traffic in residential areas and on streets with specific facilities that have high density of people/users; through planning and design of developments, direct truck traffic to major transportation corridors.*

~~**Policy C 23.9:** Study commercial truck movements and operations in the County and establish truck routes away from noise sensitive areas where feasible.~~

~~**C 23.10:** Limit truck traffic in residential and commercial areas to designated truck routes; limit construction, delivery, and truck through traffic to designated routes; and distribute maps of approved truck routes to County traffic officers~~

Policy C 23.9 (Previously C 23.11): Encourage the construction of truck-only lanes, *climbing lanes or turnouts* where appropriate.

Policy C 25.1: Promote and encourage efficient provisions of utilities such as water, wastewater, and electricity that support ~~the~~ Riverside County's Land Use Element at build out.

Policy C 25.2: Locate new and relocated utilities underground when possible *and feasible*. All remaining utilities shall be located or screened in a manner that minimizes their visibility by the public.

4.18.4 Thresholds of Significance for Transportation and Circulation

The Riverside County Environmental Assessment which complies with the State CEQA Guidelines identifies that a proposed project would result in a significant impact to the circulation system if it would:

- A. Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

- B. Conflict with an applicable congestion management program, including, but not limited to level of service targets and travel demand measures, or other targets established by the county congestion management agency for designated roads and highways.
- C. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- D. Alter waterborne, rail or air traffic.
- E. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- F. Cause an effect upon, or a need for a new or altered maintenance of roads.
- G. Cause an effect upon circulation during the project's construction.
- H. Result in inadequate emergency access or access to nearby uses.
- I. Conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities.

4.18.5 Analysis of Project Impacts and Determination of Significant Impacts

The analysis of project impacts and determination of significance considers nine main issues including:

- County roadways
- Regional roadways
- Air travel
- Waterborne or rail
- Transportation safety
- Road maintenance
- Effects during construction
- Emergency vehicle access
- Alternative transportation modes

A. *Would the project have a substantial adverse impact on traffic conditions for County roadways?*

Impact 4.18.A – Conflict with an Applicable Plan, Ordinance or Policy Establishing a Measure of Effectiveness for the Performance of the Circulation System, Taking into Account All Modes of Transportation, Including Mass Transit and Non-Motorized Travel and Relevant Components of the Circulation System, Including, but Not Limited to Intersections, Streets, Highways and Freeways, Pedestrian and Bicycle Paths and Mass Transit: GPA No. 960 proposes to revise the LOS threshold for determining adverse impacts to Riverside County roadways. At present, the countywide threshold for significance is LOS C, with LOS D and E allowed in certain instances. When a roadway facility is projected to operate at a deficient LOS, this situation is often remedied by upgrading the facility designation to a higher classification, thus providing more capacity. By lowering the LOS threshold, fewer facilities would need to be upgraded in order to meet the new proposed LOS target. However, even with the lower LOS threshold and upgrades in roadway classifications, several roadways are still projected to operate at a deficient LOS. In addition, a number of roadways that would operate at an acceptable LOS if their classification were upgraded, cannot be upgraded due to physical or environmental constraints.

Future development accommodated by GPA No. 960 would increase rural, suburban and urban uses in Riverside County relative to existing conditions, and increase travel demand within Riverside County. Compliance with existing laws, rules, regulations and policies, both existing and proposed, together with revisions to the Circulation Element for Riverside County will reduce impacts to the maximum extent feasible and practical; however, even with these measures impacts to the Riverside County roadway system will be significant and unavoidable.

1. Analysis of Impact 4.18.A

For Riverside County roadway facilities, GPA No. 960 is identified as having a significant and adverse effect on traffic conditions if the following criteria are met: a roadway segment is projected to operate at LOS E or F.

The analysis utilized long-range traffic forecasting data provided by sub-regional traffic model known by the acronym RIVTAM. RIVTAM was developed by the County of Riverside Transportation Department (RCTD), with the cooperation of WRCOG, CVAG, RCTC, SCAG and Caltrans, which completed the development of RIVTAM in May 2009. RIVTAM is a TransCAD model, based on SCAG’s Regional Transportation Model that it used in developing the 2035 Regional Transportation Plan (2008 RTP). TransCAD is the name of a commercially available software package used for transportation system modeling by many agencies in the United States and abroad.

SCAG’s Regional Transportation Model encompasses a large geographic area that consists of the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. Because of the size of the area, the SCAG model lacks the degree of detail that is often necessary for transportation planning at the county and local jurisdiction levels. RIVTAM incorporates a great deal of detail in Riverside County, while maintaining consistency with the SCAG Regional Model.

RIVTAM has been validated to a finer level of detail than the SCAG Regional Model. The SCAG model has been validated for 2003 as the base year. Model validation is the process whereby model generated traffic volumes for individual roadways are compared to actual ground counts on those roadways. For RIVTAM, the validation base year is set at 2007. Traffic counts were made at over 300 locations late in 2007 and early 2008. These counts, supplemented by counts available from Caltrans and local jurisdictions, were used in the RIVTAM validation process. The SCAG Regional Model validation within Riverside County addressed five traffic flow corridors and

about 50 individual segments in these corridors. For RIVTAM, about 46 traffic flow corridors and about 350 individual roadway segments within these corridors were analyzed.

The Traffic Analysis Zone (TAZ) system in RIVTAM is more detailed than the SCAG Regional Model. Within Riverside County, the SCAG model has 478 Traffic Analysis Zones (TAZ's). These 478 TAZs were subdivided into 1,814 in RIVTAM. This finer level of TAZ disaggregation, coupled with a finer roadway network, yields better traffic forecasts on individual roadway segments.

RIVTAM has a more detailed roadway network than the SCAG Regional Model. RIVTAM added 570 centerline miles of roadways to the network in the SCAG Regional Model. RIVTAM incorporates all facilities in the Riverside County General Plan, classified as Secondary and above. In addition some Collectors are included, as necessary, to insure that all TAZs are connected to the network of General Plan roadways.

RIVTAM is consistent with the SCAG Regional Model in all technical and procedural aspects. RIVTAM does not alter any of the SCAG Regional Model assumptions and parameters. Data inputs for areas outside of Riverside County are identical to the SCAG Regional Model. Within Riverside County, more refined data is incorporated as described above.

RIVTAM is the product of a cooperative multi-agency effort. Staff of the participating agencies met at the policy and technical levels on over 30 occasions to review work products, provide direction to the project consultant, and to discuss a variety of matters. The agencies also collaborated by providing applicable data, reports and other information.

Additional information on the specifics of the RIVTAM model and the validation of the model is summarized in the *Final Report – Riverside County Transportation Analysis Model (RIVTAM) Model Development & Validation Report and Users Guide* (February 2009) which is available in Appendix EIR-4.D.

In order to forecast future traffic conditions at the theoretical build out of Riverside County, including a cumulative analysis of build out of the cities within Riverside County, socioeconomic data (SED) were developed to represent the land use plans of Riverside County and cities. SED is used as major input to the RIVTAM traffic forecasting model. RIVTAM, like the SCAG model, uses 52 socioeconomic variables as model inputs. Those variables include primary data such as population, households, school enrollments, household income, workers, and employment (or jobs). Land use was converted to SED using the General Plan's Appendix E-1: Socio-economic Build Out Projections, Assumptions and Methodology. With this input, it is possible to forecast future traffic volumes on a systemwide macro level. Traffic models are a valuable tool in evaluating future travel demand and afford decision makers the ability to compare the effects of various scenarios.

a. Methods of Analysis

The analysis of Impact 4.18.A considers the changes proposed by GPA No. 960 in terms of five items:

- a. Regulatory Compliance
- b. Trip Generation
- c. Vehicle Miles Traveled (VMT)
- d. Vehicle Hours Traveled (VHT)

e. Levels of Service (LOS)

For items *b* through *e* above, several analysis scenarios were completed to provide information to disclosure of the impacts associated with GPA No. 960. These scenarios are summarized below:

- **Baseline Conditions** – Existing conditions as described earlier in this chapter.
- **Baseline-Plus Project Conditions** – Existing land use and roadway network for all locations outside of Riverside County boundaries (e.g., within the cities), and build out of GPA No. 960 land use and roadway network for all Riverside County facilities. This scenario demonstrates the impacts associated with changes proposed by GPA No. 960 in relation to existing conditions not under Riverside County jurisdiction.
- **Existing General Plan** – Represents build out of the 2003 General Plan (adopted) and build out of areas and roadways not under Riverside County jurisdiction. This scenario was developed for comparison purposes to see not only how the changes proposed in GPA No. 960 affect the roadway network, but also includes the cumulative impacts of all of the incorporated cities as well. While this scenario reflects the 2003 General Plan land use, it does not include the internal East-West CETAP Corridor with the Orange County extension in the roadway network, as RCTC has placed planning this facility on hold while they explore other options. This scenario is not used for impact determination, but it provides valuable information for the decision makers to understand the differences between the Existing General Plan and GPA No. 960. Since it is not used for impact determination, operational characteristics of this scenario are only provided in the summary comparisons of the analysis results.
- **GPA No. 960** – Represents build out of GPA No. 960 plus build out of all area land use and circulation improvements not under Riverside County jurisdiction. This cumulative analysis when compared to the Existing General Plan clearly indicates the impacts associated with changes associated with GPA No. 960.

For purposes of this assessment, GPA No. 960 includes the following major modifications compared to the Existing General Plan Conditions:

Changes to the General Plan Circulation Element are categorized as follows:

- **Roadway Additions:** Additions to the existing Circulation Element are proposed due to changes in incorporated areas, due to approved Specific Plans in the unincorporated areas, for reasons of providing network continuity, for consistency with regional planning efforts, and in response to the findings of studies addressing specific areas.
- **Roadway Deletions:** Deletions to the existing Circulation Element are proposed due to changes in incorporated areas; the approval of Specific Plans in unincorporated areas; findings of studies addressing specific areas demonstrating that a roadway segment would not be needed; unavailability of right-of-way (ROW) and/or expectation of extreme difficulty in acquiring ROW; and other constraints, such as environmental sensitivity. The most significant of these deletions is the internal East-West CETAP Corridor with an extension into Orange County. The RCTC has placed planning efforts for this future facility on hold and is currently exploring a wide variety of highway and transit options in order to increase capacity to accommodate the travel demand between Riverside County and Orange County.

- **Roadway Re-alignments:** Roadway re-alignments are proposed for purposes of avoiding steep grades, to avoid disrupting adjacent communities, or to take advantage of availability of ROW.
- **Re-classification:** Changes in classification, to downgrade or upgrade, are proposed due to changes in incorporated areas, in response to the findings of studies addressing specific areas, due to unavailability of ROW and/or expectation of extreme difficulty in acquiring additional ROW.
- **Miscellaneous Graphic Changes:** Miscellaneous administrative changes are proposed for such matters as graphically marking the location of crossings of flood control channels, railroad grade separations, improvement of graphic representations, addition of street names, and other miscellaneous changes. This category of changes would not have traffic impacts.
- **Policies:** A series of proposed policy changes within the Circulation Element have been identified and are described earlier in this chapter.

Figures 4.18.1.1 to 4.18.31.21 contained in Appendix EIR-4.E present information related to the analysis scenarios described above, including roadway network assumptions, Metrolink and BRT/expressbus assumptions, traffic flow and levels of service. . The differences between the existing Circulation Element and the proposed Circulation Element are detailed in Figures 4.18.23.1 to 4.18.23.21 in Appendix EIR-4.E.

Trip Generation

Table 4.18-J (Population, Household, Employment and Trip Generation Comparison) summarizes the population, household, employment, and trip generation estimates for each of the scenarios described above. The information was developed using the land use estimates for each scenario, and by summing the inbound and outbound vehicle trips to/from each zone within the RIVTAM model.

Table 4.18-J Population, Household, Employment and Trip Generation Comparison

	Baseline	Baseline + Project	Existing General Plan	GPA No. 960
Population	2,030,649	3,141,125	4,795,157	4,775,846
Households	653,858	974,093	1,489,444	1,483,735
Employment	731,232	1,132,510	2,114,052	2,055,489
Trip Generation	8,180,157	10,526,266	17,918,938	17,669,642

Source: Riverside County Staff. SED data and trip generation based on information from the RIVTAM model. 2012.

As shown in the table above, all analysis scenarios will generate additional population and, therefore, additional vehicle trips compared to the baseline scenario. Key summaries of the data are summarized below:

- Growth in GPA No. 960 only (e.g., Baseline-Plus Project Conditions) increases trip generation in Riverside County by 29% compared to Baseline Conditions.
- The Existing General Plan (including build out of the cities) would increase to total number of vehicle trips by 119% compared to Baseline Conditions.
- GPA No. 960 (including growth in the cities) would increase countywide trip generation by 116%. This represents a 3% reduction in total trips compared to the Existing General Plan.

Thus, GPA No. 960 results in a slight reduction in growth from the current General Plan, which translates into a slight reduction in travel demand in terms of trips generated. This reduction is attributable to reductions in households and employment when compared to the Existing General Plan.

Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) is determined by multiplying each roadway’s segment mileage by the number of vehicles that traveled on the segment on an average weekday, or Average Daily Trip (ADT). This measure is influenced by the total number of vehicles using a roadway and the distances the vehicles have to travel between their points of origin and destination.

Daily VMT is influenced by several factors including the number of daily trips generated, system circuitry and system congestion. If the number of trips is increased and there are no changes in the circulation system, VMT will increase. VMT can be reduced if system circuitry is decreased by creating more direct connections between points where trips want to go. System congestion can cause VMT to increase. When system roadways are congested beyond their capacities, excess trips will seek out alternative paths on more circuitous paths. Daily VMT is shown in Table 4.18-K (VMT Summary) for all analysis scenarios.

Table 4.18-K Vehicle Miles Traveled (VMT) Summary

	Baseline	Baseline + Project	Existing General Plan	GPA No. 960
Population	2,030,649	3,141,125	4,795,157	4,775,846
VMT	54,527,493	78,913,568	155,196,166	146,483,727
VMT Per Person	26.85	25.12	32.37	30.67

Source: Riverside County Staff. VMT based on information from the RIVTAM model.

The results indicate that the Baseline-Plus Project scenario produces the smallest VMT per person, even lower than the baseline level, and the lowest increase in overall VMT. However, the Baseline-Plus Project scenario does not address the cumulative impacts of growth within the incorporated cities. As such, it is a purely hypothetical scenario. The Existing General Plan and GPA No. 960 scenarios both provide analysis which includes cumulative city growth. The GPA No. 960 scenario provides better than a 5% reduction in both VMT per person and overall VMT as compared to the Existing General Plan. This measure of transportation system performance indicates that there are transportation benefits from GPA No. 960 associated with reduced Daily VMT when compared to the Existing General Plan Conditions.

Vehicle Hours Traveled

Daily Vehicle Hours Traveled (VHT) is the sum of time of the ADT spent traversing a roadway. The RIVTAM traffic model tracks the time required to travel over each segment as it analyzes trips, and accounts for the effect of traffic slowing due to traffic congestion on the amount of time it takes to cross a segment.

Factors that influence VHT include the number of trips generated, roadway capacity on routes of travel and operating speeds at free flow and congested conditions. As roadways become more congested due to additional traffic, traffic speeds decrease, causing travel time to increase. VHT is an excellent measure of the efficiency of the circulation system which can indicate if roadway capacity is allocated where there is travel demand.

Table 4.18-L (VHT and Average Travel Speed Summary) shows the total vehicle hours of travel (VHT) and average speeds under the analysis scenarios. These measures are good indicators for a general comparison of the overall amount of travel and quality of travel (average speed).

Table 4.18-L Vehicle Hours Traveled (VHT) and Average Travel Speed Summary

	Baseline	Baseline + Project	Existing General Plan	GPA No. 960
VHT	1,957,669	2,883,439	8,161,713	7,064,338
Average Speed (MPH)	25.00	25.00	23.25	23.93

Source: Riverside County Staff. VHT and average speed based on information from the RIVTAM model.

The results indicate that VHT for the GPA No. 960 Conditions would result in approximately 13% less travel time countywide compared to the Existing General Plan. However, as additional population is added to Riverside County, VHT will increase countywide compared to Baseline Conditions.

Looking at the average travel speed, the scenario that performs the worst is the Existing General Plan as it has the lowest average travel speed. Although GPA No. 960 does decrease average vehicle speed relative to the Baseline and Baseline-Plus Project scenarios, it provides a higher average vehicle speed relative to the Existing General Plan, and reduces the Baseline and Baseline-Plus Project average speed of 25 miles per hour by only 4.3%.

Vehicle Levels of Service

The RIVTAM model was used to project future operating conditions under each of the analysis scenarios summarized above. The results are summarized below for the Baseline-Plus Project, Existing General Plan, and GPA No. 960 Conditions.

The following results summarize only facilities that are operating at unacceptable levels. EIR Appendices 4-A and 4-B provide the complete list of facility operations.

b. Results for Baseline-Plus Project Conditions

The results of the Baseline-Plus Project Conditions are summarized in Table 4.18-M (Baseline and Baseline-Plus Project (County Growth) Freeway and State Route Segment LOS) for freeway segments and in Table 4.18-N (Baseline and Baseline-Plus Project Roadway Comparison for Segments One Mile or Longer (Arterial Road Network)) for roadway segments. The table also summarizes Baseline Conditions for comparison.

Table 4.18-M Baseline and Baseline-Plus Project (County Growth) Freeway and State Route Segment LOS

Roadway Segment	Limits	Baseline Data				Baseline-Plus Project	
		Facility Type	No. of Lanes	Daily Volumes	Level of Service	Daily Volumes	Level of Service
I-10	San Bernardino Co Line-County Line Rd	Freeway	6	103,000	D or Better	153,000	F
I-10	County Line Rd - Calimesa Blvd	Freeway	6	95,000	D or Better	145,000	F
I-10	Calimesa Blvd - Singleton Rd	Freeway	6	98,000	D or Better	149,600	F
I-10	Singleton Rd - Cherry Valley Blvd	Freeway	6	98,000	D or Better	149,200	F
I-10	Cherry Valley Blvd-San Timoteo Cyn Rd	Freeway	6	90,000	D or Better	139,000	F
I-10	San Timoteo Canyon Rd - Jct Rte 60	Freeway	6	89,000	D or Better	139,900	F
I-10	Jct Rte 60 - Jct Rte 79 South	Freeway	8	126,000	D or Better	205,600	F

**Table 4.18-M Baseline and Baseline-Plus Project (County Growth)
Freeway and State Route Segment LOS**

Roadway Segment	Limits	Baseline Data				Baseline-Plus Project	
		Facility Type	No. of Lanes	Daily Volumes	Level of Service	Daily Volumes	Level of Service
I-10	Jct Rte 79 S- Pennsylvania Ave	Freeway	8	128,000	D or Better	209,000	F
I-10	Pennsylvania Ave - Highland Springs Ave	Freeway	8	134,000	D or Better	215,300	F
I-10	Highland Springs Ave- Banning, Sunset Ave	Freeway	8	129,000	D or Better	209,800	F
I-10	Sunset Ave-22nd St	Freeway	8	126,000	D or Better	206,300	F
I-10	22nd St - Jct Rte 243 (S Eighth St)	Freeway	8	123,000	D or Better	204,300	F
I-10	Jct Rte 243 (S Eighth St) -Banning, Hargrave St	Freeway	8	120,000	D or Better	202,400	F
I-10	Hargrave St- East Ramsey St	Freeway	8	110,000	D or Better	196,400	F
I-10	East Ramsey St - Reservation Rd/ Fields Rd	Freeway	8	113,000	D or Better	201,700	F
I-10	Reservation Rd/Fields Rd - Apache Trail Rd	Freeway	8	106,000	D or Better	197,700	F
I-10	Apache Trail Rd - Morongo Pkwy	Freeway	8	94,000	D or Better	183,000	F
I-10	Morongo Pkwy - E Cabazon Interchange, Main Street	Freeway	8	94,000	D or Better	183,000	F
I-10	E Cabazon Interchange, Main Street-Verbenia Ave	Freeway	8	94,000	D or Better	184,900	F
I-10	Verbenia Ave-Elm St	Freeway	8	94,000	D or Better	187,800	F
I-10	Elm St-Jct Route 111	Freeway	8	94,000	D or Better	187,800	F
I-10	Haugen-Lehmann Way-Jct Rte 111	Freeway	8	94,000	D or Better	190,000	F
I-10	Jct Rte 111-Whitewater Interchange	Freeway	8	81,000	D or Better	169,200	E
I-10	Whitewater Interchange - Jct Rte 62 N	Freeway	8	81,000	D or Better	166,500	E
I-10	Palm Dr/Gene Autry Trail-Landau Blvd	Freeway	8	88,000	D or Better	172,500	E
I-10	Landau Blvd-Date Palm Dr	Freeway	8	88,000	D or Better	172,500	E
I-10	Date Palm Dr - Da Vall Dr	Freeway	8	94,000	D or Better	172,100	E
I-10	Da Vall Dr - Bob Hope Dr	Freeway	8	94,000	D or Better	172,100	E
I-10	Ramon Rd - Monterey Ave	Freeway	6	96,000	D or Better	166,700	F
I-10	Monterey Ave-Portola Ave	Freeway	6	97,000	D or Better	166,200	F
I-10	Portola Ave-Cook Street	Freeway	6	97,000	D or Better	166,200	F
I-10	Cook Street-Washington Street	Freeway	6	94,000	D or Better	162,600	F
I-10	Washington St - Jefferson St/Indio Blvd	Freeway	6	83,000	D or Better	152,100	F
I-10	Jefferson St/Indio Blvd-Monroe St	Freeway	6	68,000	D or Better	132,200	F
I-10	Jefferson St/Indio Blvd-Monroe St	Freeway	6	68,000	D or Better	132,200	F
I-10	Monroe St - Jackson St	Freeway	6	62,000	D or Better	129,300	E
I-15	Murrieta Hot Springs Rd -Los Alamos Rd	Freeway	6	127,000	E	127,200	E
I-15	Los Alamos Rd -California Oaks Rd	Freeway	6	127,000	E	127,700	E
I-15	California Oaks Rd-Clinton Keith Rd	Freeway	6	124,000	E	127,800	E
I-15	Clinton Keith Rd-Baxter Rd	Freeway	6	123,000	D or Better	129,000	E
I-15	Baxter Rd-Bundy Canyon Rd	Freeway	6	118,000	D or Better	124,200	E
I-15	Railroad Canyon Rd-Bancroft Way, Franklin St	Freeway	6	122,000	D or Better	138,300	F
I-15	Bancroft Way, Franklin St-Main St	Freeway	6	122,000	D or Better	138,300	F
I-15	Main Street-Jct Rte 74	Freeway	6	119,000	D or Better	134,000	F
I-15	Jct Rte 74-Nichols Rd	Freeway	6	107,000	D or Better	127,900	E
I-15	Nichols Rd-Lake Street	Freeway	6	109,000	D or Better	131,200	E
I-15	Lake Street-Horsethief Canyon Rd	Freeway	6	115,000	D or Better	132,500	F
I-15	Horsethief Canyon Rd-Indian Truck Trail	Freeway	6	115,000	D or Better	132,500	F
I-15	Indian Truck Trail-Temescal Canyon Rd	Freeway	6	121,000	D or Better	142,100	F
I-15	Temescal Canyon Rd-Weirick Rd	Freeway	6	131,000	E	160,500	F
I-15	Weirick Rd-Cajalco Rd	Freeway	6	146,000	F	181,200	F

**Table 4.18-M Baseline and Baseline-Plus Project (County Growth)
Freeway and State Route Segment LOS**

Roadway Segment	Limits	Baseline Data				Baseline-Plus Project	
		Facility Type	No. of Lanes	Daily Volumes	Level of Service	Daily Volumes	Level of Service
I-15	Cajalco Rd-El Cerrito Rd	Freeway	6	155,000	F	191,000	F
I-15	El Cerrito Rd-Ontario Ave	Freeway	6	160,000	F	193,400	F
I-15	Ontario Ave-Magnolia Ave	Freeway	6	160,000	F	193,300	F
I-15	Magnolia Ave-Jct Rte 91	Freeway	8	174,000	E	203,200	F
I-15	Jct Rte 91- Hidden Valley Rd	Freeway	8	157,000	D or Better	166,700	E
I-15	Hidden Valley Rd-2nd Street	Freeway	8	156,000	D or Better	164,300	E
I-15	2nd St -4th St	Freeway	6	150,000	F	157,400	F
I-15	4th St -6th St	Freeway	6	150,000	F	157,400	F
I-15	6th St - Schleisman Rd	Freeway	6	150,000	F	157,300	F
I-15	Schleisman Rd - Limonite Ave	Freeway	6	150,000	F	157,300	F
I-15	Limonite Ave – Cantu-Galleano Ranch Rd	Freeway	6	145,000	F	151,300	F
I-15	Jct Rte 60-San Bernardino Co Line	Freeway	8	214,000	F	218,300	F
SR 60	Milliken Ave - Jct Rte 15	Freeway	6	155,000	F	174,000	F
SR 60	Jct Rte 15 - Van Buren Blvd	Freeway	6	124,000	E	146,800	F
SR 60	Van Buren Blvd - Etiwanda Ave	Freeway	6	137,000	F	159,700	F
SR 60	Etiwanda Ave - Mission Blvd	Freeway	6	123,000	D or Better	145,600	F
SR 60	Mission Blvd - Pedley Rd	Freeway	6	123,000	D or Better	146,800	F
SR 60	Pedley Rd - Pyrite Street	Freeway	6	121,000	D or Better	145,700	F
SR 60	Pyrite Street - Valley Way	Freeway	6	126,000	E	150,800	F
SR 60	Valley Way-Pacific Ave	Freeway	6+2	126,000	D or Better	154,100	E
SR 60	Pacific Ave-Rubidoux Blvd	Freeway	6+2	126,000	D or Better	154,100	E
SR 60	Rubidoux Blvd - Crestmore Ave	Freeway	6+2	131,000	D or Better	159,600	E
SR 60	Market St - Main St	Freeway	6+2	136,000	D or Better	165,300	E
SR 60	Main St - Orange St	Freeway	6+2	136,000	D or Better	165,000	E
SR 60	Orange St - Jct Rtes 91/215	Freeway	6+2	132,000	D or Better	161,300	E
SR 60	Jct Rtes 91/215 - East Jct Rte 215	Freeway	6+2	128,000	D or Better	160,300	E
SR 60	East Jct Rte 215 - Day street	Freeway	6	126,000	E	140,200	F
SR 60	Day St - Pigeon Pass Rd	Freeway	4	107,000	F	121,400	F
SR 60	Pigeon Pass Rd - Heacock St	Freeway	4	97,000	E	115,500	F
SR 60	Perris Blvd - Nason Street	Freeway	4	78,000	D or Better	104,300	F
SR 60	Nason St - Moreno Beach Blvd	Freeway	4	72,000	D or Better	100,600	F
SR 60	Moreno Beach Blvd -Redlands Blvd	Freeway	4	60,000	D or Better	92,600	E
SR 60	Jackrabbit Trail - Potrero Blvd	Expressway	4	44,000	D or Better	77,700	F
SR 60	Jackrabbit Trail - Jct Rte 10	Expressway	4	44,000	D or Better	77,700	F
SR 62	Indian Ave-San Bernardino Co Line	Mtn Art	2	22,000	F	27,100	F
SR 74	Grand Ave -Lake Shore Dr	Arterial	2	18,500	F	23,500	F
SR 74	Lake Shore Dr - Gunnerson St/ Strickland Ave	Arterial	2	24,000	F	24,800	F
SR 74	Gunnerson St/Strickland Ave - Jct Rte 15	Arterial	2	25,500	F	26,500	F
SR 74	Jct Rte 15 - Seventh St	Arterial	4	31,000	D or Better	45,600	F
SR 74	Seventh St - D St	Arterial	4	26,000	D or Better	41,900	F
SR 74	Jct Rte 215-Ethanac Rd	Arterial	4	25,500	D or Better	43,500	F
SR 74	Ethanac Rd-Menifee Rd	Arterial	4	24,500	D or Better	44,100	F
SR 74	Menifee road-Winchester Rd	Arterial	4	30,500	D or Better	56,400	F
SR 74	Winchester Rd-Jct Realigned Rte 79 S	Arterial	4	33,500	E	49,300	F

**Table 4.18-M Baseline and Baseline-Plus Project (County Growth)
Freeway and State Route Segment LOS**

Roadway Segment	Limits	Baseline Data				Baseline-Plus Project	
		Facility Type	No. of Lanes	Daily Volumes	Level of Service	Daily Volumes	Level of Service
SR 74	Jct Realigned Rte 79 South-Warren Rd	Arterial	4	33,500	E	49,900	F
SR 74	Warren Rd- Lyon Ave	Arterial	4	29,500	D or Better	36,300	E
SR 74	Lyon Ave - State St	Arterial	4	31,500	D or Better	37,100	F
SR 74	State St - Jct 79 N	Arterial	4	29,500	D or Better	35,800	E
SR 74	Jct Rte 79 N - Yale Street	Major	4	27,500	D or Better	33,300	E
SR 74	Yale St-Cornell St	Major	4	25,500	D or Better	31,300	E
SR 74	Cornell St - Hemet St	Major	4	25,500	D or Better	33,600	E
SR 74	Hemet St- Mountain St	Major	4	19,500	D or Better	31,900	E
SR 74	Mountain St - San Bern Nat'l Forest Boundary	Mtn Art	2	16,000	E	28,700	F
SR 74	Jct Rte 371 West - Homestead Rd	Mtn Art	2	3,400	D or Better	16,900	F
SR 79	SR-371 - Sage Rd	Mtn Art	2	8,300	D or Better	16,600	F
SR 79	West of Sage Rd	Mtn Art	2	8,800	D or Better	17,800	F
SR 79	Murrieta Hot Springs Rd - Benton Rd	Arterial	4	30,500	D or Better	38,900	F
SR 79	Benton Rd - Simpson Ave	Arterial	2	23,500	F	31,000	F
SR 79	Simpson Ave - Jct Route 74	Arterial	2	8,800	D or Better	19,500	F
SR 79	California Ave - Beaumont Jct Rte 10	Arterial	4	24,900	D or Better	33,700	E
SR 86	66th Ave - Rte 111 West	Arterial	2	5,900	D or Better	30,500	F
SR 91	Orange Co Line - Green River Dr	Freeway	8+4	267,000	F	294,000	F
SR 91	Green River Dr - Jct Rte 71 No	Freeway	8+2	253,000	F	279,700	F
SR 91	Jct Rte 71 No - Serfas Club Dr	Freeway	8+2	256,000	F	285,400	F
SR 91	Serfas Club Dr - Corona, Maple St	Freeway	8+2	257,000	F	282,600	F
SR 91	Corona, Maple St - Corona, Lincoln Ave	Freeway	8+2	248,000	F	274,100	F
SR 91	Corona, Lincoln Ave - Corona, W Grand Blvd	Freeway	8+2	255,000	F	277,400	F
SR 91	Corona, W Grand Blvd - Corona, Main St	Freeway	8+2	247,000	F	269,500	F
SR 91	Corona, Main St - Jct Rte 15	Freeway	10+2	233,000	E	256,500	E
SR 91	Jct Rte 15 - McKinley St	Freeway	8+2	219,000	F	244,100	F
SR 91	McKinley St - Pierce St	Freeway	6+2	209,000	F	232,000	F
SR 91	Pierce St - Magnolia Ave	Freeway	6+2	182,000	F	205,300	F
SR 91	Magnolia Ave - La Sierra Ave	Freeway	6+2	193,000	F	214,300	F
SR 91	La Sierra Ave - Tyler St	Freeway	6+2	186,000	F	204,900	F
SR 91	Tyler St - Van Buren Blvd	Freeway	6+2	186,000	F	203,900	F
SR 91	Van Buren Blvd - Adams St	Freeway	6+2	173,000	F	187,800	F
SR 91	Adams St - Madison St	Freeway	6+2	172,000	F	187,000	F
SR 91	Madison St - Arlington Ave	Freeway	6	168,000	F	181,500	F
SR 91	Arlington Ave - Central Ave/State St	Freeway	6	165,000	F	176,200	F
SR 91	Central Ave/State St - Fourteenth St	Freeway	6	165,000	F	173,600	F
SR 91	Fourteenth St - Eighth St	Freeway	6	161,000	F	168,500	F
SR 91	Eighth St - La Cadena Dr/Poplar St & Spruce St	Freeway	6	153,000	F	159,800	F
SR 91	La Cadena Dr/Poplar St & Spruce St - Jct Rte 60, Jct Rte 215 No	Freeway	6	149,000	F	155,800	F
SR-111	Monroe St - Washington St	Arterial	4	27,500	D or Better	38,800	F
SR-111	Racquet Club Dr- Miles/Manitou Ave	Arterial	4	35,000	E	40,500	F
SR-111	Miles/Manitou Ave - Cook St	Arterial	4	34,000	E	37,700	F
SR-111	Cook St - Indian Wells City Limits	Arterial	4	34,000	E	39,200	F

**Table 4.18-M Baseline and Baseline-Plus Project (County Growth)
Freeway and State Route Segment LOS**

Roadway Segment	Limits	Baseline Data				Baseline-Plus Project	
		Facility Type	No. of Lanes	Daily Volumes	Level of Service	Daily Volumes	Level of Service
SR-111	Indian Wells City Limits - Portola Ave	Arterial	4	31,500	D or Better	37,000	E
SR-111	Portola Ave - Jct Rte 74 S	Arterial	4	34,000	E	37,100	F
SR-111	Jct Rte 74 S - Bob Hope Dr	Arterial	4	31,500	D or Better	38,400	F
SR-111	Bob Hope Dr - Country Club Dr (40th Ave)	Arterial	4	31,500	D or Better	38,500	F
SR-111	Country Club Dr (40th Ave) - Frank Sinatra Dr	Arterial	4	28,500	D or Better	35,100	E
SR-111	Frank Sinatra Dr - Date Palm Ave/ Broadway	Arterial	4	31,500	D or Better	40,100	F
SR-111	Date Palm Ave/Broadway -Golf Club Dr	Arterial	4	31,500	D or Better	38,600	F
SR-111	Golf Club Dr - Gene Autry Trail	Arterial	4	32,000	D or Better	38,600	F
I-215	Murrieta Hot Springs Rd-Los Alamos Rd	Freeway	4	91,000	D or Better	95,700	E
I-215	Los Alamos Rd - Antelope Rd	Freeway	4	88,000	D or Better	94,100	E
I-215	Antelope Rd - Keller Rd	Freeway	4	89,000	D or Better	97,900	E
I-215	Keller Rd - Scott Rd	Freeway	4	89,000	D or Better	97,900	E
I-215	Scott Rd - Garbani Rd	Freeway	4	83,000	D or Better	96,000	E
I-215	Garbani Rd - Newport Rd	Freeway	4	83,000	D or Better	96,000	E
I-215	Newport Road - McCall Blvd	Freeway	4	80,000	D or Better	99,400	E
I-215	McCall Blvd - Ethanac Rd	Freeway	4	74,000	D or Better	92,700	E
I-215	Ethanac Rd - South Jct Rte 74	Freeway	4	72,000	D or Better	91,100	E
I-215	S Jct Rte 74 - Evans Rd	Freeway	4	88,000	D or Better	113,100	F
I-215	Evans Rd - N Jct Rte 74	Freeway	4	88,000	D or Better	113,100	F
I-215	North Jct Rte 74 - D Street	Freeway	4	82,000	D or Better	109,300	F
I-215	D Street - Nuevo Rd	Freeway	6	99,000	D or Better	131,600	E
I-215	Nuevo Rd - Mid County Pkwy	Freeway	6	103,000	D or Better	133,100	F
I-215	Mid County Pkwy - Ramona Expressway	Freeway	6	103,000	D or Better	133,100	F
I-215	Ramona Expressway - Oleander Ave	Freeway	6	117,000	D or Better	154,000	F
I-215	Oleander Ave - Van Buren Blvd	Freeway	6	124,000	E	163,600	F
I-215	Van Buren Blvd - Cactus Ave	Freeway	6	120,000	D or Better	157,200	F
I-215	Cactus Ave - Alessandro Blvd	Freeway	6	126,000	E	161,900	F
I-215	Alessandro Blvd - Eucalyptus/Eastridge Ave	Freeway	6	124,000	E	155,900	F
I-215	Eucalyptus/Eastridge Ave - Jct Rte 60 E	Freeway	6	119,000	D or Better	145,900	F
I-215	Jct Rte 60 E - Fair Isle Dr	Freeway	6	168,000	F	207,600	F
I-215	Fair Isle Dr - Central Ave	Freeway	6	173,000	F	212,500	F
I-215	Central Ave - El Cerrito Dr	Freeway	6	166,000	F	203,700	F
I-215	El Cerrito Dr - Martin Luther King Blvd	Freeway	6	166,000	F	200,100	F
I-215	Martin Luther King Blvd-University Ave	Freeway	6	163,000	F	195,500	F
I-215	University Ave - 3rd/Blaine St	Freeway	6	157,000	F	186,900	F
I-215	3rd/Blaine St - Spruce St	Freeway	8	157,000	D or Better	187,800	F
I-215	Spruce St - Jct Rte 60 & 91 West	Freeway	8	157,000	D or Better	187,800	F
I-215	Columbia Ave - Center St	Freeway	6	139,000	F	140,800	F
I-215	Center St - San Bernardino Co Line	Freeway	6	136,000	F	135,700	F
SR-371	Wilson Valley Rd - Cary Rd	Arterial	2	7,300	D or Better	17,000	E
SR-371	Contreras Rd - Jct Rte 74	Arterial	2	6,900	D or Better	17,900	E
Cajalco Rd	Alexander St - Brown St	Secondary	2	17,400	D or Better	22,700	F
Ethanac Rd	Barnett Rd - Sherman Rd	Secondary	2	5,500	D or Better	15,800	F
Mid County Pkwy	Future Ramona Expway Interchange - Reservoir Ave	Major	2	20,700	D or Better	34,300	F

Table 4.18-M Baseline and Baseline-Plus Project (County Growth) Freeway and State Route Segment LOS

Roadway Segment	Limits	Baseline Data				Baseline-Plus Project	
		Facility Type	No. of Lanes	Daily Volumes	Level of Service	Daily Volumes	Level of Service
Mid County Pkwy	Reservoir Ave - Warren Rd, Future SR-79	Major	2	20,700	D or Better	34,100	F
Ramona Expy	I-215 NB Ramps at Ramona Expway/ Cajalco Expway - N Webster Ave	Major	4	19,900	D or Better	35,200	F
Van Buren Blvd	Jurupa Ave - Limonite Ave	Arterial	4	55,800	D or Better	59,200	F

Footnote: Shaded cells indicate impact

Source: Riverside County staff.

Table 4.18-N Baseline and Baseline-Plus Project Roadway Comparison for Segments One Mile or Longer (Arterial Road Network)

Area Plan (or City)	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project				
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service
Cities of Riverside and Norco	Alessandro Blvd	Trautwein Rd to Arlington Ave - Chicago Ave	2.21	4	44,200	F	4	Existing	7,500	51,700	F
Cities of Riverside and Norco	Alessandro Blvd	Trautwein Rd to Brown St	3.63	4	38,400	F	4	Existing	(11,200)	27,200	E
Cities of Riverside and Norco	Arlington Ave	Riverside Ave - SR-91 WB Onramp at Arlington Ave to Alessandro Blvd	2.07	4	38,700	F	4	Existing	4,400	43,100	F
Cities of Riverside and Norco	Chicago Ave	Alessandro Blvd to Central Ave	1.04	4	36,200	F	4	Existing	4,400	40,600	F
Cities of Riverside and Norco	Main St	Strong St to W Center St	1.28	4	36,300	F	4	Existing	2,100	38,400	F
Cities of Riverside and Norco	Trautwein Rd	Orange Terrace Pkwy to 0.2 Mi. N of Mission Grove Pkwy S	1.34	4	26,200	D or better	4	Existing	4,700	30,900	F
Cities of Riverside and Norco	Van Buren Blvd	0.48 Mi. SE of A St to 0.11 Mi. N of SR-91 WB Ramps at Van Buren Blvd	2.69	4	40,300	F	4	Existing	8,000	48,300	F
Cities of Riverside and Norco	Van Buren Blvd	Cypress Ave - Jackson St to Jurupa Ave	1.28	4	50,500	F	4	Existing	1,600	52,100	F
Cities of Riverside and Norco	Van Buren Blvd	Wood Rd to Barton St	1.02	4	27,600	E	4	Existing	7,000	34,600	F
Cities of Riverside and Norco	Victoria Ave	0.67 Mi. S of Cridge St to 14th St	1.04	2	11,200	D or better	2	Existing	500	11,700	E
Cities of Riverside and Norco	Watkins Dr	0.28 Mi. N of I-215 NB Onramp at Central Ave/ Watkins Dr to W Linden St	1.17	2	11,300	D or better	2	Existing	1,000	12,300	E
Jurupa	Armstrong Rd	Valley Way to 1.53 Mi. N of Sierra Ave	1.53	2	12,200	E	2	Existing	0	12,200	E

Table 4.18-N Baseline and Baseline-Plus Project Roadway Comparison for Segments One Mile or Longer (Arterial Road Network)

Area Plan (or City)	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project				
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service
Jurupa	Limonite Ave	Wineville Ave to 0.1 Mi. E of Beach St	2.71	2	18,400	F	2	Existing	900	19,300	F
Jurupa	Van Buren Blvd	Mission Blvd to Van Buren Blvd SB Onramp at Limonite Ave	4.37	4	40,000	D or better	4	Existing	32,500	72,500	F
Temescal Canyon	E Ontario Ave	Kellogg Ave to I-15 SB Ramps at Ontario Ave	1.35	4	24,200	D or better	4	Existing	6,000	30,200	F
Temescal Canyon	W 6th St	Smith Ave to Merrill St	1.33	4	33,800	F	4	Existing	1,900	35,700	F
Temescal Canyon	W Ontario Ave	Kirkwood Dr to S Lincoln Ave	1.78	2	16,800	D or better	2	Existing	(400)	16,400	F
Elsinore	Bundy Canyon Rd	1.32 Mi. E of I-15 NB Off-ramp at Bundy Canyon Rd to Orange St	1.53	2	8,600	D or better	2	Existing	3,400	12,000	E
Elsinore	Clinton Keith Rd	Salida Del Sol - Yamas Dr to 0.24 Mi. W of La Estrella St - Nutmeg St	1.39	2	13,600	F	2	Existing	2,500	16,100	F
Elsinore	Lake St	Nicholas Rd to Grand Ave	1.37	2	14,500	D or better	2	Existing	1,700	16,200	F
Elsinore	Lake St	Nicholas Rd to Temescal Canyon Rd	1.16	2	15,600	F	2	Existing	2,200	17,800	F
Elsinore	Railroad Canyon Rd	I-15 NB Ramps at Diamond Dr/Railroad Cyn Rd to 0.19 Mi. E of Canyon Lake Dr N	3.70	4	25,200	D or better	4	Existing	8,400	33,600	F
Elsinore	Summerhill Dr	Railroad Cyn Rd to La Strada	2.13	2	13,300	F	2	Existing	(300)	13,000	F
Lake Mathews / Woodcrest	Cajalco Rd	El Sobrante Rd to 0.25 Mi. W of Alexander St	3.34	2	11,500	D or better	2	Existing	6,200	17,700	F
Lake Mathews / Woodcrest	Mockingbird Canyon Rd	Markham St to Van Buren Blvd	2.46	4	16,000	D or better	4	Secondary	9,300	25,300	E
Mead Valley	Case Rd	Goetz Rd to Mapes Rd	1.96	2	9,200	D or better	2	Existing	5,900	15,100	F
Mead Valley	E San Jacinto Ave	Mc Canna St - Redlands Ave to Dunlap Dr	1.38	2	6,000	D or better	2	Existing	12,300	18,300	F
Mead Valley	Goetz Rd	McLaughlin Rd to Ellis Ave	2.51	2	12,400	E	2	Existing	2,300	14,700	F
Mead Valley	Markham St	Seaton Ave to Day St	1.01	2	9,000	D or better	2	Mountain Arterial	7,300	16,300	F
Mead Valley	N Perris Blvd	E San Jacinto Ave to Placentia St	2.47	2	16,100	F	2	Existing	4,600	20,700	F
Mead Valley	N Perris Blvd	Placentia St to Oleander Ave	2.48	2	18,400	F	2	Existing	3,400	21,800	F
Mead Valley	N Webster Ave	Ramona Expy to Oleander Ave	1.00	2	11,300	D or better	2	Existing	3,600	14,900	F
Mead Valley	Ramona Expy	Evans Rd to N Webster Ave	2.02	4	21,800	D or better	4	Existing	11,200	33,000	F

**Table 4.18-N Baseline and Baseline-Plus Project Roadway Comparison
for Segments One Mile or Longer (Arterial Road Network)**

Area Plan (or City)	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project				
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service
Sun City / Menifee Valley	Bundy Canyon Rd	Cottonwood Canyon Rd to Murrieta Rd	1.01	2	8,800	D or better	2	Existing	4,800	13,600	F
Sun City / Menifee Valley	Newport Rd	Murrieta Rd to Domenigoni Pkwy	3.24	4	22,500	D or better	4	Existing	15,200	37,700	F
Southwest Area	Clinton Keith Rd	0.05 Mi. E of I-215 NB Ramps at Clinton Keith Rd to 0.49 Mi. E of Meadow- lark Ln - Whitewood Rd	1.11	2	12,400	E	2	Existing	8,300	20,700	F
Southwest Area	Clinton Keith Rd	La Estrella St - Nutmeg St to I-215 SB Ramps at Clinton Keith Rd	1.67	4	22,100	D or better	4	Existing	5,400	27,500	E
Southwest Area	Murrieta Hot Springs Rd	I-215 NB Onramp at Murrieta Hot Springs Rd to Margarita Rd	1.40	4	24,100	D or better	4	Existing	10,000	34,100	F
Southwest Area	Ynez Rd	0.15 Mi. S of Ynez Rd to Jedediah Smith Rd	1.05	2	14,300	D or better	2	Existing	1,700	16,000	F
Reche Cyn / Badlands	Perris Blvd	Oleander Ave to Cactus Ave	3.49	2	17,700	F	2	Existing	3,100	20,800	F
Reche Cyn / Badlands	Pigeon Pass Rd	Hidden Springs Dr to 0.39 Mi. N of Ironwood Ave	1.11	2	14,900	D or better	2	Existing	500	15,400	F
Reche Cyn / Badlands	Redlands Blvd	Locust Ave to Cactus Ave	3.25	2	11,400	D or better	2	Existing	2,400	13,800	F
Reche Cyn / Badlands	Redlands Blvd	Locust Ave to San Timoteo Canyon Rd	2.54	2	18,600	F	2	Mountain Arterial	2,900	21,500	F
Lakeview / Nuevo	Contour Ave	1.03 Mi. E of Hansen Ave to Hansen Ave	1.03	2	2,800	D or better	2	Collector	9,700	12,500	E
Lakeview / Nuevo	Juniper Flats Rd	Juniper Springs Rd to Warren St	2.97	2	2,900	D or better	2	Collector	12,300	15,200	F
Lakeview / Nuevo	Lakeview Ave	9th St to Nuevo Rd	2.49	2	5,100	D or better	2	Collector	11,600	16,700	F
Harvest Vly / Winchester	Domenigoni Pkwy	Winchester Rd to 0.74 Mi. E of Leon Rd	1.31	6	19,300	D or better	6	Urban Arterial	32,900	52,200	E
The Pass	San Timoteo Canyon Rd	0.23 Mi. NW of Live Oak Canyon Rd to Redlands Blvd	1.22	2	17,900	F	2	Mountain Arterial	3,600	21,500	F
San Jacinto Valley	Bridge St	Gilman Springs Rd to Marvin Rd	2.38	2	3,800	D or better	2	Collector	9,300	13,100	F
San Jacinto Valley	Domenigoni Pkwy	S Sanderson Ave to 0.66 Mi. E of Warren Rd	1.11	4	19,800	D or better	4	Existing	16,200	36,000	F
San Jacinto Valley	Lyon Ave	Domenigoni Pkwy to S Lyon Ave	1.43	2	8,200	D or better	2	Existing	8,300	16,500	F
San Jacinto Valley	N Sanderson Ave	N Ramona Blvd to 1.33 Mi. S of N Ramona Blvd	1.73	2	17,500	D or better	2	Existing	4,800	22,300	F
San Jacinto Valley	N Warren Rd	Deegan St to Ramona Blvd	1.33	2	6,000	D or better	2	Existing	5,700	11,700	E

Table 4.18-N Baseline and Baseline-Plus Project Roadway Comparison for Segments One Mile or Longer (Arterial Road Network)

Area Plan (or City)	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project				
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service
San Jacinto Valley	Ramona Expy	0.24 Mi. E of Soboba St to 0.36 Mi. N of E Esplanade Ave	1.40	2	10,500	D or better	2	Existing	4,900	15,400	F
San Jacinto Valley	Ramona Expy	E Main St to 0.48 Mi. E of N San Jacinto Ave	1.44	2	9,700	D or better	2	Existing	3,500	13,200	F
San Jacinto Valley	Ramona Expy	N Sanderson Ave to 0.52 Mi. E of N Warren Rd	1.21	2	11,400	D or better	2	Existing	9,100	20,500	F
San Jacinto Valley	S Lyon Ave	Florida Ave to Lyon Ave	1.24	2	11,100	D or better	2	Existing	2,500	13,600	F
San Jacinto Valley	S Sanderson Ave	Stetson Ave to Domenigoni Pkwy	1.09	2	14,600	D or better	2	Existing	7,100	21,700	F
San Jacinto Valley	S State St	0.25 Mi. N of Chambers St to E Newport Rd	2.76	2	11,100	D or better	2	Existing	9,300	20,400	F
San Jacinto Valley	SR-79/Ramona Expy	0.35 Mi. SE of Byrd St to N State St	1.60	2	15,200	F	2	Existing	5,300	20,500	F
San Jacinto Valley	Warren Rd	California Ave to 0.36 Mi. S of W Harrison Ave	1.16	2	10,600	D or better	2	Existing	7,500	18,100	F
San Jacinto Valley	Warren Rd	Devonshire Ave to Whittier Ave	1.06	2	12,200	D or better	2	Existing	5,300	17,500	F
W. Coachella Valley	48th Ave	Monroe St to Madison St	1.01	2	12,600	D or better	2	Existing	2,200	14,800	F
W. Coachella Valley	50th Ave	Madison St to Jefferson St	1.00	2	11,200	D or better	2	Existing	3,800	15,000	F
W. Coachella Valley	52nd Ave	Madison St to Monroe St	1.01	2	17,000	F	2	Existing	2,600	19,600	F
W. Coachella Valley	54th Ave	Monroe St to Madison St	1.00	2	7,500	D or better	2	Existing	8,300	15,800	F
W. Coachella Valley	Cook St	Hovley Ln E to Fred Waring Dr	1.26	4	26,600	D or better	4	Existing	2,000	28,600	E
W. Coachella Valley	Country Club Dr	Washington St to Oasis Club Dr	1.08	4	28,000	D or better	4	Existing	8,000	36,000	F
W. Coachella Valley	Date Palm Dr	30th Ave to Ramon Rd	1.00	4	22,800	D or better	4	Existing	4,300	27,100	E
W. Coachella Valley	E Palm Canyon Dr	La Verne Way - S Sunrise Way to Golf Club Dr	2.56	4	27,400	E	4	Existing	4,000	31,400	F
W. Coachella Valley	Fred Waring Dr	Washington St to El Dorado Dr	1.93	4	29,700	D or better	4	Existing	5,900	35,600	F
W. Coachella Valley	Gerald Ford Dr	Cook St to Portola Ave	1.11	2	8,900	D or better	2	Existing	4,300	13,200	F
W. Coachella Valley	Jackson St	50th Ave to 48th Ave	1.02	2	6,800	D or better	2	Existing	6,500	13,300	F
W. Coachella Valley	Monroe St	0.5 Mi. N of 62nd Ave to 0.5 Mi. N of 60th Ave	1.02	2	12,600	E	2	Existing	8,300	20,900	F
W. Coachella Valley	Monroe St	49th Ave to 52nd Ave	1.50	4	14,700	D or better	4	Existing	15,000	29,700	E
W. Coachella Valley	Monroe St	Airport Blvd to 54th Ave	1.01	4	18,700	D or better	4	Arterial	18,100	36,800	E

Table 4.18-N Baseline and Baseline-Plus Project Roadway Comparison for Segments One Mile or Longer (Arterial Road Network)

Area Plan (or City)	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project				
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service
W. Coachella Valley	N Gene Autry Trail	I-10 EB Offramp at Gene Autry Trl/Palm Dr to E Vista Chino	2.34	2	20,200	D or better	2	Existing	2,600	22,800	F
W. Coachella Valley	N Indian Canyon Dr	N Sunrise Way to 18th Ave	3.25	2	18,200	F	2	Existing	4,000	22,200	F
W. Coachella Valley	Pierson Blvd	West Dr to Little Morongo Rd	1.01	2	8,100	D or better	2	Existing	5,300	13,400	F
W. Coachella Valley	SR-111	Deep Canyon Rd to El Dorado Dr	1.50	4	39,300	F	4	Existing	4,300	43,600	F
W. Coachella Valley	SR-111	El Dorado Dr to Washington St	2.60	4	42,900	F	4	Existing	5,900	48,800	F
W. Coachella Valley	SR-111	Madison St to Adams St	1.99	4	30,600	D or better	4	Existing	5,500	36,100	F
W. Coachella Valley	SR-111/E Palm Cyn Dr	Date Palm Dr to Perez Rd	1.10	4	28,700	D or better	4	Existing	5,900	34,600	F
W. Coachella Valley	SR-111/ N Palm Cyn Dr	Vista Chino to Tram Way Rd - W San Rafael Dr	1.13	4	24,600	D or better	4	Existing	8,700	33,300	F
W. Coachella Valley	Varner Rd	1.18 Mi. NW Da Vall Dr to Landau Blvd- Mtn View Rd	2.16	2	10,500	D or better	2	Existing	6,500	17,000	F
W. Coachella Valley	Varner Rd	Date Palm Dr to Date Palm Dr	1.19	2	6,700	D or better	2	Existing	12,300	19,000	F
W. Coachella Valley	Washington St	SR-111 to 0.45 Mi. N of Fred Waring Dr	1.59	4	34,300	F	4	Existing	6,000	40,300	F
E. Coachella Valley	50th Ave	Harrison St to 0.24 Mi. W of Calhoun St	1.74	2	13,000	D or better	2	Existing	3,900	16,900	F
E. Coachella Valley	52nd Ave	0.36 Mi. W of Fillmore St to 0.84 Mi. E of SR-111	1.13	2	4,900	D or better	2	Existing	10,300	15,200	F
E. Coachella Valley	Grapefruit Blvd	Harrison St to Dillon Rd	1.01	4	18,400	D or better	4	Existing	17,500	35,900	F
E. Coachella Valley	Harrison St	50th Ave to 54th Ave	1.99	4	15,300	D or better	4	Existing	21,500	36,800	F
E. Coachella Valley	Johnson St	60th Ave to 62nd Ave	1.00	2	12,600	E	2	Collector	0	12,600	E
E. Coachella Valley	Van Buren St	50th Ave to 0.5 Mi. N of 54th Ave	1.49	2	4,300	D or better	2	Existing	10,700	15,000	F
E. County - Desert Area	Chuckwalla Valley Rd	I-10 EB Ramps at Chuckwalla Valley Rd to I-10 EB Ramps at Ford Dry Lake Rd/Chuckwalla Valley Rd	16.24	2	1,300	D or better	2	Collector	15,100	16,400	F

Footnote: Shaded cells indicate impact.
Source: Riverside County staff.

The results of the forgoing analysis indicate that, with build out of the GPA No. 960 land use in Riverside County and build out of Riverside County’s Circulation Element, some facilities would improve to an acceptable level that currently operate unacceptably. However, as shown in Table 4.18-M and Table 4.18-N, the shaded cells are locations where GPA No. 960 would increase traffic to facilities already operating at an unacceptable level or GPA No. 960 would add traffic to facilities currently operating at an acceptable level such that they would operate un-

acceptably. Based on the significance criteria described above, the addition of GPA No. 960 traffic to the existing baseline would result in significant impacts at those locations.

c. Results for GPA No. 960 Conditions

The proposed Circulation Element, illustrated in Figures 4.18.22.1 to 4.18.22.21 in Appendix EIR-4.E, is assumed for the analysis of GPA No. 960. This scenario assumes land use designations of the proposed General Plan Amendment. The differences between the existing Circulation Element and the Proposed Circulation Element are also presented in Figures 4.18.23.1 to 4.18.23.21 in Appendix EIR-4.E. The changes in the incorporated areas are for informational purposes only and reflect the best information available from the cities as of late 2009.

The results of the evaluation of GPA No. 960 are presented in a series of figures similar to those for the previously evaluated scenarios.

Table 4.18-O (Baseline to GPA No. 960 Freeway and Expressway Comparison) summarizes the Freeway and State Route Facilities that are projected to operate at an unacceptable LOS E or LOS F, while Table 4.18-P (Baseline to GPA No. 960 Comparison of Segments One Mile or Greater (Arterial Road Network)) summarizes the results of roadway operations on Riverside County facilities. All facilities operating at an unacceptable level, where the LOS is the same or worse than the Baseline Conditions, and where GPA No. 960 is expected to add traffic is identified as a significant impact.

Table 4.18-O Baseline to GPA No. 960 Freeway and Expressway Comparison

Roadway Segment	Limits	Baseline			GPA960 (Build Out)		
		No. of Lanes	Daily Volume	Level of Service	Facility Type	Daily Volume	Level of Service
I-10	San Bernardino County Line-County Line Rd	6	103,000	D or Better	Freeway	258,100	F
I-10	County Line Rd -Calimesa Blvd	6	95,000	D or Better	Freeway	254,700	F
I-10	Calimesa Blvd-Singleton Rd	6	98,000	D or Better	Freeway	259,100	F
I-10	Singleton Rd-Cherry Valley Blvd	6	98,000	D or Better	Freeway	268,300	F
I-10	Cherry Valley Blvd-San Timoteo Canyon Rd	6	90,000	D or Better	Freeway	252,000	F
I-10	San Timoteo Canyon Rd-Jct Rte 60	6	89,000	D or Better	Freeway	228,900	F
I-10	Jct Rte 60 - Jct Rte 79 South	8	126,000	D or Better	Freeway	308,300	F
I-10	Jct Rte 79 South- Pennsylvania Ave	8	128,000	D or Better	Freeway	296,900	F
I-10	Pennsylvania Ave - Highland Springs Ave	8	134,000	D or Better	Freeway	305,200	F
I-10	Highland Springs Ave- Banning, Sunset Ave	8	129,000	D or Better	Freeway	307,900	F
I-10	Sunset Ave-22nd St	8	126,000	D or Better	Freeway	294,000	F
I-10	22nd St - Jct Rte 243 (S Eighth St.)	8	123,000	D or Better	Freeway	289,300	F
I-10	Jct Rte 243(S Eighth St)-Banning, Hargrave St	8	120,000	D or Better	Freeway	292,800	F
I-10	Hargrave St- East Ramsey St	8	110,000	D or Better	Freeway	291,000	F
I-10	East Ramsey St - Reservation Rd/Fields Rd	8	113,000	D or Better	Freeway	310,600	F
I-10	Reservation Rd/Fields Rd - Apache Trail Rd	8	106,000	D or Better	Freeway	297,400	F
I-10	Apache Trail Rd - Morongo Pkwy	8	94,000	D or Better	Freeway	281,700	F
I-10	Morongo Pkwy - E Cabazon Interchange, Main St	8	94,000	D or Better	Freeway	281,300	F
I-10	E Cabazon Interchange, Main St-Verbenia Ave	8	94,000	D or Better	Freeway	282,500	F
I-10	Verbenia Ave-Elm St	8	94,000	D or Better	Freeway	285,800	F
I-10	Elm St-Jct Route 111	8	94,000	D or Better	Freeway	296,400	F
I-10	Haugen-Lehmann Way-Jct Route 111	8	94,000	D or Better	Freeway	304,000	F
I-10	Jct Rte 111-Whitewater Interchange	8	81,000	D or Better	Freeway	248,800	F
I-10	Whitewater Interchange - Jct Rte 62 N	8	81,000	D or Better	Freeway	251,000	F

Table 4.18-O Baseline to GPA No. 960 Freeway and Expressway Comparison

Roadway Segment	Limits	Baseline			GPA960 (Build Out)		
		No. of Lanes	Daily Volume	Level of Service	Facility Type	Daily Volume	Level of Service
I-10	Jct Rte 62 north - Indian Ave	8	79,000	D or Better	Freeway	244,000	F
I-10	Indian Ave- Palm Dr/Gene Autry Trail	8	81,000	D or Better	Freeway	253,000	F
I-10	Palm Dr/Gene Autry Trail-Landau Blvd	8	88,000	D or Better	Freeway	268,600	F
I-10	Landau Blvd-Date Palm Dr	8	88,000	D or Better	Freeway	252,400	F
I-10	Date Palm Dr - Da Vall Dr	8	94,000	D or Better	Freeway	261,000	F
I-10	Da Vall Dr - Bob Hope Dr	8	94,000	D or Better	Freeway	258,700	F
I-10	Bob Hope Dr - Ramon Rd	8	94,000	D or Better	Freeway	261,600	F
I-10	Ramon Rd - Monterey Ave	6	96,000	D or Better	Freeway	257,300	F
I-10	Monterey Ave-Portola Ave	6	97,000	D or Better	Freeway	262,300	F
I-10	Portola Ave-Cook Street	6	97,000	D or Better	Freeway	260,600	F
I-10	Cook Street-Washington Street	6	94,000	D or Better	Freeway	264,200	F
I-10	Washington Street - Jefferson St/Indio Blvd	6	83,000	D or Better	Freeway	245,900	F
I-10	Jefferson St/Indio Blvd-Monroe St	6	68,000	D or Better	Freeway	224,600	F
I-10	Jefferson St/Indio Blvd-Monroe St	6	68,000	D or Better	Freeway	204,800	F
I-10	Monroe St - Jackson St	6	62,000	D or Better	Freeway	204,900	F
I-10	Jackson St - N Jct Rte 111/Auto Center Dr	6	57,000	D or Better	Freeway	201,200	F
I-10	Chiriaco Summit Interchange - Hayfield Rd	4	23,000	D or Better	Freeway	94,000	E
I-10	Hayfield Rd - Union Rd/Red Cloud Rd	4	23,000	D or Better	Freeway	94,000	E
I-10	Union Rd/Red Cloud Rd - Eagle Mountain Rd	4	23,000	D or Better	Freeway	96,300	E
I-15	San Diego County Line-Eastern Bypass	8	130,000	D or Better	Freeway	260,800	F
I-15	Eastern Bypass-S Jct Rte 79	8	130,000	D or Better	Freeway	250,600	E
I-15	S Jct Rte 79 - Rancho California Rd	8	150,000	D or Better	Freeway	285,600	E
I-15	Rancho California Rd - N Jct Rte 79	8	161,000	D or Better	Freeway	304,600	F
I-15	Murrieta Hot Springs Rd -Los Alamos Rd	6	127,000	E	Freeway	229,000	F
I-15	Los Alamos Rd -California Oaks Rd	6	127,000	E	Freeway	234,000	F
I-15	California Oaks Rd-Clinton Keith Rd	6	124,000	E	Freeway	237,500	F
I-15	Clinton Keith Rd-Baxter Rd	6	123,000	D or Better	Freeway	258,400	F
I-15	Baxter Rd-Bundy Canyon Rd	6	118,000	D or Better	Freeway	258,200	F
I-15	Bundy Canyon Rd-Olive St	6	113,000	D or Better	Freeway	256,600	F
I-15	Olive St-Railroad Canyon Rd	6	113,000	D or Better	Freeway	246,000	F
I-15	Railroad Cyn Rd-Bancroft Way, Franklin St	6	122,000	D or Better	Freeway	259,600	F
I-15	Bancroft Way, Franklin St-Main Street	6	122,000	D or Better	Freeway	251,200	F
I-15	Main Street-Jct Rte 74	6	119,000	D or Better	Freeway	258,400	F
I-15	Jct Rte 74-Nichols Rd	6	107,000	D or Better	Freeway	261,900	F
I-15	Nichols Rd-Lake Street	6	109,000	D or Better	Freeway	290,200	F
I-15	Lake Street-Horsethief Canyon Rd	6	115,000	D or Better	Freeway	302,800	F
I-15	Horsethief Canyon Rd-Indian Truck Trail	6	115,000	D or Better	Freeway	299,000	F
I-15	Indian Truck Trail-Temescal Canyon Rd	6	121,000	D or Better	Freeway	298,000	F
I-15	Temescal Canyon Rd-Weirick Rd	6	131,000	E	Freeway	314,100	F
I-15	Weirick Rd-Cajalco Rd	6	146,000	F	Freeway	348,100	F
I-15	Cajalco Rd-El Cerrito Rd	6	155,000	F	Freeway	380,900	F
I-15	El Cerrito Rd-Ontario Ave	6	160,000	F	Freeway	374,600	F
I-15	Ontario Ave-Magnolia Ave	6	160,000	F	Freeway	372,900	F
I-15	Magnolia Ave-Jct Rte 91	8	174,000	E	Freeway	391,900	F
I-15	Hidden Valley Rd-2nd Street	8	156,000	D or Better	Freeway	273,500	F
I-15	2nd St -4th St	6	150,000	F	Freeway	275,300	F

Table 4.18-O Baseline to GPA No. 960 Freeway and Expressway Comparison

Roadway Segment	Limits	Baseline			GPA960 (Build Out)		
		No. of Lanes	Daily Volume	Level of Service	Facility Type	Daily Volume	Level of Service
I-15	4th St -6th St	6	150,000	F	Freeway	283,300	F
I-15	6th St - Schleisman Rd	6	150,000	F	Freeway	287,300	F
I-15	Schleisman Rd - Limonite Ave	6	150,000	F	Freeway	264,000	F
I-15	Limonite Ave – Cantu-Galleano Ranch Rd	6	145,000	F	Freeway	256,900	F
I-15	Jct Rte 60-San Bernardino County Line	8	214,000	F	Freeway	361,000	F
SR 60	Milliken Ave - Jct Rte 15	6	155,000	F	Freeway	207,000	F
SR 60	Jct Rte 15 - Van Buren Blvd	6	124,000	E	Freeway	251,500	E
SR 60	Van Buren Blvd - Etiwanda Ave	6	137,000	F	Freeway	259,500	F
SR 60	Etiwanda Ave - Mission Blvd	6	123,000	D or Better	Freeway	254,500	E
SR 60	Mission Blvd - Pedley Rd	6	123,000	D or Better	Freeway	252,000	E
SR 60	Pedley Rd - Pyrite Street	6	121,000	D or Better	Freeway	249,600	E
SR 60	Pyrite Street - Valley Way	6	126,000	E	Freeway	250,200	E
SR 60	Valley Way-Pacific Ave	6+2	126,000	D or Better	Freeway	248,200	F
SR 60	Pacific Ave-Rubidoux Blvd	6+2	126,000	D or Better	Freeway	260,800	F
SR 60	Rubidoux Blvd-Crestmore Ave	6+2	131,000	D or Better	Freeway	260,100	F
SR 60	Crestmore Ave-Market St	6+2	121,000	D or Better	Freeway	252,600	F
SR 60	Market St-Main St	6+2	136,000	D or Better	Freeway	278,600	F
SR 60	Main St-Orange St	6+2	136,000	D or Better	Freeway	268,000	F
SR 60	Orange St- Jct Rtes 91/215	6+2	132,000	D or Better	Freeway	283,200	F
SR 60	Jct Rtes 91/215 -East Jct Rte 215	6+2	128,000	D or Better	Freeway	223,900	F
SR 60	East Jct Rte 215-Day street	6	126,000	E	Freeway	191,700	F
SR 60	Day St -Pigeon Pass Rd	4	107,000	F	Freeway	168,900	F
SR 60	Pigeon Pass Rd -Heacock St	4	97,000	E	Freeway	163,900	F
SR 60	Perris Blvd-Nason Street	4	78,000	D or Better	Freeway	159,400	F
SR 60	Nason Street-Moreno Beach Blvd	4	72,000	D or Better	Freeway	154,800	E
SR 60	Moreno Beach Blvd-Redlands Blvd	4	60,000	D or Better	Freeway	144,200	F
SR 60	Redlands Blvd - Theodore Street	4	52,000	D or Better	Freeway	131,300	F
SR 60	Theodore street - Gilman Springs Rd	4	52,000	D or Better	Freeway	142,300	F
SR 60	Gilman Springs Rd-Jackrabbit Trail	4	44,000	D or Better	Freeway	137,200	F
SR 60	Jackrabbit Trail - Potrero Blvd	4	44,000	D or Better	Freeway	116,000	F
SR 60	Jackrabbit Trail - Jct Rte 10	4	44,000	D or Better	Freeway	105,800	F
SR 62	Indian Ave-San Bernardino County Line	2	22,000	F	Expressway	101,800	F
SR 71	Riverside Co Line - Jct Rte 91	4	55,000	D or Better	Freeway	158,900	F
SR 74	Orange County Line-Grand Ave	2	9,800	D or Better	Mtn Art	18,300	F
SR 74	Grand Ave -Lake Shore Dr	2	18,500	F	Major	37,800	F
SR 74	Lake Shore Dr - Gunnerson St/ Strickland Ave	2	24,000	F	Urban Arterial	54,300	E
SR 74	Gunnerson St/Strickland Ave - Jct Rte 15	2	25,500	F	Urban Arterial	62,700	F
SR 74	Jct Rte 15 - Seventh St	4	31,000	D or Better	Arterial	64,400	F
SR 74	Seventh St - D St	4	26,000	D or Better	Secondary	36,200	F
SR 74	D Street-Jct Rte 215	4	21,500	D or Better	Secondary	25,200	E
SR 74	Jct Rte 215-Ethanac Rd	4	25,500	D or Better	Major	51,900	F
SR 74	Ethanac Rd-Menifee Rd	4	24,500	D or Better	Expressway	94,900	E
SR 74	Menifee road-Winchester Rd	4	30,500	D or Better	Expressway	92,300	E
SR 74	Jct Realigned Rte 79 South-Warren Rd	4	33,500	E	Urban Arterial	62,600	F
SR 74	Warren Rd- Lyon Ave	4	29,500	D or Better	Arterial	51,700	F
SR 74	Lyon Ave - State St	4	31,500	D or Better	Arterial	51,700	F

Table 4.18-O Baseline to GPA No. 960 Freeway and Expressway Comparison

Roadway Segment	Limits	Baseline			GPA960 (Build Out)		
		No. of Lanes	Daily Volume	Level of Service	Facility Type	Daily Volume	Level of Service
SR 74	State St - Jct 79 North	4	29,500	D or Better	Arterial	42,800	F
SR 74	Jct Rte 79 North- Yale Street	4	27,500	D or Better	Arterial	36,200	E
SR 74	Yale St-Cornell St	4	25,500	D or Better	Major	32,900	E
SR 74	Cornell St - Hemet St	4	25,500	D or Better	Major	31,700	E
SR 74	Mountain St - San Bern Nat Forest Boundary	2	16,000	E	Major	31,500	E
SR 74	Jct Rte 371 West - Homestead Rd	2	3,400	D or Better	Mtn Art	14,600	E
SR 78	28th Ave/Neighbors Blvd -Broadway Street	2	2,900	D or Better	Major	34,300	F
SR 79	Murrieta Hot Springs Rd - Benton Rd	4	30,500	D or Better	Expressway	105,000	F
SR 79	Benton Rd - Simpson Ave	2	23,500	F	Expressway	110,800	F
SR 79	Main Street in San Jacinto - Sanderson Ave	4	12,500	D or Better	Urban Arterial	56,600	F
SR 79	Sanderson Ave - California Ave	4	27,800	D or Better	Expressway	155,100	F
SR 86	Imperial County Line - 81st Ave	4	14,300	D or Better	Freeway	107,100	F
SR 91	Orange Co Line - Green River Dr	8+4	267,000	F	Freeway	528,900	F
SR 91	Green River Dr - Jct Rte 71 No	8+2	253,000	F	Freeway	509,900	F
SR 91	Jct Rte 71 No - Serfas Club Dr	8+2	256,000	F	Freeway	511,800	F
SR 91	Serfas Club Dr - Corona, Maple St	8+2	257,000	F	Freeway	501,100	F
SR 91	Corona, Maple St - Corona, Lincoln Ave	8+2	248,000	F	Freeway	485,000	F
SR 91	Corona, Lincoln Ave - Corona, W Grand Blvd	8+2	255,000	F	Freeway	482,200	F
SR 91	Corona, West Grand Blvd - Corona, Main St	8+2	247,000	F	Freeway	467,400	F
SR 91	Corona, Main St - Jct Rte 15	10+2	233,000	E	Freeway	390,800	F
SR 91	Jct Rte 15 - McKinley St	8+2	219,000	F	Freeway	308,500	F
SR 91	McKinley St - Pierce St	6+2	209,000	F	Freeway	292,400	F
SR 91	Pierce St - Magnolia Ave	6+2	182,000	F	Freeway	261,400	F
SR 91	Magnolia Ave - La Sierra Ave	6+2	193,000	F	Freeway	267,200	F
SR 91	La Sierra Ave - Tyler St	6+2	186,000	F	Freeway	251,000	F
SR 91	Tyler St - Van Buren Blvd	6+2	186,000	F	Freeway	250,500	F
SR 91	Van Buren Blvd - Adams St	6+2	173,000	F	Freeway	238,600	F
SR 91	Adams St - Madison St	6+2	172,000	F	Freeway	239,100	F
SR 91	Madison St - Arlington Ave	6	168,000	F	Freeway	228,900	F
SR 91	Arlington Ave - Central Ave/State St	6	165,000	F	Freeway	228,100	F
SR 91	Central Ave/State St - Fourteenth St	6	165,000	F	Freeway	231,000	F
SR 91	Fourteenth St - Eighth St	6	161,000	F	Freeway	222,800	F
SR 91	La Cadena Dr/Poplar & Spruce Sts-Jct Rte 60, Jct Rte 215N	6	149,000	F	Freeway	221,600	F
US 95	Palo Verde Dam Rd - San Bernardino Co Line	2	2,400	D or Better	Mtn Art	16,300	F
SR-111	Indio Center Dr - Towne Ave	4	19,600	D or Better	Secondary	28,000	F
SR-111	Miles/Manitou Ave - Cook St	4	34,000	E	Urban Arterial	56,100	E
SR-111	Cook St - Indian Wells City Limits	4	34,000	E	Urban Arterial	50,700	E
SR-111	Golf Club Dr - Gene Autry Trail	4	32,000	D or Better	Major	40,300	F
I-215	Antelope Rd - Keller Rd	4	89,000	D or Better	Freeway	200,100	E
I-215	Keller Rd - Scott Rd	4	89,000	D or Better	Freeway	205,800	E
I-215	Newport Rd -McCall Blvd	4	80,000	D or Better	Freeway	188,000	F
I-215	McCall Blvd - Ethanac Rd	4	74,000	D or Better	Freeway	179,800	F
I-215	Ethanac Rd - South Jct Rte 74	4	72,000	D or Better	Freeway	182,900	F
I-215	South Jct Rte 74 - Evans Rd	4	88,000	D or Better	Freeway	201,600	F
I-215	Evans Rd - North Jct Rte 74	4	88,000	D or Better	Freeway	174,400	F
I-215	North Jct Rte 74 - D Street	4	82,000	D or Better	Freeway	172,900	F

Table 4.18-O Baseline to GPA No. 960 Freeway and Expressway Comparison

Roadway Segment	Limits	Baseline			GPA960 (Build Out)		
		No. of Lanes	Daily Volume	Level of Service	Facility Type	Daily Volume	Level of Service
I-215	D Street - Nuevo Rd	6	99,000	D or Better	Freeway	192,000	F
I-215	Nuevo Rd - Mid County Pkwy	6	103,000	D or Better	Freeway	207,300	F
I-215	Mid County Pkwy - Ramona Expressway	6	103,000	D or Better	Freeway	256,500	F
I-215	Ramona Expressway - Oleander Ave	6	117,000	D or Better	Freeway	271,000	F
I-215	Oleander Ave - Van Buren Blvd	6	124,000	E	Freeway	287,000	F
I-215	Van Buren Blvd - Cactus Ave	6	120,000	D or Better	Freeway	275,700	F
I-215	Cactus Ave - Alessandro Blvd	6	126,000	E	Freeway	270,700	F
I-215	Alessandro Blvd - Eucalyptus/Eastridge Ave	6	124,000	E	Freeway	262,300	F
I-215	Eucalyptus/Eastridge Ave - Jct Rte 60 East	6	119,000	D or Better	Freeway	257,700	F
I-215	Jct Rte 60 East - Fair Isle Dr	6	168,000	F	Freeway	328,500	F
I-215	Fair Isle Dr - Central Ave	6	173,000	F	Freeway	379,400	F
I-215	Central Ave - El Cerrito Dr	6	166,000	F	Freeway	361,500	F
I-215	El Cerrito Dr - Martin Luther King Blvd	6	166,000	F	Freeway	375,700	F
I-215	Martin Luther King Blvd - University Ave	6	163,000	F	Freeway	327,200	F
I-215	University Ave - 3rd/Blaine St	6	157,000	F	Freeway	310,200	F
I-215	3rd/Blaine St - Spruce St	8	157,000	D or Better	Freeway	310,100	F
I-215	Spruce St - Jct Rte 60 & 91 West	8	157,000	D or Better	Freeway	310,100	F
I-215	Jct Rte 60 & 91 West - Columbia Ave	8	143,000	D or Better	Freeway	268,700	F
I-215	Columbia Ave - Center St	6	139,000	F	Freeway	270,600	F
I-215	Center St - San Bernardino Co Line	6	136,000	F	Freeway	270,300	F
SR-243	San Gorgonio Ave - Lincoln/8th Street	2	5,000	D or Better	Major	35,200	F
Cajalco Rd	Alexander St - Brown St	2	17,400	D or Better	Expressway	96,600	F
Ethanac Rd	Barnett Rd - Sherman Rd	2	5,500	D or Better	Expressway	88,800	E
Mid Co. Pkwy	Future Ramona Expy Interchange - Reservoir Ave	2	20,700	D or Better	Freeway	131,600	E
Mid Co. Pkwy	Reservoir Ave - Warren Rd, Future SR-79	2	20,700	D or Better	Freeway	144,300	F
SR-79	Domenigoni Pkwy - Stowe Rd	0	0	N/A	Freeway	141,800	F
SR-79	Stowe Rd - SR-74/Florida Ave	0	0	N/A	Freeway	142,900	F
SR-79	SR-74/Florida Ave - Cottonwood Ave	0	0	N/A	Freeway	145,400	F
Van Buren Blvd	Jurupa Ave - Limonite Ave	4	55,800	D or Better	Expressway	104,300	F

Note: Shaded cells indicate impact.

Source: Riverside County staff.

Table 4.18-P Baseline to GPA No. 960 Comparison of Segments One Mile or Greater (Arterial Road Network)

Area Plan	Roadway Segment	Limits	Baseline				GPA960 (Build Out)				
			Miles	No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
Riverside & Norco Cities	4th St	Hamner Ave to Hillside Ave	1.27	2	1,900	D or better	2	Collector	14,400	16,300	F
Riverside & Norco Cities	Alessandro Blvd	Trautwein Rd to Arlington Ave - Chicago Ave	2.21	4	44,200	F	6	Urban Arterial	34,700	78,900	F
Riverside & Norco Cities	Alessandro Blvd	Trautwein Rd to Brown St	2.17	4	38,400	F	6	Urban Arterial	47,600	86,000	F
Riverside & Norco Cities	Arlington Ave	Riverside Ave - SR-91 WB Onramp at Arlington Ave to Alessandro Blvd	2.06	4	38,700	F	6	Urban Arterial	34,700	73,400	F

**Table 4.18-P Baseline to GPA No. 960 Comparison
of Segments One Mile or Greater (Arterial Road Network)**

Area Plan	Roadway Segment	Limits	Baseline				GPA960 (Build Out)				
			Miles	No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
Riverside & Norco Cities	Chicago Ave	Alessandro Blvd to Central Ave	1.03	4	36,200	F	4	Arterial	22,900	59,100	F
Riverside & Norco Cities	Indiana Ave	0.26 Mi. SW of Buchanan St to Fillmore St	1.34	2	7,700	D or better	4	Secondary	20,600	28,300	F
Riverside & Norco Cities	Iowa Ave	Spruce St to Citrus St	1.25	4	23,100	D or better	6	Urban Arterial	43,500	66,600	F
Riverside & Norco Cities	Main St	Strong St to W Center St	1.28	4	36,300	F	4	Major	14,600	50,900	F
Riverside & Norco Cities	Sycamore Canyon Blvd	Eastridge Ave to Fair Isle Dr	1.19	2	3,200	D or better	4	Arterial	38,000	41,200	E
Riverside & Norco Cities	Trautwein Rd	Orange Terrace Pkwy to 0.2 Mi. N of Mission Grove Pkwy S	1.14	4	26,200	D or better	4	Arterial	20,700	46,900	F
Riverside & Norco Cities	Van Buren Blvd	0.48 Mi. SE of A St to 0.11 Mi. N of SR-91 WB Ramps at Van Buren Blvd	2.69	4	40,300	F	6	Urban Arterial	34,700	75,000	F
Riverside & Norco Cities	Van Buren Blvd	Cypress Ave - Jackson St to Jurupa Ave	1.27	4	50,500	F	6	Urban Arterial	24,300	74,800	F
Riverside & Norco Cities	Van Buren Blvd	Wood Rd to Barton St	1.01	4	27,600	E	6	Urban Arterial	25,600	53,200	E
Riverside & Norco Cities	Victoria Ave	0.67 Mi. S of Cridge St to 14th St	1.03	2	11,200	D or better	2	Collector	4,000	15,200	F
Riverside & Norco Cities	Watkins Dr	0.28 Mi. N of I-215 NB Onramp at Central Ave/Watkins to W Linden St	1.17	2	11,300	D or better	4	Secondary	24,000	35,300	F
Riverside & Norco Cities	Watkins Dr	W Linden St to Spruce St	1.16	4	8,100	D or better	4	Secondary	22,100	30,200	F
Jurupa	Armstrong Rd	Valley Way to 1.53 Mi. N of Sierra Ave	2.04	2	12,200	E	4	Major	29,300	41,500	F
Jurupa	Bellegrave Ave	Pats Ranch Rd to Rutile St	2.92	2	10,900	D or better	4	Major	24,100	35,000	F
Jurupa	Limonite Ave	Wineville Ave to 0.1 Mi. E of Beach St	2.71	2	18,400	F	6	Urban Arterial	43,500	61,900	F
Jurupa	Mission Blvd	Pyrite St to 0.35 Mi. W of Valley Way	1.24	4	14,000	D or better	4	Arterial	21,200	35,200	E
Eastvale	Limonite Ave	Archibald Ave to Hamner Ave	1.99	2	7,600	D or better	6	Urban Arterial	53,700	61,300	F
Eastvale	Schleisman Rd	Cleveland Ave to I 15 NB Offramp	1.16	0	0	N/A	6	Urban Arterial	60,900	60,900	F
Temescal Canyon	E Foothill Pkwy	S Main St to California Ave	1.91	4	7,600	D or better	4	Secondary	24,600	32,200	F
Temescal Canyon	E Ontario Ave	Kellogg Ave to I-15 SB Ramps at Ontario Ave	1.34	4	24,200	D or better	6	Urban Arterial	36,400	60,600	F
Temescal Canyon	Green River Rd	Palisades Dr to W Foothill Pkwy	2.00	4	16,600	D or better	4	Major	22,100	38,700	F
Temescal Canyon	Promenade Ave	Collett Ave to Buchanan St	1.38	4	9,700	D or better	4	Secondary	16,000	25,700	E
Temescal Canyon	Railroad St	Auto Center Dr to N Smith Ave	1.47	4	13,100	D or better	4	Secondary	17,900	31,000	F

**Table 4.18-P Baseline to GPA No. 960 Comparison
of Segments One Mile or Greater (Arterial Road Network)**

Area Plan	Roadway Segment	Limits	Baseline				GPA960 (Build Out)				
			Miles	No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
Temescal Canyon	River Rd	Auburndale St to Corydon St	1.00	4	16,600	D or better	4	Major	23,100	39,700	F
Temescal Canyon	S Lincoln Ave	W Ontario Ave to 10th St	1.03	4	22,900	D or better	4	Secondary	9,200	32,100	F
Temescal Canyon	Temescal Canyon Rd	0.05 Mi. N of Temescal Canyon Rd Cutoff to Dos Lagos Dr	2.26	2	2,900	D or better	4	Arterial	32,900	35,800	E
Temescal Canyon	Temescal Canyon Rd	Cajalco Rd to El Cerrito Rd	1.12	2	9,000	D or better	4	Arterial	42,000	51,000	F
Temescal Canyon	W 6th St	Smith Ave to Merrill St	1.33	4	33,800	F	4	Major	7,000	40,800	F
Temescal Canyon	W Foothill Pkwy	Green River Rd to Mangular Ave	1.70	0	0	N/A	4	Secondary	38,700	38,700	F
Elsinore	Clinton Keith Rd	Salida Del Sol - Yamas Dr to 0.24 Mi. W of La Estrella St - Nutmeg St	1.42	2	13,600	F	6	Urban Arterial	38,500	52,100	E
Elsinore	E Lakeshore Dr	0.47 Mi. W of Ave 7 to Diamond Dr	1.03	2	7,700	D or better	4	Secondary	21,700	29,400	F
Elsinore	El Toro Rd	3.03 Mi. N of Mermack Ave to 4.89 Mi. N of Mermack Ave	1.84	2	6,900	D or better	2	Mountain Arterial	10,500	17,400	F
Elsinore	El Toro Rd	Mermack Ave to 2.27 Mi. N of Mermack Ave	2.24	2	6,900	D or better	2	Mountain Arterial	9,700	16,600	F
Elsinore	Hammack Ave	SR-74 to Telford Ave	1.09	2	1,100	D or better	2	Collector	16,600	17,700	F
Elsinore	La Strada	Camino Del Norte to 1.4 Mi. E of Camino Del Norte	1.40	0	0	N/A	4	Secondary	23,200	23,200	E
Elsinore	Lake St	Nicholas Rd to Temescal Canyon Rd	1.17	2	15,600	F	6	Urban Arterial	52,000	67,600	F
Elsinore	Lakeshore Dr	Riverside Dr to Adam Ave	1.29	2	9,300	D or better	4	Secondary	17,500	26,800	F
Elsinore	Mission Trl	Corydon Rd to Malaga Rd	1.40	4	11,800	D or better	4	Arterial	31,400	43,200	E
Elsinore	Railroad Canyon Rd	0.19 Mi. E of Canyon Lake Dr N to Goetz Rd	1.04	2	22,000	F	4	Arterial	22,100	44,100	F
Elsinore	Railroad Canyon Rd	I-15 NB Ramps at Diamond Dr/ Railroad Canyon Rd to 0.19 Mi. E of Canyon Lake Dr N	3.20	4	25,200	D or better	4	Arterial	27,900	53,100	F
Elsinore	Summerhill Dr	Railroad Canyon Rd to La Strada	1.87	2	13,300	F	4	Major	21,300	34,600	F
Elsinore	Temescal Canyon Rd	Horsethief Canyon Rd to 0.42 Mi. W of Lake St	1.84	2	6,800	D or better	4	Major	27,500	34,300	F
Elsinore	Vacation Dr	Greenwald Ave to 0.76 Mi. N of Canyon Lake Dr N	1.07	2	3,600	D or better	2	Collector	8,300	11,900	E
Lake Mathews / Woodcrest	Cajalco Rd	El Sobrante Rd to 0.25 Mi. W of Alexander St	3.43	2	11,500	D or better	6	Expressway	76,800	88,300	E
Lake Mathews / Woodcrest	El Sobrante Rd	Cajalco Rd to Mockingbird Canyon Rd	1.06	4	10,300	D or better	4	Arterial	26,300	36,600	E

**Table 4.18-P Baseline to GPA No. 960 Comparison
of Segments One Mile or Greater (Arterial Road Network)**

Area Plan	Roadway Segment	Limits	Baseline				GPA960 (Build Out)				
			Miles	No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
Lake Mathews / Woodcrest	El Sobrante Rd	McAllister St to Mockingbird Canyon Rd	3.83	2	6,400	D or better	4	Arterial	30,300	36,700	E
Lake Mathews / Woodcrest	El Toro Rd	1.87 Mi. S of Lake Mathews Dr to Lake Mathews Dr	1.84	2	7,600	D or better	2	Mountain Arterial	10,800	18,400	F
Lake Mathews / Woodcrest	Gavilan Hills Rd	Lake Mathews Dr to Gavilan Rd	1.97	0	0	N/A	4	Secondary	26,700	26,700	F
Lake Mathews / Woodcrest	La Sierra Ave	El Sobrante Rd to 0.14 Mi. NW of McAllister Pkwy	1.83	4	9,600	D or better	4	Arterial	35,800	45,400	F
Lake Mathews / Woodcrest	Mockingbird Canyon Rd	Markham St to Van Buren Blvd	2.40	4	16,000	D or better	4	Secondary	16,000	32,000	F
Lake Mathews / Woodcrest	Rider St	0.75 Mi. W of Brown St to 1.73 Mi. E of Gavilan Rd	1.48	0	0	N/A	2	Collector	11,800	11,800	E
Lake Mathews / Woodcrest	Santa Rosa Mine Rd	Lake Mathews Dr to 0.29 Mi. W of Post Rd	3.71	2	4,700	D or better	2	Mountain Arterial	11,500	16,200	E
Lake Mathews / Woodcrest	Van Buren Blvd	0.48 Mi. SE of A St to Washington St	2.83	4	30,100	F	6	Urban Arterial	28,900	59,000	F
Lake Mathews / Woodcrest	Van Buren Blvd	Washington St to 0.79 Mi. W of Wood Rd	1.29	4	31,300	F	6	Urban Arterial	27,700	59,000	F
Lake Mathews / Woodcrest	Washington St	Nandina Ave to Van Buren Blvd	1.16	2	6,200	D or better	4	Major	27,000	33,200	E
Highgrove	Pigeon Pass Rd	1.44 Mi. E of Mount Vernon Ave to Mount Vernon Ave	1.44	0	0	N/A	4	Mountain Arterial	36,800	36,800	F
March	Van Buren Blvd	I-215 Offramp at Van Buren Blvd to Oleander Ave	2.02	0	0	N/A	4	Secondary	24,000	24,000	E
March	Van Buren Blvd	Orange Terrace Pkwy to I-215 SB Ramp at Van Buren Blvd	1.89	4	27,600	E	6	Urban Arterial	39,000	66,600	F
Mead Valley	Brown St	Post Rd to Cajalco Rd	1.69	2	1,600	D or better	4	Secondary	22,700	24,300	E
Mead Valley	Case Rd	Goetz Rd to Mapes Rd	1.95	2	9,200	D or better	4	Secondary	24,900	34,100	F
Mead Valley	E San Jacinto Ave	Mc Canna St - Redlands Ave to Dunlap Dr	1.36	2	6,000	D or better	4	Secondary	24,100	30,100	F
Mead Valley	Evans Rd	E Nuevo Rd to I 215 SB Offramp	1.88	0	0	N/A	6	Urban Arterial	56,400	56,400	F
Mead Valley	Evans Rd	E Nuevo Rd to Orange Ave	1.00	2	1,400	D or better	6	Urban Arterial	55,100	56,500	F
Mead Valley	Evans Rd	Mid County Pkwy EB Ramps at Evans Rd to Ramona Expy	1.63	2	5,200	D or better	6	Urban Arterial	60,300	65,500	F
Mead Valley	Goetz Rd	McLaughlin Rd to Ellis Ave	2.50	2	12,400	E	6	Urban Arterial	50,300	62,700	F

**Table 4.18-P Baseline to GPA No. 960 Comparison
of Segments One Mile or Greater (Arterial Road Network)**

Area Plan	Roadway Segment	Limits	Baseline				GPA960 (Build Out)				
			Miles	No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
Mead Valley	Harvill Ave	Orange Ave to Cajalco Expy	1.98	4	5,800	D or better	4	Major	28,700	34,500	F
Mead Valley	N Perris Blvd	E San Jacinto Ave to Placentia St	2.49	2	16,100	F	6	Urban Arterial	46,500	62,600	F
Mead Valley	N Perris Blvd	Placentia St to Oleander Ave	2.49	2	18,400	F	6	Urban Arterial	43,400	61,800	F
Mead Valley	Nandina Ave	Barton St to Day St	2.02	2	3,800	D or better	4	Secondary	25,900	29,700	F
Mead Valley	Old Elsinore Rd	San Jacinto Ave to Anderson Rd	1.97	2	7,000	D or better	4	Secondary	21,800	28,800	F
Sun City / Menifee Vly	Bundy Canyon Rd	Cottonwood Canyon Rd to Murrieta Rd	1.00	2	8,800	D or better	6	Urban Arterial	48,100	56,900	F
Sun City / Menifee Vly	McCall Blvd	Briggs Rd to Menifee Rd	1.08	0	0	N/A	6	Urban Arterial	63,100	63,100	F
Sun City / Menifee Vly	Newport Rd	0.59 Mi. W of Normandy Rd to Murrieta Rd	1.09	2	15,200	F	6	Urban Arterial	43,700	58,900	F
Sun City / Menifee Vly	Newport Rd	Murrieta Rd to Domenigoni Pkwy	3.28	4	22,500	D or better	6	Urban Arterial	33,800	56,300	F
Sun City / Menifee Vly	Valley Blvd	Goetz Rd to McCall Blvd	1.31	0	0	N/A	4	Arterial	39,900	39,900	F
Sun City / Menifee Vly	Valley Blvd	Murrieta Rd to Cherry Hills Blvd	1.17	2	3,900	D or better	4	Arterial	32,300	36,200	E
Southwest Area	Clinton Keith Rd	0.05 Mi. E of I-215 NB Ramps at Clinton Keith Rd to 0.49 Mi. E of Meadowlark Ln - Whitewood Rd	1.04	2	12,400	E	6	Urban Arterial	44,900	57,300	F
Southwest Area	Clinton Keith Rd	La Estrella St - Nutmeg St to I-215 SB Ramps at Clinton Keith Rd	1.66	4	22,100	D or better	6	Urban Arterial	53,100	75,200	F
Southwest Area	Clinton Keith Rd	Leon Rd to 1.2 Mi. W of Leon Rd	1.20	0	0	N/A	6	Urban Arterial	56,600	56,600	F
Southwest Area	Keller Rd	Washington St to Rawson Rd	1.17	2	800	D or better	2	Collector	11,100	11,900	E
Southwest Area	Murrieta Hot Springs Rd	I-215 NB Onramp at Murrieta Hot Springs Rd to Margarita Rd	1.40	4	24,100	D or better	4	Arterial	22,800	46,900	F
Southwest Area	Pala Rd	1.51 Mi. S of Deer Hollow Way - Eastern Bypass to Deer Hollow Way - Eastern Bypass	1.51	2	5,200	D or better	2	Collector	8,100	13,300	F
Southwest Area	Tenaja Rd	0.51 Mi. E of Washington Ave to 0.96 Mi. S of Calle Del Oso Oro	1.15	0	0	N/A	2	Collector	14,900	14,900	F
Reche Cyn / Badlands	Gilman Springs Rd	2.89 Mi. SE of Bold Style Ave to 0.34 Mi. NW of Bold Style Ave	3.23	2	14,600	F	4	Arterial	35,500	50,100	F
Reche Cyn / Badlands	Heacock St	Cardinal Ave to Gentian Ave	1.49	2	12,000	E	4	Major	24,700	36,700	F
Reche Cyn / Badlands	Heacock St	Gentian Ave to Cactus Ave	1.00	4	17,900	D or better	4	Major	21,400	39,300	F
Reche Cyn / Badlands	Indian St	Oleander Ave to Krameria Ave	1.51	2	3,600	D or better	4	Secondary	23,800	27,400	F
Reche Cyn / Badlands	Iris Ave	Lasselle St to Oliver St	1.46	6	15,300	D or better	6	Urban Arterial	41,700	57,000	F

Table 4.18-P Baseline to GPA No. 960 Comparison of Segments One Mile or Greater (Arterial Road Network)

Area Plan	Roadway Segment	Limits	Baseline				GPA960 (Build Out)				
			Miles	No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
Reche Cyn / Badlands	Kitching St	Nandina Ave to Iris Ave	1.51	2	3,800	D or better	4	Major	32,800	36,600	F
Reche Cyn / Badlands	Lasselle St	Oleander Ave to Iris Ave	2.30	4	14,000	D or better	4	Major	30,900	44,900	F
Reche Cyn / Badlands	Perris Blvd	Oleander Ave to Cactus Ave	3.49	2	17,700	F	4	Arterial	26,300	44,000	F
Reche Cyn / Badlands	Pigeon Pass Rd	0.56 Mi. N of Sunnymead Ranch Pkwy to 3.05 Mi. E of Mount Vernon Ave	1.08	2	900	D or better	4	Mountain Arterial	35,900	36,800	F
Reche Cyn / Badlands	Pigeon Pass Rd	3.05 Mi. E of Mount Vernon Ave to 1.44 Mi. E of Mount Vernon Ave	1.61	0	0	N/A	4	Mountain Arterial	37,100	37,100	F
Reche Cyn / Badlands	Reche Canyon Rd	2.36 Mi. W of Reche Canyon Rd Cutoff to Reche Canyon Rd Cutoff	2.36	2	14,900	F	4	Mountain Arterial	33,500	48,400	F
Reche Cyn / Badlands	Reche Canyon Rd	Reche Canyon Rd Cutoff to Moreno Beach Dr	5.04	2	7,400	D or better	4	Mountain Arterial	23,400	30,800	E
Reche Cyn / Badlands	Redlands Blvd	Locust Ave to San Timoteo Canyon Rd	2.54	2	18,600	F	2	Mountain Arterial	9,100	27,700	F
Lakeview / Nuevo	Ramona Expy/Mid County Pkwy	Mid County Pkwy EB Onramp at Ramona Expy to Mid County Pkwy EB Offramp at Town Center Blvd	3.61	2	11,200	D or better	3	Freeway	50,800	62,000	E
Lakeview / Nuevo	Ramona Expy/Mid County Pkwy	Mid County Pkwy EB Onramp at Town Center Blvd to 1 Mi. E of Mid County Pkwy EB Onramp at Park Center Blvd	2.15	2	11,300	D or better	3	Freeway	50,800	62,100	E
Lakeview / Nuevo	Ramona Expy/Mid Co Pkwy	Mid County Pkwy WB Offramp at Ramona Expy to Mid County Pkwy WB Onramp at Town Center Blvd	3.63	2	11,700	E	3	Freeway	50,300	62,000	E
Harvest Villy / Winchester	Grand Ave	Leon Rd to 1 Mi. W of Winchester Rd	1.05	2	800	D or better	6	Urban Arterial	53,900	54,700	E
Harvest Villy / Winchester	Grand Ave	Leon Rd to Briggs Rd	1.00	0	0	N/A	6	Urban Arterial	61,500	61,500	F
Harvest Villy / Winchester	Menifee Rd	Mapes Rd to Ellis Ave	1.02	2	4,000	D or better	6	Urban Arterial	51,200	55,200	E
Harvest Villy / Winchester	Street A	Beeler Rd to Winchester Rd	1.59	0	0	N/A	4	Secondary	32,200	32,200	F
The Pass	Bryant St	W Ave L to Singleton Rd	1.12	0	0	N/A	4	Secondary	42,900	42,900	F
The Pass	E 1st St	Michigan Ave to Highland Springs Ave	1.26	2	1,600	D or better	4	Major	34,000	35,600	F
The Pass	Oak Glen Rd	Beaumont Ave to 1.75 Mi. N of Beaumont Ave	1.75	4	3,500	D or better	4	Secondary	23,500	27,000	F
The Pass	San Timoteo Canyon Rd	0.23 Mi. NW of Live Oak Canyon Rd to Redlands Blvd	1.22	2	17,900	F	2	Mountain Arterial	11,700	29,600	F
The Pass	Seminole Dr	Rushmore Ave to Deep Creek Rd	3.10	0	0	N/A	4	Secondary	39,500	39,500	F
The Pass	Sun Lakes Blvd	Highland Springs Ave to Highland Home Rd	1.11	4	2,700	D or better	4	Major	38,600	41,300	F

**Table 4.18-P Baseline to GPA No. 960 Comparison
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Area Plan	Roadway Segment	Limits	Baseline				GPA960 (Build Out)				
			Miles	No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
The Pass	W Ramsey St	N Highland Springs Ave to 0.38 Mi. E of S 22nd St	3.04	4	3,300	D or better	4	Major	31,000	34,300	F
The Pass	W Wilson St	1.14 Mi. W of N 8th St to N 8th St	1.14	4	4,900	D or better	4	Major	37,300	42,200	F
The Pass	Westward Ave	Michigan Ave to Highland Springs Ave	1.25	2	200	D or better	4	Secondary	23,500	23,700	E
The Pass	Westward St	2.18 Mi. W of Apache Trl to Hathaway St	1.02	0	0	N/A	4	Major	42,800	42,800	F
The Pass	I-10 Bypass	Apache Trl to 2.18 Mi. W of Apache Trl	2.18	0	0	N/A	4	Major	40,000	40,000	F
San Jacinto Valley	N Warren Rd	Deegan St to Ramona Blvd	1.33	2	6,000	D or better	4	Arterial	27,900	33,900	E
San Jacinto Valley	Ramona Expy/Mid County Pkwy	1 Mi. E of Mid County Pkwy EB Onramp at Park Center Blvd to Mid County Pkwy EB Offramp at Warren Rd	2.10	2	8,500	D or better	3	Freeway	58,000	66,500	F
San Jacinto Valley	SR-79/ Ramona Expy	0.35 Mi. SE of Byrd St to N State St	1.57	2	15,200	F	6	Urban Arterial	43,500	58,700	F
San Jacinto Valley	Stetson Ave	S Sanderson Ave to Gilbert St	1.77	4	19,100	D or better	4	Major	14,500	33,600	E
San Jacinto Valley	Warren Rd	Potter Rd to Gilman Springs Rd	2.68	0	0	N/A	4	Secondary	29,800	29,800	F
W. Coachella Valley	44th Ave	Golf Center Pkwy to Harrison St	1.03	2	5,600	D or better	4	Secondary	25,400	31,000	F
W. Coachella Valley	E Palm Canyon Dr	La Verne Way - S Sunrise Way to Golf Club Dr	2.53	4	27,400	E	4	Major	5,400	32,800	E
W. Coachella Valley	Garnet Ave	I 10 EB Offramp to Wall Rd	3.72	0	0	N/A	4	Secondary	35,800	35,800	F
W. Coachella Valley	Garnet Ave	Wall Rd to N Indian Canyon Dr	2.06	2	6,500	D or better	4	Secondary	18,400	24,900	E
W. Coachella Valley	Hacienda Dr	Mountain View Rd to Long Canyon Rd	1.14	2	5,000	D or better	4	Secondary	21,500	26,500	F
W. Coachella Valley	Indio Blvd	Fred Waring Dr to 48th Ave	3.12	4	7,900	D or better	6	Urban Arterial	52,700	60,600	F
W. Coachella Valley	Madison St	58th Ave to Airport Blvd	1.00	4	13,400	D or better	4	Arterial	23,800	37,200	F
W. Coachella Valley	Monroe St	0.5 Mi. N of 62nd Ave to 0.5 Mi. N of 60th Ave	1.01	2	12,600	E	4	Arterial	22,900	35,500	E
W. Coachella Valley	Monroe St	Airport Blvd to 54th Ave	1.00	4	18,700	D or better	4	Arterial	22,000	40,700	E
W. Coachella Valley	N Gene Autry Trl	I-10 EB Offramp at Gene Autry Trail / Palm Dr to E Vista Chino	2.33	2	20,200	D or better	6	Major	7,300	27,500	F
W. Coachella Valley	N Indian Canyon Dr	18th Ave to Pierson Blvd	3.01	2	15,100	F	4	Arterial	29,500	44,600	F
W. Coachella Valley	N Indian Canyon Dr	Pierson Blvd to 1.4 Mi. N of Mission Lakes Blvd	2.41	2	9,600	D or better	4	Arterial	31,400	41,000	E

**Table 4.18-P Baseline to GPA No. 960 Comparison
of Segments One Mile or Greater (Arterial Road Network)**

Area Plan	Roadway Segment	Limits	Baseline				GPA960 (Build Out)				
			Miles	No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
W. Coachella Valley	N Indian Canyon Dr	SR-62 to 1.4 Mi. N of Mission Lakes Blvd	1.49	2	6,900	D or better	4	Arterial	34,900	41,800	E
W. Coachella Valley	SR-111	Deep Canyon Rd to El Dorado Dr	1.49	4	39,300	F	6	Urban Arterial	18,400	57,700	F
W. Coachella Valley	SR-111	El Dorado Dr to Washington St	2.59	4	42,900	F	6	Urban Arterial	15,500	58,400	F
W. Coachella Valley	SR-111/N Palm Cyn Dr	Vista Chino to Tram Way Rd - W San Rafael Dr	1.12	4	24,600	D or better	4	Major	29,300	53,900	F
W. Coachella Valley	Tamarack Rd	Haugen-Lehmann Way to I 10 WB Offramp	2.58	0	0	N/A	4	Secondary	38,300	38,300	F
W. Coachella Valley	Tamarack Rd	Rushmore Ave to Haugen-Lehmann Way	1.76	2	300	D or better	4	Secondary	39,700	40,000	F
W. Coachella Valley	Varner Rd	1.18 Mi. NW of Da Vall Dr to Landau Blvd - Mountain View Rd	2.16	2	10,500	D or better	4	Arterial	33,900	44,400	F
W. Coachella Valley	Washington St	SR-111 to 0.45 Mi. N of Fred Waring Dr	1.58	4	34,300	F	6	Urban Arterial	20,000	54,300	E
W. Coachella Valley	Cottonwood Springs Rd	I-10 WB Ramps at Cottonwood Springs Rd to 6.82 Mi. S of El Dorado Mine Rd	6.80	2	1,600	D or better	2	Collector	15,100	16,700	F
W. Coachella Valley	Dillon Rd	SR-86 SB Ramps at Dillon Rd to 44th Ave	1.73	2	1,900	D or better	4	Arterial	54,400	56,300	F
Desert Center	Kaiser Rd	SR-177 to 11.91 Mi. N of SR-177	11.91	2	1,500	D or better	4	Major	41,700	43,200	F
East Co. - Desert Area	Chuckwalla Valley Rd	Chuckwalla Valley Rd to Chuckwalla Valley Rd	5.01	0	0	N/A	2	Collector	20,000	20,000	F
East Co. - Desert Area	Chuckwalla Valley Rd	I-10 EB Ramps at Chuckwalla Valley Rd to I-10 EB Ramps at Ford Dry Lake Rd/ Chuckwalla Valley Rd	16.24	2	1,300	D or better	2	Collector	18,600	19,900	F
East Co. - Desert Area	Cottonwood Springs Rd	6.8 Mi. N of I-10 WB Ramps at Cottonwood Springs Rd to El Dorado Mine Rd	6.82	2	1,600	D or better	2	Collector	15,100	16,700	F
East Co. - Desert Area	El Dorado Mine Rd	Cottonwood Springs Rd to Loop Rd	22.90	2	1,500	D or better	2	Collector	24,100	25,600	F
East Co. - Desert Area	Gold Park	2.28 Mi. N of El Dorado Mine Rd to El Dorado Mine Rd	2.28	0	0	N/A	2	Collector	21,400	21,400	F
East Co. - Desert Area	US Hwy 95	San Bernardino County Line to 7.94 Mi. S of San Bernardino County Line	7.94	0	0	N/A	2	Mountain Arterial	24,500	24,500	F

Note: Shaded cells indicate project impact.
Source: Riverside County staff.

As shown in Table 4.18-O and Table 4.18-P, even with the updated policies identified in GPA No. 960, numerous facilities are expected to operate at an unacceptable level. Based on the significance criteria described above, although GPA No. 960 is generally less impactful compared to the Existing General Plan, it would still result in a significant impact to those study facilities.

d. Summary of Level of Service Assessment Results

The information below provides a summary for non-state facilities related to operating characteristics. Table 4.18-Q summarizes the total miles of Riverside County and city roadway segments that will operate at LOS D or better, LOS E, and LOS F. Table 4.18-R summarizes similar information, but presents the data as total lane miles within Riverside County (e.g., accounts for number of lanes on the roadway, not just the length of the segment).

The following conclusions can be inferred from reviewing the data in Table 4.18-Q (Summary of Operating Characteristics – Miles of Roadways – Arterial Road Network) and Table 4.18-R (Summary of Operating Characteristics – Lane Miles of Roadway – Arterial Road Network):

- The Baseline-Plus Project Conditions will more than double the number of miles of roadway that will operate at LOS E or LOS F compared to Baseline Conditions.
- GPA No. 960 will result in approximately 14.4% of roadways in Riverside County and the cities operating at LOS E or LOS F. This is approximately 4.5% less roadway segment miles when compared to the Existing General Plan.

The findings relative to roadway lane miles is similar:

- The Baseline-Plus Project Conditions will increase the percentage of roadways operating at LOS E or LOS F from 4.4% to 8.6%.
- GPA No. 960 will result in 15.9% of all lane miles operating at LOS E or LOS F, approximately 2.5 % less than the Existing General Plan.

Table 4.18-S (Matrix for Comparing Scenarios and Impacts (County Roads)) summarizes all Riverside County impacted locations under all analysis scenarios.

Table 4.18-T (Matrix for Comparing Scenarios and Impacts (City Roads)) summarizes all impacted city locations under all analysis scenarios. These facilities are not under Riverside County jurisdiction, and most of the impacts to these facilities are as a result growth within the cities. Any changes in roadway designation to address LOS deficiencies would need to be addressed within the context of the affected jurisdiction. The County of Riverside will work with all affected jurisdictions to coordinate transportation and circulation system standards and alignments.

GPA No. 960 (with or without city growth) will increase the number of facilities and the total roadway lane miles projected to operate at LOS D or E compared to Baseline Conditions. As such, this is considered a significant impact based on the significance criteria described above. However, GPA No. 960 (with or without city growth) shows improved operations when compared to Existing General Plan Conditions, but the impacts are still considered to be significant.

Table 4.18-Q: Summary of Operating Characteristics – Miles of Roadways – Arterial Road Network

	County Miles						City Miles						County & City Miles					
	LOS D or Better	LOS E	LOS F	All LOS	LOS E & F	%	LOS D or Better	LOS E	LOS F	All LOS	LOS E & F	%	LOS D or Better	LOS E	LOS F	All LOS	LOS E & F	%
	Baseline	1,303	11	28	1,342	40	3.0%	1,704	20	69	1,793	89	5.0%	3,007	32	97	3,135	129
Baseline Plus Project	1,293	11	39	1,342	50	3.7%	1,554	52	187	1,793	239	13.3%	2,847	63	225	3,135	288	9.2%
GPA960 (Buildout)	1,542	62	172	1,776	234	13.2%	1,721	87	229	2,037	316	15.5%	3,263	149	401	3,813	550	14.4%
Existing General Plan	1,386	69	320	1,776	390	21.9%	1,707	85	245	2,037	330	16.2%	3,093	155	566	3,813	720	18.9%

Source: Riverside County Staff

Table 4.18-R: Summary of Operating Characteristics – Lane Miles of Roadway – Arterial Road Network

	County Lane Miles						City Lane Miles						County & City Lane Miles					
	LOS D or Better	LOS E	LOS F	All LOS	LOS E & F	%	LOS D or Better	LOS E	LOS F	All LOS	LOS E & F	%	LOS D or Better	LOS E	LOS F	All LOS	LOS E & F	%
	Baseline	2,817	30	70	2,917	99	3.4%	4,687	57	190	4,933	246	5.0%	7,504	86	260	7,850	346
Baseline Plus Project	4,140	39	81	4,259	120	2.8%	4,265	164	504	4,933	668	13.5%	8,405	203	585	9,193	788	8.6%
GPA960 (Buildout)	5,046	238	545	5,829	783	13.4%	6,337	363	1,010	7,710	1,373	17.8%	11,383	600	1,556	13,539	2,156	15.9%
Existing General Plan	5,159	288	964	6,411	1,253	19.5%	6,411	365	995	7,771	1,360	17.5%	11,569	654	1,959	14,182	2,613	18.4%

Source: Riverside County Staff

Transportation and Circulation

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Table 4.18-S Matrix for Comparing Scenarios and Impacts (County Roads)

Area Plan	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project					GPA960 (Build Out)					
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service	Miles	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
Temescal Canyon	Bedford Canyon Rd	0.38 Mi. N of Cajalco Rd - Eagle Glen Pkwy to E Foothill Pkwy	0.53	2	5,500	D or better	2	Collector	2,900	8,400	D or better	1.06	2	Collector	8,400	13,900	F
Temescal Canyon	Cajalco Rd	Temescal Canyon Rd to Eagle Valley Pkwy	0.37	2	12,300	E	6	Expressway	8,500	20,800	D or better	2.22	6	Expressway	68,200	80,500	F
Temescal Canyon	E Ontario Ave	El Cerrito Rd to 0.67 Mi. NW of El Cerrito Rd	0.67	4	10,100	D or better	4	Arterial	6,100	16,200	D or better	2.68	4	Arterial	35,400	45,500	F
Temescal Canyon	Indiana Ave	0.53 Mi. SW of Buchanan St to 0.26 Mi. SW of Buchanan St	0.26	2	8,200	D or better	4	Secondary	3,000	11,200	D or better	1.04	4	Secondary	24,400	32,600	F
Temescal Canyon	Knabe Rd	0.64 Mi. N of Hunt Rd to 1.39 Mi. N of Hunt Rd	1.19	4	14,700	D or better	4	Major	7,100	21,800	D or better	4.76	4	Major	15,500	30,200	D or better
Temescal Canyon	Knabe Rd	1.07 Mi. S of Dos Lagos Dr - Weirick Rd to Dos Lagos Dr - Weirick Rd	0.57	2	14,700	F	4	Major	7,100	21,800	D or better	2.28	4	Major	15,500	30,200	D or better
Temescal Canyon	Lawson Rd	Temescal Canyon Rd to 0.24 Mi. S of Hunt Rd	0.51	2	4,400	D or better	2	Collector	8,500	12,900	E	1.02	2	Collector	6,000	10,400	D or better
Temescal Canyon	Mc Kinley St	Indiana Ave to Magnolia Ave	0.44	4	6,500	D or better	4	Secondary	1,500	8,000	D or better	1.76	4	Secondary	17,400	23,900	E
Temescal Canyon	Temescal Canyon Rd	0.05 Mi. N of Temescal Canyon Rd Cutoff to Dos Lagos Dr	2.26	2	2,900	D or better	4	Arterial	3,400	6,300	D or better	9.04	4	Arterial	32,900	35,800	E
Temescal Canyon	Temescal Canyon Rd	Cajalco Rd to El Cerrito Rd	1.12	2	9,000	D or better	4	Arterial	5,300	14,300	D or better	4.48	4	Arterial	42,000	51,000	F
Elsinore	El Toro Rd	3.03 Mi. N of Mermack Ave to 4.89 Mi. N of Mermack Ave	4.60	2	6,900	D or better	2	Mountain Arterial	(2,800)	4,100	D or better	9.20	2	Mountain Arterial	10,500	17,400	F
Elsinore	El Toro Rd	Mermack Ave to 2.27 Mi. N of Mermack Ave	3.14	2	6,900	D or better	2	Mountain Arterial	2,200	9,100	D or better	6.28	2	Mountain Arterial	9,700	16,600	F
Elsinore	Greenwald Ave	Bella Vista to Riverside St	0.90	2	3,900	D or better	4	Secondary	2,700	6,600	D or better	3.60	4	Secondary	23,000	26,900	F
Elsinore	Hammack Ave	SR-74 to Telford Ave	1.09	2	1,100	D or better	2	Collector	3,500	4,600	D or better	2.18	2	Collector	16,600	17,700	F
Elsinore	Meadowbrook Ave	Peach St to SR-74	0.25	2	1,700	D or better	4	Secondary	6,100	7,800	D or better	1.00	4	Secondary	30,700	32,400	F
Elsinore	Telford Ave	Hammack Ave to Peach St	0.65	2	1,300	D or better	4	Secondary	5,200	6,500	D or better	2.60	4	Secondary	29,600	30,900	F
Elsinore	Temescal Canyon Rd	Horsethief Canyon Rd to 0.42 Mi. W of Lake St	1.84	2	6,800	D or better	4	Major	6,400	13,200	D or better	7.36	4	Major	27,500	34,300	F
Elsinore	Theda St	0.59 Mi. N of River Rd to Ethanac Rd	0.57	2	900	D or better	4	Secondary	4,200	5,100	D or better	2.28	4	Secondary	23,300	24,200	E
Lk. Mathews / Woodcrest	Alessandro Blvd	I-215 SB Offramp at Alessandro Blvd to Old 215 Frontage Rd	0.35	4	30,900	F	6	Urban Arterial	5,300	36,200	D or better	2.10	6	Urban Arterial	33,000	63,900	F
Lk. Mathews / Woodcrest	Cactus Ave	I-215 SB Ramps at Cactus Ave to I-215 NB Offramp at Cactus Ave - Old I-215 Frontage Rd	0.25	2	9,900	D or better	4	Major	4,400	14,300	D or better	1.00	4	Major	40,300	50,200	F
Lk. Mathews / Woodcrest	Cajalco Rd	El Sobrante Rd to 0.25 Mi. W of Alexander St	3.34	2	11,500	D or better	2	Existing	6,200	17,700	F	6.68	6	Expressway	76,800	88,300	E
Lk. Mathews / Woodcrest	El Sobrante Rd	Cajalco Rd to Mockingbird Canyon Rd	0.99	4	10,300	D or better	4	Arterial	6,900	17,200	D or better	3.96	4	Arterial	26,300	36,600	E
Lk. Mathews / Woodcrest	El Sobrante Rd	McAllister St to 0.42 Mi. W of McAllister St	0.43	2	5,700	D or better	4	Arterial	5,000	10,700	D or better	1.72	4	Arterial	27,800	33,500	E
Lk. Mathews / Woodcrest	El Sobrante Rd	McAllister St to Mockingbird Canyon Rd	3.85	2	6,400	D or better	4	Arterial	5,800	12,200	D or better	15.40	4	Arterial	30,300	36,700	E
Lk. Mathews / Woodcrest	El Toro Rd	1.87 Mi. S of Lake Mathews Dr to Lake Mathews Dr	1.70	2	7,600	D or better	2	Mountain Arterial	2,500	10,100	D or better	3.40	2	Mountain Arterial	10,800	18,400	F
Lk. Mathews / Woodcrest	Gavilan Rd	Gavilan Hills Rd to Cajalco Rd	1.14	2	10,400	D or better	4	Secondary	4,600	15,000	D or better	4.56	4	Secondary	19,500	29,900	F
Lk. Mathews / Woodcrest	La Sierra Ave	0.25 Mi. NW of McAllister Pkwy to Victoria Ave	0.27	4	13,800	D or better	4	Arterial	8,100	21,900	D or better	1.08	4	Arterial	40,300	54,100	F
Lk. Mathews / Woodcrest	La Sierra Ave	El Sobrante Rd to 0.14 Mi. NW of McAllister Pkwy	1.85	4	9,600	D or better	4	Arterial	8,500	18,100	D or better	7.40	4	Arterial	35,800	45,400	F
Lk. Mathews / Woodcrest	La Sierra Ave	El Sobrante Rd to 0.92 Mi. S of El Sobrante Rd	0.95	2	3,200	D or better	2	Collector	4,800	8,000	D or better	1.90	2	Collector	9,600	12,800	E
Lk. Mathews / Woodcrest	Lake Mathews Dr	Gavilan Hills Rd to El Toro Rd	1.02	2	3,600	D or better	4	Secondary	5,400	9,000	D or better	4.08	4	Secondary	29,700	33,300	F
Lk. Mathews / Woodcrest	Markham St	Cole Ave to Barton St	0.67	2	6,800	D or better	4	Secondary	6,000	12,800	D or better	2.68	4	Secondary	21,600	28,400	F
Lk. Mathews / Woodcrest	Mockingbird Canyon Rd	Markham St to Van Buren Blvd	2.46	4	16,000	D or better	4	Secondary	9,300	25,300	E	9.84	4	Secondary	16,000	32,000	F
Lk. Mathews / Woodcrest	Santa Rosa Mine Rd	Lake Mathews Dr to 0.29 Mi. W of Post Rd	3.91	2	4,700	D or better	2	Mountain Arterial	5,300	10,000	D or better	7.82	2	Mountain Arterial	11,500	16,200	E
Lk. Mathews / Woodcrest	Van Buren Blvd	0.48 Mi. SE of A St to Washington St	2.84	4	30,100	F	6	Urban Arterial	6,100	36,200	D or better	17.04	6	Urban Arterial	28,900	59,000	F
Lk. Mathews / Woodcrest	Van Buren Blvd	Washington St to 0.79 Mi. W of Wood Rd	1.58	4	31,300	F	6	Urban Arterial	7,200	38,500	D or better	9.48	6	Urban Arterial	27,700	59,000	F
Lk. Mathews / Woodcrest	Victoria Ave	Fillmore St to La Sierra Ave	0.54	2	5,200	D or better	2	Collector	3,200	8,400	D or better	1.08	2	Collector	7,800	13,000	F
Lk. Mathews / Woodcrest	Washington St	0.52 Mi. W of Golden Star Ave to Golden Star Ave	0.52	2	13,400	F	4	Arterial	0	13,400	D or better	2.08	4	Arterial	24,100	37,500	F
Lk. Mathews / Woodcrest	Washington St	0.52 Mi. W of Golden Star Ave to Hermosa Dr	0.68	2	12,600	E	4	Arterial	2,500	15,100	D or better	2.72	4	Arterial	27,300	39,900	E

Table 4.18-S Matrix for Comparing Scenarios and Impacts (County Roads)

Area Plan	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project					GPA960 (Build Out)					
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service	Miles	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
Lk. Mathews / Woodcrest	Washington St	Nandina Ave to Van Buren Blvd	1.04	2	6,200	D or better	4	Major	4,200	10,400	D or better	4.16	4	Major	27,000	33,200	E
Lk. Mathews / Woodcrest	Washington St	Van Buren Blvd to Golden Star Ave	0.56	2	12,500	E	4	Arterial	3,400	15,900	D or better	2.24	4	Arterial	30,000	42,500	E
Highgrove	Box Springs Rd	I-215 NB Ramps at Fair Isle Dr/Box Springs Rd to 1.01 Mi. W of Day St	0.33	2	13,800	F	4	Secondary	6,000	19,800	D or better	1.32	4	Secondary	17,600	31,400	F
Highgrove	Center St	N Orange St to Iowa Ave	0.59	2	5,000	D or better	4	Secondary	2,100	7,100	D or better	2.36	4	Secondary	21,800	26,800	F
Highgrove	Central Ave	Lochmoor Dr to Sycamore Canyon Blvd	0.36	4	16,500	D or better	4	Arterial	1,100	17,600	D or better	1.44	4	Arterial	22,600	39,100	F
Highgrove	La Cadena Dr E	Center St to W Main St	0.26	2	20,000	F	4	Major	1,000	21,000	D or better	1.04	4	Major	44,200	64,200	F
Highgrove	Mount Vernon Ave	Center St - Pigeon Pass Rd to Main St	0.25	2	4,500	D or better	4	Secondary	3,400	7,900	D or better	1.00	4	Secondary	44,300	48,800	F
Highgrove	Sycamore Canyon Blvd	Fair Isle Dr to Central Ave	0.89	2	10,500	D or better	4	Secondary	3,500	14,000	D or better	3.56	4	Secondary	44,300	54,800	F
March	Alessandro Blvd	Brown St to I-215 SB Offramp at Alessandro Blvd	0.40	4	38,800	F	6	Urban Arterial	8,400	47,200	D or better	2.40	6	Urban Arterial	40,300	79,100	F
March	Heacock St	Nandina Ave to Cardinal Ave	0.50	2	13,700	F	4	Major	5,100	18,800	D or better	2.00	4	Major	18,400	32,100	E
March	Meridian Pkwy	Cactus Ave to Alessandro Blvd	0.73	2	500	D or better	4	Major	300	800	D or better	2.92	4	Major	31,200	31,700	E
March	Van Buren Blvd	Orange Terrace Pkwy to I-215 SB Ramp at Van Buren Blvd	1.88	4	27,600	E	6	Urban Arterial	7,500	35,100	D or better	11.28	6	Urban Arterial	39,000	66,600	F
Mead Valley	Brown St	Post Rd to Cajalco Rd	1.47	2	1,600	D or better	4	Secondary	1,100	2,700	D or better	5.88	4	Secondary	22,700	24,300	E
Mead Valley	Cajalco Rd	Alexander St to Brown St	0.50	2	9,100	D or better	6	Expressway	5,300	14,400	D or better	3.00	6	Expressway	79,200	88,300	E
Mead Valley	Ellis Ave	Post Rd to Bellita Dr	0.46	2	5,600	D or better	4	Secondary	300	5,900	D or better	1.84	4	Secondary	19,300	24,900	E
Mead Valley	Harvill Ave	Orange Ave to Cajalco Expy	1.99	4	5,800	D or better	4	Major	16,100	21,900	D or better	7.96	4	Major	28,700	34,500	F
Mead Valley	Markham St	Barton St to Alexander St	0.50	2	6,800	D or better	4	Secondary	6,000	12,800	D or better	2.00	4	Secondary	27,400	34,200	F
Mead Valley	Markham St	Seaton Ave to Day St	1.01	2	9,000	D or better	2	Mountain Arterial	7,300	16,300	F	2.02	4	Secondary	13,900	22,900	D or better
Mead Valley	Nandina Ave	Barton St to Day St	2.02	2	3,800	D or better	4	Secondary	2,100	5,900	D or better	8.08	4	Secondary	25,900	29,700	F
Mead Valley	Old Elsinore Rd	San Jacinto Ave to Anderson Rd	2.11	2	7,000	D or better	4	Secondary	5,700	12,700	D or better	8.44	4	Secondary	21,800	28,800	F
Mead Valley	Placentia St	Harvill Ave to 0.06 Mi. E of Harvill Ave	0.39	4	2,400	D or better	4	Arterial	10,500	12,900	D or better	1.56	4	Arterial	31,700	34,100	E
Mead Valley	Post Rd	Ellis Ave to Deprad St - Santa Rosa Mine Rd	0.40	2	5,200	D or better	4	Secondary	5,400	10,600	D or better	1.60	4	Secondary	19,400	24,600	E
Mead Valley	Rider St	Seaton Ave to Patterson Ave	0.51	2	600	D or better	4	Secondary	4,000	4,600	D or better	2.04	4	Secondary	26,900	27,500	F
Mead Valley	Sherman Rd	Ellis Ave to Vista Rd	0.50	4	12,500	D or better	2	Collector	0	12,500	E	1.00	2	Collector	(12,500)	0	D or better
Sun City / Menifee Vly.	Menifee Rd	0.41 Mi. N of Keller Rd to Scott Rd	0.84	2	6,200	D or better	4	Arterial	0	6,200	D or better	3.36	4	Arterial	29,700	35,900	E
Sun City / Menifee Vly.	Scott Rd	Menifee Rd to 0.51 Mi. E of Menifee Rd	0.48	2	9,400	D or better	6	Urban Arterial	9,400	18,800	D or better	2.88	6	Urban Arterial	44,100	53,500	E
Southwest Area	Clinton Keith Rd	1.6 Mi. W of Leon Rd to 0.88 Mi. E of Meadowlark Ln - Whitewood Rd	0.33	2	11,400	D or better	6	Urban Arterial	8,800	20,200	D or better	1.98	6	Urban Arterial	48,000	59,400	F
Southwest Area	Keller Rd	Washington St to Rawson Rd	1.17	2	800	D or better	2	Collector	10,100	10,900	D or better	2.34	2	Collector	11,100	11,900	E
Southwest Area	Pala Rd	1.51 Mi. S of Deer Hollow Way - Eastern Bypass to Deer Hollow Way - Eastern Bypass	1.50	2	5,200	D or better	2	Collector	200	5,400	D or better	3.00	2	Collector	8,100	13,300	F
Reche Cyn. / Badlands	Cactus Ave	I-215 NB Offramp at Cactus Ave to Elsworth St - Graeber St	0.28	4	23,400	D or better	6	Urban Arterial	5,200	28,600	D or better	1.68	6	Urban Arterial	31,600	55,000	E
Reche Cyn. / Badlands	Cactus Ave	I-215 NB Ramps at Cactus Ave - Old 215 Frontage Rd to I-215 NB Offramp at Cactus Ave	0.19	2	18,600	F	6	Urban Arterial	3,700	22,300	D or better	1.14	6	Urban Arterial	35,100	53,700	E
Reche Cyn. / Badlands	Gilman Springs Rd	2.89 Mi. SE of Bold Style Ave to 0.34 Mi. NW of Bold Style Ave	4.25	2	14,600	F	4	Arterial	9,000	23,600	D or better	17.00	4	Arterial	35,500	50,100	F
Reche Cyn. / Badlands	Graeber St	Riverside Dr to Cactus Ave	1.64	2	5,600	D or better	2	Collector	200	5,800	D or better	3.28	2	Collector	13,400	19,000	F
Reche Cyn. / Badlands	Heacock St	Cardinal Ave to Gentian Ave	1.50	2	12,000	E	4	Major	4,500	16,500	D or better	6.00	4	Major	24,700	36,700	F
Reche Cyn. / Badlands	Heacock St	Gentian Ave to Cactus Ave	1.01	4	17,900	D or better	4	Major	3,900	21,800	D or better	4.04	4	Major	21,400	39,300	F
Reche Cyn. / Badlands	Heacock St	Oleander Ave to Nandina Ave	0.50	2	14,500	F	4	Major	5,500	20,000	D or better	2.00	4	Major	20,200	34,700	F
Reche Cyn. / Badlands	Meyer Dr	Riverside Dr to Graeber St	0.67	2	4,800	D or better	2	Collector	5,700	10,500	D or better	1.34	2	Collector	10,000	14,800	F
Reche Cyn. / Badlands	Pigeon Pass Rd	0.56 Mi. N of Sunnymead Ranch Pkwy to 3.05 Mi. E of Mount Vernon Ave	0.65	2	900	D or better	4	Mountain Arterial	900	1,800	D or better	2.60	4	Mountain Arterial	35,900	36,800	F

Table 4.18-S Matrix for Comparing Scenarios and Impacts (County Roads)

Area Plan	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project					GPA960 (Build Out)					
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service	Miles	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
Reche Cyn. / Badlands	Reche Canyon Rd	2.36 Mi. W of Reche Canyon Rd Cutoff to Reche Canyon Rd Cutoff	2.36	2	14,900	F	4	Mountain Arterial	2,200	17,100	D or better	9.44	4	Mountain Arterial	33,500	48,400	F
Reche Cyn. / Badlands	Reche Canyon Rd	Reche Canyon Rd Cutoff to Moreno Beach Dr	5.86	2	7,400	D or better	4	Mountain Arterial	(500)	6,900	D or better	23.44	4	Mountain Arterial	23,400	30,800	E
Reche Cyn. / Badlands	Reche Vista Dr	Perris Blvd to Reche Canyon Rd Cutoff	1.67	2	11,700	E	4	Mountain Arterial	1,100	12,800	D or better	6.68	4	Mountain Arterial	12,400	24,100	D or better
Reche Cyn. / Badlands	Redlands Blvd	Locust Ave to San Timoteo Canyon Rd	2.54	2	18,600	F	2	Mountain Arterial	2,900	21,500	F	5.08	2	Mountain Arterial	9,100	27,700	F
Reche Cyn. / Badlands	Riverside Dr	Cactus Ave to Meyer Dr	0.50	4	20,500	D or better	4	Arterial	18,100	38,600	F	2.00	4	Arterial	200	20,700	D or better
Lakeview / Nuevo	10th St	Lakeview Ave to Hansen Ave - SS Blvd	0.71	2	900	D or better	4	Secondary	3,400	4,300	D or better	2.84	4	Secondary	27,800	28,700	F
Lakeview / Nuevo	10th St	Reservoir Ave to Lakeview Ave	3.31	2	14,100	F	4	Arterial	0	14,100	D or better	13.24	4	Arterial	19,000	33,100	D or better
Lakeview / Nuevo	Contour Ave	1.03 Mi. E of Hansen Ave to Hansen Ave	1.03	2	2,800	D or better	2	Collector	9,700	12,500	E	2.06	2	Collector	(500)	2,300	D or better
Lakeview / Nuevo	Evans Rd	Orange Ave to Mid County Pkwy EB Ramps at Evans Rd	0.51	2	700	D or better	6	Urban Arterial	5,600	6,300	D or better	3.06	6	Urban Arterial	67,500	68,200	F
Lakeview / Nuevo	Juniper Flats Rd	Juniper Springs Rd to Warren St	2.97	2	2,900	D or better	2	Collector	12,300	15,200	F	5.94	2	Collector	5,800	8,700	D or better
Lakeview / Nuevo	Lakeview Ave	9th St to Nuevo Rd	2.49	2	5,100	D or better	2	Collector	11,600	16,700	F	4.98	2	Collector	(2,400)	2,700	D or better
Lakeview / Nuevo	Nuevo Rd	Lakeview Ave to Menifee Rd	0.59	2	8,100	D or better	2	Collector	16,800	24,900	F	1.18	2	Collector	(2,300)	5,800	D or better
Lakeview / Nuevo	Ramona Expy/Mid County Pkwy	Mid County Pkwy EB Onramp at Ramona Expy to Mid County Pkwy EB Offramp at Town Center Blvd	1.71	2	11,200	D or better	3	Freeway	11,700	22,900	D or better	5.13	3	Freeway	50,800	62,000	E
Lakeview / Nuevo	Ramona Expy/Mid County Pkwy	Mid County Pkwy EB Onramp at Town Center Blvd to 1 Mi. E of Mid County Pkwy EB Onramp at Park Center Blvd	1.23	2	11,300	D or better	3	Freeway	11,500	22,800	D or better	3.69	3	Freeway	50,800	62,100	E
Lakeview / Nuevo	Ramona Expy/Mid County Pkwy	Mid County Pkwy WB Offramp at Ramona Expy to Mid County Pkwy WB Onramp at Town Center Blvd	1.98	2	11,700	E	3	Freeway	13,600	25,300	D or better	5.94	3	Freeway	50,300	62,000	E
Harvest Vly. / Winchester	Briggs Rd	Olive Ave to Simpson Rd	0.50	2	3,200	D or better	4	Major	7,400	10,600	D or better	2.00	4	Major	29,700	32,900	E
Harvest Vly. / Winchester	Domenigoni Pkwy	1.14 Mi. E of Patterson Ave to Patterson Ave	1.65	4	28,000	E	6	Urban Arterial	19,200	47,200	D or better	9.90	6	Urban Arterial	8,600	36,600	D or better
Harvest Vly. / Winchester	Domenigoni Pkwy	Winchester Rd to 0.74 Mi. E of Leon Rd	1.31	6	19,300	D or better	6	Urban Arterial	32,900	52,200	E	7.86	6	Urban Arterial	21,300	40,600	D or better
Harvest Vly. / Winchester	Grand Ave	Leon Rd to 1 Mi. W of Winchester Rd	1.28	2	800	D or better	6	Urban Arterial	11,700	12,500	D or better	7.68	6	Urban Arterial	53,900	54,700	E
Harvest Vly. / Winchester	Grand Ave	Winchester Rd to 0.99 Mi. W of Winchester Rd	0.82	2	900	D or better	6	Urban Arterial	13,000	13,900	D or better	4.92	6	Urban Arterial	48,800	49,700	D or better
Harvest Vly. / Winchester	Juniper Flats Rd	Watson Rd to Pinacate Rd	0.50	2	3,300	D or better	2	Collector	9,600	12,900	E	1.00	2	Collector	6,300	9,600	D or better
Harvest Vly. / Winchester	Menifee Rd	Mapes Rd to Ellis Ave	1.03	2	4,000	D or better	6	Urban Arterial	10,100	14,100	D or better	6.18	6	Urban Arterial	51,200	55,200	E
The Pass	Bonita Ave	Apache Trl to Magnolia St	0.36	2	2,800	D or better	4	Major	4,600	7,400	D or better	1.44	4	Major	34,100	36,900	F
The Pass	California Ave	0.22 Mi. N of Beaumont Ave to Westward Ave	0.37	2	4,700	D or better	4	Secondary	5,100	9,800	D or better	1.48	4	Secondary	20,400	25,100	E
The Pass	Cherry Valley Blvd	0.45 Mi. W of N Highland Springs Ave to N Highland Springs Ave	0.45	2	3,100	D or better	4	Arterial	2,300	5,400	D or better	1.80	4	Arterial	30,900	34,000	E
The Pass	Cherry Valley Blvd	Beaumont Ave to 0.77 Mi. E of Beaumont Ave	0.77	2	200	D or better	4	Arterial	300	500	D or better	3.08	4	Arterial	35,200	35,400	E
The Pass	Cherry Valley Blvd	Beckwith Ave to 0.52 Mi. E of Patton Rd	0.81	2	4,800	D or better	4	Arterial	5,100	9,900	D or better	3.24	4	Arterial	31,700	36,500	E
The Pass	Oak Glen Rd	1.75 Mi. N of Beaumont Ave to 2.02 Mi. N of Beaumont Ave	0.28	2	3,000	D or better	4	Secondary	1,900	4,900	D or better	1.12	4	Secondary	23,300	26,300	F
The Pass	Oak Glen Rd	Beaumont Ave to 1.75 Mi. N of Beaumont Ave	1.78	4	3,500	D or better	4	Secondary	2,600	6,100	D or better	7.12	4	Secondary	23,500	27,000	F
The Pass	San Timoteo Canyon Rd	0.23 Mi. NW of Live Oak Canyon Rd to Redlands Blvd	1.22	2	17,900	F	2	Mountain Arterial	3,600	21,500	F	2.44	2	Mountain Arterial	11,700	29,600	F
The Pass	Seminole Dr	Apache Trl to 0.61 Mi. W of Apache Trl	0.44	2	1,900	D or better	4	Secondary	3,700	5,600	D or better	1.76	4	Secondary	23,700	25,600	E
The Pass	Westward Ave	Highland Home Rd to 0.63 Mi. W of Sunset Ave	1.02	4	1,500	D or better	4	Major	2,500	4,000	D or better	4.08	4	Major	42,000	43,500	F
San Jacinto Valley	Bridge St	Gilman Springs Rd to Marvin Rd	2.38	2	3,800	D or better	2	Collector	9,300	13,100	F	4.76	2	Collector	2,100	5,900	D or better
San Jacinto Valley	Devonshire Ave	California Ave to Warren Rd	0.80	2	4,500	D or better	4	Secondary	1,500	6,000	D or better	3.20	4	Secondary	20,100	24,600	E
San Jacinto Valley	Gilman Springs Rd	Bridge St to Warren Rd	0.29	2	13,200	F	4	Arterial	10,200	23,400	D or better	1.16	4	Arterial	38,200	51,400	F
San Jacinto Valley	Ramona Expy/Mid County Pkwy	1 Mi. E of Mid County Pkwy EB Onramp at Park Center Blvd to Mid County Pkwy EB Offramp at Warren Rd	2.36	2	8,500	D or better	3	Freeway	9,900	18,400	D or better	7.08	3	Freeway	58,000	66,500	F

Table 4.18-S Matrix for Comparing Scenarios and Impacts (County Roads)

Area Plan	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project					GPA960 (Build Out)					
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service	Miles	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
San Jacinto Valley	Stetson Ave	Santa Fe St to Girard St	0.50	2	15,500	F	4	Major	8,900	24,400	D or better	2.00	4	Major	15,100	30,600	E
Western Coachella Vly.	Cook St	Varner Rd to 0.55 Mi. N of Varner Rd	0.55	4	11,300	D or better	4	Arterial	23,700	35,000	E	2.20	4	Arterial	19,900	31,200	D or better
Western Coachella Vly.	Del Webb Blvd	Washington St to 38th Ave	0.75	4	12,100	D or better	2	Collector	2,400	14,500	F	1.50	2	Collector	2,500	14,600	F
Western Coachella Vly.	Monroe St	0.5 Mi. N of 60th Ave to 58th Ave	0.50	2	22,000	F	4	Arterial	0	22,000	D or better	2.00	4	Arterial	15,500	37,500	F
Western Coachella Vly.	Monroe St	0.5 Mi. N of 62nd Ave to 62nd Ave	0.51	2	9,900	D or better	4	Arterial	8,800	18,700	D or better	2.04	4	Arterial	23,500	33,400	E
Western Coachella Vly.	Monroe St	0.51 Mi. N of 58th Ave to Airport Blvd	0.46	4	33,100	F	4	Arterial	0	33,100	D or better	1.84	4	Arterial	3,100	36,200	E
Western Coachella Vly.	Monroe St	52nd Ave to 0.49 Mi. N of 54th Ave	0.49	4	21,600	D or better	4	Arterial	14,300	35,900	E	1.96	4	Arterial	10,400	32,000	D or better
Western Coachella Vly.	Monroe St	54th Ave to 53rd Ave	0.49	4	36,000	F	4	Arterial	0	36,000	E	1.96	4	Arterial	(1,700)	34,300	E
Western Coachella Vly.	Monroe St	Airport Blvd to 54th Ave	1.01	4	18,700	D or better	4	Arterial	18,100	36,800	E	4.04	4	Arterial	22,000	40,700	E
Western Coachella Vly.	N Indian Canyon Dr	18th Ave to Pierson Blvd	3.02	2	15,100	F	4	Arterial	1,300	16,400	D or better	12.08	4	Arterial	29,500	44,600	F
Western Coachella Vly.	N Indian Canyon Dr	SR-62 to 1.4 Mi. N of Mission Lakes Blvd	1.49	2	6,900	D or better	4	Arterial	1,000	7,900	D or better	5.96	4	Arterial	34,900	41,800	E
Western Coachella Vly.	Palm Dr	Varner Rd to 20th Ave	0.82	4	21,600	D or better	4	Arterial	12,200	33,800	E	3.28	4	Arterial	27,300	48,900	F
Western Coachella Vly.	Ramon Rd	0.34 Mi. W of Monterey Ave - Sierra Del Sol to Monterey Ave - Sierra Del Sol	0.34	4	22,300	D or better	4	Arterial	0	22,300	D or better	1.36	4	Arterial	16,400	38,700	F
Western Coachella Vly.	Ramon Rd	I-10 EB Offramp at Ramon Rd to Bob Hope Dr	0.29	6	33,100	D or better	4	Arterial	20,100	53,200	F	1.16	4	Arterial	(300)	32,800	D or better
Western Coachella Vly.	Ramon Rd	Los Alamos Rd - Vista Chino to Bob Hope Dr	0.74	4	25,800	D or better	6	Urban Arterial	17,600	43,400	D or better	4.44	6	Urban Arterial	30,100	55,900	E
Western Coachella Vly.	Ramon Rd	Monterey Ave - Sierra Del Sol to Desert Moon Dr	0.49	3	11,500	D or better	4	Arterial	8,000	19,500	D or better	1.96	4	Arterial	27,800	39,300	E
Western Coachella Vly.	Ramon Rd	Unknown to Los Alamos Rd - Vista Chino	0.50	6	24,200	D or better	6	Urban Arterial	9,800	34,000	D or better	3.00	6	Urban Arterial	27,400	51,600	E
Western Coachella Vly.	Ramon Rd	Varner Rd to I-10 EB Offramp at Ramon Rd	0.25	4	19,200	D or better	4	Arterial	25,700	44,900	F	1.00	4	Arterial	6,200	25,400	D or better
Western Coachella Vly.	Tamarack Rd	Rushmore Ave to Haugen-Lehmann Way	1.76	2	300	D or better	4	Secondary	900	1,200	D or better	7.04	4	Secondary	39,700	40,000	F
Western Coachella Vly.	Varner Rd	0.48 Mi. NW of Bob Hope Dr - Rio Del Sol Rd to Bob Hope Dr - Rio Del Sol Rd	0.48	2	19,600	F	4	Arterial	0	19,600	D or better	1.92	4	Arterial	14,000	33,600	E
Western Coachella Vly.	Varner Rd	0.67 Mi. W of Berkey Dr to Berkey Dr	0.67	2	7,100	D or better	4	Secondary	8,800	15,900	D or better	2.68	4	Secondary	16,500	23,600	E
Western Coachella Vly.	Varner Rd	0.89 Mi. E of Da Vall Dr to Da Vall Dr	0.89	2	5,900	D or better	2	Secondary	10,700	16,600	F	1.78	4	Arterial	36,200	42,100	F
Western Coachella Vly.	Washington St	Country Club Dr to Varner Rd	0.23	4	49,400	F	6	Urban Arterial	11,400	60,800	F	1.38	6	Urban Arterial	16,900	66,300	F
Eastern Coachella Vly.	Coachella Canal Rd	72nd Ave to The Bradshaw Trl	10.09	2	1,500	D or better	2	Collector	5,100	6,600	D or better	20.18	2	Collector	8,200	9,700	D or better
Eastern Coachella Vly.	Cottonwood Springs Rd	I-10 WB Ramps at Cottonwood Springs Rd to 6.82 Mi. S of El Dorado Mine Rd	6.80	2	1,600	D or better	2	Collector	8,200	9,800	D or better	13.60	2	Collector	15,100	16,700	F
Eastern Coachella Vly.	Jackson St	Airport Blvd to 0.46 Mi. S of Airport Blvd	0.47	2	1,600	D or better	4	Arterial	12,600	14,200	D or better	1.88	4	Arterial	31,100	32,700	D or better
Eastern Coachella Vly.	Johnson St	60th Ave to 62nd Ave	1.00	2	12,600	E	2	Collector	0	12,600	E	2.00	2	Collector	(12,600)	0	D or better
Eastern Coachella Vly.	The Bradshaw Trl	Coachella Canal Rd to Unknown	3.33	2	0	D or better	2	Collector	3,800	3,800	D or better	6.66	2	Collector	5,800	5,800	D or better
Desert Center	Kaiser Rd	SR-177 to 11.91 Mi. N of SR-177	11.91	2	1,500	D or better	4	Major	15,600	17,100	D or better	47.64	4	Major	41,700	43,200	F
E. County - Desert Area	Chuckwalla Valley Rd	I-10 EB Ramps at Chuckwalla Valley Rd to I-10 EB Ramps at Ford Dry Lake Rd/Chuckwalla Valley Rd	16.24	2	1,300	D or better	2	Collector	15,100	16,400	F	32.48	2	Collector	18,600	19,900	F
E. County - Desert Area	Cottonwood Springs Rd	6.8 Mi. N of I-10 WB Ramps at Cottonwood Springs Rd to El Dorado Mine Rd	6.99	2	1,600	D or better	2	Collector	8,200	9,800	D or better	13.98	2	Collector	15,100	16,700	F
E. County - Desert Area	El Dorado Mine Rd	Cottonwood Springs Rd to Loop Rd	22.73	2	1,500	D or better	2	Collector	4,200	5,700	D or better	45.46	2	Collector	24,100	25,600	F
E. County - Desert Area	Red Cloud Mine Rd	2.47 Mi. S of I-10 EB Offramp at Red Cloud Rd to I-10 EB Offramp at Red Cloud Rd	2.47	2	100	D or better	2	Collector	7,000	7,100	D or better	4.94	2	Collector	6,200	6,300	D or better

Source: Riverside County staff.

Table 4.18-T Matrix for Comparing Scenarios and Impacts (City Roads)

Area Plan	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project					GPA960 (Build Out)					
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service	Miles	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
Cities of Riverside & Norco	14th St	SR-91 EB Ramps at 14th St to Victoria Ave	0.44	4	25,700	D or better	4	Existing	2,300	28,000	E	1.76	4	Arterial	19,500	45,200	F
Cities of Riverside & Norco	14th St	Victoria Ave to Martin Luther King Blvd	0.55	4	23,900	D or better	4	Existing	(10,200)	13,700	D or better	2.20	4	Secondary	16,700	40,600	F
Cities of Riverside & Norco	4th St	Hamner Ave to Hillside Ave	1.27	2	1,900	D or better	2	Existing	(200)	1,700	D or better	2.54	2	Collector	14,400	16,300	F
Cities of Riverside & Norco	Alessandro Blvd	Arlington Ave - Chicago Ave to 0.22 Mi. E of Central Ave	0.66	4	23,500	D or better	4	Existing	4,500	28,000	E	2.64	4	Arterial	17,100	40,600	F
Cities of Riverside & Norco	Alessandro Blvd	Central Ave to 0.22 Mi. E of Central Ave	0.60	4	23,500	D or better	4	Existing	(13,100)	10,400	D or better	2.40	4	Major	16,700	40,200	F
Cities of Riverside & Norco	Alessandro Blvd	Trautwein Rd to Arlington Ave - Chicago Ave	2.21	4	44,200	F	4	Existing	7,500	51,700	F	8.84	6	Urban Arterial	34,700	78,900	F
Cities of Riverside & Norco	Alessandro Blvd	Trautwein Rd to Brown St	3.63	4	38,400	F	4	Existing	(11,200)	27,200	E	14.52	6	Urban Arterial	47,600	86,000	F
Cities of Riverside & Norco	Arlington Ave	Adams St to California Ave - Streeter Ave	0.92	4	21,500	D or better	4	Existing	(1,100)	20,400	D or better	3.68	4	Arterial	13,300	34,800	E
Cities of Riverside & Norco	Arlington Ave	Madison St to California Ave	0.31	4	31,800	D or better	4	Existing	(400)	31,400	F	1.24	6	Urban Arterial	16,600	48,400	D or better
Cities of Riverside & Norco	Arlington Ave	Monroe St to Adams St	0.62	4	20,000	D or better	4	Existing	(600)	19,400	D or better	2.48	4	Arterial	23,000	43,000	E
Cities of Riverside & Norco	Arlington Ave	North Dr to Jurupa Ave	0.66	4	700	D or better	4	Existing	0	700	D or better	2.64	4	Major	37,700	38,400	F
Cities of Riverside & Norco	Arlington Ave	Riverside Ave - SR-91 WB Onramp at Arlington Ave to Alessandro Blvd	2.07	4	38,700	F	4	Existing	4,400	43,100	F	8.28	6	Urban Arterial	34,700	73,400	F
Cities of Riverside & Norco	Arlington Ave	Van Buren Blvd to 0.28 Mi. E of Rutland Ave	0.58	4	30,600	D or better	4	Existing	(1,100)	29,500	E	2.32	6	Urban Arterial	(400)	30,200	D or better
Cities of Riverside & Norco	Arlington Ave	Van Buren Blvd to Monroe St	0.48	4	29,700	E	4	Existing	(500)	29,200	E	1.92	6	Urban Arterial	25,700	55,400	E
Cities of Riverside & Norco	Buena Vista Ave	Mission Blvd to Redwood Dr	0.52	4	27,100	E	4	Existing	3,700	30,800	F	2.08	4	Major	26,900	54,000	F
Cities of Riverside & Norco	Canyon Crest Dr	Country Club Dr to Central Ave	0.59	2	15,600	F	2	Existing	700	16,300	F	1.18	4	Arterial	26,200	41,800	E
Cities of Riverside & Norco	Canyon Crest Dr	Via Vista Dr to Country Club Dr	0.94	2	12,600	E	2	Existing	1,300	13,900	F	1.88	4	Arterial	22,500	35,100	E
Cities of Riverside & Norco	Central Ave	Canyon Crest Dr to Lochmoor Dr	0.78	4	23,100	D or better	4	Existing	4,200	27,300	E	3.12	4	Arterial	33,700	56,800	F
Cities of Riverside & Norco	Central Ave	Chicago Ave to El Cerrito Dr	0.78	4	23,700	D or better	4	Existing	3,800	27,500	E	3.12	4	Arterial	18,200	41,900	E
Cities of Riverside & Norco	Central Ave	Victoria Ave to Alessandro Blvd	0.44	4	24,300	D or better	4	Existing	4,400	28,700	E	1.76	4	Major	15,800	40,100	F
Cities of Riverside & Norco	Chicago Ave	0.24 Mi. N of 3rd St to Spruce St	0.26	4	20,700	D or better	4	Existing	1,200	21,900	D or better	1.04	4	Arterial	18,500	39,200	E
Cities of Riverside & Norco	Chicago Ave	0.61 Mi. S of Martin Luther King Blvd to Martin Luther King Blvd	0.61	4	18,500	D or better	4	Existing	1,300	19,800	D or better	2.44	4	Arterial	15,200	33,700	E
Cities of Riverside & Norco	Chicago Ave	3rd St to 0.24 Mi. N of 3rd St	0.25	4	20,300	D or better	4	Existing	1,200	21,500	D or better	1.00	4	Arterial	17,900	38,200	F
Cities of Riverside & Norco	Chicago Ave	Alessandro Blvd to Central Ave	1.04	4	36,200	F	4	Existing	4,400	40,600	F	4.16	4	Arterial	22,900	59,100	F
Cities of Riverside & Norco	Chicago Ave	Marlborough Ave to Columbia Ave	0.25	4	17,600	D or better	4	Existing	2,300	19,900	D or better	1.00	4	Arterial	26,000	43,600	F
Cities of Riverside & Norco	Chicago Ave	Spruce St to Marlborough Ave	0.50	4	16,700	D or better	4	Existing	1,900	18,600	D or better	2.00	4	Arterial	20,000	36,700	E
Cities of Riverside & Norco	Collett Ave	0.19 Mi. W of La Sierra Ave to 0.24 Mi. W of Polk St	0.46	4	10,300	D or better	4	Existing	(100)	10,200	D or better	1.84	4	Secondary	13,800	24,100	E
Cities of Riverside & Norco	Collett Ave	Pierce St to 0.14 Mi. E of Golden Ave	0.86	2	8,800	D or better	2	Existing	0	8,800	D or better	1.72	4	Secondary	16,900	25,700	E
Cities of Riverside & Norco	Columbia Ave	Main St to La Cadena Dr E	0.84	4	13,500	D or better	4	Existing	1,500	15,000	D or better	3.36	4	Secondary	20,800	34,300	F
Cities of Riverside & Norco	Country Club Dr	Chicago Ave to Canyon Crest Dr	0.91	2	4,200	D or better	2	Existing	0	4,200	D or better	1.82	4	Major	28,200	32,400	E
Cities of Riverside & Norco	Hidden Valley Pkwy	Hamner Ave to I-15 NB Offramp at Hidden Valley Pkwy	0.29	4	25,800	D or better	4	Existing	400	26,200	D or better	1.16	4	Secondary	11,900	37,700	F
Cities of Riverside & Norco	Hillside Ave	3rd St to 4th St	0.57	2	2,800	D or better	2	Existing	(100)	2,700	D or better	1.14	2	Collector	13,100	15,900	F
Cities of Riverside & Norco	Indiana Ave	0.26 Mi. SW of Buchanan St to Fillmore St	1.36	2	7,700	D or better	2	Existing	1,100	8,800	D or better	2.72	4	Secondary	20,600	28,300	F
Cities of Riverside & Norco	Indiana Ave	Brockton Ave - Mary St to 0.06 Mi. SW of Arlington Ave	0.40	4	11,700	D or better	4	Existing	1,100	12,800	D or better	1.60	4	Secondary	12,000	23,700	E
Cities of Riverside & Norco	Indiana Ave	Fillmore St to La Sierra Ave	0.52	4	10,300	D or better	4	Existing	1,700	12,000	D or better	2.08	4	Secondary	16,000	26,300	F
Cities of Riverside & Norco	Iowa Ave	Citrus St to 0.33 Mi. N of Citrus St	0.33	4	23,500	D or better	4	Existing	3,400	26,900	E	1.32	4	Arterial	38,700	62,200	F
Cities of Riverside & Norco	Iowa Ave	Spruce St to Citrus St	1.25	4	23,100	D or better	4	Existing	2,800	25,900	D or better	5.00	6	Urban Arterial	43,500	66,600	F
Cities of Riverside & Norco	Jurupa Ave	0.05 Mi. E of Van Buren Blvd to 0.36 Mi. W of Jasmine St	0.79	4	16,800	D or better	4	Existing	500	17,300	D or better	3.16	4	Arterial	17,100	33,900	E
Cities of Riverside & Norco	Kansas Ave	0.25 Mi. N of 3rd St to Spruce St	0.25	4	6,800	D or better	4	Existing	400	7,200	D or better	1.00	2	Collector	4,900	11,700	E

Table 4.18-T Matrix for Comparing Scenarios and Impacts (City Roads)

Area Plan	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project					GPA960 (Build Out)					
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service	Miles	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
Cities of Riverside & Norco	La Sierra Ave	Indiana Ave to SR-91 WB Ramps at La Sierra Ave	0.30	4	24,400	D or better	4	Existing	3,700	28,100	E	1.20	4	Arterial	18,200	42,600	F
Cities of Riverside & Norco	La Sierra Ave	Victoria Ave to Indiana Ave	0.78	2	13,800	F	2	Existing	4,000	17,800	F	1.56	4	Arterial	33,900	47,700	F
Cities of Riverside & Norco	Lochmoor Dr	Fair Isle Dr to Central Ave	0.71	2	8,000	D or better	2	Existing	3,000	11,000	D or better	1.42	2	Collector	11,000	19,000	F
Cities of Riverside & Norco	Madison St	0.29 Mi. N of Lincoln Ave to SR-91 EB Ramps at Madison St	0.25	4	13,400	D or better	4	Existing	(600)	12,800	D or better	1.00	4	Secondary	10,600	24,000	E
Cities of Riverside & Norco	Magnolia Ave	0.19 Mi. N of Jurupa Ave to Jurupa Ave	0.26	4	22,100	D or better	4	Existing	800	22,900	D or better	1.04	4	Major	8,600	30,700	E
Cities of Riverside & Norco	Magnolia Ave	14th St to Larchwood Pl	0.59	4	27,000	D or better	4	Existing	1,100	28,100	E	2.36	4	Major	800	27,800	D or better
Cities of Riverside & Norco	Magnolia Ave	La Sierra Ave to Polk St	0.51	3	15,500	D or better	3	Existing	1,000	16,500	D or better	1.53	2	Arterial	3,500	19,000	F
Cities of Riverside & Norco	Magnolia Ave	La Sierra Ave to Polk St	0.51	3	18,100	D or better	3	Existing	1,000	19,100	D or better	1.53	2	Arterial	400	18,500	F
Cities of Riverside & Norco	Magnolia Ave	Pierce St to Buchanan St	0.51	2	13,100	D or better	2	Existing	600	13,700	E	1.02	2	Arterial	1,800	14,900	D or better
Cities of Riverside & Norco	Magnolia Ave	SR-91 EB Offramp at Magnolia Ave to La Sierra Ave	0.78	2	12,100	D or better	2	Existing	1,100	13,200	D or better	1.56	2	Arterial	7,700	19,800	F
Cities of Riverside & Norco	Magnolia Ave	SR-91 WB Offramp at Magnolia Ave to La Sierra Ave	0.75	2	13,500	E	2	Existing	1,000	14,500	E	1.50	2	Arterial	5,700	19,200	F
Cities of Riverside & Norco	Magnolia Ave	Unknown to 0.13 Mi. E of Harrison St	0.29	6	44,100	D or better	6	Existing	1,800	45,900	D or better	1.74	6	Urban Arterial	7,100	51,200	E
Cities of Riverside & Norco	Main St	Strong St to Spruce St	0.45	4	28,400	E	4	Existing	700	29,100	F	1.80	4	Secondary	11,600	40,000	F
Cities of Riverside & Norco	Main St	Strong St to W Center St	1.28	4	36,300	F	4	Existing	2,100	38,400	F	5.12	4	Major	14,600	50,900	F
Cities of Riverside & Norco	Martin Luther King Blvd	0.25 Mi. E of Kansas Ave to Chicago Ave	0.25	4	23,500	D or better	4	Existing	3,900	27,400	E	1.00	4	Arterial	19,800	43,300	F
Cities of Riverside & Norco	Martin Luther King Blvd	0.28 Mi. W of Kansas Ave to 0.25 Mi. E of Kansas Ave	0.53	4	23,200	D or better	4	Existing	3,600	26,800	D or better	2.12	4	Arterial	18,100	41,300	F
Cities of Riverside & Norco	Martin Luther King Blvd	Chicago Ave to Iowa Ave	0.49	4	23,100	D or better	4	Existing	3,900	27,000	E	1.96	4	Arterial	17,600	40,700	F
Cities of Riverside & Norco	Martin Luther King Blvd	Iowa Ave to 0.06 Mi. W of I-215 SB Ramps at Martin Luther King Blvd	0.56	4	27,400	E	4	Existing	4,600	32,000	F	2.24	4	Arterial	30,800	58,200	F
Cities of Riverside & Norco	Mary St	Lincoln Ave to Indiana Ave	0.55	4	14,600	D or better	4	Existing	1,100	15,700	D or better	2.20	4	Secondary	13,900	28,500	F
Cities of Riverside & Norco	Mission Inn Ave	Redwood Dr to Brockton Ave	0.33	4	11,900	D or better	4	Existing	1,400	13,300	D or better	1.32	4	Major	31,400	43,300	F
Cities of Riverside & Norco	Riverwalk Pkwy	SR-91 WB Onramp at Pierce St/Riverwalk Pkwy to Pierce St	0.29	4	30,400	F	4	Existing	200	30,600	F	1.16	4	Arterial	4,300	34,700	E
Cities of Riverside & Norco	S Campus Dr	Canyon Crest Dr to Big Springs Rd	0.77	2	8,200	D or better	2	Existing	(800)	7,400	D or better	1.54	2	Collector	4,500	12,700	E
Cities of Riverside & Norco	Sycamore Canyon Blvd	0.54 Mi. S of Eastridge Ave to Eastridge Ave	1.10	2	3,400	D or better	2	Existing	700	4,100	D or better	2.20	4	Arterial	32,300	35,700	E
Cities of Riverside & Norco	Sycamore Canyon Blvd	Eastridge Ave to Fair Isle Dr	1.16	2	3,200	D or better	2	Existing	2,300	5,500	D or better	2.32	4	Arterial	38,000	41,200	E
Cities of Riverside & Norco	Trautwein Rd	0.2 Mi. N of Mission Grove Pkwy S to Alessandro Blvd	0.58	4	15,500	D or better	4	Existing	2,100	17,600	D or better	2.32	4	Arterial	22,100	37,600	F
Cities of Riverside & Norco	Trautwein Rd	Orange Terrace Pkwy to 0.2 Mi. N of Mission Grove Pkwy S	1.34	4	26,200	D or better	4	Existing	4,700	30,900	F	5.36	4	Arterial	20,700	46,900	F
Cities of Riverside & Norco	University Ave	Park Ave to Kansas Ave	0.44	4	16,500	D or better	4	Existing	2,100	18,600	D or better	1.76	4	Arterial	17,400	33,900	E
Cities of Riverside & Norco	Van Buren Blvd	0.48 Mi. SE of A St to 0.11 Mi. N of SR-91 WB Ramps at Van Buren Blvd	2.69	4	40,300	F	4	Existing	8,000	48,300	F	10.76	6	Urban Arterial	34,700	75,000	F
Cities of Riverside & Norco	Van Buren Blvd	California Ave to 0.19 Mi. N of Challen Ave	0.41	4	25,800	D or better	4	Existing	700	26,500	D or better	1.64	6	Urban Arterial	26,500	52,300	E
Cities of Riverside & Norco	Van Buren Blvd	California Ave to Magnolia Ave	0.52	4	28,600	D or better	4	Existing	100	28,700	E	2.08	6	Urban Arterial	16,700	45,300	D or better
Cities of Riverside & Norco	Van Buren Blvd	Cypress Ave - Jackson St to Jurupa Ave	1.28	4	50,500	F	4	Existing	1,600	52,100	F	5.12	6	Urban Arterial	24,300	74,800	F
Cities of Riverside & Norco	Van Buren Blvd	Cypress Ave to 0.22 Mi. N of Challen Ave	0.74	4	26,900	D or better	4	Existing	900	27,800	E	2.96	6	Urban Arterial	20,700	47,600	D or better
Cities of Riverside & Norco	Van Buren Blvd	Wood Rd to Barton St	1.02	4	27,600	E	4	Existing	7,000	34,600	F	4.08	6	Urban Arterial	25,600	53,200	E
Cities of Riverside & Norco	Victoria Ave	0.67 Mi. S of Cridge St to 14th St	1.04	2	11,200	D or better	2	Existing	500	11,700	E	2.08	2	Collector	4,000	15,200	F
Cities of Riverside & Norco	Victoria Ave	Madison St to Washington St	0.52	2	2,500	D or better	2	Existing	1,100	3,600	D or better	1.04	4	Major	28,600	31,100	E
Cities of Riverside & Norco	W Blaine St	Iowa Ave to Canyon Crest Dr	0.49	4	14,500	D or better	4	Existing	1,100	15,600	D or better	1.96	4	Secondary	14,300	28,800	F
Cities of Riverside & Norco	Washington St	Bradley St to Hermosa Dr	0.50	2	11,100	D or better	2	Existing	1,800	12,900	E	1.00	4	Arterial	20,700	31,800	D or better
Cities of Riverside & Norco	Washington St	Muirfield Rd to Victoria Ave	0.80	2	8,700	D or better	2	Existing	1,700	10,400	D or better	1.60	4	Arterial	41,300	50,000	F
Cities of Riverside & Norco	Watkins Dr	0.28 Mi. N of I-215 NB Onramp at Central Ave/Watkins Dr to W Linden St	1.17	2	11,300	D or better	2	Existing	1,000	12,300	E	2.34	4	Secondary	24,000	35,300	F

Table 4.18-T Matrix for Comparing Scenarios and Impacts (City Roads)

Area Plan	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project					GPA960 (Build Out)					
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service	Miles	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
Cities of Riverside & Norco	Watkins Dr	W Linden St to Spruce St	1.15	4	8,100	D or better	4	Existing	1,000	9,100	D or better	4.60	4	Secondary	22,100	30,200	F
Jurupa	Agua Mansa Rd	Market St to Hall Ave	0.97	2	10,600	D or better	2	Existing	(100)	10,500	D or better	1.94	4	Major	24,600	35,200	F
Jurupa	Armstrong Rd	Valley Way to 1.53 Mi. N of Sierra Ave	1.53	2	12,200	E	2	Existing	0	12,200	E	3.06	4	Major	29,300	41,500	F
Jurupa	Bellegrave Ave	Hamner Ave to Pats Ranch Rd	0.77	4	10,500	D or better	4	Existing	1,700	12,200	D or better	3.08	4	Major	24,900	35,400	F
Jurupa	Bellegrave Ave	Pats Ranch Rd to Rutile St	3.17	2	10,900	D or better	4	Existing	400	11,300	D or better	12.68	4	Major	24,100	35,000	F
Jurupa	Cantu-Galleano Ranch Rd	Hamner Ave to Wineville Ave	0.99	4	22,600	D or better	4	Existing	1,400	24,000	D or better	3.96	6	Urban Arterial	47,300	69,900	F
Jurupa	Country Village Rd	Granite Hill Dr to 0.68 Mi. N of Granite Hill Dr	0.67	4	20,000	D or better	4	Existing	100	20,100	D or better	2.68	6	Urban Arterial	33,900	53,900	E
Jurupa	Etiwanda Ave	0.22 Mi. S of Riverside Dr to 0.27 Mi. N of SR-60 WB Offramp at Etiwanda Ave	0.79	4	28,000	E	4	Existing	300	28,300	E	3.16	6	Urban Arterial	37,600	65,600	F
Jurupa	Etiwanda Ave	Bellegrave Ave to Cantu-Galleano Ranch Rd	0.31	4	17,700	D or better	4	Existing	(1,100)	16,600	D or better	1.24	4	Arterial	18,700	36,400	E
Jurupa	Limonite Ave	0.3 Mi. W of Felspar St to Van Buren Blvd SB Onramp at Limonite Ave	0.64	4	23,500	D or better	4	Existing	2,000	25,500	D or better	2.56	6	Urban Arterial	37,600	61,100	F
Jurupa	Limonite Ave	Pacific Ave to Riverview Dr	0.28	4	17,600	D or better	4	Existing	1,700	19,300	D or better	1.12	4	Major	17,400	35,000	F
Jurupa	Limonite Ave	Wineville Ave to 0.1 Mi. E of Beach St	2.71	2	18,400	F	2	Existing	900	19,300	F	5.42	6	Urban Arterial	43,500	61,900	F
Jurupa	Market St	0.25 Mi. NW of Rivera St to Hall Ave	0.75	2	14,000	F	2	Existing	1,800	15,800	F	1.50	4	Arterial	35,100	49,100	F
Jurupa	Mission Blvd	0.35 Mi. W of Valley Way to Valley Way	0.34	4	13,400	D or better	4	Existing	2,400	15,800	D or better	1.36	4	Arterial	21,500	34,900	E
Jurupa	Mission Blvd	Bellegrave Ave to Agate St	0.77	4	16,500	D or better	4	Existing	2,100	18,600	D or better	3.08	4	Arterial	19,200	35,700	E
Jurupa	Mission Blvd	Pacific Ave to Riverview Dr	0.56	4	14,400	D or better	4	Existing	2,200	16,600	D or better	2.24	4	Arterial	26,200	40,600	E
Jurupa	Mission Blvd	Pyrite St to 0.35 Mi. W of Valley Way	1.24	4	14,000	D or better	4	Existing	2,100	16,100	D or better	4.96	4	Arterial	21,200	35,200	E
Jurupa	Mission Blvd	Riverview Dr to Rubidoux Blvd	0.36	4	35,300	F	4	Existing	3,500	38,800	F	1.44	6	Urban Arterial	32,000	67,300	F
Jurupa	Mission Blvd	Rubidoux Blvd to Buena Vista Ave	1.00	4	23,000	D or better	4	Existing	3,000	26,000	D or better	4.00	4	Arterial	24,500	47,500	F
Jurupa	Rubidoux Blvd	34th St to 30th St - SR-60 EB Offramp at Rubidoux Blvd	0.28	4	22,400	D or better	4	Existing	800	23,200	D or better	1.12	4	Arterial	11,000	33,400	E
Jurupa	Sierra Ave	0.58 Mi. NW of Armstrong Rd to 0.93 Mi. N of Armstrong Rd	0.44	4	13,300	D or better	4	Existing	1,000	14,300	D or better	1.76	4	Arterial	26,700	40,000	E
Jurupa	Sierra Ave	Armstrong Rd to 0.58 Mi. NW of Armstrong Rd	0.58	4	12,500	D or better	4	Existing	1,100	13,600	D or better	2.32	4	Arterial	26,200	38,700	F
Jurupa	Sierra Ave	Pacific Ave to Armstrong Rd	0.65	4	2,500	D or better	4	Existing	100	2,600	D or better	2.60	4	Secondary	40,300	42,800	F
Jurupa	Van Buren Blvd	Mission Blvd to Van Buren Blvd SB Onramp at Limonite Ave	4.37	4	40,000	D or better	4	Existing	32,500	72,500	F	17.48	6	Expressway	29,600	69,600	D or better
Jurupa	Van Buren Blvd	Van Buren Blvd SB Onramp at Limonite Ave to Van Buren Blvd SB Onramp at Limonite Ave	0.80	4	52,300	F	4	Existing	3,000	55,300	F	3.20	6	Expressway	58,600	110,900	F
Jurupa	Wineville Ave	0.49 Mi. S of Riverside Dr to Riverside Dr	0.48	4	2,400	D or better	4	Existing	0	2,400	D or better	1.92	4	Secondary	26,700	29,100	F
Eastvale	Hellman Ave	Schleisman Rd to Limonite Ave	0.60	2	7,500	D or better	2	Existing	100	7,600	D or better	1.20	4	Secondary	21,700	29,200	F
Eastvale	Limonite Ave	Archibald Ave to Hamner Ave	2.00	2	7,600	D or better	2	Existing	700	8,300	D or better	4.00	6	Urban Arterial	53,700	61,300	F
Eastvale	Limonite Ave	Hamner Ave to I-15 SB Offramp at Limonite Ave	0.47	4	22,800	D or better	4	Existing	600	23,400	D or better	1.88	6	Urban Arterial	52,100	74,900	F
Eastvale	Limonite Ave	I-15 SB Offramp at Limonite Ave to Wineville Ave	0.54	2	21,100	F	2	Existing	200	21,300	F	1.08	6	Urban Arterial	61,000	82,100	F
Eastvale	Schleisman Rd	0.78 Mi. E of Hellman Ave to Harrison Ave	0.76	2	8,900	D or better	2	Existing	700	9,600	D or better	1.52	6	Urban Arterial	49,900	58,800	F
Eastvale	Schleisman Rd	Harrison Ave to Sumner Ave	0.50	4	7,200	D or better	4	Existing	1,000	8,200	D or better	2.00	6	Urban Arterial	54,100	61,300	F
Eastvale	Schleisman Rd	Sumner Ave to Cleveland Ave	0.50	2	6,600	D or better	2	Existing	1,100	7,700	D or better	1.00	6	Urban Arterial	53,400	60,000	F
Temescal Canyon	Auburndale St	W Rincon St to River Rd	0.75	2	11,600	E	2	Existing	(100)	11,500	D or better	1.50	2	Collector	3,600	15,200	F
Temescal Canyon	Corydon St	W Rincon St to River Rd	0.97	2	12,500	E	2	Existing	200	12,700	E	1.94	2	Collector	2,100	14,600	F
Temescal Canyon	E 6th St	E Grand Blvd to 0.09 Mi. W of Radio Rd	0.80	4	25,900	D or better	4	Existing	1,400	27,300	E	3.20	4	Major	15,100	41,000	F
Temescal Canyon	E Foothill Pkwy	California Ave to 0.12 Mi. W of Bedford Canyon Rd	0.69	2	8,200	D or better	2	Existing	3,900	12,100	E	1.38	4	Secondary	31,000	39,200	F
Temescal Canyon	E Foothill Pkwy	S Main St to California Ave	1.93	4	7,600	D or better	4	Existing	1,400	9,000	D or better	7.72	4	Secondary	24,600	32,200	F

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Area Plan	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project					GPA960 (Build Out)					
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service	Miles	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
Temescal Canyon	E Ontario Ave	0.16 Mi. SE of I-15 NB Ramps at Ontario Ave to I-15 SB Ramps at Ontario Ave	0.28	4	19,800	D or better	4	Existing	8,500	28,300	E	1.12	4	Arterial	40,300	60,100	F
Temescal Canyon	E Ontario Ave	Kellogg Ave to I-15 SB Ramps at Ontario Ave	1.35	4	24,200	D or better	4	Existing	6,000	30,200	F	5.40	6	Urban Arterial	36,400	60,600	F
Temescal Canyon	E Ontario Ave	Kellogg Ave to Magnolia Ave	0.32	6	24,100	D or better	6	Existing	3,800	27,900	D or better	1.92	6	Urban Arterial	27,200	51,300	E
Temescal Canyon	E Parkridge Ave	E Harrison St to Cresta Rd	0.25	4	18,300	D or better	4	Existing	(200)	18,100	D or better	1.00	4	Secondary	6,000	24,300	E
Temescal Canyon	Green River Rd	Dominguez Ranch Rd to SR-91 WB Offramp at Green River Rd	0.52	2	23,400	D or better	2	Existing	100	23,500	F	1.04	6	Urban Arterial	23,400	46,800	D or better
Temescal Canyon	Green River Rd	Palisades Dr to W Foothill Pkwy	2.01	4	16,600	D or better	4	Existing	500	17,100	D or better	8.04	4	Major	22,100	38,700	F
Temescal Canyon	Hidden Valley Pkwy	E Parkridge Ave - Hillside Ave to Norco Hills Rd	0.32	4	14,500	D or better	4	Existing	500	15,000	D or better	1.28	4	Secondary	11,200	25,700	E
Temescal Canyon	Magnolia Ave	Leeson Ln to Compton Ave	0.41	4	16,200	D or better	4	Existing	2,300	18,500	D or better	1.64	6	Urban Arterial	41,800	58,000	F
Temescal Canyon	Mc Kinley St	0.26 Mi. SE of Ranch Vista to Ranch Vista	0.25	4	13,400	D or better	4	Existing	500	13,900	D or better	1.00	4	Major	19,200	32,600	E
Temescal Canyon	Mc Kinley St	Magnolia Ave to SR-91 WB Onramp at Mc Kinley St	0.43	4	20,700	D or better	4	Existing	500	21,200	D or better	1.72	4	Arterial	18,600	39,300	F
Temescal Canyon	N Main St	E Harrison St to River Rd	0.26	6	14,600	D or better	6	Existing	(900)	13,700	D or better	1.56	6	Urban Arterial	42,400	57,000	F
Temescal Canyon	Pomona Rincon Rd	Auto Center Dr to Maple St	0.57	2	15,100	F	2	Existing	1,300	16,400	F	1.14	2	Collector	9,700	24,800	F
Temescal Canyon	Promenade Ave	Collett Ave to Buchanan St	1.38	4	9,700	D or better	4	Existing	900	10,600	D or better	5.52	4	Secondary	16,000	25,700	E
Temescal Canyon	Railroad St	0.07 Mi. W of N Cota St to Sherman Ave	0.81	2	13,700	D or better	2	Existing	(100)	13,600	F	1.62	4	Secondary	5,300	19,000	D or better
Temescal Canyon	Railroad St	Auto Center Dr to N Smith Ave	1.47	4	13,100	D or better	4	Existing	1,100	14,200	D or better	5.88	4	Secondary	17,900	31,000	F
Temescal Canyon	River Rd	Auburndale St to Corydon St	1.00	4	16,600	D or better	4	Existing	800	17,400	D or better	4.00	4	Major	23,100	39,700	F
Temescal Canyon	S Lincoln Ave	W Ontario Ave to 10th St	1.04	4	22,900	D or better	4	Existing	700	23,600	D or better	4.16	4	Secondary	9,200	32,100	F
Temescal Canyon	S Smith Ave	Border Ave - Sherman Ave to W 6th St	0.43	4	18,900	D or better	4	Existing	300	19,200	D or better	1.72	4	Secondary	10,900	29,800	F
Temescal Canyon	W 6th St	Smith Ave to Merrill St	1.33	4	33,800	F	4	Existing	1,900	35,700	F	5.32	4	Major	7,000	40,800	F
Temescal Canyon	W 6th St	SR-91 EB Ramps at 6th St/Maple St to Smith Ave	0.51	4	41,100	F	4	Existing	1,900	43,000	F	2.04	6	Urban Arterial	20,200	61,300	F
Temescal Canyon	W Foothill Pkwy	Lincoln Ave to S Main St	0.96	4	4,000	D or better	4	Existing	400	4,400	D or better	3.84	4	Secondary	26,000	30,000	F
Temescal Canyon	W Ontario Ave	Kirkwood Dr to S Lincoln Ave	1.78	2	16,800	D or better	2	Existing	(400)	16,400	F	3.56	4	Collector	(6,600)	10,200	D or better
Temescal Canyon	W Ontario Ave	S Lincoln Ave to S Main St	0.97	4	27,500	E	4	Existing	1,200	28,700	E	3.88	4	Major	18,100	45,600	F
Temescal Canyon	W Rincon St	Corydon St to Auburndale St	1.01	2	10,500	D or better	2	Existing	0	10,500	D or better	2.02	2	Collector	2,300	12,800	E
Elsinore	Bundy Canyon Rd	1.32 Mi. E of I-15 NB Offramp at Bundy Canyon Rd to Orange St	1.53	2	8,600	D or better	2	Existing	3,400	12,000	E	3.06	6	Urban Arterial	38,900	47,500	D or better
Elsinore	Clinton Keith Rd	0.22 Mi. N of Grand Ave to Palomar St	0.28	4	13,600	D or better	4	Existing	0	13,600	D or better	1.12	4	Major	18,800	32,400	E
Elsinore	Clinton Keith Rd	I-15 SB Ramps at Clinton Keith Rd to Inland Valley Dr	0.56	2	17,500	F	2	Existing	1,700	19,200	F	1.12	6	Urban Arterial	44,700	62,200	F
Elsinore	Clinton Keith Rd	Salida Del Sol - Yamas Dr to 0.24 Mi. W of La Estrella St - Nutmeg St	1.39	2	13,600	F	2	Existing	2,500	16,100	F	2.78	6	Urban Arterial	38,500	52,100	E
Elsinore	E Lakeshore Dr	0.47 Mi. W of Ave 7 to Diamond Dr	1.17	2	7,700	D or better	2	Existing	2,300	10,000	D or better	2.34	4	Secondary	21,700	29,400	F
Elsinore	Lake St	Nicholas Rd to Grand Ave	1.37	2	14,500	D or better	2	Existing	1,700	16,200	F	2.74	6	Urban Arterial	28,200	42,700	D or better
Elsinore	Lake St	Nicholas Rd to Temescal Canyon Rd	1.16	2	15,600	F	2	Existing	2,200	17,800	F	2.32	6	Urban Arterial	52,000	67,600	F
Elsinore	Lakeshore Dr	Riverside Dr to Adam Ave	1.29	2	9,300	D or better	2	Existing	1,800	11,100	D or better	2.58	4	Secondary	17,500	26,800	F
Elsinore	Mission Trl	Corydon Rd to Malaga Rd	1.38	4	11,800	D or better	4	Existing	(200)	11,600	D or better	5.52	4	Arterial	31,400	43,200	E
Elsinore	Mission Trl	Malaga Rd to Diamond Dr	0.56	4	9,700	D or better	4	Existing	(200)	9,500	D or better	2.24	4	Arterial	27,000	36,700	E
Elsinore	Nichols Rd	I-15 NB Ramps at Nichols Rd to El Toro Rd	0.70	2	5,700	D or better	2	Existing	4,600	10,300	D or better	1.40	6	Urban Arterial	45,300	51,000	E
Elsinore	Palomar St	Clinton Keith Rd to 0.76 Mi. NW of Clinton Keith Rd	0.76	2	11,600	D or better	2	Existing	600	12,200	E	1.52	4	Arterial	16,500	28,100	D or better
Elsinore	Railroad Canyon Rd	0.19 Mi. E of Canyon Lake Dr N to Goetz Rd	0.53	2	22,000	F	2	Existing	6,700	28,700	F	1.06	4	Arterial	22,100	44,100	F
Elsinore	Railroad Canyon Rd	I-15 NB Ramps at Diamond Dr/Railroad Canyon Rd to 0.19 Mi. E of Canyon Lake Dr N	3.70	4	25,200	D or better	4	Existing	8,400	33,600	F	14.80	4	Arterial	27,900	53,100	F

Table 4.18-T Matrix for Comparing Scenarios and Impacts (City Roads)

Area Plan	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project					GPA960 (Build Out)					
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service	Miles	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
Elsinore	Rosetta Canyon Rd	SR-74 to Elsinore Hills Rd	0.97	2	1,600	D or better	2	Existing	(300)	1,300	D or better	1.94	4	Secondary	24,100	25,700	E
Elsinore	Strickland Ave	0.51 Mi. E of Riverside Dr to Chaney St	0.65	2	1,000	D or better	2	Existing	(100)	900	D or better	1.30	2	Collector	11,600	12,600	E
Elsinore	Summerhill Dr	Railroad Canyon Rd to La Strada	2.13	2	13,300	F	2	Existing	(300)	13,000	F	4.26	4	Major	21,300	34,600	F
Elsinore	Vacation Dr	Greenwald Ave to 0.76 Mi. N of Canyon Lake Dr N	1.07	2	3,600	D or better	2	Existing	2,500	6,100	D or better	2.14	2	Collector	8,300	11,900	E
Lk. Mathews / Woodcrest	Van Buren Blvd	Wood Rd to 0.5 Mi. W of Wood Rd	0.50	4	31,800	D or better	4	Existing	6,400	38,200	F	2.00	6	Urban Arterial	17,200	49,000	D or better
Mead Valley	Case Rd	Goetz Rd to Mapes Rd	1.96	2	9,200	D or better	2	Existing	5,900	15,100	F	3.92	4	Secondary	24,900	34,100	F
Mead Valley	E Nuevo Rd	Evans Rd to Dunlap Dr	0.50	2	4,100	D or better	2	Existing	14,600	18,700	F	1.00	6	Urban Arterial	47,600	51,700	E
Mead Valley	E Nuevo Rd	Evans Rd to Murrieta Rd	0.51	2	4,900	D or better	2	Existing	12,400	17,300	F	1.02	6	Urban Arterial	20,400	25,300	D or better
Mead Valley	E San Jacinto Ave	Mc Canna St - Redlands Ave to Dunlap Dr	1.38	2	6,000	D or better	2	Existing	12,300	18,300	F	2.76	4	Secondary	24,100	30,100	F
Mead Valley	Evans Rd	E Nuevo Rd to Orange Ave	1.00	2	1,400	D or better	2	Existing	3,800	5,200	D or better	2.00	6	Urban Arterial	55,100	56,500	F
Mead Valley	Evans Rd	Mid County Pkwy EB Ramps at Evans Rd to Ramona Expy	1.67	2	5,200	D or better	2	Existing	5,900	11,100	D or better	3.34	6	Urban Arterial	60,300	65,500	F
Mead Valley	Goetz Rd	2.77 Mi. N of North Loop Rd to 0.27 Mi. SW of Valley Blvd	1.20	2	9,900	D or better	2	Existing	1,400	11,300	D or better	2.40	2	Mtn. Arterial	4,400	14,300	D or better
Mead Valley	Goetz Rd	McLaughlin Rd to Ellis Ave	2.51	2	12,400	E	2	Existing	2,300	14,700	F	5.02	6	Urban Arterial	50,300	62,700	F
Mead Valley	Kine Ave	Ramona Expy to Oleander Ave	0.99	2	12,500	E	2	Existing	4,900	17,400	F	1.98	6	Urban Arterial	57,800	70,300	F
Mead Valley	N D St	San Jacinto Ave to I-215 NB Onramp/SB Offramp at D St	0.25	4	23,700	D or better	4	Existing	2,300	26,000	D or better	1.00	2	Collector	1,100	24,800	F
Mead Valley	N Perris Blvd	E San Jacinto Ave to Placentia St	2.47	2	16,100	F	2	Existing	4,600	20,700	F	4.94	6	Urban Arterial	46,500	62,600	F
Mead Valley	N Perris Blvd	Placentia St to Oleander Ave	2.48	2	18,400	F	2	Existing	3,400	21,800	F	4.96	6	Urban Arterial	43,400	61,800	F
Mead Valley	N Webster Ave	Ramona Expy to Oleander Ave	1.00	2	11,300	D or better	2	Existing	3,600	14,900	F	2.00	4	Secondary	17,000	28,300	F
Mead Valley	Ramona Expy	Evans Rd to N Webster Ave	2.02	4	21,800	D or better	4	Existing	11,200	33,000	F	8.08	6	Expressway	42,600	64,400	D or better
Mead Valley	Ramona Expy	Nevada Ave - Patterson Ave to N Webster Ave	0.25	4	33,800	F	4	Existing	15,300	49,100	F	1.00	6	Expressway	52,900	86,700	E
Mead Valley	Redlands Ave	0.25 Mi. N of Citrus Ave to Orange Ave	0.28	4	9,600	D or better	4	Existing	4,100	13,700	D or better	1.12	4	Secondary	17,500	27,100	F
Mead Valley	Redlands Ave	Orange Ave to Placentia Ave	0.50	2	9,400	D or better	2	Existing	2,800	12,200	E	1.00	4	Secondary	13,800	23,200	D or better
Mead Valley	S Perris Blvd	E 11th St to E San Jacinto Ave	0.73	2	12,300	E	2	Existing	1,500	13,800	F	1.46	6	Urban Arterial	52,700	65,000	F
Mead Valley	S Redlands Blvd	Ellis Ave to E 4th St	0.71	2	7,300	D or better	2	Existing	600	7,900	D or better	1.42	2	Collector	5,300	12,600	E
Sun City / Menifee Valley	Bundy Canyon Rd	Cottonwood Canyon Rd to Murrieta Rd	1.01	2	8,800	D or better	2	Existing	4,800	13,600	F	2.02	6	Urban Arterial	48,100	56,900	F
Sun City / Menifee Valley	Domenigoni Pkwy	Newport Rd to Briggs Rd	0.94	6	20,100	D or better	6	Existing	31,500	51,600	E	5.64	6	Urban Arterial	32,200	52,300	E
Sun City / Menifee Valley	Garbani Rd	Menifee Rd to Briggs Rd	0.77	2	1,800	D or better	2	Existing	8,100	9,900	D or better	1.54	4	Major	31,700	33,500	E
Sun City / Menifee Valley	Holland Rd	Canyon Hills Rd to Murrieta Rd	0.88	2	2,800	D or better	2	Existing	2,900	5,700	D or better	1.76	4	Major	29,600	32,400	E
Sun City / Menifee Valley	McCall Blvd	I-215 SB Ramps at McCall Blvd to Sherman Rd	0.58	4	12,900	D or better	4	Existing	7,300	20,200	D or better	2.32	6	Urban Arterial	43,400	56,300	F
Sun City / Menifee Valley	McCall Blvd	Menifee Rd to 0.65 Mi. E of Sherman Rd	0.96	2	5,200	D or better	2	Existing	9,700	14,900	F	1.92	6	Urban Arterial	37,300	42,500	D or better
Sun City / Menifee Valley	Menifee Rd	Aldergate Dr to Simpson Rd	0.64	2	3,100	D or better	2	Existing	4,800	7,900	D or better	1.28	4	Arterial	30,200	33,300	E
Sun City / Menifee Valley	Menifee Rd	McCall Blvd to 0.2 Mi. S of McLaughlin Rd	0.80	2	7,900	D or better	2	Existing	5,000	12,900	E	1.60	6	Urban Arterial	64,700	72,600	F
Sun City / Menifee Valley	Menifee Rd	McCall Blvd to Grand Ave	0.51	2	4,100	D or better	2	Existing	9,200	13,300	F	1.02	6	Urban Arterial	31,600	35,700	D or better
Sun City / Menifee Valley	Murrieta Rd	Newport Rd to Valley Blvd	0.64	4	12,700	D or better	4	Existing	3,000	15,700	D or better	2.56	4	Arterial	33,100	45,800	F
Sun City / Menifee Valley	Newport Rd	0.59 Mi. W of Normandy Rd to Murrieta Rd	0.99	2	15,200	F	2	Existing	6,500	21,700	F	1.98	6	Urban Arterial	43,700	58,900	F
Sun City / Menifee Valley	Newport Rd	0.8 Mi. E of Goetz Rd to Goetz Rd	0.80	2	13,300	D or better	2	Existing	6,200	19,500	F	1.60	6	Urban Arterial	34,000	47,300	D or better
Sun City / Menifee Valley	Newport Rd	Murrieta Rd to Domenigoni Pkwy	3.24	4	22,500	D or better	4	Existing	15,200	37,700	F	12.96	6	Urban Arterial	33,800	56,300	F
Sun City / Menifee Valley	Normandy Rd	La Ladera Rd to Newport Rd	0.71	2	6,000	D or better	2	Existing	1,900	7,900	D or better	1.42	2	Collector	6,300	12,300	E
Sun City / Menifee Valley	Scott Rd	0.48 Mi. W of Briggs Rd to Briggs Rd	0.50	2	8,100	D or better	2	Existing	9,900	18,000	F	1.00	6	Urban Arterial	46,600	54,700	E

Table 4.18-T Matrix for Comparing Scenarios and Impacts (City Roads)

Area Plan	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project					GPA960 (Build Out)					
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service	Miles	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
Sun City / Menifee Valley	Scott Rd	I-215 SB Offramp at Scott Rd to 0.5 Mi. W of Haun Rd/Zeiders Rd	0.69	2	8,400	D or better	2	Existing	4,600	13,000	F	1.38	6	Urban Arterial	36,600	45,000	D or better
Sun City / Menifee Valley	Scott Rd	Menifee Rd to Antelope Rd	0.81	2	9,400	D or better	2	Existing	10,100	19,500	F	1.62	6	Urban Arterial	37,300	46,700	D or better
Sun City / Menifee Valley	Valley Blvd	Murrieta Rd to Cherry Hills Blvd	1.24	2	3,900	D or better	2	Existing	(200)	3,700	D or better	2.48	4	Arterial	32,300	36,200	E
Southwest Area	Clinton Keith Rd	0.05 Mi. E of I-215 NB Ramps at Clinton Keith Rd to 0.49 Mi. E of Meadowlark Ln - Whitewood Rd	1.11	2	12,400	E	2	Existing	8,300	20,700	F	2.22	6	Urban Arterial	44,900	57,300	F
Southwest Area	Clinton Keith Rd	Calle Del Oso Oro - N Bear Creek Dr to Grand Ave	0.68	4	11,100	D or better	4	Existing	(1,000)	10,100	D or better	2.72	4	Major	22,100	33,200	E
Southwest Area	Clinton Keith Rd	La Estrella St - Nutmeg St to I-215 SB Ramps at Clinton Keith Rd	1.67	4	22,100	D or better	4	Existing	5,400	27,500	E	6.68	6	Urban Arterial	53,100	75,200	F
Southwest Area	Diaz Rd	0.41 Mi. S of Avenida Alvarado - Overland Dr to Avenida Alvarado - Overland Dr	0.41	4	18,000	D or better	4	Existing	800	18,800	D or better	1.64	4	Major	12,900	30,900	E
Southwest Area	Jefferson Ave	Kalmia St to 0.24 Mi. SE of Ivy St - Los Alamos Rd	0.74	2	12,200	E	2	Existing	500	12,700	E	1.48	4	Arterial	23,700	35,900	E
Southwest Area	Jefferson Ave	Lemon St to Nutmeg St	0.87	2	8,800	D or better	2	Existing	300	9,100	D or better	1.74	4	Secondary	15,900	24,700	E
Southwest Area	Murrieta Hot Springs Rd	0.4 Mi. W of Date St to Winchester Rd	0.48	4	20,500	D or better	4	Existing	12,100	32,600	F	1.92	4	Arterial	18,500	39,000	E
Southwest Area	Murrieta Hot Springs Rd	I-15 NB Ramps at Murrieta Hot Springs Rd to I-215 SB Offramp at Murrieta Hot Springs Rd	0.50	6	27,700	D or better	6	Existing	6,200	33,900	D or better	3.00	6	Urban Arterial	27,700	55,400	E
Southwest Area	Murrieta Hot Springs Rd	I-215 NB Onramp at Murrieta Hot Springs Rd to Margarita Rd	1.40	4	24,100	D or better	4	Existing	10,000	34,100	F	5.60	4	Arterial	22,800	46,900	F
Southwest Area	Murrieta Hot Springs Rd	Margarita Rd to 0.4 Mi. W of Date St	0.53	4	19,900	D or better	4	Existing	11,600	31,500	F	2.12	4	Arterial	14,400	34,300	E
Southwest Area	Pechanga Pkwy	SR-79 S to Rainbow Canyon Rd	0.25	4	54,600	D or better	4	Existing	(1,100)	53,500	F	1.00	6	Urban Arterial	(21,500)	33,100	D or better
Southwest Area	Rancho California Rd	I-15 NB Offramp at Rancho California Rd to Jefferson Ave	0.25	4	30,000	D or better	4	Existing	(1,000)	29,000	E	1.00	6	Urban Arterial	(3,100)	26,900	D or better
Southwest Area	Rancho California Rd	Margarita Rd to Moraga Rd	0.90	4	27,900	D or better	4	Existing	3,800	31,700	F	3.60	4	Arterial	(1,900)	26,000	D or better
Southwest Area	Redhawk Pkwy	Margarita Rd to Vail Ranch Pkwy	0.73	2	15,000	D or better	2	Existing	1,700	16,700	F	1.46	4	Major	3,900	18,900	D or better
Southwest Area	Wolf Valley Rd	Redhawk Pkwy to Pechanga Pkwy	0.91	2	13,300	D or better	2	Existing	2,300	15,600	F	1.82	4	Secondary	(6,700)	6,600	D or better
Southwest Area	Ynez Rd	0.15 Mi. S of Ynez Rd to Jedediah Smith Rd	1.05	2	14,300	D or better	2	Existing	1,700	16,000	F	2.10	4	Secondary	7,600	21,900	D or better
Southwest Area	Ynez Rd	0.2 Mi. N of Overland Dr to Winchester Rd	0.26	6	37,800	D or better	6	Existing	1,300	39,100	D or better	1.56	6	Urban Arterial	21,700	59,500	F
Reche Cyn. / Badlands	Alessandro Blvd	Graham St to Heacock St	0.50	4	19,000	D or better	4	Existing	2,100	21,100	D or better	2.00	6	Urban Arterial	34,600	53,600	E
Reche Cyn. / Badlands	Alessandro Blvd	Old 215 Frontage Rd to Day St	0.25	4	25,500	D or better	4	Existing	6,400	31,900	F	1.00	6	Urban Arterial	26,400	51,900	E
Reche Cyn. / Badlands	Box Springs Rd	1.01 Mi. W of Day St to Day St	0.99	2	10,400	D or better	2	Existing	3,300	13,700	F	1.98	4	Secondary	17,000	27,400	F
Reche Cyn. / Badlands	Frederick St	Towngate Ave to SR-60 EB Offramp at Frederick St/Pigeon Pass Rd - Sunnymead Blvd	0.30	6	24,000	D or better	6	Existing	4,200	28,200	D or better	1.80	4	Major	13,100	37,100	F
Reche Cyn. / Badlands	Gilman Springs Rd	0.76 Mi. S of SR-60 EB Offramp at Gilman Springs Rd to SR-60 EB Offramp at Gilman Springs Rd	0.76	2	11,300	D or better	2	Existing	6,100	17,400	F	1.52	4	Arterial	11,100	22,400	D or better
Reche Cyn. / Badlands	Graham St	Alessandro Blvd to 0.24 Mi. S of Alessandro Blvd	0.25	4	6,600	D or better	4	Existing	5,700	12,300	D or better	1.00	4	Secondary	18,200	24,800	E
Reche Cyn. / Badlands	Indian St	Oleander Ave to Krameria Ave	1.51	2	3,600	D or better	2	Existing	5,200	8,800	D or better	3.02	4	Secondary	23,800	27,400	F
Reche Cyn. / Badlands	Iris Ave	Lasselle St to Oliver St	1.46	6	15,300	D or better	6	Existing	7,700	23,000	D or better	8.76	6	Urban Arterial	41,700	57,000	F
Reche Cyn. / Badlands	John F Kennedy Dr	Moreno Beach Dr to 0.61 Mi. E of Moreno Beach Dr	0.69	4	9,200	D or better	4	Existing	5,400	14,600	D or better	2.76	4	Major	25,300	34,500	F
Reche Cyn. / Badlands	Kitching St	Nandina Ave to Iris Ave	1.50	2	3,800	D or better	2	Existing	2,800	6,600	D or better	3.00	4	Major	32,800	36,600	F
Reche Cyn. / Badlands	Lasselle St	Oleander Ave to Iris Ave	2.31	4	14,000	D or better	4	Existing	6,400	20,400	D or better	9.24	4	Major	30,900	44,900	F
Reche Cyn. / Badlands	Perris Blvd	0.12 Mi. S of Eucalyptus Ave to 0.12 Mi. S of Sunnymead Blvd	0.50	4	29,100	E	4	Existing	0	29,100	E	2.00	4	Arterial	8,000	37,100	F
Reche Cyn. / Badlands	Perris Blvd	Cactus Ave to Cottonwood Ave	0.99	4	24,200	D or better	4	Existing	1,900	26,100	D or better	3.96	4	Arterial	12,000	36,200	E
Reche Cyn. / Badlands	Perris Blvd	Cottonwood Ave to 0.12 Mi. S of Eucalyptus Ave	0.38	4	30,500	F	4	Existing	1,000	31,500	F	1.52	4	Arterial	8,600	39,100	E
Reche Cyn. / Badlands	Perris Blvd	Oleander Ave to Cactus Ave	3.49	2	17,700	F	2	Existing	3,100	20,800	F	6.98	4	Arterial	26,300	44,000	F
Reche Cyn. / Badlands	Perris Blvd	Sunnymead Blvd to Ironwood Ave	0.52	4	21,000	D or better	4	Existing	(400)	20,600	D or better	2.08	4	Arterial	18,000	39,000	F

Table 4.18-T Matrix for Comparing Scenarios and Impacts (City Roads)

Area Plan	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project					GPA960 (Build Out)					
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service	Miles	No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
Reche Cyn. / Badlands	Pigeon Pass Rd	Hidden Springs Dr to 0.39 Mi. N of Ironwood Ave	1.11	2	14,900	D or better	2	Existing	500	15,400	F	2.22	4	Secondary	6,200	21,100	D or better
Reche Cyn. / Badlands	Pigeon Pass Rd	SR-60 WB Onramp at Frederick St/Pigeon Pass Rd to 0.39 Mi. N of Ironwood Ave	0.72	4	21,100	D or better	4	Existing	(400)	20,700	D or better	2.88	4	Secondary	4,200	25,300	E
Reche Cyn. / Badlands	Pigeon Pass Rd	Sunnymead Ranch Pkwy to 0.56 Mi. N of Sunnymead Ranch Pkwy	0.56	2	1,100	D or better	2	Existing	1,100	2,200	D or better	1.12	4	Secondary	37,700	38,800	F
Reche Cyn. / Badlands	Redlands Blvd	Locust Ave to Cactus Ave	3.25	2	11,400	D or better	2	Existing	2,400	13,800	F	6.50	6	Urban Arterial	18,800	30,200	D or better
Reche Cyn. / Badlands	Town Cir	Memorial Way to 0.3 Mi. W of Moreno Valley Mall Access Rd	0.36	4	7,800	D or better	4	Existing	(100)	7,700	D or better	1.44	2	Collector	7,200	15,000	F
Harvest Villy. / Winchester	Menifee Rd	0.3 Mi. N of Rouse Rd to Pinacate Rd	0.70	2	5,700	D or better	2	Existing	8,000	13,700	F	1.40	6	Urban Arterial	52,200	57,900	F
Harvest Villy. / Winchester	Sherman Rd	McLaughlin Rd to Ethanac Rd	0.50	2	2,200	D or better	2	Existing	2,300	4,500	D or better	1.00	4	Major	37,400	39,600	F
The Pass	Calimesa Blvd	Singleton Rd to Singleton Rd	0.92	2	2,400	D or better	2	Existing	1,300	3,700	D or better	1.84	4	Major	38,500	40,900	F
The Pass	E 1st St	Beaumont Ave to Michigan Ave	0.64	2	4,900	D or better	2	Existing	1,400	6,300	D or better	1.28	4	Secondary	31,700	36,600	F
The Pass	E 1st St	Michigan Ave to Highland Springs Ave	1.27	2	1,600	D or better	2	Existing	1,900	3,500	D or better	2.54	4	Major	34,000	35,600	F
The Pass	E 6th St	Beaumont Ave to Pennsylvania Ave	0.62	4	6,600	D or better	4	Existing	3,200	9,800	D or better	2.48	4	Secondary	22,400	29,000	F
The Pass	E County Line Rd	Bryant St to Fremont St	0.50	4	2,900	D or better	4	Existing	(1,200)	1,700	D or better	2.00	2	Collector	12,900	15,800	F
The Pass	Hathaway St	Lincoln St to Wesley St	0.63	2	0	D or better	2	Existing	100	100	D or better	1.26	2	Collector	21,000	21,000	F
The Pass	Singleton Rd	Roberts Rd - Woodhouse Rd to Beckwith Ave	0.87	2	4,000	D or better	2	Existing	(2,100)	1,900	D or better	1.74	4	Major	38,800	42,800	F
The Pass	Sun Lakes Blvd	Highland Springs Ave to Highland Home Rd	1.11	4	2,700	D or better	4	Existing	2,500	5,200	D or better	4.44	4	Major	38,600	41,300	F
The Pass	W Ramsey St	N Highland Springs Ave to 0.38 Mi. E of S 22nd St	3.05	4	3,300	D or better	4	Existing	5,700	9,000	D or better	12.20	4	Major	31,000	34,300	F
The Pass	W Wilson St	0.67 Mi. E of Highland Home Rd - Meridian Ave to 0.37 Mi. E of Sunset Ave	0.71	2	4,300	D or better	2	Existing	3,000	7,300	D or better	1.42	4	Major	40,400	44,700	F
The Pass	W Wilson St	1.14 Mi. W of N 8th St to N 8th St	1.14	4	4,900	D or better	4	Existing	2,500	7,400	D or better	4.56	4	Major	37,300	42,200	F
The Pass	W Wilson St	Highland Home Rd - Meridian Ave to 0.34 Mi. W of Sunset Ave	0.67	4	5,100	D or better	4	Existing	4,100	9,200	D or better	2.68	4	Major	48,600	53,700	F
The Pass	W Wilson St	N 8th St to N San Gorgonio Ave	0.50	2	4,000	D or better	2	Existing	1,900	5,900	D or better	1.00	4	Major	31,600	35,600	F
The Pass	W Wilson St	N Highland Springs Ave to 0.22 Mi. W of Highland Home Rd - Meridian Ave	0.79	2	3,400	D or better	2	Existing	2,600	6,000	D or better	1.58	4	Secondary	29,100	32,500	F
The Pass	Westward Ave	Michigan Ave to Highland Springs Ave	1.11	2	200	D or better	2	Existing	400	600	D or better	2.22	4	Secondary	23,500	23,700	E
San Jacinto Valley	Domenigoni Pkwy	S Sanderson Ave to 0.66 Mi. E of Warren Rd	1.11	4	19,800	D or better	4	Existing	16,200	36,000	F	4.44	6	Urban Arterial	14,000	33,800	D or better
San Jacinto Valley	Lyon Ave	Domenigoni Pkwy to S Lyon Ave	1.43	2	8,200	D or better	2	Existing	8,300	16,500	F	2.86	4	Secondary	4,000	12,200	D or better
San Jacinto Valley	Myers St	Devonshire Ave to W Menlo Ave	0.95	2	0	D or better	2	Existing	0	0	D or better	1.90	2	Collector	11,800	11,800	E
San Jacinto Valley	N Sanderson Ave	Cottonwood Ave to SR-79 NB Ramps at Sanderson Ave	2.36	2	17,600	F	2	Existing	(11,600)	6,000	D or better	4.72	4	Major	19,300	36,900	F
San Jacinto Valley	N Sanderson Ave	Florida Ave to W Menlo Ave	0.74	4	21,500	D or better	4	Existing	6,000	27,500	E	2.96	4	Major	14,600	36,100	F
San Jacinto Valley	N Sanderson Ave	N Ramona Blvd to 1.33 Mi. S of N Ramona Blvd	1.73	2	17,500	D or better	2	Existing	4,800	22,300	F	3.46	4	Major	1,600	19,100	D or better
San Jacinto Valley	N Sanderson Ave	S Sanderson Ave to Eaton Ave	0.50	2	17,200	D or better	2	Existing	3,300	20,500	F	1.00	4	Major	11,600	28,800	D or better
San Jacinto Valley	N Sanderson Ave	W Menlo Ave to Eaton Ave	0.50	2	17,700	F	2	Existing	3,200	20,900	F	1.00	4	Major	12,700	30,400	D or better
San Jacinto Valley	N Warren Rd	Cottonwood Ave to Deegan St	2.20	2	6,000	D or better	2	Existing	(2,700)	3,300	D or better	4.40	4	Arterial	34,500	40,500	E
San Jacinto Valley	N Warren Rd	Deegan St to Ramona Blvd	1.33	2	6,000	D or better	2	Existing	5,700	11,700	E	2.66	4	Arterial	27,900	33,900	E
San Jacinto Valley	Ramona Expy	0.24 Mi. E of Soboba St to 0.36 Mi. N of E Esplanade Ave	1.40	2	10,500	D or better	2	Existing	4,900	15,400	F	2.80	4	Secondary	(2,600)	7,900	D or better
San Jacinto Valley	Ramona Expy	E Main St to 0.48 Mi. E of N San Jacinto Ave	1.44	2	9,700	D or better	2	Existing	3,500	13,200	F	2.88	6	Urban Arterial	21,800	31,500	D or better
San Jacinto Valley	Ramona Expy	N San Jacinto Ave to N State St	0.76	2	12,600	D or better	2	Existing	4,000	16,600	F	1.52	6	Urban Arterial	21,900	34,500	D or better
San Jacinto Valley	Ramona Expy	N Sanderson Ave to 0.52 Mi. E of N Warren Rd	1.21	2	11,400	D or better	2	Existing	9,100	20,500	F	2.42	6	Expressway	19,800	31,200	D or better
San Jacinto Valley	S Lyon Ave	Florida Ave to Lyon Ave	1.24	2	11,100	D or better	2	Existing	2,500	13,600	F	2.48	4	Collector	(5,800)	5,300	D or better
San Jacinto Valley	S Sanderson Ave	Stetson Ave to Domenigoni Pkwy	1.09	2	14,600	D or better	2	Existing	7,100	21,700	F	2.18	4	Major	6,800	21,400	D or better

Table 4.18-T Matrix for Comparing Scenarios and Impacts (City Roads)

Area Plan	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project					Miles	GPA960 (Build Out)				
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service		No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
San Jacinto Valley	S Sanderson Ave	W 7th St to Cottonwood Ave	0.50	2	16,100	F	2	Existing	4,000	20,100	F	1.00	4	Major	16,800	32,900	E
San Jacinto Valley	S Sanderson Ave	W 7th St to N Sanderson Ave	0.50	2	16,600	D or better	2	Existing	3,300	19,900	F	1.00	4	Major	12,800	29,400	D or better
San Jacinto Valley	S State St	0.25 Mi. N of Chambers St to E Newport Rd	2.76	2	11,100	D or better	2	Existing	9,300	20,400	F	5.52	4	Major	8,800	19,900	D or better
San Jacinto Valley	S State St	0.25 Mi. N of W 7th St to Cottonwood Ave	0.36	4	14,100	D or better	4	Existing	5,500	19,600	D or better	1.44	4	Major	18,400	32,500	E
San Jacinto Valley	S State St	Florida Ave to Whittier Ave	0.74	2	12,100	D or better	2	Existing	2,200	14,300	F	1.48	4	Secondary	(1,100)	11,000	D or better
San Jacinto Valley	SR-79/Ramona Expy	0.35 Mi. SE of Byrd St to N State St	1.60	2	15,200	F	2	Existing	5,300	20,500	F	3.20	6	Urban Arterial	43,500	58,700	F
San Jacinto Valley	SR-79/Ramona Expy	N Sanderson Ave to Byrd St	0.79	2	16,500	F	2	Existing	6,600	23,100	F	1.58	6	Urban Arterial	46,700	63,200	F
San Jacinto Valley	Stetson Ave	S Sanderson Ave to Gilbert St	1.77	4	19,100	D or better	4	Existing	5,100	24,200	D or better	7.08	4	Major	14,500	33,600	E
San Jacinto Valley	Stetson Ave	S State St to 0.26 Mi. E of S Palm Ave	0.25	4	23,500	D or better	4	Existing	4,800	28,300	E	1.00	4	Major	2,700	26,200	D or better
San Jacinto Valley	Stetson Ave	S State St to Santa Fe St	0.50	2	19,800	F	2	Existing	5,800	25,600	F	1.00	4	Major	11,800	31,600	E
San Jacinto Valley	Warren Rd	California Ave to 0.36 Mi. S of W Harrison Ave	1.16	2	10,600	D or better	2	Existing	7,500	18,100	F	2.32	4	Secondary	(7,500)	3,100	D or better
San Jacinto Valley	Warren Rd	Devonshire Ave to Whittier Ave	1.06	2	12,200	D or better	2	Existing	5,300	17,500	F	2.12	4	Major	5,100	17,300	D or better
West. Coachella Vly	44th Ave	Golf Center Pkwy to Harrison St	1.27	2	5,600	D or better	2	Existing	(300)	5,300	D or better	2.54	4	Secondary	25,400	31,000	F
West. Coachella Vly	48th Ave	Monroe St to Madison St	1.01	2	12,600	D or better	2	Existing	2,200	14,800	F	2.02	4	Secondary	1,400	14,000	D or better
West. Coachella Vly	50th Ave	Madison St to Jefferson St	1.00	2	11,200	D or better	2	Existing	3,800	15,000	F	2.00	4	Major	6,000	17,200	D or better
West. Coachella Vly	52nd Ave	0.41 Mi. E of Jefferson St to Madison St	0.58	3	19,800	D or better	3	Existing	5,500	25,300	E	1.74	4	Arterial	17,000	36,800	E
West. Coachella Vly	52nd Ave	Jefferson St to 0.41 Mi. E of Jefferson St	0.41	3	20,900	D or better	3	Existing	5,100	26,000	E	1.23	4	Arterial	17,400	38,300	F
West. Coachella Vly	52nd Ave	Madison St to Monroe St	1.01	2	17,000	F	2	Existing	2,600	19,600	F	2.02	4	Arterial	23,300	40,300	F
West. Coachella Vly	54th Ave	Jefferson St to Madison St	0.96	4	16,400	D or better	4	Existing	9,400	25,800	D or better	3.84	4	Arterial	21,200	37,600	F
West. Coachella Vly	54th Ave	Monroe St to Madison St	1.00	2	7,500	D or better	2	Existing	8,300	15,800	F	2.00	4	Arterial	15,300	22,800	D or better
West. Coachella Vly	Bob Hope Dr	Clancy Ln to E Palm Canyon Dr	0.68	4	27,000	D or better	4	Existing	2,700	29,700	E	2.72	4	Arterial	(9,300)	17,700	D or better
West. Coachella Vly	Cook St	Hovley Ln E to Fred Waring Dr	1.26	4	26,600	D or better	4	Existing	2,000	28,600	E	5.04	6	Urban Arterial	(8,300)	18,300	D or better
West. Coachella Vly	Cook St	I-10 EB Offramp at Cook St to Frank Sinatra Dr	0.91	4	27,000	D or better	4	Existing	5,600	32,600	F	3.64	6	Urban Arterial	700	27,700	D or better
West. Coachella Vly	Country Club Dr	0.38 Mi. E of El Dorado Dr to El Dorado Dr	0.38	4	24,600	D or better	4	Existing	3,200	27,800	E	1.52	6	Urban Arterial	4,800	29,400	D or better
West. Coachella Vly	Country Club Dr	Washington St to Oasis Club Dr	1.08	4	28,000	D or better	4	Existing	8,000	36,000	F	4.32	6	Urban Arterial	14,800	42,800	D or better
West. Coachella Vly	Date Palm Dr	30th Ave to Ramon Rd	1.00	4	22,800	D or better	4	Existing	4,300	27,100	E	4.00	6	Urban Arterial	300	23,100	D or better
West. Coachella Vly	Date Palm Dr	I-10 EB Offramp at Date Palm Dr to 0.5 Mi. S of Vista Chino	0.70	4	26,100	D or better	4	Existing	7,500	33,600	F	2.80	6	Urban Arterial	6,400	32,500	D or better
West. Coachella Vly	Date Palm Dr	Varner Rd to I-10 EB Offramp at Date Palm Dr	0.97	2	10,200	D or better	2	Existing	15,100	25,300	F	1.94	6	Urban Arterial	13,200	23,400	D or better
West. Coachella Vly	Dillon Rd	Cabazon Ave to 0.55 Mi. NE of Cabazon Ave	0.56	2	10,200	D or better	2	Existing	10,400	20,600	F	1.12	4	Secondary	24,600	34,800	F
West. Coachella Vly	E Palm Canyon Dr	La Verne Way - S Sunrise Way to Golf Club Dr	2.56	4	27,400	E	4	Existing	4,000	31,400	F	10.24	4	Major	5,400	32,800	E
West. Coachella Vly	Eisenhower Dr	50th Ave to Calle Sinaloa	0.85	4	28,500	D or better	4	Existing	(1,100)	27,400	E	3.40	4	Arterial	(16,300)	12,200	D or better
West. Coachella Vly	Fred Waring Dr	Washington St to El Dorado Dr	1.93	4	29,700	D or better	4	Existing	5,900	35,600	F	7.72	6	Urban Arterial	10,900	40,600	D or better
West. Coachella Vly	Garnet Ave	Wall Rd to N Indian Canyon Dr	2.41	2	6,500	D or better	2	Existing	1,900	8,400	D or better	4.82	4	Secondary	18,400	24,900	E
West. Coachella Vly	Gerald Ford Dr	Cook St to Portola Ave	1.11	2	8,900	D or better	2	Existing	4,300	13,200	F	2.22	4	Arterial	18,400	27,300	D or better
West. Coachella Vly	Gerald Ford Dr	Monterey Ave to 0.5 Mi. W of Portola Ave	0.50	4	9,800	D or better	4	Existing	3,700	13,500	D or better	2.00	4	Arterial	25,400	35,200	E
West. Coachella Vly	Hacienda Dr	Mountain View Rd to Long Canyon Rd	1.14	2	5,000	D or better	2	Existing	1,500	6,500	D or better	2.28	4	Secondary	21,500	26,500	F
West. Coachella Vly	Indio Blvd	Clinton St to Fred Waring Dr	0.68	4	6,100	D or better	4	Existing	9,600	15,700	D or better	2.72	6	Urban Arterial	47,400	53,500	E
West. Coachella Vly	Indio Blvd	Fred Waring Dr to 48th Ave	3.09	4	7,900	D or better	4	Existing	9,200	17,100	D or better	12.36	6	Urban Arterial	52,700	60,600	F
West. Coachella Vly	Indio Blvd	I-10 WB Offramp at Jefferson St to Jefferson St	0.54	2	9,100	D or better	2	Existing	4,700	13,800	E	1.08	3	Urban Arterial	6,400	15,500	D or better

Table 4.18-T Matrix for Comparing Scenarios and Impacts (City Roads)

Area Plan	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project					Miles	GPA960 (Build Out)				
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service		No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
West. Coachella Vly	Indio Blvd	Madison St to Clinton St	0.58	4	11,800	D or better	4	Existing	11,300	23,100	D or better	2.32	6	Urban Arterial	48,900	60,700	F
West. Coachella Vly	Jackson St	50th Ave to 48th Ave	1.02	2	6,800	D or better	2	Existing	6,500	13,300	F	2.04	4	Secondary	15,700	22,500	D or better
West. Coachella Vly	Jefferson St	49th Ave to 50th Ave	0.49	6	39,800	D or better	6	Existing	10,800	50,600	E	2.94	6	Urban Arterial	8,200	48,000	D or better
West. Coachella Vly	Jefferson St	Westward Ho Dr to SR-111	0.50	2	10,500	D or better	2	Existing	2,400	12,900	F	1.00	6	Urban Arterial	14,800	25,300	D or better
West. Coachella Vly	Madison St	0.49 Mi. N of 50th Ave to 48th Ave	0.50	4	3,500	D or better	4	Existing	3,300	6,800	D or better	2.00	4	Arterial	30,500	34,000	E
West. Coachella Vly	Madison St	48th Ave to SR-111	0.51	2	10,400	D or better	2	Existing	2,500	12,900	E	1.02	4	Secondary	7,800	18,200	D or better
West. Coachella Vly	Madison St	58th Ave to Airport Blvd	1.01	4	13,400	D or better	4	Existing	7,500	20,900	D or better	4.04	4	Arterial	23,800	37,200	F
West. Coachella Vly	Madison St	Airport Blvd to 54th Ave	0.99	2	16,500	F	2	Existing	7,900	24,400	F	1.98	4	Arterial	30,000	46,500	F
West. Coachella Vly	Monroe St	0.5 Mi. N of 62nd Ave to 0.5 Mi. N of 60th Ave	1.02	2	12,600	E	2	Existing	8,300	20,900	F	2.04	4	Arterial	22,900	35,500	E
West. Coachella Vly	Monroe St	49th Ave to 52nd Ave	1.50	4	14,700	D or better	4	Existing	15,000	29,700	E	6.00	4	Secondary	2,400	17,100	D or better
West. Coachella Vly	Monroe St	Fred Waring Dr to 44th Ave	0.34	4	20,400	D or better	4	Existing	7,600	28,000	E	1.36	4	Secondary	2,700	23,100	D or better
West. Coachella Vly	Monroe St	I-10 WB Offramp at Monroe St to 44th Ave	0.50	2	13,800	D or better	2	Existing	5,900	19,700	F	1.00	6	Urban Arterial	7,000	20,800	D or better
West. Coachella Vly	Monterey Ave	0.22 Mi. N of Unknown to Dinah Shore Dr	0.50	4	24,600	D or better	4	Existing	9,100	33,700	F	2.00	6	Urban Arterial	5,400	30,000	D or better
West. Coachella Vly	Monterey Ave	I-10 EB Offramp at Monterey Ave to Dinah Shore Dr	0.25	4	32,300	D or better	4	Existing	13,200	45,500	F	1.00	6	Urban Arterial	(1,000)	31,300	D or better
West. Coachella Vly	N Gene Autry Trl	I-10 EB Offramp at Gene Autry Trl/Palm Dr to E Vista Chino	2.34	2	20,200	D or better	2	Existing	2,600	22,800	F	4.68	6	Major	7,300	27,500	F
West. Coachella Vly	N Indian Canyon Dr	0.25 Mi. N of W Tramview Rd to W Tramview Rd	1.94	2	18,300	D or better	2	Existing	(15,500)	2,800	D or better	3.88	4	Major	12,800	31,100	E
West. Coachella Vly	N Indian Canyon Dr	N Sunrise Way to 18th Ave	3.25	2	18,200	F	2	Existing	4,000	22,200	F	6.50	6	Urban Arterial	26,200	44,400	D or better
West. Coachella Vly	N Indian Canyon Dr	Pierson Blvd to 1.4 Mi. N of Mission Lakes Blvd	2.41	2	9,600	D or better	2	Existing	200	9,800	D or better	4.82	4	Arterial	31,400	41,000	E
West. Coachella Vly	N Palm Canyon Dr	Alejo Rd to E Tahquitz Canyon Way	0.50	4	15,300	D or better	4	Existing	1,000	16,300	D or better	2.00	2	Secondary	(3,300)	12,000	E
West. Coachella Vly	Palm Dr	15th Ave to 0.38 Mi. N of Dillon Rd	0.61	4	18,300	D or better	4	Existing	11,200	29,500	E	2.44	4	Arterial	10,100	28,400	D or better
West. Coachella Vly	Palm Dr	Dillon Rd to 18th Ave	0.49	4	20,500	D or better	4	Existing	10,100	30,600	F	1.96	4	Arterial	11,000	31,500	D or better
West. Coachella Vly	Palm Dr	I-10 WB Ramps at Gene Autry Trl/Palm Dr to 0.22 Mi. S of Varner Rd	0.56	2	21,300	F	2	Existing	10,400	31,700	F	1.12	4	Arterial	16,000	37,300	F
West. Coachella Vly	Pierson Blvd	West Dr to Little Morongo Rd	1.01	2	8,100	D or better	2	Existing	5,300	13,400	F	2.02	4	Major	11,700	19,800	D or better
West. Coachella Vly	Ramon Rd	Crossley Rd to Landau Blvd	0.50	4	33,100	F	4	Existing	4,500	37,600	F	2.00	6	Urban Arterial	19,300	52,400	E
West. Coachella Vly	Ramon Rd	Da Vall Dr to 0.5 Mi. W of Da Vall Dr	0.48	4	25,200	D or better	4	Existing	6,100	31,300	F	1.92	6	Urban Arterial	16,900	42,100	D or better
West. Coachella Vly	Ramon Rd	San Luis Rey Dr to Crossley Rd	0.24	5	33,100	D or better	5	Existing	5,500	38,600	D or better	1.20	6	Urban Arterial	24,700	57,800	F
West. Coachella Vly	Ramon Rd	San Luis Rey Dr to N Gene Autry Trl	0.25	6	30,600	D or better	6	Existing	5,000	35,600	D or better	1.50	6	Urban Arterial	28,000	58,600	F
West. Coachella Vly	SR-111	0.16 Mi. S of Bob Hope Dr to Fred Waring Dr	0.54	6	50,600	D or better	6	Existing	6,900	57,500	F	3.24	6	Urban Arterial	(1,800)	48,800	D or better
West. Coachella Vly	SR-111	Deep Canyon Rd to El Dorado Dr	1.50	4	39,300	F	4	Existing	4,300	43,600	F	6.00	6	Urban Arterial	18,400	57,700	F
West. Coachella Vly	SR-111	Deep Canyon Rd to Portola Ave	0.50	4	34,100	D or better	4	Existing	3,700	37,800	F	2.00	6	Urban Arterial	14,500	48,600	D or better
West. Coachella Vly	SR-111	El Dorado Dr to Washington St	2.60	4	42,900	F	4	Existing	5,900	48,800	F	10.40	6	Urban Arterial	15,500	58,400	F
West. Coachella Vly	SR-111	Madison St to Adams St	1.99	4	30,600	D or better	4	Existing	5,500	36,100	F	7.96	6	Urban Arterial	6,000	36,600	D or better
West. Coachella Vly	SR-111	San Pablo Ave to Monterey Ave	0.50	4	26,000	D or better	4	Existing	3,200	29,200	E	2.00	6	Urban Arterial	11,400	37,400	D or better
West. Coachella Vly	SR-111	Washington St to Adams St	0.69	6	46,300	D or better	6	Existing	11,400	57,700	F	4.14	6	Urban Arterial	16,300	62,600	F
West. Coachella Vly	SR-111/E Palm Cyn Dr	Date Palm Dr to Frank Sinatra Dr	0.76	6	45,200	D or better	6	Existing	8,700	53,900	E	4.56	6	Urban Arterial	12,600	57,800	F
West. Coachella Vly	SR-111/E Palm Cyn Dr	Date Palm Dr to Perez Rd	1.10	4	28,700	D or better	4	Existing	5,900	34,600	F	4.40	6	Urban Arterial	14,900	43,600	D or better
West. Coachella Vly	SR-111/E Palm Cyn Dr	Golf Club Dr to Perez Rd	0.76	4	37,900	F	4	Existing	7,500	45,400	F	3.04	6	Urban Arterial	14,900	52,800	E
West. Coachella Vly	SR-111/E Vista Chino	N Avenida Caballeros to N Sunrise Way	0.50	4	20,000	D or better	4	Existing	3,600	23,600	D or better	2.00	6	Urban Arterial	31,700	51,700	E
West. Coachella Vly	SR-111/E Vista Chino	N Farrell Dr to N Gene Autry Trl	0.78	6	35,700	D or better	6	Existing	5,900	41,600	D or better	4.68	6	Urban Arterial	32,800	68,500	F

Table 4.18-T Matrix for Comparing Scenarios and Impacts (City Roads)

Area Plan	Roadway Segment	Limits	Miles	Baseline			Baseline-Plus Project					Miles	GPA960 (Build Out)				
				No. of Lanes	Daily Volume	Level of Service	No. of Lanes	Future Facility Type	Added Daily Volume	Daily Volume	Level of Service		No. of Lanes	Facility Type	Added Daily Volume	Daily Volume	Level of Service
West. Coachella Vly	SR-111/E Vista Chino	N Sunrise Way to N Farrell Dr	0.50	4	22,600	D or better	4	Existing	3,300	25,900	D or better	2.00	6	Urban Arterial	36,000	58,600	F
West. Coachella Vly	SR-111/Golf Center Pkwy	45th Ave to 46th Ave	0.56	2	8,100	D or better	2	Existing	4,100	12,200	E	1.12	6	Urban Arterial	13,800	21,900	D or better
West. Coachella Vly	SR-111/N Palm Cyn Dr	Vista Chino to Tram Way Rd - W San Rafael Dr	1.13	4	24,600	D or better	4	Existing	8,700	33,300	F	4.52	4	Major	29,300	53,900	F
West. Coachella Vly	Varner Rd	1.18 Mi. NW of Da Vall Dr to Landau Blvd - Mountain View Rd	2.16	2	10,500	D or better	2	Existing	6,500	17,000	F	4.32	4	Arterial	33,900	44,400	F
West. Coachella Vly	Varner Rd	Date Palm Dr to Date Palm Dr	1.19	2	6,700	D or better	2	Existing	12,300	19,000	F	2.38	4	Arterial	23,100	29,800	D or better
West. Coachella Vly	Washington St	Eisenhower Dr to 48th Ave	0.31	4	31,300	F	4	Existing	700	32,000	F	1.24	6	Urban Arterial	20,400	51,700	E
West. Coachella Vly	Washington St	SR-111 to 0.45 Mi. N of Fred Waring Dr	1.59	4	34,300	F	4	Existing	6,000	40,300	F	6.36	6	Urban Arterial	20,000	54,300	E
East. Coachella Vly	50th Ave	Harrison St to 0.24 Mi. W of Calhoun St	1.74	2	13,000	D or better	2	Existing	3,900	16,900	F	3.48	4	Arterial	13,200	26,200	D or better
East. Coachella Vly	50th Ave	Tyler St to Polk St	1.04	2	1,300	D or better	2	Existing	9,300	10,600	D or better	2.08	6	Urban Arterial	68,100	69,400	F
East. Coachella Vly	52nd Ave	0.36 Mi. W of Fillmore St to 0.84 Mi. E of SR-111	1.13	2	4,900	D or better	2	Existing	10,300	15,200	F	2.26	6	Urban Arterial	24,400	29,300	D or better
East. Coachella Vly	Dillon Rd	SR-86 SB Ramps at Dillon Rd to 44th Ave	1.73	2	1,900	D or better	2	Existing	4,400	6,300	D or better	3.46	4	Arterial	54,400	56,300	F
East. Coachella Vly	Grapefruit Blvd	0.59 Mi. N of 52nd Ave to 50th Ave	0.64	2	3,200	D or better	2	Existing	8,800	12,000	E	1.28	4	Arterial	18,900	22,100	D or better
East. Coachella Vly	Grapefruit Blvd	Harrison St to Dillon Rd	1.01	4	18,400	D or better	4	Existing	17,500	35,900	F	4.04	6	Expressway	54,700	73,100	D or better
East. Coachella Vly	Harrison St	50th Ave to 54th Ave	1.99	4	15,300	D or better	4	Existing	21,500	36,800	F	7.96	6	Expressway	50,100	65,400	D or better
East. Coachella Vly	Polk St	52nd Ave to 50th Ave	0.80	2	1,200	D or better	2	Existing	7,000	8,200	D or better	1.60	2	Collector	14,300	15,500	F
East. Coachella Vly	Van Buren St	0.51 Mi. N of Airport Blvd to Airport Blvd	0.51	2	2,100	D or better	2	Existing	10,900	13,000	F	1.02	4	Major	13,000	15,100	D or better
East. Coachella Vly	Van Buren St	50th Ave to 0.5 Mi. N of 54th Ave	1.49	2	4,300	D or better	2	Existing	10,700	15,000	F	2.98	4	Major	12,500	16,800	D or better
Palo Verde Valley	S Lovekin Blvd	I-10 EB Offramp at Lovekin Blvd to 0.26 Mi. S of W 14th Ave	0.51	2	4,200	D or better	2	Existing	10,400	14,600	F	1.02	4	Secondary	16,100	20,300	D or better

Source: Riverside County staff.

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2. Regulatory Compliance for Impact 4.18.A

The existing Riverside County General Plan and GPA No. 960 include policies which contribute towards the reduction of impacts on Riverside County roadways. These policies are described below.

There are multiple policies which address travel by modes other than automobiles. For example, Circulation Element Policy C 1.2 addresses the need to provide a multi-modal transportation network that includes all modes of travel ranging from automobiles to pedestrians. Providing a robust transportation network that accommodates transit users, bicyclists and pedestrians will reduce the dependence on automobile travel, which should reduce vehicular travel and congestion. Policy C1.3 specifically addresses transit users by supporting the development of local and regional transit facilities. Additional transit patronage will also reduce vehicular travel, with a commensurate reduction in congestion. Policy C 1.7 addresses land use patterns that will reduce vehicular travel such as pedestrian-oriented development and mixed-use community centers. There are also specific policies related to pedestrian travel. Policy C 4.1 relates to the provision of pedestrian facilities within developments.

Other policies are oriented towards reducing impacts associated with individual developments. Policy C 2.4 requires that new development proposals mitigate their direct traffic impacts. Mitigating cumulative and indirect traffic impact through fee programs and other similar methods is addressed through Policy C 2.5. Policy C 2.7 establishes a trip cap for the Highway 79 Policy Area which requires residential projects to limit their trip generation and provide sufficient infrastructure to support their development.

a. Compliance With Existing Mitigation Measures from EIR No. 441

EIR No. 441 was the document used to evaluate the 2003 General Plan. The following mitigations are included in EIR No. 441 with respect to transportation and circulation impacts:

Existing Mitigation Measure 4.16.1A: As part of its review of land development proposals, the County [of Riverside] shall require project proponents to make a "fair share" contribution to required intersection and/or roadway improvements. The required intersection and/or roadway improvements shall be based on maintaining the appropriate level of service (LOS D within Community Development Areas designated by the 2003 Riverside County General Plan and within adjacent jurisdictions; LOS C within those portions of unincorporated Riverside County outside of Community Development Areas). The fair share contribution shall be based on the percentage of project-related traffic to the total future traffic.

Existing Mitigation Measure 4.16.1B: As part of its review of land development proposals, the County [of Riverside] shall ensure sufficient right-of-way is reserved on critical roadways and at critical intersections to implement the approach lane geometrics necessary to provide the appropriate levels of services.

Existing Mitigation Measure 4.16.1C: The County [of Riverside] shall add a transportation corridor to its General Plan Circulation Element, if feasible, showing a connection between I-15 and the Orange County freeway system, and complete that portion of the CETAP program involving the bi-county corridor to Orange County as a means of relieving traffic congestion along State Route 91. The transportation corridor shall provide an alternative route for traffic on State Route 91 between I-15 and State Route 241.

GPA No. 960 is in compliance with Mitigation Measure 4.16.1B, however, Mitigation Measure 4.16.1A is affected by the proposed change in the LOS threshold for significance. New policies will impose similar mitigation measures and continue to provide for "fair share" participation in improvement measures to maintain appropriate

levels of service. Mitigation Measure 4.16.1C included the bi-county corridor through the Cleveland National Forest. This corridor is not actively being studied by the RCTC at this time and was not included in the modeling for GPA No. 960. The County of Riverside has no jurisdiction over the planning for this facility and can no longer count on this facility as mitigation, as such, the facility is proposed to be removed from the Riverside County Circulation Element. The removal of this facility has been analyzed as part of the traffic modeling to evaluate the impacts of GPA No. 960.

b. Summary of Roadway Mitigation Recommendations for Impact 4.18.A

Table 4.18-U (Mitigation Recommendations for GPA No. 960 (Build Out)) summarizes the recommended roadway designation changes needed to mitigate impacted roadway facilities located in the unincorporated areas of Riverside County under the GPA No. 960 Build Out scenario. The table includes the proposed road designation as well as the designation necessary to mitigate roadway impacts. The last column of Table 4.18-U contains Recommendation Codes indicating whether the County of Riverside can adopt the Mitigation Designation for the respective roadway or if constraint(s) exists that would preclude the County of Riverside from implementing the Mitigation Designation. The codes are summarized below:

1. Recommend adoption of mitigation designation.
2. Implementation of mitigation would require coordination with other public agencies such as cities, Caltrans, Metropolitan Water District of Southern California (MWD), March JPA, federal agencies, etc.
3. Mitigation is affected by design constraints such as terrain, road standard exceptions and geometrics.
4. Implementation of mitigation would require overcoming development constraints such as pre-existing development limiting the ability to acquire right-of-way or provide widening of roads.

Of the 153 identified roadways in the table, 99 roadways have mitigation designations recommended for adoption. The remaining 54 roadways require coordination with other jurisdictions and/or are constrained by existing development or environmental considerations. These roadways have the recommendation cells shaded in gray.

Table 4.18-U contains all of the roadways that are subject to Riverside County’s jurisdiction which were also listed in the several comparison Tables 4.18-M through 4.18-P. All of the other roadways listed fall outside the jurisdiction of Riverside County (i.e. State of California and cities). These roadways similarly have impacts which require mitigation measures. However since these roadways are not within the jurisdiction of Riverside County, the impacts may potentially remain significant unless improved by others to standards that are higher than those modeled.

Table 4.18-U Mitigation Recommendations for GPA No. 960 (Build Out)

Area Plan	Road Segment	Limits	Miles	Project Designation	Mitigation Designation	Recommendations
Temescal Canyon	Bedford Canyon Rd	0.38 Mi. N Cajalco Rd - Eagle Glen Pkwy to E Foothill Pkwy	0.55	Collector - 2 Lanes	Mtn Art - 2 Lanes	4
Temescal Canyon	E 6th St	Magnolia Ave to Leeson Ln	0.23	Major - 2 Lanes	Secondary - 4 Lanes	2, 4
Temescal Canyon	E Foothill Pkwy	0.12 Mi. W Bedford Canyon Rd to Bedford Canyon Rd	0.12	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	2, 4

Table 4.18-U Mitigation Recommendations for GPA No. 960 (Build Out)

Area Plan	Road Segment	Limits	Miles	Project Designation	Mitigation Designation	Recommendations
Temescal Canyon	E Foothill Pkwy	Bedford Canyon Rd to I-15 SB Ramps at El Cerrito Rd/Foothill Pkwy	0.06	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	2, 4
Temescal Canyon	E Ontario Ave	El Cerrito Rd to 0.67 Mi. NW El Cerrito Rd	0.67	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	4
Temescal Canyon	Indiana Ave	0.53 Mi. SW Buchanan St to 0.26 Mi. SW Buchanan St	0.26	Secondary - 4 Lanes	Arterial - 4 Lanes	4
Temescal Canyon	Mc Kinley St	Magnolia Ave to Indiana Ave	0.43	Secondary - 4 Lanes	Mtn Art - 4 Lanes	4
Temescal Canyon	Serfas Club Dr	SR-91 EB Onramp at Auto Center Dr/Serfas Club Dr to Auto Center Dr	0.1	Major - 4 Lanes	Urban Arterial - 6 Lanes	1, 2
Temescal Canyon	Temescal Canyon Rd	Dos Lagos Dr to 0.05 Mi. N Temescal Canyon Rd Cutoff	2.26	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	4, 5
Temescal Canyon	Temescal Canyon Rd	El Cerrito Rd to Cajalco Rd	1.12	Arterial - 4 Lanes	Urban Arterial - 8 Lanes	2, 4
Elsinore	W Foothill Pkwy	Mangular Ave to Green River Rd	1.7	Secondary - 4 Lanes	Urban Arterial - 6 Lanes	2, 5
Elsinore	Dowling Rd	Riverside St to Greenwald Ave	0.91	Collector - 2 Lanes	Mtn Art - 2 Lanes	1, 2, 3
Elsinore	El Toro Rd	0.15 Mi. SW Mermack Ave to Nichols Rd	0.16	Major - 4 Lanes	Urban Arterial - 8 Lanes	4
Elsinore	El Toro Rd	2.27 Mi. N Mermack Ave to Mermack Ave	2.24	Mtn Arterial - 2 Lanes	Secondary - 4 Lanes	1, 2, 3
Elsinore	El Toro Rd	3.03 Mi. N Mermack Ave to 4.89 Mi. N Mermack Ave	1.84	Mtn Arterial - 2 Lanes	Secondary - 4 Lanes	1, 3
Elsinore	Greenwald Ave	Bella Vista to Riverside St	0.9	Secondary - 4 Lanes	Mtn Arterial - 4 Lanes	1, 2
Elsinore	Hammack Ave	SR-74 to Telford Ave	1.09	Collector - 2 Lanes	Secondary - 4 Lanes	4
Elsinore	Horsethief Canyon Rd	Temescal Canyon Rd to De Palma Rd	0.17	Secondary - 4 Lanes	Mtn Arterial - 4 Lanes	1, 2
Elsinore	Meadowbrook Ave	Peach St to SR-74	0.24	Secondary - 4 Lanes	Arterial - 4 Lanes	3, 4
Elsinore	Mermack Ave	Nichols Rd to Nichols Rd	0.36	Major - 4 Lanes	Urban Arterial - 6 Lanes	4
Elsinore	Nichols Rd	State Highway 74 to Mermack Ave	0.3	Major - 4 Lanes	Urban Arterial - 6 Lanes	2, 4
Elsinore	Nichols Rd	El Toro Rd to Mermack Ave	0.63	Major - 4 Lanes	Urban Arterial - 6 Lanes	4
Elsinore	Peach St	Telford Ave to Meadowbrook Ave	0.14	Secondary - 4 Lanes	Arterial - 4 Lanes	3, 4
Elsinore	Telford Ave	Peach St to Hammack Ave	0.65	Secondary - 4 Lanes	Arterial - 4 Lanes	3, 4
Elsinore	Temescal Canyon Rd	0.42 Mi. W Lake St to Horsethief Canyon Rd	1.84	Major - 4 Lanes	Urban Arterial - 6 Lanes	2, 3

Table 4.18-U Mitigation Recommendations for GPA No. 960 (Build Out)

Area Plan	Road Segment	Limits	Miles	Project Designation	Mitigation Designation	Recommendations
Lk. Mathews / Woodcrest	Theda St	Ethanac Rd to 0.59 Mi. N River Rd	0.61	Secondary - 4 Lanes	Mtn Arterial - 4 Lanes	1
Lk. Mathews / Woodcrest	Alessandro Blvd	Old 215 Frontage Rd to I-215 SB Offramp at Alessandro Blvd	0.35	Urban Art. - 6 Lanes	Urban Arterial - 8 Lanes	1, 2
Lk. Mathews / Woodcrest	Cajalco Rd	0.25 Mi. W Alexander St to El Sobrante Rd	3.43	Expressway - 6 Lanes	Expressway - 8 Lanes	1
Lk. Mathews / Woodcrest	El Sobrante Rd	0.42 Mi. W McAllister St to McAllister St	0.42	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1, 2
Lk. Mathews / Woodcrest	El Sobrante Rd	Mockingbird Canyon Rd to Cajalco Rd	1.06	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1, 2
Lk. Mathews / Woodcrest	El Toro Rd	1.87 Mi. S Lake Mathews Dr to Lake Mathews Dr	1.84	Mtn Arterial - 2 Lanes	Secondary - 4 Lanes	1, 4
Lk. Mathews / Woodcrest	Gavilan Hills Rd	Gavilan Rd to Lake Mathews Dr	1.97	Secondary - 4 Lanes	Mtn Art - 4 Lanes	1
Lk. Mathews / Woodcrest	Gavilan Rd	Cajalco Rd to Gavilan Hills Rd	0.95	Secondary - 4 Lanes	Major - 4 Lanes	1, 3, 4
Lk. Mathews / Woodcrest	Harley John Rd	0.06 Mi. S Washington St to Washington St	0.06	Major - 4 Lanes	Arterial - 4 Lanes	1
Lk. Mathews / Woodcrest	La Sierra Ave	0.14 Mi. NW McAllister Pkwy to El Sobrante Rd	1.83	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	4
Lk. Mathews / Woodcrest	La Sierra Ave	0.25 Mi. NW McAllister Pkwy to Victoria Ave	0.27	Arterial - 4 Lanes	Urban Arterial - 8 Lanes	2, 4
Lk. Mathews / Woodcrest	La Sierra Ave	0.25 Mi. NW McAllister Pkwy to 0.38 Mi. SE Victoria Ave	0.1	Arterial - 4 Lanes	Urban Arterial - 8 Lanes	4
Lk. Mathews / Woodcrest	La Sierra Ave	0.92 Mi. S El Sobrante Rd to El Sobrante Rd	0.92	Collector - 2 Lanes	Mtn Art - 2 Lanes	1, 2
Lk. Mathews / Woodcrest	Lake Mathews Dr	Gavilan Hills Rd to El Toro Rd	0.24	Secondary - 4 Lanes	Arterial - 4 Lanes	3
Lk. Mathews / Woodcrest	Lake Mathews Dr	El Toro Rd to Santa Rosa Mine Rd	0.2	Mtn Arterial - 2 Lanes	Secondary - 4 Lanes	1
Lk. Mathews / Woodcrest	Markham St	Barton St to Cole Ave	0.68	Secondary - 4 Lanes	Mtn Art - 4 Lanes	1
Lk. Mathews / Woodcrest	Mockingbird Canyon Rd	Van Buren Blvd to Markham St	2.4	Secondary - 4 Lanes	Arterial - 4 Lanes	3
Lk. Mathews / Woodcrest	Rider St	1.73 Mi. E Gavilan Rd to 0.75 Mi. W Brown St	1.48	Collector - 2 Lanes	Mtn Art - 2 Lanes	1
Lk. Mathews / Woodcrest	Santa Rosa Mine Rd	0.29 Mi. W Post Rd to Lake Mathews Dr	3.71	Mtn Arterial - 2 Lanes	Secondary - 4 Lanes	1, 3, 4
Lk. Mathews / Woodcrest	Van Buren Blvd	0.79 Mi. W Wood Rd to Washington St	1.29	Urban Art. - 6 Lanes	Urban Arterial - 8 Lanes	1, 2
Lk. Mathews / Woodcrest	Van Buren Blvd	Washington St to 0.48 Mi. SE A St	2.83	Urban Art. - 6 Lanes	Urban Arterial - 8 Lanes	1
Lk. Mathews / Woodcrest	Victoria Ave	Fillmore St to La Sierra Ave	0.54	Collector - 2 Lanes	Mtn Arterial - 2 Lanes	4

Table 4.18-U Mitigation Recommendations for GPA No. 960 (Build Out)

Area Plan	Road Segment	Limits	Miles	Project Designation	Mitigation Designation	Recommendations
Lk. Mathews / Woodcrest	Washington St	0.52 Mi. W Golden Star Ave to Hermosa Dr	0.68	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	4
Lk. Mathews / Woodcrest	Washington St	Golden Star Ave to Van Buren Blvd	0.56	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	4
Highgrove	Washington St	Van Buren Blvd to Nandina Ave	1.16	Major - 4 Lanes	Arterial - 4 Lanes	4
Highgrove	Box Springs Rd	I-215 NB Ramps at Fair Isle Dr/Box Springs Rd to 1.01 Mi. W Day St	0.34	Secondary - 4 Lanes	Arterial - 4 Lanes	2, 3, 5
Highgrove	Center St	Iowa Ave to N Orange St	0.6	Secondary - 4 Lanes	Mtn Arterial - 4 Lanes	2, 4
Highgrove	Central Ave	I-215 NB Offramp at Central Ave/Watkins Dr - Watkins Dr to Sycamore Canyon Blvd	0.1	Secondary - 4 Lanes	Urban Arterial - 6 Lanes	1, 2
Highgrove	Central Ave	Lochmoor Dr to Sycamore Canyon Blvd	0.35	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1, 2
Highgrove	Fair Isle Dr	Sycamore Canyon Blvd to I-215 NB Ramps at Fair Isle Dr/Box Springs Rd	0.12	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1, 2
Highgrove	Iowa Ave	0.17 Mi. S Center St to Center St	0.17	Arterial - 4 Lanes	Urban Arterial - 8 Lanes	4
Highgrove	La Cadena Dr E	Center St to W Main St	0.26	Major - 4 Lanes	Urban Arterial - 8 Lanes	4
Highgrove	Mount Vernon Ave	Center St - Pigeon Pass Rd to Main St	0.25	Secondary - 4 Lanes	Urban Arterial - 6 Lanes	4
Highgrove	Pigeon Pass Rd	Mount Vernon Ave to 1.44 Mi. E Mount Vernon Ave	1.44	Mtn Arterial - 4 Lanes	Urban Arterial - 6 Lanes	4
Highgrove	Sycamore Canyon Blvd	Central Ave to Fair Isle Dr	0.91	Secondary - 4 Lanes	Urban Arterial - 8 Lanes	4
March	Watkins Dr	I-215 NB Offramp at Central Ave/Watkins Dr to I-215 NB Onramp at Central Ave/Watkins Dr	0.1	Secondary - 4 Lanes	Urban Arterial - 6 Lanes	1, 3
March	Alessandro Blvd	I-215 SB Offramp at Alessandro Blvd to Brown St	0.39	Urban Art. - 6 Lanes	Expressway - 6 Lanes	2, 4
Mead Valley	Van Buren Blvd	I-215 SB Ramp at Van Buren Blvd to Orange Terrace Pkwy	1.89	Urban Art. - 6 Lanes	Urban Arterial - 8 Lanes	1, 2
Mead Valley	Brown St	Cajalco Rd to Post Rd	1.69	Secondary - 4 Lanes	Mtn Art - 4 Lanes	4
Mead Valley	Cajalco Rd	Brown St to Alexander St	0.5	Expressway - 6 Lanes	Expressway - 8 Lanes	1
Mead Valley	Ellis Ave	Post Rd to Belita Dr	0.21	Secondary - 4 Lanes	Mtn Art - 4 Lanes	1
Mead Valley	Harley Knox Blvd	I-215 SB Ramps at Harley Knox Blvd to I-215 NB Ramps at Harley Knox Blvd	0.07	Mtn Arterial - 2 Lanes	Major - 4 Lanes	1
Mead Valley	Harvill Ave	Cajalco Expy to Orange Ave	1.98	Major - 4 Lanes	Urban Arterial - 6 Lanes	1, 3
Mead Valley	Markham St	Barton St to Alexander St	0.5	Secondary - 4 Lanes	Urban Arterial - 6 Lanes	1, 4

Table 4.18-U Mitigation Recommendations for GPA No. 960 (Build Out)

Area Plan	Road Segment	Limits	Miles	Project Designation	Mitigation Designation	Recommendations
Mead Valley	Nandina Ave	Day St to Barton St	2.02	Secondary - 4 Lanes	Major - 4 Lanes	1, 2, 4
Mead Valley	Old Elsinore Rd	Anderson Rd to San Jacinto Ave	1.97	Secondary - 4 Lanes	Major - 4 Lanes	1, 4
Mead Valley	Old Elsinore Rd	San Jacinto Ave to Deprad St	0.5	Secondary - 4 Lanes	Mtn Art - 4 Lanes	1, 4
Mead Valley	Placentia St	0.06 Mi. E Harvill Ave to Harvill Ave	0.06	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1, 2
Mead Valley	Post Rd	Deprad St - Santa Rosa Mine Rd to Ellis Ave	0.41	Secondary - 4 Lanes	Mtn Arterial - 4 Lanes	1
Mead Valley	Rider St	Seaton Ave to Patterson Ave	0.51	Secondary - 4 Lanes	Mtn Arterial - 4 Lanes	1
Mead Valley	Santa Rosa Mine Rd	0.29 Mi. W Post Rd to Post Rd	0.29	Mtn Arterial - 2 Lanes	Secondary - 4 Lanes	1
Sun City / Menifee Valley	Theda St	Ethanac Rd to Post Rd	0.33	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1, 3
Southwest Area	Scott Rd	Menifee Rd to 0.51 Mi. E Menifee Rd	0.5	Urban Art. - 6 Lanes	Urban Arterial - 8 Lanes	1, 2
Southwest Area	Briggs Rd	Leon Rd to Thompson Rd	0.43	Major - 4 Lanes	Urban Arterial - 6 Lanes	2, 4
Southwest Area	Clinton Keith Rd	0.88 Mi. E Meadowlark Ln - Whitewood Rd to 1.6 Mi. W Leon Rd	0.39	Urban Art. - 6 Lanes	Urban Arterial - 8 Lanes	1, 2
Southwest Area	Clinton Keith Rd	1.2 Mi. W Leon Rd to Leon Rd	1.2	Urban Art. - 6 Lanes	Urban Arterial - 8 Lanes	1
Southwest Area	Keller Rd	Rawson Rd to Washington St	1.17	Collector - 2 Lanes	Mtn Arterial - 2 Lanes	2, 3
Southwest Area	Leon Rd	Clinton Keith Rd to Briggs Rd	0.29	Major - 4 Lanes	Urban Arterial - 6 Lanes	4
Reche Cyn. / Badlands	Pala Rd	1.51 Mi. S Deer Hollow Way - Eastern Bypass to Deer Hollow Way - Eastern Bypass	1.51	Collector - 2 Lanes	Mtn Arterial - 2 Lanes	1, 2
Reche Cyn. / Badlands	Gilman Springs Rd	0.34 Mi. NW Bold Style Ave to 2.89 Mi. SE Bold Style Ave	3.23	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1, 4
Reche Cyn. / Badlands	Pigeon Pass Rd	0.56 Mi. N Sunnymead Ranch Pkwy to 3.05 Mi. E Mount Vernon Ave	1.08	Mtn Arterial - 4 Lanes	Urban Arterial - 6 Lanes	2, 4
Reche Cyn. / Badlands	Pigeon Pass Rd	1.44 Mi. E Mount Vernon Ave to 3.05 Mi. E Mount Vernon Ave	1.61	Mtn Arterial - 4 Lanes	Urban Arterial - 6 Lanes	3
Reche Cyn. / Badlands	Reche Canyon Rd	Moreno Beach Dr to Reche Canyon Rd Cutoff	5.04	Mtn Arterial - 4 Lanes	Arterial - 4 Lanes	2, 3
Reche Cyn. / Badlands	Reche Canyon Rd	2.36 Mi. W Reche Canyon Rd Cutoff to Reche Canyon Rd Cutoff	2.36	Mtn Arterial - 4 Lanes	Urban Arterial - 6 Lanes	3
Lakeview / Nuevo	Redlands Blvd	San Timoteo Canyon Rd to Locust Ave	2.54	Mtn Arterial - 2 Lanes	Mtn Art - 4 Lanes	1, 2
Lakeview / Nuevo	10th St	Lakeview Ave to Hansen Ave - SS Blvd	0.7	Secondary - 4 Lanes	Mtn Art - 4 Lanes	1, 3

Table 4.18-U Mitigation Recommendations for GPA No. 960 (Build Out)

Area Plan	Road Segment	Limits	Miles	Project Designation	Mitigation Designation	Recommendations
Lakeview / Nuevo	Evans Rd	Mid County Pkwy EB Ramps at Evans Rd to Orange Ave	0.54	Urban Art. - 6 Lanes	Urban Arterial - 8 Lanes	1, 2
Lakeview / Nuevo	Hansen Ave	10th St - SS Blvd to Brown Ave	0.25	Collector - 2 Lanes	Secondary - 4 Lanes	1, 3
Lakeview / Nuevo	Mid County Pkwy	Mid County Pkwy EB Offramp at Town Center Blvd to Mid County Pkwy EB Onramp at Ramona Expy	3.61	Freeway - 3 Lanes	Urban Arterial - 8 Lanes	2
Lakeview / Nuevo	Mid County Pkwy	1 Mi. E Mid County Pkwy EB Onramp at Park Center Blvd to Mid County Pkwy EB Onramp at Town Center Blvd	2.15	Freeway - 3 Lanes	Urban Arterial - 8 Lanes	2
Lakeview / Nuevo	Mid County Pkwy	Mid County Pkwy WB Offramp at Ramona Expy to Mid County Pkwy WB Onramp at Town Center Blvd	3.63	Freeway - 3 Lanes	Urban Arterial - 8 Lanes	2
Lakeview / Nuevo	Park Center Blvd	RR St to 0.24 Mi. E RR St	0.24	Major - 4 Lanes	Urban Arterial - 6 Lanes	1
Harvest Vly. / Winchester	Ramona Expy	Mid County Pkwy EB Offramp to Orange Ave	0.11	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1
Harvest Vly. / Winchester	Briggs Rd	Olive Ave to Simpson Rd	0.34	Major - 4 Lanes	Arterial - 4 Lanes	1, 2
Harvest Vly. / Winchester	El Callado	Grand Ave to Simpson Rd	0.29	Secondary - 4 Lanes	Mtn Art - 4 Lanes	1
Harvest Vly. / Winchester	Epiplaneia Way	Garbani Rd to Beeler Rd	0.5	Secondary - 4 Lanes	Major - 4 Lanes	1
Harvest Vly. / Winchester	Garbani Rd	Eucalyptus Rd to Epiplaneia Way	0.23	Secondary - 4 Lanes	Mtn Arterial - 4 Lanes	1
Harvest Vly. / Winchester	Grand Ave	Leon Rd to 1 Mi. W Winchester Rd	1.05	Urban Art. - 6 Lanes	Urban Arterial - 8 Lanes	1
Harvest Vly. / Winchester	Grand Ave	Briggs Rd to Leon Rd	1	Urban Art. - 6 Lanes	Urban Arterial - 8 Lanes	1
Harvest Vly. / Winchester	Leon Rd	Holland Rd to La Piedra Rd	0.28	Urban Art. - 6 Lanes	Urban Arterial - 6 Lanes	1, 3
Harvest Vly. / Winchester	Menifee Rd	Ellis Ave to Mapes Rd	1.02	Urban Art. - 6 Lanes	Urban Arterial - 8 Lanes	1
The Pass	St A	Winchester Rd to Beeler Rd	1.59	Secondary - 4 Lanes	Arterial - 4 Lanes	1, 3
The Pass	Bonita Ave	Magnolia St to Apache Trl	0.37	Major - 4 Lanes	Urban Arterial - 6 Lanes	1
The Pass	California Ave	Beaumont Ave to 0.39 Mi. S Westward Ave	0.22	Secondary - 4 Lanes	Mtn Arterial - 4 Lanes	3, 4
The Pass	California Ave	0.22 Mi. N Beaumont Ave to Westward Ave	0.39	Secondary - 4 Lanes	Mtn Arterial - 4 Lanes	4
The Pass	Cherry Valley Blvd	N Highland Springs Ave to 0.45 Mi. W N Highland Springs Ave	0.45	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	4
The Pass	Cherry Valley Blvd	0.52 Mi. E Patton Rd to Beckwith Ave	0.81	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1, 2
The Pass	Cherry Valley Blvd	0.77 Mi. E Beaumont Ave to Beaumont Ave	0.77	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1

Table 4.18-U Mitigation Recommendations for GPA No. 960 (Build Out)

Area Plan	Road Segment	Limits	Miles	Project Designation	Mitigation Designation	Recommendations
The Pass	Cherry Valley Blvd	1.21 Mi. W N Highland Springs Ave to 0.45 Mi. W N Highland Springs Ave	0.76	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1
The Pass	Oak Glen Rd	1.75 Mi. N Beaumont Ave to 2.02 Mi. N Beaumont Ave	0.28	Secondary - 4 Lanes	Mtn Arterial - 4 Lanes	1
The Pass	Oak Glen Rd	1.75 Mi. N Beaumont Ave to Beaumont Ave	1.75	Secondary - 4 Lanes	Mtn Art - 4 Lanes	1
The Pass	San Timoteo Canyon Rd	0.23 Mi. NW Live Oak Canyon Rd to Redlands Blvd	1.22	Mtn Arterial - 2 Lanes	Major - 4 Lanes	1
The Pass	Seminole Dr	0.61 Mi. W Apache Trl to Apache Trl	0.61	Secondary - 4 Lanes	Mtn Art - 4 Lanes	4
The Pass	Seminole Dr	Deep Creek Rd to Rushmore Ave	3.1	Secondary - 4 Lanes	Urban Arterial - 6 Lanes	1
The Pass	Westward Ave	Highland Home Rd to 0.63 Mi. W Sunset Ave	0.45	Major - 4 Lanes	Urban Arterial - 6 Lanes	1, 2
San Jacinto Valley	I-10 Bypass	2.18 Mi. W Apache Trl to Apache Trl	2.18	Major - 4 Lanes	Urban Arterial - 6 Lanes	1
San Jacinto Valley	Cactus Valley Rd	Sage Rd to Curtis Rd	0.09	Mtn Arterial - 2 Lanes	Secondary - 4 Lanes	3
San Jacinto Valley	Devonshire Ave	California Ave to Warren Rd	0.8	Secondary - 4 Lanes	Mtn Art - 4 Lanes	1, 2
San Jacinto Valley	Gilman Springs Rd	Bridge St to Warren Rd	0.72	Arterial - 4 Lanes	Urban Arterial - 8 Lanes	1, 4
San Jacinto Valley	Mid County Pkwy	1 Mi. E Mid County Pkwy EB Onramp at Park Center Blvd to Mid County Pkwy EB Offramp at Warren Rd	2.1	Freeway - 3 Lanes	Urban Arterial - 8 Lanes	2
W. Coachella Valley	Warren Rd	Gilman Springs Rd to Potter Rd	2.68	Secondary - 4 Lanes	Major - 4 Lanes	1
W. Coachella Valley	Desert Moon Dr	Ramon Rd to 0.37 Mi. S Ramon Rd	0.37	Collector - 2 Lanes	Secondary - 4 Lanes	4
W. Coachella Valley	Dillon Rd	Worsley Rd to SR-62	0.2	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1
W. Coachella Valley	Garnet Ave	Wall Rd to I 10 EB Offramp	3.72	Secondary - 4 Lanes	Urban Arterial - 6 Lanes	1, 2
W. Coachella Valley	Monroe St	54th Ave to Airport Blvd	1	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1, 2
W. Coachella Valley	N Indian Canyon Dr	Pierson Blvd to 18th Ave	3.01	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1, 4
W. Coachella Valley	N Indian Canyon Dr	1.4 Mi. N Mission Lakes Blvd to SR-62	1.49	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1
W. Coachella Valley	Palm Dr	20th Ave to Varner Rd	0.82	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1, 2
W. Coachella Valley	Ramon Rd	Unknown to Los Alamos Rd - Vista Chino	0.5	Urban Art. - 6 Lanes	Urban Arterial - 8 Lanes	1, 2
W. Coachella Valley	Ramon Rd	Desert Moon Dr to Monterey Ave - Sierra Del Sol	0.49	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1

Table 4.18-U Mitigation Recommendations for GPA No. 960 (Build Out)

Area Plan	Road Segment	Limits	Miles	Project Designation	Mitigation Designation	Recommendations
W. Coachella Valley	Ramon Rd	Bob Hope Dr to Los Alamos Rd - Vista Chino	0.73	Urban Art. - 6 Lanes	Urban Arterial - 8 Lanes	1
W. Coachella Valley	Tamarack Rd	Haugen-Lehmann Way to Rushmore Ave	1.76	Secondary - 4 Lanes	Urban Arterial - 6 Lanes	1
W. Coachella Valley	Tamarack Rd	I 10 WB Offramp to Haugen-Lehmann Way	2.58	Secondary - 4 Lanes	Urban Arterial - 6 Lanes	1
W. Coachella Valley	Varner Rd	I-10 WB Ramps at Varner Rd/Washington St to Washington St	0.15	Major - 4 Lanes	Arterial - 4 Lanes	1
W. Coachella Valley	Varner Rd	Da Vall Dr to 0.89 Mi. E Da Vall Dr	0.89	Arterial - 4 Lanes	Urban Arterial - 6 Lanes	1
W. Coachella Valley	Varner Rd	0.67 Mi. W Berkey Dr to Berkey Dr	0.66	Secondary - 4 Lanes	Mtn Arterial - 4 Lanes	1
W. Coachella Valley	Wall Rd	Garnet Ave to 20th Ave	0.27	Mtn Arterial - 2 Lanes	Mtn Arterial - 4 Lanes	1, 2
W. Coachella Valley	Washington St	Varner Rd to Country Club Dr	0.26	Urban Art. - 6 Lanes	Urban Arterial - 8 Lanes	1, 2
E. Coachella Valley	Whitewater Cutoff	0.14 Mi. E Tipton Rd to I-10 WB Offramp at Tipton Rd/Whitewater Cutoff	0.14	Secondary - 4 Lanes	Arterial - 4 Lanes	1, 2
E. Coachella Valley	66th Ave	Lincoln St to 0.97 Mi. E Lincoln St	0.97	Major - 4 Lanes	Arterial - 4 Lanes	1
E. Coachella Valley	Cottonwood Springs Rd	I-10 WB Ramps at Cottonwood Springs Rd to 6.82 Mi. S El Dorado Mine Rd	6.8	Collector - 2 Lanes	Secondary - 4 Lanes	1
Desert Center	Fillmore St	0.35 Mi. N 54th Ave to 54th Ave	0.35	Collector - 2 Lanes	Mtn Art - 2 Lanes	1, 2
Palo Verde Valley	Kaiser Rd	SR-177 to 11.91 Mi. N SR-177	11.91	Major - 4 Lanes	Urban Arterial - 6 Lanes	1
East County - Desert Area	Wiley's Well Rd	0.05 Mi. N I-10 WB Ramp at Wiley's Well Rd to I-10 EB Ramps at Wiley's Well Rd	0.2	Collector - 2 Lanes	Urban Arterial - 6 Lanes	1, 2
East County - Desert Area	Chuckwalla Valley Rd	I-10 EB Ramps at Ford Dry Lake Rd/Chuckwalla Valley Rd to I-10 EB Ramps at Chuckwalla Valley Rd	16.24	Collector - 2 Lanes	Secondary - 4 Lanes	1
East County - Desert Area	Cottonwood Springs Rd	6.8 Mi. N I-10 WB Ramps at Cottonwood Springs Rd to El Dorado Mine Rd	6.82	Collector - 2 Lanes	Secondary - 4 Lanes	1
East County - Desert Area	El Dorado Mine Rd	Loop Rd to Cottonwood Springs Rd	22.9	Collector - 2 Lanes	Mtn Art - 4 Lanes	1
Riverside & Norco Cities	Gold Park	El Dorado Mine Rd to 2.28 Mi. N El Dorado Mine Rd	2.28	Collector - 2 Lanes	Secondary - 4 Lanes	1

Footnote: Recommendation Codes:

- 1 Recommend adoption of mitigation designation
- 2 Implementation of mitigation would require coordination with other public agencies such as cities, Caltrans, MWD, March JPA, federal agencies, etc.
- 3 Mitigation is affected by design constraints such as terrain, road standard exceptions and geometrics.
- 4 Implementation of mitigation would require overcoming development constraints such as pre-existing development limiting the ability to acquire right-of-way or provide widening of roads.

3. Findings of Significance for Impact 4.18.A

The implementation of GPA No. 960 will generally improve traffic conditions throughout Riverside County compared to the build out of the Existing General Plan. This is due to the decreased population estimates, decreased employment estimates, a refined roadway network and implementation of revised policies that provide more realistic parameters for mobility planning. However, the build out of GPA No. 960 will still result in increased traffic levels in the future that will contribute to deficient operations within its proposed circulation network. The proposed policies incorporated in GPA No. 960 in the Circulation and Land Use Element will partially address these deficient conditions. However; these policies will not fully address these deficiencies as shown in the foregoing tables, nor will the proposed revisions to the Riverside County Circulation Element fully mitigate these impacts. Therefore, the impacts to Riverside County roadways are considered to be significant and unavoidable.

B. Would the project conflict with an applicable Congestion Management Program (CMP)?

Impact 4.18.B - Conflict with an Applicable Congestion Management Program, Including, but Not Limited to Level of Service Targets and Travel Demand Measures, or Other Targets Established by the County Congestion Management Agency for Designated Roads or Highways: The local Congestion Management Program (CMP) is administered by the RCTC. The level of significance established in the CMP is LOS E. If a facility fails to operate at LOS D or better the local responsible agency is required to develop and implement a deficiency plan intended to bring the facility into compliance. The program also establishes criteria for the development of transportation models to evaluate future traffic conditions, as well as monitoring criteria to evaluate existing system operation and performance, and includes criteria for the analysis of development impacts on the CMP network of regionally significant roadways. Riverside County is in compliance with the applicable CMP and has policies to address impacts to regional roadways. GPA No. 960 will not adversely affect the local CMP and does, in fact, include policies to support the goals and objectives of the CMP. Therefore, the impact is considered less than significant.

1. Analysis of Impact 4.18.B

This analysis applies the RIVTAM model described in Section 4.18.5.1. The primary basis for analysis is compliance with applicable regulatory requirements.

At least biennially, RCTC will determine if the County of Riverside and cities are conforming to the CMP, including, but not limited, to the following:

- a. Consistency with levels of service targets, except as provided in Section 65089.4.
- b. Evaluation of performance of the transportation system.
- c. Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

In addition to conformity requirements referenced in specific sections of the Government Code, the County of Riverside and cities must work with the Congestion Management Agency (CMA) to provide Level of Service (LOS) monitoring information along the CMP System. To insure that the CMP System is appropriately monitored to reduce the occurrence of CMP deficiencies, proposed development projects can be evaluated by each affected

agency to determine potential regional and sub-regional impacts along the CMP Systems. Riverside County actively participates in the RCTC CMP and is in full compliance of all requirements.

GPA No. 960 contains a number of policies which reduce the impact upon regional roadways, including Circulation Element Policy C 7.3 which directs the County of Riverside to incorporate regional planning documents such as the RTP and input from agencies such as RCTC and Caltrans to expedite the implementation of improvements to the state highway system. Policy C 7.4 addresses coordination between Riverside County and other agencies such as Caltrans, WRCOG and CVAG regarding future studies to address improvements, toll lanes and transportation corridor planning. These policies will assist with the timely delivery of regional roadway improvements, which will reduce congestion for persons traveling along the regional roadway system. In addition, Policy C 2.1, which raises the LOS threshold of significance to LOS D, is in compliance with LOS standards of the CMP, as the CMP only considers a facility to be deficient if it exceeds LOS E. This evaluation is based upon actual operating characteristics, not future forecasts. The traffic model used to assess the impacts of GPA No. 960 was developed in coordination with the RCTC and is in compliance with all CMP criteria.

Should the deficiencies forecast for implementation of GPA No. 960 actually come to pass, the CMP requires the development of deficiency plans to address the deficiencies and implement strategies to correct the deficiencies.

2. Findings of Significance for Impact 4.18.B

With the implementation of GPA No. 960, many freeway and expressway lane miles would operate at LOS E or F. The Existing General Plan polices and the revised policies will partially address these deficient conditions. However, these policies will not fully address these deficiencies and additional implementation actions may be needed once these conditions actually manifest. The CMP requires the development of deficiency plans to address actual operating deficiencies. GPA No. 960 will not adversely affect the local CMP and does, in fact, include policies to support the goals and objectives of the CMP. Therefore, the impact is considered less than significant.

C. *Would the project result in a change in air traffic patterns?*

Impact 4.18.C - Result in a Change in Air Traffic Patterns, Including Either an Increase in Traffic Levels or a Change in Location that Results in Substantial Safety Risks: Riverside County has 16 municipal airports located throughout the county. One of these facilities is the March Air Reserve Base, which not only serves military aircraft and missions, but also has a civilian component. In addition, the County of Riverside has developed a Land Use Compatibility Plan for the Chino Airport. Although Chino Airport is situated within the County of San Bernardino, it is included within the Riverside County Airport Land Use Compatibility Plan because its impacts extend into Riverside County. Palm Springs International Airport is the only airport in Riverside County that has regularly scheduled commercial passenger flights.

Future development accommodated by GPA No. 960 would increase rural, suburban and urban uses in Riverside County. Compliance with existing laws, rules and regulations, including the Riverside County Airport Land Use Compatibility Plan would be sufficient to ensure that this impact is less than significant.

1. Analysis of Impact 4.18.C

Analysis of this impact includes an evaluation of current and proposed policies, as well as consideration whether GPA No. 960 will result in any direct impacts to existing or proposed air facilities.

GPA No. 960 contains several policies related to air facilities. The most directly related policy is C.14.1, which directs the County of Riverside to coordinate planning efforts related to aviation facilities with airport authorities and other agencies. Several other policies, such as Policy LU 14.6, direct the County of Riverside to implement land use planning techniques to maintain the existing aviation facilities. Any development that might potentially impact existing airport facilities would be evaluated based upon the Riverside County Airport Land Use Compatibility Plan.

GPA No. 960 is not proposing any new airports or changes to the scale or operations of any of the existing airports. Should the County of Riverside propose to become the operator of, or to exercise its land use authority over, any new airports or alterations in the scale of any existing airport that would change air traffic patterns, increase air traffic levels or change air travel locations in ways that result in a substantial safety risk, the County of Riverside will comply with all applicable federal and state regulations to mitigate such risks.

2. Findings of Significance for Impact 4.18.C

GPA No. 960 will not affect air travel or air facilities. Therefore, the impact is considered less than significant.

D. Would the project alter waterborne or rail traffic?

Impact 4.18.D – Alter Waterborne or Rail Traffic: Riverside County does not have navigable waterways providing transport of people and goods. Therefore, the Circulation Element does not contain any policies related to waterborne travel. A number of intercontinental railway facilities do pass through Riverside County. These rail lines carry a substantial amount of produce and goods. In addition, many of these same rail lines service rail passengers within the region, accommodating such services as Amtrak and Metrolink.

Future development accommodated by GPA No. 960 would increase rural, suburban and urban uses in Riverside County. Compliance with existing laws, rules and regulations would be sufficient to ensure that this impact is less than significant.

1. Analysis of Impact 4.18.D

The analysis of this topic focuses on regulatory compliance to ensure that there are appropriate policies to address the waterborne and rail travel. GPA No. 960 provides several policies which directly touch on the issue of waterborne and rail travel.

Policy C 13.1 addresses the need to support a rail network and continue to expand new rail lines and stations. Policy C 13.4 relates to constructing grade separated facilities to improve traffic flow. Policy C 13.7 focuses on right-of-way dedication for future transit centers in community centers and/or major activity areas.

As discussed in 4.18.2-E, Riverside County does not have navigable waterways providing transport of people and goods. Therefore, the Circulation Element does contain any policies related to waterborne travel.

2. Findings of Significance for Impact 4.18.D

GPA No. 960 will not adversely affect waterborne and rail travel and does, in fact, encourage future improvement of rail systems. Therefore, the impact is considered less than significant.

E. *Would the project substantially increase hazards due to a design feature or incompatible uses?*

Impact 4.18.E - Substantially Increase Hazards Due to a Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment): Riverside County policies and design standards currently reflect state and federal rules, regulations and standards with respect to roadway design. Nothing proposed in GPA No. 960 would alter roadway design criteria. Several new policies will reinforce Riverside County's commitment to public safety in roadway design. Compliance with existing laws, rules and regulations would be sufficient to ensure that this impact is less than significant.

1. Analysis of Impact 4.18.E

The analysis of this topic focuses on regulatory compliance to ensure that there are appropriate policies to address the safety of transportation users. GPA No. 960 provides several policies which directly touch on this issue of safety for transportation users as described below.

Policy C 3.4 allows Riverside County to use a variety of design techniques such as continuous flow intersections, provided that a detailed study has been completed showing that these facilities could improve safety. Policy C 3.23 directs Riverside County to consider the use of traffic calming techniques to improve safety in neighborhoods. Policy C 6.5 recommends the placement of access locations for properties to maximize safety.

2. Findings of Significance for Impact 4.18.E

GPA No. 960 will not adversely affect transportation safety. New policies proposed as part of GPA No. 960 encourage the use of design features to enhance public safety. Therefore, the impact is considered less than significant.

F. *Would the project cause an effect upon or a need for new or altered maintenance of roads?*

Impact 4.18.F - Cause an Effect Upon, or a Need for New or Altered Maintenance of Roads: Future development accommodated by GPA No. 960 would result in the construction of new roadways to service this growth. Compliance with existing laws, rules, regulations, policies and design standards would be sufficient to ensure that this impact is less than significant.

1. Analysis of Impact 4.18.F

The analysis of this topic focuses on regulatory compliance to ensure that there are appropriate policies to address the maintenance of roads.

Three relevant policies, Policy C 3.1, C 3.2, and C 8.4, address the maintenance of roads. Policy C 8.4 describes the ongoing construction and maintenance projects through a multi-year Transportation Improvement Program (TIP). Additionally, a project identified under the TIP assesses whether demand levels justify the construction of the project which ensures roads are added to the county-maintained road system as they are needed. Other policies such as Policy C 3.7 and 3.8 focus on limiting heavy vehicle traffic to designated road systems to reduce the maintenance rate on other roads.

2. Findings of Significance for Impact 4.18.F

Although GPA No. 960 identifies the ultimate roadway network for Riverside County, actual construction of roads that would be accepted into the maintained system undergo a review process that identifies the timing of when roads are actually needed. This also includes ensuring that proper road maintenance is supported by the demand levels which contribute to maintenance revenue. This impact is, therefore, considered less than significant.

G. Would the project cause effect upon circulation effects during construction?

Impact 4.18.G - Cause an Effect Upon Circulation During the Project's Construction: No specific construction projects are proposed as a part of GPA No. 960. The amendment does, however, set the parameter for future construction of the General Plan network. Construction impacts will be evaluated and appropriate control measures enforced at the time of construction.

1. Analysis of Impact 4.18.G

The analysis of this topic focuses on regulatory compliance to ensure that there are appropriate policies to address the impacts of construction activities and traffic associated with GPA No. 960.

GPA No. 960 is a programmatic document and does not propose to construct any transportation facilities. Rather, it provides a framework with which subsequent plans and projects will be developed and processed. Similar to the Road Maintenance described above, according to Policy C 8.4 the County of Riverside prepares the TIP which establishes priorities and schedules the construction of Riverside County roadway projects. Policy C 20.6 and Policy C 20.15 address dust control and runoff during all stages of roadway construction. A project undergoes design and environmental review which provides a traffic control plan for the construction period of the project to maintain traffic circulation.

2. Findings of Significance for Impact 4.18.G

GPA No. 960 includes adequate policies to ensure construction-related impacts are reduced so that traffic circulation is maintained. This impact is, therefore, considered less than significant.

H. Would the project result in inadequate emergency vehicle access?

Impact 4.18.H - Result in Inadequate Emergency Access or Access to Nearby Uses: Current and proposed policies require provisions for adequate emergency access. Compliance with existing laws, rules, regulations, policies and design standards would be sufficient to ensure that this impact is less than significant.

1. Analysis of Impact 4.18.H

The analysis of this topic focuses on regulatory compliance to ensure that there are appropriate policies to ensure adequacy of emergency vehicle access.

Policy C 3.24 requires Riverside County to provide a street network which ensures efficient routes by emergency vehicles. This policy also requires that the County of Riverside coordinate with the Fire Department and other emergency service providers during roadway planning and design efforts.

2. Findings of Significance for Impact 4.18.H

As discussed above, GPA No. 960 incorporates policies to ensure adequate emergency vehicle access. Therefore, this impact is considered less than significant.

1. Would the project conflict alternative modes of transportation?

Impact 4.18.I - Conflict with Adopted Policies, Plans or Programs Regarding Public Transit, Bikeways or Pedestrian Facilities, or Otherwise Substantially Decrease the Performance or Safety of Such Facilities: Future development accommodated by GPA No. 960 would increase rural, suburban and urban uses in Riverside County, thus, increasing the demand for alternative modes of transportation. GPA No. 960 provides multiple policies which are intended to promote the provision of alternative transportation facilities. Compliance with existing and proposed policies would be sufficient to ensure that this impact is less than significant.

1. Analysis of Impact 4.18.I

The analysis of this topic focuses on regulatory compliance to ensure that there are appropriate policies related to transit users, bicyclists, and pedestrians. GPA No. 960 provides multiple policies which are intended to promote the provision of active transportation facilities.

Policy C 1.2 addresses the need to provide a multi-modal transportation network that includes all modes of travel ranging from automobiles to pedestrians. Policy C 1.3 specifically addresses transit users by supporting the development of local and regional transit facilities. Additional transit patronage will also reduce vehicular travel, with a commensurate reduction in congestion.

Policy C 4.1 relates to the provision of pedestrian facilities within developments. Policy C 4.2 limits barriers to pedestrian travel. Policy C 4.6 states that the County of Riverside can require the development proposals provide pedestrian facilities as a condition of approval.

Facilities for bicyclists are addresses in policies such as C 16.1, which direct the County of Riverside to implement the proposed Trail System. Policy C 16.2 requires that the County of Riverside develop the supporting infrastructure for the trails system including parking, signage, maps, and other related items. Policy C 17.1 directly addresses proposed bicycle facilities to be developed in GPA No. 960.

Regulatory compliance for this impact relates to existing General Plan policies and revised General Plan policies.

2. Findings of Significance for Impact 4.18.I

GPA No. 960 incorporates policies to ensure adequate transit, bicycle, and pedestrian facilities. Therefore, this impact is considered less than significant.

4.18.6 Significance After Mitigation for Transportation and Circulation

Development and implementation activities resulting from the proposed project, GPA No. 960, would be subject to a number of existing state and federal laws, General Plan policies, Riverside County ordinances; Transportation

Department procedures, standards and individual project conditions of approval. Implementation of and compliance with these laws, rules, regulations, policies, standards and mitigation measures will ensure that significant impacts to the circulation system are either avoided or minimized. Compliance with existing laws will ensure resources are appropriately identified and protected. Compliance with existing and proposed General Plan policies will ensure that any future development activities appropriately identify any known significant circulation impacts and fully mitigate or avoid any impacts to the greatest extent possible.

However, as identified in Section 4.18.5, a significant and unavoidable impact would occur with implementation of GPA No. 960: Impact 4.18.A related to level of service transportation policies.

A. Effectiveness of Proposed General Plan Policies

The Circulation Element policies provide a framework for development and implementation of the proposed multi-modal transportation system envisioned by the proposed General Plan. However, even with the specific identified policies, numerous facilities will operate at an unacceptable LOS. This is primarily due to physical barriers that prevent an alternative roadway from being implemented, environmental constraints that limit the ability to widen roadways beyond what is identified in the Circulation Element, or roadway classifications that are consistent with regional planning efforts (even though they may not provide sufficient roadway capacity). In conjunction with the proposed General Plan policies, the following mitigation measures will be implemented.

B. Mitigation Measures

NEW Mitigation Measure 4.18.1A-N1: As part of its review of land development proposals, the County of Riverside shall require project proponents to make a “fair share” contribution to required intersection and/or roadway improvements. The required intersection and/or roadway improvements shall be based on maintaining the appropriate level of service (LOS D or better). The fair share contribution shall be based on the percentage of project-related traffic to the total future traffic.

NEW Mitigation Measure 4.18.1B-N1: As part of its review of land development proposals, the County of Riverside shall ensure sufficient right-of-way is reserved on critical roadways and at critical intersections to implement the approach lane geometrics necessary to provide the appropriate levels of services.

NEW Mitigation Measure 4.18.1C-N1: Where needed and where appropriate, the County of Riverside shall seek ways and means to increase the capacity of Circulation Element roadways by such measures as adding through travel lanes or additional turning lanes without increasing the right-of-way width requirement for the classification of the facility

NEW Mitigation Measure 4.18.1D-N1: Where needed and where appropriate, the County of Riverside shall collaborate with Caltrans and other appropriate agencies to add auxiliary and mainline lanes on the freeway system within available right of way.

NEW Mitigation Measure 4.18.1E-N1: The County of Riverside shall collaborate with Caltrans and other appropriate agencies to develop direct connections between the HOV/HOT lanes at the following freeway interchanges: I-15 at SR-91, SR-60 at SR-91/I-215 West junction, SR-60 at I-215 East junction and at other locations as needed. To the extent that such improvements may be possible within existing rights-of-way, environmental impacts would be less than significant.

NEW Mitigation Measure 4.18.1F-N1: Where appropriate, the County of Riverside shall collaborate with Caltrans and other appropriate agencies to develop HOV lanes along the entire length of I-215 within Riverside County and along I-10 between the San Bernardino County line and Indio.

C. Significance after Mitigation

Although the identified policies and measures will reduce the impacts of GPA No. 960, there are still numerous roadways that are not expected to operate at an acceptable level. As such, the identified significant impacts are considered significant and unavoidable and are subject to a finding of overriding consideration.

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