



Chapter 5

Circulation Element

5.1 INTRODUCTION

The Circulation Element represents the City’s overall transportation plan to accommodate the movement of people and goods within and through the City. It establishes goals and policies to achieve a balanced transportation system that adequately serves the growth and development anticipated in the Land Use Element. The transportation plan consists not only of the physical transportation system itself, such as streets, highways, bicycle routes, trails, and sidewalks, but also the various modes of transportation, such as cars, rail, buses, trucks (goods movement), bicycles, and walking. The Circulation Element acknowledges the heavy use of the road and highway system by single occupant automobiles and promotes efforts to provide additional transportation choices and to use the system more efficiently through increased transit use, carpooling, walking, and bicycling. The City’s circulation system contributes to the form and character of the community by providing connections between neighborhoods and commercial corridors, providing an enhanced network of sidewalks and trails that take advantage of the natural environment and recreational opportunities, and providing a pedestrian-friendly streetscape environment that encourages people to walk.

The following Community Priorities relate most directly to this Element:

- Protect and foster a strong sense of community and safety, as well as the “small town” feeling.
- Improve roadway networks to reduce traffic and provide a citywide system of bicycle lanes and recreational trails that improve accessibility without a car.

5.2 AUTHORITY FOR ELEMENT

Government Code Section 65302 (b) requires that a General Plan include:

“A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.”

5.3 SETTING THE VISION: KEY CONCEPTS AND VISION FOR GENERAL PLAN

MANAGEMENT OF TRAFFIC



A combination of transit-supportive land use planning and increased transit service can boost ridership.

One of the priorities of the Circulation Element is to coordinate the City's transportation system with the development identified on the Land Use Policy Map. A variety of options may be available to the City in order to maintain an efficient roadway system, including roadway and intersection improvements, traffic monitoring, and/or signal coordination. The City should consider the latest technologies and creative measures to provide an efficient roadway system. The overall management of the traffic system also needs to address transit, bicycles, and pedestrians in order to ensure the safe and efficient movement of all users. The Circulation Element supports a multi-modal transportation network and implementation of complete streets to provide sufficient mobility.

EXPANDED AND EFFICIENT TRANSPORTATION MODES

The Circulation Element promotes a balanced transportation system, encouraging the use of all alternative transportation modes. An opportunity for new and expanded modes of transportation within and around Murrieta is regional transit, such as Metrolink and High Speed Rail (HSR).

Plans for implementation of a High Speed Rail System in California are currently under development and are subject to change as efforts to plan and fund the system continue to evolve. This section documents the planning process at the time of preparation of this Circulation Element. The California High Speed Rail Authority is currently planning a statewide High Speed Rail System that would connect Sacramento, San Francisco, Los Angeles, and San Diego as shown in *Exhibit 5-1, High Speed Rail*. The link between Los Angeles and San Diego that would potentially pass through the City of Murrieta is in Phase 2 of the project and is therefore expected to be built only after a San Francisco to Los Angeles segment is implemented. Current plans for the Los Angeles to San Diego (Southern California) Section of the High Speed Rail System are shown in *Exhibit 5-2, High Speed Rail, Southern California*. As shown in *Exhibit 5-2*, there are two options for location of a station in Murrieta, one along I-15 and one along I-215. Exact sites for the potential stations have not yet been selected.





Metrolink

Metrolink currently provides commuter service connecting Riverside County with downtown Los Angeles, Orange County, and other parts of Southern California. The closest Metrolink Station to Murrieta is located in South Perris along I-215 serving the SR 91/Perris Valley Line. The Riverside County Transportation Commission is preparing a Next Generation Rail Study and one of the options being considered is an extension of the SR 91/Perris Valley Metrolink Line to Murrieta and Temecula. The proposed extension is shown graphically on *Exhibit 5-3, Metrolink Extension*. The Metrolink extension project is one of many alternatives under consideration and the exact alignment, station locations, and funding sources remain to be determined. The introduction of regional commuter transit within the City could provide for the possibility of a multi-modal transit station with bus transit service and associated transit-oriented development.

Improved bus service throughout Murrieta, connecting with the greater region would also provide additional transit options for the community, reducing the use of personal automobiles. Potential improvements include additional bus routes and increased service frequencies connecting major nodes within the City. This is supported by the General Plan through increased coordination with transportation agencies and encouraging key development along the corridors, providing concentrated demand for transit services.

Recent technology advancements have led to the development of new and/or modified modes of transportation that have not been previously available. The General Plan supports the implementation of new transportation technologies and modes of transportation that can be demonstrated to provide safe and efficient travel alternatives. One example is on-demand shuttle service, which is a form of transit that offers rides at the request of travelers (similar to taxi or ride-hailing services), but at a reduced cost in smaller vehicles than traditional city buses. Travelers would typically share rides with other travelers with similar origins and destinations. This type of service has the potential to take the place of fixed-route transit service in a way that is more cost effective for both travelers and the service provider. On-demand shuttle services have been initiated in various communities in the country, including the local examples of the Carlsbad Connector in partnership between SANDAG and NCTD, OC Flex by the Orange



County Transportation Authority and SC Rides in the City of San Clemente in partnership with transportation network company Lyft.



A connected network of bicycle and pedestrian facilities will enable residents to travel without having to drive.

Connecting and enhancing the City's existing bicycle, pedestrian, and trails system is a key priority of the General Plan. An important component of facilitating this is through the creation and implementation of a master plan for non-motorized travel throughout the City, including multi-use trails, off-street paved bikeways, on-street bikeways, and related amenities. The Circulation Element identifies measures to implement bicycle and pedestrian networks in the City, allowing residents to travel from neighborhoods to key destinations without having to use their personal automobiles. The City's existing and proposed multi-purpose trails and bikeways are shown on Exhibit 5-4, Trails and Bikeways.



Crosswalk push button for pedestrian warning device



PROTECTION OF RESIDENTIAL NEIGHBORHOODS

The City strives to maintain an efficient and effective roadway system to limit incentives for traffic to divert through residential neighborhoods. In order to further protect these neighborhoods, the Circulation Element identifies measures that address the design of neighborhoods and traffic calming to reduce through traffic and traffic speeds. An option is to develop and implement Traffic Calming Guidelines along with the City's existing Neighborhood Traffic Management Program to address safety within residential neighborhoods.



Traffic calming design

TRUCK ROUTES

The designation of truck routes is intended to route truck traffic on City arterials so that trucks cause the least amount of neighborhood disruption. Roadways providing access to the freeways are those most likely to be designated for truck routes. The designated truck routes within the City are shown on [Exhibit 5-5, Potential Truck Routes](#). These streets have been selected because of their accessibility to the freeway and key industrial/commercial areas. The designation of truck routes does not prevent trucks from using other roads or streets to make deliveries to individual addresses, or for other reasons as defined in the State of California *Motor Vehicle Code*.

5.4 DESCRIPTION OF THE CIRCULATION PLAN

Based on the passage of Senate Bill 743 (SB 743) in 2013 and its incorporation into the California Environmental Quality Act (CEQA) in 2018, vehicle miles traveled (VMT) will be the new performance measure recommended for the analysis of the transportation impacts under CEQA for both land development and transportation projects as of July 1, 2020. Minimization of VMT helps in reducing greenhouse gas emissions. Use of VMT as a performance measure for a transportation impact analysis also promotes multimodal transportation networks and infill developments. However, this modification in the determination of significant transportation impacts under CEQA does not change the need to analyze other performance measures related to the operation of the transportation system. For example, level of service (LOS) will continue to be a key performance measure used to analyze traffic congestion. The City's Traffic Impact Study Preparation Guide provides additional information related to the VMT and LOS performance measures and standards.

GENERAL PLAN 2035 BUILDOUT CIRCULATION MAP

[Exhibit 5-6, General Plan 2035 Circulation Map](#), identifies the functional classifications of the roadways based on 2035 General Plan buildout conditions and [Exhibit 5-7, Typical Street Sections](#), illustrates the street sections for the roadway types shown on [Exhibit 5-6](#).



5.5 GOALS AND POLICIES

GOAL CIR-1 A circulation system that serves the internal circulation needs of the City, while also addressing the inter-community or through travel needs.

POLICIES

- CIR-1.1 Ensure the transportation system can adequately serve the concentrations of population and employment activities identified by the Land Use Element.
- CIR-1.2 Maintain a Level of Service “D” or better at all intersections during peak hours. Maintain a Level of Service “E” or better at freeway interchanges during peak hours.
- CIR-1.3 Maintain an average daily traffic (ADT) Level of Service “C” or better for all roadway segments. As an exception, LOS “D” may be allowed in the North Murrieta Business Corridor, Clinton Keith/Mitchell, Golden Triangle North (Central Murrieta), South Murrieta Business Corridor, or the Multiple Use 3 Focus Areas, or other employment centers. LOS “D” may be allowed only at intersections of any combination of Secondary roadways, Major roadways, Urban Arterial roadways, Expressways, conventional state highways, or freeway ramps.
- CIR-1.4 Continue to improve signal coordination and advanced traffic management systems at major intersections and along roadway corridors in order to optimize traffic flow through the City and reduce traffic queuing.
- CIR-1.5 Maintain a set of street standards and require that all new road facilities be constructed or upgraded, where feasible, to meet City standards.
- CIR-1.6 Coordinate with Caltrans to implement necessary improvements at intersections where the agencies have joint jurisdiction.
- CIR-1.7 Evaluate the Circulation Element roadway plan on a regular basis using the City of Murrieta Traffic Model.
- CIR-1.8 Identify and evaluate the major intersections requiring special design treatment to increase their vehicular capacity.
- CIR-1.9 Provide a coordinated traffic control system that moves traffic within and through the City in an efficient and orderly manner. Upgrade systems as technology evolves.
- CIR-1.10 Limit driveway and access on major arterial streets, where feasible, to maintain a desired quality of traffic flow.



- CIR-1.11 Support the implementation of complete streets through a multi-modal transportation network that balances the needs of pedestrians, bicyclists, transit riders, mobility-challenged persons, older people, children, and vehicles while providing sufficient mobility and abundant access options for existing and future users of the street system.
- CIR-1.12 Maintain an effective City truck route system to ensure that movement of truck traffic is accommodated by and confined to designated streets.
- CIR-1.13 Work with adjacent communities and regional agencies to identify appropriate systems for goods movement.
- CIR-1.14 Review current goods movement patterns and determine if possible restrictions on hours of truck traffic may reduce impacts to area streets.

GOAL CIR-2 A comprehensive circulation system that promotes safety.

POLICIES

- CIR-2.1 Establish speed limits throughout the City that relate to the design and operating characteristics of roadways.
- CIR-2.2 Maintain an ongoing maintenance program to ensure the safety of the City's roadway system.
- CIR-2.3 Provide a circulation network that accommodates the safe and efficient movement of all forms of non-motorized travel.
- CIR-2.4 Ensure roadway signage of adequate size to clearly convey street names or traffic control measures is installed and maintained.
- CIR-2.5 Include paved shoulders on all roads in non-urban areas that can be used by cyclists and pedestrians.
- CIR-2.6 Explore the use of traffic calming measures on streets with high incidences of speeding and/or history of collisions.
- CIR-2.7 Publish and promote safe pedestrian and bike routes through creating an accurate citywide map and posting pedestrian/cyclist-scale wayfinding signage.
- CIR-2.8 Encourage driveway consolidation and the use of shared driveways in commercial areas.
- CIR-2.9 Ensure new roadways and intersections provide adequate sight distances for safe vehicular movement.



- CIR-2.10 Review and comment on school district Environmental Impact Reports (EIRs) to ensure proposed school circulation systems address traffic and pedestrian safety within and adjacent to the site.
- CIR-2.11 Work with the school districts to incorporate a Safe Routes to Schools program and establish a task force for school siting (including school closures) and safe routes decisions such as public works, city, county, Caltrans, law enforcement, school staff, public health, community groups and others.
- CIR-2.12 Consider the development and implementation of Pedestrian Safety Guidelines that also include streetscape standards that emphasize pedestrian and cyclist safety (lighting, trees, greenery, traffic calming measures, etc.).
- CIR-2.13 Work with the Murrieta Valley Unified School District and other local school districts, neighborhood associations, HOAs, and Parent Teacher Associations (PTAs) to facilitate the creation of “walking school buses,” “bike trains”, carpools and crossing guards for Murrieta schools.
- CIR-2.14 Ensure that efficient and safe access for emergency vehicles is provided to all development.

GOAL CIR-3 Circulation systems that preserve the quality of residential neighborhoods.

POLICIES

- CIR-3.1 Enforce speed limits and other regulatory signs in those areas defined by the California Vehicle Code as residential neighborhoods.
- CIR-3.2 Review the design of all proposed new residential neighborhoods to ensure that “cut through” routes are minimized and pedestrian connections are maximized.
- CIR-3.3 Discourage the flow of truck traffic and through traffic in residential neighborhoods.
- CIR-3.4 Consider the development and implementation of Traffic Calming Guidelines to address safety within residential neighborhoods.
- CIR-3.5 Continue to utilize the Neighborhood Traffic Management Program to provide all residential, commercial, and industrial properties sufficient and safe access for every vehicle.
- CIR-3.6 Use cool pavement technology and reduce amount of paved surfaces when designing new roads, sidewalks, parking areas, and bikeways.



GOAL CIR-4 Financing programs provide adequate funding for the City’s roadway system.

POLICIES

- CIR-4.1 Identify and evaluate potential local revenue sources for financing roadway system development and improvement projects.
- CIR-4.2 Pursue viable revenue sources to meet the roadway system funding needs from state, regional, and federal sources.
- CIR-4.3 Pursue coordination of joint funding and development programs with adjacent cities and the County of Riverside for transportation related improvements in the Plan Area.

GOAL CIR-5 A supported regional transportation system that serves existing and future travel between Murrieta and other population and employment centers within southwest Riverside County and the larger region, and that accommodates the regional travel needs of developing areas outside the City.

POLICIES

- CIR-5.1 Coordinate with appropriate jurisdictions and agencies to encourage the timely improvement of roadway and transit facilities that address area-wide and regional travel needs, including the State Transportation Improvement Program (STIP), the Riverside County Integrated Project (RCIP), and the Community and Environmental Transportation Acceptability Process (CETAP).
- CIR-5.2 Coordinate with adjacent jurisdictions on regional transportation planning efforts.
- CIR-5.3 Coordinate with the Cities of Temecula, Wildomar, and Lake Elsinore to pursue funding for and preparation of a transportation plan for the Jefferson Avenue Corridor.
- CIR-5.4 Actively pursue the construction of the French Valley Parkway connector system, south of the I-15/1-215 confluence in cooperation with Caltrans, the City of Temecula, Riverside County, and local developers.
- CIR-5.5 Actively pursue the construction of a new east-west corridor and interchange at Keller Road in cooperation with Caltrans, Riverside County, and local developers.



- CIR-5.6 Actively pursue the improvements to existing interchanges within the City and construction of new over-crossings, as identified in the Capital Improvements Program, to achieve the adopted service level standards.
- CIR-5.7 Support the addition of capacity improvements, such as high occupancy vehicle lanes, general purpose lanes, or auxiliary lanes on I-15 and I-215.
- CIR-5.8 Participate in programs to minimize regional traffic congestion.
- CIR-5.9 Coordinate with Western Riverside Council of Governments, Riverside County, and Riverside County Transportation Commission to identify, protect, and pursue opportunities for public transit along major transportation corridors, and future high speed rail service, which connect Murrieta to other population centers.
- CIR-5.10 Support the siting and development of a Metrolink Station(s) within Murrieta along the I-15 and/or I-215 corridors.
- CIR-5.11 Coordinate with California High Speed Rail Authority, Riverside Transit Authority, and City of Temecula on the siting and development of a California High Speed Rail Intermodal Transit Center.
- CIR-5.12 Continue to work with public transportation agencies to provide adequate levels of service to Murrieta citizens.
- CIR-5.13 Coordinate with adjacent jurisdictions regarding the planning and coordination of circulation improvements in the Sphere of Influence area.
- CIR-5.14 Encourage new large residential, commercial, or employment developments to locate on existing and planned transit routes.

GOAL CIR-6 Alternative travel modes and facilities are available to serve residents and employers/employees and reduce vehicle miles traveled.

POLICIES

- CIR-6.1 Encourage alternatives to single-occupancy vehicle transportation such as rail, public transit, paratransit, walking, cycling, and ridesharing.
- CIR-6.2 Support a variety of transit vehicle types and technologies to serve different transportation needs.
- CIR-6.3 Work with the Riverside Transit Agency, Murrieta Chamber of Commerce, and/or the City's Economic Development Department to conduct a travel/commute



survey with the intent of creating vanpools, carpools, and employment center shuttles to reduce single occupant vehicles.

- CIR-6.4 Seek opportunities for funding that goes to support alternative forms of transportation.
- CIR-6.5 Support the dedication and/or construction of appropriate facilities in support of a public transportation system.
- CIR-6.6 Identify opportunities to implement the Western Riverside County Non-Motorized Transportation Plan within key activity centers of the City through the development of non-motorized transportation corridors and facilities (i.e., neighborhood electric vehicle routes, bikeways, pedestrian paths, sidewalks/paths).
- CIR-6.7 Coordinate with the Riverside Transit Agency to provide fixed route transit service along transportation corridors connecting to employment and commercial areas, schools, health care facilities, and major recreation areas.
- CIR-6.8 Support the construction of bus turnouts with shelters adjacent to new developments where transit demand levels may be sufficient in the future to warrant such accommodations to maintain traffic flow and provide safe loading/unloading for bus passengers.
- CIR-6.9 Work with the Riverside Transit Agency to evaluate bus stops locations and amenities. Encourage the incorporation of transit amenities such as bus shelters and benches into existing and new bus stop locations.
- CIR-6.10 Provide for express transit service through implementation of park-and-ride facilities along regional transportation corridors.
- CIR-6.11 Encourage employer-based incentive programs for use of public transit and improve awareness of such programs.
- CIR-6.12 Increase public education about public transit options.
- CIR-6.13 Continue to require new development to submit a Trip Reduction Plan, if applicable, in compliance with the Transportation Demand Management Ordinance.
- CIR-6.14 Encourage employers to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, telecommuting, bicycling, and walking, etc.).
- CIR-6.15 Utilize vehicle miles traveled (VMT) as the performance measure to be used for CEQA transportation analyses conducted in the City in order to be consistent with SB 743. VMT will be the performance measure for both land development and transportation projects as of July 1, 2020.



GOAL CIR-7 Residential areas and activity centers are accessible to all pedestrians, including persons with disabilities or having special accessibility needs.

POLICIES

- CIR-7.1 Encourage future developments to provide an internal system of sidewalks/pathways linking schools, shopping centers, and other public facilities with residences.
- CIR-7.2 Require pedestrian access from the interior of new residential areas to public transit stops.
- CIR-7.3 Encourage safe pedestrian walkways and ensure compliance with the Americans with Disabilities Act (ADA) requirements within all developments.
- CIR-7.4 Consider the development and implementation of Pedestrian Friendly Street Standards.
- CIR-7.5 Provide pedestrian amenities such as benches, trees, landscaping, and shade trees to encourage people to walk to destinations.
- CIR-7.6 Promote improved demand responsive transit services for elderly and disabled persons.
- CIR-7.7 Ensure visibility and access for pedestrians and encourage the removal of barriers (walls, fences) to allow for safe and convenient movement.
- CIR-7.8 Work with Riverside County Transportation Commission, local retirement homes, the Senior Center, and other community groups to expand affordable and reliable transportation options for older adults and disabled persons.
- CIR-7.9 Identify and map cooling centers in locations accessible to vulnerable populations and establish standardized temperature triggers for when they will be opened. Educate residents on heat-related risk and strategies to prevent heat-related illness.

GOAL CIR-8 Development, expansion, and maintenance of a network of bicycle, pedestrian, and multi-use trails that allows residents to travel between parks, schools, neighborhoods, and other major destinations without driving.

POLICIES



- CIR-8.1 Create, update, and implement a master plan for non-motorized travel throughout the City, including multi-use trails, off-street paved bikeways, on-street bikeways, and related amenities.
- CIR-8.2 Promote bicycle and pedestrian trails along major home to work and other travel routes.
- CIR-8.3 Consider roadway design guidelines for new development and for capital improvement plans that enhance bicycle and pedestrian connectivity and safety.
- CIR-8.4 Consider that 6- to 8-lane arterial roads provide a 5- to 6-foot-wide tree buffer (parkway) between pedestrians and through traffic.
- CIR-8.5 Separate multi-use trails from roadways where feasible, or design multi-use trail crossing to occur at controlled intersections.
- CIR-8.6 Establish guidelines for new development projects to include multi-use trails that connect to schools, parks, Historic Downtown, and other neighborhoods in the community.
- CIR-8.7 Review and pursue opportunities to develop a trail head from the Murrieta Equestrian Park to the Santa Rosa Plateau and other adjacent areas.
- CIR-8.8 When different uses are developed adjacent to each other – such as new commercial adjacent to new residential – require them to provide high-quality pedestrian amenities and connections between each other to the greatest degree possible.
- CIR-8.9 Create cyclist and pedestrian connections through cul-de-sacs and across other barriers, connecting neighborhoods with each other and the citywide trail system. When feasible, consider purchasing easements across private land for priority pedestrian connections.
- CIR-8.10 Work with adjacent property owners to create an interconnected trail that extends along the public right-of-way, which will benefit business by increasing exposure and access, and benefit the community through encouraging fitness, improved access, and a connected community.
- CIR-8.11 Coordinate the location of multi-use trails to connect with regional trail systems, where feasible.
- CIR-8.12 Pursue funding or grant opportunities to plan, construct, and maintain pedestrian, bicycle, and multi-use trails.
- CIR-8.13 Maintain a map or maps of current bikeways and multi-use trails, and make the map(s) available to the public.



- CIR-8.14 Partner with schools, employers, and community groups to teach bicycle and pedestrian safety in schools and workplaces and to educate residents about the benefits of walking and bicycling.
- CIR-8.15 Consider changing the name of the “Traffic Commission” to the “Transportation Commission,” and revise its scope to explicitly address all forms of transportation including automobile, bicycle, pedestrian, public transportation, and ADA enhancements.

GOAL CIR-9 An adequate supply of private off-street and public parking.

POLICIES

- CIR-9.1 Ensure development projects comply with the parking requirements identified in the Development Code.
- CIR-9.2 Encourage provision of joint-use and public parking facilities where needed by special assessment districts or other mechanisms.
- CIR-9.3 Work cooperatively with developers and the business community to develop funding mechanisms for the construction of future parking facilities.
- CIR-9.4 Consider reducing or waiving minimum parking requirements for development projects that implement Transportation Demand Management programs and/or are located near transit nodes.
- CIR-9.5 Design dense nodes of commercial and retail businesses with no off-street parking that can be served by public parking garages so people can park once for multiple purposes.
- CIR-9.6 Update the City’s parking requirements in the Development Code to require bicycle parking and storage for all new development or redevelopment projects.



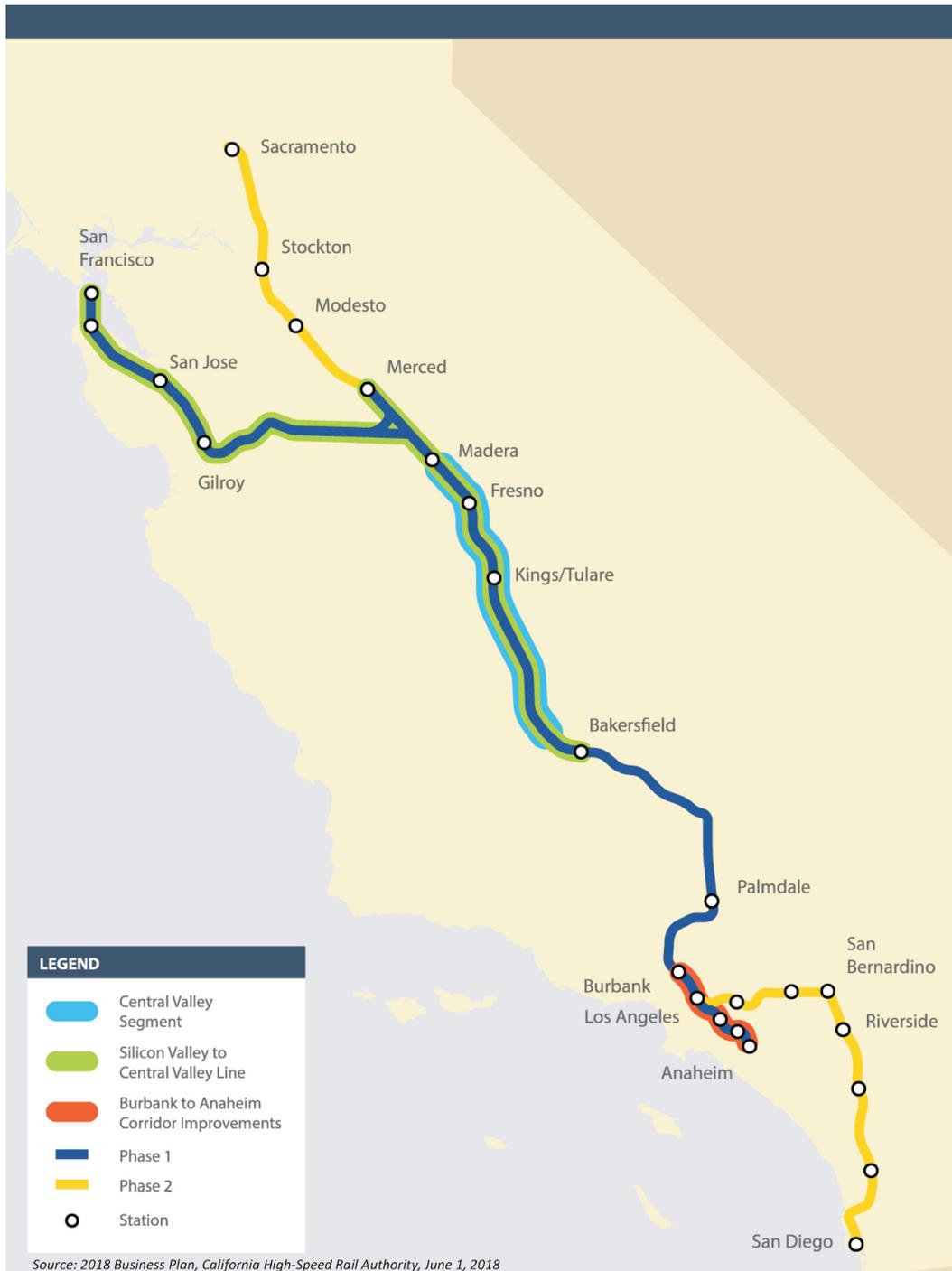
5.6 IMPLEMENTATION OF THE ELEMENT

Implementation of the Circulation Element involves several City departments including, but not limited to, Public Works & Engineering, Planning, and Community Services Departments. Traffic impact analysis requirements for individual development projects would continue to be used to effectively determine the operational effect of development projects on the circulation system and define appropriate improvements which adequately address project traffic increases. Continued maintenance and updates/refinements of inputs to the City's Buildout Traffic Model will allow the City to monitor the effect of on-going development approvals on ultimate circulation system needs. The City's Capital Improvement Program (CIP) will continue to be used to identify and plan for infrastructure improvements, including new or upgraded facilities and the maintenance of existing facilities.

There are a variety of funding sources and mechanisms the City would consider to fund infrastructure improvements including, but not limited to, Development Impact Fees, Transportation Uniform Mitigation Fee (TUMF), Redevelopment Agency Funds/Programs, and Grant Funds, as well as other State and County funding programs.



Exhibit 5-1, High Speed Rail



Proposed Statewide High Speed Rail Project

Exhibit 5-1



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Exhibit 5-2, High Speed Rail, Southern California.

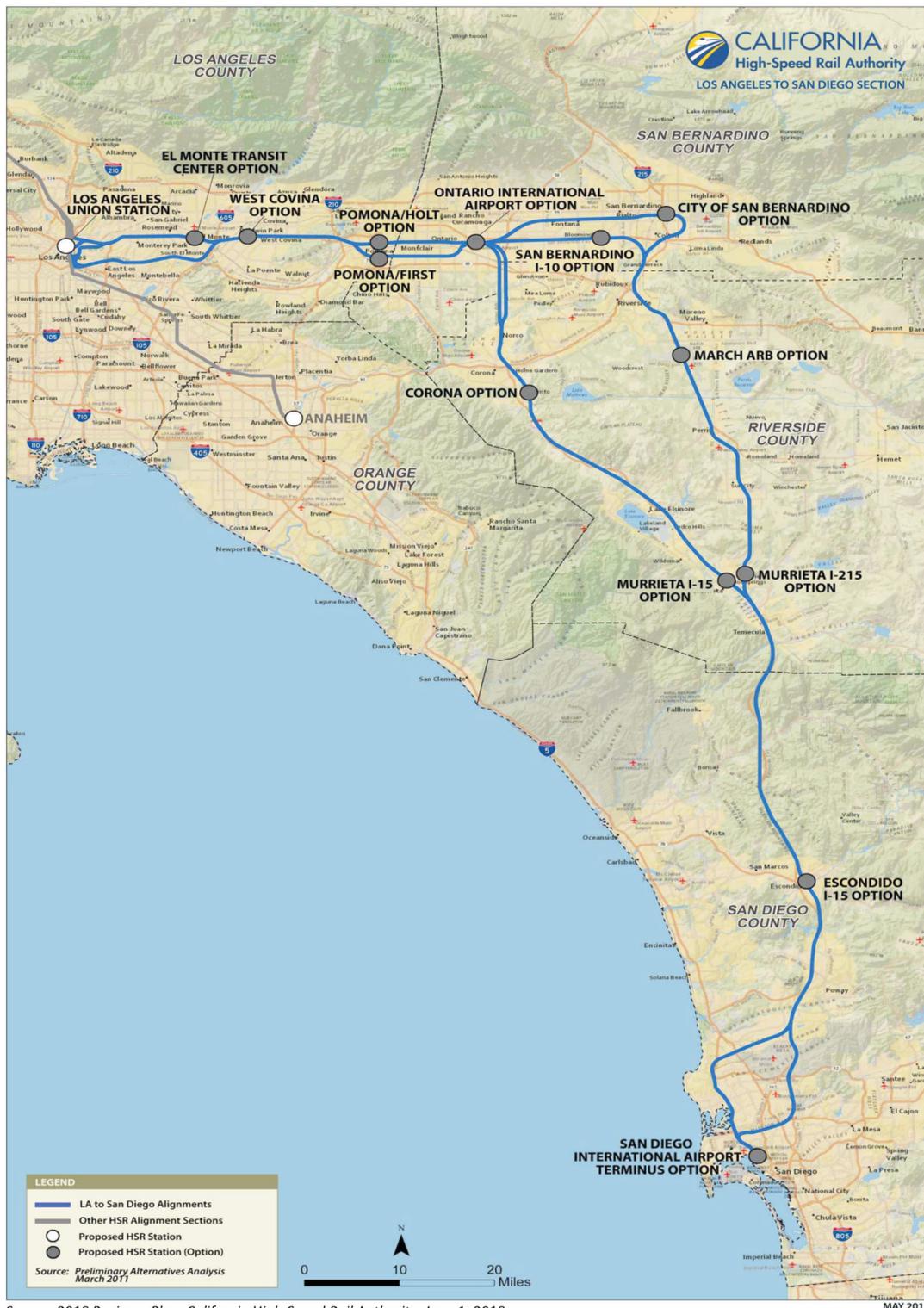
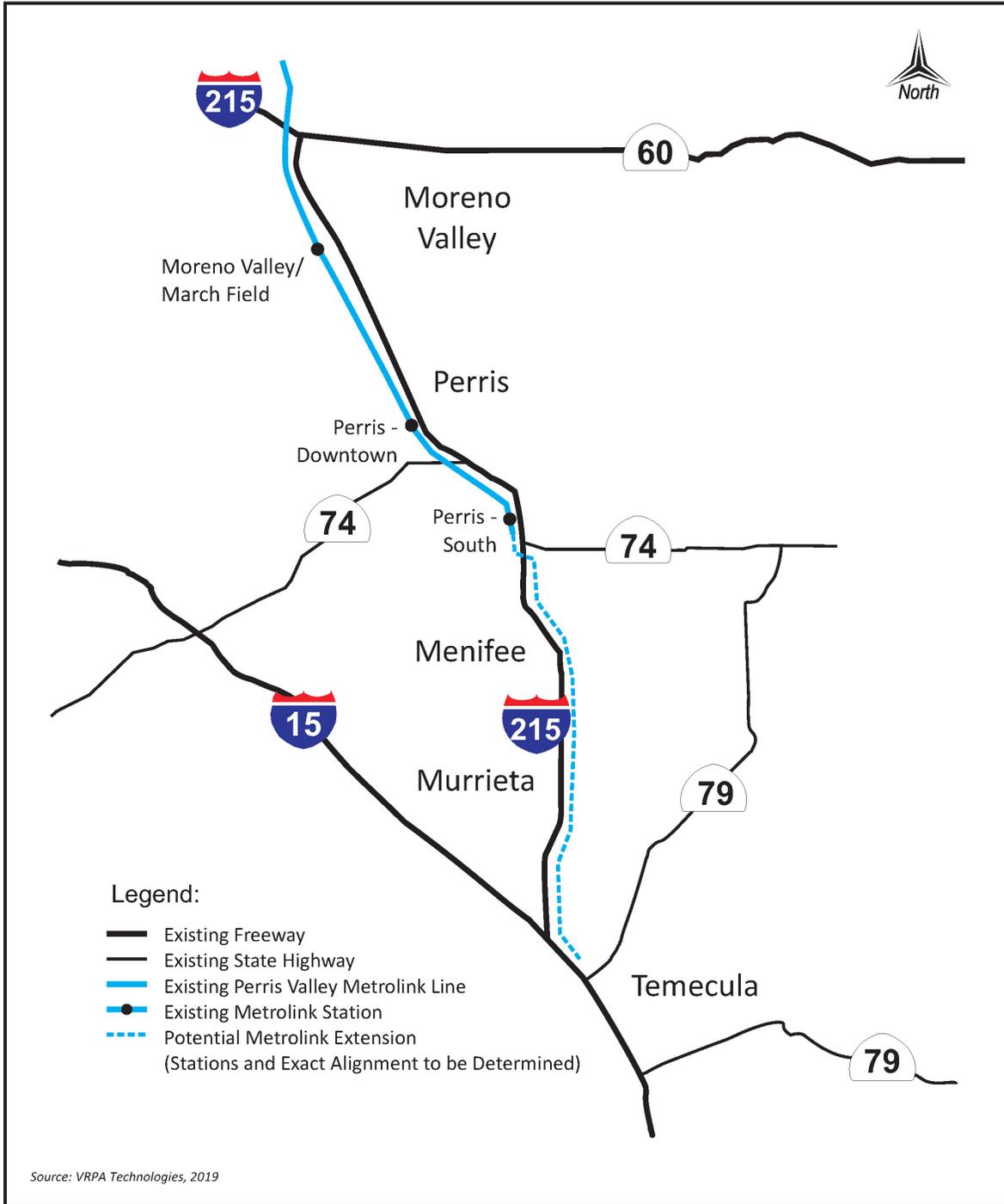


Exhibit 5-3, Metrolink Extension



Potential Metrolink Perris Valley Line Extension to Murrieta/Temecula

Exhibit 5-3



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Exhibit 5-4, Trails and Bikeways

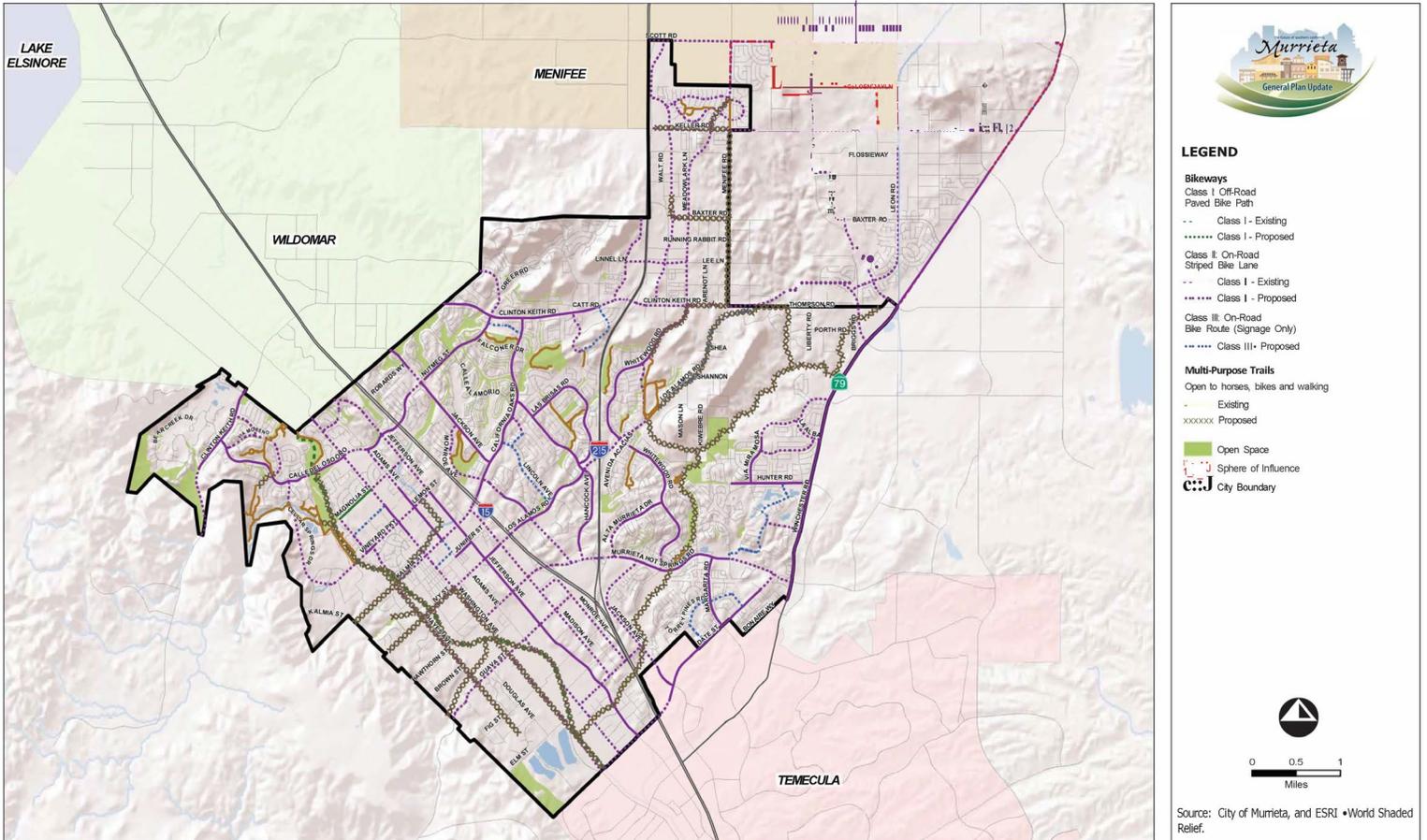
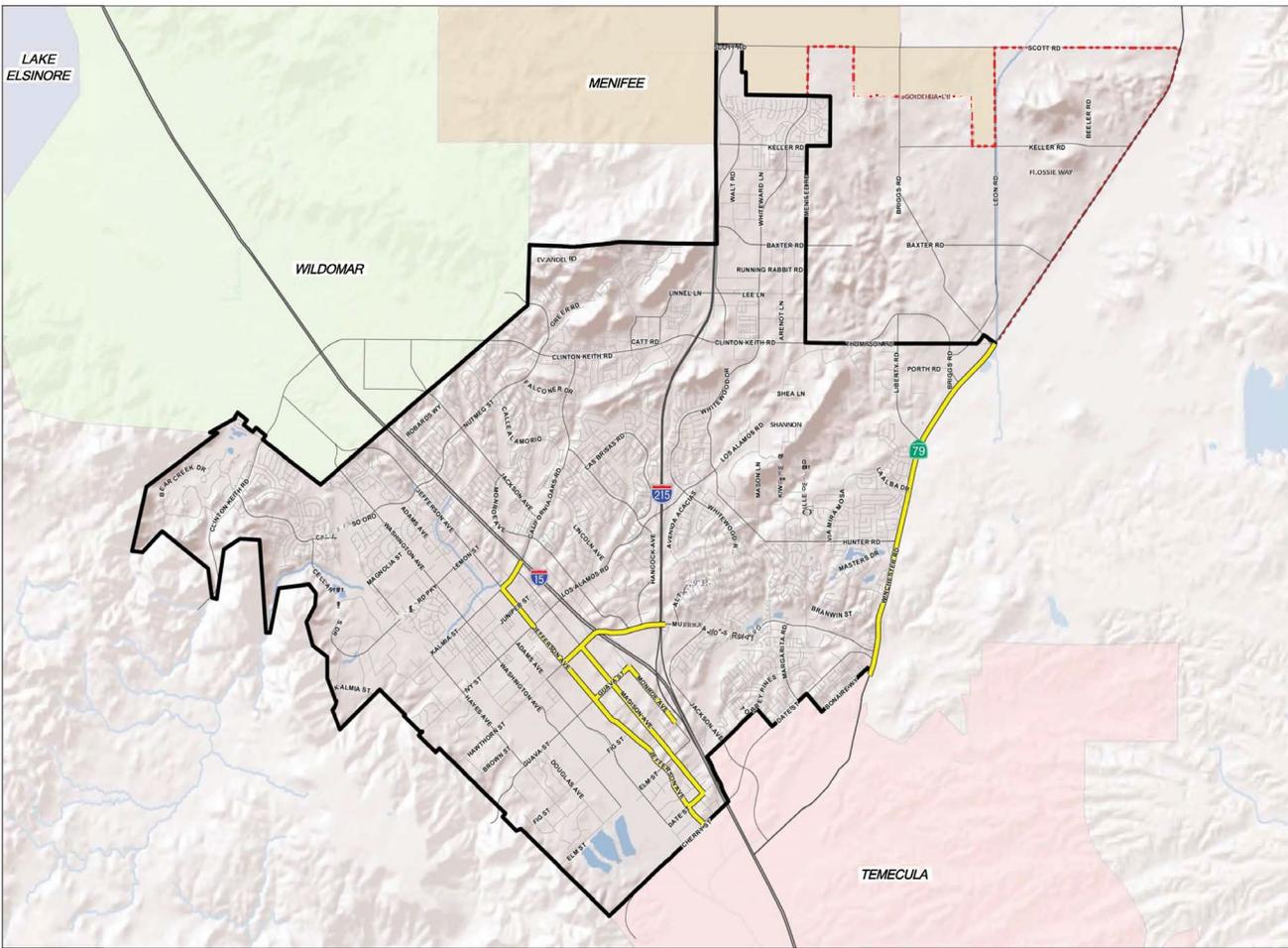


Exhibit 5-5, Potential Truck Routes




LEGEND

-  Truck Routes
-  Sphere of Influence
-  City Boundary

Truck Routes are designated per Municipal Code Section 10.28.050.



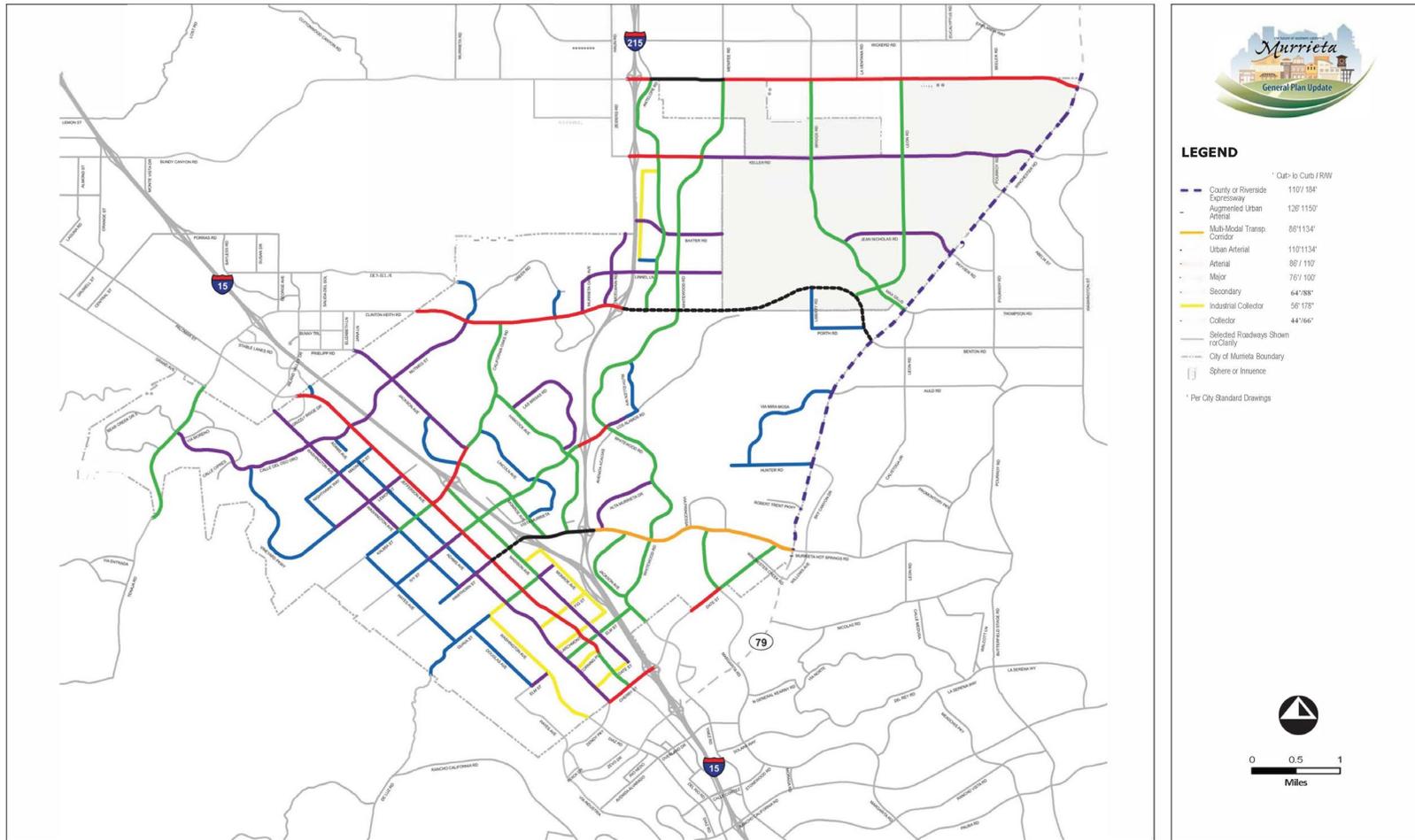
Source: County of Riverside, City of Murrieta, and ESRI - World Shaded Relief.

Potential Truck Routes Exhibit 5-5



Chapter 5 Circulation Element

Exhibit 5-6, General Plan 2035 Circulation Map



General Plan 2035 Circulation Map
Exhibit 5-6



Exhibit 5-7, Typical Street Sections

