



# Circulation

The circulation system is vital to the prosperity of a community. It provides for the movement of goods and people within and outside of the community and includes motorized and non-motorized travel modes from bicycles, to trains, to air, as well as automobiles and trucks. In Riverside County, the circulation system is also intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. This system is multi-modal, which means that it provides numerous alternatives to the automobile, such as transit, pedestrian systems, and bicycle facilities so that Riverside County citizens and visitors can access the region and move around within it by a number of transportation options. Internal circulation is particularly critical in this County because of the immense distances in a place of such expanse. Therefore, connecting to the backbone system of freeways and major transportation corridors within Riverside County is a very high priority.



*Investment in and expansion of the existing freeway and arterial street networks continue to be a critical part of our comprehensive transportation system development.*



- RCIP Vision

As stated in the Vision and the Land Use Element, the County is moving away from a growth pattern of random sprawl toward a pattern of concentrated growth and increased job creation. The intent of the new growth patterns and the new mobility systems is to accommodate the transportation demands created by existing development and future growth and to provide mobility options that help reduce the need to utilize the automobile—at least to avoid the need to use it exclusively for trips of virtually all lengths. The circulation system is designed to fit into the fabric of the land use patterns, provide mobility commensurate with the demand generated by those land uses, and relate sensitively to designated open space systems where both access and preservation are necessary components of the same space.

While the following section describes the circulation system as it relates to the Highgrove area, it is important to note that the programs and policies are supplemental to and coordinated with the policies of the General Plan Circulation Element. In other words, the circulation system of the Highgrove area is tied to the countywide system and long range direction. As such, successful implementation of the policies in the Highgrove area will help to create an interconnected and efficient circulation system for the entire County. The key point here is that the entire countywide circulation network of routes (which, of course, includes components within the cities as well as the unincorporated area) is a single system and must be respected even though it will be built in increments.

## LOCAL CIRCULATION POLICIES

### Vehicular Circulation

The vehicular circulation system in the Highgrove area is anchored by Interstate 215 and State Route 60. A system of major and secondary arterials, collector and local roads serve both regional and local needs. Some of the primary General Plan designated roads include Center Street, La Cadena Avenue, and Orange Street.



*Look to the General Plan Circulation Element for Roadway Widths and Capacities.*



**Policies:**



HAP 14.1 Design and develop the vehicular roadway system per the Highgrove Circulation plan, Figure 5, and in accordance with the Functional classifications and standards specified in the Circulation Element.



HAP 14.2 Maintain the County’s roadway Level of Service standards as described in the Circulation Element.

**Trails and Bikeway System**

The County of Riverside contains bicycle, pedestrian, and equestrian trails that traverse urban, rural, and natural areas. These multi-use trails accommodate hikers, bicyclists, equestrian users or others as an integral part of the County's circulation system. They serve both as a means of connecting the unique communities and activity centers throughout the County and as an effective alternate mode of transportation. In addition to transportation, the trail system also serves as a community amenity by providing recreation and leisure opportunities.

The rural nature of the Highgrove area along with its tremendous scenic qualities make trails a particularly attractive recreational amenity. The location and distribution of Area Plan and Regional Trails can be found in Figure 6, Trails and Bikeway System.

**Policies:**

HAP 15.1 Develop a system of local trails that enhances the Highgrove area’s recreational opportunities and connects with the Riverside County regional trails system.

HAP 15.2 Implement the Trails and Bikeway System, Figure 6, as discussed in the General Plan Circulation Element.

**Community and Environmental Transportation Acceptability Process (CETAP) Corridors**

The population and employment of Riverside County are expected to significantly increase over the next twenty years. CETAP was established to evaluate the need and the opportunities for the development of new or expanded transportation corridors in western Riverside County to accommodate the increased growth and preserve quality of life. These transportation corridors include a range of transportation options such as highways or transit, and are developed with careful consideration for potential impacts to habitat requirements, land use plans, and public infrastructure. CETAP has identified three priority corridors for the movement of people and goods: Banning/Beaumont to Temecula, Hemet to Corona/Lake Elsinore, and Moreno Valley to San Bernardino County.

The Moreno Valley to San Bernardino County CETAP Corridor Alternative passes along the southeastern edge of the Highgrove planning area, extending