

APPENDIX D

CIRCULATION ELEMENT REFERENCE DATA

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Sanderson Avenue

CIRCULATION ELEMENT REFERENCE DATA

The purpose of Appendix D is to provide the background and supplemental data referenced in Chapter 4 of the General Plan: Circulation Element. References in the Circulation Element pertain to information contained in the two documents described below.

City of Hemet General Plan Circulation Element Traffic Study

The traffic impact study prepared for the General Plan Update (Urban Crossroads, 2011) contains numerous traffic models and analyses to enable City staff and decision-makers to evaluate alternative roadway networks. The entire General Plan Circulation Element Traffic Study may be viewed at the Hemet Planning Department; however, key background data, as listed below, has been excerpted and included within this appendix for easy reference by City staff, developers, residents, and other interested parties.

- ❖ Table 2-4: Intersection Analysis Summary for General Plan Build-out Conditions;
- ❖ Exhibit 2-C: Recommended Improvements for General Plan Build-out Conditions;
- ❖ Table 3-1: City of Hemet General Plan Circulation Element Proposed Changes to the Network; and
- ❖ Table 5-1: City of Hemet General Plan Circulation Element Proposed Changes to Bike Trail Network.

Western Riverside County Non-Motorized Transportation Plan

The Western Riverside County Non-Motorized Transportation Plan (NMTP) adopted in 2011, was a project of the Western Riverside County Council of Governments (WRCOG) with funding provided by the Southern California Association of Governments (SCAG) Compass Blueprint Demonstration Project Program. Compass Blueprint is intended to assist Southern California cities and other organizations in evaluating planning options and stimulating development consistent with the region's goals.

The NMTP defined "non-motorized transportation" as alternative travel modes that operate at lower speeds than conventional automobiles and focus on non-pollutant means of propulsion. Equestrian and hiking facilities, however, were not a focus of the study. The NMTP includes a network of 28 distinct regional routes spanning more than 440 miles. The network represents potential Class I (off-road), Class II (on-road striped and signage), and Class III (on-road, signage only) that interconnect local jurisdictions and provide access to five Metrolink stations, planned transit centers, and key activity centers in the sub-region. Four of the routes traverse the City of Hemet and/or its Planning Area. These routes are included within this appendix for easy reference by City and community stakeholders.

Included within Appendix D are descriptions and maps of the following routes excerpted from Section 5.0 of the NMTP:

- ❖ Table 5.1: lists the proposed 28 routes in Western Riverside County with classification and length;

- ❖ Map of the Western Riverside County transportation network;
- ❖ Route 10 description: San Jacinto River - Bautista Creek;
- ❖ Route 10 map;
- ❖ Route 14 description: San Jacinto - Diamond Valley;
- ❖ Route 14 map;
- ❖ Route 15 description: Salt Creek - Domenigoni;
- ❖ Route 15 map;
- ❖ Route 22 description: Gibbel - Fairview; and
- ❖ Route 22 map.

Financing the NMTP

There are a variety of potential funding sources that may be used to construct the improvements identified in the NMTP as well as other transit and transportation improvements. A detailed program-by-program explanation of available funding and the latest relevant information was included as Section 7.0 in the NMTP. The entire section is included in this appendix for reference by City and community stakeholders.

City of Hemet General Plan Circulation Element Traffic Study (Urban Crossroads, 2011) Reference Tables and Exhibits

- ❖ Table 2-4: Intersection Analysis Summary for General Plan Build-out Conditions;
- ❖ Exhibit 2-C: Recommended Improvements for General Plan Build-out Conditions;
- ❖ Table 3-1: City of Hemet General Plan Circulation Element Proposed Changes to the Network; and
- ❖ Table 5-1: City of Hemet General Plan Circulation Element Proposed Changes to Bike Trail Network.

TABLE 2-4

INTERSECTION ANALYSIS SUMMARY FOR GENERAL PLAN BUILDOUT CONDITIONS

INTERSECTION	TRAFFIC CONTROL ³	INTERSECTION APPROACH LANES ¹												DELAY ² (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND			AM	PM	AM	PM
		L	T	R	L	T	R	L	T	R	L	T	R				
California Av. (NS) at:																	
• Devonshire Av. (EW)																	
- Existing	AWS	0.5	0.5	1	0.5	1	0.5	1	1	1	1	0.5	0.5	8.8	8.6	A	A
- General Plan Buildout	TS	1	1	1	1	1.5	0.5	1	1.5	0.5	2	1.5	0.5	32.0	29.9	C	C
• Florida Av. (EW)																	
- Existing	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	1.5	0.5	- ⁴	- ⁴	F	F
- General Plan Buildout	TS	2	1	1	2	1	1	2	3	1	2	3	1	24.7	50.9	C	D
Warren Rd. (NS) at:																	
• Esplanade Av. (EW)																	
- Existing	AWS	0	1	0	0	1	0	0	1	0	0	1	0	20.1	24.9	C	C
- General Plan Buildout	TS	1	3	1>	2	2.5	0.5	1	2	1	1	2	1	51.3	37.3	D	D
• Devonshire Av. (EW)																	
- Existing	AWS	0	1	0	0	1	0	0	1	0	0.5	0.5	1	17.6	29.9	C	D
- General Plan Buildout	TS	1	3	1	1	2.5	0.5	1	1.5	0.5	1	2	1	34.7	49.8	C	D
• Florida Av. (EW)																	
- Existing	TS	1	2	1	1	2	1	1	2	1	1	2	1	35.7	37.4	D	D
- General Plan Buildout	TS	2	3	1>>	2	3	1	2	3	1	2	3	1	41.4	26.8	D	C
• Simpson Rd. (EW)																	
- Existing	CSS	0.5	0	0.5	0	0	0	0	0.5	0.5	1	0.5	0.5	13.7	17.7	B	C
- General Plan Buildout	TS	2	3	1	2	3	1>>	2	1	1	1	0.5	0.5	34.1	42.8	C	D
• Domenigoni Pw. (EW)																	
- Existing	TS	0	1	0	0	1	0	1	2	1	1	2	1	24.1	27.1	C	C
- General Plan Buildout	TS	0.5	0.5	1	1.5	0.5	1	1	3	1	1	3	1	41.7	52.0	D	D
Cawston Av. (NS) at:																	
• Devonshire Av. (EW)																	
- Existing	AWS	0.5	0.5	1	0	1	0	0.5	0.5	1	0.5	0.5	1	11.0	9.8	B	A
- General Plan Buildout	TS	1	1.5	0.5	1	2	1	1	2	1	1	1.5	0.5	23.7	30.3	C	C
• Florida Av. (EW)																	
- Existing	TS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	17.9	47.8	B	D
- General Plan Buildout	TS	1.5	1.5	1	1	2	1	2	3	1	2	3	1	32.0	45.7	C	D
Sanderson Av. (NS) at:																	
• Esplanade Av. (EW)																	
- Existing	TS	1	0.5	0.5	1	1	1	1	0.5	0.5	1	1	1	23.7	30.5	C	C
- General Plan Buildout	TS	2	1.5	0.5	2	1.5	0.5	1	1.5	0.5	1	1.5	0.5	37.2	43.0	D	D
• Devonshire Av. (EW)																	
- Existing	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	27.4	33.0	C	C
- General Plan Buildout	TS	1	1.5	0.5	1	2	1	1	1.5	0.5	1	1.5	0.5	- ⁴	61.1	F	E
- With Additional Through Lanes	TS	1	2.5	0.5	1	3	1	1	2	1	1	2	1	52.1	41.2	D	D
• Florida Av. (EW)																	
- Existing	TS	1	2	1	1	2	1	1	2	1	1	2	1	32.2	43.8	C	D
- General Plan Buildout	TS	2	1.5	0.5	2	1.5	0.5	2	1.5	0.5	2	1.5	0.5	- ⁴	- ⁴	F	F
- With Additional Through Lanes	TS	2	3	0	2	3	0	2	3	0	2	3	0	37.5	42.7	D	D
• Acacia Av. (EW)																	
- Existing	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	21.0	21.8	C	C
- General Plan Buildout	TS	2	1.5	0.5	2	1.5	0.5	1	1.5	0.5	1	1.5	0.5	31.8	53.1	C	D
• Stetson Av. (EW)																	
- Existing	TS	1	2	1>	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	18.5	24.7	C	C
- General Plan Buildout	TS	2	1.5	0.5	2	1.5	0.5	2	2.5	0.5	2	2.5	0.5	36.9	47.4	D	D

TABLE 2-4

INTERSECTION ANALYSIS SUMMARY FOR GENERAL PLAN BUILDOUT CONDITIONS

INTERSECTION	TRAFFIC CONTROL ³	INTERSECTION APPROACH LANES ¹												DELAY ² (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND			AM	PM	AM	PM
		L	T	R	L	T	R	L	T	R	L	T	R				
Sanderson Av. (NS) at:																	
• Mustang Wy. (EW)																	
- Existing	TS	1	2	1	1	1.5	1.5	1.5	0.5	1	0.5	0.5	1	28.7	30.5	C	C
- General Plan Buildout	TS	1	2	1	1	1.5	1.5	1.5	0.5	1	0.5	0.5	1	28.5	31.8	C	C
• Domenigoni Pw. (EW)																	
- Existing	TS	0	0	0	1	0	2>	2	2	0	0	2	1>	16.5	16.2	B	B
- General Plan Buildout	TS	0	0	0	1	0	2>	2	3	0	0	3	1>	16.0	21.9	B	C
Lyon Av. (NS) at:																	
• Devonshire Av. (EW)																	
- Existing	AWS	0.5	0.5	1	0.5	0.5	1	0.5	0.5	1	0.5	0.5	1	14.2	32.0	B	D
- General Plan Buildout	TS	1	1.5	0.5	1	1.5	0.5	1	0.5	0.5	1	1.5	0.5	23.8	30.5	C	C
• Florida Av. (EW)																	
- Existing	TS	1	1	1	1	1	1	1	1.5	0.5	1	2	1	19.9	22.3	B	C
- General Plan Buildout	TS	1	1	1	1	1	1	1	1.5	0.5	1	2	1	25.9	46.0	C	D
• Acacia Av. (EW)																	
- Existing	TS	1	1	1	1	1	1	1	0.5	0.5	1	0.5	0.5	16.9	23.0	B	C
- General Plan Buildout	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	0.5	0.5	17.2	22.6	B	C
• Stetson Av. (EW)																	
- Existing	TS	1	1	1	0.5	0.5	1.0	1	1.5	0.5	1	1.5	0.5	30.6	31.5	C	C
- General Plan Buildout	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	1	34.5	51.4	C	D
State St. (NS) at:																	
• Esplanade Av. (EW)																	
- Existing	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	1	29.6	32.4	C	C
- General Plan Buildout	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	1	44.4	51.4	D	D
• Devonshire Av. (EW)																	
- Existing	AWS	0.5	1.5	1	0.5	1	0.5	0.5	0.5	1	0.5	0.5	1	20.4	21.5	C	C
- General Plan Buildout	TS	1	1.5	0.5	1	1.5	0.5	1	0.5	0.5	1	1.5	0.5	23.6	24.4	C	C
• Florida Av. (EW)																	
- Existing	TS	1	1.5	0.5	1	1	1	1	1.5	0.5	1	1.5	0.5	96.5	152.8	F	F
- General Plan Buildout	TS	1	1.5	0.5	1	2	1	1	2	1	1	2	1	33.6	43.0	C	D
• Acacia Av. (EW)																	
- Existing	TS	1	1	1	1	0.5	0.5	0.5	0.5	1	0.5	0.5	1	31.0	39.2	C	D
- General Plan Buildout	TS	1	2	1	1	2	1	1	1.5	0.5	1	0.5	0.5	17.1	17.6	B	B
• Stetson Av. (EW)																	
- Existing	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	26.5	29.6	C	C
- General Plan Buildout	TS	1	2	1>	1	2	1	2	2	1	2	2	1	36.2	40.7	D	D
• Domenigoni Pw. (EW)																	
- Existing	TS	1	0.5	0.5	1	1	1	1	1	1>	1	0.5	0.5	28.7	32.9	C	C
- General Plan Buildout	TS	2	1.5	0.5	2	1.5	0.5	1	2	1>	1	2.5	0.5	40.1	45.5	D	D
San Jacinto St. (NS) at:																	
• Florida Av. (EW)																	
- Existing	TS	1	1.5	0.5	1.5	0.5	1	1	1.5	0.5	1	2	1	42.9	42.2	D	D
- General Plan Buildout	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	2	1	32.4	42.7	C	D
Columbia St. (NS) at:																	
• Florida Av. (EW)																	
- Existing	TS	1	1	1	1	1	1	1	1.5	0.5	1	2	1	9.8	7.4	A	A
- General Plan Buildout	TS	1	1	1	1	1	1	1	1.5	0.5	1	2	1	7.5	9.4	A	A

TABLE 2-4

INTERSECTION ANALYSIS SUMMARY FOR GENERAL PLAN BUILDOUT CONDITIONS

INTERSECTION	TRAFFIC CONTROL ³	INTERSECTION APPROACH LANES ¹												DELAY ² (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND			AM	PM	AM	PM
		L	T	R	L	T	R	L	T	R	L	T	R				
Meridian St. (NS) at: • Florida Av. (EW) - Existing - General Plan Buildout	TS	0.5	0.5	1	0.5	0.5	1	1	2	1	1	1.5	0.5	11.1	9.8	B	A
	TS	<u>1</u>	0.5	<u>0.5</u>	<u>1</u>	0.5	<u>0.5</u>	1	2	1	1	<u>2</u>	<u>1</u>	11.5	10.6	B	B
Ramona Ex. (NS) at: • Florida Av. (EW) - Existing - General Plan Buildout	TS	0	0	0	2	0	1>	1	2	0	0	2	1	8.9	12.6	A	B
	TS	0	0	0	2	0	1>	1	2	0	0	2	1	15.9	19.8	B	B

¹ Shared lanes are indicated with decimal values. When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right Turn Overlap Signal Phase (Green Arrow); >> = Free Right Turn
0.5 = shared left-through or shared through-right turn lane; 1! = shared left-through-right turn lane; 1 = Improvement

² Delay and level of service calculated using the following analysis software: Traffix, Version 7.5 R1 (2002). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

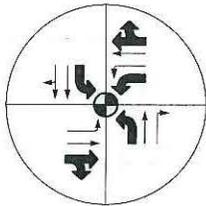
³ CSS = Cross Street Stop; AWS = All Way Stop; TS = Traffic Signal

-- = Delay is greater than 200.0 seconds; Intersection is unstable; Level of Service "F".

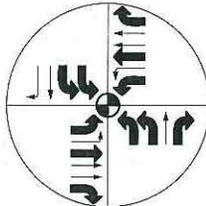
⁵ Volume-to-Capacity Ratio is greater than 1.00; Intersection is unstable; Level of Service "F".

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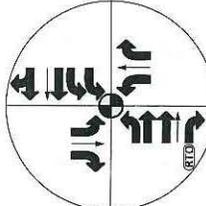
RECOMMENDED IMPROVEMENTS FOR GENERAL PLAN BUILDOUT CONDITIONS



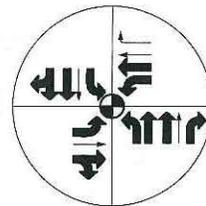
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DEVONSHIRE AV.



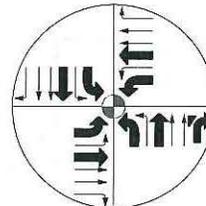
CALIFORNIA AV. &
FLORIDA AV. (SR-74)



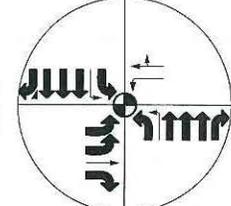
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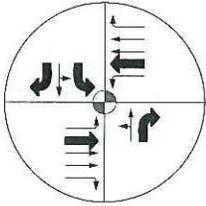
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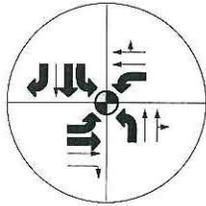
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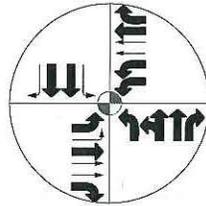
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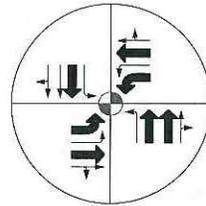
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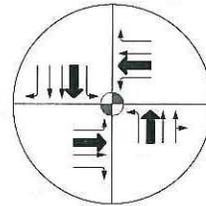
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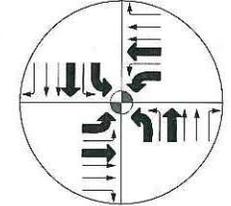
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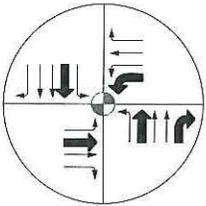
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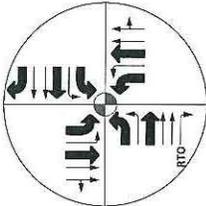
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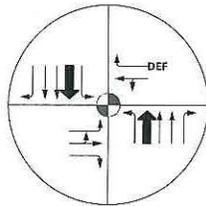
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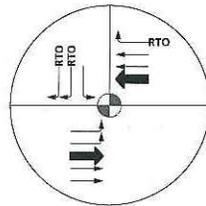
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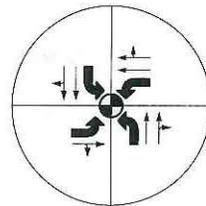
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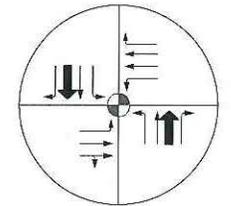
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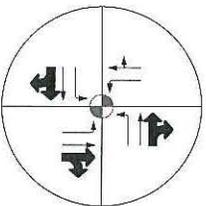
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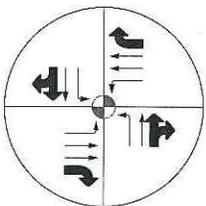
LYON AV. &
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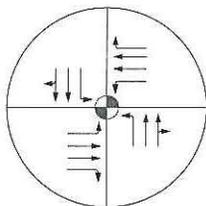
LYON AV. &
FLORIDA AV. (SR-74)



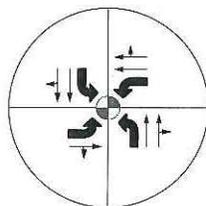
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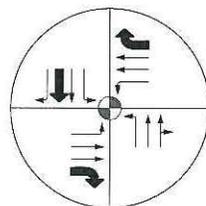
LYON AV. &
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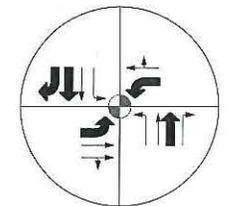
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ESPLANADE AV.



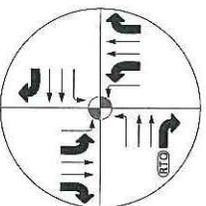
STATE ST. &
DEVONSHIRE AV.



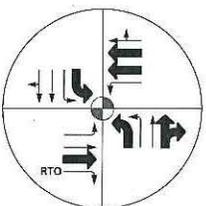
STATE ST. &
FLORIDA AV. (SR-74)



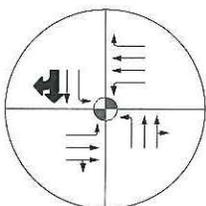
STATE ST. &
ACACIA AV.



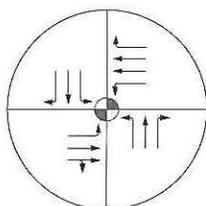
STATE ST. &
STETSON AV.



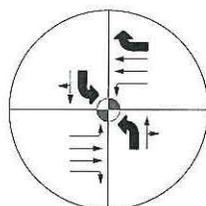
STATE ST. &
DOMENIGONI PKWY./
GIBBEL RD.



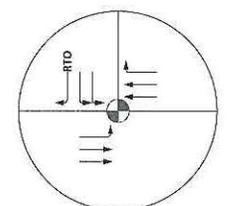
SAN JACINTO ST. &
FLORIDA AV. (SR-74)



COLUMBIA ST. &
FLORIDA AV. (SR-74)



MERIDIAN ST. &
FLORIDA AV. (SR-74)



RAMONA EXWY. &
FLORIDA AV. (SR-74)

LEGEND:

⊙ = TRAFFIC SIGNAL

⊙ = ALL WAY STOP

⊙ = STOP SIGN

← = EXISTING LANE

← = LANE IMPROVEMENT

RTO = RIGHT TURN OVERLAP

DEF = DEFACTO RIGHT TURN LANE

← = FREE-RIGHT TURN LANE IMPROVEMENT

TABLE 3-1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT PROPOSED CHANGES TO THE NETWORK

ROADWAY/SEGMENT	EXISTING LANES	GENERAL PLAN ROADWAY CROSS-SECTION		PROPOSED LANES
		1992 PLAN	PROPOSED UPDATE	
NORTH-SOUTH ROADWAYS				
Winchester Road				
• between Florida Avenue and Patterson Avenue	2	Major Arterial	Divided Secondary-A	4
• between Olive Avenue and Domenigoni Parkway	2	Major Arterial	Divided Secondary-A	4
• between Domenigoni Parkway and SR-79	2	--	Divided Secondary-A	4
Patterson Avenue				
• between Winchester Road and Simpson Road	2	--	Secondary	4
• between Simpson Road and Newport Road	--	--	Secondary	4
Calvert Avenue				
• between Florida Avenue and Olive Avenue	--	Secondary	Secondary	4
California Avenue				
• north Planning Area boundary to Menlo Avenue	--	--	Rural B	2
North California Avenue				
• Menlo Avenue to Devonshire Avenue	2	Local Collector	Collector	2
• between Devonshire Avenue and Florida Avenue	4	Secondary	Secondary	4
• between Florida Avenue and Calvert Avenue	2	--	Collector	2
South California Avenue				
• between Florida Avenue and N. California Avenue	--	--	Secondary	4
• between N. California Avenue and Old Stetson Avenue	--	Secondary	Secondary	4
• between Old Stetson Avenue and Simpson Road	2	Secondary	Secondary	4
• between Simpson Road and Domenigoni Parkway	--	Secondary	Secondary	4
SR-79				
• north of Esplanade Avenue to south of Domenigoni Parkway	--	Highway	Expressway	6
Los Rancherias Road				
• between Hyatt Avenue and Devonshire Avenue	2	Collector	--	--
• between Devonshire Avenue and Florida Avenue	--	Collector	--	--
Hyatt Avenue				
• between Esplanade Avenue and Florida Avenue	--	Collector	--	--
Three Springs Road				
• between 7th Street and Menlo Avenue	2	--	Collector	2
Warren Road				
• between 7th Street and Esplanade Avenue	2	Arterial Highway	Major	4
• between Esplanade Avenue and Menlo Avenue	2	--	Arterial	6
• between Menlo Avenue and Devonshire Avenue	2	--	Arterial	6
• between Devonshire Avenue and Florida Avenue	2	Secondary	Arterial	6
• between Florida Avenue and Whittier Avenue	3	Major Arterial	Arterial	6
• between Whittier Avenue and Domenigoni Parkway	2	Major Arterial	Arterial	6
Myers Street				
• between Menlo Avenue and Devonshire Avenue	--	Collector	Divided Secondary-B	4
• between Devonshire Avenue and Florida Avenue	--	Secondary	Divided Secondary-A	4
Fisher Street				
• between Stetson Avenue and Thornton Avenue	--	Secondary	Collector	2
• between Thornton Avenue and Poplar Street	2	Secondary	Collector	2
North Cawston Avenue/South Cawston Avenue				
• between Esplanade Avenue and Menlo Avenue	4	Secondary	Secondary	4
• between Menlo Avenue and Florida Avenue	2	Secondary	Secondary	4
• between Florida Avenue and Acacia Avenue	4	Secondary	Secondary	4
• between Acacia Avenue and Wentworth Drive	--	Collector	Secondary	4
• between Wentworth Drive and Thornton Avenue	2	--	Secondary	4
• between Thornton Avenue and Mustang Way	4	Secondary	Secondary	4
• between Mustang Way and Poplar Street	2	Secondary	Secondary	4
• between Poplar Street and Domenigoni Parkway	--	--	Secondary	4
Sanderson Avenue				
• between Esplanade Avenue and Fruitvale Avenue	2	Major Highway	Major	4
• between Fruitvale Avenue and Domenigoni Parkway	4	Major Highway	Major	4

TABLE 3-1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT PROPOSED CHANGES TO THE NETWORK - CONTINUED

ROADWAY/SEGMENT	EXISTING LANES	GENERAL PLAN ROADWAY CROSS-SECTION		PROPOSED LANES
		1992 PLAN	PROPOSED UPDATE	
Kirby Street				
• between Esplanade Avenue and Fruitvale Avenue	2	Secondary	Secondary	4
• between Fruitvale Avenue and Stetson Avenue	4	Secondary	Secondary	4
• south of Stetson Avenue	2	Secondary	Collector	2
Gilmore Street				
• between Devonshire Avenue and Acacia Avenue	2	--	Collector	2
Lyon Avenue				
• between Esplanade Avenue and Acacia Avenue	2	Secondary	Secondary	4
• between Acacia Avenue and Stetson Avenue	2	Collector	Collector	2
• between Stetson Avenue and Chambers Street	2	Secondary	Secondary	4
• between Chambers Street and Domenigoni Parkway	--	Secondary	Secondary	4
New Road A				
• between Domenigoni Parkway and State Street	--	--	Collector	2
Pine Avenue				
• between Florida Avenue and Acacia Avenue	2	--	Collector	2
Palm Avenue				
• between Esplanade Avenue and Menlo Avenue	2	Secondary	Secondary	4
• between Menlo Avenue and Whittier Avenue	2	Local Collector	Collector	2
• between Whittier Avenue and Johnston Avenue	4	Local Collector	Collector	2
• between Johnston Avenue and Stetson Avenue	4	Collector	Collector	2
• between Stetson Avenue and Thornton Avenue	3	Collector	Collector	2
• between Thornton Avenue and Chambers Street	2	Collector	Collector	2
• between Chambers Street and Poplar Street	--	Collector	Collector	2
De Portola Road				
• between Batz Road and south of Cactus Valley Road	--	--	Rural-B	2
Gilbert Street				
• between Menlo Avenue and Devonshire Avenue	2	--	Collector	2
• between Devonshire Avenue and Acacia Avenue	2	--	Secondary	4
• between Acacia Avenue and Chambers Street	2	--	Collector	2
State Street				
• between Esplanade Avenue and Devonshire Avenue	4	Secondary	Divided Secondary-A	4
• between Devonshire Avenue and Florida Avenue	4	Secondary	Secondary	4
• between Florida Avenue and Johnston Avenue	2	Secondary	Secondary	4
• between Johnston Avenue and Stetson Avenue	4	Secondary	Divided Secondary-A	4
• between Stetson Avenue and Chambers Street	4	Major Highway	Divided Secondary-A	4
• between Chambers Street and Domenigoni Parkway	4	Major Highway	Divided Secondary-B	4
• between Domenigoni Parkway and New Road A	3	Major Highway	Divided Secondary-B	4
• between New Road A and E. Newport Road	2	Major Highway	Divided Secondary-B	4
• between Newport Road and Cactus Valley Road	2	--	Divided Secondary-B	4
• south of Cactus Valley Road	2	--	Collector	2
Buena Vista Street				
• north of Fruitvale Avenue to Chambers Street	2	Collector	Collector	2
Santa Fe Street				
• north of Washington Avenue to Stetson Avenue	2	Collector	Collector	2
• between Stetson Avenue and Thornton Avenue	2	--	Collector	2
San Jacinto Street				
• between Menlo Avenue and Florida Avenue	4	Secondary	Secondary	4
• between Florida Avenue and Stetson Avenue	2	Secondary	Secondary	4
• south of Stetson Avenue	2	Collector	--	--
Girard Street				
• between Menlo Avenue and Devonshire Avenue	2	Collector	Collector	2
• Devonshire Avenue to south of Stetson Avenue	2	Secondary	Collector	2
Hewitt Street				
• north of Park Avenue	2	Secondary	--	--
Yale Street				
• between Park Avenue and Thornton Avenue	2	--	Collector	2
Sage Road				
• south of Cactus Valley Road	2	--	Rural-B	2

TABLE 3-1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT PROPOSED CHANGES TO THE NETWORK - CONTINUED

ROADWAY/SEGMENT	EXISTING LANES	GENERAL PLAN ROADWAY CROSS-SECTION		PROPOSED LANES
		1992 PLAN	PROPOSED UPDATE	
Columbia Street				
• between Park Avenue and Stetson Avenue	2	Secondary	Secondary	4
• between Stetson Avenue and Crest Drive	2	Collector	Collector	2
Cornell Street				
• between Park Avenue and Crest Drive	2	Local Collector	Collector	2
Dartmouth Street				
• between Park Avenue and Crest Drive	2	--	Collector	2
Stanford Street				
• between Park Avenue and Stetson Avenue	2	Secondary	Secondary	4
• between Stetson Avenue and Crest Drive	2	Secondary	Collector	2
Vista Del Valle				
• between Crest Drive and Rawlings Road	2	--	Collector	2
Meridian Street				
• between Washington Avenue and Whittier Avenue	2	Secondary	Collector	2
• between Whittier Avenue and Stetson Avenue	2	Secondary	--	--
• between Stetson Avenue and Crest Drive	2	--	Collector	2
Rawlings Road				
• south of Vista Del Valle	2	--	Collector	2
Hemet Street				
• north of Berkley Avenue to Florida Avenue	2	Collector	Collector	2
• between Florida Avenue and Whittier Avenue	2	--	Collector	2
• between Stetson Avenue and Vista Del Valle	2	--	Collector	2
Soboba Street				
• between Ramona Expressway and Mountain Avenue	2	Collector	--	2
• between Mountain Avenue and Stetson Avenue	2	Collector	Collector	2
Lake Street				
• between Mountain Avenue and Florida Avenue	2	Local Collector	Collector	2
• between Florida Avenue and Acacia Avenue	--	--	Collector	2
• between Acacia Avenue and Stetson Avenue	2	Local Collector	Collector	2
• Stetson Avenue to south of Thornton Avenue	2	--	Collector	2
Pleasant Street				
• between Florida Avenue and Acacia Avenue	2	Collector	--	--
• between Acacia Avenue and Mayberry Avenue	--	Collector	--	--
• between Mayberry Avenue and Whittier Avenue	2	Collector	Collector	2
• between Whittier Avenue and Stetson Avenue	--	Collector	Collector	2
Ramona Expressway				
• north of Mountain Avenue to Cedar Avenue	2	Expressway	Arterial	6
• between Cedar Avenue and Florida Avenue	4	Expressway	Arterial	6
New Chicago Avenue				
• between Lincoln Avenue and Florida Avenue	2	--	Collector	2
• between Florida Avenue and Acacia Avenue	2	Collector	Collector	2
• between Acacia Avenue and Mayberry Avenue	2	Collector	--	--
• between Mayberry Avenue and Stetson Avenue	--	Collector	--	--
Chicago Avenue				
• between Cedar Avenue and Olive Avenue	4	Collector	Collector	2
• between Olive Avenue and Palm Avenue	2	--	Collector	2
Casino Road				
• between Acacia Avenue and Whittier Avenue	2	Collector	--	2
• between Whittier Avenue and Stetson Avenue	--	Collector	--	--
Fairview Avenue				
• between Olive Avenue and Florida Avenue	2	Secondary	Secondary	4
• between Florida Avenue and Stetson Avenue	2	Major Highway	Divided Secondary-A	4
• between Stetson Avenue and Bautista Road	2	Major Highway	Secondary	4
Lincoln Avenue				
• between Olive Avenue and Florida Avenue	2	--	Collector	2
Grant Avenue				
• between Palm Avenue and Florida Avenue	2	--	Collector	2

TABLE 3-1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT PROPOSED CHANGES TO THE NETWORK - CONTINUED

ROADWAY/SEGMENT	EXISTING LANES	GENERAL PLAN ROADWAY CROSS-SECTION		PROPOSED LANES
		1992 PLAN	PROPOSED UPDATE	
EAST-WEST ROADWAYS				
Esplanade Avenue				
• between SR-79 and N. Cawston Avenue	--	Secondary	Divided Secondary-A	4
• between N. Cawston Avenue and Palm Avenue	2	Secondary	Divided Secondary-A	4
• between Palm Avenue and State Street	4	Secondary	Divided Secondary-A	4
Commonwealth Avenue				
• between N Cawston Avenue and Palm Avenue	2	--	Collector	2
Mountain Avenue				
• north of Soboba Street to Lake Street	2	Collector	Secondary	4
• between Lake Street and Ramona Expressway	3	--	Secondary	4
Eaton Avenue				
• between N. Cawston Avenue and Palm Avenue	2	Secondary	Secondary	4
Fruitvale Avenue				
• between N. Cawston Avenue and State Street	2	Collector	Collector	2
• between Buena Vista Street and Santa Fe Street	2	--	Collector	2
Cedar Avenue				
• between Ramona Expressway and Chicago Avenue	2	Collector	Collector	2
• between Chicago Avenue and Fairview Avenue	4	Collector	Collector	2
Tres Cerritos Avenue				
• west of California Avenue	2	Collector	Rural-B	2
• between California Avenue and Three Springs Road	2	Collector	Collector	2
• between Three Springs Road and Warren Road	--	--	Collector	2
Menlo Avenue				
• between Myers Street and N. Cawston Avenue	--	Collector	Divided Secondary-B	4
• between N. Cawston Avenue and Park Avenue	2	Secondary	Secondary	4
Berkley Avenue				
• between Meridian Street and Soboba Street	2	Collector	Collector	2
• between Soboba Street and Ramona Expressway	2	Collector	--	--
Oakland Avenue				
• between Kirby Street and Palm Avenue	2	--	Collector	2
• between Palm Avenue and Girard Street	2	Local Collector	Collector	2
• between Girard Street and Park Avenue	2	--	Collector	2
Park Avenue				
• between Hewitt Street and Charlton Avenue	2	Secondary	Secondary	4
• between Charlton Avenue and Hewitt Street	2	--	Collector	2
Charlton Avenue				
• between Park Avenue and Ramona Expressway	2	Collector	Collector	2
Olive Avenue				
• between Chicago Avenue and Cedar Avenue	2	Collector	Collector	2
• between Cedar Avenue and Lincoln Avenue	2	--	Collector	2
Devonshire Avenue				
• between S. California Avenue and N. California Avenue	2	Secondary	--	--
• between N. California Avenue and Warren Road	2	Secondary	Secondary	4
• between Warren Road and Myers Street	--	Secondary	Secondary	4
• between Myers Street and N. Cawston Avenue	2	Secondary	Secondary	4
• between N. Cawston Avenue and Sanderson Avenue	2-4	Secondary	Secondary	4
• between Sanderson Avenue and Kirby Street	2	Collector	Secondary	4
• between Kirby Street and State Street	2	Collector	Express Collector	3
• between State Street and Park Avenue	2	Collector	Collector	2
Lincoln Avenue				
• between Meridian Street and Soboba Street	2	Collector	Collector	2
• between Soboba Street and Ramona Expressway	2	--	Collector	2
Palm Avenue				
• between Chicago Avenue and Florida Avenue	2	--	Collector	2
Latham Avenue				
• California Avenue to east of Hyatt Avenue	--	Collector	--	--
• between Lyon Avenue and San Jacinto Street	2	--	Collector	2

TABLE 3-1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT PROPOSED CHANGES TO THE NETWORK - CONTINUED

ROADWAY/SEGMENT	EXISTING LANES	GENERAL PLAN ROADWAY CROSS-SECTION		PROPOSED LANES
		1992 PLAN	PROPOSED UPDATE	
Florida Avenue				
• between Winchester Road and California Avenue	4	Enhanced R.O.W.	Arterial	6
• between S. California Avenue and N. California Avenue	5	Enhanced R.O.W.	Arterial	6
• between N. California Avenue and Myers Street	4	Enhanced R.O.W.	Arterial	6
• between Myers Street and Acacia Avenue	5	Enhanced R.O.W.	Arterial	6
• between Acacia Avenue and N. Cawston Avenue	4	Enhanced R.O.W.	Arterial	6
• between N. Cawston Avenue and Gilbert Street	4	Major Highway	Major	4
• between Gilbert Street and State Street	4	Major Highway	Divided Secondary-A	4
• between State Street and Ramona Expressway	4	Arterial Highway	Divided Secondary-A	4
• between Ramona Expressway and Grant Avenue	4	Major Highway	Divided Secondary-A	4
• east of Grant Ave	4	Major Highway	Secondary	4
Kimball Avenue				
• between Gilbert Street and Buena Vista Street	2	--	Collector	2
Acacia Avenue				
• between Florida Avenue and S. Cawston Avenue	2	--	Collector	2
• between S. Cawston Avenue and Kirby Street	2	Collector	Secondary	4
• between Kirby Street and State Street	2	Collector	Express Collector	3
• between State Street and e/o New Chicago Avenue	2	Collector	Collector	2
• between e/o New Chicago Avenue and Fairview Avenue	2	Collector	--	2
Whittier Avenue				
• between SR-79 and Warren Road	--	Collector	--	--
• between Warren Road and S. Cawston Avenue	2	Collector	Secondary	4
• between S. Cawston Avenue and Sanderson Avenue	--	--	Secondary	4
• between Sanderson Avenue and Kirby Street	--	--	Collector	2
• between Johnston Avenue and Lyon Avenue	2	Collector	--	2
• between Lyon Avenue and Pleasant Street	2	Collector	Collector	2
• between Pleasant Street and Casino Road	--	Collector	Collector	2
• between Casino Road and Fairview Avenue	--	Collector	--	--
Mayberry Avenue				
• between Lyon Avenue and Palm Avenue	2	Collector	--	2
• between Palm Avenue and Fairview Avenue	2	Collector	Collector	2
Wentworth Drive				
• between S. Cawston Avenue and Sanderson Avenue	2	--	Collector	2
Johnston Avenue				
• between Sanderson Avenue and Stanford Street	2	Local Collector	Collector	2
• between Stanford Street and Meridian Street	2	Local Collector	--	2
• between Soboba Street and Pleasant Street	2	--	Collector	2
Old Stetson Avenue				
• between Winchester Road and Calvert Avenue	--	--	Collector	2
• between S. California Avenue and Warren Road	2	--	Collector	2
• between Warren Road and Stetson Avenue	2	Collector	Collector	2
Stowe Road				
• between Winchester Road and California Avenue	2	Secondary	Secondary	4
Stetson Avenue				
• between Winchester Road and California Avenue	--	Urban Arterial	Arterial	6
• between S. California Avenue and Sanderson Avenue	2	Secondary	Arterial	6
• between Sanderson Avenue and Gilbert Street	4	Secondary	Major	4
• between Gilbert Street and State Street	4	Secondary	Divided Secondary-A	4
• between State Street and Buena Vista Street	3	Secondary	Divided Secondary-A	4
• between Buena Vista Street and San Jacinto Street	2	Secondary	Divided Secondary-A	4
• between San Jacinto Street and Dartmouth Street	2	Major Highway	Divided Secondary-A	4
• between Dartmouth Street and Stanford Street	4	Major Highway	Divided Secondary-A	4
• between Stanford Street and Fairview Avenue	2	Major Highway	Divided Secondary-A	4
Thornton Avenue				
• between Fisher Street and Santa Fe Street	2	--	Collector	2
• between Yale Street and Columbia Street	--	--	Collector	2
• between Columbia Street and Lake Street	2	--	Collector	2

TABLE 3-1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT PROPOSED CHANGES TO THE NETWORK - CONTINUED

ROADWAY/SEGMENT	EXISTING LANES	GENERAL PLAN ROADWAY CROSS-SECTION		PROPOSED LANES
		1992 PLAN	PROPOSED UPDATE	
Mustang Way				
• between S. California Avenue and Warren Road	--	Secondary	--	--
• between Warren Road and Fisher Street	3	Secondary	Secondary	4
• between Fisher Street and Sanderson Avenue	4	Secondary	Secondary	4
Chambers Street				
• between Lyon Avenue and Buena Vista Street	2	Collector	Collector	2
Crest Drive				
• between Girard Street and Columbia Street	--	Local Collector	--	--
• between Columbia Street and Cornell Street	2	Local Collector	--	2
• Cornell Street to east of Stanford Street	2	Local Collector	Collector	2
Bautista Road				
• east of Fairview Avenue	2	Major Highway	Collector	2
Poplar Street				
• between Warren Road and Fisher Street	--	Collector	Collector	2
• between Fisher Street and Cawston Avenue	--	Collector	--	--
• between Lyon Avenue and State Street	--	--	Collector	2
Simpson Road				
• between west of Patterson Avenue and Calvert Avenue	2	Major Highway	Secondary	4
• between Calvert Avenue and Warren Road	2	Secondary	Secondary	4
• between Warren Road and Fisher Street	2	Secondary	Collector	2
Olive Avenue				
• between Winchester Road and Patterson Avenue	--	Secondary	Secondary	4
• between Patterson Avenue and Calvert Avenue	--	Secondary	--	--
Domenigoni Parkway				
• between Winchester Road and California Avenue	4	Urban Arterial	Arterial	6
• between S. California Avenue and State Street	4	Expressway	Arterial	6
Gibbel Road				
• east of State Street	2	Secondary	Secondary	4
• west of E. Newport Road	--	Collector	--	--
Avery Canyon Road				
• between E. Newport Road and Fairview Avenue	--	--	Rural-A	2
Newport Avenue				
• between SR-79 and Patterson Avenue	2	--	Secondary	4
E. Newport Road				
• between State Street and e/o State Street	2	--	Collector	2
Batz Road				
• between De Portola Road and State Street	2	--	Rural-B	2
Cactus Valley Road				
• between De Portola Road and State Street	--	--	Rural-B	2
• State Street to east of Sage Road	2	--	Secondary	4

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TABLE 5-1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT PROPOSED CHANGES TO BIKE TRAIL NETWORK

ROADWAY/SEGMENT	GENERAL PLAN BIKE CLASSIFICATION	
	ADOPTED PLAN	PROPOSED UPDATE
Calvert Avenue • between Florida Avenue and Old Stetson Avenue • between Old Stetson Avenue and Stowe Road	-- --	Class 2 Regional
North California Avenue • north of Devonshire Avenue • between Devonshire Avenue and Florida Avenue • between Florida Avenue and Whittier Avenue	Class 4 (Mixed Use) Class 2 --	Regional ¹ Class 2 Class 2
South California Avenue • between Devonshire Avenue and Domenigoni Parkway	Class 4 (Mixed Use)	Regional ¹
Warren Road • between 7th Street and Domenigoni Parkway	Class 1	Class 2
North Cawston Avenue/South Cawston Avenue • between Esplanade Avenue and Menlo Avenue • between Menlo Avenue and Domenigoni Parkway	Class 4 (Mixed Use) --	Class 2 Class 2
Sanderson Avenue • between Esplanade Avenue and Domenigoni Parkway	Class 1	Class 1
Kirby Street • between Menlo Avenue and Stetson Avenue	--	Class 2
Lyon Avenue • between Esplanade Avenue and State Street	Class 2	Class 2
State Street • between Esplanade Avenue and Devonshire Avenue • between Stetson Avenue and Chambers Street • between Chambers Street and Domenigoni Parkway • between Domenigoni Parkway and Newport Road	-- Class 1 Class 1 Class 1	Class 2 -- Class 2 Regional ¹
Buena Vista Street • between Devonshire Avenue and Chambers Street	Class 2	Class 2
San Jacinto Street • between Menlo Avenue and Devonshire Avenue	Class 2	--
Columbia Street • between Park Avenue and Devonshire Avenue • between Devonshire Avenue and Stetson Avenue	-- Class 2	Class 2 Class 2
Meridian Street • between Washington Avenue and Park Avenue • between Park Avenue and Stetson Avenue	-- Class 2	Class 2 Class 2
Lake Street • between Mountain Avenue and Florida Avenue	Class 3	--
Fairview Avenue • between Florida Avenue and Bautista Road	--	Class 1/ Regional
Esplanade Avenue • between SR-79 Freeway and Myers Street • between Myers Street and State Street	Class 2 Class 2	Regional Class 2
Mountain Avenue • north of Soboba Street to Ramona Expressway	--	Class 1/ Regional
Bautista Creek Trail • east of Mountain Avenue	Class 4 (Mixed Use)	Historic Trail ³
Menlo Avenue • between N. Cawston Avenue and Park Avenue	Class 3	Class 2

TABLE 5-1

CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT PROPOSED CHANGES TO BIKE TRAIL NETWORK

ROADWAY/SEGMENT	GENERAL PLAN BIKE CLASSIFICATION	
	ADOPTED PLAN	PROPOSED UPDATE
Park Avenue • between Menlo Avenue and Charlton Avenue	Class 1	Class 1
Devonshire Avenue • between S. California Avenue and N. California Avenue • between N. California Avenue and Park Avenue	-- Class 2	Regional Class 2
Florida Avenue • between N. California Avenue and Acacia Avenue • between Meridian Street and Ramona Expressway • between Ramona Expressway and Fairview Avenue • east of Fairview Avenue	Class 1 -- Class 2 Class 2	-- Class 2 Class 1/ Regional Class 2
Acacia Avenue • between Florida Avenue and Kirby Street • between Kirby Street and Soboba Street • between Soboba Street and Fairview Avenue	Class 2 Class 2 --	-- Class 2 Class 2
Whittier Avenue • between SR-79 and Kirby Street	--	Class 2
Old Stetson Avenue • between Winchester Road and Calvert Avenue	--	Regional
Stowe Road • between Calvert Avenue and S. California Avenue	Class 3	Regional
Stetson Avenue • between Winchester Road and Warren Road • between Warren Road and Fairview Avenue	-- Class 1	Class 1 Class 1
Mustang Way • between Simpson Road and Sanderson Avenue	--	Class 2
Bautista Road • east of Fairview Avenue	Class 4 (Mixed Use)	Class 1/ Regional
Simpson Road • between Patterson Avenue and Warren Road • between Warren Road and Stetson Avenue	Class 2 --	Class 2 Class 2
Domenigoni Parkway • between Winchester Road and State Street	Class 4 (Mixed Use)	Class 1/ Regional ²
Gibbel Road • east of State Street • west of E. Newport Road	Class 5 (Hiking+Equestrian) Class 5 (Hiking+Equestrian)	Class 1/ Regional Class 1/ Regional
Avery Canyon Road • between E. Newport Road and Fairview Avenue	--	Class 1/ Regional

¹ consistent with RCIP San Jacinto Valley Area Plan of Regional Trails

² consistent with RCIP San Jacinto Valley Area Plan of Class 1/ Regional Trails

³ consistent with RCIP San Jacinto Valley Area Plan of Historic Trails

Western Riverside County Non-Motorized Transportation Plan

- ❖ Table 5.1: lists the proposed 28 routes in Western Riverside County with classification and length;
- ❖ Map of the Western Riverside County transportation network;
- ❖ Route 10 description: San Jacinto River - Bautista Creek;
- ❖ Route 10 map;
- ❖ Route 14 description: San Jacinto - Diamond Valley;
- ❖ Route 14 map;
- ❖ Route 15 description: Salt Creek - Domenigoni;
- ❖ Route 15 map;
- ❖ Route 22 description: Gibbel - Fairview;
- ❖ Route 22 map; and
- ❖ Federal, State, and local funding sources for non-motorized transportation networks, transit, and circulation systems.

SECTION 5.0 PROPOSED NON-MOTORIZED SYSTEM

The Western Riverside Non-Motorized Transportation Plan includes a network of 28 distinct regional routes spanning more than 440 miles. This network represents potential Class I (off road), Class II (on-road striped and signage) and Class III (on-road, signage only) routes that interconnect the six Western Riverside zones and the local jurisdictions within each zone and provide access to five Metrolink stations, planned transit centers, an extensive local system, and key activity centers throughout the sub-region. In addition, connections to neighboring County systems are anticipated. A summary of these routes is shown in the table below. The overall network configuration is presented in Exhibit 5.0.1. The network's inter-zonal and inter-jurisdictional connections are illustrated in exhibits 5.0.2 – 5.0.7.

Table 5-1 Proposed Routes

Route	Name	Classification	Zone	Length (mi.)
1	Santa Ana River	Class I	Northwest	28.0
2	Cucamonga Creek – Mission	Class I/II	Northwest	15.2
3	91 Corridor – Magnolia	Class I/II	Northwest	20.8
4	Van Buren – Washington	Class I/II	Northwest	20.3
5	15 Corridor – Temescal Canyon	Class II/III	Northwest	20.3
6	El Sobrante – Lake Perris	Class I/II/III	Northwest/Central	21.9
7	Hidden Valley – La Sierra	Class I/II	Northwest	8.5
8	Arlington – Alessandro	Class II	Northwest	20.0
9	Fairmount – Iris	Class II/III	Northwest/Central	15.5
10	San Jacinto River – Bautista Creek	Class I/II	Central/SJ-Hemet	28.5
11	Iris – Redlands	Class II	Central/Pass	12.1
12	Alessandro – Davis	Class I/II	Central/SJ-Hemet	7.0
13	San Timoteo – Interstate 10 Pass Area	Class I/II	Pass	31.3
14	San Jacinto – Diamond Valley	Class I/II	SJ-Hemet	11.5
15	Salt Creek – Domenigoni	Class I/II	SW/Central/SJ-Hemet	23.7
16	Lake Elsinore – Murrieta/Temecula Creek	Class I/II	Southwest	31.1
17	Nichols – Perris Boulevard	Class I/II	Southwest/Central	18.1
18	San Diego Canal – Eastern Bypass	Class I/II	SJ-Hemet/Southwest	17.5
19	Bundy Canyon – Scott	Class II	SW/Central	12.7
20	Murrieta Creek – French Valley	Class II	Southwest	9.9
21	Three Creeks	Class I/II	SW/Central/SJ-Hemet	6.5
22	Gibbel – Fairview	Class I/II	SJ-Hemet	7.8
23	215 South Corridor	Class I/II	Southwest/Central	14.0
24	Case – Leon	Class II	Central	15.9
25	Lasselle – Perris Valley Channel	Class I/II	Central	7.9
26	Bryant – Singleton	Class II	Pass	3.9
27	Oak Valley – San Jacinto River	Class I	Pass/Central/SJ-Hemet	9.8
28	Rainbow Canyon – Interstate 15 Frontage	Class II	Southwest	3.3

Key elements of each proposed route are described in the following sections. These routes may be reviewed from time to time and precise alignments and configuration is expected to be determined through focused planning and engineering efforts prior to implementation. Class I paths are proposed as multi-use trails. NEVs may be operated on certain Class I trails and Class II lanes subject to right of way availability and legislative approval. Initial candidate NEV facilities are noted in the "Profile" description of each route. Implementation issues and rough order magnitude (ROM) estimated costs are provided for each route. ROM cost assumptions are included in Appendix C.

5.10 Route 10: San Jacinto River - Bautista Creek

Zones

Central and San Jacinto-Hemet

Segments

- Redlands
- San Jacinto Avenue
- San Jacinto River
- Bautista Creek

Profile

- Suitable for Class II route
- Approximately 28.5 miles serving cities of Perris, Moreno Valley, San Jacinto, and Hemet and unincorporated Riverside County (Lakeview / Nuevo)
- Substantial portion is along San Jacinto River (southern edge of existing flood plain)
- Potential NEV route

Status

Predominantly unimproved

ROM Construction Cost Estimate

\$26 million

Issues

- Channel access
- San Jacinto River Plan compliance

Strategies for Implementation

- Identify alternatives for storm channel routing

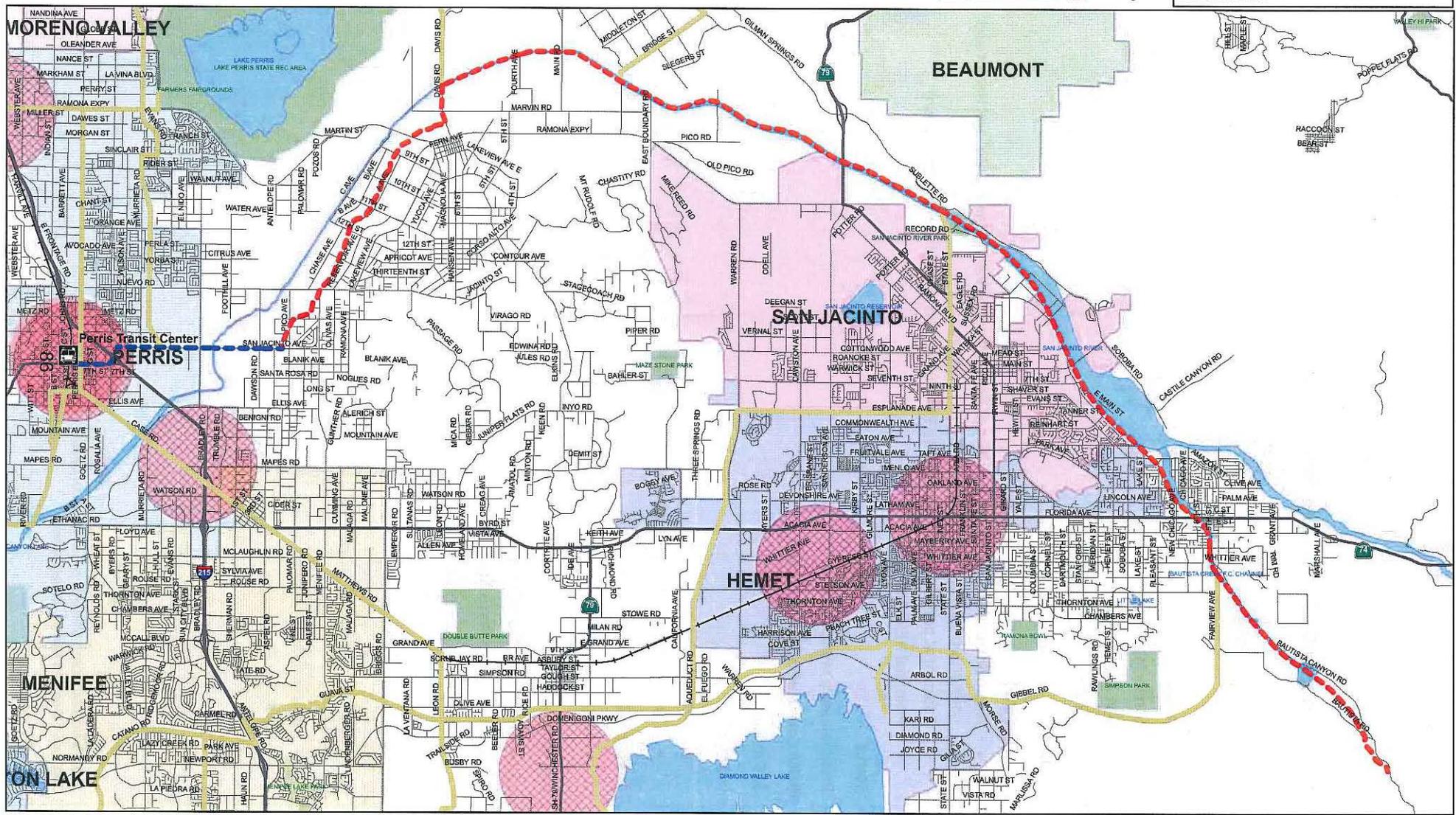
Key Connections

- Connects Routes 12, 14, 17, 22, and 25
- Downtown Perris Multi-Modal Transportation Center (Bus, Metrolink)



CORRIDOR 10 - SAN JACINTO RIVER - BAUTISTA CREEK NON-MOTORIZED TRANSPORTATION PLAN NETWORK

- Non-Motorized Transportation Network Classifications**
- Bikeway/Pedestrian Shared Use, Class I (Off Road), Existing
 - Bikeway/Pedestrian Shared Use, Class I (Off Road), Proposed
 - Bikeway/Pedestrian Shared Use, Class I (Off Road), Proposed Alternative
 - Bikeway, Class II (On Road, Striped Lanes), Existing
 - Bikeway, Class II (On Road, Striped Lanes), Proposed
 - Bikeway, Class II (On Road, Striped Lanes), Proposed Alternative
 - Bikeway, Class III (Signed Shared Road), Existing
 - Bikeway, Class III (Signed Shared Road), Proposed
 - Reference Corridor



5.14 Route 14: San Jacinto - Diamond Valley

Zone

San Jacinto-Hemet

Segments

- State
- Esplanade
- San Diego Canal

Profile

- Suitable for Class I/II route
- Approximately 11.5 miles serving cities of Hemet, and San Jacinto and unincorporated Riverside County

Status

Existing streets and maintenance road

ROM Construction Cost Estimate

\$2.4 million

Issues

- Access to canal right of way
- Railroad crossing

Strategies for Implementation

- TBD

Key Connections

- Connects Routes 10, 15, and 18



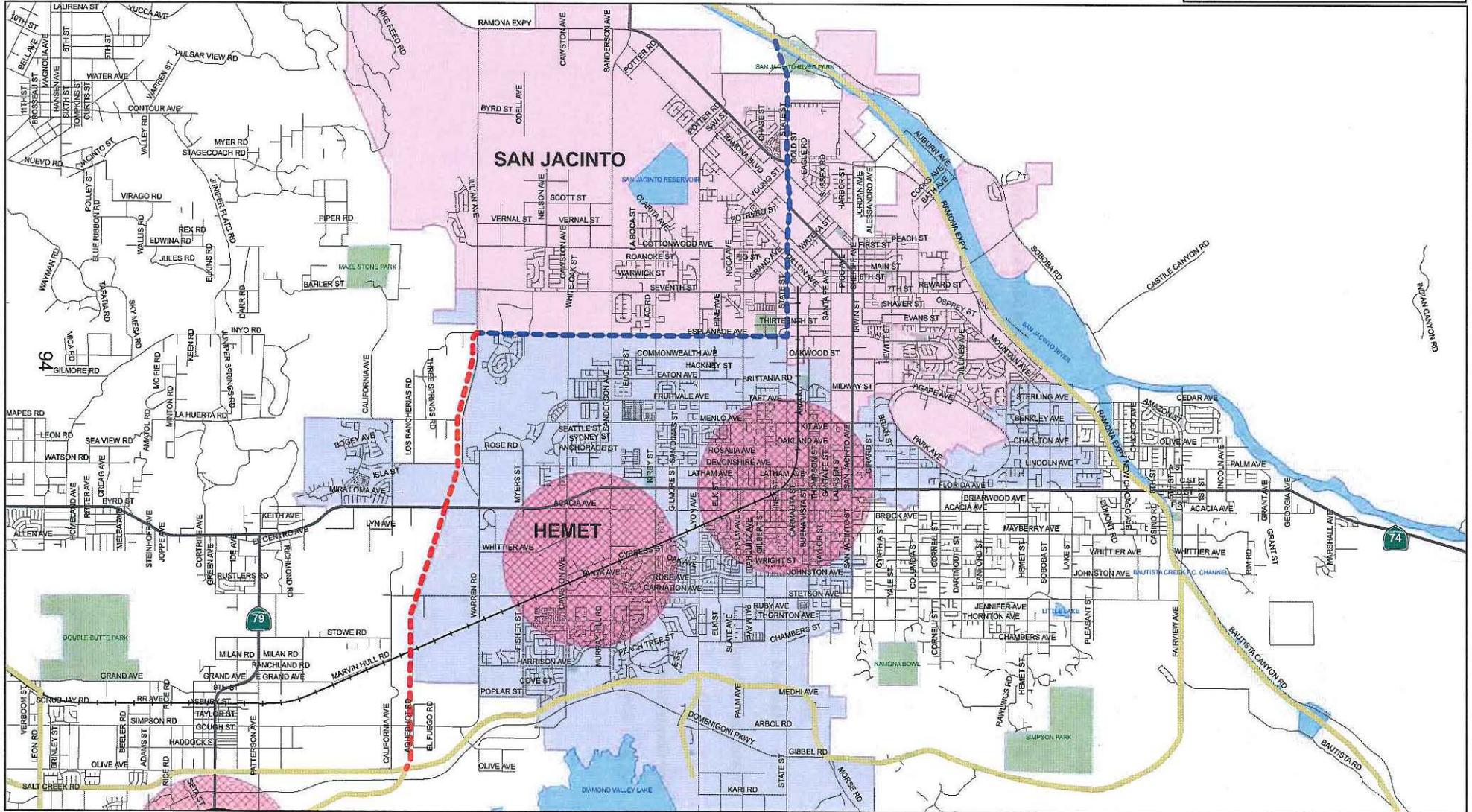
CORRIDOR 14 - SAN JACINTO RIVER - DIAMOND VALLEY LAKE

NON-MOTORIZED TRANSPORTATION PLAN NETWORK



Non-Motorized Transportation Network Classifications

- Bikeway/Pedestrian Shared Use, Class I (Off Road), Existing
- - - Bikeway/Pedestrian Shared Use, Class I (Off Road), Proposed Alternative
- Bikeway, Class II (On Road, Striped Lanes), Existing
- - - Bikeway, Class II (On Road, Striped Lanes), Proposed Alternative
- Bikeway, Class III (Signed Shared Road), Existing
- - - Bikeway, Class III (Signed Shared Road), Proposed
- Reference Corridor



5.15 Route 15: Salt Creek - Domenigoni

Zones

Southwest, Central, and San Jacinto-Hemet

Segments

- Lemon
- Lost Road
- Canyon Hills
- Murrieta
- Salt Creek
- Searl/Lyon

Profile

- Suitable for Class I/II route
- Approximately 23.7 miles serving cities of Lake Elsinore, Hemet, Menifee, and Wildomar and unincorporated Riverside County

Status

Significant portions are unimproved

ROM Construction Cost Estimate

\$10.5 million

Issues

- Access to Salt Creek
- More than 700-foot elevation change on Gibbel, verify access and MSHCP status

Strategies for Implementation

- Consider replacing Salt Creek segment with Newport Road alignment and Domenigoni Parkway

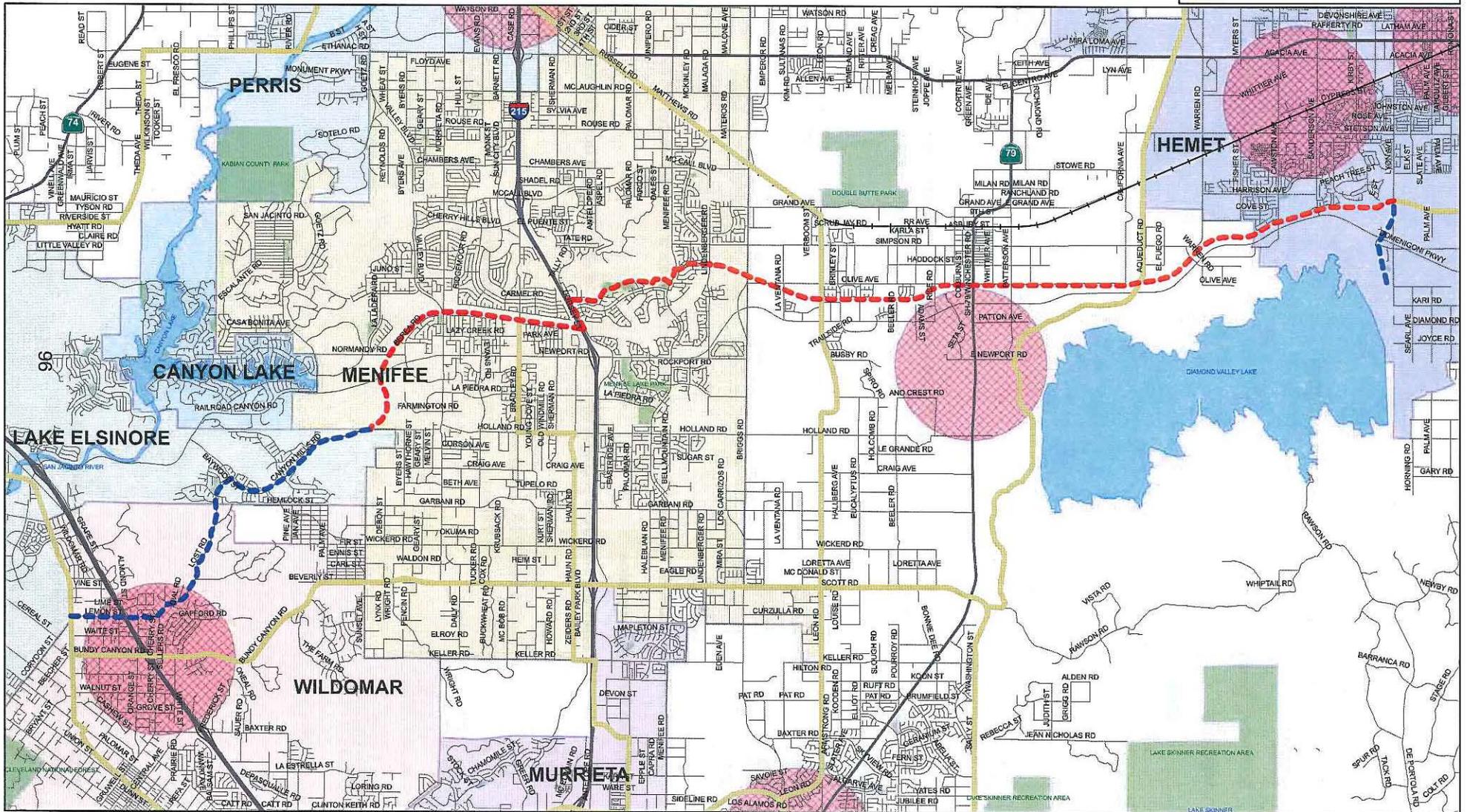
Key Connections

- Connects Routes 14, 16, 18, 22, 23, and 24
- Future transit linkage in Wildomar and Winchester (via Route 18)



CORRIDOR 15 - SALT CREEK - DOMENIGONI NON-MOTORIZED TRANSPORTATION PLAN NETWORK

- Non-Motorized Transportation Network Classifications**
- Bikeway/Pedestrian Shared Use, Class I (Off Road), Existing
 - - - Bikeway/Pedestrian Shared Use, Class I (Off Road), Proposed Alternative
 - Bikeway, Class II (On Road, Striped Lanes), Existing
 - - - Bikeway, Class II (On Road, Striped Lanes), Proposed Alternative
 - Bikeway, Class III (Signed Shared Road), Existing
 - - - Bikeway, Class III (Signed Shared Road), Proposed Alternative
 - Reference Corridor



5.22 Route 22: Gibbel - Fairview

Zone

San Jacinto-Hemet

Segments

- Salt Creek
- Gibbel
- Fairview

Profile

- Suitable for Class I/II
- Approximately 7.8 miles serving Hemet and unincorporated Riverside County

Status

Significant portions along dirt roads/trails

ROM Construction Cost Estimate

\$2.25 million

Issues

- Access to San Bernardino National Forest and related environmental constraints
- Includes significant portion of future Gibbel extension not included in cost

Strategies for Implementation

- TBD

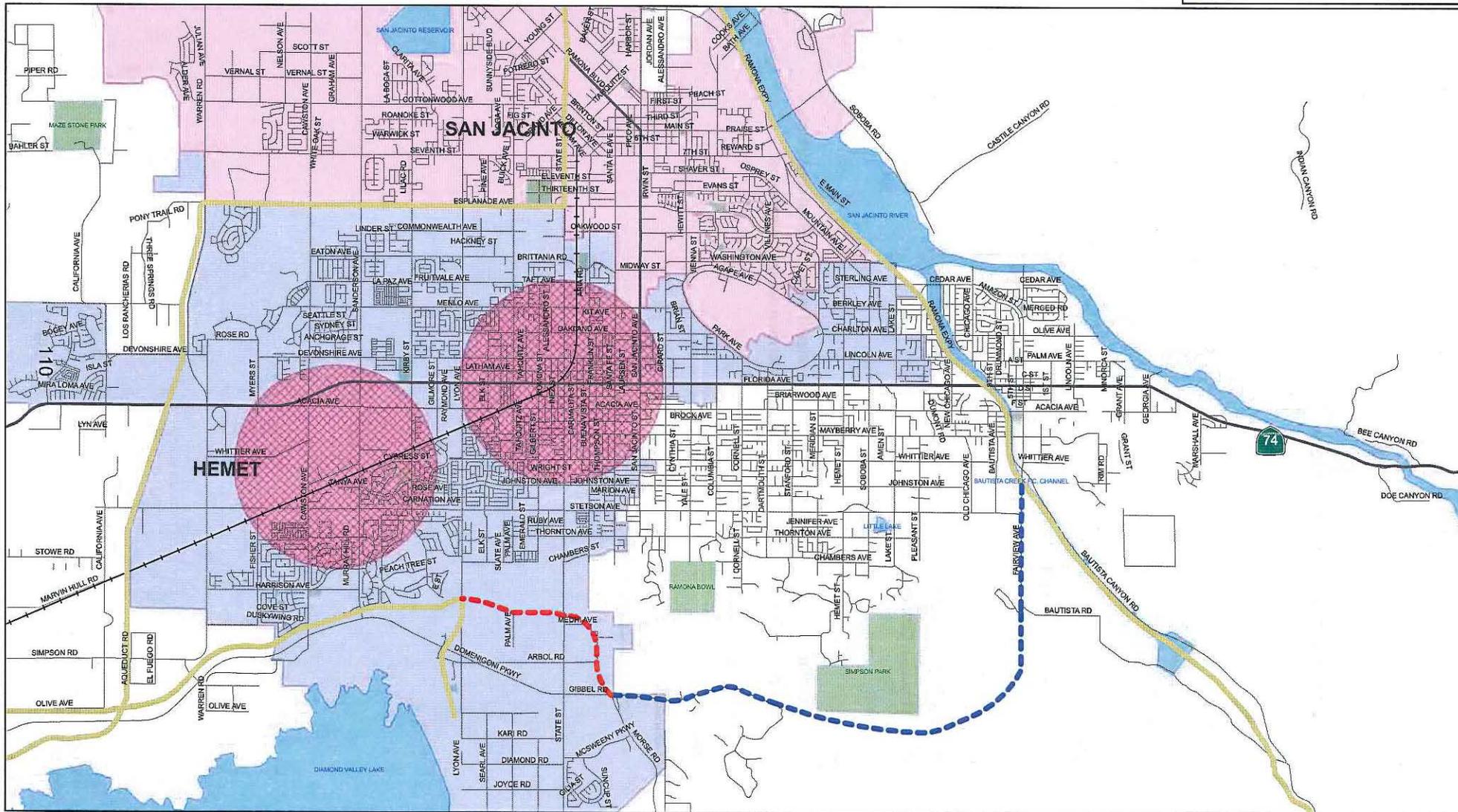
Key Connections

- Connects Routes 10 and 15



CORRIDOR 22 - GIBBEL - FAIRVIEW NON-MOTORIZED TRANSPORTATION PLAN NETWORK

- Non-Motorized Transportation Network Classifications**
- Bikeway/Pedestrian Shared Use, Class I (Off Road), Existing
 - - - Bikeway/Pedestrian Shared Use, Class I (Off Road), Proposed Alternative
 - Bikeway, Class II (On Road, Striped Lanes), Existing
 - - - Bikeway, Class II (On Road, Striped Lanes), Proposed Alternative
 - Bikeway, Class II (Signed Shared Road), Existing
 - - - Bikeway, Class II (Signed Shared Road), Proposed Alternative
 - Reference Corridor



SECTION 7.0 FUNDING OPPORTUNITIES AND EXPENDITURES

A variety of potential funding sources—including local, state, regional, and federal funding programs—may be used to construct the proposed bicycle and pedestrian improvements in this Plan. These could also fund bicycle and pedestrian projects in Western Riverside County that are not in this Plan. Most of the federal and state programs are competitive and involve completing extensive applications with clear documentation of the project need, costs, and benefits. Local funding for projects can come from sources within jurisdictions that only fund projects in that jurisdiction. A detailed program-by-program explanation of available funding and the latest relevant information follows.

Table 7-1 Summary of Funding Opportunities

Funding Source	Commuter	Recreation	Infrastructure	Non-Infrastructure	COG Eligible
Federal					
SAFETEA-LU	X	X	X		X
Recreational Trail Fund		X	X		
Safe Routes to School (SRTS)	X		X	X	X
Land and Water Conservation Fund		X	X		
Community Development Block Grants	X	X	X		
State					
TDA Article 3	X	X	X		
Bicycle Transportation Account (BTA)	X		X		
Safe Routes to School (SR2S)	X		X	X	X
Office of Traffic and Safety (OTS)	X			X	X
EEMP	X	X	X		X
AB 2766	X		X	X	X
Per Capita Grant		X	X		
RZH Grant Program		X	X		
Prop 84 – Statewide Park Program		X	X		X
Prop 84 – Urban Greening	X	X	X		
Caltrans Disabled Rights Court Settlement	X		X		*
Local					
Measure A	X		X		
Transportation Uniform Mitigation Fee (TUMF)			X		X
Redevelopment Agency	X	X	X	X	
Resurfacing and Repaving	X		X		
New Construction	X	X	X		
Impact Fees and Developer Mitigation	X	X	X	X	

Benefit Assessment Districts	X	X	X		
Property Taxes and Bonds	X	X	X		
User Fees	X	X	X	X	
Business Improvement Districts	X	X	X	X	
Parking Meter Revenues	X	X	X	X	
Adopt-a-Path Program	X	X	X		X
General Funds	X	X	X	X	

* Guidelines not available yet.

7.1 Federal Funding Programs

7.1.1 SAFETEA-LU, Riverside County Transportation Commission Administered Funds

The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) sets the framework for spending federal transportation revenue. SAFETEA-LU expired with the federal fiscal year in 2009, although Congress has extended its provisions until a new bill can be passed. Congress will adopt successor legislation with new funding programs and guidelines. Many of the programs described in this section may remain once there is a new transportation bill.

Federal funding through SAFETEA-LU will likely provide some of the outside funding for Western Riverside County projects. SAFETEA-LU currently contains three major programs that fund bikeway and/or trail projects: Surface Transportation Program, Transportation Enhancement Activities (TEA), and Congestion Mitigation and Air Quality Improvement (CMAQ). Other programs include the National Recreational Trails Fund, Section 402 (Safety), Scenic Byways, and Federal Lands Highway.

SAFETEA-LU funding is administered through the California Department of Transportation (Caltrans) and the Riverside County Transportation Commission (RCTC). RCTC manages a Call for Projects periodically as sufficient federal funds become available. The Call for Projects solicits proposals from local jurisdictions, including councils of government (COGs), to apply for funding for their projects. In the past, RCTC has used both TEA and CMAQ funds for bicycle and/or pedestrian projects. A match by local jurisdictions may be required for receipt of funds or may enhance the chances of a project receiving funds. These federal funds may not be used to match other federal funds.

More information can be found at <http://www.rctc.org/federalandstatefunding.asp>.

7.1.2 SAFETEA-LU, Recreational Trails Fund

The Recreational Trails Fund (RTF) is also a SAFETEA-LU program that is subject to the same reauthorization process. The California State Parks Department administers the funds. RTF annually funds recreational trails, including bicycle and pedestrian paths. Cities, counties, districts, state agencies, federal agencies, and non-profit organizations may apply, but not COGs. A 12 percent match is required. Federal, state, local and private funds may be used to match the grant.

More information can be found at http://www.parks.ca.gov/?Page_id=24324.

7.1.3 Safe Routes to School

As of 2006, a federal Safe Routes to School (SRTS) program offers grants to local agencies and others for facilities and programs. Non-traditional agencies may apply, such as school districts, COGs, health departments, non-profit organizations, education departments, hospitals. Federally recognized Native American tribes may apply but must partner with a city, county, metropolitan planning organization, or regional transportation planning organization

that serves as the responsible agency. Bikeways, sidewalks, intersection improvements, traffic calming, and other projects that enhance bicycle and pedestrian safety to elementary and middle schools are eligible. Safety education, enforcement, and promotional programs are also eligible.

Caltrans administers this grant and releases the funds in multi-year cycles through its district offices. Approximately \$46 million was spent statewide in 2008 SRTS-funded projects. The funds are distributed to each Caltrans district according to school enrollment. Local jurisdictions, school districts, and other agencies compete for these funds. This program will have to be reauthorized with the upcoming federal transportation bill.

More information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>.

7.1.4 Land and Water Conservation Fund

States receive individual allocations of LWCF grant funds based on a national formula, with state population being the most influential factor. States initiate a statewide competition for the amount available annually. Applications are received by the state up to its specified deadline date. They are scored and ranked according to the project selection criteria so that only the top-ranked projects (up to the total amount available that year) are chosen for funding. Chosen applications are forwarded to the National Park Service for formal approval and obligation of federal grant monies. COGs are not eligible to receive LWCF funds. Bike paths and recreational trails are eligible uses of this money. A one-for-one match is required. Federal funds cannot be used as a match, except Community Development Block Grants (CDBG). The California State Parks Department administers the funds.

More information can be found at http://www.parks.ca.gov/?Page_id=21360.

7.1.5 Community Development Block Grants

The CDBG entitlement program allocates annual grants to larger cities and urban counties to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low- and moderate-income persons. Every year the local governments receive federal money for a wide variety of community improvements in the form of CBDG funds. Bicycle, pedestrian and neighborhood electric vehicle (NEV) facilities are eligible uses of these funds. CBDG funds only pay for projects in areas of economic need. COGs are not eligible to receive CBDG funds. No match is required.

More information can be found at <http://www.hud.gov/offices/cpd/communitydevelopment/programs/>.

7.1.6 Economic Stimulus Funds

Starting in 2009 the federal government has given significant funds to local governments for a wide array of projects, many of which are transportation related. Bikeways, trails, NEV facilities, and pedestrian improvements have been eligible. Some of these have been funded by Transportation Investment Generating Economic Recovery (TIGER) grants. Projects that have completed environmental review and design, deemed to be "shovel ready", have been favored. These have been short-term programs with expiration dates. While none of these funding programs may be available as of passage of this Plan, jurisdictions that advance projects to a shovel-ready stage position themselves to win any future grants, should they be offered again.

More information can be found at www.recovery.gov and <http://www.dot.gov/documents/finaltigergrantinfo.pdf>.

7.2 State Funding Programs

7.2.1 Transportation Development Act Article 3 (SB 821)

TDA Article 3 funds—also known as the Local Transportation Fund (LTF)—are used by cities in Riverside County to plan and construct bicycle and pedestrian facilities. Every year RCTC issues a Call for Projects for local jurisdictions to apply and compete for the money. COGs may not apply for these funds. No match is required. An evaluation committee scores the applications and assesses use, safety, transportation alternative, missing link, matching funds, population equity, and physical access.

Applications with the highest scores receive funds. In 2009 over \$1 million in Article 3 funds were distributed by RCTC. TDA Article 3 funds may be used for the following activities related to planning and constructing bicycle and pedestrian facilities:

Engineering expenses leading to construction.

Right-of-way acquisition.

Construction and reconstruction.

Retrofitting existing bicycle facilities to comply with the Americans with Disabilities Act (ADA).

Route improvements, such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings, and bicycle-friendly drainage grates.

Purchase and installation of bicycle facilities, such as improved intersections, secure bicycle parking, benches, drinking fountains, changing rooms, rest rooms, and showers adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals accessible to the general public.

More information can be found at <http://www.rctc.org/federalandstatefunding.asp>.

7.2.2 Bicycle Transportation Account

The state Bicycle Transportation Account (BTA) is an annual statewide discretionary program that is available through the Caltrans Bicycle Facilities Unit for funding bicycle projects. Available as grants to local jurisdictions, the BTA emphasizes projects that benefit bicycling for commuting purposes. Agencies may apply for these funds through the Caltrans Office of Bicycle Facilities. Applicant cities and counties need an approved bicycle plan for their jurisdiction that conforms to Streets and Highways Code 891.2 to qualify and compete for funding on a project-by-project basis. Cities and counties (not COGs) may apply for these funds. A local match of 10 percent is required for all awarded funds. There are no restrictions on where the match comes from. Every year \$7.2 million is allocated for bicycle projects statewide. The NMTP establishes a regional network from which local plans can build local-serving bicycle and pedestrian routes. Once a jurisdiction has an approved bicycle plan that meets the requirements of the Street and Highways Code 891.2, they may apply for the Caltrans grant.

More information about BTA grants can be found at <http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>.

7.2.3 Safe Routes to School

The Safe Routes to School (SR2S) program is separate from the federal SRTS program. It uses allocated funds from the Hazard Elimination Safety (HES) program of SAFETEA-LU. This program, initiated in 2000, is meant to improve school commute routes by improving safety to bicycle and pedestrian travel through bikeways, sidewalks, intersection improvements, traffic calming, and ongoing programs. This program funds improvements for elementary, middle, and high schools. A local match of 10 percent is required for this competitive program. There are no restrictions on where the match comes from. This program allocates over \$20 million annually or \$40 to \$50 million in two-year cycles. Each year the state legislature decides whether to allocate funds to the program. Caltrans administers SR2S funds through its district offices.

More information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>.

7.2.4 Office of Traffic Safety

The California Office of Traffic Safety (OTS) seeks to reduce motor vehicle fatalities and injuries through a national highway safety program. Priority areas include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, traffic records, roadway safety, and community-based organizations. The OTS provides grants for one to two years. The California Vehicle Code (Sections 2908 and 2909) authorizes the apportionment of federal highway safety funds to the OTS program. Bicycle and pedestrian safety programs are eligible programs for OTS start-up funds. City and county agencies are eligible to apply, as well as COGs. No match is required, but contributions of other funds may make projects more competitive.

More information can be found at http://www.ots.ca.gov/Grants/Apply/Proposals_2011.asp.

7.2.5 Environmental Enhancement and Mitigation Program (EEMP)

EEMP funds are allocated to projects that offset environmental impacts of modified or new public transportation facilities, including streets, mass transit guideways, park-n-ride facilities, transit stations, tree planting to mitigate the effects of vehicular emissions, off-road trails, commuter bikeways, pedestrian improvements, NEV facilities, and the acquisition or development of roadside recreational facilities. City, county, COGs, state agencies, and non-profit organizations may apply. No match is required, although additional point will be given for matching funds. The State Resources Agency administers the funds.

More information can be found at <http://www.resources.ca.gov/eem/>.

7.2.6 AB 2766

AB 2766 Clean Air Funds are generated by a surcharge on automobile registration. The South Coast Air Quality Management District allocates 40 percent of these funds to cities according to their proportion of the district's population for projects that improve air quality. The projects are up to the discretion of the city and may be used for bicycle projects that could encourage people to bicycle in lieu of driving. The other 60 percent is allocated through a competitive grant program that has specific guidelines for projects that improve air quality. The guidelines vary and funds are occasionally eligible for a variety of bicycle, NEV, and pedestrian projects. The Mobile Source Review Committee administers the discretionary funds.

More information can be found at <http://www.aqmd.gov/localgovt/AB2766.htm>.

7.2.7 Per Capita Grant Program

The Per Capita Grant Program is intended to maintain a high quality of life for California's growing population by providing a continuing investment in parks and recreational facilities. Specifically, it is for the acquisition and development of neighborhood, community, and regional parks and recreation lands and facilities in urban and rural areas.

Eligible projects include acquisition, development, improvement, rehabilitation, restoration, enhancement, and the development of interpretive facilities for local parks and recreational lands and facilities. Per Capita Grant funds can only be used for capital outlay. They may be used for bike paths and trails. This grant is given to local governments based on their population. Some cities have used up their full allocation, while others have not. Regional parks and open space districts also receive these funds. COGs are not eligible to receive Per Capita Grant funds. The California State Parks Department administers these funds.

More information can be found at http://www.parks.ca.gov/?page_id=22333.

7.2.8 Roberti-Z'berg-Harris Grant Program, Proposition 40

Funds for this grant program are to be allocated for projects pursuant to the Roberti-Z'berg-Harris (RZH) Urban Open Space and Recreational Grant Program and are to be used for:

- High priority projects that satisfy the most urgent park and recreation needs, with emphasis on unmet needs in the most heavily populated and most economically disadvantaged areas within each jurisdiction.
- Projects for which funding supplements—rather than supplants—local expenditures for park and recreation facilities and does not diminish a local jurisdiction's efforts to provide park and recreation services.
- Block grants allocated on the basis of population and location in urbanized areas.
- Need-basis grants to be awarded competitively to eligible entities in urbanized and non-urbanized areas.

Eligible projects include:

- Acquisition of park and recreation lands and facilities
- Development/rehabilitation of park and recreation lands and facilities
- Special major maintenance of park and recreation lands and facilities
- Innovative recreation programs

Bike paths and recreational trails are eligible uses of this money. Cities, counties, and recreation and parks districts may apply for these funds, but not COGs. No match is required. The California State Parks Department administers the funds.

More information can be found at http://www.parks.ca.gov/default.asp?page_id=22329.

7.2.9 Proposition 84: Statewide Park Program

The Statewide Park Act awards grants on a competitive basis to the most critically underserved communities across California for the creation of new parks and new recreational facilities. Altogether, \$368 million will be given in two funding cycles. The first funding cycle in 2009 awarded \$184 million. Grants range from \$100,000 to \$5 million. No match is required. Bikeways and trails can be funded with this program. They do not have to be in a park.

The creation of new parks in neighborhoods where none currently exist are given priority. These new parks will meet the recreational, cultural, social, educational, and environmental needs of families, youth, senior citizens, and other population groups.

Cities, counties, districts with a park and recreation director, COGs, joint power authorities, or nonprofit organizations are eligible to apply for these funds. The California State Parks Department administers the Statewide Park Program funds.

More information can be found at http://www.parks.ca.gov/?Page_id=26025.

7.2.10 Proposition 84: Urban Greening Project Grants

In 2006 California voters passed Proposition 84 to expand recreational facilities and to fund environmental quality projects. Of this, \$70 million was set aside to fund urban greening projects that reduce energy consumption, conserve water, improve air and water quality, reduce global warming gases. This money will be dispersed in three funding cycles. The first cycle ended in April 2010. Cities, counties, and nonprofit organizations (but not COGs) are eligible to apply for these funds. No matching funds are required, but they are encouraged. Bike paths and recreational trails are eligible uses of this money. The State of California Strategic Growth Council administers this program.

More information can be found at urbangreening@resources.ca.gov.

7.2.11 Caltrans Disabled Rights Court Settlement

Caltrans has reached an agreement to settle a class action suit brought by Californians for Disability Rights and California Council for the Blind. The court decision was finalized in April 2010. The agreement calls for Caltrans to spend \$1.1 billion over the next 30 years on removing barriers to disabled pedestrians along state highways and at Caltrans park-and-ride facilities. Caltrans will administer the funds. The funds will be dispersed annually in the following amounts:

- \$25 million for the first five years
- \$35 million for the next 10 years
- \$40 million for the following 10 years
- \$45 million for the last five years

More information can be found at <http://www.dot.ca.gov/hq/paffairs/news/pressrel/09pr28.htm>.

7.3 Local Funding

7.3.1 Measure A

In 1998 voters approved Measure A, Riverside County's half-cent sales tax for transportation. Funds are allocated to three districts—Western Riverside County, the Coachella Valley, and Palo Verde—in proportion to revenues generated in each district. In 2002, Riverside County voters extended Measure A through 2039 to continue funding transportation improvements.

Approximately \$970 million of Measure A funds are distributed to cities and the county, with 75 percent of the funds allocated according to population, and the other 25% by the revenues collected from each jurisdiction. The local jurisdictions may spend the funds on improvements to local streets and roads as they see fit. Bicycle, pedestrian, and NEV projects on local streets and roads are eligible uses of those funds.

An estimated \$300 million of Measure A will be spent on improvements to highways and arterial streets on the Regional Arterial System. This pre-determined list of roads is listed in the Measure A ordinance. Bicycle and pedestrian improvements along these roads are not specifically called out in Measure A, but may be funded as part of the improvements to these thoroughfares.

More information can be found at <http://www.rctc.org/measurea.asp>.

7.3.2 Transportation Uniform Mitigation Fee

In conjunction with Measure A, an innovative Transportation Uniform Mitigation Fee or TUMF was created. Under the TUMF, developers of residential, industrial, and commercial property pay a development fee to fund transportation projects that will be required as a result of the growth the projects create. The TUMF program lists specific roads that are part of the regional arterial system. TUMF funds improvements along these arterials. The TUMF program does not have a specific category set aside for non-motorized transportation projects, although TUMF funds may pay for limited bicycle, pedestrian, and NEV improvements as part of other improvements to the regional arterial system. WRCOG administer the TUMF funds.

More information can be found at <http://www.rctc.org/tumf.asp>.

7.3.3 Redevelopment Agency Funds

Redevelopment agency funds are tax increments derived from taxes on property within redevelopment areas. They must be spent on improvements in the designated redevelopment area based on adopted redevelopment

plans. Local jurisdictions should ensure that planned bicycle, pedestrian, and NEV projects are incorporated within all applicable redevelopment plans for individual redevelopment agency project areas. The local redevelopment agencies determine what to spend their funds on.

7.3.4 Resurfacing and Repaving

Local jurisdictions should take advantage of opportunities to add bicycle lanes, NEV lanes, and other markings upon resurfacing and repaving of streets. While other lanes are restriped, the bike facilities can be painted as well. This requires close coordination with the Planning or Community Services Department and Public Works so that low cost bicycle upgrades are not left out of street maintenance projects.

7.3.5 New Construction

Future road widening and construction projects are one means of providing bike and NEV lanes. To ensure that roadway construction projects provide bike lanes where needed, it is important that an effective review process is in place to ensure that new roads meet the standards and guidelines presented in this master plan. Developers may also be required to dedicate land toward the widening of roadways in order to provide for enhanced bicycle mobility.

7.3.6 Impact Fees and Developer Mitigation

Impact fees may be assessed on new development to pay for transportation projects, typically tied to vehicle trip generation rates and traffic impacts generated by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on- or off-site bikeway improvements that will encourage residents to bicycle rather than drive. In-lieu parking fees may also be used to contribute to the construction of new or improved bicycle parking facilities. Establishing a clear nexus or connection between the impact fee and the project's impacts is critical in avoiding a potential lawsuit. Local jurisdictions have the option to create their own impact fee and mitigation requirements.

7.3.7 Benefit Assessment Districts

Bike paths, bicycle and NEV lanes, bicycle parking, and related facilities can be funded as part of a local benefit assessment district. However, defining the boundaries of the benefit district may be difficult since the bikeways will have citywide or regionwide benefit. Sidewalks, trails, intersection crossings, and other pedestrian improvements can also be funded through benefit assessments.

7.3.8 Property Taxes and Bonds

Cities and counties can sell bonds to pay for bikeways, pedestrian facilities, NEV lanes, and paths, as well as any amenities related to these facilities. A supermajority of two-thirds of voters in that jurisdiction must vote to levy property taxes to repay the bonds.

7.3.9 User Fees

Bicycle lockers and automated bicycle parking could be paid for with a user fee. Not knowing how much revenue the fee would generate, this funding source would require a backup source.

7.3.10 Business Improvement Districts

Bicycle improvements can often be included as part of larger efforts of business improvement and retail district beautification. Similar to benefit assessments, business improvement districts collect levies on businesses in order to fund area-wide improvements that benefit businesses and improve access for customers. These districts may include provisions for bicycle improvements such as bicycle parking or shower and clothing locker amenities, sidewalk improvements, pedestrian crossing enhancements, or NEV facilities.

7.3.11 Parking Meter Revenues

Cities can fund various improvements through parking meter revenues. The ordinance that governs the use of the revenues would specify eligible uses. Cities have the option to pass ordinances that specify bicycle, pedestrian, and NEV facilities as eligible expenditures.

7.3.12 Adopt-a-Path Program

Maintenance of bike paths, NEV paths, and recreational trails could be paid for from private funds in exchange for some recognition, like signs along the path saying "Maintained by (name)." In order for this to consistently work, a special account could be set up that donors would pay into.

7.3.13 General Funds

Cities and counties may spend general funds as they see fit. Any bicycle, pedestrian, or NEV project could be funded through general funds and match them with other funds.

Guidelines not available yet.

7.4 Case Studies

Funding for bicycle, trail and pedestrian projects has become common. Local jurisdictions use the funding sources listed throughout this section to pay for their projects. The following case studies are examples of projects that have been funded in Riverside County.

1. In fiscal years 2006/2007 and 2007/2008 the Riverside County Department of Public Health was awarded \$491,580 from the Federal Safe Routes to School grant to carry out safety education and encouragement Safe Routes to School programs in the Alvord and Riverside Unified School Districts in Riverside.
2. In fiscal years 2009/2010 and 2010/2011 the Riverside County Department of Public Health was awarded \$491,580 from the Federal Safe Routes to School grant to carry out safety education and encouragement Safe Routes to School programs in the cities of Palm Springs, Desert Hot Springs and Coachella.
3. In fiscal years 2009/2010 and 2010/2011 the City of Desert Hot Springs was awarded \$497,140 from the State Bicycle Transportation Account for bike lanes on Two Bunch Palms Road, Ocotillo Road and West Drive, along with pedestrian improvements such as crosswalks, bulb-outs, sidewalks, crossing islands and signs at 10 locations near four schools.
4. In fiscal year 2009/2010 the City of Riverside was awarded \$104,597 from the State Bicycle Transportation Account to construct a Class II bikeway on Jefferson Street.
5. In fiscal year 2009/2010 the City of Cathedral City was awarded \$405,000 from the State Bicycle Transportation Account to design and construct a Class I bike path along the Whitewater River.
6. In fiscal year 2008/2009 the City of Moreno Valley was awarded grants of \$72,000 and \$63,000 from the State Bicycle Transportation Account to put bike lanes on Alessandro Boulevard, Frederick Street and Bay Avenue. The grant also paid for upgrading traffic signals.
7. In 2009 the City of Palm Desert was awarded \$3.135 million from Congestion Mitigation and Air Quality Improvement funds to construct the Mid-Valley Bike Path along the railroad right-of-way parallel to Interstate 10.
8. The City of La Quinta puts in new bike lanes along with streets improved with new development. They pay for bike lanes on existing streets from General Funds.
9. The City of Indian Wells pays for all of its bikeways from General Funds.

