



CITY OF MURRIETA, California

FACT SHEET

KELLER ROAD/I-215 INTERCHANGE

The Keller Road/I-215 Interchange project is located in northern Murrieta, just south of the City of Menifee, and proposes north and southbound on and off-ramps from the I-215 freeway to Keller Road. Keller Road currently exists as a two-lane underpass on I-215. Once the interchange is constructed, the ramps will provide improved access to current and planned hospital and medical campuses, hotel accommodations and research and development operations.

REGIONAL BENEFITS

- The proposed Keller Road & I-215 Interchange is an integral part of the City's plan to transform this corridor into the future bio-medical, educational and technological center of the region.
- The interchange will provide more direct access to the Loma Linda University Medical Center and Kaiser Permanente medical offices, as well as allow for the expansion of their respective facilities/services as currently planned.¹
- The proposed Keller Road interchange would place patients and emergency vehicles at or within a half mile of both facilities, thereby reducing emergency response times dramatically.
- The lack of freeway access has frustrated build-out of this medical/technical corridor, which could accommodate ~1.2M square feet of hospital/medical space; including a 254-bed hospital that is planned as part of the Kaiser Permanente Medical Campus and an additional 125 beds at Loma Linda University Medical Center.
- The impact of employment from major roadway infrastructure additions (including interchanges) cannot be understated. On average, 5,782 jobs, \$267M in created income, \$840M in business output, \$6.3B maximum increase in direct private investment, \$85M maximum property value increase, and \$55M maximum increase in property tax revenues are attributed to these improvements.²
- The integration of roundabouts into the project design improves safety with the elimination of signalized intersections and reduces costs associated with right-of-way acquisition. The interchange will reduce vehicle miles traveled (VMT) and congestion while being the first of its kind to utilize the two-roundabout design in the region.



¹ Access is limited to Scott Rd or Clinton Keith Rd interchanges; either one mile north or one and a half miles south of Keller Road, respectively.

² Highway Economic Impact Case Study Database & Analysis Findings, pg. 27; www.edrgroup.com/pdf/SHRPC03FinalReport.pdf

