



PASS 9.2 Maintain the County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

## Trails and Bikeway System

The County of Riverside contains bicycle, pedestrian, and multi-purpose trails that traverse urban, rural, and natural areas. These multi-use trails accommodate hikers, bicyclists, equestrian users, and others as an integral part of the County's circulation system. These multi-use trails 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 an identifiable separation between communities.

As shown on Figure 6, Trails and Bikeway System, the Pass has an extensive trails system. One of these major maintained trails in the planning area is the famous Pacific Crest Trail, which meanders through the Pass along a ridge of the San Bernardino Mountains. It is necessary to preserve the trails system for hiking and equestrian uses and to connect to points of interests for residents and visitors. Though less developed, a fairly extensive bikeway system is also envisioned in this part of the County.

### Policies:



PASS 10.1 Implement the Trails and Bikeway System, Figure 6, as discussed in the Multipurpose Recreational Trails section of the General Plan Circulation Element.

## 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, there are several existing and potential Scenic Highways within the Area Plan. State Route 243 between Idyllwild and the Banning City limits is an official State Scenic Highway. This highway rises from the valley of the San Jacinto Mountains and through the San Bernardino National Forest. The remainder of State Route 243 from Banning to its intersection with Interstate 10 is a State Eligible Scenic Highway. Interstate 10 has also been nominated as a State Eligible Scenic Highway.

Three additional highway segments are designated as Potentially Eligible County Scenic Highways. The first is Lambs Canyon Road (State Route 79), stretching from Beaumont City limits south five miles to the Badlands. The second is Beaumont Avenue from Beaumont City limits four miles north to the San Bernardino County line. This route traverses rural Cherry Valley and links with designated scenic routes in San Bernardino County. The third route follows the



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## *The Pass Area Plan*

San Timoteo Canyon Scenic Corridor between State Route 60 and San Timoteo Road, and then along San Timoteo Canyon Road between Redlands Boulevard and Interstate 10 into San Bernardino County. The following policies help preserve these scenic routes.

### **Policies:**



PASS 11.1 Protect the scenic highways in the Pass from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors section of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

## **Rail Operation**

The Union Pacific Railroad bisects the Pass, generally paralleling Interstate 10. As with Interstate 10, the railroad divides the Pass into a northern and southern half. The railroad is currently being used for freight, industrial, and passenger service. When trains stop along the rail line for switching or bypass purposes, north/south roads may temporarily be blocked. This can result in long delays and, more importantly, may restrict emergency access. There are also significant noise impacts from train traffic. This is due to the fact that trains are required to sound their horns at all at-grade crossings.

### **Policies:**



PASS 12.1 Encourage transit opportunities through policies found in the Transit section of the General Plan Circulation Element.

PASS 12.2 Work closely with railroad operators to minimize noise impacts on residents in proximity to railroads through such methods as the installation of soundwalls and other noise absorbing surfaces, and the elimination of at-grade crossings and alternative crossing devices.

PASS 12.3 Eliminate the restrictions for emergency vehicles through coordination with the railroad companies, by building grade separations at key points, and by the creation of alternative emergency circulation routes.