

# 1.0 Purpose of and Need for Project

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The Riverside County Transportation Commission (RCTC), in cooperation with District 8 of the California Department of Transportation (Department), the Federal Highway Administration (FHWA), the County of Riverside, the City of San Jacinto, and the City of Hemet, has initiated a study<sup>1</sup> for the improvement of State Route (SR) 79 (Project) in the vicinity of the cities of Hemet and San Jacinto within Riverside County, California. The regional location of this Project is shown in Figure 1. The improvement is proposed to occur between Domenigoni Parkway and Gilman Springs Road, a distance of approximately 30 kilometers (km) (19 miles [mi]). The segment of SR 79 proposed for improvement is shown in Figure 2.

## 1.1 Project Purpose

The purpose of the proposed transportation action in the cities of San Jacinto and Hemet and unincorporated Riverside County is:

*To construct a realigned SR 79 facility between Domenigoni Parkway and Gilman Springs Road that will increase capacity to facilitate the regional movement of people and goods for the planning design year of 2030, enhance safety, and protect right-of-way needed for the SR 79 facility improvements.*

More specifically, the selected alternative for the proposed Project will:

- Provide a segment of SR 79 that will more effectively connect Domenigoni Parkway and Gilman Springs Road.
- Address the east-west and north-south through traffic that exists on the shared segment of SR 74 and SR 79.
- Be a limited-access facility.
- Accommodate Surface Transportation Assistance Act (STAA) National Network for oversize trucks.
- Provide a facility that is compatible with a future multimodal transportation system.

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<sup>1</sup> The study is being conducted in accordance with the National Environmental Policy Act (NEPA)/404 Integration Process. This process is a joint effort among the Department, FHWA, the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, and other transportation and resource agencies to integrate the NEPA and the federal Clean Water Act Section 404(b)1 alternatives analysis process. The commitment by these agencies to coordinate these processes is documented in a Memorandum of Understanding approved in 1994.

## 1.2 Project Need

The need for the transportation action is:

*The segment of SR 79 between Domenigoni Parkway and Gilman Springs Road does not provide an adequate north-south transportation facility for the movement of regional travel between these two locations.*

There are several factors that have contributed to the deficiencies on SR 79 between Domenigoni Parkway and Gilman Springs Road. These include:

- The current route does not provide an effective north-south transportation corridor between Domenigoni Parkway and Gilman Springs Road. Through traffic following the SR 79 alignment is currently led through the downtown areas of Winchester and the cities of Hemet and San Jacinto.
- Because of the current route condition, through traffic is currently diverting from SR 79 to travel on more direct routes on the local road network (Sanderson Avenue and Warren Road).
- SR 79 and SR 74 share the roadway along 11.3 km (7 mi) of Florida Avenue. As a result, east-west and north-south through traffic is mixed along this segment of SR 79 with local traffic attempting to access the numerous businesses in this commercial district in the city of Hemet.
- Commercial and residential areas along SR 79 in the Project area have numerous direct access points on the existing route. These access points lead to frequent ingress and egress and many points of conflict between local and through traffic.
- The geometrics of SR 79 do not support truck traffic (STAA vehicles). The segment of SR 79 between SR 74 and Gilman Springs Road is classified as Advisory and over-size vehicles are diverted to Sanderson Avenue to pass through the cities of Hemet and San Jacinto. These vehicles on local roads are degrading the safety and pavement structure of Sanderson Avenue and other local roads. The existing situation will not meet the current and future goods movement needs through the cities of San Jacinto and Hemet.
- The current SR 79 alignment through the cities of San Jacinto and Hemet is only suitable to accommodate local public transportation services. New services would need to be established to provide the compatibility with a future multimodal transportation system.
- Fatality and injury accident rates on the majority of SR 79 between Domenigoni Parkway and Gilman Springs Road are higher than the comparable statewide average. Accident rates on a number of parallel local roads and major intersections that currently support diverted north-south through traffic are also higher than the statewide averages for both fatal and injury accidents.
- The existing SR 79 facility has inadequate capacity to accommodate both local and regional travel demand associated with the projected growth (residential, retail,

and commercial development) and regional attraction (Diamond Valley Lake) in the San Jacinto Valley area through the planning year 2030.

## **1.2.1 Route Continuity/Alignment**

SR 79 is not a continuous route from Domenigoni Parkway to Gilman Springs Road. That is to say, SR 79 and SR 74 share the same transportation facility along Florida Avenue in the city of Hemet. On SR 79 in Hemet, the north-south corridor of SR 79 overlaps with the east-west corridor of SR 74 for approximately 11.3 km (7 mi) of roadway on Florida Avenue. Florida Avenue also is congested with numerous businesses. As a result, the north-south traffic on SR 79 is mixed with east-west traffic on SR 74 as well as local commercial traffic on Florida Avenue.

In addition, SR 79 is routed through downtown Winchester, Hemet, and San Jacinto. The location of SR 79 can be viewed in Figure 2. The present alignment of the roadway provides an ineffective route for traffic traveling from Domenigoni Parkway to Gilman Springs Road. Currently, SR 79 from Domenigoni Parkway to Gilman Springs Road is 29 km (18 mi). Regional traffic is currently diverting from SR 79 and travelling on Sanderson Avenue through the San Jacinto Valley, a distance of 23 km (14 mi).

## **1.2.2 Roadway Design**

### **1.2.2.1 Access**

One of the existing design issues of the SR 79 facility is that there are numerous access points along the facility (driveways for residential and commercial properties, as well as intersecting streets), especially in downtown Winchester, Hemet, and San Jacinto. A total of 400 access points occur along the segment of SR 79 between Newport Road and Gilman Springs Road. This includes driveway access (307), T-intersections (35), and intersections (58). The number of access points was determined by counting driveway and intersection access points on an aerial photograph (February 2002). The locations of the driveways along SR 79 are presented in Figure 3, while the T-intersections and intersections are shown in Figure 4. The presence of access points along SR 79 facilitates turning movements into and out of these driveways, thereby decreasing the efficiency of traffic movement. In addition, the numerous businesses, residences, and other facilities within these downtown communities attract numerous local trips on SR 79. Consequently, the mixing of local and regional traffic along this facility has resulted in a situation where segments of SR 79 are not able to provide an effective movement of vehicles. To avoid these through-town delays, regional traffic is avoiding the SR 79 alignment and utilizing parallel arterials, Sanderson Avenue, and Warren Road. This problem is also documented in the Route Concept Report (RCR) (Department, 1992). To improve the Level of Service (LOS) on SR 79 between Domenigoni Parkway and Gilman Springs Road, the number of access points will need to be significantly reduced in selecting the Build Alternative for the Project.

### **1.2.2.2 Geometrics**

The Truck Network on California State Highways was instituted by Assembly Bill 866 to implement the federal STAA. The STAA required states to allow larger single- and double-trailer trucks on a National Network of Interstates and the non-Interstate Federal-aid Primary System. State highways with geometric standards that could accommodate STAA

trucks were classified as *Terminal Access*. State highways that were determined to have insufficient geometric designs and were not safe for trucks of specific lengths to travel were classified as *Advisory*.

SR 79 is designated as part of the STAA network. Portions of the facility are designated as Terminal Access while others are designated Advisory. The segment of SR 79 from Temecula to SR 74 (Post Mile [PM] 14.6-19.2) is classified as Terminal Access. The segment of SR 79 from SR 74 to Gilman Springs Road (PM 25.7-33.9) is classified as Advisory. This indicates that the Department has recognized that this portion of SR 79 does not have a geometric design that is suitable for larger trailer trucks. STAA trucks are advised that they can use Sanderson Avenue in this area, thereby suggesting that regional truck traffic travel on the local road network. These vehicles on local roads are degrading the safety and pavement structure of Sanderson Avenue and other local roads. The existing situation will not meet the current and future goods movement needs through the cities of San Jacinto and Hemet. The City of Hemet, Department of Public Works has approved truck routes on Sanderson Avenue, State Street, San Jacinto Street, Florida Avenue, and portions of Stetson Avenue (Gow, 2003). Portions of Warren Road and Domenigoni Parkway are currently proposed as truck routes (Gow, 2003). The northern segment of SR 79 from Gilman Springs Road to I-10 is classified as a Terminal Access. Overall, the Project segment of SR 79 has several locations where the existing geometrics cannot accommodate STAA vehicles.

### **1.2.2.3 Typical Cross Section**

The current cross section of SR 79 is not adequate for the planning horizon of 2030 because only one lane is present in either direction for a portion of the roadway and a median for future demand is not present along the entire alignment. The typical cross section being considered for the SR 79 Realignment project is shown in Appendix A, Figure A1. Two traffic lanes are envisioned in each direction, with a median for left-turn lanes and future widening. Median widths, lane widths, shoulder widths, recovery zones, side slopes, and maintenance areas are all planned to be implemented utilizing current Department design standards. Elements of the typical cross section will vary depending on a variety of factors including the elevation of the facility in relation to existing ground and the traffic analysis at key intersections. The typical cross section will be developed in greater detail as the project alternatives are developed and analyzed.

## **1.2.3 Transit**

### **1.2.3.1 Existing Transit Service**

Riverside Transit Agency (RTA) currently provides bus service in the Hemet/San Jacinto area. Local service within the communities of Hemet and San Jacinto is provided, along with connecting routes to nearby communities such as Beaumont, Riverside, Perris, and Temecula.

There is no existing passenger rail service in the Hemet/San Jacinto area. The nearest opportunity for passenger rail service is in Riverside, where Metrolink operates commuter trains to Los Angeles, Orange, and San Bernardino counties. Amtrak operates passenger service from Los Angeles and San Bernardino to Palm Springs and points east of California on a line that roughly parallels Interstate (I)-10 north of the Hemet/San Jacinto area.

### 1.2.3.2 Future Transit Plans

A number of future transit opportunities exists in the proximity of the SR 79 Project. These include the Transit Oasis program, the extension of the San Jacinto Branch Line, and incorporation of transit elements into the Community and Environmental Transportation and Acceptability Process (CETAP) project corridors.

The “Transit Oasis” program will be an express service using Metrolink lines, high-occupancy vehicle (HOV) lanes, or other transit right-of-way; it will be built around a set of land use nodes throughout Riverside County and in the cities. As part of the Transit Oasis program, CETAP corridor projects will include transit options (rail and busway) in each of the highway alternatives. The right-of-way for each highway alignment along SR 79 will also include designated right-of-way for transit; however, the type of transit facility has not yet been designated.

The San Jacinto Branch Line is an existing railroad owned by RCTC. Future plans call for the expansion of Metrolink service on this line, connecting the downtown areas of Hemet and San Jacinto with Los Angeles, Orange, and San Bernardino counties and other parts of Riverside County.

The Tier 1 environmental impact statement/environmental impact report (EIS/EIR) for the Hemet to Corona/Lake Elsinore CETAP Corridor was circulated for public review and a final Record of Decision/Notice of Determination (ROD/NOD) was not adopted. The preferred east-west CETAP corridor occurs along the Cajalco-Ramona Corridor. The outcome of the public review process was that the western location of the corridor was not acceptable to the community north of Lake Matthews. As a result, a project level EIS/EIR (Cajalco-Ramona Corridor Project) will be completed and include alternatives south of Lake Matthews. It is expected that transit alternatives will be evaluated within the project corridor during this process.

The ROD/NOD for the Tier 1 EIS/EIR for the Winchester to Temecula CETAP Corridor was adopted on September 17, 2003. The adopted alignment occurs on existing I-215 and I-15 in Murrieta and Temecula, and will connect to SR 79. It is expected that the Tier 2 environmental document will evaluate the specific facility type alternatives within the alignment corridor. It is anticipated that transit elements will be evaluated as part of this process.

### 1.2.3.3 Compatibility with SR 79 Improvements

The current SR 79 corridor is not compatible with a future multimodal transportation system. For the ability of the Project to accommodate transit (HOV lanes, express bus service, rail, “Transit Oasis”), a sufficient roadway cross section and right-of-way will be required for the Project. Specific transit needs for the Project are not known at this time. As the development of alternatives progresses, consultations will be held with RTA and Metrolink to ensure that transit opportunities are considered, where feasible, for the Project.

## 1.2.4 Safety

The actual accident rates for the most recent available 3-year period (April 1999 to March 2002) for segments of SR 79 between Newport Road (immediately south of Domenigoni Parkway) and Gilman Springs Road, compared to the statewide average

accident rates from similar facility types, are presented in Table 1. Analysis of the data shows that the current actual accident rates between Newport Road and Gilman Springs Road are higher than the statewide average. The highest rates are on the coincident section of SR 74/SR 79 east of Sanderson (Florida Avenue). On this section, accident rates are more than twice the statewide average, with both fatal and injury accidents exceeding the comparable average as well. These data are also presented in Figure 5.

**TABLE 1**  
Actual and Average Accident Rates for Selected Locations within Study Area

SR 79 Segment	Post Mile	Actual <sup>1</sup>			Average <sup>1</sup>		
		Total <sup>2</sup>	Fatalities	Injuries	Total	Fatalities	Injuries
Newport Road to Coincident SR 74/SR 79	R15.15 to R19.16	<b>2.14</b>	0.000	<b>0.70</b>	0.84	0.031	0.39
Coincident SR 74/SR 79 West of Sanderson (Florida Avenue)	R34.33 to R38.48	1.62	0.025	0.67	2.03	0.041	0.86
Coincident SR 74/SR 79 East of Sanderson (Florida Avenue)	R38.48 to R41.34	<b>4.93</b>	<b>0.023</b>	<b>1.83</b>	2.24	0.015	0.98
SR 74 to Ramona Expressway (S. San Jacinto Ave/N. Ramona Blvd./State St.)	R25.65 to R29.88	<b>2.51</b>	0.000	<b>1.09</b>	2.22	0.019	0.97
Old SR 79 – Ramona Expressway to Sanderson Ave. (State St./Soboba Rd.) <sup>3</sup>	R29.88 to R33.88	<b>2.72</b>	<b>0.132</b>	<b>1.32</b>	1.37	0.039	0.61

Notes:

<sup>1</sup>Per million vehicle miles, accidents tabulated from April 1999 through March 2002.

<sup>2</sup>Bold numbers indicate rates higher than state average.

<sup>3</sup>TASAS data are only available for old SR 79; accident history on new SR 79 is provided in Table 2.

**Source of Data:**

California Department of Transportation, District 8 TASAS Table B, January 9, 2003.

Because it is believed that a large number of vehicles are diverting from the existing SR 79 alignment to complete a regional trip through the Hemet/San Jacinto Valley, a supplemental accident analysis was conducted on selected local arterials within the cities of Hemet and San Jacinto. Table 2 summarizes the results of that analysis. The first part of the table summarizes the number of accidents occurring on each roadway, within the specified city limits.

The accident rates for most of these roadways are presented on the right side of the table. Where the actual rates exceed the comparative rates, bold type is used. Note that all of the roadways (except Domenigoni Parkway) have total accident rates higher than the comparative rates for similar facilities.

**TABLE 2**  
Actual and Average Accident Rates for Selected Roadways within Hemet and San Jacinto

Segment	City	Total Accidents <sup>1</sup>			Actual Rates <sup>2</sup>			Comparative Rates <sup>3</sup>		
		Total	Fatal	Injuries	Total	Fatal	Injuries	Total	Fatal	Injuries
State Street	Hemet	150	1	62	<b>2.54</b>	0.017	<b>1.05</b>	1.91	0.027	0.73
Sanderson Avenue	Hemet	141	0	64	<b>3.32</b>	0.000	<b>1.51</b>	1.91	0.027	0.73
Sanderson Avenue	San Jacinto	124	9	34	<b>2.26</b>	<b>0.160</b>	0.62	1.91	0.027	0.73
Domenigoni Parkway	Hemet	10	0	3	0.51	0.000	0.15	1.91	0.027	0.73
Stetson Avenue	Hemet	117	1	44	<b>2.76</b>	0.024	<b>1.04</b>	1.91	0.027	0.73
Esplanade Avenue	Hemet/ San Jacinto	151	1	18	<b>3.56</b>	0.024	0.42	1.91	0.027	0.73
Ramona Expressway (new SR 79)	San Jacinto	84	2	12	<b>2.86</b>	<b>0.068</b>	0.41	1.37	0.039	0.61
Ramona Expressway (east of State)	San Jacinto	17	2	5	<b>2.41</b>	<b>0.283</b>	0.71	1.91	0.027	0.73
7 <sup>th</sup> Street	San Jacinto	30	1	2	<b>2.09</b>	<b>0.070</b>	0.14	1.91	0.027	0.73
Warren Road	Hemet	60	2	25	<b>3.73</b>	<b>0.124</b>	<b>1.56</b>	1.91	0.027	0.73
Warren Road	San Jacinto	48	2	12	<b>2.73</b>	<b>0.110</b>	0.68	1.91	0.027	0.73

Notes:

<sup>1</sup>Accidents tabulated from January 2000 through November 2002.

<sup>2</sup>Calculated using average daily traffic (ADT) volumes (times 365 days) and annual accident rates. Bold numbers indicate rates higher than state average. Units are accidents/million vehicle miles traveled.

<sup>3</sup>Historical rates for suburban roadways (statewide) used for comparison, except for SR 79 (TASAS data used). Riverside County rates are lower than comparable statewide averages. Units are accidents/million vehicle miles traveled.

**Sources of Data:**

Department – Collision Data on California State Highways, 2001

Hemet Police Department (Sgt. M. Moore) – Accident Data

Project Traffic Counts on Non-State Highways

San Jacinto Development Services – Accident Data

The fatality accident rate data provide evidence that vehicles, possibly regional traffic, are traveling at higher rates of speed on local roads. The actual fatality rates exceed the comparative fatality rates for Sanderson Avenue in San Jacinto, 7th Street in San Jacinto, Warren Road in both Hemet and San Jacinto, and Ramona Expressway. Fatality accidents typically occur when vehicles are traveling at higher rates of speed than allowed on a roadway. It is suspected that the fatality accidents occurring on Sanderson Avenue in San Jacinto, 7th Street in San Jacinto, and Warren Road in both Hemet and San Jacinto are a result of regional vehicles departing SR 79 and traveling at higher rates of speed on the local road network. It appears that the local road route preferred by regional traffic occurs on Warren Avenue, 7th Street, and Sanderson Avenue. Accident rates on these segments of roadway are shown in Figure 5.

Table 3 provides the accident history for intersections on SR 79 and SR 74. The table compares the accident rate (as a function of the number of vehicles entering each intersection) with the comparative rate for similar intersections. Most of the intersections in the densely developed areas of Hemet and San Jacinto have total and injury accident rates higher than the comparative average. These data are also presented in Figure 5.

**TABLE 3**  
Actual and Average Accident Rates for Selected Intersections on SR 79 and SR 74

Intersection	Total Accidents <sup>1</sup>			Actual Rates <sup>2</sup>			Comparative Rates <sup>2</sup>		
	Total	Fatal	Injuries	Total	Fatal	Injuries	Total	Fatal	Injuries
Winchester/Newport (SR 79)	3	0	3	0.20	0	<b>0.20</b>	0.33	0.008	0.15
Winchester/Olive (SR 79)	2	0	0	0.15	0	0	0.33	0.008	0.15
Winchester/Simpson (SR 79)	17	1	6	<b>1.34</b>	<b>0.079</b>	<b>0.47</b>	0.76	0.006	0.31
Winchester/Patterson (SR 79)	6	0	3	<b>0.83</b>	0	<b>0.41</b>	0.22	0.004	0.10
Winchester/Stetson (SR 79)	2	0	0	<b>0.23</b>	0	0	0.22	0.004	0.10
SR 79/SR 74 West Junction	31	0	10	<b>0.82</b>	0	0.26	0.70	0.007	0.31
Florida/Warren (SR 74/SR 79)	27	1	10	<b>0.88</b>	<b>0.032</b>	<b>0.33</b>	0.34	0.004	0.14
Florida/Lyon (SR 74/SR 79)	23	0	9	<b>0.68</b>	0	<b>0.26</b>	0.43	0.002	0.19
S. San Jacinto/Devonshire (SR 79)	17	0	2	<b>0.90</b>	0	<b>0.11</b>	0.22	0.002	0.09
S. San Jacinto/Oakland (SR 79)	11	0	3	<b>0.56</b>	0	0.15	0.51	0.002	0.19
S. San Jacinto/Menlo (SR 79)	5	0	1	0.23	0	0.05	0.51	0.002	0.19
S. San Jacinto//Esplanade (SR 79)	22	0	14	<b>1.27</b>	0	<b>0.81</b>	0.43	0.002	0.19
S. San Jacinto/7 <sup>th</sup> (SR 79)	20	0	6	<b>1.15</b>	0	<b>0.34</b>	0.43	0.002	0.19
San Jacinto/Main (SR 79)	7	0	2	0.37	0	0.11	0.41	0.002	0.19
N. Ramona/State (SR 79)	6	0	3	0.25	0	0.12	0.41	0.002	0.19
Ramona Expressway/State (SR 79)	6	0	3	0.39	0	0.20	0.58	0.003	0.23
Gilman Springs Ramps (SR 79)	2	0	1	0.31	0	<b>0.16</b>	0.33	0.008	0.15

Notes:

<sup>1</sup>Accidents tabulated from April 1999 through March 2002.

<sup>2</sup>Units are accidents/million vehicles entering the intersections.

**Sources of Data:**

Department, TASAS Table B Report

## 1.2.5 Growth and Development

The area adjacent to SR 79 is primarily agricultural, with additional commercial and residential land uses. Currently, a number of the agricultural properties are planned or are being constructed for residential developments. These new projects will add traffic to SR 79 and worsen the LOS of the facility. These areas are shown in Figure 6. In addition, the Diamond Valley Reservoir Recreation Facility opened to the public on October 3, 2003, and will be a major trip generator. The Diamond Valley Reservoir Recreation Facility will include hiking trails, camping, and picnic areas. Also, two boating marinas are proposed at the west and east ends of the lake.

Population and employment growth in western Riverside County are occurring at a rapid rate. Table 4 presents the estimated current population and employment densities and projected increases for Hemet, San Jacinto, and western Riverside County in 2000, 2010, and 2030.

Between 2000 and 2010, population and employment are expected to increase for Hemet (49 percent and 47 percent, respectively) and San Jacinto (27 percent and 23 percent, respectively). Likewise, between 2010 and 2030, population and employment are also expected to increase for Hemet (79 percent and 32 percent, respectively) and San Jacinto (61 percent and 51 percent, respectively). As the population in both the cities of Hemet and San Jacinto is projected to increase faster than the rate of employment, it is assumed that regional employment will be required to support the local population, thereby requiring a greater number of regional transportation trips and a more efficient route to I-10 and I-15.

## **1.2.6 Roadway Capacity (Level of Service)**

Daily traffic volumes and LOS for the Base Count Data in 2000, the No Build Alternative in 2010, and the No Build Alternative in 2030 are presented for SR 79 in Table 5, while this information is provided for other local roads is located in Appendix B, Table B1. Figures displaying these data are presented in Appendix B, Figures B1 through B3.

### **1.2.6.1 2000 SR 79 Base Count Data**

In 2000, portions of the SR 79 Project segment were determined to operate at LOS D or F. SR 79 operates at LOS F between Newport Road and Simpson Avenue. Also, SR 79 operates at LOS D between State Street and San Jacinto Street. This segment is along the portion of SR 79 that is co-located with SR 74, an east-west state route through downtown Hemet. The remainder of SR 79 operates at an acceptable LOS (C or better) within the Project area.

### **1.2.6.2 2010 SR 79 No Build LOS**

Portions of the SR 79 alignment will operate at an unacceptable LOS by 2010. Many sections within the Project area are projected to have an LOS that ranges between D and F by 2010. In particular, the section of SR 79 that is shared with SR 74 (along Florida Avenue) has a volume-to-capacity (V/C) ratio as high as 0.91 (32,700/35,900) based on LOS E, and will experience severe congestion and operational problems.

### **1.2.6.3 2030 SR 79 No Build LOS**

In 2030, the SR 79 facility will operate at LOS F virtually throughout the entire Hemet/San Jacinto area under the No Build Alternative. Likewise, Warren Road and Sanderson Avenue will have an LOS of F throughout the Hemet/San Jacinto area. The existing roadway network does not provide sufficient capacity in the north-south direction to accommodate the volume of trips that will be occurring within the Project area.

**TABLE 4**

Estimated Current and Projected Population and Employment Estimates for the Cities of Hemet and San Jacinto within Western Riverside County

	Population					Employment				
	2000 <sup>1</sup>	2010 <sup>2</sup>	2030 <sup>3</sup>	Increase from 2000 to 2010 (%)	Increase from 2010 to 2030 (%)	2000 <sup>4</sup>	2010 <sup>2</sup>	2030 <sup>5</sup>	Increase from 2000 to 2010 (%)	Increase from 2010 to 2030 (%)
Hemet	58,812	80,900	144,527	27	79	18,344	23,900	31,574	23	32
San Jacinto	23,779	47,000	75,823	49	61	5,968	11,200	16,818	47	51
Total Western Riverside County <sup>6</sup>	1,545,387	2,031,000	3,200,160	24	58	397,376	777,000	1,091,510	49	40%

## Notes:

<sup>1</sup>2000 population data provided by the 2000 Census data (Southern California Association of Governments [SCAG], 2000).

<sup>2</sup>2010 population and employment data were provided by the 2001 Regional Transportation Plan (RTP) Growth Forecast (SCAG, 2001).

<sup>3</sup>2025 population data were provided by the 2001 RTP Growth Forecast (SCAG, 2001). 2030 population projections were determined by multiplying the 2025 data by 13 percent, which is the estimated socioeconomic data (SED) growth rate for western Riverside County for the 5-year period between 2020 and 2025.

<sup>4</sup>2000 employment data provided by SCAG. Actual data presented in the Community and Environmental Transportation Acceptability Process (CETAP) Purpose and Need for the Hemet to Corona/Lake Elsinore Corridor (County of Riverside, 2002).

<sup>5</sup>2025 employment data were provided by the 2001 RTP Growth Forecast (SCAG, 2001). 2030 employment projections were determined by multiplying the 2025 data by 8.5 percent, which was the estimated rate of employment increase for the 2020 to 2025 and 2020 to 2030 year periods.

<sup>6</sup>Includes the following cities: Banning, Beaumont, Calimesa, Canyon Lake, Corona, Hemet, Lake Elsinore, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula, and unincorporated Riverside County.

**TABLE 5**  
**2000, 2010, and 2030 Daily Traffic Volumes and Levels of Service (LOS) for SR 79**

Street Section	Daily Capacity (LOS C)	2000 (Existing)		2010 No Build <sup>1</sup>		2030 No Build	
		Daily Traffic Volume	LOS	Daily Traffic Volume	LOS	Daily Traffic Volume	LOS
<b>State Route 79 Alignment (Between)</b>							
Newport Road	14,400	23,000	F	33,600	F	55,000	F
Domenigoni Parkway	14,400	23,000	F	26,000	F	32,000	F
Simpson Avenue	14,400	5,600	C or better	15,200	D	34,200	F
Winchester Road/Florida Avenue <sup>2</sup>							
Warren Road <sup>2</sup>	28,700	25,000	C or better	32,000	D	46,300	F
Sanderson Avenue <sup>2</sup>	28,700	25,000	C or better	27,100	C or better	31,500	D
Lyon Avenue <sup>2</sup>	28,700	25,000	C or better	28,200	C or better	34,600	E
State Street <sup>2</sup>	28,700	28,500	C or better	29,900	D	32,600	E
San Jacinto Street <sup>2</sup>	28,700	30,000	D	32,700	E	38,300	F
Menlo Road	28,700	13,700	C or better	15,400	C or better	18,700	C or better
San Jacinto Avenue/Main Street	28,700	13,600	C or better	15,900	C or better	20,600	C or better
State Street							
Ramona Expressway	14,400	6,500	C or better	7,600	C or better	9,900	C or better
Sanderson Avenue	28,700	14,600	C or better	20,900	C or better	33,800	F
Gilman Springs Road/ Sanderson Avenue	14,400	13,200	C or better	15,100	D	28,900	F
California Avenue	32,700 <sup>3</sup>	18,700	C or better	26,500	C or better	54,000	XX <sup>4</sup>
I-10	32,700 <sup>3</sup>	15,700	C or better	32,000	C or better	65,200	XX <sup>4</sup>
	32,700 <sup>3</sup>	19,600	C or better	36,300	D or better	70,300	XX <sup>4</sup>

**Notes:**

<sup>1</sup>Year 2010 traffic volumes were estimated by interpolation between the 2000 and 2030 traffic volumes.

<sup>2</sup>SR 79 is shared with SR 74 along these segments under existing and No Build conditions.

<sup>3</sup>LOS C capacity for existing four-lane expressway facility.

<sup>4</sup>Daily traffic volume will exceed LOS D threshold for daily capacity. Comparisons of daily traffic to daily capacity provide an initial assessment of the LOS. In subsequent traffic analyses, a more definitive LOS assessment will be made on the basis of peak hourly intersection and arterial flow analyses for SR 79.

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