

Menifee Trails committee
Report on all trails in phase 1
April 15, 2012

Salt creek trail from Lindenberger to and through the Audie Murphy Ranch

This trail comes into Menifee from Winchester, continuing from east to west and leaving our city into canyon lake. The trail goes to Lindenberger and because of the golf course cannot continue along salt creek. It goes up Lindenberger on the east side about 50 feet to trailhead drive. At this point a traffic light is needed to ensure a safe crossing. Trailhead is supposed to go to Menifee road but the developer has stopped his building and therefore has not put in the road or the trail. At Menifee the trail was to travel along the west side of the road until the entrance to the open space trail over the oasis. Menifee road stops about 25 feet above the entrance to the trail above the oasis. That trail is in great shape going about 1 ¼ miles to Whisperwood road, where gates block it. The next parcel opening up at antelope is gated and blocked by the developer who has stopped any activity. The trail goes about ½ mile south on the west side of antelope to the underpass to the i-215. All along salt creek are locked gates, fences and barb wire. The trail cannot safely cross under the 215 at this time due to large boulders and a 15 foot wide rut. Trail needs to be developed to and through the Audie murphy development. There needs to be connections from the salt creek trail to canyon lake, lake Elsinore, and the trails in Audie murphy and up into the mountains. At this time they do not exist.

Summary: the salt creek trail comes in from Winchester at Lindenberger where the trail can't go any further because of the golf course. So it goes up Lindenberger to trail head dr. Where it crosses over from the east side to the west side at Menifee rd. You take Menifee rd. south ¼ mile to the opening to the oasis trail along the foothills behind the oasis to antelope rd. Go south on antelope for ¼ mile on the west side to the underpass of the 215 at salt creek. West of the 215 the trail runs on both the north and south sides all the way to old Newport rd. Here the trail crosses davenport to the green area then on to new Newport rd. Where it crosses onto the Audie murphy ranch. At this point the trail needs connectivity to lake Elsinore, canyon lake and Kabian park.

Recommendation to city council that we investigate civil code 846 and work on opening salt creek the four miles through Menifee as our east/west trail. Staff will have to make sure that when developers submit specific plans along this trail, they put in the appropriate trail.

Garbani road trail from Briggs road to Debon street

The trail at this time exists mostly as an Edison easement along the north side of Garbani. A portion of the trail is conditioned to be completed along a future street[los carrizos] going north into the open space east of bell mountain. The trail is conditioned into the future stonegate development as a trail running along the hills west of stonegate through to Holland. West of los carrizos, the trail runs west along Garbani until pitman lane. Due to the topography here, the trail may have to cross Garbani to the south and reconnect on the north side at hook lane. This condition needs to be rectified as the planned widening of Garbani occurs. It is preferable to keep the trail contiguous on one side of the street. Until Menifee road, the trail is not completed. West of Menifee road. The trail is a completed multi use trail in

excellent condition. The trail, west of Palomar, needs to be completed by the Beazer development. The trail needs to be finished to antelope when the final parcel along Garbani is developed.

Recommendation: attention needs to be paid to this trail as future development happens to insure successful completion and connectivity. The trail at pitman and how it will run along Garbani is the biggest issue here. Also, at this time there is no means of continuing along the trail past the i-215 freeway. An overpass or underpass needs to be created to enable the trail to continue west.

The Garbani trail west of the 215 begins as a plowed field. Garbani begins as a dirt road west to Hahn rd. After Hahn, approximately 2 blocks of the trail has been completed with a multi-use design element. The improved trail ends at Whitfield and continues west as an unimproved dirt road in poor condition with nonstandard road width which at points can only handle one-way traffic. At these points, there are some unsafe shoulders which have precipitous drop offs and a trail here, with these conditions, would not be safe. Garbani rd. Continues west until it dead ends into Bradley rd. The road right-of-way needs to be reconciled here with the city of Menifee, since there is now an improved garage built here and the property owner has encroached on the Garbani right-of- way. As is, the trail now continues north on Bradley for 1 block, west on Mueller for one block, south on country haven which continues as Garbani rd. After it traverses the hill. The Garbani trail is currently under construction by the developer for 1 block west to Evans. The developer is constructing a series of community trails along Evans. West of Evans, the trail exists as an Edison easement along Garbani until Murrieta rd.. The future kb development, planned on the “old nursery” property needs to be improved as development occurs. West of Murrieta rd., the Garbani trail continues as an unimproved dirt road along Edison lines until it ends at byers road. The property owners here have posted “no trespassing signage”, however according to the map, Garbani rd. Should continue 1 more block until it ends at Debon St. Into the hills.

Summary: for this trail the bell mountain project stops its eastward movement at los carrizos, where it continues north to Bradley. From los carrizos going west the trail is on the north side till Lindenberger where it must cross over to south side to go over the hill at pitman safely, then at Menifee rd. The trail crosses back over to the north side. The trail stops at antelope for now. On the west side of the 215 the trail continues on the north side to just past Sherman where it crosses the road to the hills trail where it goes along the base of the hills to Evans rd. And goes into kb homes.

Recommendations: as a future county trail there are major issues here. First, the road west of Whitfield is of sub-standard width and cannot handle 2 way traffic, let alone any possible trail. Garbani at Bradley rd. needs to be re-aligned in the future by the city of Menifee to have successful connectivity to the trail system. Attention west of Evans needs to be paid here to make sure the developer has the regional county trail included in the tract map.

The most logical and safe alternative for trail continuity would be to have the trail follow east on Daniels rd. And follow the trails into the hills. These trails will be protected since the moratorium on slope development is in effect. The trail could then re-connect with Garbani near Whitfield to the improved portion.

Holland road trail from Briggs to the western edge of Menifee

The trail at Holland road east of Briggs is in the county area of Winchester and is a future county regional trail. West of Briggs, in the city of Menifee, the future stonegate development has conditioned a multiuse trail on the south side of Holland, continuing along the western edge of the development. There is an open space equestrian use trail planned along the hills. As the trail continues west, there is a multiuse trail which continues for 3 blocks and ends at melmore ave. Going west along Holland, standard curb and sidewalk is installed until palomar rd. There are undeveloped parcels here so the assumption is that standard curb and gutter will be installed here. West of handover is standard curb and gutter until Holland ends at antelope.

Recommendations: there is ample opportunity to install a continuous bike lane on both sides of Holland road from the 215 east to Briggs. The multiuse trail which begins at melmore should have been installed south on melmore-through to the open space trails at bell mountain. There is a 30 acre undeveloped park at melmore and Holland which needs to be finished by the developer. Attention needs to be paid here as development happens to insure this important regional trail is completed by future development.

It is anticipated that some overpass will be constructed over the 215. This should be constructed with lanes on each side for pedestrian and bicycle use as well as a separate lane for equestrian use. There is no trail at this time just west of the 215. Holland to Haun will be part of the new economic corridor which is an area for commercial use. The multiuse trail design would need to be incorporated through this corridor. West of Haun there is opportunity to create bike lanes along both sides of the street which would tie in to the existing community trails as well as the wash along Haun. There is some opportunity for a multiuse trail between Sherman and stern, however Holland may be best suited for bicycles and pedestrian uses. Equestrian uses would be limited here. The remainder of Holland is standard curb and gutter until Holland bends north before Murrieta road. Going west on Holland from Murrieta, the street is one lane in both directions, so any trail improvements would need to be negotiated further by the city and property owners.

Summary: for this trail the eastern boundary is at Briggs rd. This is a walking and biking trail to the 215 where it will cross over on a bridge in the future. West of the 215 the walking and biking trail continues all the way to Murrieta rd.. Where the two ends do not line up. The trail ends at annas lane.

Recommendations: the majority of Holland is very suitable for bike lane striping and pedestrian uses. To be contiguous, Holland should be realigned before Murrieta road, which now seems to be private property. West of Murrieta rd. Equestrian uses may be feasible with some improvements into a multiuse type of trail with connection to the proposed overpass over the i-215.

Goetz road from Newport to Ethanac

The planned trail will begin at Newport road and Goetz with the Audie murphy development along the east side of Goetz. It will be of multi use trail design. If the trail will continue north, the city will have to secure rights of way since along the west side of Goetz there are many obstacles to trail construction, including driveways, fencing, and ditches on either side of Goetz. Beginning at rock canyon drive, there is an excellent multiuse trail in use at the canyon heights development which is currently being extended north to Welles place. Going north from here, the trail currently would have to again be configured

around many obstacles, insufficient road width, private driveways, etc. As Goetz continues north of Maganese road, there is very little shoulder to create a trail. At Sotelo road and Goetz, there would be sufficient area to create a trail on the east side of the street since here the west side of Goetz is in the city of Perris. Goetz then continues north to Ethanac which is Menifee's city limits, with sufficient area for trail construction.

Summary: this trail is a north/south regional trail. This trail is blocked at the south end by a block wall at the Audie Murphy development. This trail needs to travel along the west side. At canyon heights there is a dog and walking trail for 650 feet on the west side. At the northern end the trail crosses back and forth from Menifee into Perris as the city border changes along Goetz rd. The trail needs to stay along the west side all the way.

Recommendations: the Goetz trail presents many challenges. It may be easier to achieve connectivity with some exploration either east of Goetz along the hillsides or west of Goetz which would take it through parts of Canyon Lake, or Kaban Park. The major problems with creating a continuous trail along Goetz are the previously described obstacles, insufficient road width and many private driveways on private property. A major commitment from the city will be needed to create connectivity.

The city of Menifee now has a grant as part of "the safe route to school project" which would provide a pathway and split rail fencing between south bound Goetz road traffic & the dirt path. It would provide a safer walking path on the west side of Goetz for 650 feet from California place to Avenida Roble.

Perhaps this grant could be extended both north and south along the west side of Goetz road.

Briggs road trail from Cruzulla to Mapes

At this time Briggs exists as an unimproved dirt road from Cruzulla to Woodbine. It then is paved from Woodbine to past Scott. There is a planned multi use trail one block north of Scott upon completion of the tract here. Starting at Kona Gold St, there is a completed multi use trail on both sides of the street to Eagan Rd. North of Eagan, the multiuse trail continues on the east side 1 block north until the improved portion of Briggs ends. Briggs continues north as a flat dirt road with washboard design until it ends at Garbani Rd. From here the multi use trail will have to be conditioned along the north side of Garbani [Edison easement] until Briggs continues north again. Briggs currently runs north thru to Domengoni Parkway. At Old Newport, Briggs continues as a dirt trail along the eastern edge of the future Rancho "Aldea" project. Briggs ends at Domengoni. It picks up again just north of Salt Creek along the eastern edge of Menifee. Briggs is now partially paved north of Simpson and then continues as a dirt road until just north of McLaughlin at Heritage High School. From here, Briggs is an improved 2 lane road north to Mapes Rd which is the north east border of Menifee.

Summary: the trail starts at the southern border at Cruzulla going north. The trail must detour to cross Scott safely. The trail will travel north on Briggs to Woodbine going west to Lindenberger and north again crossing Scott to Garbani. It crosses Garbani to the east side traveling east to Los Carrizos north into open space to Holland at South Shore, east on Holland on the south side to Briggs. Staying on the west side, go north inside the "nautical cove development", then continue north on the west side (if road is widened). The road stops south of Domengoni Pkwy then picks up again at Simpson Rd. From Simpson it travels north to McLaughlin on the west side, then the trail crosses to the east side before the high school. Finally, the trail continues across Hwy 74 to Mapes all on the east side.

Recommendations: as no definite easement exists, the road easements will most likely be utilized. These path ways will be classified as "graded easements suitable for hiking, biking, and equestrian uses

where feasible". The trail at Garban, north to Holland, will be built as conditioned when the projects are developed [Bell Mountain/Stonegate/Nautical Cove).

Craig road from Menifee to west of Byers road

Craig begins at the base of Bell Mountain at Menifee rd. It is a 2 lane street with standard curb and gutter going west until it ends at Antelope and the 215 fwy. West of the 215 Craig currently begins west of Hahn rd as an unimproved dirt road with the Burns Horse Ranch to the south and open space conservation [Ringing Rock] property on the north. Craig terminates here into a private driveway going into the hills. Craig then begins at Linda Lee Drive as an unimproved dirt road until Bradley. Going west from here, Craig continues west past the high school as a two lane paved road going west of Murrieta road until it again turns into an unimproved dirt road past Byers St. It continues for approximately 1 block until it terminates into 2 private driveways, both gated with no trespassing signs posted.

Recommendations: Craig, west of Menifee, is appropriate for hiking and biking only. West of the 215 a trail would have to be conditioned going along the south side with any future development.

West of Bradley, a multiuse trail should be conditioned along the south side of the street, since it will have connectivity to the Evans multi use trail. Since this is an obvious route to the high school, the city should ascertain if "safe routes to school" funding could be optimized here. The multi use trail west of Evans should continue on the south side of the street, which will then feed into the Calder ranch development. Here, connectivity is an issue which needs to be rectified to achieve a connection into the hills west of the city, which could connect to the Herck Bouris elementary school in Lake Elsinore. This could be an excellent "cross country" route for Paloma high school track and field uses.

Evans road trail from Tucker and Scott to Evans and Holland

The Evans trail begins as Tucker road north of Scott road. South of Scott it is a paved private driveway. Tucker road is an unimproved dirt road north of Scott in poor condition with rutting and a washboard condition. Tucker ends at Wickerd. Evans road begins at Wickerd as an unimproved dirt road and continues north to Garbani. At Garbani, there is an improved multiuse trail along the east side of the street thru to Craig. From Craig, there is development on the west side of the street with sufficient space for a multipurpose trail until Corson. Evans currently dead ends at Holland, however is planned to continue through to La Piedra upon development of the property between Holland and La Piedra

Recommendations: Tucker north of Scott is in terrible condition, but suitable for equestrian uses only. Attention is needed when development occurs along Evans south of Garbani, since Evans will most likely be realigned to be contiguous. The trail should be included in the area or specific plan when developed. North of Garbani, there is an excellent multi use trail thru to Craig which should be continued north along the east side of Evans for continuity. There is a future 20 acre water themed park planned here which would tie in nicely with the trail element. The multiuse trail design should continue north of Holland, with a signal at Evans and Holland, through future development between Holland and La Piedra.

Haleblan road trail from Garbani to

It is currently an unimproved dirt road that is in poor condition with several ruts and an uneven surface its entire length.

Summary: this trail goes from Scott to Garbani as a multi-purpose trail running inside the Catalina project. There will be a signal at Palomar and Garbani to cross to the north side of Garbani.

Recommendations: the trail is conditioned to be built as a multi-use trail when the “cantalena” specific plan is developed.

Haun road trail from zeiders and Keller to Haun and Newport

This is a mostly unimproved trail. At the “shops at Scott”, the east side has a sidewalk and path. At Wickerd, the west side is sidewalk along Edison property. At Garbani the west side has a sidewalk along the tract homes. Heading north, the road is unimproved along both sides of the street with ranches on the west. From Holland there is a multi-use trail all the way to Newport.

There are 2 drainage culverts along the road where the ranches are and a cell tower that Haun curves around. North of Newport, there is the drainage channel that gives access to salt creek but the gates are locked on both sides. This trail is hard packed dirt on both sides.

Summary: this trail will be a biking and walking trail from Keller rd. North all the way to Newport on the west side.

Recommendations: the locked gate at Newport needs to be opened to give access and connectivity to the salt creek trail. It is questionable if hikers and bikers could cross safely at Newport, as the multi-use trail swings to the west before it reaches Newport. Crossing to the multi-use trail south of Newport is only possible at the light at Newport and Haun. The unimproved sections of Haun will need to have bike lanes and walking paths or sidewalks as the road is improved.

Keller road trail west from the i-215 to wright road and Scott

Currently the Keller trail begins in Menifee under the 215 fwy. It is partially paved, but is mostly an unimproved dirt road and should be constructed along the south side of Keller, which is currently in county property. Keller is appropriate for equestrian and bicycle uses, but is not safe for pedestrians in this area. Where Keller ends near the water tower past Gloria, there are entrances to the open space trails which connect to the hills that straddle Murrieta, county open space, Menifee and beyond going west. The trail follows many open space trails in the hills south of Menifee, then reconnects in Menifee at wright road and continues in a northwesterly direction along wright road and ends at Scott rd. The trail will be along the west side of wright road.

Summary: the Keller road trail starts under the 215 and goes west on a paved road to Haun where it becomes a dirt road. The trail should be on the south side of Keller till Gloria where it turns and goes north to cicotti St. Then the trail continues west on Cicotti St. To howard where it turns and goes north to Scott rd. These are good dirt roads for horses and bikes. Along this trail there are entrances to open space trails which connect to the hills that straddle Murrieta (county open space).

Recommendations: to achieve future connectivity, the trail would be best suited to follow along the south side of Keller into the open space trails with a possible staging area near the water tower. A connective trail following north along Gloria, east along cicotti st, north to howard rd to Scott and west from howard along billy lane would feed into the largely rural properties there. There are currently many unimproved dirt roads in this area that are appropriate for hiking, biking and equestrians uses.

Lindenberger road north from Newport to maps roads

The trail begins as an improved multi use trail with split rail fencing and dg at Newport rd. It continues north until just north of falcon hill dr. The multi use part of the trail then empties into Lindenberger, but the sidewalk continues north until the golf course. The trail crosses Lindenberger and seems to continue on the east side of Lindenberger just north of Grande vista. There is insufficient shoulder on the east side of Lindenberger at the housing development so the logical connectivity should be achieved by creating a trail on the northern edge of the future rancon “aldea north” development. This would meander thru the dedicated open space here and provide a connection to the salt creek trail. There is a future equestrian staging area planned on approximately 2 acres on the north side of salt creek. This is a future county regional trail which will go from here, north on Lindenberger to Simpson, east on Simpson and then continues north on Briggs. The trail will go north as a regional “design guidelines” trail and continue through and past Florida ave. Through to mapes on the north east edge of Menifee.

Recommendations: connectivity here is the major issue. Co-ordination with rancon and the county is in order to achieve a continuous trail, which will be a major north south recreational asset for the city.

Lindenberger road south from garbani to woodbine & county open space

Lindenberger is currently an unimproved flood control easement south to Scott. From Scott, the trail continues south until it feeds into the new county open space [anhesier busch clysdale ranch].

Recommendations: the Lindenberger trail will be built as conditioned over the flood control easement when the bell mountain project is built. As development occurs south of wickerd, the developer must include a multiuse trail up to Scott rd. An equestrian height crossing button should be installed on the light at Scott and Lindenberger, since there are substantial equestrian crossings here already.

Bradley road from Newport to south of Scott

This is mostly unimproved or sidewalks north of Newport. South of Newport, there are sidewalks only on the east side. On the west side, there is a multi-use trail from rim creek path to alta mira where it changes to just sidewalk all the way to holland. South of Holland it is unimproved except for the high school which has a sidewalk. North of Garbani is also unimproved.

Summary: this trail starts at Scott rd. Heading north to Wickerd on the east side as a bike and walking trail. To connect to the upper portion at tupelo and Bradley, the trail needs to go east at Wickerd to Sherman then north to tupelo and back west to Bradley. The trail runs on the east side of Bradley to salt creek then must cross over to continue to cherry hills Blvd.

Recommendations: this trail needs continuity and connectivity. The only way to continue south on Bradley past Garbani is to go east to Sherman by way of tupelo or Garbani (this is dangerous due to narrow road conditions and curves). Sherman at tupelo is paved with a sidewalk. At Garbani it is a primitive dirt road all the way to Wickerd. At Wickerd you go west on a dirt road up over the hill to Bradley. The road from Garbani going south is all unimproved all the way south of Scott. This dead ends into a ranch with “no trespassing” signage.

Menifee road north from Scott to Mapes

on the west side of the road there are no discernible paths in dirt, weeds, rocks, gopher holes, and obstructions (trees and dumpster). On the east side of the road-the Murrieta city dg pathway stops at Scott road. The only way to legally cross Scott road is on the west side of the road via a crosswalk. On

the west side of the road north of Scott there is a small dirt pathway with rocks and weeds. Obstructions such as flood control ditches, trash cans, and fences are present. These conditions continue until just past Garbani road. on the west side of the road there is a concrete curb and gutter with a bike lane continuing to Craig. At this point the bike lane ends but the sidewalk continues. There is a 4-way stop and crosswalk at Holland road and a one-way crossing at lapiedra. The concrete curb and gutter continues to Newport. On the east side of the road between tres lagos and Newport there is also a decomposed granite path. There is a small break in the concrete just after Newport on the east side only. The concrete curb and gutter continues on the west side only. There is a small section of a dirt path just before salt creek bridge. These conditions exist to the end of the paved Meniffee road where it intersects with the riverside county regional trail that goes behind the oasis. On the east side only there is a small section of decomposed granite at the end of Meniffee road. On the east side of Meniffee road the Edison easement road is used as a foot path. This goes behind the tract homes and ends near the lakes development. On the east side of the road there is concrete curb and gutter up to the easement at the railroad tracks. There it changes to a dirt path with no proper crossing at the train tracks. The dirt path continues to Biscayne where it becomes curb and gutter in front of Edison and Arco. There is no crossing on the east side of the road at route 74. You must cross Meniffee road on the west side. The trail continues past route 74 in sandy dirt, with rocks and weeds. The Edison easement on the west side of the road starts just south of triple crown and continues to mapes road with lots of rocks in the trail.

Summary: starting at woodbine at the southern border of the city, the trail heads north on the east side up to Garbani. Meniffee road cuts to the west side with a biking and walking trail up to Holland. Then the trail crosses to the east side up to Newport. Staying on the east side, the trail continues north. The trail will change into a multi-use trail at aldergate and stay on the east side all the way to mapes.

recommendations: the route 74 intersection is a highly dangerous one for motorists, cyclists, equestrians, and pedestrians. There are no dedicated left hand turn lanes or proper crosswalks. This creates a potentially deadly situation. It is recommended that a proper crossing be created at the railroad tracks and that left hand turn lanes, in both directions, be installed on route 74 and Meniffee road. Proper lighting is also required. It is also recommended that improvements be made in the drainage and trails systems at Meniffee and Mapes roads.

Murrieta road south from Ethanac to Scott

There is dirt, gravel, and weeds on both sides of the road. There is no discernible road until you get to McLaughlin where it turns to concrete curb and gutter with a sidewalk. It then changes to dirt again at the Meniffee bible church, which continues until rouse road. At rouse road there is a concrete curb and gutter again. There is also a golf cart lane that starts near the catholic church and ends at salt creek. there is a decomposed granite pathway wide enough for a vehicle and well maintained. It is free of weeds and ends just before Thornton avenue where it becomes dirt and gravel. After Thornton there is concrete curb and gutter for approximately 100 yards and it then becomes dirt and gravel again. There is curb, gutter and sidewalk at Meniffee storage but then changes back to dirt until chambers. At chambers it is grass and curb in front of the hillside estates. At the catholic church it turns back to curb, gutter, and sidewalk. The golf cart lane starts near the catholic church and ends at salt creek. there is concrete curb and gutter up to the area across the street from the rancho del sol development where it turns to dirt and rocks on the west side. On the east side it is continuous concrete curb and

gutter all the way to salt creek. There is no special trail, only the road shoulder, to cross salt creek. After salt creek, the trail continues as a dirt path with weeds up to park city avenue, where it becomes concrete curb and gutter up until lazy creek. At lazy creek, the trail on the west side becomes dirt and gravel while on the east side it is concrete curb and gutter up to stator brothers center where there is an asphalt ramp to concrete curb and gutter until Newport road. There is concrete curb and gutter in front of Walgreens. This ends immediately after Walgreens to dirt and large rocks. On the east side of the road there is a slightly better dirt path intermittently. This continues until Farmington road where there is a short dirt car path until the guard rail where there is a very narrow path leading up to Holland road. At Holland, it becomes a scary blind curve with little access. Just past the curve on the east side, there is concrete curb and gutter up to Corson avenue. There it changes to a dirt path up to Craig road. At Craig road you are forced back to the west side where there is concrete curb and gutter to just past Beth drive where it changes back into a dirt path. There is some obstruction by fences at garboni road, but otherwise, it is just a narrow path in the dirt up to Scott road.

Summary: the trail is along the east side to Craig where it changes to the west side. This is an all biking and walking trail all the way to ethanac.

Craig avenue west from Meniffee road to west of byers

Craig avenue begins at the base of bell mountain at Meniffee rd. It is a 2 lane street with standard curb and gutter going west until it ends at antelope and the 215 fwy. West of the 215 Craig currently begins west of Hahn rd as an unimproved dirt road with the burns horse ranch to the south and open space conservation [ringing rock] property on the north. Craig terminates here into a private driveway going into the hills. Craig then begins again at Linda lee drive as an unimproved dirt road until Bradley. Going west from here, Craig continues past the high school as a two lane paved road going west of Murrieta road until it again turns into an unimproved dirt road past byers St. It continues for approximately 1 additional block when it terminates into 2 private driveways, both gated with no trespassing signs posted.

Recommendations: Craig, west of Meniffee is appropriate for hiking and biking only. West of the 215 a trail would have to be conditioned going along the south side with any future development.

West of Bradley, a multiuse trail should be conditioned along the south side of the street, since it will have connectivity to the Evans multi use trail. Since this is an obvious route to the high school, the city should ascertain if “safe routes to school” funding could be optimized here. The multi use trail west of Evans should continue on the south side of the street, which will then feed into the Calder ranch development. Here, connectivity is an issue which needs to be rectified to achieve a connection into the hills west of the city, which could connect to the herck bouris elementary school in lake Elsinore. This could be an excellent “cross country” route for paloma high track and field uses.

Valley Blvd. north from salt creek to Goetz road to ethanac

The trail along valley Blvd. Begins at salt creek with a dirt path at the water reclamation plant. This property seems to be an unimproved right of way on the east side of the street going north. There is trash [old furniture, car parts etc.] Here which need to be removed. Valley continues north as standard curb and gutter; however, there is an approximately 15 ft. Section of landscaping setback from the curb in which a trail could be created. North of Ridgemoor rd., the unimproved right of way becomes approximately 30 feet and the trail could be created using capital improvement funds, since both sides of

valley Blvd. Have already been developed. This unimproved right of way continues north until cherry hills Blvd. Valley continues north from here as a 2-lane paved road with blacktop.

Valley currently dead ends at McCall and will eventually be improved upon development. Valley picks up again south of chambers and continues north until it once again dead ends at Thornton ave. Here again valley Blvd. Will be improved upon development where it will merge with Goetz road and then continue to ethanac.

Recommendations: valley Blvd. at salt creek will be a very important connection for future trail connectivity. Everything north of here will hinge on being able to safely access salt creek. The city should examine the property and trail at the desalination plant. The trail here could also be improved with capital improvement funds. The city should do the same for valley Blvd. North of ridgemoor rd. All the way to cherry hills. A fine north- south community trail could be created here with minimal effort in the future.

Byers road south from Holland to waldon to Bundy canyon-then wright to Keller road

Byers begins going south from Holland rd. As an unimproved dirt road. It continues as a north/ south road in this fashion until it terminates into Waldon rd. Waldon road here is also an unimproved east/ west road and the trail will continue along the west portion until it turns south. Waldon rd. Then continues until it terminates at Bundy canyon. Going a little west on Bundy canyon will take you to wright road which is also an unimproved dirt road. This will go south to Keller, the southern border of Menifee.

Recommendations: the trail along byers is a most important north/ south trail to the entire west side rural residential community, with connectivity to the many rural streets in the area. This trail is the easiest way to insure that connectivity to the south and into Murrieta is accomplished. Where Waldon rd. Ends at Bundy canyon, it will connect to the wright road trail to the west. This will continue into the hills and connect into the open space trails south of Keller, into Murrieta, and beyond.

Sunset avenue south from Bundy canyon to Keller roads, or Edmiston road to barker lane to Keller road

Martin h. Rosen, chair
Menifee trails committee
04-15-12

MENIFEE TRAILS COMMITTEE
REPORT ON ALL TRAILS IN PHASE 1
PRIORITIZED
April 25, 2012

1) SALT CREEK TRAIL FROM LINDENBERGER TO AND THROUGH THE AUDIE MURPHY RANCH

THIS TRAIL COMES INTO MENIFEE FROM WINCHESTER, CONTINUING FROM EAST TO WEST AND LEAVING OUR CITY INTO CANYON LAKE. THE TRAIL GOES TO LINDENBERGER AND BECAUSE OF THE GOLF COURSE CANNOT CONTINUE ALONG SALT CREEK. IT GOES UP LINDENBERGER ON THE EAST SIDE ABOUT 50 FEET TO TRAILHEAD DRIVE. AT THIS POINT A TRAFFIC LIGHT IS NEEDED TO ENSURE A SAFE CROSSING. TRAILHEAD IS SUPPOSED TO GO TO MENIFEE ROAD BUT THE DEVELOPER HAS STOPPED HIS BUILDING AND THEREFORE HAS NOT PUT IN THE ROAD OR THE TRAIL. AT MENIFEE THE TRAIL WAS TO TRAVEL ALONG THE WEST SIDE OF THE ROAD UNTIL THE ENTRANCE TO THE OPEN SPACE TRAIL OVER THE OASIS. MENIFEE ROAD STOPS ABOUT 25 FEET ABOVE THE ENTRANCE TO THE TRAIL ABOVE THE OASIS. THAT TRAIL IS IN GREAT SHAPE GOING ABOUT 1 ¼ MILES TO WHISPERWOOD ROAD, WHERE GATES BLOCK IT. THE NEXT PARCEL OPENING UP AT ANTELOPE IS GATED AND BLOCKED BY THE DEVELOPER WHO HAS STOPPED ANY ACTIVITY. THE TRAIL GOES ABOUT ½ MILE SOUTH ON THE WEST SIDE OF ANTELOPE TO THE UNDERPASS TO THE I-215. ALL ALONG SALT CREEK ARE LOCKED GATES, FENCES AND BARB WIRE. THE TRAIL CANNOT SAFELY CROSS UNDER THE 215 AT THIS TIME DUE TO LARGE BOULDERS AND A 15 FOOT WIDE RUT. TRAIL NEEDS TO BE DEVELOPED TO AND THROUGH THE AUDIE MURPHY DEVELOPMENT. THERE NEEDS TO BE CONNECTIONS FROM THE SALT CREEK TRAIL TO CANYON LAKE, LAKE ELSINORE, AND THE TRAILS IN AUDIE MURPHY AND UP INTO THE MOUNTAINS. AT THIS TIME THEY DO NOT EXIST.

SUMMARY: THE SALT CREEK TRAIL COMES IN FROM WINCHESTER AT LINDENBERGER WHERE THE TRAIL CAN'T GO ANY FURTHER BECAUSE OF THE GOLF COURSE. SO IT GOES UP LINDENBERGER TO TRAIL HEAD DR. WHERE IT CROSSES OVER FROM THE EAST SIDE TO THE WEST SIDE AT MENIFEE RD. YOU TAKE MENIFEE RD. SOUTH ¼ MILE TO THE OPENING TO THE OASIS TRAIL ALONG THE FOOTHILLS BEHIND THE OASIS TO ANTELOPE RD. GO SOUTH ON ANTELOPE FOR ¼ MILE ON THE WEST SIDE TO THE UNDERPASS OF THE 215 AT SALT CREEK. WEST OF THE 215 THE TRAIL RUNS ON BOTH THE NORTH AND SOUTH SIDES ALL THE WAY TO OLD NEWPORT RD. HERE THE TRAIL CROSSES DAVENPORT TO THE GREEN AREA THEN ON TO NEW NEWPORT RD. WHERE IT CROSSES ONTO THE AUDIE MURPHY RANCH. AT THIS POINT THE TRAIL NEEDS CONNECTIVITY TO LAKE ELSINORE, CANYON LAKE AND KABIAN PARK.

RECOMMENDATION TO CITY COUNCIL THAT WE INVESTIGATE CIVIL CODE 846 AND WORK ON OPENING SALT CREEK THE FOUR MILES THROUGH MENIFEE AS OUR EAST/WEST TRAIL. THIS WOULD BE FROM ANTELOPE UNDER THE I-215 TO NEWPORT.

STAFF WILL HAVE TO MAKE SURE THAT WHEN DEVELOPERS SUBMIT SPECIFIC PLANS ALONG THIS ENTIRE TRAIL, THEY PUT IN THE APPROPRIATE TRAIL.

2) GARBANI ROAD TRAIL FROM BRIGGS ROAD TO DEBON STREET

THE TRAIL AT THIS TIME EXISTS MOSTLY AS AN EDISON EASEMENT ALONG THE NORTH SIDE OF GARBANI. A PORTION OF THE TRAIL IS CONDITIONED TO BE COMPLETED ALONG A FUTURE STREET[LOS CARRIZOS] GOING NORTH INTO THE OPEN SPACE EAST OF BELL MOUNTAIN. THE TRAIL IS CONDITIONED INTO THE FUTURE STONEGATE DEVELOPMENT AS A TRAIL RUNNING ALONG THE HILLS WEST OF STONEGATE THROUGH TO HOLLAND. WEST OF LOS CARRIZOS, THE TRAIL RUNS WEST ALONG GARBANI UNTIL PITMAN LANE. DUE TO THE TOPOGRAPY HERE, THE TRAIL MAY HAVE TO CROSS GARBANI TO THE SOUTH AND RECONNECT ON THE NORTH SIDE AT HOOK LANE. THIS CONDITION NEEDS TO BE RECTIFIED AS THE PLANNED WIDENING OF GARBANI OCCURS. IT IS PREFERABLE TO KEEP THE TRAIL CONTIGUOUS ON ONE SIDE OF THE STREET. UNTIL MENIFEE ROAD, THE TRAIL IS NOT COMPLETED. WEST OF MENIFEE ROAD. THE TRAIL IS A COMPLETED MULTI USE TRAIL IN EXCELLENT CONDITION. THE TRAIL, WEST OF PALOMAR, NEEDS TO BE COMPLETED BY THE BEAZER DEVELOPMENT. THE TRAIL NEEDS TO BE FINISHED TO ANTELOPE WHEN THE FINAL PARCEL ALONG GARBANI IS DEVELOPED.

RECOMMENDATION: ATTENTION NEEDS TO BE PAID TO THIS TRAIL AS FUTURE DEVELOPMENT HAPPENS TO INSURE SUCCESSFUL COMPLETION AND CONNECTIVITY. THE TRAIL AT PITMAN AND HOW IT WILL RUN ALONG GARBANI IS THE BIGGEST ISSUE HERE. ALSO, AT THIS TIME THERE IS NO MEANS OF CONTINUING ALONG THE TRAIL PAST THE I-215 FREEWAY. AN OVERPASS OR UNDERPASS NEEDS TO BE CREATED TO ENABLE THE TRAIL TO CONTINUE WEST.

THE GARBANI TRAIL WEST OF THE 215 BEGINS AS A PLOWED FIELD. GARBANI BEGINS AS A DIRT ROAD WEST TO HAHN RD. AFTER HAHN, APPROXIMATELY 2 BLOCKS OF THE TRAIL HAS BEEN COMPLETED WITH A MULTI USE DESIGN ELEMENT. THE IMPROVED TRAIL ENDS AT WHITFIELD AND CONTINUES WEST AS AN UNIMPROVED DIRT ROAD IN POOR CONDITION WITH NON STANDARD ROAD WIDTH WHICH AT POINTS CAN ONLY HANDLE ONE WAY TRAFFIC. AT THESE POINTS, THERE ARE SOME UNSAFE SHOULDERS WHICH HAVE PRECIPITOUS DROP OFFS AND A TRAIL HERE, WITH THESE CONDITIONS, WOULD NOT BE SAFE. GARBANI RD CONTINUES WEST UNTIL IT DEAD ENDS INTO BRADLEY RD. THE ROAD RIGHT-OF-WAY NEEDS TO BE RECONCILED HERE WITH THE CITY OF MENIFEE, SINCE THERE IS NOW AN IMPROVED GARAGE BUILT HERE AND THE PROPERTY OWNER HAS ENCROCHED ON THE GARBANI RIGHT-OF- WAY. AS IS, THE TRAIL NOW CONTINUES NORTH ON BRADLEY FOR 1 BLOCK, WEST ON MUELLER FOR ONE BLOCK, SOUTH ON COUNTRY HAVEN WHICH CONTINUES AS GARBANI RD AFTER IT TRAVERSES THE HILL. THE GARBANI TRAIL IS CURRENTLY UNDER CONSTRUCTION BY THE DEVELOPER FOR 1 BLOCK WEST TO EVANS. THE DEVELOPER IS CONSTRUCTING A SERIES OF COMMUNITY TRAILS ALONG EVANS. WEST OF EVANS, THE TRAIL EXISTS AS AN EDISON EASEMENT ALONG GARBANI UNTIL MURRIETA RD. THE FUTURE KB DEVELOPMENT, PLANNED ON THE "OLD NURSERY" PROPERTY NEEDS TO BE IMPROVED AS DEVELOPMENT OCCURS. WEST OF MURRIETA RD, THE GARBANI TRAIL CONTINUES

AS AN UNIMPROVED DIRT ROAD ALONG EDISON LINES UNTIL IT ENDS AT BYERS ROAD. THE PROPERTY OWNERS HERE HAVE POSTED “NO TRESSPASSING SIGNAGE” , HOWEVER ACCORDING TO THE MAP, GARBANI RD SHOULD CONTINUE 1 MORE BLOCK UNTIL IT ENDS AT DEBON ST INTO THE HILLS.

SUMMARY: FOR THIS TRAIL THE BELL MOUNTAIN PROJECT STOPS ITS EASTWARD MOVEMENT AT LOS CARRIZOS, WHERE IT CONTINUES NORTH TO BRADLEY. FROM LOS CARRIZOS GOING WEST THE TRAIL IS ON THE NORTH SIDE TILL LINDENBERGER WHERE IT MUST CROSS OVER TO SOUTH SIDE TO GO OVER THE HILL AT PITMAN SAFELY, THEN AT MENIFEE RD. THE TRAIL CROSSES BACK OVER TO THE NORTH SIDE. THE TRAIL STOPS AT ANTELOPE FOR NOW. ON THE WEST SIDE OF THE 215 THE TRAIL CONTINUES ON THE NORTH SIDE TO JUST PAST SHERMAN WHERE IT CROSSES THE ROAD TO THE HILLS TRAIL WHERE IT GOES ALONG THE BASE OF THE HILLS TO EVANS RD. AND GOES INTO KB HOMES.

RECOMMENDATIONS: AS A FUTURE COUNTY TRAIL THERE ARE MAJOR ISSUES HERE. FIRST, THE ROAD WEST OF WHITFIELD IS OF SUB-STANDARD WIDTH AND CANNOT HANDLE 2 WAY TRAFFIC, LET ALONE ANY POSSIBLE TRAIL. GARBANI AT BRADLEY RD NEEDS TO BE RE-ALIGNED IN THE FUTURE BY THE CITY OF MENIFEE TO HAVE SUCCESSFUL CONNECTIVITY TO THE TRAIL SYSTEM. ATTENTION WEST OF EVANS NEEDS TO BE PAID HERE TO MAKE SURE THE DEVELOPER HAS THE REGIONAL COUNTY TRAIL INCLUDED IN THE TRACT MAP.

THE MOST LOGICAL AND SAFE ALTERNATIVE FOR TRAIL CONTINUITY WOULD BE TO HAVE THE TRAIL FOLLOW EAST ON DANIELS RD AND FOLLOW THE TRAILS INTO THE HILLS. THESE TRAILS WILL BE PROTECTED SINCE THE MORITORIUM ON SLOPE DEVELOPMENT IS IN EFFECT. THE TRAIL COULD THEN RE-CONNECT WITH GARBANI NEAR WHITFIELD TO THE IMPROVED PORTION. THE CITY WOULD HAVE TO ENSURE THAT THE SAME DESIGN IS FOLLOWED ON BOTH SIDES OF THE I-215.

3) HOLLAND ROAD TRAIL FROM BRIGGS TO THE WESTERN EDGE OF MENIFEE

THE TRAIL AT HOLLAND ROAD EAST OF BRIGGS IS IN THE COUNTY AREA OF WINCHESTER AND IS A FUTURE COUNTY REGIONAL TRAIL. WEST OF BRIGGS, IN THE CITY OF MENIFEE, THE FUTURE STONEGATE DEVELOPMENT HAS CONDITIONED A MULTIUSE TRAIL ON THE SOUTH SIDE OF HOLLAND, CONTINUING ALONG THE WESTERN EDGE OF THE DEVELOPMENT. THERE IS AN OPEN SPACE EQUESTRIAN USE TRAIL PLANNED ALONG THE HILLS. AS THE TRAIL CONTINUES WEST, THERE IS A MULTIUSE TRAIL WHICH CONTINUES FOR 3 BLOCKS AND ENDS AT MELMORE AVE. GOING WEST ALONG HOLLAND, STANDARD CURB AND SIDEWALK IS INSTALLED UNTIL PALOMAR RD. THERE ARE UNDEVELOPED PARCELS HERE SO THE ASSUMPTION IS THAT STANDARD CURB AND GUTTER WILL BE INSTALLED HERE. WEST OF HANDOVER IS STANDARD CURB AND GUTTER UNTIL HOLLAND ENDS AT ANTELOPE.

RECOMMENDATIONS: THERE IS AMPLE OPPORTUNITY TO INSTALL A CONTINUOUS BIKE LANE ON BOTH SIDES OF HOLLAND ROAD FROM THE 215 EAST TO BRIGGS. THE MULTIUSE TRAIL WHICH BEGINS AT MELMORE SHOULD HAVE BEEN INSTALLED SOUTH ON MELMORE-THROUGH TO THE OPEN SPACE TRAILS AT BELL MOUNTAIN. THERE IS A

30 ACRE UNDEVELOPED PARK AT MELMORE AND HOLLAND WHICH NEEDS TO BE FINISHED BY THE DEVELOPER. ATTENTION NEEDS TO BE PAID HERE AS DEVELOPMENT HAPPENS TO INSURE THIS IMPORTANT REGIONAL TRAIL IS COMPLETED BY FUTURE DEVELOPMENT.

IT IS ANTICIPATED THAT SOME OVERPASS WILL BE CONSTRUCTED OVER THE I-215. THIS SHOULD BE CONSTRUCTED WITH LANES ON EACH SIDE FOR PEDESTRIAN AND BICYCLE USE AS WELL AS A SEPARATE LANE FOR EQUESTRIAN USE.

THERE IS NO TRAIL AT THIS TIME JUST WEST OF THE 215. HOLLAND TO HAUN WILL BE PART OF THE NEW ECONOMIC CORRIDOR WHICH IS AN AREA FOR COMMERCIAL USE. THE MULTIUSE TRAIL DESIGN WOULD NEED TO BE INCORPORATED THROUGH THIS CORRIDOR. WEST OF HAUN THERE IS OPPORTUNITY TO CREATE BIKE LANES ALONG BOTH SIDES OF THE STREET WHICH WOULD TIE IN TO THE EXSISTING COMMUNITY TRAILS AS WELL AS THE WASH ALONG HAUN. THERE IS SOME OPPORTUNITY FOR A MULTIUSE TRAIL BETWEEN SHERMAN AND STERN, HOWEVER HOLLAND MAY BE BEST SUITED FOR BICYCLES AND PEDESTRIAN USES. EQUESTRIAN USES WOULD BE LIMITED HERE. THE REMAINDER OF HOLLAND IS STANDARD CURB AND GUTTER UNTIL HOLLAND BENDS NORTH BEFORE MURRIETA ROAD. GOING WEST ON HOLLAND FROM MURRIETA, THE STREET IS ONE LANE IN BOTH DIRECTIONS, SO ANY TRAIL IMPROVEMENTS WOULD NEED TO BE NEGOTIATED FURTHER BY THE CITY AND PROPERTY OWNERS.

SUMMARY: FOR THIS TRAIL THE EASTERN BOUNDARY IS AT BRIGGS RD. THIS IS A WALKING AND BIKING TRAIL TO THE 215 WHERE IT WILL CROSS OVER ON A BRIDGE IN THE FUTURE. WEST OF THE 215 THE WALKING AND BIKING TRAIL CONTINUES ALL THE WAY TO MURRIETA RD. WHERE THE TWO ENDS DO NOT LINE UP. THE TRAIL ENDS AT ANNAS LANE.

RECOMMENDATIONS: THE MAJORITY OF HOLLAND IS VERY SUITABLE FOR BIKE LANE STRIPING AND PEDESTRIAN USES. TO BE CONTIGUOUS, HOLLAND SHOULD BE REALIGNED BEFORE MURRIETA ROAD, WHICH NOW SEEMS TO BE PRIVATE PROPERTY. WEST OF MURRIETA RD EQUSTRIAN USES MAY BE FEASABLE WITH SOME IMPROVEMENTS INTO A MULTIUSE TYPE OF TRAIL WITH CONNECTION TO THE PROPOSED OVERPASS OVER THE I-215. HOLLAND COULD EASILY HAVE BIKE LANES ACROSS THE ENTIRE CITY.

4) HAUN ROAD TRAIL FROM ZEIDERS AND KELLER TO HAUN AND NEWPORT

THIS IS A MOSTLY UNIMPROVED TRAIL. AT THE "SHOPS AT SCOTT", THE EAST SIDE HAS A SIDEWALK AND PATH. AT WICKERD, THE WEST SIDE IS SIDEWALK ALONG EDISON PROPERTY. AT GARBANI THE WEST SIDE HAS A SIDEWALK ALONG THE TRACT HOMES. HEADING NORTH, THE ROAD IS UNIMPROVED ALONG BOTH SIDES OF THE STREET WITH RANCHES ON THE WEST. FROM HOLLAND THERE IS A MULTI-USE TRAIL ALL THE WAY TO NEWPORT.

THERE ARE 2 DRAINAGE CULVERTS ALONG THE ROAD WHERE THE RANCHES ARE AND A CELL TOWER THAT HAUN CURVES AROUND. NORTH OF NEWPORT, THERE IS THE

DRAINAGE CHANNEL THAT GIVES ACCESS TO SALT CREEK BUT THE GATES ARE LOCKED ON BOTH SIDES. THIS TRAIL IS HARD PACKED DIRT ON BOTH SIDES.

SUMMARY: THIS TRAIL WILL BE A BIKING AND WALKING TRAIL FROM KELLER RD. NORTH ALL THE WAY TO NEWPORT ON THE WEST SIDE.

RECOMMENDATIONS: THE LOCKED GATE AT NEWPORT NEEDS TO BE OPENED TO GIVE ACCESS AND CONNECTIVITY TO THE SALT CREEK TRAIL. IT IS QUESTIONABLE IF HIKERS AND BIKERS COULD CROSS SAFELY AT NEWPORT, AS THE MULTI-USE TRAIL SWINGS TO THE WEST BEFORE IT REACHES NEWPORT. CROSSING TO THE MULTI-USE TRAIL SOUTH OF NEWPORT IS ONLY POSSIBLE AT THE LIGHT AT NEWPORT AND HAUN. THE UNIMPROVED SECTIONS OF HAUN WILL NEED TO HAVE BIKE LANES AND WALKING PATHS OR SIDEWALKS AS THE ROAD IS IMPROVED. IT IS IMPORTANT TO MAINTAIN CONTINUITY ON THE TRAIL ON HAUN.

5) GOETZ ROAD FROM NEWPORT TO ETHANAC

THE PLANNED TRAIL WILL BEGIN AT NEWPORT ROAD AND GOETZ WITH THE AUDIE MURPHY DEVELOPMENT ALONG THE EAST SIDE OF GOETZ. IT WILL BE OF MULTI USE TRAIL DESIGN. IF THE TRAIL WILL CONTINUE NORTH, THE CITY WILL HAVE TO SECURE RIGHTS OF WAY SINCE ALONG THE WEST SIDE OF GOETZ THERE ARE MANY OBSTACLES TO TRAIL CONSTRUCTION, INCLUDING DRIVEWAYS, FENCING, AND DITCHES ON EITHER SIDE OF GOETZ. BEGINNING AT ROCK CANYON DRIVE, THERE IS AN EXCELLENT MULTIUSE TRAIL IN USE AT THE CANYON HEIGHTS DEVELOPMENT WHICH IS CURRENTLY BEING EXTENDED NORTH TO WELLES PLACE. GOING NORTH FROM HERE, THE TRAIL CURRENTLY WOULD HAVE TO AGAIN BE CONFIGURED AROUND MANY OBSTACLES, INSUFFICIENT ROAD WIDTH, PRIVATE DRIVEWAYS, ETC. AS GOETZ CONTINUES NORTH OF MAGANESE ROAD, THERE IS VERY LITTLE SHOULDER TO CREATE A TRAIL. AT SOTELO ROAD AND GOETZ, THERE WOULD BE SUFFICIENT AREA TO CREATE A TRAIL ON THE EAST SIDE OF THE STREET SINCE HERE THE WEST SIDE OF GOETZ IS IN THE CITY OF PERRIS. GOETZ THEN CONTINUES NORTH TO ETHANAC WHICH IS MENIFEE'S CITY LIMITS, WITH SUFFICIENT AREA FOR TRAIL CONSTRUCTION.

SUMMARY: THIS TRAIL IS A NORTH/SOUTH REGIONAL TRAIL. THIS TRAIL IS BLOCKED AT THE SOUTH END BY A BLOCK WALL AT THE AUDIE MURPHY DEVELOPMENT. THIS TRAIL NEEDS TO TRAVEL ALONG THE WEST SIDE. AT CANYON HEIGHTS THERE IS A DG AND WALKING TRAIL FOR 650 FEET ON THE WEST SIDE. AT THE NORTHERN END THE TRAIL CROSSES BACK AND FORTH FROM MENIFEE INTO PERRIS AS THE CITY BORDER CHANGES ALONG GOETZ RD. THE TRAIL NEEDS TO STAY ALONG THE WEST SIDE ALL THE WAY.

RECOMMENDATIONS: THE GOETZ TRAIL PRESENTS MANY CHALLENGES. IT MAY BE EASIER TO ACHIEVE CONNECTIVITY WITH SOME EXPLORATION EITHER EAST OF GOETZ ALONG THE HILLSIDES OR WEST OF GOETZ WHICH WOULD TAKE IT THROUGH PARTS OF CANYON LAKE, OR KABIAN PARK. THE MAJOR PROBLEMS WITH CREATING A CONTINUOUS TRAIL ALONG GOETZ ARE THE PREVIOUSLY DESCRIBED OBSTACLES,

INSUFFICIENT ROAD WIDTH AND MANY PRIVATE DRIVEWAYS ON PRIVATE PROPERTY. A MAJOR COMMITMENT FROM THE CITY WILL BE NEEDED TO CREATE CONNECTIVITY. THE CITY OF MENIFEE NOW HAS A GRANT AS PART OF "THE SAFE ROUTE TO SCHOOL PROJECT" WHICH WOULD PROVIDE A PATHWAY AND SPLIT RAIL FENCING BETWEEN SOUTH BOUND GOETZ ROAD TRAFFIC & THE DIRT PATH. IT WOULD PROVIDE A SAFER WALKING PATH ON THE WEST SIDE OF GOETZ FOR 650 FEET FROM CALIFORNIA PLACE TO AVENIDA ROBLE. PERHAPS THIS GRANT COULD BE EXTENDED BOTH NORTH AND SOUTH ALONG THE WEST SIDE OF GOETZ ROAD.

6) MENIFEE ROAD NORTH FROM SCOTT TO MAPES

ON THE WEST SIDE OF THE ROAD THERE ARE NO DISCERNIBLE PATHS IN DIRT, WEEDS, ROCKS, GOPHER HOLES, AND OBSTRUCTIONS (TREES AND DUMPSTER). ON THE EAST SIDE OF THE ROAD-THE MURRIETA CITY DG PATHWAY STOPS AT SCOTT ROAD. THE ONLY WAY TO LEGALLY CROSS SCOTT ROAD IS ON THE WEST SIDE OF THE ROAD VIA A CROSSWALK. ON THE WEST SIDE OF THE ROAD NORTH OF SCOTT THERE IS A SMALL DIRT PATHWAY WITH ROCKS AND WEEDS. OBSTRUCTIONS SUCH AS FLOOD CONTROL DITCHES, TRASH CANS, AND FENCES ARE PRESENT. THESE CONDITIONS CONTINUE UNTIL JUST PAST GARBANI ROAD.

ON THE WEST SIDE OF THE ROAD THERE IS A CONCRETE CURB AND GUTTER WITH A BIKE LANE CONTINUING TO CRAIG. AT THIS POINT THE BIKE LANE ENDS BUT THE SIDEWALK CONTINUES. THERE IS A 4-WAY STOP AND CROSSWALK AT HOLLAND ROAD AND A ONE-WAY CROSSING AT LAPIEDRA. THE CONCRETE CURB AND GUTTER CONTINUES TO NEWPORT. ON THE EAST SIDE OF THE ROAD BETWEEN TRES LAGOS AND NEWPORT THERE IS ALSO A DECOMPOSED GRANITE PATH. THERE IS A SMALL BREAK IN THE CONCRETE JUST AFTER NEWPORT ON THE EAST SIDE ONLY. THE CONCRETE CURB AND GUTTER CONTINUES ON THE WEST SIDE ONLY. THERE IS A SMALL SECTION OF A DIRT PATH JUST BEFORE SALT CREEK BRIDGE. THESE CONDITIONS EXIST TO THE END OF THE PAVED MENIFEE ROAD WHERE IT INTERSECTS WITH THE RIVERSIDE COUNTY REGIONAL TRAIL THAT GOES BEHIND THE OASIS. ON THE EAST SIDE ONLY THERE IS A SMALL SECTION OF DECOMPOSED GRANITE AT THE END OF MENIFEE ROAD.

ON THE EAST SIDE OF MENIFEE ROAD THE EDISON EASEMENT ROAD IS USED AS A FOOT PATH. THIS GOES BEHIND THE TRACT HOMES AND ENDS NEAR THE LAKES DEVELOPMENT.

ON THE EAST SIDE OF THE ROAD THERE IS CONCRETE CURB AND GUTTER UP TO THE EASEMENT AT THE RAILROAD TRACKS. THERE IT CHANGES TO A DIRT PATH WITH NO PROPER CROSSING AT THE TRAIN TRACKS. THE DIRT PATH CONTINUES TO BISLAYNE WHERE IT BECOMES CURB AND GUTTER IN FRONT OF EDISON AND ARCO. THERE IS NO CROSSING ON THE EAST SIDE OF THE ROAD AT ROUTE 74. YOU MUST CROSS MENIFEE ROAD ON THE WEST SIDE. THE TRAIL CONTINUES PAST ROUTE 74 IN SANDY DIRT, WITH ROCKS AND WEEDS. THE EDISON EASEMENT ON THE WEST SIDE OF THE ROAD STARTS JUST SOUTH OF TRIPLE CROWN AND CONTINUES TO MAPES ROAD WITH LOTS OF ROCKS IN THE TRAIL.

SUMMARY: STARTING AT WOODBINE AT THE SOUTHERN BORDER OF THE CITY, THE TRAIL HEADS NORTH ON THE EAST SIDE UP TO GARBANI. MENIFEE ROAD CUTS TO THE WEST SIDE WITH A BIKING AND WALKING TRAIL UP TO HOLLAND. THEN THE TRAIL CROSSES TO THE EAST SIDE UP TO NEWPORT. STAYING ON THE EAST SIDE, THE TRAIL CONTINUES NORTH. THE TRAIL WILL CHANGE INTO A MULTI-USE TRAIL AT ALDERGATE AND STAY ON THE EAST SIDE ALL THE WAY TO MAPES.

RECOMMENDATIONS: THE ROUTE 74 INTERSECTION IS A HIGHLY DANGEROUS ONE FOR MOTORISTS, CYCLISTS, EQUESTRIANS, AND PEDESTRIANS. THERE ARE NO DEDICATED LEFT HAND TURN LANES OR PROPER CROSSWALKS. THIS CREATES A POTENTIALLY DEADLY SITUATION. IT IS RECOMMENDED THAT A PROPER CROSSING BE CREATED AT THE RAILROAD TRACKS AND THAT LEFT HAND TURN LANES, IN BOTH DIRECTIONS, BE INSTALLED ON ROUTE 74 AND MENIFEE ROAD. PROPER LIGHTING IS ALSO REQUIRED. IT IS ALSO RECOMMENDED THAT IMPROVEMENTS BE MADE IN THE DRAINAGE AND TRAILS SYSTEMS AT MENIFEE AND MAPES ROADS. THERE SHOULD BE A CONTINUOUS BIKE LANE NORTH FROM KELLER TO ALDERGATE ROADS.

7) LINDENBERGER ROAD NORTH FROM NEWPORT TO MAPES ROADS

THE TRAIL BEGINS AS AN IMPROVED MULTI USE TRAIL WITH SPLIT RAIL FENCING AND DG AT NEWPORT RD. IT CONTINUES NORTH UNTIL JUST NORTH OF FALCON HILL DR. THE MULTI USE PART OF THE TRAIL THEN EMPTIES INTO LINDENBERGER, BUT THE SIDEWALK CONTINUES NORTH UNTIL THE GOLF COURSE. THE TRAIL CROSSES LINDENBERGER AND SEEMS TO CONTINUE ON THE EAST SIDE OF LINDENBERGER JUST NORTH OF GRANDE VISTA. THERE IS INSUFFICIENT SHOULDER ON THE EAST SIDE OF LINDENBERGER AT THE HOUSING DEVELOPMENT SO THE LOGICAL CONNECTIVITY SHOULD BE ACHIEVED BY CREATING A TRAIL ON THE NORTHERN EDGE OF THE FUTURE RANCON "ALDEA NORTH" DEVELOPMENT. THIS WOULD MEANDER THRU THE DEDICATED OPEN SPACE HERE AND PROVIDE A CONNECTION TO THE SALT CREEK TRAIL. THERE IS A FUTURE EQUESTRIAN STAGING AREA PLANNED ON APPROXIMATELY 2 ACRES ON THE NORTH SIDE OF SALT CREEK. THIS IS A FUTURE COUNTY REGIONAL TRAIL WHICH WILL GO FROM HERE, NORTH ON LINDENBERGER TO SIMPSON, EAST ON SIMPSON AND THEN CONTINUES NORTH ON BRIGGS. THE TRAIL WILL GO NORTH AS A REGIONAL "DESIGN GUIDELINES" TRAIL AND CONTINUE THROUGH AND PAST FLORIDA AVE. THROUGH TO MAPES ON THE NORTH EAST EDGE OF MENIFEE.

RECOMMENDATIONS: CONNECTIVITY HERE IS THE MAJOR ISSUE. CO-ORDINATION WITH RANCON AND THE COUNTY IS IN ORDER TO ACHIEVE A CONTINUOUS TRAIL, WHICH WILL BE A MAJOR NORTH SOUTH RECREATIONAL ASSET FOR THE CITY.

8) CRAIG ROAD FROM MENIFEE TO WEST OF BYERS ROAD

CRAIG BEGINS AT THE BASE OF BELL MOUNTAIN AT MENIFEE RD. IT IS A 2 LANE STREET WITH STANDARD CURB AND GUTTER GOING WEST UNTIL IT ENDS AT ANTELOPE AND THE 215 FWY. WEST OF THE 215 CRAIG CURRENTLY BEGINS WEST OF HAHN RD AS AN UNIMPROVED DIRT ROAD WITH THE BURNS HORSE RANCH TO THE SOUTH AND OPEN

SPACE CONSERVATION [RINGING ROCK] PROPERTY ON THE NORTH. CRAIG TERMINATES HERE INTO A PRIVATE DRIVEWAY GOING INTO THE HILLS. CRAIG THEN BEGINS AT LINDA LEE DRIVE AS AN UNIMPROVED DIRT ROAD UNTIL BRADLEY. GOING WEST FROM HERE, CRAIG CONTINUES WEST PAST THE HIGH SCHOOL AS A TWO LANE PAVED ROAD GOING WEST OF MURRIETA ROAD UNTIL IT AGAIN TURNS INTO AN UNIMPROVED DIRT ROAD PAST BYERS ST. IT CONTINUES FOR APPROXIMATELY 1 BLOCK UNTIL IT TERMINATES INTO 2 PRIVATE DRIVEWAYS, BOTH GATED WITH NO TRESSPASSING SIGNS POSTED.

RECOMMENDATIONS: CRAIG, WEST OF MENIFEE, IS APPROPRIATE FOR HIKING AND BIKING ONLY. WEST OF THE 215, A TRAIL WOULD HAVE TO BE CONDITIONED GOING ALONG THE SOUTH SIDE WITH ANY FUTURE DEVELOPMENT.

WEST OF BRADLEY, A MULTIUSE TRAIL SHOULD BE CONDITIONED ALONG THE SOUTH SIDE OF THE STREET, SINCE IT WILL HAVE CONNECTIVITY TO THE EVANS MULTI USE TRAIL. SINCE THIS IS AN OBVIOUS ROUTE TO THE HIGH SCHOOL, THE CITY SHOULD ASCERTAIN IF "SAFE ROUTES TO SCHOOL" FUNDING COULD BE OPTIMIZED HERE. THE MULTI USE TRAIL WEST OF EVANS SHOULD CONTINUE ON THE SOUTH SIDE OF THE STREET, WHICH WILL THEN FEED INTO THE CALDER RANCH DEVELOPMENT. HERE, CONNECTIVITY IS AN ISSUE WHICH NEEDS TO BE RECTIFIED TO ACHIEVE A CONNECTION INTO THE HILLS WEST OF THE CITY, WHICH COULD CONNECT TO THE HERCK BOURIS ELEMENTARY SCHOOL IN LAKE ELSINORE. THIS COULD BE AN EXCELLENT "CROSS COUNTRY" ROUTE FOR PALOMA HIGH SCHOOL TRACK AND FIELD USES.

9) VALLEY BLVD NORTH FROM SALT CREEK TO GOETZ ROAD TO ETHANAC

THE TRAIL ALONG VALLEY BLVD BEGINS AT SALT CREEK WITH A DIRT PATH AT THE WATER RECLAMATION PLANT. THIS PROPERTY SEEMS TO BE AN UNIMPROVED RIGHT OF WAY ON THE EAST SIDE OF THE STREET GOING NORTH. THERE IS TRASH [OLD FURNITURE, CAR PARTS ETC] HERE WHICH NEED TO BE REMOVED. VALLEY CONTINUES NORTH AS STANDARD CURB AND GUTTER, HOWEVER, THERE IS AN APPROXIMATELY 15 FT SECTION OF LANDSCAPING SETBACK FROM THE CURB IN WHICH A TRAIL COULD BE CREATED. NORTH OF RIDGEMOOR RD, THE UNIMPROVED RIGHT OF WAY BECOMES APPROXIMATELY 30 FEET AND THE TRAIL COULD BE CREATED USING CAPITAL IMPROVEMENT FUNDS, SINCE BOTH SIDES OF VALLEY BLVD HAVE ALREADY BEEN DEVELOPED. THIS UNIMPROVED RIGHT OF WAY CONTINUES NORTH UNTIL CHERRY HILLS BLVD. VALLEY CONTINUES NORTH FROM HERE AS A 2-LANE PAVED ROAD WITH BLACKTOP.

VALLEY CURRENTLY DEAD ENDS AT MCALL AND WILL EVENTUALLY BE IMPROVED UPON DEVELOPMENT. VALLEY PICKS UP AGAIN SOUTH OF CHAMBERS AND CONTINUES NORTH UNTIL IT ONCE AGAIN DEAD ENDS AT THORTON AVE. HERE AGAIN VALLEY BLVD WILL BE IMPROVED UPON DEVELOPMENT WHERE IT WILL MERGE WITH GOETZ ROAD AND THEN CONTINUE TO ETHANAC.

RECOMMENDATIONS: VALLEY BLVD AT SALT CREEK WILL BE A VERY IMPORTANT CONNECTION FOR FUTURE TRAIL CONNECTIVITY. EVERYTHING NORTH OF HERE WILL HINGE ON BEING ABLE TO SAFELY ACCESS SALT CREEK. THE CITY SHOULD EXAMINE THE PROPERTY AND TRAIL AT THE DESALINATION PLANT. THE TRAIL HERE COULD ALSO BE IMPROVED WITH CAPITAL IMPROVEMENT FUNDS. THE CITY SHOULD DO THE SAME FOR VALLEY BLVD NORTH OF RIDGEMOOR RD ALL THE WAY TO CHERRY HILLS. A FINE NORTH-

SOUTH COMMUNITY TRAIL COULD BE CREATED HERE WITH MINIMAL EFFORT IN THE FUTURE.

10) MURRIETA ROAD SOUTH FROM ETHANAC TO SCOTT

THERE IS DIRT, GRAVEL, AND WEEDS ON BOTH SIDES OF THE ROAD. THERE IS NO DISCERNIBLE ROAD UNTIL YOU GET TO MCLAUGHLIN WHERE IT TURNS TO CONCRETE CURB AND GUTTER WITH A SIDEWALK. IT THEN CHANGES TO DIRT AGAIN AT THE MENIFEE BIBLE CHURCH, WHICH CONTINUES UNTIL ROUSE ROAD. AT ROUSE ROAD THERE IS A CONCRETE CURB AND GUTTER AGAIN. THERE IS ALSO A GOLF CART LANE THAT STARTS NEAR THE CATHOLIC CHURCH AND ENDS AT SALT CREEK.

THERE IS A DECOMPOSED GRANITE PATHWAY WIDE ENOUGH FOR A VEHICLE AND WELL MAINTAINED. IT IS FREE OF WEEDS AND ENDS JUST BEFORE THORNTON AVENUE WHERE IT BECOMES DIRT AND GRAVEL. AFTER THORNTON THERE IS CONCRETE CURB AND GUTTER FOR APPROXIMATELY 100 YARDS AND IT THEN BECOMES DIRT AND GRAVEL AGAIN. THERE IS CURB, GUTTER AND SIDEWALK AT MENIFEE STORAGE BUT THEN CHANGES BACK TO DIRT UNTIL CHAMBERS. AT CHAMBERS IT IS GRASS AND CURB IN FRONT OF THE HILLSIDE ESTATES. AT THE CATHOLIC CHURCH IT TURNS BACK TO CURB, GUTTER, AND SIDEWALK. THE GOLF CART LANE STARTS NEAR THE CATHOLIC CHURCH AND ENDS AT SALT CREEK.

THERE IS CONCRETE CURB AND GUTTER UP TO THE AREA ACROSS THE STREET FROM THE RANCHO DEL SOL DEVELOPMENT WHERE IT TURNS TO DIRT AND ROCKS ON THE WEST SIDE. ON THE EAST SIDE IT IS CONTINUOUS CONCRETE CURB AND GUTTER ALL THE WAY TO SALT CREEK. THERE IS NO SPECIAL TRAIL, ONLY THE ROAD SHOULDER, TO CROSS SALT CREEK. AFTER SALT CREEK, THE TRAIL CONTINUES AS A DIRT PATH WITH WEEDS UP TO PARK CITY AVENUE, WHERE IT BECOMES CONCRETE CURB AND GUTTER UP UNTIL LAZY CREEK. AT LAZY CREEK, THE TRAIL ON THE WEST SIDE BECOMES DIRT AND GRAVEL WHILE ON THE EAST SIDE IT IS CONCRETE CURB AND GUTTER UP TO STATOR BROTHERS CENTER WHERE THERE IS AN ASPHALT RAMP TO CONCRETE CURB AND GUTTER UNTIL NEWPORT ROAD.

THERE IS CONCRETE CURB AND GUTTER IN FRONT OF WALGREENS. THIS ENDS IMMEDIATELY AFTER WALGREENS TO DIRT AND LARGE ROCKS. ON THE EAST SIDE OF THE ROAD THERE IS A SLIGHTLY BETTER DIRT PATH INTERMITTENTLY. THIS CONTINUES UNTIL FARMINGTON ROAD WHERE THERE IS A SHORT DIRT CAR PATH UNTIL THE GUARD RAIL WHERE THERE IS A VERY NARROW PATH LEADING UP TO HOLLAND ROAD. AT HOLLAND, IT BECOMES A SCARY BLIND CURVE WITH LITTLE ACCESS. JUST PAST THE CURVE ON THE EAST SIDE, THERE IS CONCRETE CURB AND GUTTER UP TO CORSON AVENUE. THERE IT CHANGES TO A DIRT PATH UP TO CRAIG ROAD. AT CRAIG ROAD YOU ARE FORCED BACK TO THE WEST SIDE WHERE THERE IS CONCRETE CURB AND GUTTER TO JUST PAST BETH DRIVE WHERE IT CHANGES BACK INTO A DIRT PATH. THERE IS SOME OBSTRUCTION BY FENCES AT GARBONI ROAD, BUT OTHERWISE, IT IS JUST A NARROW PATH IN THE DIRT UP TO SCOTT ROAD.

SUMMARY: THE TRAIL IS ALONG THE EAST SIDE TO CRAIG WHERE IT CHANGES TO THE WEST SIDE. THIS IS AN ALL BIKING AND WALKING TRAIL ALL THE WAY TO ETHANAC.

BRADLEY ROAD FROM NEWPORT TO SOUTH OF SCOTT

THIS IS MOSTLY UNIMPROVED OR SIDEWALKS NORTH OF NEWPORT. SOUTH OF NEWPORT, THERE ARE SIDEWALKS ONLY ON THE EAST SIDE. ON THE WEST SIDE, THERE IS A MULTI-USE TRAIL FROM RIM CREEK PATH TO ALTA MIRA WHERE IT CHANGES TO JUST SIDEWALK ALL THE WAY TO HOLLAND. SOUTH OF HOLLAND IT IS UNIMPROVED EXCEPT FOR THE HIGH SCHOOL WHICH HAS A SIDEWALK. NORTH OF GARBANI IS ALSO UNIMPROVED.

SUMMARY: THIS TRAIL STARTS AT SCOTT RD. HEADING NORTH TO WICKERD ON THE EAST SIDE AS A BIKE AND WALKING TRAIL. TO CONNECT TO THE UPPER PORTION AT TUPELO AND BRADLEY, THE TRAIL NEEDS TO GO EAST AT WICKERD TO SHERMAN THEN NORTH TO TUPELO AND BACK WEST TO BRADLEY. THE TRAIL RUNS ON THE EAST SIDE OF BRADLEY TO SALT CREEK THEN MUST CROSS OVER TO CONTINUE TO CHERRY HILLS BLVD.

RECOMMENDATIONS: THIS TRAIL NEEDS CONTINUITY AND CONNECTIVITY. THE ONLY WAY TO CONTINUE SOUTH ON BRADLEY PAST GARBANI IS TO GO EAST TO SHERMAN BY WAY OF TUPELO OR GARBANI (THIS IS DANGEROUS DUE TO NARROW ROAD CONDITIONS AND CURVES). SHERMAN AT TUPELO IS PAVED WITH A SIDEWALK. AT GARBANI IT IS A PRIMITIVE DIRT ROAD ALL THE WAY TO WICKERD. AT WICKERD YOU GO WEST ON A DIRT ROAD UP OVER THE HILL TO BRADLEY. THE ROAD FROM GARBANI GOING SOUTH IS ALL UNIMPROVED ALL THE WAY SOUTH OF SCOTT. THIS DEAD ENDS INTO A RANCH WITH "NO TRESPASSING" SIGNAGE.

BRIGGS ROAD TRAIL FROM CURZULLA TO MAPES

AT THIS TIME BRIGGS EXISTS AS AN UNIMPROVED DIRT ROAD FROM CURZULLA TO WOODBINE. IT THEN IS PAVED FROM WOODBINE TO PAST SCOTT. THERE IS A PLANNED MULTI USE TRAIL ONE BLOCK NORTH OF SCOTT UPON COMPLETION OF THE TRACT HERE. STARTING AT KONA GOLD ST, THERE IS A COMPLETED MULTI USE TRAIL ON BOTH SIDES OF THE STREET TO EAGIN RD. NORTH OF EAGIN, THE MULTIUSE TRAIL CONTINUES ON THE EAST SIDE 1 BLOCK NORTH UNTIL THE IMPROVED PORTION OF BRIGGS ENDS. BRIGGS CONTINUES NORTH AS A FLAT DIRT ROAD WITH WASHBOARD DESIGN UNTIL IT ENDS AT GARBANI RD. FROM HERE THE MULTI USE TRAIL WILL HAVE TO BE CONDITIONED ALONG THE NORTH SIDE OF GARBANI[EDISON EASEMENT] UNTIL BRIGGS CONTINUES NORTH AGAIN. BRIGGS CURRENTLY RUNS NORTH THRU TO DOMENIGONI PARKWAY. AT OLD NEWPORT, BRIGGS CONTINUES AS A DIRT TRAIL ALONG THE EASTERN EDGE OF THE FUTURE RANCON "ALDEA" PROJECT. BRIGGS ENDS AT DOMENIGONI. IT PICKS UP AGAIN JUST NORTH OF SALT CREEK ALONG THE EASTERN EDGE OF MENIFEE. BRIGGS IS NOW PARTIALLY PAVED NORTH OF SIMPSON AND THEN CONTINUES AS A DIRT ROAD UNTIL JUST NORTH OF MCLAUGHLIN AT HERITAGE HIGH

SCHOOL. FROM HERE, BRIGGS IS AN IMPROVED 2 LANE ROAD NORTH TO MAPES RD WHICH IS THE NORTH EAST BORDER OF MENIFEE.

SUMMARY: THE TRAIL STARTS AT THE SOUTHERN BORDER AT CRUZULLA GOING NORTH. THE TRAIL MUST DETOUR TO CROSS SCOTT SAFELY. THE TRAIL WILL TRAVEL NORTH ON BRIGGS TO WOODBINE GOING WEST TO LINDENBERGER AND NORTH AGAIN CROSSING SCOTT TO GARBANI. IT CROSSES GARBANI TO THE EAST SIDE TRAVELING EAST TO LOS CARRIZOS NORTH INTO OPEN SPACE TO HOLLAND AT SOUTH SHORE, EAST ON HOLLAND ON THE SOUTH SIDE TO BRIGGS. STAYING ON THE WEST SIDE, GO NORTH INSIDE THE "NAUTICAL COVE DEVELOPMENT", THEN CONTINUE NORTH ON THE WEST SIDE (IF ROAD IS WIDENED). THE ROAD STOPS SOUTH OF DOMENIGONI PKWY THEN PICKS UP AGAIN AT SIMPSON RD. FROM SIMPSON IT TRAVELS NORTH TO MCLAUGHLIN ON THE WEST SIDE, THEN THE TRAIL CROSSES TO THE EAST SIDE BEFORE THE HIGH SCHOOL. FINALLY, THE TRAIL CONTINUES ACROSS HWY 74 TO MAPES ALL ON THE EAST SIDE.

RECOMMENDATIONS: AS NO DEFINATE EASEMENTS EXSISTS, THE ROAD EASEMENTS WILL MOST LIKELY BE UTILIZED. THESE PATH WAYS WILL BE CLASSIFIED AS "GRADED EASEMENTS SUITABLE FOR HIKING, BIKING, AND EQUESTRIAN USES WHERE FEASIBLE". THE TRAIL AT GARBAN, NORTH TO HOLLAND, WILL BE BUILT AS CONDITIONED WHEN THE PROJECTS ARE DEVELOPED [BELL MOUNTAIN/STONEGATE/NAUTICAL COVE].

BYERS ROAD SOUTH FROM HOLLAND TO WALDON TO BUNDY CANYON-THEN WRIGHT TO KELLER ROAD

BYERS BEGINS GOING SOUTH FROM HOLLAND RD AS AN UNIMPROVED DIRT ROAD. IT CONTINUES AS A NORTH/ SOUTH ROAD IN THIS FASHION UNTIL IT TERMINATES INTO WALDON RD. WALDON ROAD HERE IS ALSO AN UNIMPROVED EAST/ WEST ROAD AND THE TRAIL WILL CONTINUE ALONG THE WEST PORTION UNTIL IT TURNS SOUTH. WALDON RD THEN CONTINUES UNTIL IT TERMINATES AT BUNDY CANYON. GOING A LITTLE WEST ON BUNDY CANYON WILL TAKE YOU TO WRIGHT ROAD WHICH IS ALSO AN UNIMPROVED DIRT ROAD. THIS WILL GO SOUTH TO KELLER, THE SOUTHERN BORDER OF MENIFEE.

RECOMMENDATIONS: THE TRAIL ALONG BYERS IS A MOST IMPORTANT NORTH/ SOUTH TRAIL TO THE ENTIRE WEST SIDE RURAL RESIDENTIAL COMMUNITY, WITH CONNECTIVITY TO THE MANY RURAL STREETS IN THE AREA. THIS TRAIL IS THE EASIEST WAY TO INSURE THAT CONNECTIVITY TO THE SOUTH AND INTO MURRIETA IS ACCOMPLISHED. WHERE WALDON RD ENDS AT BUNDY CANYON, IT WILL CONNECT TO THE WRIGHT ROAD TRAIL TO THE WEST. THIS WILL CONTINUE INTO THE HILLS AND CONNECT INTO THE OPEN SPACE TRAILS SOUTH OF KELLER, INTO MURRIETA, AND BEYOND.

EVANS ROAD TRAIL FROM TUCKER AND SCOTT TO EVANS AND HOLLAND

THE EVANS TRAIL BEGINS AS TUCKER ROAD NORTH OF SCOTT ROAD. SOUTH OF SCOTT IT IS A PAVED PRIVATE DRIVEWAY. TUCKER ROAD IS AN UNIMPROVED DIRT ROAD NORTH OF SCOTT IN POOR CONDITION WITH RUTTING AND A WASHBOARD CONDITION. TUCKER ENDS AT WICKERD. EVANS ROAD BEGINS AT WICKERD AS AN UNIMPROVED DIRT ROAD AND CONTINUES NORTH TO GARBANI. AT GARBANI, THERE IS

AN IMPROVED MULTIUSE TRAIL ALONG THE EAST SIDE OF THE STREET THRU TO CRAIG. FROM CRAIG, THERE IS DEVELOPMENT ON THE WEST SIDE OF THE STREET WITH SUFFICIENT SPACE FOR A MULTIPURPOSE TRAIL UNTIL CORSON. EVANS CURRENTLY DEAD ENDS AT HOLLAND, HOWEVER IS PLANNED TO CONTINUE THROUGH TO LA PIEDRA UPON DEVELOPMENT OF THE PROPERTY BETWEEN HOLLAND AND LA PIEDRA

RECOMMENDATIONS: TUCKER NORTH OF SCOTT IS IN TERRIBLE CONDITION, BUT SUITABLE FOR EQUESTRIAN USES ONLY. ATTENTION IS NEEDED WHEN DEVELOPMENT OCCURS ALONG EVANS SOUTH OF GARBANI, SINCE EVANS WILL MOST LIKELY BE REALIGNED TO BE CONTIGUOUS. THE TRAIL SHOULD BE INCLUDED IN THE AREA OR SPECIFIC PLAN WHEN DEVELOPED. NORTH OF GARBANI, THERE IS AN EXCELLENT MULTI USE TRAIL THRU TO CRAIG WHICH SHOULD BE CONTINUED NORTH ALONG THE EAST SIDE OF EVANS FOR CONTINUITY. THERE IS A FUTURE 20 ACRE WATER THEMED PARK PLANNED HERE WHICH WOULD TIE IN NICELY WITH THE TRAIL ELEMENT. THE MULTIUSE TRAIL DESIGN SHOULD CONTINUE NORTH OF HOLLAND, WITH A SIGNAL AT EVANS AND HOLLAND, THROUGH FUTURE DEVELOPMENT BETWEEN HOLLAND AND LA PIEDRA.

HALEBLIAN ROAD TRAIL FROM GARBANI TO

IT IS CURRENTLY AN UNIMPROVED DIRT ROAD THAT IS IN POOR CONDITION WITH SEVERAL RUTS AND AN UNEVEN SURFACE ITS ENTIRE LENGTH.

SUMMARY: THIS TRAIL GOES FROM SCOTT TO GARBANI AS A MULTI-PURPOSE TRAIL RUNNING INSIDE THE CATALINA PROJECT. THERE WILL BE A SIGNAL AT PALOMAR AND GARBANI TO CROSS TO THE NORTH SIDE OF GARBANI.

RECOMMENDATIONS: THE TRAIL IS CONDITIONED TO BE BUILT AS A MULTI USE TRAIL WHEN THE "CANTALENA" SPECIFIC PLAN IS DEVELOPED.

KELLER ROAD TRAIL WEST FROM THE I-215 TO WRIGHT ROAD AND SCOTT

CURRENTLY THE KELLER TRAIL BEGINS IN MENIFEE UNDER THE 215 FWY. IT IS PARTIALLY PAVED, BUT IS MOSTLY AN UNIMPROVED DIRT ROAD AND SHOULD BE CONSTRUCTED ALONG THE SOUTH SIDE OF KELLER, WHICH IS CURRENTLY IN COUNTY PROPERTY. KELLER IS APPROPRIATE FOR EQUESTRAIN AND BYCYCLE USES, BUT IS NOT SAFE FOR PEDESTRAINS IN THIS AREA. WHERE KELLER ENDS NEAR THE WATER TOWER PAST GLORIA, THERE ARE ENTRANCES TO THE OPEN SPACE TRAILS WHICH CONNECT TO THE HILLS THAT STRADLE MURRIETA, COUNTY OPEN SPACE, MENIFEE AND BEYOND GOING WEST. THE TRAIL FOLLOWS MANY OPEN SPACE TRAILS IN THE HILLS SOUTH OF MENIFEE, THEN RECONNECTS IN MENIFEE AT WRIGHT ROAD AND CONTINUUES IN A NORTHWESTERLY DIRECTION ALONG WRIGHT ROAD AND ENDS AT SCOTT RD. THE TRAIL WILL BE ALONG THE WEST SIDE OF WRIGHT ROAD.

SUMMARY: THE KELLER ROAD TRAIL STARTS UNDER THE 215 AND GOES WEST ON A PAVED ROAD TO HAUN WHERE IT BECOMES A DIRT ROAD. THE TRAIL SHOULD BE ON THE SOUTH SIDE OF KELLER TILL GLORIA WHERE IT TURNS AND GOES NORTH TO CICOTTI ST. THEN THE TRAIL CONTINUES WEST ON CICOTTI ST. TO HOWARD WHERE IT TURNS AND GOES NORTH TO SCOTT RD. THESE ARE GOOD DIRT ROADS FOR HORSES

AND BIKES. ALONG THIS TRAIL THERE ARE ENTRANCES TO OPEN SPACE TRAILS WHICH CONNECT TO THE HILLS THAT STRADDLE MURRIETA (COUNTY OPEN SPACE).

RECOMMENDATIONS: TO ACHIEVE FUTURE CONNECTIVITY, THE TRAIL WOULD BE BEST SUITED TO FOLLOW ALONG THE SOUTH SIDE OF KELLER INTO THE OPEN SPACE TRAILS WITH A POSSIBLE STAGING AREA NEAR THE WATER TOWER. A CONNECTIVE TRAIL FOLLOWING NORTH ALONG GLORIA, EAST ALONG CICOTTI ST, NORTH TO HOWARD RD TO SCOTT AND WEST FROM HOWARD ALONG BILLY LANE WOULD FEED INTO THE LARGELY RURAL PROPERTIES THERE. THERE ARE CURRENTLY MANY UNIMPROVED DIRT ROADS IN THIS AREA THAT ARE APPROPRIATE FOR HIKING, BIKING AND EQUESTRIAN USES.

LINDENBERGER ROAD SOUTH FROM GARBANI TO WOODBINE & COUNTY OPEN SPACE

LINDENBERGER IS CURRENTLY AN UNIMPROVED FLOOD CONTROL EASEMENT SOUTH TO SCOTT. FROM SCOTT, THE TRAIL CONTINUES SOUTH UNTIL IT FEEDS INTO THE NEW COUNTY OPEN SPACE [ANHESIER BUSCH CLYSDALE RANCH].

RECOMMENDATIONS: THE LINDENBERGER TRAIL WILL BE BUILT AS CONDITIONED OVER THE FLOOD CONTROL EASEMENT WHEN THE BELL MOUNTAIN PROJECT IS BUILT. AS DEVELOPMENT OCCURS SOUTH OF WICKERD, THE DEVELOPER MUST INCLUDE A MULTIUSE TRAIL UP TO SCOTT RD. AN EQUESTRIAN HEIGHT CROSSING BUTTON SHOULD BE INSTALLED ON THE LIGHT AT SCOTT AND LINDENBERGER, SINCE THERE IS SUBSTANTIAL EQUESTRIAN CROSSINGS HERE ALREADY.

SUNSET AVENUE NORTH FROM BUNDY CANYON TO GARBANI ROADS

THE TRAIL BEGINS AT COTTONWOOD HILLS DR AND BUNDY CANYON AS AN UNIMPROVED DIRT ROAD. GOING NORTH THE ROAD CURRENTLY GOES PAST 2 RESIDENCES AND TERMINATES INTO A DEEP GULLY. COTTONWOOD HILLS, WHICH IS IN WILDOMAR, CURRENTLY IS THE ONLY WAY TO GET NORTH. COTTONWOOD HILLS CONTINUES NORTH AS AN UNIMPROVED DIRT ROAD. YOU GET BACK TO MENIFEE BY GOING EAST ON ORANGE THEN NORTH ON SUNSET. SUNSET IS ALSO UNIMPROVED DIRT ROAD IN POOR SHAPE AND CONTINUES NORTH UNTIL IT TERMINATES AT GARBANI. HERE IT BECOMES A PRIVATE ROAD.

RECOMMENDATIONS: IN ORDER TO HAVE A CONTIGUOUS TRAIL ALONG THE WESTERN MOST STREET IN MENIFEE [SUNSET], IT IS RECOMMENDED THAT THE TRAIL BE CREATED UPON FUTURE DEVELOPMENT ALONG SUNSET AS IT IS IMPROVED.

SUNSET AVENUE SOUTH FROM BUNDY CANYON TO KELLER ROADS, OR EDMISTON ROAD TO BARKER LANE TO KELLER ROAD

SUNSET AVENUE GOES SOUTH FROM BUNDY CANYON AS AN UNIMPROVED DIRT ROAD, VERY HILLY AND ROUGH. THE ROAD IS JUST BARELY WIDE ENOUGH FOR ONE CAR. AS YOU PROCEED SOUTH, THE ROAD IS A SERIES OF ROLLING HILLS WITH THE CITY OF

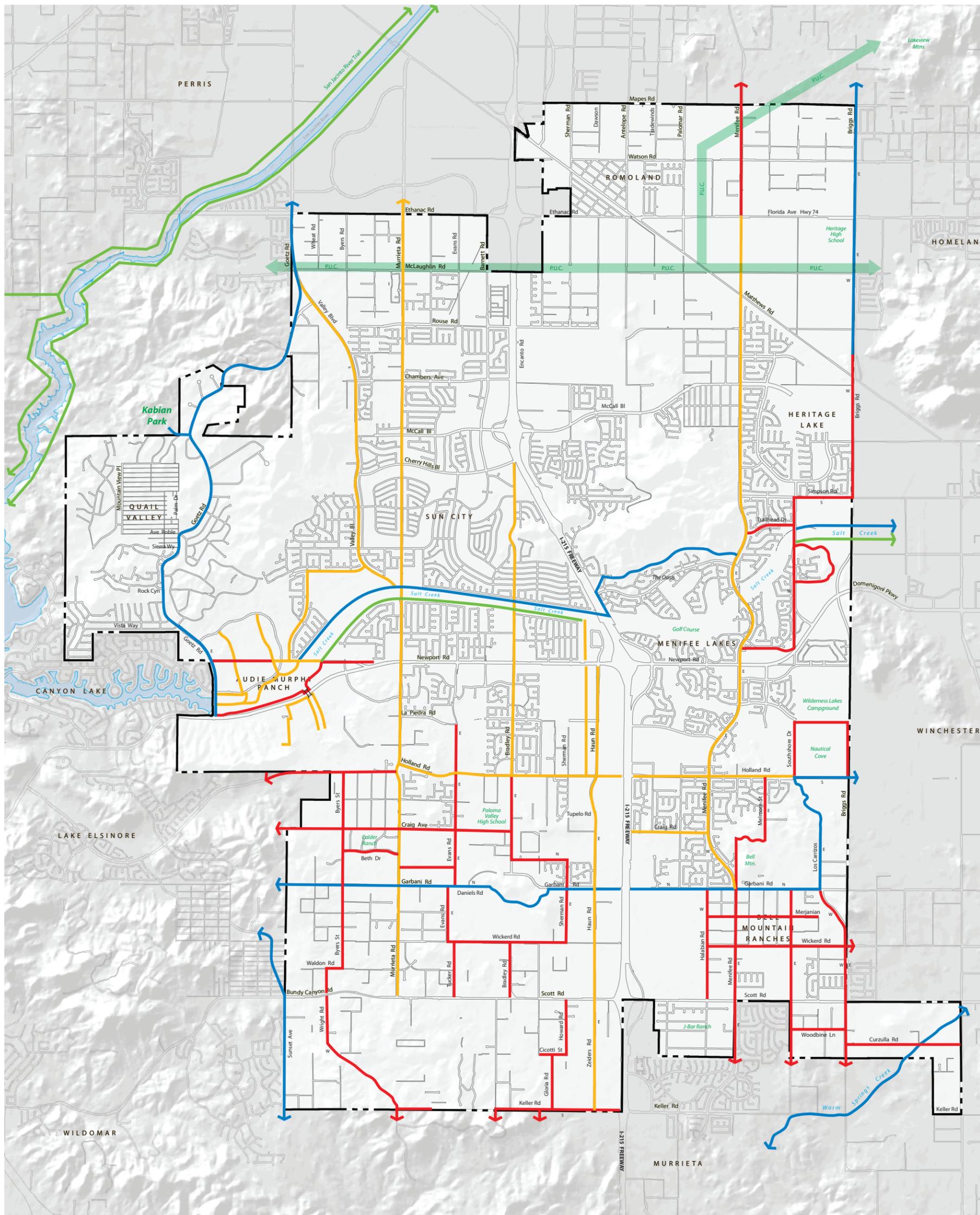
WILDOMAR TO YOUR EAST. AT DEEP WELL ROAD THERE IS A FARM WITH ORANGE ORCHARDS TO THE EAST. THERE ARE PLACES WHERE THE ROAD NARROWS CONSIDERABLY WITH JUST BARELY ENOUGH ROOM FOR ONE CAR TO PASS. WHEN YOU GET TO EDMISTON ROAD, SUNSET DETERIORATES CONSIDERABLY, BUT YOU COULD CONTINUE TO KELLER ROAD. IF YOU GO EAST ON EDMISTON, WHICH IS ALSO AN UNIMPROVED DIRT ROAD BUT IN BETTER SHAPE, AND SOUTH ON BARKER LANE, YOU THEN COME TO KELLER ROAD, WHICH IS THE SOUTHERN BORDER OF THE CITY. HERE TOO THERE IS OPEN UNIMPROVED DIRT FIELDS, WITH THE CITY OF MURRIETA IN FRONT OF YOU.

RECOMMENDATIONS: THE TRAIL ALONG SUNSET AVENUE IS AN EXTREMELY IMPORTANT NORTH/ SOUTH TRAIL TO THE ENTIRE WEST SIDE RURAL RESIDENTIAL COMMUNITY, WITH CONNECTIVITY TO THE MANY RURAL STREETS IN THE AREA. THIS TRAIL IS AN EASY WAY TO INSURE CONNECTIVITY INTO MURRIETA TO THE SOUTH, AS WELL AS INTO WILDOMAR TO THE SOUTHWEST AND LAKE ELSINORE TO THE NORTHWEST. THERE IS EVIDENCE OF MANY HORSE RANCHES IN THE VICINITY WHO USE THESE TRAILS NOW.

Martin H. Rosen, Chair
Menifee Trails Committee
04-25-12

TRAILS - CITY OF MENIFEE

INCLUDES TRAILS COMMISSION VERIFICATIONS AND CORRECTIONS
APRIL 12, 2012



- Combination Class I Bikeway / Regional Trail
- Regional Trail
- Community Trail - Hiking and Biking
- Community Trail - Hiking, Biking and Equestrian
- P.U.C. Public Utility Corridor - Offers Unimproved Trail Use Opportunities

Note:
The trails on this map depict verified locations of existing trail routes per the 2003 Riverside County RCIP. A survey report with supporting notes for each trail has been submitted to the City of Menifee.

This map does not include recommended locations of additional appropriate trail locations.



MENIFEE
GENERAL PLAN

