

Typically, alternatives in transportation documents are referred to as “Build” and “No Build” alternatives. The Proposed Action of this Tier 1 level of analysis is a route location decision to preserve right-of-way. The precise location of right-of-way and detailed facility engineering plans will be evaluated in a subsequent Tier 2 level environmental document.

### 2.3.1 No Build Alternatives

Two horizon years have been analyzed: year 2025 and the longer-term build out of the new General Plan. The build out analysis for the CETAP corridors generally corresponds to the build out of the proposed General Plan. For purposes of transportation modeling and associated air quality impacts, a build out horizon year of 2025 has been used to correspond with the most recent regional transportation planning efforts by SCAG. Other than the transportation and air quality analyses, each of the alternatives will be compared against the General Plan no build condition for purposes of the NEPA evaluation.

Both No Build alternatives also assume that an express transit system is in place linking community centers and concentrations of land use in western Riverside County cities and unincorporated areas. The express system would generally use the freeway HOV lanes. The technology would likely consist of rubber-tired vehicles that could run on roadways with mixed traffic or on their own exclusive right-of-way. It assumes the extension of Metrolink from Riverside to Hemet. Express transit would run on SR-79 from the Winchester Metrolink station to the Temecula Mall. Vehicles are assumed to run at 15-minute headways in the peak periods and 30-minute headways in off-peak periods. Bus stations are assumed at Winchester, Garboni Road, French Valley Airport, and the Temecula Mall. Local circulators interface with the express system at each of the stops, providing access to other nearby destinations. The local circulators are assumed to run at ten minute intervals throughout the day.

#### 2.3.1.1 Year 2025 No Build Condition

The No Build alternative includes projects likely to be funded and constructed within the time horizon of the study (2025). In general, these include projects contained in the Southern California Association of Governments’ (SCAG) 2001 Regional Transportation Plan (RTP). Among other projects, the no-build alternative assumes a six-lane freeway from the SR-79/Sanderson Ave. junction to SR-79/Domenigoni Parkway generally following the alignment of Warren Road.

The No Build condition assumes no new major multimodal transportation facilities in either of the two corridors. It assumes only the existing freeway system (as assumed to be widened in the RTP) and network of arterial highways expected to exist by year 2025. The no-build condition for year 2025 is based on the level of development forecast to exist by SCAG for that year. Specific additional facilities in the corridor study area included in the no-build condition for year 2025 include:

- C SR-79 as a six-lane freeway from the SR-79/Sanderson Ave. junction to SR-79/Domenigoni Parkway generally following the alignment of Warren Road. (Scheduled for construction completion 01/2007, source: Caltrans District 8 Projects List)

- C Widening of I-215 to three lanes from I-15 in Temecula to Perris
- C Widening of I-15 to four lanes from Temecula to Corona
- C Extension of Newport Road eastward as a four-lane arterial to connect with Domenigoni Parkway (Scheduled for construction completion 2004, source: Riverside County Transportation Improvement Program, TIP)
- C Construction of SR-74 as a four-lane divided arterial highway from I-15 to Perris (Scheduled for construction completion 09/2003, source: Caltrans District 8 Projects List)

### 2.3.1.2 No Build Condition for Build Out of the Riverside County General Plan

The General Plan build out No Build alternative assumes the proposed land use plan being considered in the new Riverside County General Plan and the build out of the Circulation Element roadway system, plus an express transit system connecting community centers and concentrations of land use in the cities and unincorporated areas. The build out condition assumes no new major multimodal transportation facilities in either of the two corridors. It assumes that existing freeways are built out to their ultimate number of lanes, as defined by Caltrans. This includes, for example, 10 lanes on I-15 from Temecula to Ontario and ten lanes on I-215 from Temecula to San Bernardino. This means that the portion of the Alternative H along the I-215 will be included as part of the No Build condition in the “build out” scenario.

### 2.3.2 Build Alternatives

The alternatives analyzed in this Draft EIS/EIR for the HCLE Corridor are intended to ultimately accommodate a potential multimodal transportation facility that includes both highway lanes and transit. There are 14 build alternatives evaluated in this EIS/EIR for the HCLE Corridor (Figure 2.1, Hemet to Corona/Lake Elsinore Corridor Alternatives). These alternatives are described in detail in the Alternatives Development Report (Jacobs, 2002). The bandwidth<sup>1</sup> of each alternative generally ranges between 152.5 and 305 m (500 and 1,000 ft) in width, depending on constraints such as existing development and steep topography. The bandwidth is specified more narrowly for segments where the right-of-way options are limited. The bandwidth is specified more broadly for segments where the location and/or width of the ultimate right-of-way is less certain. Table 2.A describes the characteristics of the various bandwidths developed for the alternatives.

---

<sup>1</sup> The width of the alternative for the purposes of right-of-way preservation. This is also the area that defines the Tier 1 EIS/EIR study area for each alternative.