



**SUBMITTAL TO THE BOARD OF DIRECTORS
RIVERSIDE COUNTY REGIONAL PARK
AND OPEN-SPACE DISTRICT
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



ITEM
13.2
(ID # 6856)

MEETING DATE:
Tuesday, June 5, 2018

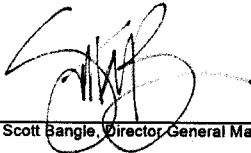
FROM : REGIONAL PARK & OPEN SPACE DISTRICT:

SUBJECT: REGIONAL PARK & OPEN-SPACE DISTRICT: Accept the Riverside County Regional Park and Open-Space District Comprehensive Trails Plan (plan) and Approve First Amendment to ALTA Planning + Design Consultant Services Agreement; [\$0]; CEQA Exempt; All Districts

RECOMMENDED MOTION: That the Board of Directors:

1. Find that the Plan is not a "project" subject to CEQA (CEQA Guidelines, 15378); the plan is exempt from the California Environmental Quality Act (CEQA) pursuant to "common sense" exemption (CEQA Guidelines, 15061); and
2. Direct the Parks Department to submit plan to County Planning Department and work with staff to include plan in the next General Plan Update and CEQA Environmental Review; and
3. Direct the Parks Department to conduct an Initial Study upon implementation of the plan and appropriate CEQA Process for any "projects" resulting from the plan; and
4. Approve the First Amendment to the Consultant Services Agreement between The Riverside County Regional Park and Open-Space District and ALTA Planning and authorize the Chair of the Board of Directors to execute said amendment on behalf of the District; and
5. Direct the Clerk of the Board to file the Notice of Exemption with the County Clerk within five working days of approval of the plan by the Board.

ACTION: Policy

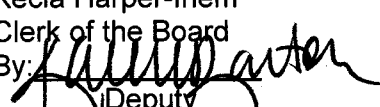


Scott Bangle, Director, General Manager / Park Director 5/22/2018

MINUTES OF THE BOARD OF DIRECTORS

On motion of Director Ashley, seconded by Director Perez and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Jeffries, Tavaglione, Washington, Perez and Ashley
Nays: None
Absent: None
Date: June 5, 2018
xc: Parks, Planning, Recorder

Kecia Harper-Ihem
Clerk of the Board
By: 
Deputy

**SUBMITTAL TO THE BOARD OF DIRECTORS RIVERSIDE COUNTY REGIONAL PARK
AND OPEN-SPACE DISTRICT
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$ 0	\$ 0	\$ 0	\$ 0
NET COUNTY COST	\$ 0	\$ 0	\$ 0	\$ 0
SOURCE OF FUNDS: N/A			Budget Adjustment:	No
			For Fiscal Year:	N/A

C.E.O. RECOMMENDATION: Approve

BACKGROUND

Summary

On March 3, 2016, the Board authorized the District to develop a Comprehensive Trails Plan (Plan) for Riverside County and the Regional Park and Open-Space District (District). The Plan is meant to provide guidance for a sustainable and manageable trails network with revised mapping, updated recommendations for policies, possible ordinances, baseline trail user survey data, and suggested methods to establish a sustainable and funded maintenance program. The goal is to utilize the Plan to inform the next update to the County's General Plan Non-Motorized Circulation Element and projects that implement trails.

The District entered into a Consultant Services Agreement with ALTA Planning + Design Inc. (ALTA) on March 15, 2016 to complete the Plan. ALTA engaged in a public process to complete all elements of the Plan, utilizing a Technical Advisory Committee, public meetings, and several surveys to refine the Plan to its final draft. The draft Plan was presented to the Riverside County Trails Committee and the District Advisory Commission (DAC) on February 1, 2018, and the final Plan was approved by the DAC on March 1, 2018 with a recommendation to forward the Plan to the Board for approval.

The plan is not a "project" subject to CEQA pursuant to CEQA Guidelines, section 15378 (b)(2) and (5), in that it deals with general policy and procedural activities or organizational and administrative activities and does not involve commitment to any specific project that may result in a potentially significant physical impact on the environment. The plan is also exempt from CEQA because it falls within the so-called "common sense" exemption pursuant to CEQA Guidelines, section 15061(b)(3), which indicates that CEQA only applies to projects that have a "significant effect on the environment" as defined in Public Resources Code section 21068 and in CEQA Guidelines, section 15382, as being a substantial, or potentially substantial, adverse change in the environment.

Upon implementation of the plan, the Parks Department will conduct an Initial Study as outlined in the plan and any "projects" resulting from the plan will be subject to CEQA processes.

**SUBMITTAL TO THE BOARD OF DIRECTORS RIVERSIDE COUNTY REGIONAL PARK
AND OPEN-SPACE DISTRICT
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

IMPACT ON CITIZENS AND BUSINESSES

The Plan achieves a balance between function, recreation, and the environment and provides recommendations for a sustainable, manageable, and funded program. The Plan is intended to replace portions of the County's General Plan Non-Motorized Circulation Element in future General Plan review cycles. It addresses the needs of the development community by providing clarity regarding trails and development requirements and makes recommendations for trail alignments as well as connectivity points to local and community trails systems.

SUPPLEMENTAL

Additional Fiscal Information

The original Agreement with ALTA was for a term of two years with one available six-month extension option. The District is exercising the extension option in order to remit the final payment due to ALTA for services provided according to the terms of the Agreement. This extension does not increase the not-to-exceed amount of the original Agreement.

ATTACHMENTS

Riverside County Comprehensive Trails Plan – Final
Riverside CTP Appendices – Final
Signed First Amendment ALTA Planning_CTP
NOE Comp Trails Plan
NOE Attachment – Plan Area


Rohini Dasika, Principal Management Analyst

5/29/2018


Gregory V. Priaplos, Director County Counsel

5/23/2018

**COMPREHENSIVE TRAILS PLANS FOR RIVERSIDE COUNTY REGIONAL PARK
AND OPEN-SPACE DISTRICT**

FIRST AMENDMENT TO CONSULTANT SERVICES AGREEMENT

Between

RIVERSIDE COUNTY REGIONAL PARK AND OPEN-SPACE DISTRICT

And

ALTA PLANNING + DESIGN, INC.

THIS **FIRST AMENDMENT TO CONSULTANT SERVICES AGREEMENT** for design services for the Comprehensive Trails Plans ("1st Amendment") dated March 15th 2016 is entered into by and between the RIVERSIDE COUNTY REGIONAL PARK AND OPEN-SPACE DISTRICT, a special district created pursuant to the California Public Resources Code Div.5, Ch.3, Art. 3, ("District") and ALTA PLANNING + DESIGN, INC., a California corporation, ("Consultant"), sometimes collectively referred to as the "Parties".

RECITALS

- A. The DISTRICT and Consultant have entered into that certain **Consultant Services Agreement** dated March 15, 2016 (the "Original Agreement") for design services for the Comprehensive Trails Plans pursuant to which District has retained the services of Consultant to design Comprehensive Trails Plans Project in Riverside County, more particularly described in the Original Agreement.
- B. The Original Agreement together with this 1st Amendment are hereinafter collectively referred to herein as the "Agreement".
- C. The Parties now desire to amend the Original Agreement to clarify the intention of the Parties concerning the duration of the services to be performed by Consultant and extend the period of performance for services.

NOW THEREFORE, for good and valuable consideration the receipt and adequacy of which is hereby acknowledged by the Parties, the Parties agree as follows:

- 1. **TERM OF AGREEMENT.** Section 2 of the Agreement is hereby amended by adding subsection 2.3 as follows:

The Term of this Agreement shall be extended to be effective upon full execution by both Parties, and continue until the Consulting services of the Comprehensive Trails Plans ("Project") is completed and the notice of completion is recorded by the District, unless the Parties otherwise agree in writing to terminate pursuant to Section 5 of the Agreement. Consultant shall commence performance upon full execution of this Agreement by both Parties and Consultant shall diligently and continuously perform the services thereafter.

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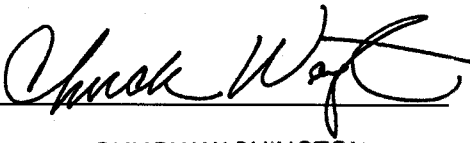
The time for completion of the design services to be performed by the Consultant as amended and clarified herein this Section 2 does not in any way authorize any additional payments to Consultant or increase the not-to-exceed payment amount of Compensation provided in Section 3 of the Agreement. The Parties intended for the duration of this Agreement to continue until such time as the recordation of the notice of completion for the Project.

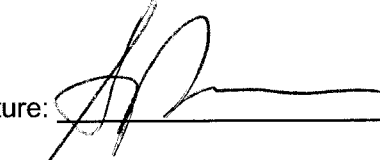
2. CAPITALIZED TERMS. First Amendment to Prevail. Unless defined herein or the context requires otherwise, all capitalized terms herein shall have the meaning defined in the Agreement, as heretofore amended. The provisions of this First Amendment shall prevail over any inconsistency or conflicting provisions of the Agreement, as heretofore amended, and shall supplement the remaining provisions thereof.
3. MISCELLANEOUS. Except as amended or modified herein, all the terms of the Original Agreement shall remain in full force and effect and shall apply with the same force and effect. Subject to the provisions of the Agreement as to assignment, conditions and provisions herein contained shall apply to and bind the heirs, executors, administrators, successors and assigns of the parties hereto. If any provisions of this Amendment or the Agreement shall be determined to be illegal or unenforceable, such determination shall not affect any other provision of the Agreement and all such other provisions shall remain in full force and effect. The language in all parts of the Agreement shall be construed according to its normal and usual meaning and not strictly for or against either Party. Neither this Amendment, nor the Original Agreement, nor any notice nor memorandum regarding the terms hereof, shall be recorded by Consultant.
4. EFFECTIVE DATE. This First Amendment to the Agreement shall not be binding or consummated until its approval by the District Board of Directors and fully executed by the Parties.

IN WITNESS WHEREOF, the parties have executed this First Amendment as of the dates written below.

DISTRICT
RIVERSIDE COUNTY REGIONAL
PARK AND OPEN-SPACE DISTRICT
4600 Crestmore Rd,
Jurupa Valley, CA 92509

CONSULTANT
ALTA PLANNING + DESIGN INC.
617 West 17th Street, Suite 505
Los Angeles, CA 90017

Signature: 

Signature: 

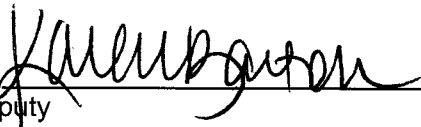
~~Kevin Jeffries~~ **CHUCK WASHINGTON**
Chairman, Board of Directors

Greg Maher, RLA, ASLA
Vice President duly authorized

Dated: JUN 05 2018

Dated: 5/25/18

ATTEST:
Kecia Harper-Ihem Clerk of the Board

By: 
Deputy

(Seal)

APPROVED AS TO FORM:
Gregory P. Priamos County Counsel

By:  Synthia M. Gunzel
Chief Deputy County Counsel

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Riverside
2724 Gateway Drive
Riverside, CA 92507

From: (Public Agency): _____
Riverside County Park and Open-Space District
4600 Crestmore Rd., Jurupa Valley, CA 92509

Original ~~(Negative)~~ Declaration/Notice of
Determination was routed to County
Clerks for posting on.

6/11/18 VB
Date Initial

Project Title: Riverside County Regional Park and Open-Space District Comprehensive Trails Plan

Project Applicant: Riverside County Park and Open-Space District

Project Location - Specific:
Countywide County of Riverside, see attachment

Project Location - City: N/A Project Location - County: Riverside

Description of Nature, Purpose and Beneficiaries of Project:
The Plan is meant to provide guidance for a sustainable and manageable trails network with revised mapping updated recommendations for policies, possible ordinances, baseline trail user survey data, and suggested methods to establish a sustainable and funded maintenance program.

- The three primary goals of the Plan are to:
1. Provide the District with a backbone trail networks leveraging other plans and trails within other jurisdictions
 2. Provide design guidance for accessible, usable trails by all users
 3. Provide Recommendations for future trail management within Riverside County.

The Plan in its entirety provides a framework for recommendations that will serve as a blueprint for future trails planning, maintenance, and development.

Name of Public Agency Approving Project: Riverside County Park and Open-Space District

Name of Person or Agency Carrying Out Project: N/A

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number:
- Statutory Exemptions. State code number:
- Other: The plan is not a "project" subject to CEQA (CEQA Guidelines, § 15378 (b)(2) & (5)); the plan is exempt from CEQA pursuant to the "common sense" exemption (CEQA Guidelines, § 15061(b)(3)).

Reasons why project is exempt:

The Plan is not a "project" subject to CEQA pursuant to State CEQA Guidelines, section 15378 in that it deals with general policy and procedural activities or organizational and administrative activities and does not involve commitment to any specific project that may result in a potentially significant physical impact on the environment. Moreover, the action from the Riverside County Park and Open-Space District (Department) and the County of Riverside Board of Supervisors (Board) is not an "approval" of the actual Plan, but merely recommends that the Plan be submitted to the Riverside County Planning Department for their consideration for inclusion in the next

JUN 05 2018 13.2D

General Plan Update, which would include subsequent CEQA review at that appropriate time. The proposed [REDACTED] action will not create a significant adverse impact on the environment, or limit the choice of mitigation measures or future alternatives pursuant to CEQA, See *Save Tara v. City of West Hollywood* (2008) 45 Cal.4th 116, 138-9 [court relied on the principle that agencies should not take action on a project that forecloses alternatives or limits future mitigation by committing itself to a definite course of action prior to meaningful environmental review.] Lastly, the action fails to meet the required test for a project under CEQA since it can be shown that there is no potential to result in a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment. The action taken by the Department and Board merely directs the Plan to be evaluated and considered by the Riverside County Planning Department. Once the Planning Department has evaluated the Plan – and made any additional changes or alterations – the Plan will be subject to the appropriate CEQA review likely as part of a General Plan Update. Given the potential for future changes and alterations from other departments, full CEQA analysis would be premature at this time and evaluation of potential direct, indirect, or cumulative impacts would be speculative and would not lead to informed decision-making.

Even if the action was determined to be a "project" pursuant to CEQA, it would continue to be exempt from CEQA because it falls within the "Common Sense" Exemption pursuant to State CEQA Guidelines, section 15061(b)(3), which indicates that CEQA only applies to projects that have a "significant effect on the environment" as defined in Public Resources Code section 21068 and in State CEQA Guidelines, section 15382, as being a substantial, or potentially substantial, adverse change in the environment. In accordance with CEQA, the use of the Common Sense Exemption is based on the "general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment." *Ibid.* The use of this exemption is appropriate if "it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment." *Ibid.* This determination is an issue of fact and if sufficient evidence exists in the record that the activity cannot have a significant effect on the environment, then the exemption applies and no further evaluation under CEQA is required. See *Muzzy Ranch Co. v. Solano County Airport Land Use Comm'n* (2007) 41 Cal.4th 372. As discussed above, the action taken by the Department and Board will not lead to the potential for any adverse physical environmental impacts at this time. The action merely directs the Plan – in its current form – to be provided to the Planning Department for their review and future analysis under CEQA. Therefore, the action meets the definition and the intent of the Common Sense Exemption.


Lead Agency Analicia Gomez

951-955-6998

Contact Person: _____ Area Code/Telephone/Extension: _____

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? .D Yes D No

Signature:  Date: 5/20/18 Title: BUREAU CHIEF PLANNING & DEVELOPMENT

D Signed by Lead Agency D Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____



617 W 7th Street, Suite 1103
Los Angeles, CA 90017
(213) 489-7443
www.altaplanning.com

May 25, 2018

Ms. Kyla Brown
Riverside County Regional Park and Open-Space District
4600 Crestmore Road
Jurupa Valley, CA 92509

Re: Riverside County Comprehensive Trails Master Plan

Dear Kyla,

The following are a list of area plans that are included in the Riverside County Comprehensive Trails Master Plan:

Riverside County Plans:

- Riverside County General Plan (2015)
- Comprehensive Park, Resources and Recreation Service Plan (2013)
- Development Impact Fees Study (2013)
- Trail Development Standards (2009)
- Development Impact Fees Study (2013)

Regional Plans:

- Box Springs Mountain Reserve Comprehensive Trails Master Plan (2015)
- Butterfield Overland Trail Project (2015)
- Murrieta Creek Regional Trail Project (2015)
- Santa Ana River Trail Master Plan (2011)
- Coachella Valley Association of Governments Non-Motorized Transportation Plan (2010)
- Temescal Valley Design Guidelines (2007)
- Pacific Crest National Scenic Trail (PCT) Comprehensive Plan (1982)
- Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

Area Plans:

- Desert Center
- East County/Desert Area
- Eastern Coachella Valley
- Eastvale
- Elsinore
- Harvest Valley/Winchester
- Highgrove
- Jurupa Valley
- Lake Mathews/Woodcrest
- Lakeview/Nuevo



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- March Air Reserve Base
- Mead Valley
- Palo Verde Valley
- Reche Canyon-Badlands
- Riverside Extended Mountain (REMAP)
- San Jacinto Valley
- Southwest Area
- Sun City/Meniffee Valley
- Temescal Canyon
- The Pass
- Western Coachella Valley

18 City Plans

- City of Blythe Colorado River Corridor Plan (2007)
- City of Blythe General Plan (2007)
- City of Calimesa Multi Use Trail Manual (2006)
- City of Coachella La Entrada Specific Plan (2013)
- City of Desert Hot Springs Bicycle Plan (2016)
- City of Hemet General Plan (2012)
- City of Lake Elsinore Bicycle and Trail Master Plan (2017)
- City of Meniffee Landscape Standards (2015)
- City of Moreno Valley Bicycle Master Plan (2014)
- City of Murrieta General Plan 2035 (2011)
- City of Palm Springs General Plan (2007)
- City of Palm Springs Downtown Urban Design Plan (2005)
- City of Perris General Plan (2008)
- City of Perris Trail Master Plan (2013)
- City of Riverside Bicycle Master Plan (2013)
- City of Riverside General Plan (2003)
- City of Riverside Parks and Recreation Plan (2003)
- City of Temecula Multi-use Trails and Bikeways Master Plan (2016)

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Maher", is written over a horizontal line.

Greg Maher, RLA, ASLA
Vice President
Alta Planning + Design, Inc.



Riverside County Regional Park and Open-Space District

Scott Bangle, Parks Director/General Manager | Kyla Brown, Assistant Director

DATE: May 24, 2018
TO: Mary Ann Meyer
FROM: Jeanne McLeod
RE: Accounting String for Internal Charges

Please utilize the accounting string below to charge the Park District for any administrative expenses in connection with the attached request:

FUND	DEPTID	ACCOUNT	PROJECT
33120	931800	536780	PK-9700

Please provide a copy of the posted journal via email to Parks-Finance@rivco.org

If you have any questions or experience any difficulties in using the above accounting string, please do not hesitate to contact me.

Thanks!

Jeanne McLeod

Contracts and Grants Analyst



FINAL

FEBRUARY 2018



*Riverside County Regional Park
and Open-Space District*

COMPREHENSIVE TRAILS PLAN



ACKNOWLEDGMENTS

Riverside County Regional Park and Open-Space District

Scott Bangle, CPRP, General Manager

Kyla Brown, CPRE, Assistant Director

Marc Brewer, Senior Park Planner

Shannon Chamberlin, Adopt-a-Trail Program Coordinator

Riverside County Parks Trails Committee

Philip Bremenstuhl, District 1 Member

Patricia Anderson, District 1 Member

Amie Kinne, District 2 Member

Rod Holland, District 2 Member

Robin Reid, District 3 Member

Dean Benson, District 5 Member

Richard Croy, District 5 Member

Jerry Jolliffe, Member-At-Large

Riverside County Comprehensive Trails Master Plan
Technical Advisory Committee

Richard Croy, Menifee Parks, Recreation and Trails Commission

Jerry Jolliffe, Riverside County Parks Trails Committee
Member-At-Large

Eric Lewis, City of Moreno Valley

Phayvanh Nanthavongdouangsy, Riverside County Planning
Department

Ulrich Sauerbrey, Coachella Valley Association of Governments

Alisa Sramala, City of Riverside Parks, Recreation and
Community Services

Kevin Tsang, Riverside County Transportation Department

Christopher Tzeng, Western Riverside Council of Governments

LeGrand Velez, Coachella Valley Association of Governments

Consultants

Alta Planning + Design

Greg Maher, PLA, ASLA

James Powell, ASLA

Emily Duchon

Erin Feehily

Matthew Wild

Donny Donoghue

Kaitlin Scott

Brian Ruscher

Ryan Taylor-Gratzer

Cat Cheng

Jillian Portelance

Jung Lee

Cambridge Systematics

Jonathan Overman

Michael Snavelly



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01

EXECUTIVE SUMMARY

“

The planned trail network has grown to include almost 4,000 miles of trails.”



Context

Riverside County is the fourth largest county in the state, encompassing approximately 7,300 square miles. The County is comprised of 28 cities and over 60 unincorporated communities. Riverside County is divided east to west by the San Jacinto and Santa Rosa Mountains and distinguished by physical characteristics and historic growth patterns. The western portion of the County is roughly half the size of the eastern half and contains the greatest concentration of population in the County. The eastern region is known for its desert terrain and has relatively less populated communities.

Overview

Stakeholders and managing agencies have been involved in a collaborative planning process leading to the development of this plan with clear policies, operational and maintenance requirements, implementation guidance, funding and partnership recommendations, and design standards for trail typologies appropriate for a regional trail system.

The development of this plan has involved field work, mapping and data analysis, stakeholder outreach, and surveys of best practices in California, the Southwest, and nationwide.

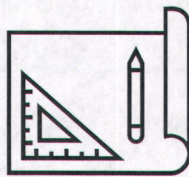
Specific opportunities and challenges have been identified, some of which are physical, socio-cultural, and legal in form.

Plan Goals

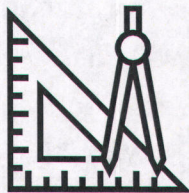
The three primary goals of the Comprehensive Trails Plan are to provide the Riverside County Parks and Open-Space District with the following:

- **A backbone trail network that is feasible, compatible with other plans, leverages trails within other jurisdictions, and closes gaps in a countywide trail system;**
- **Guidance for design of trails which are accessible, usable by a variety of users, and connect to major destinations and other trails;**
- **Recommendations for the future management of regional trails within Riverside County.**

Plan Objectives

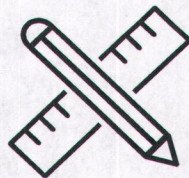


1 Provide an analysis of current trail segments, catalogue the District's inventory of existing trails and trail classifications, and verify trail status;



2 Analyze system gaps, determine property ownership and approaches for property acquisition, where necessary;

3 Develop sustainable trail design guidelines which refine current standards and are compatible with adjacent trail networks;



4 Examine key policy issues related to trails such as: land use, easements, liability, unsanctioned use, illegal motorized trail use;

5 Develop a plan for trail implementation and phasing;



6 Define the District's role, as lead agency or manager of the County trails program, and identify opportunities for other agencies to assume responsibility for the trail network;



7 Identify potential trail partnerships and recommend immediate and long-term funding models;



8 Provide a framework of recommendations that will serve as a blueprint for future trails planning, maintenance, and development;

9 Base recommendations on input from stakeholders, other trail agencies, and local trail users.

Planning Process

Stakeholder Collaboration

Crucial to the formation of the Plan was a continuous and collaborative process with stakeholders. These included representatives from Riverside County, cities within the County, California State Parks, and the County's Trails Advisory Committee. A series of meetings and regular review of interim deliverables helped ensure that stakeholder priorities were met, and specialized, local knowledge informed the plan.

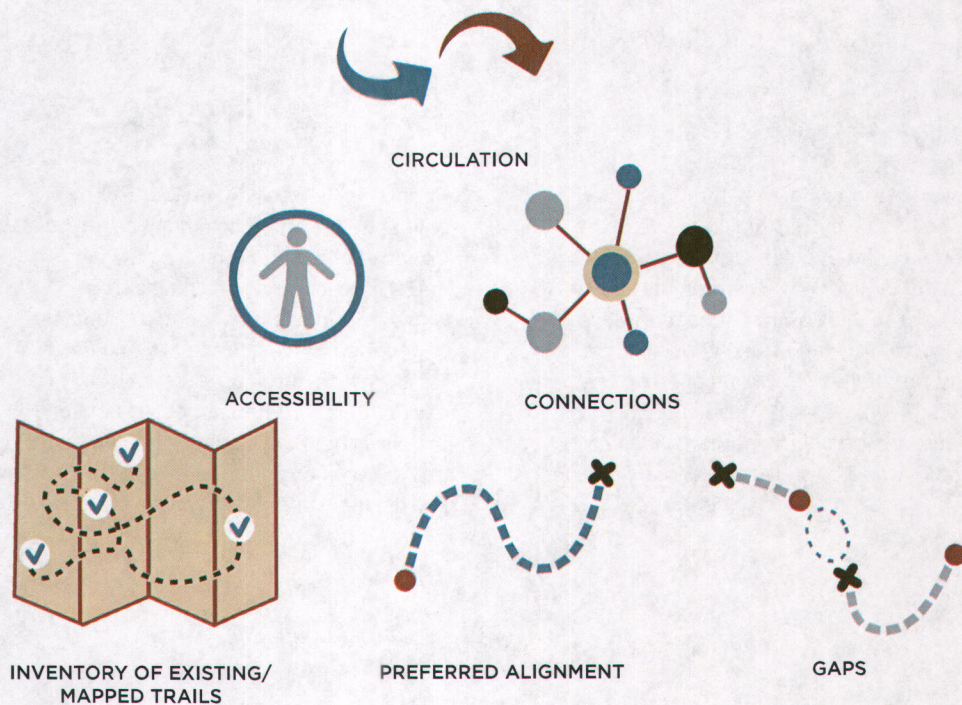
Plan and Data Review

Relevant planning documents and spatial data were reviewed at the federal, state, county, area plan, community, and city level. Plans covering areas outside of County jurisdiction were reviewed to help provide compatibility between adjacent jurisdictions and proposed trails.

Documents and data were reviewed for: existing and planned trail alignments; design recommendations such as trail width, surface, and allowable uses; policies related to planning, funding, building, and maintaining trails; and potential partnerships for trails operations.

Recommendations

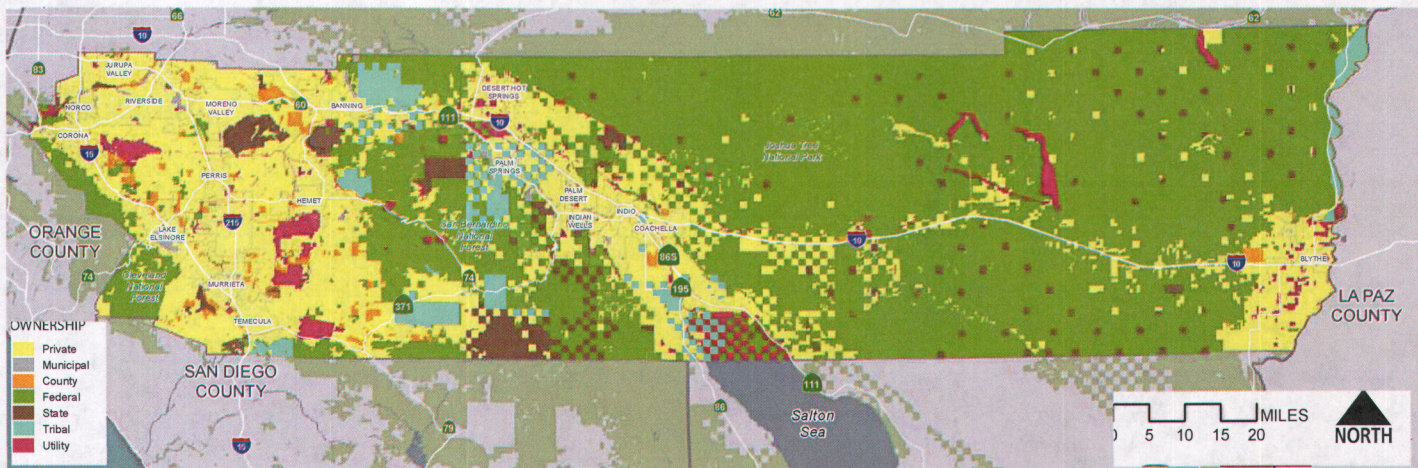
The Comprehensive Trails Plan provides policies, a recommended backbone trail network, and design standards to encourage and promote new trails and improve existing trails. The proposed backbone trail network is constructed primarily from previously planned trails, and recommends alignments to close gaps and reach major destinations. Policies are provided related to trail funding, maintenance, future planning, and operations. Implementation strategies, including funding sources and potential partnerships are also provided. A series of preferred cross sections are recommended for backbone trail development, to accommodate multiple trail user types.



Land Ownership

Riverside County, at 7,300 square miles, is California's 4th largest county, and the ownership of this land greatly influences the potential to build and maintain trails. The County has more than half of its land under federal ownership, largely due to the presence of Joshua Tree National Park, Cleveland, and San Bernardino National

Forests, and large areas held by the Bureau of Land Management. This public ownership provides many recreational opportunities and potential connections for a regional County trail network but also limits the County's planning jurisdiction. The County itself only directly owns 107 square miles of land, most of which is within regional parks.



County Jurisdiction

Beyond land ownership, the County's jurisdiction plays a significant role in the planning and eventual operation of trails. Per County of Riverside Board of Supervisors Policy J-11, the County is encouraged to pursue trails within existing public right-of-way, and will only focus its efforts on regional trails. Overall County jurisdiction falls into areas outside of incorporated cities and lands owned by state and federal agencies.

Existing Trails

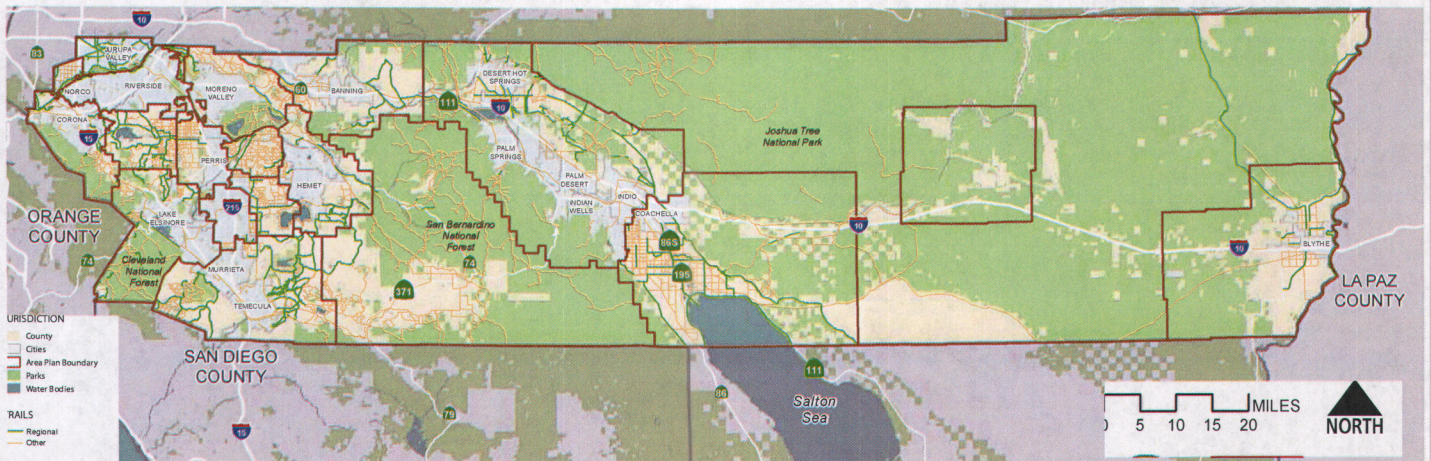
Existing trails within Riverside County are concentrated within communities and in County, State, and Federal public lands. The District currently maintains trails within its parks, but only one trail outside of park boundaries, the Santa Ana River Trail. As such, there does not currently exist a regional, interconnected network of trails across the County, and continuous trail experiences are broken up by jurisdictional and geographical barriers.

Trail Planning

The County's extensive trails network is overseen by the District Trails Committee, housed within the Riverside County Regional Park and Open-Space District. This committee was formed to advise over and make recommendations concerning the acquisition, maintenance and promotion of multi-use trails in Riverside County.

The County is responsible for planning and operating regional trails only, though it maintains data and maps of several other trail types, some existing and some only planned. These trails appear in and are updated in the County General Plan's Circulation Element.

While the County has, through land ownership and jurisdiction, a clear directive of lands which should receive regional trails, it also has a mandate to plan for trails with true regional connectivity. A trail network that is solely planned within County jurisdiction would have limited countywide connectivity. As such, the County has gradually added trails to its planned trail network that could not be implemented by the County.



Previously-Planned Trails

As of 2017, the County's planned trail network (data maintained by County Planning) had reached 3,927 miles, with 2,400 miles of those being potentially within County jurisdiction, and 846 miles classified as regional. While this is a valuable database of potential trail opportunities, it does not provide the District with a clear vision or priority for the implementation or prioritization of future trail

development. This planned trail network were it to be implemented, would form an extensive network across the county and provide a multitude of trail experiences, but is not currently feasible. The County does not have resources or jurisdiction to complete this network, and as such a network that is reduced in scope and prioritized must be proposed.

Opportunities and Constraints

CONNECTIONS

The greatest opportunities for trail development within the County are those which leverage existing trails and public lands. By tying regional trails into trail systems within communities, National Forests and County Parks, the total miles of trails required to create a Countywide network are greatly reduced. Additionally, providing connections to desirable destinations, including those serving employment, retail, recreation, and tourism, will help ensure a trail system that is enjoyed by a variety of users and that enjoys wide-reaching support.

BARRIERS

At 7,500 square miles, the size of the County presents one of the greatest challenges to creating a countywide trail network. Beyond distance, several mountain ranges and large expanses of desert present obstacles to continuous trail routes. Fortunately, these same lands possess great scenic beauty and are also largely under Federal ownership, with internal trail systems that can be leveraged by County trails.

The single most impeding factor to trail network development at the County level is funding. As of 2011, funding to maintain trails was cut from the district budget and even with the possibility of grants to fund new trail construction, maintenance will be an ongoing financial struggle without new funding sources.



Trail Partners

A number of partners throughout Riverside County provide trail users with a high-quality trail experience by operating, maintaining and otherwise supporting trail systems in their respective areas or managed lands. These partners range from the federal to the community level, with varying operational context from each organization.

FEDERAL	STATE	PRIVATE	REGIONAL / COUNTYWIDE
National Park Service	California State Parks	Center for Natural Lands Management	Coachella Valley of Associated Governments
Bureau of Land Management	State of California Department of Fish & Wildlife	Inland Empire Waterkeeper	Desert, Jurupa Area, and Valley-Wide Recreation and Park Districts
US Fish & Wildlife Service	California Coastal Conservancy	Greater Riverside Chamber of Commerce	Riverside County Adopt-A-Trail
US Department of Agriculture		Friends of Hidden Valley Preserve	Riverside Community Health Foundation
Military Installations and Bases		Friends of Riverside Hills	Riverside County Economic Development Agency
US Army Corps of Engineers		Friends of the Coachella Valley Link Trail	Riverside County Habitat Conservation Agency
		Friends of the San Jacinto Mountain County Parks	Riverside County Health Coalition
		Inland Valley Mountain Bike Association	Riverside County Sheriff
		Wildlands Conservancy	Riverside County Transportation Commission
		Sierra Club	Riverside County Transportation Department
			Riverside-Corona Habitat Conservation District
			Southern California Association of Governments
			Western Riverside Council of Governments
			Western Riverside County Regional Conservation Authority
			Jurupa Community Services District (Eastvale)

Trail Policy Updates

The nature of trail development requires careful attention to detail and proactive efforts by stakeholders to ensure a high-quality trail system is ensured through policy. Trail policies should encourage private involvement in trail efforts, community stewardship of trails, ensure ease in managing the trail, and long-term public support, with all of these goals aimed towards the implementation and encouragement of active transportation and recreation. Thus, a number of trail-related policies have been identified as examples and best practices to provide guidance on updating the Riverside County Trails Master Plan. These policies, with accompanying objectives, are described in more detail in Chapter 4.

Guiding Principle: The interconnectedness of trails, regional trails and supporting bikeways and pedestrian infrastructure is integral to the liveliness of Riverside County. Connecting area communities through safe, interconnected, vibrant trails ensures a high quality of life for residents and visitors to the culturally and environmentally rich area. The County will provide a vision for establishing the trail system through a series of regional and local connections while guiding the implementation of management activities by municipalities and other willing partners in the area.

GOAL

PLAN FOR REGIONAL AND LOCAL TRAIL CONNECTIVITY

The Riverside County Parks and Open Space District will retain staff who manage the planning of regional trails countywide. This staff will work with Riverside County Planning to incorporate trail planning into community plans wherever possible and ensure that updated trail planning efforts are incorporated into the General Plan on the regular update schedule. Partnership opportunities shall be explored during trail planning processes, following the guidance of the Trail Partners section of this plan.

GOAL

PROVIDE ACCESSIBLE TRAILS

The County shall create a trail system that is accessible to all users, whenever feasible, is enhanced for users with different abilities, and promotes a safe system.

GOAL

STRATEGICALLY CLOSE TRAIL SYSTEM GAPS

The County will be an advocate, leading coordinator and supporter for closing gaps in the regional trail system. The County will facilitate public-private partnerships to co-locate facilities and services in public and non-public right-of-way. It will also acquire and manage lands, and when appropriate, transfer lands to other entities for management purposes.

GOAL

ADMINISTER THE TRAIL SYSTEM IN AN ECONOMICALLY SUSTAINABLE MANNER

The management of the system shall be supported through the development of Riverside County, users in the system, and other means. It is recommended that the County implement an annual assessment in the support of trail maintenance and development. Commercial and Industrial properties have previously been excluded from these fees. Based upon surveys and research conducted as part of this plan (see Appendix A), it has been found that trails are used for commuting purposes in Riverside County. Adjacent counties and other cities in California do not exclude specific land uses from development fees. It is recommended that these development types are subject to developer impact fees for trails.

GOAL**ENFORCE TRAIL SAFETY, USE, AND JURISDICTION**

The County shall identify the appropriate area under which it is authorized to enforce uses, work with external agencies to ensure collaborative enforcement, and work within its jurisdiction to ensure a safe, high-quality user experience.

GOAL**SIMULTANEOUSLY DEVELOP LAND, TRANSPORTATION, AND TRAIL IMPROVEMENTS**

Development in Riverside County will blend development and transportation impacts into the considerations and needs of the Countywide Trail System. The County will identify trail alignments to be incorporated into plans and to market potential return on investment to developers and commercial areas.

GOAL**DEVELOP HISTORICAL TRAIL ROUTES, THEMES, AND RESOURCES**

Historical and cultural routes located within Riverside County shall be identified and have facilities located that provide for a trail experience along these routes. Identification and listing these routes will provide for additional funding opportunities by external stakeholders, and opportunities for the County to increase tourism.

GOAL**ACTIVELY FUND TRAIL PROJECTS**

The County shall identify a funding approach and strategies for the long term and short term investment in the trail system. This includes the evaluation of past policy changes and the potential creation of new funding sources towards the development of the trail system. Specific funding policies appear in Chapter 4.

GOAL**COORDINATE THE MAINTENANCE AND MANAGEMENT OF THE COUNTYWIDE SYSTEM IN A COLLABORATIVE AND CONSISTENT MANNER**

The County shall coordinate management strategies between agencies and other potential partners to ensure an efficiently managed, countywide trail system. The County shall encourage structures of management that enable the County to more efficiently manage the workload in the trail system. The District shall defer management of the trail to the following agencies, based upon trail conditions:

- Along utility and/or drainage rights-of-way: Riverside County Flood Control District
- Adjacent to or following roadway corridors: Riverside County Department of Transportation

GOAL**LEVERAGE VOLUNTEER GROUPS AND COMMUNITY SUPPORT**

1. Adopt-A-Trail Program: The County will continue its Adopt-A-Trail Program, to support the County in the maintenance, management and ongoing operations of the existing trail system. The County will also consider the expansion of the program to include sponsorships from organizations that choose to enter into agreements as a welcomed component in the County's mission to manage a high-quality trail system. Funds collected from this program shall be exclusively available to the County for programming, maintenance, management and other activities directly related to the trail system.

Backbone Trail Network

The current planning effort undertakes primarily a reductive process, refining previous trail planning efforts in the service of creating a regional trail network that can be prioritized and is feasible for implementation by the County. In order to preserve previous planning work while giving a path forward, trails have been classified into three tiers.

Tier 1 trails form the backbone trail network and represent the highest priority and greatest connectivity for the County. It incorporates historical alignments, regional trails with dedicated plans, those currently existing or under construction, and those with long-distance connectivity. Tier 1 trails proposed in this document are generally intended to be major thoroughfares and will not enter MSHCP areas without review by the Western Riverside Regional Conservation Authority. Where possible, backbone trails provide connections to trails within MSHCP areas.

Additional criteria used to evaluate backbone trails include:

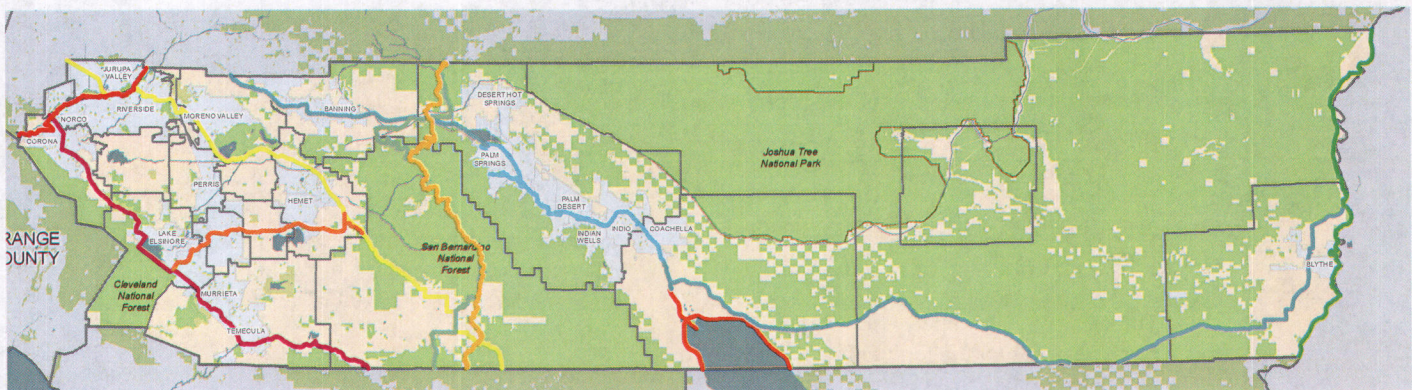
- Population adjacency;
- Connection to destinations;
- Connection to other jurisdictions;
- Available right-of-way;
- Land ownership;
- Ability of the trail to close gaps in the regional network.
- Historic/cultural significance

The tier 1 backbone trail network is depicted in the map below.

Tier 2 trails are those which the County has previously identified as regional but do not provide regional connectivity. Many of these trails are destinations unto themselves, but often form networks internal to parks, without providing external connectivity.

Tier 3 trails are local and community trails, which generally either fall outside County jurisdiction or are comprised of trail networks with only local connectivity. These trails are important as connections to local destinations, and often must be relied upon for connection between regional trails.

Backbone Trail Corridor	Miles
Bradshaw Trail	129.5
California Riding & Hiking Trail (CRHT)	89.0
Colorado River Trail	37.5
CV Link	50.0
Juan Bautista de Anza Historical Trail	84.9
Pacific Crest National Scenic Trail (PCT)	82.2
Salt Creek Trail	37.8
Salton Sea Trail	32.4
Santa Ana River Trail	25.7
Southern Emigrant Trail/ Butterfield Overland Trail	66.8
Total	635.8



JURISDICTION

- County
- Cities
- Area Plan Boundary
- Water Bodies
- Parks

NORTH

0 5 10 15 20 MILES

- Bradshaw Trail
- California Riding & Hiking Trail (CRHT)
- CV Link Trail
- Colorado River Trail
- Juan Bautista De Anza Historical Trail

- Pacific Crest National Scenic Trail (PCT)
- Salt Creek Trail
- Salton Sea Trail
- Santa Ana River Trail
- Southern Emigrant Trail/
Butterfield Overland Trail

Bradshaw Trail

The Bradshaw would follow the historic Bradshaw Trail, extending from southeast to northwest Riverside County. The trail would utilize 100 miles of existing trail and ultimately develop a connection to the CV Link trail as it heads north towards Palm Springs.

California Riding &Hiking Trail (CRHT)

The Proposed California Riding & Hiking Trail (CRHT) would extend nearly 90 miles along mostly existing unmaintained dirt roads, providing an alternate route to the PCT as it travels north from the Juan Bautista de Anza trail towards the Bradshaw Trail.

Colorado River Trail

The proposed Colorado River Trail would extend from the center of Blythe and run along a river canal before connecting with the Colorado River. From there the alignment would run north along the river to the County border. For most of the route, the trail would be within County jurisdiction. In the City of Blythe, the existing trail is functional, though not maintained.

CV Link

The proposed CV Link will be a 50 mile long Class I (paved) path. It will operate primarily within urban areas, connecting to destinations in Palm Desert, Indio, and Palm Springs. Much of the route will follow a dry creek bed, and will, once constructed, serve a wide range of users, including hikers, bicyclists, equestrians, and neighborhood electric vehicles (NEVs).

Juan Bautista de Anza Historical Trail

The Juan Bautista de Anza Historical Trail would run northwest from the southern border of the Riverside County 94 miles along the western side of the San Bernardino National Forest, towards Jurupa Valley in the northwestern corner of the county.

Pacific Crest National Scenic Trail (PCT)

The PCT is a continuous, maintained trail that runs north/south near the center of Riverside County. Within Riverside County, it

is primarily within the San Bernardino National Forest. It does not pass through populated areas. It intersects the Juan Bautista de Anza Historical Trail and the Bradshaw Trail.

Salt Creek Trail

The Salt Creek Trail is a planned combination Class I (paved) and soft surface trail that will run east/west adjacent to the Domenigoni Parkway north of Diamond Valley Lake Reservoir. The trail will provide a connection between two backbone trails: Juan Bautista de Anza Historic Trail in the east, and Southern Emigrant Trail / Butterfield Overland Trail in the west.

Salton Sea Trail

The Salton Sea Trail is a proposed trail that would run along the northern perimeter of the Salton Sea from the county boundary on the east side of the sea to that on the west. As such, it would connect to campgrounds and a number of small populated areas of North Shore and Oasis, and provide recreational access to the Salton Sea. The trail would extend north from the Salton Sea to intersect with The Bradshaw and CV Link.

Santa Ana River Trail

The Santa Ana River Trail is a partially-completed Class I Bike Path that runs adjacent to the Santa Ana River (on the south side). The proposed trail will follow an east/west alignment, in the northwest corner of the County, and connect to two proposed backbone trails: Southern Emigrant Trail and de Anza Trail. 13 miles of the Santa Ana River Trail have been completed. The trail will have two parallel trails, a soft surface trail for equestrian and hikers, and a paved trail for pedestrians and bicyclists.

Southern Emigrant Trail/Butterfield Overland Trail

The Southern Emigrant Trail and Butterfield Overland Trail are historical corridors without existing current trails. Through Riverside County, both proposed trails generally follow the same alignment. The Butterfield Overland Trail recently underwent a thorough planning process (see Appendix E). The result is the most reasonable alignment for the planned trail but still requires environmental review for feasibility..

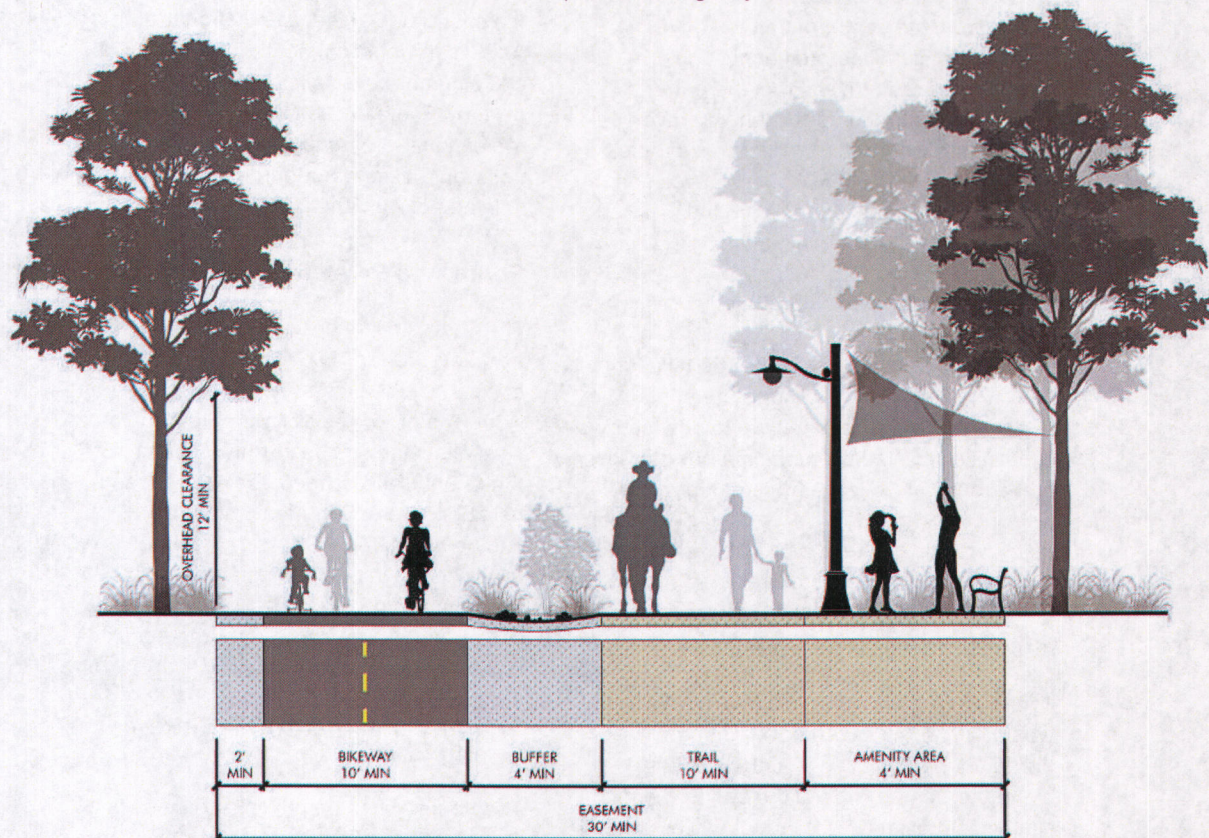
Design Guidelines

The Comprehensive Trails Plan includes cross sections and guidelines that are recommended as updates to the County's existing trail design standards. These sections cover a variety of available easement widths and are intended to serve as the standards upon which the backbone trail network is built.

Guidelines include the treatment of intersections, combinations of trail users, and materials.

Wayfinding

Comprehensive and innovative map, marking, and signing systems (collectively "wayfinding") helps to make trail networks more accessible and desirable. An overarching signage and directional system for the Riverside County trails system will inform and educate users to help them find their way to, from, and along trails. A good wayfinding plan requires an accurate understanding of the regional trail system: its routes, trail types, jurisdictions, destinations, origins, users, and the needs and abilities of those who maintain, manage, and provide emergency services for the trail.



Class I Trail and Side Path w/ amenity area: This trail condition maintains a minimum of 2' shoulder on either side of the bikeway. On the side adjacent to the multi-use trail there is a minimum 4' buffer to provide separation from equestrian users which should be landscaped, and provides an opportunity for green infrastructure. The trail is intended for use by both equestrian and pedestrian, and this condition provides an additional amenity area which should be at a minimum 4' to provide for seating or other amenities.

Implementation Framework

There are a number of steps related to the implementation of a countywide trail system. This framework outlines the necessary components for trail development and leadership within Riverside County. The framework is provided based on the practices of numerous external agencies, including cities, counties, regional and other plans of greater scale.

The primary steps involved with trail development are:

Planning

Concepts

Trail Corridor Master Plan

Coordination

Technical leadership

Regional corridor integration

ENVIRONMENTAL REVIEW

Initial Study

Negative Declaration/Negative Declaration with Mitigation Measures/ Environmental Impact Report (EIR)

Mitigation Monitoring

Design and Construction

Engineering and Landscaping Plan

Construction

Inspection

Management and Maintenance

Maintenance of trail amenities and surface

Management of trail as a public asset

Promotion

Event Planning

Marketing

Enforcement

Ranger Programs

Safety and Law Enforcement

Funding Strategies

Much of the funding for trail construction comes from federal sources passed through to state agencies or local agencies. These funds are often dispersed through competitive grant programs. At the County or local level, municipal bonding, sales taxes, general funds, and fee programs are common sources for sustained and dedicated trails funding. Often, local agencies are opportunistic about the source of funds available for specific trails. Trails that go through property owners associations or special taxing districts may have dedicated funds for on-going maintenance, freeing up general funding sources for other trails.

LONG TERM STRATEGIES

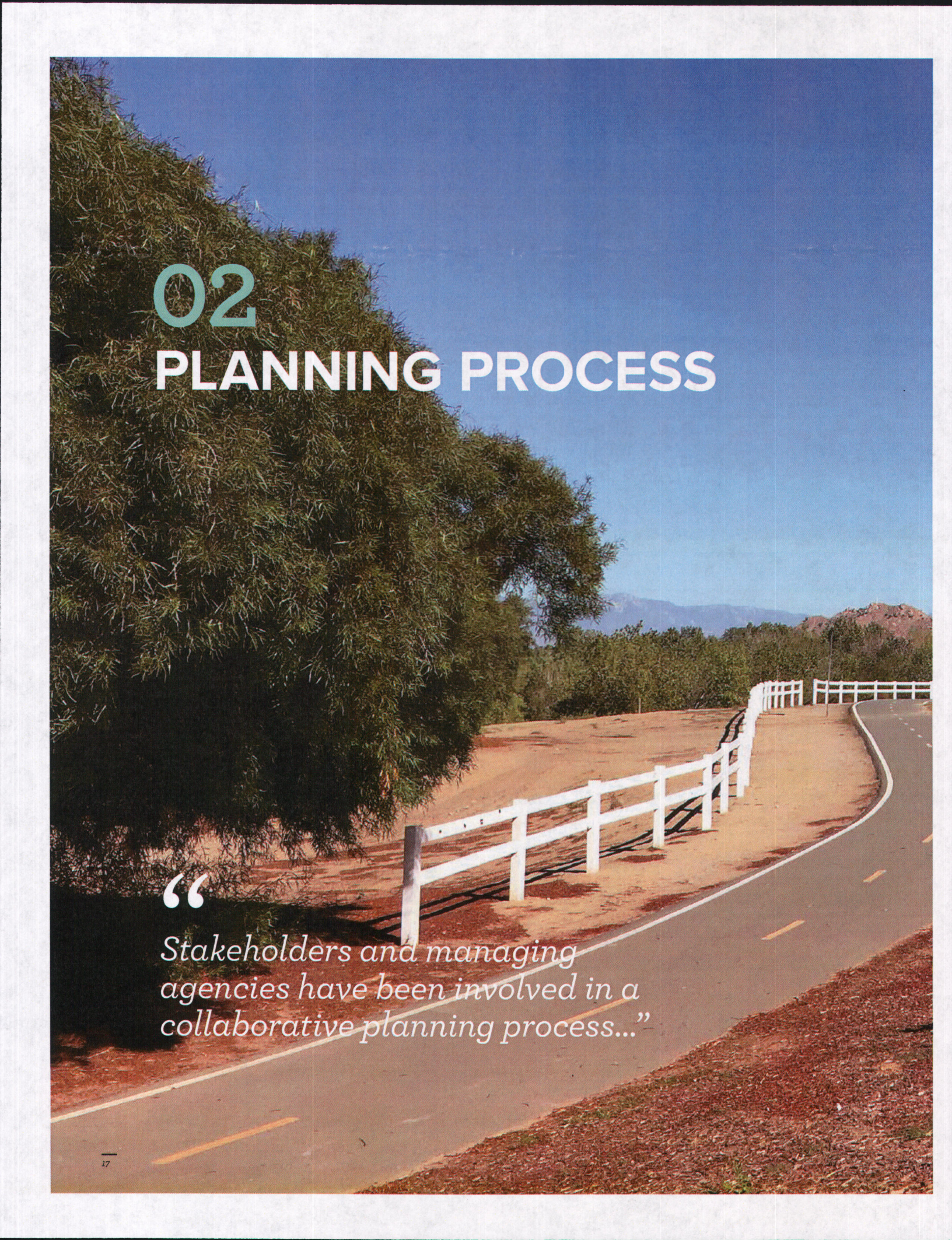
In developing a long-term plan for funding trail network development, many considerations should be made for contingency planning; who will be the implementing and maintaining agency, and where will additional funding come from down the road in case of needed capital. These are important questions and are susceptible to change over time.

SHORT TERM FUNDING

Short term funding strategies typically occur within a narrow timeframe, such as one to three years. In targeting funding resources for trail projects, managers should generally prioritize discretionary or competitive grant programs. However, these funds are distributed nationwide and sometimes only result in marginal gains on an annual basis. Other successful funding pursuits in the near term could come from a diverse set of funding available from not-for-profits, local government funds, and others. Because of the limited timeframe associated with most funding resources, each funding resource may be in a state of flux and requires attention to ensure opportunities are not missed.

Trail Partners in Riverside County

A number of partners throughout Riverside County provide trail users with a high-quality trail experience by operating, maintaining and otherwise supporting trail systems in their respective areas or managed lands. These partners range from the federal to the community level, with varying operational context from each organization. Each partner can provide support to the development of a comprehensive trail network in Riverside County.



02

PLANNING PROCESS

“

Stakeholders and managing agencies have been involved in a collaborative planning process...”



Overview

Stakeholders and managing agencies have been involved in a collaborative planning process leading to the development of this plan with clear policies, operational and maintenance requirements, implementation guidance, funding and partnership recommendations, and design standards for trail typologies appropriate for a regional trail system.

The development of this plan has involved field work, mapping and data analysis, stakeholder outreach, and surveys of best practices in California, the Southwest, and nationwide.

Specific opportunities and challenges have been identified, some of which are physical, socio-cultural, and legal in form.

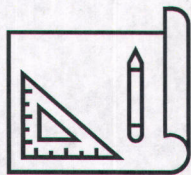
The following pages briefly outline this process.

Plan Goals

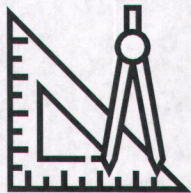
The three primary goals of the Comprehensive Trails Plan are to provide the Riverside County Parks and Open-Space District with the following:

- **A backbone trail network that is feasible, compatible with other plans, leverages trails within other jurisdictions, and closes gaps in a countywide trail system;**
- **Guidance for design of trails which are accessible, usable by a variety of users, and connect to major destinations and other trails;**
- **Recommendations for the future management of regional trails within Riverside County.**

Plan Objectives

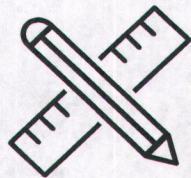


1 Provide an analysis of current trail segments, catalogue the District's inventory of existing trails and trail classifications, and verify trail status;



2 Analyze system gaps, determine property ownership and approaches for property acquisition, where necessary;

3 Develop sustainable trail design guidelines which refine current standards and are compatible with adjacent trail networks;



4 Examine key policy issues related to trails such as: land use, easements, liability, unsanctioned use, illegal motorized trail use;

5 Develop a plan for trail implementation and phasing;



6 Define the District's role, as lead agency or manager of the County trails program, and identify opportunities for other agencies to assume responsibility for the trail network;



7 Identify potential trail partnerships and recommend immediate and long-term funding models;



8 Provide a framework of recommendations that will serve as a blueprint for future trails planning, maintenance, and development;

9 Base recommendations on input from stakeholders, other trail agencies, and local trail users.

Planning Process

Stakeholder Collaboration

Crucial to the formation of the Plan was a continuous and collaborative process with stakeholders. These included representatives from Riverside County, cities within the County, California State Parks, and the County's Trails Advisory Committee. A series of meetings and regular review of interim deliverables helped ensure that stakeholder priorities were met, and specialized, local knowledge informed the plan.

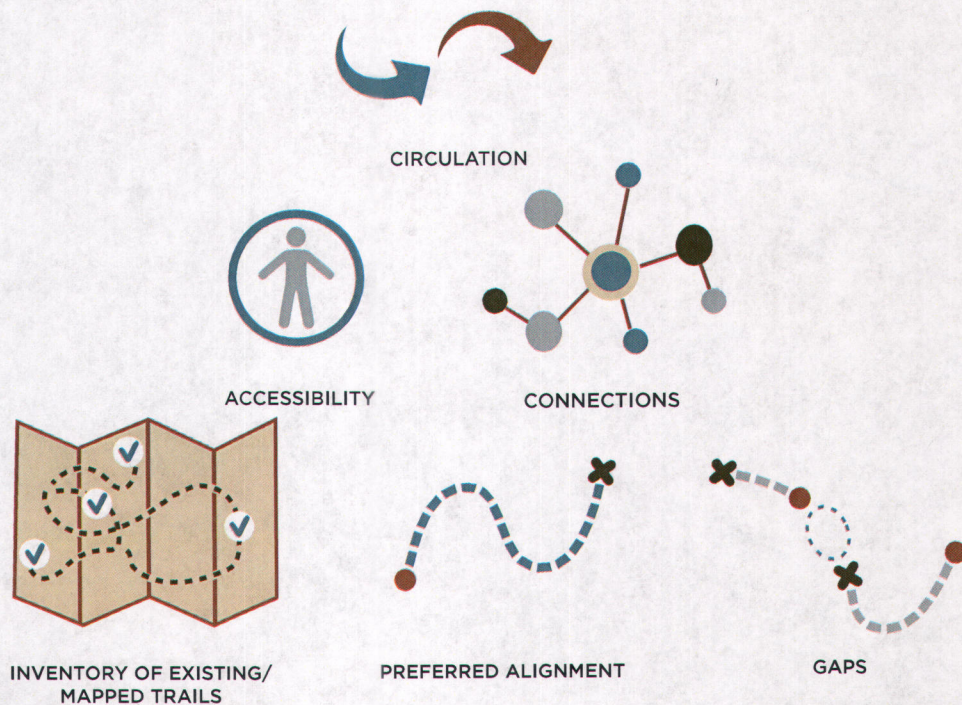
Plan and Data Review

Relevant planning documents and spatial data were reviewed at the federal, state, county, area plan, community, and city level. Plans covering areas outside of County jurisdiction were reviewed to help provide compatibility between adjacent jurisdictions and proposed trails.

Documents and data were reviewed for: existing and planned trail alignments; design recommendations such as trail width, surface, and allowable uses; policies related to planning, funding, building, and maintaining trails; and potential partnerships for trails operations.

Recommendations

The Comprehensive Trails Plan provides policies, a recommended backbone trail network, and design standards to encourage and promote new trails and improve existing trails. The proposed backbone trail network is constructed primarily from previously planned trails, and recommends alignments to close gaps and reach major destinations. Policies are provided related to trail funding, maintenance, future planning, and operations. Implementation strategies, including funding sources and potential partnerships are also provided. A series of preferred cross sections are recommended for backbone trail development, to accommodate multiple trail user types.





03

EXISTING CONDITIONS

“

Riverside county is the fourth largest county in the state...”



County Context

Riverside County is located in Southern California and lies east of Orange County, north of San Diego and Imperial Counties, and south of San Bernardino and Los Angeles Counties. It is the fourth largest county in the state by size and population, and the tenth largest in the United States by population. It encompasses approximately 7,300 square miles and extends from the Colorado River westward toward the Pacific Ocean, a stretch of at least 200 miles. Riverside County is comprised of 28 cities and over 60 unincorporated communities.

Project Area Overview

At over 7,300 square miles, Riverside County covers a highly diverse geography that stretches from Orange County to the California/Nevada state line (see map "Existing Conditions", on p. 24). It is divided into eastern and western portions by the San Jacinto and Santa Rosa Mountains. The San Gorgonio Pass, framed by the San Jacinto and San Gorgonio Mountains, creates a corridor that links these two portions. The San Bernardino and Little San Bernardino Mountains form a portion of the northern boundary while numerous mountain ranges, including those in the Santa Rosa Wilderness and Cleveland National Forest, serve as boundaries along the southern and western edges of the County.

These eastern and western portions of the County are distinguished by their physical characteristics as well as their historic growth patterns. The western portion of the County is roughly half the size of the eastern half and is bounded by the Santa Ana Mountains and Cleveland National Forest on the west and the San Jacinto Mountains and the San Bernardino National Forest on the east.

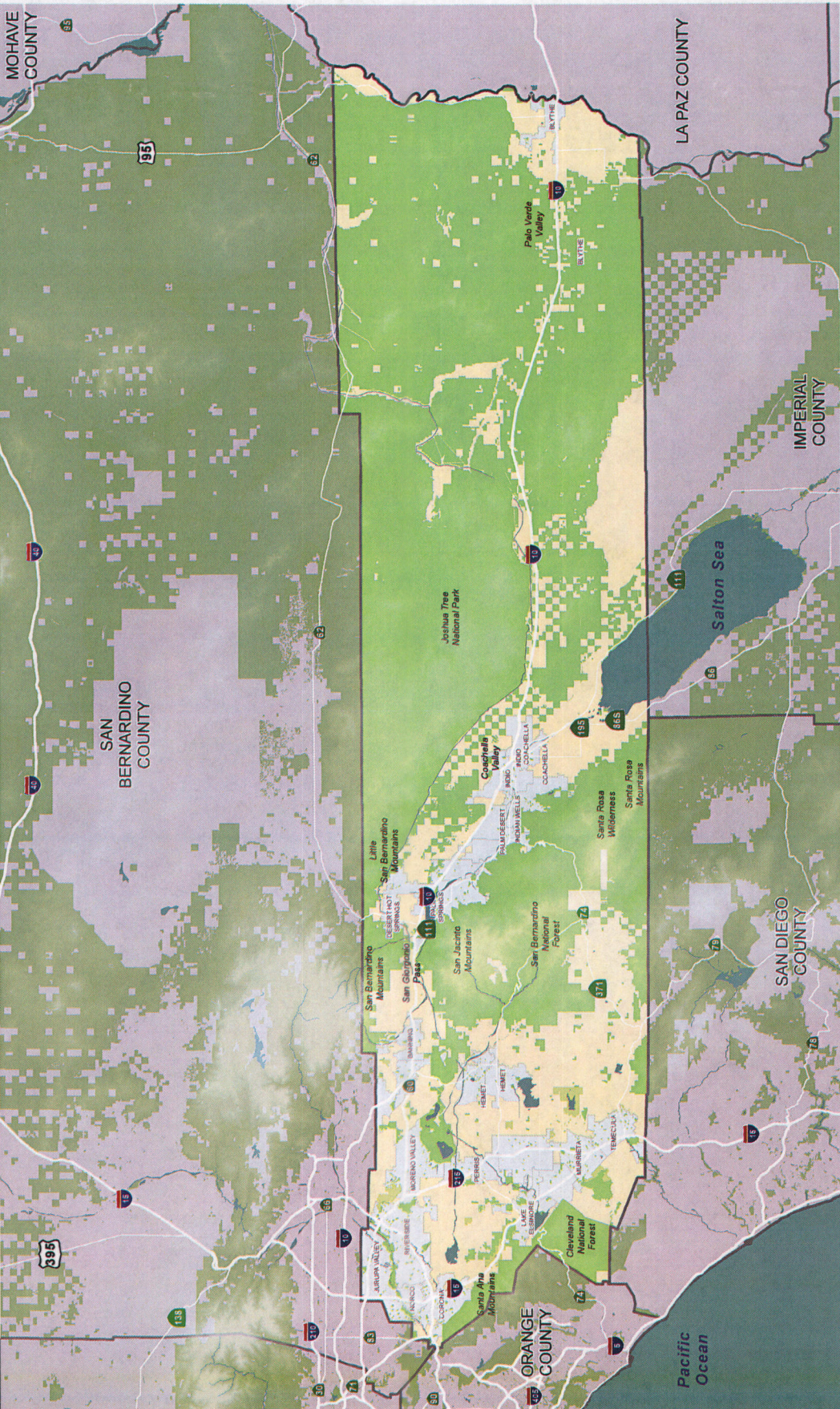
The western portion of the County contains the greatest concentration of population and has experienced the greatest growth pressures. The eastern side of the County is bounded by the Colorado River on the east and the Santa Rosa and San Jacinto Mountains on the west. This portion of the County is known for its desert terrain and has less populated communities. Just east of the San Jacinto Mountains, the Coachella Valley marks the beginning of the desert portion of Riverside County. Joshua Tree National Park forms a natural boundary at the northern end of the Coachella Valley, which extends south to the Salton Sea. A vast expanse of desert wilderness separates the Coachella Valley from the Colorado River where the city of Blythe is located in the Palo Verde Valley.

EXISTING CONDITIONS - COUNTY OVERVIEW

RIVERSIDE COUNTY TRAILS MASTER PLAN

JURISDICTION

- County
- Cities
- Parks
- Water Bodies



* Map is conceptual in nature. Cities or destinations are points of reference only, the map is not intended to be complete.

RIVERSIDE COUNTY REGIONAL PARK AND OPEN-SPACE DISTRICT

The Riverside County Regional Park and Open-Space District (the Park District) was established to acquire, protect, develop, manage, and interpret for the inspiration, use, and enjoyment of all people, a well-balanced system of areas of outstanding scenic, recreational, and historic importance.

The Park District is administered under two Bureaus – the Operations and Resources Bureau and the Business Services Bureau. Housed within the Park District is the

District Trails Committee. This committee was formed to advise and make recommendations concerning the acquisition, maintenance and promotion of all multi-use trails in Riverside County. The Trails Committee consists of 5 members (the Trails Committee was restructured from an 11-member committee to a 5-member committee in August 2017) who are appointed by the Riverside County Board of Supervisors to represent each district within the County and reports directly to the Park & Open-Space District Advisory Commission.



LAND OWNERSHIP

Land ownership effects the protection and use of land, transportation options, and future growth patterns. In Riverside County, the majority of land is protected by public landowners, the greatest being Federal, followed by State and County. These protected lands present opportunities for trail system expansion and partnerships for the collaborative creation and maintenance of trails. Figure 3-1 shows landowner percentages in Riverside County, with more detail found throughout this section.

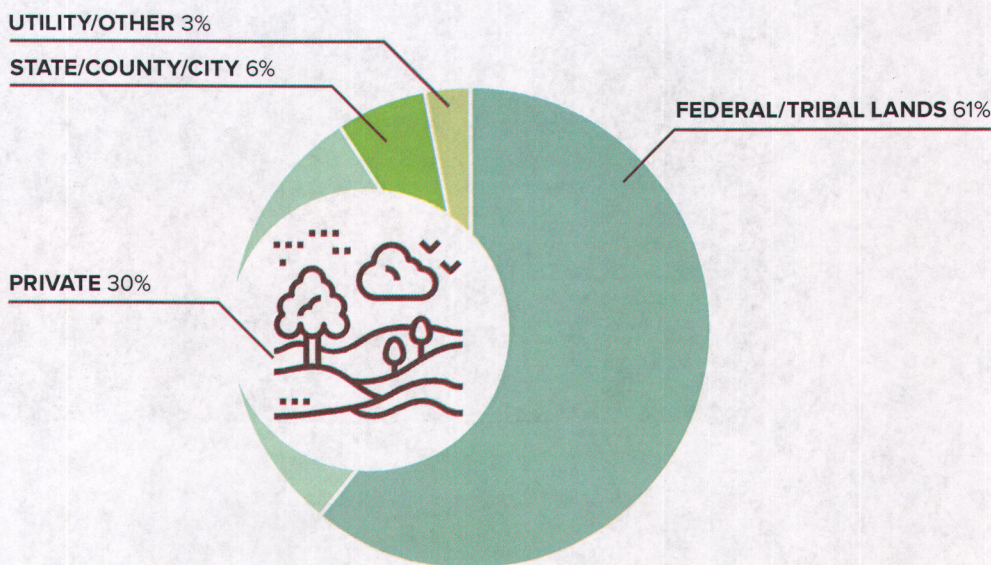
The Federal Government owns the majority (61%) of land in Riverside County. This includes tribal lands spread across several reservations. A number of federal areas are provided special protections, including national forests and national parks. Environmentally sensitive areas are present throughout some of these lands, which limit development but provide partnership opportunities for interlinked trail networks. Many of the mountain ranges in the county are encompassed by federal

land, which, combined with challenging topography, limits development but provides for ideal recreational opportunities.

Privately owned lands account for 30% of land in the area, the next largest landowner category in Riverside County. This land could be used for commercial, residential, agricultural, or other purposes. Privately-owned land could be used for trails, though this is not as common as publicly owned and operated trails. Privately owned trails may have more use restrictions or limit public access. All privately owned lands are subject to environmental plans and protections. Additionally, this land could include easements for other purposes that could affect the use of the land.

City, county and state property make up approximately 6% of land in the County. These lands could include trails, but also often have smaller parcels to utilize when compared to the federal government. 3% of the land in the County is owned by utilities, land conservation agencies and trusts, and other landowners that are not readily categorized.

Figure 3-1: Land Ownership in Riverside County

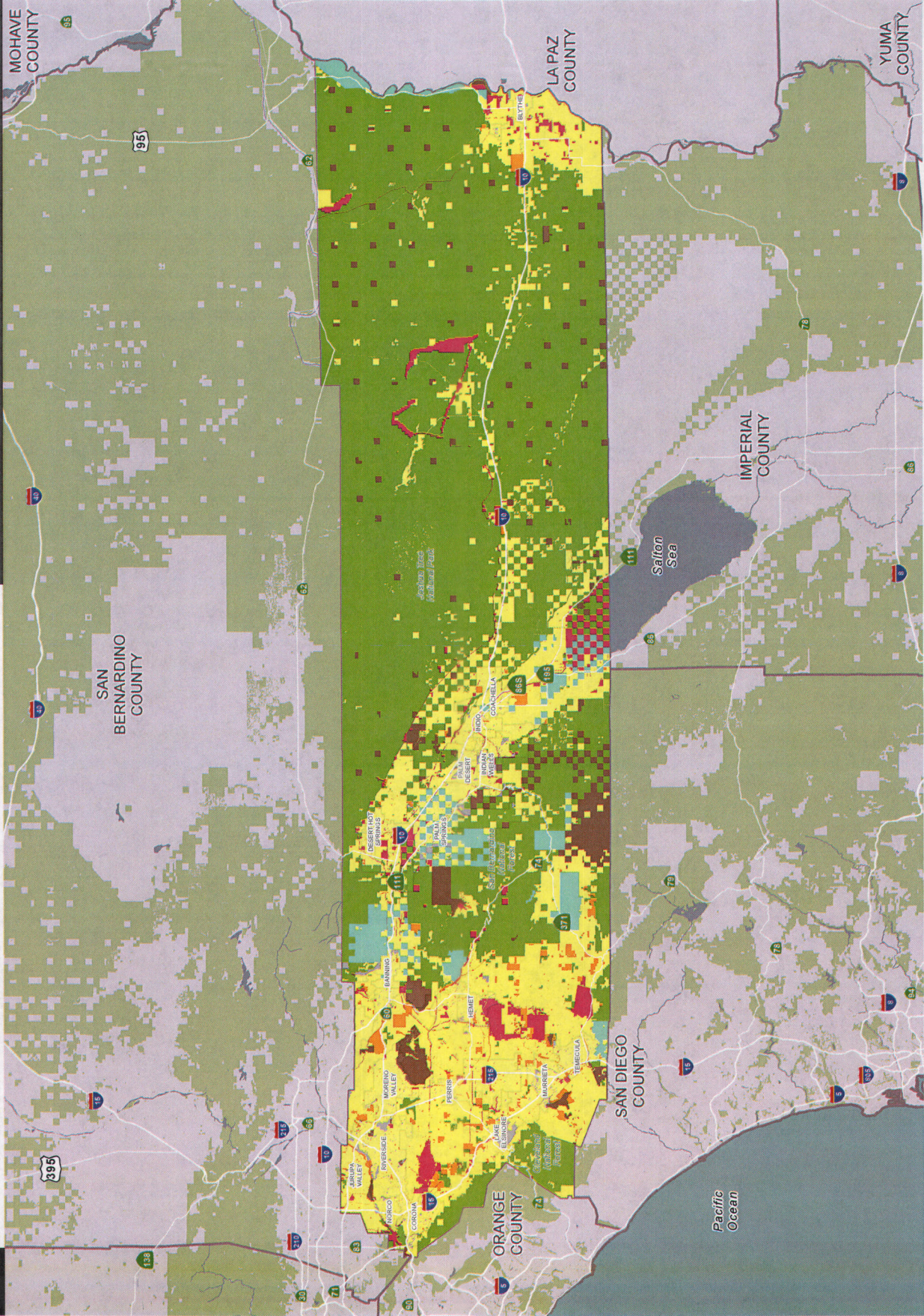


EXISTING CONDITIONS - PARCEL OWNERSHIP

RIVERSIDE COUNTY TRAILS MASTER PLAN

OWNERSHIP

- Private
- Municipal County
- Federal
- State
- Tribal
- Utility



NORTH

MILES

0 5 10 15 20

* Map is conceptual in nature. Cities or destinations are points of reference only; the map is not intended to be complete.

LAND USE CONTEXT

Riverside County is the fourth largest county in California and has a variety of natural settings and ecosystems. These diverse landscapes impact future land uses and provide unique opportunities to develop trails.

Large swaths of land in the County are owned by public entities. Whereas this presents opportunities for future trail development, it also presents a management concern as maintaining trails over a large area can be difficult.

The western portion of the County is the most densely populated. This area borders the Santa Ana Mountains, a natural area which provides for a significant amount of land classified as open space or conservation. Some tribal lands are also located adjacent to these communities in rural areas.

Closer to the center of Riverside County lies the San Jacinto Mountain Range. This range divides western from central Riverside County and also encloses the municipalities located between this range and the Joshua Tree National Forest. This area is home to the Coachella Valley, a national destination for golfers and other recreationalists. The population residing in this area often own second homes or are in retirement; leisurely lifestyles being the focal point of the area. Land uses here are typically low density residential areas with commercial centers.



Planning Context

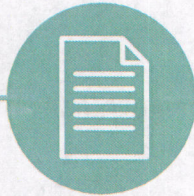
Regional planning for trail network connectivity is a major goal for accomplishing the overall success of Riverside County's system of trails. The County envisions the strategic implementation of projects that connect smaller communities, enabling stakeholders to create partnerships where trails seamlessly transition from community to regionally maintained systems.

The county trail system also is geared toward the integration of multiple types of trails for users of all abilities. The County has a substantial amount of surface types and improvements that have been made to accommodate users of various abilities. Riverside County lends itself well to all types of users (feet, hoof, wheel, or other devices).

There are numerous City, County and Federal plans relevant to trails system in Riverside County. The County is home to regional and federally recognized trails and locally significant trails which connect multiple communities. Given the large amount of lands in public ownership (over 65%), stakeholders should continue to carefully coordinate and implement trails in a collaborative manner.

A number of trail plans have been identified and relevant elements have been incorporated into this plan to further the goal of delivering a high-quality trail system to residents and visitors of Riverside County. The related plans, policies, and design standards have been summarized in the following pages.





RIVERSIDE COUNTY PLANS & STANDARDS

Riverside County maintains several plans with trail-related policies and guidelines. These plans primarily hold jurisdiction over land that does not fall into a municipality or is owned by the state or federal government. However, these other jurisdictions may defer to County trail planning standards where more specific planning documents do not exist.

Riverside County General Plan (2015)

The Riverside County General Plan was updated on December 8, 2015, as the County's main policy document to guide future development. Within the General Plan, there are six required Chapters or "Elements": Land Use, Circulation, Multipurpose Open Space, Safety, Noise, and Housing. There are also three additional Elements in the plan: Air Quality, Healthy Communities, and Administration. The Circulation and Healthy Communities Elements provide guidance on trail planning in the county.

The Plan's Circulation Element is intended to guide the development of the County's circulation system in a manner compatible with the General Plan's Land Use Element. It also aims to provide the County a circulation system that is safe, sensible, and provides efficient movement of people and goods throughout the county. The Circulation Element makes reference to trails and trail infrastructure in the *Non-Motorized Transportation* and *Multipurpose Recreational Trails* sections of this Element.

In the Circulation Element, trails are classified into the following categories:

- **Regional Trails:** primary, long-distance trails, designed to link communities,



regional parks, and open spaces;

- **Community Trails:** trails linking areas of a community to the regional trail system;
- **Historic Trails:** designated historic routes that recognize the history of Riverside County;
- **Non-County Public Lands Trails:** trails within the San Bernardino and Cleveland Nation Forests, Joshua Tree National Park, Santa Rosa and San Jacinto Mountains National Monument, etc.

The General Plan also contains policies regarding pedestrian and bikeway safety and infrastructure, and encouragement of walking and cycling (see Table 3-2, p. 27). Bikeways are classified as Class I (separated right-of-way for bicycles and pedestrians), Class II (bike lanes), Class III (bike routes), and Class I/Regional Trails (which link urban and rural communities).

Policies pertaining to pedestrians encourage:

- Providing safe pedestrian environments
- Maximizing pedestrian visibility and access
- Connecting pedestrians to transit routes and facilities
- Assuring that school children have safe and adequate routes to school (busing, biking, walking)
- Making accommodations for Americans with Disabilities Act (ADA) requirements (including access to transit routes/facilities)

The Plan's Healthy Communities Element provides a framework for translating the General Plan vision for a healthy Riverside County into reality by identifying policies to achieve that vision. Policies referencing trails in the Healthy Communities Element are included in the *Parks, Trails, and Open Space* section, calling for:

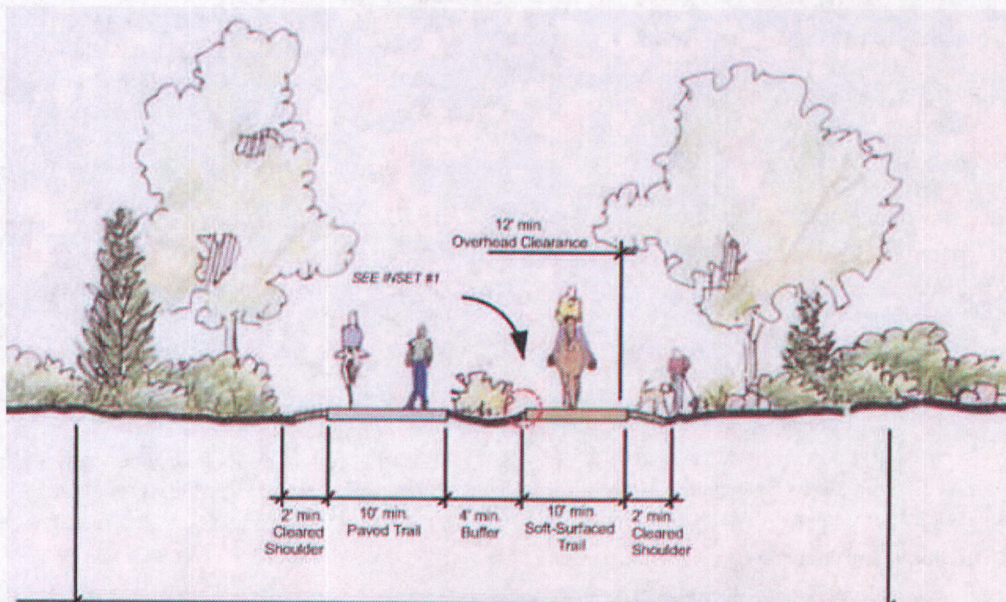
- Increase of access to open space, in part by requiring the development of trail facilities
- Coordination with public entities to allow easements to be used as trails, where feasible

Trail Development Standards (2009)

The Riverside County Trail Development Standards classify trails into five categories: Class I Bikeway, Combination Class I/Regional Trail, Regional Trail, Regional Trail/Open Space Area, and Community Trail. Table 3-2 below discusses these standards more in depth.

Table 3-2. Trail Development Standards

BIKEWAY/TRAIL CATEGORIZATION	PAVING	TYPICAL EASEMENT WIDTH	MAINTENANCE ENTITY
Class I Bikeway	4-inch Rubberized Asphalt	20 to 30 feet	Riverside County Regional Park and Open-Space District
Combination Class I Bikeway / Regional Trails	Rubberized Asphalt, four inches thick	30 to 40 feet	Riverside County Regional Park and Open-Space District
Regional Trail	4-6 inch Stabilized Decomposed Granite	20 feet	Riverside County Regional Park and Open-Space District or TLMA Transportation Landscape & Lighting Maintenance District (L&LMD)
Regional Trail Open-Space Area	None; cleared native earthen material	6 to 10 feet	Riverside County Regional Park and Open-Space District
Community Trail Non-CSA or Non-Local Park District Jurisdiction	4-6 inch Stabilized Decomposed Granite	14 feet	Riverside County Regional Park and Open-Space District



Comprehensive Park, Resources and Recreation Service Plan (2013)

This document identified a selection of 10 trails as a subset of the County's larger planned regional trail network to serve as the backbone of the system. This network was analyzed at a macro scale, and specific routes were not identified for several of the trails. This network has, however, informed the backbone network presented in this document, and where feasible, those alignments have been maintained. The primary routes identified are below (routes primarily use names provided in the 2013 plan; some have been assigned new names in this planning document as noted in "proposed trails" on p.95):

- Santa Ana River Trail, 32.5 miles, Status: Planning/Construction
- Salt Creek Channel Trail, 16.5 miles, Status: Planning
- Pines to Vines Trail, 26 miles, Status: Planning
- Hurkey Creek/McCall and May Valley Trail Network, 40 miles, Status: Construction
- Harford Springs to Mockingbird Canyon Trail, 5 miles, Status: Design Development
- Temescal Canyon Trail, 15 miles, Status: Not Active
- San Jacinto River Trail, 25 miles, Status: Not Active
- Whitewater River Trail, 35 miles, Status: Phased Design Development
- All American Channel, 38 miles, Status: Pending
- Dillon Road Corridor, 7 miles, Status: Pending

Development Impact Fees Study (2013)

This study proposed a fee to generate revenue to fund the share of planned improvements to these region-serving trails attributed to new development in unincorporated areas. The subsequent Development Impact Fee (DIF) program provides a revenue source to help fund facilities that will benefit development in unincorporated areas.

- Each developed mile of trail right-of-way is worth \$500,000 and each natural mile in Riverside County is worth \$300,000.
- The total value of regional trail facilities in Eastern Riverside County is approximately \$41.2 million. The total value of regional trail facilities in Western Riverside County is estimated to be approximately \$112.8 million.
- Regional trail facility impact fee revenue in Eastern Riverside County is anticipated to reach approximately \$5.9 million. This amount is expected to offset the total cost of planned facilities for this portion of the county, leaving no amount of planned facilities unfunded. Trail facility impact fee revenue for Western Riverside County totals an estimated \$5.7 million, leaving approximately \$14.6 million worth of facility costs to be funded by non-fee sources.

Countywide Design Standards (2004)

The 2004 Countywide Design Standards were implemented to incorporate the physical character of a community with the values they respect. These values manifest themselves in development decisions of the institutions of their time. In these guidelines, development applications required certain elements of the applicant. Some of these guidelines related to trails, specifically those mentioned below.

- Reverse Frontage Treatments: Equestrian or hiking trails and bikeways and other recreational facilities shall be integrated into such treatments wherever required by current adopted local and regional trails system plans.
- Additional streets facing common landscape planters should be encouraged in subdivision design for bikeways, recreational trails, neighborhood entry statements and noise buffering.



REGIONAL PLANS

Regional plans are multi-jurisdictional, covering a range of land owners and large areas of the County. These include federal plans, plans for trail systems in regional parks, community plans, and plans for multi-jurisdictional trail projects.

Box Springs Mountain Reserve Comprehensive Trails Master Plan (2015)

This plan focuses on the Box Springs Mountain Reserve in the City of Moreno Valley in northwestern Riverside County. The plan seeks to improve trail quality and connections within the 3,400 acre open space preserve.

The plan dedicates an entire section to trail design guidelines. Subsections include highly detailed descriptive guidance for shared-use paved paths, open space natural surface trails, and railroad crossing design. The plan references Caltrans and FHWA standards, but does not provide plans or cross sections.

Butterfield Overland Trail Project (2015)

This plan analyzes a proposed alignment for a portion of the historical Butterfield Overland Trail through Temescal valley from Lake Elsinore to Corona. The historical Butterfield Overland Stage route was a critical transcontinental route for people and mail to move across the country in the mid 1800's.

The plan provides a descriptive table for three types of trails within the Temescal Valley corridor: Regional Open Space Trail, Community Trail, and Combination Class I Bikeway/Regional Trail. For each, a general definition, location, trail and easement width, and surface material is provided.

Coachella Valley Association of Governments Non-Motorized Transportation Plan (2010)

This plan is an update to a 2001 plan which proposed off-road trails and bikeways established for cities within the Coachella Valley. The plan seeks to make jurisdictions within the Coachella Valley eligible for funding related to trails and biking and to help guide future development within those cities.

The plan provides a section on design and maintenance guidelines, including descriptions of Class I, II, and III facilities with references to Caltrans and AASHTO standards. It also includes descriptions and plans for wayfinding, striping, and bike parking.

Murrieta Creek Regional Trail Project (2015)

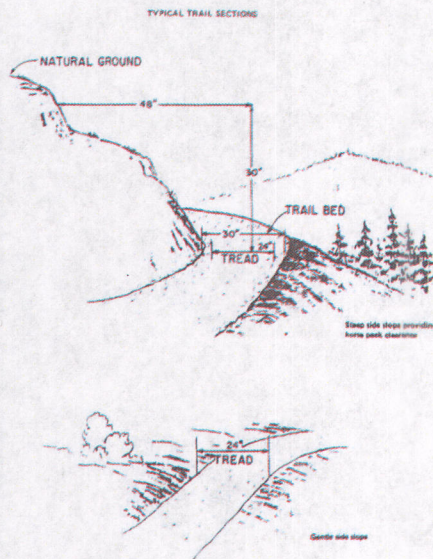
This project, which aims to create a multi-use trail system linking Temecula, Murrieta, Wildomar and Lake Elsinore would also be a component of the larger Southern Emigrant/Butterfield Overland Trail project (See Appendix E).

A section on development considerations provides standards for regional and shared-use class 1 trails. Additionally, loose trail character guidelines, suggested amenities, generic hand-drawn sections, and plans for specific conditions are provided.

Pacific Crest National Scenic Trail (PCT) Comprehensive Plan (1982)

The Comprehensive Plan seeks to establish plans for the development, management, and use of the Pacific Crest Trail which was one of the first scenic trails to be established, in 1968. The hiking and equestrian trail extends from the southern border of the United States north along the Sierra Nevada and Cascade mountain ranges to its northern terminus at the US-Canada border.

The PCT includes guidelines for the design of the trail and surrounding corridor



The plan provides a broad overview of the entire PCT. It provides descriptions for trail design, grades, signage, and trailhead amenities. It is accompanied by simple sections / plans and character sketches.

Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The plan was created to protect a large number of species of plants, birds and animals native to Riverside County. To do so the plan preserves a half-million acres of native habitat. There are two types of trails that are expected within the MSHCP Conservation Area. The first type is existing community trails, which are primarily used by equestrian users. No impacts will be covered and no improvements will be allowed on any of these existing community trails under the MSHCP. The second type of trail is existing adopted regional trails and future proposed regional trails. Covered uses on these existing and proposed regional trails will include hiking, mountain biking, and equestrian use.

Santa Ana River Trail Master Plan (2011)

This plan aimed to develop a trail along the Santa Ana River within the Corona - Norco - Eastvale segment. The plan calls for two parallel trails with a soft surface

trail for equestrian and hikers, and a paved trail for pedestrians and bicyclists.

The plan provides three alternatives and recommends one final alignment for the river trail. It includes specific design goals, designation of trail types, cross sections, plans, trailheads, amenities, initial engineering drawings and environmental documentation. The document provides guidance through the design and construction phases of the project.

Temescal Valley Design Guidelines (2007)

These design guidelines intend to identify a consistent design language for development within the Temescal Valley based off of the unique landscape and historical context of the region.

The design guidelines provide a section on trails, which include general character descriptions for Class I Bikeways, Regional Trails, Community Trails, and Historic Trails. A single generic trail / roadway section is provided, as well as descriptions / plans for historic and interpretive sites.

Temecula Valley Wine Country Community Plan (2017)

The Southwest Area Plan includes twelve specialized policy areas and thirteen specific plans. Of these plans, the Wine Country Community Plan (2017) aims to protect the equestrian rural lifestyle of the Temecula Valley.

The plan includes specific recommendations beyond those present in the area plan, which did not provide multi-use trail connections to wineries and other tourist destinations, such as Lake Skinner and Vail Lake. A trails subcommittee was formed to work with County staff to develop a trails network that addresses the community's needs and provides greater destination linkages. These recommendations have been incorporated into the trails shown in this document.



AREA PLANS

The Riverside County General Plan covers the entire unincorporated portion of the County of Riverside and is supplemented by 19 Area Plans covering Riverside County. Area Plans are identified geographically but not prepared as planning documents for the Cities of Riverside and Norco, East County/Desert Area, and March Air Reserve Base (see Table 3-1). The purpose of the General Plan is to manage the overall pattern of development more effectively. The Area Plans provide a clear and more focused opportunity to enhance community identity within the County of Riverside and stimulate quality of life at the community level.

Area plans help to guide and complement the Riverside General Plan and Vision Statement at a more specific geographical scale. The 19 area plans help identify areas where the County continues to grow, with many area plans noting the need to balance population growth, land development and maintaining community character. Many plans also directly establish guidance for the development of parks and trails.

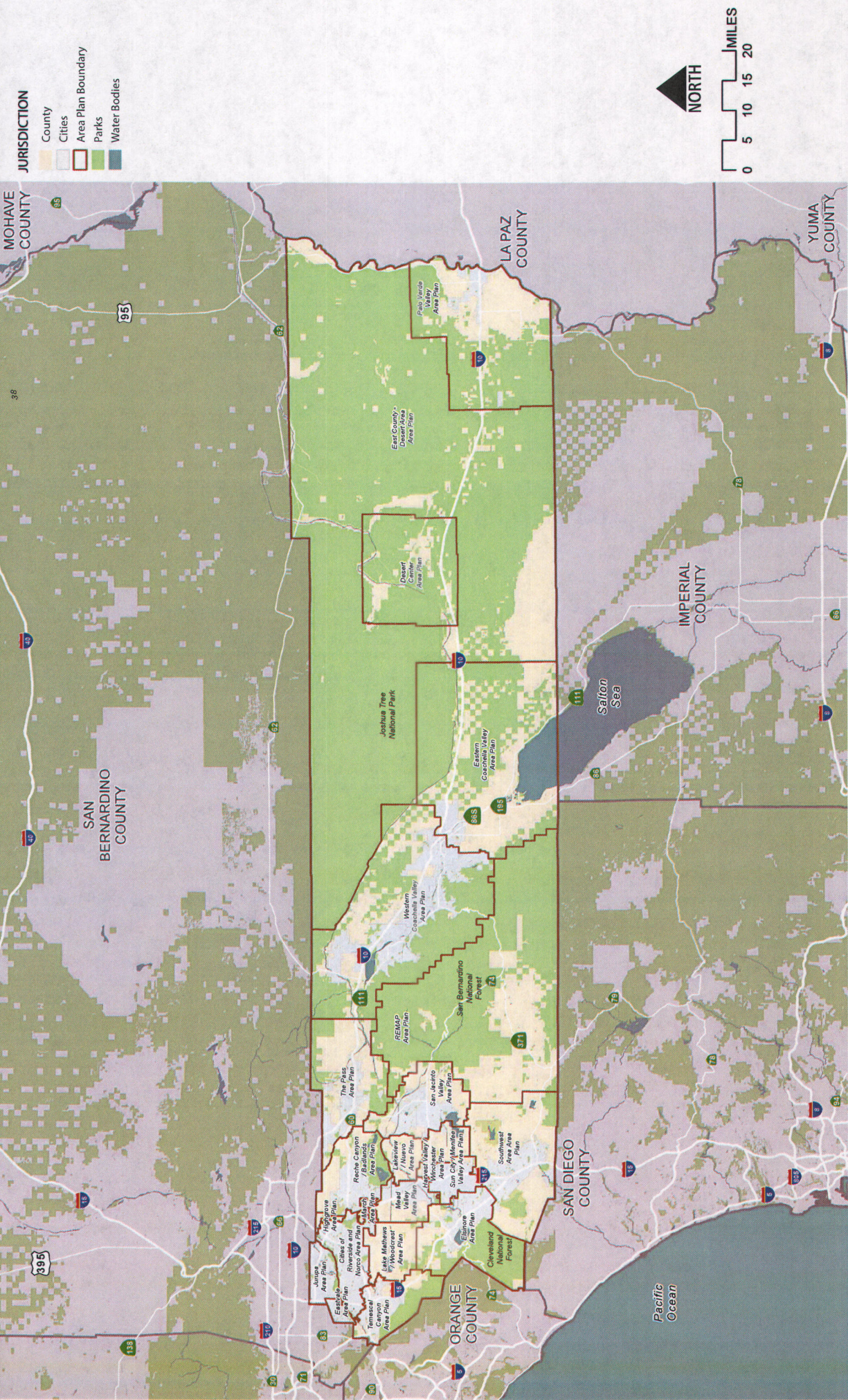
The Santa Ana River Trail is identified within area plans as a component of the County's multipurpose open space system. Beyond the County's context, this trail is a designated national recreational trail that will connect 110 miles of trail system from San Bernardino County in the North to Orange County in the South. Area plans recognize the need for trail planning, and primarily defer to the Trails and Bikeway System in the Non-motorized Transportation and Multipurpose Recreational Trails sections of the General Plan Circulation Element.

Table 3-1.

AREA PLAN	SQ. MILES	MILES OF PLANNED TRAILS	CITIES/COMMUNITIES
Cities of Riverside and Norco	95.51	34.45	Riverside, Norco (a dedicated area plan is not maintained by the County)
Desert Center	291.94	12.43	Desert Center
East County/Desert Area	2,774.01	283.69	(a dedicated area plan is not maintained by the County)
Eastern Coachella Valley	712.10	706.52	Coachella, Mecca
Eastvale	12.72	34.42	Eastvale, southwestern edge of Jurupa Valley
Elsinore	197.40	231.02	Lake Elsinore, Wildomar, Canyon Lake, Temescal Valley
Harvest Valley/Winchester	50.28	123.75	Northeast corner of Menifee, Winchester, Homeland
Highgrove	6.38	229.21	Highgrove, University City
Jurupa Valley	45.13	157.41	Jurupa, northeastern edge of Eastvale
Lake Mathews/Woodcrest	77.68	168.28	Lake Mathews, Woodcrest
Lakeview/Nuevo	43.35	173.01	Lakeview, Nuevo
March Air Reserve Base	6.93	3.93	(a dedicated area plan is not maintained by the County)
Mead Valley	63.64	91.65	Perris, Mead Valley
Palo Verde Valley	468.81	157.80	Blythe
Reche Canyon-Badlands	129.88	190.72	Moreno Valley
Riverside Extended Mountain (REMAP)	857.13	553.91	Anza, Idyllwild, Cahuilla, Castile Canyon, Pinyon Pines, Lake Riverside, Aguanga
San Jacinto Valley	144.62	133.65	San Jacinto, Hemet
Southwest Area	285.70	378.66	Temecula, Murrieta
Sun City/Menifee Valley	47.84	23.46	Menifee, Sun City
Temescal Canyon	107.55	122.70	Corona, Temescal Valley, El Cerrito
The Pass	218.97	133.97	Calimesa, Beaumont, Banning,
Western Coachella Valley	658.03	419.31	Desert Hot Springs, Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, Indio Hills

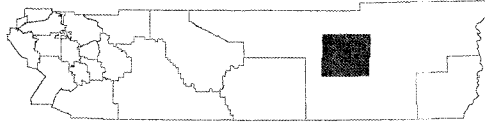
EXISTING CONDITIONS - AREA PLANS

RIVERSIDE COUNTY TRAILS MASTER PLAN



* Map is conceptual in nature. Cities or destinations are points of reference only, the map is not intended to be complete.

Desert Center Area Plan



The Desert Center Area Plan contains no urban areas and is characterized by undisturbed wilderness, distinctive flora such as Joshua trees, sand dunes, mountainous terrain with large rock outcroppings, and high summertime temperatures. The area plan captures unique features in the Chuckwalla Valley and Colorado River Aqueduct. Outside of a number of communities located along roadways, a majority of the area's land uses are designated as rural open space.

The Desert Center Area Plan provides policies that seek to:

- Implement the Trails and Bikeway System as discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.
- Continue to explore opportunities for developing additional trails to serve the Desert Center area.

East County Desert Area Plan



East County Desert Area Plan is the largest area plan but does not have a dedicated planning document. It covers an area that stretches from the northern to the southern borders of the County and includes the Coachella Valley and Blythe. It is primarily comprised of Joshua Tree National Park and surrounding federal lands. The Desert Center Area Plan lies entirely within its borders.

Eastern Coachella Valley Area Plan



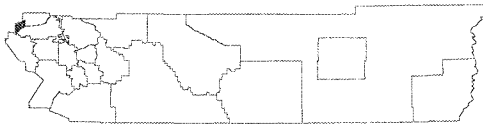
The Eastern Coachella Valley Area Plan covers a large portion of central Riverside County including a large number of unincorporated communities, Joshua Tree National Park, and the City of Coachella. It borders the City of Indio and the City La Quinta, and contains a portion of the Salton Sea and Chocolate Mountain Aerial Gunnery Range. The setting includes mountains, hills, open space and an abundance of agricultural lands.

Policies related to trails contained within the Eastern Coachella Valley Area Plan are:

- All development proposals within the Vista Santa Rosa Policy Area shall include multi-purpose recreational trails and shall provide for potential linkages of such trails to Riverside County's planned trail system as shown in the Non-Motorized Transportation section of the Circulation Element.
- Notwithstanding the Agriculture and Open Space - Rural designations of properties in this area, any proposal to establish a planned community not less than 450 acres in size in the area bordered by Avenue 72 on the north, Avenue 80 on the south, Polk Street and its southerly extension on the east, and the Santa Rosa Mountains on the north shall be exempt (County of Riverside General Plan 26 December 8, 2015) from the eight-year limit and other procedural requirements applicable to Foundation Component amendments provided that:
 - » The project provides for riding and hiking trails along the base of the Santa Rosa Mountains or at other locations as determined to meet the needs of the equestrian community in the Eastern Coachella Valley.

- Implement the Trails and Bikeway System as discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.
- At signalized intersections, special equestrian push buttons (located at heights usable by persons riding on horseback) will be considered and installed where appropriate. Priority shall be given to those signalized intersections identified as trail crossings.
- As resources permit, consideration should be given to the placement of signs along those public rights-of-way identified as regional or community trail alignments alerting motorists to the possible presence of equestrian, bicycle and pedestrian (i.e., non-motorized) traffic.
- Provide for recreational trail use under bridge structures crossing the river, where feasible.
- Require private development along the river to provide for riding, hiking and biking trails and for connection to the countywide system of trails.
- Encourage the formation of equestrian trail, landscape, and lighting assessment districts in lieu of homeowners' associations whenever feasible to ensure continuity of landscape and trail maintenance throughout the community, and to distribute the cost of such maintenance more equally throughout the community which benefits from landscaping or lighting construction.
- Develop a system of local trails that enhance Eastvale's recreational opportunities, link activity centers, and connect with the Riverside County regional trails system.
- Consider the installation of special signalized multi-modal trail push-buttons at signalized intersections.
- Encourage trail overpasses or undercrossings where trails intersect arterials, urban arterials, expressways, or freeways, where feasible.

Eastvale Area Plan



The Eastvale Area is located at a gateway between the counties of Riverside and San Bernardino. Consequently, it plays a pivotal role in the access to and first impressions of Riverside County. Eastvale is facing rapid population and development growth, and is striving to balance environmental protection, land development, and community character. Most of the Eastvale Area is incorporated, with only a few pockets remaining unincorporated. A majority of this area's land uses is classified as low density, which could be an indicator of a bedroom community for adjacent jurisdictions.

The Eastvale Area Plan provides policies that seek to:

- Establish trails and related facilities for riding, hiking, and bicycling for the entirety of the Santa Ana River connecting to the Orange County and San Bernardino Santa Ana River Trails and the countywide system of trails.

Elsinore Area Plan

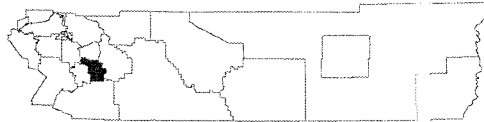


The Elsinore Area Plan contains a number of unincorporated areas including Alberhill, parts of the Cleveland National Forest and the Temescal Valley, and the Cities of Lake Elsinore, Canyon Lake, and Wildomar. Lake Elsinore is entirely contained within this area plan and is the largest natural lake in Southern California. The plan identifies a substantial amount of open space or rural areas, with residential housing primarily located near the aforementioned cities.

The Elsinore Area Plan provides policies that seek to:

- Encourage the maintenance of Temescal Wash, the main drainage within the Temescal Valley, in its natural state, with its ultimate use for recreational and open space purposes such as trails, habitat preservation, and groundwater recharge.
- Implement the Trails and Bikeway System through such means as dedication or purchase, as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.
- Implement the Butterfield Overland Trail Project (see page 35).

Harvest Valley/Winchester Area Plan



The Harvest Valley/Winchester Area Plan contains mountains, lakes, and a system of wide sweeping valleys. The area plan contains a portion of Diamond Valley Lake and a portion of the City of Perris and borders the City of Menifee and Hemet. The land uses contained within this area include medium and low density residential, open space, and recreation areas.

The Harvest Valley/Winchester Area Plan provides for various environmental settings with one trail-related policy, to:

- Maintain and improve the trails and bikeways system as it is discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.



Highgrove Area Plan

The Highgrove Area Plan includes the community of Highgrove, Box Springs Mountain Park, and areas south of the park. The setting contains a number of different ecosystems and types of development, including mountains, hills, and flatlands with agricultural and residential developments. The plan area is surrounded by mountains to the east, San Bernardino County to the north, the City of San Moreno Valley and Reche Canyon/ Badlands Area to the east and southeast, and the City of Riverside to the west. There are several land use designations for the plan area with Box Springs Mountain Park in the center.

Policies related to trails contained within the Highgrove Area Plan includes the following:

- Development applications shall include strategies for minimizing vehicle trips generated within a project's boundaries.
 - » Wherever possible, the developer shall provide onsite amenities which will provide pedestrian, equestrian or bicycling options for making local trips of up to 2 miles (one-way) distance.
 - » The developer shall link these amenities to scenic recreational and transportation corridors in an effort to connect to known existing and planned area trip generators.
 - » In order to implement scenic recreational and transportation corridors and any regional trails proposed to connect thereto, development applicants shall provide easements for public access along a project's perimeter or within or along areas of the project otherwise traversed by rights-of-way dedicated to the public use.

- » Designate the following as scenic recreational and transportation corridors:
 - Pigeon Pass Road, from Mount Vernon Avenue to its terminus in the vicinity of the closed Highgrove Landfill.
- Development applications that designated scenic recreational and transportation corridors within their project boundaries shall construct or cause to be constructed the following recreational and transportation amenities for the use and enjoyment of the general public, according to current applicable Riverside County standards:
 - » A combination Class I bikeway and jogging trail,
 - » An equestrian path
- The precise alignment of a trail shall be based on the physical characteristics of the area. Where practical, trails have been aligned along road rights-of-way and flood control and utility easements.
- Trails will be developed in accordance with current Riverside County design criteria, standards, and practices found in the Non-Motorized Transportation section of the Riverside County General Plan Circulation Element. Function, safety, and scenic quality are the main criteria for their location and design.
- Riverside County's Regional Park and Open-Space District will be responsible for the development and maintenance of such trails. Proposed new non-motorized regional multi-purpose trails for Highgrove include the following:
 - » Along Spring Street, from Michigan Avenue easterly to near the terminus of its publicly dedicated right-of-way, turning northerly to connect to Center Street near its easterly terminus, and continuing generally easterly to the Box Springs Mountains.
 - » From the Box Springs Mountains, at a point of connection with the facility cited in the policy above, continuing generally southerly, crossing Pigeon Pass Road, and connecting to Box Springs Mountain Park.
- » Along Mount Vernon Avenue, from Main Street to its intersection with Pigeon Pass Road.
- » From the Gage Canal, within or along the Springbrook Wash to Mount Vernon Avenue, continuing through or along the wash to a point of connection with the current terminus of Serpentine Road.
- Diamond-shaped warning signage indicating "Warning: Horse Crossing" or depicting the equivalent international graphic symbol shall be installed where practicable at locations where regional or community trails as described in these policies cross public roads with relatively high amounts of traffic. At signalized intersections, special equestrian push buttons (located at heights usable by persons riding on horseback) will be considered and installed where appropriate. As resources permit, consideration should be given to the placement of signs along those public rights-of-way identified as regional or community trail alignments alerting motorists to the possible presence of equestrian, bicycle, and pedestrian (i.e., non-motorized) traffic.
- Develop a system of local trails that enhance the Highgrove area's recreational opportunities and connects with the Riverside County regional trails system.

Jurupa Area Plan



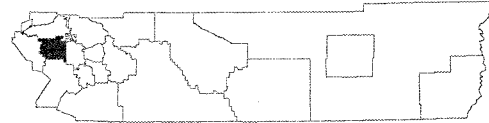
The Jurupa Area Plan covers the Jurupa Valley, a growing municipality. Jurupa is bordered by San Bernardino County to the north and is divided from its southerly neighbors, the

cities of Riverside and Norco, by the Santa Ana River. Distant mountain views, watercourses, and rolling hills appear throughout the area, and are provide both quality ecosystems and development opportunities. Most of the Jurupa Area is incorporated, with only a few pockets remaining unincorporated. A large portion of the land use designations in Jurupa Valley is considered low density residential, with increasing commercial and denser residential located in the eastern portion of the county. There are also sizeable tracts of lands identified as open space or agriculture areas that serve as buffers to the Santa Ana River.

The Jurupa Area Plan provides policies that seek to:

- Establish an assessment district or other funding mechanism for the acquisition of rights-of-way and the construction and maintenance of multi-purpose trails within the Policy Area.
- Establish traffic control along those streets designated as part of the multi-purpose trail system within the Policy Area.
- Establish trails and related facilities for equestrian, hiking, and bicycling for the entire reach of the river connecting to the state- and nationally-designated Orange County and San Bernardino Santa Ana River Trail segments and connected with the countywide system of trails.
- Provide for recreational trail use under bridge structures crossing the river, where feasible.
- Require private development along the river to provide for riding, hiking, and biking trails and for connection to the countywide system of trails.
- Develop a system of local trails that enhances Jurupa's recreational opportunities, links activity centers, and connects with the Riverside County regional trails system.

Lake Mathews/Woodcrest Area Plan



The Lake Mathews/Woodcrest Area Plan includes several unincorporated communities around Lake Mathews and the Lake Mathews Estelle Mountain Reserve. The plan area lies to the south of the City of Riverside, east of the City of Corona, and is bounded by the Temescal Valley. The northern and eastern sections of the plan contain predominately rural and low or very low density residential areas. The northwestern area has pockets of conservation areas.

Policies related to trails contained within the Lake Mathews/Woodcrest Area Plan are:

- Any proposal to increase the residential density such that the total number of dwelling units allowable on the westerly 880 acres exceeds what would be allowed by the mapped densities within that area shall be accompanied with a proposal to increase the size of Harford Springs Park by no less than 200 acres through addition of lands to the east, northeast, and/or south at no cost to the County of Riverside. Such proposals shall be subject to the following requirements:
 - » The proponent shall develop a trail plan for the entire Policy Area in coordination with the Riverside County Park and Open-Space District (RCRPOSD) Trails Planner. The trail plan shall depict the locations of trails, bridges, and trail kiosks. The plan shall also depict trail construction details and trail signage and phasing of improvements. The trail plan shall be subject to RCRPOSD approval.
 - » The proponent shall design a trail-head/day-use parking area at the Harford Springs facility in coordination with the RCRPOSD Park Planner. The parking area shall be designed to

accommodate 25 automobiles and 25 car/truck and trailer combinations, and to include the following elements: decorative post and rail fencing; hitching rails; trail informational kiosk; water service for a drinking fountain and hose bibs for water troughs; a shade shelter; and an enclosure to accommodate two portable restrooms. The final design shall include an implementation and phasing plan, as well as all details necessary for construction, and shall be subject to RCRPOSD approval in coordination with the District Parks Planner. The parking area shall be designed to handle both automobile and car/truck and trailer combinations. An implementation and phasing plan will be developed for future drinking fountains, hose bibs.

- » The proponent shall develop a fencing plan for the perimeter boundary of the area to be added to Harford Springs Park using "T" posts and five strands of smooth wire. The location of the fence and openings for equestrian and trail use are to be coordinated with and approved by the RCRPOSD Trails Planner. The fencing plan shall include a phasing and implementation component
- The development shall provide trails in conformance with Riverside County's regional trails plan and the Circulation and Trails Maps of the Lake Mathews/Woodcrest and Mead Valley Area Plans.
- A small equestrian park and a north-south trail connecting to the trail system in the surrounding community shall be provided on the most southerly 80 acres of the plan area. The remainder of the 80 acres shall be conserved in conformance with Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) policies.
- As Regional and Community Trails are acquired by the County of Riverside within the Lake Mathews Drainage Basin,

appropriate specific mitigation measures shall be prepared and implemented prior to the construction or implementation of any of these trails so that the water quality of Lake Mathews will be fully preserved and protected.

- Develop a system of local trails that enhances recreational opportunities in the Lake Mathews/Woodcrest area and connects with the Riverside County regional trails system.

Lakeview/Nuevo Area Plan

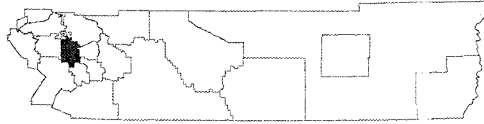


The Lakeview Nuevo Area Plan contains an area largely formed by the San Jacinto River, containing numerous agricultural and developed lands. A number of notable hills and mountain ranges form the eastern boundary of the area, with the San Jacinto Wildlife Area to the north, and the Colorado Aqueduct running east-to-west through the planning area. The land uses consist of more open and rural areas on the eastern side, with a gradual move towards denser commercial and residential uses to the west.

Policies related to trails contained within the Lakeview/Nuevo Area Plan are:

- New development shall incorporate a community trail linkage in concert with other trails objectives,
- Develop, maintain and/or improve the trails and bikeways within the Lakeview/Nuevo Area Plan, Trails and Bikeway System, and as discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.

Mead Valley Area Plan



The Mead Valley Area Plan represents an area in western central Riverside County. The three major land uses are open space, rural communities, and some light industrial. The area plan includes a portion of the San Jacinto River. A number of institutional areas surround the planning area, potentially influencing the area's development.

Policies related to trails contained within the Mead Valley Area Plan are:

- The development shall provide trails in conformance with Riverside County's regional trails plan and the Circulation and Trails Maps of the Lake Mathews/ Woodcrest and Mead Valley Area Plans.
 - » A small equestrian park and a north-south trail connecting to the trail system in the surrounding community shall be provided on the most southerly 80 acres of the plan area. The remainder of the 80 acres shall be conserved in conformance with WRC MSHCP policies.
- Maintain and improve the trails and bikeways system as discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.
- Install diamond-shaped warning signs indicating "Warning: Trail Crossing" or signage depicting the equivalent international graphic symbol at locations where regional or community trails cross public roads with high amounts of traffic, such as Cajalco Road.

Palo Verde Valley Area Plan



The Palo Verde Area Plan covers the southeastern most area of Riverside County. It contains the City of Blythe and features desert and mountain terrain. A majority of the land uses outside of Blythe are rural residential and open space rural, with some tribal lands in the northeast portion of the planning area. A portion of the Colorado River is also located in the planning area.

The Palo Verde Valley Area Plan provides policies that seek to:

- Notwithstanding the agriculture and rural designations of properties in this area, any proposal to establish planned communities in this area pursuant to a Specific Plan of Land Use shall be exempt from the eight-year limit and other procedural requirements applicable to Foundation Component amendments as described in the Administrative Element, provided that:
 - » The project provides for a riverside scenic roadway and/or pedestrian and bike trail system.
- Develop a system of multi-purpose trails that enhances the Colorado River's recreational values and connects with the adopted trails system of Riverside County.

Reche Canyon/Badlands Area Plan



The Reche Canyon/Badlands Area Plan covers an area in the northwest of Riverside County. It contains the City of Moreno Valley, and borders the Cities of Riverside, Perris and Beaumont and the County of San Bernardino. There are a few residential land use designations

with most areas classified as open space, agriculture or conservation. Due to the large number of natural areas, there are numerous trails located throughout this planning area.

The Reche Canyon/Badlands Area Plan provides policies that seek to:

- Ensure the provision and/or preservation of equestrian trails and related facilities in the Reche Canyon/Badlands area.
- Develop a system of local trails that enhances recreational opportunities and connects with the Riverside County regional trails system.
- Ensure connectivity between local trails and the adjacent San Bernardino County trails system.

Riverside Extended Mountain Area Plan (REMAP)



The REMAP area contains no cities, only unincorporated areas. The planning area is one of the more picturesque areas, with wide rolling hills, numerous mountain ranges, and views of urban areas. A majority of the planning area's land uses are classified as conservation habitat, with open space rural areas located throughout and some rural-residential developments and tribal lands in the southwest. The Pacific Crest National Scenic Trail (PCT) is also partially located in the REMAP area along the San Jacinto Mountains through the San Bernardino National Forest. Other more localized trails are found throughout the planning area.

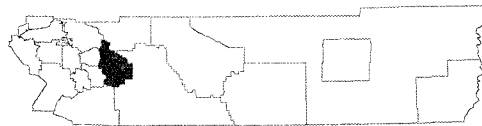
The Riverside Extended Mountain Area Plan seeks to:

- Promote an overall rural agricultural and ranching "small town" character for the community, and promote a high-quality rural-oriented quality of life for its residents.

- » Provide for parks, equestrian trails, and other recreation facilities that improve the quality of rural living in the community, and that attract visitors and encourage tourism in the area.

- Encourage developers to provide public easements by means of streets, walkways, or trails to open space corridors.
- Prepare a trails plan for this region, by integrating the existing network of local, state and federal trails and places of interest.
- Implement the Trails and Bikeway System, as discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.

San Jacinto Valley Area Plan

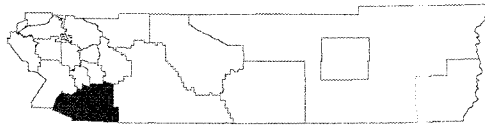


Covering a portion of western central Riverside County, the San Jacinto Valley Area Plan includes a portion of Diamond Valley Lake, and the Cities of Hemet and San Jacinto. A number of unincorporated communities fall outside of these jurisdictions, but within the planning area. Outside of the aforementioned cities, hills and agricultural lands are predominate, with a small amount of residential and rural residential land uses east and south of the City of Hemet, and a substantial amount of tribal lands, conservation or other open space lands, and agriculture comprising most of the remaining area. Notable trails in this area include a Class I Bike Path/Regional Trail System that runs through the southern part of the plan area near the Diamond Valley Recreation Area. The path connects with another regional trail system that runs both in the southern half of the area plan and along the San Jacinto River. The trail capitalizes on the natural features of the area and creates access to the river for area residents. The regional trail also connects with another bike path that follows State Route 79.

The San Jacinto Valley Area Plan provides policies that seek to:

- Require private development along the River to provide for riding, hiking and biking trails and for connections to the countywide system of trails.
- Develop, maintain and/or improve the trails and bikeways within the San Jacinto Valley Area Plan, and as discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.

Southwest Area Plan



The Southwest Area Plan covers a planning area in southwest Riverside County. The area includes the City of Murrieta, the City of Temecula, and several other communities. Geographic features in the area include Lake Skinner, Vail Lake, a portion of the Santa Ana Mountains. The land use classifications in the area consist of predominantly open space or rural residential communities, with the exception of east of Murrieta, where a mixture of dense residential communities exists. Of note, a designated equestrian community resides east of Murrieta with aims to provide and protect a way of life that incorporates equestrian activities.

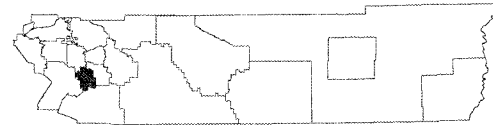
The Southwest Area Plan provides for a number of policies related to trails that seek to:

- Develop and implement an integrated trails network that carefully considers equestrian uses, incidental commercial activities and agricultural operations, and includes, but is not limited to, regional trails, combination trails, bike paths, open space trails, historic trails, etc.
- Provide for recreation access to Vail Lake and other recreational opportunities including a network of equestrian and foot trails available for public use, as described in the Open Space, Parks and Recreation

section of the General Plan Multipurpose Open Space Element.

- Provide for recreational opportunities including a network of multipurpose trails available for public use.
- Implement the Butterfield Overland Trail Project (see page 35).

Sun City/Menifee Valley Area Plan



The Sun City/Menifee Valley planning area is located in western central Riverside County and predominantly includes the City of Menifee and some unincorporated areas. Generally, the land use classifications outside the city boundaries are rural residential, medium density residential, rural mountain and agriculture land.

The Sun City/Menifee Area Plan contains one trail-related policy:

- Implement the Trails and Bikeway System, as discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.

Temescal Canyon Area Plan



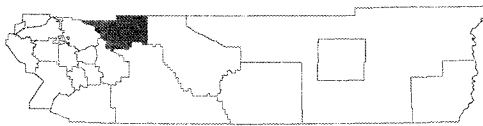
The Temescal Canyon Area Plan contains several communities and natural areas, including the Temescal Valley. It contains areas of the City of Corona, smaller communities, Cleveland National Forest, the Prado Dam and the Santa Ana River. The plan area is bounded by Orange and San Bernardino Counties, and the cities of Norco and Riverside. The designated land uses for the areas outside of the aforementioned cities are numerous, including various rural characterizations, natural

resources and open space designations. A substantial number of trails are located in the Cleveland National Forest and connect with community trails in other jurisdictions.

The Temescal Canyon Area Plan provides policies that seek to:

- Establish trails and related facilities for riding, hiking, and bicycling for the entire reach of the Temescal Wash connecting to the Orange County and San Bernardino Santa Ana River trails and with the countywide system of trails.
- Provide for recreational trail use under bridge structures crossing the wash.
- Require private development along the wash to provide for riding, hiking and biking trails and for connections to the countywide system of trails.
- Encourage the maintenance of Temescal Wash, the main drainage within the Temescal Valley, in its natural state, with its ultimate use for recreational and open space purposes such as trails, habitat preservation, and groundwater recharge.
- Implement the Butterfield Overland Trail Project (see page 35).

The Pass Area Plan

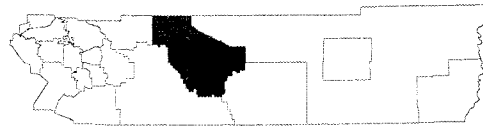


The Pass Planning Area lays within northwest Riverside County, bordering San Bernardino County and consist of three cities, numerous communities and a part of the San Bernardino Mountains. The planning area's land use classifications contain a significant amount of tribal lands, conservation and other open space areas, and rural designations. A part of the PCT is located in the San Bernardino Mountains.

The Pass Area Plan provides policies that seek to:

- Encourage the creation and maintenance of multi-purpose trails through the Cherry Valley area by using existing flood control easements and underutilized road rights-of-way.
- Implement the Trails and Bikeway System as discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.

Western Coachella Valley Area Plan



The Western Coachella Valley Area Plan is located in central Riverside County and ringed by the San Jacinto, Santa Rosa, and Little San Bernardino Mountains, making for a rugged setting that surrounds desert flatlands, dunes and foothills. There are eight cities located within the planning area and numerous communities sprinkled throughout. Land use classifications for the areas adjacent to the cities are generally consistent with those found on the urban fringe, such as medium or low density residential, commercial, and industrial uses. In the remainder of the planning area, rural and conserved habitat can be found, with some tribal areas located near the San Jacinto Mountains.

The Western Coachella Valley Area Plan seeks to:

- Require that wind turbines consider their impacts on the PCT alignment.
- Develop a system of local trails that enhances the Western Coachella Valley's recreational opportunities and connects with the Riverside County regional trails system and the Eastern Coachella Valley Area Plan trails system.
- Implement the Trails and Bikeway System, Figure 8, as discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.



City Trail Planning

Operating outside the jurisdiction of the County General Plan, cities within Riverside County have taken a variety of approaches to trail planning and design. City policies and guidelines related to trail planning and design follow.

City of Blythe General Plan (2007)

The plan minimally discusses trail or bikeway design, but references Caltrans standards and provides a table describing Class I, II, and III trails and basic design standards. No plans or cross sections are included.

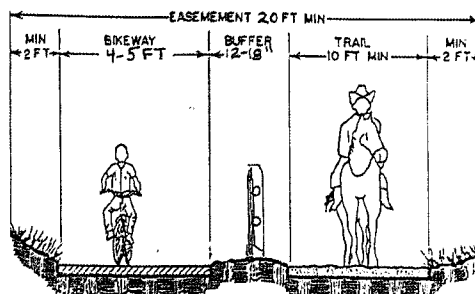
City of Blythe Colorado River Corridor Plan (2007)

Guidelines are focused on character and with limited details. Goals are to maintain a small-town atmosphere and create a unique sense of place. Spatial goals include creating a well-balanced transportation system as well as East-West and North-South linkages to Downtown.

City of Calimesa Multi-Use Trail Manual (2006)

Includes detailed standards, broken into five sections. Section 1 includes general trail design, materials, and standard sections; Section 2 includes fencing standards; Section 3 includes landscaping and plant material; Section 4 includes drainage and stormwater; Section 5 includes signage and wayfinding.

Calimesa's Multi-Use Trail Manual includes design sections for trails and bikeways



TRAIL AND BIKEWAY COMBINATION

City of Coachella La Entrada Specific Plan (2013)

Though there is not a section focused on detailed trail design standards, the design guidelines describe the character of a variety of trails to be located throughout the development. Plans and sections of parks provide a minimal understanding of widths/materials/locations.

City of Desert Hot Springs Bicycle Plan (2016)

The plan provides character descriptions and dimensions for a variety of on- and off-street facilities/trail types while referencing Caltrans nomenclature. A series of generic trail renderings provide a sense of facility design. The plan includes no dimensioned plans or cross sections.

City of Hemet General Plan (2012)

Guidelines are largely descriptive, providing conceptual intent for opens space, multi-use, and equestrian trails. A table is provided that provides information on minimum and maximum widths, surfaces, and shoulders for trails.

City of Lake Elsinore Bicycle and Trails Master Plan (2017)

The City of Lake Elsinore is, as of 2017, creating a bicycle and trails master plan that will address planning for trails within the city. Prior to this effort, trails were addressed through the city's Parks and Recreation Master Plan, which includes design guidelines for trails, general goals and recommendations for the development of new trails and the management of existing trails, and a map of proposed trails.

City of Menifee Landscape Standards (2015)

The recreational trail design standards appendix provides an overview of street crossings and trail standards, including detailed requirements for clearances, grades, surfaces, and construction standards. No construction drawings or cross sections are provided.

City of Moreno Valley Bicycle Master Plan (2014)

The plan defines three classes of bicycle facilities: multi-use paths, bicycle lanes, and bicycle routes. Extensive requirements and sections/axonometric drawings/plans are provided, largely drawing from NACTO guidelines. Additional information regarding bicycle parking and traffic calming measures are included as well.

City of Murrieta General Plan 2035 Circulation Element (2011)

This plan sets goals and policies for multi-use trails within the city and for connections to a regional trail network. The plan also provides conceptual local trail alignments for multi-use trails within the city.

City of Palm Desert Comprehensive General Plan / Parks and Recreation Element (2014)

The plan includes a table of trail standards for both urban and open space conditions, including sub-categories for different combinations of modes. The table includes guidance for trail widths, cross-slopes, and grades, but does not discuss surfacing or character. No cross sections are provided.

City of Palm Springs General Plan (2007)

The general plan provides descriptions for three classes of bikeway: Bike Trails, Bike Lanes, and Bike Routes with a minimal amount of description and dimensions and no plans or sections.

City of Palm Springs Downtown Urban Design Plan (2005)

The plan provides a vague description of trails, focusing more on character and large-scale integration than detailed design standards. It provides precedent images and general descriptions of the types of amenities to be included.

City of Perris General Plan (2008)

The plan provides character descriptions of basic trail and bikeway classes with limited design detail.

City of Perris Trail Master Plan (2013)

Chapter Seven of the plan is dedicated to trail design guidelines. Extensive design details for a variety of conditions are outlined, including dimensions, materials, crossings, standard plans, precedent photos, and wayfinding concepts.

City of Riverside Bicycle Master Plan (2013)

The plan provides an appendix of Bikeway Design Guidelines with standard plans and sections for trail classes. Additional subsections include details for intersections, signage, wayfinding, and bike racks. Many of the standards are pulled directly from Caltrans Highway Design Manual and FHWA MUTCD.

City of Riverside Parks and Recreation Plan (2003)

The plan is largely a planning and policy document, providing brief descriptions for Urban Trails and Open Space and Natural Trails. There are no detailed design guidelines or plans / sections.

City of Riverside General Plan (2003)

The Circulation and Community Mobility Element provides a subsection on trails. It is limited to descriptions of trail classes and an overview map of the trails plan. There are no detailed design guidelines or plans / sections.

City of Temecula Multi-use Trails and Bikeways Master Plan (2016)

This plan provides thorough planning for trails in the city of Temecula. The plan includes alignments, guidelines and policies as well as graphics, with sections and drawings of different trail classifications.

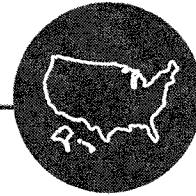
Table 3-2.

Design Guidelines Summary						
Plan	Trail Policies	Design Guidelines	Graphic Guidelines	Trail Alignments	Trail Amenities	Construction Details
County						
Riverside County General Plan (2008)						
Riverside County Trail Development Standards (2009)						
Riverside County Countywide Design Standards (2004)						
Riverside County Development Impact Fees Study (2013)						
Riverside County Comprehensive Park, Resources and Recreation Service Plan (2013)						
Regional						
Box Springs Mountain Reserve Comprehensive Trails Master Plan (2015)						
Butterfield Overland Trail Project (2015)						
Coachella Valley Association of Governments Non-Motorized Transportation Plan (2010)						
May Valley Non-Motorized Trail Project Scoping Project (2012)						
Murrieta Creek Regional Trail Project (2015)						
Pacific Crest National Scenic Trail Comprehensive Plan (1982)						
Santa Ana River Trail Master Plan (2011)						
Temescal Valley Design Guidelines (2007)						
Area Plans						
Desert Center Area Plan						
Eastern Coachella Valley Area Plan						
Eastvale Area Plan						
Elsinore Area Plan						
Harvest Valley/Winchester Area Plan						
Highgrove Area Plan						
Jurupa Area Plan						
Lake Mathews/Woodcrest Area Plan						
Lakeview/Nuevo Area Plan						
Mead Valley Area Plan						

Design Guidelines Summary						
Plan	Trail Policies	Design Guidelines	Graphic Guidelines	Trail Alignments	Trail Amenities	Construction Details
Area Plans (cont'd)						
Palo Verde Valley Area Plan						
Reche Canyon/Badlands Area Plan						
Riverside Extended Mountain Area Plan (REMAP)						
San Jacinto Valley Area Plan						
Southwest Area Plan						
Sun City/Menifee Valley Area Plan						
Temescal Canyon Area Plan						
The Pass Area Plan						
Western Coachella Valley Area Plan						
City Plans						
City of Blythe Colorado River Corridor Plan (2007)						
City of Blythe General Plan (2007)						
City of Calimesa Multi Use Trail Manual (2006)						
City of Coachella La Entrada Specific Plan (2013)						
City of Desert Hot Springs Bicycle Plan (2016)						
City of Hemet General Plan (2012)						
City of Lake Elsinore Bicycle and Trail Master Plan (2017)						
City of Menifee Landscape Standards (2015)						
City of Moreno Valley Bicycle Master Plan (2014)						
City of Murrieta General Plan 2035 (2011)						
City of Palm Springs General Plan (2007)						
City of Palm Springs Downtown Urban Design Plan (2005)						
City of Perris General Plan (2008)						
City of Perris Trail Master Plan (2013)						
City of Riverside Bicycle Master Plan (2013)						
City of Riverside General Plan (2003)						
City of Riverside Parks and Recreation Plan (2003)						
City of Temecula Multi-use Trails and Bikeways Master Plan (2016)						

OTHER AGENCIES, POLICIES, AND DESIGN STANDARDS

The plans, policies, and design standards for Federal, State and other organizations have contributed to thousands of miles of trails being planned in Riverside County. Each stakeholder is responsible for implementing visions through plans, developing policies to align efforts and adhering to a set of design standards to create high quality facilities. The overall goal is to provide a seamless transition from one trail system to another, through the use of standards and plans established from one organization to one another.



Federal Stakeholders

The Federal Government owns 61% of the land in Riverside County. Thus, it is one of the area's most important stakeholders for the planning, implementation, and management of trails.

Federally owned land includes land managed by the US Forest Service, National Parks Service, Bureau of Land Management, and March Air Reserve Base, among others, though some federally owned land is operated and maintained by county entities.

Relevant trails and federal lands located within the County include:

- Juan Bautista de Anza National Historic Trail
- The Pacific Crest National Scenic Trail
- The Butterfield Overland and Southern Emigrant Trails
- May Valley Non-Motorized Trails
- Joshua Tree National Park
- Cleveland and San Bernardino National Forests

US Department of the Interior: National Park Service (NPS):

The NPS operates Joshua Tree National Park, which offers numerous recreational facilities. The park serves as a preserve to the Colorado and Mojave Deserts, rare ecosystems that provide for scientific study and interpretation. Due to the park's remote location, it is generally unable to connect to outside recreational facilities as part of a trail network. The park is home to a number of different trails, with over twenty miles of hiking trails and long distance equestrian trails.

The NPS has, in the past, provided the County with funds to develop local parks and historic places. The NPS administers a number of grant programs for communities and natural areas to develop trails. These grant programs vary in scope, but are generally focused on preservation, interpretation, and development of natural areas for recreation.

US Department of Agriculture: US Forest

Service (USFS): The purpose of the USFS is to sustain the health, diversity, and productivity of the nation's forests and grasslands to meet the needs of present and future generations. In Riverside County, the USFS manages the San Bernardino and Cleveland National Forest operations. These operations include the Front Country Ranger and San Jacinto Ranger Districts. On USFS lands, hiking, mountain biking and equestrian trails are present.

US Department of the Interior: Bureau of Land

Management (BLM): The BLM's mission is to sustain the health, diversity, and productivity of America's public lands for the use and enjoyment of present and future generations.

In Riverside County, the BLM manages the Dos Palmas Preserve, which has multiple types of natural surface trails, although the BLM's mission is not recreational in nature.

The BLM oversees federal funding assistance to communities for the development of recreational spaces. The BLM provides right-of-way for specific projects and manages the Oregon and California Lands Appropriation and other initiatives passed by the federal government.

Military Installations and Bases: The US Army Corps of Engineers is responsible for the administration of the Prado Dam, while the dam and its recreational facilities are managed by San Bernardino County.

The US Military has a presence in and around Riverside County. The March Air Reserve Base provides limited recreational activities in the County (access is only available during specific times and after having a acquiring a ticket).



State Stakeholders

The two state agencies with responsibilities for trails in Riverside County are the CA Departments of Parks and Recreation and Fish and Wildlife. These departments are able to support projects through grants and technical assistance.

Other partners include universities, major employers, and other institutions.

The institutions listed here are highly valuable program partners and likely to provide mission-based assistance to the overall planning effort in Riverside County. This could be in the form of interpretive events or as a funding partner. Similar to Federal partners, creating alignments through state facilities may be difficult due to the protections placed on habitats, administrative procedures and/or ecological protections.

California Department of Parks and Recreation:

The California Department of Parks and Recreation provides recreational areas on tracts of land that may also help to protect natural and cultural resources. This partner is able to provide valuable funding assistance and is able to assist in making trail connections. The State operates the following parks within Riverside County,

- Anza-Borrego Desert State Park
- California Citrus State Historic Park
- Chino Hills State Park
- Indio Hills Palms
- Lake Perris State Recreation Area
- Mount San Jacinto State Park
- Salton Sea State Recreation Area
- San Timoteo Canyon State Park

California Department of Fish and Wildlife:

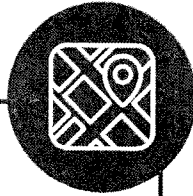
The California Department of Fish and Wildlife serves a similar function as the US Fish and Wildlife Service, but at a state-level. Whereas it has limited infrastructure management capacity, it is a funding resource. The Department operates the San Jacinto Wildlife Area, covering 19,000 acres, 9,000 of which are restored wetlands. The western edge of the area abuts Lake Perris State Recreation Area.

University of California (UC) at Riverside:

The University of California is a statewide system of higher institutions with the purpose of postsecondary education.

The UC Riverside campus is home to a 40-acre botanical garden with several hiking trails which the campus maintains.

California Coastal Conservancy: The California Coastal Conservancy is state agency tasked with protecting the coast of California and its wetlands and watersheds. The conservancy has interest in the Santa Ana River which flows from the San Gabriel Mountains through Riverside County to the Pacific Ocean.



Regional and Countywide Stakeholders

Partners at the regional level are often best suited to assist in implementing trails across jurisdictions. These organizations often have relationships with multiple agencies and can bring the right staff and technical knowledge to the table to ensure projects are implemented.

Coachella Valley Association of Governments

(CVAG): CVAG is the regional planning agency, responsible for intergovernmental coordination, in eastern and central Riverside County. Focused on a better quality of life and balanced growth in the area, it provides resources on community, energy, environmental and transportation issues.

CVAG is able to coordinate multiple entities through its committees, such as the Transportation Committee. The Transportation Department of CVAG also manages the regional transportation program including overseeing grants which could be used for the development of the trail system.

Desert, Jurupa Area and Valley-Wide

Recreation and Park Districts: Recreation districts have been established in these areas to provide for parks and recreational facilities in the respective places. Having these districts in place creates a special incentive for local users to have access to parks, trails and other facilities funding through special provisions. Riverside County has a special district for its parks and open space.

Jurupa Community Services District

(Eastvale): The Jurupa Community Service District was established to provide quality water to the Jurupa Valley. The district is responsible for other infrastructural, recreational and maintenance programs such as the sewer system, parks, and graffiti abatement.

Riverside Community Health Foundation:

The Riverside Community Health Foundation aims to improve the health of Riverside County residents. The foundation provides grants, organizes community groups, and utilizes educational programs to improve community health. It also supports trails as a community health tool.

Riverside County Economic Development

Agency: This agency is in place to enhance the economic position of the County and county residents, improve quality of life, and provide cultural and entertainment activities. Many communities experience economic benefits when they invest in trail systems and many economic development agencies fund design, construction, planning and marketing of trails.

Riverside County Habitat Conservation

Agency (RCHCA): The RCHCA was formed in 1990 for the purpose of planning, acquiring, and managing habitat for the Stephens' Kangaroo Rat and other endangered, threatened, and candidate species. The RCHCA provides for management of many different preserves within the county, but does not necessarily provide for direct trail resources in the area. The RCHCA can support coalitions around the development of natural surface trails.

Riverside County Healthy Coalition:

The coalition was formed to promote, improve and sustain social and physical environments for healthy eating behaviors and active lifestyles for wellness through policy development and advocacy, environment change and community empowerment in Riverside County. The coalition has been providing grants, organizing meetings, and conducting environmental health programs which all are in line with trail efforts.

Riverside County Sheriff: Safety is a significant concern for many trail users and adjacent property owners. The Sheriff's Department is responsible for many areas that have trails and utilizes non-automotive means to patrol these areas. Careful coordination with law enforcement and other emergency responders is key to ensuring the overall safety of trail users in rural areas. The Sheriff's Department has mapped off-highway vehicle trails to support this initiative, but it could be expanded to future regional trails.

Riverside County Transportation

Commission: The Riverside County Transportation Commission is responsible for planning and implementing transportation and transit improvements, assisting local governments with money for local streets and roads, helping to smooth the way for commuters and goods movement, and ensuring that everyone has access to transportation. The commission is largely responsible for coordinating investments in the transportation system and is the lead agency on the Santa Ana River Trail. The commission could serve as a resource in coordinating trail investments and maintenance efforts.

Riverside County Transportation Department:

The County Transportation Department is the lead agency for maintenance of roadways, contract services, land development and other functions within the unincorporated area of Riverside County. This department is integral to the development of the transportation system, including future trail development.

Riverside-Corona Resource Conservation

District (RCRCD): Similar to recreation districts, The RCRCD special district established in San Bernardino and Riverside County aims to conserve the natural resources of the area. The RCRCD provides technical advice to land users, educational programs for the community, and conducts on-the-land conservation projects. The focus on this district is centered on resource preservation and education.

Southern California Association of Governments (SCAG):

SCAG develops long range regional transportation goals. In addition, it promotes sustainable communities and improved air quality and forecasts population and transportation growth and housing needs. This organization can help with communication across the region.

Western Riverside Council of Governments (WRCOG):

WRCOG enables the County west of the Coachella Valley to speak with a collective voice on important issues. This entity focuses on collective governance and collaboration in transportation, environment, energy, economy and health.

Western Riverside County Regional Conservation Authority:

The Western Riverside County Regional Conservation Authority acquires land for conservation and habitat protection purposes. The organization also reviews development applications and has some trails on reserves. The primary role of the organization is to provide land management, facilities maintenance, ecological monitoring, and control for unauthorized access.

PRIVATE

Many private groups operate within Riverside County and support individual trails, trail systems or parks containing trails. These groups include friends groups, health foundations, environmental protection groups, among others.

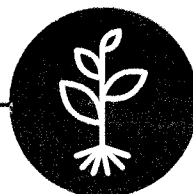
- **Greater Riverside Chamber of Commerce:**
The Greater Riverside Chamber is committed to helping local companies grow their business by taking the lead in programs and efforts that help create a strong local economy and make their community a great place to do business.

This non-conventional trail partner could be approached to assist with the marketing and promotion of Riverside County Trails. Other chambers have been very helpful in promoting businesses and places to live in areas with established trail systems.

Inland Empire Waterkeeper: Inland Empire Waterkeeper's mission is to protect and enhance the water quality of the Upper Santa Ana River Watershed of San Bernardino and Riverside Counties through advocacy, education, research, restoration projects, and enforcement.

The Inland Empire Waterkeeper's small staff have worked to mobilize community efforts since 2005. They are a grassroots environmental movement that supports the restoration and enjoyment of the Santa Ana River by its neighbors. The group collects samples water, conducts research, restores habitats and conducts outreach efforts. The group hosts corporate cleanups and other volunteer days.

Wildlands Conservancy: The Wildlands Conservancy (TWC) is the largest nonprofit nature preserve system in the state. TWC provides outdoor education opportunities, has provided support to complete the Santa Ana River Trail, and continues to provide an important leadership and advocacy role.



Environmental Protection

Center for Natural Lands Management: The Center for Natural Lands Management (CNLM) manages preserves throughout Washington and California. Their focus is to protect threatened, endangered or rare species and habitats throughout these areas. Each preserve is given its own stewardship staff, who provides for the care of the land and species. In Riverside County, the CNLM manages the following preserves: Bogart Wash, CVAG I-10, Dos Palmas, Four Seasons, Johnson Ranch, Lincoln Ranch, Mockingbird Canyon, Roripaugh Ranch, Skunk Hollow, Smoke Tree, Summerhill, Thousand Palms Oasis, Warm Springs, Wilson Creek and Wilson Valley. Since the focus of these tracts is preservation, it is unlikely that a diverse range of trail uses would be provided in the areas managed by the CNLM.

In western Riverside County, the CNLM works to provide for trail maintenance, cleanup and landscaping, and some habitat restoration through seed planting. The organization frequently works with local schools who wish to expose primarily school-aged students to the outdoors. In the Thousand Palms Oasis Preserve, the CNLM also provides for similar activities, along with docents in the visitor's center. Volunteers in this preserve also help to lead trail hikes.



Friends Groups

Friends groups typically provide trails with a diverse range of support. This support can come in the means of providing for ongoing trail cleanup, constructing trail facilities such as restrooms, improving the character of the trail, volunteer work days, fundraisers, and other activities. These groups provide trail managers with much needed capacity to ensure a trail or park facility is maintained. Generally, friends groups align with a geographic area or specific facility.

Friends of Hidden Valley Preserve: This friends group's mission is to maintain and protect the Hidden Valley Wildlife Preserve and enhance the educational opportunities it provides for present and future generations. The group accomplishes its goals through providing advocacy, operational support, educational programming, resource management and technological support. For example, it helps to staff the Hidden Valley Nature Center from which community members can access over 25 miles of equestrian and hiking trails.

Friends of Riverside Hills: The Friends of Riverside Hills mission is to support the protection, expansion and preservation of open spaces and natural habitats. This group is focused on providing Box Springs Mountain Park with needed amenities for multiple types of paths. The group has also lobbied extensively to enhance the park.

Friends of the Coachella Valley Link Trail: The Friends of the Coachella Valley (CV) Link has organized around the mission of encouraging a healthy lifestyle and building the CV Link Trail, located in eastern Riverside County. This trail is a fifty-mile facility that will incorporate multiple new technologies to encourage an active lifestyle. The group organizes trail cleanups; provides maintenance, operational and educational support, and resource management; and advocates for the trail. It

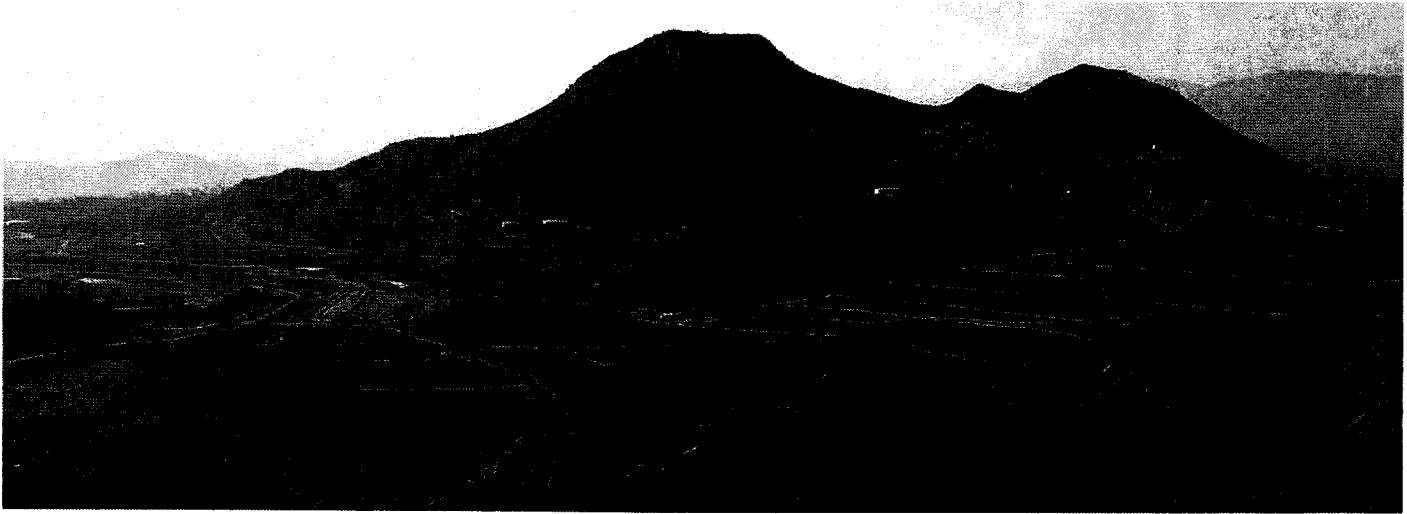
also raises funds, provides office support, creates web resources, and conducts events to ensure that the trail is built and utilized. It also frequently works with the County to establish partnerships between groups.

Friends of the San Jacinto Mountain County Parks: This friends group supports the work of the Riverside County Regional Parks & Open-Space District in the San Jacinto Mountain Area. The group directs equipment purchases, educational and interpretive programming and provides other assistance to the parks.

Inland Valley Mountain Bike Association: The Inland Valley Mountain Bike Association aims to develop and care for sustainable, multiple-use trails while fostering a community that participates in healthful activity, preserves the environment and stimulates the local economy through advocacy, education, and participation. The group volunteers on the development of the trail system, at community meetings and bicycling encouragement events.

Riverside Recreational Trails: Founded in 1987 by a group of trail enthusiasts, this group is dedicated to protecting the local trail system and offers many activities throughout the year. The organization provides both equestrian and non-equestrian events. The organization has adopted trail segments for management, constructed facilities and donated money to parks for maintenance and equipment purchases.

Santa Rosa Plateau Nature Education Foundation: This foundation was created to support the Santa Rosa Plateau and to educate and empower youth to appreciate, preserve and protect nature. The organization hosts events, provides interpretive services, and contributes to the ongoing activities of the Santa Rose Plateau.



Existing and Planned Trail Networks

Multiple trail systems can be found throughout Riverside County (see map: *Existing Conditions - Regional Trails*). This system includes a number of trails at different classification levels that intersect one another, and connect major districts within communities. Countywide, the emphasis should be to connect adjacent communities, places of interest, and destinations. The County envisions a system of trails managed by a diverse set of stakeholders to ensure that the overall connectivity provides for a high quality, and diversity of experiences for its users.

EXISTING CLASS 1 AND REGIONAL COUNTY TRAILS: THE SANTA ANA RIVER TRAIL

Riverside County provides a high-quality trail experience on the Santa Ana River Trail. The County provides the operations and maintenance and a number of activities throughout the County.

The operation of this trail requires careful coordination with law enforcement officers, emergency responders, event coordinators, and neighboring jurisdictions that connect outside of the County. The County must provide for amenities and cleanup along the trail. A volunteer friends-of group assists with the trail by organizing cleanup days, encouragement days, and other events.

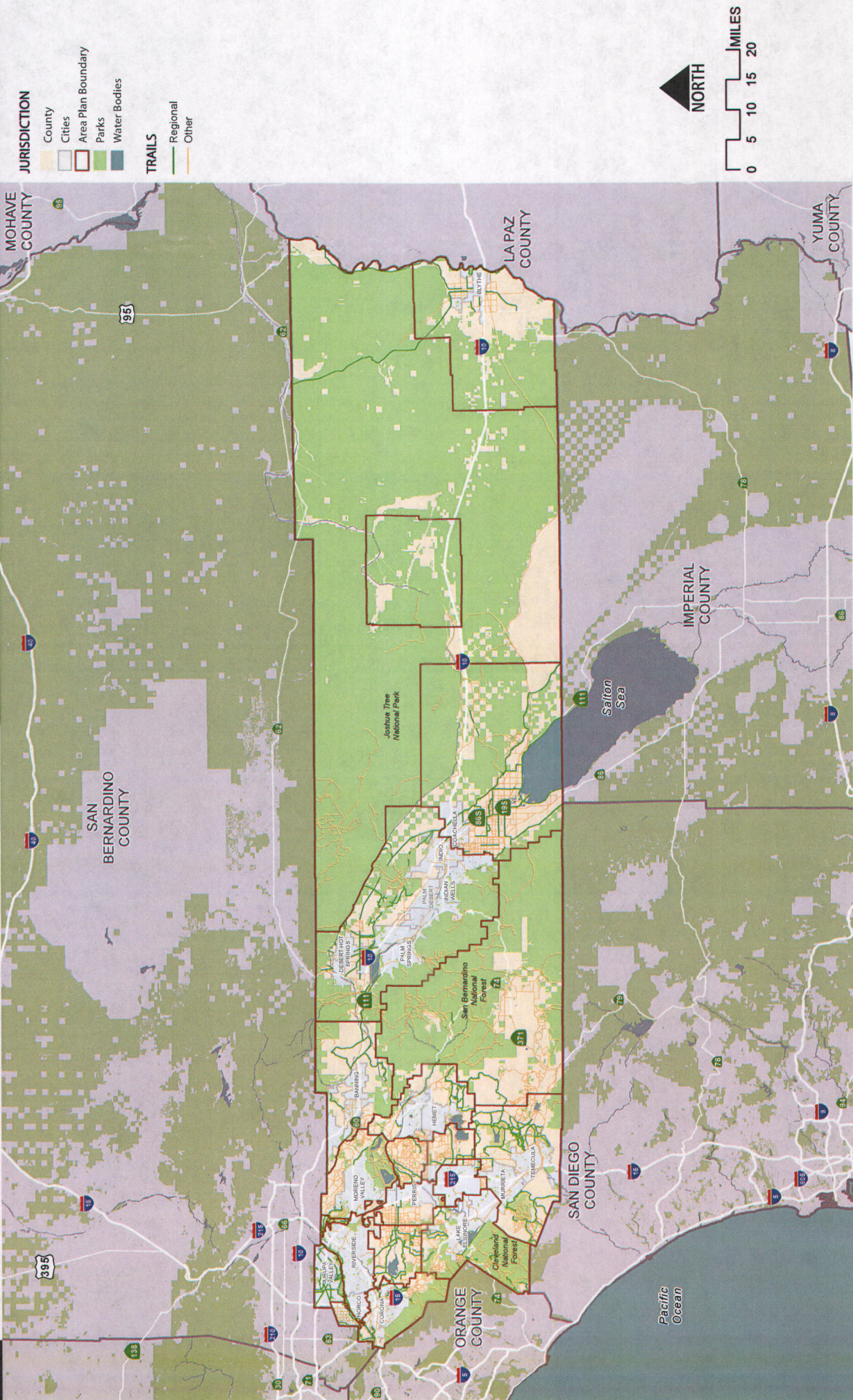
PLANNED TRAILS

A large number of planned trails in Riverside County are considered Class 1 Bike Paths, regional trails or a combination of these types. There are over 2,300 miles of planned trails in this category within Riverside County. The County must leverage assets and investments in strategic areas rather than wide, sweeping developments of trails that may not be as successful. The county will benefit from trail connections made in areas that will ensure well-used, high quality trail system components within the county.

Previously-planned trails from the County's General Plan show a desire for a far-reaching trail network and an increase in County responsibility while County policy and funding structures make a large-scale expansion of the trail network a challenge.

EXISTING CONDITIONS - REGIONAL TRAILS

RIVERSIDE COUNTY TRAILS MASTER PLAN



* Map is conceptual in nature. Cities or destinations are points of reference only, the map is not intended to be complete.

Opportunities and Constraints

COUNTYWIDE OPPORTUNITIES

The County's greatest opportunity is also its greatest challenge: vast open spaces. Joshua Tree National Park and the Cleveland and San Bernardino National Forests provide many popular and pre-existing recreational activities that could link into a countywide trail system. Several reservoirs and lakes also provide recreational activities. However, Joshua Tree National Park is over 100 miles from the City of Riverside. Creating a trail network that can make such long-distance connections will require strong coordination between agencies.

Regional and Historic Trails

Riverside County is home to several regional and historic trails, in varying degrees of implementation. While these trails are not necessarily under County jurisdiction, they form important connections for a regional trail system, and provide opportunities for the County to leverage other trail efforts to create a more extensive trail network.

Coachella Valley Link (CV Link)

The CV Link is a transportation alternative project created to encourage less vehicular use on Highway 111. This 50 mile trail project will provide for improved air quality, relieve traffic congestion, and provide \$1.47 billion in economic benefits to the area. The trail is innovative, in that it will allow for the use of low speed electric vehicles on a separated path adjacent to the constructed multi-use path. The trail will also utilize shade structures with solar panels, and provide Wi-Fi to connect users to the Internet. The trail will also use drought-resistant landscaping, public art, and provide for a number of spectacular views.

Juan Bautista de Anza National Historic Trail

The Juan Bautista de Anza National Historic Trail commemorates the story of the 1665-1776 Spanish Expedition. The trail is a 1,210-mile historic corridor and footpath that documents the travel of 30 families from southwest Arizona to upper California. The trail contains a rich history of cultures and provides users with various types of trails throughout the corridor.

Butterfield Overland Trail

In 2013, a multi-agency team began exploring opportunities for development of a multi-use recreational trail following the historic alignment of the Butterfield Overland Stage route through Temescal Valley along the Temescal Wash corridor, from the City of Lake Elsinore to the City of Corona. The planning team envisioned a trail that would connect to the Murrieta Creek Regional Trail at its southern end (and, ultimately, to the Temecula Wine Country Trails) and at its northern end to the 100+ mile Santa Ana River Trail, which travels from the San Bernardino Mountains to Huntington Beach.

The "Butterfield Overland Trail Project: Temescal Valley Alignment Analysis" (See Appendix E) was developed with the intent of serving as a starting point for future trail development.

Box Springs Mountain Reserve

In November 2015, a Box Springs Mountain Reserve Comprehensive Trails Master Plan was completed by the Riverside County Park District which consisted of an analysis of existing conditions and proposed an extensive trail network and new staging areas. Any trail connections to the reserve from outside the area can leverage this internal trail system, both as a destination into itself and as a way to pass through the reserve.

Salt Creek Trail

The Salt Creek Trail is a 16-mile corridor that is currently being analyzed and designed by the Riverside County Park District. Construction is anticipated to begin in 2018. This trail is a combination hard surface Class 1 bike path and soft surface pedestrian path, and will be one of the County's first long-distance multi-jurisdictional regional trail projects.

California Riding and Hiking Trail

This statewide historical trail has been planned and underway since the early twentieth century. California State Parks partners with counties throughout the state to identify opportunities to rebuild and/or construct the trail in order to restore its historical connectivity. In Riverside County, property along the trail corridor was analyzed in 2008, and meetings were held between State Parks and District staff in 2009. Portions of the corridor are being considered by the County for inclusion in the General Plan.

Pacific Crest National Scenic Trail

Connecting the San Geronio Mountain Range to Mt. San Jacinto lies the natural surface Pacific Crest National Scenic Trail (PCT). This trail connects Mexico to Canada via California, Oregon, and Washington. The trail brings users through pristine desert settings, old growth forest, and beautiful view sheds of the Sierra Nevada and Cascade Mountain Ranges. The trail represents many of the most attractive areas in the Western United States. The trail is supported by a number of active volunteer groups, with some assistance provided on official trails by land managers who maintain the land in their tracts. The trail is approximately 2,650 miles in length. The southern segment of this trail is also known as the California Riding and Hiking Trail.

Rosanna Scott Memorial Bicycle Trail

The City of Riverside is home to the Rosanna Scott Memorial Bicycle Trail. This six-mile path along Victoria Avenue, known for its palm trees, meanders through some of Riverside's most notable neighborhoods. The path is listed on the National Register of Historic Places and connects multiple schools and neighborhoods, serving as a Safe Route to School. The path gives way to orange groves as it exits the neighborhoods. The path connects with multiple on-street bicycle facilities.

Destinations

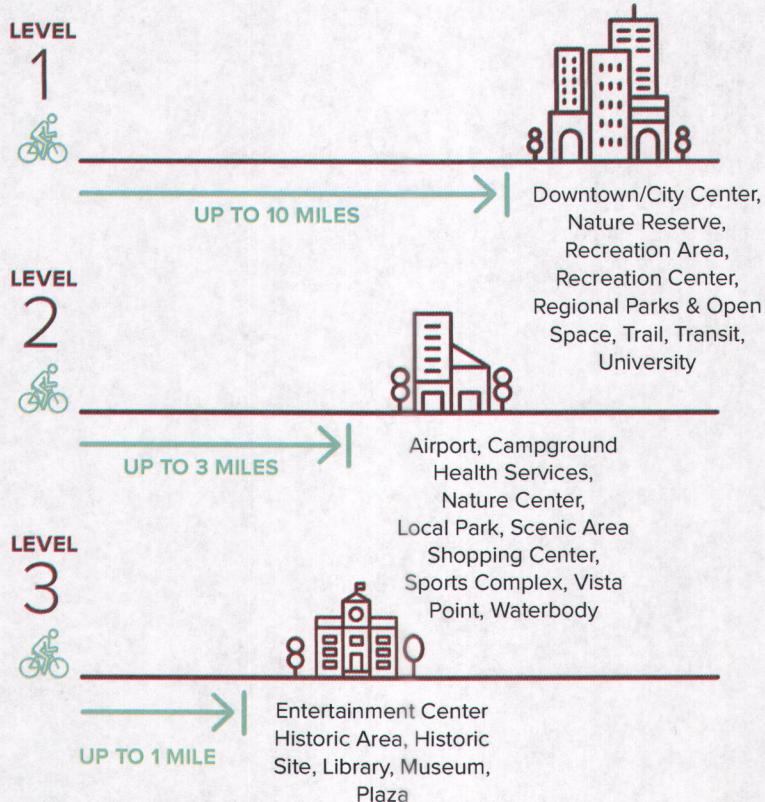
Each area of Riverside County has its own unique characteristics. Within these areas also lie specific destinations that are helpful to better understanding user relationships and willingness to travel to major destinations. For example, a system user who is traveling to a major employer who offers showers, or other facilities for people who bike, may be willing to travel further than a user whose end destination is a school or coffee shop. These destinations have been classified in the graphic on page 68 to illustrate typical users willingness to travel to certain destinations. The map on page 66 illustrates the density of destinations at the countywide scale. Areas in red have higher concentrations of destinations, while those in yellow have fewer, and those without shading have the least. Parks and public lands are shown separately, in green.

Level 1 Destinations

These destinations include downtowns and city centers, nature reserves, recreation areas, recreation centers, regional parks and open space areas, trails, transit, and universities. Generally, people who are traveling to these destinations are willing to travel approximately ten miles. This mileage can increase for recreational riders who enjoy long rides. Some examples of these Level 1 Destinations in Riverside County include:

- Salton Sea State Recreational Area
- Joshua Tree National Park
- University of California, Riverside
- The Santa Ana River Trail
- The Coachella Valley Link Trail (CV Link)
- Box Springs Mountain Reserve Park
- Hidden Valley Nature Center
- Mount San Jacinto
- Lakes Matthews, Perris, Elsinore, Skinner, Hemet, and Diamond Valley
- Temecula Valley Wineries
- Bogart Park
- Hurkey Creek Park
- Idyllwild Park
- Lake Cahuilla
- Lake Skinner
- Mayflower Park
- Rancho Jurupa Park
- Santa Rosa Plateau
- Western Riverside Multi Species Reserve
- Hidden Valley Wildlife Area
- Crossroads Riverview Park

Destination Classifications



- McCall Memorial Park
- McIntyre Park
- The Cove RV Resort
- Rocky Mountain Recreation
- Santa Ana River Trail
- Hidden Valley Nature Center
- Idyllwild Nature Center
- Louis Rubidoux Nature Center
- Santa Rosa Plateau Nature Center
- Boxing Club
- Fishing Parks and Lakes
- Rancho Jurupa Regional Sports Park
- Gilman Historic Ranch & Wagon Museum
- Jensen Alvarado Ranch
- San Timoteo Canyon Schoolhouse

Level 2 Destinations

Level 2 destinations typically capture riders who are interested in services, commuting, and leisurely activities. Destinations generally found in this classification include airports, campgrounds, health services, nature centers, local parks, scenic areas, shopping centers, sports complexes, vista points, and water bodies. Users are typically willing to travel up to three miles to reach their destination, or connect to transit systems that will help them reach their final destination. Examples of this destination classification include:

- Mount Rubidoux
- Downtown Riverside
- Palm Springs Art Museum
- Santana Regional Park

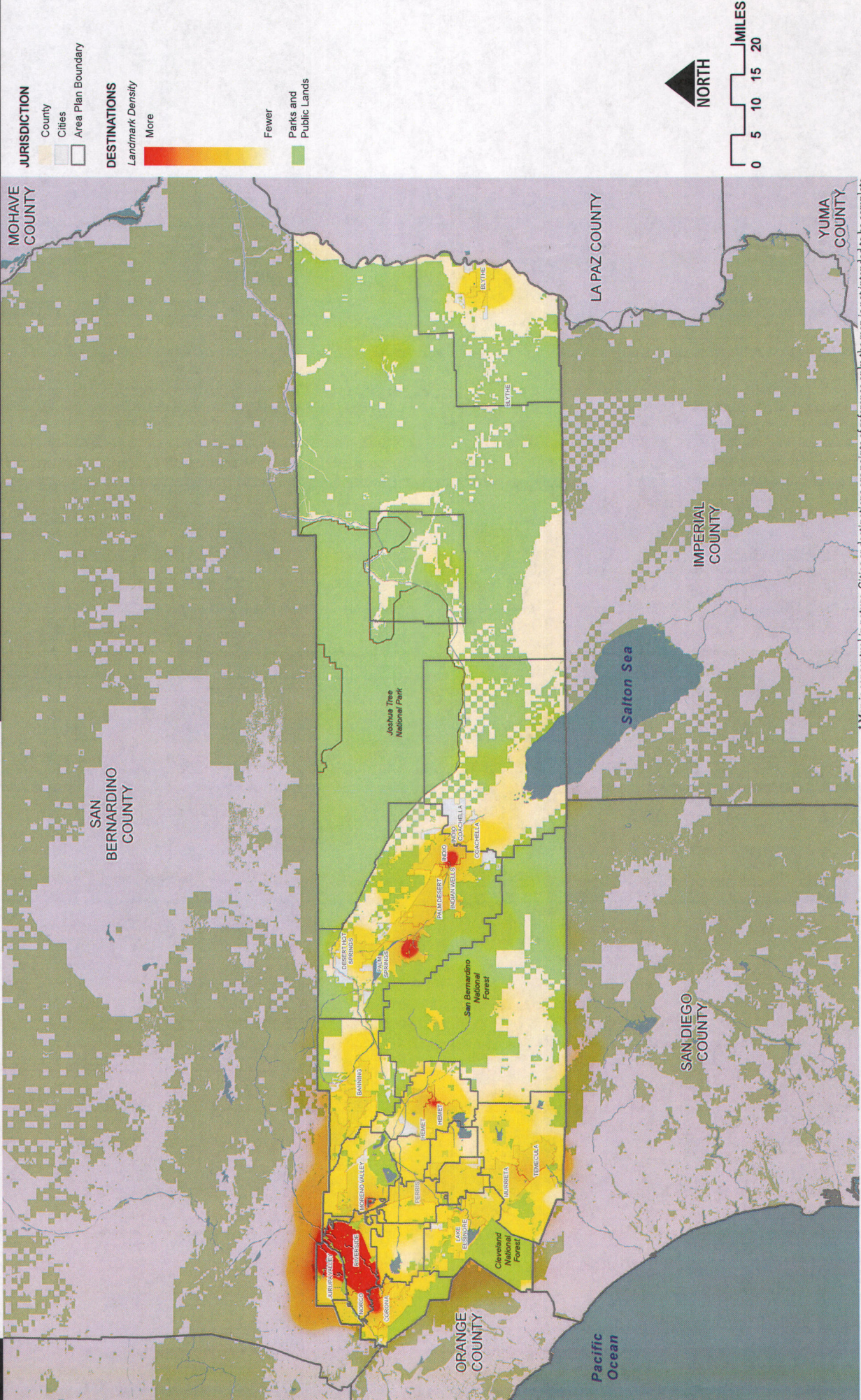
Level 3 Destinations

These destinations include local landmarks that are easily accessible to multiple people of differing abilities. These places are typically within a mile riding distance. Examples include entertainment centers, historic areas, historic sites, libraries, museums, and plazas. These destinations should give special consideration to the short term needs of cyclists, such as parking, rest areas, and amenities. These destinations have the potential to encourage higher ridership through the stimulation of demand for cycling safe places. Oftentimes, these destinations are clustered together in urban areas due to their distance from one place to another. Example destinations in the classification include:

- The Living Desert Zoo and Gardens
- Riverside Metropolitan Museum
- Local parks in Western Riverside County

COUNTY DESTINATIONS

RIVERSIDE COUNTY TRAILS MASTER PLAN



* Map is conceptual in nature. Cities or destinations are points of reference only, the map is not intended to be complete.

COUNTYWIDE CONSTRAINTS

A number of conditions are present that enable the County to develop a world class trail system. However, these conditions are contrasted with constraints that prohibit opportunities from becoming realized. These restraints can be classified as geographic and programmatic.

Geographic Constraints

Riverside County is a large county whose size does not lend itself well to connecting communities with regional or Class 1 trails since maintenance of these facilities would incur substantial costs. Trails that span outside of areas where urban or suburban populations reside generally require managers to have larger budgets to consider transportation of equipment and personnel.

Additionally, the County contains many different natural settings, including mountains, lakes, rolling hills and deserts. These wide geographic areas make a great setting for the location of a regional trail, yet make for difficult operations and maintenance activities. Significant distances from population centers also place a burden on emergency services when attempting to respond to emergencies. Thus, many trails may be co-located with roadway projects.

Programmatic Constraints

The county has also faced a lack of dedicated personnel to implement a fully functional countywide system. Personnel are vital to the ongoing cleanup of trails, maintenance of rest areas, facilities, and conditioning the trail surface. This personnel constraint has also been exacerbated by a funding constraint.

Adequately funding a trail system is vital to the ongoing programming, staff, and improvements made to a trail. A system in development without a streamlined funding source, or numerous sources from individual organizations is likely to suffer in long term implementation phases. Currently, the only development fees available for funding trails are those from residential development. Other land uses were removed as trail funding sources with the assumption that trails are only used recreationally, and not for commuting purposes. In a white paper produced as part of this master plan "Non-Recreational Trail Usage in Riverside County," surveys conducted of trail users indicated that trails were being used as a means to get to work and also for shopping. The same white paper also conducted research into other development fee programs in California, and found that many other cities and counties around the state do not exclude specific land uses from trail development fees.





04

RECOMMENDATIONS

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The goal of the backbone network is to provide a countywide network of primary trails that connect to local trail networks in municipalities, parks, and public lands.”



Introduction

Recommendations for the Comprehensive Trails Plan include three focus areas: policy, the backbone trail network, and design guidelines by which trails within the network are to be constructed.

This section details these three sets of recommendations and bases its findings on the existing conditions discussed in Chapter 3 of this document.

Trail Policy Update

Riverside County has implemented a policy to recognize the importance of trails and govern their management, maintenance, and implementation (Policy # J-11, Riverside Board of Supervisors Policy). This policy includes mandates on trail fees and charges, use of existing right-of-way, regional trail planning, trails in sensitive cultural and biological areas, adopt-a-trail, use of volunteers, signs, repair and maintenance, trail acceptance, trail accessibility, and trailhead standards.

This chapter summarizes other policies and plans adopted from areas throughout the nation, relevant sources of information, and a case study in how policy effects trail management. This information will be relevant for consideration by Riverside County in their aim for a thorough trail policy and comprehensive trails plan.

NATIONAL BEST PRACTICES: TRAIL RELATED POLICIES AND CONSIDERATIONS

The nature of trail development requires careful attention to detail and proactive efforts by stakeholders to ensure a high-quality trail system is ensured through policy. Trail policies should encourage private involvement in trail efforts, community stewardship of trails, ensure ease in managing the trail, and long term public support, with all of these goals aimed towards the implementation and encourages active transportation and recreation. Thus, a number of trail related policies have been identified as potential examples and best practices to provide guidance on updating the Riverside County Trails Plan.



Greenway Planning

Riverside County contains many parks, conservation areas, protected areas, and other green spaces. Where appropriate, the County could plan new transportation passages using greenways to connect these ecological corridors for wildlife and human movement.



Accessibility

Accessibility on trails ensures that access is provided for all trail users with special attention for users with mobility, auditory, visual, respiratory, and other impairments. Creating a truly accessible trail means thought is given to the construction, interpretive resources, and other components. Advances in technology have spurred developments in accessibility policy, especially regarding the implementation of Other Power-Driven Mobility Device (OPDMD) policies, and providing trails with specific treatments where high populations of people living with disabilities may reside. Additional information can be found on the US Access Board website¹. In some instances, jurisdictions have adopted a policy to create trails that will serve as many users as possible, depending on the context, terrain, and other variables.

¹ United States Access Board. Trails. Accessed 7/8/2017. <https://www.access-board.gov/guidelines-and-standards/recreation-facilities/outdoor-developed-areas/background/committee-report/trails>



Land Use and Land Rights

Acquisition Strategies

Many agencies acquire land and all rights contained therein through fee simple land purchases. Fee simple acquisition refers to the outright purchase of the land and rights to the land by an entity. Many public agencies at the state and federal level often have recurring budgets which utilize this type of land acquisition strategy.

Less than fee acquisition refers to the acquisition of land rights for a particular purpose. Generally, this is completed by public entities with a desire to either protect the land from development, or utilize the land for a given purpose. Government entities often acquire land rights for trails to help close small gaps within a trail system. Private sector entities who own utility, railroad or other corridors sometimes prefer less than fee acquisitions of trail projects. This is frequently referred to as purchasing an “easement”.

Other acquisition strategies can include the option to ask the owner for “right of first refusal” wherein the landowner allows an entity to make an offer on the land without guaranteeing the right of sale.

Developer contributions result in land undergoing development be required to be used in some way for a trail; this can often be completed through zoning and development regulations.

Development and Transportation Regulations

The development that occurs in previously undeveloped lands has the potential to include trails. Additionally, transportation projects should consider the context of the area and the addition of multi-use paths or sidepaths within the right-of-way to accommodate safe trail connections. Multiple jurisdictions throughout the country have gone about adopting this form of transportation and recreation project into area plans, ordinances and land uses, while some have instituted policies that encourage the consideration in various contexts. In Riverside County, the General Plan references requirements for constructing trails in various elements of the plan.

Trail Protection Ordinance

Some counties have adopted ordinances to ensure the integrity and safety of the trail. These ordinances often provide for standards in the permitting, construction and maintenance of trail crossings, provides standards for review in permitting of areas adjacent to the trail, infractions for violators of the ordinance, and other means to protect trail areas. Other county level trail ordinances identify specific trails and ecosystems for preservation and require a management plan to ensure native plant community protection. These ordinances are often served by trail, bicycle or pedestrian citizen committees.

Adjacent Landowner Trail Liability Programs and Policies

Trail-related liability is an important concern. This frequently extends to property owners near trails, as fear of trespassing trail users who could be injured on private property could lead to litigation. Some institutions have adopted programs or policies which encourage private individuals and organizations to become a partner in trail development. Programs adopted at state and county levels provide landowners who provide easements to trail developing organizations with liability protection in the instance that trail users are injured on adjoining or traversing private property owner's lands. Frequently, entities that own or manage lands will extend public liability insurance to private land owners to ensure protection for individuals or organizations that are willing to provide multimodal connections and close gaps in systems. These types of programs could be useful for areas with large landowning companies, such as timber companies, real estate developers on undeveloped tracts of land, or others.

Rail-with-Trail Policy

In areas where rail corridors are frequently abandoned or other opportunity corridors are present, it has become pertinent to adopt policies that would ensure that abandoned corridors are utilized for active transportation purposes in the future. These types of policies are commonly adopted for railroad corridors to ensure the integrity of the property for acquisition, and to ensure the stability of the property remains intact, but can also be applied to other linear corridors of similar nature such as utility or roadway corridors.



Maintenance

Maintenance of trails refers to the long-term well-being of the trail and its facilities. Generally, considerations of the trail and amenities life cycles are considered in the construction, but this also refers to inspection schedules to detect defective pieces in a system. This could be as simple as monitoring and avoiding potentially hazardous situations on the trail as risk becomes more apparent to trail users, or generating a repaving schedule as a paved trail's life cycle ends. Generally, maintenance is completed by trail managers or planners.

As of 2011, funding for maintenance of trails was removed from the District budget.



Management

Trail management relates to ongoing efforts to ensure a safe, user friendly facility. This is an ongoing task. Trails require not only managers who will serve as the "boots on the ground" but also administrators who can perform managerial tasks behind the scenes.

Consistent Management Practices

In a survey of trail managers, it was noted that trail management varied. The adoption of uniform standards can create consistencies in management and coordination. However, it is also important to allow management flexibility to address the variety of communities, landscapes, and users a large trail network would serve.

While not all agencies surveyed were in California, the results between the entities are informative. All agencies surveyed have completed at least one trail planning document. Nine out of ten agencies indicated they had a park master plan, six indicated they had a regional park/open-space district master plan, and five agencies indicated they had a trail master plan. A full list of planning documents is found in the table below.

Table 4-1. Trail Agency Planning Documents

DOCUMENT TYPE	% OF RESPONDENTS
Park Master Plan	90%
Regional Park/Open-Space District Master Plan	60%
Trail Master Plan	50%
Trail Maintenance Plan	30%
Trail Use Survey Report	30%
Bicycle Master Plan	20%
Trail Operations Study	10%
Trail Wayfinding Sign Plan	10%
Trails Development Handbook	10%

Stewardship

Trails are meant to provide people with access to nature and places. These places are sometimes environmentally sensitive lands, creating the risk of exposure to damage ecosystems through overuse, pollution or other human factors. To remove this risk, managers should develop policies that encourage trail stewardship so that all users can enjoy the same experience and not disturb the ecosystem. Policies and programs can be implemented to protect lands and provide educational resources. Frequently these are implemented with the assistance of friends or volunteer groups. (Tahoe Donner Association, 2013, pp. 1-3).

Trail Type and Sharing the Trail

Trail managers sometimes must balance the often-political decision of selecting the appropriate trail use or uses on a given piece of property. In an optimal setting, managers could selectively place trail uses in strategic locations to reduce user conflict and protect the environment, while creating a high-quality experience for all user types. This is rarely the case, and decisions made by trail administrators and managers can sometimes result in users feeling not represented in trail systems.

Selecting where trails should be located is no easy task, but it must be done to reduce user conflict. The location of a trail or trail system will also help determine the appropriate uses. Trails located in environmentally sensitive lands should consider the environmental impacts of trail users for both environmental degradation and wildlife behavior.



User Conflict and Etiquette

User conflict reduction policies aim to ensure that conflict is mitigated before it raises to the point of being an issue between user groups or management. A number of policies and programs can be adopted to ensure that the risk of conflict can be reduced. These policies can be geared towards reducing conflicts between groups, provide education on appropriate use, and assist with self-regulation of trails. While policies geared towards reducing conflict can be put in place and signs implemented to the same effort, trails can often generate more demand than supply and this can frequently impact user experience (City of Des Moines, 2011, p. 192).

Youth Engagement

Youth are spending an increasing amount of time indoors. According to the National Parks and Recreation Association, children today spend less time outdoors than any other generation, devoting only four to seven minutes to unstructured outdoor play per day while spending an average of seven and a half hours in front of electronic media¹. The Nature Conservancy conducted a poll where respondents noted lack of access to natural areas and discomfort with the outdoors as the two primary factors for not spending time in nature.

Riverside County is in an excellent position because of its abundance of publicly-owned natural areas to re-engage youth with the outdoors. Programming could be implemented to ensure children have access to and become comfortable with playing in natural areas.



Regional Trails – Connectivity and Coordination

Some entities around the country have opted to create a requirement that, where feasible, trails should create regional networks or paths that are intertwined with similar facilities. This type of network or regional connectivity would support regional networks, spur economic development along longer trails and provide more transportation and recreation options to users.

Nonetheless, the creation of large scale trail networks requires the coordination of stakeholders and leadership by entities willing to invest financial and technical resources. Typically, this happens at a regional level with support from many stakeholders.

¹ National Recreation and Park Association. 10 Million Kids Outdoors. Accessed 6/17/2017. <http://www.nrpa.org/10MillionKidsOutdoors/>

BEST PRACTICES IN TRAIL RELATIONSHIP TO THE PLAN

A number of best practices have been identified as guidance for the County's development of trail related policies. Examples of best practices come from neighboring counties, states, and nationally.

Accessibility

The county should strive to create trails that are accessible to all users, regardless of abilities, considering environmental limitations. Accessibility policies generally provide information on what is an accessible trail, how to construct or design the appropriate trail in a given context, and what types of assistance devices are allowable on trails.

Lancaster County, PA has adopted a trail accessibility policy, shown below:

Access to trails and the use of devices as set forth below is limited to individuals with mobility disabilities and this policy does not authorize the use of these devices by others. Lancaster County Park trails are available to individuals with a mobility disability as follows:

1. **Wheelchairs:** Wheelchairs, as defined by 28 CFR § 35.104, are permitted on all Lancaster County Park trails approved for pedestrian access.

Other power-driven mobility devices (OPDMDs): OPDMDs, as defined by 28 CFR § 35.104, are permitted on multi-use County Park rail trails including the Conewago Recreation Trail, the Lancaster Junction Recreation Trail, the Conestoga Greenway Trail and the Iron Horse Trail as follows:



1. The OPDMD must be electric-powered. Internal combustion engines are not permitted.
2. The OPDMD must have an electrical output of no more than 300 watts.
3. The OPDMD must be no more than 36" in width.

Please note that electric bikes (e-bikes) meeting the above criteria, and which allow the user to pedal or alternatively run on battery power, are permitted on all Lancaster County Park Trails approved for bicycle use. User discretion is advised as some approved bicycle trails may not be suitable for all types of e-bikes.

- A. Users of an OPDMD or wheelchair must operate the device at a safe speed considering the condition of the trail and the other users traveling on the trail.
- B. The adoption of this Policy does not represent an endorsement that the Park trails or other Park properties are safe for the use of an OPDMD or wheelchair. Users must exercise reasonable caution and care while operating such devices within the Lancaster County Park System (American Trails, 2016).

Boise, ID has also adopted an access policy for assistance devices that focuses on OPDMDs, while also going into detail on the type of trail and the types of devices allowed. This policy also ensures staff are not allowed to ask about whether a person has or does not have a disability, or the nature of said disabilities (City of Boise Parks & Recreation Department, ID).

Other places have strived to create trails with sensory assistance devices. For example, stakeholders came together to create the Watertown Riverfront Park and Braille Trail Project. This project placed special emphasis on the use of sensory assistance devices such as braille and auditory assistance devices to ensure all users could effectively use the trail (Massachusetts EPA: Office of Energy and Environmental Affairs, 2016).

Greenway Planning

Greenway planning can occur at the city, county, regional, state and national level. Countywide Master Plans should take into consideration the actions, plans and efforts of other stakeholders to ensure connectivity between greenways to benefit ecological and human systems.

Greenville, South Carolina implemented a plan to develop a broader framework for an interconnected system of pathways that will link together the various municipalities (Greenville County, South Carolina, 2010). This plan incorporated numerous action steps to build upon existing greenways and policies for collaboration between institutions.



Land Use and Land Rights

Acquisition Policies

The discussion of acquisition policies above provided an overview of some of the strategies utilized by trail development organizations throughout the country from a broad point of view, other key considerations and specific policies are provided below.

The Town of Williston, Vermont has implemented an acquisition policy that encourages the donation or purchase of land through many different processes. The policy enables the government to require developers to donate land where trails have been identified in planning documents, accept easements on behalf of the city, and other methods (City of Williston, VT., 1998).

Monroe, North Carolina requires that residential developments contained within a recreational master plan dedicate a certain percentage of land to the development of the trail network (City of Monroe, NC, 2003). A developer would often be required to dedicate open space, or it can be acquired through other means. The text of this ordinance is as follows:



§ 156.150 DEDICATION OF OPEN SPACE.

(A) *If any portion of the lot proposed for residential development lies within an area designated on the officially adopted recreation master plan as a neighborhood park or part of the greenway system or bikeway system, the area so designated (not exceeding 5% of the total lot area) shall be included as part of the area set aside to satisfy the requirement of Section 198. This area shall be dedicated to public use.*

(B) *If more than 5% of a lot proposed for residential development lies within an area designated as provided in*

Subsection (A), the city may attempt to acquire the additional land in the following manner:

(1) *The developer may be encouraged to resort to the procedures authorized in Section 156.148 and 156.149 and to dedicate the common open space thereby created; or*

(2) *The city may purchase or condemn the land. (Ord. O-2003-63, passed 12-16-03)*

Florida Statutes 260.015 provides for the guidance of the State of Florida's Greenways and Trails Acquisition Program. This program utilizes many different tools that are capable of being applied to county level policies that are useful in program development of an acquisition program (The Florida Legislature, 2010). This program is further discussed in the case study later in this section.

Development Regulations and Transportation Policies

Throughout the country, many trails have been constructed using policy and development approaches. These means to create paths typically have required close collaboration with developers and larger trail master plans, and between stakeholders to ensure policies are applied appropriately.

The Riverside County General Plan already ensures that trails will be considered in area plans. The Circulation, Open Space, and Healthy Communities Elements of this plan all consider the relevant policies in relationship to trails, bikeways and sidewalks. Still, consideration should be given to more staunch language and goals related to new development within the County. An example policy from Valley County, Idaho Pathways Concept Master Plan states:

Goal 3. *The Valley County Planning and Zoning Department should require individuals and developers who propose new developments and subdivisions to blend their proposals into the vision for a valley-wide pathways system (Valley County Pathways Committee, 2015).*

Additional language could be directly related to the development of specific trails and systems. This gives developers a clear sense of what benefits they could also market to new home or commercial business owners as development occurs. This approach was utilized in the Guadalupe River Trail in San Jose, California. In this project, numerous funding sources, including developer's fees and redevelopment funds were used to construct a new trail along this waterway (Rails-to-Trails Conservancy).

Other innovative transportation projects have also begun to be designed and constructed in the County. This includes the Coachella Valley Link, which is utilizing a mixture of funding to develop over 50 miles of shared transportation systems, including those for transit, biking, walking, and low speed electric vehicles. As additional funding or maintenance needs arise, the CV Link could take up funding from other, private sources to fill in gaps.

The identification of priority trail projects within Riverside County could help direct resources. Priority trail projects could be identified in area plans and have greater potential to have fees tied to their development, attributable funding sources, and protection ordinances to guarantee their perpetuity.

Trail Protection Ordinance

In some areas, county governments have instituted protection ordinances for trails to ensure that new development or communities do not encroach or damage a trail. This has created both institutional capacity to respond to issues with existing trails and for community based review teams to ensure that trails are considered in new developments and crossings. Seminole County, FL passed an ordinance in 2002 reflecting such a policy (Seminole County, FL, 2002). Indian River County, FL has also established a protection ordinance specifically for the protection of one trail, and the habitat that has formed the trail (Indian River County, FL, 1990).

Riverside County is home to a number of historic trails located throughout the county. These historic routes enrich the cultural experience of visitors and residents in the county. The County could consider the development of protection ordinances that guarantee the long-term feasibility of safe, removed paths from roadways and encourage interpretive opportunities are utilized in local jurisdictions. Additionally, this would provide assurances that changes at various levels of governance won't affect trail projects without significant alternative evaluation.

Since many of these historic trails are not exact, buffer zones would need to be created to ensure that multiple routes could be used as part of the system. Trails would serve as one of the major components and have driving routes tied to the system. This would also provide a means to ensuring that funds typically used for commuters could contribute to trail systems. This type of system in Riverside County could also help to prioritize historical route development and guide trail resources towards routes that would benefit multiple user groups.

Adjacent Landowner Trail Liability Programs and Policies

Numerous counties and states have adopted policies which provide relief to landowners who are adjacent to public lands or trails, or allow the use of their land to connect public lands without the use of an easement. This often provides landowners who would typically be averse to trails developing in their area with peace of mind when new trails are being studied or examined for development.

San Diego County, CA, has an implementation strategy geared towards encouraging private landowner involvement in the development of local and regional trail systems. This is found in the following implementation policy (San Diego County, CA):

*Countywide Implementation Strategy 3.2: Continue to provide indemnity (as currently provided by County Code Section 812.101) to persons granting trail easements and landowners adjacent to trails in order to encourage voluntary **dedications and landowner support for efforts to implement regional and community trails***

Washington established a marine program similar to those throughout the country that encourages private landowners to open their lands to public use while removing liability from the property owners. This is established in state law and implemented by various agencies (Washington State Legislature, 1967).

The Florida Greenways and Trails Designation Program also provides for protections of landowners who are adjacent to public property that allow trail users to utilize their private property. This program is created under Florida Statutes 260.0125 (The Florida Legislature, 2010). This program is also discussed in the case study below.

Rail-with-Trail Policy

In Mendocino County, CA the government has put in place a policy regarding the abandonment of rail corridors that could be converted to other uses. This policy is applicable and reflected in many ways around the country through other policies and has been provided if the opportunity for rails to trails are high within the area.

Policy DE-159: Preserve abandoned railroad right-of-way for trail use and investigate the feasibility of collocating bicycle paths on unused portions of existing rights-of-way (Mendocino Council of Governments, 2012).

Maintenance

A well-developed maintenance plan and schedule stems from a policy that places a higher level of importance on the necessity to consider the long-term sustainability facilities. Maintenance policies should be considered with management policies, as these policies generally influence one another, yet have a different implementation role depending on agency classifications. The Tahoe Donner Trails Master Plan provides an excellent example of maintenance and management policies (Tahoe Donner Association, 2013, pp. 1-2).

Tahoe Donner Trails Master Plan:

Goal 4: Maintenance. Provide for standardization of trail system maintenance.

Policy 4.1: Asset Preservation. Tahoe Donner will strive to maintain the trail system, ancillary structures, and the surrounding recreation space for sustainability.

Policy 4.2: Regular Maintenance. This Plan will serve as strategic guidance for the standard and type of maintenance to occur on the trail system.

*Policy 4.3: Inspection. Regular systematic inspections of the trail system will occur to prevent and mitigate degradation of use, minimize hazards and risk, and promote general trail activity and feedback through trail presence by **staff and the membership.***



Management

A strong trail policy will enable those responsible for the day to day oversight of the trail to enforce rules, policies and regulations related to the trail. Many different jurisdictions have enacted strong overall trail policies. Example policies of these plans in relationship to trail type, etiquette and stewardship can be found below.

A notable example of policy planning for trails and management comes from the Tahoe Donner Trails Master Plan. This plan outlines policies for the jurisdiction to follow and provides guidance for future management and trail implementation strategies (Tahoe Donner Association, 2013, pp. 1-2).

Tahoe Donner Trails Master Plan:

Goal 1: Management. Establish management practices and protocol for a comprehensive trail system utilized by a diverse population.

Policy 1.1: Benefit and Opportunities. *The trail system in Tahoe Donner will be managed to benefit the community and provide a variety of recreational opportunities for all user types.*

Policy 1.2: Multi-Use Trail System. *Tahoe Donner will provide a system of trails to accommodate a variety of users including hikers, joggers, bicyclists, equestrians, cross country skiers, snowshoers, and dog owners.*

Policy 1.3: Trail System Rules. *Management will work to establish and communicate trail system rules to reduce user conflict, effectively manage risk, and improve user experience.*

Policy 1.4: User Conflict. *Management will work to reduce user conflict through trail design and maintenance, as well as working with users to establish and promote communication for trail sharing.*

Policy 1.5: Stewardship. *Management of the trail system will make every effort to sustain the trail system and the surrounding environment through sound management practices and community involvement.*

Policy 1.6: Resource Conservation. *Tahoe Donner will strive to practice resource conservation through its trail system, future development, and programs established for the trail system.*

Policy 1.7: Communication. *Tahoe Donner will effectively communicate this Plan, projects and programs, and welcome user feedback.*

Additional trail policies contained within this document can contribute to the overall cohesiveness of the trail system locally. These policies generally fall under the categories of Planning and Development.

Policy 2.3: Trail Type. *The trail system should include multi-use and user-preferred trails of varying levels of difficulty and provide the opportunity to connect to other trail systems which may offer more trail class types.*

Policy 3.5: Project Management Best Practices.

Every effort will be made to plan, implement, and execute each project thoroughly.

Consistent Management

In Florida, the State Park System has streamlined the management process to be consistent across the 250-mile trail system between nine state trails. This process is consistently laid out in statute at the state level, and also in rules at the agency level to ensure consistency between different ecological zones in the various areas of the state.

Implementing a uniform process for managing trails would enable Riverside County to save in planning costs, but may inhibit creativity in the development of more specific plans for the area. Consideration should be given to the overall need for planning in each area, for each major trail corridor, and how much level of detail will be required to create a high-quality experience. Ensuring high value in the system is a key means to making the system's use a normal activity for residents and attractive amenity for tourists.

Youth Engagement

Riverside County can engage youth in outdoor recreation, especially via trails. Partnerships should be created between landholding agencies and not for profits to ensure that youth have equitable access to lands. Programming between partnerships can take the form of maintaining natural lands and trails, hikes and camping events, interpretive seminars in strategic urban areas and places of interest, and many other means.

Regional Trails – Connectivity and Coordination

Generally, trails that are interconnected with similar facilities support multiple objectives of county policies. In San Diego County, CA an implementation strategy guides future trail development. These policies are important to the development of trail network systems and creating a network of recreation and transportation facilities.

Countywide Policy 2.3: Participate in completing missing segments of regional trails to satisfy the need for long range trail opportunities (San Diego County, CA, p. 133).

Due to the size of Riverside County, planning efforts should occur between area plans, specific plans and other plans. This has the potential to increase the number of trails in areas that may be deprived of recreational or transportation facilities. Additionally, requiring that coordination occur during planning updates ensures continued collaboration between county and sub-county level stakeholders.

There are many policies related to developing trails as components of local transportation systems and as contributors to the recreation system. In Portland, Oregon, the city has taken up numerous policies that require the coordination of trail efforts with stakeholders.

Policy 8.52 Trail coordination. Coordinate planning, design, improvement, and maintenance of the trail system among City agencies, other public agencies, non-governmental partners, and adjacent landowners (City of Portland, Oregon, 2015).



This policy also contains similar language for creating a diverse, publicly accessible, and ecologically friendly system of trails that have numerous other social, environmental and cultural benefits.

There are many entities that have created trail coordination policies, institutionalized coordination within their plans or instituted coordination projects. Most notably, the National Park Service created the Santa Monica Mountains Area Recreation Trails, which is a process for improving and enhancing coordination between stakeholders in the area (National Park Service, 1997). This plan is undergoing an update, initiated in 2014.

Recommended Policies, Goals, and Objectives

Guiding Principle: The interconnectedness of trails, regional trails and supporting bikeways and pedestrian infrastructure is integral to the liveliness of Riverside County. Connecting area communities through safe, interconnected, vibrant trails ensure a high quality of life for residents and visitors to the culturally and environmentally rich area. The County will provide a vision for establishing the trail system through a series of regional and local connections, while guiding the implementation of management activities by municipalities, and other willing partners in the area.

GOAL

PLAN FOR REGIONAL AND LOCAL TRAIL CONNECTIVITY

The County shall envision a comprehensive network of regional and non-regional trails that interconnect with other systems in private areas, cities and federal lands. This network shall be developed in coordination with, yet not necessarily managed entirely by the County.

Regional Trail Planning Policies

Policy 1. Diversified Planning: The Riverside County Parks and Open-Space District will retain staff who manage the planning of regional trails countywide. This staff will work with Riverside County Regional Planning to incorporate trail planning into community plans wherever possible, and ensure that updated trail planning efforts are incorporated into the General Plan on the regular update schedule. Partnership opportunities shall be explored during trail planning processes, following the guidance of the Trail Partners section of this plan.

Policy 2. Plan Regionally: The County shall identify regional trails that connect

communities, destinations, downtowns, districts, and other areas over longer distances than trails located in individual tracts of managed lands. Regional trails are encouraged to be managed by multiple public or private organizations, with the intent of trails being collaboratively, creatively and consistently managed between areas with the intent being to equitably distribute workloads between stakeholders.

Objective 1. Create a Regional Trails Map that classifies management, existing and opportunity trail alignments, and local trails managed by the County. Update the Regional Trails Map every three years, or as deemed necessary by County Staff or Board of Supervisors.

Objective 2. Updates and re-evaluation of the Trails Master Plan may either coincide with General Plan Updates or as significant trail-related events occur, such as the construction of a significant regional trail, a major change in policy, departmental restructuring, or at the discretion of County Staff or the Board of Supervisors.

Policy 3. Interconnect Local Trail

Systems: The County shall also work with municipalities and other special areas within the County to ensure that local trails that are owned, operated, or maintained by areas other than the County. Wherever feasible, plans shall identify connections between Local and Regional Trails.

Objective 1. Produce an Existing and Opportunity Trails Map in coordination with municipalities, private developers, significant right-of-way owners, and others to identify areas of opportunity local trails that support or connect to the regional trail system.

Objective 2. Updates to the Existing and Opportunity Trails may either coincide with General Plan updates or at the discretion of and necessity as indicated by County Staff or the Board of Supervisors.