

3.3.3.1 Potentially Affected Communities

The study area comprises several communities, as previously shown in Figure 3.1.2 and listed in Table 3.3.C. These communities may be directly affected by the alternatives by expansion or modification of streets, right-of-way acquisition, or displacement of homes and businesses. Residents may experience reduced local or regional travel time by improved access to higher capacity roadways and transit facilities. Residents of the study area also stand to benefit from improved mobility across western Riverside County.

Table 3.3.C - Communities Within Alternatives

Alternative	Potentially Affected Communities
1a, 1b	Corona, Lakeview, Perris, San Jacinto
4a, 4c, 4d	Hemet, Homeland, Lake Elsinore, Perris, Romoland
5a, 5b, 5c, 5d, 5e	Lake Elsinore, Perris, Romoland
6a, 6b	Canyon Lake, Lake Elsinore, Quail Valley
H1, H3	Corona, Perris, Riverside, Romoland

Commuting Patterns

I-15 and I-215 are the principal routes for north-south travel in the west end of the study area, and SR-79 is the principal route in the east end. The study area is not served by a continuous limited-access freeway for east-west (and west-east) travel. East-west movement across the study area is achieved only by discontinuous routes with out-of-direction travel and shared alignments. The north end of the study area is served by SR-91, I-215, and SR-60, and a network of arterials, including Cajalco Road and Ramona Expressway. East-west travel across the south half of the study area is achieved by SR-74, whose alignment is shared with two other highways (SR-79 east of their intersection at Winchester Road, and with I-215 for about 5 km (3 mi) in the middle of the study area) and a network of arterials including Domenigoni Parkway, Ethanac Road, and Scott Road.

SCAG reports that in 1996, 34 percent of Riverside County workers (entire County, not limited to CETAP study area) were employed outside the County. Primary workplaces among surrounding counties include San Bernardino (15 percent), Orange (10 percent), and Los Angeles (7 percent). San Diego County is not a SCAG member and was not reported in the survey. Residents of Riverside County face the longest average commute among SCAG counties, 34.8 km (21.6 mi) one way, at a cost of \$96 per month (Southern California Association of Governments, 2001).

The 1990 decennial census provides other measures of commuting patterns of County residents. Though dated, these statistics portray other aspects of the County's commuting patterns (U.S. Census Bureau, STF3 website, homer.ssd.census.gov/cdrom/lookup/1003510934).

- C *Travel Time:* One in five employees commuted more than 60 minutes to work (one way) daily, and one in ten drove for more than 90 minutes.
- C *Travel Together:* Three of four workers drove to work alone; 18 percent carpooled (of which 75 percent carpooled with one other person); 8 percent walked, rode a bicycle or motorcycle, or worked at home.

These commuting patterns build the economic linkages among counties in Southern California and diversify the employment options to Riverside County residents. For transportation planning and infrastructure development considerations, these patterns increase the importance of corridors within western Riverside County and linking County residents with surrounding areas.

3.3.4 Housing

The study area contained nearly 90,000 housing units in 2000, 92 percent of which were occupied, including 72 percent by the property owner, as shown in the graph at right. This suggests that the study area has a proportion of available housing inventory slightly lower than Riverside County, though on par with the state-wide average.

SCAG's 2000 *State of the Region Report* concluded that the Southern California region still falls short in terms of meeting regional housing needs and traffic congestion. SCAG graded the region's housing (C-), noting "the Southern California housing market continues to be one of the nation's most expensive. Housing permits and housing construction lag far behind short- and long-term regional housing needs" (Southern California Association of Governments, 2000). The high activity in the construction sector described earlier, and the residential housing currently being built throughout the study area, evidence rapid changes in housing inventory.