

I-215 is a four-lane freeway within the study area, connecting I-15 in the Murrieta/Temecula area with Perris, Moreno Valley, and the City of Riverside to the north. The I-215 corridor is developing rapidly and is planned to be one of the primary commercial corridors in western Riverside County.

Major east-west roadways in the corridor study area include:

- C Domenigoni Parkway (a four-lane expressway)
- C Newport Road (a four-lane roadway within several miles east and west of I-215, two lanes elsewhere)
- C Scott Road (a two-lane roadway)
- C Clinton Keith Road (a two-lane roadway between I-215 and I-15; the portion between I-215 and SR-79 does not yet exist)
- C Murrieta Hot Springs Road (a four-lane roadway)
- C Rancho California Road (a four-lane roadway)

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 depending on 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.
- 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 for uninterrupted flow facilities.

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