



### **System Access**

Access connections (driveways, local streets, and private roads) to the County's roadway system must be planned, constructed, and maintained in a manner that is consistent with the basic mobility and safety needs of the street classification to which access is being provided. For instance, streets intended to carry large volumes of traffic at high speeds should have minimal access points to reduce vehicular conflicts. Access points that are carefully located on a property can reduce the levels of conflict that can result from pedestrian and motorized traffic. The uniform application of access standards for the street and highway system will contribute to the successful operation of the system.

#### **Policies:**

- C 6.1 Provide dedicated and recorded public access to all parcels of land, except as provided for under the statutes of the State of California.
- C 6.2 Require all-weather access to all new development.
- C 6.3 Limit access points and intersections of streets and highways based upon the road's General Plan classification and function. Access points must be located a sufficient distance away from major intersections to allow for safe, efficient operation. (AI 3)
- C 6.4 Discourage parcel access points taken directly off General Plan designated highways. Access may be permitted off of General Plan designated highways only if no local streets are present.
- C 6.5 Provide common access via shared driveways and/or reciprocal access easements whenever access must be taken directly off a General Plan designated highway. Parcels on opposite sides of a highway shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.
- C 6.6 Consider access implications associated with adjacent development and circulation plans, and promote efficient and safe access improvements on airport facilities.
- C 6.7 Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts.

### **Local Agency and Property Owner Coordination**

One of the major transportation goals of this General Plan is to provide a circulation (arterial highway) plan that is integrated with that of adjacent jurisdictions and with the development of land in the unincorporated area. To accomplish this goal, the County must maintain a high level of inter-governmental and property owner coordination and citizen participation in the circulation and transportation planning process, and work with other agencies to assure that regional transportation plans are consistent with the County's General



Plan. The County recognizes that the land use/transportation connection is a key part of the development process and that it will serve to reduce the number of vehicle trips compared to earlier patterns of development.

### **WRCOG/CVAG Transportation Plans**

The Western Riverside Council of Governments (WRCOG) prepared a non-motorized transportation plan that assesses the need for non-motorized transportation facilities and programs. The Coachella Valley Association of Governments (CVAG) prepared a transportation element to collect, in one document, the existing conditions and needs, policies, standards, and recommendations on regional bicycle, trail and pedestrian facilities in Coachella Valley. Both of these documents can be used when developing non-motorized transportation systems within Riverside County.

### **CETAP Corridors**

As part of their advisory role to the County, the Community Environmental Transportation Acceptability Process (CETAP) committee made recommendations relating to transportation issues for the County to consider during the General Plan development and review process. CETAP incorporated three levels of effort: identification of transportation corridors, development of the General Plan Circulation Element, and exploration of options for transit system development in the County. Three corridors are being examined in western Riverside County for the preservation of right-of-way for future multi-modal transportation facilities. These include the Beaumont/Banning to Temecula (north to south) transportation corridor (including the State Route 79 Realignment), the Moreno Valley to San Bernardino corridor (north to south), the SR-79 Realignment, and the Hemet to Corona/Lake Elsinore (east-west) corridor (Figure C-1).

The Circulation Plan shows potential CETAP alternatives for each corridor. These facilities are intended to address the mobility needs for both people and goods, with the potential for incorporating the needs for highways, transit, and utilities. The expectation is that at least one of the alternatives will be selected for further development in each corridor, based on environmental impact studies being performed by Riverside County Transportation Commission (RCTC) and the Federal Highway Administration. These are intended to be major transportation facilities to support mobility and economic development in western Riverside County.

The General Plan Circulation Element seeks to preserve the right-of-way for these facilities so that they can be constructed at some point in the future. The required right-of-way will be approximately 400 feet in width, with lesser or greater amounts possibly required in some areas, based on topography. Figure C-4 depicts a conceptual representation of a typical CETAP corridor section. Precise right-of-way widths will be determined by the County. The Circulation Element Map in Figure C-1 shows potential alignments. The map also indicates locations of potential interchanges. These facilities may be constructed in phases based upon transportation demand, available funding, and Caltrans and RCTC policy.