

- C SR-74 west to I-215 north then continuing west on SR-74 to Lake Elsinore. SR-74 is a four lane arterial until 7th St in western Perris where it changes to two lanes for the remainder of the distance to I-15. I-215 is a four lane to six lane freeway. I-15 is generally a six lane facility south of SR-91. Improvement of SR-74 is part of the Measure A half-cent sales tax program. Currently, realignment of curves and widening to four lanes is planned for SR-74 between Seventh Street in Perris and I-15.
- C Ramona Expressway and Cajalco Road. The Ramona Expressway is a four lane divided facility eastward from I-215 but reduces to two lanes as it approaches Lake Perris. Right-of-way exists for eventual widening to a four lane or six lane divided cross section.¹ Cajalco Road is a two lane roadway from I-215 to I-15 and traverses the reserve for the Stephens Kangaroo Rat (Lake Mathews Estelle Mountain Reserve) south of Lake Mathews.
- C Ramona Expressway and Cajalco/El Sobrante/Mockingbird Canyon/Van Buren. These routes represent multiple ways of traveling east-west between Hemet/San Jacinto and Corona. However, these are generally two lane, lower speed roadways except for Van Buren Blvd., which is generally a four-lane roadway.
- C Domenigoni Parkway/Newport Road/Railroad Canyon Road. This represents a route between Hemet and Lake Elsinore. Railroad Canyon Road is a four lane facility. Newport Road is four lanes east and west of I-215. Domenigoni Parkway is a four lane expressway.

3.15.2.1 Functional Classifications for Roadways in the Riverside County General Plan Update

To identify roadway infrastructure needs in western Riverside County, several broad roadway classifications have been identified. The typical cross sections for roadway classifications in Riverside County are shown in the Traffic and Circulation Element of the proposed General Plan for Riverside County.

- C **Freeways.** A freeway is a divided, limited access highway (access is provided at grade-separated interchanges. Other vehicular crossings of these facilities are provided at grade separations). Freeways are designed to carry large volumes of traffic traveling long distances, although localized use of freeways occurs in urban areas. The planned freeway right-of-way varies with the needs of the facility.
- C **Expressways.** These are highways that carry large volumes of traffic relatively long distances within or through an urban or rural area. They also often serve considerable local traffic traveling over short distances. Along these facilities, priority is placed on through traffic mobility rather than access to fronting property. Direct access to individual fronting parcels is not allowed -- fully controlled frontage access is required. Expressways should be continuous through the urban or rural community they serve and link to arterial routes. The designated right-of-way for expressways in Riverside County is currently 56 m (184 ft). Additional right-of-way may be required at some intersections.

¹ The general design characteristics of a facility, including number of lanes (mixed flow and high occupancy vehicle lanes), the general width of medians, shoulders, and buffer areas, and the number of tracks, if rail is included.

- C **Urban Arterials.** These are highways carrying moderately high volumes of long distance and local traffic. Although access to abutting property is permitted, priority is given to through traffic mobility. The right-of-way standard for these facilities is 38 m (152 ft), and additional right-of-way at intersections may be required.
- C **Arterials and Mountain Arterials.** These are highway routes intended to link urban and rural areas, as well as serve through traffic movements across the County. The right-of-way standard is 39 m (128 ft) for arterials and 34 m (110 ft) for mountain arterials. Additional right-of-way may be required at some intersections
- C **Major Highways.** Major highways complement the arterial system. They normally link smaller communities and may be continuous over shorter distances than arterials. Right-of-way for these facilities is 36 m (118 ft), and additional right-of-way at intersections may be required.
- C **Secondary Highways.** These are highways that are intended to carry local traffic between the local street system and the arterial highway system. In urban areas, secondary highways may serve average daily traffic (ADT) volumes in excess of 10,000, although volumes are normally less. In rural areas, secondary highways generally serve less than 10,000 ADT. The right-of-way standard for these facilities is 30 m (100 ft), and additional right-of-way may be required at some intersections.
- C **Collectors and Local Roads.** These roads provide access to abutting property and activity nodes. The facilities also link properties to the secondary or major system. All County roads not shown on the Circulation Element Map are considered to be collectors or local roads.

3.15.3 Existing Roadway and Highway Capacity and Level of Service

3.15.3.1 Current Traffic Volumes and Congestion Levels

Table 3.15.A shows peak hour directional traffic volumes and levels of service for year 2000 on freeways and arterial highways in the corridor study area. The peak hour volumes were estimated from the daily volumes based on typical ratios of peak traffic to daily traffic. The locations in Table 3.15.A can be correlated with the segment number shown in Figure 3.15.2. Transportation engineers describe the quality of traffic flow in terms of a "level of service" scale, from A to F. Level of service (LOS) A means very good traffic flow; level of service F means very poor flow. As a point of reference, Riverside County has established, as a Countywide target, a Level of Service C on all County maintained roads and conventional State Highways, with LOS D allowed in areas planned for urban development.¹ According to the 2000 Highway Capacity Manual (HCM), LOS is categorized by two parameters of traffic; uninterrupted and interrupted flow. Uninterrupted flow facilities (e.g., freeways) do not have fixed elements such as traffic signals that cause interruptions in traffic flow. Interrupted flow facilities have fixed elements that cause an interruption in the flow of traffic, such as stop signs and signalized intersections along arterial roads. The difference between uninterrupted flow and interrupted LOS is defined in Tables 3.15.B and 3.15.C. Figure 3.15.3 illustrates what levels of service look like visually on a freeway.

¹ Circulation element of the proposed Riverside County General Plan (April, 2002)