

MENIFEE TRAILS COMMITTEE
REPORT ON ALL COMMUNITY TRAILS

PHASE 2

MAY 23, 2012

1) ARCADIA LANE SOUTH FROM WRIGHT TO KELLER ROADS

ARCADIA LANE IS CURRENTLY AN UNIMPROVED DIRT ROAD THAT GOES SOUTH FROM WRIGHT ROAD. IT IS IN POOR SHAPE AND IN NEED OF SCRAPING. IT CONTINUES SOUTH PAST SEVERAL RURAL PROPERTIES AND TERMINATES AT KELLER ROAD [THE SOUTHERN BORDER OF MENIFEE].

RECOMMENDATIONS: ARCADIA PROVIDES IMPORTANT COMMUNITY ACCESS TO KELLER ROAD AND THE OPEN SPACE TRAILS IN THE HILLS SOUTH OF MENIFEE AND WILL NEED TO BE IMPROVED AT A FUTURE TIME.

2) ASCOT WAY NORTH FROM SCOTT TO HEIM ROADS

ASCOT WAY IS AN UNIMPROVED DIRT ROAD IN GOOD CONDITION. IT GOES NORTH FROM SCOTT RD AND ABOUT A ¼ MILE NORTH OF HEIM RD IT BECOMES IMPASSABLE BY CAR BECAUSE OF A DEEP GULLY. NORTH OF THE GULLY, IT INTERSECTS WICKERD RD AND THEN CONTINUES NORTH INTO THE HILLS SOUTH OF THE GARBANI TRAIL.

RECOMMENDATIONS: ASCOT WAY PROVIDES IMPORTANT NORTH SOUTH CONNECTIVITY FROM SCOTT RD. THE PROPERTIES SURROUNDING ASCOT WAY ARE MOSTLY UNDEVELOPED, THEREFORE THE ROADWAY IS UNIMPROVED. THE AREA WILL LIKELY BE DEVELOPED AS A MASTER PLANNED COMMUNITY. PROVISIONS FOR A CLASS 1 TRAIL ARE RECOMMENDED TO BE CONSTRUCTED COMENSURATE WITH FUTURE IMPROVEMENTS. CARE SHOULD BE TAKEN TO PROVIDE A CONNECTION VIA WICKERD RD TO THE RECOMMENDED TRAIL ALONG SHERMAN ROAD, THROUGH TO THE GARBANI REGIONAL TRAIL. THIS TRAIL IS AN EXCELLENT EXAMPLE OF CONNECTING BOTH REGIONAL AND COMMUNITY TRAILS.

3) BARNETT ROAD SOUTH FROM ETHANAC TO McLAUGHLIN ROADS

THIS ROAD HAS VERY POOR CONDITIONS ALONG A DEEPLY RUTTED DIRT ROAD.

RECOMMENDATIONS: BARNETT RD. IS UNFINISHED, BUT WILL EVENTUALLY CONNECT TO SUN CITY BLVD. NORTH OF ROUSE RD. THIS WILL BRING CONNECTIVITY ALL THE WAY TO ETHANAC RD. THIS SHOULD BE A YELLOW COMMUNITY HIKING AND BIKING TRAIL.

4) BRIGGS ROAD FROM SCOTT TO WICKERD ROADS

TRAIL IS IN GOOD CONDITION WHERE IMPROVED

RECOMMENDATIONS: TRAIL CONTINUITY IS A PROBLEM HERE. IT BEGINS 1 BLOCK NORTH OF SCOTT AND ENDS IN APPROX. 2 BLOCKS. THE DEVELOPER OF THE PROPERTY FROM SCOTT NORTH NEEDS TO FINISH THE TRAIL. CO-ORDINATION WITH THE COUNTY/ WINCHESTER/ AND MENIFEE IS IN ORDER HERE SINCE THE TRAIL WILL TRAVERSE ALL 3. THE COUNTY DRAFT MAP SHOWS A CONTINUATION OF THE COMMUNITY TRAIL GOING EAST ON WICKERD, THROUGH TO LEON.

5) 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 CURZULLA 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).

6) BUCKWHEAT ROAD SOUTH FROM SCOTT ROAD TO PINEWOOD LANE

BUCKWHEAT ROAD BEGINS SOUTH OF SCOTT ROAD AS A VERY WIDE UNIMPROVED DIRT ROAD IN EXCELLENT SHAPE. AS BUCKWHEAT CONTINUES PAST SEVERAL LARGE LOT RESIDENTIAL PROPERTIES, THERE IS A GATE WHICH PURPORTS "NO TRESSPASSING" SIGNAGE, HOWEVER ,THIS IS A COUNTY ROAD WHICH SHOULD ALLOW ACCESS. UPON INSPECTION, BUCKWHEAT RD CURRENTLY TERMINATES AT PINEWOOD LANE WITH A LOCKED GATE STOPPING ALL ACCESS AROUND TO THE SOUTHERN LOOP TO WILD LILAC ROAD.

RECOMMENDATIONS: TO BE A SUCCESSFUL COMMUNITY TRAIL, A FEW THINGS NEED TO BE CLARIFIED HERE. BUCKWHEAT GOING SOUTH OF WILD LILAC SHOULD BE ACCESSABLE. FUTURE DEVELOPMENT GOING SOUTH ON PINEWOOD LANE WILL COMPLETE THE TRAIL TO KELLER ROAD. ALSO, THE SOUTHERN LOOP ALONG BUCKWHEAT TO WILD LILAC RD IS BLOCKED WITH A GATE. THIS NEEDS TO BE RECTIFIED. FINALLY, WILD LILAC SEEMS ALSO TO HAVE A FUTURE RIGHT OF WAY SOUTH

TO KELLER, HOWEVER AT THIS TIME NO ACCESS IS POSSIBLE DUE TO THE END OF THE PASSABLE ROAD HERE.

7) BYERS ROAD NORTH FROM McLAUGHLIN TO ETHANAC ROADS

ALL OF THIS IS AN UNIMPROVED DIRT ROAD. THERE ARE VERY POOR CONDITIONS IN SOME AREAS WHERE THE ROAD IS DEEPLY RUTTED. SOME AREAS ARE SMOOTHER AND SOME HAVE GRAVEL. THE ROAD IS NOT A STRAIGHT ROAD AS IT APPEARS ON THE MAP. IT CURVES AROUND A LARGE OUTCROPPING OF BOULDERS AT MCLAUGHLIN RD. BEFORE LINING UP AGAIN AND HEADING NORTH TO ETHANAC ROAD.

RECOMMENDATIONS: THIS COULD BE A RED COMMUNITY TRAIL JUST AS IT IS. IT WOULD ACCOMADATE THE HORSE RANCHES NEARBY AND ALONG BYERS ROAD.

8) 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.

9) DAILY ROAD SOUTH FROM SCOTT ROAD (BUNDY CANYON) TO WRIGHT AND KELLER ROADS

DAILY ROAD GOES SOUTH OF SCOTT (BUNDY CANYON)AS AN UNIMPROVED DIRT ROAD IN HORRIBLE SHAPE WITH MANY RUTS AND A WASHBOARD CONDITION. THERE ARE TWO EXTREMELY STEEP HILLS WHICH MUST BE TRAVERSED IN ORDER TO GET TO KELLER RD. DAILY RD TERMINATES AT KELLER WHICH CONTINUES WEST AS AN UNIMPROVED DIRT ROAD IN TERRIBLE SHAPE. KELLER THEN CONNECTS TO WRIGHT ROAD, WHICH GOES NORTH TOWARDS SCOTT RD AND SOUTH INTO THE HILLS AND OPEN SPACES SOUTH OF MENIFEE.

RECOMMENDATIONS: DAILY ROAD IS IN SUCH POOR SHAPE THAT A CAR CAN BARELY TRAVERSE IT. DAILY ROAD ALSO PROVIDES IMPORTANT COMMUNITY CONNECTIVITY TO KELLER ROAD AND THE TRAILS IN THIS RURAL AREA.

10) La Piedra at Mt San Jacinto College East to Menifee Road to Tres Lagos to South Shore Drive

THIS IS MOSTLY SIDEWALK, CURB AND GUTTER WITH SOME AREAS UNIMPROVED. THERE IS A CONCRETE BIKE TRAIL AND SIDEWALK ALONG THE SOUTH SIDE OF TRES LAGOS. THE SIDEWALKS AND BIKE TRAILS THAT ARE ALREADY IN PLACE ARE IN GOOD CONDITION. THERE IS UNIMPROVED DIRT AND GRAVEL ROAD WHERE TRES LAGOS DEAD ENDS AT THE NORTH END OF SOUTH SHORE. SOUTH SHORE IS ONLY PAVED FROM HOLLAND TO BOURIS, AT THIS POINT THERE IS A RUGGED AND SWAMPY OVERFLOW AREA THAT IS YET TO BE IMPROVED. THIS RUGGED AREA MUST BE CROSSED TO GET TO THE DIRT ROAD HEADING NORTH ON SOUTH SHORE TO TRES LAGOS. RECOMMENDATIONS: THE GOAL HERE IS TO MAKE A COMMUNITY HIKING AND BIKING TRAIL THAT LOOPS WHEAT FIELD PARK TO THE SURROUNDING SCHOOLS AND OTHER PARKS INTO A NICE WALKING AND BIKING LOOP.

11) LAPIEDRA ROAD WEST FROM BRADLEY TO FARMINGTON ROADS

THIS TRAIL IS MOSTLY CURB AND GUTTER UNTIL MURRIETA RD. MOUNTAIN PARK DRIVE IS UNIMPROVED DIRT, BUT THE FIRST 1000 YARDS WILL BE IMPROVED BY THE AUDIE MURPHY PEOPLE TO BECOME THEIR EASTERN ENTRANCE. BEYOND THAT, IT IS A WORN 2-LANE ASPHALT ROAD. FARMINGTON ROAD GOING WEST IS BROKEN UP ASPHALT THAT NEEDS RESURFACING. ON LAPIEDRA ROAD IMPROVEMENT BY DEVELOPER IS IN PLACE WITH PROVISIONS FOR A SIDEWALK FOR HIKING AND BIKING BUT NO EQUESTRIAN. PAST PINE CREEK RD GOING WEST ABOUT 200 FEET, THE PROVISION FOR A TRAIL BEGINS. AT EVANS RD, ADJACENT TO THE EVANS RANCH SCHOOL, THE TRAIL RIGHT OF WAY IS LOST AND WE GO TO JUST SIDEWALK AND LANDSCAPING. THE RIGHT OF WAY IS RESTORED PART OF THE WAY ALONG THE ELEMENTARY SCHOOL. THE SOUTH SIDE OF THE ROAD IS CURRENTLY UNDEVELOPED. IT IS SUGGESTED THAT TRAILS PROVISIONS BE PLACED IN DESIGN. AT WHITE FUR RD THE SIDEWALK ENDS AND THE AREAS ON BOTH SIDES ARE MOSTLY UNDEVELOPED. JUST BEFORE MURRIETA RD THE HOMEOWNER ON THE NORTH SIDE PUT IN A WALL THAT ENDS INTO THE RIGHT OF WAY. BEYOND MURRIETA RD THE ROAD IS CALLED MOUNTAIN PARK DRIVE AND IS AN UNIMPROVED DIRT ROAD THAT WILL BECOME THE EASTERN ENTRANCE TO AUDIE MURPHY RANCH AND WILL BE IMPROVED 1000 YARDS FROM MURRIETA RD. THE ROAD THEN TAPERS BACK TO AN EXISTING ASPHALT TWO LANE ROADWAY. THE ROAD TERMINATES AT FARMINGTON ROAD. GOING WEST AT FARMINGTON THE ROAD IS BROKEN UP ASPHALT THAT NEEDS RESURFACING. EQUESTRIAN PROVISIONS WOULD SERVE THIS AGRARIAN NEIGHBORHOOD. IT MIGHT BE POSSIBLE TO ACCESS THE PECHANGA TRAIL FROM FARMINGTON ROAD. THE PECHANGA SACRED AREA IS ON THE SOUTH SIDE OF FARMINGTON. FROM THE TERMINUS OF FARMINGTON RD YOU CAN LOOK DOWN ONTO THE AUDIE MURPHY RANCH.

RECOMMENDATIONS: A BIKE LANE SHOULD BE INSTALLED ALONG LAPIEDRA RD. IT IS SUGGESTED THAT TRAILS PROVISIONS BE PLACED IN DESIGN WHEN THE SOUTH SIDE OF LAPIEDRA RD IS DEVELOPED, AS WELL AS BOTH SIDES PAST WHITE FUR RD. THIS STREET WILL EVENTUALLY BE DEVELOPED AND IT IS IMPORTANT THAT STAFF REMEMBER TO PUT IN TRAILS. THE WALL IN THE RIGHT OF WAY JUST BEFORE MURRIETA RD WILL HAVE TO BE REMOVED. THIS WILL NEED TO BE HANDLED BY STAFF. FARMINGTON ROAD CAN EASILY SERVE AS A COMMUNITY TRAIL FOR HIKING, BIKING, AND EQUESTRIAN USES.

12) 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.

13) LINDENBERGER ROAD AND WOODBINE EAST TO CURZULLA AND LEON ROADS

GOING EAST FROM LINDENBERGER, WOODBINE EXISTS AS AN UNIMPROVED DIRT ROAD IN THE RURAL RESIDENTIAL AREA SOUTH OF SCOTT. IT CONTINUES UNTIL IT ENDS AT BRIGGS RD. HERE THE TRAIL WILL MOVE SOUTH ALONG THE EDISON EASEMENT. THE TRAIL THEN WILL GO EAST ON CURZULLA, WHICH IS ALSO AN UNIMPROVED DIRT ROAD, UNTIL IT ENDS AT LEON, WHICH IS THE EASTERN EDGE OF THE CITY OF MENIFEE

RECOMMENDATIONS: THIS MULTIUSE COMMUNITY TRAIL WITH HIKING, BIKING, AND EQUESTRIAN PROVISIONS, PROVIDES IMPORTANT EAST WEST CONNECTIVITY TO THE RESIDENTS HERE THAT HAVE HEAVY EQUESTRIAN USES. THE TRAIL PROVIDES ACCESS TO THE NEW OPEN SPACES [BUSCH PROPERTIES] VIA LINDENBERGER, THE WARMS SPRING CREEK TRAIL, AND LEON ROAD WHICH WILL PROVIDE A CONNECTION TO TRAILS EAST OF THE CITY.

14) LINDENBERGER ROAD SOUTH FROM GARBANI ROAD TO GOLDEN JAY LANE

THE TRAIL EXISTS AS AN EVMWD EASEMENT ON THE EAST SIDE OF LINDENBERGER WHICH WILL FEED INTO WARM SPRINGS CREEK SOUTH OF SCOTT RD IN THE FUTURE. THE TRAIL FOLLOWS SOUTH ALONG THE BELL MOUNTAIN RANCHES AS A DIRT TRAIL. SOUTH OF WICKERD, THE TRAIL FOLLOWS THE UNIMPROVED PORTION OF LINDENBERGER UNTIL SCOTT RD. SOUTH OF SCOTT, THE TRAIL TECHNICALLY EXISTS, BUT WEST SIDE OF THE STREET IS IMPROVED CURB AND GUTTER AND THE EAST SIDE OF THE STREET SKIRTS ALONG PRIVATE PROPERTY AND DRIVEWAYS, SO HIKING, BIKING AND EQUESTRIAN USERS MUST USE THE STREET AS THE TRAIL HERE, WHICH IS DEFINITELY AN UNSAFE CONDITION. AS THE PAVED PORTION OF LINDENBERGER ENDS, THERE IS A GATE TO ENTER THE WARM SPRINGS OPEN SPACE TRAIL.

RECOMMENDATIONS: ATTENTION IS NEEDED TO MAKE SURE THAT AS LINDENBERGER ROAD SOUTH OF WICKERD IS DEVELOPED, THE TRAIL IS INCLUDED IN FUTURE PLANS. A PROPERLY PLACED EQUESTRIAN HEIGHT SIGNAL BUTTON NEEDS TO BE INSTALLED AT THE LIGHT AT LINDENBERGER AND SCOTT ROADS. FINALLY, THE ISSUE OF USING THE STREET AS THE TRAIL SOUTH OF SCOTT SHOULD BE RECTIFIED.

15) LYNX ROAD SOUTH FROM BUNDY CANYON TO WRIGHT ROAD

LYNX ROAD IS AN UNIMPROVED DIRT ROAD IN POOR SHAPE WHICH GOES SOUTH FROM BUNDY CANYON AND ENDS AT WRIGHT ROAD.

RECOMMENDATIONS: LYNX RD IS AN IMPORTANT CONNECTION SOUTH OF BUNDY CANYON FOR RESIDENTS TO ACCESS THE TRAILS ALONG WRIGHT ROAD AND ARCADIA LANE WHICH PROVIDE CONNECTIVITY TO KELLER ROAD AND THE HILLS SOUTH OF MENIFEE.

16) MIRA ROAD SOUTH FROM MERJANIAN TO WICKERD ROADS.

THIS IS AN UNIMPROVED DIRT ROAD AND PLANTED FIELD. THE UNIMPROVED DIRT ROAD RUNS FROM MERJANIAN TO GARLAND, ONE BLOCK. THIS ROAD WILL EVENTUALLY CONTINUE ACROSS WHAT IS NOW A FIELD PLANTED WITH WHEAT TO WICKERD RD.

RECOMMENDATIONS: THIS MIRA ROAD CONNECTION IS ESSENTIAL FOR CONNECTIVITY. IT SHOULD BE A RED MULTI-USE COMMUNITY TRAIL FOR HIKING, BIKING, AND EQUESTRIAN USES.

17) NANCY LANE AT SCOTT ROAD SOUTH TO HOFFMAN LANE AND KASPER LANE

NANCY LANE BEGINS SOUTH OF SCOTT ROAD AND IS AN UNIMPROVED DIRT ROAD IN GOOD SHAPE. IT CURRENTLY TERMINATES INTO A PRIVATE DRIVEWAY. IT CONTINUES WEST AS A DIRT ROAD IN POOR SHAPE, TURNS SOUTH INTO WICKARD RD, WEST TO BORGARDUS RD, SOUTH ON CHANEY RD, AND EAST INTO HOFFMAN LANE. HOFFMAN THEN TERMINATES INTO PRIVATE PROPERTY AND A DRIVEWAY. THERE IS A FUTURE STREET[KASPER LANE] WHICH CANNOT BE ACCESSED AT THIS TIME.

RECOMMENDATIONS: NANCY LANE HAS POTENTIAL TO BE AN IMPORTANT COMMUNITY TRAIL. CONNECTIVITY TO KELLER ROAD IS THE ISSUE HERE, SINCE THERE ARE NO CURRENT COMPLETED ROADS OR TRAILS WHICH GO THROUGH. FUTURE TRAIL CONNECTIONS CAN BE ACCOMPLISHED WITH FUTURE ROAD COMPLETIONS.

18) OLD NEWPORT /ROCKPORT ROAD WEST FROM BRIGGS ROAD TO LAGUNA VISTA AND TRES LAGOS

THIS IS MOSTLY SIDEWALK, CURB AND GUTTER, WITH A PORTION OF UNIMPROVED SHOULDER. THE NORTH SIDE OF OLD NEWPORT RD. HAS SIDEWALKS, CURB AND GUTTER, IN GREAT CONDITION. THE SOUTH SIDE OF OLD NEWPORT RD. HAS A WORKING DAIRY WITH JUST CURB. FOLLOWING THE DAIRY GOING WEST ON THE SOUTH SIDE, IS AN UNIMPROVED FIELD. JUST PAST THE CURB ALL ALONG THIS SIDE OF THE ROAD IS A DEEP DRAINAGE DITCH. HEADING WEST PAST THE CURVE ONTO ROCKPORT, BOTH SIDES OF THE ROAD HAVE SIDEWALKS, CURB AND GUTTER, ALL THE WAY TO MENIFEE RD. ALL OF LAGUNA VISTA AND TRES LAGOS HAVE SIDEWALKS, CURB AND GUTTER. TRES LAGOS HAS ADDED A VERY NICE CONCRETE BIKE TRAIL ALONG THE SOUTH SIDE.

RECOMMENDATIONS: THIS SHOULD BE A YELLOW COMMUNITY HIKING AND BIKING TRAIL. THIS WILL ADD CONNECTIVITY TO THE WHEAT FIELD LOOP.

19) SCOTT ROAD EAST AT MURRIETA TO HAUN ROADS

PROVIDING CONNECTIVITY BETWEEN NORTH AND SOUTH ROADS:

- 1) MURRIETA ROAD (NORTH) TO DAILY ROAD (SOUTH)**
- 2) TUCKER ROAD (NORTH) TO BUCKWHEAT ROAD (SOUTH)**
- 3) McBOB/SWEETWATER (SOUTH) TO BRADLEY (NORTH)**

4) HOWARD ROAD (NORTH) TO HOWARD ROAD (SOUTH)

SCOTT ROAD FROM MURRIETA ROAD TO HAUN ROAD IS AN IMPROVED AND PAVED TWO-LANE ROAD. THIS ROAD IS PLANNED TO BECOME AN ARTERIAL HIGHWAY WITH TWO LANES IN EACH DIRECTION PLUS A MEDIAN. THE ABILITY TO PROVIDE A TRAIL CONNECTION BETWEEN #1, 2, AND 3 ABOVE IS DEPENDENT ON RIGHT OF WAY LIMITS. IT IS DOUBTFUL IF THERE WOULD BE SUFFICIENT WIDTH TO ADD ANY TRAIL.

HOWARD, TO THE SOUTH OF SCOTT, IS AN UNIMPROVED DIRT ROAD WHICH IS RECOMMENDED AS A CONNECTION TO TRAILS TO CICOTTI STREET THEN GLORIA ROAD AND DOWN TO KELLER. HOWARD, TO THE NORTH OF SCOTT, IS AN IMPROVED DIRT ROAD THAT COULD CONNECT TO WICKERD ROAD. IT IS CURRENTLY ROLLING AND UNEVEN.

RECOMMENDATIONS: ALTHOUGH SCOTT COULD PROVIDE IMPORTANT NORTH-SOUTH CONNECTIONS, IT IS DOUBTFUL IF THERE WOULD BE SUFFICIENT RIGHT OF WAY LIMITS TO PROVIDE IT.

SINCE HOWARD MERELY CROSSES SCOTT AND DOES NOT REQUIRE ANY TRAIL ALONG IT, A SUITABLE TRAFFIC LIGHT SHOULD BE PROVIDED TO ENABLE HIKERS, BIKERS, AND EQUESTRIAN USERS SAFE PASSAGE. HOWARD, TO THE SOUTH PROVIDES IMPORTANT CONNECTIVITY TO KELLER AND BEYOND. HOWARD, TO THE NORTH PROVIDES NEEDED CONNECTIVITY TO WICKERD.

HOWARD, NORTH OF SCOTT, WILL BE THE WESTERN BOUNDARY OF PROPOSED "THE JUNCTION" COMMERCIAL DEVELOPMENT AND WILL BE A MAJOR ACCESS TO THAT SHOPPING CENTER. AS YOU TRAVEL NORTH ON HOWARD THE OLD BAILY HOMESTEAD IS ON THE RIGHT (EAST). THE PROPERTY ON THE EAST SIDE OF HOWARD IS GENERAL PLAN (GP) DESIGNATED ECONOMIC DEVELOPMENT CORRIDOR (EDC).

20) SUNSET AVENUE NORTH FROM BUNDY CANYON TO GARBANI ROADS

THE TRAIL BEGINS AT COTTONWOOD HILLS DRIVE 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.

21) 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.

22) SWEETWATER CANYON ROAD [FORMERLY MCBOB] SOUTH FROM SCOTT ROAD TO CAROL LANE PRIVATE DRIVEWAYS

SWEETWATER MESA BEGINS AT SCOTT RD AS AN IMPROVED ROAD GOING SOUTH. APPROXIMATELY ½ MILE SOUTH, IT TURNS INTO AN UNIMPROVED DIRT ROAD IN POOR SHAPE. IT CONTINUES SOUTH ALONG MANY RURAL PROPERTIES AND EVENTUALLY ENDS INTO A COUPLE OF PRIVATE DRIVEWAYS.

RECOMMENDATIONS: SWEETWATER MESA IS AN IMPORTANT COMMUNITY TRAIL WHICH SHOULD CONNECT TO KELLER ROAD TO THE SOUTH. WHERE THE ROAD NOW ENDS, FUTURE DEVELOPMENT SHOULD FINISH THE ALREADY EXISTING ROAD RIGHT OF WAY TO MAKE A SUCCESSFUL COMMUNITY TRAIL CONNECTION TO KELLER ROAD.

23) 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 BLVD 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.

**24) WALDON ROAD EAST FROM MURRIETA TO TUCKER ROADS AND
WALDON ROAD WEST FROM MURRIETA TO BYERS ROADS**

FROM MURRIETA RD, WALDON TO THE WEST IS AN UNIMPROVED DIRT ROAD. THIS WOULD BE RECOMMENDED PROVISION FOR TRAILS UPON DEVELOPMENT. THIS IS AN IMPORTANT COMMUNITY TRAIL BECAUSE IT PROVIDES CONNECTIVITY TO BYERS ROAD AND FROM THERE TO WRIGHT ROAD AND SOUTH TO KELLER. WALDON ROAD, EAST OF MURRIETA, IS CONSTRUCTED AT THE ENTRANCE TO A FUTURE RESIDENTIAL COMMUNITY. THIS COMMUNITY APPEARS TO HAVE A VERY LIMITED RIGHT OF WAY.

RECOMMENDATIONS: THE TRAIL ON WALDON WEST OF MURRIETA SHOULD BE A COMMUNITY TRAIL FOR HIKING, BIKING, AND EQUESTRIAN USES. IT WOULD ENABLE PEOPLE TO GO WEST TO BYERS AND BEYOND TO WRIGHT RD WHICH WOULD GO SOUTH TO KELLER AND BEYOND THE CITY OF MENIFEE.

25) WICKERD ROAD EAST FROM MURRIETA TO EVANS ROADS

THIS IS A TWO-LANE ROAD THAT IS PAVED BUT BOTH SIDES ARE NOT DEVELOPED. THIS PROPOSED TRAIL SHOULD BE PROVISIONED UPON DEVELOPMENT.

RECOMMENDATIONS: THE TRAIL SHOULD BE A COMMUNITY TRAIL FOR HIKING, BIKING, AND EQUESTRIAN USES.

26) WILD LILAC ROAD SOUTH FROM BUCKWHEAT ROAD TO THE DEADEND

WILD LILAC RD BEGINS AT BUCKWHEAT AND CONTINUES SOUTH UNTIL IT TERMINATES AT A PRIVATE DRIVEWAY WITH POSTED "END OF THE ROAD" SIGNS. THE ROAD IS A VERY ROUGH UNIMPROVED DIRT ROAD.

RECOMMENDATIONS: THE SOUTHERN LOOP ALONG BUCKWHEAT TO WILD LILAC RD IS BLOCKED WITH A GATE. THIS NEEDS TO BE RECTIFIED. ALSO, WILD LILAC SEEMS TO HAVE A FUTURE RIGHT OF WAY SOUTH TO KELLER ROAD. HOWEVER, AT THIS TIME NO ACCESS IS POSSIBLE DUE TO THE END OF THE PASSABLE ROAD HERE.

QUAIL VALLEY (27-31)

27) JUANITA DRIVE AND GOETZ ROAD TO LAS FLORES DRIVE AND CONEJO/ LOOP BACK TO JUANITA DRIVE AND GOETZ ROAD

THIS IS AN IMPROVED ONE LANE ROAD THAT WAS EXPLORED AS A POSSIBLE COMMUNITY TRAIL.

RECOMMENDATIONS: JUANITA DRIVE WAS EXPLORED AS A POSSIBLE COMMUNITY TRAIL TO PROVIDE CONNECTIVITY BETWEEN GOETZ RD AND THE HILLS EAST OF GOETZ. UNFORTUNATELY, WHATEVER CONNECTIONS TO OPEN SPACE EXIST HERE THROUGH USER CREATED TRAILS, IT IS NOT ACCESSABLE. THAT IS BECAUSE THERE ARE NO RIGHTS OF WAY OR EASEMENTS EXISTING AT THIS TIME. ANY FUTURE TRAILS OR CONNECTIONS WOULD HAVE TO BE NEGOTIATED BY THE CITY UPON DEVELOPMENT IN THIS AREA.

28) GOETZ ROAD AND NORTH CANYON DRIVE EAST TO GOETZ ROAD AND SOUTH CANYON DRIVE

THIS IS AN IMPROVED PAVED ROAD THAT WAS EXPLORED AS A POSSIBLE COMMUNITY TRAIL.

RECOMMENDATIONS: NORTH CANYON DRIVE WAS EXPLORED AS A POSSIBLE COMMUNITY TRAIL TO PROVIDE A LINK TO THE TRAILS IN THE HILLS EAST OF GOETZ. THESE TRAILS WILL BE THE ONLY CONNECTION POSSIBLE TO VALLEY BLVD. AS YOU GO NORTH EAST ON NORTH CANYON DR, IT TURNS INTO SOUTH CANYON DR. THERE IS A FUTURE STREET NAMED QUAIL CIRCLE WHICH IS THE BEGINNING OF THE TRAIL INTO THE HILLS. THE TRAIL RIGHTS OF WAY NEED TO BE SECURED BY THE CITY HERE UPON FUTURE DEVELOPMENT TO RETAIN THIS MOST IMPORTANT CONNECTION TO THE EAST.

29) GOETZ RD AND PALM DR/ [FIRE STATION] TO HAMPSHIRE RD SOUTH OF LA BERTHA

THIS POSSIBLE COMMUNITY TRAIL IS IMPROVED ONE WAY NARROW STREETS THROUGH QUAIL VALLEY, ENDING AT MOUNTAIN VIEW NORTH TO LA BERTHA LANE, THEN SOUTH ON HAMPSHIRE DRIVE.

RECOMMENDATIONS: THIS AREA ,BEGINNING AT PALM AND GOETZ, WAS EXPLORED AS A POSSIBLE COMMUNITY TRAIL TO PROVIDE CONNECTIVITY FOR RESIDENTS OF QUAIL VALLEY TO THE OPEN SPACES WEST TO THE SAN JACINTO RIVER AREA. ONCE AGAIN, THERE IS INSUFFICIENT RIGHT OF WAY OR ROAD WIDTH TO ACCOMPLISH TRAILS ALONG ANY OF THE ONE WAY STREETS HERE. ACCESS TO OPEN SPACES FROM THE SOUTH PORTION OF MOUNTAIN VIEW PLACE IS A FENCED OFF DEDICATED BIRD SANTUARY BELONGING TO CANYON LAKE. THERE IS A CONNECTION TO THE OPEN SPACES OFF MOUNTAIN VIEW PLACE,VIA FOUR USER CREATED TRAILS ACROSS PRIVATE PROPERTY. ANY FUTURE TRAILS OR CONNECTIONS WOULD HAVE TO BE NEGOTIATED BY THE CITY UPON DEVELOPMENT HERE. WEST OF HAMPSHIRE DR, SOUTH OF LA BERTHA, THERE IS ANOTHER USER CREATED TRAIL TRAVERSING PRIVATE PROPERTY WHICH IS BEING USED BY 4 WHEEL DRIVE VEHICLES, EQUESTRAINS, AND PEDESTRIANS. ANY EASEMENT OR RIGHT OF WAY HERE WOULD ALSO HAVE TO BE NEGOTIATED BY THE CITY UPON DEVELOPMENT TO RETAIN ACCESS.

30) GOETZ RD EAST FROM PASEO VIVORA TO THE CUL DE SAC

THIS IS AN IMPROVED PAVED ROAD THAT WAS CONSIDERED AS A POSSIBLE COMMUNITY TRAIL.

RECOMMENDATIONS: PASEO VIVORA WAS EXPLORED AS A POSSIBLE TRAIL CONNECTION INTO THE HILLS EAST OF GOETZ RD. UPON INSPECTION, THERE IS NO ACCESS, EASEMENT OR RIGHT OF WAY HERE SINCE ALL THE PROPERTIES AT THE END OF THE CUL DE SAC ARE FENCED OFF. ANY ACCESS WOULD HAVE TO BE NEGOTIATED BY THE CITY IN FUTURE DEVELOPMENT.

31) VISTA WAY FROM GOETZ ROAD WEST TO SHIRMER DRIVE

THIS IS AN IMPROVED PAVED STREET THAT WAS EXPLORED AS A POSSIBLE COMMUNITY TRAIL.

RECOMMENDATIONS: VISTA WAY WAS EXPLORED AS A POSSIBLE COMMUNITY TRAIL WHICH COULD PROVIDE CONNECTIVITY BETWEEN GOETZ RD AND THE HILLS WEST OF QUAIL VALLEY. UNFORTUNATELY THERE IS INSUFFICIENT ROAD RIGHT OF WAY TO COMPLETE A TRAIL ALONG THE NARROW STREETS HERE. ALSO THERE IS NO APPARENT WAY TO ACCESS THE EXISTING USER CREATED TRAILS WEST OF QUAIL VALLEY SINCE THESE STREETS END INTO PRIVATE PROPERTY. ANY FUTURE CONNECTIONS AND OR TRAILS WOULD HAVE TO BE NEGOTIATED BY THE CITY UPON FUTURE DEVELOPMENT OF THIS AREA.

ROMOLAND (32-44)

32) SHERMAN AND ROUSE ROADS TO AIRSTREAM WAY AND DAWSON ROAD (AIRSTREAM WAY EAST TO ANTELOPE ROAD

SHERMAN RD GOES NORTH OF ROUSE RD AS A FULLY IMPROVED STREET FOR APPROXIMATELY 1 BLOCK. IT THEN CONTINUES AS AN UNIMPROVED DIRT ROAD WHICH ACTS AS A NORTH SOUTH TRAIL SERVICING THE LARGE LOT RESIDENCES HERE. TWO UNIMPROVED EAST WEST STREETS CONNECT TO SHERMAN RD INCLUDING, SYLVIA AVE, AIRSTREAM WAY.

RECOMMENDATIONS: SHERMAN RD SHOULD BE RECOGNIZED AS AN IMPORTANT TRAIL CONNECTION FOR THE LARGE LOT RESIDENCES HERE. A RED COMMUNITY TRAIL CONTINUING EAST ON AIRSTREAM, EAST OF DAWSON SHOULD AFFORD ALL RESIDENCES IN THIS AREA ACCESS TO RECREATIONAL TRAILS IN THE HILLS HERE, AND COULD ENHANCE THIS ENTIRE PART OF MENIFEE. THIS TRAIL SHOULD BE MULTIUSE INCLUDING HIKING, BIKING, AND EQUESTRIAN.

33) ANTELOPE ROAD SOUTH FROM MAPES ROAD TO FLORIDA [HIGHWAY 74]

ANTELOPE RD BEGINS IN MENIFEE AT MAPES. IT IS AN IMPROVED TWO LANE ROAD WITH UNIMPROVED SHOULDERS. THERE IS AN EDISON EASEMENT ON THE WEST SIDE OF ANTELOPE THE ENTIRE LENGTH. IT CONTINUES IN THE SAME MANNER PAST MANY LARGE LOT RESIDENCES UNTIL SOUTH OF WATSON WHERE IT INTERSECTS, ON THE WEST SIDE, WITH THE SMALLER LOTS RESIDENCES HERE IN ROMOLAND. ANTELOPE CONTINUES SOUTH WITH A DIRT SHOULDER ON THE WEST SIDE AND CURRENTLY SIDEWALKS ARE BEING IMPROVED ON THE EAST SIDE OF THE STREET TO SERVICE THE SCHOOL IN THIS AREA.[SAFE ROUTES TO SCHOOL] ANTELOPE THEN TERMINATES AT FLORIDA [HIGHWAY 74]

RECOMMENDATIONS: ANTELOPE ROAD IS AN IMPORTANT NORTHERLY CONNECTION FROM FLORIDA [HIGHWAY 74] WHICH SERVES ROMOLAND. A NICELY DESIGNED RED COMMUNITY TRAIL UNTIL WATSON AND YELLOW HIKING AND BIKING TRAIL TO FLORIDA, COULD IMPROVE THIS AREA IN THE FUTURE

34) MALONE AVENUE SOUTH FROM MAPES TO WATSON ROADS

MALONE AVE IS AN UNIMPROVED DIRT ROAD GOING SOUTH FROM MAPES RD. IT IS IN GOOD SHAPE WITH SUFFICIENT WIDTH FOR A TRAIL. MALONE CONTINUES SOUTH PAST WATSON AND CURRENTLY TERMINATES AT VARELA LANE.

RECOMMENDATIONS: MALONE AVE SERVES AS AN IMPORTANT NORTH SOUTH CONNECTER WHICH SERVES THE LARGE LOT RESIDENCES IN THE AREA. A RED COMMUNITY TRAIL WOULD BE APPROPRIATE HERE THROUGH TO FLORIDA [HIGHWAY 74] IN THE FUTURE. THE TRAIL WOULD BE FOR HIKING, BIKING, AND EQUESTRIAN USES.

35) MAPES ROAD [NORTHERN BORDER OF MENIFEE] EAST FROM TRUMBLE TO BRIGGS ROADS (EAST BORDER OF MENIFEE)

MAPES RD BEGINS WEST OF THE CITY [EMWD FACILITY] IN PERRIS. THE SOUTH SIDE HERE IS CURRENTLY VACANT AND UNIMPROVED. THE NORTH WEST CORNER OF THE CITY BEGINS AT TRUMBLE RD. MAPES IS CURRENTLY A TWO LANE PAVED ROAD WITH UNIMPROVED SHOULDERS ITS ENTIRE LENGTH. THERE ARE MANY EXSISTING RESIDENCES ALONG MAPES AND THEREFORE, RECOMMENDED TRAIL IMPROVEMENTS WOULD BE BORNE BY THE CITY. THERE IS SUFFICIENT RIGHT OF WAY ON THE NORTH AND SOUTH SIDE OF MAPES FOR A TRAIL. ALSO, THERE IS AN EDISON EASEMENT ALONG THE NORTH SIDE OF MAPES.

RECOMMENDATIONS: MAPES RD, BEING THE NORTHERN BORDER OF MENIFEE, IS AN IMPORTANT EAST WEST TRAIL WHICH PROVIDES HIKERS, BIKERS, AND EQUESTRAIN USERS, TRAIL OPPORTUNITIES IN THE ROMOLAND AREA. IT CONNECTS THE COMMUNITY TO CITIES NORTH AND EAST AS WELL AS THE HILLS INTO THE JUNIPER FLATS AREA. RED COMMUNITY TRAIL IMPROVEMENTS SHOULD BE REQUIRED AS DEVELOPMENT OCCURS HERE TO PRESERVE THIS MOST IMPORTANT CORRIDOR AND COMMUNITY ASSET.

36) McCALL BLVD EAST FROM THE I-215 (ENCANTO RD) TO HERITAGE LAKE DRIVE

McCALL BLVD, GOING EAST OF THE I-215, IS AN APPROPRIATE LOCATION FOR A HIKING AND BIKING TRAIL. IT IS FULLY IMPROVED UNTIL ENCANTO DR. EAST OF ENCANTO DR IT HAS UNIMPROVED SHOULDERS WITH SUFFICIENT WIDTH FOR A BIKE LANE. MIDWAY BETWEEN SHERMAN RD AND HILLPOINT DR, THE SOUTH SIDE HAS A FULLY IMPROVED SIDEWALK. THESE IMPROVEMENTS ARE IN PLACE UNTIL ASPEN RD, WHERE BOTH SIDES REVERT BACK TO UNIMPROVED SHOULDERS. ALSO JUST EAST OF ASPEN RD, THE ROAD RIGHT OF WAY IS INCOMPLETE FOR APPROXIMATELY 2 BLOCKS. GOING EAST, THE STREET REVERTS BACK TO FULL WIDTH IMPROVEMENTS UNTIL EAST OF WOODBINE, WHERE IT NOW REVERTS BACK TO AN IMPROVED 2 LANE ROAD WITH UNIMPROVED SHOULDERS. McCALL CONTINUES IN THIS MANNER UNTIL MENIFEE ROAD. EAST OF MENIFEE ROAD, McCALL HAS FULL WIDTH IMPROVEMENTS ON BOTH SIDES OF THE STREETS.

RECOMMENDATIONS: McCALL IS THE MOST IMPORTANT EAST WEST CONNECTER IN THE SUN CITY AREA. A FULL BIKE LANE IS RECOMMENDED HERE, TO BE CREATED AS FULL WIDTH IMPROVEMENTS OCCUR EAST OF THE 215 FWY. McCALL IS THE PERFECT HIKING AND BIKING OPPORTUNITY AND IS ALREADY BEING UTILIZED BY THE PUBLIC AS SUCH. WE ENCOUNTERED SEVERAL PEOPLE JUST EAST OF ENCANTO OUT FOR A MORNING JOG AND WALK. UNFORTUNATELY THEY WERE USING THE

UNIMPROVED SHOULDERS AND WERE JOGGING IN THE STREET. A HIKING AND BIKING TRAIL IS URGENTLY NEEDED HERE. McCALL COMMUNITY TRAIL [HIKING AND BIKING] SHOULD CONTINUE EAST THROUGH TO BRIGGS UPON FUTURE COMMUNITY DEVELOPMENT. THIS WILL ASSURE A CONNECTION TO THE FUTURE REGIONAL TRAIL ON BRIGGS.

37) MCLAUGHLIN RD [PUC CORRIDOR] (WEST OF THE I-215) FROM GOETZ TO PAST BARNETT ROADS

MCLAUGHLIN RD [PUC CORRIDOR] IN MENIFEE BEGINS AT GOETZ RD, GOING EAST AS AN UNIMPROVED DIRT ROAD WHICH SHADOWS THE PUC EDISON LINES. THE MOST LIKELY PATH FOR THE TRAIL WILL BE ALONG THIS VERY WIDE [300 FEET] CORRIDOR. MCLAUGHLIN RD EAST OF MURRIETA RD IS AN IMPROVED ROAD WITH UNIMPROVED SHOULDERS UNTIL HULL ST. EAST OF HULL, IT IS IMPROVED ON THE SOUTH SIDE WITH SIDEWALKS UNTIL EVANS RD. HERE, MCLAUGHLIN CONTINUES EAST AS AN UNIMPROVED ROAD UNTIL BARNETT RD. AT THIS POINT, THE NORTH SIDE OF MCLAUGHLIN IS IN PERRIS AND THE SOUTH SIDE IN IS MENIFEE. THIS CONTINUES EAST FOR 1 BLOCK UNTIL IT ENDS AT THE 215 FWY

RECOMMENDATIONS: THE PUC CORRIDOR OFFERS THE CITY AN EXCELLENT OPPORTUNITY FOR AN EAST WEST TRAIL THAT RUNS THE ENTIRE WIDTH OF THE CITY, WITH CONNECTIONS TO PERRIS AND THE SAN JACINTO RIVER TRAIL TO THE WEST, HOMELAND AND THE HILLS TO THE EAST, AND NORTH VIA PALOMAR ROAD TO MAPES ROAD AND THEN NORTHEAST INTO THE LAKEVIEW MOUNTAINS. THE 300 FOOT WIDE PUC CORRIDOR ALSO COULD BE DEVELOPED AS LINEAR PARKS IN THE FUTURE. FOR THE TRAIL TO TRULY BISECT THE CITY, A CROSSING OF THE 215 FWY WOULD HAVE TO BE CREATED AT A FUTURE DATE. THERE IS CURRENTLY A FLOOD CONTROL UNDERPASS JUST NORTH OF MCLAUGHLIN RD WHICH COULD POSSIBLY BE IMPROVED TO ACCOMPLISH THIS, BUT RIGHT NOW IT IS ONLY 3 FEET WIDE.

38) MCLAUGHLIN RD [PUC CORRIDOR] EAST (EAST OF THE I-215) FROM ENCANTO TO BRIGGS ROADS

THE MOST LIKELY PATH FOR THE TRAIL EAST OF THE 215 WILL BE ALONG THE PUC CORRIDOR. MCLAUGHLIN RD SHADOWS THIS CORRIDOR ALONG THE SOUTHERN EDGE. MCLAUGHLIN RD EAST OF ENCANTO IS A PAVED ROAD WITH UNIMPROVED SHOULDERS UNTIL SHERMAN RD. FROM HERE IS REMAINS AN UNIMPROVED ROAD IN VERY POOR SHAPE UNTIL MATTHEWS AT THE RAILROAD TRACKS. THE PUC CORRIDOR AT MATTHEWS TURNS SLIGHTLY NORTHWEST INTO THE EDISON FACILITY ON MENIFEE RD. THE TRAIL HERE COULD EITHER CONTINUE SOUTHEAST ON MATTHEWS RD TO MENIFEE OR FOLLOW THE FUTURE ALIGNMENT OF MCLAUGHLIN TO MENIFEE RD. THE EDISON LINES EAST OF MENIFEE RD CONTINUE TO SHADOW MCLAUGHLIN RD WHICH IS AN UNIMPROVED DIRT ROAD UNTIL BRIGGS RD [EASTERN BORDER OF MENIFEE]. HERE, THE EDISON LINES TURN SOUTH ALONG BRIGGS RD AND MCLAUGHLIN RD CONTINUES EAST IN HOMELAND UNTIL IT ENDS INTO THE HILLS.

RECOMMENDATIONS: THE PUC CORRIDOR SHADOWING MCLAUGHLIN OFFERS AN EXCELLENT TRAIL OPPORTUNITY EAST OF THE 215. AS WITH THE CORRIDOR WEST OF THE 215, FUTURE LINEAR PARKS ALONG WITH TRAILS ON BOTH SIDES COULD BE CREATED. THE TRAILS PATH AT MATTHEWS WILL

MOST LIKELY HAVE TO CONTINUE ALONG MATTHEWS TO CONNECT THROUGH TO MENIFEE ROAD. A MULTI USE TRAIL ALONG THE EDISON LINES AND MCLAUGHLIN RD IS RECOMMENDED FOR FUTURE DEVELOPMENT TO BRIGGS TO INSURE A CONNECTION TO THE BRIGGS ROAD REGIONAL TRAIL, THE OPEN TRAILS EAST OF MENIFEE AND THE RAILROAD CORRIDOR SOUTH. THIS WOULD CREATE AN EXCELLENT RECREATIONAL ASSET TO FUTURE RESIDENTS HERE. TO CREATE A CONTINUOUS EAST-WEST TRAIL ACROSS MENIFEE, IT WILL BE NECESSARY TO CREATE AN OVER OR UNDER PASS ACROSS THE I-215.

39) PALOMAR ROAD SOUTH FROM MAPES TO ROUSE ROADS

PALOMAR RD BEGINS SOUTH OF MAPES AS A PAVED TWO LANE ROAD WITH UNIMPROVED SHOULDERS. THERE IS AN EDISON EASEMENT ALONG THE ENTIRE LENGTH OF PALOMAR ON THE EAST SIDE OF THE STREET, WITH SUFFICIENT WIDTH TO CREATE A TRAIL. GOING SOUTH OF WATSON, PALOMAR HAS FULL WIDTH IMPROVEMENTS, WITH CURB AND GUTTER ON THE WEST SIDE OF THE STREET UNTIL CIDER STREET. PALOMAR THEN REVERTS BACK TO TWO LANE PAVED ROAD WITH UNIMPROVED SHOULDERS UNTIL THE SIGNAL AT FLORIDA. SOUTH OF FLORIDA, PALOMAR HAS FULL WIDTH IMPROVEMENTS UNTIL MATTHEWS RD [R R TRACKS]. HERE, PALOMAR JOGS EAST AND THEN CONTINUES SOUTH OF MATTHEWS RD AS AN UNIMPROVED ROAD IN POOR SHAPE WITH MANY BUMPS AND DEEP RUTS. PALOMAR CONTINUES SOUTH AS A FUTURE ROAD AND INTERSECTS ROUSE, THEN CONTINUES UNTIL IT TERMINATES INTO THE HILLS BEHIND THE SCHOOL ON JUNIPERO AND MCALL BLVD.

RECOMMENDATIONS: PALOMAR RD IS AN EXTREMELY IMPORTANT NORTH SOUTH CONNECTING TRAIL WHICH WHEN PROPERLY CONSTRUCTED, COULD CONNECT THE VERY NORTH END OF MENIFEE [ROMOLAND] TO THE SUN CITY AREA. PALOMAR TRAVERSES MANY DIFFERING TYPES OF LAND USE AREAS, LARGE LOT RESIDENTIAL, MEDIUM DENSITY RESIDENTIAL, AND LIGHT INDUSTRIAL USES, SOUTH OF FLORIDA [HIGHWAY 74]. CARE SHOULD BE TAKEN HERE TO MAKE SURE THE APPROPRIATE TRAIL DESIGN ELEMENT IS UTILIZED IN EACH ONE OF THESE AREAS.

40) RAILROAD TRACKS JUST EAST OF BRIGGS TO THE RAILROAD TRACKS TO THE WEST END OF MENIFEE

THERE IS AN UNIMPROVED EASEMENT ON BOTH SIDES OF THE TRACKS.

RECOMMENDATIONS: THE TRAIL ALONG THE TRACKS OFFERS UNIMPROVED TRAIL USE OPPORTUNITIES, SIMILAR TO THE PUC CORRIDOR ALONG MCGLAUGHLIN. THE TRAIL RUNS THE ENTIRE WIDTH OF MENIFEE AND COULD BE UTILIZED AS AN IMPORTANT EAST WEST CONNECTOR TO COMMUNITY AND REGIONAL TRAILS IN THE FUTURE. THIS COULD EASILY BECOME A MULTIUSE TRAIL FOR HIKING, BIKING, AND EQUESTRIAN USES.

41) ROUSE ROAD WEST FROM MENIFEE ROAD TO ENCANTO DRIVE

ROUSE ROAD IS CURRENTLY AN UNIMPROVED DIRT ROAD WEST OF MENIFEE RD. IT TERMINATES GOING EAST OF MENIFEE INTO A FEEDER STREET AND INTO A HOUSING DEVELOPMENT. ROUSE CONTINUES WEST AS A DIRT ROAD AND CURRENTLY TERMINATES INTO THE HILLS EAST OF DAWSON.

RECOMMENDATIONS: A RED COMMUNITY TRAIL (HIKING, BIKING, AND EQUESTRIAN) ALONG ROUSE RD WILL BE AN IMPORTANT EAST WEST CONNECTION IN THE FUTURE. AN APPROPRIATE RED COMMUNITY TRAIL EAST OF DAWSON SHOULD CONNECT RESIDENTS INTO THE HILLS FOR RECREATIONAL AND HIKING AND BIKING OPPORTUNITIES, THE IDEA BEING TO SUCCESSFULLY CONNECT FUTURE TRAILS TO COMPLETE A WELL DESIGNED TRAIL SYSTEM HERE. ROUSE RD, WEST OF DAWSON, SHOULD HAVE A BIKE LANE.

42) SHERMAN ROAD SOUTH FROM MAPES TO MATTHEWS TO FLORIDA [HIGHWAY 74]
SHERMAN RD BEGINS IN MENIFEE [ROMOLAND] AT MAPES. IT IS A PAVED TWO LANE ROAD WITH UNIMPROVED SHOULDERS. GOING SOUTH FROM MAPES, THE FULL WIDTH IMPROVEMENTS ON THE EAST SIDE OF THE STREET WOULD BE THE LOGICAL LOCATION FOR A TRAIL, HOWEVER THE RESIDENCES HERE HAVE SEVERAL BLOCKS OF EUCALYPTUS TREES WHICH ARE CURRENTLY IN THE ROAD RIGHT OF WAY. SHERMAN ROAD CONTINUES SOUTH UNTIL IT TERMINATES AT FLORIDA [HIGHWAY 74].

RECOMMENDATIONS: CONSULTATION WITH THE CITY ENGINEER IS SUGGESTED HERE, SINCE FUTURE FLOOD CONTROL IMPROVEMENTS [RCFCD ROMOLAND/HOMELAND MASTER DRAINAGE PLAN FACILITY, LINE B-1] ON THE WEST SIDE OF SHERMAN RD INCLUDES A TRAIL ELEMENT. CLARIFICATION FROM THE CITY ENGINEER SHOULD BE SOUGHT AS TO THESE RCFCD HOMELAND/ROMOLAND MASTER DRAINAGE PLAN LOCATIONS AND OTHER FLOOD CONTROL FACILITIES TO DETERMINE OTHER TRAIL OPPORTUNITIES. A MULTIUSE TRAIL SHOULD BE PLACED HERE FOR HIKING, BIKING, AND EQUESTRIAN USES OF THE COMMUNITY.

43) TRADEWINDS DRIVE SOUTH FROM MAPES TO WATSON ROADS

TRADEWINDS DRIVE BEGINS IN MENIFEE [ROMOLAND] SOUTH OF MAPES AS AN UNIMPROVED DIRT ROAD. IT CONTINUES SOUTH IN THE SAME FASHION UNTIL IT TERMINATES AT WATSON RD.

RECOMMENDATIONS: TRADEWINDS DRIVE SERVES AS A NORTH SOUTH CONNECTOR TO THE LARGE LOT RESIDENCES IN THIS AREA. THIS SHOULD BE A RED COMMUNITY TRAIL FOR HIKING, BIKING AND EQUESTRIAN USES.

44) WATSON ROAD EAST FROM SHERMAN TO BRIGGS ROADS [EASTERN BORDER OF MENIFEE]

WATSON RD BEGINS AT SHERMAN RD GOING EAST. IT IS A 2 LANE PAVED ROAD WITH UNIMPROVED SHOULDERS WITH SUFFICIENT WIDTH FOR A TRAIL. THERE IS AN EDISON EASEMENT ON THE NORTH SIDE OF THE STREET. GOING EAST, AT ANTELOPE RD, FULL WIDTH IMPROVEMENTS ARE PRESENT AND A BIKE LANE WOULD BE APPROPRIATE HERE. EAST OF PALOMAR, WATSON THEN REVERTS TO A 2 LANE PAVED ROAD WITH UNIMPROVED SHOULDERS. AS IT CONTINUES EAST, IT PASSES MOSTLY LARGE LOT RESIDENCES AND IS AT THE SAME STAGE OF DEVELOPMENT. WATSON CURRENTLY TERMINATES AT BRIGGS ROAD.

RECOMMENDATIONS: WATSON RD IS AN IMPORTANT EAST WEST CONNECTION THROUGH THE ENTIRE ROMOLAND AREA. THERE IS SUFFICIENT WIDTH ALONG THE ENTIRE LENGTH FOR A RED COMMUNITY TRAIL WITH HIKING, BIKING, AND EQUESTRIAN FEATURES. A FUTURE REGIONAL TRAIL IS

PLANNED EAST OF BRIGGS BY THE COUNTY ALONG WATSON, SO KEEPING THIS TRAIL CONNECTION IS IMPERITIVE TO SUCESSFULLY INTEGRATE MENIFEE'S TRAIL SYSTEM WITH SURROUNDING COMMUNITIES.

SUN CITY (45-50)

45) Chambers Avenue EAST FROM Valley Blvd TO BRADLEY ROAD

THIS IS MOSTLY SIDEWALK CURB AND GUTTER WITH A SHORT SECTION OF UNIMPROVED SHOULDERS. CONDITIONS ARE EXCELLENT FOR THE ENTIRE STREET EXCEPT BETWEEN CONNIE WAY AND MURRIETA ROAD WHERE THE SIDEWALK ENDS ON BOTH SIDES. IN THIS SECTION THERE ARE SMALL RANCHES ON THE NORTH SIDE WITH A BLACKTOP CURB ONLY. THE SOUTH SIDE IS UNIMPROVED SHOULDER AND OPEN FIELD.

RECOMMENDATIONS: THIS WOULD MAKE A PERFECT COMMUNITY TRAIL FOR HIKING AND BIKING (YELLOW). THE SIDEWALKS HOWEVER, NEEDS TO BE COMPLETED.

46) CHERRY HILLS BLVD WEST FROM BRADLEY ROAD TO VALLEY BLVD

CHERRY HILLS BLVD IS SIDEWALK CURB AND GUTTER ALONG THE ENTIRE LENGTH OF THE STREET. CONDITIONS ARE EXCELLENT FOR THE ENTIRE STREET. THE ROAD IS WIDE ENOUGH FOR BICYCLE LANES AND THERE ARE "GOLF CART ROUTE" SIGNS ALONG THE STREET AS WELL.

RECOMMENDATIONS: THIS WOULD MAKE A PERFECT COMMUNITY TRAIL FOR HIKING AND BIKING (YELLOW).

47) MCCALL BLVD WEST FROM BRADLEY ROAD TO VALLEY BLVD

THIS IS SIDEWALK CURB AND GUTTER WITH A SHORT SECTION OF UNIMPROVED SHOULDER ON THE NORTH SIDE. CONDITIONS ARE EXCELLENT FOR THE ENTIRE STREET EXCEPT JUST WEST OF REDFORD WHERE THE SIDEWALK ENDS ON THE NORTH SIDE. THE ROAD IS WIDE WITH PLENTY OF ROOM FOR BICYCLES.

RECOMMENDATIONS: THIS WOULD MAKE A PERFECT COMMUNITY TRAIL FOR HIKING AND BIKING (YELLOW). THE SIDEWALK HOWEVER, NEEDS TO BE COMPLETED.

48) PEBBLE BEACH WEST FROM DORSEY STREET (215) TO MCCALL BLVD

THIS IS SIDEWALK CURB AND GUTTER ALONG THE ENTIRE LENGTH OF THE STREET. CONDITIONS ARE EXCELLENT FOR THE ENTIRE STREET. THE ROAD IS WIDE ENOUGH FOR BICYCLE LANES AND THERE ARE "GOLF CART ROUTE" SIGNS ALONG THE STREET.

RECOMMENDATIONS: THIS WOULD MAKE A PERFECT COMMUNITY TRAIL FOR HIKING AND BIKING (YELLOW).

49) ROUSE ROAD WEST FROM BRADLEY ROAD TO JUST PAST SKYWARD TRAIL ROAD

THIS IS SIDEWALK CURB AND GUTTER ALONG THE ENTIRE LENGTH ON THE SOUTH SIDE. THE SIDEWALK COMES AND GOES ALONG THE NORTH SIDE.

CONDITIONS ARE EXCELLENT FOR THE ENTIRE STREET ON THE SOUTH SIDE. THE ROAD IS WIDE THE ENTIRE LENGTH. AT SUN CITY BLVD, THE SIDEWALK ENDS ON THE NORTH SIDE. IT STARTS AGAIN AT HULL STREET AND CONTINUES TO MURRIETA ROAD, WHERE IT ENDS AGAIN.

RECOMMENDATIONS: THIS WOULD MAKE A PERFECT COMMUNITY TRAIL FOR HIKING AND BIKING (YELLOW). THE SIDEWALKS HOWEVER, NEEDS TO BE COMPLETED.

50) SUN CITY BLVD EAST FROM VALLEY BLVD TO MCLAUGHLIN ROAD

THIS HAS SIDEWALK CURB AND GUTTER ALONG THE ENTIRE LENGTH EXCEPT FOR THE UNIMPROVED SHOULDERS AT THE NORTH END. CONDITIONS ARE EXCELLENT FOR THE ENTIRE STREET UNTIL THE NORTH SIDE OF ROUSE WHERE THERE IS NO SIDEWALK ON THE WEST SIDE. THE SIDEWALK ON THE EAST SIDE ENDS AT PLUM STREET. HERE BOTH SIDES ARE UNIMPROVED SHOULDER. NORTH OF "THE CLUB", THE PAVED ROAD NARROWS AND THEN BECOMES A ROUGH DIRT ROAD AT MCLAUGHLIN ROAD. MOST OF SUN CITY BLVD IS WIDE WITH PLENTY OF ROOM FOR BICYCLES. IN ADDITION, THERE ARE "GOLF CART ROUTE" SIGNS ALONG MOST OF SUN CITY BLVD EXCEPT NORTH OF ROUSE ROAD.

RECOMMENDATIONS: THIS WOULD MAKE A PERFECT COMMUNITY TRAIL FOR HIKING AND BIKING (YELLOW). THE SIDEWALKS HOWEVER, NEEDS TO BE COMPLETED WHERE INDICATED ABOVE.

MENIFEE TRAILS COMMITTEE

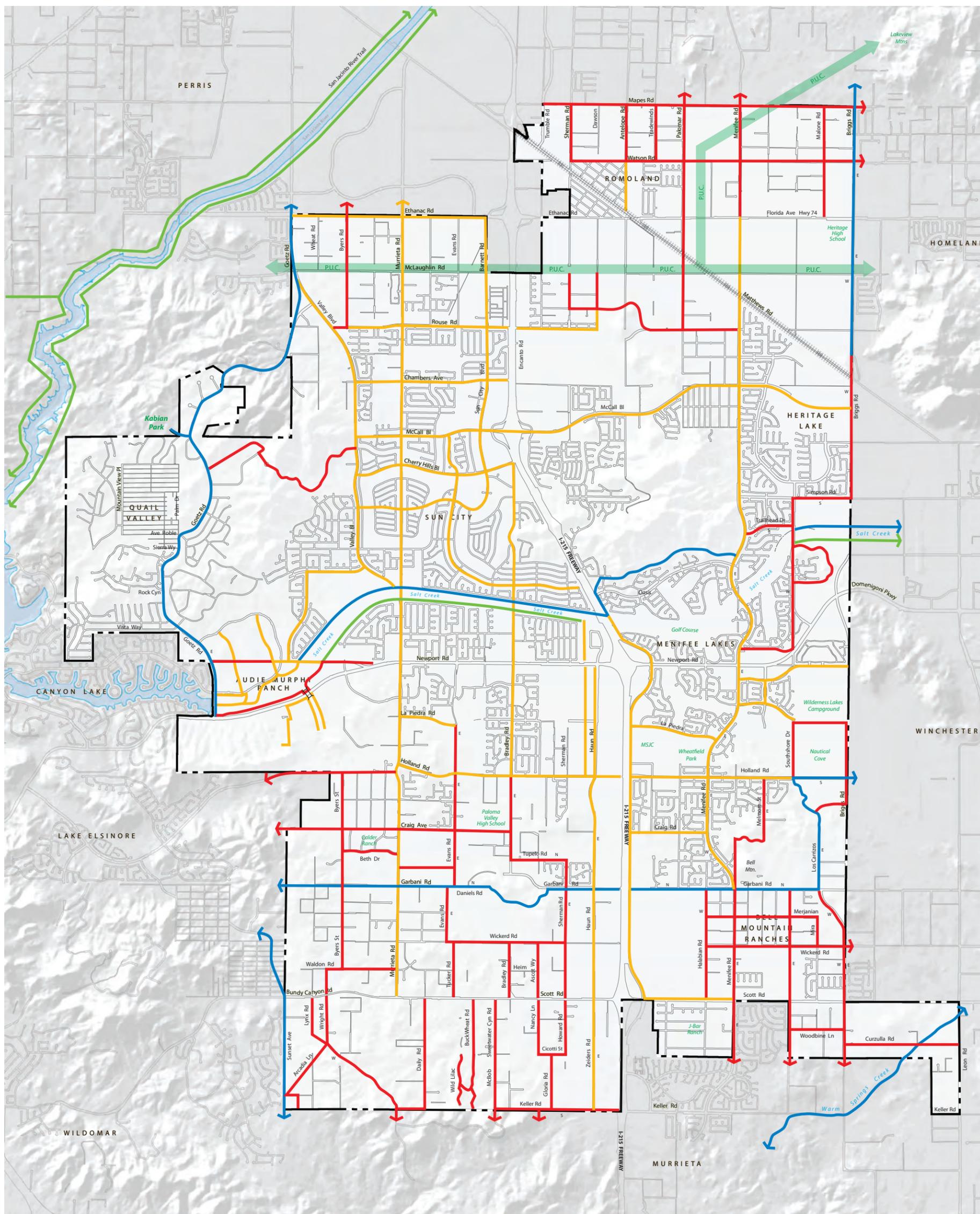
MARTIN H. ROSEN

CHAIR

05-23-12

TRAILS - CITY OF MENIFEE

INCLUDES TRAILS COMMISSION VERIFICATIONS,
CORRECTIONS, & RECOMMENDATIONS - MAY 17, 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 shown on this map depict verified locations of existing trail routes per the 2003 Riverside County RCIP, and includes locations where appropriate community trail provisions shall be made commensurate with future development.

A detailed survey report with photography and supporting notes for each trail has been submitted to the City of Menifee.