



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 such as bicycles, trains, aircraft, and automobiles. 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. The circulation 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 by a number of transportation options.

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 future growth and to provide mobility options that help reduce the need to utilize the automobile. The circulation system is designed to fit into the fabric of the land use patterns and accommodate the open space systems.

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

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- RCIP Vision

While the following section describes the circulation system as it relates to the Southwest Area Plan, 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 Southwest Area Plan is tied to the countywide system and its long range direction. As such, successful implementation of the policies in the Southwest Area Plan will help to create an interconnected and efficient circulation system for the entire County.

LOCAL CIRCULATION POLICIES

Vehicular Circulation System

The vehicular circulation system that supports the Land Use Plan for the Southwest Area Plan is shown on Figure 6, Circulation. The vehicular circulation system in the Southwest Area Plan is anchored by Interstate 15 and Interstate 215, which merge in the City of Temecula and run north toward the Cities of Corona and Moreno Valley respectively. Another significant roadway within the planning area is State Route 79, which runs north-south through the French Valley and then continues east-west through the Pauba Valley. De Luz and Tenaja/Clinton Keith Roads are classified as Mountain Arterials southwest of Murrieta, and run east-west to connect Orange County with Interstate 15. Rancho California and De Portola Roads generally run southwest to northeast through the planning area serving the rural land east of Temecula. Washington Street is also classified as an arterial, and it runs north/south to connect State Route 74 with State Route 79.

A system of major and secondary arterials, and collector roads branch off from these major roadways and provide access to local uses. The street system is more complex in urban areas than in areas that are rural or have rugged terrain.



Policies:



SWAP 10.1 Design and develop the vehicular roadway system per the Southwest Area Plan Circulation, Figure 6, and in accordance with the Functional Classifications and Standards specified in the General Plan Circulation Element.



SWAP 10.2 Maintain the County’s roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

SWAP 10.3 Support the implementation of a new interchange at the intersection of Interstate 215 and Butterfield Stage Road.

Trails and Bikeway System

The County of Riverside contains multi-purpose trails that accommodate bicycle, pedestrian, and equestrian users and traverse urban, rural, and natural areas. These multi-use trails accommodate hikers, bicyclists, and equestrian users 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 as well as separations between communities.



A trail running through the Santa Rosa Plateau Ecological Reserve

A network of trails has been planned for the Southwest planning area to make mobility for pedestrians, equestrians, and bicyclists more feasible and attractive source of recreation. The trails shown on Figure 7, Trails and Bikeway System, are conceptual representations of the proposed system. The intent is to describe the desired routes and connections, leaving detailed right-of-way studies and precise alignments for determination at a later date or when proposed development projects are required to accommodate portions of the system. The following Southwest Area Plan policy supplements general trails policies throughout the County.

Policies:



SWAP 11.1 Implement the Trails and Bikeway System, Figure 7, as discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.

Scenic Highways

Scenic Highways are a unique component of the circulation system as they contain distinctive natural characteristics that are not typical of other areas in the County. The intent of these policies is to conserve significant scenic resources along scenic highways for future generations and to manage development along scenic highways and corridors so that it will not detract from the area's natural characteristics.

As shown on Figure 8, Scenic Highways, three highways within the Southwest planning area have been nominated for Scenic Highway status. The portions of



The purpose of the California Scenic Highways program, which was established in 1963, is to “Preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways.”