

2.3.3 Transportation Systems Management

RCTC, the County, and the cities within the WT 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 include 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.

2.4 Alternatives Considered but Eliminated From Further Review

The following alternatives were considered but eliminated from further consideration:

2.4.1 Alternative 2 - SR-79/Clinton Keith Road

Alternative 2 involved developing SR-79 as a freeway from Domenigoni Parkway south to Clinton Keith Road with connection to I-215. This alternative was rejected based on potential impacts to the natural environment associated with transecting a possible core reserve area for the MSHCP along Clinton Keith Road. While this alternative was eliminated from further consideration, Clinton Keith Road will remain designated as an arterial as part of General Plan circulation network.

2.4.2 Alternative 4 - SR-79/Date Street

Alternative 4 involved developing SR-79 as a freeway from Domenigoni Parkway south to Date Street with connection to I-15 via Date Street. This alternative was rejected due to a number of constraints. This alternative would have had substantial impacts to existing residences and a planned school. Also, the proposed interchange at I-15 could not be designed as a freeway-to-freeway design due to its close proximity to the existing I-15/I-215 interchange to the north.

2.4.3 Alternative 6a - Eastern Bypass/Washington Street/SR-79

This alternative involved developing SR-79 as a freeway from Domenigoni Parkway to I-15, bypassing Temecula to the east via Washington Street to Auld Road to Butterfield Stage Road, with an ultimate connection to I-15. Alternative 6a was substantively similar to Alternative 5a; however, Alternative 5a is more compatible with existing land