



Circulation



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

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 including 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. 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 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.

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

LOCAL CIRCULATION POLICIES



Innovative designs allow for increased density in key locations, such as near transit stations, with associated benefits. In these and other neighborhoods as well, walking, bicycling, and transit systems are attractive alternatives to driving for many residents.



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Vehicular Circulation System

The vehicular circulation system that supports the Land Use Plan for the Pass Area Plan is shown on Figure 5, Circulation. The vehicular circulation system is anchored by Interstate 10 and State Routes 60 and 79. Interstate 10 connects residents of the Pass with the Los Angeles Basin, the Coachella Valley, and eventually Arizona and points east. State Route 60, which provides access to Moreno Valley and the City of Riverside, joins Interstate 10 in Beaumont. State Route 79, a designated Scenic Highway, traverses Lambs Canyon and eventually connects to Temecula, far to the south. A system of connected major and secondary arterials and collector roads branch off of these primary circulation routes to serve local uses.

Policies:



PASS 9.1

Design and develop the vehicular roadway system per the Pass Area Plan Figure 5, Circulation, and in accordance with the Functional Classifications and Standards section in the General Plan Circulation Element.



PASS 9.2 Maintain the County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

Trails and Bikeway System

The County of Riverside contains bicycle, pedestrian, and multi-purpose trails that traverse urban, rural, and natural areas. These multi-use trails accommodate hikers, bicyclists, equestrian users, and others as an integral part of the County's circulation system. These multi-use trails 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 an identifiable separation between communities.

As shown on Figure 6, Trails and Bikeway System, the Pass has an extensive trails system. One of these major maintained trails in the planning area is the famous Pacific Crest Trail, which meanders through the Pass along a ridge of the San Bernardino Mountains. It is necessary to preserve the trails system for hiking and equestrian uses and to connect to points of interests for residents and visitors. Though less developed, a fairly extensive bikeway system is also envisioned in this part of the County.

Policies:



PASS 10.1 Implement the Trails and Bikeway System, Figure 6, as discussed in the Multipurpose Recreational Trails section of the General Plan Circulation Element.

Scenic Highways



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."

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 7, Scenic Highways, there are several existing and potential Scenic Highways within the Area Plan. State Route 243 between Idyllwild and the Banning City limits is an official State Scenic Highway. This highway rises from the valley of the San Jacinto Mountains and through the San Bernardino National Forest. The remainder of State Route 243 from Banning to its intersection with Interstate 10 is a State Eligible Scenic Highway. Interstate 10 has also been nominated as a State Eligible Scenic Highway.

Three additional highway segments are designated as Potentially Eligible County Scenic Highways. The first is Lambs Canyon Road (State Route 79), stretching from Beaumont City limits south five miles to the Badlands. The second is Beaumont Avenue from Beaumont City limits four miles north to the San Bernardino County line. This route traverses rural Cherry Valley and links with designated scenic routes in San Bernardino County. The third route follows the