

Table 3.3.C - Communities Within Alternatives

Alternative	Potentially Affected Communities
1, 3	Murrieta
5a, 5b	Temecula, Rancho California
7a	Menifee
7b	Menifee, Murrieta
H	Menifee, Murrieta, Temecula

3.3.3.2 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. East-west travel across the south half of the study area is achieved by SR-79 and a network of arterials.

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. Although 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 more than 48,000 housing units in 2000, 95 percent of which were occupied, including 62 percent by the property owner. This suggests that the study area has a proportion of available housing inventory slightly lower than Riverside County, although on par with the Statewide 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.