# WESTERN RIVERSIDE COUNTY
## NON-MOTORIZED TRANSPORTATION PLAN

Part 1 of 2

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# WESTERN RIVERSIDE COUNTY
## NON-MOTORIZED TRANSPORTATION PLAN

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# TABLE OF CONTENTS

SECTION 1.0 INTRODUCTION....1
1.1 Purpose .... 1
1.2 Setting.... 1
1.2.1 Northwest Zone....2
1.2.2 Central Zone ....2
1.2.3 Pass Zone....2
1.2.4 Southwest Zone....2
1.2.5 Hemet-San Jacinto....3
1.2.6 Mountain Zone ....3
1.3 Network Classifications .... 3
1.3.1 Bikeway / Pedestrian Shared Use Class 1 Paths (Off-Road)....3
1.3.2 Class II Bikeways (On-Road, Striped Lanes)....3
1.3.3 Class III Bikeways (Signed Shared Road): ....3
1.3.4 Neighborhood Electric Vehicle (NEV) Routes ....4
1.3.5 Sidewalk Paths....4
1.3.6 Sidewalks....4
1.4 Stakeholder Working Group.... 4
1.4.1 Working Group Meeting #1 ....4
1.4.2 Working Group Meeting #2 ....4
1.4.3 Working Group Meeting #3 ....4
1.4.4 Working Group Meeting #4 ....4
SECTION 2.0 STUDY AREA EVALUATION ....5
2.1 Sub Regional Overview.... 5
2.1.1 Population Trends....5
2.1.2 Employment Concentrations....5
2.1.3 Places of Interest ....6
2.1.4 Corridor Opportunities/Constraints ....6
2.2 Western Riverside Zones .... 7
2.3 Public Transportation .... 7

SECTION 3.0 LOCAL PEDESTRIAN PATH AND BIKEWAY PLANS..... 45
3.1 Local Plan Approach..... 45
3.2 Local Plan Role in Regional System Planning Process..... 45
SECTION 4.0 SUB REGIONAL GOALS AND STRATEGIES ..... 51
4.1 Goals of the WRCOG Non-Motorized Transportation Plan..... 51
4.2 Strategies to Achieve the Long-Term Implementation ..... 51
4.2.1 Planning the Sub Regional Backbone Network ..... 51
4.2.2 Coordination with Local Jurisdictions and Updates to the Plan..... 52
4.2.3 Establishing Design Classifications ..... 52
4.2.4 Funding and Implementation..... 53
4.3 WRCOG Non-Motorized Backbone Network Goals and Strategies Matrix... 54
SECTION 5.0 PROPOSED NON-MOTORIZED SYSTEM..... 57
5.1 Route 1: Santa Ana River Trail ..... 67
5.2 Route 2: Cucamonga Creek–Mission ..... 69
5.3 Route 3: SR-91 Corridor - Magnolia..... 71
5.4 Route 4: Van Buren – Washington..... 73
5.5 Route 5: I-15 Corridor – Temescal Canyon ..... 75
5.6 Route 6: El Sobrante - Lake Perris..... 77
5.7 Route 7: Hidden Valley – La Sierra ..... 79
5.8 Route 8: Arlington - Alessandro ..... 81
5.9 Route 9: Fairmount - Iris ..... 83
5.10 Route 10: San Jacinto River – Bautista Creek ..... 85
5.11 Route 11: Iris - Redlands ..... 87
5.12 Route 12: Alessandro - Davis ..... 89
5.13 Route 13: San Timoteo – Interstate 10 Pass Area..... 91
5.14 Route 14: San Jacinto – Diamond Valley..... 93
5.15 Route 15: Salt Creek - Domenigoni..... 95
5.16 Route 16: Lake Elsinore – Murrieta/Temecula Creek ..... 97
5.17 Route 17: Nichols - Perris Blvd. ..... 99
5.18 Route 18: San Diego Canal - Eastern Bypass ..... 101

5.19 Route 19: Bundy Canyon - Scott ..... 103
5.20 Route 20: Murrieta Creek – French Valley ..... 105
5.21 Route 21: Three Creeks ..... 107
5.22 Route 22: Gibbel - Fairview..... 109
5.23 Route 23: 215 South Corridor ..... 111
5.24 Route 24: Case - Leon..... 113
5.25 Route 25: Lasselle – Perris Valley Channel..... 115
5.26 Route 26: Bryant - Singleton..... 117
5.27 Route 27: Oak Valley – San Jacinto River ..... 119
5.28 Route 28: Rainbow Canyon – I-15 Frontage..... 121

SECTION 6.0 DESIGN GUIDELINES ..... 123

6.1 Bicycle Design Standards and Guidelines..... 123

6.1.1 Bicycle Planning Principles..... 123
6.1.2 Bikeway Definitions..... 124
6.1.3 Bicycle Facility Design Recommendations by Class Type..... 124
6.1.4 Signage and Markings..... 130
6.1.5 Bike Boulevards..... 131
6.1.6 Bicycle Parking..... 133
6.1.7 Drainage Grates..... 135
6.1.8 Loop Detectors ..... 135

6.2 Pedestrian Design Standards and Guidelines ..... 135

6.2.1 Pedestrian Planning Principles..... 135
6.2.2 Pedestrian-Friendly Policies..... 140
6.2.3 Pedestrian Crossings..... 140
6.2.4 Sidewalk Design..... 146

6.3 NEV Design Standards and Guidelines..... 148

6.3.1 NEV Definitions..... 148
6.3.2 Signage and Striping Sample Options..... 149

SECTION 7.0 FUNDING OPPORTUNITIES AND EXPENDITURES ..... 151

7.1 Federal Funding Programs ..... 152

7.1.1 SAFETEA-LU, Riverside County Transportation Commission Administered Funds ..... 152
7.1.2 SAFETEA-LU, Recreational Trails Fund..... 152

7.1.3 Safe Routes to School ..... 152
7.1.4 Land and Water Conservation Fund ..... 153
7.1.5 Community Development Block Grants ..... 153
7.1.6 Economic Stimulus Funds ..... 153
7.2 State Funding Programs ..... 154
7.2.1 Transportation Development Act Article 3 (SB 821) ..... 154
7.2.2 Bicycle Transportation Account ..... 154
7.2.3 Safe Routes to School ..... 154
7.2.4 Office of Traffic Safety ..... 155
7.2.5 Environmental Enhancement and Mitigation Program (EEMP) ..... 155
7.2.6 AB 2766 ..... 155
7.2.7 Per Capita Grant Program ..... 155
7.2.8 Roberti-Z'Berg-Harris Grant Program, Proposition 40 ..... 156
7.2.9 Proposition 84: Statewide Park Program ..... 156
7.2.10 Proposition 84: Urban Greening Project Grants ..... 156
7.2.11 Caltrans Disabled Rights Court Settlement ..... 157
7.3 Local Funding ..... 157
7.3.1 Measure A ..... 157
7.3.2 Transportation Uniform Mitigation Fee ..... 157
7.3.3 Redevelopment Agency Funds ..... 157
7.3.4 Resurfacing and Repaving ..... 158
7.3.5 New Construction ..... 158
7.3.6 Impact Fees and Developer Mitigation ..... 158
7.3.7 Benefit Assessment Districts ..... 158
7.3.8 Property Taxes and Bonds ..... 158
7.3.9 User Fees ..... 158
7.3.10 Business Improvement Districts ..... 158
7.3.11 Parking Meter Revenues ..... 159
7.3.12 Adopt-a-Path Program ..... 159
7.3.13 General Funds ..... 159
7.4 Case Studies ..... 159
SECTION 8.0 BENEFITS OF REGIONAL NON-MOTORIZED TRANSPORTATION PLAN IMPLEMENTATION ..... 161
8.1 Existing Non-motorized Travel Characteristics ..... 161

8.2 FUTURE NON-MOTORIZED TRAVEL CHARACTERISTICS ..... 162
8.2.1 RivTAM overview and Western Riverside County Population Statistics ..... 163
8.2.2 RivTAM Mode Choice Procedures ..... 164
8.2.3 Interjurisdictional Bicycle Demand ..... 165
8.2.4 Intrajurisdictional Non-Motorized Travel Demand ..... 170
8.2.5 Vehicle Miles Traveled ..... 171
8.2.6 Air Quality Benefits ..... 175
SECTION 9.0 ACTION PROGRAM ..... 177
9.1 Implementation Approach ..... 177
9.2 Corridor Segment Orientation ..... 181
9.3 Safety Considerations ..... 183
9.3.1 Education ..... 183
9.3.2 Encouragement ..... 184
9.3.3 Enforcement ..... 184
9.3.4 Evaluation ..... 185
9.4 Maintenance Plan ..... 186
9.5 Plan Relationship to State and Regional Programs ..... 187
9.5.1 California Assembly Bill 1358 (2008): The Complete Streets Act ..... 187
9.5.2 California Streets and Highways Code: California Bicycle Transportation Act ..... 188
9.5.3 California Assembly Bill 32 (2006): Global Warming Solutions Act ..... 188
9.5.4 California Senate Bill 375 (2008) ..... 189
9.5.5 Southern California Association of Governments Regional Transportation Plan (2008) ..... 190

# LIST OF EXHIBITS


**2.1.1 A Northwest Zone Population Trends** ..... 9
**2.1.1 B Central Zone Population Trends** ..... 10
**2.1.1 C Southwest Zone Population Trends** ..... 11
**2.1.1 D Pass Zone Population Trends** ..... 12
**2.1.1 E Hemet San Jacinto Zone Population Trends** ..... 13
**2.1.1 F Mountain Zone Population Trends** ..... 14
**2.1.2 A Northwest Zone Employment Concentrations (2007)** ..... 15
**2.1.2 B Central Zone Employment Concentrations (2007)** ..... 16
**2.1.2 C Southwest Zone Employment Concentrations (2007)** ..... 17
**2.1.2 D Pass Zone Employment Concentrations (2007)** ..... 18
**2.1.2 E Hemet San Jacinto Zone Employment Concentrations (2007)** ..... 19
**2.1.2 F Mountain Zone Employment Concentrations (2007)** ..... 20
**2.1.3 A Northwest Zone Places of Interest** ..... 21
**2.1.3 B Central Zone Places of Interest** ..... 22
**2.1.3 C Southwest Zone Places of Interest** ..... 23
**2.1.3 D Pass Zone Places of Interest** ..... 24
**2.1.3 E Hemet San Jacinto Zone Places of Interest** ..... 25
**2.1.3 F Mountain Zone Places of Interest** ..... 26
**2.1.4 A Northwest Zone Opportunity / Constraint Features** ..... 27
**2.1.4 B Central Zone Opportunity / Constraint Features** ..... 28
**2.1.4 C Southwest Zone Opportunity / Constraint Features** ..... 29
**2.1.4 D Pass Zone Opportunity / Constraint Features** ..... 30
**2.1.4 E Hemet San Jacinto Zone Opportunity / Constraint Features** ..... 31
**2.1.4 F Mountain Zone Opportunity / Constraint Features** ..... 32
**2.3.1 A Northwest Zone RTA Routes and Transit Centers** ..... 33
**2.3.1 B Central Zone RTA Routes and Transit Centers** ..... 34
**2.3.1 C Southwest Zone RTA Routes and Transit Centers** ..... 35
**2.3.1 D Pass Zone RTA Routes and Transit Centers** ..... 36
**2.3.1 E Hemet San Jacinto Zone RTA Routes and Transit Centers** ..... 37
**2.3.1 F Mountain Zone RTA Routes and Transit Centers** ..... 38
**2.3.2 A Northwest Zone Metrolink Routes and Centers** ..... 39
**2.3.2 B Central Zone Metrolink Routes and Centers** ..... 40
**2.3.2 C Southwest Zone Metrolink Routes and Centers** ..... 41
**2.3.2 D Pass Zone Metrolink Routes and Centers** ..... 42
**2.3.2 E Hemet San Jacinto Zone Metrolink Routes and Centers** ..... 43

**2.3.2 F Mountain Zone Metrolink Routes and Centers** ..... 44
**Figure 16 Existing and Proposed Bike Trails(Corona)** ..... 46
**Figure C-4 Multi-Use Trails and Bikeways (City of Temecula)** ..... 47
**Figure 6-1 City of Riverside Existing and Proposed Bikeways** ..... 48
**City of Moreno Valley Existing Bikeways** ..... 49
**City of Moreno Valley Master Plan of Trails** ..... 50
**5.0.1 WRCOG Non-Motorized Transportation Network** ..... 59
**5.0.2 Overall Network Connectivity Between WRCOG TUMF Zones** ..... 61
**5.0.3 Northwest Zone – Network Connectivity Between Jurisdictions** ..... 62
**5.0.4 Central Zone - Network Connectivity Between Jurisdictions** ..... 63
**5.0.5 Southwest Zone - Network Connectivity Between Jurisdictions** ..... 64
**5.0.6 Pass Zone - Network Connectivity Between Jurisdictions** ..... 65
**5.0.7 Hemet/San Jacinto Zone - Network Connectivity Between Jurisdictions** ..... 66
**Corridor 1 – Santa Ana River Trail Non-Motorized Transportation Plan Network** ..... 68
**Corridor 2 – Cucamonga – Creek – Mission Non-Motorized Transportation Plan Network** ..... 70
**Corridor 3 –SR-91 Corridor – Magnolia Non-Motorized Transportation Plan Network** ..... 72
**Corridor 4 –Van Buren – Mockingbird Non-Motorized Transportation Plan Network** ..... 74
**Corridor 5 –I-15 Corridor – Temescal Canyon Non-Motorized Transportation Plan Network** ..... 76
**Corridor 6 –El Sobrante – Lake Perris Non-Motorized Transportation Plan Network** ..... 78
**Corridor 7 –Hidden Valley – La Sierra Non-Motorized Transportation Plan Network** ..... 80
**Corridor 8 –Arlington – Alessandro Non-Motorized Transportation Plan Network** ..... 82
**Corridor 9 –Fairmont – Iris Non-Motorized Transportation Plan Network** ..... 84
**Corridor 10 –San Jacinto River – Bautista Creek Non-Motorized Transportation Plan Network** ..... 86
**Corridor 11 –Iris – Redlands Non-Motorized Transportation Plan Network** ..... 88
**Corridor 12 –Alessandro – Davis Non-Motorized Transportation Plan Network** ..... 90
**Corridor 13 –San Timoteo – I-10 Pass Area Non-Motorized Transportation Plan Network** ..... 92
**Corridor 14 – San Jacinto River – Diamond Valley Lake Non-Motorized Transportation Plan Network** ..... 94
**Corridor 15 –Salt Creek – Domenigoni Non-Motorized Transportation Plan Network** ..... 96
**Corridor 16 –Lake Elsinore – Murrieta & Temecula Creeks Non-Motorized Transportation Plan Network** ..... 98
**Corridor 17 –Nichols – Perris Blvd Non-Motorized Transportation Plan Network** ..... 100
**Corridor 18 –San Diego Canal – Eastern Bypass Non-Motorized Transportation Plan Network** ..... 102
**Corridor 19 – Bundy - Scott Non-Motorized Transportation Plan Network** ..... 104
**Corridor 20 – Murrieta Creek – French Valley Non-Motorized Transportation Plan Network** ..... 106
**Corridor 21 – Three Creeks Non-Motorized Transportation Plan Network** ..... 108
**Corridor 22 – Gibbel - Fairview Non-Motorized Transportation Plan Network** ..... 110
**Corridor 23 – I-215 South, Menifee - Murrieta Non-Motorized Transportation Plan Network** ..... 112

**Corridor 24 – Case - Leon Non-Motorized Transportation Plan Network ..... 114**

**Corridor 25 – Lasselle – Perris Valley Channel Non-Motorized Transportation Plan Network ..... 116**

**Corridor 26 – Bryant – Singleton Extension Non-Motorized Transportation Plan Network ..... 118**

**Corridor 27 – Oak Valley – San Jacinto River Non-Motorized Transportation Plan Network ..... 120**

**Corridor 28 – Rainbow Canyon Rd – I-15 Frontage Road Non-Motorized Transportation Plan Network ..... 122**

**Exhibit 8.A Generalized Mode Choice Model Nesting Structure (Home-based Work District Trips) ..... 164**

# LIST OF TABLES


5-1 Proposed Routes ..... 57

6-1 Recommended Bikeway Signage and Markings..... 130

7-1 Summary of Funding Opportunities ..... 151

8-1 2001 Travel Demand Survey Non-Motorized Transport Usage Summary ..... 161

8-2 2003 Home-Based Work Trips Non-Motorized Mode Summary by County ..... 161

8-3 2003 Home-Based Non-Work Trips Non-Motorized Mode Summary by County..... 162

8-4 2003 Non-Home-Based Trips Non-Motorized Mode Summary by County ..... 162

8-5 2003 Overall Non-Motorized Mode Summary by County ..... 162

8-6 RivTAM Population Forecasts..... 163

8-7 2035 Interjurisdictional Bicycle Daily Trip Summary (All Purposes) ..... 166

8-8 2035 Interjurisdictional Non-Motorized Daily Bike and Pedestrian Trip Summary (All Purposes)..... 170

8-9 2035 Interjurisdictional Daily Bicycle VMT Calculations (All Purposes)..... 171

8-10 2035 Interjurisdictional Non-Motorized Trip Summary (All Purposes) ..... 174

8-11 NMTP-Related Daily VMT With Auto Conversion ..... 174

8-12 Bicycle and Air Quality Greenhouse Gas Emissions Projections..... 176

9-1 Five-Year Action Matrix (2010-2015) ..... 177

9-2 Short-Term Projects (Listed by Corridor Number) ..... 182

9-3 Medium-Term Projects (Listed by Corridor Number)..... 182

9-4 Long-Term Projects (Listed by Corridor Number) ..... 183

9-5 Off-Road Paths Maintenance Guidelines..... 186

# SECTION 1.0 INTRODUCTION

## 1.1 Purpose

The Western Riverside Council of Governments (WRCOG) Non-Motorized Transportation Plan (NMTP) provides a regional backbone network of bicycle and pedestrian facilities to provide enhanced transportation mobility options. For purposes of this planning exercise, "non-motorized transportation" will refer to alternative travel modes that operate at lower speeds than conventional automobiles and focus on non-pollutant means of propulsion. These travel modes include walking or using a bicycle for daily interaction between residential and non-residential uses. In addition, design standards for neighborhood electric vehicle (NEV) and golf cart lanes will be considered. However, equestrian and hiking facilities are not a focus of this assessment. The NMTP complements and builds upon local plans to deliver a comprehensive non-motorized transportation network over a broad area. The NMTP replaces the plan developed and published by WRCOG in April 1996.

Effective transportation systems rely on a variety of approaches to move people and goods efficiently. Streets and highways are the primary network relied upon by the masses. Transit and non-motorized uses typically operate within these rights of way when practical. Dedicated rails, guideways, and trails for non-auto trips are sometimes necessary due to limited existing public rights of way, unique connection opportunities, and/or community input.

Concerns about health and the environment, coupled with a need to maximize benefit from prior transportation investments, inevitably leads to exploring and expanding travel options appropriate for the setting. Recent legislation is aimed at ensuring options and opportunities are considered. From Complete Streets (Assembly Bill 1358) to global warming and emissions reduction initiatives (Assembly Bill 32 and Senate Bill 375), California leads the way in developing guidance. To that end, WRCOG's NMTP plays an important role in evaluating non-motorized mode choice benefits and establishing meaningful transportation system enhancements.

The NMTP identifies 28 distinct regional bicycle and pedestrian-friendly routes throughout Western Riverside County. The proposed system provides multi-jurisdiction connections between WRCOG's member agencies as well as neighboring systems developed by Coachella Valley Association of Governments (CVAG) and the counties of Orange, San Bernardino, and San Diego. The resulting network includes existing and potential on-street (Class II and Class III) and off-road (Class I) routes intended for near-term through long-range implementation.

Non-motorized transportation will play an increasingly significant role in Southern California's quest to address congestion, emissions reductions, vehicle trip reductions, healthy and more livable communities, as well as mobility choices. The NMTP will be incorporated into Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). The proposed regional routes may be implemented in segments over time and should be considered in any regional planning effort as an alternative to continued auto-centric land use and transportation capital investment plans.

The routes planned here will provide guidance to local governments when they apply for funds for non-motorized facilities. Those that apply for funds for the projects in this Plan will receive some priority in funding decisions. The projects planned here can become priority facilities in local planning efforts.

## 1.2 Setting

The WRCOG Non-Motorized Transportation Plan encompasses all the 16 incorporated cities as well as the unincorporated areas of Western Riverside County. Those jurisdictions and their respective populations include:

Banning – 28,457
Beaumont – 32,403
Calimesa – 7,498
Canyon Lake – 11,128
Corona – 148,597
Hemet – 74,361
Lake Elsinore – 50,267
Menifee – 67,70
Moreno Valley – 186,301
Murrieta – 100,714
Norco – 27,160
Perris – 54,323
Riverside – 300,430
San Jacinto – 36,477
Temecula – 102,604
Wildomar – 31,321
Unincorporated Western Riverside County – 386,560

*Source: California Department of Finance, 2009, and WRCOG, 2010*

These cities include those with established, older cores as well as newly developed communities. The older, central-city areas have traditional street patterns with smaller, well-connected blocks that lend themselves well to walking and bicycling. Most of the newer areas in those cities, as well as in most of western Riverside County, have street patterns with residential cul-de-sacs that depend on multi-lane arterials that people use to go outside their neighborhoods. Most of the bicycle and pedestrian circulation in those relatively newer areas will depend on these arterial streets and highways, as well as off-road corridors like waterways, rail lines, utility easements, and public land.

Western Riverside County is divided into six zones created as part of the Transportation Uniform Mitigation Fee (TUMF) program. The boundaries help organize the sub-regional planning currently devoted to regional impact fee programming. The NMTP proposes to leverage these planning zones as a logical extension of transportation project prioritization and planning. These zones include:

### 1.2.1 Northwest Zone

The Northwest Zone includes the cities of Corona, Norco, and Riverside as well as several unincorporated communities in Western Riverside County. The Northwest Zone is the most urbanized of the six. Both Corona and Riverside have older cores with traditional street patterns, as well as newer areas that are suburban in form. Norco has strived to preserve a rural character. Three Metrolink lines (Riverside Line, 91 Line, and Inland Empire-Orange County Line) serve the area and are accessed at five different stations. The Northwest Zone is the only one with active Metrolink rail service. The Riverside Transit Agency (RTA) has two stations, one of which is shared with Metrolink. Many of the developed areas follow either the SR-91 or I-15 freeways. The Santa Ana River offers the opportunity for a regional trail.

### 1.2.2 Central Zone

The Central Zone includes Moreno Valley, Perris, Menifee, March Joint Powers Authority (JPA), and several unincorporated communities in Western Riverside County. Perris has an older core with well-connected streets. Virtually all of Moreno Valley and Menifee are newer with cul-de-sac neighborhoods linked along arterial streets. Those in Moreno Valley are organized in a consistent half-mile grid, while those in Menifee are less regular. One RTA transit center, located in central Perris, serves this zone. Tentative plans include future Metrolink stations along existing freight rail lines. Development in Moreno Valley generally runs along SR-60, while the rest of development in the Central Zone follows I-215. The San Jacinto River offers potential for a regional trail. Greenbelts have preserved a corridor in Menifee for a regional connection along the Salt Creek.

### 1.2.3 Pass Zone

The Pass Zone contains Calimesa, Beaumont, and Banning as well as unincorporated mountainous areas. Beaumont has a significant older central area with a connected grid of streets with blocks smaller than 400 feet, as well as newer neighborhoods that, until the recent real estate downturn, were rapidly growing. Most of Banning is organized along a well-linked street grid. Calimesa development generally follows a street network that is primarily cul-de-sacs linked by arterial streets. There are no regional transit centers in the Pass Zone. The Pass Zone links San Bernardino County, western Riverside County, and the Coachella Valley. The communities in this zone primarily follow I-10, with some newer development along SR-60 and SR-79.

### 1.2.4 Southwest Zone

The Southwest Zone follows the I-15 corridor and includes Lake Elsinore, Wildomar, Murrieta, Temecula, Canyon Lake, and several unincorporated communities in Western Riverside County. The mountainous areas in the southwest part of this zone are unincorporated. Lake Elsinore and Temecula have small, older neighborhoods with a well-connected grid of streets. However, the majority of the Southwest Zone communities are organized around arterial streets with cul-de-sac neighborhoods. The Southwest Zone has no regional transit centers, although some are tentatively planned. Segments of Murrieta Creek, Temecula Creek, Santa Gertrudis Creek, and Warm Springs Creek present strong potential for off-road shared bicycle and pedestrian paths.

### 1.2.5 Hemet-San Jacinto

The Hemet-San Jacinto Zone includes the cities of Hemet and San Jacinto as well as unincorporated areas surrounding these cities. These cities lie along the SR-79 and SR-74 corridors. The Hemet-San Jacinto Zone has no regional transit centers, although some are tentatively planned along future Metrolink rail lines. The San Jacinto River presents a good opportunity for a regional bicycle and pedestrian path.

### 1.2.6 Mountain Zone

The Mountain Zone has no incorporated cities. Some sparse rural development exists in some of the unincorporated areas generally along the SR-371 corridor. Much of the area is mountainous and in national forest. There are no regional transit centers. Any future regional bikeways will primarily serve serious long-distance recreational riders.

## 1.3 Network Classifications

Six types of network classifications are used throughout this NMTP. A brief description of these classifications is provided below.

### 1.3.1 Bikeway / Pedestrian Shared Use Class 1 Paths (Off-Road)

Class I bike paths provide for bicycle travel on paved rights-of-way separated from any street or highway. Class I bike paths must be built according to standards set forth in the Caltrans Highway Design Manual Chapter 1000. Cyclists as well as pedestrians and other non-motorized users may use them. Class I bike paths often follow continuous rights-of-way such as rivers, flood control channels, irrigation canals, rail lines, utility corridors, lake or beach fronts, or public land. Some follow streets and are best designed along streets with few driveways or intersections and special crossing treatments at intersections.

### 1.3.2 Class II Bikeways (On-Road, Striped Lanes)

Class II bike lanes provide a striped, stenciled, and signed lane for one-way travel on a street or highway. The stripe reserves the area for bicyclists. Bike lanes may be striped on streets with or without on-street parking. They must follow design standards set forth in the Caltrans Highway Design Manual Chapter 1000.

### 1.3.3 Class III Bikeways (Signed Shared Road):

Class III bike routes provide for shared use with motor vehicle traffic and are identified by signing. They function best when accompanied by additional features such as “sharrow” stencils, way-finding signs, and accelerated pavement maintenance schedules.

### 1.3.4 Neighborhood Electric Vehicle (NEV) Routes

NEVs may operate on roads with posted speed limits of 35 mph or less without special lanes of signage. Special-use lanes are required for roads with posted speed limits of 40 mph or greater. NEVs may be operated on shared NEV/bike lanes with an enhanced total width of seven feet. Similarly, off-road NEV paths may be shared with bikes provided that additional width is provided to accommodate safe operations.

### 1.3.5 Sidewalk Paths

Sidewalks paths are sidewalks can be used by joggers, pedestrians, bicyclists, and other non-motorized users. They do not meet Caltrans Class I bike path standards.

### 1.3.6 Sidewalks

Sidewalks are intended for use by pedestrians. California law allows local jurisdictions to restrict their use. Where local jurisdictions don't pass ordinances restricting sidewalk use, bicyclists, rollerbladers, and other non-motorized users may utilize them.

## 1.4 Stakeholder Working Group

This project involved the participation of both an Oversight Committee and a Stakeholder Working Group. The Oversight Committee consisted of representatives from Western Riverside Council of Governments (WRCOG), Riverside County Transit Agency (RTA), Riverside County Transportation Commission (RCTC), SCAG, and the consultant team. The Oversight Committee met to establish the direction and scope of the project, confirm overall project goals, and to establish the Stakeholder Working Group.

The Stakeholder Working Group was comprised of representatives of each of the 17 jurisdictions and active bicycle groups in Riverside as well as the March JPA. The Working Group met four times during the eight-month long project to provide feedback at key milestones. The following provides an overview of the Working Group meetings.

### 1.4.1 Working Group Meeting #1

Consultant Team walked through the purpose and main components of the NMTP, presented an initial opportunities and constraints analysis for each of the TUMP zones, and presented a working draft of the backbone system. A total of 24 corridors were initially identified, totaling approximately 470 miles. A design classification system was also presented for discussion by the group. The Consultant Team requested feedback on proposed alignments, the inclusion or exclusion of routes, additional information on existing conditions, and any issues of concern related to implementation.

### 1.4.2 Working Group Meeting #2

Prior to the meeting, the group was sent a revised Backbone Plan, Draft Route Guide, and Draft Goals and Strategies. Over 500 miles of field inspection was completed by the Consultant Team in fine-tuning route alignments and classifications. During the meeting, the Consultant Team walked through the changes with the group, presented recommendations on route classifications, and discussed implementation issues. The group provided substantial input on routes, especially as they connected to major destinations, and crossed over jurisdictional boundaries.

### 1.4.3 Working Group Meeting #3

Prior to the meeting, the revised Backbone Plan and Draft Route Guide were distributed to the group. In addition, various draft sections of the NMTP were sent out for review. The Consultant Team worked with the group to resolve remaining issues associated with certain segments, discussed the Goals and Strategies in detail, and received input on the Design Guidelines. In addition, the Rough Order of Magnitude Cost assumptions were reviewed.

### 1.4.4 Working Group Meeting #4

Prior to the meeting, the group was sent the Rough Order of Magnitude Cost estimates for each segment to review. In addition, draft sections on Funding Opportunities, Case Studies, and Plan Relationships to Regional/State Programs were sent out to the group. Corridor alignments were finalized. The Consultant Team presented the final NMTP at the last meeting. Any comments were incorporated prior to the completion of the project.

# SECTION 2.0 STUDY AREA EVALUATION

## 2.1 Sub Regional Overview

The Western Riverside Council of Governments (WRCOG) Non-Motorized Transportation Plan (NMTP) provides a regional backbone network of bicycle and pedestrian facilities to provide enhanced transportation mobility options. The NMTP complements and builds upon local plans to deliver a comprehensive non-motorized transportation network over a broad area. The NMTP replaces the plan developed and published by WRCOG in April 1996. Planning for a regional network should consider a variety of land use factors and transportation trip generators such as population densities, employment concentrations, activity center assemblages and potential corridor opportunities and constraints. The discussion below and the companion exhibits explore these elements. The exhibits are presented based upon the Zone structure for ease of presentation. It is understand that Zone boundaries enable manageable planning areas but multi-jurisdictional and inter-zonal planning is vital to the success of a regional transportation system.

### 2.1.1 Population Trends

Population trends are influenced by new development and shifts in household sizes. In Western Riverside County, population growth is projected to occur through natural attrition (births over deaths) regardless of new development. This fact coupled with the relatively inexpensive raw land available for housing means that population growth is inevitable. Population densities greatly influence the effectiveness and use of bike routes because most non-motorized trips emanate from the home (Data source: WRCOG, Riverside County Traffic Analysis Model – RIVTAM 2008).

Northwest Zone population trends are presented in Exhibit 2.1.1 A for 2007 and 2035 time horizons. Significant population density increases are projected in the Eastvale and Jurupa communities, Riverside/SR-91 corridor, Box Springs area and Woodcrest/Mead Valley Area. (Note: the census designated place of Eastvale, in June of 2010, voted to incorporate and become the City of Eastvale.)

Central Zone population trends are presented in Exhibit 2.1.1 B for 2007 and 2035 time horizons. Significant population density increases are projected within portions of Menifee, Moreno Valley, Perris and the Lakeview/Nuevo area.

Southwest Zone population trends are presented in Exhibit 2.1.1 C for 2007 and 2035 time horizons. Significant population density increases are projected within portions of Lake Elsinore, Murrieta, Temecula, and Wildomar.

Pass Zone population trends are presented in Exhibit 2.1.1 D for 2007 and 2035 time horizons. Significant population density increases are projected within portions of Beaumont and Banning. Major residential developments are planned in Calimesa but not yet represented in the underlying model.

Hemet/San Jacinto Zone population trends are presented in Exhibit 2.1.1 E for 2007 and 2035 time horizons. Significant population density increases are projected within portions of Hemet, San Jacinto and the Valle Vista area.

Mountain Zone population trends are presented in Exhibit 2.1.1 F for 2007 and 2035 time horizons. This area is largely rural with no major changes in population densities planned within the planning horizon presented.

### 2.1.2 Employment Concentrations

Employment concentration is an indicator of potential home-to-work and worked based trips. Historically, job centers comprised of office, service commercial, retail, and industrial uses were concentrated in specific corridors and/or districts. Existing employment locations are likely to remain stable but future growth will likely occur in a mixed use setting consistent with many emissions reduction and trip distribution planning trends. As a result, existing data is presented as the starting point for ensuring the regional network makes connects to workplace locations. (Data source: WRCOG, Riverside County Traffic Analysis Model – RIVTAM, 2008)

Northwest Zone employment concentration for 2007 as the baseline condition is presented in Exhibit 2.1.2 A. The heaviest employment densities are located along the SR-91 corridor and in the vicinity of the 60/91/215 interchange (including UCR).

Central Zone employment concentration for 2007 as the baseline condition is presented in Exhibit 2.1.2 B. This zone includes a variety of low density employment centers throughout the area. Future jobs growth is anticipate along the I-215 corridor and within the March JPA.

Southwest Zone employment concentration for 2007 as the baseline condition is presented in Exhibit 2.1.2 C. This zone includes a variety of low density employment centers throughout the area. The heaviest employment densities are located along Interstate 15 in Murrieta and Temecula.

Pass Zone employment concentration for 2007 as the baseline condition is presented in Exhibit 2.1.2 D. This zone includes a variety of low density employment centers throughout the area primarily along the I-10 corridor.

Hemet/San Jacinto Zone employment concentration for 2007 as the baseline condition is presented in Exhibit 2.1.2 E. This zone is primary residential and agriculture/rural. Although some employment is spread throughout the area, most job density is along State Route 74 and in downtown Hemet.

Mountain Zone employment concentration for 2007 as the baseline condition is presented in Exhibit 2.1.2 F. This zone is primary residential and agriculture/rural. No significant jobs dense centers can be found in this Zone.

### 2.1.3 Places of Interest

Non-motorized trips are determined by where people are, where they want to go and by a means to get there. In the context of a regional plan, the NMTP must establish realistic connections to places of interest. Municipal government, commercial centers, parks, schools, places of worship and other non-work destinations must be accessible in order for non-motorized transportation options to be viable. Development of the backbone network required careful consideration of activity centers throughout the western Riverside region. (Data source: western Riverside County jurisdictions)

Northwest Zone major existing places of interest are presented in Exhibit 2.1.3 A. Central Zone major existing places of interest are presented in Exhibit 2.1.3 B. Southwest Zone major existing places of interest are presented in Exhibit 2.1.3 C. Pass Zone major existing places of interest are presented in Exhibit 2.1.3 D. Hemet/San Jacinto Zone major existing places of interest are presented in Exhibit 2.1.3 E. Mountain Zone major existing places of interest are presented in Exhibit 2.1.3 F.

### 2.1.4 Corridor Opportunities/Constraints

Opportunities and constraints considered for the regional network are shown on Exhbits 2.1.4 A through F. (Data source: County of Riverside Transportation and Land Management Agency – TLMA)

The following offer the greatest opportunities for regionally-significant bicycle and pedestrian facilities in Western Riverside County:

1. Utility Easements and Waterways: Waterways such as the Santa Ana River, San Jacinto River, Cucamonga Creek, Murrieta Creek, and Temecula Creek have continuous, largely uninterrupted rights-of-way which can sometimes accommodate Bikeway / Pedestrian Shared Use Class 1 Paths (Off Road).
2. Rail Lines: Rail lines, such as BNSF and Union Pacific, traverse western Riverside County. Rail lines have continuous rights-of-way that are graded to bicycle-friendly slopes with some grade-separation and minimal cross traffic. Some rail lines have, or will have, Metrolink and bus stations along their routes thereby connecting key destinations.
3. Arterial Streets and Highways: Many of the regional on-street bicycle ways can be planned along arterial streets and highways. Some of these were constructed with wide curb-to-curb cross-sections and/or with wide lanes that can be striped for bike lanes. Since the area will likely grow in the future, many of the roads will be reconstructed or widened over time. If bicycle and pedestrian facilities are planned, they can be installed as integral parts of the improved streets and highways.

4. New Growth: Since western Riverside County will continue to grow in the future, new development can be planned with smart growth principles in mind that create walkable, bikeable communities by mixing land uses, encouraging compact development, and constructing well-connected grids of streets with small blocks.

The following factors may constrain planning for well-used bicycle and pedestrian networks along some corridors in western Riverside County:

1. Distance: Many of the communities in western Riverside County spread far and wide, making distances too great for many bicycle and pedestrian trips.
2. Street Patterns: Most of the newer areas of western Riverside County were built with street networks that have cul-de-sacs without well-connected blocks. This makes pedestrian and bicycle trips long and circuitous. This street pattern depends on arterial streets that carry the bulk of non-neighborhood trips necessitating multi-lane roads and large blocks. These arterial roads carry fast traffic that discourages bicyclists from using them. They also have few crossing points that provide safe, convenient crossings for bicycles and pedestrians.
3. Gated Communities: Gated communities break up bicycle and pedestrian networks making the trips prohibitively long. Since Canyon Lake is a gated city, it blocks off continuous access along the San Jacinto River.
4. Water Bodies and Mountainous Terrain: Large bodies of water such as Lake Elsinore, Lake Perris, Lake Skinner and Diamond Valley Lake interrupt route continuity, and mountain communities such as Idyllwild and Garner Valley are difficult to serve with non-motorized routes that can reasonably be expected to be utilized on a daily basis (except for the most experienced cyclists or recreational hikers).

## 2.2 Western Riverside Zones

The Zone structure described in Section 1.2 of this report is based upon consolidated planning areas that were created as part of the Transportation Uniform Mitigation Fee (TUMF). The member agencies within each Zone meet annually to discuss TUMF funding priorities and allocations. A Technical Advisory Committee comprised of agency city engineers, public works directors or other appropriate professionals acts as a steering committee for the programming process. An Executive Committee comprised of an appointed elected official representative and City Manager for member cities provides policy direction and approval for project funding. This structure can be leveraged in the future to assist with non-motorized route development, prioritization and implementation.

## 2.3 Public Transportation

Commuter Rail service is provided by Metrolink. There are currently five Metrolink stations in western Riverside County with service to the counties of Los Angeles, Orange, San Bernardino, San Diego and Ventura. Each station includes bus service, bicycle amenities (such as bike racks) and vehicle parking. Bicycles are permitted on the train. Future service extensions are planned to the Perris Valley and Hemet/San Jacinto areas.

Regional system planning considerations related to transit emphasis multi-modal connection points such as transit centers, Metrolink stations and park and ride lots. RTA's fixed route system enables and promotes non-motorized transportation connections with their use of bike carriers on most buses. Fixed routes, however, are dynamic and subject to change with shifting travel patterns, operating budget limitations and, demand. Transit Centers, on the other hand, have greater permanency and provide the greatest opportunity for long term trail connectivity value. These existing and proposed transit centers, combined with the commuter rail station network influence the development of backbone corridor routes.

Metrolink stations and transit centers connections are important considerations for regional backbone network route development. A one mile radius was used round existing and potential future facilities for planning purposes. (Data source: RCTC and WRCOG)

Northwest Zone Metrolink and transit centers are shown on Exhibit 2.3.2 A. All five existing Metrolink stations are located in this zone.

Central Zone Metrolink and transit centers are shown on Exhibit 2.3.2 B. New Metrolink station locations as part of the Perris Valley Metrolink extension include two planned stations in the City of Perris and one in March JPA.

Southwest Zone Metrolink and transit centers are shown on Exhibit 2.3.2 C. A number of potential transit centers are being considered in the area by RTA or as park and ride lots.

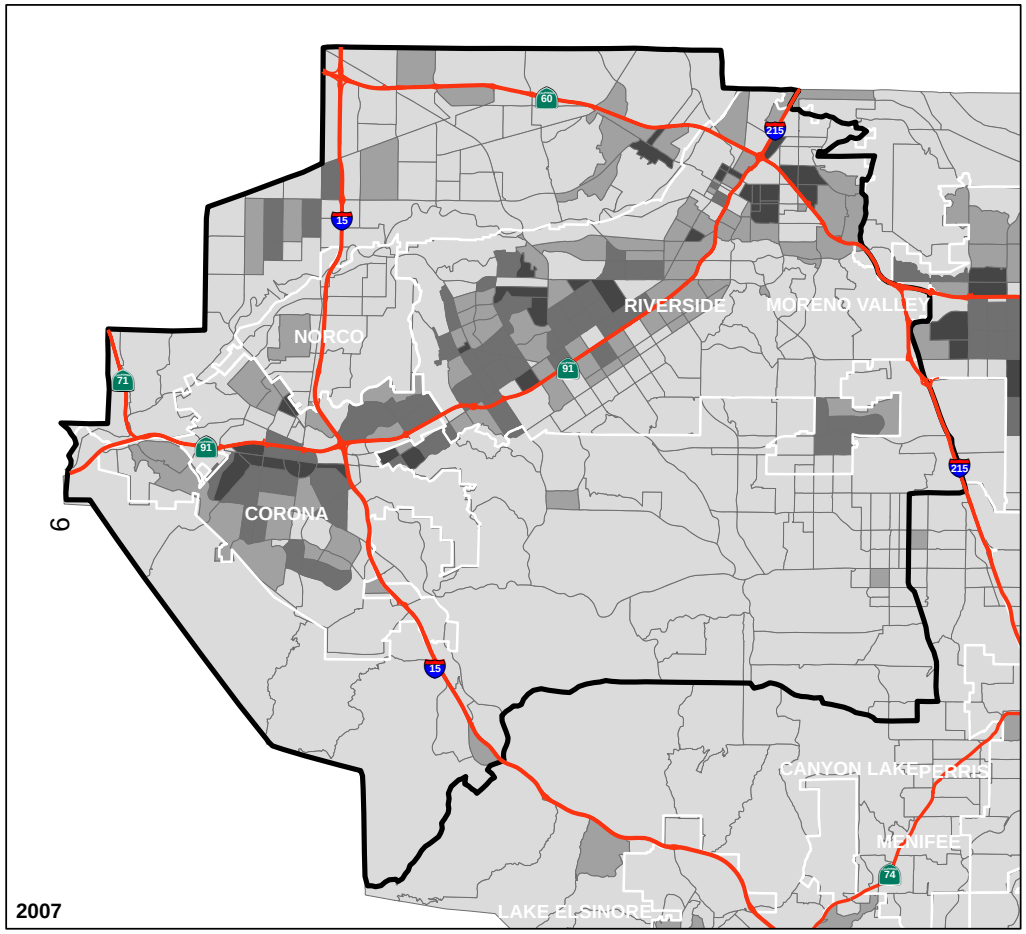
Pass Zone Metrolink and transit centers are not currently being planned according to Exhibit 2.3.2 D.

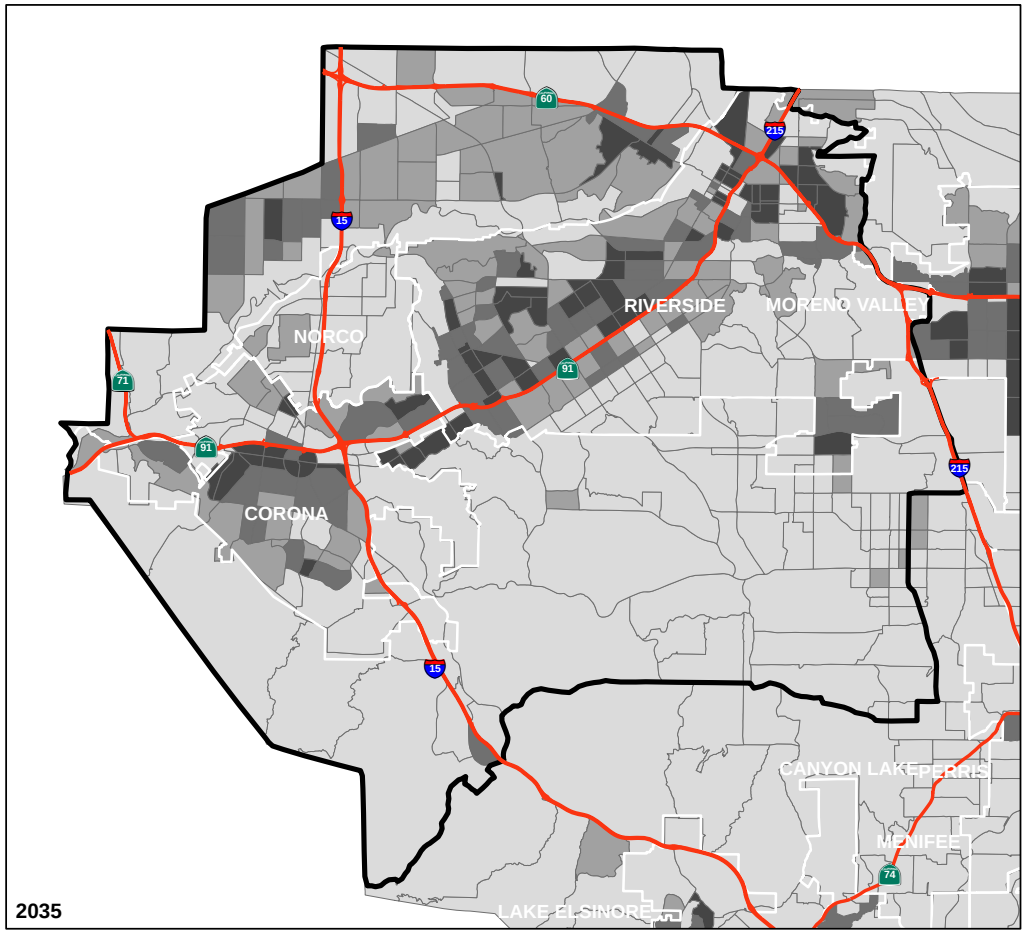
Hemet/San Jacinto Zone Metrolink and transit centers are shown on Exhibit 2.3.2 E. Potential transit centers are being considered in the area and may include a Metrolink station in Hemet if the system is extended in the future.

Pass Zone Metrolink and transit centers are not currently being planned according to Exhibit 2.3.2 F.

EXHIBIT 2.1.1 A

# NORTHWEST ZONE POPULATION TRENDS




## Legend

**Population Density by TAZ**

**Population / Acre**

- 0 - 5
- 6 - 10
- 11 - 15
- 16 - 55

- Freeway/Highway
- Non-Motorized Transportation Zone

Produced: December 2009

N
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0 1.25 2.5 5 Miles

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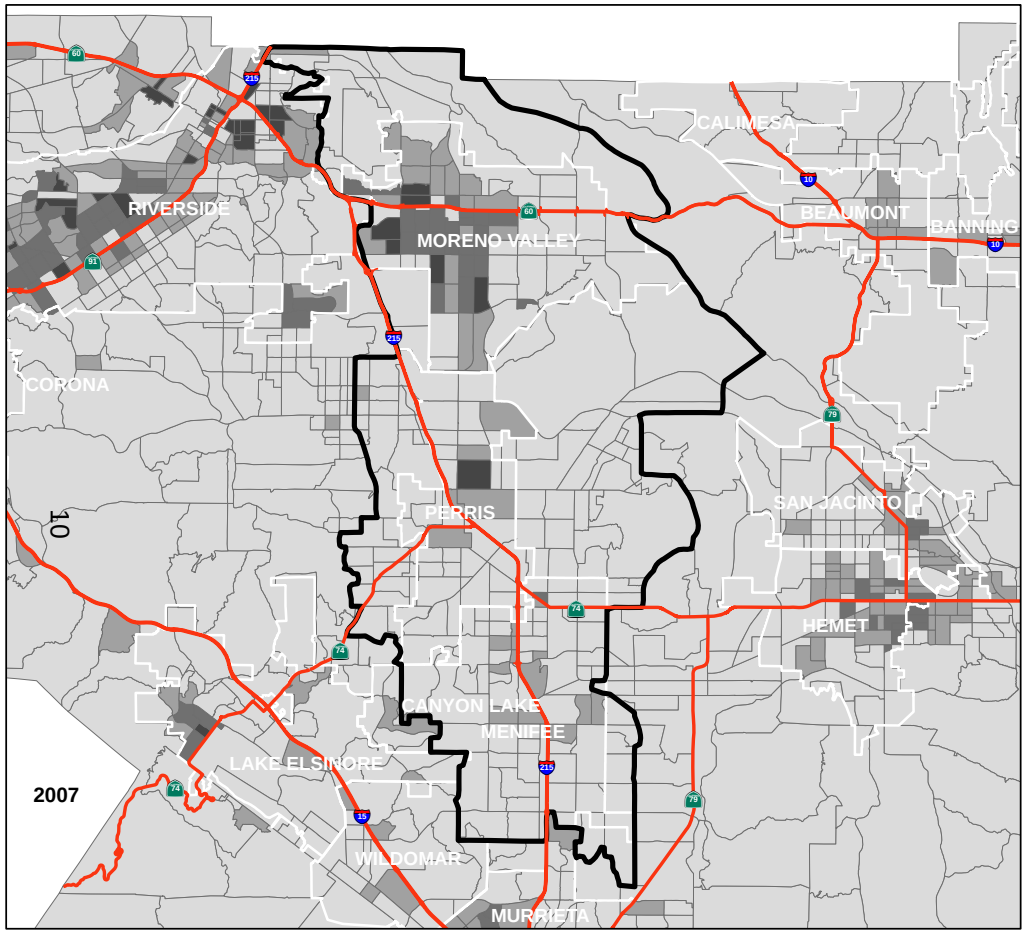
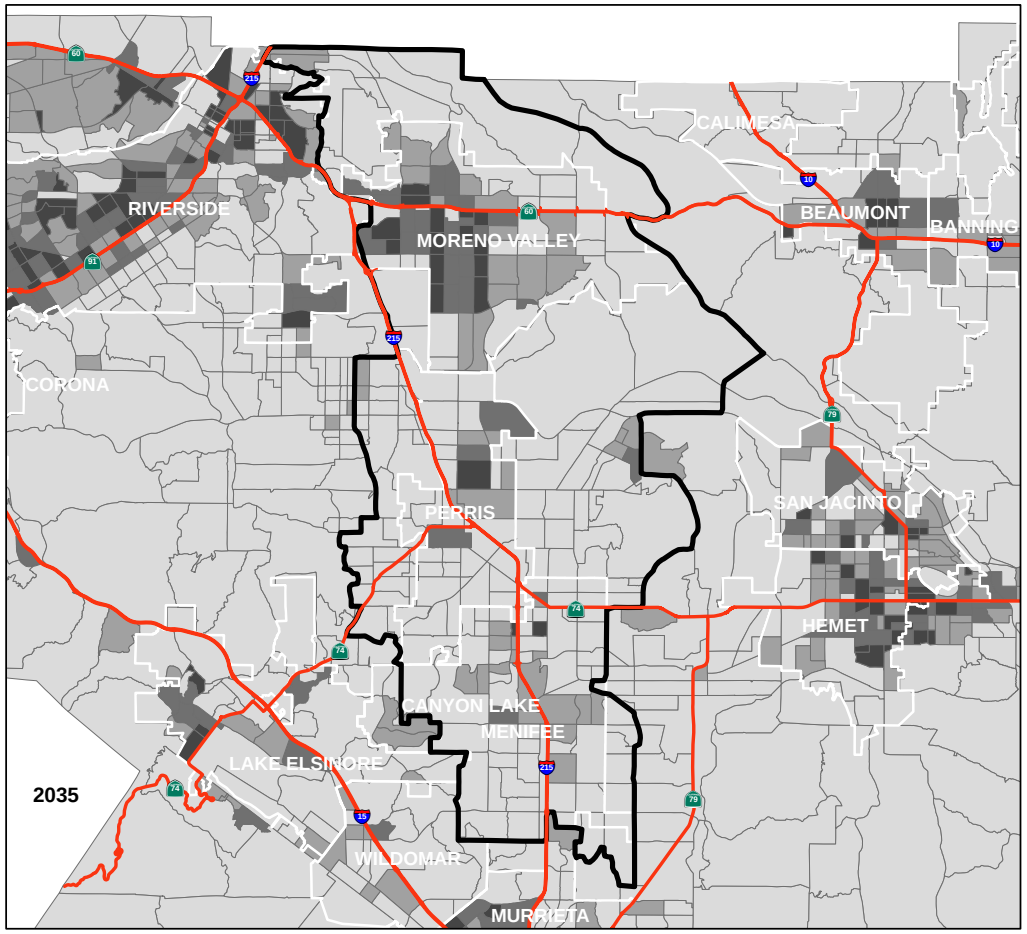
Task 4 Existing Conditions Report Baseline GIS Datasets\Exhibits\
2.1.1 Population Trends\Exhibit 2.1.1 A Northwest Population Trends.mxd

EXHIBIT 2.1.1 B

# CENTRAL ZONE POPULATION TRENDS




## Legend

**Population Density by TAZ**

**Population / Acre**

- 0 - 5
- 6 - 10
- 11 - 15
- 16 - 55

- Freeway/Highway
- Non-Motorized Transportation Zone

Produced: December 2009

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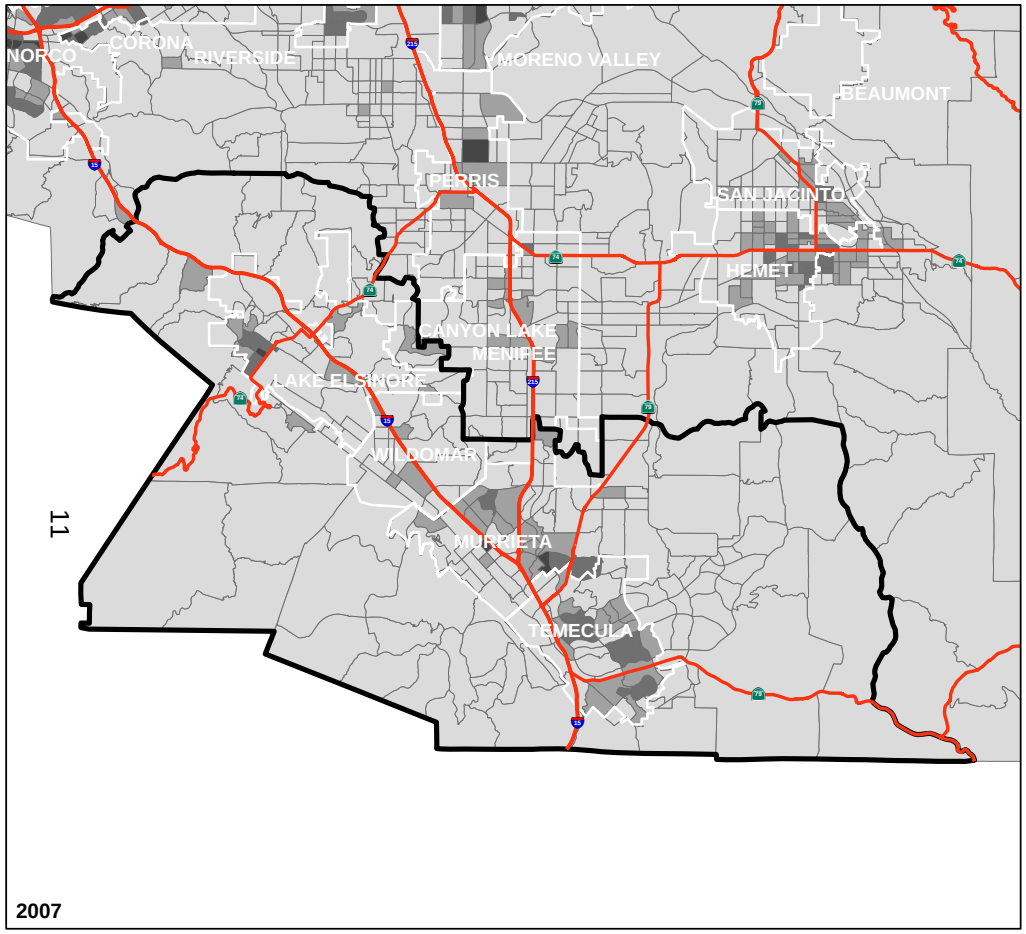
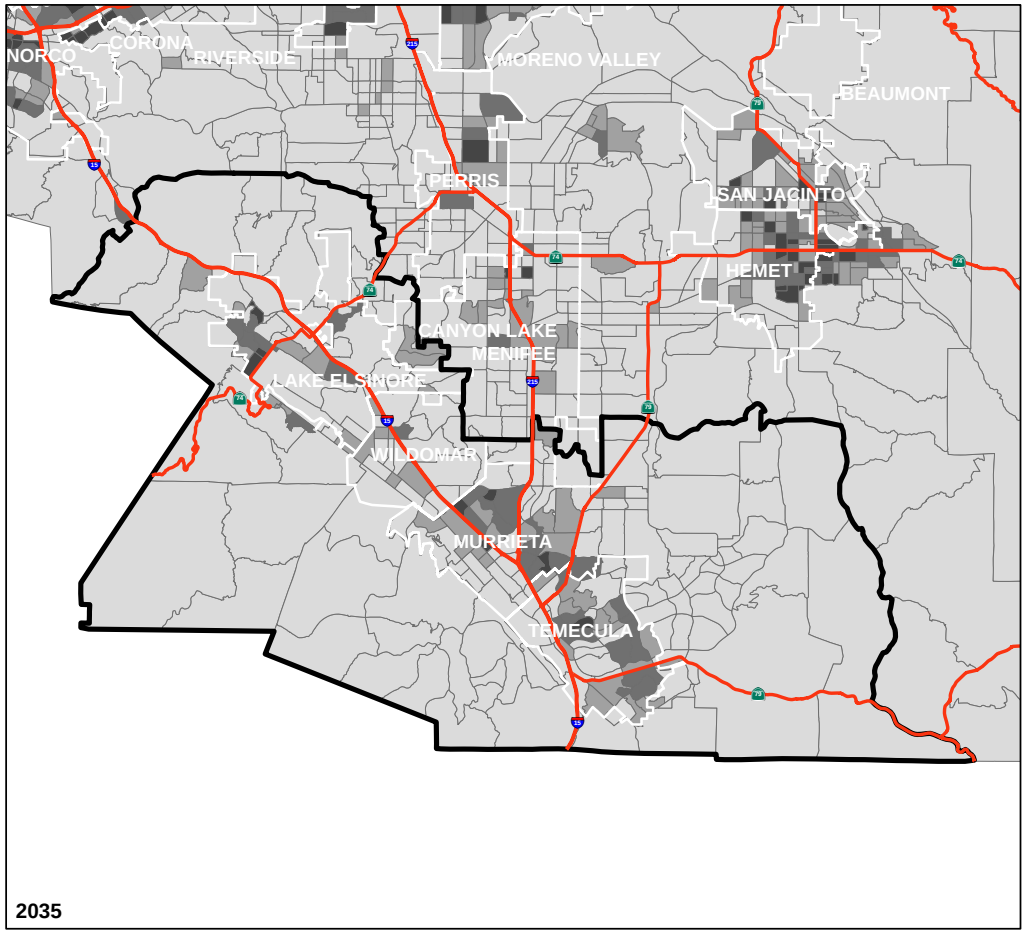
EXHIBIT 2.1.1 C

# SOUTHWEST ZONE POPULATION TRENDS




**Legend**

**Population Density by TAZ**

**Population / Acre**

- 0 - 5
- 6 - 10
- 11 - 15
- 16 - 55

- Freeway/Highway
- Non-Motorized Transportation Zone

Produced: December 2009

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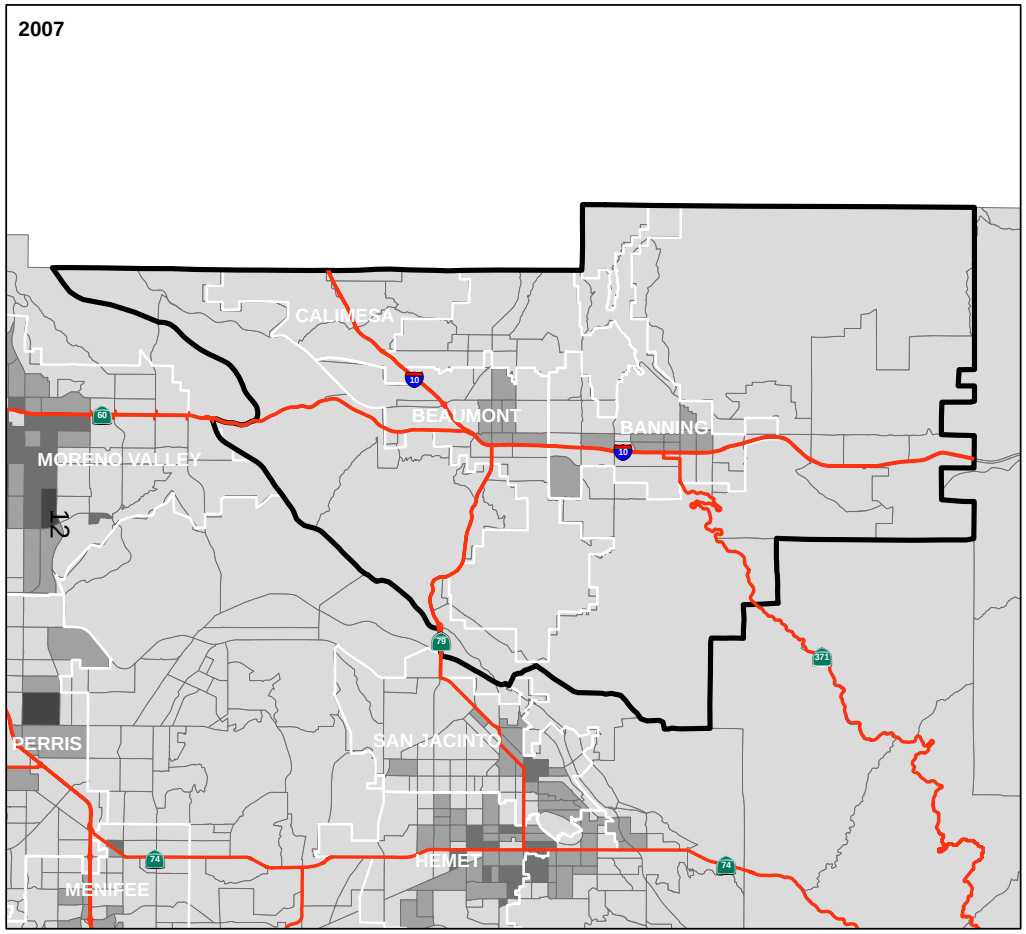
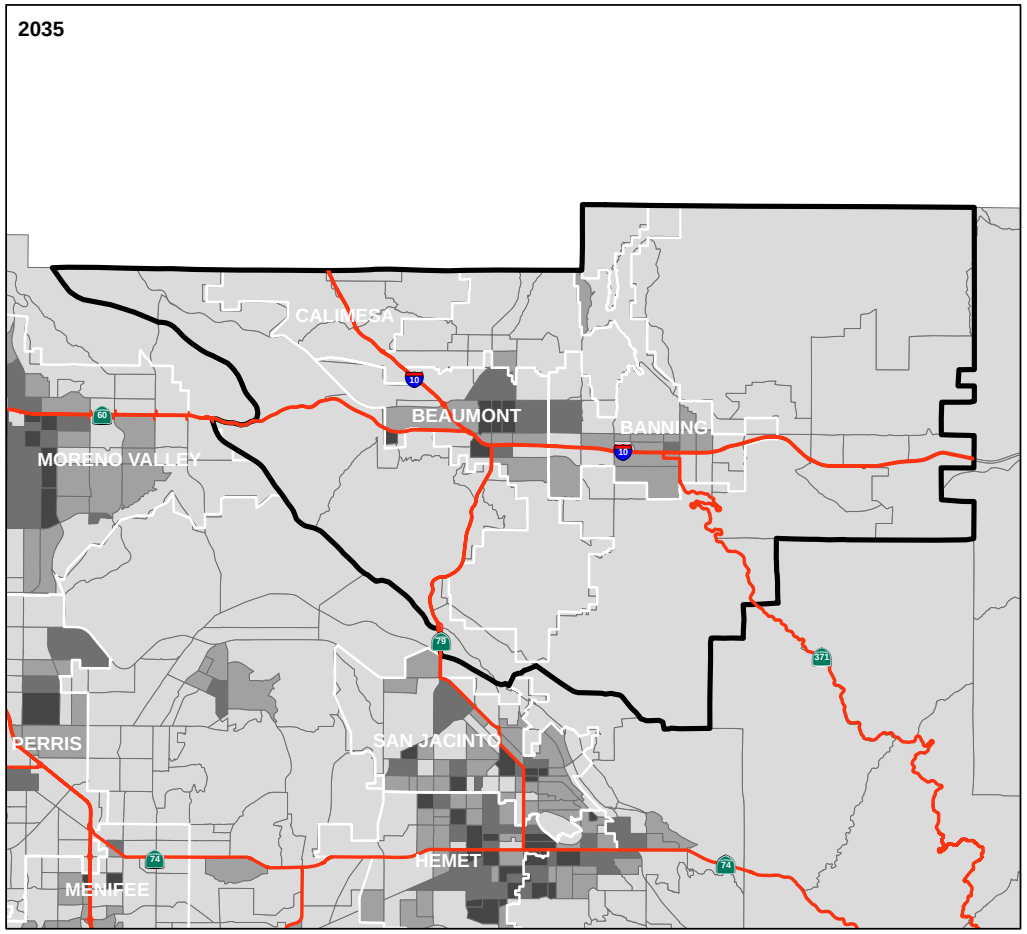
2.1.1 Population Trends\Exhibit 2.1.1 C Southwest Population Trends.mxd

EXHIBIT 2.1.1 D

# PASS ZONE POPULATION TRENDS




## Legend

**Population Density by TAZ**

**Population / Acre**

- 0 - 5
- 6 - 10
- 11 - 15
- 16 - 55

- Freeway/Highway
- Non-Motorized Transportation Zone

Produced: December 2009

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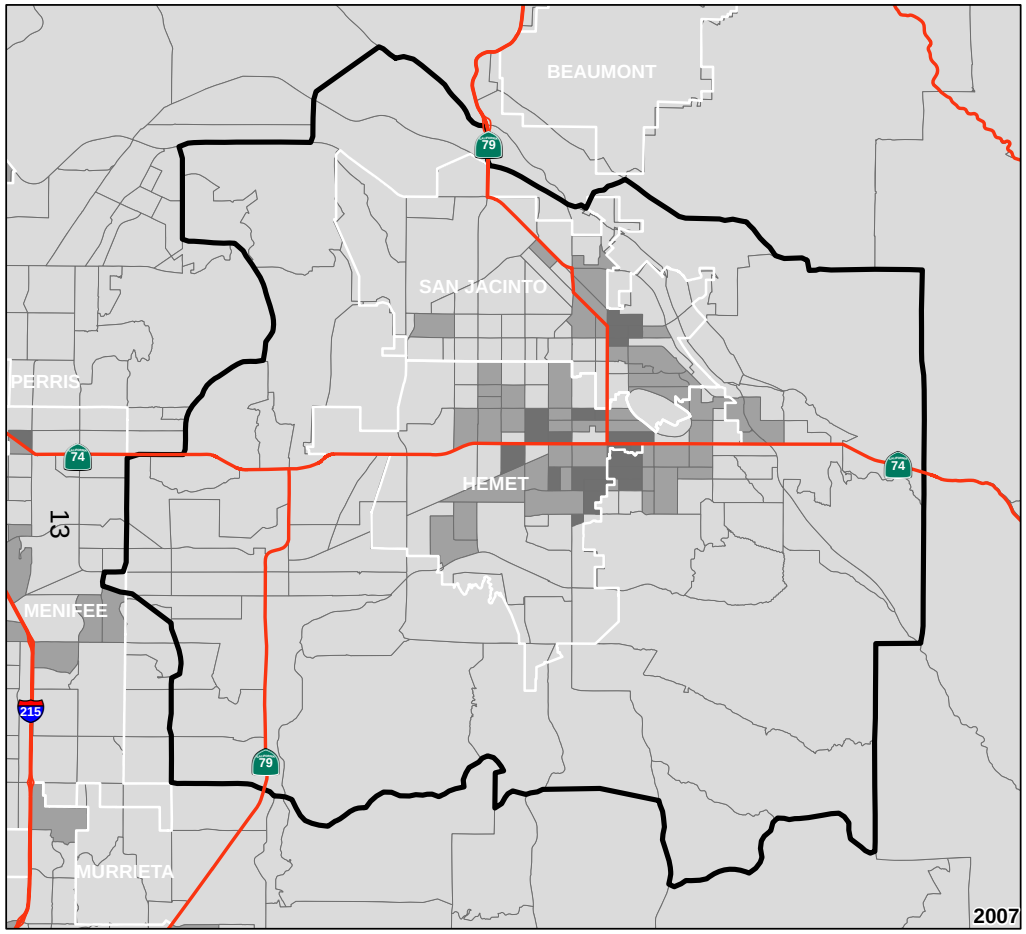
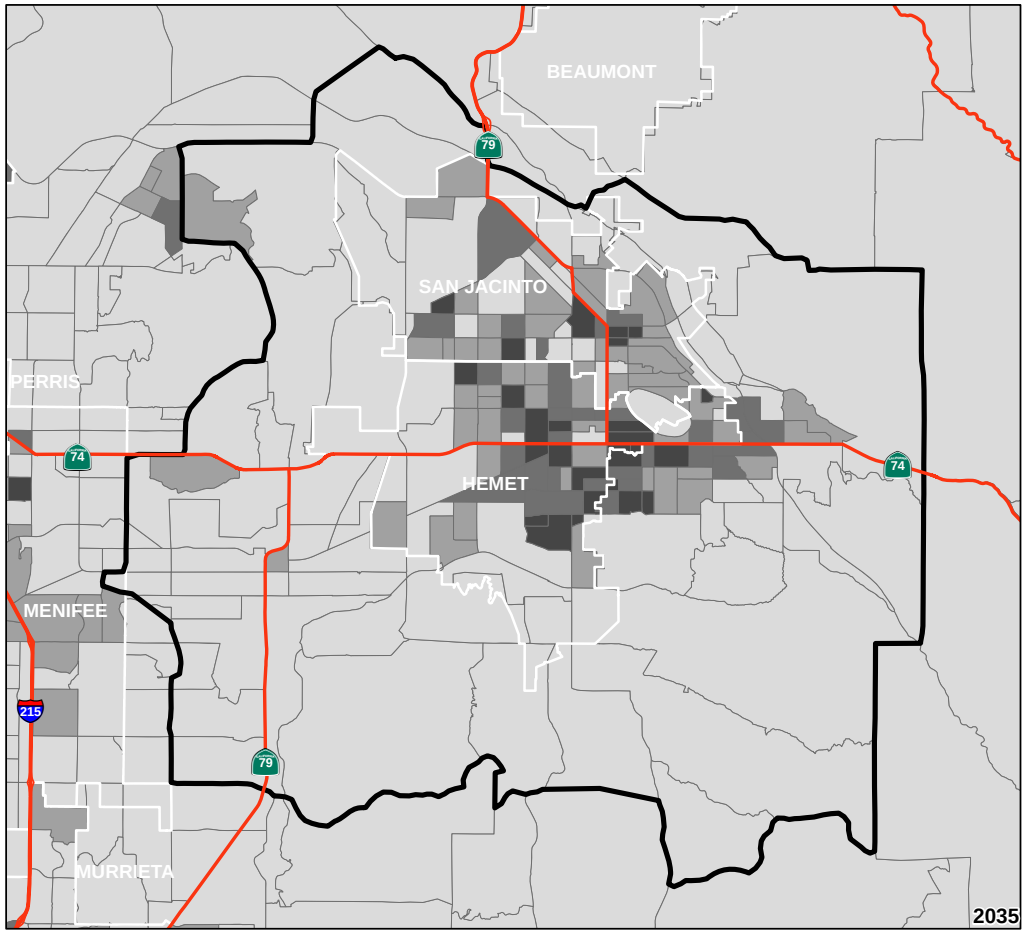
2.1.1 Population Trends\Exhibit 2.1.1 D Pass Population Trends.mxd

EXHIBIT 2.1.1 E

# HEMET SAN JACINTO ZONE POPULATION TRENDS




## Legend

**Population Density by TAZ**

**Population / Acre**

- 0 - 5
- 6 - 10
- 11 - 15
- 16 - 55

- Freeway/Highway
- Non-Motorized Transportation Zone

Produced: December 2009

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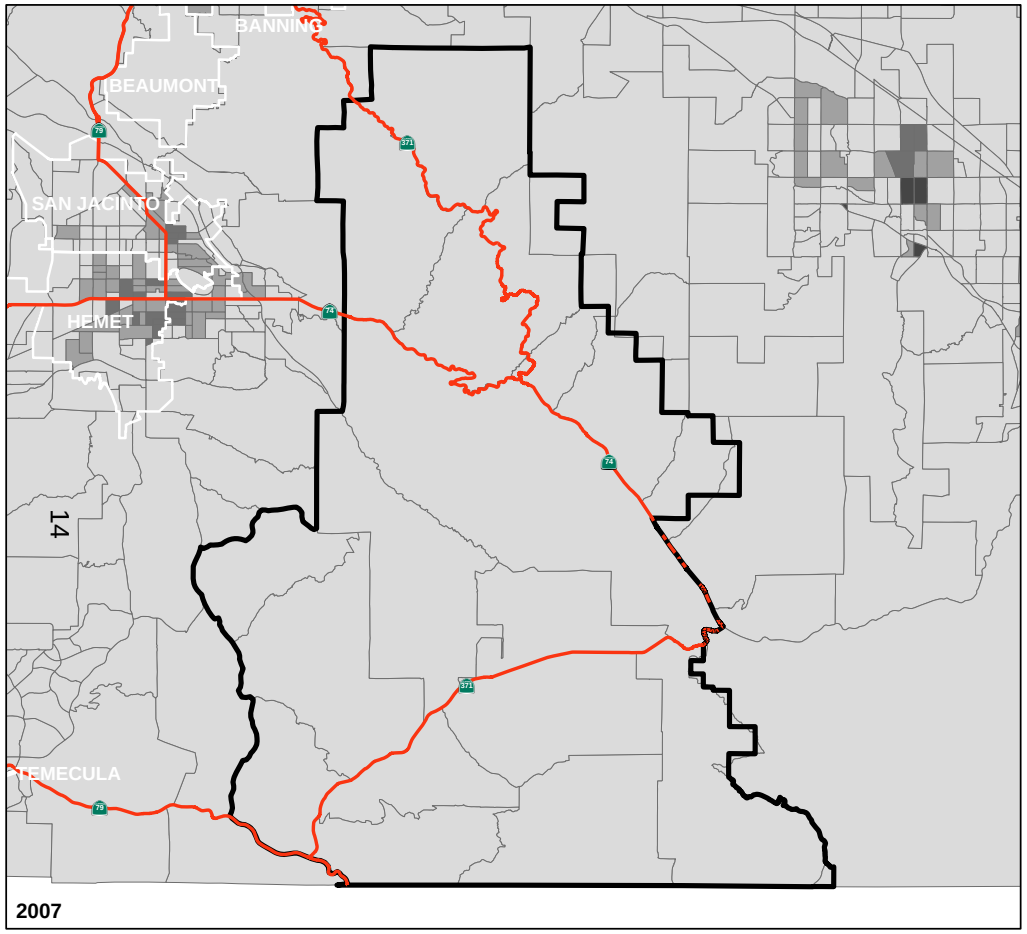
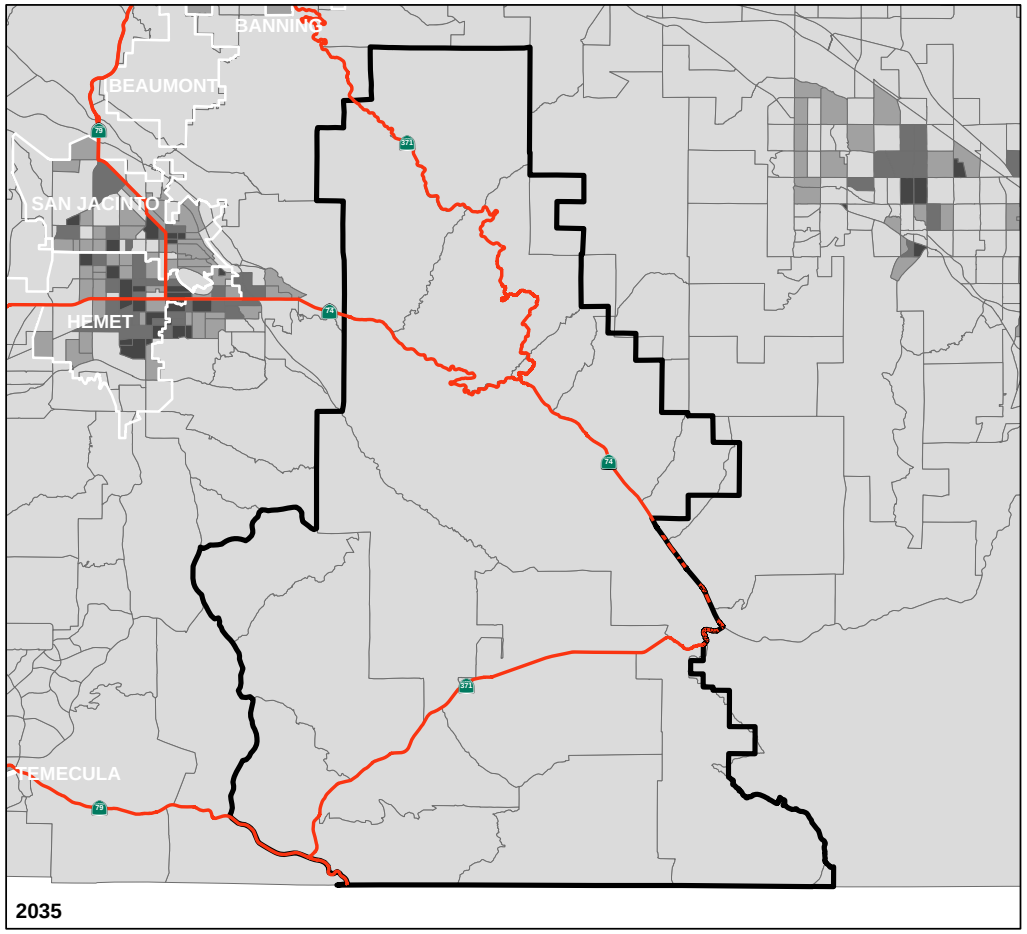
2.1.1 Population Trends\Exhibit 2.1.1 E Hemet San Jacinto Population Trends.mxd

EXHIBIT 2.1.1 F

# MOUNTAIN ZONE POPULATION TRENDS




**Legend**

**Population Density by TAZ**

**Population / Acre**

- 0 - 5
- 6 - 10
- 11 - 15
- 16 - 55

- Freeway/Highway
- Non-Motorized Transportation Zone

Produced: December 2009

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0 1.25 2.5 5 Miles

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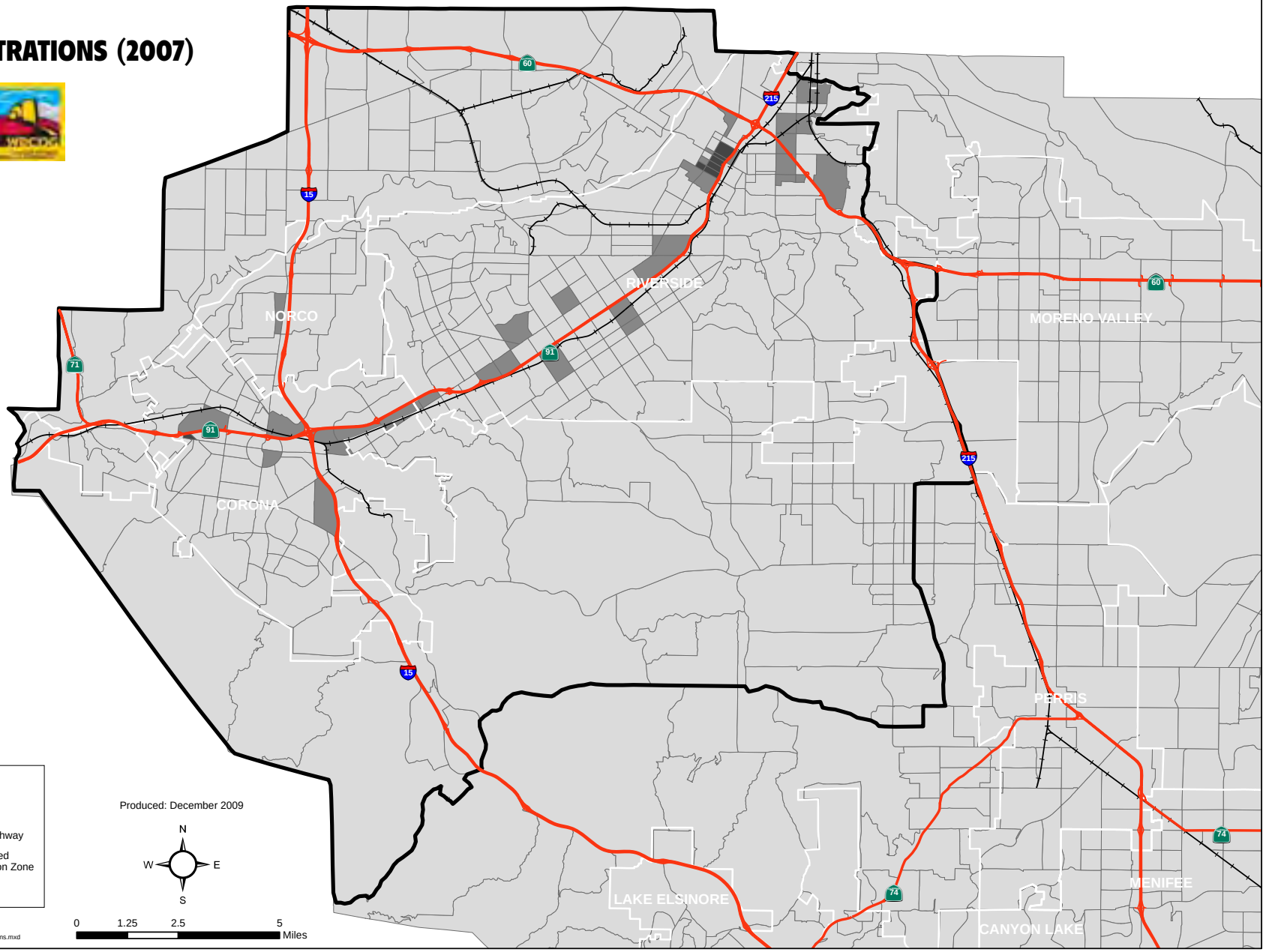
2.1.1 Population Trends\Exhibit 2.1.1 F Mountain Population Trends.mxd

EXHIBIT 2.1.2 A

# NORTHWEST ZONE EMPLOYMENT CONCENTRATIONS (2007)




**Legend**

**Employment Density by TAZ**

**Employees / Acre**

- 0 - 10
- 11 - 25
- 25+

- Freeway/Highway
- Non-Motorized Transportation Zone

Produced: December 2009

N W E S

0 1.25 2.5 5 Miles

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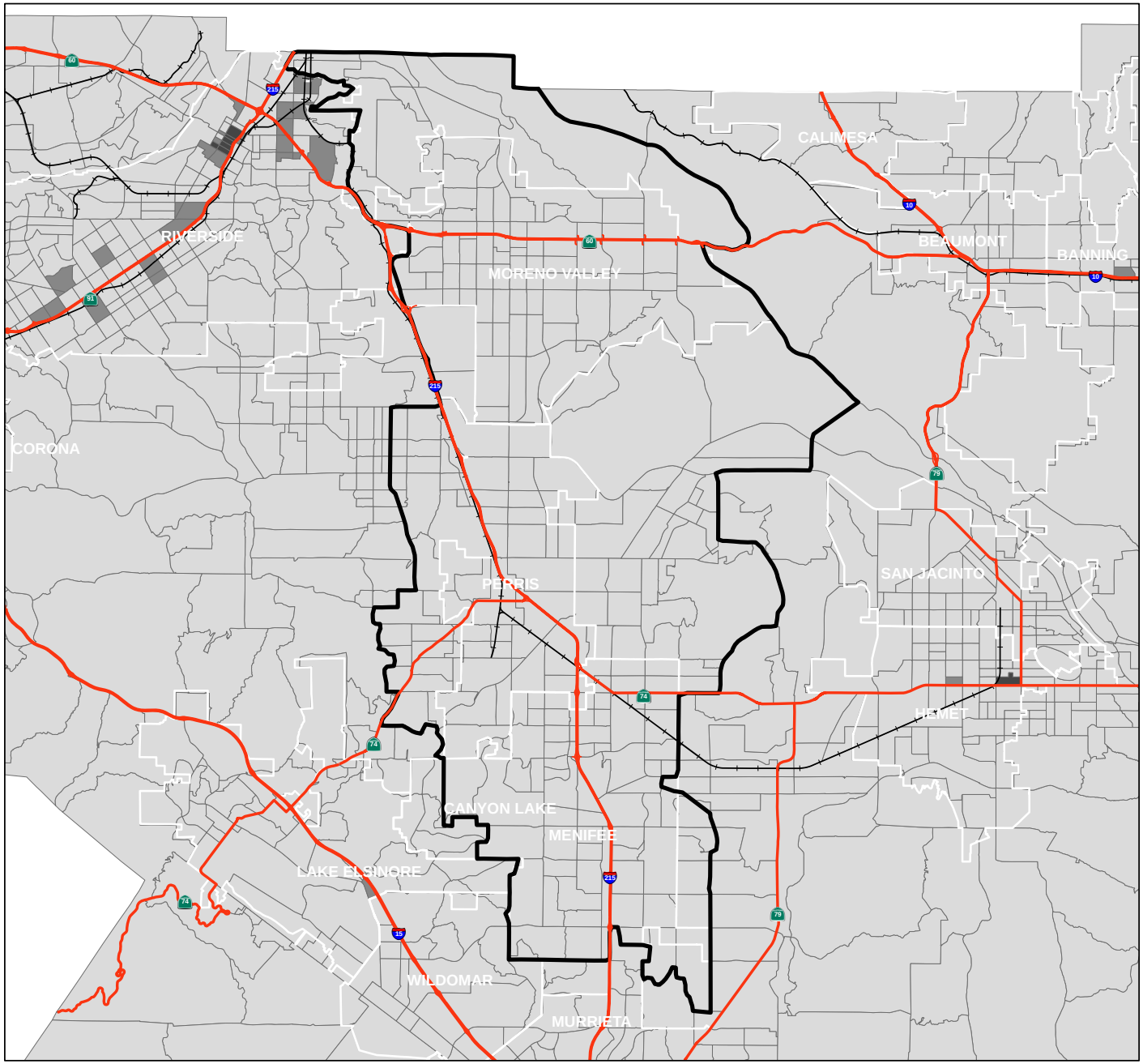
2.1.2 Employment Concentrations\Exhibit 2.1.2 A Northwest Employment Concentrations.mxd

EXHIBIT 2.1.2 B

# CENTRAL ZONE
# EMPLOYMENT CONCENTRATIONS (2007)




0 1.25 2.5 5 Miles

**Legend**

**Employment Density by TAZ**
**Employees / Acre**

- 0 - 10
- 11 - 25
- 25+

- Freeway/Highway
- Non-Motorized Transportation Zone

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2.1.2 Employment Concentrations\Exhibit 2.1.2 B Central Employment Concentrations.mxd

EXHIBIT 2.1.2 C

# SOUTHWEST ZONE EMPLOYMENT CONCENTRATIONS (2007)

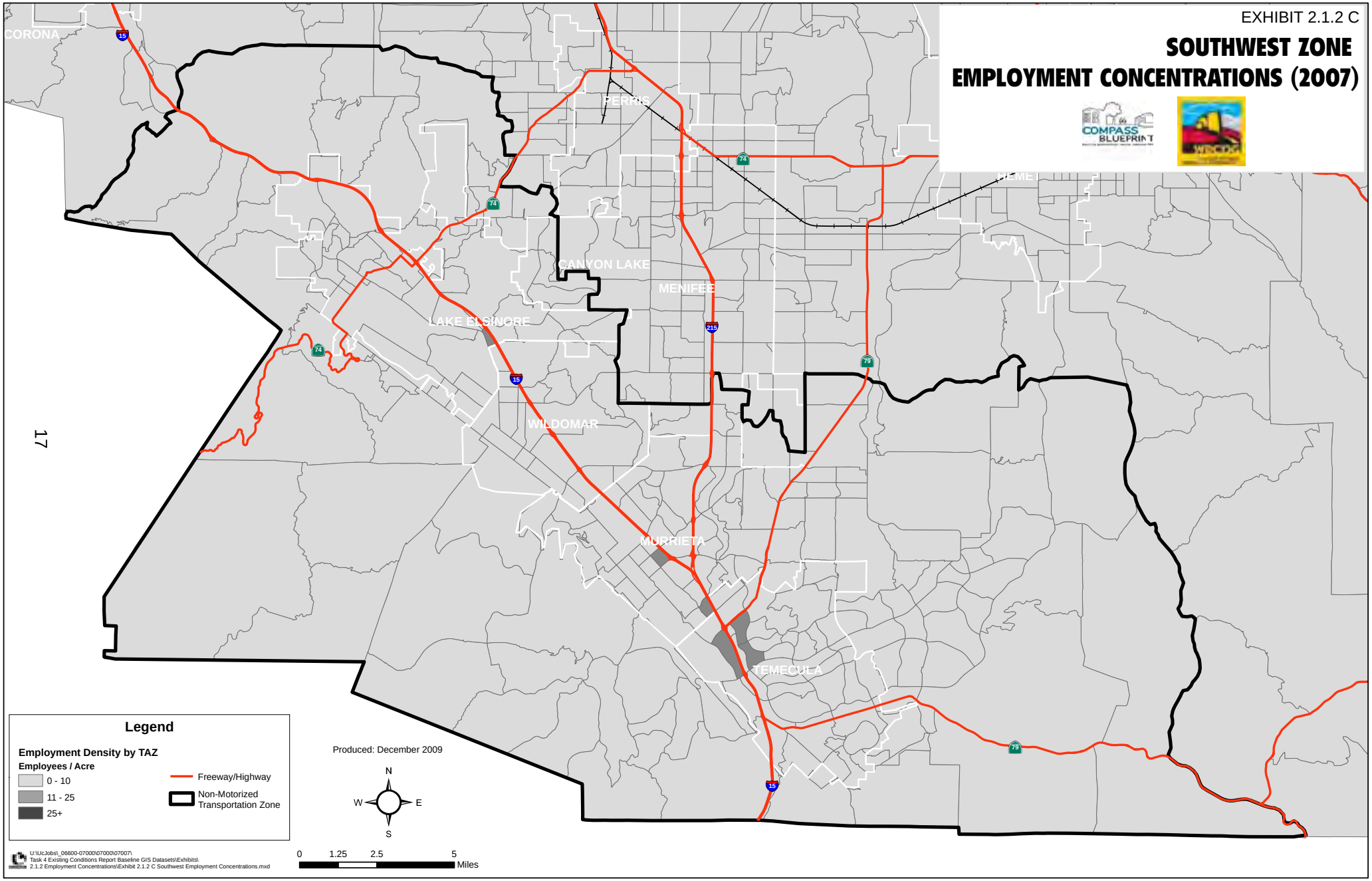


EXHIBIT 2.1.2 D

# PASS ZONE
# EMPLOYMENT CONCENTRATIONS (2007)

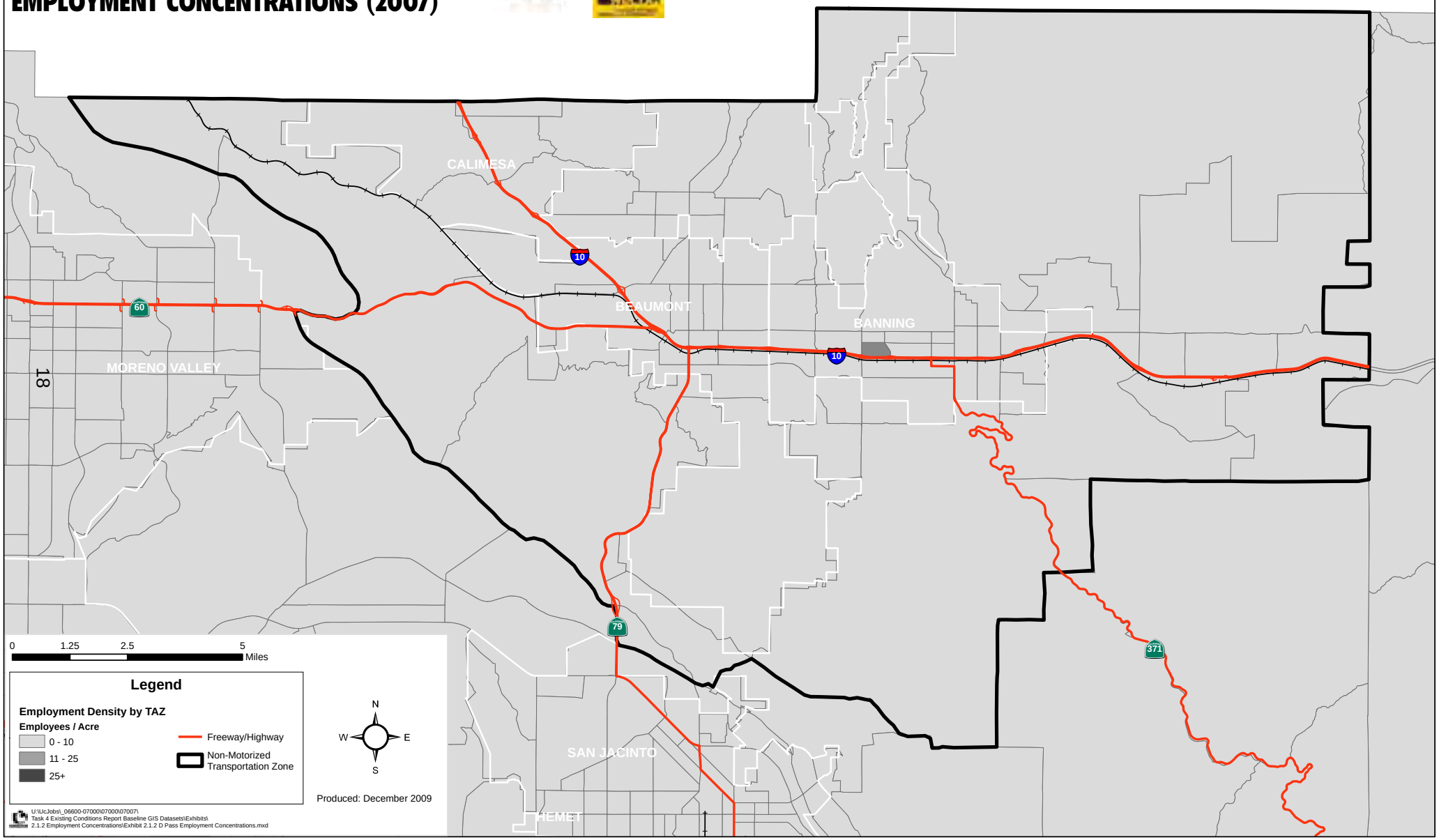


EXHIBIT 2.1.2 E

# HEMET SAN JACINTO ZONE EMPLOYMENT CONCENTRATIONS (2007)

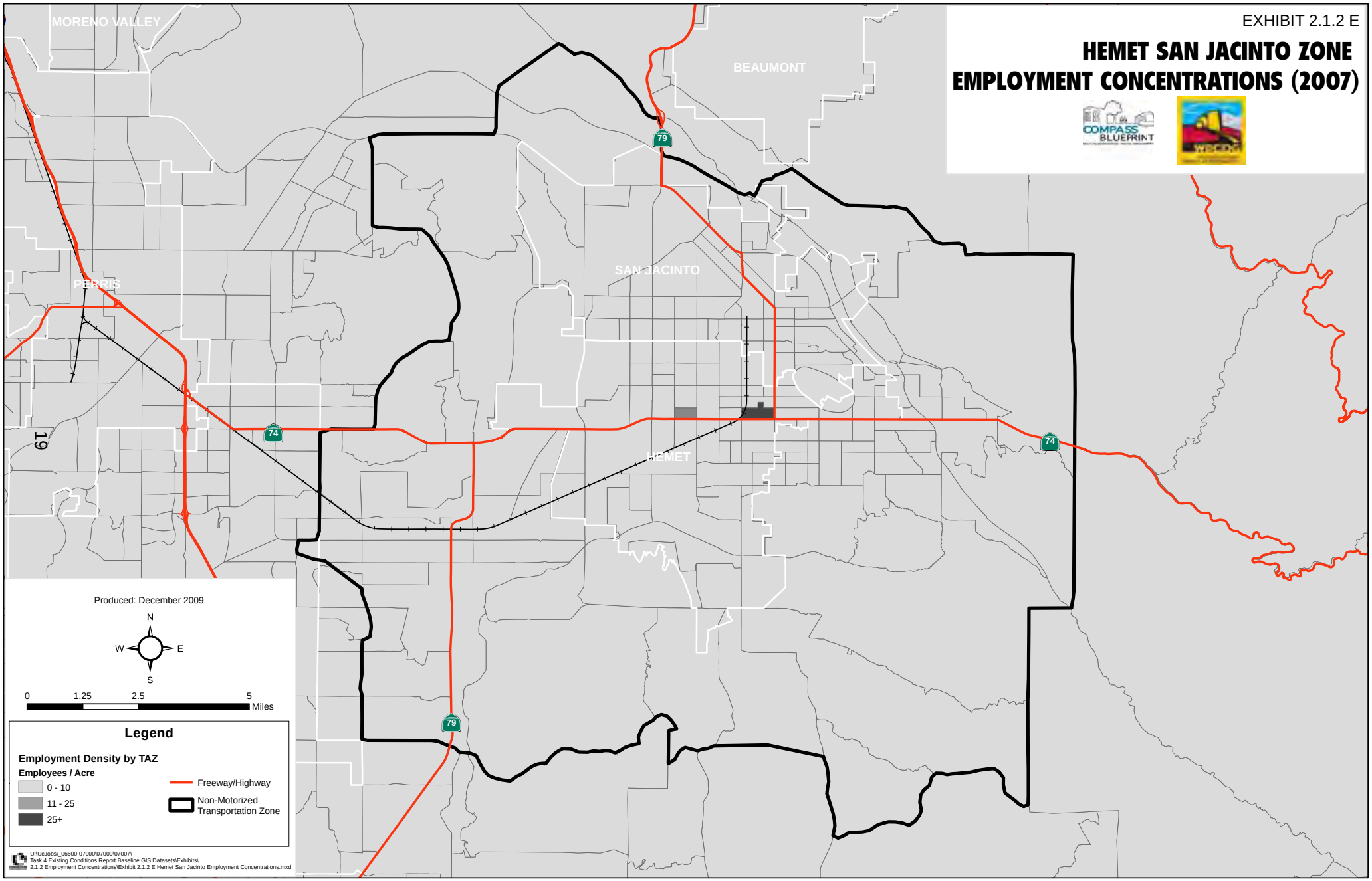
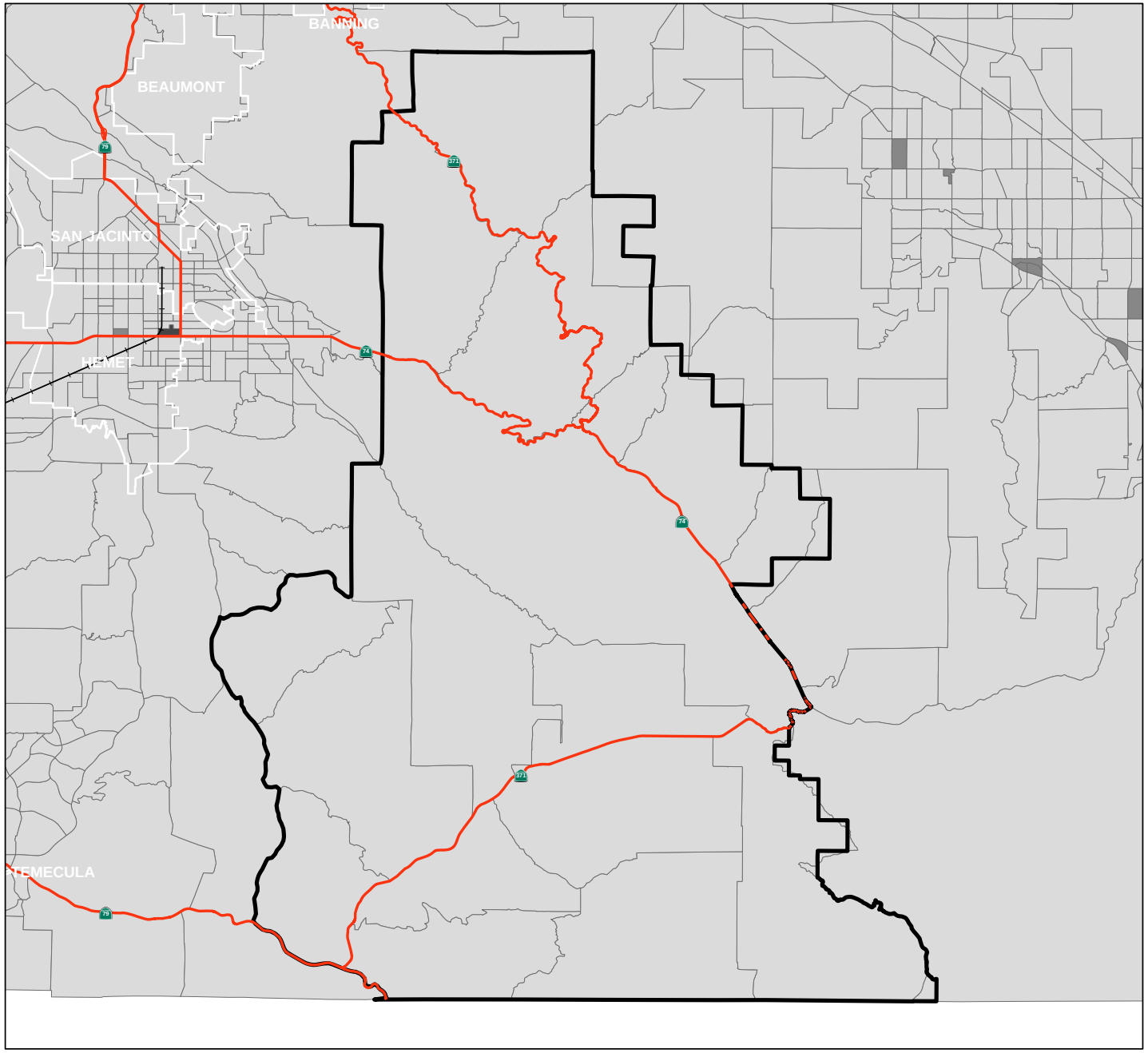


EXHIBIT 2.1.2 F

# MOUNTAIN ZONE EMPLOYMENT CONCENTRATIONS (2007)




0 1.25 2.5 5 Miles

**Legend**

**Employment Density by TAZ**
**Employees / Acre**
- 0 - 10
- 11 - 25
- 25+

- Freeway/Highway
- Non-Motorized Transportation Zone

N W E S

Produced: December 2009

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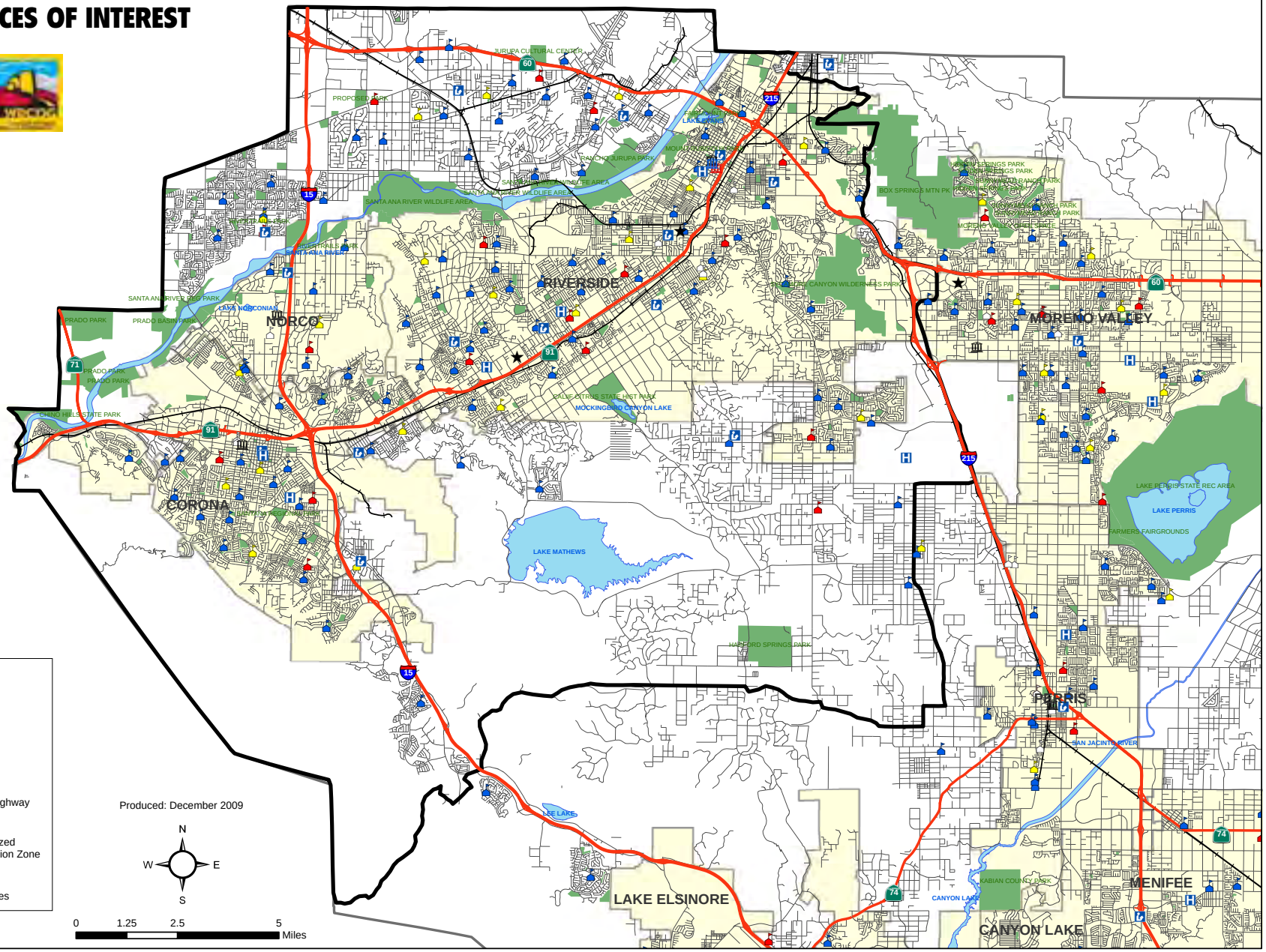
2.1.2 Employment Concentrations\Exhibit 2.1.2 F Mountain Employment Concentrations.mxd

EXHIBIT 2.1.3 A

# NORTHWEST ZONE PLACES OF INTEREST




## Legend

**Places of Interest**

- City Hall
- County Administration
- Hospital
- Library
- Mall
- Superior Court
- Alternative School
- Elementary School
- Middle/Intermediate School
- High School
- Parks
- Freeway/Highway
- Railroad
- Non-Motorized Transportation Zone
- City
- Water Bodies

Produced: December 2009

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0 1.25 2.5 5 Miles

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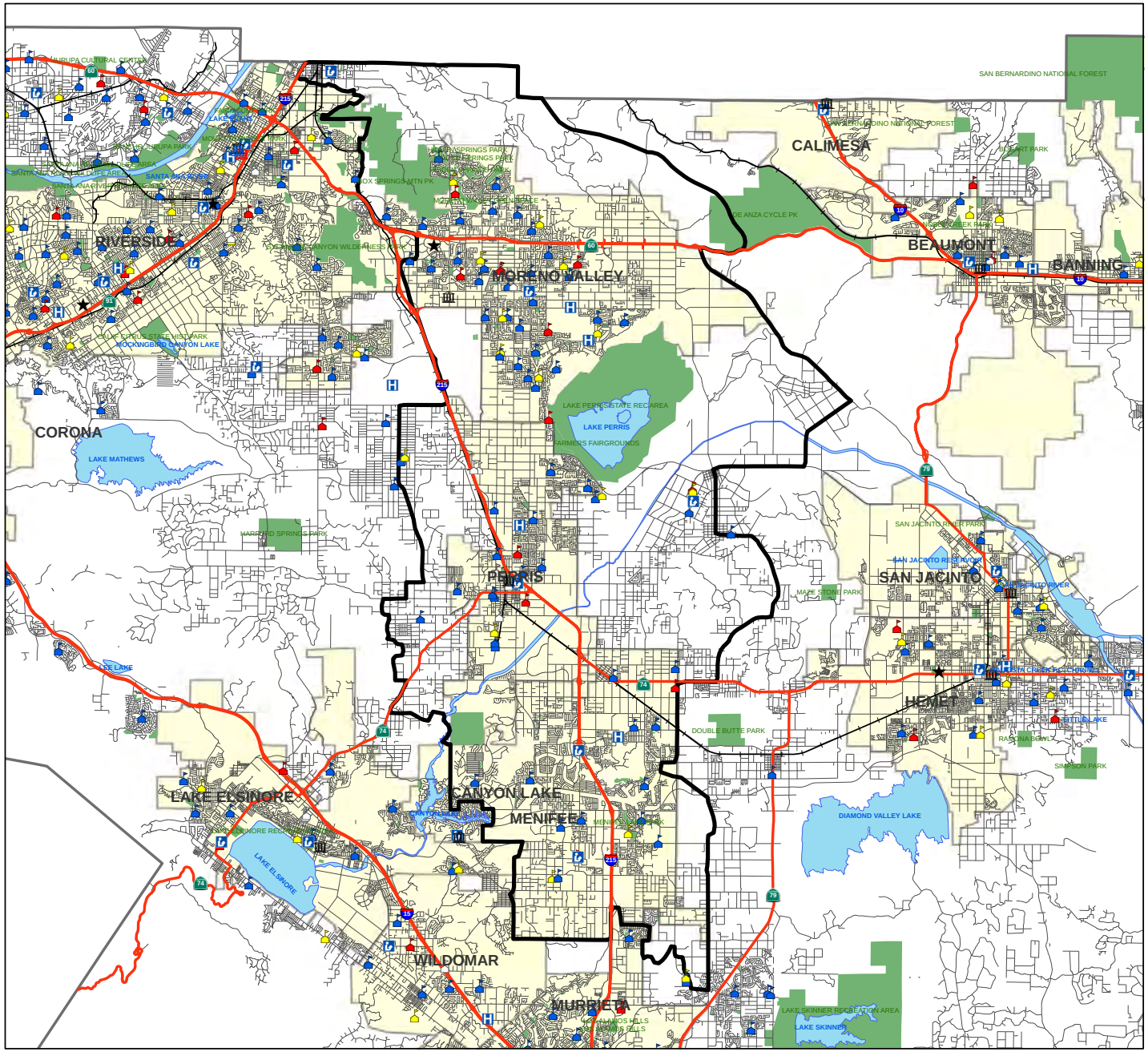
Task 4 Existing Conditions Report Baseline GIS Datasets\Exhibits\
2.1.3 Places of Interest\Exhibit 2.1.3 A Northwest Places of Interest.mxd

EXHIBIT 2.1.3 B

# CENTRAL ZONE PLACES OF INTEREST




0 1.25 2.5 5 Miles

## Legend

**Places of Interest**

- City Hall
- County Administration
- Hospital
- Library
- Mall
- Superior Court
- Alternative School
- Elementary School
- Middle/Intermediate School
- High School
- Parks
- Freeway/Highway
- Railroad
- Non-Motorized Transportation Zone
- City
- Water Bodies

N W E S

Produced: December 2009

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2.1.3 Places of Interest\Exhibit 2.1.3 B Central Places of Interest.mxd

EXHIBIT 2.1.3 C

# SOUTHWEST ZONE PLACES OF INTEREST

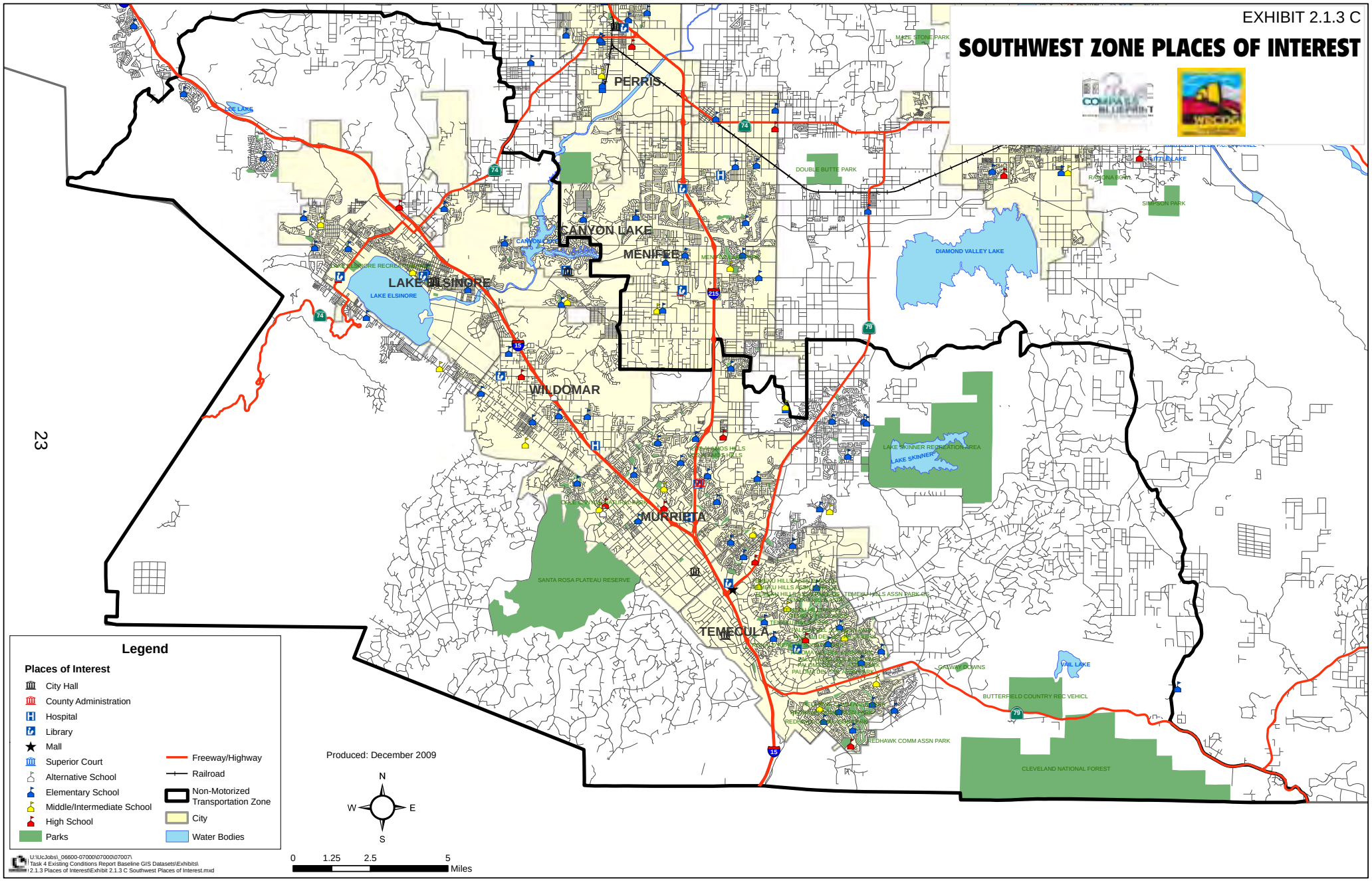


EXHIBIT 2.1.3 D

# PASS ZONE PLACES OF INTEREST

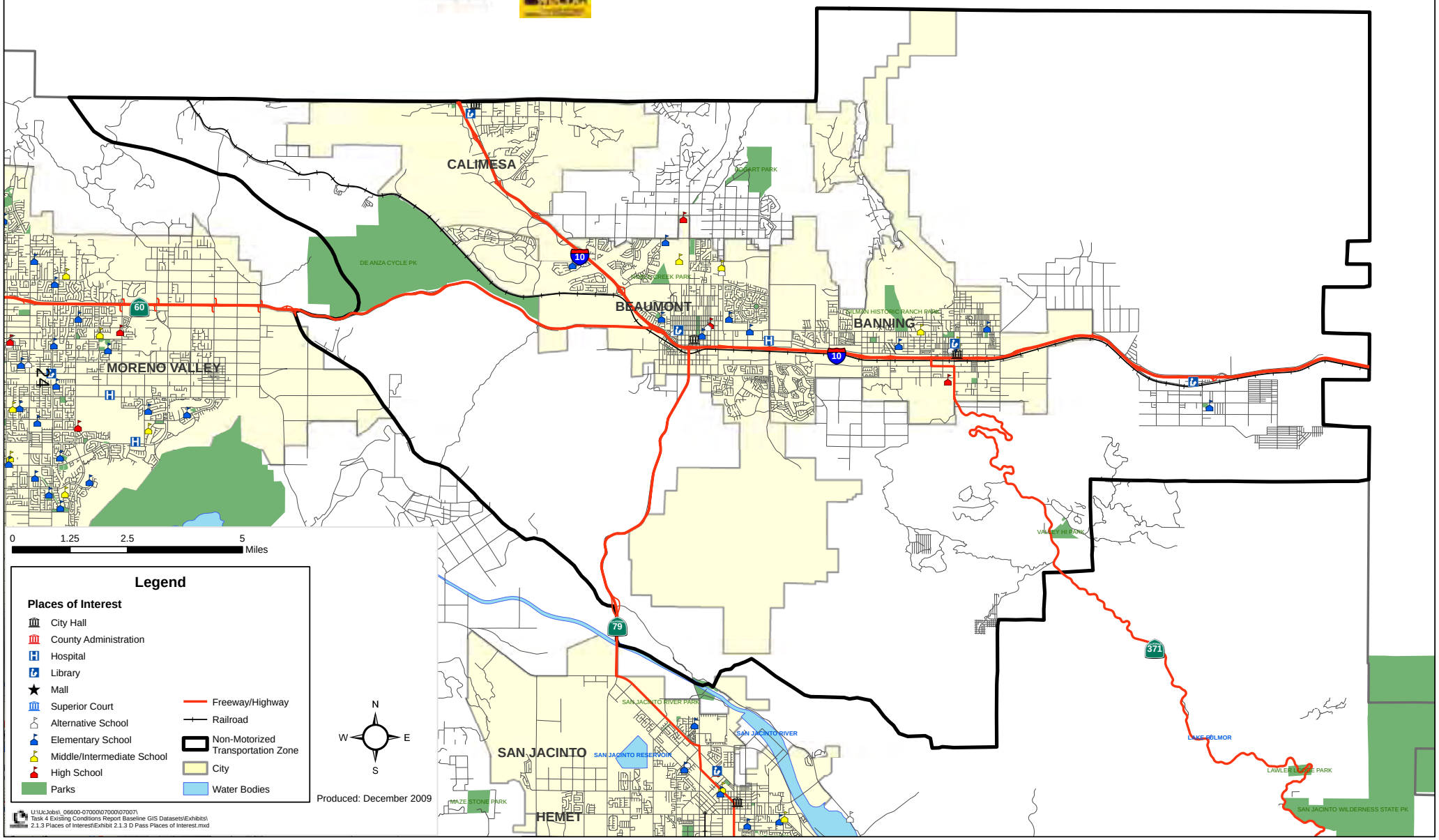


EXHIBIT 2.1.3 E

# HEMET SAN JACINTO ZONE PLACES OF INTEREST

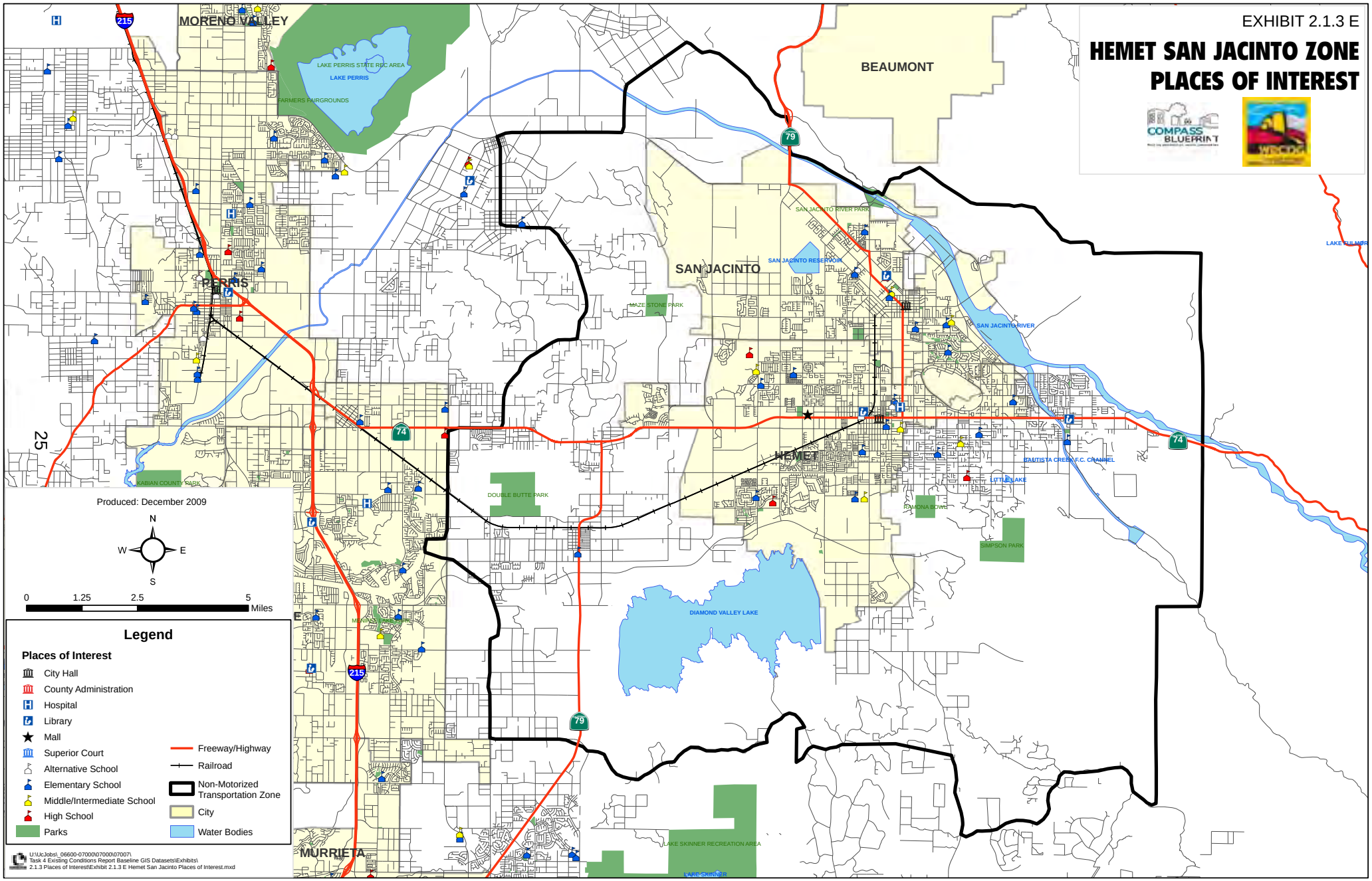
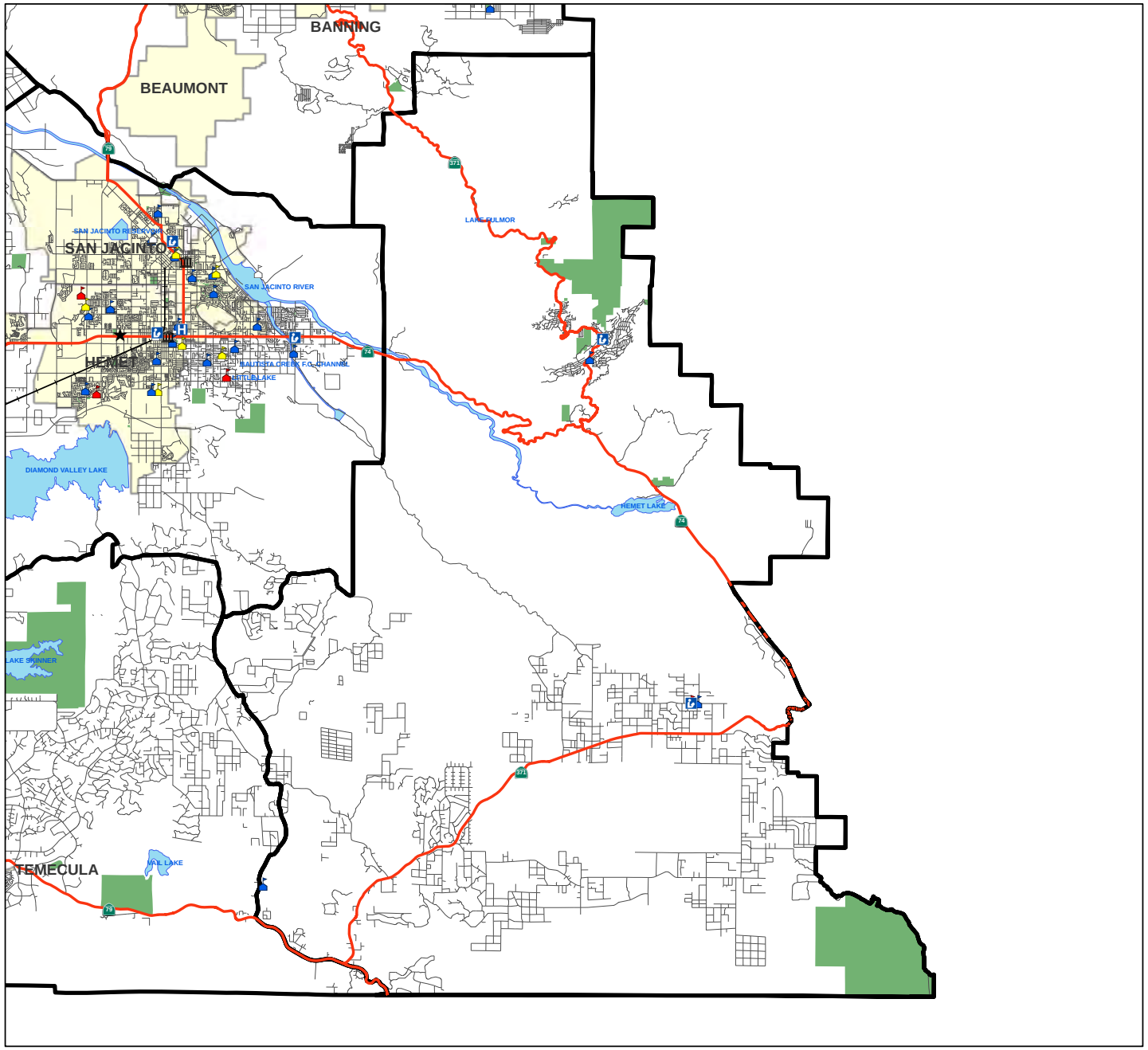


EXHIBIT 2.1.3 F

# MOUNTAIN ZONE PLACES OF INTEREST




0 1.25 2.5 5 Miles

## Legend

**Places of Interest**

- City Hall
- County Administration
- Hospital
- Library
- Mall
- Superior Court
- Alternative School
- Elementary School
- Middle/Intermediate School
- High School
- Parks
- Freeway/Highway
- Railroad
- Non-Motorized Transportation Zone
- City
- Water Bodies

N W E S

Produced: December 2009

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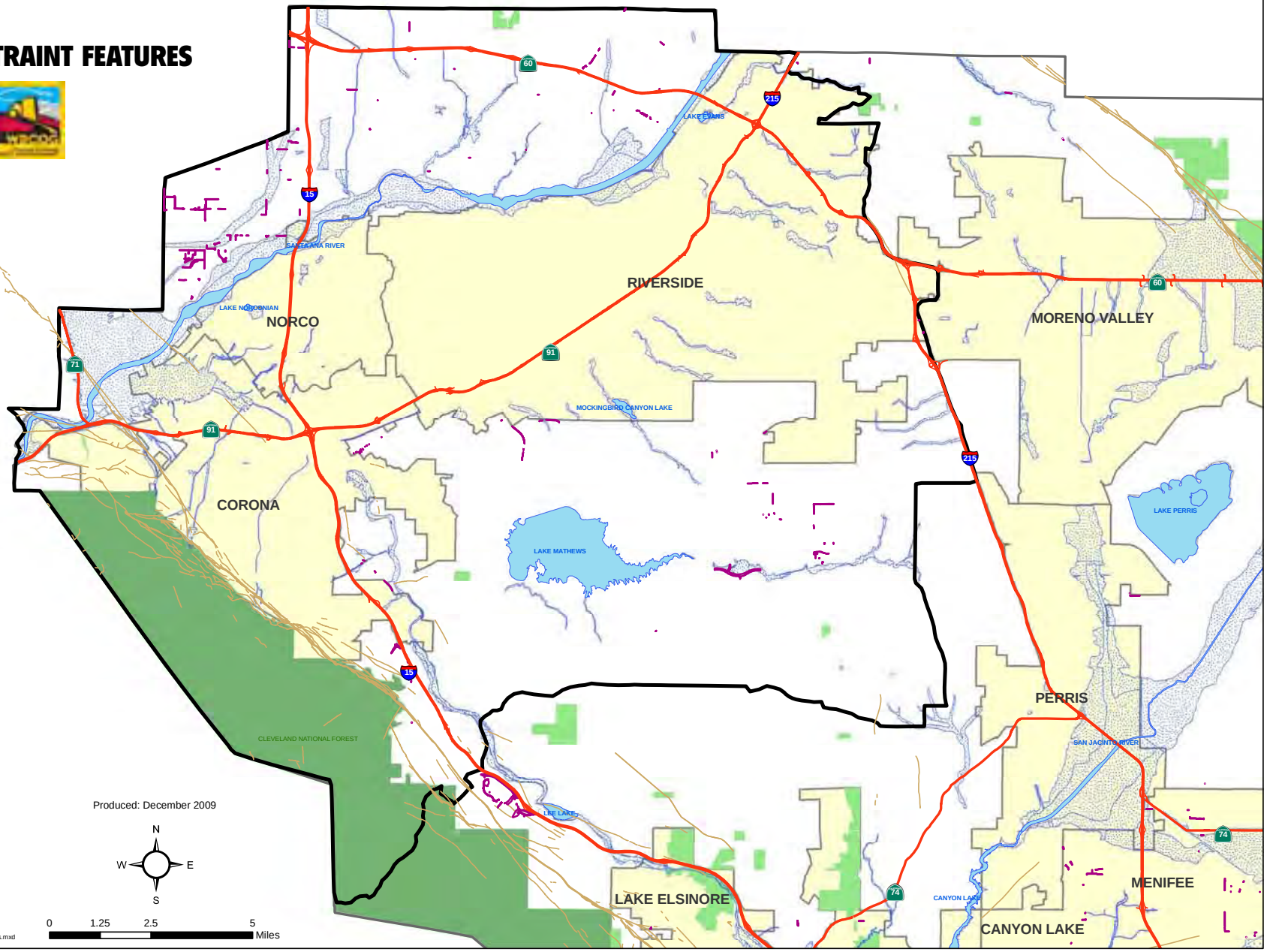
Task 4 Existing Conditions Report Baseline GIS Datasets\Exhibits\
2.1.3 Places of Interest\Exhibit 2.1.3 F Mountain Places of Interest.mxd

EXHIBIT 2.1.4 A

# NORTHWEST ZONE OPPORTUNITY / CONSTRAINT FEATURES

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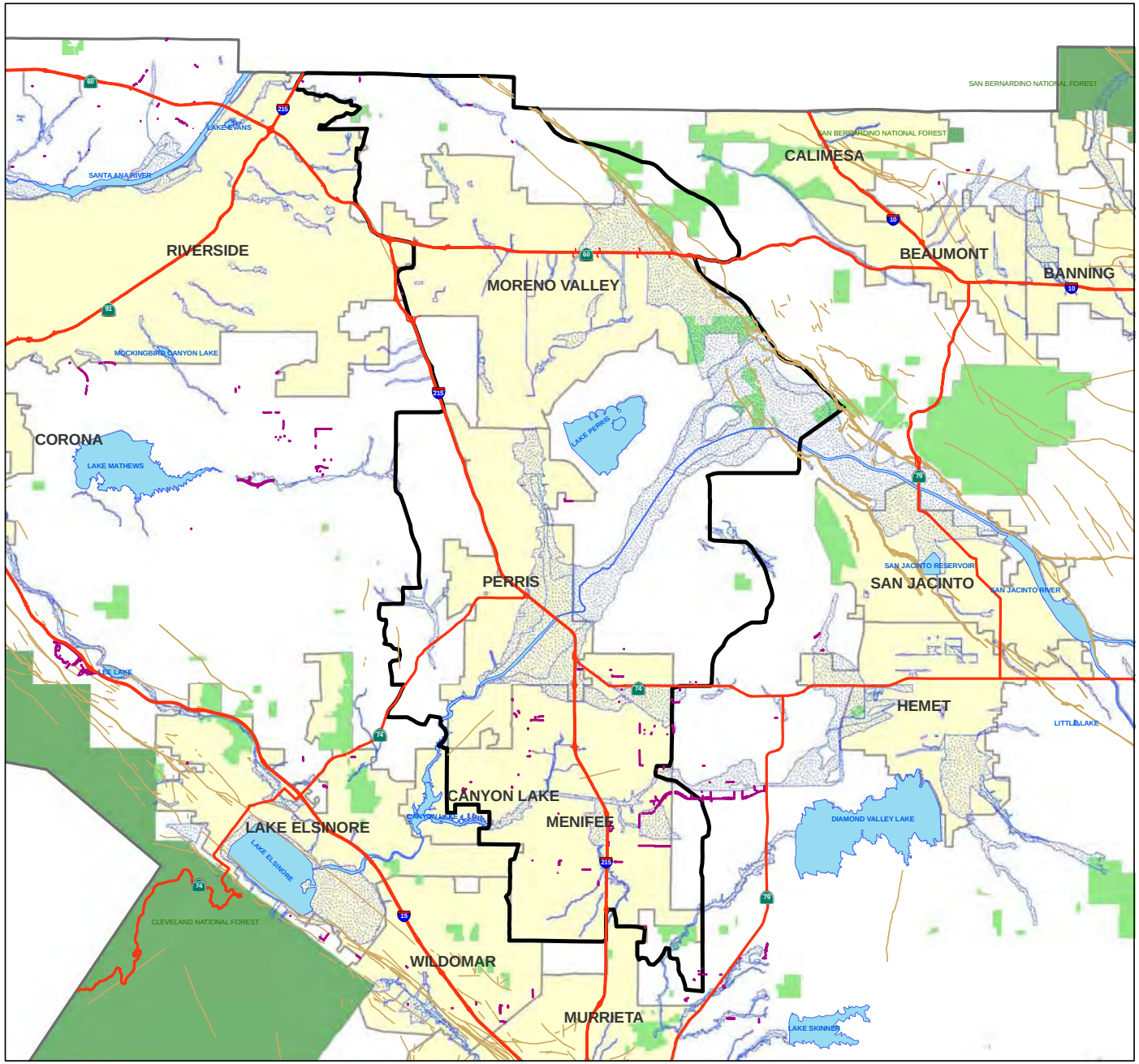
Task 4 Existing Conditions Report Baseline GIS Datasets\Exhibits\
2.1.4 Opportunities & Constraints\Exhibit 2.1.4 A Northwest Opportunities & Constraints.mxd

EXHIBIT 2.1.4 B

# CENTRAL ZONE
# OPPORTUNITY / CONSTRAINT FEATURES




0 1.25 2.5 5 Miles

**Legend**

- Utility Easements
- Faults
- Conserved Land
- National Forest
- Freeway/Highway
- Flood Area
- Non-Motorized Transportation Zone
- Water Bodies
- City

N W E S

Produced: December 2009

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Task 4 Existing Conditions Report Baseline GIS Datasets\Exhibits\
2.1.4 Opportunities & Constraints\Exhibit 2.1.4 B Central Opportunities & Constraints.mxd

EXHIBIT 2.1.4 C

# SOUTHWEST ZONE OPPORTUNITY / CONSTRAINT FEATURES

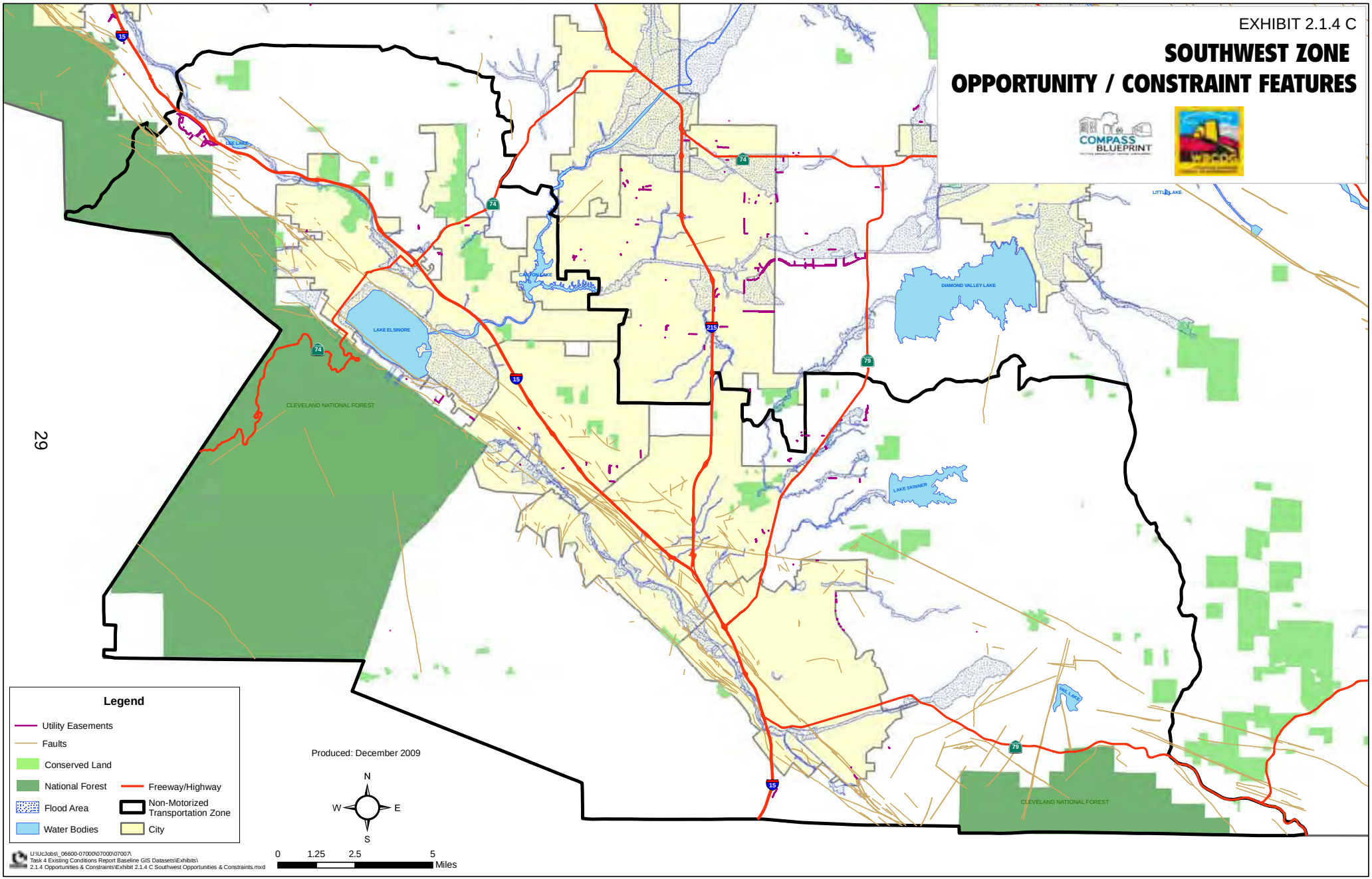


EXHIBIT 2.1.4 D

# PASS ZONE
# OPPORTUNITY / CONSTRAINT FEATURES

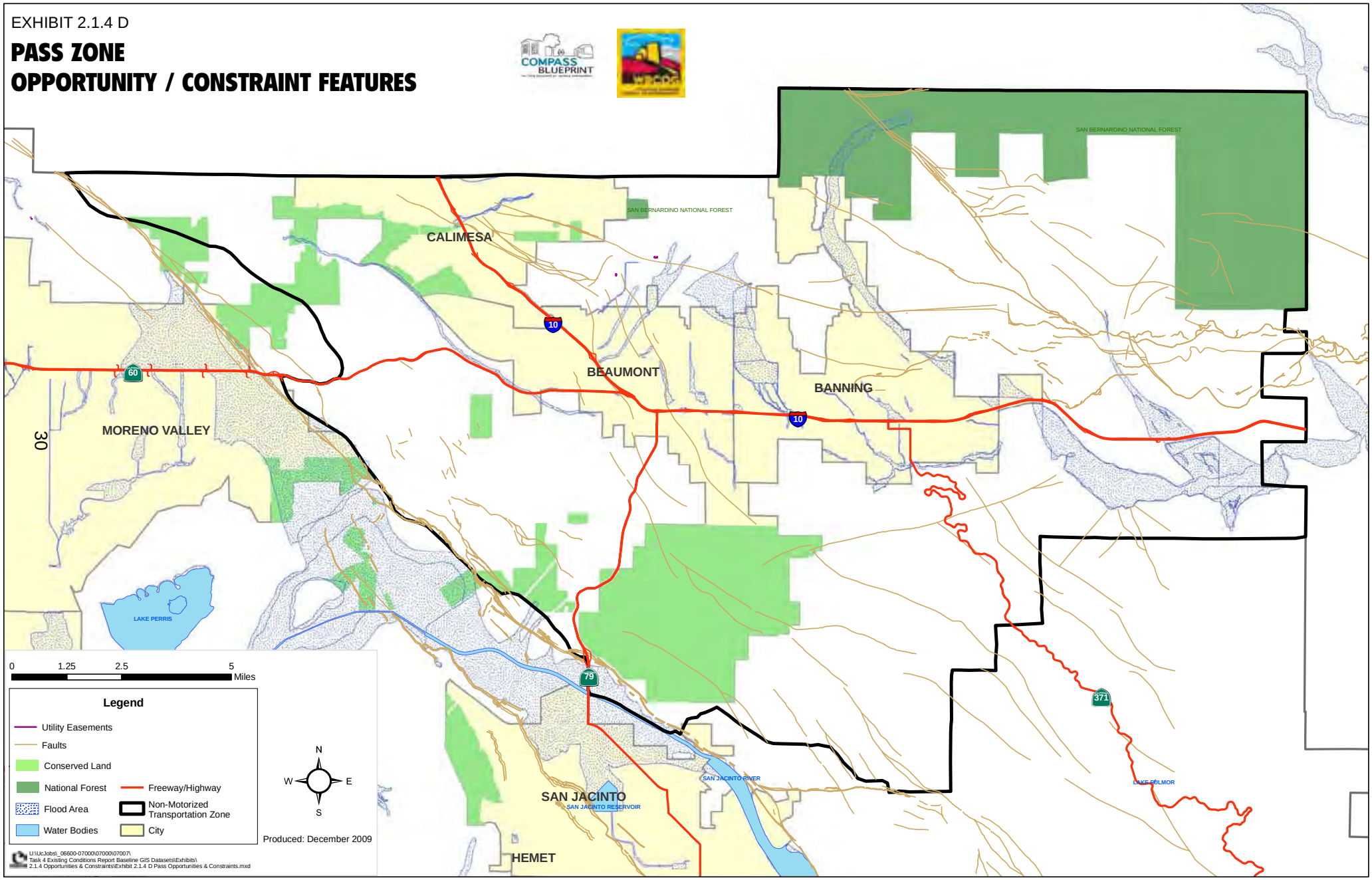


EXHIBIT 2.1.4 E

# HEMET SAN JACINTO ZONE OPPORTUNITY / CONSTRAINT FEATURES

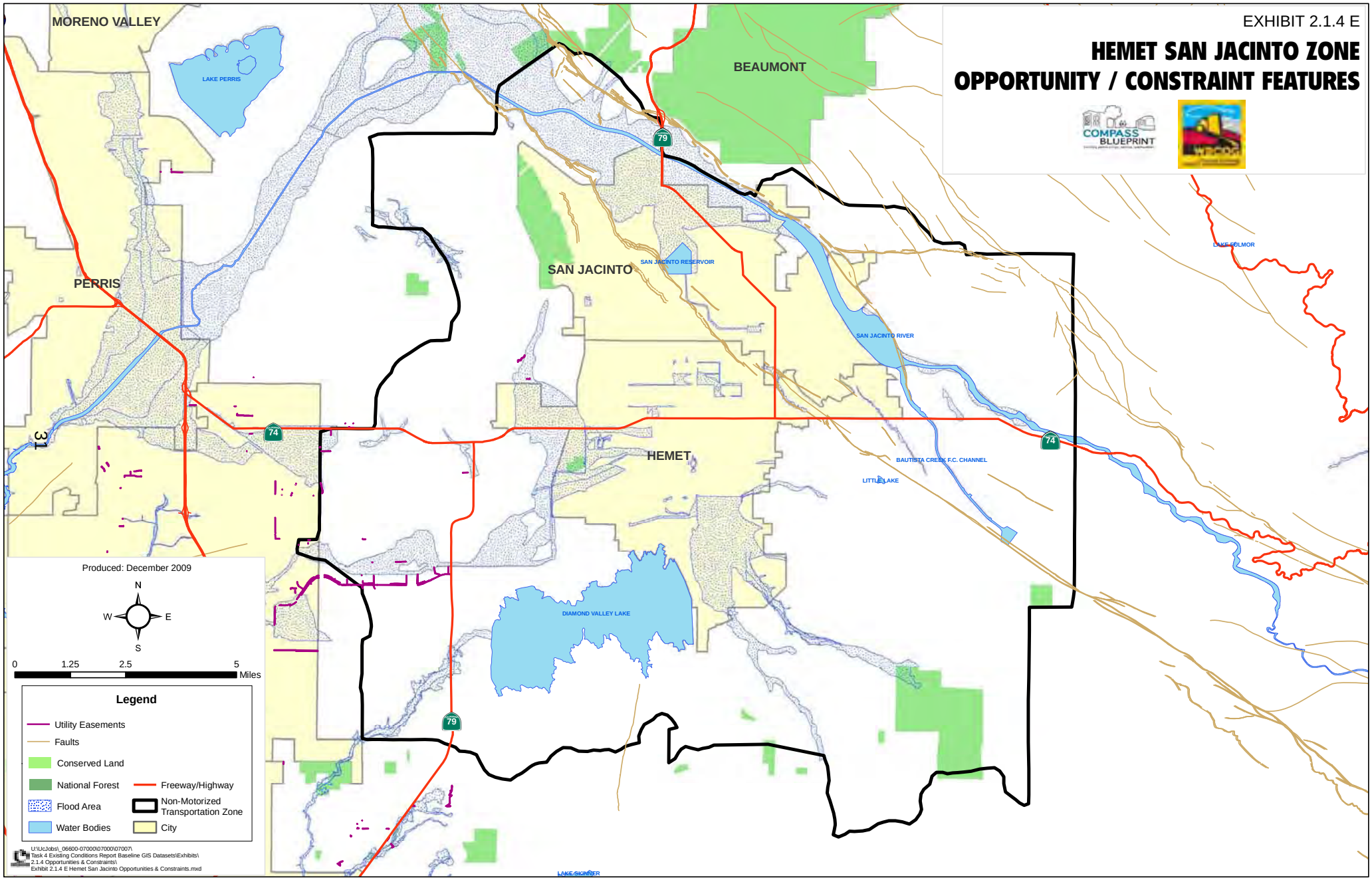
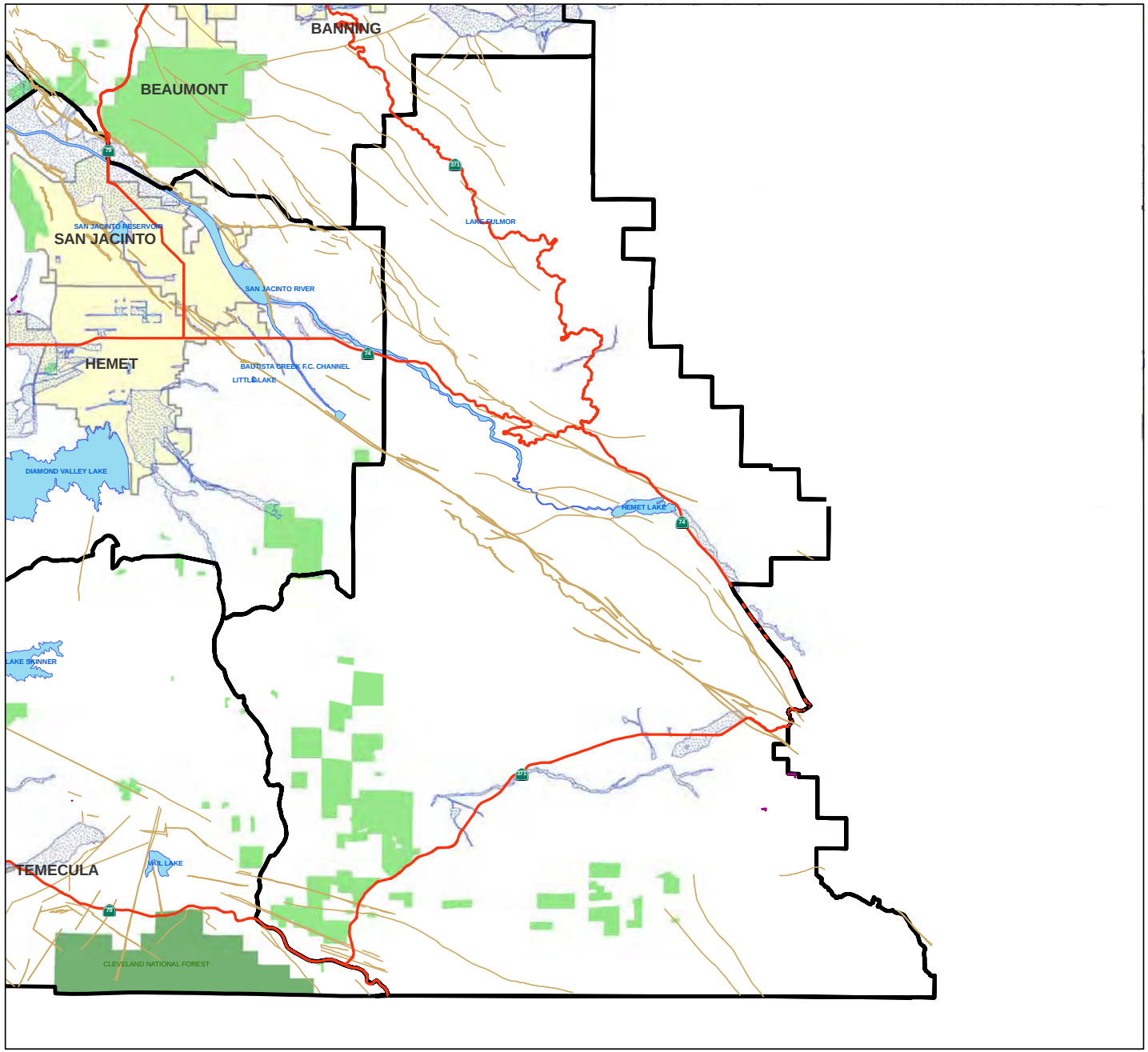


EXHIBIT 2.1.4 F

# MOUNTAIN ZONE OPPORTUNITY / CONSTRAINT FEATURES




0 1.25 2.5 5 Miles

**Legend**

- Utility Easements
- Faults
- Conserved Land
- National Forest
- Flood Area
- Water Bodies
- Freeway/Highway
- Non-Motorized Transportation Zone
- City

N W E S

Produced: December 2009

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Task 4 Existing Conditions Report Baseline GIS Datasets\Exhibits\
2.1.4 Opportunities & Constraints\Exhibit 2.1.4 F Mountain Opportunities & Constraints.mxd

EXHIBIT 2.3.1 A

# NORTHWEST ZONE
# RTA ROUTES AND TRANSIT CENTERS

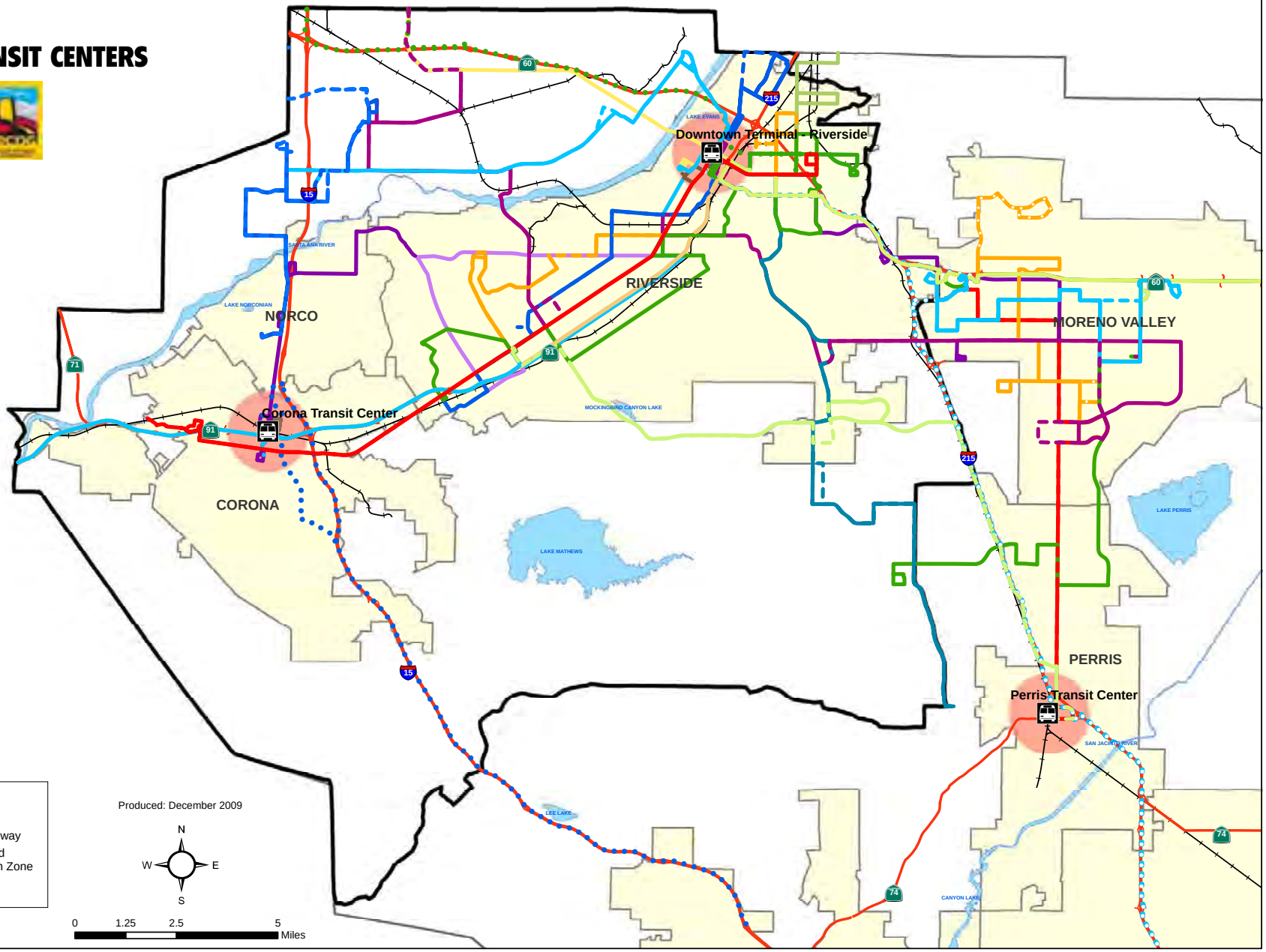
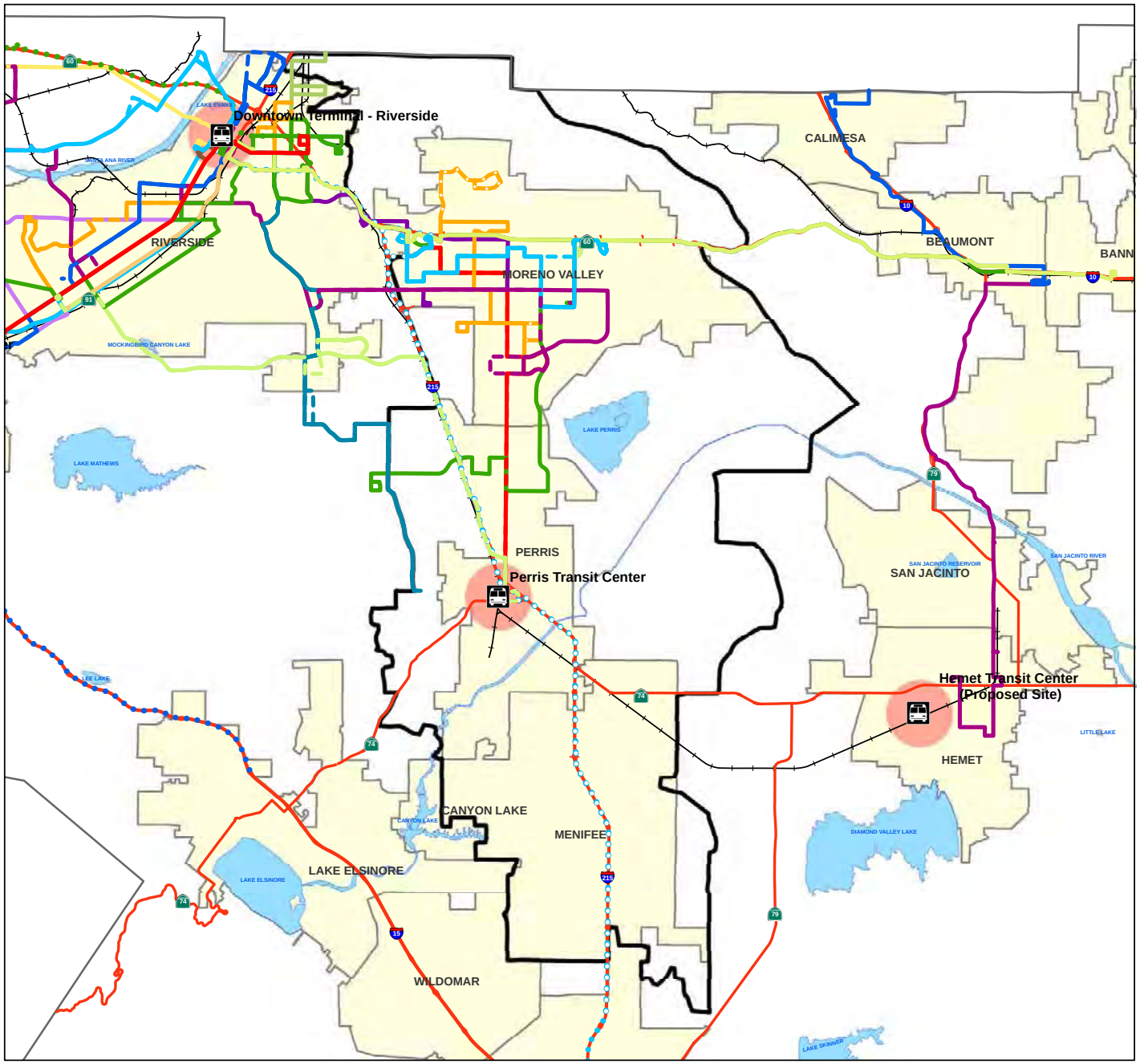


EXHIBIT 2.3.1 B

# CENTRAL ZONE
# RTA ROUTES AND TRANSIT CENTERS




0 1.25 2.5 5 Miles

**Legend**

- RTA Transit Center
- RTA Bus Route
- 1 Mile Buffer - Pedestrian Access Empasis Area
- Freeway/Highway
- Non-Motorized Transportation Zone
- City

N W E S

Produced: December 2009

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Task 4 Existing Conditions Report Baseline GIS Datasets\Exhibits\
2.3.1 RTA Routes Centers\Exhibit 2.3.1 B Central RTA Routes Centers.mxd

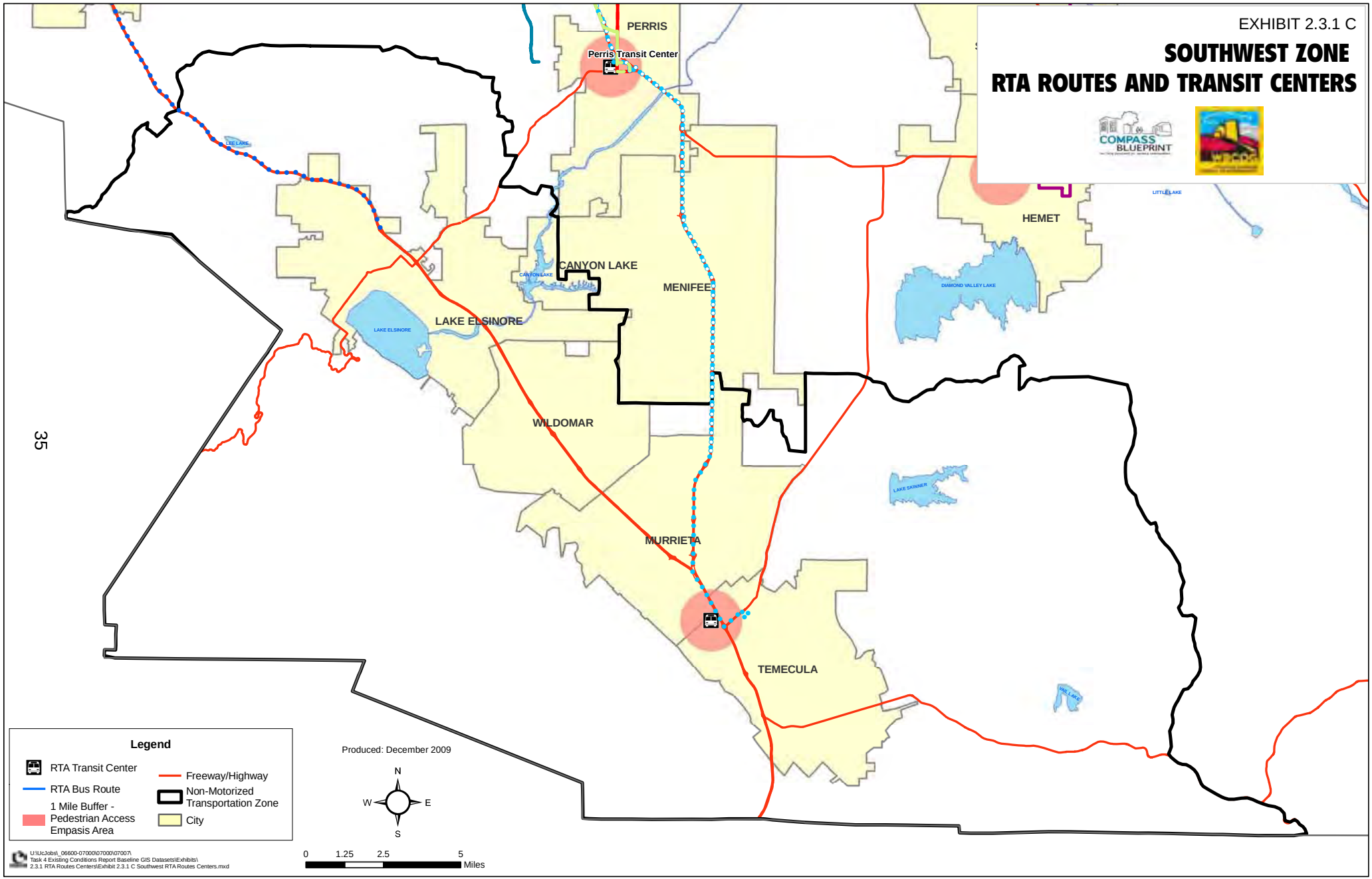
EXHIBIT 2.3.1 C
SOUTHWEST ZONE
RTA ROUTES AND TRANSIT CENTERS
COMPASS BLUEPRINT
PERRIS
Perris Transit Center
HEMET
LITTLE LAKE
DIAMOND VALLEY LAKE
CANYON LAKE
MENIFEE
LAKE ELSINORE
WILDOMAR
LAKE SKINNER
MURRIETA
TEMECULA
Legend
RTA Transit Center
RTA Bus Route
1 Mile Buffer - Pedestrian Access Empasis Area
Freeway/Highway
Non-Motorized Transportation Zone
City
Produced: December 2009
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5
Miles
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Task 4 Existing Conditions Report Baseline GIS Datasets\Exhibits\
2.3.1 RTA Routes Centers\Exhibit 2.3.1 C Southwest RTA Routes Centers.mxd

EXHIBIT 2.3.1 D

# PASS ZONE
# RTA ROUTES AND TRANSIT CENTERS

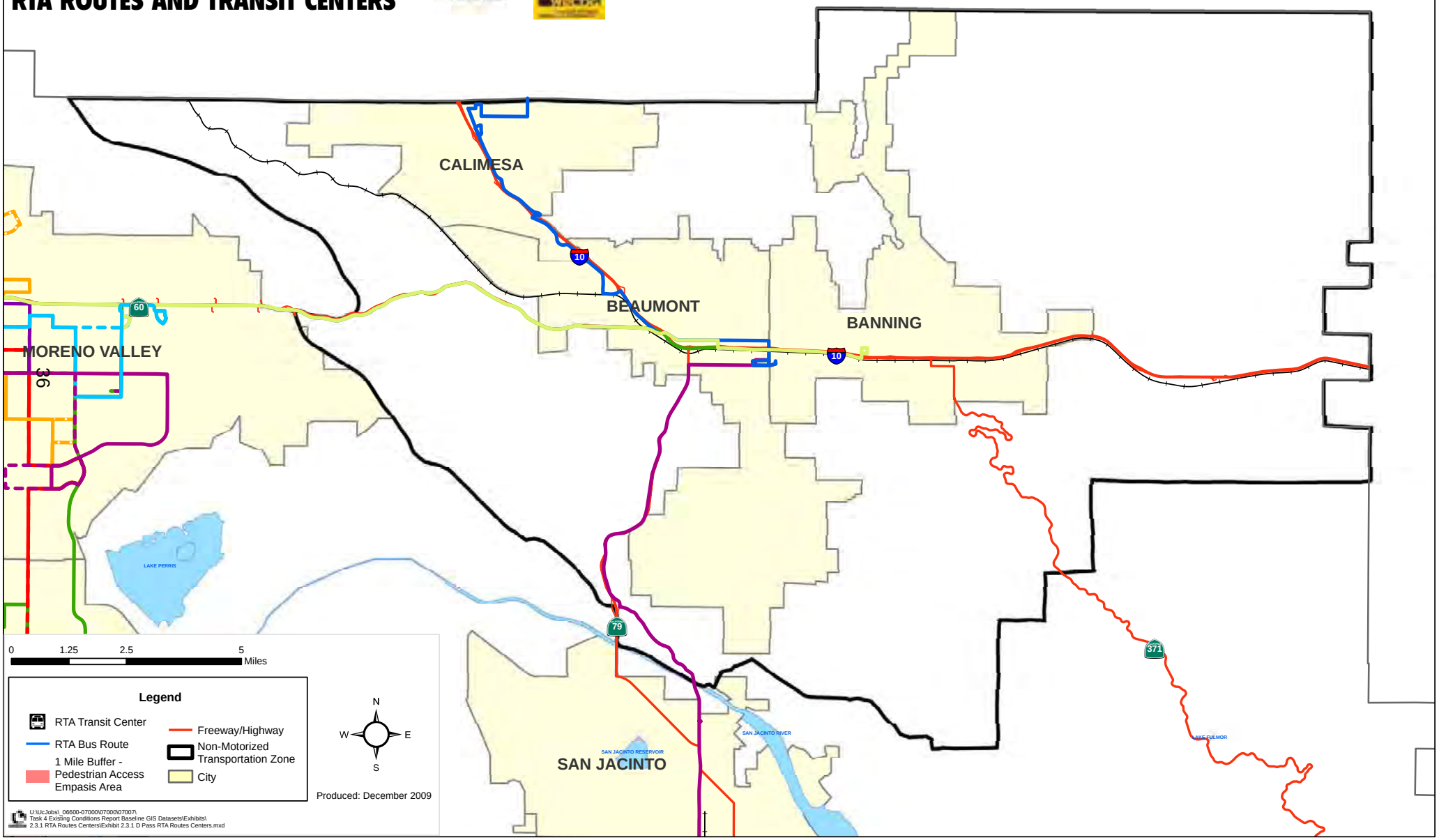


EXHIBIT 2.3.1 E

# HEMET SAN JACINTO ZONE RTA ROUTES AND TRANSIT CENTERS

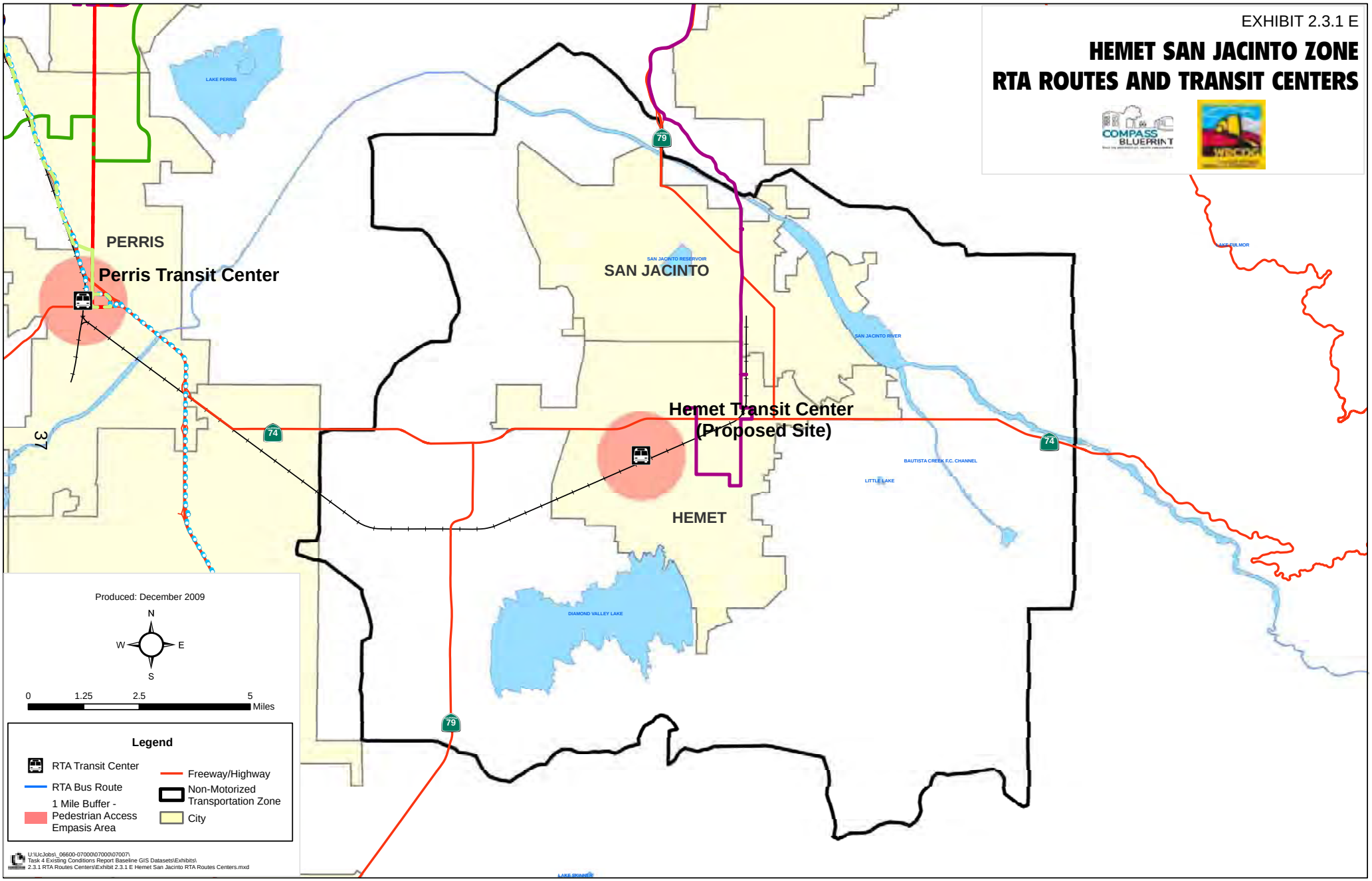
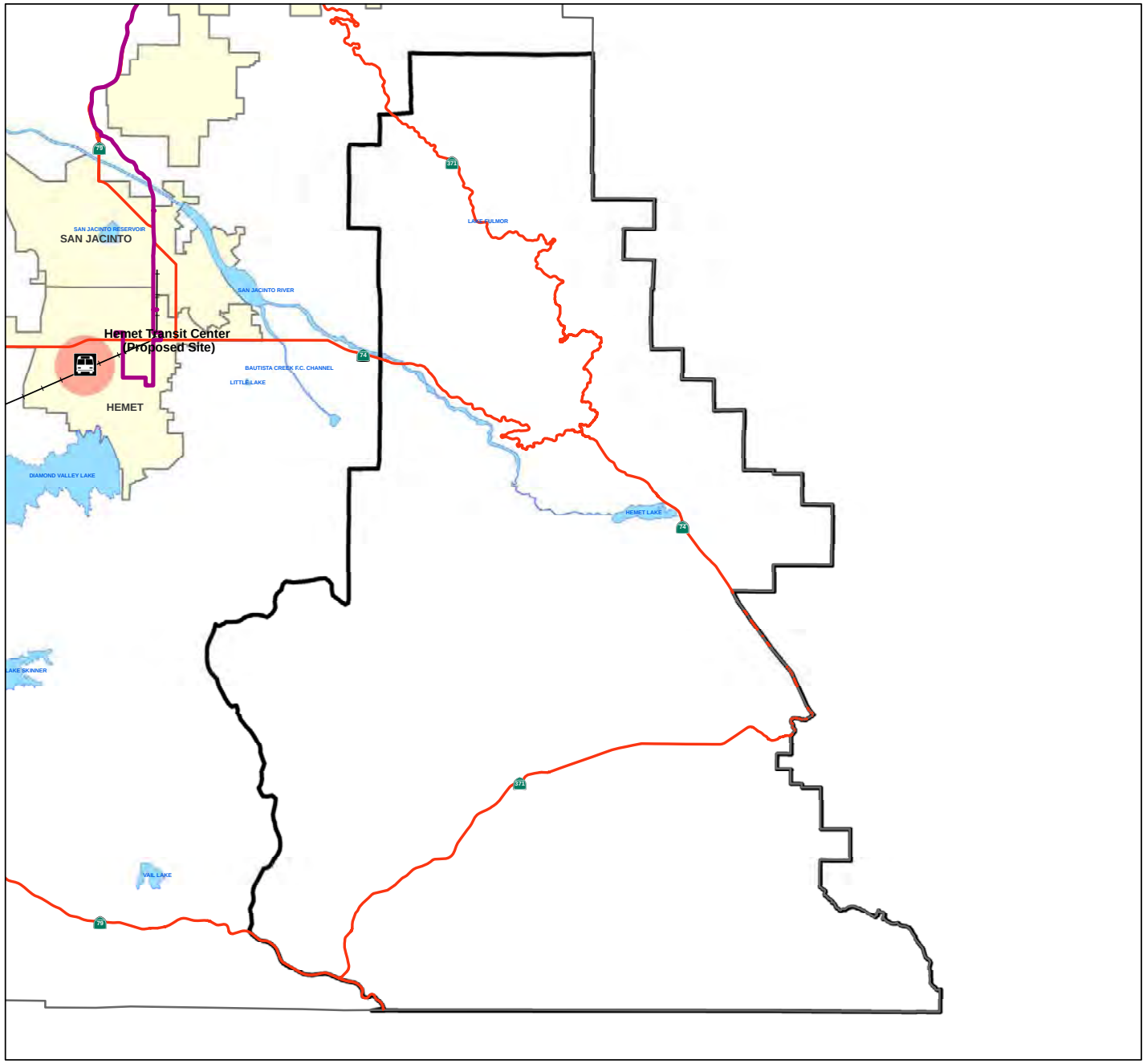


EXHIBIT 2.3.1 F

# MOUNTAIN ZONE
# RTA ROUTES AND TRANSIT CENTERS




0 1.25 2.5 5 Miles

**Legend**

- RTA Transit Center
- RTA Bus Route
- 1 Mile Buffer - Pedestrian Access Empasis Area
- Freeway/Highway
- Non-Motorized Transportation Zone
- City

N W E S

Produced: December 2009

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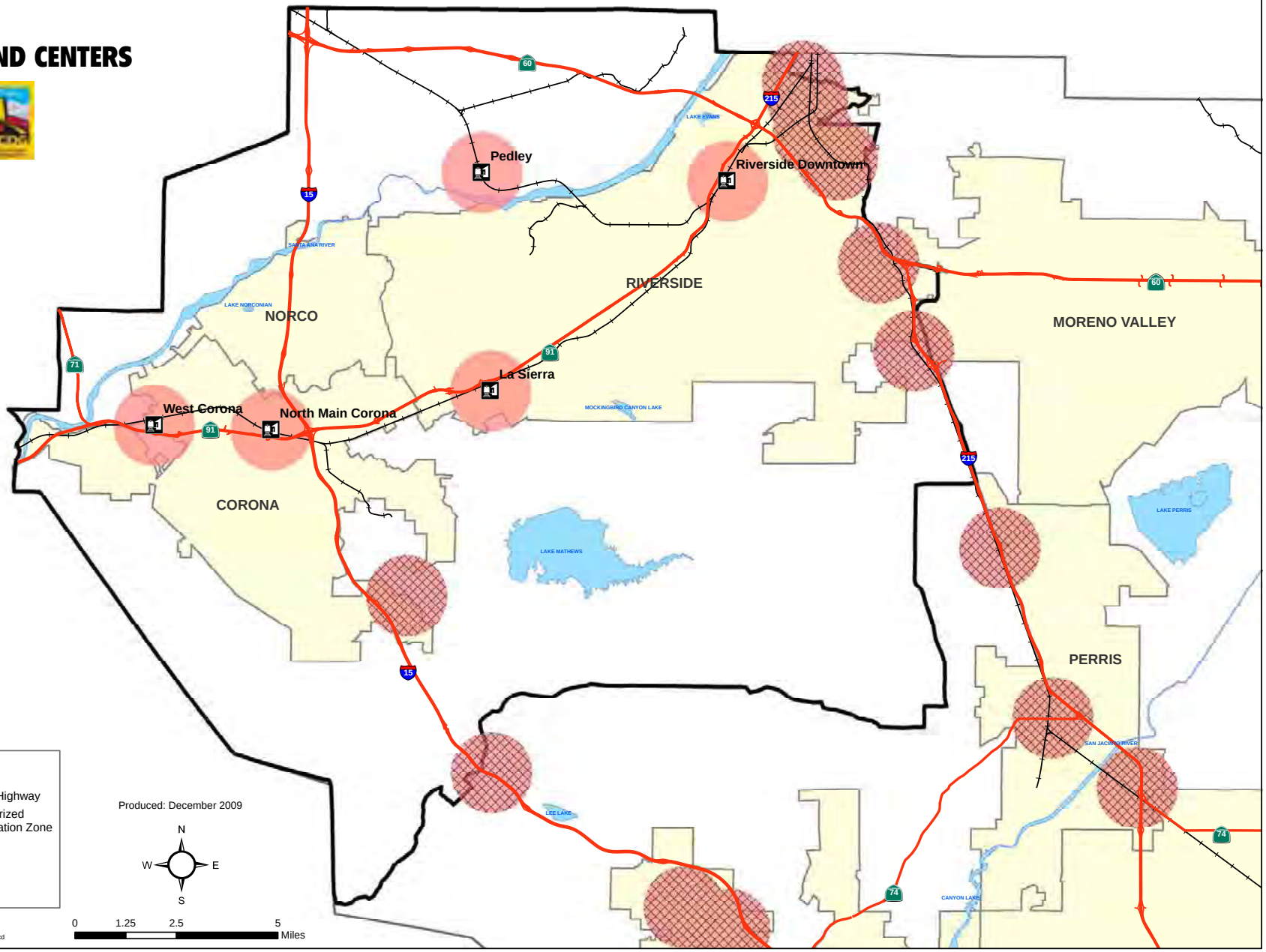
Task 4 Existing Conditions Report Baseline GIS Datasets\Exhibits\
2.3.1 RTA Routes Centers\Exhibit 2.3.1 F Mountain RTA Routes Centers.mxd

EXHIBIT 2.3.2 A

# NORTHWEST ZONE METROLINK ROUTES AND CENTERS




**Legend**

- Existing Metrolink Center
- Railroad
- 1 Mile Buffer - Transit Linkage Zone
- 1 Mile Buffer - PotentialTransit Linkage Zone
- Freeway/Highway
- Non-Motorized Transportation Zone
- City

Produced: December 2009

N W E S

0 1.25 2.5 5 Miles

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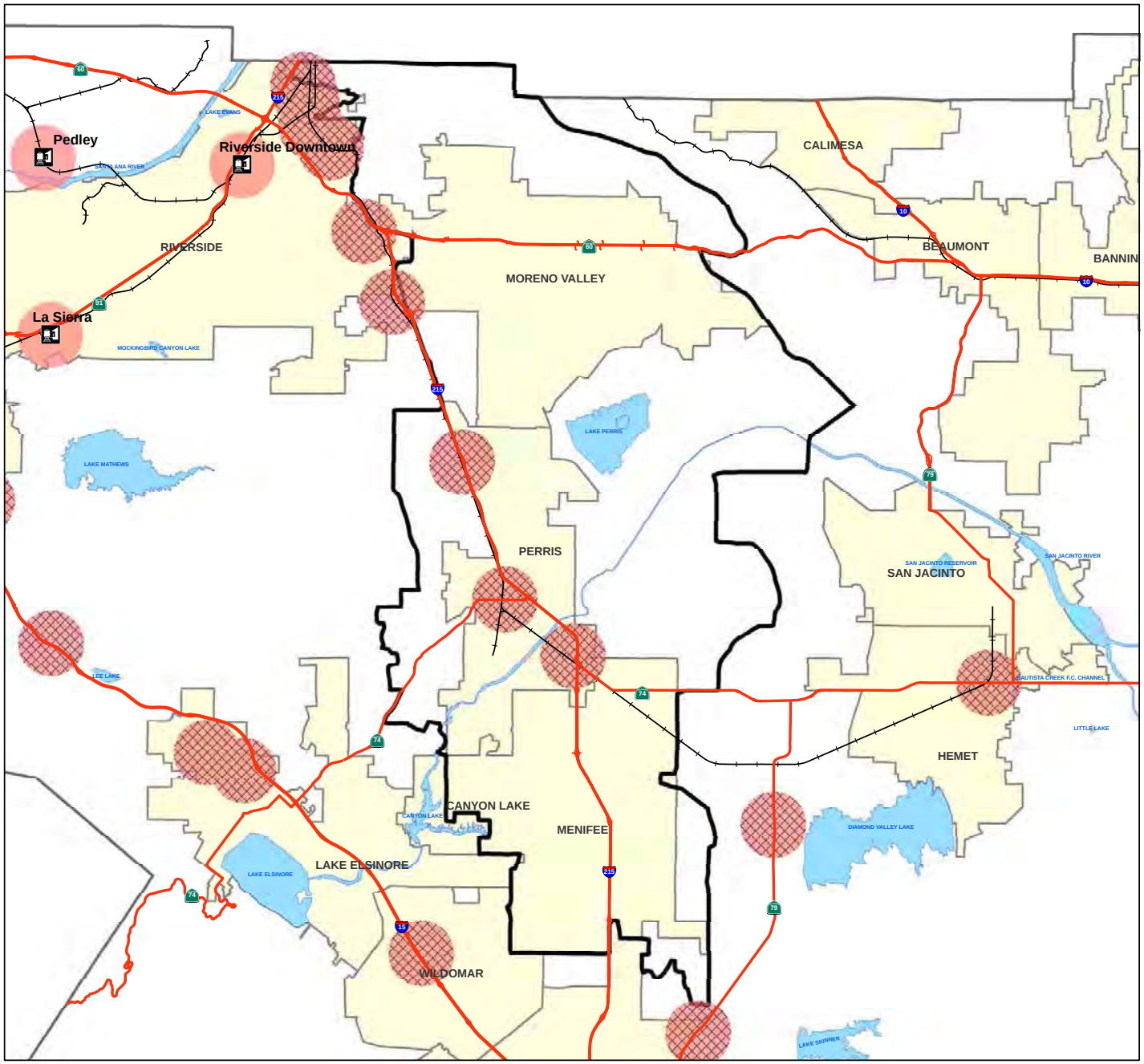
Task 4 Existing Conditions Report Baseline GIS Datasets\Exhibits\
2.3.2 Metrolink Routes Stations\Exhibit 2.3.2 A Northwest Metrolink Routes Centers.mxd

EXHIBIT 2.3.2 B

# CENTRAL ZONE METROLINK ROUTES AND CENTERS




0 1.25 2.5 5 Miles

**Legend**

- Existing Metrolink Center
- Railroad
- 1 Mile Buffer - Transit Linkage Zone
- 1 Mile Buffer - PotentialTransit Linkage Zone
- Freeway/Highway
- Non-Motorized Transportation Zone
- City

N W E S

Produced: December 2009

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Task 4 Existing Conditions Report Baseline GIS Datasets\Exhibits\
2.3.2 Metrolink Routes Stations\Exhibit 2.3.2 B Central Metrolink Routes Centers.mxd

EXHIBIT 2.3.2 C

# SOUTHWEST ZONE METROLINK ROUTES AND CENTERS

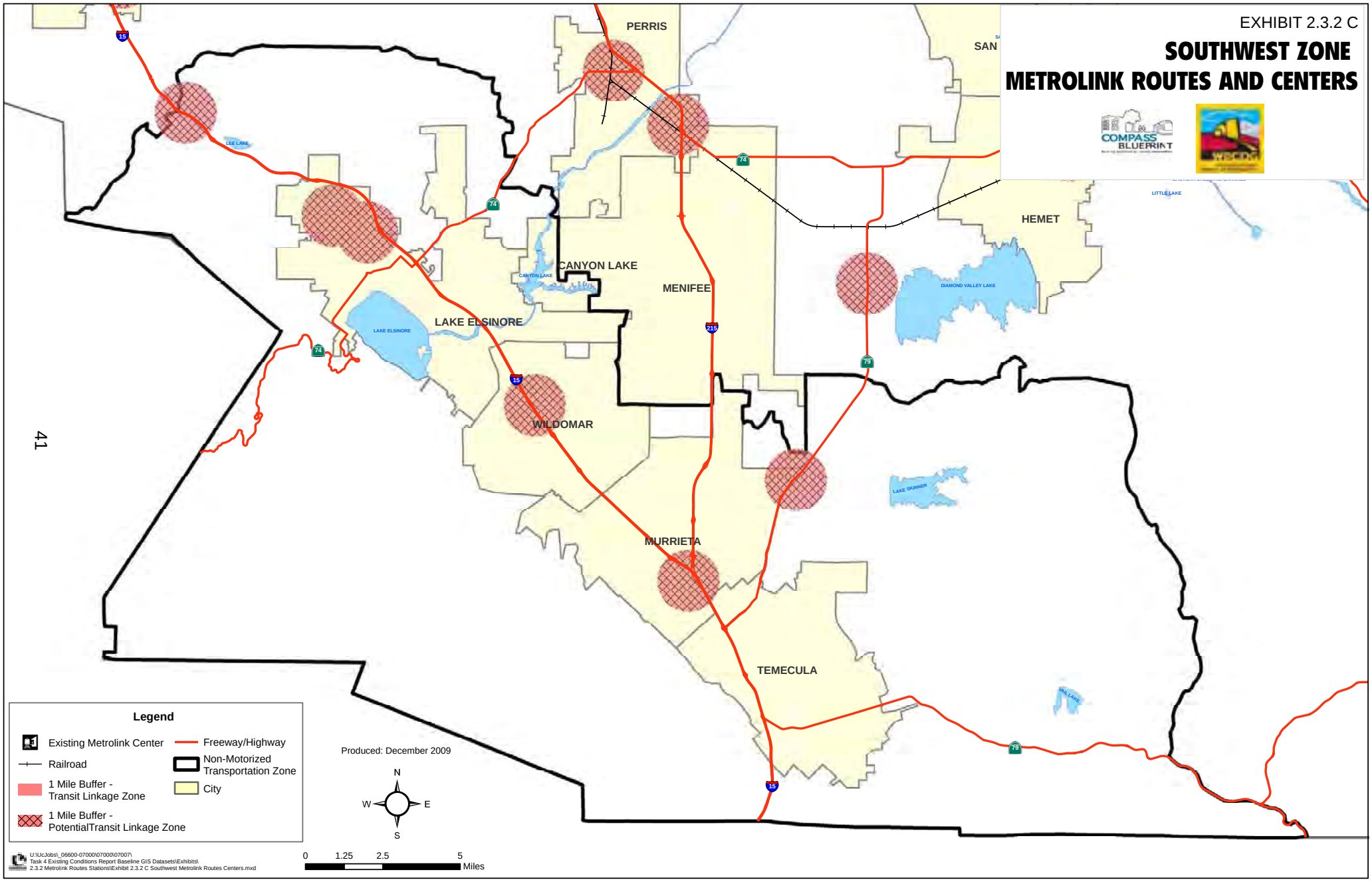


EXHIBIT 2.3.2 D

# PASS ZONE
# METROLINK ROUTES AND CENTERS

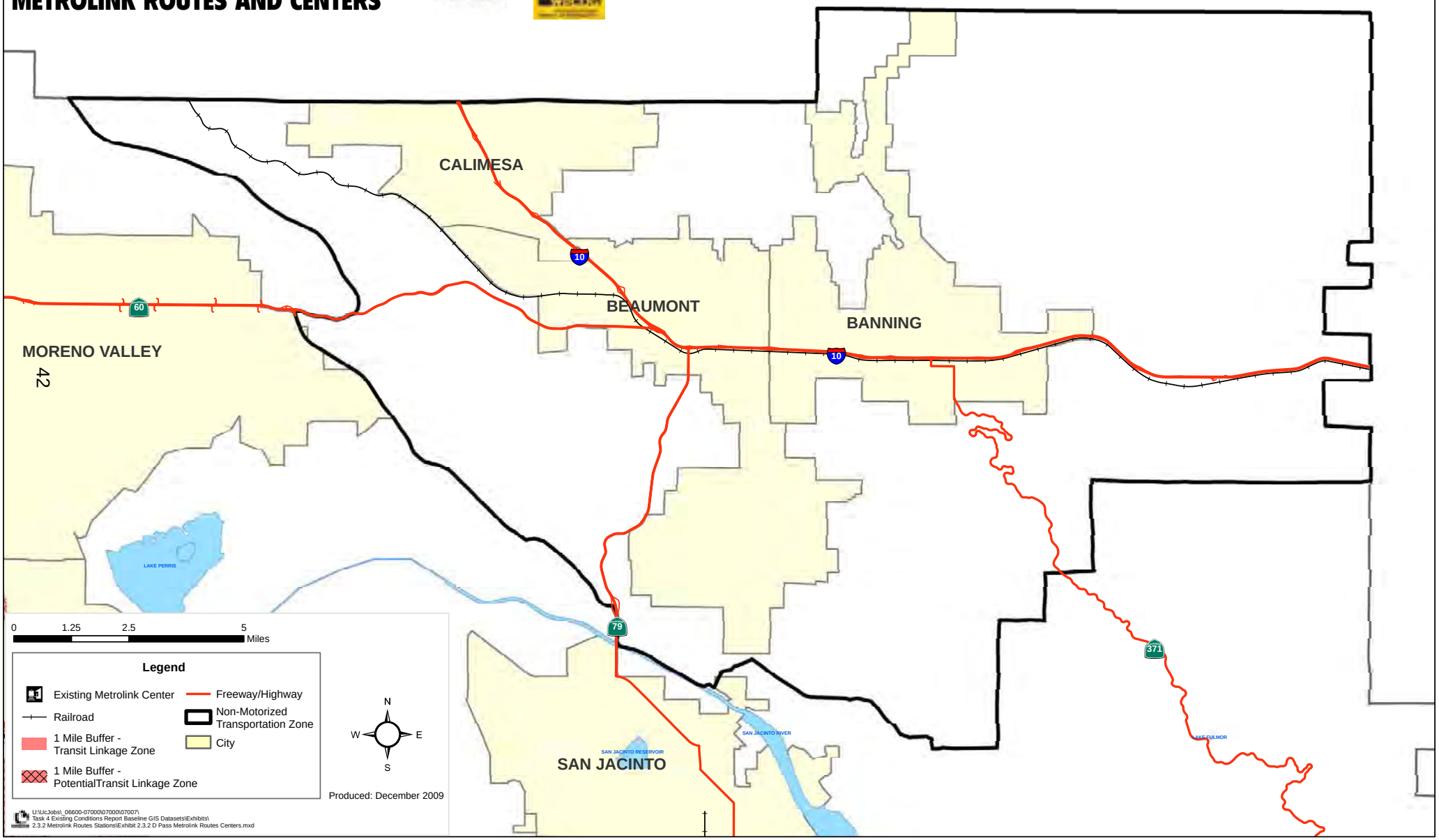


EXHIBIT 2.3.2 E

# HEMET SAN JACINTO ZONE METROLINK ROUTES AND CENTERS

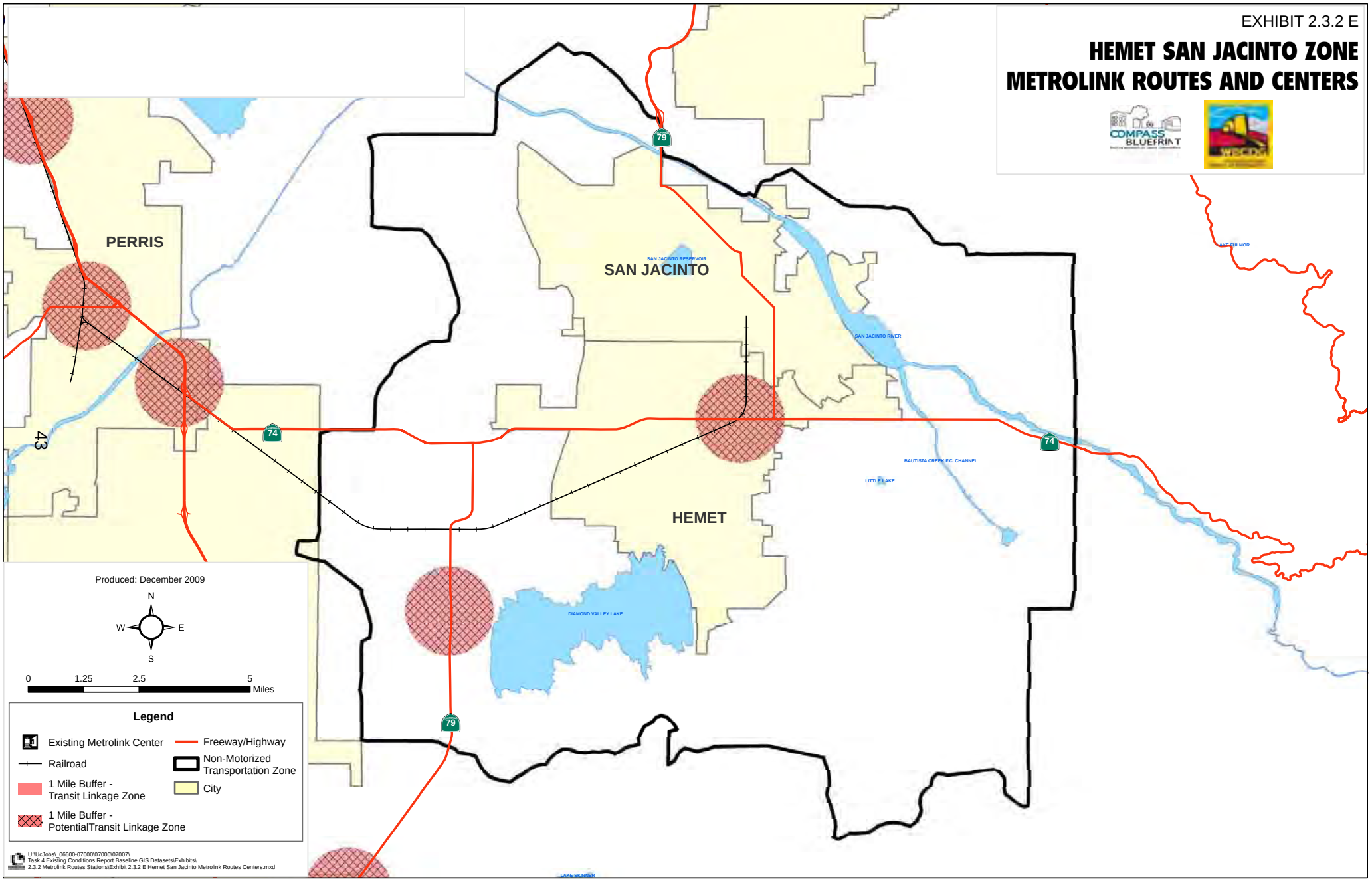
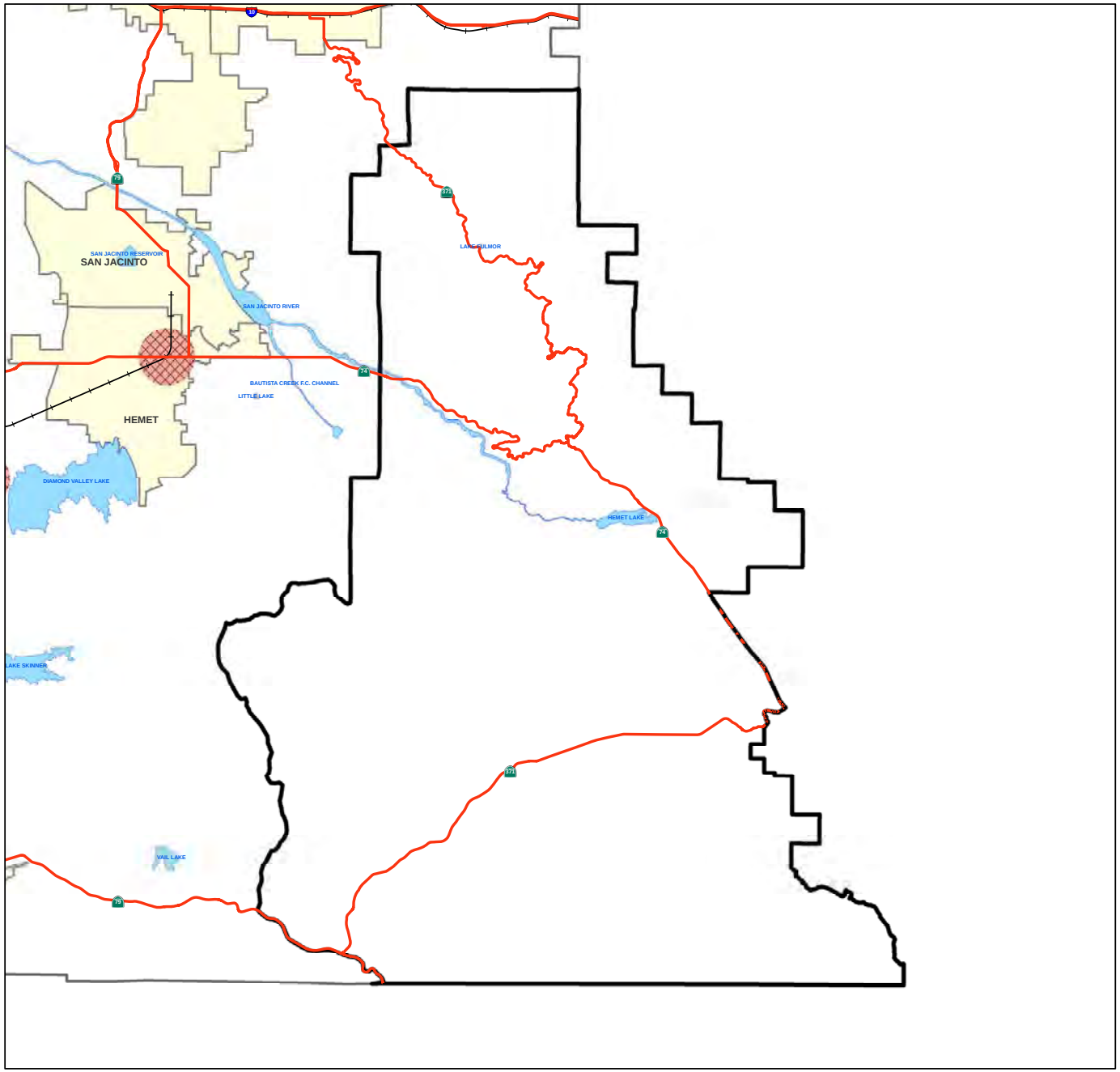


EXHIBIT 2.3.2 F

# MOUNTAIN ZONE
# METROLINK ROUTES AND CENTERS




0 1.25 2.5 5 Miles

**Legend**

- Existing Metrolink Center
- Railroad
- 1 Mile Buffer - Transit Linkage Zone
- 1 Mile Buffer - PotentialTransit Linkage Zone
- Freeway/Highway
- Non-Motorized Transportation Zone
- City

N W E S

Produced: December 2009

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Task 4 Existing Conditions Report Baseline GIS Datasets\Exhibits\
2.3.2 Metrolink Routes Stations\Exhibit 2.3.2 F Mountain Metrolink Routes Centers.mxd