

- C Residents around Lake Mathews, particularly south and southeast of the Lake, have expressed concern that widening El Sobrante Road/Cajalco Road (Alternatives 1a, 1b, H1, H3) would divide their rural neighborhood that extends northeast of Lake Mathews across Cajalco Road (as shown in photo A of Figure 4.3.2).
- C Alternatives 4 and 5 both include segments of SR-74 that, if improved, could divide existing rural communities and neighborhoods (photo B of Figure 4.3.2). SR-74 east of I-215 (Alternative 4 variations) runs through the middle of the unincorporated communities of Homeland and Green Acres. Substantial widening of the highway would effectively divide the towns and their small business districts in half. The northern route option moves the separation out of the middle of the communities' main streets but would still isolate a segment of the residents of these rural communities.
- C The community of Menifee, which straddles Newport Road and surrounds Menifee Lake Country Club, would be bisected by both Alternative 6 variations (photo C of Figure 4.3.2). Newport Road currently is designed with some elements of a parkway, and golfers can cross between holes in underpasses without disrupting play. Substantial widening of Newport Road to implement an HCLE Corridor alternative would effectively divide this community, which has been master planned to provide a cohesive mix of residential, commercial, and recreational land uses. Alternative 6a also would isolate community facilities (city hall, library) from the residents of Canyon Lake.
- C SR-74 south of Ethanac Road (Alternatives 4a, 4c, 5a, 5c) presently serves an area of unincorporated Riverside County that could be divided by a substantial widening of the existing highway (photo D in Figure 4.3.2).

The alternatives identified above have the potential for disrupting existing communities and neighborhoods. Although in the cases described above, a transportation facility is already in place, the increased size, level of traffic, and potential design considerations of a CETAP project could substantially change how neighborhoods and communities on either side of the existing roadways are able to function.

4.3.2.3 Transit Dependent Population

The Federal Transit Administration defines transit dependent persons as those 1) without private transportation, 2) elderly (over age 65), 3) youths (under age 18), and 4) persons below poverty or median income levels defined by the U.S. Census Bureau (Figure 4.3.3). The presence of low income residents is discussed in detail in the subsequent "Environmental Justice" section; this section presents information on age characteristics of residents in the study area.

The analysis of residents' age characteristics, illustrated in Figure 4.6, was conducted using census tract level information, which is available from the 2000 census. While this may overstate the population affected by a given alternative, it was deemed more important to compare consistent census data rather than to try to achieve an exact match of data with alternatives. Given that populations are not evenly distributed within the

Figure 4.3.2 - Neighborhood Disruptions

Figure 4.3.3 - Transit Dependent Population

tracts in the study area's mixed rural/urban setting, this implies greater accuracy than is possible with this methodology. An HCLE alternative would cause an adverse effect if it would displace a disproportionately high percentage of transit dependent persons.

Riverside County reported a higher proportion of persons under 18 (30 percent) and over 65 (13 percent) than the statewide average (27 and 11 percent, respectively). This was consistent in the study area as well, where transit dependent ages (combined under 18 plus over 65) in 12 of the 14 alternatives met or exceeded the County average. This reflects a dichotomy in western Riverside County – that it is at once a popular retirement area, due to the mild climate and amenities, and increasingly a home for young families, given relatively affordable housing. Two tracts near the retirement community of Sun City reported more than 70 percent of residents exceeded 65 years of age, as did half the residents of two tracts in west Hemet. More than 40 percent of the residents in three tracts in Perris are less than 18 years of age.

The set of Alternative 4 variations, which pass through west Hemet, and Alternative 6 variations, which approach Sun City, have populations with slightly higher age related transit dependency than other alternatives. Closer examination, however, indicates that property displacements in Hemet are predominately commercial or industrial and sufficiently removed from most residential areas that relatively few residents would be displaced. Similarly, residential displacements are not necessary in Sun City where the highest concentration of elderly is found.

4.3.3 Potential Mitigation Measures to be Considered in Tier 2

In considering potential mitigation measures for adverse impacts caused by the proposed CETAP alternatives, the specificity of information currently available for analysis must first be considered. The alternatives evaluated range from 150 to 300 m (500 to 1,000 ft) in width and include right-of-way preservation for potential interchange sites much larger than will be necessary for construction. The areas permanently disturbed or displaced by the project will be one-third to one-half the size of the areas evaluated in this analysis. The potential mitigation measures that follow are described within that framework.

4.3.3.1 Implementation of any of the proposed build alternatives would require considerable right-of-way acquisition, in the process displacing residents and businesses. Transportation agencies are required to provide fair market compensation for property acquired, and provide relocation assistance to displaced persons, in accordance with the federal Uniform Relocation Assistance and Real Property Acquisitions Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Stat. 1894) (as amended in 1990) which mandates that certain relocation services and payments be made available to eligible displaced residents, businesses, and nonprofit organizations. The Act provides for uniform and equitable treatment by federal or federally assisted programs of persons displaced from their homes, businesses, or farms, and establishes uniform and equitable land acquisition policies.

4.3.3.2 Investigate opportunities to minimize community disruption through measures such as maintaining adequate connectivity with pedestrian (bicycle overcrossing or underpasses incorporating design elements to provide a “parkway” atmosphere along the new or expanded alignment).