



accordance with the Functional Classifications and standards specified in the General Plan Circulation Element.



DCAP 6.2 Maintain the County's roadway Level of Service standards as described in the Level of Service section in the General Plan Circulation Element.

Rail Transit

The Eagle Mountain railroad line runs southwest to north through the Area Plan and terminates at the Eagle Mountain Landfill and townsite. This line is intended in the future to accommodate transport of waste to the approved landfill.

Policies:



DCAP 7.1 Coordinate with rail operators to maintain and enhance existing railroad facilities in accordance with the Rail System section of the General Plan Circulation Element.

Trails

The trail shown on Figure 6, Trails and Bikeway System, is a conceptual representation of a non-County trail within this area plan.

Policies:



DCAP 8.1 Implement the Trails and Bikeway System as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.

DCAP 8.2 Continue to explore opportunities for developing additional trails to serve the Desert Center area.

Scenic Highways



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."

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 7, Scenic Highways, Interstate 10, from its junction with State Route 62 to the Colorado River, is identified as a candidate route that should be included in the California State Scenic Highway Program, but has yet to be designated as an eligible or official scenic highway. The reason for its eligibility is obvious: this multi-lane Interstate provides a panoramic view of the immense Colorado Desert. Regardless of its designation, it is consistent with the Riverside County Vision to protect the scenic value of this route.



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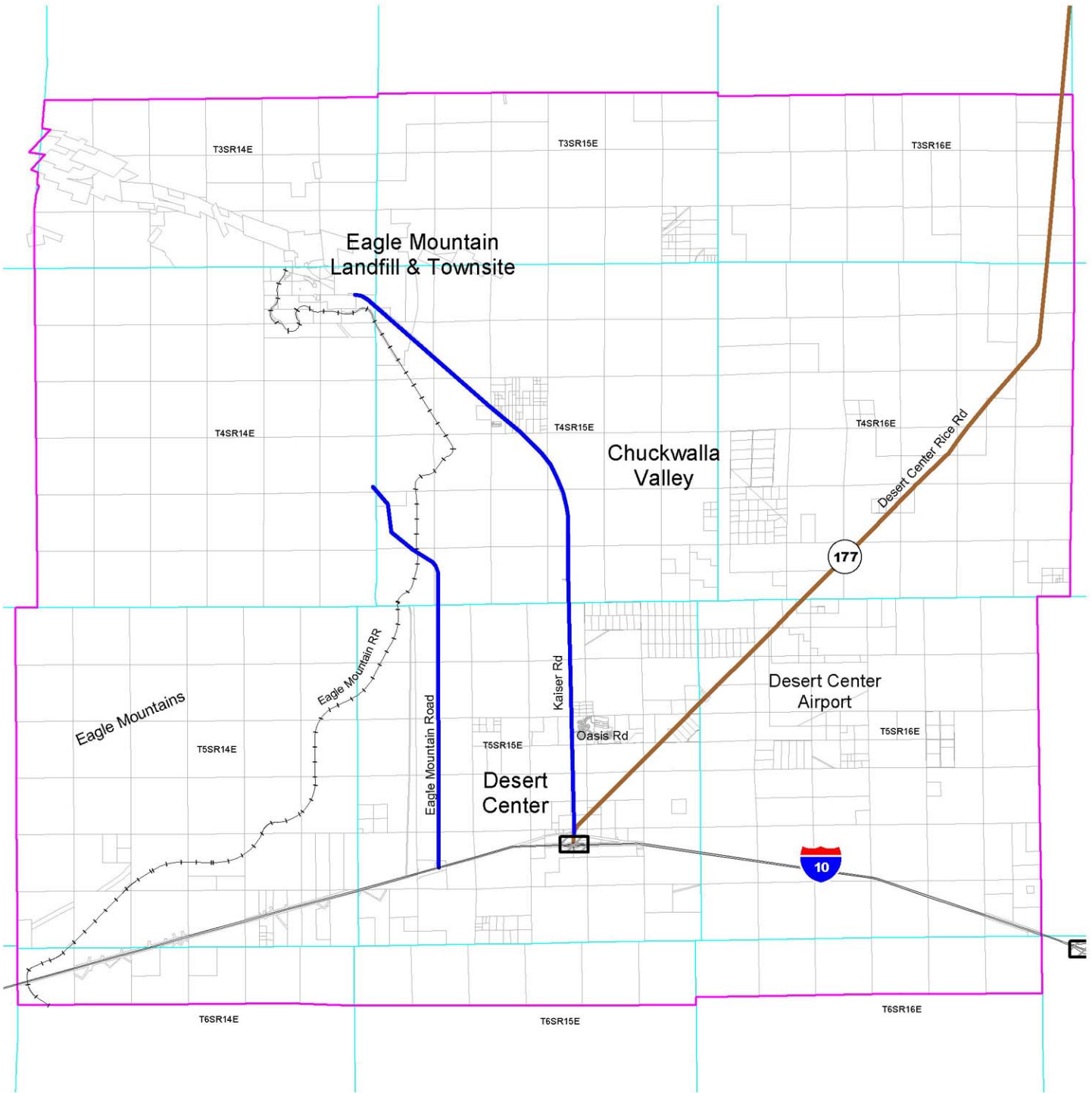
Desert Center Area Plan

Policies



- DCAP 9.1 Protect the scenic highways within the Desert Center Area Plan from change that would diminish the aesthetic value of adjacent properties through adherence to the policies found in the Scenic Corridors sections of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

- DCAP 9.2 Support the designation for Interstate 10 as an eligible and subsequently official scenic highway in accordance with the California State Scenic Highway Program.



- Expressway (184' ROW)
- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Secondary (100' ROW)
- Collector (74' ROW)
- Mountain Arterial (110' ROW)
- Freeway
- Railroad

- Existing Interchanges
- Proposed Interchanges
- Water
- City
- Area Plan Boundary

Note: Circulation maps are a graphic representation identifying the general location and classification of existing and proposed thoroughfares in the county. Any questions regarding precise alignment or improvement standards should be referred to the County Transportation Department.

Note: General Plan roadways within cities are shown for reference and to depict system continuity only. Any questions relative to improvement standards within city boundaries must be addressed to the respective city.

Source Information: TransCore.
The oldest data shown on this map is 1990.

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Figure 5



DESERT CENTER AREA PLAN CIRCULATION

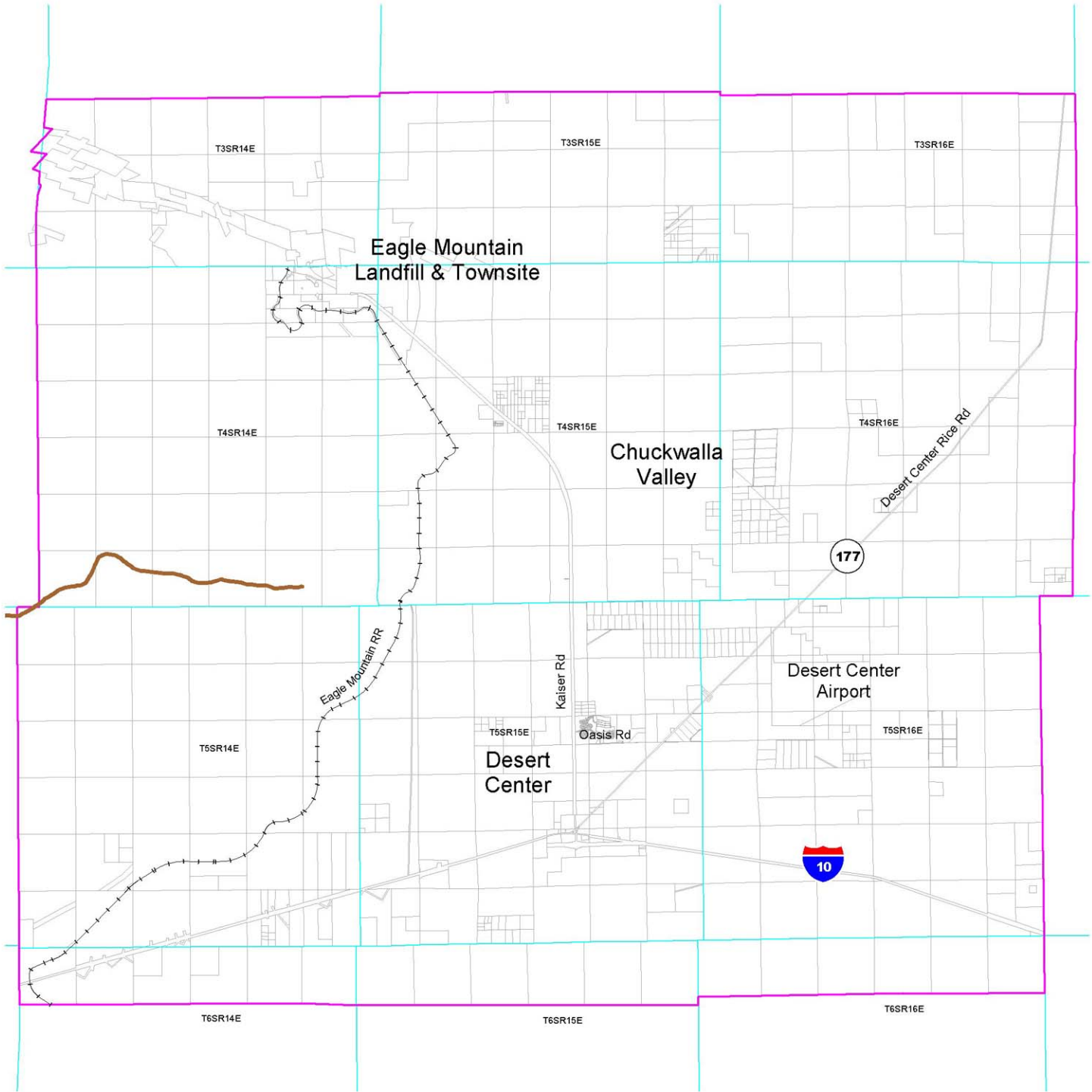




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Note: Circulation maps are a graphic representation identifying the general location and classification of existing and proposed thoroughfares in the county. Any questions regarding precise alignment or improvement standards should be referred to the regional park and open space district.

Note: Trail and Bikeway System elements within the cities are shown for reference and to depict system continuity only. Any questions relative to these elements within city boundaries must be addressed to the respective city.

Source Information: VREA Technologies.
The oldest data shown on this map is 1990.

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Figure 6

 National Forest/Park or BLM Trails (Non-County)

 Area Plan Boundaries



0' 14,000'

DESERT CENTER AREA PLAN TRAILS AND BIKEWAY SYSTEM

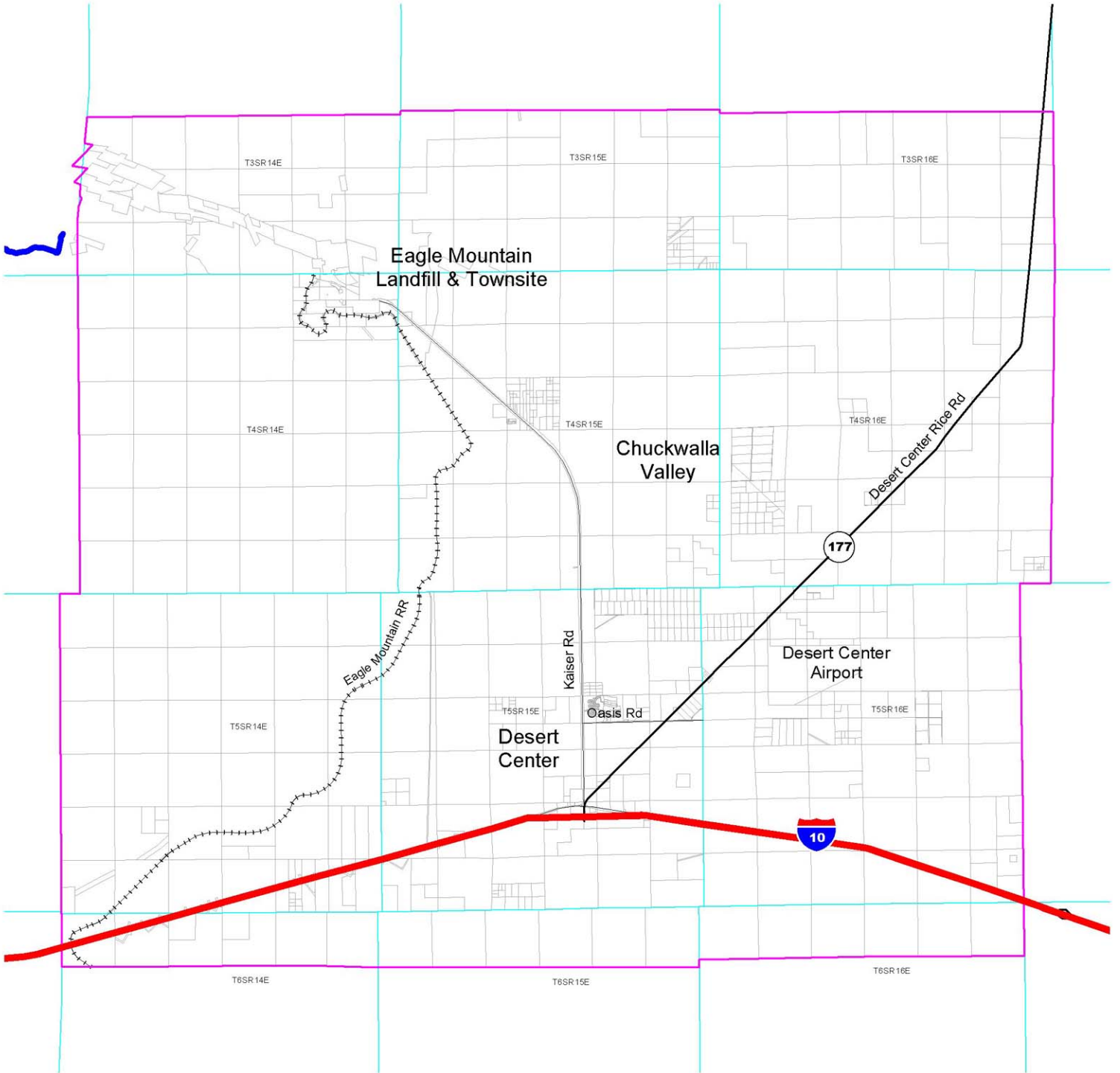




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-  County Eligible
-  State Designated
-  State Eligible
-  Major Roads & Highways
-  Area Plan Boundaries
-  Cities

Source Information: Riverside County.
The oldest data shown on this map is 1990.

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Figure 7



DESERT CENTER AREA PLAN SCENIC HIGHWAYS





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