INTRODUCTION

The Circulation Element describes how Temecula residents and local employees get around using automobiles, public transit and bicycles on sidewalks, trails, and current and future railways. A well-developed system of local roadways provides access to and circulation within many residential areas of the City. The City has made substantial efforts in recent years to improve traffic conditions on local roadways, and to encourage alternative means of travel. However, Temecula needs better roadway circulation between residential areas and commercial/employment centers, and more efficient connections to regional transportation routes. Pass-through traffic accessing these regional routes from unincorporated areas is also a significant concern. Effective solutions are needed to manage the growth of surrounding areas, provide circulation alternatives for current and future residents, and improve this critical aspect of quality of life.

PURPOSE OF THE CIRCULATION ELEMENT

The City strives to reduce traffic congestion and improve safety on roadways, to provide useful travel alternatives to the automobile, and to provide better access to regional travel routes. Accomplishing these objectives requires effective land use planning, roadway monitoring and improvement, transportation system and demand management, and regional coordination. The policies and programs in this Element emphasize maintenance of a balanced, multi-modal transportation system that responds to the demands of current and planned land uses, as set forth in the Land Use Element. The Element also addresses the high levels of pass-through traffic associated with development in surrounding areas that accesses Interstate 15 through the City.

The Circulation Element is firmly linked to the Land Use Element as the uses identified on the Land Use Policy Map provide the basis for determining future roadway improvements. Moreover, planned roadway alignments can influence or even determine future land uses along arterials within the City. The Circulation policies and plans attempt to ensure that current transportation facilities will be improved and new facilities will be constructed to adequately serve traffic generated by planned development. An efficient and well
planned circulation system is also a critical factor for diversifying and expanding local economic activities, as described in the Economic Development Element.

The Circulation Element provides the foundation for the Citywide Multi-Use Trail and Bikeway system, offering both recreational and commuting opportunities to City residents. Provision of a Multi-Use Trail system also relates to the Air Quality Element because the trail system supports walking and bicycling, both of which reduce demands placed on the automobile transportation system and improve air quality.

State General Plan guidelines suggest that Circulation Element policies and plans:

- Coordinate transportation and circulation systems with planned land uses
- Promote the safe and efficient transport of goods and the safe and effective movement of all populations
- Make efficient use of existing transportation facilities
- Protect environmental quality and promote the wise and equitable use of economic and natural resources

The Circulation Element addresses the City’s anticipated future transportation and circulation needs in the context of the following topics:

- Roadway Circulation
- Traffic Safety
- Regional Mobility
- Transportation System and Demand Management
- Parking
- Non-Motorized and Alternative Circulation
- Truck Circulation

Along with the circulation system, State law requires infrastructure to be addressed in the General Plan. Rather than treat public utilities within the Circulation Element, utilities and public services are addressed in the Growth Management and Public Facilities Element.
Within the Circulation Element, two measures are used to describe traffic flow on Temecula’s roadways and freeway access points: Volume to Capacity Ratios (V/C) and Intersection Capacity Utilization (ICU). These measures are used to establish Level of Service (LOS) categories describing the performance of roadways and access points throughout the community. Each of these measures is described briefly below.

**Volume to Capacity Ratio (V/C)**

This measure, consisting of a ratio between volume and theoretic capacity, is used to measure the performance of roadway facilities. Volume is established either by a traffic count (in the case of current volumes) or by a forecast for a future point in time. Capacity refers to the vehicle carrying ability of a roadway at free flow speed, and is a critical component of roadway design. For example, a roadway that carries 16,000 vehicles per day, with the capacity to accommodate 20,000 vehicles per day at free flow speed, has a V/C of 0.80.

**Intersection Capacity Utilization (ICU)**

This measure is applied using peak hour volumes and considers the geometric configuration of intersections when measuring capacity. Intersection Capacity Utilization sums the V/C ratios for the critical movements of an intersection, and thus accounts for the overall performance of intersections, which are the most critical limitations within the City roadway system.

**Level of Service**

Level of Service (LOS) describes the efficiency and quality of traffic operations. Six categories of LOS - the letter designations A to F - are used to identify traffic conditions, with LOS A representing excellent conditions and LOS F representing extreme congestion. The LOS designations are based upon V/C ratios calculated for freeway access ramps and roadway segments, as well as ICU values calculated for intersections. Table C-1 shows V/C and ICU ranges and the corresponding LOS, with a description of corresponding traffic conditions.
Transportation planning and management require cooperation and coordination among many State, County and regional agencies. Relevant agencies include Caltrans, the Riverside County Transportation Commission (RCTC), the Southern California Association of Governments (SCAG), and the South Coast Air Quality Management District (SCAQMD), which addresses air quality issues associated with vehicle traffic. These agencies have federal and State mandates to adopt transportation-related programs that affect Temecula (and other jurisdictions throughout the area).

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Description of Traffic Conditions</th>
<th>V/C or ICU</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Very short delays at intersections and free flow operation. Vehicles are completely unimpeded and can maneuver freely within traffic.</td>
<td>0.00 - 0.60</td>
</tr>
<tr>
<td>B</td>
<td>Short delays of 10 to 20 seconds at intersections. Vehicles are completely unimpeded and can maneuver through traffic.</td>
<td>0.61 - 0.70</td>
</tr>
<tr>
<td>C</td>
<td>Stable flow, with delays of 20 to 35 seconds at intersections. Some waiting vehicles may fail to go through the intersection before the green light turns red. Ability to maneuver and change lanes at mid-block is somewhat restricted.</td>
<td>0.71 - 0.80</td>
</tr>
<tr>
<td>D</td>
<td>Congestion becomes more noticeable, with delays of 35 to 55 seconds at intersections. Many vehicles are required to stop at signals, and travel speeds along these roadways become slower.</td>
<td>0.81 - 0.90</td>
</tr>
<tr>
<td>E</td>
<td>Unstable traffic flow, with delays of 55 to 80 seconds at intersections. Most vehicles are required to wait at least one traffic signal cycle.</td>
<td>0.91 - 1.00</td>
</tr>
<tr>
<td>F</td>
<td>Traffic volumes exceed capacity, resulting in jammed intersections. This can result in delays greater than 80 seconds, and/or two-cycle signal waits.</td>
<td>Above 1.00</td>
</tr>
</tbody>
</table>

SCAG Regional Transportation Plan (RTP)

The Regional Transportation Plan (RTP) is a multi-modal, long-range planning document prepared by the Southern California Association of Governments (SCAG). The RTP includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and financing. The RTP is prepared every three years to address a 20-year projection of needs.

Each agency responsible for building and managing transportation facilities, including the City of Temecula, has implementation responsibilities under the RTP. The RTP relies on local plans and policies governing circulation and transportation to identify the region’s future multi-modal transportation system.

South Coast Air Quality Management Plan

The South Coast Air Quality Management Plan (AQMP) mandates a variety of measures to reduce traffic congestion and improve air quality. The Circulation Element identifies Circulation Programs to be implemented in Temecula that may help improve regional air quality. The plan for the South Coast Air Basin, which includes Temecula and western Riverside County, was prepared by the South Coast Air Quality Management District (SCAQMD) and SCAG.

Riverside County Integrated Project (RCIP) / Community and Environmental Transportation Acceptability Process (CETAP)

Western Riverside County is projected to grow from a current population of about 1.2 million to 2 million in 2020. In an effort to improve the quality of life for current and future residents, the County of Riverside, the Riverside County Transportation Commission (RCTC) and Southern California Association of Governments (SCAG) embarked on a planning process to determine future placement of buildings, roads and open spaces within the County. This process was named the Riverside County Integrated Project (RCIP) and resulted in three interrelated plans: a General Plan for land use and housing, a Multiple Species Habitat Conservation Plan (MSHCP) to determine open spaces and conservation areas, and the Community and Environmental Transportation Acceptability Process (CETAP), which identifies improvements for highways and transit systems. The integration of these distinct planning efforts will improve their ultimate effectiveness.
The main goals of CETAP are to: 1) identify and set aside areas for major transportation facilities; 2) ensure that transportation infrastructure will be in place to foster the economic development of Riverside County; and 3) provide access to schools, jobs, shopping and other daily activities. One major component of the CETAP is to identify a location for the Winchester to Temecula Corridor, which will involve widening of both I-15 and I-215, as well as construction of French Valley Parkway, connecting the French Valley Future Growth Area to I-215 and providing an alternate freeway access point to Winchester Road. Other goals include providing expanded rail service and express bus service throughout Riverside County. Decisions reached through the CETAP will affect transportation facilities and opportunities within Temecula.

**RIVERSIDE COUNTY CIRCULATION ELEMENT**

The Riverside County Circulation Element forms part of the County General Plan and is supposed to identify the system of regional arterials and bikeways in unincorporated portions of the Planning Area.

The bikeways system is guided through the application of the General Plan’s policies, programs and standards in conjunction with adopted bicycle routes. County designated Class I Bike Paths follow the courses of Murrieta and Temecula Creeks. The City’s Circulation Plan calls for establishment and implementation of a bikeway plan that links to County routes.

**RIVERSIDE COUNTY CONGESTION MANAGEMENT PROGRAM**

Urbanized areas such as Riverside County are required to adopt a Congestion Management Program (CMP). The Riverside County Congestion Management Program (CMP) is updated every two years, pursuant to Proposition 111. The goals of the CMP are to reduce traffic congestion, to improve air quality, and to provide a coordination mechanism between land development and transportation improvement decisions. The Congestion Management Program is administered by the Riverside County Transportation Commission (RCTC).

In 1997, RCTC significantly modified the original CMP to meet federal Congestion Management System (CMS) guidelines. This effort included development of an Enhanced Traffic Monitoring System, in which real-time traffic count data can be accessed by
RCTC to evaluate the condition of the CMS, as well as meet other monitoring requirements at the State and federal levels.

As a result, the submittal of Traffic Impact Assessments (TIAs) for development proposals to RCTC is no longer required. However, the City is required to maintain minimum LOS thresholds identified in the General Plan and continues to require TIAs on development projects.

**MEASURE A, TRANSPORTATION IMPROVEMENT PROGRAM**

In 1988, Riverside County voters approved Measure A, a half-cent sales tax program that creates funding for a wide variety of transportation projects and services throughout Riverside County. RCTC is responsible for administering the program. Measure A dollars are spent in accordance with a voter-approved expenditure plan that was adopted as part of the 1988 election. None of the originally programmed improvement projects are located within the Planning Area.

Riverside County voters approved an extension of the current Measure A program for an additional 30 years in November, 2003. Improvement projects within the Planning Area include adding one lane in each direction to I-15 within the Planning Area, and constructing arterial connections between SR-79 and I-215 at French Valley Parkway and Clinton Keith Road.

**TEMECULA FIVE YEAR CAPITAL IMPROVEMENT PROGRAM**

The City’s Capital Improvement Program (CIP) is a planning tool used to coordinate the financing and scheduling of major projects, including transportation improvements, to be undertaken by the City. Not all projects included in the CIP have budget approval. The City’s CIP is revised on an annual basis to meet changing needs, priorities, and financial conditions.

The following CIP designated projects have particular relevance to the Circulation Element:

- French Valley Parkway interchange and overcrossing of I-15
- The extension of Overland Drive bridge over Murrieta Creek to Diaz Road
- Pechanga Parkway widening and improvements from SR-79 South to Via Eduardo
- Rancho California Road widening from Old Town Front Street to east of Ynez Road
- Rancho Way extension from Diaz Road to Margarita Road
- Eastern Bypass project improvements to Butterfield Stage Road, Nicolas Road and Murrieta Hot Springs Road.
- Diaz Road extension to Cherry Street
- Diaz Road widening from Winchester Road to Rancho California Road
- Main Street bridge over Murrieta Creek (replacement)
- Pauba Road Improvements from Margarita Road to west of Showalter Road
- Rainbow Canyon Road widening from Pechanga Parkway to the City limits
- I-15/SR-79 South ultimate interchange
- La Paz Street widening from Ynez Road to SR-79 South
- Temecula Creek crossing to provide supplemental access to SR-79 South
- Ynez Road widening from Tierra Vista Road to La Paz Street
- Western Bypass Corridor from SR-79 South to French Valley Parkway

**Temecula Trip Reduction Ordinance**

Temecula has adopted a Trip Reduction Ordinance, pursuant to the requirements of the State Health and Safety Code. The Ordinance enables the City to receive revenues from State vehicle registration fees to administer air pollution reduction programs. The Municipal Code also mandates the provision of carpool, bicycle, rideshare, vanpool, transit, child care, transportation system management, and/or telecommuting facilities for both new and current development projects within the City where 100 or more persons are employed. Strategies to provide these facilities are detailed in Trip Reduction Plans (TRPs) prepared by employers, either as a condition of development review, or upon issuance of a business license. Businesses with fewer than 100 employees are also encouraged to participate on a voluntary basis.

**Temecula Multi-Use Trails and Bikeways Master Plan**

The Temecula Multi-Use Trails and Bikeways Master Plan is a separate document from the General Plan that provides a number of options to implement the general policy direction established by the General Plan. Key aspects of the adopted Master Plan are incorporated within the Circulation and Open Space/Conservation Elements of the General Plan. However, due to changes to the
standard roadway cross-sections, the location and feasibility of providing future bike lanes may need to be re-evaluated.

Circulation Plan

Temecula’s circulation network consists of roadways, transit services, multi-use trails and bikeways, and air traffic at French Valley Airport. Other facilities, such as park-and-ride lots, transit shelters, and public and private parking lots support these methods of travel. The Circulation Plan is carried out by goals, policies, and implementation programs presented at the conclusion of the Circulation Element.

Roadway and alternative mode mobility plans have been designed that provide adequate capacity to accommodate travel needs resulting from development pursuant to the Land Use Element within the Temecula Planning Area, as well as attempting to anticipate future development in the County of Riverside, and the City of Murrieta.

Roadways in Temecula are defined using a hierarchical classification system. Each type of roadway is described by size, function, and capacity. The Circulation Plan establishes eight types of roadways, ranging from eight-lane high capacity divided roadways to two-lane undivided roadways. Some roadway types will have a standard rural cross-section for use in selected areas. The standard roadway classifications are listed in Table C-2, and described in the paragraphs that follow. The typical non-intersection cross sections are illustrated in Figure C-1. Additional rights-of-way (beyond the standard width) may be required at higher volume intersections and to provide for safe turning movements.

Freeway

Interstate 15 freeway design standards are dictated by Caltrans District 8. Interchange improvements identified in the Circulation Plan will need to be coordinated and approved by Caltrans.

Most interchange on-ramps along Interstate 15 within Temecula will be subject to peak period ramp metering. The City supports the concurrent implementation of HOV bypass lanes at the ramps (where possible) to promote ride sharing and express transit use by area commuters.
<table>
<thead>
<tr>
<th>Standard Roadway Class</th>
<th>Definition</th>
<th>Minimum Width (ROW/Pavement)</th>
<th>Typical Number of Lanes</th>
<th>Maximum Two-Way Daily Traffic Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Arterial</td>
<td>Highways carrying high volumes of regional and local traffic. Priority is given to through traffic flow, and access is generally limited to signalized intersections.</td>
<td>134'/110'</td>
<td>8-10 lanes with raised median and additional turn lanes at intersections</td>
<td>72,000</td>
</tr>
<tr>
<td>Principal Arterial</td>
<td>Highways acting as main thoroughfares and providing access to major activity centers and to the regional freeway system. Direct access to adjacent properties is discouraged, except at signalized intersections.</td>
<td>110'/86'</td>
<td>6 lanes with raised median and additional turn lanes at intersections</td>
<td>54,000</td>
</tr>
<tr>
<td>Major Arterial</td>
<td>Highways that complement the principal system by providing a medium capacity backbone system. Only limited access is provided, typically to commercial properties (i.e. not to residential properties)</td>
<td>100'/78'</td>
<td>4 lanes with raised median and additional turn lanes at intersections</td>
<td>36,000</td>
</tr>
<tr>
<td>Secondary Arterial</td>
<td>Roadways intended to carry traffic between local streets and principal or major arterials. They are similar to major arterials, with only limited access to adjacent properties.</td>
<td>88'/68'</td>
<td>4 lanes undivided, with turn lanes as needed</td>
<td>29,000</td>
</tr>
<tr>
<td>Modified Secondary Arterial</td>
<td>Secondary arterials designed to preserve rural character of surrounding areas.</td>
<td>88'/70'</td>
<td>4 lanes separated, no curb and gutter</td>
<td>20,000</td>
</tr>
<tr>
<td>Limited Secondary Arterial</td>
<td>Secondary arterials that have lower volumes such that four lanes are not needed.</td>
<td>88'/46'</td>
<td>2 lanes divided with turn lanes where needed</td>
<td>16,000</td>
</tr>
<tr>
<td>Collector</td>
<td>Roadways providing property access, and linking properties to secondary, major, and principal arterials.</td>
<td>66'/44' Residential 78'/56' Industrial</td>
<td>2 lanes undivided</td>
<td>14,000</td>
</tr>
<tr>
<td>Rural Highway</td>
<td>Roadway providing property access and local circulation in rural areas.</td>
<td>88-150'/50'</td>
<td>2 lanes undivided</td>
<td>10,000</td>
</tr>
</tbody>
</table>
Figure C-1
Roadway Cross Sections

CITY OF TEMECULA GENERAL PLAN

Source: Austin-Foust Associates, Inc.

MAJOR ARTERIAL (4 LANES DIVIDED)
- Raised Median

PRINCIPAL ARTERIAL (6 LANES DIVIDED)
- Raised Median

URBAN ARTERIAL (8-10 LANES DIVIDED)
- Raised Median

* Additional right-of-way should be provided for bicycle lanes on urban and principal arterials when feasible

Source: Austin-Foust Associates, Inc.
Figure C-1
Roadway Cross Sections

CITY OF TEMECULA GENERAL PLAN

Source: Austin-Fourt Associates, Inc.

COLLECTOR (2 LANES UNDIVIDED)

RURAL HIGHWAY (2 LANES UNDIVIDED)
URBAN ARTERIALS

Urban Arterials are eight-lane roadways with raised landscaped medians. In some circumstances, ten lanes may be required. Access to Urban Arterials may vary depending on where the facility is located within the City, but is typically limited to adjacent commercial properties at signal-controlled intersections. Generally, one-quarter mile intersection spacing should be considered as a minimum. Where overriding circumstances will not allow the desired intersection spacing policy to be met, left turn restrictions should be considered at all unsignalized intersections and “high-speed” design features should be incorporated into the intersection design (e.g. curb radii and acceleration/deceleration lanes where appropriate.) In most situations, bicycle lanes will not be provided along Urban Arterials when alternate routes are available.

Curbside parking is prohibited. Traffic carrying capacities of 70,000+ vehicles per day can be achieved depending on the degree of access control, peak period traffic loadings, and lane configurations at the major intersections.

PRINCIPAL ARTERIALS

Principal Arterials are six lane roadways with raised landscaped medians. Desirable minimum spacing for street intersections along a Principal Arterial is approximately one quarter mile. Unsignalized minor street and driveway access may be allowed, but signalized access is preferred and left-turn restrictions are typically placed at unsignalized access locations. An exception to the standard cross section is found in the French Valley area. According to an agreement between Caltrans and the County of Riverside, the right-of-way for Winchester Road, between Hunter and Keller Roads, needs to be 184 feet wide.

Curbside parking is prohibited. Traffic carrying capacities of 54,000+ vehicles per day can be achieved depending on the degree of access control, peak period loadings, and lane configurations at the major intersections.

MAJOR ARTERIALS

Major Arterials are four lane roadways with painted or raised landscaped medians. Minimum spacing for intersections along Major Arterial streets should be one-eighth mile. Left turn restrictions will generally be placed at minor unsignalized driveways.
As a primary traffic carrier, curbside parking may not be appropriate along some of the more heavily traveled Major Arterial street segments within the City. Traffic carrying capacities of 36,000± vehicles per day can be achieved depending on the degree of access control and peak period loadings.

**SECONDARY ARTERIALS**

Secondary Arterials are four-lane roadways without medians (undivided). Minimum intersection spacing along Secondary Roadways should be approximately one-sixteenth mile (330 feet). Direct access from private residential properties should be avoided where possible unless medians can be provided at such access points.

While the Secondary Arterial provides for curbside parking, such parking should be prohibited near intersections where left-turn lane striping is provided. In some locations, secondary arterials may include a limited median, or be re-striped to provide a left-turn pocket. While the Secondary Arterial provides for curbside parking, there may be localized circumstances which would warrant parking restrictions. Traffic carrying capacities of 30,000± vehicles per day can be achieved depending on the degree of access allowed and peak period traffic loadings.

**MODIFIED SECONDARY ARTERIALS**

Along DePortola Road between Santiago and Margarita Roads, a Modified Secondary Arterial cross-section is anticipated. This cross-section is intended to help preserve the rural character of the area, while accommodating local circulation needs.

The cross-section envisions a multi-use trail adjacent to one side of the roadway beyond the current 88-foot right-of-way. Prior to improving Ynez/DePortola Road to four lanes, the City will acquire sufficient right-of-way or easements necessary to extend the multi-use trail along all improved sections of the road.

**LIMITED SECONDARY ARTERIALS**

A Limited Secondary Arterial features two lanes with a median within a similar right-of-way to the four-lane Secondary Arterial. The reduced cross-section anticipates one lane in each direction, with the potential to add a left turn pocket, and separated trail. This designation is used on Secondary Arterial roadways that feature
a more rural appearance and have lower traffic volumes. Traffic carrying capacity is around 20,000± vehicles per day.

**Collectors**

Collector streets often provide access to local streets from the arterial roadway network. Collectors are two-lane roadways that sometimes have painted medians for left turn movements.

The right-of-way width for collectors varies from 66 feet to 78 feet, depending on location within the City. Direct access from individual private residential properties should be avoided where possible. The 78 foot cross sections are typically applied to Collectors located within light industrial and commercial areas, whereas a smaller dimension may be appropriate for residential areas. The desirable intersection spacing for Collectors is approximately 330 feet. Minimum intersection/access spacing on all Collector facilities should be 200 feet.

Collectors provide for curbside parking. Parking should be restricted near intersection approaches where a separate right-turn lane is provided. Traffic carrying capacities of 16,000± vehicles per day can be achieved depending on the degree of access control and peak period traffic loadings. Not all collector streets are shown on the Circulation Plan.

**Rural Highways**

The Rural Highway standard may be applied to roads within Rural Preservation Areas (RPAs) identified in the Land Use Element, as well as semi-rural neighborhoods within the City. Surrounding areas are primarily designated as Vineyards/Agriculture, Hillside, Rural, Very Low, or Low Density Residential in the General Plan.

Rural Highways feature a two lane 50-foot curb-to-curb cross section within a right of way of 88 to 150 feet or more. For safety reasons, left turn lanes may be required at major access points (such as intersections) and the 50-foot curb-to-curb width allows this to occur without the need for additional pavement width. Bike lanes can be located along only one side of the roadway to form a continuous system along each street, when needed. Minimum intersection/access spacing along Rural Highways should be approximately one-sixteenth of a mile (330 feet). Direct access from private residential properties should be avoided where possible. The carrying capacity of Rural Highways is approximately 20,000± vehicles per day.
vehicles per day. This relatively high capacity can be achieved due to few signalized intersections and minimum side friction.

The intent of the Rural Highway classification is to preserve sufficient right-of-way for construction of future Secondary, Major or Principal Arterials, while enabling use of these facilities to support rural development in the short term. Should future traffic volumes on streets constructed to a Rural Highway standard reach the threshold noted above, the roadway should be improved to full arterial standards.

**LOCAL STREETS**

Local Streets are two-lane roadways without medians. Centerline striping is typically not provided, and curbside parking is allowed. Minimum intersection spacing on Local Streets should be approximately 200 feet and curbside parking should be provided. Traffic carrying capacity is physically similar to a Collector roadway, however the qualitative limit of acceptable traffic volumes in a residential environment is substantially lower (less than 5,000 vehicles per day). Local streets are not shown on the Circulation Plan.

**ROADWAY DIMENSIONS**

Figure C-1 shows schematic cross-sections of each category of roadway. These sections represent the desirable standards, but variations in right-of-way width and specific roadway improvements will occur in certain cases due to physical constraints and/or right-of-way limitations. In some situations, additional right-of-way may be required for bikeways and trails.

The roadway classifications may deviate from the standards where physical constraints exist, where preservation of community character dictates special treatment, or on approaches to Principal Intersections (discussed later in this Element). Bikeways and sidewalks also affect the specific standards applied to various roadways. However, the overriding circulation goal is that all roadways carry the designed volumes of traffic at desired performance levels. In addition, the median width of Major and Secondary roadways will vary according to the area being served, right-of-way constraints and turn-lane requirements.
The cross-sections presented in Figure C-1 identify mid-block roadway dimensions. Right-of-way needs at intersections are typically greater than those at mid-block. Table C-3 provides guidelines for determining the number of required lanes at intersection approaches for each roadway class.

### Table C-3

**Intersection Lane Guidelines**

<table>
<thead>
<tr>
<th>Roadway Classification</th>
<th>Number of Entering Lanes (each direction)</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Through</td>
<td>Left Turn</td>
</tr>
<tr>
<td>Urban Arterial</td>
<td>4</td>
<td>2(1)</td>
</tr>
<tr>
<td>Principal Arterial</td>
<td>3</td>
<td>2(1)</td>
</tr>
<tr>
<td>Major Arterial</td>
<td>2</td>
<td>2(1)</td>
</tr>
<tr>
<td>Secondary Arterial</td>
<td>2</td>
<td>2(1)</td>
</tr>
<tr>
<td>Modified Secondary Arterial</td>
<td>2</td>
<td>2(1)</td>
</tr>
<tr>
<td>Limited Secondary Arterial</td>
<td>1-2</td>
<td>1</td>
</tr>
<tr>
<td>Collector</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Rural Highway</td>
<td>1-2</td>
<td>1</td>
</tr>
</tbody>
</table>

Notes:

(1) Only one left turn lane is required if left turn is onto a Limited Secondary, Collector, or two-lane Rural Highway.

(2) If a roadway changes from a lower classification on the far side of the intersection (e.g. Urban to a Principal or Principal to a Major), then a right turn lane drop (trap lane) can act as a separate right turn lane, and an additional right turn lane would not be required.
In most cases, the right-of-way shown on the mid-block cross-sections in Figure C-1 will be adequate to accommodate the through and left turn lanes shown in Table C-3. Right turn lanes will typically require some additional right-of-way on one side (the entering side of the intersection). The additional right-of-way shall be a minimum of six feet (10 feet is preferable), and shall extend for at least 250 feet back from the intersection curb face.

**PERFORMANCE CRITERIA**

Evaluating the ability of the circulation system to serve Temecula’s residents and businesses requires establishing suitable performance criteria. Performance criteria have a policy component that establishes a desired level of service (LOS) and a technical component that specifies how traffic forecast data can be used to measure criteria achievement.

The performance criteria used for evaluating volumes and capacities on the City street system are based on peak hour intersection data, since intersections are the primary limiting factor affecting traffic flow on City roadways. Performance criteria for freeway ramps accessing I-15 are based on V/C ratios for each ramp. The performance standards are summarized in Table C-4.

<table>
<thead>
<tr>
<th>TABLE C-4</th>
<th>CIRCULATION SYSTEM PERFORMANCE CRITERIA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Peak Hour Intersection Criteria</strong></td>
<td></td>
</tr>
<tr>
<td>Intersection capacity utilization (ICU) not to exceed 0.90 (LOS D)</td>
<td></td>
</tr>
<tr>
<td>Saturation flow rate</td>
<td>1,750 vehicles per hour per lane</td>
</tr>
<tr>
<td>Clearance interval</td>
<td>0.10 ICU</td>
</tr>
<tr>
<td><strong>Peak Hour Freeway Ramp Criteria</strong></td>
<td></td>
</tr>
<tr>
<td>Volume-to-capacity (V/C) ratio not to exceed 1.00 (LOS E)</td>
<td></td>
</tr>
</tbody>
</table>


**PLANS IN ACTION**

_The City strives to achieve LOS “D” for peak hour intersection operations and LOS “C” for non-peak hour operations._

The City of Temecula has an intersection capacity performance standard of 0.90 ICU for peak hour intersection operation impacts. This standard means that an intersection is operating at 90 percent of its capacity, corresponding to LOS D. In addition to this ICU analysis, freeway ramps require a special traffic operations analysis. For freeway ramps, the maximum peak hour V/C is 1.00.
These performance standards establish a basis from which to evaluate the need to improve or replace roadway facilities within the City in response to increased traffic or congestion. Beyond these area-wide standards, specific trip caps have been defined and applied to Mixed Use Overlay Areas established within the Land Use Element. These trip cap standards are tied to the capacity of surrounding roadways, and apply in addition to the standards described in this Element.

GENERAL PLAN ROADWAY SYSTEM

Circulation Element goals and policies emphasize the need for a better circulation system, capable of serving both current and future local and regional traffic. The Roadway Plan for the Temecula Planning Area is illustrated in Figure C-2. Alignments shown for future planned roadways are preliminary and are subject to refinement based on future engineering studies. The Roadway Plan accommodates anticipated traffic levels and the hierarchical roadway classification system is used to avoid community impacts. Roadway improvements needed to achieve performance criteria and avoid roadway and intersection impacts within the Planning Area are prioritized, funded, and completed using the City’s 5-year Capital Improvement Plan process.

PRINCIPAL INTERSECTIONS

The orientation of Temecula’s street system funnels many trips through a few key intersections. Failure of these intersections to perform at adopted performance standards significantly impairs the overall effectiveness of the transportation network. Principal Intersections identified by the City as critical to the function of the entire local and regional transportation network are regularly monitored and priority is given to them in implementing roadway improvements.

Right-of-way and roadway widths specified in Table C-2 shall vary on all approaches to Principal Intersections identified by the City to accommodate intersection improvements, such as full width auxiliary turn lanes and/or dual-left turn lanes, as needed. Parking shall also be restricted on all approaches to Principal Intersections, to ensure adequate space to develop such improvements.
Figure C-2
Roadway Plan
Regional Mobility

Western Riverside County has grown at a tremendous rate over the past two decades, and a high rate of continued growth is expected. Effective regional transportation strategies are needed to successfully implement City and County plans accommodating future growth. Such strategies must link Temecula with other regional employment and commercial centers, as well as airports and other transportation hubs, and should include alternative modes of travel. Temecula is well connected to the regional vehicle circulation system, but lacks effective alternatives to the automobile.

Interstate 15 bisects the western portion of the Planning Area and provides connections to other regional freeways in Riverside County, San Diego County, San Bernardino County and beyond. Interstate 215, located north of the Planning Area, provides direct access to the communities of Moreno Valley and Riverside. SR-79 North provides access to Hemet and San Jacinto, while SR-79 South provides access to eastern Riverside and San Diego Counties. No regional or national passenger rail service is provided in Temecula.

Plans in Action

Temecula supports efforts by RCTC, including the CETAP, to provide effective solutions to regional transportation needs, and monitors progress of proposed improvements outside the City to ensure potential benefits are realized.

The Winchester to Temecula Corridor, which is currently being planned in the CETAP process, is expected to provide additional freeway access and capacity. This corridor involves widening both I-15 and I-215, as well as construction of French Valley Parkway, connecting the French Valley Future Growth Area to I-215 and providing an alternate freeway access point to Winchester Road. In addition, proposed regional improvements included in the Measure A Extension would provide additional access to I-215 at Clinton Keith Road. As a result, some local transportation patterns may change as traffic using I-15 and I-215 is redirected from Winchester Road to these alternate routes.

Ensuring adequate regional circulation for residents and businesses will require coordination with regional and State transportation planning efforts. To achieve this, the City will work with partners such as Caltrans, Riverside Transit Agency, the Western Riverside Council of Governments, the City of Murrieta, the Pechanga Band, and the County of Riverside to pursue opportunities for light rail or high speed rail service, and to improve access to regional freeways.
Efficiency of the circulation system will be maximized with transportation system management (TSM) and transportation demand management (TDM) strategies. TSM involves physical improvements to the circulation infrastructure to expand capacity and increase traffic flow, while TDM involves reducing the demand for vehicular transportation. In addition to enhancing the operation of the circulation system, TSM and TDM strategies provide relief from increasing demands for more improvements to transportation facilities.

TSM and TDM solutions for Temecula include traffic signal coordination and spacing, discouraging on-street parking along Principal roadways, providing and maintaining bikeways and bike lanes, and encouraging additional regional public transportation services and support facilities, such as park and ride lots.

**CLOSED STREETS**

When Temecula incorporated in 1989, the citywide road network was incomplete. The gaps in the road network forced through traffic onto local streets. Higher traffic volumes and excessive speeds generated numerous complaints and requests for City action. In response, the City began approving street closures to minimize potential conflicts. An unintended consequence of this was the further concentration of vehicle trips onto a limited number of arterial routes.

Since that time, the City’s road network has undergone significant improvement. The completion of Margarita Road, and improvements to Rancho California, Winchester, and Ynez Roads have all resulted in a more functional road network and better traffic flow. However, to continue to improve local circulation, new internal connecting routes are required in some areas to maximize the capacity of the overall road network. These enhancements to the local road network should be balanced with the need to minimize outside through traffic onto local streets that provide driveway access to single-family residences.

**TRUCK CIRCULATION**

An efficient and effective goods movement system is essential to the economic livelihood of the Temecula area. Trucking dominates goods movement within and through the southern California region. Temecula experiences moderate amounts of truck traffic generated by commercial and light industrial uses on the west side and agricultural and vineyard uses in the eastern portion of the Planning Area.
PLANS IN ACTION
The City requires trucks to travel on identified routes and enforces truck loading and access requirements of the Development Code.

NON-MOTORIZED AND ALTERNATIVE CIRCULATION

The City coordinates with RTA to develop future transit schedules and routes in Temecula, and provides important transit support facilities, including park-and-ride lots and bus shelters.

PLANS IN ACTION

Truck traffic is expected to continue to increase as new businesses open in the community. Noise impacts and congestion can be caused by truck traffic in urban areas. Such impacts are expected on Temecula streets heavily used by trucks: including Diaz Road, Jefferson Avenue, Winchester Road, Rancho California Road, I-15, SR-79 South and several Principal Collectors located west of I-15.

A key component of Temecula’s Circulation Plan is to promote the use of alternative modes such as transit, bicycling and walking. Increasing use of alternative modes produces a number of community benefits, including reduced traffic, less need for costly roadway improvement projects and improved air quality. Facilities constructed for biking or walking provide important recreational opportunities as well. Crossings of Interstate 15 that do not include on- or off-ramps should incorporate additional bikeway and pedestrian facilities.

PUBLIC TRANSIT

Public bus service in Temecula is currently provided by Riverside Transit Agency (RTA), and will become an increasingly important component of the transportation system. A well-balanced public transportation system offers many benefits, including increased mobility, energy savings, decreased pollution, and decreased congestion through more efficient use of roadway capacity.

Public transportation first became available in Temecula in 1991 when RTA established a local transit route within Temecula and initiated a pilot program providing commuter service between Temecula and Corona with stops in Murrieta and Lake Elsinore. To meet the needs of a growing population, public transit services have since been expanded. Current routes serving Temecula are shown on Figure C-3, and Table C-5 summarizes the approximate origin and destination for each route.

<table>
<thead>
<tr>
<th>Line</th>
<th>Origin/Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>23</td>
<td>Temecula / Murrieta</td>
</tr>
<tr>
<td>24</td>
<td>Temecula / Pechanga Resort / Vail Ranch</td>
</tr>
<tr>
<td>79</td>
<td>Hemet / Temecula</td>
</tr>
<tr>
<td>202</td>
<td>Murrieta / Oceanside</td>
</tr>
<tr>
<td>206</td>
<td>Temecula / Corona</td>
</tr>
<tr>
<td>208</td>
<td>Temecula / Riverside</td>
</tr>
</tbody>
</table>

Source: RTA, 2004
In addition to local routes, RTA provides limited stop service to Riverside, Corona, and Oceanside on CommuterLink. The City is committed to ensuring that public transportation becomes and remains a viable travel alternative to the automobile, and is taking steps to ensure that transit accessibility is a foremost consideration within new mixed use development proposals. To facilitate use of these public transportation resources, the City will encourage the development of park-and-ride lots along the I-15 corridor and at other locations within Temecula, and will seek to maximize opportunities presented by joint-use of existing parking facilities.

**Multi-Use Trails and Bikeways**

The City has an extensive network of multi-use trails providing connections for pedestrians, equestrians and bicyclists. In addition to the multi-use trails, many of Temecula’s roadways are designed to support bikeways of various types. The current and planned system of multi-use trails and bikeways is shown on Figure C-4. Table C-6 provides descriptions of the multi-use trails and bikeways present within the City. Cross sections for each type of facility are contained in Temecula’s Multi-Use Trails and Bikeways Master Plan. The trail and bikeway system is composed of a network of Class I off-road trails located parallel to roadways and within residential subdivisions, and Class II and III bike lanes and routes located on arterial roadways. In addition, the Riverside County bikeways plan identifies a future Class I Regional Trail crossing the City from north to south along the power transmission easement.

The City will continue to improve the bikeway system as new roadways are constructed, and to build Class I facilities identified in the Multi-Use Trails and Bikeways Master Plan. Many enhanced local bicycle and pedestrian links are planned, and the City will work to improve bicycle and pedestrian safety through application of uniform trail standards and signs. Restrictions apply to motorized vehicles accessing the trails network, and potential conflicts between off-street bicycles and pedestrians will be minimized through the construction of overhead trail crossings, where feasible.
Figure C-4
Multi-Use Trails and Bikeways

CITY OF TEMECULA GENERAL PLAN

Legend

- Multi-Use Trails
- Class 2 Bike Lanes
- City Boundary
- Sphere of Influence
- Planning Area

Source: Temecula GIS and Cotton/Bridges/Associates
Traffic accidents can have tragic impacts and can negatively affect the lifestyle of Temecula residents if they occur on a routine or repeated basis. Accidents typically occur as a result of driver distractions, such as cell phones; excessive automobile speed; traffic congestion; poorly-designed driveway/roadway interface areas; and/or poor placement of pedestrian or bicycle facilities relative to high-speed vehicle travel lanes.

Traffic safety problems are most acute at major intersections along the SR-79 North and South corridors, freeway interchanges along I-15, and locations where vehicle traffic both occurs within short peak periods, such as schools, churches, or community centers. The City is committed to reducing potential traffic safety hazards through a variety of improvement and education strategies.

Parking typically is considered a separate issue from vehicle circulation. However, the presence of on-street parking has a direct effect on roadway capacity. In addition, off-street parking deficiencies can cause vehicles to re-circulate on public streets, which also increases traffic volumes and congestion by reducing capacity for through traffic.

The City’s Development Code includes parking requirements to ensure that an adequate number of spaces are provided on-site for most uses. The Code also establishes minimum stall dimensions consistent with current standards for other jurisdictions. These
regulations apply to all new developments and may be applied to
current uses that are modified or expanded. There is currently
adequate on-street parking in the Old Town area. However, there is
a need for additional off-street parking to handle peak-period
demand.

**GOALS AND POLICIES**

Roadway congestion is a major concern to local residents and
businesses. The City responds to local concerns regarding roadway
congestion through the identification of acceptable performance
standards for City roadways and intersections, as well as access
points to regional highways, such as I-15. The stated performance
standard serves as the foundation for providing a street network
that moves people and goods safely and efficiently throughout the
City while ensuring that traffic delays are kept to a minimum.

<table>
<thead>
<tr>
<th>Goal 1</th>
<th>Strive to maintain a Level of Service “D” or better at intersections within the City during peak hours and Level of Service “C” or better during non-peak hours.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy 1.1</td>
<td>Use the Circulation Element Roadway Plan to guide detailed planning and implementation of the City's roadway system, including appropriate road width and median transitions when a roadway classification changes.</td>
</tr>
<tr>
<td>Policy 1.2</td>
<td>Pursue trip reduction and transportation systems management measures to reduce and limit congestion at intersections and along streets within the City.</td>
</tr>
<tr>
<td>Policy 1.3</td>
<td>Actively monitor the capacity of principal intersections throughout the City.</td>
</tr>
<tr>
<td>Policy 1.4</td>
<td>When Principal Intersections exceed LOS “D” during peak hours, or LOS “C” during off-peak hours, consider elevating the priority of CIP projects that reduce traffic congestion in these areas.</td>
</tr>
</tbody>
</table>
Policy 1.5 Require additional right-of-way and impose additional parking restrictions for approaches to all Principal Intersections to allow for future intersection improvements and turning movement.

Regional Mobility

Future development within the Planning Area and in surrounding unincorporated areas will create additional travel demand between Temecula and other population and employment centers within the region. Special efforts are needed to adequately and efficiently accommodate regional travel demand.

Goal 2 A regional transportation system that accommodates the safe and efficient movement of people and goods to and from the community.

Policy 2.1 Actively pursue the construction of system improvements outside the City’s jurisdiction in cooperation with Caltrans, the City of Murrieta, Riverside County, the Pechanga Band, and local developers. Measures should be taken to preserve anticipated right-of-way needs and to identify funding mechanisms for needed interchange and regional arterial improvements.

Policy 2.2 Develop a bypass system of roadways on the east, west and south sides of the City to accommodate traffic flow from development outside the City and improve center-of-town traffic conditions.

Policy 2.3 Actively pursue improvements to current freeway interchanges within the City and construction of new overpasses as required to achieve performance standards.

Policy 2.4 Coordinate with public and private transit providers to provide fixed route transit service (bus or shuttle) along major transportation corridors connecting regional employment and commercial areas, airports, health care facilities, and major recreation areas.

Policy 2.5 Coordinate with Western Riverside Council of Governments to identify, protect, and pursue opportunities for light rail or high speed regional rail transit along major transportation corridors which connect Temecula to other population centers.
Circulation system improvement options in Temecula are limited by various constraints. As the City continues to develop, it will become increasingly important to maximize the efficiency of the roadway network and minimize vehicular travel on City streets. The intent of the following policies is to allow for a proactive approach in achieving these goals.

### Goal 3
An efficient City circulation system through the use of transportation system management and travel demand management strategies.

<table>
<thead>
<tr>
<th>Policy 3.1</th>
<th>Require proper spacing and interconnect traffic signals where feasible to maximize the smooth progression of traffic flows and to minimize delay and stop-and-go conditions.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy 3.2</td>
<td>Discourage the provision of on-street (curbside) parking along principal arterial roadways to minimize traffic conflicts and increase carrying capacity.</td>
</tr>
<tr>
<td>Policy 3.3</td>
<td>Provide a comprehensive system of Class I and/or Class II bicycle lanes to meet the needs of cyclists traveling to and from work and other destinations within the City.</td>
</tr>
<tr>
<td>Policy 3.4</td>
<td>Encourage a mix of uses within projects designed to internalize trips, maximize use of parking facilities, and promote a shift from auto use to pedestrian, bicycle, and other alternative modes of travel.</td>
</tr>
<tr>
<td>Policy 3.5</td>
<td>Encourage the provision of additional regional public transportation services and support facilities, including park-and-ride lots near the I-15 freeway and within mixed use overlay area and village centers.</td>
</tr>
</tbody>
</table>
Policy 3.6  Discourage closing local streets to maintain the functionality of the arterial road network, achieve public safety goals, and improve the response time for police, fire, and ambulance services, unless it significantly impacts rural preservation areas.

Truck circulation is required to support commercial and light industrial activities in the western portion of the Planning Area, as well as distribution of produce and wine from the agriculture and vineyard areas located in the eastern portion of the Planning Area.

Goal 4  A truck circulation system that provides for safe and efficient transport of commodities and also minimizes noise, air pollution and traffic impacts to the City.

Policy 4.1  Designate primary truck routes on selected arterial streets to minimize the impacts of truck traffic on residential areas.

Policy 4.2  Require loading areas and access ways for trucks that minimize or eliminate conflicts with automotive and pedestrian areas to maintain safe and efficient traffic circulation.

Non-Motorized and Alternative Travel Modes

Promotion of alternative travel modes such as bicycle, pedestrian, new technology, and equestrian modes requires a transportation network supporting these modes, providing convenient access and designed to promote safety.

Goal 5  Safe and efficient alternatives to motorized travel throughout the City.

Policy 5.1  Promote pedestrian and bicycle safety by adhering to uniform trail standards and practices and communicating safety practices to the public.

Policy 5.2  Minimize potential conflicts between off-street bicycle and equestrian trails and automobile cross traffic.

Policy 5.3  Ensure the accessibility of pedestrian facilities to the elderly and disabled.
Policy 5.4  Provide a comprehensive network of multi-use trails and bikeways between residential areas and commercial/employment activity centers, public institutions, and recreation areas.

Policy 5.5  Apply appropriate restrictions (including prohibiting) to motorized vehicles and cycles using the City’s multi-use trail system.

Policy 5.6  Encourage the provision of facilities that support carpooling and public transportation within the City.

Traffic Safety

Safe operation of vehicular traffic on City streets is a concern of both City officials and residents of the community. The following policies are directed towards minimizing safety hazards and encouraging safer operating conditions on City streets.

**Goal 6  Enhanced traffic safety on City streets.**

Policy 6.1  Enforce speed restrictions throughout the City.

Policy 6.2  Require that future roads and improvements to current roads be designed to minimize traffic conflicts which result from curb parking maneuvers, uncontrolled access along heavily traveled roadways, and development of private driveways onto primary residential collector streets.

Policy 6.3  Require that vehicular, pedestrian and bicycle traffic be separated to the maximum extent feasible, especially in areas with high traffic volumes.

Policy 6.4  Establish public education and enforcement programs to promote safe driving in the community.

Policy 6.5  Work with schools and developers to improve circulation at pick-up/drop off areas and encourage that these facilities be provided on-site.

Policy 6.6  Consider installing traffic calming measures on residential streets when other forms of traffic control have not been successful at reducing traffic speeds.
PARKING

The need for adequate public and private parking is fundamental. A shortage of parking can cause circulation problems and loss of business activity. The City’s Development Code, which specifies the minimum parking requirements for various types of land uses, will be periodically updated to respond to the dynamics of trip generation and parking characteristics throughout the City. As the City develops, it becomes increasingly important to provide adequate off-street parking in non-residential areas to minimize the disruption to traffic flows caused by curbside parking along heavily traveled streets.

**Goal 7** An adequate supply of private and public parking to meet the needs of residents and visitors to the City.

**Policy 7.1** Enforce applicable City parking ordinances and standard design requirements.

**Policy 7.2** Provide additional public parking in the Old Town area where feasible through common parking areas or establishment of a parking district.

**Policy 7.3** Encourage underground parking or parking structures where economically feasible in commercial areas.

**Policy 7.4** Consider the joint development and use of parking facilities where feasible, and require such parking in mixed use areas and village centers to maximize efficient use of available parking and increase developable site area.

**Policy 7.5** Require parking for bicycles and other forms of alternative transportation.
IMPLEMENTATION PROGRAMS

This Implementation Program provides actions to implement the adopted policies and plans of the Circulation Element.

C-1 ROADWAY PLAN

Prioritize, secure funding, design and build new roadways and complete roadway improvements using the established Capital Improvement Program process to implement the circulation system shown on the Roadway Plan (Figure C-2). Future roadways must meet roadway classification design specifications and performance criteria.

Agency/Department: Public Works, Planning
Related Policies: 1.1, 2.1, 2.2
Required by General Plan EIR

C-2 ROADWAY MAINTENANCE

Maintain and repair City streets on an ongoing basis to ensure roadways and intersections continue to function safely and efficiently.

Agency/Department: Public Works, Planning
Related Policy: 1.3

C-3 INTERSECTION MONITORING

As traffic approaches the LOS standards established in the Circulation Element, roadway capacity will be improved by restricting on-street parking, improving signal timing, widening intersections, adding through and turn lanes, and other transportation systems management measures. Monitor the performance of Principal Intersections on an ongoing basis. Ensure that Principal Intersections approaching Level of Service D are prioritized for improvement within the City’s Capital Improvement Program.

Agency/Department: Public Works, Planning
Related Policies: 1.3, 1.4, 3.1
Required by General Plan EIR
C-4  
**RIGHT-OF-WAY FOR FUTURE INTERSECTION IMPROVEMENTS**  
Require additional dedication of right-of-way on all approaches to Principal Intersections. Such right-of-way shall be preserved for future intersection improvements that may be required at these intersections, such as full width auxiliary turn lanes and/or dual-left turn lanes.

**Agency/Department:** Public Works, Planning  
**Related Policy:** 1.5  
*Required by General Plan EIR*

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C-5  
**CAPITAL IMPROVEMENT PROGRAM AND TRANSPORTATION FINANCING**  
Continue to update the Capital Improvement Plan on an annual basis to plan for and fund future improvements to the roadway, pedestrian, and bicycle systems within the community. Identify available funding sources and establish a financing plan to guide construction and funding of transportation system improvements. Require new development projects to construct and/or fund in whole or in part necessary traffic improvements associated with the proposed project through the assessment and collection of traffic impact fees. Such improvements should address both automotive, as well as alternative means of transportation.

**Agency/Department:** Public Works, Planning  
**Related Policies:** 1.1, 1.3, 1.4, 1.5  
*Required by General Plan EIR*

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C-6  
**PROPOSED DEVELOPMENT**  
Implement the following procedures and requirements to minimize impacts of proposed development projects on the City’s circulation system, and to encourage increased use of alternative transportation:

- Evaluate development proposals for potential impacts to the transportation and infrastructure system.
- Require mitigation in the form of physical improvements and/or impact fees for significant impacts prior to or concurrent with project development.
- Require dedication of adequate right-of-way along new roadways to permit pedestrian and bicycle facilities.
- Require new development to incorporate design features which facilitate transit service and encourage transit ridership, such as bus pullout areas, covered bus stop facilities, efficient trail systems through projects to transit stops, installation of bike lanes, bikeways, and bicycle parking, and incorporation of pedestrian walkways that pass through subdivision boundary walls, as appropriate.
• Require new specific plans and other projects to provide an internal system of pathways and trails. Trails should link schools, shopping centers, transit, and other public facilities in residential areas.

• Require transportation demand management plans to be submitted for preliminary review at the Specific Plan or Development Plan stage of site development and submitted for final approval prior to issuance of building permits.

Agency/Department: Planning, Public Works
Related Policies: 1.3, 3.4, 6.1, 6.2

Required by General Plan EIR

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C-7
CLOSED STREETS

Assess the feasibility of opening previously closed streets or completing construction of local connecting streets that benefit citywide circulation on a case-by-case basis, providing ample opportunity for both neighborhood residents and the community at-large to comment on such proposals. Establish a review process for the future closing of any local street that requires City Council determination that the closure does not have an adverse affect on citywide circulation.

Agency/Department: Public Works, Planning
Related Policies: 3.6

Required by General Plan EIR

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C-8
NEIGHBORHOOD TRAFFIC CALMING PROGRAM

When needed to address cut-through traffic volumes, high speeds, truck traffic intrusion, demonstrated accident history, and school-related traffic congestion, this program will look at possible alternative methods to address these concerns. The process will strive to ensure that every neighborhood with demonstrated problems and overall community support has equal access to traffic calming measures while maintaining community circulation.

Agency/Department: Public Works, Planning
Related Policies: 6.5, 6.6

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C-9 SCHOOL TRAFFIC SAFETY

Work with local schools, the school district, and developers to improve traffic safety and reduce congestion caused by picking-up and dropping-off students.

Agency/Department: Planning, Public Works, Police, Temecula Valley USD
Related Policy: 6.5

C-10 COORDINATE TRANSPORTATION IMPROVEMENTS

To reduce expenditure, improve design, and minimize traffic disruption, work with the Riverside County Transportation Commission (RCTC), Caltrans, South Coast Air Quality Management District (SCAQMD), and other regional agencies to coordinate local street improvements with major transportation system improvement projects such as additional access to I-15 and construction of a bypass route around Temecula. The City will also continue to monitor proposed roadway projects (including the Winchester to Temecula corridor) and revise the Roadway Plan, if necessary, to reflect changes caused by these projects. In addition, the impacts of development projects and major transportation projects will be monitored and mitigation may be required.

Agency/Department: Planning, Public Works, County of Riverside, RCTC, Caltrans, SCAQMD
Related Policies: 2.1

C-11 FREEWAY ACCESS IMPROVEMENTS AND BYPASS ROUTE

Work with the Pechanga Band, City of Murrieta, RCTC, and Caltrans to create additional access points to I-15 and I-215 to ensure that access to the freeways is provided for future bypass routes on both the west and east sides of the City, in a manner that has the least potential impacts on the environment.

Agency/Department: Public Works, Planning, City of Murrieta, Pechanga Band, RCTC, Caltrans
Related Policies: 2.2, 2.3

C-12 FUTURE RAIL CORRIDOR

Continue to work with WRCOG, SCAG and others to advocate future commuter or high speed rail service connecting Temecula to Los Angeles, Riverside and San Diego. Ensure that any future commuter rail corridor serving Temecula is located on the west side of I-15 to reduce noise impacts on residential areas. If a future rail alignment is identified, require new commercial, industrial, or
mixed-use development in areas surrounding proposed stations to include transit-oriented design amenities.

Agency/Department: Planning, Public Works, City of Murrieta, WRCOG, SCAG
Related Policies: 2.5, 2.6
Required by General Plan EIR

C-13
TRIP REDUCTION ORDINANCE

Promote the use of alternative work weeks, flextime, telecommuting, and work-at-home programs among employers in Temecula, and continue to enforce provisions of the City’s Trip Reduction Program Ordinance, including requirements for preparation of Trip Reduction Plans (TRPs) for qualifying development projects and employers.

Agency/Department: Planning, Public Works
Related Policies: 1.2, 3.4
Required by General Plan EIR

C-14
PARKING

Improve parking in neighborhoods, and at offices, shopping centers, and public facilities through the following development requirements and recommendations:

- Require consolidation of parking, and related circulation facilities, where appropriate to minimize the number in ingress and egress points onto arterials.
- Require project proponents to provide adequate on-site parking, consistent with Development Code requirements. Alternatively, developers may contribute to a program to acquire, develop, and maintain off-site facilities.
- Require shared parking facilities in structures or subterranean parking for new projects constructed within Mixed Use Overlay Areas. Require shared parking for new projects within village centers. Encourage shared parking for all other commercial, office, and industrial uses, consistent with Development Code requirements.
- Implement requirements of the Old Town Specific Plan regarding parking in the Old Town area.
- Require project proponents to provide parking for bicycles and other forms of alternative transportation.

Agency/Department: Planning, Public Works
Related Policies: 3.2, 7.1, 7.2, 7.3, 7.4, 7.5
C-15
**Multi-Use Trails and Bikeways Master Plan**

Implement the adopted Multi-Use Trails and Bikeways Master Plan to complete design and construction of a comprehensive alternative transportation network, promote safe use of the trail system, and ensure accessibility of pedestrian facilities to the disabled.

**Agency/Department:** Community Services  
**Related Policies:** 3.3, 5.4  
**Required by General Plan EIR**

C-16
**Improved Transit Service**

Work with public and private transit providers to improve transit service and encourage ridership through the following actions:

- Require transit facilities in major new development and rehabilitation projects.
- Coordinate with providers to get more frequent service and broader transit coverage serving employment, shopping, educational, recreational, and residential areas.
- Work with providers to identify and receive additional funding sources for additional transit services.

Collaborate with providers to identify needs and provide special transit services beyond fixed-route buses. Potential needs include:

- Subscription or dial-a-ride service for lower density residential areas.
- Offering limited transit service between outlying residential areas and the City’s commercial/employment core.
- Shuttle or trolley service between Old Town and other destinations along the I-15 commercial corridor, and expanded service to other areas, including the wineries along Rancho California Road, as opportunities arise.
- Providing bicycle carrying racks on buses.

**Agency/Department:** Planning, Public Works, RTA  
**Related Policies:** 2.4, 2.6, 3.5  
**Required by General Plan EIR**

C-17
**Roadway and Trail Safety**

Implement uniform roadway and trail standards set forth in the City’s Development Standards and Trails and Bikeways Master Plan. Communicate safety practices to the public through the use of signs and markings, education programs coordinated with local school districts and community organizations, and City publications, such as the newsletter and website.
Allow for safe movement of vehicles, bicycles and pedestrians and minimize accidents throughout the City by implementing the following trail safety measures:

- Enforce posted speed limits throughout the City.
- Properly time and periodically adjust traffic signals located along bike routes and where significant pedestrian activity is present.
- Develop safe passage routes and alternatives to crossing busy highways within the City.
- Construct separated bicycle and pedestrian crossings over I-15 and arterial roadways with heavy traffic volumes.
- Place limitations on motorized vehicle and cycle use of the recreation trail system. Individual electric vehicles of limited size may be allowed on the trail system to provide access for the disabled and to support alternate transportation modes.

Agency/Department: Community Services, Public Works, Planning
Related Policies: 5.1, 5.2, 5.3, 5.5, 6.1, 6.4

Encourage carpooling and use of public transportation in Temecula through the following measures:

- Develop and promote park and ride and Transit Oasis facilities within the City.
- Encourage preferred parking for ride sharing and low emission vehicles.

Agency/Department: Planning, Public Works
Related Policies: 1.2, 5.6

Required by General Plan EIR
Continue to work with trucking industry representatives to orient trucks to truck routes to avoid traffic and noise impacts on local roadways, and to divert commercial truck traffic to off-peak periods to reduce congestion and diesel emissions. Designate new local truck routes when necessary. Require adequate truck access, parking, and loading within new commercial and industrial projects, consistent with requirements of the Development Code.

Agency/Department: Planning, Public Works, Caltrans, County of Riverside
Related Policies: 4.1, 4.2

Required by General Plan EIR
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