

CIRCULATION ELEMENT



## Introduction



San Jacinto is served by a diverse circulation network consisting of roadways, rail service and trails. Convenient access to the community has been provided for many years by a combination of regional and local roadways. The Burlington Northern Santa Fe (BNSF) Rail Road enters the eastern portion of the City from the south and terminates just north of 7<sup>th</sup> Street. Established public transit provided by the Riverside Transit Agency and RCTC provides alternative transportation opportunities for commuters, residents and visitors to the community. A partially developed trails network also provides recreational opportunities within the Planning Area.

The Circulation Element guides the continued development and improvement of the circulation system to support existing and planned development, while the Land Use Element identifies the City's existing and planned development pattern. The development of additional land in the future will increase the demand for local and regional roadway improvements and construction. The Circulation Element also establishes acceptable roadway service levels and identifies improvements to maintain the service levels. The use of other modes of transportation, such as transit, walking and bicycling is promoted to reduce the demand on the circulation system and to improve air quality.

### **PURPOSE OF THE CIRCULATION ELEMENT**

The purpose of the Circulation Element is to provide a safe, efficient and adequate circulation system for the City. State planning law requires:

“. . . a circulation element consisting of the general location for major thoroughfares, transportation routes, terminals and other local public utilities and facilities, all correlated with the land use element of the plan.”

The State General Plan Guidelines recommend that the circulation policies and plans:

- Coordinate the transportation and circulation system with planned land uses;
- Promote the safe and efficient transport of goods and the safe and effective movement of all segments of the population;

- Make efficient use of existing transportation facilities; and
- Protect environmental quality and promote the wise and equitable use of economic and natural resources.

The Guidelines indicate that the Circulation Element should address all facets of circulation including streets and highways, transportation corridors, public transit; railroads; bicycle and equestrian facilities; and commercial, general and military airports. This Circulation Element fulfills state requirements with a plan to provide efficient and adequate circulation facilities to support planned community development.

Along with the circulation system, public utilities must be addressed in the General Plan. Rather than address public utilities within the Circulation Element, the San Jacinto General Plan contains a Community Services and Facilities Element that discusses the provision of utilities and public services.

**SCOPE AND CONTENT  
OF THE CIRCULATION  
ELEMENT**

This element contains goals and policies to improve overall circulation in the City. For vehicle transportation a hierarchical roadway network is established with designated roadway types and design standards. The roadway type is linked to anticipated traffic levels, and acceptable levels of service are established to determine when capacity improvements are necessary. Alternative modes of transportation are also emphasized in this Element in order to suggest ways to reduce dependency on the automobile, which thereby improves air quality.

Because local circulation and land use planning is linked with the regional transportation system, this Element focuses on regional transportation plans and programs that serve to alleviate traffic congestion and construct capacity improvements. A particular focus of the regional circulation system portion of this Element is the planned realignment of State Route 79.

The Circulation Element consists of three sections: 1) this Introduction; 2) Issues, Goals and Policies; and 3) the Circulation Plan. The Implementation Program is provided as an appendix to the Element. In the Issues, Goals and Policies section, major issues pertaining to the transportation system are identified and related goals and policies are established. The goals are statements of the City's desires and consist of broad statements of purpose and direction. The policies serve as guidelines for: a) planning circulation improvements to accommodate anticipated population growth; b) maintaining acceptable levels of service while development proceeds; c) promoting alternative modes of transportation; and d) coordinating with regional jurisdictions to plan, fund and phase regional transportation facilities. The Plan explains how the goals and policies will be achieved and implemented. Specific action programs for the Circulation Element are contained in the appendix to this Element.

**RELATED PLANS  
AND PROGRAMS**

Several transportation plans prepared by the County of Riverside and the Riverside County Transportation Commission (RCTC) focus on the regional transportation system. Strategies to handle anticipated traffic levels from future development are discussed. Other plans have also been prepared to locate future routes for mass transit including rail and express bus service. Plans and programs related to the Circulation Element include:

**County of Riverside  
Highway Plan**

The County of Riverside Highway Plan forms part of the Riverside County General Plan and designates the arterial system in the Circulation Element of the General Plan. San Jacinto is within Circulation Study Area 3 of the County of Riverside Highway Plan. Defined according to specific arterial functional classifications, the Highway Plan serves to define the intended future roadway system in the County.

**County of Riverside  
Congestion  
Management Plan**

Urbanized areas such as Riverside County are required to adopt a Congestion Management Program (CMP). The goals of the CMP are to reduce traffic congestion and to provide a mechanism for coordinating land use development and transportation improvement decisions. The Riverside Congestion Management Program (CMP) is updated every five years in accordance with Proposition 111, passed in June 1990. The CMP was established in the State of California to more directly link land use, transportation and air quality and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality.

The Circulation Element describes how the future transportation system will function. This is important for congestion management, since deficiencies along the CMP system must be mitigated when they occur. The ability to address such deficiencies now, instead of when they occur, is critical. Understanding the reason for these deficiencies and identifying ways to reduce the impact of future growth and development along a critical CMP corridor will conserve scarce funding resources and help target those resources appropriately.

**County of Riverside  
Ordinance No. 726 –  
Transportation Demand  
Management  
Requirements for New  
Development Projects**

This ordinance was established to meet the requirements of the Riverside County Congestion Management Program and the Air Quality Management Plan as well as to promote consideration of transportation demand management objectives early in the development process. This ordinance establishes policies and procedures to encourage and promote the use of alternative transportation modes through project design and facility planning. This Ordinance also identifies potential transportation demand management measures associated with project design and facility improvements and operation programs such as carpooling and vanpooling that new developments in San Jacinto may be required to implement.

<i>County of Riverside Bicycle Plan</i>	The County of Riverside Bicycle Plan is a component of the County of Riverside General Plan circulation system. The bikeways system is guided through the application of the Plan's policies, programs and standards in conjunction with adopted bicycle routes. Several County designated Class I Bike Paths traverse the Planning Area. The City's Circulation Plan calls for the establishment and implementation of a bikeway plan that utilizes the countywide classification system and links to County routes.
<i>South Coast Air Quality Management Plan</i>	The South Coast Air Quality Management Plan (AQMP) mandates a variety of measures to reduce traffic congestion and improve air quality. The Circulation Element identifies Circulation Programs to be implemented in San Jacinto that may help improve regional air quality.
<i>Riverside County Integrated Project (RCIP)</i>	<p>Western Riverside County's population is projected to grow from its current 1.2 million persons to 2.0 million persons in 2020. In an effort to improve the quality of life for current and future residents, the County of Riverside, the Riverside County Transportation Commission (RCTC) and Southern California Association of Governments (SCAG) have embarked on a planning process to determine future placement of buildings, roads and open spaces for Riverside County. This process is named the Riverside County Integrated Project (RCIP) and will create three plans that are interrelated. The plans include a General Plan for land use and housing, a Multiple Species Habitat Conservation Plan (MSHCP) to determine open spaces and conservation areas, and the Community and Environmental Transportation Acceptability Process (CETAP), which identifies improvements for highways and transit systems.</p> <p>The main purposes of CETAP that apply to San Jacinto's Circulation Element are: 1) identifying and setting aside of areas for major transportation facilities; 2) ensuring that the transportation infrastructure will be in place to foster the economic development of Riverside County; and 3) providing access to schools, jobs, shopping and other daily activities. A major focus of the CETAP is identifying the location for the Hemet to Corona/Lake Elsinore Corridor, which will involve the realignment of State Route 79. Other goals include providing expanded rail service and express bus service throughout Riverside County. Decisions reached by the RCIP will affect transportation facilities and opportunities within San Jacinto.</p>
<i>Regional Transportation Plan (RTP)</i>	The Regional Transportation Plan (RTP) is a component of the Regional Comprehensive Plan and Guide prepared by the Southern California Association of Governments (SCAG) to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The RTP, which SCAG periodically updates to address changing conditions in the Southland, has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions,

and private citizens. The RTP sets broad goals for the region and provides strategies to reduce problems related to congestion and mobility.

### ***SR-79 Project***

Realigning SR-79 as a freeway from Gilman Springs Road on the north to Domenigoni Parkway on the south would offer significant traffic capacity and continuity between communities to meet increasing traffic demands in this expanding region of western Riverside County. Improvements to SR-79 north of Gilman Springs Road have been completed, and Caltrans in cooperation with Riverside County Transportation Department is preparing improvement plans for the widening of SR-79 from Domenigoni Parkway on the north to Thompson Road on the south. As a result of these projects, traffic would be improved between SR-79, SR-74, I-215, I-15, and I-10.

RCTC, in cooperation with Caltrans District 8, the County of Riverside, and the cities of Hemet and San Jacinto, is in the process of preparing an Environmental Impact Statement/Environmental Impact Report for the SR-79 Realignment Project from Domenigoni Parkway to Gilman Springs Road. To date, the Project Study Report/Project Development Support, Purpose and Need, and Project Criteria and Alternatives Selection for Preliminary Agreement documents have been completed. The public scoping process has also been completed and RCTC has held numerous public meetings. Based on the conclusion of these items, draft alignment alternatives are currently under technical review. The currently proposed concept for SR-79 in this Circulation Element includes a section of the City of San Jacinto.

### ***Mid County Parkway Project***

The Mid County Parkway is a proposed 32 mile east-west limited access route for western Riverside County to relieve congestion, improve safety, and help address future traffic demands. The route will connect the San Jacinto area with the Corona area. A Study is being prepared to determine feasible alignments for this roadway. The study is being conducted by the RCTC. Draft alignment alternatives are currently under technical review. There are two alternative alignments within the City of San Jacinto, and they are shown on Figure C-2. The currently proposed concept for MCP in the Circulation Element includes a freeway section in the City of San Jacinto.

### ***RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS***

According to state planning law, the Circulation Element must be independent, yet consistent with other General Plan elements. All elements of the General Plan are interrelated to a degree and certain goals and policies of each element may also address issues that are the primary subjects of other elements. The integration of overlapping issues throughout the General Plan elements provides a strong basis for implementation plans and programs, and achievement of community goals.

The Circulation Element is firmly linked to the Land Use Element as the land uses identified in the Land Use plan provide the basis for determining future roadway improvements. Furthermore, planned roadway alignments strongly affect the planned land uses along the arterials within the City. The Circulation policies and plans ensure that existing transportation facilities will be improved and new facilities will be constructed to adequately serve traffic generated by planned development. An efficient and well planned circulation system is also a critical factor for diversifying and expanding local economic activities, which is also discussed in the Land Use Element.

The Circulation Element provides for a trail system that offers recreational opportunities within and adjacent to the open space areas and easements identified in the Resource Management Element. The provision of a trail system is also related to the Resource Management Element in that the trails system may also be used for alternative modes of transportation, such as walking and bicycling that reduce the demand placed on the transportation system and improve air quality.

## Issues, Goals and Policies



San Jacinto has a circulation system that includes: vehicular travel; public transit; and bicycle, pedestrian and equestrian trails. An independent system is created by the connection of this local system with a larger regional circulation system. A safe and convenient circulation system is needed to support a variety of land uses in the community.

Five major issues are addressed by the goals, policies and plans of the Circulation Element. These major issues include: 1) providing an appropriate and efficient local circulation system; 2) coordinating with other agencies to provide an adequate regional circulation system; 3) ensuring that the State Route 79 (SR 79) alignment benefits San Jacinto; 4) increasing the use of alternative modes of transportation; and 5) implementing transportation management strategies.

### LOCAL CIRCULATION SYSTEM

Safe and convenient access to activities in the community can be provided by a well-designed local roadway system. As new development occurs within the City, the existing roadway system will become more congested, negatively impacting the current residents. To allow for new development to occur without negatively affecting the existing community, improvements to the circulation system will be required.

**Circulation Goal 1: Provide a circulation system that meets the needs of existing and future land uses.**

**Policy 1.1:** Provide a balanced circulation system that ensures the safe and efficient movement of people and goods throughout the City.

**Policy 1.2:** Improve the San Jacinto circulation system to desired standards in concert with land development to maintain sufficient levels of service.

**Policy 1.3:** Coordinate with other major transportation improvement programs and agencies such as Caltrans and the Riverside County Transportation Commission (RCTC) to implement roadway improvements that promote the safe and efficient flow of traffic through San Jacinto.

**Policy 1.4:** Provide additional infrastructure, such as flood control, bridges, and miscellaneous rights-of-way, to support the circulation system.

**Policy 1.5:** Establish a truck route system that ensures the efficient movement of goods through the City, while minimizing noise and safety hazards within the community.

**Policy 1.6:** Require new development to provide roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and encourage pedestrian and bicycle safety.

**Policy 1.7:** Encourage the provision of traffic calming measures in new residential areas and planned developments.

**Related Circulation Element Implementation Programs:** C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9

**REGIONAL  
CIRCULATION  
SYSTEM**

Transportation and travel through San Jacinto is directly related to the overall transportation network for the region as surrounding area residents pass through San Jacinto on SR 79 and other major roadways. A healthy economy depends on convenient access to employment and commercial uses and the ability of businesses to move their goods from one location to another. To support the continued success of local business, the local circulation system, including rail transportation, must provide adequate local and regional access. Planning for the needs of the community necessarily includes recognition of the related transportation needs and planning efforts of the surrounding cities, County of Riverside, regional agencies, state of California and federal government.

**Circulation Goal 2: Achieve a circulation system that is integrated with the larger regional transportation system to ensure the economic well-being of the community.**

**Policy 2.1:** Coordinate planning and construction of local circulation improvements, public transit systems and regional highway facilities (SR-79 and Mid County Parkway) with adjacent jurisdictions and regional transportation agencies.

**Policy 2.2:** Work closely with adjacent jurisdictions and transportation agencies to ensure that development projects outside San Jacinto do not adversely impact the City or providers of public transportation service within the City.

**Policy 2.3:** Monitor the effectiveness of alternative transportation programs, such as bus systems that provide service to the City.

**Policy 2.4:** Minimize the impact of regional through traffic on residential neighborhoods.

**Policy 2.5:** Work with regional and State transportation agencies to ensure that the construction of regional roadways minimally disrupts access to existing businesses and employment centers.

**Policy 2.6:** Acquire adequate right-of-way prior to development occurring to allow for the ultimate alignment of the future regional roadways and interchanges identified in the Circulation Plan.

**Related Circulation Element Implementation Programs:** C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9

**STATE ROUTE 79  
(SR 79)**

State Route 79 is the major roadway connecting San Jacinto with the surrounding region. The County of Riverside and RCTC are in the planning stage of realigning the roadway. A final design is expected to be determined within the next few years. Since this roadway provides much of the drive-by traffic for local businesses, realignment can significantly impact the local economy. In addition, noise created by vehicles traveling on the new alignment will affect adjacent land uses. The City prefers a freeway section in the City of San Jacinto as shown on the Circulation Plan.

**Circulation Goal 3: Work to ensure that the alignment of SR 79 benefits the community.**

**Policy 3.1:** Work closely with Caltrans and RCTC to ensure that the preferred realignment of SR 79 benefits San Jacinto.

**Policy 3.2:** Coordinate with Caltrans and RCTC to implement freeway ramp interchange improvements that promote efficient traffic flow and minimize impacts to the local roadway system.

**Policy 3.3:** Work with Caltrans and RCTC to ensure that the construction of the SR 79 minimally disrupts access to existing businesses and employment centers.

**Related Circulation Element Implementation Programs:** C-4, C-5, C-6, C-8, C-9

**ALTERNATIVE MODES  
OF TRAVEL**

Public transportation and alternative modes of travel, such as bicycling and walking, are an important component of a comprehensive circulation system. Public and alternative modes of transportation offer an alternative to the use of the automobile and help reduce air pollution and road congestion. To promote the increased usage of these modes of transportation, adequate facilities must be provided.

**Circulation Goal 4: Promote the increased use of public and multi-modal transportation, and provide adequate facilities for these modes of transportation.**

**Policy 4.1:** Require developers to incorporate facilities for public and other alternative modes of transportation, such as park-and-ride lots, bicycle and pedestrian trails, bicycle racks, and bus turnouts in the design of future developments.

**Policy 4.2:** Incorporate design features such as bus turnouts, bicycle racks and park-and-ride lots into public improvement projects that promote and support the use of public and alternative modes of transportation.

**Policy 4.3:** Link Community Commercial development, employment centers, public facilities, and community parks and open spaces to the alternative transportation system, wherever feasible.

**Policy 4.4:** Require Specific Plans and Planned Unit Developments to include well-developed and funded alternative transportation features.

**Related Circulation Element Implementation Programs:** C-3, C-8, C-10, C-11, C-12

## **TRAILS SYSTEM**

Non-vehicular modes of travel offer an option to the traditional use of automobiles. These modes of transportation, such as bicycling, walking and horseback riding also provide recreational opportunities for the community.

**Circulation Goal 5: Provide an extensive and regionally linked public bicycle, pedestrian, and equestrian trails system.**

**Policy 5.1:** Provide and maintain an extensive trails network that supports bicycles, pedestrians and horses and is linked to the trails systems of adjacent jurisdictions.

**Policy 5.2:** Link major activity centers, residential neighborhoods, schools, shopping centers and employment centers through bicycle, equestrian and pedestrian trails.

**Policy 5.3:** Encourage the use of open space and utility easements for bicycle and pedestrian trails, where feasible.

**Policy 4.4:** Require Specific Plans and Planned Unit Developments to include well-developed and designed trails that link to adjacent existing or planned local and/or regional trails.

Related Circulation Element Implementation Programs: C-3, C-8, C-12

**TRANSPORTATION  
DEMAND MANAGEMENT**

As the community of San Jacinto grows, increased traffic congestion will occur on local roadways, decreasing the quality of life and creating additional air pollution. To minimize the impacts of future development on the City's circulation system, transportation demand management strategies and the Congestion Management Plan must be implemented. Areas that already experience traffic congestion will also benefit from these methods, and improve quality of life for the entire community.

**Circulation Goal 6: *Create transportation management strategies to comply with the County Congestion Management Plan.***

**Policy 6.1:** Create and implement transportation demand management and congestion management mitigation measures in areas experiencing high levels of congestion.

**Policy 6.2:** Review development proposals for compliance with the Congestion Management Plan.

**Policy 6.3:** Require developers to assist with improvements to the circulation system that will minimize congestion related to their projects.

Related Circulation Element Implementation Programs: C-13

## Circulation Plan



A well-planned and designed street and highway system facilitates the movement of vehicles and provides convenient access to surrounding developments. The City's circulation system is supported primarily by vehicle linkages and transit services. A limited number of partially developed pedestrian, bicycle, and equestrian paths also exist. The local roadway system connects with the larger regional system and operation of the two systems is interdependent. This section of the Element establishes the Circulation Plan. The Plan summarizes the approach to ensure safe and convenient operation of the circulation system.

Vehicle transportation is presently the primary mode of travel and a Roadway Plan is established with hierarchical roadway designations, physical design standards for the roadway designations, and level of service standards. The Roadway Plan includes regional arterials and anticipated regional traffic levels. Alternative modes of transportation are promoted to reduce dependency on automobile transportation and improve air quality.

The Plan is based on issues, goals and policies identified in the previous section. The Circulation Element Implementation Program, which is an appendix to the Circulation Plan, contains specific programs to coordinate planned development with vehicular and non-vehicular circulation improvements.

### *LOCAL AND REGIONAL CIRCULATION SYSTEM*

Safe and convenient access to employment, housing, and other activities in the community can be provided by a well-designed local roadway system that connects to a well-developed regional circulation system. Planning for the needs of the local business and residential communities necessarily includes recognition of the related transportation needs and planning efforts of the surrounding cities, County of Riverside, regional agencies, state of California and federal government.

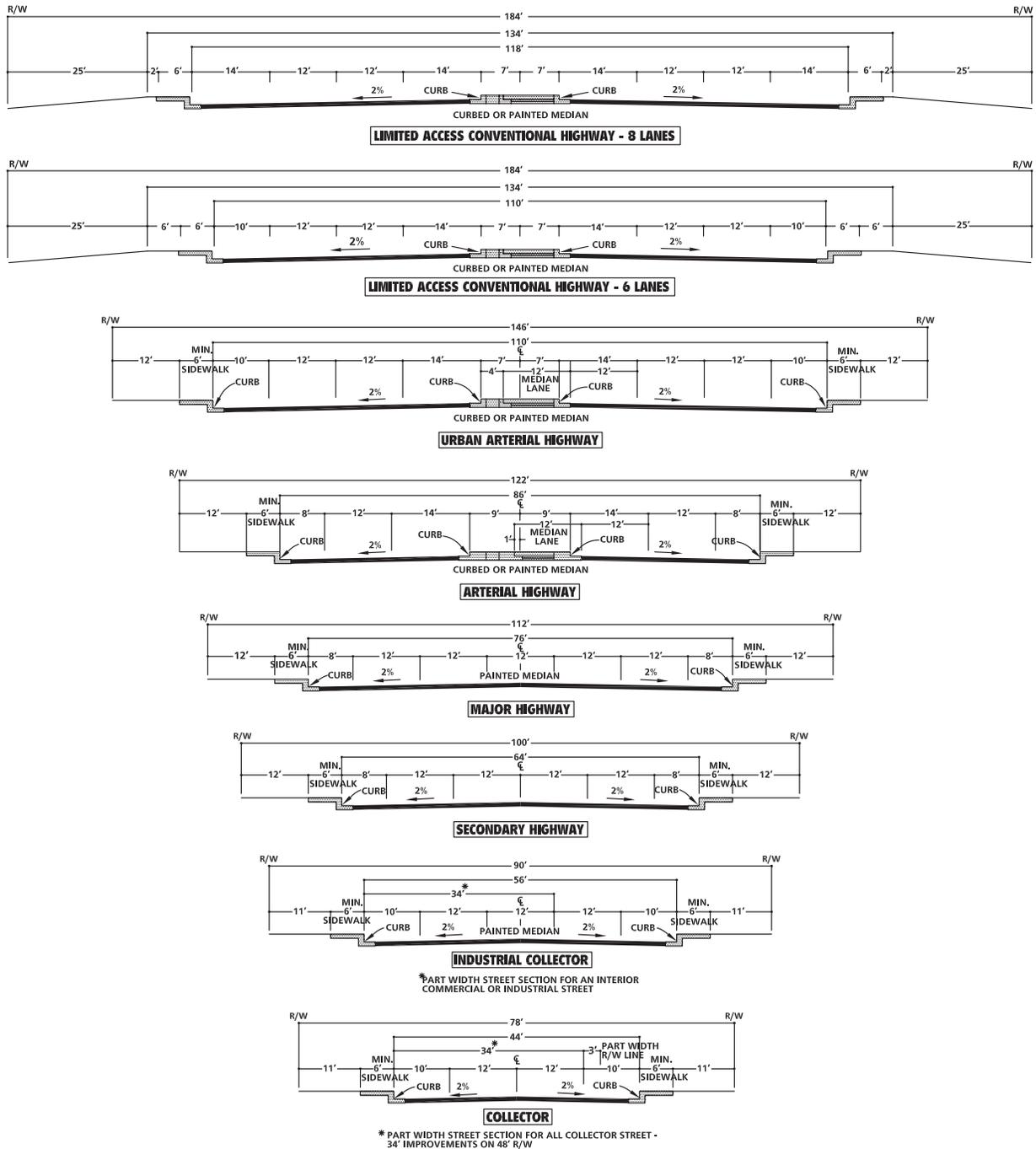
### *Roadway Classifications*

The roadway system in San Jacinto is defined using a hierarchical classification system. Roadway classifications are differentiated by size, function, and capacity. There are six basic categories within the functional classification hierarchy in San Jacinto, ranging from two-lane undivided roadways with the lowest capacity to eight-lane divided roadways with the highest capacity. Freeways, like the proposed classification of the SR 79 through San Jacinto are not considered "City" categories due to their operation and maintenance by the State.

The roadway classification categories are described in **Table C-1** and illustrated in **Figure C-1**.

**Table C-1  
Overview of Street Classifications**

<b>Classification</b>	<b>Definition</b>	<b>Required Right-of-Way Width (Approximate)</b>	<b>Number of Lanes Required (Approximate)</b>	<b>Maximum Two-Way Traffic Volume (ADT)</b>
<b>Collector</b>	Roadway providing access to abutting property and activity nodes, and linking properties to the secondary or major system.	78-90 feet	2 lanes	13,000
<b>Secondary</b>	Roadway intended to carry traffic between the local street system and the arterial highway system.	100 feet	4 lanes, with turn lanes where needed, and additional right-of-way may be required at some intersections.	25,900
<b>Major</b>	Highway that complements the Arterial system. Normally links and may be continuous over shorter distances than arterials.	112 feet	4 lanes with striped median, additional turn lanes may be required at intersections.	34,100
<b>Arterial</b>	Highway carrying the traffic of local and collector streets to and from freeways and other major streets with controlled intersections and generally provide direct access to properties.	122 feet	4 lanes with raised median, additional turn lanes may be required at intersections.	18,000-35,900
<b>Urban Arterial</b>	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.	146 feet.	6 lanes with raised medina, additional turn lanes may be required at key intersections.	35,900-71,800
<b>Limited Access Conventional Highway</b>	Highways that carry large volumes of traffic relatively long distances through an urban or rural area. Also serve considerable local traffic traveling over short distances. Priority is placed on through-traffic rather than access to fronting property. Direct access to individual fronting parcel is limited. Should be continuous through the community they serve and link to arterial routes.	146-184 feet	6 to 8 lanes, additional turn lanes needed at key intersections.	40,900-81,700



Sources: Urban Cross Roads, 2005

Figure C-1  
Roadway Cross Sections

**Figure C-1** shows schematic cross sections of each category of roadway. These sections represent the desirable standards, but variation in right-of-way width and specific road improvements will occur in certain cases due to physical constraints and/or right-of-way limitations.

In particular, the median width in four-lane roadways will vary according to the area being served, right-of-way constraints and turn-lane requirements.. Any of the roadway classifications may deviate from the standards where physical constraints exist or where preservation of community character dictates special treatment. In some locations, augmented cross-sections may be required in order to accommodate physical improvements needed to mitigate traffic congestion along a certain roadway segment or at an intersection. Bikeways and sidewalks also affect the specific standards applied to various facilities. However, the overriding circulation goal is that all roadways carry the designed volumes of traffic at the desired level of service.

### *Performance Criteria*

Evaluating the ability of the circulation system to serve existing and proposed land uses requires establishing suitable performance criteria. These are the means by which traffic volumes are compared to circulation system capacity, and the adequacy of the circulation system is assessed.

The City uses the methodology described in the Highway Capacity Manual (HCM) to evaluate traffic operations in the City. The HCM defines level of service (LOS) as a qualitative measure that describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS conditions vary based on the type of roadway and whether the traffic flow is considered uninterrupted (flow unrestrained by the existence of traffic control devices, such as signals, etc.) or interrupted (flow restrained by the existence of traffic signals and other control devices).

The definitions for level of service for uninterrupted flow are:

**LOS A** represents free-flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

**LOS B** is in the range of stable flow, but the presence of other users in the traffic stream becomes noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.

**LOS C** is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

**LOS D** represents high density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.

**LOS E** represents operating conditions at or near capacity. All speeds are reduced to low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.

**LOS F** is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point. Queues form behind such locations.

The definitions of level of service for interrupted traffic flow differ slightly depending on the type of traffic control, and the HCM uses different procedures depending on the type of intersection control.

Level of service is typically dependent on the quality of traffic flow at the intersections along a roadway. For signalized intersections, average total delay per vehicle for the overall intersection should be used to determine level of service. For all way stop (AWS) controlled intersections, the ability of vehicles to enter the intersection is not controlled by the occurrence of gaps in the flow of the main street. The level of service for this type of intersection analysis should also be based on average total delay per vehicle for the overall intersection. For unsignalized intersections, the calculation of level of service is dependent on the occurrence of gaps occurring in traffic flow of the main street. The level of service criteria for this type of intersection should be based on average total delay per vehicle for the worst minor street movement.

**Table C-2** illustrates the level of service criteria for signalized and unsignalized intersections.

**Table C-2**  
**Intersection Level of Service Criteria**

Level of Service	Average Total Delay per Vehicle	
	Signalized	Unsignalized
A	0-10.00	0-10.00
B	10.01 to 20.00	10.01 to 15.00
C	20.01 to 35.00	15.01 to 25.00
D	35.01 to 55.00	25.01 to 35.00
E	55.01 to 80.00	35.01 to 50.00
F	80.01 and up	50.01 and up

The City has established a peak hour Level of Service D or better as acceptable for all intersections along the designated street and highway system. Projects that may result in an increase in traffic must prepare a traffic analysis that evaluates long-term impacts of the project and any mitigation necessary to ensure the project achieves or maintains the peak hour intersection LOS D standard.

### **Roadway System**

The circulation goals and policies emphasize the need for a circulation system capable of serving both existing and future local and regional traffic. The location, design, and constituent modes of the circulation system have major impacts on air quality, noise, community appearance, and other scenic and environmental resources. The San Jacinto Roadway Plan depicted in **Figure C-2** delineates the planned circulation system identifying roadway segments with the Limited Access Conventional Highway, Urban Arterial, Arterial, Major, Secondary, and Collector designations. Regional routes SR-79 and the Ramona Expressway are anticipated to carry the highest volumes of traffic.

### **Truck Routes**

An efficient and effective goods movement system is essential to the economic livelihood of urban areas. Trucking dominates goods movement within and through regions. San Jacinto experiences moderate amounts of truck traffic generated by commercial and light industrial uses. Truck traffic will continue to increase to support new businesses. Noise impacts and congestion can be caused by truck traffic in urban areas. To avoid such impacts, truck routes are oriented to the Ramona Expressway and on SR-79 through the study area.

To minimize noise impacts on residential areas, trucks will be consolidated along arterial roadways. In evaluating routes for truck traffic traveling through the City, steps will be taken to minimize the amount of truck traffic on roadways in residential areas that are sensitive to congestion and noise impacts.

### **STATE ROUTE 79 (SR-79)**

The County of Riverside and the Riverside County Transportation Commission (RCTC) are in the planning stages of realigning the SR-79 and have identified several alternative alignments. **Figure C-2** identifies the alignment and classification of SR-79 preferred by the City. As shown on **Figure C-2**, the City supports extending SR-79 through San Jacinto as a Freeway, traversing the community in a generally north-south direction located to the east of Sanderson from the San Jacinto River to the San Jacinto Reservoir. In the vicinity of the reservoir, the SR-79 curves west and traverses Sanderson, ultimately crossing Esplanade Avenue at the southwestern corner of the community. The City will continue to work with the County of Riverside and the RCTC to support this alignment of the SR-79, which is currently one of the alternatives being considered by these agencies.

**Mid County Parkway Project**

RCTC is in the planning stages of the Mid County Parkway (MCP) project. The MCP is a proposed 32-mile transportation corridor that will relieve traffic congestion for east-west travel in western Riverside County between the San Jacinto and Corona areas and help address future transportation needs through 2030.

The proposed corridor is a component of the Riverside County Integrated Project, a region wide transportation and environmental planning project undertaken over several years by the Riverside County Transportation Commission (RCTC) and the County of Riverside. The Project determined that a corridor in the vicinity of Cajalco Road in the west and Ramona Expressway in the east would significantly reduce congestion, improve traffic flow, and reduce travel times on I-215, SR 91, SR 74, and SR 60. County residents, through their input at public meetings, helped determine the general corridor locations under consideration. Further study of potential route locations is being conducted by RCTC. The three potential MCP alignments currently identified are shown on **Figure C-2**.

**ALTERNATIVE MODES OF TRAVEL**

Public transportation and alternative modes of travel are an important component of a comprehensive circulation system. Public and alternative modes of transportation offer an alternative to the use of automobiles and help reduce air pollution and road congestion. In addition to the trails system, which is outlined in more detail below, alternative modes of travel in San Jacinto include the bus system and Riverside Metrolink system. To promote the increased use of these modes of travel, adequate facilities must be provided. *Also, see Trails System* discussion below.

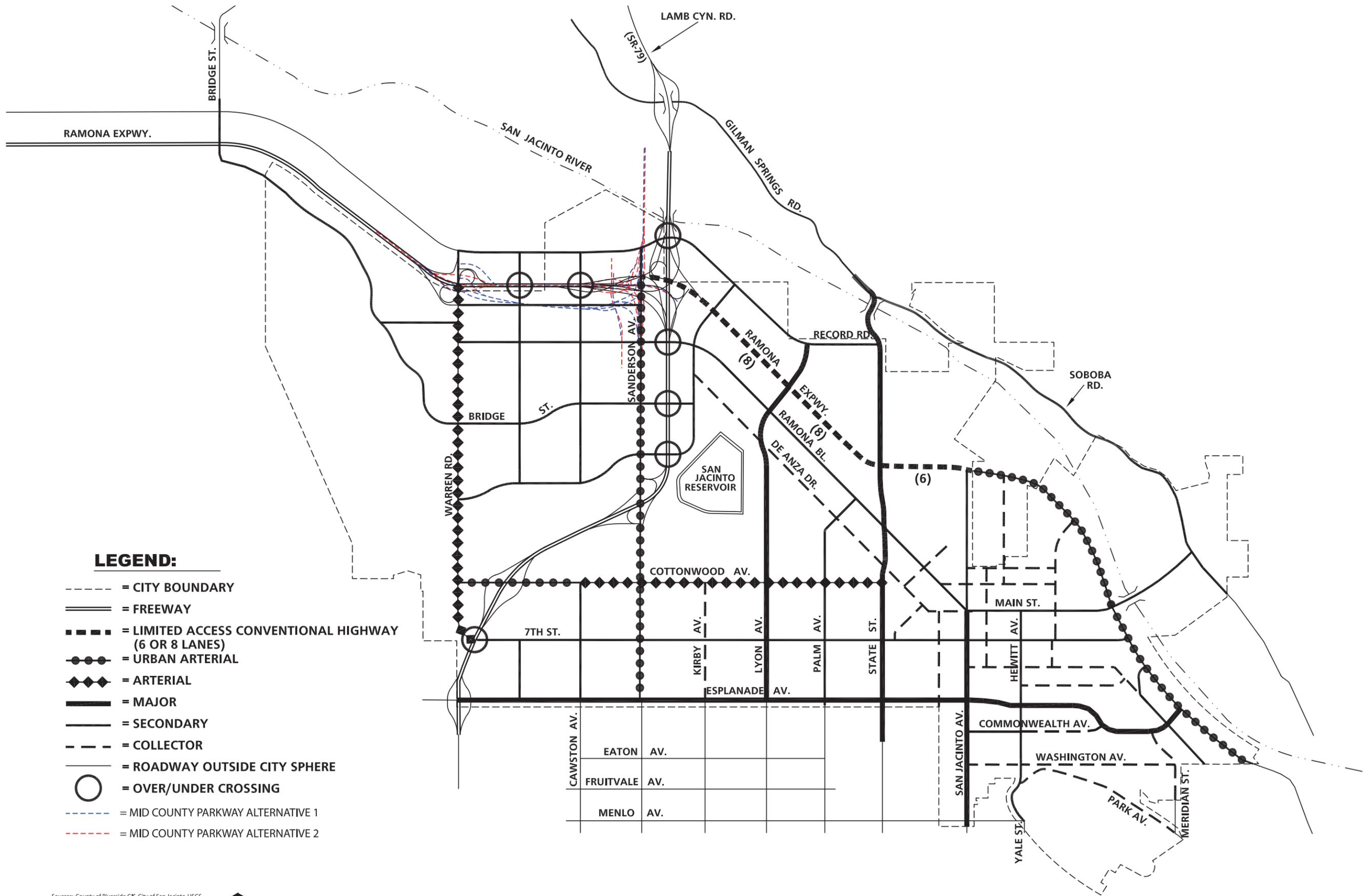
**Bus Service**

Public bus service is provided by the Riverside Transit Agency. Three bus routes currently operate in the City of San Jacinto. Route 31 provides access along State Street and to the north and south ends of the City. Route 32 serves Mount San Jacinto Community College. Route 42 provides service from the eastern portion of the City to shopping areas in the south. These existing bus routes provide limited access to the employment centers, shopping, and recreational areas within the City.

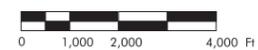
The City is committed to ensuring that public transportation improves as a viable alternative to the automobile for San Jacinto residents. To achieve this objective, the City coordinates with the Riverside Transit Agency in developing future scheduling and route alignments to serve San Jacinto.

**Metrolink**

Commuter rail in the Southern California region has grown extensively with the Riverside Metrolink system, which now provides service from Riverside County to Orange and Los Angeles counties. Long-term plans call for the extension of the Riverside Transit Corridor along the San Jacinto Branch line to the City of Hemet.



Sources: County of Riverside GIS, City of San Jacinto, USGS





**TRAILS SYSTEM**

One of the key components of the Circulation Plan is to promote the use of alternative modes such as bicycling, walking, and equestrian riding. A comprehensive trails system to link residential areas, schools, parks and commercial centers so that residents can travel within the community without driving is the primary goal of the City's trails system. The County's regional bikeway system is shown in **Figure C-3**. The primary component of this system is the proposed bikeway network illustrated on **Figure C-4**.

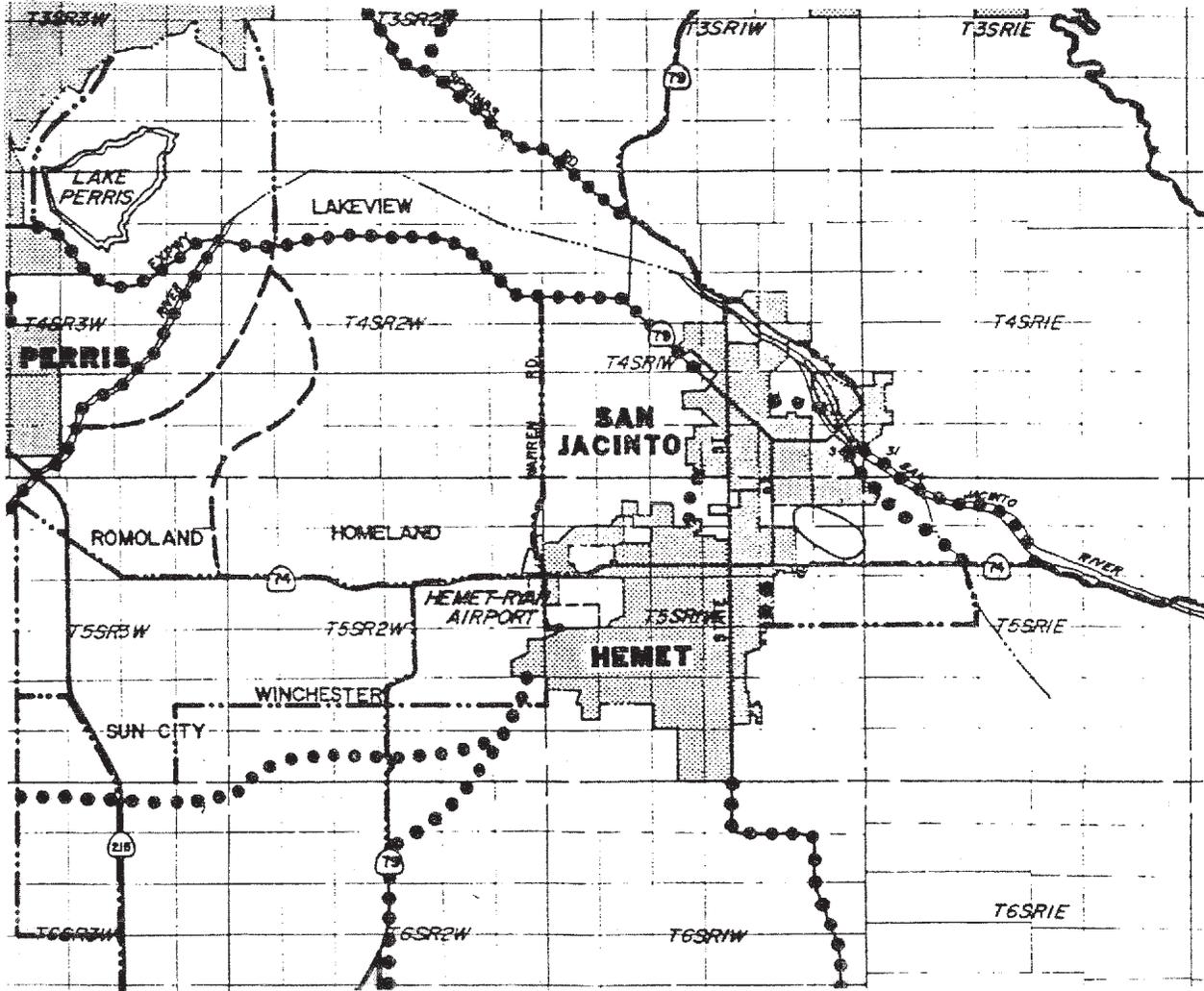
This system comprises Class I and Class II bikeways located on or adjacent to the roadway segments illustrated in **Figure C-3**. Class I bikeways provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. The only Class I bikeway in San Jacinto is along the Ramona Expressway. The remaining bikeways in the community are proposed as Class II facilities. Class II bikeways provide a restricted right-of-way on a roadway's shoulder designated for the exclusive or semi-exclusive use of bicycles. **Figure C-5** illustrates the bikeway cross sections to be implemented in San Jacinto. Additional trails opportunities are illustrated in **Figure CSF-4** in the Community Services and Facilities Element.

Enhanced local bicycle and pedestrian linkages are anticipated to occur throughout buildout of the General Plan. New development projects will be required to include safe and attractive sidewalks, walkways, and bike lanes, and developers of residential and nonresidential projects will be encouraged to construct links adjacent to areas and communities where appropriate. **Figure C-3** identifies potential alignments and extensions of the City's trail system.

**TRANSPORTATION  
DEMAND MANAGEMENT**

In recent years, the region's number of trips and amount of travel has grown at a faster rate than population growth. Transportation demand management (TDM) strategies are designed to counter this trend. TDM strategies reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors. The goal of TDM is to reduce single occupant motor vehicle trips during peak hours and modify the vehicular demand for travel.

A reduction in peak hour trips, overall roadway congestion, and a decrease in non-attainment pollutants can be achieved through the implementation of TDM strategies. Examples of TDM strategies include: telecommuting, flexible work hours, and electronic commerce that allows people to work and shop from home. The City supports TDM strategies that are consistent with the South Coast Air Quality Management District (SCAQMD) and County of Riverside TDM Guidelines.



**LEGEND**

- ..... CLASS I  
BIKE PATH - BIKES ONLY
- CLASS II  
BIKE LANE - DELINEATED LANE  
WITHIN ROAD RIGHT OF WAY
- . - . - . CLASS III  
SHARED ROUTE - EXISTING ROADS

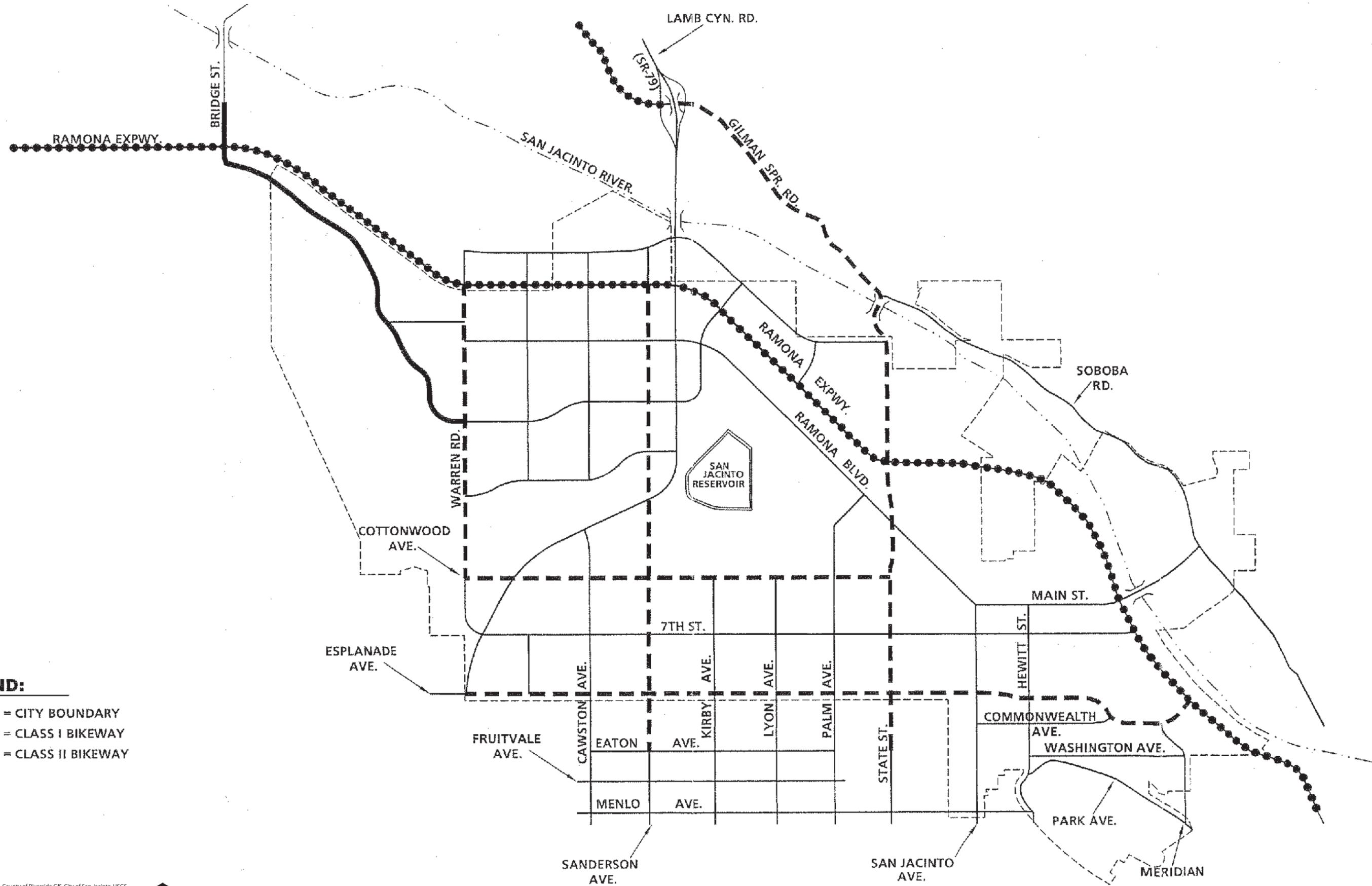
NOTE: ALL STREETS NOT  
OTHERWISE RESTRICTED ARE  
TO BE CONSIDERED AS CLASS  
III SHARED ROUTES.

Sources: Urban Cross Roads, 2005



North Not to Scale

Figure C-3  
Existing Riverside County Bike Facilities



**LEGEND:**

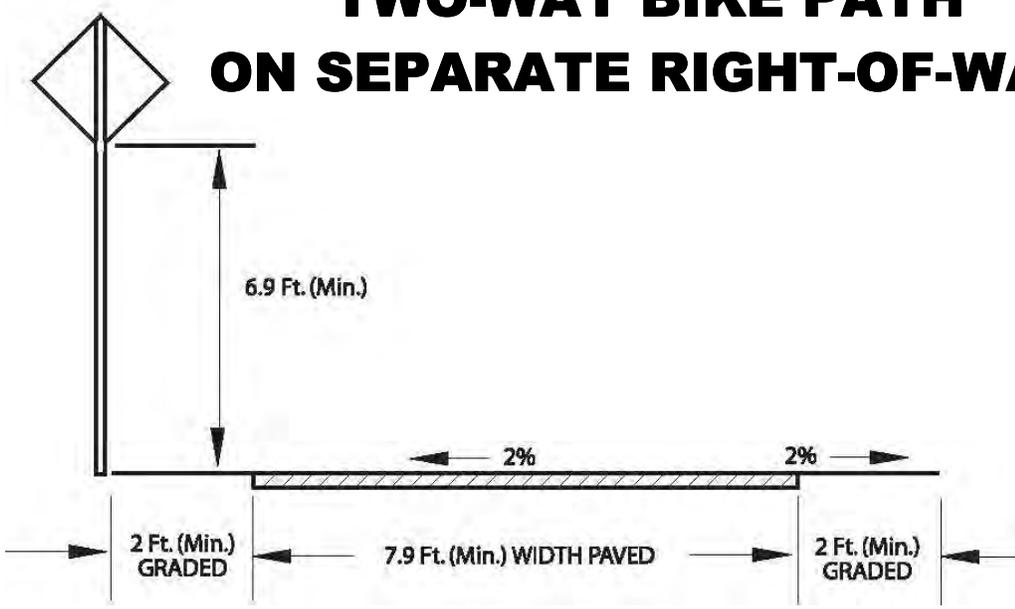
- - - - - = CITY BOUNDARY
- = CLASS I BIKEWAY
- - - - - = CLASS II BIKEWAY

Sources: County of Riverside GIS, City of San Jacinto, USGS  
 0 1,000 2,000 4,000 Ft





# CLASS I TWO-WAY BIKE PATH ON SEPARATE RIGHT-OF-WAY



# CLASS II TYPICAL CROSS-SECTION OF BIKE WAY ALONG HIGHWAY

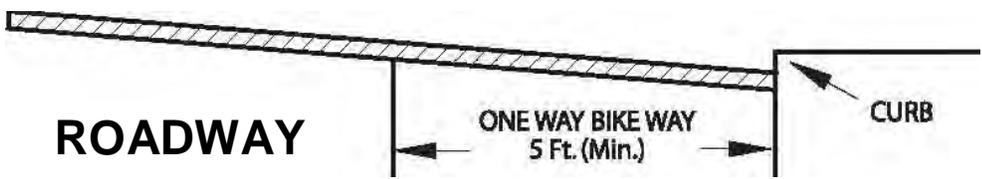


Figure C-5  
Standard Bikeway Cross Sections

Sources: Urban Crossroads, 2005. Adapted from Caltrans Highway Design Manual, 5th Edition.

## Appendix: Implementation Plan



This Implementation Program provides actions to implement the adopted policies and plans identified in the Circulation Element. The Circulation Element Implementation Program is a series of actions, procedures and techniques that includes a description of the responsible agency/department, funding source, time frame and related policies in the Circulation Element.

### Local and Regional Circulation System

#### C-1 Circulation Planning and Traffic Analysis

Review discretionary development proposals for potential impacts to the transportation and infrastructure system and to ensure the roadway system meets City standards. The Level of Service Standards established in the Circulation Element will be used to determine the significance of impacts. Intersection level of service will be determined by the Vehicle Delay and the Highway Capacity Manual calculations. Mitigation in the form of physical improvements and/or impact fees will be required to reduce the significant impacts.

When development is proposed that is shown to impact the intersections of State St, (NS) at Cottonwood Avenue (EW), State St, (NS) at Esplanade Avenue (EW), and San Jacinto Av. (NS) at Esplanade Avenue (EW), the City may require roadway improvements, including roadway widening beyond the normal General Plan cross-sections. Adequate right-of-way along new roadways will also be required to permit pedestrian and bicycle facilities, where applicable. Proper roadway drainage must also be provided to ensure a safe system.

<i>Responsible</i>	
<i>Agency/Department:</i>	Community Development, Public Works, City Engineer
<i>Funding Source:</i>	General Fund, development fees, project proponent
<i>Time Frame:</i>	Ongoing in response to development proposals
<i>Related Policies:</i>	1.1, 1.2, 1.3, 1.4, 1.6, 1.7

#### C-2 Projects with Increased Density or Intensity

Require projects that propose an increase in currently approved density and intensity of land use to prepare a traffic analysis that evaluates the long-term impacts of the project, demonstrating that the planned road system can support the proposed project, together with those land uses already allowed in the area. The analysis would project average daily traffic roadway links for the buildout situation of the entire area to demonstrate conformance with the peak hour intersection Level of Service "D" standard. In addition, any individual development proposal

may be required to provide a traffic analysis to assess peak hour impacts at affected intersections, identifying needed mitigation measures to achieve or maintain the peak hour Level of Service "D" standard. Such impacts may be mitigated by construction of all improvements necessary to achieve the target Level of Service, by payment of a fee or fees if an appropriate funding mechanism is in place, or by any other appropriate means. Project traffic mitigation may include, but is not limited to, compliance with standard conditions of approval, or the construction of improvements or payment of fees necessary to mitigate the incremental impact for each development proposal.

*Responsible  
Agency/Department:  
Funding Source:  
Time Frame:  
Related Policies:*

Community Development, Public Works, City Engineer  
General Fund, development fees, project proponent  
Ongoing in response to development proposals  
1.1, 1.2, 1.3, 1.4, 1.6, 1.7

**C-3  
Capital Improvement  
Plan (CIP)**

Continue to update on an annual basis the Capital Improvement Plan to plan for and fund future improvements to the circulation system, as well as other public facilities, including improvements to the existing pedestrian and bicycle system and landscaping of right-of-ways. As part of future updates, include an arterial streetscape improvements plan to ensure that substandard streetscapes are beautified.

*Responsible  
Agency/Department:  
Funding Source:  
Time Frame:  
Related Policies:*

Public Works  
General Fund, state and federal funds  
Update on an annual basis  
1.1, 1.2, 1.3, 1.4

**C-4  
Trucking Industry**

Continue to work with trucking industry representatives to create truck route designations to orient trucks to the Ramona Expressway and SR-79 to avoid traffic and noise impacts on local roadways. Designate other local truck routes when necessary.

*Responsible  
Agency/Department:  
Funding Source:  
Time Frame:  
Related Policies:*

Community Development, City Engineer, Police Chief, Public Works, California Department of Transportation (Caltrans), County of Riverside  
General Fund, state and federal funds  
Ongoing  
1.5, 2.4

**C-5  
Coordinate  
Transportation  
Improvements**

To reduce expenditure, improve design, and minimize traffic disruption, work with Riverside County Transportation Commission (RCTC), Caltrans, South Coast Air Quality Management District (SCAQMD), and other regional agencies to coordinate local street improvements with major transportation system improvement projects such as improvements to SR-79. The City will also continue to participate in proposed roadway modifications (including SR-79) and revise the General Plan circulation

system, if necessary, to reflect changes in these modifications. In addition, the impacts of discretionary development projects and major transportation projects will be monitored and mitigation may be required.

*Responsible Agency/Department:* Community Development, Public Works, City Engineer, RCTC, Caltrans, County of Riverside, WRCOG  
*Funding Source:* General Fund, state and federal funds, project proponent, TUMF  
*Time Frame:* Ongoing  
*Related Policies:* 1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 2.4, 3.1, 3.2

**C-6  
SR-79 Realignment**

Continue to work with the County of Riverside and RCTC to support the alignment of SR-79 shown in **Figure C-2**. This shall be done as part of an effort to maintain a highway system with adequate capacity and acceptable levels of service to accommodate projected travel demands associated with buildout of the Land Use Element. This can be accomplished by maintaining LOS "D" or better during peak hours at intersections along the designated street and highway system. Strategies that result in improvements to the transportation system, coupled with local job creation, will allow City residents to have access to a wide range of job opportunities within reasonable commute times.

*Responsible Agency/Department:* Community Development, City Engineer, Public Works, RCTC, Caltrans, County of Riverside  
*Funding Source:* General Fund, state and federal funds  
*Time Frame:* Ongoing; in response to selection of SR-79 alignment  
*Related Policies:* 1.1, 1.2, 1.3, 1.5, 2.1, 2.2, 2.4, 3.1, 3.2

**C-7  
Mid County Parkway**

Support construction of the Mid County Parkway (MCP) as a means of reducing commute times for San Jacinto residents and providing adequate transportation infrastructure for businesses and major employers in the region. Monitor the decision-making and construction process to ensure the ultimate alignment brings the most benefit to San Jacinto and its residents and businesses. In particular, ensure the MCP is consistent with and compatible with the City's plans for the Gateway area.

*Responsible Agency/Department:* Community Development, Public Works, RCTC, Caltrans, County of Riverside  
*Funding Source:* TUMF, Measure A, State and federal funds  
*Time Frame:* Ongoing  
*Related Policies:* 2.1, 2.4, 2.6

<p><b>C-8</b> <i>Transportation Financing</i></p>	<p>Identify available funding sources and establish a financing plan to guide construction and funding of transportation system improvements. Require new development projects to construct and/or fund in whole or in part necessary traffic improvements associated with the proposed project. Transportation improvements should include both automotive, as well as alternative means of transportation.</p>
<p><i>Responsible Agency/Department:</i></p>	<p>Community Development, Public Works, RCTC, Caltrans, County of Riverside</p>
<p><i>Funding Source:</i></p>	<p>General Fund, state and federal funds, development fees</p>
<p><i>Time Frame:</i></p>	<p>Ongoing</p>
<p><i>Related Policies:</i></p>	<p>1.2, 1.3, 2.1</p>
<p><b>C-9</b> <i>Intelligent Transportation Systems (ITS)</i></p>	<p>Encourage the integration of Intelligent Transportation Systems (ITS) consistent with the principles and recommendations referenced in the Inland Empire ITS Strategic Plan.</p>
<p><i>Responsible Agency/Department:</i></p>	<p>Public Works</p>
<p><i>Funding Source:</i></p>	<p>General Fund, state and federal funds</p>
<p><i>Time Frame:</i></p>	<p>Update on an annual basis</p>
<p><i>Related Policies:</i></p>	<p>1.1, 1.2, 1.3, 1.4</p>
<b>Alternative Modes of Travel</b>	
<p><b>C-10</b> <i>Improved Transit Service</i></p>	<p>Work with the Riverside Transit Agency (RTA) to improve transit service and encourage ridership through the following actions:</p> <ul style="list-style-type: none"> <li>➤ Consider requiring transit facilities in major new development and rehabilitation projects;</li> <li>➤ Encourage RTA to modify the existing transit service (such as more stops and decreasing the interval between buses) to encourage increased ridership;</li> <li>➤ Coordinate with RTA to expand transit routes to employment, shopping, educational, recreational, and residential areas;</li> <li>➤ Work with RTA to provide special transit services to meet community needs; and</li> <li>➤ Work with RTA to identify and receive additional funding sources for additional transit services (e.g., Transportation Uniform Mitigation Fee).</li> </ul>
<p><i>Responsible Agency/Department:</i></p>	<p>Community Development, Public Works, RTA, WRCOG</p>
<p><i>Funding Source:</i></p>	<p>General Fund, state and federal funds, development fees</p>
<p><i>Time Frame:</i></p>	<p>Ongoing</p>
<p><i>Related Policies:</i></p>	<p>2.1, 2.3, 4.1, 4.2</p>
<p><b>C-11</b> <i>Metrolink</i></p>	<p>Support plans for the extension of the Metrolink Riverside Transit Corridor to the City of Hemet.</p>

*Responsible*  
*Agency/Department:* Community Development, Public Works, County of Riverside, RCTC  
*Funding Source:* General Fund, state and federal funds, development fees  
*Time Frame:* Ongoing  
*Related Policies:* 2.3

**C-12**  
**Trails System**  
 Provide, enhance, and maintain local bike, pedestrian, and equestrian linkages in the community per the network identified in **Figure C-3**. Work with project proponents to ensure that safe attractive sidewalks, walkways, bike lanes, and cross walk are provided in accordance with City standards. Work with developers to construct links to adjacent communities, using open space easements and utility easements wherever appropriate.

*Responsible*  
*Agency/Department:* Community Development, Public Works, private developers, homeowner associations  
*Funding Source:* General Fund, state and federal funds, development fees  
*Time Frame:* Ongoing  
*Related Policies:* 4.1, 4.2, 5.1

#### **Transportation Demand Management**

**C-13**  
**Transportation Demand Management**  
 Support the implementation of the Transportation Demand Management (TDM) measures contained in the SCAQMD and County of Riverside TDM Guidelines to help reduce dependence on single occupant motor vehicles, enhance mobility along congested corridors, and increase the ability of the existing transportation system to carry more people.

*Responsible*  
*Agency/Department:* Community Development, Public Works, Caltrans, County of Riverside, RTA, SCAQMD, RCTC, WRCOG  
*Funding Source:* General Fund, state and federal funds,  
*Time Frame:* Ongoing  
*Related Policies:* 6.1, 6.2, 6.3