

from the County average by more than 2 percentage points. Elevated levels of potential age related transit dependency were found in two tracts in Murrieta, which reported more than 20 percent of residents exceeded 65 years of age. More than 35 percent of the residents in three tracts in Murrieta and three tracts in Temecula are less than 18 years of age.

The neighborhoods in which residential displacements would occur are dominated by younger, more affluent families (judging by value of homes) that are less likely to be transit dependent populations. The proposed WT Corridor alternatives would not adversely affect age based transit dependent residents.

4.3.2.4 Other Socioeconomic Effects

Western Riverside County has undergone substantial growth in the past 30 years, and is expected to continue to develop at a rapid rate (Chapter 1, Section 3.3). The transition from a largely rural area to a more suburban/urban environment has affected and will continue to affect the agricultural sector. While the proposed Riverside County General Plan accommodates some future agricultural uses, western Riverside County is planned for a mix of other land uses, including activity nodes or “community centers” that would be characterized by a concentration of housing, commercial, employment, and civic land uses. While the implementation of a WT Corridor alternative may facilitate or hasten the trend of converting agricultural lands to other uses, the trend itself is the result of growth pressures exclusive of the proposed project.

As described in Chapter 1, Section 3.3, and in the Community Impact Assessment Technical Report for the Winchester to Temecula Corridor (LSA, 2002), Riverside County is generally “housing rich” and “jobs poor.” The implementation of a CETAP alternative in the WT study area, especially if combined with the implementation of an alternative in the HCLE study area, will improve the mobility of people and goods in western Riverside County. The increase in mobility and decrease in overall travel time and congestion are expected to support the projected increase in employment opportunities in western Riverside County, as planned for in the proposed County General Plan. With the supporting transportation infrastructure in place, western Riverside County is expected to experience economic development that will improve the jobs/housing ratio and improve or maintain commute times (see also Section 4.15, Transportation and Circulation).

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