



**Circulation Element - Trails:  
Staff Recommendation  
(Highlighted in Red)**

Riverside County Planning Commission

October 18, 2009



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## NON-MOTORIZED TRANSPORTATION

A well-planned and built trail system can provide for an improved quality of life for Riverside County residents by providing a recreational amenity and by providing a viable alternative to the automobile. Ideally, this system would connect community centers, residential neighborhoods, recreational amenities, employment centers, *schools*, shopping areas, ~~and~~ activity areas, *and public transit*. Providing a safe user environment can encourage utilization of trails within commercial, office, and residential areas. Use of trails within recreation and natural open-space areas can be encouraged through proper signage and publicity.

### Policies:

- C 15.1 Implement and later expand an effective non-motorized transportation system.
- C 15.2 Seek financing to implement an effective non-motorized transportation system. This funding can include *potential sources* such ~~things~~ as state and federal grants, *County transportation funds, special assessments, developer contributions, redevelopment agency funds, parking meter revenues, and other sources*. (AI 36)
- C 15.3 Develop a trail system which connects County parks and recreation areas while providing links to open space areas, equestrian communities, local municipalities, and regional recreational facilities (including other regional trail systems), *and ensure that the system contains a variety of trail loops of varying classifications and degrees of difficulty and length*.
- C 15.4 *Periodically* review and update the *Trails and Bikeways Plan (Figure C-7) Regional Trail Map* in accordance with the review procedures and schedule of the General Plan, in order to *ensure assure its* compatibility with the other *elements-components* of the County General Plan, and with the similar plans of Western Riverside County Council of Governments, Coachella Valley Association of Governments, Riverside County Transportation Commission, and all jurisdictions within and abutting Riverside County.
- C 15.5 Compliance with the Americans with Disabilities Act (ADA) standards will be assured so as to make the trails system user-friendly.



A *parkway* is located in, along, or adjacent to a stream's floodplain. Ordinarily it extends the length of the stream but may be broken into segments. Road and trailside parks are part of a parkway.

*Regional Trails* are designed to connect parks and provide linkage opportunities between open space areas and regional recreation areas.

*Community Trails* create linkages similar to region trails, but are local serving.

### Multipurpose Recreational Trails

The trails proposed for Riverside County are designed to serve several different groups. They are intended for the use of equestrians, hikers, joggers, non-motorized bikers, as well as the casual walker. Depending on where the trail is located will affect the type of use the trail gets, but all trails are open to all of these uses.

Riverside County currently has one developed trail that it maintains, the Santa Ana River Trail. The Santa Ana River Trail is part of a planned regional trail



extending across multiple jurisdictions from the Pacific Ocean in Orange County to the San Bernardino Mountains in San Bernardino County. Some communities have trails which are built and are maintained by another entity such as a homeowners' association, a community service area, or a local park and recreation district. These trails lack connectivity to other parts of the County trail system, resulting in a fragmented system. Providing connectivity between County trails and between County trails and State and Federal trails, historic trails, and trails in other jurisdictions, will be instrumental in creating a usable trail system.

*The Riverside County Regional Park and Open Space District will prepare and adopt a Trails Development Standards Policy Manual, which will be used by the District in all trails planning, construction, and maintenance activities.*

Riverside County has ~~four~~ several types of recreational trails *and in addition, several sub-classifications, and other categories of trails, as described below:*

*Class I, II, and III Bikeways – Bikeway standards are addressed in the Bikeways sub-section, below, of the Non-Motorized Transportation section of the Circulation Element. Also addressed below are Combination Class I Bikeways/Regional Trails.*

**Regional Trails** - These are the ~~main~~ *primary long distance* trails within the County, *and are usually designed to provide linkages between communities, regional parks, and open space areas.* They are generally maintained and operated by the Riverside County ~~Regional Parks~~ and Open Space District. ~~They are designed to eventually provide linkages between areas which could be quite distant from each other.~~ They are also designed to connect with *trails in State and Federal parks, forests, and recreational areas* ~~trails~~, as well as trails within *cities and* other jurisdictions. *Regional trails are designed to serve users needing soft trail surfaces, including equestrians, pedestrians, joggers, and mountain bikers. Regional trails will have a easement 20 feet wide and a trail width of 10 feet.*

*There are two types of Regional Trails. "Regional Urban and Rural Trails" are the first type, and they primarily connect communities, parks, and open space areas. They are built with 10' to 12' wide unpaved soft surfaces, and are generally sited within 20' wide (width may be permitted to vary) easements. Regional Urban and Rural Trails are usually intended to be maintained by the Regional Park and Open Space District, by the Transportation Department through Lighting and Landscape Maintenance Districts, or by other entities subject to approval by the County.*

*"Regional Open Space Trails" are intended for both open space areas associated with private developments and for publicly and quasi-publicly managed open space areas, where it is necessary to minimize both the impacts of human usage on the landscape and the level of trail maintenance required. These are generally existing trails, but some new trails may be built. These trails have 2' to 4' wide unpaved surfaces, within easements that are typically 6' to 10' wide. Regional Open Space Trails are usually intended to be maintained by the Regional Park and Open Space District, or by public or quasi-public entities that either own the open space areas or have agreed with the County to accept related open space areas and trails for maintenance.*



(See Figure C-7 for *Regional Trails* cross sections and details)

**Community Trails** - These trails are designed to link areas of a community to the regional trail system and to link areas of a community with each other. Such trails are typically maintained and operated by a local parks and recreation district. *Community Trails are designed for trail users preferring a soft trail surface, including equestrians, pedestrians, joggers, and mountain bikers.* Community Trails *will generally* be 8' to 10' wide, and *be sited within* ~~have an~~ easements ~~of 10 to~~ 14 feet wide. ~~and a trail width of 8 feet.~~ See Figure C-7 for *Community Trails* cross sections and details.

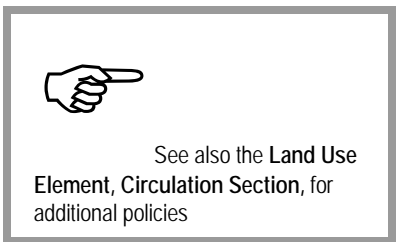
In addition to multipurpose recreational trails, the Riverside County Transportation Department also plans and/or implements a countywide system of bikeways. A system map may be found in Figure C-7. Policies in this section focus on the refinement of the current countywide trails plan and seek to expand implementation of the trail system.

**Historic Trails** – These are designated historic routes that recognize the rich history of Riverside *County*. The Historic Trails designated ~~on the~~ on the Bikeways and Trails Plan, Figure C-7, include: The Juan Bautista de Anza National Historic Trail, the Southern Immigrant Trail, the Pacific Crest Trail and the Bradshaw Trail. The Historic Trails routes designations are graphical representations of the general location of these historic routes and do not necessarily represent a planned Regional, ~~or~~ Community, *or other type of existing or planned Trail.* ~~In some cases, these trails have more detailed planning documents which describe interpretive routes for autos and/or non-motorized modes of Transportation.~~ There *generally* are Regional or Community Trail designations that *could more or less* either follow or parallel these routes, ~~thus~~ providing opportunities to recognize the historic significance of these routes and affording the prospect of developing interpretive centers and signage.

~~*Non-County Public Lands Trails National Forest and BLM Trails*~~ – *Trails on the San Bernardino and Cleveland National Forests, Joshua Tree National Park, Santa Rosa and San Jacinto Mountains National Monument, the public lands managed by the Bureau of Land Management, and other national, state, and local public and quasi-public lands such as those owned by the Nature Conservancy and Wildlands Conservancy that are open to public usage* ~~*National Forest and BLM Trails*~~ are also depicted on the Bikeways and Trails Plan, Figure C-7. Such trails are managed and maintained by the responsible Federal, *state, or other* agencies. While the County has no jurisdiction ~~over such trails,~~ they are shown on the County plan to indicate connectivity. ~~., much as the trails within cities are shown.~~

*Other Types of Trail Classifications:* *In order to accommodate local community needs, some variances in purpose or design standards for certain local trails may be appropriate. Trails plans shown in Design Guideline documents adopted by the County and Lifestyle Corridors are two examples of types of localized trail classifications that may be appropriate at the community-specific level.*

*Design Guidelines have been developed for several of the County's communities, and more may be adopted in the future. The Mecca, Thermal, Vista Santa Rosa, Bermuda Dunes, Desert Edge, Lakeview/Nuevo, and Temescal Valley Design Guidelines each contain some trail development standards that are different from countywide trail standards, and that are unique to those communities. These customized Design Guideline trail standards were prepared*





*with extensive local citizen input, and in close cooperation between the County and special districts that would be involved in the construction and/or maintenance of such trails.*

*Lifestyle Corridors, another specialty trail classification, are actually highly amenitized versions of Combination Trails, and may be appropriate for siting in local communities with very strong equestrian, bicycle, and/or other type of trail usage. These trails are designed to provide frequent, easy access from adjacent residential, equestrian-oriented, commercial, etc. neighborhoods for multiple trail functions, which usually include facilities for bicyclists (both road and mountain bicycles), equestrians, pedestrians, and where appropriate, carts and other non-licensed, personal modes of transportation. For example, lifestyle corridors are a prominent component of the trail system proposal for the Vista Santa Rosa Policy Area.*

#### **Policies:**

- C 16.1 Implement the County trail system as depicted in the Bikeways and Trails Plan, Figure C-7.



**Figure C- 7 Bikeways and Trails Plan**  
(See Separate Maps)



**Figure C- 8 Trails Types Classification Details**  
(See Separate Detail Figures)



C 16.2 Develop a multi-purpose ~~recreational~~ trail network with support facilities which provide a linkage with regional facilities, *and require trailheads and staging areas that are equipped with adequate parking, bicycle parking, restrooms, informative signage, interpretive displays, maps, and rules of appropriate usage and conduct on trails accessed from such facilities.* (AI 35)

C 16.3 Require that trail alignments either provide access to or link scenic corridors, schools, parks, *bus stops, transit terminals, park and ride commuter lots, and other natural areas where feasible.*

Require that all development proposals located along a planned trail or trails provide access to, *dedicate trail easements or right-of-way, and construct their fair share portion of the trails system. Evaluate the locations of existing and proposed trails within and adjacent to each development proposal and ensure that the appropriate easements are established to preserve planned trail alignments and trail heads.*

- a. Require that all specific plans and other large-scale development proposals include trail networks as part of their circulation systems, and that the trails connect with other existing and planned trails, recreation areas, schools, and parks near the development proposals.*
- b. Ensure that existing and new gated communities do not preclude trails from traversing through their boundaries, and require public right-of-way easements through gated communities.*
- c. Provide buffers between streets and trails, and between adjacent residences and trails.*
- d. Make use of already available or already disturbed land where possible for trail alignments.*
- e. Require that existing and proposed trails within Riverside connect with those in other neighboring city, county, federal jurisdictional areas.*

County  
*state, and*

C 16.4 Identify all existing rights-of-way which have been obtained for trail purposes through the land development process.

- a. Once the above task has been accomplished, analyze the existing rights of-way and determine the most expedient method for connecting the parts.

C 16.5 Examine the use of public access utility easements for trail linkages to the regional trails system and/or other open space areas. These potential corridors include, *but are not limited to,* the rights-of-way for:

- a. water mains;*
- b. water storage project aqueducts;*
- c. irrigation canals;*
- d. flood control;*
- e. sewer lines; and*
- f. fiber optic cable lines,*



- g. gas lines,*
- h. electrical lines, and*
- i. fire roads, railroads, and bridges.*

- C 16.6 Adhere to the following trail-development guidelines when siting a trail:
- a. ~~Permit urban trails to be located in or along transportation rights-of-way in fee, utility corridors, and irrigation and flood control waterways so as to mix uses, separate traffic and noise, and provide more services at less cost in one corridor. Permit urban trails to be located outside road rights-of-way or within road rights-of-way with required additional dedicated right-of-way in fee, utility corridors, and irrigation and flood control waterways so as to mix uses, separate traffic and noise, and provide more services at less cost in one (combined functions accommodated) corridor.~~*
  - b. Secure separate rights-of-way for non-motorized trails when physically, financially and legally feasible.
    - i) Where a separate right-of-way is not feasible, maintain recreation trails within the County right-of-way.
  - c. *Develop and implement Use* trail design standards which will minimize maintenance due to erosion or vandalism.
  - d. Maximize visibility and physical access to trails from streets and other public lands.*
  - e. Provide a trail surface material that is firm under foot to minimize erosion and injuries.*
  - f. When a trail is to be ~~reserved~~*obtained* through the development approval process, base the precise trail alignments on the physical characteristics of the property, assuring connectivity through adjoining properties.
  - g. Consider the use of abandoned rail lines as multipurpose “rail-trails” *corridors through the “Rails-to-Trails” program. for multi-purpose trails.*
  - f. Place all recreation trails ~~a~~*safe distances* from the edges of active aggregate mining operations and separate them by physical barriers, *such as fences, berms, and/or other effective separation measures.* Avoid placing a trail where it will cross an active *mined materials* haul route.
  - g. Install warning signs indicating the presence of a trail at locations where regional or community trails cross public roads with high amounts of traffic. *Design and build trail crossings at intersections with proper signs, signals, pavement markings, crossing islands, and curb extensions to ensure safe crossings by users. Install trail crossing signs at the intersections of trail crossings with public roads to ensure safe crossings by users.*
  - h. Design and construct trails that properly account for ~~Take into consideration~~ such issues as sensitive habitat areas, flooding potentials, access to neighborhoods and open space, safety, alternate land uses, and usefulness for both transportation and recreation. when designing and constructing trails.*
  - i. Coordinate with other agencies and/or organizations (such as the U.S. Fish and Wildlife Service and the Department of Transportation) to encourage the development of multi-purpose trails. Potential joint uses may include historic and environmental interpretation, access to fishing areas and other



- recreational uses, opportunities for education, and access for the disabled.
- j. Work with landowners to address concerns about privacy, liability, security, and trail maintenance. (AI 3, 35, 36, 38, 39, 40, 41, 42).
  - k. *Regional Urban, Regional Rural, and Regional Open Space trails should be designed so as to be compatible with the community contexts in which the trails are being sited.*
  - l. *Driveway crossings by trails should be designed and surfaced in a manner compatible with multipurpose trails usage. Except for local, neighborhood-serving trails that are not intended as primary community linkages, select routes for trails that minimize driveway crossings.*
  - m. *Benches, fencing, water fountains, trees and shading, landscape buffers, rest stops, restrooms, and other trail-related amenities shall be provided where appropriate.*
  - n. *All trails along roadways shall be appropriately signed to identify safety hazards, and shall incorporate equestrian crossing signals, mileage markers, and other safety features, as appropriate.*
  - o. *Information about the County's trail system shall be provided at County parks and online in order to make the public aware of the County's trail system.*
  - p. *Trails shall not be sited along sound walls, project boundary walls, and other walls that effectively obstruct visibility beyond the edge of a trail.*
  - q. *All trail surfacing shall be appropriate to the intended array of users of the trail. Soft-surfaced trails shall have smooth, firm, slip-resistant surfacing so as to minimize foot and ankle injuries.*
  - r. *Use already available or disturbed land for trails wherever possible for new or extended trails.*
  - s. *Use pervious pavement or bio-swales along paved trails to assist in maintaining water quality.*

- C 16.7 Require the installation (where appropriate) of a simulated split rail fence with 2 to 3 rails constructed of white PVC material separating road rights of way from adjacent trail easements. (AI 3)

## **Bikeways**

Riverside County's bikeway system is included as part of the County's circulation system *Trails and Bikeways Plan mapping*. Planned bicycle routes are shown on the Bikeways and Trails Plan, Figure C-7. The County uses three types of bike path classifications:

**Class I** - Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow minimized. *The right-of-way for Class I Bikeways may be substantial, separated from roadways by landscaped strips or other barriers. In some cases, Class I Bikeways may be designed and signed to also permit carts.*

**Class II** - Provides a striped lane for one-way bike travel on a street or highway.



*Class III – Provides signage to designate bicycle routes.*

**Class I Bike Path/Regional Trail (Combination Trail)** - This functions as a regional connector to link all of the major bodies of water in Western Riverside County and to provide the opportunity for long-distance users to take advantage of this system for long one-way or loop type trips. This system may also take advantage of existing or planned Class I Bike Paths, Regional Trails, and/or Community Trails for several combinations of easements, connections, or links. Bicycles are also allowed on regional and community trails, which allow all types of non-motorized use. However, Class I bike paths, ~~and~~ Class II bike lanes, *and Class III signed bike routes* are designed for bicycle use only. As with non-motorized trails, a connected system of bikeways is needed to encourage this alternative transportation method among County residents.

### *Combination Class 1/Regional Trails*

*Combination Class 1 Bikeway/Regional Trails (Combination Trails) – Combination Trails include both a Class 1 Bikeway, with a 10’ to 12’ wide paved surface, marked for two-way traffic, for use primarily by bicyclists and pedestrians, and a Regional Urban and Rural Trail, with a 10’ – 12’ wide soft surface, for use primarily by equestrians and pedestrians, located either in tandem on one side of a street, river, or other major linear feature, or in “split” fashion, with one function (Class 1 Bikeway) of the Combination Trail located on one side of the street or other linear geographical feature, and the other type (Regional Urban or Rural Trail) located on the other side of the street or linear feature.*

*Combination Trails generally require 30’ to 40’ wide easements where both components of the trails are situated in tandem on one side of a street or linear feature. Where the trail components are split along a street or other linear feature, the easements required will generally be the same as for Class 1 Bikeways (generally 20’ wide) and Regional Urban and Rural Trails (generally 20’ wide) when built separately. Unless maintained by a County service area (CSA) or a special parks district, Combination Trails are usually maintained by the Regional Park and Open Space District, or by the Transportation Department through a Landscape and Lighting Maintenance District.*

*See Figure C-8 for Combination Trails cross-sections and details.*

#### **Policies:**

- C 17.1 Develop Class I Bike Paths, Class II Bike Lanes and Class I Bike Paths/Regional Trails (Combo Trails) as shown in the Trails Plan (Figure C-7), to the design standards as outlined in the California Department of Transportation Highway Design Manual, *adopted County Design Guidelines (for communities that have them), the Riverside County Regional Park and open space Trails Standards Manual*, and other County Guidelines.
- C 17.2 Require bicycle access between proposed developments and other parts of the County trail system through dedication of easements and construction of bicycle access ways.



- C 17.3 Ensure that the bikeway system incorporates the following :
- a. Interconnection *throughout and between* of cities and unincorporated communities;
  - a. Provision of lanes to specific destinations such as state or county parks;
  - b. Provision for *recreational bicycle riding and* bicycle touring; and
  - c. Encouragement of bicycle commuting. *Encouragement of golf cart commuting within a community.*
  - d. *Connect bikeways to all urban transit centers and systems (bus stops and Metrolink stations).*
  - e. *provide bicycle parking at transit stops and park-and-ride lots.*
- C 17.4 Ensure that alternative modes of motorized transportation, such as buses, trains, *taxi cabs*, etc., plan and provide for transportation of recreational and commuting bicyclists and bicycles on public transportation systems.

### **Acquisition, Maintenance, and Funding of Multipurpose Trails *and Bikeways***

The implementation of a usable trail network in Riverside County will require a combination of several strategies including land acquisition, trail maintenance, and funding for trails. The following policies identify actions which will enable the County to facilitate the creation and upkeep of these valuable facilities.

#### **Policies:**

- C 18.1 ACQUISITION
- a. Promote public/private partnerships for trail acquisition.
  - b. *Seek ways to build a trail system affordably, and seek partners in doing so within a reasonable time frame, in stages, to serve all trail communities, and upgrade system of linkages/destinations.*
  - c. Determine which public and/or private agencies have *existing* easements ~~or existing~~, unused rights-of-way, which potentially could be incorporated as trail linkages throughout Riverside County. Such agencies may include the Riverside County Flood Control *and Water Conservation* District, *regional and local parks districts and transportation agencies*, various utility companies/districts, and Railroad companies, leverage – use roads, dirt roads, as trails routes, to foster partnerships, get the trails built and managed, etc. (*Parks Department and Transportation??*).
  - d. Evaluate the potential use of private-landowner tax credits for acquiring necessary trail easements and/or rights-of-way. A system such as this would allow a landowner to dedicate an easement for trail purposes in exchange for having that portion of the property assessed as open-space instead of a higher land-use category.
  - e. *Seek to connect existing cul-de-sacs to each other, and to trail networks. In rare occasions, this may entail purchasing homes at*



*the ends of streets, constructing the connections, and reselling the homes.*

- f. *Wherever possible and to the extent consistent with overall trail system objectives, use trail designs and locations that minimize construction and maintenance costs.*

C 18.2 **MANAGEMENT AND MAINTENANCE**

- a. Implement maintenance options such as the use of volunteers, associations, or private landowner maintenance agreements, and/or adopt-a-trail programs sponsored by various groups,
- b. Implement methods to discourage unauthorized use of trails by motorized vehicles, which may cause trail deterioration, create an unsafe environment, and/or disrupt the enjoyment of the trails by legitimate trail users. These methods may include the installation of gates and motorcycle barriers, posting signs prohibiting unauthorized activities, or implementing educational programs to encourage the proper use of trails.
- c. Research the potential for, and consider establishing a countywide trail management entity that will facilitate the acquisition of adequate funds for trail maintenance.
- d. Research the potential for, and consider establishing a separate agency within the County to manage and maintain the County’s trails system.
- e. *Use trail designs that remove or limit injury/safety liability concerns.*
- f. *Use trail designs that minimize trail maintenance costs.*

C 18.3 **FUNDING**

- a. Solicit all possible sources of funding to plan, acquire, and construct recreational trails. Sources can include, but not be limited to, development mitigation fees, private foundation grants, and/or funds/assessments from local, regional, State, and Federal government entities.
- b. Persuade local communities to finance their own community trail systems through the use of special tax *assessment* districts. If applicable, these districts should also provide adequate regulation for the keeping of horses.

“

*The development of scenic highways will not only add to the pleasure of the residents of this State, but will also play an important role in encouraging the growth of the recreation and tourist industries upon which the economy of many areas of this State depend.*

”

*-The California Scenic Highway Program (SB1463), adopted 1963*

## SCENIC CORRIDORS

Many corridors in Riverside County traverse its scenic resources. Enhancing aesthetic experiences for residents and visitors to the County has a significant role in promoting tourism, which is important to the County’s overall economic future. Due to the visual significance of some of these areas, several roadways have been officially recognized as either State or County designated or eligible scenic highways. Enhancement and preservation of the County’s scenic resources will require careful application of scenic highway standards along Official Scenic Routes. The roadways designated as Scenic Highways are depicted in Figure C-9.

Policies that seek to protect and maintain resources along scenic highways are incorporated into this section. Also refer to policies outlined in the Multipurpose Open Space Element and Land Use Element, Scenic Corridors section.



*For additional policies related to Scenic Corridors, refer to the Scenic Corridors Sections of the Multipurpose Open Space Element and Land Use Element.*

### **Policies:**

- C 19.1 Preserve scenic routes that have exceptional or unique visual features in accordance with Caltrans' Scenic Highways Plan. (AI 79)
- C 19.2 Wind turbine generators have proven to be a unique tourist attraction.



**Figure C- 9 Scenic Highways**

# County of Riverside General Plan

## **DRAFT** Circulation Element

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## ENVIRONMENTAL CONSIDERATIONS

“

*We are proud of the distinctive identities that our communities now possess and cherish the sense of place that results from them. We want this sense of place and distinctiveness maintained and enhanced in our planning and development activities.*

”

- RCIP Vision

The County's transportation system must be planned, designed, constructed, operated, and maintained in a manner that retains a high level of environmental quality. Transportation system improvements should be implemented to minimize disturbance of the natural environment and other sensitive environmental features covered under California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA) guidelines.

### Policies:

- C 20.1 Ensure preservation of trees identified as superior examples of native vegetation within road rights-of-way through development proposals review process.
- C 20.2 Provide all roadways located within identified flood areas with adequate flood control measures.
- C 20.3 Locate roadways outside identified flood plains whenever possible.
- C 20.4 New crossings of watercourses by local roads shall occur at the minimum frequency necessary to provide for adequate neighborhood and community circulation and fire protection. Wherever feasible, new crossings shall occur using bridging systems that pass over entire watercourses and associated floodplains and riparian vegetation in single spans. Dip or culvert crossings shall be avoided, but, where their use is unavoidable, they shall be designed to minimize impacts on watercourses.*
- C 20.5 In order to protect the watershed, water supply, groundwater recharge, and wildlife values of watercourses, the County will avoid siting utility infrastructure and associated grading, fire clearance, and other disturbances within or adjacent to watercourses, if there are feasible alternatives available, and discourage special districts and other governmental jurisdictions outside of the County's authority, from doing so. Where such watershed utility siting locations cannot be avoided, the impacts on watercourses shall be minimized.*
- C 20.4 Control dust and mitigate other environmental impacts during all stages of roadway construction.
- C 20.5 Protect all streets and highways located within identified blow sand areas from blowsand hazards to the extent practicable.
- C 20.6 Protect County residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along freeways, expressways, and four-lane highways in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels. (AI 107)



- C 20.7 Incorporate specific requirements of the Western Riverside County Multiple Species Habitat Conservation Plan and the Coachella Valley Multiple Species Habitat Conservation Plan into transportation plans and development proposals.
- C 20.8 Avoid, where practicable, disturbance of existing communities and biotic resource areas when identifying alignments for new roadways, or for improvements to existing roadways and other transportation system improvements.
- C 20.9 Implement the Circulation Plan in a manner consistent with federal, state, and local environmental quality standards and regulations.
- C 20.10 Review and monitor proposals for expansion of pipelines for the transport of suitable products and materials, and require mitigation of environmental impacts. In particular, require mitigation of the potential for hazardous chemical or gas leakage and explosion.
- C 20.11 Incorporate specific requirements of the General Plan Air Quality Element into transportation plans and development proposals where applicable. (AI 110)
- C 20.12 Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles. (AI 118)
- C 20.13 Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply.

## TRANSPORTATION SYSTEMS MANAGEMENT

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**Transportation Systems Management (TSM)** addresses the problems caused by additional development, an increased number of vehicular trips, or a deficiency in transportation capacity. TSM strategies are characterized by their low cost and quick implementation timeframe, and focus on utilizing the existing highway and transit systems more efficiently rather than expanding them.

Transportation systems management (TSM) strategies can enhance traffic flow and reduce travel delay along the County roadway system. A more efficient use of the road network can be implemented by the utilization of TSM strategies such as: computerized traffic signals, metered freeway ramps, and one-way streets. Priority should be given to TSM strategies that improve level of service, especially in areas that are currently fully developed, before more costs and capacity increasing strategies are used.

High Occupancy Vehicle (HOV) lanes are a significant part of the southern California region's strategy to provide incentives for carpooling. HOV lanes were installed along State Route 91 as part of the Measure A program and are planned along Interstate 215/State Route 60 through Box Springs. To facilitate further increases in carpooling, the SCAG 2001 Regional Transportation Plan (RTP) identifies new carpool lanes along Interstate 15 from the San Bernardino County Line to State Route 91; on Interstate 10 from Interstate 15 to Riverside County; on Interstate 215 from Interstate 15 to State Route 30, from Interstate 10 to Ramona Expressway, and from Nuevo Road Exit south to Interstate 15; and on State Route 71 from the San Bernardino County line to State Route 91.

### Policies: