



# M

# Mobility

## Introduction to Mobility

The Mobility Element provides the framework for decisions concerning the city’s multimodal transportation system, which includes roadway, transit, bicycle, and pedestrian modes of travel. The Mobility Element provides for coordination with the Riverside County Transportation Commission (RCTC), which serves as the coordinating agency for transportation funding for Riverside County.

State law (California Government Code Section 65302(b)) mandates that the Mobility Element contain the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, military airports and ports, and other public utilities and facilities, to the extent these items exist in the planning area. The Mobility Element reflects the City’s desire to provide for complete street, bicycle, and pedestrian facilities and explore the application of new technologies and best practices for mobility planning in San Jacinto.

### Organization of Element

The Mobility Element will address each of the topics below as they relate to San Jacinto. The goals and policies of this element are organized around the following topics:

- Local Circulation System
- Regional Circulation System
- Complete Streets
- Active Transportation
- Parking
- Transportation Management
- Funding

### Contents:

- + Local Circulation System
- + Regional Circulation System
- + Complete Streets
- + Active Transportation
- + Parking
- + Transportation Management
- + Funding

## GOAL M-1 LOCAL CIRCULATION SYSTEM

A safe circulation system that meets the needs of existing and future land uses and users of all travel modes.

The circulation system includes a hierarchy of roadways and off-street paths and trails that serve mobility and local access needs for people who live in, work in, or visit the City. The circulation system allows people to travel safely and conveniently to and through the City by vehicles, transit, bicycles, walking, and other modes of travel.

### M-1 Policies

- M-1.1 **Balanced Circulation System.** Provide for a balanced circulation system that promotes the safe and efficient movement of people and goods throughout the City (Figure M-1).
- M-1.2 **Access and Mobility.** Strive to maintain sufficient access and mobility for all modes of travel and users of the roadway network.
- M-1.3 **Maintenance and Infrastructure.** Support the circulation system with consistent maintenance and necessary infrastructure improvements, such as flood control and bridges, as funding is available.
- M-1.4 **Truck Routes.** Maintain a truck route network that supports the efficient movement of goods within and beyond the City, while minimizing noise and safety hazards to the extent feasible.
- M-1.5 **Transportation Improvements for All Users.** Encourage roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and promote pedestrian and bicycle safety.
- M-1.6 **ADA Accessibility.** Manage and improve the City's transportation network to be safe, accessible, and consistent with the Americans with Disabilities Act (ADA) to allow mobility-impaired users to safely travel within and beyond the City.
- M-1.7 **Safe Routes to Schools.** Work with the San Jacinto Unified School District and Hemet Unified School District in the City to maintain Safe Routes to School and encourage parents and children to walk or bike to schools.
- M-1.8 **Traffic Calming.** Encourage programming and design strategies to maintain safe vehicular speeds on roadways, including traffic calming measures, where applicable.



## M-1 Actions

- M-1a Periodically review and assess the vehicular operating conditions along City facilities to determine what, if any, improvements are warranted to maintain a safe and efficient flow of traffic in the City. Improvements may be identified and included in the City’s Capital Improvement Plan and/or required as part of project approval through the development review process.
- M-1b As part of development review and specific plans, review any existing gaps in active transportation infrastructure, including sidewalk gaps or trails previously identified in the Trails Master Plan, that inhibit mobility. Improvements may be recommended or required as part of projects to meet M-1 policies.
- M-1c Consider roundabouts or other emerging design solutions when improvement needs are identified.
- M-1d Include ADA-accessible facilities as part of roadway infrastructure projects.
- M-1e Review and update the City’s designated commercial vehicle routes as needed while considering the potential mobility conflicts and the location of sensitive land uses in the City.

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**Table M-1 Overview of General Plan Roadway Classifications**

Classification	Definition	Bicycle and Pedestrian Facilities	Typical Required Right-of-Way	Typical Curb-to-Curb	Typical Number of Lanes	Maximum Two-Way Traffic Volume (ADT)
<b>Limited Access Highway</b>	Highways that carry large volumes of traffic relatively long distances through an urban or rural area. These roadways primarily serve mobility over access: priority is placed on through-traffic rather than access to fronting property. Direct access to individual fronting parcels is limited. Limited access highways should be continuous through and served by arterial routes.	On-street parking and on-street bicycle facilities are not recommended on highways. Class I bicycle and multi-use paths are the recommended facility on this roadway.  Pedestrian travel can be accommodated on Class I paths or, if in a more urbanized area, with sidewalks.	146-184 feet	84-118 feet	6-8 with curbed or painted median (turn lanes developed at intersections)	8 lanes: 70,000 6 lanes: 59,000
<b>Arterial</b>	Arterials carry moderately high volumes of long distance and local traffic. Although access to abutting property is permitted, priority is still given to through traffic mobility.  On-street parking is not recommended.	Class I bicycle paths and Class IV separated bikeways are recommended if bicycle facilities are sited. In urbanized areas or where speeds are lower, Class II buffered bike lanes may also be used.  Pedestrians are served with a sidewalk.	112-146 feet	60-110 feet	4 to 6 lanes with curbed or painted median (turn lanes developed at intersections)	6 lanes: 55,300 4 lanes: 39,300
<b>Major</b>	Major roadways carrying the traffic of local and collector streets to and from highways and arterials with controlled intersections and generally provide direct access to priorities. Major roadways may be continuous over shorter distances than arterials.	Class I, II, and IV bicycle facilities are recommended if bicycle facilities are sited.  Pedestrians are served with a sidewalk.	Up to 100 feet	Up to 66 feet	4 lanes with turn lanes as needed (no median)	4-lane divided: 35,800 4-lane undivided: 32,600
<b>Collector</b>	Collector roadways provide access to abutting property and activity nodes and link the local street system to the arterial and major system.	Class I, II, and IV bicycle facilities are recommended if bicycle facilities are sited. Class III bicycle facilities may also be provided on lower speed roads (under 25 mph).  Pedestrians are served with a sidewalk.	78-90 feet	44-56 feet	2 lanes with, possibly including painted median	2-lane undivided: 18,300 2-lane divided: 17,800

## GOAL M-2 REGIONAL CIRCULATION SYSTEM

A circulation system that is integrated with the larger regional transportation system to support the economic well-being of the community.

The circulation system includes high-order roadways (e.g., state highways and arterial routes) that provide regional connections for people and for goods movement. Because these regionally significant connections serve transportation needs for people across the County and beyond, these facilities need to be planned and maintained in coordination with other agencies.

### M-2 Policies

- M-2.1 **Regional Agency Coordination.** Coordinate with regional transportation agencies, including the California Department of Transportation (Caltrans), the Riverside County Transportation Commission (RCTC), and the Riverside Transit Agency (RTA) to implement roadway improvements that encourage the safe and efficient flow of traffic within and beyond the City—for example, State Route 79 (SR-79) and Mid County Parkway (Figure M-2).
- M-2.2 **Adjacent Jurisdictions.** Coordinate with adjacent jurisdictions regarding the planning and construction of nearby circulation improvements and public transit systems.
- M-2.3 **Regional Development.** Coordinate with adjacent jurisdictions to reduce the impacts of proposed development projects outside the City on transportation facilities and services within the City.
- M-2.4 **Public Transit.** Promote public transportation programs that effectively serve the City's residents and workers by connecting users to local and regional destinations, including jobs, recreation, retail, and other activity centers.
- M-2.5 **Freeway Coordination.** Work with regional and State transportation agencies to minimize the impacts of regional roadways construction (e.g., SR-79) on local businesses and employment centers.
- M-2.6 **Right-of-Way Needs.** Identify roadway right-of-way needs prior to planning new development to allow for the full build-out and alignment of future local and regional facilities identified in the Circulation Plan.
- M-2.7 **Mt. San Jacinto College.** Coordinate with the College to improve access and mobility for employees and students.

### M-2 Actions

- M-2a Periodically coordinate with RCTC and Caltrans to inform the City's long-term mobility plans and priorities through regular communication and coordination.
- M-2b Participate in regional planning forums to bring the City's concerns to the regional level.
- M-2c Monitor land use, circulation planning, and the development review process of neighboring jurisdictions, so that the City has an opportunity to recommend that impacts to the City are considered by those jurisdictions.
- M-2d Periodically coordinate with RTA to actively engage on transit service planning and operational needs.

## GOAL M-3 COMPLETE STREETS

A multi-modal transportation network that provides sufficient vehicular, pedestrian, bike, and transit facilities.

Complete streets are streets that are designed to provide safe travel for everyone – people driving, riding transit, walking, biking, or using any other means of travel. Planning for and designing complete streets starts with policies that promote consideration for all users within all facility types.

### M-3 Policies

- M-3.1 **Complete Streets.** Apply context-sensitive complete streets principles to new roadways and to transportation improvements to serve all modes of travel and users of all ages and abilities.
- M-3.2 **Multimodal Facilities.** Incorporate facilities and design features into transportation improvement projects that support the use of public transit and active transportation.
- M-3.3 **Multimodal Connectivity.** Link commercial development, employment centers, public facilities, and community parks and open spaces to transit and active transportation facilities and trails, wherever feasible.
- M-3.4 **New Development.** Encourage Specific Plans and Planned Developments to include well-developed and funded multimodal transportation facilities.
- M-3.5 **Effects of New Technology.** Monitor and evaluate the development of new technologies (e.g., Transportation Network Companies, scootershare, bikeshare, and autonomous and connected vehicles) and their potential impacts on travel behavior and the transportation network.
- M-3.6 **Park and Ride Facilities.** Encourage the provision of regional public transportation services and support facilities such as park and ride lots.

### M-3 Actions

- M-3a When planning roadway facilities, incorporate the concept of complete streets. Consider design elements for all modes and users that use streets in a context-sensitive manner.
- M-3b Consult standards set forth in the latest editions of the California MUTCD and AASHTO's *A Policy on Geometric Design of Highways and Streets* ("Green Book") for improvement and re-striping of appropriate streets to accommodate dedicated bicycle facilities, as applicable to the City.
- M-3c Develop and maintain complete streets design guidance based on these resources and other best practices.

## GOAL M-4 ACTIVE TRANSPORTATION

An extensive and regionally linked network of trails, bicycle lanes, and sidewalk paths that encourage active transportation as viable for transportation and recreation.

A network of supportive infrastructure can encourage travel by non-motorized transportation. The City has existing pedestrian, bicycle, and equestrian trails and paths that support active transportation. Connecting trail and path gaps and providing supportive infrastructure benefits users and promotes these travel modes.

### M-4 Policies

- M-4.1 **Trails Master Plan.** Implement applicable goals, policies, and projects from the Trails Master Plan to provide trails and multimodal facilities that support active transportation within and beyond the City.
- M-4.2 **Active Transportation Network.** Provide and maintain an extensive active transportation and trail network that supports bicycles, pedestrians, and equestrians and is linked to regional facilities and facilities of adjacent jurisdictions (Figure M-2).
- M-4.3 **Trail Development.** Encourage the use of open space and utility easements for bicycle, pedestrian, and equestrian trails, where feasible.
- M-4.4 **Trail Connectivity.** Encourage Specific Plans and Planned Developments to include well-developed and designed trails that connect neighborhoods to parks, schools, jobs, and adjacent existing or planned local and/or regional trails.
- M-4.5 **Support Facilities.** Encourage new developments to provide bicycle parking, lockers, and other support facilities for bicyclists.

### M-4 Actions

- M-4a Review and update the City's Municipal Code, as necessary, to consider bicycle and pedestrian access as part of the site plan review for new development projects.
- M-4b Adopt the Trails Master Plan concurrent with adoption of the San Jacinto 2040 General Plan Update and review and update the Trails Master Plan every five years, as funding allows.
- M-4c As part of development review, specific plans, and projects to be included in the Capital Improvement Program, review any existing gaps in the trail network identified in the Trails Master Plan that inhibit mobility. Improvements may be recommended or required as part of projects to meet policies.
- M-4d Review and compare City codes to California Building Code requirements regarding bicycle supportive facilities. Update City codes if necessary to provide adequate facilities.

## GOAL M-5      PARKING

Parking supply that adequately and efficiently meets demand.

Adequate off- and on-street parking is necessary to accommodate people who rely upon vehicles to travel to homes, businesses, recreation, and other uses. Effectively planning for and managing both public and private parking supply provides a balance between meeting demand and efficiently using space.

### M-5 Policies

- M-5.1      **Appropriate Parking Supply.** Use the development review process to plan for new developments to provide appropriate vehicle parking supply to meet demand.
- M-5.2      **Efficient Use of Parking.** Encourage the effective use of shared parking between existing developments whenever possible.
- M-5.3      **Parking Demand and Supply Trends.** Monitor and consider trends in the region pertaining to reduced parking demand for mixed-use developments and the allocation of parking for shared vehicles, alternative energy vehicles, bicycles, and other modes of transportation.
- M-5.4      **Flexible Parking Supply.** Permit developments to meet parking requirements through strategies such as shared parking.
- M-5.5      **Mixed-Use Developments.** Encourage large scale developments to consider a mix of uses that provides flexibility in parking demands.

### M-5 Actions

- M-5a      Periodically review the City’s parking code to adequately address new types and patterns of development and new mobility technologies which may have an impact on parking supply and/or demand in the City.
- M-5b      As part of the City’s Development Code Update to implement the General Plan 2040, develop a shared parking methodology to be implemented for retail and mixed-use projects that encourages flexibility while still meeting anticipated demand.



## GOAL M-6 TRANSPORTATION MANAGEMENT

Transportation management strategies that comply with the County Congestion Management Plan and regional and statewide greenhouse gas emissions targets.

Recent state legislation has shifted to focus land use and transportation planning on reducing vehicle miles traveled (VMT), in alignment with a goal to reduce greenhouse gas emissions (GHG) and address climate change. Transportation management strategies that promote alternatives to single-occupancy vehicle travel can be employed to guide land use and transportation decisions in support of these environmental goals.

### M-6 Policies

- M-6.1 **Vehicle Miles Traveled.** Maintain vehicle miles traveled (VMT) thresholds and Transportation Demand Management (TDM) mitigation requirements for the purpose of environmental review under the California Environmental Quality Act (CEQA).
- M-6.2 **Transportation Demand Management.** Create and implement TDM and congestion management mitigation measures in areas experiencing high levels of congestion and VMT levels.
- M-6.3 **Regional Plans.** Review development proposals for compliance with regional plans such as the RCTC Congestion Management Plan.
- M-6.4 **New Development.** Work with developers to reduce greenhouse gas emissions and minimize congestion related to new development through improvements to the circulation system and on-site improvements that encourage non-vehicular modes of travel.

### M-6 Actions

- M-6a Review and update the City's Municipal Code and related implementation documents, as necessary, to reflect TDM best practices.
- M-6b Consider allowing for a reduction in parking standards for developments if comprehensive TDM programs and/or parking strategies are provided.
- M-6c Require developments that are approved based on TDM plans to incorporate monitoring and enforcement of TDM targets as part of those plans.



## GOAL M-7 FUNDING

A fiscally sound transportation system that utilizes a variety of financing methods.

Funding and financing sources are available at the regional, state, and federal level to help realize the City’s transportation vision and mobility plan. These funds can complement the City’s resources to plan, design and implement circulation and access improvements and promote the General Plan’s goals.

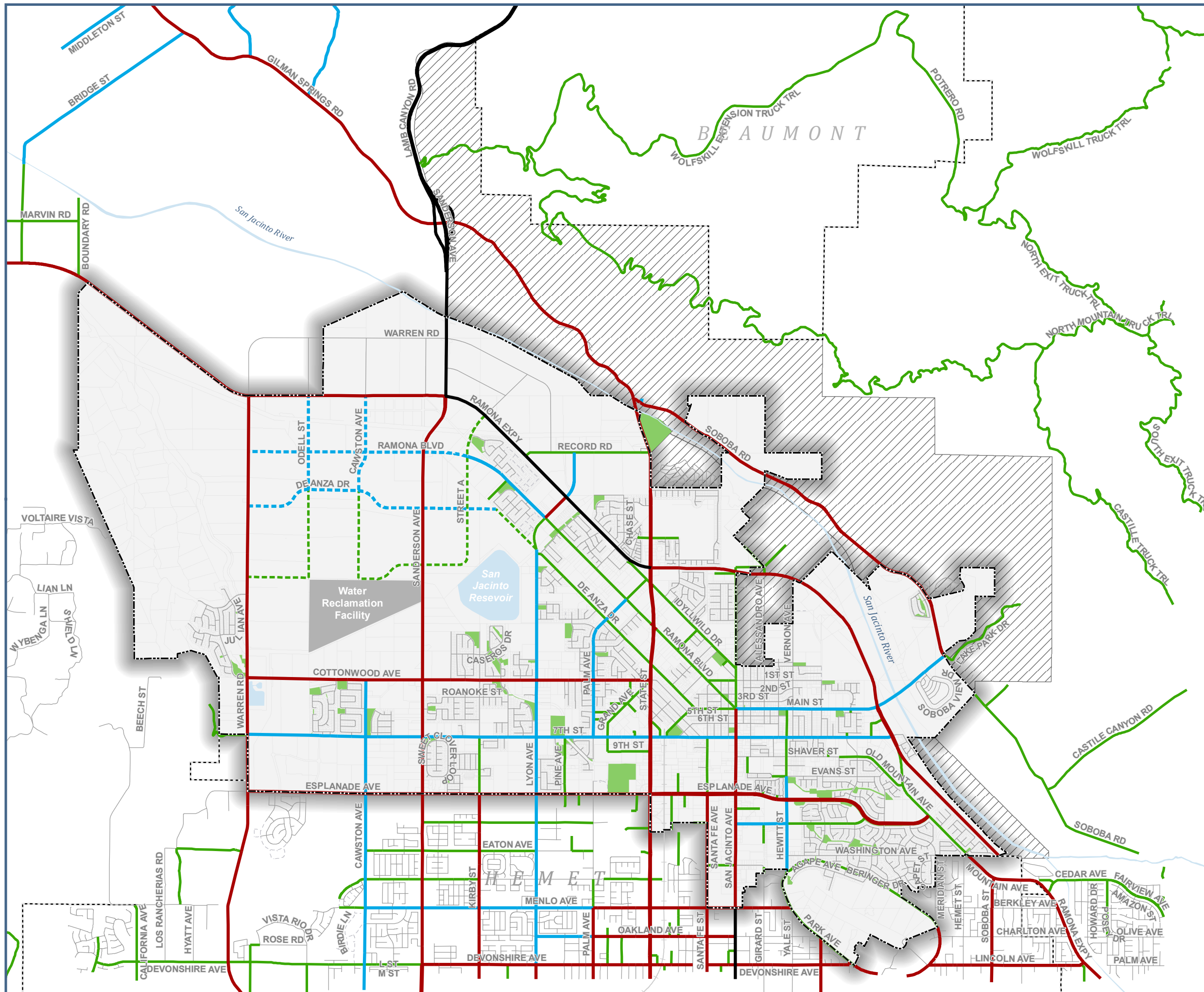
### M-7 Policies

- M-7.1 **Funding Sources.** Leverage existing available funding methods and sources to fund the transportation system in the City while also researching innovative funding sources at the federal, state, regional, and county levels.
- M-7.2 **New Developments.** Leverage programs such as West Riverside Council of Government’s Transportation Uniform Mitigation Fee to receive fair share contributions from new developments towards transportation network improvements.
- M-7.3 **Monitor Funding.** Monitor funding of programmed transportation improvements.
- M-7.4 **Regional Funding.** Maintain standards to qualify for regional transportation revenues while encouraging regional agencies to continue to provide adequate transportation funding to local jurisdictions.

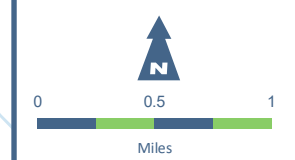
### M-7 Actions

- M-7a Develop and support a flexible financing program to fund the construction, maintenance, and improvement of the roadway system.

Figure M-1  
Roadway Classifications



- Future Roadway Typology**
- Limited Access Highway
  - Arterial
  - Major
  - Future Major
  - Collector
  - Future Collector
  - Local
  - Future Road
  - Neighboring City
  - Waterbodies
  - Water Reclamation Facility
  - City Park
  - San Jacinto Sphere of Influence
  - City of San Jacinto



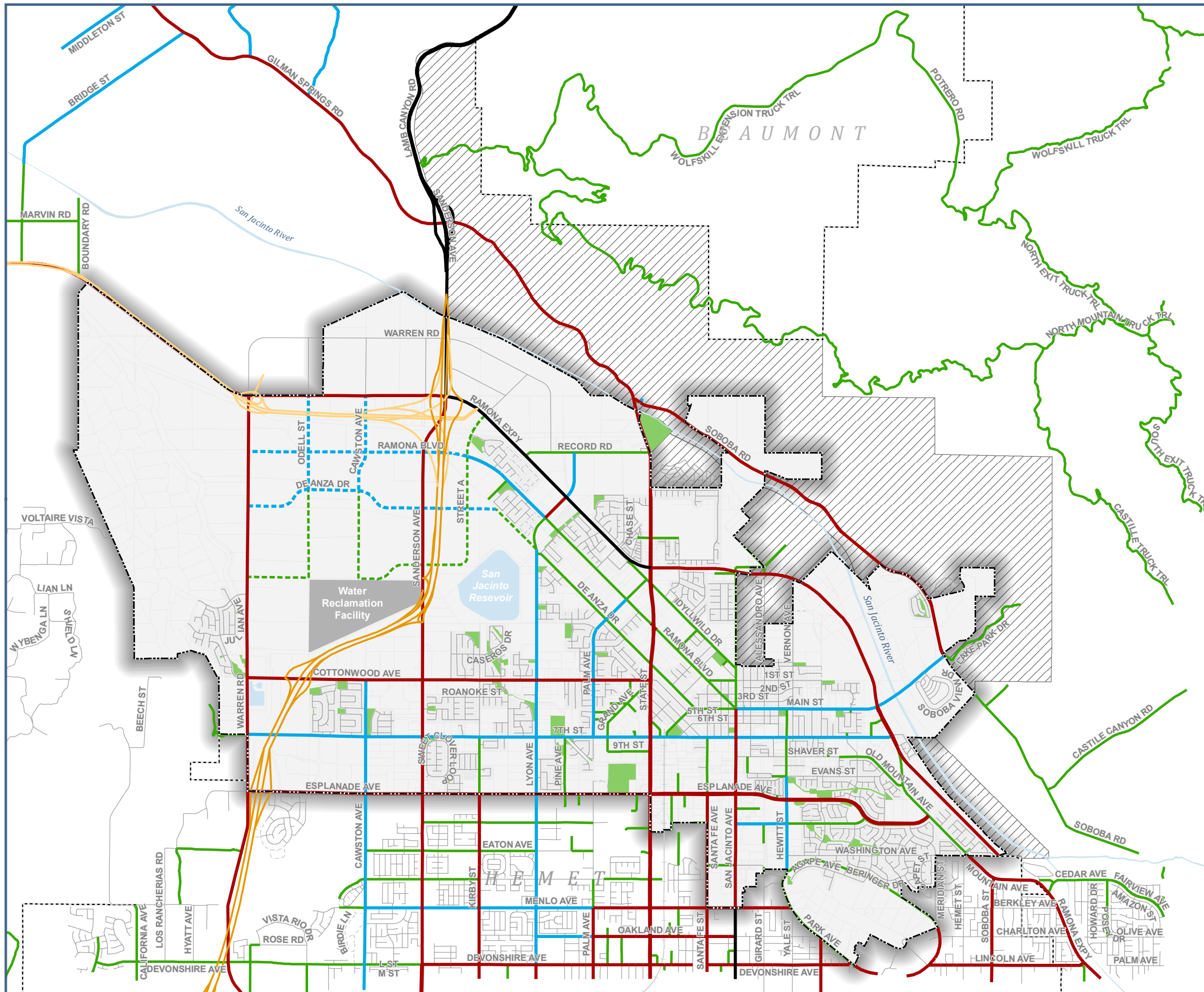
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Map date: January 25, 2019.



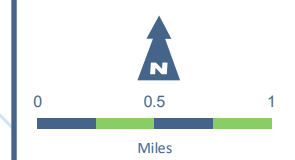
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Figure M-2  
Roadway Classifications  
and Regional Projects



- Future Regional Projects**
  - Mid County Parkway
  - SR 79
- Future Roadway Typology**
  - Limited Access Highway
  - Arterial
  - Major
  - Future Major
  - Collector
  - Future Collector
  - Local
  - Future Road
- Neighboring City
- Waterbodies
- Water Reclamation Facility
- City Park
- San Jacinto Sphere of Influence
- City of San Jacinto



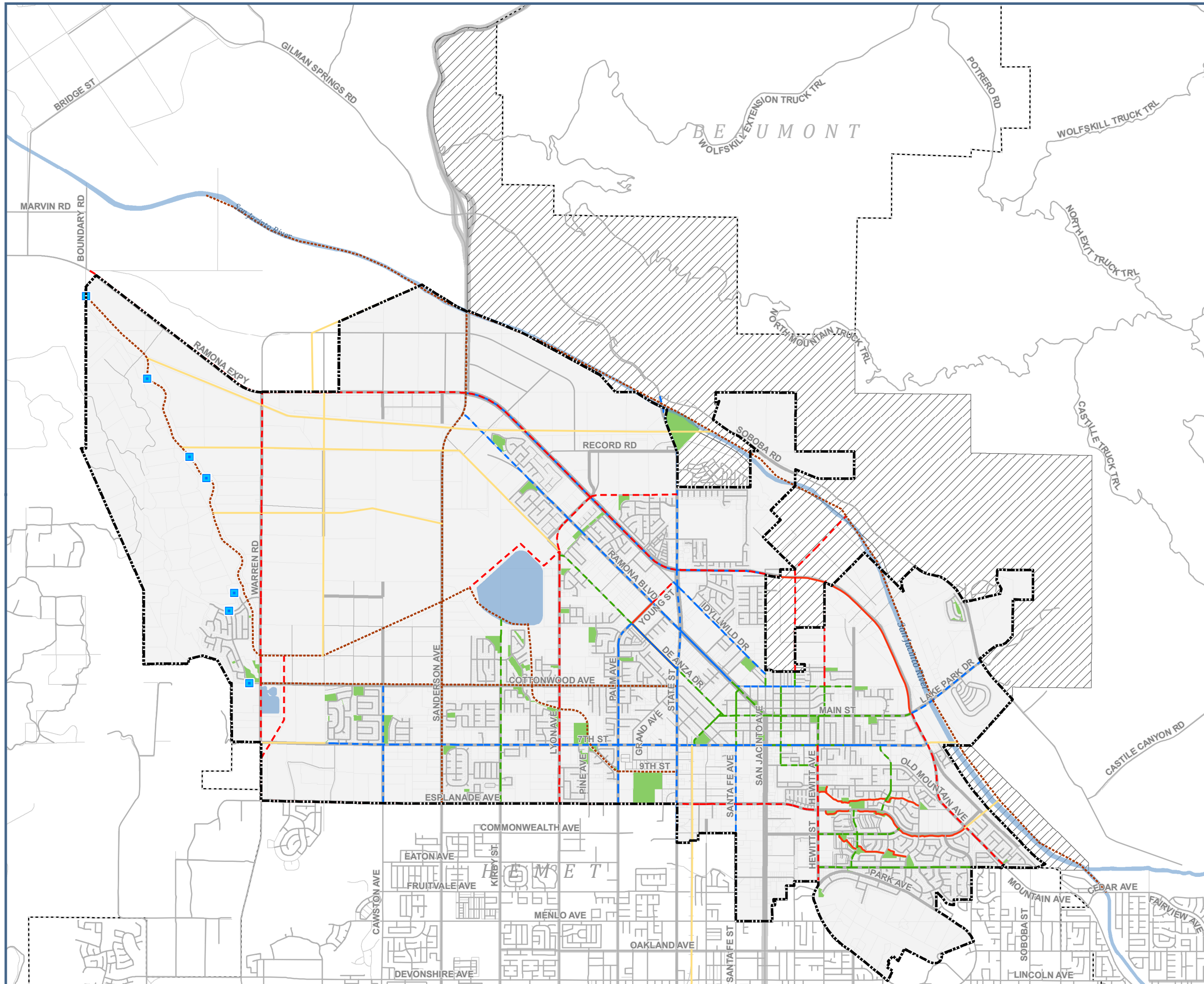
Sources: City of San Jacinto; Riverside County.  
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Figure M-3  
Existing and Proposed  
Trail and Bicycle Facilities



**Legend**

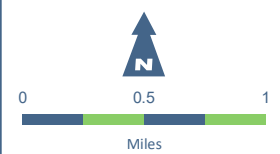
- Neighboring City
- Waterbodies
- City Park
- San Jacinto Sphere of Influence
- City of San Jacinto
- TMP Proposed Trailhead

**Proposed Bicycle Improvements**

- Class 1: Multi-use Path
- Class 1E: Multi-use & Equestrian Path
- Class 2: Bike Lane/Buffered Bike Lane
- Class 3: Bike Route
- Future Opportunity

**Existing Bikeways**

- Class 1: Multi-Use Path
- Class 2: Bike Lane
- Class 2B: Buffered Bike Lane
- Class 3: Bike Route



Sources: City of San Jacinto; Riverside County.  
Map date: January 25, 2019.





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