



Class I Bikeway/Regional Trails

The County has established a new trail class, Class I Bike Path/Regional Trail (Combination Trail) that functions as a regional connector to link all of the major water bodies in western Riverside County and to facilitate the ability for long-distance users to take advantage of this system for long one-way or loop-type trips. This system may also take advantage of existing or planned Class I Bike Paths, Regional Trails, and/or Community Trails for several combinations of easements, connections, and links. This system will also link with many of the regional and community trail systems across the County, allowing local access to a regional system.

Policies:

- C 17.1 Establish and protect, in conjunction with the County Regional Parks and Open Space District, an enjoyable, efficient and safe recreational trail system comprised of Class I Bike Path/Regional Trail (Combination Trail), Regional and Community hiking and riding trails. (AI 34)
- C 17.2 Develop a trail system that interconnects County parks and recreation areas, while providing linkage opportunities between open space areas, equestrian communities, and regional recreational facilities, including other regional trail systems. (AI 34)

Bikeways

Riverside County's bikeway system is included as a part of the County's circulation system. The development of the bikeway system will be guided through the application of the General Plan's policies, programs, and standards, in conjunction with adopted bicycle routes as shown on the Bikeways and Trails Plan (Figure C-5). These bicycle route maps serve as guidelines for the location of these routes.

The term "Bikeway" describes all facilities that provide for bicycle travel. The County utilizes three types of bike path classifications: Class I Bike Path/Regional Trail (Combination Trail), Class I, and Class II. These three types of trails consist of a greater interconnected network of trails across the County. Reducing redundancy and maximizing connectivity among the three trail types will allow the system to be implemented faster and more efficiently over time, allowing greater use by residents in the future.

Bicycling occurs throughout the County, but is more concentrated in the cities and is more recreational than commute-oriented. For the most part, bicycle riding is accommodated on existing roadways in the unincorporated areas of Riverside County, but with no special designations for bicycles. A map exists of regional trails that accommodate bicycles, but implementation of the plan has occurred only to a limited extent. One of the major regional bikeway paths is located along the Santa Ana River, and is listed as a National Recreation Trail. This trail is completed in various segments between the Orange/Riverside County line and Riverside/San Bernardino County line. In addition to planned trails, local agencies have adopted bicycle facility plans focusing on safe bicycle routes to schools and other community facilities.



Bikeway Classification Definitions


Class I (Bike Path)- Provides a completely separated right of way for the exclusive use of bicycles and pedestrians.

Class II (Bike Lane) - Provides a striped lane for one-way bike travel on a street or highway.



A number of barriers currently impede the increased usage of bicycles as an alternative non-motorized mode of travel. These barriers include negative perceptions about non-motorized commuting; unsafe, insufficient, and inconvenient bikeways; and crime, including concerns related to personal and bicycle safety and security. Additionally, many people commute long distances to Los Angeles and Orange Counties, which is not conducive to bicycle use.

Policies:

 *The Bikeways and Trails System identifies proposed trail connections that should ultimately be created. The Bikeways and Trails Map is a conceptual graphic representation; it does not identify precise trail locations. Precise alignments must be determined in coordination with the County of Riverside.*

- C 18.1 Base the bikeway system upon the following principles:
 - a. Interconnection of cities and unincorporated communities;
 - b. Provision of lanes to specific destinations such as state or county parks;
 - c. Provision for bicycle touring; and
 - d. Encouragement of bicycle commuting.
- C 18.2 Develop Class I Bike Paths as shown in the Bikeways and Trails Plan, Figure C-5, to the design standards as outlined in the California Department of Transportation Highway Design Manual, and other County guidelines.
- C 18.3 Provide for bicycle travel on arterial highways as depicted on the Bikeways and Trails Plan Figure C-5. Bicycle travel shall be accommodated on arterial highways during roadway construction, widening or other improvements, whenever feasible and practical.
- C 18.4 Encourage alternate modes of transportation (buses, trains, etc.) to plan for, and provide space for the transportation of recreational and commuting bicyclists on public transportation systems.
- C 18.5 Review and update the Regional Trail Map in accordance with the review procedures and schedule of the General Plan, in order to assure compatibility with the other elements of the County General Plan, and with the bikeways plans of Western Riverside Council of Governments, Coachella Valley Association of Governments, Riverside County Transportation Commission, local cities, and adjacent counties. (AI 35)
- C 18.6 Consider bicycle transportation needs in the review of development projects, and where appropriate, require the provision of bicycle access between a proposed development and other parts of the County through dedication of easements and construction of bicycle access ways. (AI 33, 34)
- C 18.7 Plan and implement a countywide Bikeway System through the coordinated efforts of County and local agencies. (AI 33, 34, 35)
- C 18.8 Develop Class I/Regional Trails (Combo Trails) as shown in the General Plan Bikeways and Trails Plan, Figure C-5. (AI 34)



- C 18.9 Develop Class II Bike Lanes to the design standards as outlined in the California Department of Transportation Highway Design Manual and other County guidelines.

Acquisition, Maintenance, and Funding of Multipurpose Trails

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

Policies:

- C 19.1 Explore management methods that will discourage unauthorized use of trails by motorized vehicles, hunting, shooting, and trapping that may cause trail deterioration and/or disrupt the enjoyment of the trails by hikers and riders. These methods may include the installation of gates and motorcycle barriers, posting signs prohibiting unauthorized activities, or having various trails groups or associations sponsor educational programs that will encourage others to properly use the trails.
- C 19.2 Explore maintenance options that utilize a maximum of user funding and community contributed service, such as adopt-a-trail programs sponsored by various groups, volunteers, associations, or private landowner maintenance agreements.
- C 19.3 Utilize development conditions of approval or other methods of financing such improvements to address implementation and maintenance costs. (AI 41)
- C 19.4 Support public/private partnerships for trail acquisition. (AI 37)
- C 19.5 Institute joint agreements with public and private agencies such as utility companies, the Riverside County Flood Control District and railroad companies that control easements or unused rights-of-way in order to incorporate such lands into permanent trail linkages throughout the County. (AI 33)
- C 19.6 Solicit and utilize all sources of local, regional, state, and federal funds to plan, acquire right-of-way for, and construct bikeways. (AI 36, 37)
- C 19.7 Utilize methods other than purchasing of land, whenever possible, for the purpose of establishing trails. (AI 33, 38)
- C 19.8 Acquire land for trails in conjunction with a route study approved for inclusion on the map of parks and recreation areas. (AI 33)
- C 19.9 Study the feasibility of establishing a system for acquiring open space easement from private landowners for trail corridors in return for tax incentives. This voluntary program would allow a landowner to have a portion of the property assessed for tax purposes on the basis of open space and recreational uses rather than current market value in