



**Policies:**



SWAP 10.1 Design and develop the vehicular roadway system per the Southwest Area Plan Circulation, Figure 6, and in accordance with the Functional Classifications and Standards specified in the General Plan Circulation Element.



SWAP 10.2 Maintain the County’s roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

SWAP 10.3 Support the implementation of a new interchange at the intersection of Interstate 215 and Butterfield Stage Road.

**Trails and Bikeway System**

The County of Riverside contains multi-purpose trails that accommodate bicycle, pedestrian, and equestrian users and traverse urban, rural, and natural areas. These multi-use trails accommodate hikers, bicyclists, and equestrian users as an integral part of the County's circulation system. They serve both as a means of connecting the unique communities and activity centers throughout the County and as an effective alternate mode of transportation. In addition to transportation, the trail system also serves as a community amenity by providing recreation and leisure opportunities as well as separations between communities.



A trail running through the Santa Rosa Plateau Ecological Reserve

A network of trails has been planned for the Southwest planning area to make mobility for pedestrians, equestrians, and bicyclists more feasible and attractive source of recreation. The trails shown on Figure 7, Trails and Bikeway System, are conceptual representations of the proposed system. The intent is to describe the desired routes and connections, leaving detailed right-of-way studies and precise alignments for determination at a later date or when proposed development projects are required to accommodate portions of the system. The following Southwest Area Plan policy supplements general trails policies throughout the County.

**Policies:**



SWAP 11.1 Implement the Trails and Bikeway System, Figure 7, as discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.

**Scenic Highways**

Scenic Highways are a unique component of the circulation system as they contain distinctive natural characteristics that are not typical of other areas in the County. The intent of these policies is to conserve significant scenic resources along scenic highways for future generations and to manage development along scenic highways and corridors so that it will not detract from the area's natural characteristics.

As shown on Figure 8, Scenic Highways, three highways within the Southwest planning area have been nominated for Scenic Highway status. The portions of



The purpose of the California Scenic Highways program, which was established in 1963, is to “Preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways.”



Interstate 215 and State Route 79 that pass through the Southwest planning area are Eligible Scenic Highways. Interstate 215 provides the traveler with panoramic views of agricultural lands and mountain backdrops. State Route 79 South offers views as diverse as adjacent rural horse ranches in Rancho California and distant views of Palomar Mountain. Interstate 15 is designated as an Eligible State Scenic Highway as well because of distinct rural scenes in Murrieta, nearby and distant mountain views, and linkage to San Diego County's system of Scenic routes.

### Policies:



SWAP 12.1 Protect the scenic highways in the Southwest planning area from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors sections of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

## Community Environmental Transportation Acceptability Process (CETAP) Corridors

The population and employment of Riverside County are expected to significantly increase over the next twenty years. The Community and Environmental Transportation Acceptability Process (CETAP) was established to evaluate the need and the opportunities for the development of new or expanded transportation corridors in western Riverside County to accommodate the increased growth and preserve quality of life. These corridors include a range of transportation options such as highways or transit, and are developed with careful consideration for potential impacts to habitat requirements, land use plans, and public infrastructure. CETAP has identified three priority corridors for the movement of people and goods: Banning/Beaumont to Temecula, Hemet to Corona/Lake Elsinore, and Moreno Valley to San Bernardino County.

The Banning/Beaumont to Temecula CETAP Corridor passes through the Southwest planning area. This corridor could accommodate a number of transportation options, including vehicular traffic and high occupancy vehicle lanes.

### Policies:



SWAP 13.1 Accommodate the Banning/Beaumont to Temecula CETAP Corridor in accordance with the Community Environmental Transportation Acceptability Process section of the General Plan Circulation Element.