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# Part III

## Circulation Element

### San Diego County General Plan

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Adopted  
December 5, 1967  
Amended  
July 27, 1994  
GPA 94-CE2

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## CERTIFICATE OF ADOPTION

I hereby certify that this is the text of the Circulation Element, Section 1, Part III, of the San Diego County General Plan - 1990, as revised by General Plan Amendment (GPA) 94-02, Item 2, and that it was approved by the San Diego County Planning Commission on the 15th day of April, 1994.

Edward J. Ferraro, Chairman

Attest: Lauren M. Wasserman, Secretary

I hereby certify that this is the text of the Circulation Element, Section 1, Part III, of the San Diego County General Plan - 1990, as revised by General Plan Amendment (GPA) 94-CE2, and that it was approved by the San Diego County Board of Supervisors on the 27th day of July, 1994.

Pam Slater, Chairwoman

Attest: Thomas J. Pastuszka  
Clerk of the Board

Adopted December 5, 1967 (88)  
Latest Amendment July 27, 1994, GPA 94-CE2

A complete history of the amendments to this Element, both map and text, is available at the Department of Planning and Land Use.

## CHAPTER 1

### ROAD NETWORK

The Circulation Element consists of:

- A diagram in the form of a map setting forth the major road system both existing and planned and so identified by the signature of the Chairman and Secretary of the Planning Commission and Chairman and the Clerk of the Board of Supervisors.
- A text for the aforesaid maps setting forth the various classifications of roads with a description of the purpose and design standards for each classification.

The Circulation Element of the County General Plan depicts corridors for public mobility and access, which are planned to meet the needs of the existing and anticipated population of San Diego County. The adoption of this Circulation Element by the Board of Supervisors of San Diego County complies with the requirements and responsibilities set forth in the State of California Streets and Highways Code and the Planning and Zoning Law of the State of California Government Code.

The Circulation Element shows corridors of existing and proposed State highway routes as planned by the California Department of Transportation (CalTrans) in cooperation with the cities and the County. It has been coordinated with neighboring counties to the north and east, and with appropriate officials in Baja California and has been correlated with the Land Use Element of the County General Plan.

The Circulation Element maps also may depict routes located within the territories of incorporated cities. These incorporated area road systems are shown for informational purposes only. The route locations or classifications are not a part of the officially adopted County Circulation Element. County staff will attempt to obtain current information from the appropriate city and make appropriate revisions to the maps on a periodic basis; however, persons desiring accurate and current information are referred to the appropriate city.

Objectives of this Element are to provide a guide for the provisions of a coordinated system of highway routes serving all sections of San Diego County, to help achieve efficiency and economy in this important field of public works, to facilitate the planning to meet street and highway needs in subdivision and other land development programs and to inform the citizens of San Diego county of these plans. With this Plan, separate actions by various agencies and jurisdictions at different times can contribute toward attainment of these goals.

Principles used to develop this Plan are those which constitute accepted contemporary highway planning procedures. They include use of traffic counts, origin and destination surveys, and estimates of future population and the effects of future traffic generators. Corridors to provide appropriate traffic carrying capacity then are proposed along routes, which will serve these calculated traffic volumes. These routes have been adjusted to conform with topography and other significant natural and cultural features which necessarily influence their location.

### Provisions Applicable to Unincorporated Area

It is the intent of the Circulation Element to preserve a corridor uninhabited by any permanent structure for future road right-of-way for each and every road shown on the Circulation Element. It is the intent of the Circulation Element that all land developments conform to the Circulation Element. It is the intent of the General Plan that in road matters the Circulation Element shall supersede any proposal of any Community, Subregional, or Development Plan.

The Circulation Element serves to designate those roads in the unincorporated area of the County, which under state law constitute the County's select system of major roads for the purpose of determining eligibility for improvement with certain specified Highway User Tax Funds. The title "Circulation Element" used on this Plan corresponds to the term "General Master Plan" as used in Section 186.4(3) of the Streets and Highways Code of the State of California.

The corridors shown on this Plan are grouped into classes according to the character of service they are intended to provide. It is important to recognize that individual corridors do not serve travel independently of the network. Rather, most travel involves movement through the network. The classifications shown on this Plan are intended to define the nature of the travel and service that a particular corridor provides.

The classifications shown on the Plan identify corridor widths to be protected. Without planning protection the community would be severely hampered in its ability to provide adequate transportation facilities.

The classifications shown on the Plan are:

- A. FREEWAYS satisfy the requirements for mobility by providing for major intra and interregional travel. They are corridors which accommodate trips at highest speeds with access only from selected links of the network, consistent with the population and network densities of the area they traverse.
- B. EXPRESSWAYS provide for major intra and interregional travel at high speeds. Expressway standards are designed to permit the road to be converted to a freeway in the future if volumes are sufficiently high. Grade separation would occur at major intersections. Right-of-way width is 146 feet to accommodate 6 travel lanes. Right-of-way is fenced allowing no lot access.

- C. PRIME ARTERIALS primarily satisfy the requirement for mobility, and provide for major interregional travel not included in the freeway system and access is controlled as necessary. Planned corridor width is 122 feet. However, when access and traffic conditions warrant, a 102 foot corridor width may be permitted.
- D. MAJOR ROADS provide for mobility and adjacent access. They are spaced at intervals consistent with population density, to accept travel from Collector Roads and significant traffic generators. They provide traffic service linking areas of the County and cities to the system of arterials and freeways. Major Road locations are determined either by the anticipated traffic volume or by the necessity to designate a continuous uniform thoroughfare system. They accommodate shorter trips at intermediate speeds and serve as feeders to arterials. Access, parking, and intersections are controlled as necessary. Planned corridor width is a minimum of 98 feet.
- E. COLLECTOR ROADS primarily satisfy the requirements for access. They are spaced at intervals consistent with population density, to collect traffic from local roads and neighborhoods or distribute traffic from major and arterial roads to local streets and neighborhoods. They are usually undivided roads which allow low speeds and serve as feeders to major roads and prime arterials. Access, parking, and intersections are controlled as necessary. Planned corridor width is 84 feet.
- F&G. LIGHT COLLECTOR ROADS/RURAL LIGHT COLLECTOR ROADS access is generally controlled, with subdivisions and commercial developments required to provide access roads and common driveways respectively. Residential lots are required to be served from interior residential roads, where possible. Planned corridor widths are 60 feet.
- H. RURAL COLLECTOR ROADS access is controlled with new development required to provide common driveways, access roads and, on occasion, signalized intersections. Residential lots are required to be served from interior residential roads. Planned corridor width is 84 feet.
- I. RURAL MOUNTAIN ROADS access is generally controlled. Lots in subdivisions are required to be served from interior residential roads. Commercial areas are required to be provided with common driveways for access. Planned corridor width is 100 feet.
- J. RECREATIONAL PARKWAYS serve the special purpose of providing for recreational travel through an area of scenic or recreational interest. Such a road is designed primarily for pleasure travel in keeping with the rural or recreational setting that it traverses and serves. Those unique design features to provide for the safe and free flow of traffic to enhance the recreation and pleasure aspects of the roadway facility are contained in the County Road Standards. Planned corridor width is a minimum of 100 feet.

At such time as any road is constructed or improved, it will not necessarily be constructed to the ultimate section possible within the protected corridor. Appropriate stage construction to the degree made necessary by traffic is anticipated.

It is recognized that is not humanly possible to anticipate all situations that may arise and to prescribe classifications and standards applicable to every situation. It is anticipated that the classifications and standards will be applicable to a vast majority of cases, but they are not inflexible rules to which there can be no exception. From time to time the Board of Supervisors may allow exceptions where the application of classifications and standards to a specific situation results in unusual and unreasonable hardship and when it is not detrimental to the public interest that an exception be made.

## CHAPTER 2

### BICYCLE NETWORK (A Subelement of the Circulation Element)

#### DEFINITIONS

"Bikeway" means all facilities that provide primarily for bicycle travel. The following categories of bikeways are defined in Section 2373 of the Streets and Highway Code.

1. Bike Path or Bike Trail - Class I Bikeway

Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

2. Bike Lane - Class II Bikeway

Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians is prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

3. Bike Route - Class III Bikeway

Provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

The terms Network, Network Plan, or Bicycle Network as used in this subelement shall refer to the corridors shown as the Bicycle Network on the Circulation Element. The following are the Goals and Policies of the Bicycle Network.

#### GOALS

1. PROVIDE FOR THE SAFE AND CONVENIENT USE OF BICYCLES THROUGHOUT SAN DIEGO COUNTY FOR RECREATION AND AS A VIABLE ALTERNATIVE TO THE AUTOMOBILE AS A FORM OF LOCAL TRANSPORTATION.
2. MAXIMIZE CITIZEN PARTICIPATION IN THE PLANNING, PROGRAMMING, AND FINANCING OF BIKEWAYS.
3. UTILIZE THE COMMUNITY PLANNING PROCESS TO THE MAXIMUM EXTENT IN PLANNING FOR BIKEWAYS.
4. UTILIZE PUBLIC PROPERTY, SUCH AS UTILITY AND DRAINAGE EASEMENTS, PARKS, AND LIGHTLY TRAVELED ROADS, WHENEVER POSSIBLE, FOR CONSTRUCTION OF BIKEWAYS.

5. PROVIDE CONTINUOUS BIKEWAYS, AFFORDING SAFE AND CONVENIENT COMMUNITY WIDE ACCESSIBILITY WHILE PRESERVING THE NATURAL ENVIRONMENT TO THE GREATEST EXTENT PRACTICAL.
6. PROVIDE THE RELATED FACILITIES AND SERVICES NECESSARY TO ALLOW BICYCLE TRAVEL TO ASSUME A SIGNIFICANT ROLE AS A FORM OF LOCAL TRANSPORTATION AND RECREATION.
7. ENCOURAGE COMMUTER BICYCLING AS A MEANS TO REDUCE AIR POLLUTION, ENERGY CONSUMPTION, AND TRAFFIC CONGESTION.

#### POLICIES

1. PROGRAM STATE AND FEDERAL FUNDS FOR ACQUISITION AND CONSTRUCTION OF BIKEWAYS.
2. ACTIVELY SEEK NEW SOURCES OF FUNDS FOR THE ACQUISITION AND CONSTRUCTION OF BIKEWAYS.
3. LOCATE BIKEWAYS ALONG DESIGNATED SCENIC HIGHWAYS WHEREVER POSSIBLE.
4. CONNECT CULTURAL FACILITIES, RECREATION AREAS, COMMERCIAL AREAS, AND EDUCATIONAL FACILITIES BY BIKEWAYS.
5. SEPARATE BICYCLES AND AUTOMOBILES WHENEVER IT IS ECONOMICALLY AND PHYSICALLY POSSIBLE TO DO SO WITH EITHER A BIKE LANE OR BIKE PATH.
6. DESIGN BIKEWAYS AS AN INTEGRATED PART OF ALL SUBDIVISIONS AND PLANNED RESIDENTIAL DEVELOPMENTS WITH CONNECTIONS TO THE BICYCLE NETWORK.
7. PROVIDE SECURE STORAGE FOR BICYCLES IN ALL MAJOR ACTIVITY CENTERS, EMPLOYMENT, EDUCATION, COMMERCIAL, AND RECREATION.
8. PROVIDE BIKE CARRYING RACKS OR SPACE FOR BIKES ON PUBLIC TRANSPORTATION VEHICLES CONNECTING TO MAJOR ACTIVITY CENTERS WHEN A NEED IS DEMONSTRATED.

## THE BICYCLE NETWORK PLAN

The Network Plan consists of a diagram shown on Circulation Element map and this text. The map is intended to show the corridors that are needed to provide: a) a circulation system for the County; and b) a connecting link between population centers and recreational and scenic areas.

### Intent of the Plan

It is the intent of the Bicycle Network that each unincorporated community will prepare and submit to the Board of Supervisors for adoption, a more detailed Bicycle Feeder System showing local routes to supplement the Network.

In the preparation of unincorporated community plans, it is intended that the Network as shown on the attached map will either be incorporated into the local Bicycle Feeder System or that a modified Network will be proposed that will serve the needs of the entire County as well as or better than the Network included in this subelement.

It is specifically the intent of the Bicycle Network Plan that all future subdivisions shall be designed to incorporate the Bicycle Network. A subdivision which includes land in the corridors shown on the "Circulation Element -- Bicycle Network" shall provide a bikeway which is consistent with the Planning and Design Criteria for Bikeways in California. The class of bikeway most suitable for each particular bikeway shall be determined as part of the subdivision approval process after receiving a recommendation from the Director of Public Works.

### DESIGN AND STANDARDS

The Planning and Design Criteria for Bikeways in California approved by the Director of the California Department of Transportation shall be included in the County Bicycle Network, as referenced, as the County criteria and standards.

### INCORPORATED AREAS

The Bicycle Network map may also depict routes located within the territories of incorporated cities. These incorporated area bikeways are shown for informational purposes only. The route locations and classifications are not a part of the officially adopted County Circulation Element. County staff will attempt to obtain current information from the appropriate city and make appropriate revisions to the maps on a periodic basis; however, persons desiring accurate and current information are referred to the appropriate city. It is intended that cities may also adopt more detailed Bicycle Feeder Systems showing local routes to supplement both the Bicycle Network which is shown for the unincorporated area and the relevant city's Circulation Element bikeway system.