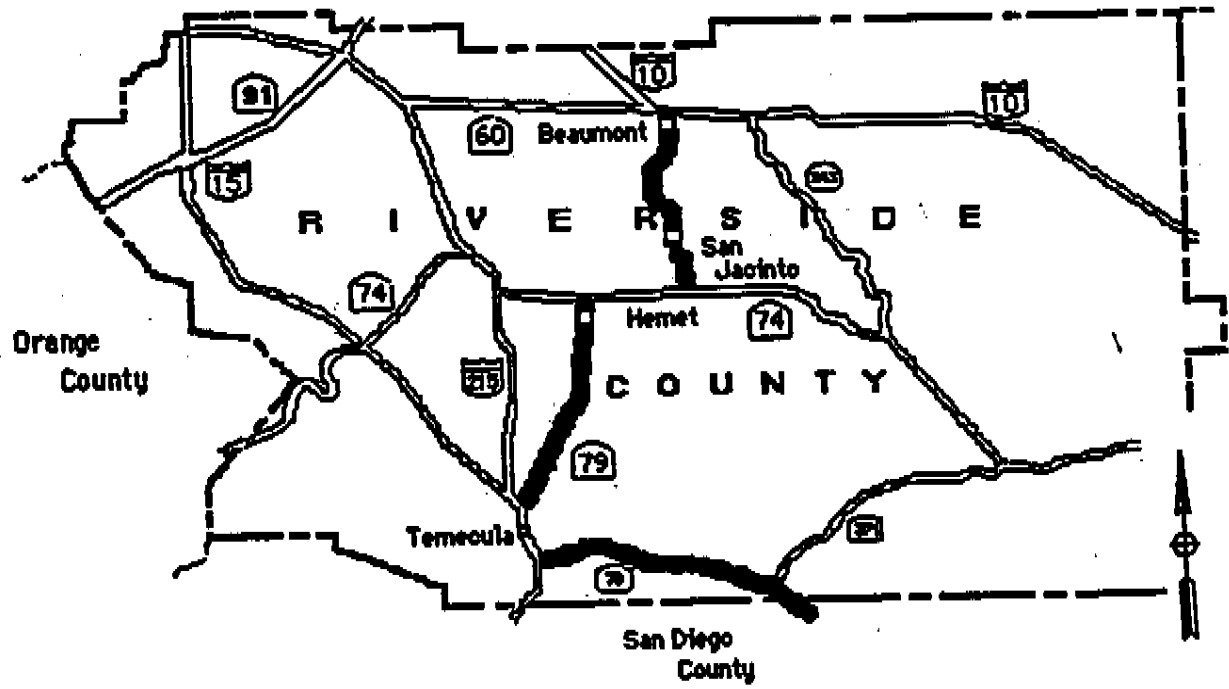
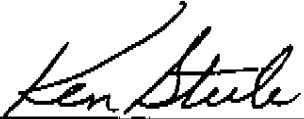


CALIFORNIA DEPARTMENT OF TRANSPORTATION
 DISTRICT 8
ROUTE CONCEPT REPORT



ROUTE 79

We approve this Route Concept Report Update as the guide toward which today's decisions and/or recommendations should be directed.



KEN STEELE
District Director
of Transportation
District 8

2/28/92

DATE



DOTTIE ODELL
Deputy District Director
Planning and Public Transportation
District 8

21 January 92

DATE



ROBERT SASSAMAN
Deputy District Director
of Project Management
District 8

2/27/92

DATE

STATEMENT OF PLANNING INTENT

The Route Concept Report (RCR) is a planning document which describes the Department's basic approach to development of a given route. Considering reasonable financial constraints, corridor geometrics, and projected travel demand over a twenty-year planning period, the RCR defines an appropriate type of facility and level of service (LOS) for each route. The objective of the effort is to provide a better basis for the development of the State Transportation Improvement Program and to determine the appropriate concept for future highway projects.

Route Concept Reports are prepared by District staff in cooperation with local and regional agencies. They will be updated as necessary as conditions change or new information is obtained.

Route Concept Reports are preliminary planning phase documents that lead to subsequent programming and the project development process. As such, the specific nature of proposed improvements (e.g., roadway width, number of lanes, access control, etc.) may change in later project development stages, with final determinations made during the project report and design phases.

1991 UPDATE
ROUTE CONCEPT REPORT SUMMARY
State Route 79
08-Riv-79-0.0/40.4

ROUTE CONCEPT (2010)

The Route Concept is to provide Level of Service (LOS) D for the entire route in District 8.

CONCEPT RATIONALE

The use of Route 79 is rapidly changing because of the prevalent and rapid growth in the area. The LOS during certain periods decreases to a point that traffic demand is in excess of the capacity of the facility. A facility with greater capacity and continuity would relieve local traffic congestion and traffic problems caused by the existing configuration.

Assembly Concurrent Resolution (ACR) No. 4 considers it necessary to have a transportation corridor that will "maintain local circulation and provide adequate regional access".

ULTIMATE FACILITY

The ultimate transportation facility reflects the buildout of local general plans and considers the environmental and geometric constraints of expanding the facility. Consultations between engineers and planners determine the ultimate facility for a given highway. This determination is an effort to preserve long-term right of way needs in partnership with local and regional agencies. In some cases the concept facility may be at its ultimate.

The ultimate facility will be a six-lane expressway. Segments 3, 4, 6, 7 and 8 will be on new alignment.

OPERATING CONDITIONS/DEFICIENCIES AND IMPROVEMENTS

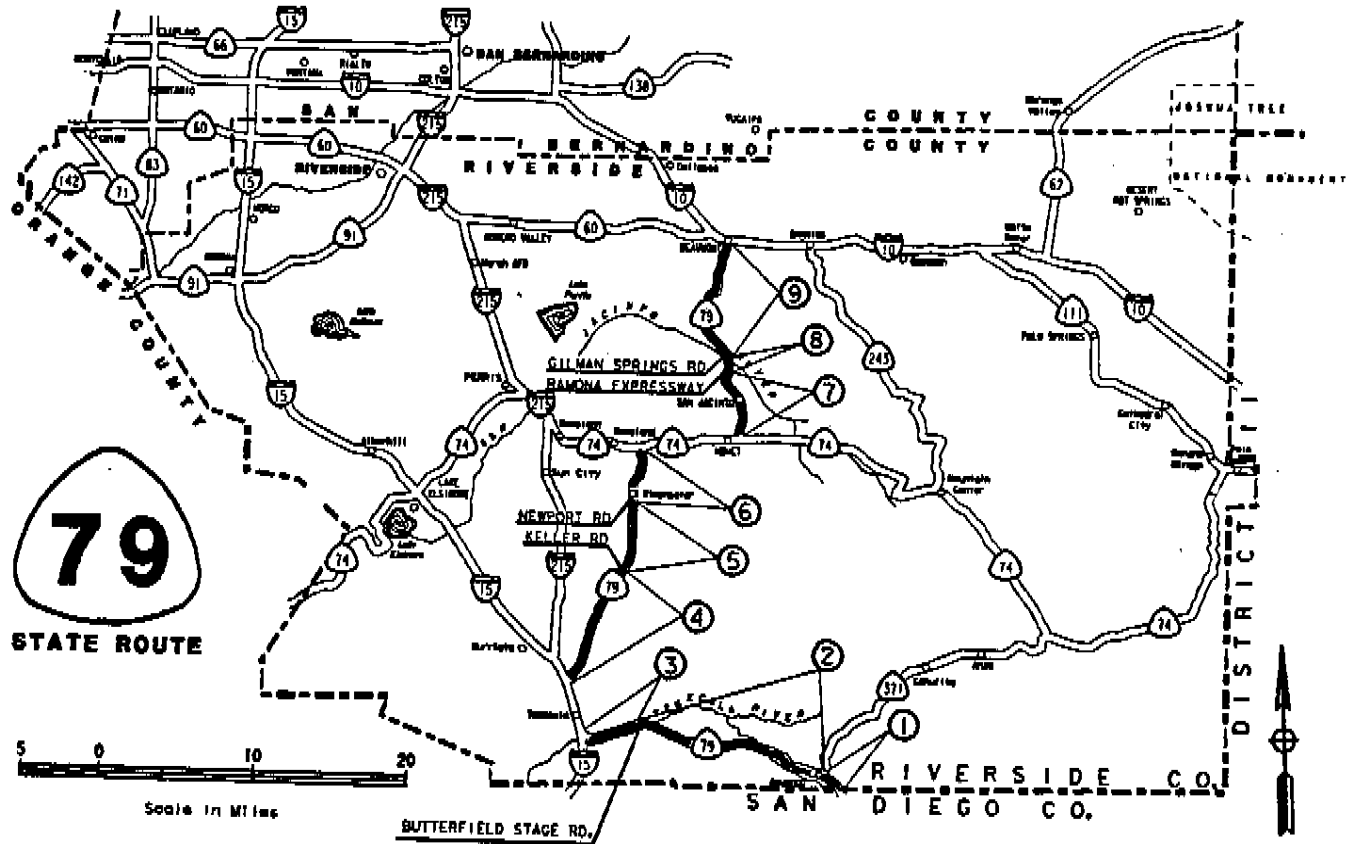
<u>Segment</u>	<u>Post Miles</u>	<u>Limits</u>	<u>Existing Facility</u>			<u>Concept Facility</u>		
			<u>No. of Lanes</u>	<u>1989 LOS</u>	<u>2010 LOS</u>	<u>No. of Lanes</u>	<u>Needed Improvement</u>	<u>Concept LOS</u>
1	Riv-0.0/2.3	SD/Riv Co Line to Jct Rte 371	2	C	E	4	Add 2 Lanes	D
2	2.3/16.0	Jct Rte 371 to Butterfield Stage Rd	2	D	F	4	Add 2 Lanes	D
3	16.0/19.8	Butterfield Stage Rd to S Jct Rte 15	2	E	F	6	Add 4 Lanes	D
Break in Route								
4	R2.3/R10.9	N Jct Rte 15 to Keller Rd	2	E	F	6	Add 4 Lanes	D

OPERATING CONDITIONS/DEFICIENCIES AND IMPROVEMENTS (continued)

<u>Segment</u>	<u>Post Miles</u>	<u>Limits</u>	<u>Existing Facility</u>			<u>Concept Facility</u>		
			<u>No. of Lanes</u>	<u>1989 LOS</u>	<u>2010 LOS</u>	<u>No. of Lanes</u>	<u>Needed Improvement</u>	<u>Concept LOS</u>
5	R10.9/R15.2	Keller Rd to Newport Rd	2	C	F	6	Add 4 lanes	D
+*6	R15.2/R19.2	Newport Rd to W Jct Rte 74	2	C	F	6	Add 4 lanes	D
Break in Route								
*7	25.7/29.9	E Jct Rte 74 to Ramona Expy	2-4	D	F	6	Add 2 lanes	D
+*8	29.9/33.8	Ramona Expy to Gilman Springs Rd	2	C	E	6	Add 4 lanes	D
9	33.8/40.4	Gilman Springs Rd to Rte 10	2	E	F	6	Add 4 lanes	D

* New alignment will be needed because of geometric constraints.
 + Segments should be widened to six-lanes for continuity purposes.

PRESENT AND FUTURE
 OPERATING CONDITIONS



SEGMENT	1	2	3	4	5	6	7	8	9
PRESENT (1989)									
County	Riv	Riv	Riv	Riv	Riv	Riv	Riv	Riv	Riv-79
Post Miles	0.0/2.3	2.3/16.0	16.0/19.8	R2.3/R10.9	R10.9/R15.2	R15.2/R19.2	Riv	Riv	Riv-79
Type of Facility	Conventional	Conventional	Conventional	Conventional	Conventional	Conventional	Conventional	Conventional	Conventional
Lanes	2	2	2	2	2	2	2	2	2
Passing Lanes	0	0	0	0	0	0	0	0	0
Auxiliary Lanes	0	0	0	1	0	0	0	0	0
HOV Lanes	0	0	0	0	0	0	0	0	0
Truck Climbing Lns.	0	0	0	0	0	0	3	1	0
Traveled Way	10'	10'-13'	10'-13'	11'-13'	12'	12'-14'	10'-24'	10'-17'	12'-30'
Total Shoulder Width									
Outside	3'-6'	0'-6'	4'-8'	0'-8'	4'-7'	2'-8'	0'-10'	0'-8'	4'
Inside	0'	0'	0'	0'	0'	0'	0'-12'	0'	0'-4'
Median Width	0'	0'	0'	0'	0'	0'	0'-12'	0'	0'-4'
Terrain	R	R	R	R	R	R	F	R	H
AADT	2,000	6,000	14,000	16,000	6,400	7,000	13,000	5,200	13,000
Peak Hour Volume	350	720	1,680	1,600	640	700	1,430	570	1,240
Directional Split	75%	55%	55%	55%	55%	55%	60%	60%	55%
V/C or B/C Ratio	.22	.40	.83	.80	.32	.35	.60	.25	.76
Level of Service	C	D	E	E	C	C	D	E	E
Bicycle ADT	0	<5	<5	<5	<5	<5	<5	<5	<5
Park-N-Ride Lots	0	0	0	1	0	0	0	0	0
% of Trucks-Peak	5	5	6	6	7	7	3	3	3
Auto Occupancy Rate	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Transit Centers	0	0	0	0	0	0	0	0	0
Rail	0	0	0	0	0	0	0	0	0
FUTURE (2010) No Build									
AADT	5,000	15,000	53,000	53,000	43,000	40,000	37,000	13,000	45,000
Peak Hour Volume	910	1,800	5,370	5,570	4,620	4,300	4,070	1,430	4,730
Directional Split	70%	60%	60%	55%	55%	55%	60%	60%	55%
V/C or B/C Ratio	.55	1.03	2.76	2.70	2.17	2.02	1.69	.64	2.90
Level of Service	E	F	F	F	F	F	F	E	F
% Trucks-Peak Hour	5	5	5	5	5	5	3	3	3
Auto Occupancy Rate	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Transit Centers	0	0	0	0	0	0	0	0	0
Rail	0	0	0	0	0	0	0	0	0

1991
UPDATE
ROUTE CONCEPT REPORT
State Route 79
08-Riv-79-0.0/40.5

ROUTE DESCRIPTION

Route 79 begins at Interstate 8 in San Diego County near Descanso extending northerly to Route 78 near Julian-Santa Ysabel. It junctions with Interstate 15 in Temecula and Route 74 near Hemet in Riverside County; it then terminates at Interstate 10 in Beaumont. There are two route breaks within District 8. One is at the southern junction of Route I-15, and the other is at the western junction of Route 74. The entire length of Route 79 is 106.9 miles.

The Route Concept Report will analyze District 8's portion from San Diego/Riverside County line to Interstate 10, a distance of approximately 51.1 miles.

The following segmentation was used for analysis purposes:

<u>Segment</u>	<u>Post Miles</u>	<u>Limits</u>
1	Riv 0.0/2.3	San Diego/Riv Co line to Jct Rte 371
2	2.3/16.0	Jct Rte 371 to Butterfield Stage Rd
3	16.0/19.8	Butterfield Stage Rd to S. Jct Rte 15
Break in Route		
4	R2.3/R10.9	N. Jct Rte 15 to Keller Rd
5	R10.9/R15.2	Keller Rd to Newport Rd
6	R15.2/R19.2	Newport Rd to W. Jct Rte 74
Break in Route		
7	25.7/29.9	E. Jct Rte 74 to Ramona Expressway
8	29.9/33.8	Ramona Expressway to Gilman Springs Rd
9	33.8/40.4	Gilman Springs Rd to Jct Rte 10

ROUTE PURPOSE

Route 79 is a multi-functional route. It serves as an interregional route linking the rural areas of San Diego County to the western communities of Riverside County. In addition, it serves intraregional traffic connecting the communities of Rancho California, Temecula, Murrieta Hot Springs, Winchester, Hemet, San Jacinto and Beaumont. It also provides access to nearby communities served by the higher arterial routes of I-10 and I-15. It provides for intracommunity travel distributing local traffic within neighborhoods.

The Federal Functional Classifications are as follows:

<u>Post Mile</u>	<u>Classification</u>
Riv 0.0/19.8	MA (Rural Minor Arterial)
R2.3/R19.2	CJ (Major Collector)
25.7/29.8	M1 (Urban Minor Arterial)
29.8/39.9	MA (Rural Minor Arterial)
39.9/40.4	PlM (Extension of MA into urban areas)

Other classifications are as follows:

- o Route 79 is in the Federal-Aid Primary (FAP) System except P.M. R2.3 to R19.2, which is in the Federal-Aid Secondary (FAS) System.
- o In District 8, Route 79 is part of the Interregional Road System Plan as an "Other Eligible Interregional Route" between the Riverside/San Diego County line and Route I-15.
- o Route 79 is included in the State Highway Terminal Access Routes System, which is part of the Federal Surface Transportation Assistance Act (STAA) National Network for oversized trucks, except between Route 74 in Hemet and Gilman Springs Road.
- o Route 79 is eligible for designation as a State Scenic Highway from the San Diego/Riverside County line to Route 371.

CONCEPT RATIONALE

The use of Route 79 is changing because of the prevalent and rapid growth in the area. The LOS during certain periods decreases to a point that traffic demand is in excess of the capacity of the facility. Portions of Route 79 have reached functional obsolescence and have outlived its purpose as a land access facility. Inadequate control of access has contributed to sections of the route not being able to provide orderly and

CONCEPT RATIONALE (continued)

efficient movement of vehicles. A facility with greater capacity and continuity is needed to relieve local traffic congestion in the cities of Hemet, San Jacinto and Temecula. The facility should serve commuters going to their employment destinations as well as interregional travel.

Assembly Concurrent Resolution (ACR) No. 4 dated December 3, 1990 considers it necessary to have a transportation corridor that will "maintain the local circulation and provide adequate regional access". Riverside County and the local city governments are currently conducting a corridor study in the Hemet/San Jacinto Valley/Winchester area. The purpose of the study is to identify and recommend a circulation system that will serve the entire Route 79 corridor.

Currently, the configuration and capacity limitations in Segments 7 and 8 have necessitated traffic to use Sanderson Avenue. A new alignment in this area would eliminate the break at Route 74 as well as the traffic operational problems associated with on-street parking, narrow streets, and a five-leg intersection. Also, right of way limitations impede the expansion of these two segments.

The concept LOS D is consistent with the Federal Highway Administration (FHWA) recommended relationship between the Federal Functional Classification and assigned LOS for this type of facility and terrain type.

ROUTE CONCEPT (2010)

The route concept is to provide a level of service (LOS) D for the corridor of Route 79 through the year 2010.

Concept Facility

<u>Segment</u>	<u>Lanes</u>
1-2	4 Mix flow
3-5	6 Mix flow
6-8	6 Mix flow, realignment
9	6 Mix flow

ALTERNATIVES CONSIDERED

A concept LOS E was considered and rejected. LOS E would result in unacceptable periods of delay and would substantially reduce route effectiveness. LOS E is also inconsistent with ACR No. 4.

ROUTE ANALYSIS

Land Use

Adjacent to Route 79, the land use between the San Diego County line and the southerly junction of I-15 is rural, rural community, open space, urban and agriculture. Also, the Cleveland National Forest and the Pechanga Indian Reservation lie near the southern portion of Route 79 contiguous to the San Diego County line. Between the northerly junction of Route I-15 to the westerly junction of Route 74, Route 79 traverses urban, open space, agriculture, rural and rural living land use. Continuing from the easterly junction at Route 74, the land use is predominantly urban, agriculture rural, and open space.

Development is rapidly changing the land use from agriculture in the Temecula, Rancho California and Murrieta Hot Springs areas to commercial and residential. The Winchester Properties Assessment District and the Rancho Village Assessment District were formed to help mitigate the impacts caused by the prevalent growth on the 560 acres of the Winchester Properties and on the 5,860 acres of the Rancho Villages.

Hemet and San Jacinto which are adjacent to Route 79 have well established neighborhoods with scattered development throughout both cities.

Existing Facility

The existing facility consists of a two- to four-lane undivided conventional highway.

Parallel Routes

Route 215 is the only higher arterial that parallels Route 79-- paralleling Segments 4, 5 and 6. Local roads that parallel these three segments are Briggs Road/Menifee Road and Portola Road/Palm Avenue. Local roads that provide an alternative to Route 79 between Segments 7 and 8 are State Street, Sanderson Avenue and Warren Road. In Temecula Route 79 connects with and becomes Route 15 until its southerly break at Post Mile Riv-19.8. At this point Route I-15 becomes an alternate route into the San Diego area.

Geographical Constraints

There are some barriers that may impede the upgrade of Route 79. The Cleveland National Forest and the Pechanga Indian Reservation lie near the southern portion of Route 79 contiguous to the San Diego County line. Also, rocky terrain exists along Lamb Canyon Road in Segment 9. Other barriers consist of the Lamb Canyon County Land Fill and the route configuration in Segments 7 and 8.

OPERATING LEVELS AND DEFICIENCIES (NO BUILD)

<u>Segment</u>	<u>Limits</u>	<u>No. Lanes/ Facility type</u>	<u>1989 AADT*</u>	<u>Operating LOS</u>	<u>2010 AADT</u>	<u>Operating LOS</u>
1	SD/Riv Co Ln to Jct Rte 371	2C	2000	C	5000	E
2	Jct Rte 371 to Butterfield Stage Rd	2C	6000	D	15000	F
3	Butterfield Stage Rd to S Jct Rte 15	2C	14000	E	53000	F
4	N Jct Rte 15 to Keller Rd	2C	16000	E	53000	F
5	Keller Rd to Newport Rd	2C	6400	C	43000	F
6	Newport Rd to W Jct Rte 74	2C	7000	C	40000	F
7	E Jct Rte 74 to Ramona Expwy	4C	13000	D	37000	F
8	Ramona Expwy to Gilman Springs Rd	2C	5200	C	13000	E
9	Gilman Springs Rd to Jct Rte 10	2C	13000	E	45000	F

* AADT--Annual Average Daily Travel
2C = 2-Lane Conventional Highway

IMPROVEMENTS NECESSARY TO ATTAIN THE ROUTE CONCEPT

<u>Segment</u>	<u>Limits</u>	<u>Needed Improvements</u>	<u>Concept Facility</u>	<u>Concept LOS</u>
1	SD/Riv Co Ln to Jct Rte 371	Add two lanes	4C	D
2	Jct Rte 371 to Butterfield Stage Rd	Add two lanes	4C	D
3	Butterfield Stage Rd to S Jct Rte 15	Add four lanes	6C	D
4	N Jct Rte 15 to Keller Rd	Add four lanes	6C	D
5	Keller Rd to Newport Rd	Add four lanes	6E	D
6**	Newport Rd to W Jct Rte 74	Add four lanes	6E	D
7*	E Jct Rte 74 to Ramona Expwy	Add two lanes	6E	D
8**	Ramona Expwy to Gilman Springs Rd	Add four lanes	6E	D
9	Gilman Springs Rd to Jct Rte 10	Add four lanes	6E	D

* New alignments will be needed because of geometric constraints.

+ Segments should be widened to six-lanes for continuity purposes.

Access control should be limited to one half mile spacing on the expressway facility (Segments 5-9) and one quarter mile spacing on the conventional facility (Segments 1-4).

Capacity Improvements

The following projects will add capacity to Route 79. These projects are currently programmed and will be funded either by Measure A funds or Riverside County funds. Measure A projects are interim in nature.

<u>Limits</u>	<u>Project</u>	<u>Funds</u>
Butterfield Stage Rd to S Jct Rte 15	Widen to six lanes	Rancho Villages Assessment Dist.
N Jct Rte 15 (Winchester Rd) to Auld Rd	Widen to six lanes	Winchester Prop. Assessment Dist.
Keller Rd to Newport Rd	Widen to four lanes	Measure A
Gilman Springs Rd to First St	Widen to four lanes	Measure A

HIGH OCCUPANCY VEHICLES/TRANSIT CONSIDERATIONHigh Occupancy Vehicles (HOV)

The Southern California Association of Governments (SCAG) in the Regional Mobility Plan has identified Route 79 for mixed flow lane improvements. HOV lanes can provide a more effective management of scarce highway space during peak periods by moving more people in fewer vehicles; however, HOV lanes have not been a standard improvement to conventional highways or expressways.

Transit

The Riverside Transit Agency (RTA) provides bus routes to the Hemet and San Jacinto areas. Another future consideration is to establish a bus route between Hemet and Temecula connecting these cities to the city of Riverside.

ULTIMATE TRANSPORTATION CORRIDOR

Western Riverside is in need of a highway that will serve through traffic to improve the circulation system in the Route 79 corridor. Therefore, the ultimate facility of Route 79 should be an expressway with at least partial access control to serve the movement of people and goods.

In order to make the upgrade of Route 79 from conventional to expressway possible, another appropriate new alignment to Route 79 would be from Keller Road to the southern portion of Route 79

ULTIMATE TRANSPORTATION CORRIDOR (continued)

near Butterfield Stage Road junction. This would alleviate the traffic congestion resulting from the break in route at Route 79/I-15 junction. The new alignment also would alleviate the congestion at Winchester Road in Temecula. A corridor study should be conducted in partnership with Caltrans and local jurisdictions to establish this new alignment.

Local jurisdiction should condition developers and land owners contiguous to the highway to dedicate or reserve right of way for improvement of Route 79 to expressway.

<u>Segment</u>	<u>Ultimate Facility</u>	<u>Minimum Required R/W</u>
1	6E	152'
2	6E	162'
3	6E	180'
4	6E	180'
5	6E	180'
6	6E	180'
7	6E	180'
8	6E	180'
9	6E	162'
		180'

Engineering studies may be needed at specific locations to address drainage features and outer separation width where attainment of minimum right-of-way is not possible. Design exceptions may be necessary to provide ultimate lanes.

The future circulation system should provide parallel routes as alternatives for local traffic.

INTERNAL AND EXTERNAL COORDINATION

Developments contiguous to existing Route 79, or to an established new alignment, should be conditioned by the County to dedicate or reserve right of way for the improvement of Route 79 to an ultimate six-lane expressway.

ACR 4 requested that the Department of Transportation "provide oversight for, and work cooperatively with, the Western Riverside Council of Governments, the Cities of Hemet and San Jacinto, the County of Riverside, and the Riverside County Transportation Commission to develop and conduct a transportation corridor study for the Hemet/San Jacinto/Winchester area." In this area, Riverside County is preparing a General Plan Amendment to establish a new alignment for Route 79 onto Warren Road.

District Coordination

This Route Concept Report has been discussed with Systems Planning in District 11.

Long Range Operations Plan (LROP)

The District's LROP presents policies and strategies necessary to manage the State's transportation system effectively over the next 10 years. Traffic management improvements are designed to increase the efficiency and operational characteristics of the existing system by removing bottlenecks, optimizing traffic flow, and switching commuters to more efficient modes of travel.

LROP improvements planned for maintaining the LOS for Route 79 include:

- o Corridor Traffic Management - The District will work with local and regional agencies to implement urban "Corridor Traffic Management" with the goal of operating an entire system of conventional and access controlled roadways as a unit.
- o Transportation Management Associations - (TMA's) - The District will promote associations of employers, employees, commercial interests, developers, public officials, business people, private citizens and others in the corridor to solve mutual transportation problems cooperatively.
- o Commute Management - Strategies to reduce vehicular travel during peak periods include car/vanpooling, alternative work hours, transit use, non-motorized facilities, telecommuting and preferential HOV parking.

ADVANCED TRANSPORTATION SYSTEM DEVELOPMENT

Attaining the route concept must involve local jurisdictions and the private sector in order to induce modal shifts, mitigate traffic impacts and ensure R/W protection for the ultimate facility. District 8 will proactively advocate the following measures, strategies and policies:

Traffic Mitigation Strategies

- o Private sector sponsorship of TMA's.
- o Development of mitigation measures to include:
 - Park 'N Ride Lots.
 - Shuttle service to Park 'N Ride Lots.
 - Signalization/operational improvements at interchanges.

Traffic Mitigation Strategies (continued)

- o Local government participation should include:
 - Staggered work hours for companies/schools located near congested interchanges.
 - Growth management policies designed to maintain a balance between transportation demand and transportation facilities.
- o An Access Management Agreement, for conventional highways, shall be entered into between Caltrans and the local jurisdictions. The Access Management Agreement should address the following:
 - Minimum spacing of road connections.
 - Cost-sharing strategies.
 - Maintenance responsibilities.
 - Criteria defining private vs. public connections.
 - Strategies for reducing the number of connections in selected areas and for protecting areas presently without control.