

A. Introduction

1. Purpose and Scope

The major portion of the circulation system of the City of Yucaipa has developed over the years and with that development, circulation problems have been built into the system. Due to the maturity and physical constraints of the study area, the remedies to these problems are limited, and potential solutions must be carefully evaluated. The City of Yucaipa, however, does have the opportunity to plan for a future circulation system that will meet future demands and provide a safe and efficient transportation system. Within the following sections of this element, existing circulation conditions are reviewed to establish a basis of study for transportation issues in the City of Yucaipa.

2. Existing Roadway System

The existing road system classifications are based upon the 1990 Interim General Plan of the City of Yucaipa. The City had originally adopted the San Bernardino County Standards in an effort to remain consistent with past planning and construction. The summarized road system classifications and design standards are listed in **Table VII-1. Exhibit VII-1 Appendix C-3** shows the road system classifications for existing and proposed future conditions. The classifications of existing conditions are based upon field observations, pavement measurements and input from P & D Technologies for various road segments.

a. Bryant Street

Bryant Street is generally oriented in a north-south direction. South of Yucaipa Boulevard the roadway consists of two undivided lanes. North of Yucaipa Boulevard the roadway consists of four divided lanes divided by a lane for left turn channelization. Residential access currently occurs directly onto Bryant Street, generally, along its entire stretch.

i. Future Improvements

As illustrated in **Exhibit VII-1 Appendix C-3**, Bryant Street, north of Oak Glen Road, is designated as a Major Secondary Highway, while south of Oak Glen Road to County Line Road, it is designated as a Secondary Highway. Improvements have been recommended within the "City Wide Traffic Analysis and Mitigation Study of Yucaipa, California, Interim Road Fee Program Traffic Assessment," prepared by Robert Kahn, John Kain & Associates, Inc. Wilbur Smith Associates in December April of 1990 3. These improvements are summarized in **Table VII-2**.

Bryant Street, between Yucaipa Boulevard and County Line Road, has been recommended for four travel lanes (Interim Road Fee Program Traffic Assessment, 1990).

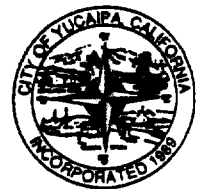
ii. Existing Roadway Infrastructure

Bryant Street, between Yucaipa Boulevard and County Line Road, is primarily unimproved with partial and full road segment improvements in some locations. **Exhibit VII-1 Appendix C-3** illustrates the road segment classifications under existing conditions. Between Yucaipa Boulevard and Avenue E, the roadway consists of two undivided lanes with approximately 36 feet of pavement width. Between Avenues E and F Wildwood Canyon Road, the two-lane, undivided roadway is partially improved in some locations. In one location the roadway is fully improved with 68 feet curb-to-

ROADWAY STANDARDS

Yucaipa General Plan

<u>ROADWAY DESIGNATION</u>	<u>NUMBER OF LANES</u>	<u>RIGHT-OF-WAY WIDTH</u>	<u>CURB-TO-CURB WIDTH</u>
- Major Highway	4-6	104'	84'—86' <u>80—92'</u>
- Secondary Highway	4	88'	64'
- Collector Street	2-4	66'	44'
- Local Street	2	60'	36'
- Cul-De-Sac Street	2	50' <u>60'</u>	36'



Road System Classifications and Design Standards

Yucaipa General Plan

prepared by
J.L. Webb Planning, Inc.



Table
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<u>Roadway</u>	<u>Recommended Roadway Improvements*</u>	<u>Existing Roadway Conditions</u>
Oak Glen Rd. between Ave. F/Ave. E OH 10/Colorado St.	4 <u>6</u> lanes Secondary <u>Major</u> Highway	Not Partially Constructed
Ave. E between Oak Glen/8 th St.	4 lanes Secondary Highway	Not <u>Partially</u> Constructed
14 th St. between 14 th St. Southern Terminus/Ave. F <u>Oak Glen Rd.</u>	4 lanes Secondary Highway	Not constructed
Yucaipa Blvd. between 5 th St./I-10	6 lanes Major Highway	4-lane divided roadway, partially improved, 86 ft. curb-to-curb
California St. between Ave. E/Yucaipa Blvd.	4 Lanes Secondary Highway	Varies from 2—4 lanes
California St. between Ave. E/County Line	4 lanes Secondary Highway	Varies from 2-4 lane undivided roadway, primarily improved, 60-64 ft. curb-to-curb width
Bryant St. N Oak Glen Rd.	4 lanes Major <u>Secondary</u> Highway	Varies from 2-4 lane undivided highway
Bryant St. between Yucaipa/County Line	4 Lanes Secondary Highway	2 lane undivided roadway, primarily unimproved
5 th St. between Yucaipa/County Line	4 Lanes Secondary Highway	2 lane undivided roadway, partially improved
County Line Rd. between Bryant/I-10	4 Lanes Major Highway	Primarily unimproved, majority of roadway has 32-36 ft. pavement width
14 th St. between Yucaipa/Ave. F <u>Wildwood Canyon Rd.</u>	4 Lanes Secondary Highway	2 lane undivided roadway, primarily unimproved, pavement widths 26-34 ft.
Ave. E between 14 th St./Oak Glen	4 Lanes Secondary Highway	2 lane undivided roadway, primarily unimproved, pavement width 24-28 ft.
Ave. E between Yucaipa Blvd/14 th St. <u>8th St./Bryant St.</u>	2 Lanes Limited access collector	2 lane undivided roadway, primarily unimproved, pavement widths 24 ft.
Ave. F <u>Wildwood Canyon Rd.</u> between Oak Glen/I-10 OH 10/ <u>Calimesa Blvd.</u>	4 <u>6</u> lanes Secondary Major Highway	2 lane undivided roadway 94 ft. wide. East of 11th St. improved in some locations, pavement width 32 ft. <u>Not Constructed</u>
Oak Glen between Ave. E/Bryant St./Colorado St.	4 lanes Secondary Highway	2 4 lane undivided roadway, primarily unimproved, pavement width 26 64 ft.
Yucaipa Blvd. Between 5 th St./2 nd St.	4 lanes Secondary Highway	<u>4 lane divided roadway, primarily unimproved</u>
<u>Wildwood Canyon Rd. between Calimesa Blvd./Bryant St.</u>	4 lanes Secondary Highway	<u>2 lane undivided roadway, primarily unimproved, pavement widths 26-34 ft.</u>

*Per the Interim Road Fee Program Traffic Assessment, December 1990, by Kahn, Kain & Assoc. Inc. City Wide Traffic and Mitigation Study, April 1993, by Wilbur Smith Associates

Recommended Roadway Improvements

Yucaipa General Plan

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Table
VII-2

curb width. This is four feet greater than the Secondary Highway Standard of 64 feet curb-to- curb width. Between Avenues F Wildwood Canyon Road and H (through the wash area), the two-lane, undivided roadway has approximately 30 feet of pavement width. Between Avenue H and County Line Road, the two-lane, undivided roadway is primarily unimproved. As illustrated in ~~Exhibit VII-1, recommended speed limits vary between 35 and 50 miles per hour (mph) based upon an engineering and traffic survey for speed limits study performed by BSI Consultants, Inc. in 1991.~~

b. California Street

This north-south roadway is primarily unimproved, ~~with partial improvements where some development has occurred.~~ The undivided, two-lane roadway has houses fronting and taking direct access on it.

i. Future Improvements

As illustrated in ~~Exhibit VII-1~~ **Appendix C-3**, California Street, between Yucaipa Boulevard and County Line Road, is designated as a Secondary Highway. California Street, between Avenue E H and County Line Road, has been recommended for improvement to four travel lanes (~~Interim Road Fee Program Traffic Assessment, 1990~~).

ii. Existing Roadway Infrastructure

~~Exhibit VII-1~~ **Appendix C-3** illustrates the road segment classifications under existing conditions. California Street, between Yucaipa Boulevard and ~~County Line Road~~ Avenue H, is primarily unimproved with ~~partial and full~~ road segment improvements in ~~some~~ most locations.

Between Yucaipa Boulevard and Avenue E the roadway varies from two to four divided and undivided lanes. The pavement width varies between 52 and 64 feet. The divided roadway allows left-turn channelization directly north of Avenue E. As the road extends to the north, it drops to three lanes (two southbound and one northbound) and then to two near Yucaipa Boulevard.

Between Avenues E and F Wildwood Canyon Road, the roadway is ~~primarily~~ improved, with two undivided lanes and 64 feet curb-to-curb width.

Between approximately Wildwood Canyon Road ~~Avenues F~~ and Avenue H (through the wash area), the roadway is improved with four, undivided lanes and 64 feet curb-to-curb. The two inside lanes are 12 feet in width, and the two curb lanes (outside lanes) are 20 feet in width. This conforms to Secondary Highway Standards.

Between Avenue H and County Line Road, the improvements vary on this two-lane, undivided roadway. One location, north of County Line Road, is fully improved with only approximately 60 feet curb-to-curb width. Recommended speed limits vary between 30 and 35 mph (BSI, 1991).

c. Yucaipa Boulevard

This generally directed east-west roadway currently contains two lanes in each direction and a two-way, left-turn channelization lane. Between 2nd and Bryant

Streets, it currently contains two, undivided lanes in each direction. Business and residential access is performed directly onto Yucaipa Boulevard.

The Yucaipa Boulevard overcrossing of Interstate 10 has recently been improved by the State of California Department of Transportation (CalTrans) to provide greater vertical clearance and structure width. The overcrossing currently contains two lanes in each direction and left-turn pockets for vehicles entering the freeway. Yucaipa Boulevard provides a primary route between Interstate 10 and the City of Yucaipa.

i. Future Improvements

~~Exhibit VII-1 Appendix C-3~~ illustrates Yucaipa Boulevard's designation as a Major Highway between Interstate 10 and 2nd Street and as a Secondary Highway between 2nd and Bryant Streets. Yucaipa Boulevard, between Interstate 10 and 5th Street, has been recommended for six lanes (~~Interim Road Fee Program Traffic Assessment, 1990~~).

ii. Existing Roadway Infrastructure

~~Exhibit VII-4 Appendix C-3~~ illustrates the road segment classifications under existing conditions. Yucaipa Boulevard, between Interstate 10 and 5th Street, is primarily improved with four divided lanes. It is primarily divided by a lane for left-turn channelization, except between 14th and 16th Streets, where it is divided by a raised median. The curb-to-curb width is primarily 64 feet, except between 14th and 16th Streets and 5th and 10th Streets, where it varies between approximately 75 and 79 feet. Recommended speed limits vary between 35 and 45 mph (~~BSI, 1991~~).

d. Oak Glen Road

East of Bryant Street, Oak Glen Road contains two undivided lanes. Oak Glen Road provides direct access to the apple orchard tourist area, east of the City. The area attracts ~~six~~ one million visitors per year. The height of the season occurs in September and October. Oak Glen Road is proposed ultimately to connect between Avenues E and F Colorado Street.

i. Future Improvements

~~Oak Glen Road is designated as a Secondary Highway. Oak Glen Road, between Bryant Street and Avenue E, has been recommended for improvement to four travel lanes (Interim Road Fee Program Traffic Assessment, 1990).~~

Oak Glen Road, between Yucaipa Boulevard and Avenues E and F, has been recommended for construction of four travel lanes (~~Interim Road Fee Program Traffic Assessment, 1990~~).

ii. Existing Roadway Infrastructure

~~Exhibit VII-4 Appendix C-3~~ illustrates the road segment classifications under existing conditions. Oak Glen Road, between Bryant Street and Yucaipa Boulevard, contains ~~two~~ four undivided lanes. The roadway is primarily ~~unimproved~~ with approximately ~~26~~ 64 feet of pavement width. Partial improvements have been constructed near Bryant Street. The roadway is currently not constructed between Yucaipa Boulevard and

Avenues E and F. Recommended speed limits vary between 45 and 50 mph (BSI, 1994).

e. 5th Street

South of Yucaipa Boulevard, 5th Street currently contains two undivided lanes. The striped roadway is improved in some areas, with access from residences performed directly onto the roadway.

i. Future Improvements

5th Street is designated as a Secondary Highway. 5th Street, between Yucaipa Boulevard and County Line Road, has been recommended for upgrading to four travel lanes (~~Interim Road Fee Program Traffic Assessment, 1990~~).

iii. Existing Roadway Infrastructure

~~Exhibit VII-1~~ **Appendix C-3** illustrates the road segment classifications under existing conditions. 5th Street, between Yucaipa Boulevard and County Line Road, is partially improved varying on both sides of the roadway. The roadway is striped for two undivided lanes. At locations where no improvements are constructed, there is approximately 26 feet of pavement width. At partial improvement locations, the pavement width is approximately 13 feet on one side of centerline and 32 feet on the other. The recommended speed limit is 35 mph (BSI, 1994).

f. 14th Street

14th Street is an extension south of Sand Canyon Road to a location where it ends ~~north of Avenue F at Oak Glen Road~~. This north-south roadway currently contains two undivided lanes.

i. Future Improvements

14th Street is designated as a Secondary Highway. 14th Street, between Yucaipa Boulevard and Avenue F Oak Glen Road, is recommended for upgrading to four travel lanes (~~Interim Road Fee Program Traffic Assessment, 1990~~). A four-lane connection, ~~between the southern terminus and Avenue F, is proposed (Interim Road Fee Program Traffic Assessment, 1990)~~.

ii. Existing Roadway Infrastructure

~~Exhibit VII-1~~ **Appendix C-3** illustrates the road segment classifications under existing conditions. 14th Street, between Yucaipa Boulevard and Avenue F Oak Glen Road, contains two undivided lanes and is primarily unimproved. It contains pavement width that varies between approximately 26 and 34 feet.

g. Avenue E

This east-west roadway currently primarily contains two undivided travel lanes. ~~These locations are between Yucaipa Boulevard and Washington Street (where it terminates) and between 8th Street and its eastern terminus, east of Bryant Street.~~ Avenue E extends as a dirt road from its eastern terminus, through the hills, to connect with Mesa Grande Drive. ~~There are current plans to connect Avenue E,~~

between Washington Street and 8th Street, ~~This section should be~~ was constructed by in 1992 with the residential development of the area.

i. Future Improvements

Avenue E is designated as a Secondary Highway, between Bryant Street and 14th Street. Avenue E, between 14th Street and Oak Glen Road, is recommended for upgrading to four travel lanes (~~Interim Road Fee Program Traffic Assessment, 1990~~).

ii. Existing Roadway Infrastructure

~~Exhibit VII-4 Appendix C-3~~ **Exhibit VII-4 Appendix C-3** illustrates the road segment classifications under existing conditions. Avenue E, between 14th Street and Oak Glen Road, is primarily unimproved with two undivided travel lanes and a pavement width that varies between approximately 24 and 28 feet. West of 14th Street, the roadway is unimproved in some locations and fully improved in others. East of 18th Street, the two lane undivided roadway has 44 feet curb-to-curb width. Between 8th and ~~Bryant~~ 12th Streets, the roadway is fully improved in many locations with two undivided lanes and ~~36~~ 64 feet curb-to-curb width. Recommended speed limits vary between 30 and 35 mph (~~BSI, 1991~~).

h. ~~Avenue F~~ Wildwood Canyon Road

The existing roadway contains two undivided travel lanes. ~~It has been~~ Nebraska Street is also proposed to be extended west to a point at Calimesa Boulevard.

i. Future Improvements

~~Avenue F Wildwood Canyon Road~~ is designated as a Secondary Highway, between Interstate 10 and ~~Holmes~~ Bryant Street. ~~Avenue F Wildwood Canyon Road~~, between the proposed Oak Glen Road Calimesa Boulevard and Interstate 10, is recommended for upgrading to ~~four~~ six travel lanes (~~Interim Road Fee Program Traffic Assessment, 1990~~).

ii. Existing Roadway Infrastructure

~~Exhibit VII-4 Appendix C-3~~ **Exhibit VII-4 Appendix C-3** illustrates the road segment classifications under existing conditions. Avenue F, ~~between Interstate 10 and 11th Street (near the proposed Oak Glen Road connection), is striped for two undivided lanes with 24 feet in width and two paved shoulder lanes of approximately 10 feet in width each.~~ East of 11th Street, to locations east of Bryant Street, the roadway is improved in some locations with approximately 32 feet of pavement width. ~~Recommended speed limits vary between 40 and 50 mph (BSI, 1991).~~

i. County Line Road

This east-west roadway forms the southern boundary of the City of Yucaipa, as well as a boundary between the Counties of San Bernardino and Riverside.

i. Future Improvements

County Line Road is designated as a Secondary Highway between its interchange with Interstate 10 and ~~its eastern terminus, east of Mesa Grande Drive~~ Bryant St. County Line Road, between Interstate 10 and

Bryant Street, is recommended for upgrading to four travel lanes (~~Interim Road Fee Program Traffic Assessment, 1990~~).

ii. Existing Roadway Infrastructure

~~Exhibit VII-1~~ **Appendix C-3** illustrates the road segment classifications under existing conditions. County Line Road, between a location just east of Calimesa Boulevard to Mesa Grande Drive, is primarily unimproved with approximately 32 to 36 feet of pavement width. Near Calimesa Boulevard, the roadway is improved with 64 feet curb-to-curb width. At the Interstate 10 underpass, the roadway has one lane in each direction with left-turn pockets for freeway entrance. County Line Road primarily contains two undivided travel lanes. The recommended speed limit is 35 mph (~~BSI, 1994~~).

j. Sand Canyon Road

The roadway provides a primary link between the City of Yucaipa and the Crafton/Mentone area. Crafton Hills College lies adjacent to Sand Canyon Road, which is designated as a Major Highway. The roadway contains two lanes in each direction with a lane for left-turn channelization. ~~Exhibit VII-1~~ **Appendix C-3** illustrates the classifications under existing conditions. The recommended speed limit is 50 mph within the Yucaipa City Limits (~~BSI, 1994~~).

k. Mesa Grande Road

Mesa Grande Road, between County Line Road and Wildwood Canyon Road, is designated as a Controlled/Limited Access Collector, as illustrated in ~~Exhibit VII-1~~ **Appendix C-3**. The roadway currently contains two undivided travel lanes. ~~Exhibit VII-1~~ **Appendix C-3** illustrates the classifications under existing conditions. The recommended speed limit is 40 mph (~~BSI, 1994~~).

l. Calimesa Boulevard

This roadway is situated parallel and east of Interstate 10. It is designated as a Secondary Highway between ~~Avenue F~~ Oak Glen Road and County Line Road. It contains two undivided lanes between ~~Avenues F~~ Oak Glen Road and Avenue H and two divided lanes between Avenue H and County Line Road. ~~Exhibit VII-1~~ **Appendix C-3** illustrates the classifications under existing conditions. Recommended speed limits vary between 40 and 55 mph (~~BSI, 1994~~). This roadway provides direct access to industrial, commercial and residential property adjacent to it.

m. 3rd Street

This roadway was not designated with a classification within the ~~Interim~~ General Plan. The north-south roadway currently contains two undivided lanes. The striped roadway is primarily unimproved with houses fronting directly on it. ~~Exhibit VII-1~~ **Appendix C-3** illustrates the road segment classifications under existing conditions. The recommended speed limits vary between 35 and 40 mph (~~BSI, 1994~~).

n. Avenue H

This roadway was not designated with a classification within the ~~Interim~~ General Plan. Avenue H currently contains two undivided lanes. The roadway is primarily unimproved with residences fronting directly on it. ~~Exhibit VII-1~~ **Appendix C-3** illustrates the road segment classifications under existing conditions. The recommended speed limit is 35 mph (~~BSI, 1990~~).

- o. 16th Street
This roadway was not designated with a classification within the ~~Interim~~ General Plan. 16th Street currently contains two undivided lanes. The roadway is primarily unimproved with residences fronting directly on it. **Exhibit VII-1 Appendix C-3** illustrates the road segment classifications under existing conditions. The recommended speed limit is 35 mph (~~BSI, 1990~~).
- p. Date Avenue
This roadway was not designated with a classification within the ~~Interim~~ General Plan. Date Avenue currently contains two undivided lanes. The roadway is primarily improved with 40 feet curb-to-curb width and residences fronting directly on it. **Exhibit VII-1 Appendix C-3** illustrates the road segment classifications under existing conditions. The recommended speed limits vary between 25 and 35 mph.
- q. Live Oak Canyon Road
This roadway is the western extension of ~~Avenue F~~, Oak Glen Road from Interstate 10 to the west City limit and through Live Oak Canyon. It is designated as a Secondary Highway. The roadway currently contains two undivided travel lanes. **Exhibit VII-1 Appendix C-3** illustrates the classifications under existing conditions.
- r. Chapman Heights Road/Crafton Hills Drive
This roadway currently does not yet exist beyond Chapman Heights. It is proposed as a Controlled/Limited Access Collector between Oak Glen Road and the west City limit. This road is proposed to continue west and connect with Wabash Avenue within the City of Redlands.

3. Existing Daily and Peak Hour Road Segment Volumes

Existing daily and AM and PM peak hour road segment counts were conducted by ~~BSI Consultants, Inc. and subcontracted by P & D Technologies in 1990 and 1991. RBF Consulting in 2004.~~ Road segment capacity analyses are generally conducted by a daily road segment volume to capacity ratio methodology which will determine the roadway Level of Service (LOS). **Table VII-3** and **Exhibit VII-2** shows the daily capacity of roadway classifications at LOS C. These capacities were established by P & D Technologies. **Table VII-3** shows that no road segments are currently over the LOS C capacity. LOS C is the threshold with which road segments may not exceed. The LOS C minimum design standard is stricter than the LOS standard that Cities must conform to California law within the Congestion Management Plan. LOS E traffic volumes are shown in **Table VII-3**. California Government Code 65089 (b)(1)(B) requires that Level of Service standards must be established no worse than Level of Service E or Level of Service F, if that is the current Level of Service (Congestion Management Program, Resource Handbook, ~~November 1990~~ December 1997, p. 19).

4. Transit

Transit service for residents of the City of Yucaipa is currently provided by OMNITRANS. **Exhibit VII-3** shows Route 14 within the City of Yucaipa. Route 14 initiates and terminates at the main terminal at Arrow Highway within the City of Montclair (Montclair Transcenter). A connection to downtown Los Angeles may be made at the Montclair Transcenter.

The City of Yucaipa is also served by ~~Dial-a-Ride~~ Omni-Link for the elderly and ~~Dial-a-Lift~~ Access for the mobility impaired. These are demand/response services which serve the Yucaipa vicinity.

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Daily Roadway Capacities

Table

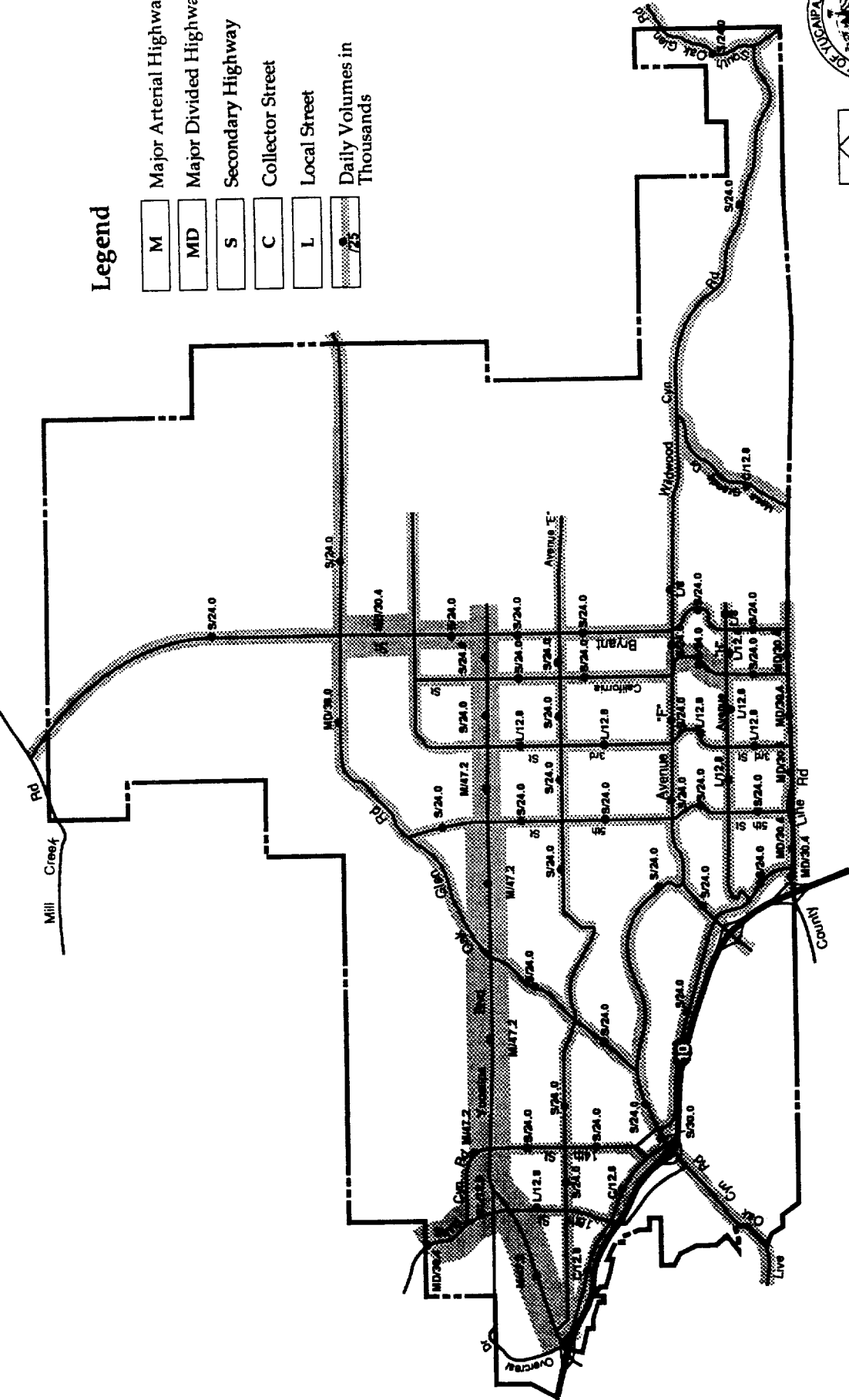
VII-3

FACILITY TYPE	LANE GEOMETRY	LEVEL OF SERVICE				
		A	B	C	D	E
Major Arterial Highway	6 Lanes - Divided	35,400	41,300	47,200	53,100	59,000
Major Divided Highway	4 Lanes - Divided	22,800	26,600	30,400	34,200	38,000
Secondary Highway	4 Lanes - Undivided	18,000	21,000	24,000	27,000	30,000
Collector Street	2 Lanes - Undivided	9,600	11,000	12,800	14,400	16,000
Local Street	2 Lanes - Undivided	9,600	11,000	12,800	14,400	16,000

These roadway capacities are "rule of thumb" figures only, to be used at the General Plan Level. They are affected by such factors as intersection (numbers and configurations), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, level of truck and bus traffic and level of pedestrian and bicycle traffic.

Legend

- M Major Arterial Highway
- MD Major Divided Highway
- S Secondary Highway
- C Collector Street
- L Local Street
- Daily Volumes in Thousands



5000



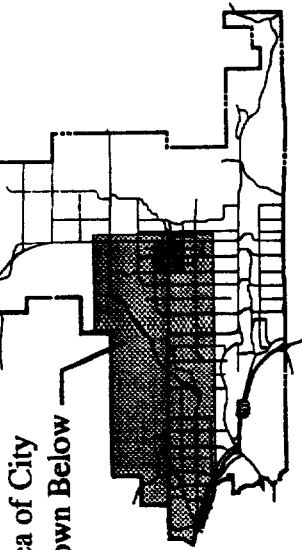
Future Road Capacities (Level of Service 'C')

VII-2

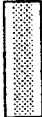



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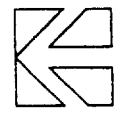
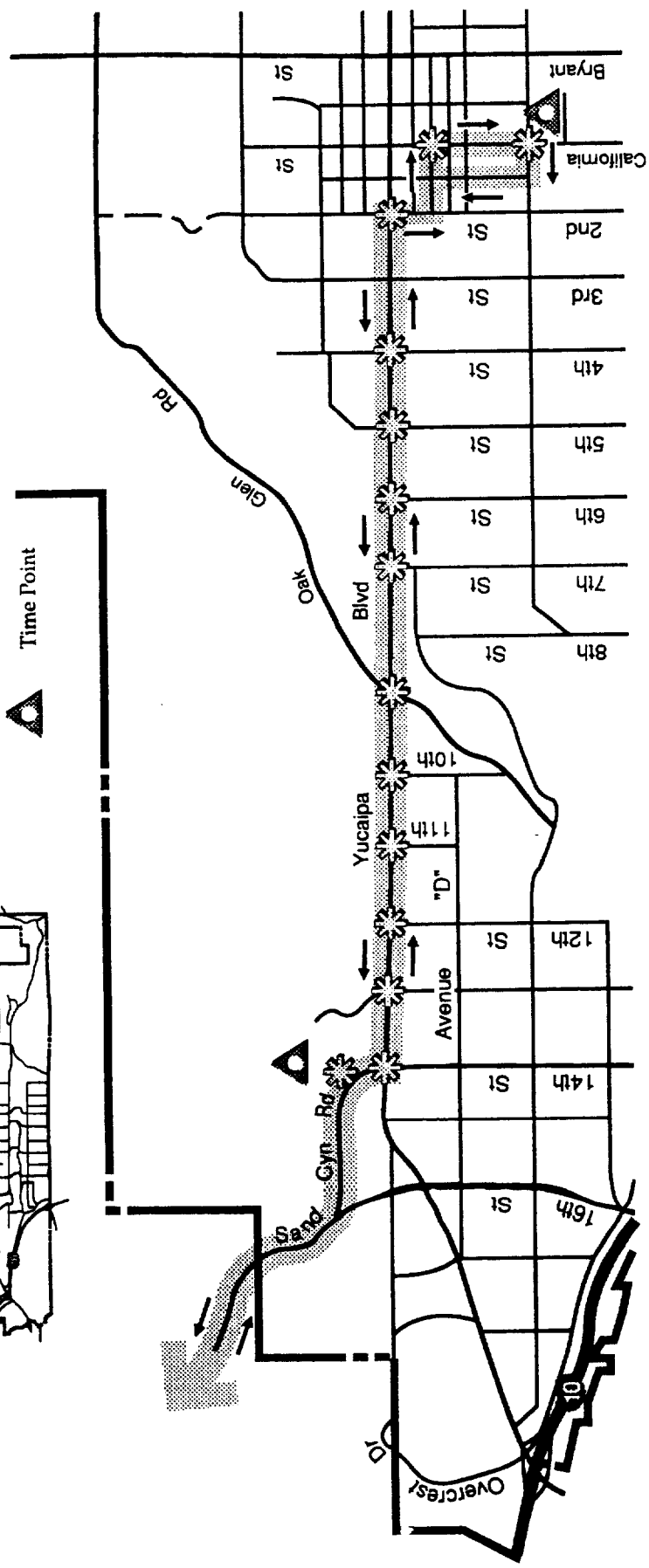
Yucaipa General Plan

Area of City
Shown Below



Legend

-  OMNITRANS Route #14
-  Bus Stop Location (both sides of street)
-  Direction of Travel
-  Time Point



3000



Public Transportation Map

VII-3

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Yucaipa General Plan

5. Recreation

- a. **Bicycle Trails**
As illustrated in **Exhibit VII-4 Appendix C-4**, bicycle routes have been established by the City of Yucaipa. Both primary and secondary routes are illustrated.
- b. **Multi-Use Trails**
Multi-Use Trails, as illustrated in **Exhibit VII-5 Appendix C-4**, have been established by the City of Yucaipa. These trails would be utilized by horses, joggers, walkers and for other similar uses.

For more information on trails and paths, see Section B of this Element, below.

6. Congestion Management Program

As stated within the Congestion Management Program Resource Handbook dated ~~November 1990~~ December 1997, "The Congestion Management Program (CMP) is a new effort to improve the relationship between land use, transportation and air quality. While the CMP is an independent requirement, it relates to other statutory and regulatory requirements." In addition to transportation, these include air quality and land use requirements.

Congestion Management Legislation states that the CMP shall be developed in consultation with the local governments, among others. Although it is not a requirement of the General Plan, they are expected to interact together, especially with regard to land use policy and its impact on transportation.

7. Future Travel Demands

Future travel demands are directly related to activity patterns that result from future land use. When changes are made in the type and/or intensity of land use, there is a direct resultant change in travel demand and subsequent traffic flows on the arterials. Similarly, any change to the circulation system also has an impact on travel demand, traffic flows and land use patterns. Therefore, the relationship between land use activity patterns and the transportation system is a primary concept in the Transportation Element of the General Plan. The City of Yucaipa decision makers should include this concept in any discussion of land use activity pattern changes and circulation system modification.

Three future land use alternatives were utilized to estimate buildout traffic flows on the City of Yucaipa street system. **Table VII-4** shows trip generation rates utilized to determine trip ends generated by the three alternatives. (The tool utilized to distribute trips to the road system is a computer model software program called "TMODEL.")

- a. **Projected Future Traffic Volumes**
Three future land use alternatives were utilized to estimate buildout traffic flows on the City of Yucaipa street system. These are the Selected Land Use Alternative, the High Land Use Alternative and the Low Land Use Alternative. These alternatives were applied to the future proposed road system as described within Section B above. This road system was based upon improvements described within the "City of Yucaipa Interim Fee Program." **Table VII-4** contains trip generation rates utilized to determine trip ends which would be generated by the land use activity of the three alternatives.

TRIP GENERATION RATES

Yucaipa General Plan

LAND USE	DESCRIPTOR	DAILY	TRIP ENDS PER DESCRIPTOR ^{(1),(2)}			
			AM PEAK HOUR		PM PEAK HOUR	
			IN	OUT	IN	OUT
RATES:						
- Community Industrial ⁽¹⁾	1,000 SF	6.97	0.76	0.16	0.12	0.86
- Rural Living ⁽²⁾	Dwelling Unit	12.0	0.19	0.77	0.84	0.36
- Single Family Residential ⁽¹⁾	Dwelling Unit	9.55	0.19	0.55	0.66	0.35
- Multi-Family Residential ⁽¹⁾	Dwelling Unit	5.86	0.07	0.37	0.36	0.19
- Community College ⁽¹⁾	Students	1.33	0.16	NOM	0.11	0.04
- Senior High School ⁽¹⁾	Students	1.38	0.28	0.13	0.02	0.06
- Junior High School/ Private School ⁽²⁾	Students	1.00	0.17	0.08	0.02	0.05
- Elementary School/ Special Education ⁽¹⁾	Students	1.09	0.18	0.12	0.02	0.04

EQUATIONS:

Office/Commercial (Per 1,000 SF)⁽¹⁾:

- Daily $\text{Ln}(T) = 0.756 \text{Ln}(X) + 3.765$
- AM Peak Hour $\text{Ln}(T) = 0.777 \text{Ln}(X) + 1.674$ (89% In, 11% Out)
- PM Peak Hour $\text{Ln}(T) = 0.737 \text{Ln}(X) + 1.831$ (17% In, 83% Out)

Commercial (General Neighborhood Service)(Per 1,000 SF)⁽¹⁾:

- Daily
 - <570,000 SF $\text{Ln}(T) = 0.625 \text{Ln}(X) + 5.985$
 - >570,000 SF $\text{Ln}(T) = 0.756 \text{Ln}(X) + 5.154$
- AM Peak Hour $\text{Ln}(T) = 0.589 \text{Ln}(X) + 2.378$ (63% In, 37% Out)
- PM Peak Hour
 - <600,000 SF $\text{Ln}(T) = 0.637 \text{Ln}(X) + 3.553$ (50% In, 50% Out)
 - >600,000 SF $\text{Ln}(T) = 0.725 \text{Ln}(X) + 2.987$ (50% In, 50% Out)

(1) Trip Generation, 5th Edition; Institute of Transportation Engineers (ITE); 1991.
 (2) Traffic Generators; San Diego Association of Governments (SANDAG); June, 1991.



Trip Generation Rates

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The computer software model "TMODEL" was utilized to generate PM peak hour trips to the proposed road system. A 25% increase in existing volumes was utilized as background growth, irrespective of the three land use alternatives. This background growth rate was determined from averaging existing versus RIVSAN daily buildout volumes on Interstate 10. The modelled PM peak hour volumes were assumed to represent 10% of the daily volumes. Therefore, the PM peak hour volumes were calculated accordingly to represent daily volumes. Actual comparisons of peak hour to daily volumes revealed that PM peak hour volumes generally average approximately 8% of daily volumes. The computer model road system, however, represents a "skeletal" road system which does not account for all of the various local streets to which traffic may in reality divert. Therefore, the 10% assumption of PM peak hour to daily volumes was considered appropriate.

Computer-modeled projections represent aggregations of driver behavior based upon projected land use activity. Generally, General Plan Land Use is never perfectly realized and therefore "comfort zones" (i.e., adequate right-of-way obtainment) should be pursued. The projected traffic volumes within this Transportation Element should be utilized as a guide for the future growth and transport system needs of the City of Yucaipa. It should also be noted that the City of Yucaipa has currently contracted out for the development of a computer model to pursue intersection projections based upon the proposed General Plan Land Use. This procedure will be utilized to develop appropriate intersection right-of-way. It should not, however, be utilized for major redesign of intersections if buildout volumes are the factors utilized for the design. Once again, General Plan Land Use is never perfectly realized, and experience has shown that intersection improvements should be based upon traffic impact studies of specific land use development proposals. Also, the 1985 Highway Capacity Manual (HCM) has been shown to contain serious flaws in its evaluation procedure for future intersection operations. This results from the many assumptions of future variables necessary for the procedure to obtain plausible results. The HCM has been reported to be an appropriate and useful tool to evaluate existing conditions and the means necessary to improve those conditions given the appropriate input variables. Therefore, the HCM should be utilized with caution for the purpose of projecting future intersection right-of-way needs.

Level of Service (LOS) is discussed within **Appendix B**. The LOS standards utilized are contained within **Table VII-3**. These standards are based upon standards prepared by Wilbur Smith Associates for the City of Yucaipa which are contained within **Appendix G B. Table VII-1** contains City of Yucaipa Roadway Standards.

8. **Issues and Opportunities**

Several land use and transportation system issues and opportunities were identified during the existing conditions phase of the General Plan. Also, several additional insights regarding issues and opportunities were brought forth by citizens, City staff, the General Plan Advisory Committee (GPAC), the Planning Commission and the City Council.

a. **Issues**

- i. The construction of the Interstate 10/~~Nebraska Avenue~~ Wildwood Canyon Road interchange is expected to relieve existing and potential traffic congestion at the 1-10 interchanges with Yucaipa Boulevard, Live Oak Canyon Road and County Line Road. It will also be expected, however, to

increase the traffic volumes on ~~Nebraska Avenue~~ Wildwood Canyon Road and other facilities near the interchange.

- ii. There are a number of road system improvements documented and necessary throughout the City.
 - iii. The City of Yucaipa includes many citizens who walk to various locations throughout the City. This includes children going to and from school, as well as the elderly. The City currently lacks adequate sidewalks, safe walkway areas and street crossings, especially near school and recreation facilities.
 - iv. An increase in tort liability cases is a significant trend in California. A national figure indicates that 65% of these cases against a public entity result from poor road system maintenance.
 - v. The City of Yucaipa currently ~~needs~~ has standards for street design, site development, modes of travel and emergency situations.
 - vi. There are a large number of driveway access points on Yucaipa Boulevard.
 - vii. Many roadways within the community which provide driveway access to residential dwelling units are utilized as arterial throughways.
 - viii. Automobile use is the primary source of transportation within the City.
 - ix. Approximately ~~24~~ 16% of the population within the City is over 65 years of age. The trend towards an aging population is ~~increasing~~ decreasing.
 - x. According to census data, the number of residents who drive to work alone is approximately ~~72~~ 78%, while approximately ~~49~~ 16% carpool and 1% use public transportation.
 - xi. Live Oak Canyon Road, Wildwood Canyon Road and Oak Glen Road are often travelled by residents of the region for recreational purposes.
- b. Opportunities
- i. There exists the opportunity for an adequate future circulation system for the community as future development and improvements occur.
 - ii. The City will have access to the transportation model prepared for the alternative land use scenarios. This would provide for a data base and a model to evaluate circulation needs within the area.

B. Multi-Use Trails

A Trails Committee was established by the City to design a system of trails for the City of Yucaipa. This committee reviewed the goals and objectives of the citizenry for a trail network, and proposed a Trails Plan which was subsequently approved by the City. The intent of this plan is to accomplish the goals which are stated below. The plan includes pedestrian trails, as well as multi-purpose trails, which consist of trails for equestrian use, off-road bicycling and hiking. See ~~Exhibit VII-4~~ Appendix C-4, the Bicycle Paths Map, and ~~Exhibit VII-5~~ Appendix C-4, the Multi-Use Trails Map.

C. Scenic Highways

There are four main circulation corridors in the City of Yucaipa which are existing or potential scenic highways. Existing scenic highways are Live Oak Canyon Road southwest of the 10 freeway and Wildwood Canyon Road east of Fremont Street. Highways proposed to be adopted as scenic highways are Yucaipa Boulevard, Bryant Street, Oak Glen Road and Avenue "F"/Wildwood Canyon Road west of Fremont Street. See the Scenic Highways Map, **Exhibit VII-6**. The landscape treatment along these main thoroughfares can do much to strengthen their status and enhance the character of the City, with its striking backdrop of mountains. These streets should be developed with an easily identifiable and consistent pattern of landscaping.

1. **Yucaipa Boulevard**

Yucaipa Boulevard should be enhanced with a more formal pattern of street trees in keeping with its role as the main street for the downtown Central Core area. Suggested theme trees for Yucaipa Boulevard are the Chinese Pistache, Holly Oak and Crape Myrtle, chosen for their tolerance of smog, heat and drought and their attractive form which enhances the mountain backdrop of the City. These trees have been established as the theme trees for Yucaipa Boulevard in conjunction with the Beautification Committee as part of the Urban Design Element of this General Plan. Medians and parkways should be planted with a combination of trees, shrubs, ground covers and turf. Seasonal flower beds, street furniture and decorative lighting should be encouraged at important intersections. The hardscape and softscape elements should reinforce and become a unifying element for the City as a whole.

2. **Bryant Street**

Bryant Street should be enhanced in a similar, but less intensive fashion than Yucaipa Boulevard. This is in keeping with its status as the main north/south access between the downtown area and outlying residential and rural areas.

3. **Oak Glen Road**

Oak Glen Road has been designated as having a 20-foot expanded parkway to assist in the incorporation of design elements that reinforce the road's status as the gateway to the apple-growing tourist destination of Oak Glen. These design elements should include deciduous flowering, tree massings, evergreen backdrop trees in windrows, split-rail fencing and appropriate informational signage and hardscape feature with a rustic theme.

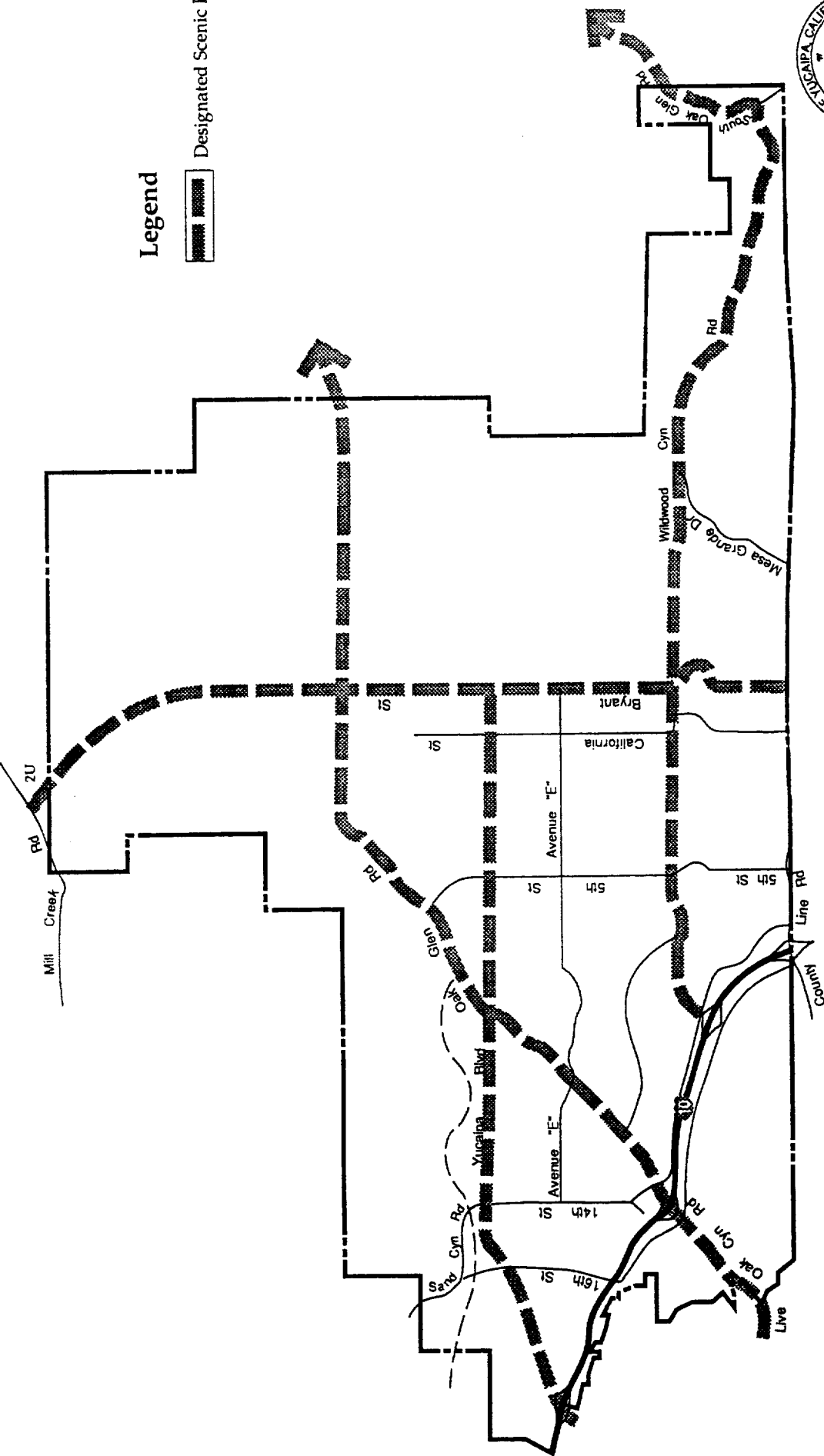
4. **Avenue "F"/Wildwood Canyon Road**

Avenue "F"/Wildwood Canyon Road already has a scenic highway designation on the Wildwood Canyon portion, which is characterized by mature native oaks and sycamores. This should be extended along Avenue "F" Wildwood Canyon Road to include the concept of a roadway shaded under the canopy of large, randomly-spaced, native trees, such as Coast Live Oak Trees. Turf should be used in the parkways and medians sparingly or not at all.

Legend



Designated Scenic Highway



5000



Scenic Highways Map

Yucaipa General Plan

prepared by
J.L. Webb Planning, Inc.

VII-6

D. Transportation, Multi-Purpose Trails and Scenic Highways Goals, Policies and Actions

This section presents goals, policies and objectives of the City as they relate to circulation and transportation. These statements incorporate items brought forth through a process of community review and were developed in conjunction with City staff, the GPAC, the Trails and Open Space Committee, the Planning Commission and the City Council.

Transportation Goals

Goal T-1 Develop a transportation system for current and future needs which moves people and goods safely and efficiently.

Policies

- A. Develop the extension of ~~Nebraska Avenue~~ Wildwood Canyon Road to connect to Calimesa Boulevard, Interstate 10 and the outer Highway 10 frontage road.
- B. Share land use information with the Southern California Association of Governments (SCAG) and the San Bernardino Association of Governments (SANBAG) for the continual update of their transportation models.
- C. Support the development of a State freeway system which meets the needs of the City.
- D. Evaluate road system maintenance, operations and design within the City.

Actions

- 1. Improvements will be made to various road segments and intersections as documented within various studies as the development occurs.
- 2. City standards will be ~~developed~~ implemented for road system design, on-site circulation design, emergency evacuation and scenic highways.
- E. Because transportation planning is both local and regional in nature, the City shall implement the following actions.

Actions

- 1. Actively work with CalTrans to develop traffic mitigation measures to deal with the impact of new development on State highway facilities (existing or proposed), as stated in the California Transportation Commission Resolution G-84-5, "Policy Guidelines for Funding Interchanges and Crossings."
- 2. Continue to participate in a Council of Governments (SANBAG) which acts as the transportation planning coordinator for all local agencies in San Bernardino County, and regularly attend meetings of SANBAG to discuss planning terms of mutual concern.

3. Integrate the transportation plans of SANBAG, which acts as the County Transportation Commission, with the City of Yucaipa's General Plan through the General Plan amendment/update process.
4. Continue active participation in the regional Council of Governments (SCAG) for the Southern California region.
5. Integrate the transportation plans of SCAG, including the Regional Mobility Plan, with the General Plan through the General Plan amendment/update process.
6. Identify long-range transportation corridors in conjunction with the plans of regional transportation agencies; develop a program to protect the right-of-way for long range corridors.

F. Because the development approval process is dependent upon a balance between new development, transportation facilities and the timing of needed construction or improvement of transportation facilities, the City shall implement the following action programs.

Actions

1. Approve development proposals only when they are consistent with the City's objective of maintaining a level of service "C" on highways and intersections affected by the development.
2. Actively work with local and regional transportation agencies to ensure transportation system improvements in locations where facilities are approaching or have exceeded capacity.
3. Monitor on a continual basis, and compile annual reports on, the capacity and level of service of the City-maintained road system.
4. Develop and implement a systematic and ongoing City-wide assessment of regional and local transportation facility needs and a traffic analysis system utilizing traffic modeling techniques based on maximum potential build-out, as defined in the General Plan, in conjunction with SANBAG.
5. Manage future development so that sufficient levels of service and approved alternative transportation management systems are provided.
6. Coordinate with local and regional transportation agencies and the cities to plan and construct new facilities on the basis of the City's adopted growth forecast.
7. Ensure consistency of transportation facilities with the City's Capital Improvement Plan.

G. Because the use of transportation rights-of-ways should be maximized, the City shall implement the following actions.

Actions

1. Install bicycle lanes and sidewalks on existing and future roadways where appropriate.
 2. Work with other transportation agencies to seek alternative uses for rights-of-way when appropriate.
- H. Because basic minimum standards and requirements for roads and access improvements have been developed and applied to all new developments, these are hereby incorporated into the General Plan as follows.

Actions

1. Where a parcel of land is being divided through a minor subdivision procedure and a dedicated road or street right-of-way, railroad right-of-way, or flood control right-of-way bisects the property, the lots shall be designed, wherever possible, to be located on only one side of the right-of-way.
2. Public road access is a requirement for all newly created lots. If this is not physically feasible, private road access may be granted only if circumstances warrant. The creation of "flag lots" shall be discouraged on all Tentative Tract Maps, and any such lots so proposed shall require Planning Commission review and approval. Private road access requires a minimum 20 foot recorded easement for single lots (one house), 30 foot for multiple uses- (two houses), and a half-street right-of-way (40 feet) shall be required for three or more lots.
3. Cul-de-sacs shall not exceed 600 feet in length, except as provided below, and shall terminate with a turn-around as specified in adopted City Road Standards. Longer cul-de-sacs may be approved if it can be found that the cul-de-sac will not be injurious to the public health, safety and welfare.
4. Road grades shall not exceed 12% unless it can be demonstrated that the objectives of the General Plan and the "Road Planning and Design Standards" design manual can be met.
5. The subdivision and each phase thereof shall have two points of vehicular ingress and egress from existing and surrounding streets, one of which may be emergency only. Where it can be shown that this requirement is a physical impossibility or a cul-de-sac is proposed, this requirement may be waived. Additional restrictions may apply in fire hazard areas.
6. The following stipulations shall apply regarding conformance with the General Plan.
 - a. If the General Plan designates a general location of a proposed highway and any portion thereof may be wholly or partially within any proposed subdivision or may be affected

by a proposed subdivision, prior to the approval of the proposed subdivision, a specific alignment plan shall be prepared and adopted. Each such roadway shall conform in width and alignment with that shown on the General Plan or Specific Plan or any standards adopted pursuant thereto. As a condition of approval of said subdivision, the subdivider shall be required to make dedications and construct such reasonable improvements as required by the specific alignment plan. Such requirements may be waived upon recommendations of the City Engineer, if the proposed highway is located upon a section line or its precise alignment can be otherwise determined.

- b. The circulation design of all subdivisions shall be compatible and coordinate with the General Plan and the existing street and land use pattern in the surrounding area. To the greatest extent practical, the circulation design should include curve-linear streets and attempt to avoid grid networks of long linear streets.
7. The following stipulations shall apply regarding access requirements.
- a. Lots created by subdivision of land shall abut upon a recorded dedicated public right-of-way of a width as established by the General Plan Circulation element, the County Master Plan of Highways or the County Highway Right-of-Way Road System by an approved access which connects a lot or lots to a maintained public street or State highway.
 - b. The requirements for approved access to subdivision having lot sizes of 40 gross acres or more may be waived when all of the following findings are made.
 - i. The applicant is or will be subject to severe hardship unless the waiver is approved.
 - ii. There is an existing traveled roadway which has been in existence for at least five years which roadway is at least 20 feet in width in all points.
 - iii. The roadway has capability for normal passenger car use to each lot in the subdivision.
 - iv. Private road easements may be approved for access to each lot if it is determined that public street access cannot be provided due to certain title limitations or topographical conditions.
 - v. Existing traveled roads for which a Court has determined that an implied dedicated right by users exists for public use shall be recognized as legal access to each lot of the subdivision.

8. Regarding dedications, the subdivider may be required to dedicate land within the subdivision that is needed for the following.

- Streets
- Access Rights
- Alleys
- Drainage Easements or Rights-of-Way
- Flood Control
- Parks
- Bike Paths
- Public Utility Easements
- Public Access to Recreational Resources such as Lakes, Rivers, Streams, etc.
- Other Necessary Public Easements or Dedications of Land

Such dedication may also be required off-site if deemed necessary to support the sound development of the subdivision.

Goal T-2 Provide for a balance between different types of transportation.

Policies

- A. Develop and implement a Transportation Demand Management Ordinance.
- B. Promote the establishment and development of a City bicycle lane program. Use transportation rights-of-way for multiple transportation modes including recreation.
- C. Where feasible, allow abandonment of transportation rights-of-way only when it has been clearly demonstrated that it is not feasible to use the land for transportation and recreation needs.
- D. Preserve rights-of-way for future possible uses in the long term.
- E. Because a balanced transportation system must be established in order to maximize the efficiency of the highway network and further develop other transportation modes, the City shall implement the following actions.

Actions

- 1. Require ramps and other design features for the handicapped in new urban areas and, where practical, in existing urban areas, which comply with Federal and State regulations regarding transportation accessibility for the disabled.
- 2. Provide opportunities for rail and truck loading/unloading and break-bulk facilities through the official land use designations of the General Plan.

Goal T-3 Prepare coordinated financial plans to upgrade the transportation system.

Policies

- A. Require that the proponents of future development generate financing mechanisms for road system improvements.
- B. ~~Complete~~ Maintain and implement the City-wide Congestion Management Plan and Traffic Mitigation Fee Program.
- C. Solicit all available federal and state sources of funding for transportation improvements.
- D. Evaluate and update the City's five-year Capital Improvement Program based on demonstrated needs and available funding.
- E. Ensure adequate access for emergency evacuation and for emergency vehicles in the event of wildland fires and other natural disasters.
- F. The City shall continue to pursue the goal of reducing traffic impacts and increasing safety through the implementation of the City-Wide Capital Improvements Program for Roadway Facilities, following the general recommendations of the ~~Interim Road Report prepared in September of 1990 and amended in December of 1990.~~ City Wide Traffic Analysis and Mitigation Study prepared in April of 1993 and Amended in December of 2004.
- G. Jointly fund studies and improvements to the transportation system, as appropriate, with developers, cities, and other public agencies.
- H. Coordinate transportation system improvements with the adopted Capital Improvement Programs of the County and other agencies.
- I. Because new development generates traffic which impacts the City's road system and causes costly improvements to be required, the City shall develop and adopt a transportation fee program to provide a financing mechanism for facilities necessary to mitigate the impacts of new development.

Goal T-4 Ensure appropriate legal and physical access to land prior to approving land divisions or new development.

Policies

- A. Encourage provisions for elderly accommodation within development projects.
- B. Require safe and efficient roadway access for all new developments.

Actions

- 1. Future development will be conditioned to provide standard roadway access: where three or more parcels are being created.
- 2. A Pavement Management Program will be ~~developed~~ maintained to investigate existing road system deficiencies and to monitor road

system conditions with respect to maintenance, operations and design.

- C. Because there must be correlation between land use and the transportation/circulation system pursuant to Government Code Section 65302(b), the City shall implement the following actions.

Actions

1. Consider the ability of existing roads to handle projected traffic increases in the review of new development proposals. If level of service "C" cannot be maintained, require improvements that will work toward achieving and maintaining that standard.
2. Require traffic studies as appropriate for development proposals that will have an impact on traffic circulation.
3. Consider the accessibility requirements of each land use activity when determining its best location.
4. Provide access and make improvements to the circulation system consistent with needs generated by land uses shown on the land use maps and specified by the Improvement Levels (IL) as shown on the Infrastructure Overlay maps.
5. Require all proposed development (including both ministerial and discretionary review applications) to dedicate street rights-of-way and drainage easements consistent with the General Plan.

Goal T-5 Strive to achieve minimum level of service "C" on all highways and intersections.

Policies

- A. Because it is an objective to achieve and maintain level of service "C" on all highways and intersections and because the level of service is affected by design standards, the City shall implement the following action items.

Actions

1. Implement appropriate design standards for all types of highways as shown in **Table VII-1**.
2. ~~Develop and adopt~~ Maintain the City "Road Planning and Design Standards" as a design manual which will apply to all road and drainage improvements to be dedicated to the City.
3. Protect and increase the designed vehicular capacity of all vehicular thoroughfares and highways by implementing the following measures.
 - a. Use current and develop new innovative traffic engineering practices to increase roadway capacity and safety such as the following.
 - i. Utilize a raised median on Major Arterial highways in urban areas.

- ii. Limit access to all categories of Major and Secondary Highways and Controlled/Limited Access Collectors from intersecting streets; direct access from abutting properties shall be allowed only where no reasonable alternatives exist.
 - iii. Obtain additional rights-of-way to accommodate right and left turn lanes at major intersections.
 - iv. Synchronize signals.
 - v. Establish no-parking zones.
 - vi. Limit peak hour turning movements.
 - vii. Blocking or dead-end existing access roads to main highways.
 - viii. Establish one-way streets.
 - ix. Limit truck traffic on certain roads and at specified hours.
 - x. Require all development proposals adjacent to all categories of Major and Secondary Highways and Controlled/Limited Access Collectors to be designed so that direct access from the private property to the roadway will not be needed.
 - xi. Control lot size frontage to limit access.
 - xii. Develop minimum separation distances between access points.
 - xiii. Restrict access along all roads intersecting Major and Secondary Highways for a distance of 600 feet from the centerline of said Highways to the maximum extent possible.
 - b. The spacing of highways in City planning areas shall be limited to the following.
 - i. 1/2-mile intervals for Major Highways
 - ii. 1/4-mile intervals for Secondary Highways and controlled/limited access Collectors as defined in the "Road Planning and Design Standards" manual referenced above, when adopted.
 - c. On controlled/limited access Collectors and all categories of Major and Secondary Highways, no direct access shall be permitted from the driveways of individual residences. To ensure this, access rights shall be dedicated to the City as development occurs, through conditions of approval.
4. Provide collector roads and local roads with appropriate design standards from the City.
 5. Assist in the development and implementation of the following for the State highway system.
 - a. A plan for maximum potential build-out for both conventional highways and future corridors

- b. A program that protects rights-of-way according to the CalTrans Route Concept, especially for future corridors
 - c. A minimum 15-foot building setback shall be provided beyond the State's right-of-way. A 25-foot setback will generally be required.
 - d. Prohibit lots within new subdivisions from having direct vehicular access to State highways. On existing parcels, the use of driveways on State rights-of-way shall be minimized by limiting the number of driveways, or requiring the sharing of driveways, or requiring corner lots with minimal highway frontage to have access to local roads, rather than to a State highway.
 - e. All future development adjacent to a State highway shall provide a left-turn lane with appropriate tapers where there is an identified need to the interest of traffic safety.
 - f. All two-lane State highways with average daily traffic (ADT) counts between 1,500 and 3,000 shall generally have an eight (8) foot shoulder and those with ADT counts over 3,000 shall generally have a 10-foot shoulder of a design acceptable to CalTrans.
 - g. All State routes should have pedestrian crossings at major intersections in accordance with CalTrans standards.
 - h. Control access on State highways to achieve a one-half mile interval for connecting cross streets.
 - i. Preserve and perpetuate the current drainage patterns as they relate to the State highways.
- 6. Adopt and utilize road standards which are appropriate to geographic constraints and which complement the surrounding environment.
 - 7. Work with technical and professional associations, neighboring cities and regional agencies to develop road standards which are compatible on a regional basis.
- B. Continue to monitor the effects of road improvements and project approvals on City-wide traffic volumes.

Action

- 1. Adopt and continue to implement the Circulation Map as shown in **Exhibit VII-1 Appendix C-3.**

Goal T-6 Reduce dependency upon the automobile, and promote the use of public transit or increases in the average ridership when the automobile is utilized.

Policies

- A. Coordinate with OMNITRANS for the provision of appropriate public transit routes and issues for the elderly and other City residents.
- B. Develop incentive programs for the use of alternative transportation modes, such as City sponsored vanpools and other measures such as flexible working hours and four-day work weeks.
- C. Design land use patterns in new developments that minimize the number of automobile trips by providing neighborhood shopping facilities and pedestrian and bicycle paths.
- D. Encourage the design and implementation of land uses, development standards, and capital improvement programs which maximize the use of public transit.
- E. Work with regional agencies (SCAG, CalTrans, SANBAG, Commuter Computer) to develop ridesharing programs and public transit.
- F. Designate existing Park-and-Ride facilities on the General Plan Circulation Maps; work with CalTrans to identify appropriate Future Park-and-Ride facilities, and develop a program to acquire and develop sites for such facilities in areas where there is an identified need.
- G. Because public transit is a vital element in meeting transportation demands in urban areas, the City shall implement the following actions.

Actions

- 1. Assist OMNITRANS and other transit agencies in coordinating the location and scheduling of public transit services and facilities.
- 2. Urge the timely extension of public transit between residential areas and industrial/urban employment centers.
- 3. Support the establishment of transportation services and public transit between Ontario Airport, Orange County Airport and Los Angeles International Airport.

Goal T-7 Encourage non-motorized alternative transportation by creating bicycle lanes and pedestrian paths to commercial areas, parks and schools.

Policy

- A. Require site development plans to provide adequate sidewalk and safe pedestrian trails.

Goal T-8 Develop street design and site development standards which include provisions for emergency evacuation where appropriate.

Policies

- A. Because State law requires the General Plan to address evacuation routes as they relate to identified fire and geologic hazards, and since the objective of ensuring public safety from natural hazards requires the maintenance of accessibility to populated areas during and after natural disasters, the following actions shall be implemented.

Actions

1. Plan for projected emergency access needs in the annual review and approval of the City's Capital Improvement Program.
2. Roads and highways designated as potential evacuation routes in the planning area including the major routes out of the area are Interstates 10 and numerous major and secondary highways. This listing is not meant to be a comprehensive evacuation plan. It merely indicates the major highways traversing the City, all of which are potential major evacuation routes should a disaster occur within the City. These routes are found on the circulation maps of the General Plan. In most cases, the San Bernardino County Sheriffs Department is in charge of evacuation procedures. Specific evacuation routes will be designated during an emergency as and when the need arises, in accordance with the evacuation procedures contained in the County Emergency Management Plan (which is not adopted as part of the General Plan). Earthquakes, major floods, and fires may make certain routes impassable. Detours and re-routing of traffic will be designated by the appropriate agency following procedures set forth in the Emergency Management Plan.
3. Public roadways should be developed with a minimum of 50- 60 foot wide rights-of-way with a minimum ~~26-36~~ foot wide paved way of travel. For privately maintained roads, the minimum should generally be no less than a 24-foot wide paving with no parking allowed, 32-foot wide paving with parking allowed on one side, or a 36-foot wide paving with parking allowed on both sides.
4. Ensure that development has adequate access for emergency evacuation and for emergency vehicles in the event of wildland fires and other natural disasters by applying the following standards.
 - a. Require compliance with the provisions of the access standards of the Fire Hazard Overlay District, the Subdivision Design and Improvement Standards of the City Development Code, and, where applicable, Planned Unit and ~~Planned Residential~~ Development standards.
 - b. Access for development projects shall be considered in conjunction with the location of active faults through the development review process. Access across faults shall be discouraged where point(s) of access can feasibly be located outside of fault areas.
 - c. Through the provisions of the Fire Hazard Overlay District and the development review process, require projects to provide immediate

vehicular access to the perimeter of structural development within projects adjacent and exposed to wildlands.

5. In areas with predominant natural slopes greater than 30%, and in canyon mouths and ridge saddles, the following standards shall apply.
 - a. Access roads shall be the shortest length feasible.
 - b. Grading for roads shall be the minimum necessary to provide adequate access.
 - c. The applicable decision makers shall consider, in the review of proposed General Plan amendments or the development of specific plans, accessibility to the site(s), including the quality of existing or proposed roads which will provide access.
- B. Evaluate emergency evacuation procedures within the City.

Goal T-9 Develop Transportation Systems Management (TSM) plans for the community.

Policies

- A. Encourage new commercial and office developments to develop and employ Transportation Demand Management (TDM) and TSM measures.
- B. Encourage citizens to utilize TDM and TSM strategies.

Action

1. The City shall develop and adopt an ordinance pertaining to the utilization of TSM and TDM measures.

Trails and Paths Goals

Goal TP-1 Promote the development of safe and convenient bicycle and pedestrian corridors that provide alternative transportation routes to schools, parks and employment and commercial areas.

Policies

- A. Bicycle and pedestrian routes shall provide access to existing and proposed commercial areas, school, parks and scenic routes.
- B. Bicycle and pedestrian routes shall be coordinated and integrated with routes proposed or established in surrounding communities.

Actions

1. A program will be developed to investigate the necessary and appropriate locations for sidewalks and paths for pedestrian and bicycle use.
2. Future developments will be conditioned to provide appropriate and safe sidewalks and bicycle/pedestrian paths.

3. In conjunction with the review and approval of public or private non-residential developments where trails or bicycle routes are indicated on the Multi-Use Recreational Trail and Bicycle Route Maps, the City shall consider the provision of trails or routes, as well as user amenities such as bicycle racks, hitching posts, benches, rest areas and drinking water facilities.
 4. In conjunction with the review and approval of residential developments where trails or bicycle routes are indicated on the Multi-Use Recreational Trail and Bicycle Route Maps, the City shall consider the provision of trails, routes and user amenities.
- B. Develop and maintain multi-purpose trails and trail head access points with appropriate facilities for all user groups.
- C. Assure dedication of recreational trails and bikeways, and preserve visual access to major scenic features.
- D. Coordinate with all public and private utilities and flood control agencies for the joint use and maintenance of corridors and rights- of-way for trail purposes.

Action

1. The City shall establish joint use arrangements with public and private utilities and the San Bernardino County Flood Control District for the use and maintenance of corridors and rights-of-way for multi-use recreational trail purposes.
- E. Coordinate with neighboring counties and cities to establish regional trail systems, construction standards and signage.

Action

1. The City shall coordinate the planning, development and standards of the multi-use recreational trail system with Calimesa, Oak Glen, Redlands and San Bernardino and Riverside Counties.
- F. Promote safe and convenient access through trails and paths to existing and proposed local and regional recreation areas and points of interest.

Actions

1. To prevent injury to trail users, the City shall prohibit motorized vehicles on multi-use recreational trails, except as necessary for maintenance, and shall provide measures to encourage the enforcement of this prohibition.
2. Multi-use recreational trails shall provide access to existing and proposed parks, open space and scenic areas.
3. Given the character of existing vegetation, the location of the trail, and the existing natural topography, the City's acquisition of multi-use recreational trails or easements shall be based on the widths

recommended in the Multi-Use Recreational Trail Standard Guidelines.

4. Where possible, multi-use recreational trails shall be routed through designated open space, on publicly-owned lands or easements, along property boundaries, or in areas that are unavailable for other uses.
- G. Proposed development adjacent to trail systems shall dedicate land for trail-head access points. Existing right-of-way and disposal properties should be utilized for these staging areas whenever possible.

Scenic Highways Goals

Goal SH-1 Promote the appropriate and positive landscape treatment along scenic highways to provide the necessary buffering and screening, as well as to provide scenic openness by preserving visual access to natural scenic vistas and features.

Policies

- A. ~~Encourage~~ Require the provision of architectural controls, additional setbacks and height limitations to assure positive scenic quality along scenic highways.
- B. ~~Encourage~~ Require the use of thematic landscape elements and/or street furniture such as street lights, signals, trees and other fixtures.
- C. Establish landscape and signage standards that create interesting and attractive entries or "gateways" into Yucaipa.
- D. Because the provision of scenic highways is an integral part of the planning process, the City shall require the implementation of the following actions.

Actions

1. Review proposed development along scenic highways shown on the Resource Overlay Maps in order to ensure the preservation of scenic values for the traveling public and those seeking a recreational driving experience.
2. The Scenic Corridor shall be defined to extend 200 feet on either side of the designated route, measured from the outside edge of the right-of-way, trail or path. Development along scenic corridors shall be required to demonstrate through visual analysis that proposed improvements are compatible with existing scenic qualities.
3. New uses or substantial revisions to existing uses shall be responsible for removing non-conforming signs per City sign ordinance standards.
4. ~~Along Scenic Routes, prohibit primary free standing signs greater than 18 square feet, including all primary free standing signs oriented to the scenic right-of-way.~~

5. Utilized and abandoned road, utility, and railroad rights-of-way shall be used for nonvehicular circulation in all new development when feasible.
 6. Vantage or vista points along scenic routes shall be provided by new development proposed adjacent to those routes for scenic and interpretive displays, and roadside rests.
 7. Ample and varied recreational and scenic opportunities shall be provided by new development in coordination with local, state, and federal agencies, particularly for projects fronting state routes. This may include scenic vistas in parking lots.
- E. Establish safe scenic highway road design standards and designate appropriate roadways to be included within these standards.