

- C **Alternative 5d** – Corridor preservation from Domenigoni Parkway/SR-79, continuing due west from Domenigoni Parkway and then northwesterly generally along the alignment of the San Jacinto Branch rail line to Ethanac Road. Continue westerly along Ethanac Road to an alignment south of and generally parallel to SR-74 to a new interchange at I-15.
- C **Alternative 5e** – Corridor preservation from Domenigoni Parkway/SR-79, continuing due west from Domenigoni Parkway and then northwesterly generally along the alignment of the San Jacinto Branch rail line to Ethanac Road, along Ethanac Road to a new route paralleling SR-74 approximately one mile to the east, crossing SR-74 at the extension of Nichols Road, and along Nichols Road to I-15.
- C **Alternative 6a** – Corridor preservation from Domenigoni Parkway/SR-79, continuing westerly and connecting to Newport Road. Follow Newport Road to the vicinity of Railroad Canyon Road/Goetz Road, and continue along Railroad Canyon Road to I-15.
- C **Alternative 6b** – Corridor preservation from Domenigoni Parkway/SR-79, continuing westerly and connecting to Newport Road. Follow Newport Road to the vicinity of Railroad Canyon Road/Goetz Road, and continue along a new route to the south of Railroad Canyon Road bypassing the Canyon Lake area and connecting to I-15.
- C **Alternative H1** – Corridor preservation consisting of a combination of Alternative 1b west of I-215 (Cajalco Road to El Sobrante Road to I-15), following I-215 to Ethanac Road, and following the route of Alternative 5 from Ethanac Road/I-215 easterly to Domenigoni Parkway (Alternatives 5a, 5b, 5c, 5d, and 5e all follow this same route east of I-215). I-215 is assumed to be widened to eight mixed flow lanes and two HOV lanes (i.e., four mixed flow lanes and one HOV lane in each direction) between Ethanac Road and Cajalco Road.
- C **Alternative H3** – Corridor preservation following Cajalco Road from I-215 to El Sobrante Road, continuing along El Sobrante Road to La Sierra Ave. and La Sierra Ave. to SR-91. On the east side of I-215, Alternative H3 would follow the route of Alternative 5 from Ethanac Road/I-215 easterly to Domenigoni Parkway (Alternatives 5a, 5b, 5c, 5d, and 5e all follow this same route east of I-215). I-215 is assumed to be widened to eight mixed flow lanes and two HOV lanes (i.e., four mixed flow lanes and one HOV lane in each direction) between Ethanac Road and Cajalco Road.

2.3.3 Transportation Systems Management

RCTC, the County, and the cities within the HCLE Corridor are committed to ongoing implementation of Transportation Systems Management (TSM) strategies to maximize the efficiency of the existing transportation system. The TSM policies in the proposed Riverside County General Plan (Hearing Draft, April, 2002) include a specific emphasis on the ongoing development of HOV facilities in Riverside County. The typical section for the CETAP alternatives presented in Figures 2.2a and 2.2b includes the provision of HOV lanes as part of the preferred CETAP alternative. However, since the Tier 1 action is for right-of-way preservation only, a separate TSM alternative has not been developed since other modal and facility type details are not known at this time. In Tier 2, specific TSM measures in addition to HOV lanes will be considered in the development of various alignment and modal alternatives for the route alternative selected in Tier 1.