

Aerial View of Hemet (2008)

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*Hemet recognizes the benefit that its traditional grid street network provides in furthering modern environmental “Smart Growth” and “Complete Streets” efforts and values the walkable residential character provided by that grid. Hemet desires to meet environmental and access challenges of the future through expanded opportunities and innovations in mobility choices.*

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The Circulation Element establishes standards for the movement of people, goods, and services throughout the planning area and proposes concepts, strategies, and implementation measures necessary to support development of the land uses described in the Land Use Element. This element also focuses on new and innovative transportation concepts that balance the need for both efficiency and cost effectiveness in the development of local and regional circulation systems. The Circulation Element describes how Hemet residents and local employees move through the planning area and beyond using automobiles, public transit, bicycles, and pedestrian facilities..

## 4.1 SCOPE AND CONTEXT

Hemet has an extensive network of transportation facilities and mobility options to convey people and goods safely and efficiently. The City seeks to reduce traffic congestion and improve roadway safety, to provide enhanced travel alternatives to the automobile, and to provide better connections to regional travel routes. Accomplishing these objectives requires effective land use planning, roadway improvements, transportation system and demand management, and regional coordination. Hemet's transportation planning policies acknowledge that roadway construction alone cannot solve circulation problems; that is, the City cannot build its way out of traffic congestion. The policies and programs in this element emphasize the need to improve existing roadways to their full capacity, reconfigure existing access options, and increase transit and alternative transportation modes of travel in addition to pursuing construction of new roads.



The City aims to create corridors of higher intensity land uses to support the future development and use of public transit, including extension of the Metrolink rail system to Hemet. Toward this end, the Circulation and Land Use Elements attempt to organize planned land uses and transportation modes in a manner that integrates residential and commercial land uses to reduce both the number and length of vehicle trips.

The *State of California General Plan Guidelines* require that the Circulation Element fulfill the following objectives:

- ❖ Ensure that anticipated growth and changes to land use dictated by the Land Use Element are supported by the transportation and circulation planning in this element.
- ❖ Address relevant issues relating to the adequacy of “major thoroughfares, transportation routes, terminals, and other local public utilities and facilities.”
- ❖ Identify circulation problems related to these facilities in the early stages and resolve them in local goals and policies without costly delays.
- ❖ Furthermore, Assembly Bill (AB) 1358 (2007) requires that the Circulation Element provide accommodations for “complete streets” that promote usability of streets for all persons rather than just motorists.

The state also recommends that the Circulation Element:

- ❖ consider the “preservation of transportation corridors for future system improvements” and
- ❖ address consistency among state, regional, and local transportation plans to better resolve circulation issues.

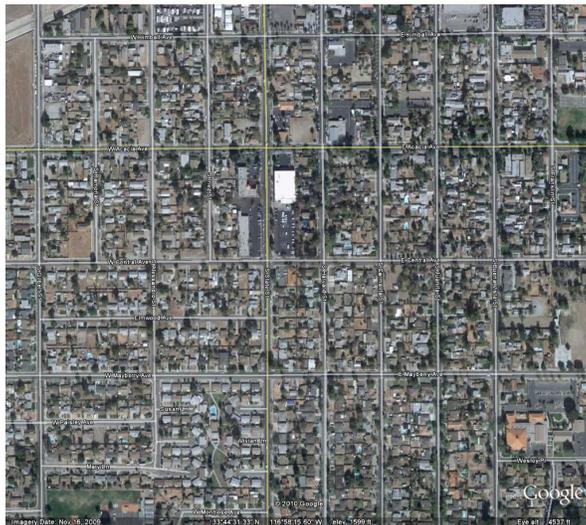
This element provides the context from which to enhance the multiuse trails and bikeway system, offering both recreational and commuting opportunities to City residents. These enhancements also relate to the Land Use and Open Space and Conservation Elements because the trail system supporting walking and bicycling, both of which reduce demands placed on the automobile transportation system, improve air quality and provide alternative connections between land uses.

According to state planning law, each element of the General Plan must be internally and externally consistent. All elements of the General Plan are interrelated to a degree, and certain goals and policies of each element may also address issues that are the primary subjects of other elements. The integration of overlapping issues throughout the General Plan elements provides a strong basis for implementation of plans and programs and achievement of community goals. The Circulation Element relates most closely to the Community Infrastructure and Services, Land Use, Open Space and Conservation, Recreation and Trails, and Art and Culture Elements.



The Land Use and Community Design Elements address land use patterns for existing and undeveloped areas, along with alternative methods to increase mobility based on land use patterns. The uses identified on the Land Use Map provide the basis for determining future circulation needs. The Open Space and Conservation Element addresses energy conservation and efficiency. The Community Services and Infrastructure Element addresses infrastructure, including energy transmission lines, water, sewage, and storm drainage. Some policies in this element address trails and pathways, which are closely related to the provision of parks and open space addressed in the Recreation and Trails Element. Air quality (a topic also found within the Open Space and Conservation Element) is integrally associated with transportation and circulation patterns. The goals and policies within the Open Space and Conservation Element rely on supporting policies and plans found within this element. Housing and other land uses rely on the circulation system. Roads, transit, and other transportation systems are essential for business, recreation, and daily life.

## 4.2 ISSUES AND OPPORTUNITIES



The results of the Circulation Element Update Transportation Study in conjunction with community input during the General Plan preparation process identified existing challenges and future opportunities regarding circulation and mobility within the City and Planning Area. These issues and opportunities are identified below.

### 4.2.1 TRADITIONAL GRID ROADWAY SYSTEM

Hemet's downtown district and surrounding residential areas developed around a traditional grid system of streets. Now called a "Neo-traditional" grid pattern, Hemet has what many cities desire: a circulation system that not only accommodates cars but facilitates pedestrian movement and links neighborhoods with nearby shopping, consistent with the concepts embodied under the state's "complete streets program". A primary issue however, is the fact that recent development trends favor cul-de-sacs and curvilinear street designs, which minimizes through traffic on residential streets. To address this issue, the circulation system continues to provide for the City's traditional grid system and pedestrian connectivity where practical, with deviations typically occurring only where there are physical constraints.

### 4.2.2 IMPROVED ACCESS TO THE REGIONAL TRANSPORTATION SYSTEM

Hemet is currently served by an older highway system developed for an agricultural community. This is shown on Figure 1.1, the "Regional Context Map." Newer and faster systems have been developed to the west and north of the City but as of 2010, there is a deficit of regional transportation facilities directly serving the City and integrating Hemet with the greater Riverside County area. This connection to regional transportation systems, both vehicular and rail, is critical to Hemet's economic future and its ability to provide an expanded employment base for its citizens. Both City officials



and regional agencies have recognized this issue and have focused on bringing regional transportation facilities to Hemet, which will include:

- ❖ **Realigned State Route 79** The City of Hemet is an active partner with the Project Design Team (PDT) for the realignment of State Route (SR) 79. The PDT includes partners from the Riverside County Transportation Commission (RCTC), California Department of Transportation (Caltrans), the Federal Highway Administration, and Riverside County. As of 2010, the PDT has developed a series of alternatives (one of which is the City's preferred alternative shown in this General Plan) and expects review and approval by the Federal Highway Administration in 2012. SR 79 will provide critical north/south connectivity to Interstate 10 (I-10) to the north and the Murrieta, Temecula and French Valley areas to the south.
- ❖ **Mid-County Parkway** The Mid-County Parkway (MCP) is a proposed 16-mile transportation corridor that will relieve traffic congestion for east-west travel in western Riverside County between the San Jacinto Valley and Perris areas and help address future transportation needs through 2035. While not directly within City limits, the MCP will provide critical east-west circulation capacity and serves as an integral link to SR 79, Sanderson Avenue, and Ramona Expressway. The construction of the MCP will also serve to off-load some of the existing congestion on Florida Avenue (Hwy 74), which is the primary east-west corridor in Hemet.
- ❖ **Future Metrolink Stations** Currently, the RCTC owns the right-of-way along the railroad spur coming into Hemet from Perris and Riverside for a future Metrolink route. The City's General Plan shows two Metrolink stations, one for the future West Hemet Business Park/Mixed Use area and one in downtown Hemet. The City has recognized the critical role Metrolink plays for the region and has incorporated numerous goals and policies throughout the General Plan encouraging development of the stations and development of transit-oriented design near the future stations. The City will need to aggressively pursue funding for these facilities in conjunction with RCTC, recognizing that funding resources will become increasingly competitive in the future.
- ❖ **Completion of Regional Roads to and through Hemet** Two major east-west roads run to and through Hemet (Domenigoni Parkway and Florida Avenue). Major north-south streets include Warren Road, Sanderson Avenue, State Street, and San Jacinto Street. These roads are only partially completed and/or require additional rights-of-way. This General Plan anticipates completion of the major roads to and through Hemet and recognizes that interagency coordination with Riverside County and the City of San Jacinto will be critical to ensure timely completion of the regional road network.

#### 4.2.3 ROADWAY CONNECTIVITY CONSTRAINTS

Hemet's roadway system is well developed; however, some connectivity gaps and design issues result in unnecessary traffic delays. For example,



Devonshire Avenue is an important east-west street providing an intracity function. However, Devonshire Avenue does not connect State Street to San Jacinto Street because an existing public school campus is blocking through access, resulting in indirect access to the hospital from the west. Additionally, in many areas, right-of-way is not readily available to widen streets to accommodate additional traffic volume. The lack of established turning mechanisms, such as striping, traffic signals, and turn lanes, at critical intersections also results in traffic delays. However, these issues are not insurmountable. The City of Hemet has been working with the Hemet Unified School District to study the feasibility of moving the school to permit the extension of Devonshire. Streets and intersections can be widened as part of an ongoing capital improvement program (CIP). Furthermore, the Circulation Element provides clear goals, policies, and implementation programs pertaining to this issue resulting in a functional circulation system.

#### 4.2.4 EXPANSION OF ALTERNATIVE TRANSPORTATION OPTIONS

The City already has in place an extensive alternative transportation network, including the existing rail line, bike paths, and the airport. Opportunities exist in the future to expand these facilities and enhance their utilization. For example, the railroad line is projected to accommodate the future Metrolink line connecting Hemet with the Cities of Perris, Riverside, and Los Angeles. Bike paths will be added to the network already in place and the existing street system can either be directly used or retrofitted to use neighborhood electric vehicles (NEVs).

#### 4.2.5 TRAFFIC CONGESTION MANAGEMENT STRATEGIES

For most arterials, Hemet's circulation network experiences an acceptable level of traffic flow. However, Florida Ave. experiences congestion at key intersections such as at Sanderson Avenue, State Street and San Jacinto Street. Adding to the traffic delays are the number of signalized intersections along Florida Avenue. Enhanced intersection geometrics such as adding turn lanes, and upgraded and synchronized signal phasing will improve overall traffic flow. The City will need to implement new technologies and employ creative solutions to ensure that the roadway system is efficient, safe, and improves mobility for all users including vehicles, transit, pedestrians, and bicyclists.

#### 4.2.6 CAL-TRANS CONTROLLED STATE HIGHWAYS

The California Department of Transportation, or Cal-Trans, has jurisdiction over the two state highways that transect Hemet: Hwy 74 (Florida Avenue) and Hwy 79 (various roadways). The future realignment of Hwy 79 will essentially mitigate the current circulation issues associated with this roadway. However, there are no plans to realign Hwy 74 to another route and as such, any modifications to the right of way for this roadway, including driveway access, signals, medians, and signage needs to be approved by Cal-Trans. Some cities within the region have taken over the maintenance responsibility – and thus gained local control- for portions of state highways. This has allowed greater flexibility and a less time-consuming process in implementing right of way improvements. The City



of Hemet may also consider discussing with Cal-trans the opportunities for taking over jurisdiction of portions of Hwy 74.

#### 4.2.7 HEMET-RYAN AIRPORT

The Hemet-Ryan Airport has provided aviation services for over half a century. As aviation needs change, however, so will the need for improvements to Hemet-Ryan Airport. The existing Hemet-Ryan Airport Master Plan adopted in 2004 is currently being updated and a proposed new plan is anticipated to be adopted by the County of Riverside in 2012. The new Master Plan does not propose a specific runway extension at this time, although alternatives for expansion to either the east, west, or both are presented. As is the case in many cities where expansion of airports is contemplated, the obligation to protect residents from airport expansion issues, such as noise, must be factored into the discussion. The City of Hemet has traditionally supported the Hemet-Ryan Airport and this General Plan provides goals and policies continuing that support, but tempered with the realization that airport expansions are a complex and dynamic issue and that airport expansion should not be detrimental to the existing community and the necessary provision of surrounding circulation and infrastructure systems.

### 4.3 RELATED PROGRAMS, PLANS, AND REGULATIONS

Transportation planning and management requires cooperation and coordination among many state, county, and regional agencies. Relevant agencies include Caltrans, Riverside County, the Southern California Association of Governments (SCAG), Western Riverside County Council of Governments (WRCOG), and the South Coast Air Quality Management District (SCAQMD). These agencies have federal and state mandates to adopt transportation-related programs that affect Hemet (and other jurisdictions throughout the area). Working together, agencies can address the physical infrastructure needed to support regional demands and ensure that convenient alternative transportation modes provide for an integrated, multi-modal approach to addressing traffic problems. The following plans affect the coordination of transportation planning efforts in the City of Hemet:

**Regional Transportation Plan** The *Regional Transportation Plan (RTP)* is a component of the *Regional Comprehensive Plan and Guide* prepared by SCAG to address regional congestion and transportation issues. The RTP has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and citizens. It is a multi-modal, long-range planning document prepared in coordination with federal, state, and other regional, subregional, and local agencies throughout southern California. The RTP includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and transportation finance. The RTP is prepared every 3 years, and reflects the future horizon based on a 20-year projection of needs. The RTP's primary use is as a regional, long-range plan for federally funded transportation projects. It also serves as a comprehensive, coordinated transportation plan for all jurisdictions within



the region. Each agency responsible for transportation, such as local cities, the County, and Caltrans, has different transportation implementation responsibilities under the RTP. The RTP relies on the plans and policies governing circulation and transportation in each County and City to identify the region's future multi-modal transportation system.

Riverside County Integrated Project/Community and Environmental Transportation Acceptability Process 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, Riverside County, RCTC, and 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 and resulted in three interrelated plans: a General Plan for land use and housing, a multiple-species habitat conservation plan 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 was to identify a location for the SR 79 realignment through the communities of Hemet and San Jacinto. 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 Hemet.

Riverside County and City of San Jacinto Circulation Elements The Riverside County Circulation Element forms part of the County's general plan. This element identifies the system of regional arterials and bikeways in the community of Winchester and other unincorporated portions of the Planning Area. The San Jacinto Circulation Element identifies arterial roadways and bikeways in areas adjoining the north side of the City of Hemet.

In developing the Circulation Plan, the City coordinated with both Riverside County and the City of San Jacinto to ensure connectivity with the adjoining circulation networks as shown in their respective general plans.

Riverside County Congestion Management Plan Urbanized areas such as Riverside County are required to adopt a congestion management program (CMP). The Riverside County CMP is updated every 2 years, pursuant to Proposition 111 (1990). 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 CMP is administered by RCTC. In compliance with the CMP, the City is required to maintain minimum level of service (LOS)



thresholds identified in the General Plan and require traffic impact assessments or studies on development projects.

Measure A Measure A, Riverside County's half-cent sales tax for transportation, was adopted by voters in 1988 and extended in 2002. It will continue to fund transportation improvements through 2039. Measure A funds a wide variety of transportation projects and services throughout the 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. Among the programmed projects for Measure A is the realignment of SR 79.

City of Hemet Measure C On June 7, 1988, Hemet voters approved a measure to require updating the City's General Plan to incorporate performance measures related to traffic, drainage facilities, water storage and distribution facilities, park and recreational facilities, police services, fire services, and sanitary sewers. These performance standards were incorporated into the 1992 General Plan as a component of the Public Services and Facilities Element. They are incorporated into the various goals, policies, and implementation measures within General Plan 2030 and are attached as Appendix G.

Transportation Uniform Mitigation Fee When voters approved the extension of Measure A in 2002, they also approved the Transportation Uniform Mitigation Fee (TUMF) program. Under the TUMF, developers in western Riverside County pay a fee to fund transportation projects. A network of TUMF projects has been developed and includes projects in the City of Hemet. The Western Riverside Council of Governments (WRCOG) was designated as program administrator for the TUMF program. As administrator, WRCOG receives all fees generated from the TUMF that are collected by local jurisdictions. WRCOG invests, accounts for, and spends the fee in accordance with the TUMF ordinance, the administrative plan, and applicable state laws. Local jurisdictions implement the projects approved as part of the TUMF.

State Route 79 Realignment Project SR 79 is a regional roadway that currently follows a circuitous north-south route through the central areas of Temecula, Murrieta, Winchester, Hemet, and San Jacinto. SR 79 has historically formed the backbone of development in Hemet and provides the City with valuable regional connections. The current SR 79 alignment within Hemet extends from Domenigoni Parkway to Gilman Springs Road, a distance of approximately 18 miles. Several factors have contributed to circulation deficiencies on SR 79 between Domenigoni Parkway and Gilman Springs Road. The current alignment is ineffective because it does not provide a direct regional north-south route; rather, it directs traffic through downtown Hemet and across numerous access points, resulting in traffic delay. Also, SR 79 does not meet commercial large-truck roadway requirements, forcing such trucks onto local roads, creating congestion in Hemet. The many businesses, residences, and other facilities located in downtown Hemet generate many vehicle trips. As a result, east-west and north-south through traffic is mixed with local traffic attempting to access the numerous businesses in Hemet, resulting in traffic congestion.



## CIRCULATION

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Consequently, to avoid these through-town delays, regional traffic is avoiding SR 79 and using parallel arterials, such as Sanderson Avenue and Warren Road.

The existing SR 79 alignment has inadequate capacity to accommodate the regional and local travel demand associated with projected growth in western Riverside County. Hemet needs a more effective connection to improve roadway efficiency, safety, and vehicle capacity. The proposed SR 79 realignment would run diagonally between Domenigoni Parkway at Winchester Road and Gilman Springs Road. In the Planning Area, the route would run diagonally from Warren Road at Esplanade Avenue toward Domenigoni Parkway. It would separate local and regional traffic by transforming SR 79 into a regional highway that redirects heavy regional traffic off of local and residential roads. It would provide regional motorists a direct, north-south route and improve mobility and safety on Hemet's local streets. The General Plan Roadway Circulation Master Plan includes the proposed realignment of Hwy 79, shown at the City of Hemet's preferred alignment location. However, Cal Trans and RCTC are evaluating several alignment and design options for the roadway as part of the project proposal and EIR/EIS for the realignment. In the event that an alternative alignment or design option is ultimately selected, the City will need to amend the General Plan to indicate the selected roadway configuration.

**Capital Improvement Program** The CIP is a planning tool used to coordinate the financing and scheduling of major City projects, including transportation improvements. 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. Major funding sources in Hemet include the General Fund, Redevelopment Funds, and Enterprise Funds. Sales tax is the largest single revenue source in the General Fund. Other funding sources include development fees, property taxes, sales tax, and the gas tax.

**Vehicle Trip Reduction Program for Employment** The City's Trip Reduction Program is applicable to new employment-generating developments that could employ 100 or more persons. Smaller employers may participate. New developments must incorporate facilities and/or programs in their development plans sufficient to reduce work-related trips by 12 percent from the ordinarily expected number of trips related to the project, based on methodologies and standards established by the Institute of Traffic Engineers, SCAG, and/or SCAQMD. The Trip Reduction Program implements the Model Mobile Source Reduction Program and allows the City to receive revenues from state vehicle registration fees to administer programs to reduce air pollution.

**Western Riverside Council of Governments Non-Motorized Transportation Plan** The *Western Riverside Council of Governments Non-Motorized Transportation Plan* provides a system of regional bicycling and walking routes throughout the County, typically shown as regional routes between subregional networks within cities and as the portions of those subregional networks that serve as regional routes. This is a necessary tool to ensure that Hemet's network connects to the larger regional network and



to ensure that the portions of Hemet's network that serve a regional function are consistent in capacity and design to the larger, regional network. The nonmotorized transportation plan for the Hemet area is discussed in section 4.7.1.

**Hemet-Ryan Airport Master Plan** The Hemet-Ryan Airport is located in the City of Hemet. It is owned by Riverside County and operated by the Riverside County Economic Development Agency. The Hemet-Ryan Airport Master Plan was adopted in 2004 and a new master plan has recently been prepared, and is anticipated to be adopted by the County of Riverside in 2012. The Master Plan reflects anticipated development of the airport, including runways, taxiways, and associated land areas for both the improvements and safety zones, along with improvements in airport facilities, hangar and tie-down areas, and public access.

#### California AB 1358: The Complete Streets Act (2008)

AB 1358, the Complete Streets Act, requires cities and counties to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway, including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation. Complete streets help facilitate a variety of important community benefits. Section 4.4.7 of this element identifies these benefits and how Hemet's network meets the requirements of the Act.

#### California Bicycle Transportation Act

The intent of the California Bicycle Transportation Act is to design and develop a transportation system that achieves the functional commuting needs of the employee, student, business person, and shopper; ensures the physical safety of the bicyclist and bicyclists' property; and accommodates bicyclists of all ages and skills. The California Streets and Highways Code spells out required components of bicycle plans each jurisdiction must include to be eligible for Caltrans Bicycle Transportation Account (BTA) funds. Local governments seeking these funds must have their plan approved by the regional funding agency.

The City of Hemet General Plan Traffic Study specifically addresses a number of the requirements of the California Bicycle Transportation Act in Chapter 5 of this report. Key routes are developed to meet the needs of the users outlined in the Bicycle Transportation Act: employees, students, business people and shoppers. The plan also focuses on the safety of bicyclists by providing design classifications and best practices related to street network configurations. The use of on- and off-street facilities provides a variety of route configurations that may accommodate bicyclists of all different ages and skills at different locations throughout the City. As the City continues planning for the future, it is recommended that additional components of a complete bicycle plan be developed in order to be eligible for BTA funds.

#### California AB 32: The Global Warming Solutions Act (2006)

AB 32, the Global Warming Solutions Act, establishes the first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions in greenhouse gasses (GHG).



AB 32 makes the California Air Resources Board (CARB) responsible for monitoring and reducing GHG emissions and continues the existing Climate Action Team to coordinate statewide efforts. This landmark legislation calls for a reduction of the state's greenhouse gas emissions to 1990 levels by 2020 and will require the state to cut emissions by 30 percent over projected levels. Reduction measures proposed to meet the 2020 target levels are to be adopted by the start of 2011.

The Circulation Plan defines a network of bicycle routes, transit, neighborhood electric vehicle (NEV) and pedestrian accommodations that encourages Hemet residents to utilize modes of transportation other than the automobile. The Plan provides a network to connect to regional bicycle and pedestrian trails from the Western Riverside County Non-Motorized Transportation Plan (Urban Crossroads, Inc., June 2010). The Non-Motorized Transportation Plan evaluates demand for such facilities. The Circulation Element also describes public transit, and NEV connectivity to major employment and activity centers to facilitate access to these destinations without the use of an automobile.

### California SB 375 (2008)

SB 375 requires the California Air Resources Board (CARB) to set regional targets for years 2020 and 2035 to reduce greenhouse gas emissions from passenger vehicles. The targets apply to regions in the state covered by the 18 metropolitan planning organizations (MPOs)—SCAG is the MPO that represents the City of Hemet and other parts of western Riverside County. SB 375 provides emissions-reducing goals regions can plan for, integrates planning activities, and provides incentives for local governments and developers to follow new, conscientiously planned growth patterns. Reducing the number of vehicle miles traveled (VMT) is one strategy MPOs can employ to achieve these targets.

The intent of SB 375 is to reduce VMT by reshaping the face of California's communities into more sustainable, walkable environments with alternative transportation options and increased quality of life. SB 375 provides incentives for creating attractive, walkable, sustainable communities and revitalized existing ones. It also encourages the development of more alternative transportation options, including well-planned and -maintained pedestrian and bicycle routes.

The Circulation Plan provides a framework for key routes and alternative transportation facilities that will enhance connectivity within the City of Hemet and between nearby jurisdictions. The proposed plan enables travel by various modes to major activity areas and large employment centers. It also serves existing and future planned transit facilities, including potential future Metrolink stations.

## 4.4 ROADWAY CIRCULATION

### 4.4.1 MEASURING TRAFFIC FLOW

Roadway networks must be regularly evaluated to ensure they are moving vehicles efficiently and maintaining adequate capacity to support future growth. Evaluating the ability of the circulation system to serve residents



and businesses in Hemet requires establishing 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. Within the Circulation Element, Volume-to-capacity (V/C) ratios are used to establish LOS categories describing the performance of roadways and access points throughout the community.

**Volume-to-Capacity Ratio** This ratio (i.e., a ratio between traffic volume and theoretical capacity of the roadway) 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.

**Level of Service** LOS describes the efficiency and quality of traffic operations. LOS is a tool used to describe the operating characteristics of the street system in terms of the level of congestion or delay experienced by vehicles. Service levels range from A through F, with each level defined by a range of V/C ratios, as shown in Table 4.1. LOS A, B, and C are considered good operating conditions, with only minor delays being experienced by motorists. LOS D represents operating conditions where drivers occasionally have to wait through more than one signal cycle to proceed through the intersection. LOS E is considered a near-capacity condition, and LOS F represents an oversaturated condition with long delays.

**Table 4.1  
Level of Service Definitions for Intersections**

Level of Service	Volume-to-Capacity Ratio	Description
A	0.00-0.60	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	0.61-0.70	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers feel somewhat restricted within platoons of vehicles.
C	0.71-0.80	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	0.81-0.90	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	0.91-1.00	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	N/A	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report No. 209, Washington DC, 2000.



Level of Service Standards Various LOS policy standards have been established to evaluate observed traffic conditions, future development plans, and circulation system modifications. At the local level, the City of Hemet has established LOS D as the lowest acceptable LOS for *peak-hour intersection movements* and LOS C as the lowest acceptable LOS for *roadway segment operations*. The City has not adopted an LOS standard for unsignalized intersections. Performance of unsignalized intersections is evaluated on a case-by-case basis. At the regional planning level, Riverside County's congestion management plan (CMP) specifies LOS E as the operating standard for roadways and intersections on the CMP highway system.

The City has also established additional thresholds for project impacts that go beyond acceptable operational LOS to address direct project impacts on roadway capacity. For purposes of compliance with the California Environmental Quality Act (CEQA), projects that increase V/C by .01 or more on affected roadway segments at intersections already experiencing or projected to experience LOS E or F conditions are considered to create potentially significant impacts, and a traffic analysis report and mitigation measures are required. This requirement is designed to reduce the occurrence of both roadway congestion and underfunded improvements.

The City accepts a Level of Service below "D" for roadways and intersections at Florida and Sanderson Avenues, and at Devonshire and Sanderson Avenues, where Level of Service is affected by delays at Florida and Sanderson Avenues. The City has recognized that certain segments and intersections would exceed Level of Service "D" as early as 1992 during a comprehensive General Plan update. These segments included portions of Florida Avenue, Stetson Avenue, and Sanderson Avenue. Measure C incorporated these problematic roads in the measure language, and portions of Florida, Sanderson and Stetson do not need to comply with Measure C's standard. The land uses and circulation system in this General Plan have resolved the service level problems identified for Stetson Avenue; however, Florida Avenue and Sanderson Avenue would still operate below Level of Service "D" with implementation of the General Plan.

The primary reasons for exceeding level of service "D" in the vicinity of Florida Avenue and Sanderson Avenue include closely-spaced traffic signals along Florida Avenue, through-traffic slowed by left turns into commercial driveways on Florida Avenue, and a lack of available right-of-way to widen streets. Over the years, businesses have been built along Florida Avenue, limiting the possibility for roadway widening. Widening could only occur if those businesses are acquired through eminent domain and demolished. The City believes that the costs of eminent domain and demolition of existing business exceeds the benefits of slightly better capacity at these few select intersections.

#### 4.4.2 IMPROVEMENTS TO TRAFFIC FLOW

To maximize the efficiency of its circulation system, the City has determined where physical improvements to the circulation infrastructure can be made to expand capacity and increase traffic flow. There are three basic methods to reduce traffic congestion: reduce traffic demand, increase



roadway capacity and efficiency, or spread demand to off-peak hours. All methods are used to improve transportation planning as a component of the Circulation Element and in the recommended implementation programs. Reducing demand involves encouraging drivers to use alternative modes of transportation such as transit, bicycling, walking for nearby trips or participating in carpools/vanpools. Increasing capacity involves adding more lanes, roadways, and increasing intersection turning movements and efficiency. Spreading demand includes the use of alternative work schedules, and locating commercial, employment, educational and recreational facilities in close proximity to residential areas.

To maximize the overall efficiency of the roadway system, the City will support the following measures:

- ❖ coordinate traffic signal timing and spacing,
- ❖ optimize intersection capacity and turning movements;
- ❖ discourage on-street parking along most secondary, major, and arterial streets, and expressways. In newly developing areas, parking will generally not be accommodated on any master planned street or road. The exception is for streets designated as Divided Secondary, where project designs may include on-street parking in conjunction with parks or similar amenities.
- ❖ explore ways to reduce the demand for vehicular transportation, specifically through the provision and maintenance of bike lanes, bikeways, trails, and pedestrian routes;
- ❖ promote the extension of the Metrolink commuter rail line to Downtown and West Hemet, and explore additional opportunities for light rail, trolley systems, bus rapid transit, and local transit routes;
- ❖ accommodate Neighborhood Electric Vehicles (NEVs) where practical and encourage additional regional transit services and support facilities;
- ❖ implement the City's Transportation Demand Management (TDM) ordinance (Chapter 30, Article 3 of the City of Hemet Municipal Code) which specifies a variety of techniques available to employers with 100 or more employees to advance the goals of efficiently utilizing the existing and planned transportation system and reducing vehicle emissions. TDM strategies are designed to encourage individuals to use alternatives to the single-occupant automobile. Some examples of TDM strategies are carpools and vanpools, public transit, nonmotorized modes, congestion pricing, and providing the public with reliable and timely traveler information.



- ❖ encourage and implement designated Mixed-use districts to provide an integrated mix of residential, commercial, office, and recreational/cultural land uses to reduce vehicle miles and promote walkability.

Trip Reduction Strategies Table 4.2 below summarizes the potential benefit of the various trip reduction strategies outlined with the Circulation Element, and the percentage of vehicle miles that are projected to be reduced with the implementation of each strategy.

Measure	Applicability	VMT Reduction Range
Mixed Use Areas	Designated mixed use areas in the City anticipated to include residential, office, and retail uses	9 – 30%
Providing Pedestrian Facilities	Citywide	0 – 2%
Implement Neighborhood Electric Vehicle (NEV) Network	Citywide	0.5 – 12.7%
Incorporate Bike Lanes / Increase Density	Citywide	0.05 – 0.14%
Increase Transit Accessibility	Citywide	0.5 – 24.6%

VMT = Vehicle Miles Traveled

### 4.4.3 REGIONAL ROAD CIRCULATION

Mobility in Hemet is directly related to the regional transportation network, because the City lies at the confluence of SR 74 and SR 79. Interstate 215 (I-215) and Interstate 15 (I-15) are located west of Hemet, and SR 60 and I-10 are located to the north. In addition to these freeways, other connections to the region include the Burlington Northern Santa Fe Railway (BNSF Railway) line, which is a freight line used for goods transportation. Hemet is also connected to the region via the RTA bus system. The Metrolink commuter rail system provides public transit access within nearby cities and counties. There is currently no Metrolink service in Hemet; however, future station locations have been identified for downtown Hemet and to serve the west Hemet area. Figure 1.1 shows Hemet's regional transportation context.

The City has made substantial efforts in recent years to improve traffic conditions on local roadways and to encourage multi-modal travel options. However, Hemet needs better roadway circulation between residential areas and regional employment and commercial centers and better access to regional transportation systems.

The high levels of pass-through traffic associated with regional development and securing funding sources for circulation improvements are also key concerns. One of the most pertinent regional transportation



issue in Hemet is accommodating regional through-traffic originating in nearby communities. Specifically, growth in unincorporated Riverside County could lower the LOS on Hemet's roadways, and therefore lead to restriction of development within Hemet in order to meet LOS performance criteria. In the past, unchecked regional growth has resulted in unexpected and unplanned traffic congestion on City streets. This regional traffic also includes commercial truck traffic. Hemet needs a circulation system that routes truck and commercial traffic away from residential streets toward larger expressways and larger arterials.

**State Route 79** Another source of regional traffic is SR 79, which is currently routed from Temecula to Beaumont via Winchester Road, Florida Avenue, San Jacinto Avenue, North State Street and Gilman Springs Road, and Lamb Canyon. Florida Avenue is also the route of SR 74. SR 79 is proposed to be realigned to include an expressway that diverts from Winchester Road near Domenigoni Parkway, running north-northeast to rejoin existing SR 79 south of Lamb Canyon. Currently, motorists bypass the existing SR 79 by using Domenigoni Parkway to join either Warren Road or Sanderson Avenue, which leads directly to Lamb Canyon, avoiding Florida Avenue and San Jacinto Avenue. The proposed realignment of SR 79 is one component of improving regional transportation in Hemet.

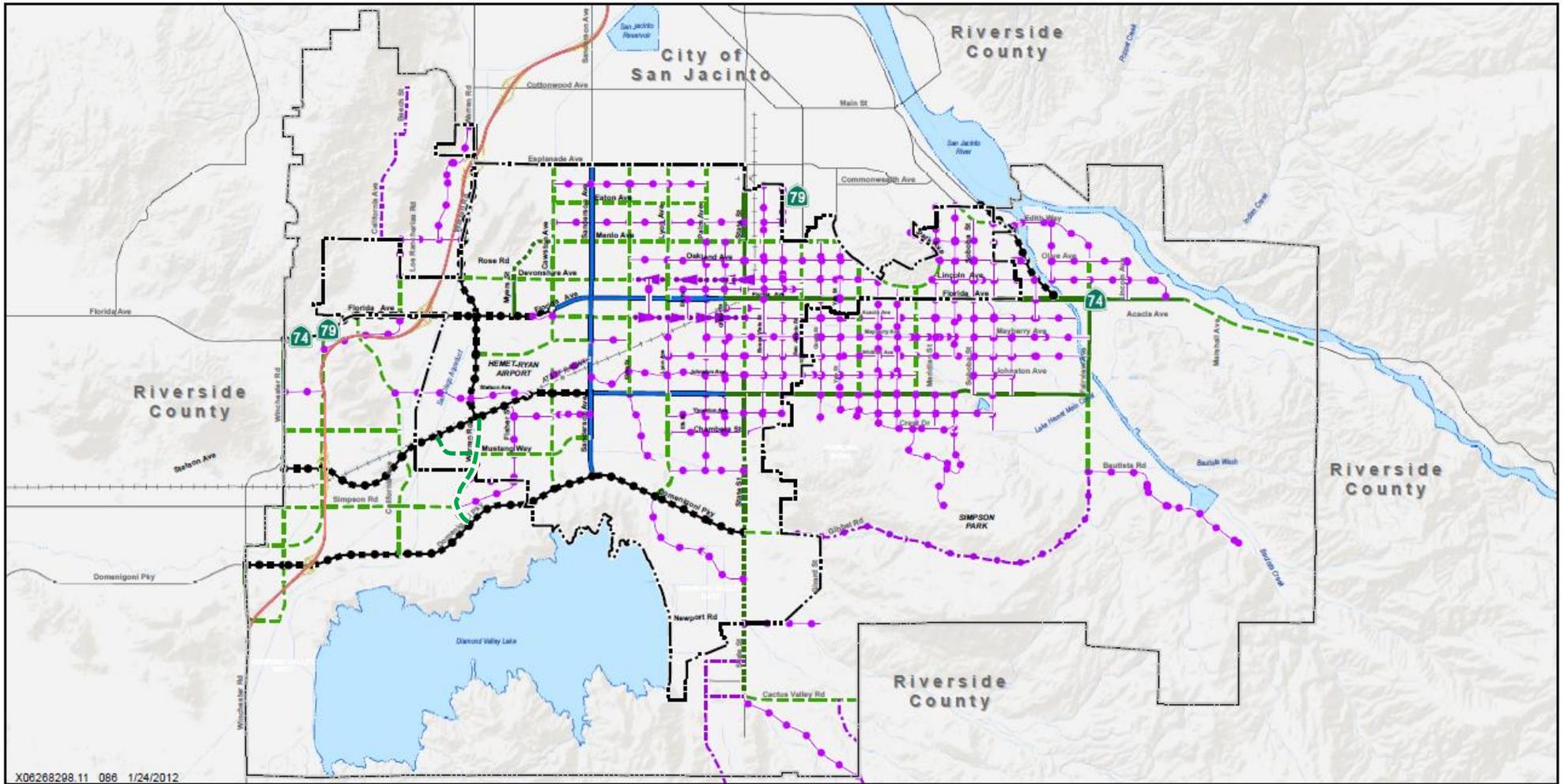
Many of Hemet's regional and local circulation issues center on existing SR 79's design, capacity, and alignment deficiencies. Many issues will be resolved with the proposed realignment of SR 79 to a new expressway in the western portion of the planning area, including the provision of a significant opportunity to attract new industries and jobs to the city. The timely construction of this expressway is of critical importance to the City, and needs to be pursued diligently with RCTC and CalTrans.

SR 79 is designed to ultimately be a six lane expressway, although the initial construction is planned to be four lanes within an approximate 230 foot right of way. Approval of the environmental clearance and the ultimate alignment and design configuration is slated for 2012. The expressway is projected to be constructed in phases, with construction to commence in 2014, dependent upon available funding. The City of Hemet identified and adopted a resolution in 2008 recommending a Locally Preferred Alternative alignment for the roadway. This alignment is shown on the general plan Land Use Map (Figure 2.1) and on the Roadway Circulation Master Plan (Figure 4.1). Grade separated intersections in Hemet are planned for Florida Ave., Stetson Ave., Domenigoni Parkway and Esplanade Ave. In the event that an alternative alignment or design option is ultimately selected by Cal Trans and RCTC, the City will need to amend the General Plan to indicate the selected roadway configuration.

State Route 74 (Florida Avenue) serves as the only route to the mountain resort areas to the east. With the completion of Domenigoni Parkway, some traffic was diverted in the area west of State Street. However, Florida Avenue serves as the primary arterial street traversing the City from west to east. Further to the north, north of the City of San Jacinto, the Ramona



Back of Figure 4.1



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Sources:  
Census Tiger Line Data 2005  
Urban Crossroads 2011  
ESRI 2010



**LEGEND**

**Circulation System**

-  Arterial 6D
-  Major 4D-6D
-  Divided Secondary-A 4D
-  Divided Secondary-B 4D
-  Secondary 4U
-  Express Collector 3U
-  Collector 2U
-  Rural-A 2U
-  Rural-B 2U
-  SR-79 Realignment Expressway
-  SR-79 Realignment Ramps

-  Hemet City Boundary
-  Planning Area
-  Street
-  Railroad
-  Creek/Canal
-  River/Lake

Note: The ultimate design and alignment of the proposed Hwy 79 has not yet been adopted and will be determined upon approval of the project by Caltrans and the Riverside County Transportation Commission. The adopted design alternative may result in changes to the circulation network shown on this Figure, including existing and proposed roadway connections in the vicinity of the proposed Hwy 79, and may or may not include the Tres Cerritos Avenue off-ramp.

Last Updated:  
GPA 15-002 February 23, 2021

Figure 4.1  
**ROADWAY CIRCULATION  
MASTER PLAN**  
Hemet General Plan



Expressway provides both an east-west route between I-215 and the easternmost portion of Florida Avenue and a northwest route: Gilman Springs Road connects the Ramona Expressway with SR 60.

Thus, only three thoroughfares provide a through, east-west travel route across Hemet and San Jacinto. A future thoroughfare—the Mid-County Parkway—will parallel the Ramona Expressway and add east-west capacity.

**Mid-County Parkway** The Mid-County Parkway (MCP) is a 16-mile east-west expressway planned to connect I-215 and SR-79. Although the expressway is located north of Hemet, it will provide connections to Warren Road, Sanderson Avenue and Hwy 79. As a major east-west corridor into the San Jacinto Valley, it will also provide for regional connectivity and help reduce future traffic volumes on Florida Ave. The final alignment design and approval of the MCP is estimated to be completed in 2012, with right of way acquisition and construction projected to commence in 2014.

**Stetson Avenue** This arterial currently runs east-west through the developed portions of Hemet and the southeast Hemet unincorporated area of the County. Stetson Avenue has been designated as a four-lane route in both the previous City of Hemet and current Riverside County general plans, but is built as a two-lane road in the unincorporated southeast area. This element designates Stetson Avenue as a six-lane arterial route west of Sanderson Avenue to follow the BNSF Railway line and proposes a future Metrolink station near the interchange between future Stetson Avenue and future SR 79. The new West Stetson Avenue is proposed to continue westerly through Menifee and ultimately connect with I-215 at the McCall Boulevard interchange, serving as an additional regional access.

In developing a regional transportation network, Hemet must also consider the relationship between vehicle miles traveled and greenhouse gas (GHG) emissions. On September 30, 2008, Governor Arnold Schwarzenegger signed Senate Bill 375 into law, requiring Metropolitan Planning Organizations, including SCAG, to develop a Sustainable Communities Strategy (SCS) as part of the RTP. As an option, the law authorizes WRCOG and other SCAG subregional agencies to prepare a subregional SCS. The SCS is intended to provide a path to reach the goals of AB 32, the Global Warming Solutions Act of 2006, which requires the state to reduce GHG emissions to 1990 levels by the year 2020. The SCS is generally defined as a development pattern that meets the state target for reducing GHG emissions, while considering the region's housing needs, transportation demands, and protection of resource lands. In concert with developing regional transportation options, Hemet has placed land uses in a manner that reduces the number of home-to-work trips during peak travel hours and implemented TDM programs, which increase average vehicle ridership and shift a portion of such trips to nonpeak hours. There is a particular need to encourage industrial uses and employment opportunities within the City in order to reduce traffic on major roads. Building shopping and employment centers within Hemet's planning area would reduce the distance that City residents drive to regional shopping and employment centers and would aid the local economy.



#### 4.4.4 LOCAL ROAD CIRCULATION

Hemet's roadway system is well developed; however some connectivity gaps and design issues result in unnecessary traffic delays. In many areas, right-of-way is not available to widen streets to accommodate additional traffic volume. The provision of expanded turning mechanisms, such as striping, traffic signals, and turn lanes, at critical intersections would alleviate a majority of the traffic delays. Many of Hemet's local collector streets were developed before the current standards for collector roadways, which creates traffic delay and safety hazards when high-volume traffic comes into contact with residential driveways. Also, minimizing the number of direct access points on Hemet's major roadway corridors, such as SR 79, would improve traffic delay and safety issues.

Transportation System Management (TSM) and TDM strategies can improve the mobility and efficiency of a circulation system. TSM involves physical improvements to the circulation infrastructure to expand capacity and increase traffic flow, while TDM involves reducing the demand for vehicular transportation. TSM and TDM strategies provide relief from increasing demands for more improvements to transportation facilities. Examples of TSM include synchronizing traffic signals, removing on-street parking on certain roads, and changing intersection geometries. Priority should be given to TSM strategies that improve LOS, especially in areas that are fully developed, before more costs and capacity-increasing strategies are employed. Examples of TDM include making better use of existing roads, reducing auto use in congested areas or peak-hour traffic times, and increasing public transit ridership. The City coordinates TSM and TDM efforts with Riverside County's CMP.

The local street system serves the community's primary needs for mobility and access. The City's arterial/collector roadway network generally corresponds to a one-quarter-mile grid pattern. This system emphasizes carrying traffic on a relatively large number of collector streets, rather than concentrating traffic on a small number of high-volume arterials. SR 74 and SR 79 serve local and regional through traffic.

#### 4.4.5 CIRCULATION MASTER PLAN

The City's existing circulation network consists primarily of roadways. However, transit services, multi-use trails and bikeways, and air traffic at Hemet-Ryan Airport are also used by City residents, but to a lesser extent because of a current lack of multi-modal connections. As shown on Figure 4.1, the updated Circulation Element provides a framework for a comprehensive multi-modal transportation network and the integration of complete streets.

The Circulation Element goals and policies emphasize:

- ❖ regional access, particularly a realigned and expanded SR 79;
- ❖ continuation of the City's traditional grid street system to provide greater connectivity within the City;



- ❖ a balance between the provision of street infrastructure and the maintenance of the residential character of neighborhoods;
- ❖ a recognition of the potential effect of development on the capacity of streets and the need to reduce impacts by promoting alternative development patterns and modes of transportation; and
- ❖ the value of providing commuter rail, bus, bicycle, pedestrian, and equestrian pathways as alternate modes of travel for current and future residents.

The planning horizon for Hemet's roadway system is 2030. The City's Roadway Circulation Master Plan (Figure 4.1) has been developed to accommodate anticipated vehicle traffic volumes in 2030. This plan has been developed in close coordination with land use policies to ensure that traffic generated by new development will not compromise the City's goal to ensure that intersections and roadway segments operate efficiently.

The map identifies existing and proposed components of the City's roadway circulation system. The primary enhancement is the realignment of portions of SR 79. SR 79 currently runs east-west along Florida Avenue concurrent with SR 74 from the west end of the City to San Jacinto Street, where SR 79 turns north. Details describing the SR 79 realignment are provided in the regional circulation discussion.

Although most of central Hemet is already developed, most remaining developable land is located in the western part of the City, and within the Planning Area. New development in west Hemet will require construction of new roads to provide circulation for future residents and businesses. Land Use Element policies enabling reuse and redevelopment within established portions of the City, particularly within key roadway corridors, may also necessitate roadway widening and intersection enhancements.

The traffic impact analysis prepared for the General Plan Update (Urban Crossroads, 2011) determined that the proposed circulation plan and roadway network would accommodate the future traffic demands of the land use plan at build out (2030). Intersections are also projected to operate at acceptable levels of service with the exception of two existing intersections that already are impacted: Florida Ave. and Sanderson Ave., and Devonshire and Sanderson Ave. Improvements to these intersections are constrained by existing development on either side of the roadway.

The Roadway Circulation Master Plan (Figure 4.1) generally conforms to previously adopted 1992 circulation master plan, except that some new streets are added or reclassified, and lane configurations or intersection geometrics have been modified for selected street segments. A comparison of the identified changes to the roadway network is provided in Appendix D of the General Plan.

Sustainable Transportation Network Sustainable transportation networks are designed to improve the balance between environmental concerns, community objectives, and performance (mobility and safety).



Within Hemet, progress toward a sustainable transportation system can be advanced by focusing on the following objectives, as stated in the General Plan traffic analysis by Urban Crossroads (2011):

- ❖ Network Connectivity (more than one route between land uses and a mixture of low speed and high speed road connections wherever possible)
- ❖ Operational Balance (flexibility to achieve community objectives and place making without sacrificing safety and mobility)
- ❖ Emissions Reduction / Energy Efficiency (prioritize designs which minimize idling times and vehicle miles traveled, help conserve resources and minimize waste)
- ❖ Pedestrian and Bicycle Accommodations (walkways and bikeways fully integrated)
- ❖ Transit Readiness (access to transit stops and effective interface of modes)
- ❖ Neighborhood Electric Vehicle Facilities (system of NEV provisions: paths, lanes, charging stations, etc.)
- ❖ Quality Public Space (roadways spatially defined with structures and landscaping).

#### 4.4.6 ROADWAY CLASSIFICATIONS

Circulation plan roadways in Hemet 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 six-lane highways to two-lane roadways. The circulation plan does not describe SR 79 (which will be a Caltrans facility) or local streets. Although there are numerous local streets serving individual neighborhoods, and these streets feed into the larger roadway network, they are not considered master-planned streets that are part of the circulation network. The design of the local streets is still subject to the City's engineering and subdivision Street Standards. The realigned SR 79, west of Warren Road, is being designed to expressway standards. Design is undertaken by Caltrans, with primary overview by RCTC. SR 79 is anticipated to be constructed in phases, with the first phase to include fewer lanes and at-grade crossings, with additional lanes, interchanges, and overpasses added later.

City roadways consist of both divided and undivided roadways. Divided roadways generally contain a physical barrier or buffer, such as a curbed median or a continuous two-way left-turn lane, between each direction of travel. Divided roadways remove vehicles making a left turn from the travel lanes to keep slowing vehicles from impeding through traffic and constricting roadway capacity. Undivided roadways do not contain a buffer between each direction of travel and, therefore, left-turning traffic can



impede through traffic. Undivided roadways may widen to provide turn movement pockets at intersections.

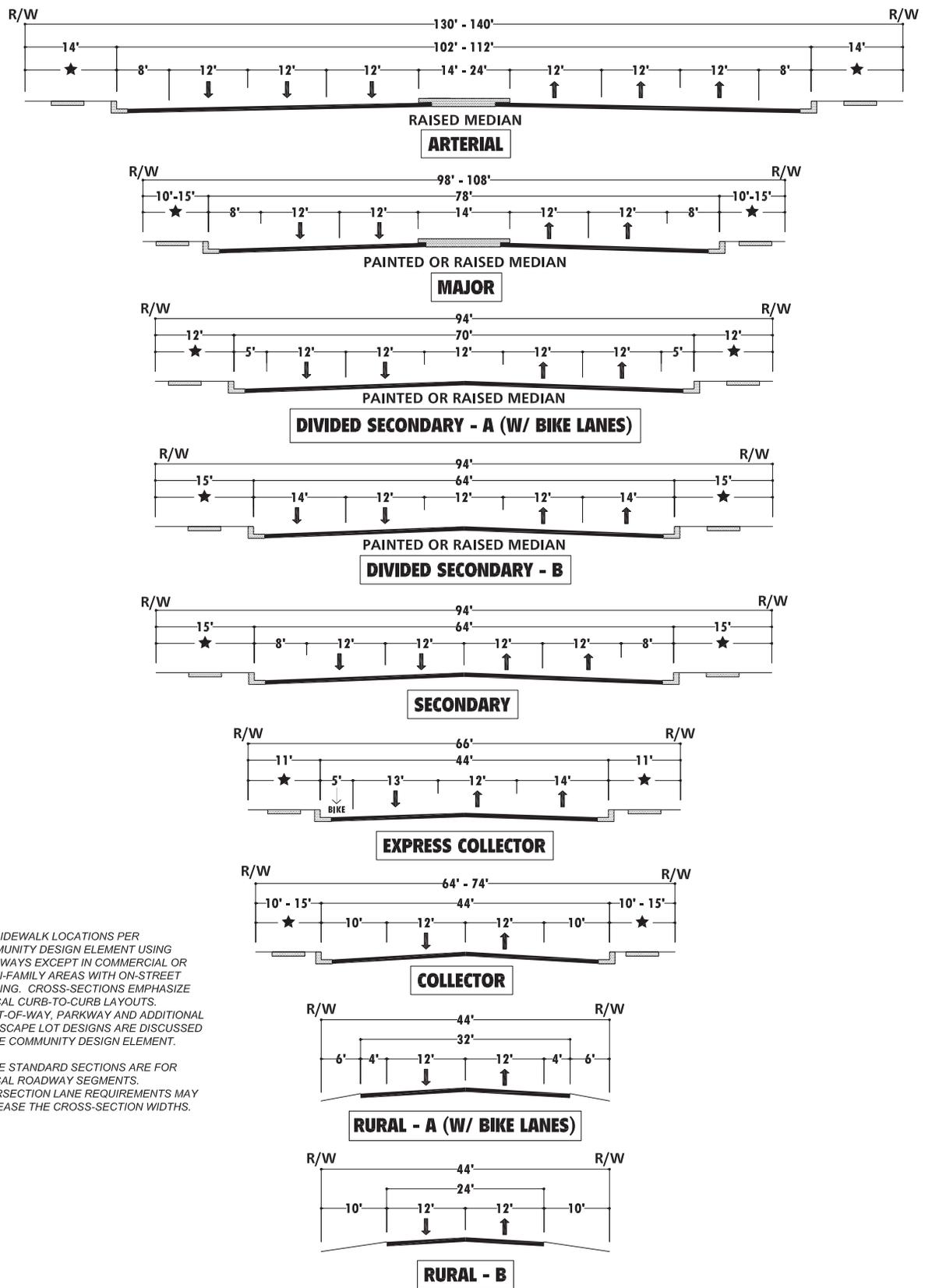
The standard roadway classifications are listed in Table 4.3 and described in the paragraphs that follow. The descriptions relate to segment design, and illustrate the configuration at midblock. Typical nonintersection cross-sections are illustrated in Figure 4.2.

Additional rights-of-way (beyond the standard width) may be required at higher volume intersections to provide for safe turning movements. The standard roadway classifications are described in the table and paragraphs below.

Table 4.3 Roadway Classifications				
Classification	# of Lanes	Raised Median	ROW Width (ft.)	Curb-to-Curb Width (ft.)
Arterial	6	Yes	130–140	102–112
Major	4	Yes	98–108	78
Divided Secondary—A	4	Yes	94	70
Divided Secondary—B	4	Yes	94	64
Secondary	4	No	94	64
Express Collector	3	No	66	44
Collector	2	No	66–74	44
Rural Collector	2	No	44	32
Local Rural	2	No	44	24

**Arterial**—An Arterial is a six-lane road with a median and is intended to have a somewhat limited amount of access. Typically, Arterials have at-grade intersections with other roads, with separations of at least one-quarter mile between intersection crossings and very limited driveway access points. Intersections are at grade, with signalization of crossings. Some intersections may only permit right-turn access. On-street parking is not permitted. Medians are raised, with landscaping and/or hardscaping (e.g., decorative paving or features). Median widths vary between 14 and 24 feet and account for variable rights-of-way and curb-to-curb widths. Two existing or planned roads, Domenigoni Parkway and the Ramona Expressway, have unique designs that include greater median widths and parkways, and greater separations between access points.

**Major**—A Major street is a four-lane street with a landscaped median. Under unique circumstances related to neighborhood traffic needs, painted medians can be considered by decision makers. On-street parking is not permitted. Major streets are intended to have design speeds based on greater sight distance, curves that are less acute, restricted access, and



★ ALL SIDEWALK LOCATIONS PER COMMUNITY DESIGN ELEMENT USING PARKWAYS EXCEPT IN COMMERCIAL OR MULTI-FAMILY AREAS WITH ON-STREET PARKING. CROSS-SECTIONS EMPHASIZE TYPICAL CURB-TO-CURB LAYOUTS. RIGHT-OF-WAY, PARKWAY AND ADDITIONAL LANDSCAPE LOT DESIGNS ARE DISCUSSED IN THE COMMUNITY DESIGN ELEMENT.

THESE STANDARD SECTIONS ARE FOR TYPICAL ROADWAY SEGMENTS. INTERSECTION LANE REQUIREMENTS MAY INCREASE THE CROSS-SECTION WIDTHS.

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Source: Urban Crossroads 2010

Figure 4.2  
Roadway Classification Cross-Sections  
Hemet General Plan



greater distance between intersection crossings. At intersections, the street can be altered to allow acceleration, deceleration, and turn lanes. Parkways will vary between 10 and 15 feet wide, and right-of-way widths will vary accordingly. It is assumed that areas with extensive existing development will have the narrower rights-of-way, while newly developing areas will have the wider rights-of-way.

**Divided Secondary A**—A Divided Secondary street is a four-lane street, but differs from Secondary Streets in that they have a landscaped median. Under unique circumstances related to community design issues, painted medians can be considered by decision makers. Divided Secondary streets are likely to have speeds that accommodate roadway constraints and community design issues. Bike lanes are accommodated, which results in narrower Parkways than those on Divided Secondary B streets.

**Divided Secondary B**—A Divided Secondary B street is similar to the Divided Secondary A street described above; however, the Divided Secondary B street does not provide for bike lanes, resulting in a smaller curb-to-curb footprint than the Divided Secondary A street.

**Secondary**—A Secondary street is a four-lane street with a painted centerline and no median. Parking is not accommodated but bike lanes may be accommodated. Intersection designs may allow special turning opportunities.

**Express Collector**—Express Collectors accommodate heavier traffic flow in one direction, providing additional capacity to guide traffic toward signalized intersections with appropriate capacity and turning movement facilities. Between intersections, the Express Collector cross-section includes two lanes in one direction and one lane in the opposite direction. A single bicycle lane is accommodated between the single opposing lane and the curb. Parking is not accommodated. At signal-controlled intersections, the right-of-way is intended to be widened to allow left-turning lanes.

**Collector**—A Collector is a two-lane roadway with full shoulders within a 66-foot right-of-way within already developed areas and within a 74-foot right-of-way in newly developing areas. The additional right-of-way provides for additional parkway improvements and fence or wall setbacks. Collectors provide access from local streets to the highway system. Collectors are intended to serve intensive residential land uses and multiple-family dwellings or to convey traffic through an area to roads of equal or similar classification or higher. In newly developing areas, residences will not be permitted to have individual driveways onto the street, and parking may not be accommodated to allow space for bicycles, NEV lanes, or other improvements.

**Rural Collector**—A Rural Collector is a two-lane road that serves very low volumes of traffic in areas with little or no development, or very low density development. These roads typically occur in very rural or hillside areas, such as Avery Canyon or where Sage Road is located. Curbs and gutters are not



generally used and shoulders are typically unimproved (dirt). Bike lanes are provided on Rural Collectors.

**Local Rural**—Similar to the Rural Collector, a local rural street serves a small area of homes or businesses in a rural or mountainous setting. Pavement width is smaller than a Rural Collector because bike lanes are not provided.

Additional design considerations based on specific projects may also be approved at the discretion of the public works director when based on specific design constraints or modified roadway sections in specific plans.

#### 4.4.7 COMPLETE STREETS

AB 1358, the Complete Streets Act, requires cities and counties to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway. Planning and implementing “complete streets” is one way cities and counties can meet this requirement.

A complete street is a transportation facility that is planned, designed, operated, and maintained to enable safe access for all roadway users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street. Complete streets help facilitate a variety of important community benefits. Some of these benefits are described in the following list:

- ❖ Complete streets provide safe travel choices and give people the option to avoid traffic jams while increasing the overall capacity of the transportation network.
- ❖ Complete streets encourage healthy physical activity. Public health experts promote walking and bicycling to combat obesity, especially in children.
- ❖ Planning for complete streets cuts costs. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project is more cost-effective than making retrofits later.
- ❖ Complete streets can lead to economic revitalization by reducing transportation costs and travel time while increasing property values and job growth in communities.
- ❖ Thoughtful design and accommodations for bicyclists and pedestrians reduces the incidence of crashes and improves safety for all transportation users.
- ❖ Complete streets foster strong communities where all people feel safe and welcome on the roadways and where walking and bicycling are an essential part of improving public transportation and creating friendly, walkable neighborhoods.

Identifying opportunities for select roadways to become complete streets that include such elements as pedestrian travel, canopy shade trees, activity



nodes, NEV lanes, and pervious pavement or bioswales, will add to the street's value and multi-purpose use. While not all streets need be developed as complete streets, determining key locations and accompanying design standards are recommended implementation programs to foster complete streets within the City.

The General Plan meets the goals and policies of the Complete Streets Act in several ways. First, the General Plan fundamentally increases the range of transportation options for circulation within the City of Hemet and to adjacent western Riverside County jurisdictions by identifying a backbone network of bicycle and pedestrian routes. This on- and off-street network of routes improves safety for pedestrians and cyclists by providing dedicated facilities apart from vehicles. The General Plan also addresses ancillary facilities that are necessary to make a complete street work: the General Plan establishes preferred or "typical" design standards for route classifications and discusses the need for bicycle accommodations. Lastly, the General Plan specifically includes facilities consistent with the recently completed *Western Riverside County Non-Motorized Transportation Plan*.

### 4.5 NEIGHBORHOOD ELECTRIC VEHICLES

NEVs are a street legal, low cost, energy efficient, zero emissions mode of local travel that is currently available—but current impediments to widespread usage include lack of interconnected low-speed routes and driver confusion regarding where these vehicles can safely be operated. These problems can be addressed in Hemet by implementing an integrated local NEV plan that overcomes connection issues, identifies safe routes, and enables clear communication about where residents can go in low-speed vehicles.

The unintended consequence of providing a high level of mobility on our roadways includes high-speed auto-oriented patterns that sometimes inhibit the operation of low-speed vehicles and other modes of transportation. Drivers are gradually becoming aware of the official low-speed vehicle classification, commonly described as NEVs, which are already approved at federal and state levels for use on public streets. With their emphasis on short trips and speed capabilities capped at 25 miles per hour (mph), NEVs are generally restricted to streets with posted speed limits of 35 mph or less.

#### Accommodating a Low-Speed-Travel Culture in Hemet

Accommodating low-speed vehicles with zero emissions is a potent strategy to reduce greenhouse gas (GHG) emissions while encouraging a healthier level of community interaction. Although some level of NEV ownership and operation will occur regardless of the city's attention to the matter, Hemet can proactively address conflicting mode issues and encourage safe NEV operations by:

- ❖ identifying the suitable NEV backbone routes as potentially shown in Figure 4.3,
- ❖ implementing street signage and striping of lanes for appropriate operation of low-speed vehicles,



- ❖ providing parking incentives and low-cost charging stations, and
- ❖ promoting the NEV plan to the public.

These activities are essential to acceptance and use of NEVs by residents and businesses.

Use of NEVs by the general public has increased for transporting kids to school, shopping, and other neighborhood trips. To accommodate the NEV users, special parking areas can be provided in local grocery and commercial shopping centers. Additionally, the downtown core of Hemet, and the neighborhoods immediately surrounding it, tends to have collector streets with speed limits of 25 to 35 mph, which are suitable for NEVs. Given Hemet's grid street system with lower speed limits and relatively compact geography, NEV vehicles can be accommodated as a means of providing local transport. Larger, new planned developments present the same opportunity if low-speed connecting roads are provided.

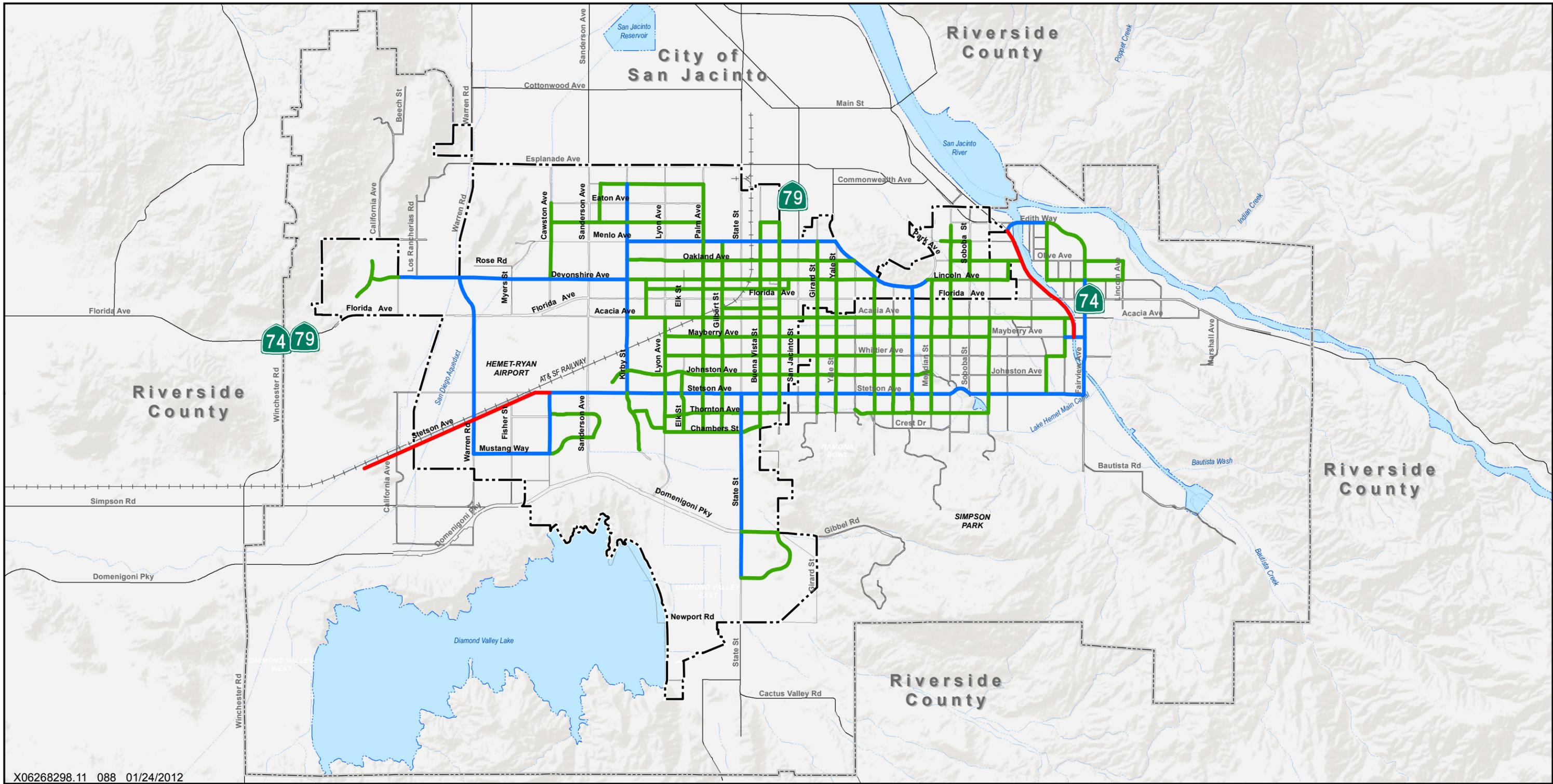
#### Expanding NEV Use by Implementing a Citywide NEV Plan

NEVs have many benefits. NEVs can offer residents the ability to circulate the community without having to start an automobile with a combustion-powered engine. The NEV will be an enjoyable way to reach nearby commercial and activity centers in the local area and to visit neighbors. In addition, NEVs:

- ❖ are a relatively inexpensive vehicle to own and operate,
- ❖ are particularly well suited to trips less than 10 miles,
- ❖ do not contribute to the air pollution caused by the cold starts and operation of typical high-speed autos,
- ❖ achieve an energy equivalent of at least 150 miles per gallon (based upon 2002 California Energy Commission report), and
- ❖ have potential to run fossil-fuel free using solar or wind power to generate their electricity.

Figure 4.3 shows a potential NEV network for Hemet that is oriented to existing roadways and could therefore be implemented in the next few years. It incorporates "backbone low speed connectors" that focus on streets with a posted speed limit of 35 mph or less. Low speed connectors either provide direct connection to key destinations or link to NEV/bike lanes on higher speed routes. Shared NEV/bike lanes are proposed for higher speed routes in conjunction with Class II bike lanes. Restriping or, in some cases, widening of roadway cross-sections may be necessary where bike lanes do not exist or where existing bike lanes are less than 7 feet wide.

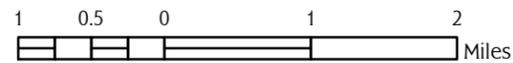
The planned backbone network provides a basic NEV system that can be modified or embellished as needed as new areas of the city are developed. Connections to nearby jurisdictions can also be evaluated where appropriate because travel is rarely restricted by City boundaries.



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Sources:  
 Census Tiger Line Data 2005  
 Urban Crossroads 2011  
 ESRI 2010



**LEGEND**

**NEV Network**

- Backbone Low Speed Connector
- Potential NEV/Bike Lanes (Class 2)
- Potential Off Road NEV/Bike Path (Class 1)

- Hemet City Boundary
- Planning Area
- Street
- Railroad
- Creek/Canal
- River/Lake

**Figure 4.3**  
**NEIGHBORHOOD ELECTRIC**  
**VEHICLE (NEV) NETWORK**  
 Hemet General Plan



Backside of Figure 4.3



While there is sometimes interest in allowing golf carts to be included in a NEV plan, this may raise concerns for on-street usage on a citywide scale. When a NEV travels at its top speed of 25 mph, it still holds up some traffic in shared-lane conditions on local or collector streets. If it travels more slowly, it may encourage inappropriate passing by vehicles from the rear that could disrupt neighborhood safety. There are several models of NEV today that travel at 25 mph and should offer a reasonable variety to residents.

### NEVs, Transit, and Bikes—Strategies for Safe Operations

Implementation of a citywide NEV Plan should be carefully reviewed by professionals and stakeholders so that potential conflicts between low-speed vehicles and autos, bikes, or transit operations can be addressed within each segment designated. For example, NEVs are not allowed in standard bike lanes (Class II facilities), which are often 5–6 feet wide (too narrow for NEVs). They are also not allowed in the auto lanes on fast roads. The initial NEV network suggested for Hemet identifies the backbone network where NEVs can safely operate and shared NEV/bike lanes for selected routes with higher speeds. Once this network is refined and adopted into a NEV plan, the network can be made available to residents and businesses to communicate how to get around town in low-speed vehicles.

## 4.6 PUBLIC TRANSPORTATION

A comprehensive public transit network is critical in providing a transportation system that meets the goals and policies of the Circulation Element. As vehicle congestion continues to grow and opportunities to add road capacity are further limited, transit will increasingly be utilized to meet the mobility needs of the City of Hemet over the next 30 years.

Transit promotes livable communities. Use of public transit will also promote more walkable neighborhoods, foster more cohesive communities, and provide better transportation options for members of the community where car ownership is either a hardship or an impossibility. Providing more transportation choices through extension of public transit opportunities will enable the City's residents and employees to rely less on automobile travel, reduce vehicle-miles traveled, and accommodate new development while minimizing the need for unsustainable roadway expansion.

Public transit in the Hemet area consists of taxis, paratransit vans, buses, and future passenger services through the Metrolink rail system. Figure 4.4 illustrates transit service features in Hemet.

### 4.6.1 PASSENGER RAIL SERVICE

The existing San Jacinto Branch Rail line runs east/west through Hemet from Perris. The rail line is the Riverside–San Jacinto spur line originally owned by the Atchison, Topeka, and Santa Fe Railroad (AT&SF), was purchased by the Riverside County Transportation Commission. AT&SF operated the rail line from 1888 to 1897, primarily to serve the agricultural operations in the valley. The BNSF Railway operates freight service as the



successor to ATSF. The line runs between Riverside and San Jacinto via March Air Base, Perris, and Hemet. In the Hemet Planning Area, the line runs northeasterly from Winchester to downtown Hemet, where it curves north and runs along Harvard Street, parallel to and east of State Street.

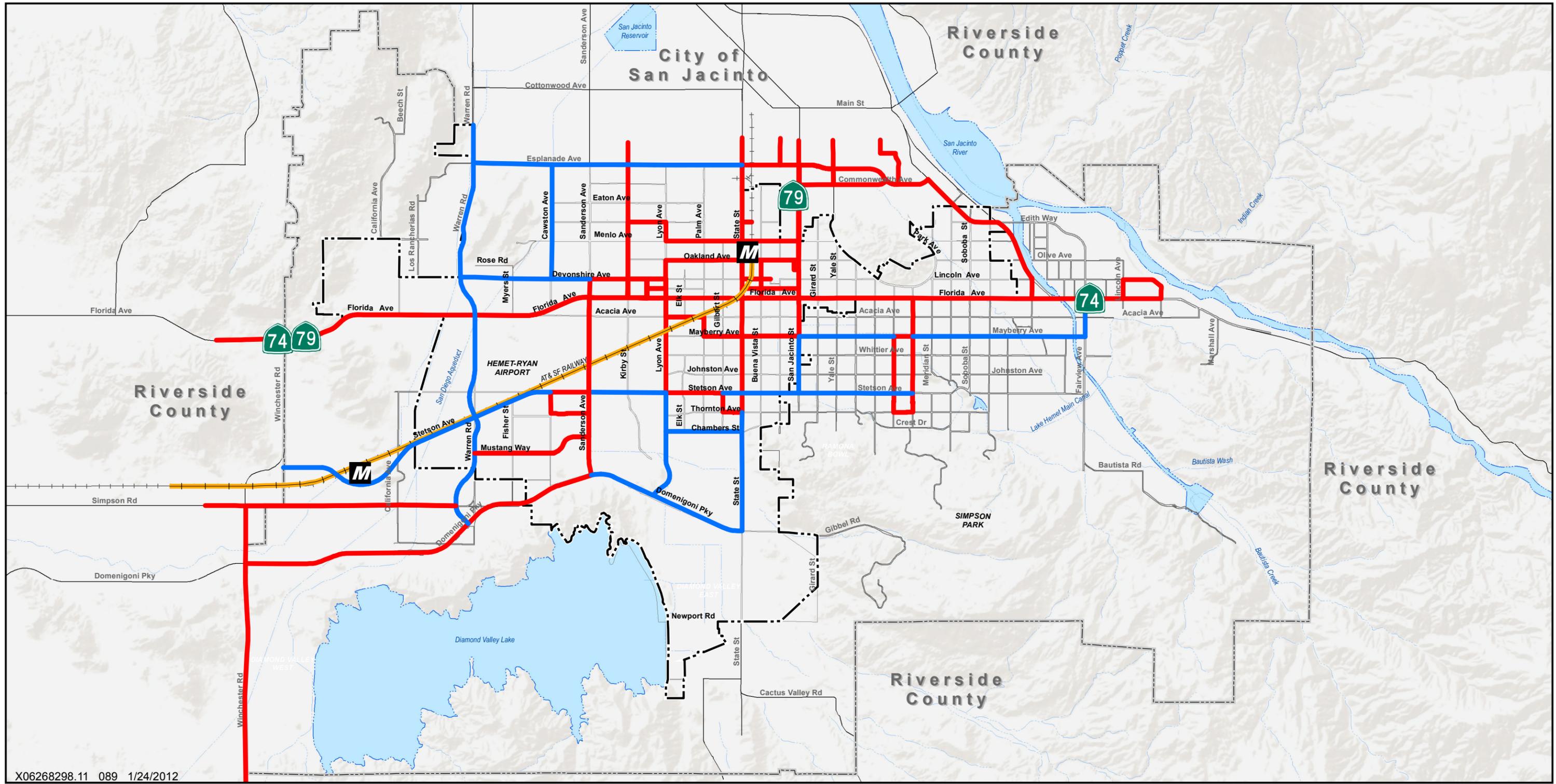
The original depot is located at the corner of State Street and Florida Avenue, and the Hemet Library is located adjacent to the line. A downtown passenger station is envisioned, as is a passenger station proximate to the future SR 79 and relocated Stetson Avenue interchange.

Metrolink is a regional passenger rail service to reduce the congestion on highways and improve mobility throughout southern California. Metrolink provides rail service to Riverside County. The Riverside Line runs trains from Riverside to Orange County and Los Angeles. Metrolink has multiple stations in Riverside County, including Pedley Station, Riverside-Downtown Station, Riverside-La Sierra Station, and West Corona Station. An extension of the Riverside Transit Corridor along the San Jacinto branch line to Hemet is proposed, and Perris and Perris-South Stations are proposed for construction in 2013. Long-term plans call for an extension of the line to Hemet, connecting Hemet with Los Angeles, Orange, and San Bernardino Counties and other parts of Riverside County.

Potential future Metrolink stations are located near the future SR 79 alignment at Stetson Avenue in west Hemet and near State Street at Menlo Avenue in downtown Hemet. Metrolink trains would be accommodated on the existing BNSF Railway line. Completion of transportation improvements to Metrolink linking Hemet to new destinations will increase traveling and commuting options for Hemet residents and reduce dependence on private automobile travel. As new areas are developed near transportation corridors and nodes, residents and visitors will benefit from the "smart growth" designs, which promote greater walkability and proximity to daily services, thus reducing both the detrimental environmental effects of vehicles and congestion.

#### Considerations for Future Railway Designs

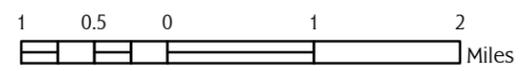
The existing BNSF Railway line currently crosses the Planning Area and the City at grade (i.e., no overpasses). The rail line is generally only crossed by streets designated in this element as Collector and above.. Street crossings are typically protected by automatic signals and gates. Freight trains operate on a demand schedule (i.e., upon request) and demand has been low enough that the movements of the infrequent trains, street traffic, and pedestrians have not conflicted. If freight demand substantially increases within the developed portions of the City, or when Metrolink service is provided, street crossings will need to be evaluated. Although grade-separated crossings are generally preferred, overpasses are probably infeasible within the developed portions of the City because of existing development and may not be warranted from a traffic/train usage perspective. However, larger new developments should be evaluated for potential effects of traffic and pedestrians on crossing functioning and safety, and constructing or accommodating the future construction of overpasses should be considered. Overpasses are most appropriate in new development in the southwest portion of the Planning Area.



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Sources:  
 Census Tiger Line Data 2005  
 Urban Crossroads 2011  
 ESRI 2010



**LEGEND**

- |  |                                    |  |                     |
|--|------------------------------------|--|---------------------|
|  | Existing Bus Route                 |  | Hemet City Boundary |
|  | Potential Future Bus Service       |  | Planning Area       |
|  | Future Commuter Rail               |  | Street              |
|  | Potential Future Metrolink Station |  | Railroad            |
|  |                                    |  | Creek/Canal         |
|  |                                    |  | River/Lake          |

**Figure 4.4**  
**TRANSIT SERVICE FEATURES**  
 Hemet General Plan



Back of Figure 4.4



## 4.6.2 BUS AND LOCAL TRANSIT SERVICES

The Riverside Transit Agency (RTA) provides public transportation throughout Riverside County. RTA operates fixed bus routes providing public transit service throughout a 2,500-square-mile area of western Riverside County. RTA's fixed routes have been designed to establish transportation connections between all cities and unincorporated communities in western Riverside County. RTA bus lines 32, 33, and 42 provide local access in the Hemet Planning Area and neighboring San Jacinto as shown in Figure 4.4 (Transit Service Features). RTA routes currently use the Hemet Valley Mall located near the intersection of Florida Avenue and Kirby Street as a hub point for all routes serving the Hemet and San Jacinto areas and for those routes connecting to regional destinations.

Future transit routes are also shown on Figure 4.4, and are anticipated to provide additional connectivity throughout the less centralized portions of the City and Planning Area. Ultimately, RTA envisions constructing a Transit Center in the Hemet area. A location has not been determined, but one alternative would be to site the center in conjunction with a downtown or west Hemet Metrolink station.

The current SR 79 alignment through the Cities of San Jacinto and Hemet is only suitable to accommodate local public transportation services. However, a number of future transit opportunities exist near the SR 79 realignment. A multi-modal public transportation system offers many benefits, such as increased mobility, decreased traffic congestion, energy savings, and decreased pollution and GHGs. A transit system could be built around a set of land use nodes throughout Hemet and nearby cities. A one-way loop, with stops within a 5-minute walk, can effectively serve about 1.5 square miles with 10-minute frequencies of service and require only a single vehicle and a single lane right-of-way. New services would need to be established to provide the compatibility with a future multi-modal transportation system. The right-of-way for the realignment of SR 79 also includes designated right-of-way for transit; however, the type of transit facility has not yet been designated. The City is committed to ensuring that public transportation becomes a viable travel alternative to the automobile and is taking steps to ensure that transit accessibility is a primary consideration within new mixed-use and redevelopment proposals.

### Design Considerations for Public Transit

To advance public transit use, comfort, and safety, consider the following strategies in transit design:

- ❖ Integrate methods that will allow buses to stop for passengers without disrupting vehicular traffic such as a wider traffic lanes or a turnout at the bus stop location.
- ❖ Locate transit stops to minimize the impact of buses and ridership activity on nearby neighborhoods. Incorporate buffer zones as feasible.
- ❖ Locate bus stops on the "far-side" of an intersection to avoid conflicts with traffic queuing in the right turn lane.



- ❖ Provide amenities for transit users such as benches, shade, lighting, shelters, and bicycle racks, where appropriate.
- ❖ Ensure that transit stops meet Americans with Disabilities Act (ADA) requirements by providing a continuous paved connection to and from the stop.

#### Paratransit Options

Several paratransit options exist for senior citizens that are not able to drive, or would rather not drive. RTA's Dial-A-Ride program provides general advanced reservation service, Senior/Disabled service, and Priority Service for persons certified under the Americans with Disabilities Act. Care-A-Van service is also offered within the City of Hemet for seniors and disabled travelers that qualify as low income. Hemet Valley Medical Center offers patient transportation to and from the hospital.

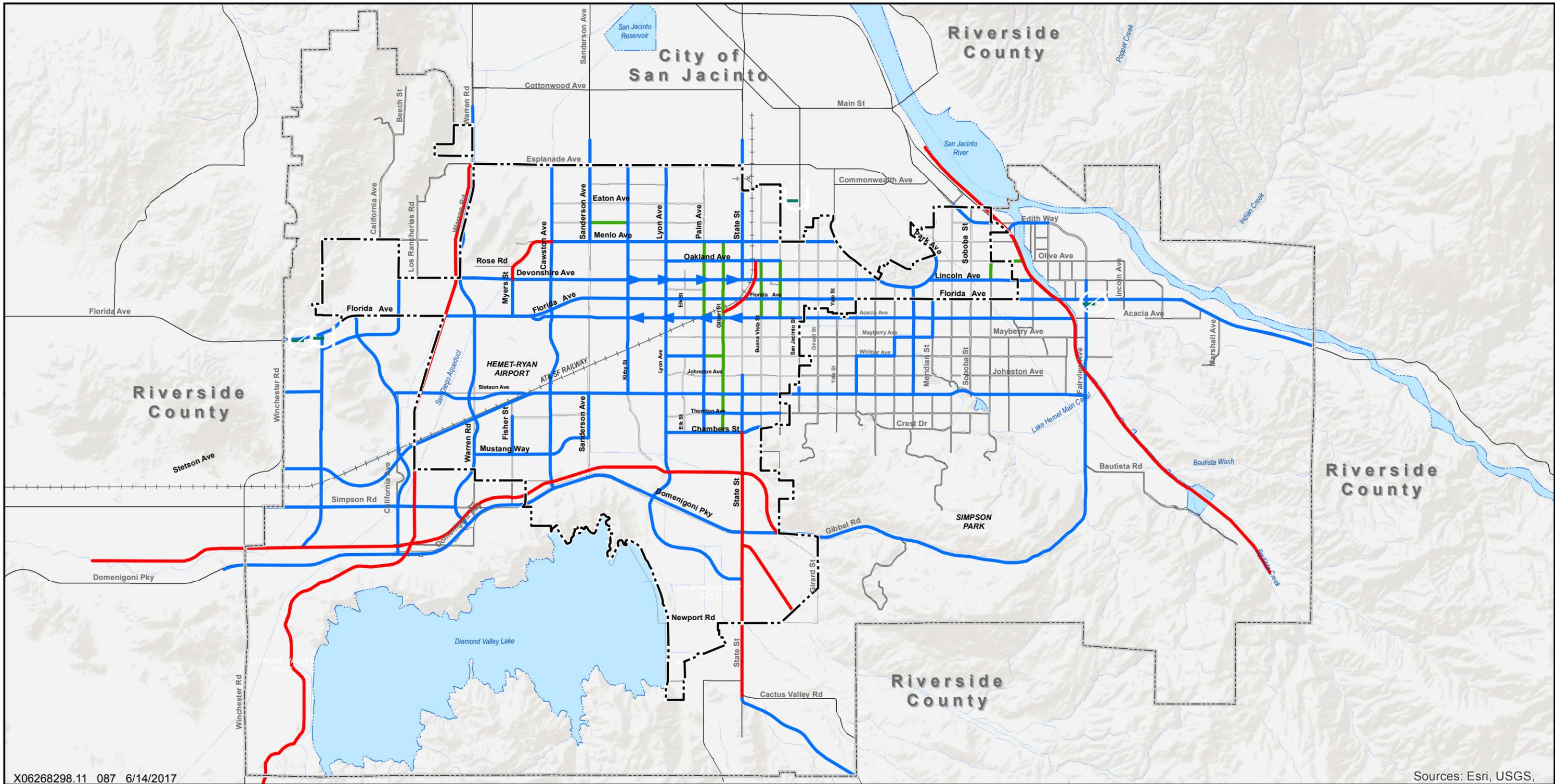
### 4.7 BICYCLE AND PEDESTRIAN CIRCULATION

Bicycling promotes the neighborhood character and community feel of Hemet by allowing for a low-impact, convenient, and healthy transportation option. Reducing short commute and utilitarian vehicle trips can promote healthier living, and encourage residents to interact with their local neighborhood by patronizing local business and socializing with neighbors. An effective bicycle transportation plan promotes bicycling as both a viable transportation alternative and an enjoyable recreational pastime.

A comprehensive bicycle network, including bicycle routes, convenient bicycle parking facilities, and overall street designs that make the roadway network more hospitable to cycling, will make cycling competitive with the private automobile for short trips. Implementing a bicycle network helps to achieve the balance in the transportation network by providing an affordable alternative to the private automobile, and provides better transportation options for people who cannot drive.

The Circulation Element identifies a master plan for bicycle and pedestrian trail systems throughout the City and Planning Area, allowing residents to travel from neighborhoods to key destinations like schools, parks, shopping and employment centers. The Bikeway Circulation Plan is provided in Figure 4.5. Additional off-road bike trails for recreational users is discussed in Chapter 8 (Recreation and Trails) and shown in Figure 8.3.

In addition to offering recreational and public health benefits, nonvehicular modes of transportation offer options for both commuting and convenience trips around the City. Also, the mixed-use environments advocated by Land Use Element policies will encourage increased pedestrian activity on City sidewalks for both business and pleasure. Finally, an equestrian network in selected areas will offer recreational benefits, although it will be limited to nontraffic areas to avoid conflicts between horses and traffic. An effective bicycle, pedestrian, and equestrian network must be safe and accessible and must connect key activity centers within the City with each other and with the regional trail system. Hemet's current bike trail system includes Class 1 bike paths, Class 2 bike lanes, and Class 3 bike routes. Recreational trails such as mixed-use trails and trails for equestrian and hiking only are discussed in the Recreation and Trails



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Sources: Esri, USGS,



Sources:  
 Census Tiger Line Data 2005  
 Urban Crossroads 2011  
 ESRI 2010



**LEGEND**

**Bikeways**

- Class 1 (Off Road)
- Class 2 (On Road, Two Way Striped Lanes)
- ➔ Class 2 (On Road, One Way Striped Lane)
- Class 3 (On Road, Designated Shared Use)

- Hemet City Boundary
- Planning Area
- River/Lake
- Creek/Canal
- Street
- Railroad

Last Update:  
 4/11/2017  
 GPA 16-001

Figure 4.5  
**BIKEWAY CIRCULATION PLAN**  
 Hemet General Plan



Back side of Figure 4.5



Element (Chapter 8). Opportunities for Class 3 bike routes exist along many of the City's collector streets and sometimes secondary streets, typically following quarter-mile grids. Designated Scenic Highways have a design requirement for wide multiple-use paseos that accommodate pedestrians, joggers, and bicyclists, and wider sections already exist on Sanderson and Florida Avenues. While these multiple-use paseos do not meet the formal Class 1, 2, or 3 definitions of bikeways, they nevertheless provide a valuable resource for users.

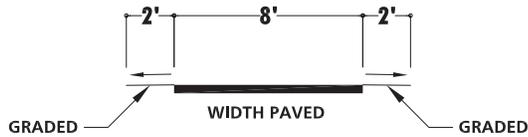
Currently, opportunities for bicycling or walking as viable transportation options vary in different parts of the City. In the older, central portion of the City, designated bike routes are constrained by street widths that typically do not accommodate designated lanes. This is particularly true on collector streets where the typical widths allow only either on-street parking, designated bike lanes, or medians. However, the central portion of the City often has sidewalks, and the grid system provides flexibility for bicycle riders on side streets. Newer portions of the City typically have a larger grid system that may or may not include sidewalks or bike paths, although some of the more recently developed areas often include mixed-use pathways, particularly in areas developed under specific plan entitlements. As development occurs, particularly at the subdivision level, improvements to pedestrian and bicycle access are required. In the more rural edges of the City, these improvements have also included equestrian facilities where practical connections exist to rural equestrian-oriented areas. Existing trail systems within the City usually are not well connected to other trails or common uses. The City will continue to develop and maintain a comprehensive network of on-street bicycle lanes, off-street bicycle paths, sidewalks, and trails. The City will work to increase the safety and utility of the system, with a particular focus on sidewalk-deficient residential and industrial areas.

### Bikeway Circulation Plan

The bikeway circulation system envisioned within this element is shown in Figure 4.5 and uses three classes of bikeways, with cross-sections shown in Figure 4.6. These classes are similar to those used by Caltrans and the WRCOG Non-Motorized Transportation Plan. The circulation system is intended to serve both local and regional bicycle trips. The bikeway circulation system follows a hierarchy serving individual homes and destinations (nondesignated routes and Class 3), feeding into a wider circulation system (Class 2), and augmented by a separate through system that provides regional connections (Class 1).

Class 3 bikeways (bike routes) are suitable as shared routes with regard to size and traffic, are continuous or connect to Class I or Class II bikeways. Normally, bike routes are shared with motor vehicles and look like an ordinary street, but have signs designating the street as a "Bike Route" (serving to inform bicyclists and remind motorists of the presence of bicyclists). A summary of the bikeway classifications is provided in Table 4.4.

**CLASS 1**



**TWO-WAY BIKE PATH ON SEPARATE RIGHT OF WAY**

**CLASS 2**

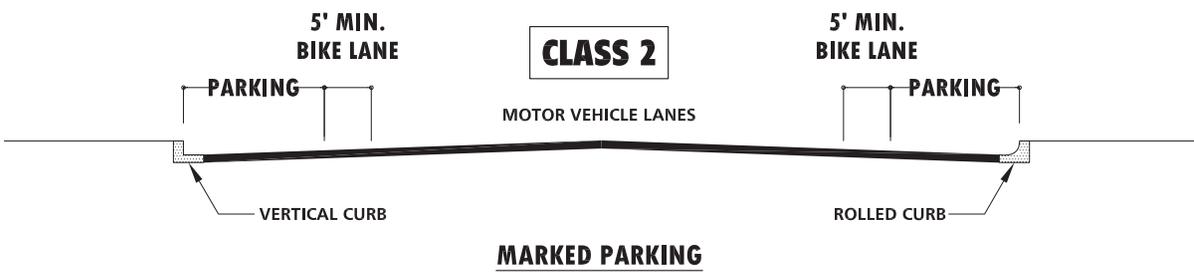


**CLASS 2**



\* 13' IS RECOMMENDED WHERE THERE IS SUBSTANTIAL PARKING OR TURNOVER OF PARKED CARS IS HIGH (e.g. COMMERCIAL AREAS).

**CLASS 2**



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Source: Urban Crossroads 2010

Figure 4.6  
**Bikeway Cross-Sections**  
Hemet General Plan



Table 4.4  
Descriptions of Bikeway Classifications

Class 1 bikeway (bike path)	Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with minimized cross-flow by motorists
Class 2 bikeway (bike lane)	Provides a striped lane for one-way bike travel on a street
Class 3 bikeway (bike route)	Provides for shared use with pedestrian or motor-vehicle traffic

Although not recognized as formal bikeways, ordinary side streets also serve to feed bicycle traffic to formal bikeways and to provide bicyclists with routes for short convenience trips. This is particularly true in the central portion of the City, with its closely spaced grid of streets. Additionally, residential neighborhood sidewalks provide places for children to ride bicycles. Finally, paseos along Scenic Highways provide similar opportunities.

Bicyclists vary significantly in their skill level, reasons for bicycling, and common destinations. All of these factors can affect what facilities a cyclist will use and value, and how a cyclist will use those facilities. The following definitions (Urban Crossroads, 2011) help to describe and assess the different needs of the City of Hemet’s cycling public:

**Casual Bicyclist** Includes those who feel less comfortable negotiating traffic, often bicycle shorter distances than experienced riders, and may be unfamiliar with many of the rules of the road. Casual bicyclists benefit from route markers and wayfinding signage, bicycle lanes, wider curbs, and educational programs.

**Commuter Bicyclist-Employee** Bicycle commuters who ride to work, marking their entire commute by bicycle or by using their bicycle to link with other modes of transportation including buses, trains, or carpools and rideshares. Commuter bicyclists value direct routes between residential and employment areas, safe and secure bicycle parking facilities, and locker and shower facilities at their place of employment.

**Commuter Bicyclist-Student** Bicyclists who travel between their home and their school. Grade school bicycle commuters typically commute less than five miles to school, cross few arterials, and often use the sidewalk. College and university students are likely to bicycle less than five miles as well, but may travel as long as ten to fifteen miles. Like employee commuters, student commuters are likely to value direct routes, and may be more likely than employee commuters to prefer routes with less traffic and arterial crossings.

**Experienced Bicyclist** Includes those who prefer the most direct route between origin and destination and prefer riding within or near the vehicle



travel lanes. Experienced bicyclists negotiate streets in much the same manner as motor vehicles, merging across traffic to make left turns, and avoiding bicycle lanes and shoulders that contain gravel and glass. Experienced bicyclists benefit from wider curb lanes and bicycle-actuated loop detectors at signals.

**Recreational Bicyclists-Casual Bicyclist** Casual recreational cyclists are those who generally want to ride on off-street bikeways and cover shorter trip distances at slower speeds. Casual cyclists will tend to take trips of less than 10 miles in length, and may ride as a family group with children. Recreational destinations are also important for casual cyclists, as they provide a place to stop and get off the bike. To this end, having secure bicycle parking at destinations is important.

**Recreational Bicyclists-Road Bicyclist** Road cyclists bicycle almost exclusively on roadways, which accommodate higher speeds, longer distances, and few conflicts with other recreational users. Typical trip distances for the road cyclist can range from 10 miles to over 50 miles. While the average road cyclist would likely prefer to ride on roads with little or no traffic, they are generally comfortable riding in traffic if necessary. To this end, a road cyclist will tend to ride in a manner similar to a motor

vehicle (e.g., when approaching traffic signals or making left turns). Road cyclists are typically not seeking a recreational destination along the route, as a ride itself is the recreation.

The use of bicycles for travel and recreation should be encouraged through the provision of bicycle facilities, including travel routes, lighting, rest amenities, and storage facilities. Additionally, bicycle safety programs can increase the tendency to choose the bicycle travel mode. The proposed bikeway system includes more connectivity than in previous plans, allowing bicycle users better access throughout the City and planning area.

#### Pedestrian Network

The City's existing pedestrian network consists of ordinary street sidewalks, of paseos in larger scale developments or along portions of Florida and Sanderson Avenues, or of regional trails that may be shared with bicyclists or equestrians. Sidewalks are required in new developments except where rural street standards can be applied because the lot sizes along side streets are large. Some existing areas of the City that are outside the core central area were developed either as rural areas or as large lot subdivisions and do not have sidewalks. As future improvements are made to major streets, or as new development occurs, these areas will gradually include more sidewalks. All new commercial and industrial development must include sidewalks. Additionally, the Community Design Element includes multi-use paths along Scenic Highways. The Land Use Element also envisions pedestrian-friendly design for new development.



4.7.1 RIVERSIDE COUNTY NON-MOTORIZED TRANSPORTATION PLAN

The Western Riverside Council of Governments (WRCOG) Non-Motorized Transportation Plan (NMTP) provides a regional backbone network of bicycle and pedestrian facilities to provide enhanced transportation mobility.

The NMTP identifies 28 distinct regional bicycle and pedestrian-friendly routes spanning 440 miles throughout Western Riverside County. The proposed system provides multi-jurisdiction connections between WRCOG's member agencies. The resulting network includes existing and potential on-street (Class II and Class III) and off-road (Class I) routes intended for near-term through long-range implementation. The routes provide access to Metrolink stations, transit centers, and key activity areas throughout the region. The backbone network provides connectivity between cities, the unincorporated Riverside County area, and adjacent counties.

The NMTP will be incorporated into Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). The proposed regional routes may be implemented in segments over time and should be considered in any regional planning effort.

Table 4.5  
WRCOG Non-Motorized Transportation Corridors  
in the Hemet Planning Area

Route	Name	Classification	Length (Miles)
10	San Jacinto River – Bautista Creek	Class 11	28.5
14	San Jacinto – Diamond Valley	Class 1/11	11.5
15	Salt Creek – Domenigoni	Class 1/11	23.7
22	Gibbel - Fairview	Class 1/11	7.8

There are four corridors that are planned within the City of Hemet or the Planning Area, as outlined in Table 4.5 and illustrated in the NMTP corridor maps (Appendix D). All of the proposed corridors have been incorporated into the City of Hemet's bikeway network (Figure 4.5) and off-street trails network (Figure 8.3).

4.8 FREIGHT AND GOODS MOVEMENT

An efficient and effective goods movement system is essential to Hemet's economic livelihood. Although Riverside County generates a significant amount of truck traffic from agricultural and industrial uses, it also serves as a pass-through for truck traffic that ultimately serves other areas inside and outside of California. Trucks comprise at least 15 percent of the daily traffic volume on some of the primary goods movement corridors in Riverside County, such as I-15 from Temecula to Ontario, SR 60 west from I-215, and I-10 in the Coachella Valley and San Gorgonio Pass areas. Healthy



industrial growth is expected within the City of Hemet and Riverside County; therefore, the scale of industrial-related truck traffic will continue to increase. It is anticipated that the region's truck volumes will increase by 40 percent through 2020.

The movement of freight and goods to, from, and inside Hemet is typically by truck, but can also be by rail and air. Regional truck routes follow SR 74, SR 79, and Domenigoni Parkway. The designation of Truck Routes is intended to route truck traffic on City arterials so that trucks cause the least amount of neighborhood disruption. Pursuant to Hemet Municipal Code Section 78-61, the City of Hemet designated truck routes on:

- ❖ Florida Avenue,
- ❖ Warren Road,
- ❖ Sanderson Avenue,
- ❖ State Street and San Jacinto Street north of Florida Avenue,
- ❖ Menlo Avenue between Sanderson Avenue and San Jacinto Street,
- ❖ Stetson Avenue between Sanderson Avenue and State Street, and
- ❖ Domenigoni Parkway.

Smaller delivery trucks serve the commercial and industrial areas, but are also dispersed throughout the City. Several issues have arisen from larger truck traffic. Truck traffic using smaller residential streets as bypasses are harmful to the character of residential areas. Secondly, overnight parking for semitrailer trucks has been problematic both from a community character perspective and because of the potential for unintended activities and criminal behavior. Wentworth Avenue, Tanya Avenue, and Elk Street have been used as truck parking areas. However, Elk Street is planned for future residential development and will need to restrict truck parking once new development occurs.

The truck network on California State Highways was instituted by AB 866 to implement the federal Surface Transportation Assistance Act (STAA). The STAA required states to allow larger single- and double-trailer trucks on a national network of interstate highways and on the federal-aid primary system for roads other than interstate highways. State highways with geometric standards that could accommodate STAA trucks were classified as Terminal Access highways. State highways that were determined to have insufficient geometric designs and were not safe for trucks of specific lengths to travel were classified as Advisory highways.

SR 79 is designated as part of the STAA truck network; however, the geometrics of SR 79 do not support truck traffic for oversize trucks. The segment of SR 79 between SR 74 and Gilman Springs Road is classified as an Advisory highway. Consequently, STAA trucks are advised to use Sanderson Avenue in this area, which has resulted in adding regional truck traffic to the local road network. Large trucks traveling on local roads are exacerbating traffic congestion and degrading the safety and pavement structure of Sanderson Avenue and other local roads. Existing circulation



conditions in Hemet are not sufficient to accommodate the current and anticipated goods movement needs through Hemet. The City has approved truck routes on Sanderson Avenue, State Street, San Jacinto Street, Florida Avenue, and portions of Stetson Avenue. Portions of Warren Road and Domenigoni Parkway are currently proposed as additional STAA truck routes.

In addition to trucking opportunities through the City, BNSF Railway also provides on-demand freight service along the railroad corridor from Riverside, although demand has not been high. Industrial areas in the southwestern portion of the City and along the North State Street are close to the railroad tracks, as is the Hemet-Ryan Airport. Opportunities may exist for connecting future industrial areas in the southwestern portion of the planning area to be served by the railroad tracks.

## 4.9 AIR TRANSPORTATION

The Hemet-Ryan Airport is located in the southwest portion of the city and operates as a general aviation airport serving Hemet and the surrounding area. It consists of one main runway that is currently designated as 5-23, running approximately west-southwest to east-northeast. This runway is 100 feet wide and 4,315 feet in useable length (4,815 feet in total length) and has non-instrument approaches. A second, parallel runway has served as a sail plane runway, but is no longer in use for this purpose. No control tower is on-site. The 2004 master plan for the airport concluded that an ultimate runway length of 5,300 feet would satisfy needs, although the opportunities for lengthening the runway configuration are constrained by the current limits of the airport and development on the north, east, and south. Opportunities for expansion to the west exist, but are also constrained because of biological habitat and endangered fauna. Currently, all runway protection zones are contained within the airport. Airport features are shown on Figure 4.7. The County of Riverside is currently in the process of updating the Airport Master Plan and anticipates adoption in 2012.. The Draft Airport Master Plan (dated September, 2011), indicates that the airport is not proposing an expansion of the runway at this time due to environmental and infrastructure constraints, and the anticipated future demand for aircraft operations at the facility. The updated Draft Master Plan projects a modest increase in airport operations over the next 20-year period (2011-2031) and the continuation of the airport as a general aviation facility.

The Hemet-Ryan Airport serves users of smaller general aviation aircraft and the California Department of Forestry and Fire Protection's fire fighting aircraft. The airport can also provide air freight service, although that service is limited to smaller aircraft because of the airport's shorter runway length and non-instrument approaches. Air freight can be expected to be limited to smaller, high value or time-critical goods and will play a relatively small role in the movement of freight and goods. The airport is owned and operated by Riverside County.

The airport's primary landside area, or the area not devoted to runways, taxiways, and hangar areas, is in the southern portion of the airport,



adjacent to industrial land uses. This area is used by persons or companies providing services and support to aviation, such as fuel suppliers, mechanics, and air freight shippers, and is connected to the City and regional road network by local streets north of the intersection of Stetson and Cawston Avenues. This Circulation Element assumes that Stetson Avenue will be widened and relocated to provide a major road entry into the City. This would serve to improve road access to the airport. Other general aviation airports nearby include airports in the French Valley area near Temecula, Perris, Riverside, and San Bernardino. Scheduled passenger service is provided regionally by airports including those in Palm Springs, San Diego, Ontario, Orange County, and Los Angeles County.

Additional discussion, goals and policies regarding the airport and the surrounding area is discussed in the Land Use Element (Chapter 2) and the Public Safety Element (Chapter 6). The Land Use Element discusses issues and opportunities relating to the airport and the compatibility of the likely flight paths with existing and potential land usage around the airport. The Public Safety Element addresses the noise and potential safety hazards associated with flight operations at the airport. Both Elements include Goals and Policies related to the Airport, and Chapter 12 includes Implementation Programs concerning the airport and environs.

#### 4.10 IMPLEMENTATION STRATEGIES

Implementation of the Circulation Element and its programs involves several city departments including Engineering, Public Works and Planning. Specific implementation programs are provided in Chapter 12. To ensure that the concepts and technical information provided in the Circulation Element is adhered to over the buildout period, the following strategies are recommended:

- ❖ Evaluate Interim Circulation Conditions While new development typically pays for circulation improvements, a lag time frequently exists between development activity and construction of supporting roads. This is especially true for off-site circulation improvements in the City of Hemet where a landowner or developer does not control the right-of-way necessary for improvements. This issue is compounded by the circulation network's reliance, to a large degree, on several large projects such as the SR 79 realignment project and Metrolink to provide regional capacity. The City of Hemet will need to continually monitor ongoing transportation activities and minimize potential impacts associated with interim development conditions.
- ❖ Prioritize Ongoing Coordination with Transportation Agencies Hemet will need to continue an active presence on regional agency boards such as RCTC, WRCOG, and the Riverside Transit Agency (RTA) to ensure that the City's needs and transportation priorities are addressed, particularly in regard to the construction of Hwy 79, the extension of the Metrolink line, and the establishment of a regional transit center.



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Sources:  
 Mead & Hunt 2005  
 Adapted by AECOM 2011

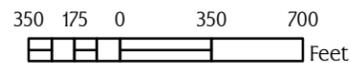


Figure 4.7  
**HEMET-RYAN AIRPORT**  
 Hemet General Plan



Back of Figure 4.12



## CIRCULATION

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- ❖ **Require Studies that Address Project Level Conditions** Many traffic studies look at the future when the entire circulation system is developed. Hemet will also need to assess traffic impacts based on existing and opening-day conditions of individual projects to ensure that adequate capacity exists to serve any new development project.
- ❖ **Periodically Update the Circulation System and Capital Improvement Program** s part of an ongoing monitoring program, Hemet will need to periodically assess the circulation plan presented in this element and the CIP to determine whether changes are needed during the planning period of 2010–2030. In this manner, the City can take a proactive approach to regional circulation needs and changes and take appropriate steps before any system constraints develop.
- ❖ **Capture the Synergy of Regional Transportation Facilities** Capitalize upon the provision of a future regional highways (SR-79 and MCP), a commuter rail line, and airport to attract regional serving commercial, office, and industrial uses.
- ❖ **Continue to Expand Multi-Modal Transportation Opportunities** Provide safe and convenient alternative transportation options including bikeways, pedestrian corridors, NEV compatible streets, and transit to enhance complete streets and the quality of life within the community.
- ❖ **Actively Pursue Available Funding Sources** A variety of Federal, State and Local funding sources and grants are available for transportation, bikeway and pedestrian improvements. A matrix of currently available funding sources is provided in Appendix D.



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## GOALS AND POLICIES

### GOAL C-1

Build and maintain a transportation system that is designed to meet the current and future needs of Hemet's residents and businesses while providing a balance between mobility, cost, and the quality of the City's living environment.

### POLICIES

- C-1.1 Complete Streets Support the implementation of complete streets through a multi-modal transportation network that balances the needs of pedestrians, bicyclists, transit riders, mobility-challenged persons, older people, children, and vehicles while providing sufficient mobility and abundant access options for existing and future users of the street system.
- C-1.2 Comprehensive Design Street improvement projects shall be designed in a comprehensive fashion to include consideration of street trees, pedestrian walkways, bicycle lanes, equestrian pathways, signing, lighting, noise, and air quality wherever any of these factors are applicable.
- C-1.3 Traffic Flow Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.
- C-1.4 Traffic Management Continue to improve signal coordination and advanced traffic management systems at major intersections and along roadway corridors in order to optimize traffic flow through the City and reduce traffic queuing. Mechanisms include adding turn-out lanes at key intersections with transition back to the original number of lanes at mid-block as feasible to reduce bottlenecks.
- C-1.5 Traffic Control System Provide a coordinated traffic control system that moves traffic within and through the City in an efficient and orderly manner. Upgrade systems as technology evolves.
- C-1.6 Roadway Capacity Identify roadways that cannot be widened to their full master-planned width because existing development or other physical constraints prohibit acquisition of full right-of-way and consider parking restrictions, access management, roadway restriping, and intersection improvements as potential methods of increasing roadway capacity.



- C-1.7      Connectivity Promote the efficient use of the street system by providing convenient connections between and within neighborhoods and adjacent land uses.
- C-1.8      Reciprocal Access Require reciprocal accessways and consolidate commercial driveway entries along Florida Avenue, Sanderson Avenue, State Street, San Jacinto Street, and other commercial streets as practical.
- C-1.9      Driveway Standards As part of City roadway standards, maintain and enforce minimum driveway separation standards for the various types of roadways included in the City of Hemet General Plan Roadway Circulation Master Plan. Wherever possible, consolidate driveways on arterial streets and implement access controls during redevelopment of adjacent parcels.
- C-1.10     Center Median Design Implement the design and construction of center landscaped medians with appropriate breaks for full turning movements along Florida Avenue, Stetson Avenue, Sanderson Avenue, Domenigoni Parkway, Warren Road, and other arterial corridors consistent with the General Plan's Circulation Map.
- C-1.11     Parkway Design Emphasize the landscaping of parkways, roadways, entries, and gateways consistent with the Community Design Element including replacing any tree removed from the public right-of-way with a California-friendly or shade tree of similar size and shape to a suitable location.
- C-1.12     Maintain Grid System Maintain and encourage the existing grid system of streets to facilitate neighborhood accessibility, emergency response, and transportation capacity.
- C-1.13     Residential Subdivision Street Design Design streets inside residential subdivisions for lower speeds by:
- a. promoting the use of short curvilinear street segments while maintaining the overall grid pattern;
  - b. using visually shorter streets;
  - c. limiting collector streets to streets that have driveways on rear alleys with enhanced front parkway landscaping, and traffic-slowing designs;
  - d. promoting unloaded collectors with no residential driveway access; and



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- e. ensuring a minimum of two points of access to all subdivisions.
  
- C-1.14 Rural Street Character Avoid changing the visual character of existing rural residential neighborhood streets by constructing the minimum level of street improvements needed for public safety. Consider using drainage swales instead of curbs and gutters and prohibiting on-street parking.
  
- C-1.15 New Development Approval of new development projects shall:
  - a. require that all roadways within a new development be constructed to the ultimate right-of-way and that master-planned roadways next to the project site be, at a minimum, constructed to their master planned half-width plus 10 feet, or greater if necessary to maintain adequate traffic flow;
  - b. require new developments to meet roadway and intersection performance standards and/or contribute their fair share toward improvements pursuant to a traffic impact analysis;
  - c. require new developments within designated commercial corridors to acquire or grant reciprocal access and parking agreements to facilitate movement with adjacent commercial uses without affecting the adjacent roadway;
  - d. require dedication and improvement of adequate right-of-way along new roadways to minimize impacts of proposed development projects on the City's circulation system;
  - e. limit lot development to reverse frontage and/or side-one lots on all arterials.
  
- C-1.16 Mixed Use District Street Design To facilitate transit-and-pedestrian-oriented street design in the Mixed Use District, consider the implementation of off-street shared parking with parking signage improvements, consolidation of driveways, installation of raised landscaped medians, bus turnouts, traffic signal enhancements, special pavement treatments at pedestrian crossings and intersections, curb extensions, enhanced crosswalks, wider sidewalks, and other appropriate measures which enhance traffic flow, transit efficiency, and pedestrian movements.



- C-1.17 Traffic Analyses Evaluate development proposals for potential impacts on the transportation and infrastructure system based on traffic analyses that follow the protocols established by the City. The traffic analysis should evaluate the need for both ultimate and interim improvements resulting from the development proposal.
- C-1.18 Future Roadways Future roadways and intersections must meet roadway classification design specifications and performance criteria.
- C-1.19 Street Standard Compliance Require compliance with established street standards for public, private, and rural streets, including traffic calming facilities, where appropriate.

<b>GOAL C-2</b>	Coordinate and cooperate in the implementation of regional and inter-jurisdictional transportation plans and regional transportation systems.
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**POLICIES**

- C-2.1 State Route 79 Advocate efforts by the Riverside County Transportation Commission and California Department of Transportation to plan and build the realignment of State Route (SR) 79, as shown on the Circulation Map.
- C-2.2 Regional Coordination Coordinate with appropriate jurisdictions and agencies to encourage the timely improvement of roadway and transit facilities that address area-wide and regional travel needs including the State Transportation Improvement Program (STIP), the Riverside County Integrated Project (RCIP), and the Community and Environmental Transportation Acceptability Process (CETAP).
- C-2.3 Mid-County Parkway Support development of the Mid-County Parkway that will run from Highway 79 in San Jacinto to I-215 in Perris and will interface with Cajalco Road that connects to I-15 in Corona.
- C-2.4 Roadway Design Consistency Coordinate implementation of new roadway connections with adjacent cities and Riverside County to ensure consistency in design and operations of the new facilities and connections.
- C-2.5 Regional Impacts Coordinate with Riverside County and adjacent jurisdictions regarding the planning, coordination, and impacts of circulation improvements in adjacent jurisdictions, the Sphere of Influence area and the Planning Area.



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- C-2.6 Metrolink Extension Promote the extension of Metrolink service on the Burlington Northern Santa Fe Railway line from Riverside to stations located near the realigned SR 79 and downtown Hemet.
- C-2.7 Regional Transit Services Coordinate with Western Riverside Council of Governments, Riverside County, and Riverside County Transportation Commission to identify, protect, and pursue opportunities for public transit along major transportation corridors and future rail service that connect the City with other population and employment centers.

<b>GOAL C-3</b>	Protect neighborhoods and reduce transportation-related risk by establishing a street circulation system that promotes safety.
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## POLICIES

- C-3.1 Speed Limits Establish speed limits throughout the City that relate to the design and operating characteristics of each roadway to promote the safety of residents and travelers.
- C-3.2 Street Maintenance Provide for a street maintenance operation in the City's Capital Improvement Program to ensure the upkeep and safety of the City's roadways.
- C-3.3 Sight Distance Ensure that new roadways and intersections provide adequate sight distances for safe vehicular movement.
- C-3.4 Emergency and Service Vehicle Right-of-Way Establish and implement street standards that maintain an acceptable right-of-way to accommodate emergency, utility, maintenance, and service vehicles.
- C-3.5 Safe Routes to School Work with the Hemet Unified School District (HUSD) and local private schools to ensure the provision of safe bicycle and pedestrian paths leading to and from school facilities and surrounding neighborhoods.
- C-3.6 Safe Alternatives to School Work with HUSD, local private schools, parent teacher associations, homeowner associations, and other interested parties to establish safe drop-off and pick-up zones, create "walking school buses" and "bike trains", encourage carpooling, and facilitate expanded use of crossing guards.
- C-3.7 HUSD EIRs Review and comment on HUSD environmental impact reports (EIRs) to ensure that



proposed school circulation systems address traffic and pedestrian safety within and adjacent to the site.

- C-3.8 Creative Traffic Management Apply creative traffic management approaches to address congestion in areas with unique problems, particularly on roadways and intersections in the vicinity of schools in the morning and afternoon peak hours, and near churches, parks, and community centers.
- C-3.9 Priority Sidewalk Construction Give priority to street, sidewalk, and curb construction in areas near schools to facilitate safe pedestrian travel to schools.
- C-3.10 Eliminate Hazards to Cyclists and Pedestrians Identify and seek to eliminate hazards to safe and efficient bicycle or pedestrian movement citywide.

<b>GOAL C-4</b>	Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion.
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**POLICIES**

- C-4.1 Sustainable Urban Design Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.
- C-4.2 Transportation Alternatives Support a variety of transit vehicle types and technologies and encourage alternatives to single-occupancy automobile use such as rail, public transit, paratransit, walking, cycling, and ridesharing.
- C-4.3 Non-Motorized Transportation Plan Identify opportunities to implement the Western Riverside County Non-Motorized Transportation Plan within key activity centers of the City through the development non-motorized transportation corridors and facilities.
- C-4.4 Neighborhood Electric Vehicles Promote the use of neighborhood electric vehicles (NEVs) by using low-speed streets within projects and by ensuring connectivity with adjacent supporting uses such as neighborhood commercial uses.
- C-4.5 Development Alternatives Require new development to include opportunities for alternative transportation, such as bicycle paths, pedestrian connections, bicycle storage,



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- and other facilities such as NEV paths, and charging stations.
- C-4.6 Vehicle Mile Reduction Encourage and promote the reduction of vehicle miles traveled for all vehicles and for carbon-based fueled vehicles, and reduce the use of gasoline and diesel fuel for on-road vehicles in accordance with Senate Bill 375 regional and/or subregional targets established by the California Air Resources Board. Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the Regional Transportation Plan, Riverside County Integrated Project, and the Southern California Air Quality Management Board.
- C-4.7 Employer Incentives Encourage all employers, especially employers of 100 or more persons to support alternative forms of transportation by providing appropriate facilities, including parking for vanpools, bicycle parking, and passenger loading areas
- C-4.8 Paratransit Service Work with the Riverside County Transportation Commission, senior agencies, retirement communities, and local organizations to provide affordable and reliable paratransit and demand-responsive transit services that satisfy the transit needs of the elderly and disabled.
- C-4.9 Alternative Fuel Use Promote public transportation systems that use alternative fuels or promote energy conservation.
- C-4.10 Public Transit Identification Develop icons for easy identification of public transit facilities, and require that projects incorporate them when practical.
- C-4.11 Transportation Services Project Amenity Encourage new senior citizen and multiple-family housing projects of greater than 100 units to provide transportation services as a project amenity.
- C-4.12 Public Facilities and Transportation Services Coordinate the development of new public facilities with mass transit service and other alternative transportation services and facilities including the consideration of light rail/monorail within the City.
- C-4.13 Park-and-Ride Facilities Require the provision of park-and-ride facilities at transit centers and stations and potential carpool origination points.



- C-4.14 Transit Providers Work with public and private transit providers to improve transit service and encourage ridership through the following actions:
- a. Require transit facilities and other alternative modes of transportation such as park-and-ride lots and bus turnouts in major new development and redevelopment projects.
  - b. Provide fixed route transit services along transportation corridors that connect major uses such as the Hemet Valley Mall, Hemet Valley Medical Center, the Florida Avenue commercial corridor, and other commercial nodes to residential areas.
  - c. Improve and enhance pedestrian connections between residential, commercial, and industrial uses and transit services.
  - d. Assess senior mobility needs in coordination with existing paratransit providers and commercial operations and institutions (such as hospitals and senior care centers) that interact with Hemet's senior population.
  - e. Encourage the Riverside County Transportation Commission and Metrolink/Southern California Regional Rail Authority to fund the establishment of two commuter rail stations along the existing RCTC rail line right of way.
  - f. Increase public education about public transit options.
- C-4.15 Transit-oriented Development Design Features Require new development to incorporate transit-oriented design features and attractive, accessible, and appropriate transit, bicycle, and pedestrian amenities to promote and support public transit and alternate modes of transportation, including but not limited to:
- a. Designing transit stops to reduce disruption to vehicular traffic;
  - b. Locating transit stops to minimize the impact of buses and ridership on nearby neighborhoods;
  - c. Ensuring that all transit stops are ADA accessible;
  - d. Requiring transit stop amenities such as benches, shade, lighting, and shelters , where appropriate;



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- e. Requiring all new transit stops be equipped with bicycle racks and/or bicycle lockers;
- f. Encouraging senior citizen and affordable family housing projects to provide transportation services; and requiring new public facilities to incorporate transit facilities.

GOAL C-5	Develop, expand, and maintain a network of bicycle and pedestrian accessways that provide safe and comfortable travel between residential neighborhoods, parks, schools, and commercial and office centers.
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## POLICIES

- C-5.1 **Bikeway and Pedestrian Network** Maintain an extensive trails network that supports bicycles and pedestrians and links residential neighborhoods, schools, commercial centers and employment centers by implementing the City's Bikeway Circulation Plan and including provision and dedication of bikeways and pedestrian walkways in conjunction with development permits.
- C-5.2 **Expand Bikeway Network** Seek opportunities to acquire land and build new bikeways, including using floodways, easements, and abandoned rights-of-way and modifying and widening existing roadways and shoulders to accommodate bikeways, in accordance with the Bikeway Circulation Plan.
- C-5.3 **Bike-Friendly Development** Require the provision of designated bikeways, bicycle racks, lockers, and other bicycle amenities at public parks and buildings, commercial or industrial buildings, shopping centers, and other activity centers as part of discretionary plans for development projects.
- C-5.4 **Roadway Sharing** Evaluate the needs of bicycle traffic in the planning, design, construction, and operation of all new roadway projects including the provision of sufficient paved surface width to enable bicycle traffic to share the road with motor vehicles.
- C-5.5 **Regional Bikeway Interconnectivity** Require that existing and proposed bikeways within the City connect with those in neighboring jurisdictions and the Riverside County Trails and Bikeway System Master Plan, whenever practicable.



- C-5.6 Pedestrian Linkages Connect commercial activity centers to adjacent residential areas with well-designed pedestrian linkages that include amenities such as benches, trees, landscaping, and shade structures to encourage people to walk to destinations.
- C-5.7 ADA Compliance Encourage safe pedestrian walkways and compliance with Americans with Disability Act (ADA) requirements within all developments.
- C-5.8 Health Benefits Promote the health benefits of using a bicycle or walking as a means of transportation.
- C-5.9 Project Funding Pursue funding or grant opportunities to plan, construct, and maintain pedestrian, bicycle, and multi-use trails.

<b>GOAL C-6</b>	Facilitate the movement of freight and goods as a means of economic expansion while protecting residents and travelers from the negative effects of truck operations and rail service.
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**POLICIES**

- C-6.1 Railway-Pedestrian Safety Limit pedestrian access onto the railway line from street crossings and require that discretionary development projects consider and include vandal-resistant fencing or barriers to limit pedestrian access to the extent feasible.
- C-6.2 Railway Impacts Work with the railroads and State and Federal agencies to minimize the adverse safety and congestion impacts of at-grade rail crossings of major streets.
- C-6.3 Safety Checks Re-evaluate railroad street crossing features if freight demand substantially increases within the developed portions of the City or when Metrolink service is provided.
- C-6.4 Truck Routes Maintain a system of truck routes that provides adequate access to industrial and commercial areas and areas of appropriate truck parking without intruding on residential neighborhoods.
- C-6.5 Truck Access Require that new commercial and industrial development projects provide adequate truck access, parking, and loading.

<b>GOAL C-7</b>	Promote improved air transportation at Hemet-Ryan Airport in a manner that benefits the City.
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### POLICIES

- C-7.1 General Aviation Continue to cooperate with Riverside County to ensure that the Hemet-Ryan Airport continues to serve general aviation and fire safety needs.
- C-7.2 Environmental Impacts Ensure that environmental impacts such as noise, air quality, pollution, traffic congestion, and public safety hazards associated with continued operation of Hemet-Ryan Airport are mitigated to the extent practical.
- C-7.3 Airport Operations Support airport operation efforts to attract new industries and associated development that provide job opportunities and stimulate the local economy.

<b>GOAL</b> <b>C-8</b>	Identify, pursue, and establish financing mechanisms and programs that provide adequate funding for the City's transportation system.
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### POLICIES

- C-8.1 State and Federal Financing Actively pursue available State and Federal roadway improvement funds as a means of financing roadway improvement needs.
- C-8.2 Regional and Local Revenue Sources Identify and evaluate potential regional and local revenue sources for financing transportation and transit system development and improvement projects.
- C-8.3 Joint Financing Pursue coordination of joint funding and development programs with adjacent cities and the County of Riverside for transportation and transit related improvements.



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