



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.

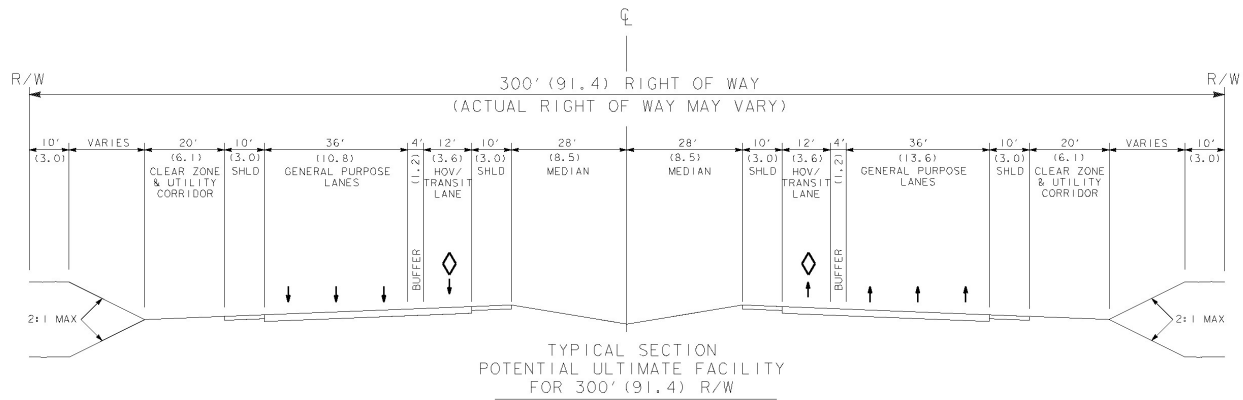
CETAP Corridors

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.

Figure C-4 Conceptual CETAP Transportation Corridor Cross-Section



Property Owner Coordination

If a property owner proposes to develop property within the path of or adjacent to one of the alignments, the Riverside County Transportation Department will notify the applicant at an early stage so that coordination can occur. Discussions will be held with the property owner/applicant to identify the current status of that particular alignment and the extent to which property needs to be reserved for the alignment or potential interchanges. An assessment of the potential desire for designing the development around the right-of-way, potential dedication of property, and/or acquisition of property will be discussed with the property owner. The County may, depending upon the specific circumstances, require dedication of up to the full width of the right-of-way for designated corridors.

Policies:

- C 7.1 Work with incorporated cities to mitigate the cumulative impacts of incorporated and unincorporated development on the countywide transportation system. (AI 2, 49, 50)
- C 7.2 Work with property owners to reserve right-of-way for potential CETAP corridors through site design, dedication, and land acquisition, as appropriate. (AI 3, 10, 52, 54)
- C 7.3 Incorporate the Regional Transportation Plan, the Riverside County Congestion Management Program, and the Riverside County Short- and Long-Range Transit Plans into the Circulation Element, and encourage the active participation of Caltrans in the design of state highway capital improvement projects. (AI 49, 50, 51)
- C 7.4 Coordinate with transportation planning, programming and implementation agencies such as Caltrans, Riverside County Transportation Commission, Western Riverside Council of Governments, Coachella Valley Association of Governments, and the cities of Riverside County on various studies relating to freeway, high



A high-occupancy vehicle (or HOV) is a vehicle that can carry two or more persons. Examples include buses, vans and carpools.

A high-occupancy vehicle lane (or HOV lane) is an exclusive road or travel lane limited to buses, vanpools and carpools on freeways, highways and city arterial streets.

A high-occupancy toll (or HOT) is a toll or increased toll charge imposed upon vehicles which have less than the specified number of required passengers for a particular road or highway.