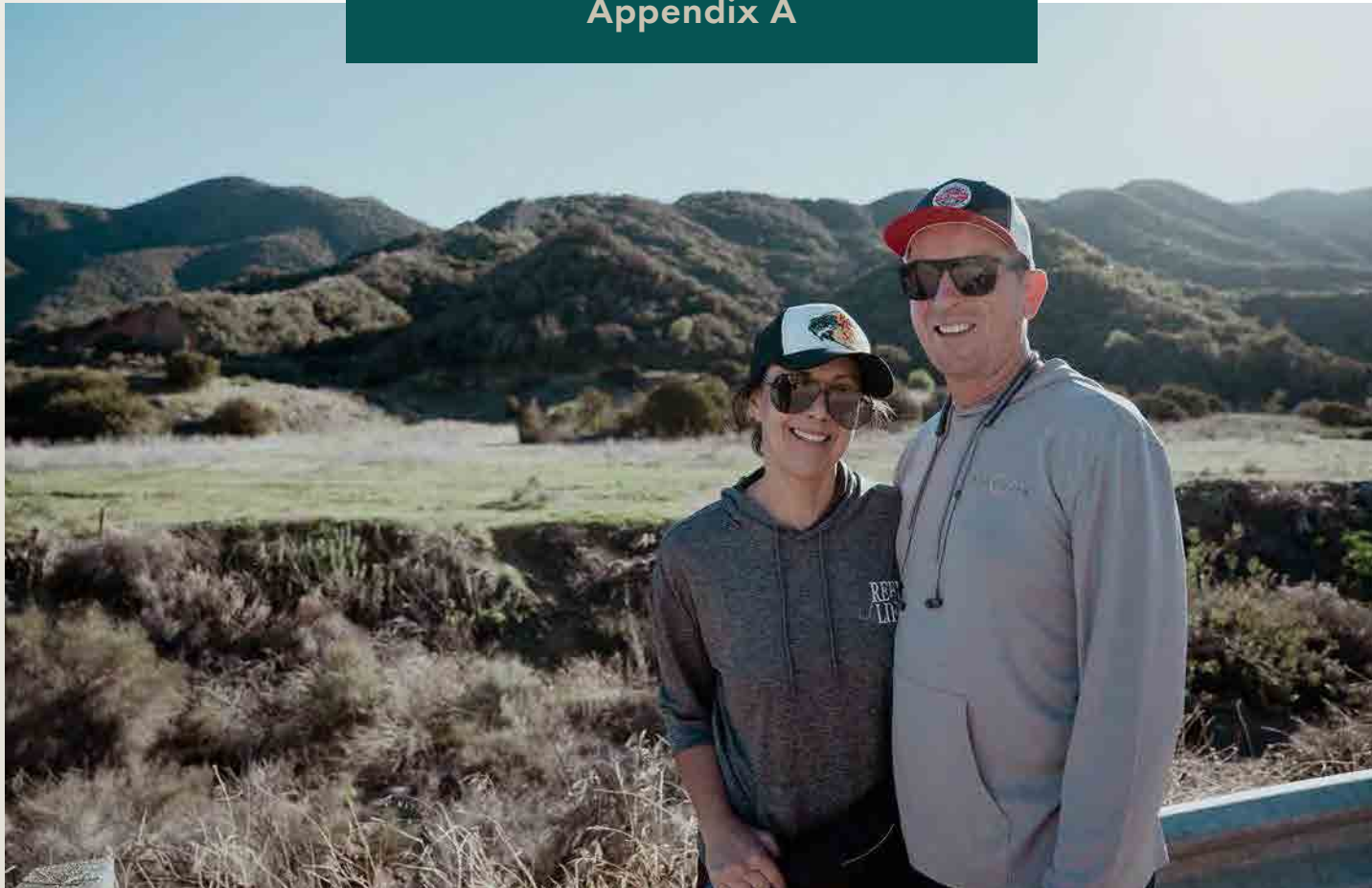


COMPARISON OF LIKE CITIES

Appendix A





Development Conditions

In order to understand trail development condition options, 5 comparable cities were reviewed for their development requirements. In general, cities may require developers to pay an impact fee, while others may require a donation of land or permanent right-of-way rights to public spaces like trails. As an alternative to land dedication, cities may also offer an in-lieu fee option in which the developer pays a fee based on the size and type of development to offset the cost for trail development elsewhere in the city.

City of Riverside

The City of Riverside requires developers to pay a \$78 per acre trails development fee prior to the issuance of a building permit. These fees are deposited into a City trails fund which can be used for the acquisition and development of trails. There are some exemptions to this fee, in some cases a new development that replaces an old development can be exempt from the fee if the new development is developed within one year of the old development's departure. Additionally, a developer can apply for a reduction in the impact fee if the developer donates land to the City. However, the land must be situated where there is already a proposed City Trail.

City of Laguna Beach

The City of Laguna Beach offers an in-lieu park and recreation fee, which requires developers to dedicate land, or pay an in-lieu fee, or both, for parks and recreation. The amount of land dedicated depends on the size of the development, and the amount of land designated for open space as determined in the General Plan. If the development does not

include land designated in the General Plan, the developer must pay a fee as determined in the City municipal code. The Land Use Element of the General Plan includes a policy requiring the dedication and improvement of trail easements as a condition of development in the City. A condition of approval for coastal development requires the developer to provide the public with permanent access to recreation on the shoreline, including trail access. In general, the City requires developers to include parking as a condition of development. There is a special provision for this parking condition, which allow the developer to reduce the typical parking standards if the proposed use for the development will encourage alternative transportation modes. However, this special provision cannot be used if the reduced parking requirement would adversely impact public access to beaches, parks, open spaces, or trails.

City of Santa Clarita

Santa Clarita requires developers to dedicate land for parkland or pay an in-lieu fee depending on the number of persons per unit and the number of units in the development. For

developments in the Placerita Canyon Special Standards District and the Sand Canyon Special Standards District developers must provide equestrian and pedestrian trails as planned by the district, and existing trail access must remain accessible. Within these special districts, a maintenance association must be established to maintain the trails in the development for developments greater than 4 dwelling units and all new commercial and industrial development.

Unincorporated Los Angeles-Altadena

Altadena is in a Community Standards District within unincorporated Los Angeles County. In order to receive a conditional use permit, developers must improve existing trail right-of-way and trailheads to ensure their ongoing use. Within the County's general Community-Wide Development Standards, the code requires the protection of trails to be considered to the maximum extent possible. The County also requires dedicated parkland or an in-lieu fee per the Quimby Act and the Los Angeles County Planning Division and Public Works Department require additional fees to be paid to the

Department of Parks and Rec for any projects that include publicly dedicated trails.

City of Temecula

New developments in Temecula that include the plans of any street, trail or bicycle path as shown in the General Plan, Specific Plan, or any other supplemental document must be dedicated to the City. Right-of-way shall be provided to the City for construction of new trails or improvements to existing trails and bicycle paths. Property owners which have public trails on their property must maintain the trail section, removing vegetation, garbage, and debris. Similarly to the other cities, Temecula requires that developers dedicate land or pay an in-lieu fee for parkland.

In the City of Corona, most of the most popular trailheads, such as Skyline Drive or Hagador Canyon, are on the border of the Cleveland National Forest and are established and immovable. As these popular trails are outside of the City boundaries, it is imperative that the City protect access to the trailheads so they can remain open to the public. In Phase I of the

Trails Master Plan, there are trails proposed throughout the City of Corona. While many of these trails travel through already developed portions of the city, the clearest path forward to implementing as many trails as possible through development would be to condition the trail implementation as a requirement for developers, in addition to permanently allowing public access to these trails. This condition could also be included as a part of the existing parkland dedication and in-lieu fee.

An alternative to conditioning trail development in the entire city, would be to condition development in areas where the threat to inaccessible trailheads are the highest, such as in the undeveloped areas in the southern portion of the city, along Upper Drive and Eagle Glen Parkway, and in the northwest near the Fresno Canyon Trail. Similarly to Laguna Beach conditions along the coast, and Santa Clarita conditions in special districts, development conditions in these areas of Corona can ensure trail access remains public while avoiding the need to impose conditions in the entire City. It should be noted however, that limiting the

conditions and fee to only a portion of the city will require higher payment by developers, instead of spreading out the fee for all developers in the city. Regardless of whether the City chooses to include the fee in all of Corona or not, there should not be concerns about overburdening developers. Based on a study by WRCOG which compared development fees in cities in Western Riverside, throughout the County, including in Corona, fees associated with parks and trails are significantly lower than the fees developers pay for transportation, water and sewerage, and schools.

The City will also need to consider parking conditions for developments near trails. Most development uses in Corona require an off-street parking requirement. However, these requirements may need to be increased in some areas with trails. For example, multi-family homes require 2.5-3.5 spaces per 5 units, depending on the number of bedrooms, which likely requires residents to find on-street parking. However, if this type of residential development is constructed near a popular trailhead, residents and trail visitors will be forced to compete for

on-street spaces. The desire for parking near trails outside of residential areas became clear in 2017, when City Council approved additional parking alongside Foothill Parkway, restricting parking on nearby residential streets near the Skyline Drive Trailhead.

Conclusion

In order to update the development conditions in the City, the change will need to pass in City Council. The Planning Division will also need to be involved, to provide accurate General Plan and zoning information

CITY OF CORONA

Summary and Initial Recommendations

Previous Plans:

- Riverside County Comprehensive Trails Plan (2008)
- Trails Master Inventory (2019)
- Trails Master Plan (TMP) Phase I (2021)

Miles of Existing Trails:

- 27

Miles of Planned Trails:

- 31

While there is accessible and detailed information about the Trails Master Plan it is difficult to find information about the existing trails in the City via the City website or otherwise. According to the first phase of the Trails Master Plan there are popular access points to the existing trails in Corona, however they do not have trailhead amenities or parking lots, making some of them difficult to find. Community members have also noted the lack of branding and wayfinding signage on Corona's trails. Adding better signage to the City trails can reinforce to users that they are on the correct path as well as providing information about trail mileage, nearby wildlife, and points of interest. Like nearby cities, Corona can host guided hikes for different groups like

children, older adults, and those interested in educational tours. These programs coupled with trailhead amenities and clearer trail branding may encourage residents and visitors to use the trail network in Corona. Additionally, Corona may benefit from expanding their trail network throughout the City, rather than focusing only on the forest and mountain areas, in order to encourage residents to walk and bike to their destinations on the trail network.

Trailheads and Amenities

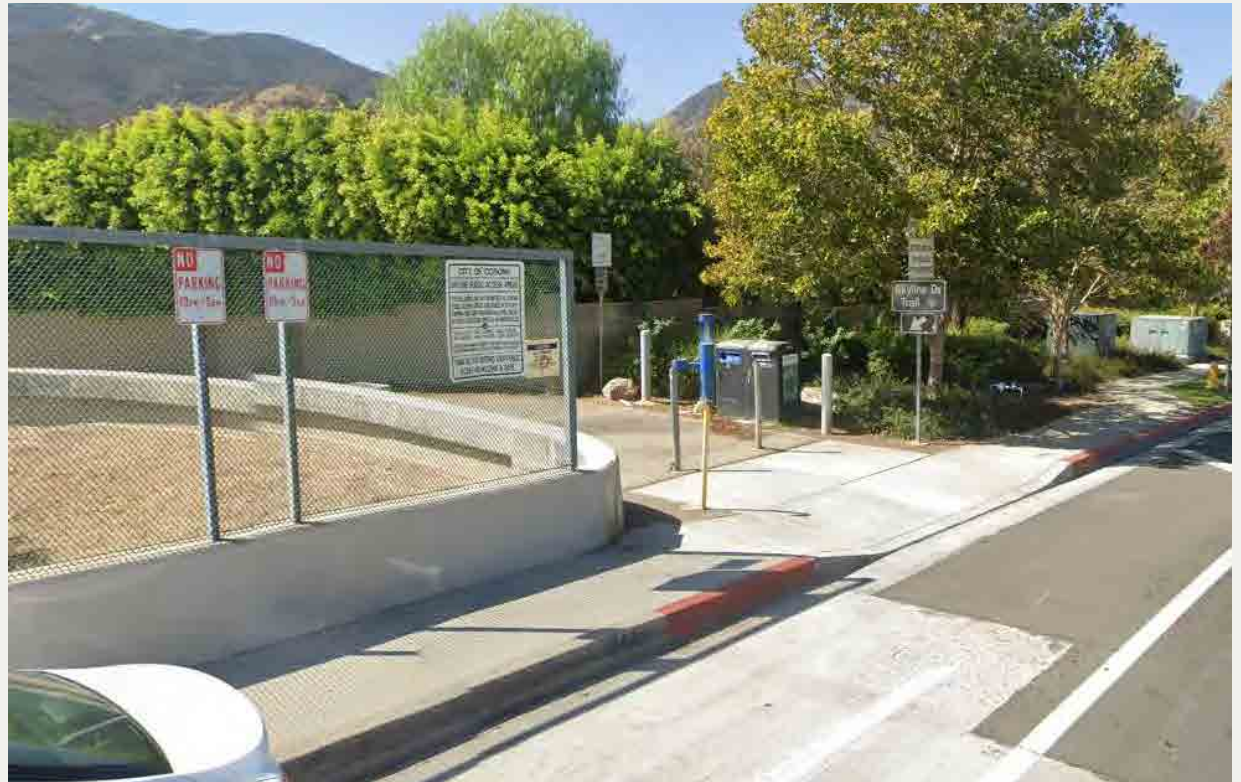
Parks in the City typically have vehicle and bicycle parking, restrooms, and benches or picnic tables. However, some of the more popular trailheads identified in the Trails Master Inventory like Skyline Drive, Fresno Canyon, Skinsuit Trail and the Eagle Glen/Bedford Motor Way trail do not have City amenities or parking lots. The planned Santa Ana River trail in Corona will traverse past Butterfield Park and Stagecoach Park which each have parking, water fountains, and shade. The Santa Ana River Trail Master Plan also proposes a future park on Auto Center Drive which would include these amenities plus equestrian and bicycle parking.

Trails in Corona do not have branded wayfinding or signage, however in the first phase of Trails Master Plan wayfinding was one of the top community requests. Additionally, Corona's General Plan includes a policy (Policy 3.2) which requires trail and bicycle lanes to be identified with wayfinding signs or placards.

Although outside of Corona, there are US Forest Service owned trails in the neighboring Cleveland National Forest, like in Silverado

Canyon, which require purchase of an Adventure Pass. These passes can be purchased in Corona at the Trabuco Ranger Station.

Corona trailhead standards can be used to improve the trailheads in the City.



The Skyline Drive Trail is one of the most popular trails in Corona, however the trailhead only features a small sign and garbage can. There is only street parking available at this trailhead.

Trails Policies

The City of Corona has identified a number of trail-related policies centered around connectivity, accessibility, maintenance, and promotion, among other themes. Some key policies related to trail implementation and maintenance include:

- Policy 1.2: Require new developments to provide access opportunities to trails that exist in the area or to proposed trails linking parks, recreational areas, neighborhoods and other areas of high public concentration with a trail design suitable to the area or contribute improvements, dedications, or fees to extend trails.
- Policy 2.1: Encourage the creation of a multipurpose trail system for hiking, biking, and equestrian use in areas commonly used for these purposes, such as along washes, creeks, drainage channels, hillsides, parks, and other public use areas.
- Policy 2.4: Initiate and maintain dialogue with federal, state, and local governments to coordinate access and maintenance of trails

that cross jurisdictional boundaries.

- Policy 4.2: Consider the establishment of trail heads and/or staging areas with parking spaces for newly created trails, to the extent feasible; and if the opportunity arises, incorporate trail heads and/or staging areas into existing areas.

Partnerships & Maintenance

In addition to a team of park rangers, the City asks volunteers to apply to the Park Ambassador Program to assist with identifying trail maintenance issues. Ambassadors are expected to visit their assigned parks as frequently as once a week and use a City app to report issues that need to be addressed. These ambassadors are not authorized to correct any maintenance issues themselves. The City also offers Corona Beautiful Community Cleanups in which volunteers can register as individuals or as a group to pick up litter and remove graffiti. These cleanups occur at both park and trail locations in the City. The Corona Parks Foundation is a non-profit organization which also helps with the maintenance of parks and recreation programs in the City. The non-profit raises funds through

donations and grants and also assists the City with parks development.

Marketing and Promotion

The Sycamore Creek Interpretive Center at the Indian Truck Trail hosts nature events, field trips, and science story times for children and invites residents to learn about the Santa Ana Watershed, however this trailhead is outside of Corona's jurisdiction.

Transportation

There are several free park and ride lots in Corona, however they are mainly used for commuters going to work. The lots at the intersection of Lincoln Avenue and Ontario Avenue are less than two miles from the Skyline Drive trailhead, and the lot on Ontario Avenue and California Avenue are a few miles from several unnamed trailheads in the southeast of the City. Corona has a local bus system called the Corona Cruiser, however the bus routes are focused in the center of the City. There are also bike lanes on key streets leading to trailheads in Corona, including on Foothill Parkway, Upper Drive, Green River Road, and Masters Drive, however some of these bike lanes, like those on



Narrow bike lanes on a six-lane road lead to the entrance of the Fresno Canyon Trailhead, shown on the left.

CITY OF RIVERSIDE

Green River Road may be only be comfortable for the most confident cyclists.

Summary

Previous Plans:

- City of Riverside Park and Recreation Master Plan Update (2003)
- Riverside County Comprehensive Trails Plan (2018)
- Comprehensive Parks, Recreation, and Community Services Master Plan (2020)
- Trails Master Plan (2021)

Miles of Existing Trails:

- 31 miles of multi-purpose trails (this does not include paved Class I shared-use paths, or internal park trails)

Miles of Planned Trails:

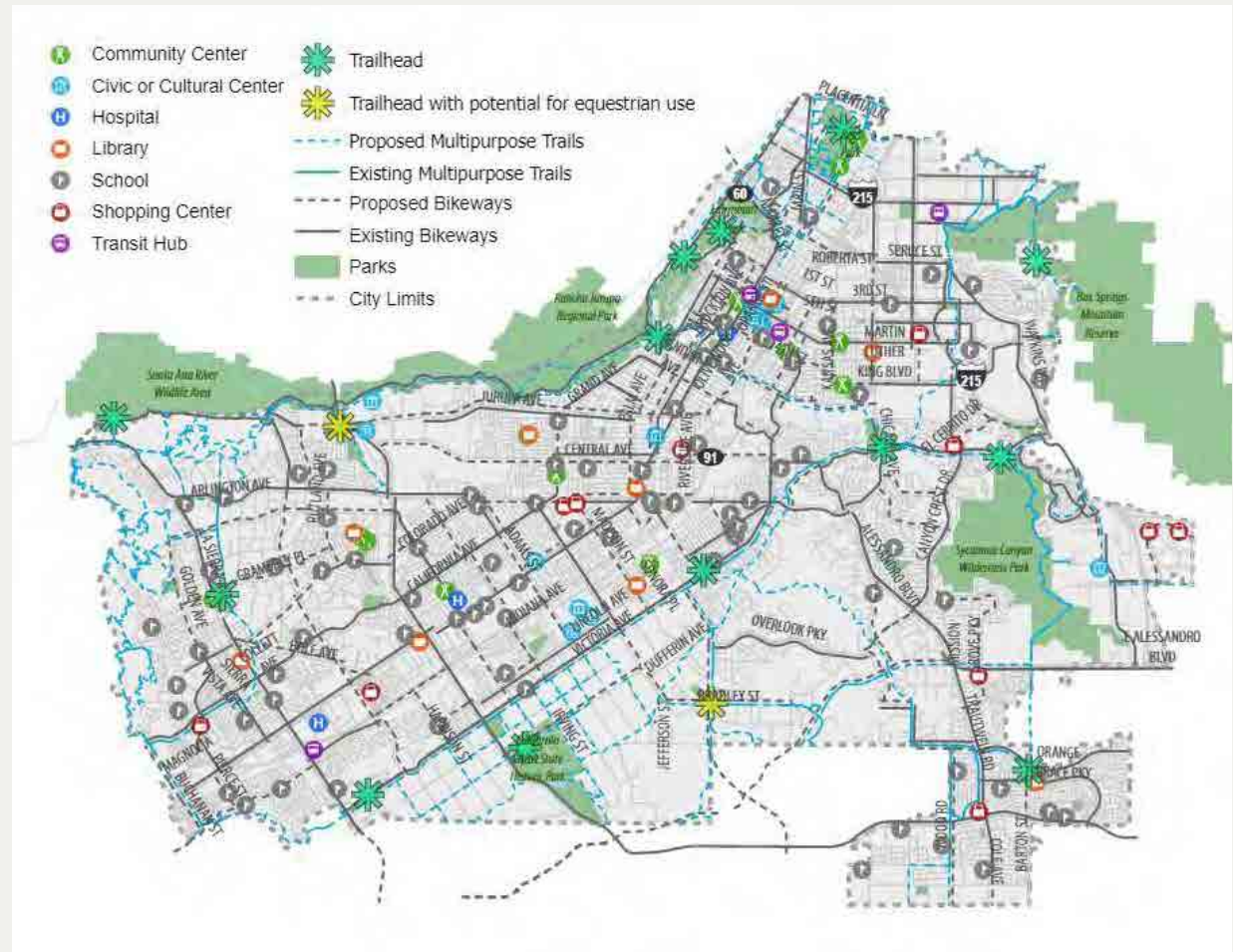
- 67

Riverside’s existing trail network is focused in its parks and along the Santa Ana River. The City’s website makes it easy for visitors to understand the types of trails available in the City. The website highlights Signature Trails which have historical or cultural significance in the City, and Park Loops, which are concrete or decomposed granite for easy walking. The City distributes activity guides every season filled with information about parks programming and park amenities, including information about which parks have trail access. Riverside is also home to several County owned parks and trails like Box Springs Reserve and Sycamore Canyon Wilderness which have more extensive programming and amenities.

Trailheads and Amenities

Some trail systems in Riverside have amenities for trail users. Sycamore Canyon Wilderness Park, which is home to several trails in its 1,500 acres, has the Ameal Moor Nature center at the park's main trailhead entrance which also includes a parking area, picnic tables, and informational signage. Similarly, Box Springs Mountain Reserve Park has two parking areas with restrooms and picnic areas, and the Hidden Valley Wildlife Area has a nature center, picnic area, informational signage, and parking for vehicles, bikes, and horses. Hidden Valley also has extensive programming including school programs, summer camps, group walks, and an amphitheater. Hidden Valley and Box Springs Park are operated by Riverside County Regional Park and Open-Space District (RivCoParks), and both require a \$5 per person parking fee.

There are several City trailheads with amenities along the Santa Ana River Trail. These trailheads include Martha McLean-Anza Narrows Park, Ryan Bonominio Park, and Fairmount Park which feature parking, restrooms, picnic areas, and access to equestrian and biking trails. Users



This trail map shows the existing and proposed trails in the City of Riverside.

can also access the trail from the Hidden Valley Wildlife Area, where the trail begins.

The Trails Master Plan proposes new trailheads in Riverside specifically near major open spaces around the City, including in the Santa Ana River Wildlife Area, the California Citrus State

Historic Park, Box Springs Mountain Reserve, and Rancho Jurupa Regional Park. These proposed trailheads would feature amenities like wayfinding signage, water stations, seating, restrooms, and equestrian facilities where feasible.

TRAILS MASTER PLAN



Above: This aerial of the Sycamore Canyon Wilderness Park entrance shows parking, a nature center, picnic tables and park information boards. Below: The Hidden Valley Wilderness Area, a pay to park facility, features benches, equestrian posts, bicycle racks, picnic areas, informational signage and a nature center. Visitors can access the Santa Ana River Trail from this area, or walk on the nature trails.



Trails Policies

While the City of Riverside does not have any new policies in its recent Trails Master Plan, it outlines a number of trail-related policies in its Bicycle Master Plan. These include:

- Policy 1.4: Maximize links between trails and major activity centers, residential neighborhoods, schools, shopping centers and employment centers. (Policies CCM-10.8 and ED-4.6)
- Policy 1.6: Create a primary trail loop to connect signature parks, county and state open spaces and parks. (Policy PR-2.4)
- Policy 2.2: Incorporate on-street and off-street bicycle facilities and bicycle parking in future development projects. (Policy CCM-2.9)
- Policy 2.6: Seek opportunities to provide enhanced bicycle usage along parkways, as designated in the Riverside General Plan. (LU-11.3)



Informational signage in the Hidden Valley Wilderness Area (left) and the Box Springs Reserve (right) show trail maps and wildlife information while also establishing branding for the respective areas.

- Policy 4.5: Develop more recreational opportunities for the secondary trail system in Riverside. Opportunities could include triathlons and bike races. (Policy PR-2.5)

Partnerships & Maintenance

The City of Riverside's Parks, Recreation, and Community Services Department (PRCSD) maintains the City's park and recreation facilities. Property owners of lots adjacent to or fronting on any portion of a trail between a street line and their property are responsible for keeping that area in safe condition for public use (City of Riverside Municipal Code Chapter 13.10-Maintenance and Repair of Sidewalks and Trails). The City also asks for volunteers to assist with park trails and park maintenance including along the Santa Ana River Trail.

The RivCoParks Foundation which supports RivCoParks is a nonprofit which raises funds and recruits volunteers to help maintain and patrol the parks in their jurisdiction. The organization hosts trail clean up days which includes restoration of green spaces and graffiti removal. RivCoParks also has an adopt-a-trail program in which community members and community organizations can volunteer to regularly clean up a trail and report trail damage.

According to the City's Comprehensive Park, Recreation & Community Services Master

Plan (2020), trails are considered to have a high community impact facility need, meaning it is important that they are well-maintained. Based on 2020 field reviews using categories established by the National Recreation and Park Association, the level of maintenance of Riverside's parks and recreation facilities is Mode II, indicating that the level of maintenance is above average compared to other similar cities nationally. However, community members involved in the outreach portion of the 2020 Master Plan noted trails as one of the highest priority areas for additional maintenance .

Marketing and Promotion

The City prints programs for distribution to Riverside households about parks and recreation programs and facilities. The City also used Facebook for program promotion. Improved marketing was noted in the 2020 Master Plan as a recommended improvement for the parks and recreation division.

RivCoParks has a user friendly website which describes the amenities at its parks and along its trails. The website also lists trailhead addresses, has educational videos and blog posts of happenings in the parks, and information about events.

Transportation

Intended for commuters, there is a park and ride location on Orange Street in Riverside which is about 1 mile from the Santa Ana River Trail which can be an option for walkers and bikers to use to access their place of work. There is also a bikeway network throughout Riverside and the Metrolink train and Riverside Transit Authority which can connect residents and visitors to the existing and proposed trails in the City.

The screenshot shows the RivCoParks website interface. At the top, there is a logo for the Regional Park and Open-Space District, Riverside County, and a large green header that says "Welcome to RivCoParks". Below this, it identifies the "Riverside County Regional Park and Open-Space District" and lists services: "Camping • Trails • Historic Sites • Nature Centers • Reserves". A "CAMPING RESERVATIONS" button with the phone number "1-800-234-7275" is also visible. A navigation bar includes links for "HOME", "ABOUT US", "EXPLORE RivCoParks", "EVENTS CALENDAR", "PARK TALK", and "CONTACT US", along with a search bar labeled "Search Site".

The main content area is titled "Take a Hike" and features a sub-header: "RivCoParks features several parks trail systems and the multi-county Santa Ana River Trail". On the left side, there is a "Quick Links" section with a "TRAILS" category containing buttons for "Santa Ana River", "Idyllwild", "Harford Reserve", "Box Springs", "McCall Equestrian", "Hidden Valley", "Sylvan Meadows", "Salt Creek", and "More Trails". Below this is an "ADOPT-A-TRAIL" section with buttons for "Adopt-A-Trail", "Trails Safety Tips", and "Trail Use Etiquette". At the bottom left, there is a "Trails Plan" button with the text "Award-Winning Planning Initiative".

The central part of the page features a collage of images: a pair of hiking boots, a trail map on a stone table, a wooden structure, a dirt path, and a sign for "Hidden Valley Wildlife Area". A "CAPRA ACCREDITED" seal is also present. Below the images, there is a paragraph: "Step back from the day-to-day grind and enjoy a relaxing outing to one of Riverside County Park and Open-Space District's park locations, many of which have several miles of hiking, biking and equestrian trails. Experience the beauty of natural creeks, seasonal vernal pools, native foliage and mountains vistas that surround the Inland Empire." Another paragraph follows: "RivCoParks has a trail for every fitness level and personal objective. Experiences vary from casual strolls through picturesque parks to heart-pumping treks through wild nature. Capture stunning photographs of your surroundings, take in scenic vistas or bond with your friends on a journey through unspoiled terrain." At the bottom right, there is a "TRAIL COURTESY" logo and a note: "The Quick Links for trails on this page have downloadable maps."

Trail information on the RivCoParks website is easily accessible and encourages visitors to explore their trails, nature centers, museums, and open-spaces.

CITY OF LAGUNA BEACH

Summary

Previous Plans:

- Land Use Element (2012)
- Landscape and Scenic Highways Element (2018)

Miles of Existing Trails:

- 40 (Laguna Coast Wilderness Park)
- 30 (Aliso and Woods Canyons Wilderness Park)

Laguna Beach has excellent resources for visitors who want to visit the trails in the City. The Visit Laguna Beach website encourages visitors to visit some of the most popular trails and parks in the area, and has detailed blog posts about the points of interest along the trails. The City takes pride in its history of its residents protecting the open space in the City and the creation of its parks and nature reserves. Most of the trails in or adjacent to the City are managed by Orange County or by the State which has resulted in well-branded, easily accessible trails with amenities and regular programming. Free trolley rides and the City's walkability encourage visitors to travel without a vehicle, however there is no direct service to these parks with trails.



Wayfinding in Aliso and Woods Wilderness Park points to popular destinations like this post navigating to the car wreck. These posts also indicate the difficulty level of the trail, and the type of trail (hiking, biking, and/or equestrian).



This OC Parks branded informational sign shows a trail map, park hours, and park rules at Laguna Coast Wilderness Park.



Crystal Cove trails feature informational signage.

Trailheads and Amenities

County operated Laguna Coast Wilderness Park and Aliso and Woods Canyons Wilderness Park require a \$3 daily parking fee, however those with an OC Parks Annual Pass may have the parking fee waived. Visitors have access to trails, the nature center, restrooms, and picnic areas. Aliso and Wood Canyons is also designated as a wildlife sanctuary and includes equestrian trails.

Crystal Cove, a state park, has a \$15 parking fee, also waived with an OC Parks Annual Pass. The park has a visitor’s center, restrooms, and a campground. There are four main trails that visitors can travel, each at a different skill level and intensity.

Another popular park with trails in Laguna Beach is the Alta Laguna Park, within the Aliso and Woods Canyons Wilderness Park, which has amenities including tennis courts, basketball courts, and playgrounds. Visitors to this park can park for free in the lot or on the street.

Trails Policies

The Laguna Beach Landscape and Scenic Highways Element of the Laguna Beach General Plan includes the following policies:

- Create a master plan of sidewalks, trails, and bikeways throughout the city. Identify trail connection opportunities to regional trails. (Policy 4.9)
 - Require dedication and construction of recommended trail and sidewalk

improvements as conditions of discretionary permit approval. (Implementation: Ongoing) (Action 4.9.1)

- Develop financing options for implementing the master plan of sidewalks, trails, and bikeways. (Implementation: Mid-term) (Action 4.9.2)
- Develop beach access landscape improvement criteria. (Implementation: Mid-term) (Action 4.9.3)
- Require attractively landscaped and designed pedestrian walkways and bicycle trails, consistent with sustainability principles, to encourage use and provide shading to reduce sun exposure. (Policy 8.12)

- Review City pedestrian walkway and trails systems to identify improvement opportunities. Coordinate as applicable with scenic highways Corridor Protection Plans. (Implementation: Short-term: 1-3 yrs.) (Action 8.12.1)
- Provide walking and biking opportunities to link residential and commercial neighborhoods through improvements such as sidewalks, bicycle lanes and multi-use trails. (Policy 8.3)

Marketing and Promotion

The Visit Laguna Beach website describes the City's open space as the "Laguna Green Belt" and encourages visitors to explore three of the City's most popular parks: Laguna Coast Wilderness Park, Aliso and Wood's Canyon Park, and Crystal Cove State Park. Each of these parks features its own website with additional information, making it easy for visitors to learn about trail maps, types of trails, parking, and wildlife information. The Visit Laguna Beach website also has a variety of blog posts which describe things to do in Laguna Beach, often suggesting visiting the parks and trails, as well as more detailed posts about how to navigate specific trails, and what visitors can discover on the trail. Additionally, the Visit Laguna Beach website has blogs which plan the entire day or weekend visitors for tourists. For example, one post, "72 Hours of Adventure in Laguna Beach, CA" recommends a number of restaurants and local businesses to visit before or after going on a recommended hike. These suggestions benefit the City's economic development, while making it fun and easy for visitors to explore the hiking trails.

Laguna Beach trails are well-branded with the help of Orange County Parks. Maps and brochure hand-outs are cohesively branded, and some popular trails feature posts with self-guided cell phone tours. Crystal Cove state park also has branded information hand-outs, and has information signage at trail entrances, as well as trail maps and mile markers along trail routes.

- Laguna Coast Wilderness Park: This park features regularly scheduled walking and biking tours, and its nature center hosts family events and programming.
- Crystal Cove: This park has regular hiking tours and bird walks and offers guided field trips for students. Visitors are also encouraged to play the Littering Larry game, where users can download an app to solve clues and complete challenges in the park. Those who complete the game can claim a prize in the visitor's center.
- Aliso and Wood Canyons Wilderness Park: This park has a visitor's center with exhibits, and park staff lead group hikes on the park's trails.



Markers along OC Parks trails have information about self-guided cell phone tours, encouraging visitors to learn more about the trails and park.

Partnerships and Maintenance

The Laguna Canyon Foundation was founded in 1989 and is dedicated to protecting the open space in Laguna Woods, Laguna Beach, and Irvine. The foundation began with a partnership with OC Parks and the City of Laguna Beach to purchase open space set for development and has since worked to create Aliso and Woods Canyons Wilderness Park and the Laguna Coast Wilderness Park. The foundation launched a trail program in 2014 to reroute overused trails, and continues to work with OC Parks to maintain 70 miles of trails, including large scale projects like bridge construction and material transport. The foundation hosts regular events for volunteers to help clean and maintain the trails as well as group hikes and children's events.

The Coastal Greenbelt Authority is a management authority for Laguna Coast Wilderness Park and Aliso and Wood Wilderness Park. The authority manages items like trail use, habitat protection, land use, park operations, and funding management.

OC Parks and California State Parks hire park rangers to protect open space, including on trails.

Volunteers at Crystal Cove are asked to help maintain landscaped areas and assist with trail repair. OC Parks also recruits volunteers to assist with evaluating and maintaining the trails in Orange County's jurisdiction.

Transportation

Laguna Beach is a self-described walkable town and encourages visitors to take public transit. The City offers a free park and ride trolley service on Coast Highway, and the Orange County Transit Authority (OCTA) has bus service to the City. The City also offers a free on-demand shuttle called Laguna Beach Local which includes Aliso & Wood Canyons Wilderness Park in its service area.

CITY OF SANTA CLARITA

Summary

Previous Plans:

- Santa Susana Mountains Trails Master Plan (2018)
- Citywide Beautification Master Plan (2001)

Miles of Existing Trails:

- 100+

Summary

Santa Clarita is home to over 100 miles of trails and paths. Multi-use trails cross the City and expand through the open space surrounding the City. Paseos, or neighborhood paths are extensive in some places in Santa Clarita, making walking and biking as convenient as driving to local destinations. The City has smart phone apps and well designed websites specific to the hiking and biking trails in the area, with interactive features that make navigating to and on the trails an easy experience. Most trailheads have free access with amenities and consistent, effective branding. Visitors traveling from outside of the City can take the Metrolink into the City and residents and visitors can easily access the trailheads in the City through the bus system or the on-demand ride app Go! Santa Clarita.

Trailheads and Amenities

City of Santa Clarita multi-use trails offer free parking. Some trailheads have parking lots large enough for equestrian trailers, while other trailheads have street parking, or are near other parking lots such as for shopping centers that are usable for trail visitors. Most of the popular City trailheads also have amenities like information kiosks, drinking fountains, picnic tables, and shade structures. These trailheads maintain consistent branding and have wayfinding posts with trail names and mile markers.

Paseos, or paved neighborhood paths, are extensive in the Valencia area, making access to schools, retail areas, and homes easy without needing to drive.

There is a nearby nature center maintained by Los Angeles County called the Placerita Canyon Nature Center. The center hosts events like nature shows, educational classes, and group walks. The county also operates the Castaic Lake Recreation Area which has 7 miles of trails and hosts competitive races and group nature walks, and William S. Hart Regional Park which

has bison along some of the park's scenic trails. The County's Vasquez Rocks Natural Area and Nature Center, known for rock climbing, also has trails, equestrian areas, and weekly events.

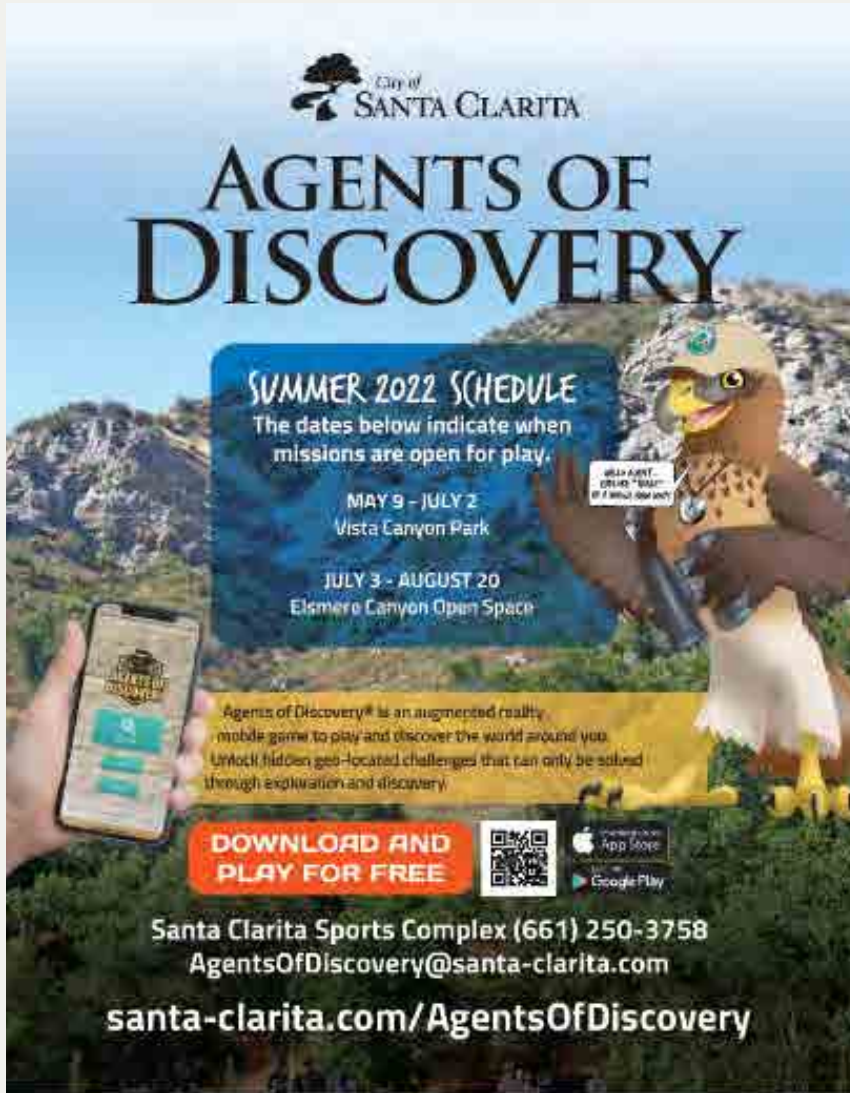
Other nearby parks with trails, like Whitney Canyon Park and Ed Davis Park are operated by The Mountains Recreation and Conservation Authority (MRCA) and have hiking, biking, and equestrian trails. Ed Davis Park has a \$7 parking fee.

Marketing and Promotion

The City has created several tools for residents and visitors to use to simplify trail access. The City has an interactive trails maps, which allows the user to see the locations of trailheads, multi-use paths, and bike lanes, making it easy for visitors to plan their hiking trips. The map also shows open-space and parks, even listing the jurisdiction responsible for managing the area. VisitSantaClarita.com lists the many trails available for visitors to enjoy, and includes photos and social media posts that show what visitors can discover on the trails. The website also has saved social media "stories" posts with captions like "Free Things to do in Santa Clarita"

which encourages visitors to take a nearby hike, stroll down Main Street, and attend local block parties. These posts can help a visitor plan their day in Santa Clarita, including patronizing a local business before or after a hiking trip.

Additionally, the City hosts the websites BikeSantaClarita.com and HikeSantaClarita.com. Both of these websites provide trail information and maps, events, community comments, and trail rules. The website also has dozens of photos and videos of the trails, allowing hikers and bikers to better prepare for their visit. The smart phone app Hike SC also provides information about the trails and open space in the City. The City hosts events like group bike rides along the trails, and encourages self-guided tours along the trails with the Agents of Discovery app which encourages residents to complete missions around City parks and learn about City history.



The poster features the City of Santa Clarita logo at the top. The main title "AGENTS OF DISCOVERY" is in large, bold, black letters. Below it, a blue box contains the "SUMMER 2022 SCHEDULE" with two mission periods: "MAY 9 - JULY 2" at Vista Canyon Park and "JULY 3 - AUGUST 20" at Elsmere Canyon Open Space. A cartoon bird character is on the right, and a hand holds a smartphone on the left showing the app interface. At the bottom, there are download instructions for the App Store and Google Play, along with contact information for the Santa Clarita Sports Complex.

City of SANTA CLARITA

AGENTS OF DISCOVERY

SUMMER 2022 SCHEDULE
The dates below indicate when missions are open for play.

MAY 9 - JULY 2
Vista Canyon Park

JULY 3 - AUGUST 20
Elsmere Canyon Open Space

Agents of Discovery® is an augmented reality mobile game to play and discover the world around you. Unlock hidden geo-located challenges that can only be solved through exploration and discovery.

DOWNLOAD AND PLAY FOR FREE

Santa Clarita Sports Complex (661) 250-3758
AgentsOfDiscovery@santa-clarita.com
santa-clarita.com/AgentsOfDiscovery

Tools like the Agents of Discovery game encourage residents to visit their City parks and learn about the surrounding nature and City history.

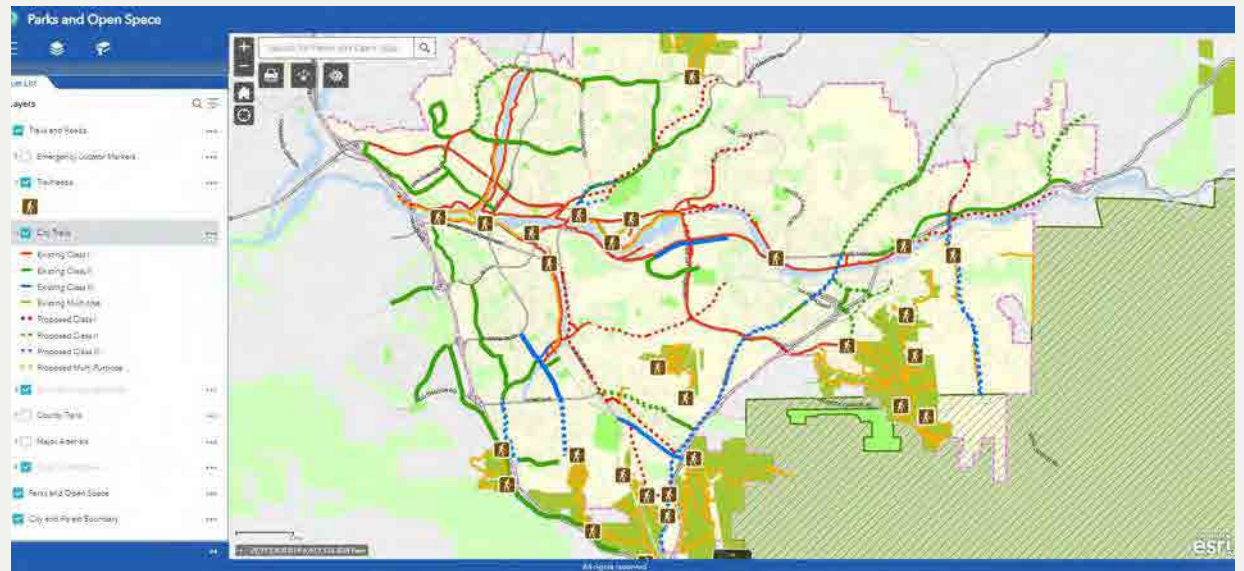


Branded signage indicates the trail is in City open space.

Public / Private Partnerships and Maintenance

In 2007 City residents voted in favor of creating an Open Space Preservation District which allows property owners to purchase open space to prevent the land from being developed. The District also charges a fee to Santa Clarita residents which is used to fund the Open Space, Park, and Parkland Program which manages maintenance, planning and development in City Parks. Additionally, the Landscape Maintenance Districts throughout Santa Clarita maintain certain parks, paseos (including the Valencia paseos), and trees.

Other partnerships have helped the City fund improvements to the trail network, including partnerships with the William S. Hart District, the Castaic Lake Water Agency, the Newhall Land and Farming Company, and the Santa Monica Mountains Conservancy.



Santa Clarita's interactive trail map makes it easy for users to plan their hiking or biking trips.

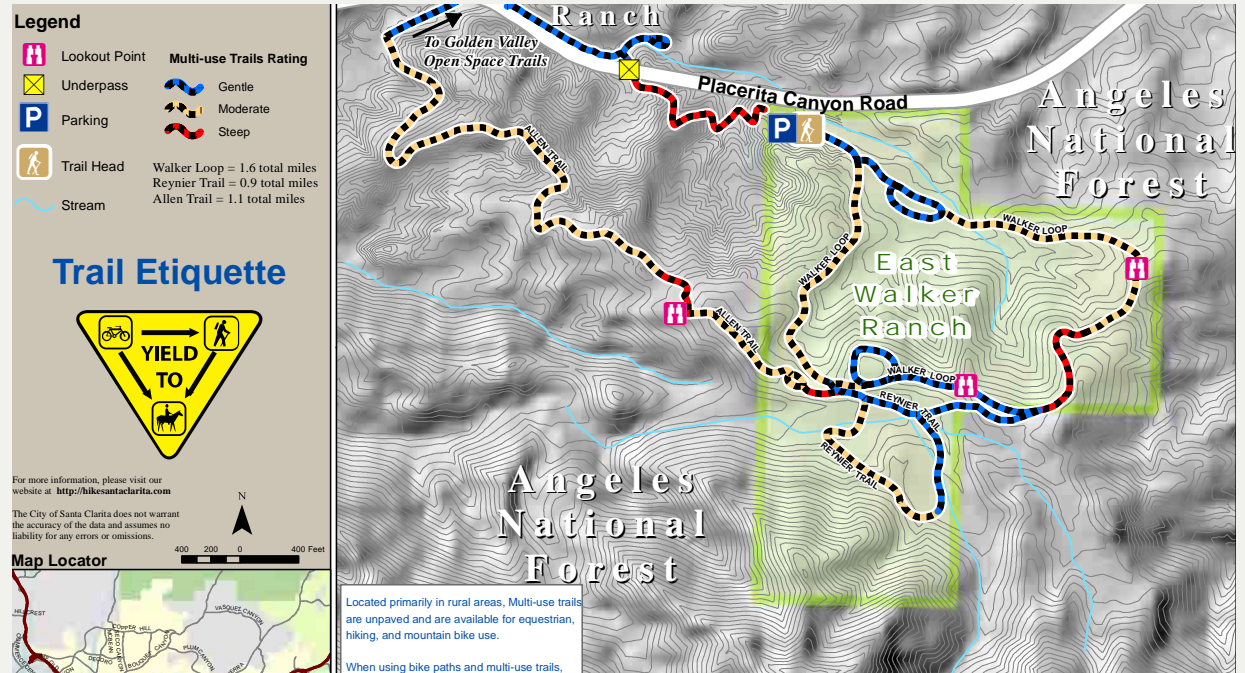
The City also recruits volunteers to maintain trails and to work on trail extensions by installing stakes and trail supports. Visitors are also encouraged to pledge to be a trail ambassador in which the ambassador provides feedback on the trails and alerts the City of needed trail maintenance.



Park trail maps maintain City trail branding.

Transportation

The Valencia Paseos are accessible from the residential neighborhoods in the area, making it convenient for residents to walk or bike to City destinations, or to recreate without needing to drive to a trailhead. The Santa Clarita Transit smart phone app, and the online trip planner on the SantaClaritaTransit.com website make it easy for residents and visitors to plan their trips using transit services in the City. Bus routes travel to some trailheads including the Castaic Recreation Center, William S. Hart Park, and along streets with trailheads like Magic Mountain Parkway which has the Iron Horse Trailhead. In addition to the bus service, the City has an on-demand ride program called Go! Santa Clarita in which users can order a ride on the TripShot app, much like an Uber or Lyft, but for only 1–2\$. Go! Santa Clarita provides rides throughout the City, including areas where the buses do not go, including to trailheads.



All City trail areas have their own trail maps like this one for East Walker Ranch.

Besides transit options to trailheads, Santa Clarita encourages residents and visitors to take other shuttles in their City, including the Summer Beach Bus to Santa Monica and the Hometown Trolley which takes visitors from hotels to Six Flags. There are also bike locker stations around the City like at City Hall and the Metrolink Station where users can park their cyclists for free for up to 12 hours.

UNINCORPORATED AREA OF ALTADENA

Summary

Previous Plans:

- Altadena Community Visioning Process (2012)

Altadena is an unincorporated area of Los Angeles County near the Angeles National Forest and the San Gabriel Mountains. The trails in the community are owned by the County and the US Forest Service, which each have their own system for maintenance, wayfinding, events, and fees. The Altadena Crest Trail, owned by the County, lies along much of the northern perimeter of the community and connects to many of the other trails in the area. Altadena's trail network is concentrated in one area of the community, so visitors have several trail options depending on their preferred intensity and trail length, and the popularity of a trail on a given day.

Trailheads and Amenities

Owned by the County, the Altadena Crest Trail traverses the perimeter of the community on the edge of the Angeles National Forest. Completion of the trail was an important element of the 2012 Altadena Community Visioning Plan. The currently completed trail has hiking, biking, and equestrian access and multiple trailheads, some with basic amenities like drinking water and trash receptacles, and others with no amenities. The ongoing Rubio Canyon Improvement Project plans to further extend the Crest Trail and improve trails which link to the Crest Trail. The Rubio Improvement Project also plans to build a nature center with an outdoor classroom, garden, and educational programming. This project is led by the Arroyos Foothills Conservancy (AFC), an organization with a mission of protecting and restoring habitats in the San Gabriel and Crescenta Valleys. The AFC also worked to protect Chaney Trail, now operated by the County, and Millard Canyon, operated by the US Forest Service. Millard Canyon features picnic tables and camping, and requires a US Forest Service Adventure Pass for parking. Adventure passes

are available for purchase at two convenience stores in Altadena.

The Eaton Canyon Natural Area and Nature Center is also operated by the County and features trails, group walks, picnic areas, nature exhibits and a gift shop. The center hosts events like concerts, family-friendly holiday parties, and nature challenges for visitors.

Angeles National Forest trails operated by the US Forest Service include the Sam Merrill Trail and the Sunset Ridge Trail which leads to Echo Mountain. Visitors to Forest Service's Cobb Estate Trailhead can also access the Cobb Estate, Inspiration Point, and the Dawn Mine, all of which are tourist attractions along the trails.

Most of the trailheads in Altadena lack amenities, and are located in neighborhoods out of obvious sight. Some larger trailheads, like those at Eaton Canyon and Millard Canyon have parking lots, but many others only have limited street parking. Street parking restrictions near the trailheads vary. At the Cobb Estate trailhead overnight parking is not allowed, which may limit resident's ability to park near the trailhead and provide space for visitors. At

the Mount Wilson/Pinecrest Gate trailhead however, parking is not allowed on weekends and weekday parking is limited to 2 hours, requiring visitors to park further away from the trailhead.. The density of trailheads and connection of trails may benefit Altadena in controlling street parking. Most of the trailheads are within just a mile or two of each other, allowing visitors to quickly travel to a different trailhead if another trailhead is too busy.



Some trailheads in Altadena are within neighborhoods and like this one, the Rubio Canyon Trailhead, may even be between homes. The only parking available at this trailhead is on the street, where there are no parking restrictions.



Other than the Eaton Canyon Nature Center and trailhead, most of the trailheads in Altadena do not have any amenities, such as this location which only has a signpost for the Altadena Crest Trail.



The Altadena Crest Trail is accessible from several trailheads in the community and has signage and maps at key points.



Despite the smaller size of the trailheads in Altadena, they are all well signed, at both the trailhead itself, and the streets leading to the trailhead.

Marketing and Promotion

As Altadena is an unincorporated area, it does not have a central website with park and trail information as other cities do. This does make it more difficult for visitors to understand how extensive the trail network is in the areas surrounding the community. However, there are well-known tourist attractions along the trails like the historic Cobb Estate, the Dawn Mine, and Inspiration Point. The Eaton Canyon Nature Center also hosts many events for families, schools, and nature lovers.

Partnerships/ Maintenance

The Arroyos and Foothill Conservancy (AFC) works with local jurisdictions to improve trails, enforce land use, and provide guidance on habitat restoration. As the AFC acquires land, they establish local volunteer groups to maintain and manage the property and initiate programming in conjunction with the community in which the land is located.

The Altadena Crest Trail Working Group was a key organization in rallying community support for the completion of the Altadena Crest Trail. The group is currently less active than during the



The Cobb Estate Trailhead, owned by the US Forest Service has informational panels along the trail.

planning and design of the trail, however they still have regular meetings and are interested in closing other trail gaps in the community.

Transportation

Metro Micro, an on-demand ride share service, can pick up and drop off users at or near most of the trailheads in Altadena for only 1\$. Customers must already be within the Altadena/Pasadena/Sierra Madre zone of service to request a ride, however there are two Metro bus lines that travel to Altadena, and the Metro Gold Line travels to nearby Pasadena.

There have been shuttle buses in the past which had connected riders from a Pasadena Gold Line Station to a trailhead in Altadena, however these programs were canceled due to low ridership and noise complaints from residents.

CITY OF TEMECULA

Summary

Previous Plans:

- Multi-use Trails and Bikeways Master Plan (2016)

Miles of Existing Trails:

- 110+ miles of bicycle trails

Unlike the other cities, Temecula has a cyclist focused trail system. Bike paths travel throughout the City, and through neighborhoods on paved paths, natural trails, and low-stress roadways which residents can use for recreation and transportation. Long, recreational trails also go through Temecula Valley, a rural tourist area known for its wineries. Many of these bike paths can also be used by pedestrians, and some even by equestrians. There are active organizations in Temecula that advocate for better, more connected trails, and the City works with neighboring jurisdictions to create connected regional trails, like the Murietta Creek Trail. Although the trail system is useful for residents, it may be difficult for visitors to navigate the City's trails, as they have limited branding, signage, and wayfinding. The City is also geographically close to County and Federally owned trail systems in the Cleveland National Forest, but lacks transportation connections to these areas, making them inaccessible without a vehicle.

Trailheads and Amenities

Temecula has an extensive network of bicycle trails and paths that vary from creek trails, to country trails, to pump tracks, to neighborhood bike lanes. Some of the trails, like the Murietta Creek Trail feature benches and picnic tables along the paved path. The Temecula Creek Trail is only 1-mile, but provides access to mountain bike trails nearby. Visitors can park at Temecula Creek Park which has picnic tables and a playground. Similarly, cyclists can visit the Great Oak Trail and park at the large Patricia H. Birdsall Sports Park complex or can ride the Temecula Loop Trail which has a number of entry points around the City including through small parks where cyclists can stop to take a break.

In addition to the paved paths in Temecula, there are also miles of natural surface trails throughout the City. This includes the Pauba Road trail which leads to several schools and connects to most of the neighboring residential areas. A similar path exists on Rancho California Road, and there is a path connecting a few neighborhoods to the mall, Promenade at Temecula. While

these trails are useful for connecting to nearby destinations, they do not have trailheads or designated access points, indicating that they are primarily for residents who live near the trails. The Multi-use Trails and Bikeways Master Plan has recommended that the City improve access points to both these walking trails and the biking trails in the City, as well as improve the wayfinding and branding elements of the trails.

Several communities in Temecula feature wide sidewalks, or paseos, for residents to use to access recreational areas, schools, wildlife areas, and other neighborhoods. The Paloma Del Sol community, a homeowner's associate community (HOA), describes itself as having over 100 acres of parks and green belts. These neighborhood paths connect to playgrounds, disc golf courses, basketball and tennis courts and swimming pools. These paths also connect residents to the neighboring Paseo Del Sol paths which lead to an elementary school and more neighborhoods. Similarly, the Wolf Creek Drive path in the Wolf Creek neighborhood connects residents to schools and parks, and features exercise stations along the path.

The Santa Rosa Plateau Ecological Preserve in nearby Murrieta is managed by the Riverside County Regional Park and Open Space District (RivCoParks) and has hiking trails leading to historical tourist destinations. The reserve charges 4\$ fee per adult, but visitors have access to picnic areas, interpretive programs, and walking, biking, and equestrian trails.

The US Forest Service owns the Dripping Springs Trail in the Cleveland National Forest in Temecula. The trail area has camping and equestrian areas, and the Dripping Springs Trail connects to other trails in the forest. Visitors are required to have an Adventure Pass to park near the trailhead, which can be purchased at select sporting goods stores in Temecula.

Trails Policies

Relevant Temecula General Plan policies include;

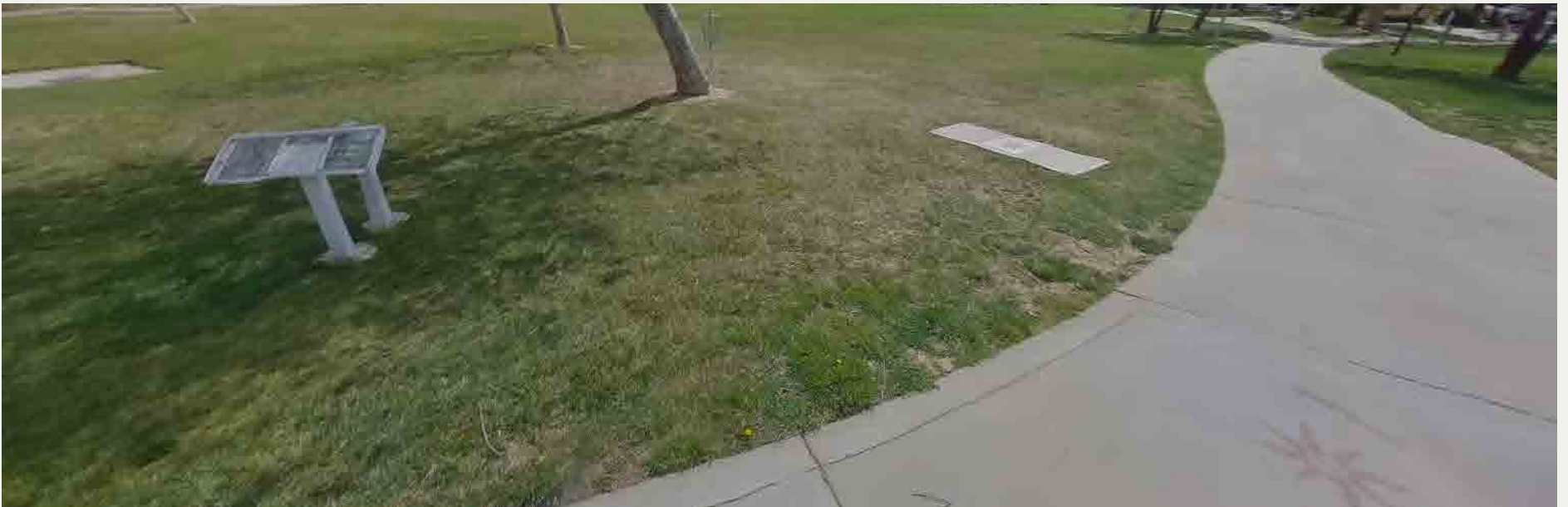
- Policy 5.4 Provide a comprehensive network of multi-use trails and bikeways between residential areas and commercial/employment activity centers, public institutions, and recreation areas.
- Policy 8.1 Provide a citywide recreation system that connects to the County's regional trail system which provides for bicycling, equestrian, hiking and jogging trails with appropriate support facilities.
- Policy 8.3 Require proposed development to provide trail connections to the citywide trail system through the dedication of land and the provision of easements.
- Policy 8.4 Require development plans to identify locations for an internal trails/sidewalk system that links land uses and provides convenient travel to transit facilities.



Trails and parks owned by other jurisdictions, like this area managed by the US Forest Service, have branded signage and wayfinding.



This trail entrance to Great Oaks Park has no signage indicating it can be accessed by cyclists and pedestrians, or branding to indicate it is a City -owned path.



This paseo in the Paloma Del Sol neighborhood, an HOA, features signage and branding stamped onto the path.

TRAILS MASTER PLAN



This path on Wolf Creek Drive features exercise stations.

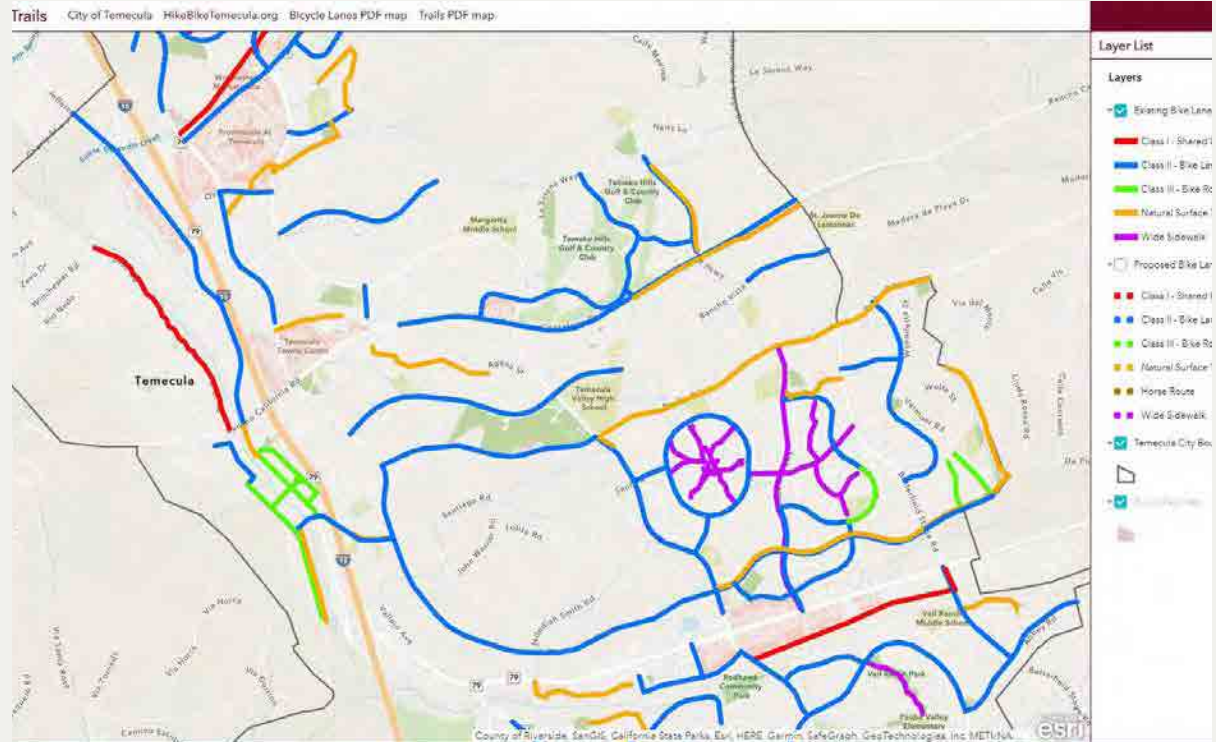


Some trails in Temecula are along parks, like the Temecula Creek Trail. The park has parking spaces, a playground, and picnic area. (Photo credit: Shawna Sarnowski Photography)

Marketing and Promotion

Known as wine country, Temecula Valley is a tourist destination with access to the City's bicycle network. The website VisitTemeculaValley.com, with the help of Bike Temecula Valley, provides a list of preferred bike rides of all difficulties with comprehensive information about how to access the route, the type of trail surface, and the elevation of the trail. These routes include suggestions to stop at wineries along the trails, which creates economic opportunities for the wineries and possible incentives for more trails to be built in the area.

HikeBikeTemecula is a City website with information about Temecula's trails. The website has a list of maps of trails in Temecula and in the neighboring communities, and has safety tips for cyclists. The website also includes an interactive map where users can see all of the bicycle routes, trails, and wide sidewalks in the City. Additionally, HikeBikeTemecula has a Facebook page which posts updates about trails and events.



HikeBikeTemecula and VisitTemeculaValley.com host this interactive map on their websites that show biking and walking paths in the City.

Partnerships/ Maintenance

Trail maintenance issues are to be reported to Temecula Public Works. The City hosts an adopt-a-park program for volunteers to maintain and clean parks and recreation areas, including trails.

Vailocity Bike Park in Temecula is a campground that has 25 miles of bicycle trails and tracks for different types of cyclists. Visitors must purchase a pass to enter the park.

Bike Temecula Valley is a bicycle coalition that works with the City to provide trail guides, host events, advocate for bicycle infrastructure, and encourage residents to get involved with City planning efforts. The non-profit releases regular newsletters detailing how residents can get involved in advocacy work and volunteer at trail clean-ups, as well as information about new and updated bike trails in Temecula. Bike Temecula Valley is also involved in promoting bicycle shops in the City and encouraging cyclists to join local cycling leagues.

The Santa Rosa Plateau Nature Education Foundation was formed with the help of the RivCoParks and works to raise funding so children at local schools can visit the Santa Rosa Plateau Ecological Reserve for field trips. Different field trips are catered to different age groups with the goals of educating and empowering youth to appreciate, preserve, and protect nature.

The Rancho California Horsemen's Association (RCHA) is an organization dedicated to preserving and expanding equestrian trails in Riverside County, particularly in Temecula Valley. The organization hosts group rides and advocates, publishes newsletters, and advocates for equestrian trail connection, including a recent success in working with the Rancho California Water District to open a trail connection between several winery trails.

Transportation

There are seven Riverside Transit Authority bus routes in Temecula, including a free trolley from the Promenade Temecula shopping mall to the Harveston community which has parks and internal trails. In addition to the transit system, Temecula's bicycle infrastructure is well connected, with several off-street paths, comfortable enough for most riders. Additionally, there are miles of pedestrian paths and trails in the City that connect to neighborhoods and nearby destinations, making it easy for residents to walk or bike around their communities, rather than drive.

For visitors to Temecula Valley, there are private shuttles that transport tourists from the airport to hotels, and companies where visitors can rent bicycles and explore the wine country bike trails.

TRAIL DEVELOPMENT POLICIES AND COMPARISONS

Developers are sometimes required to comply with development conditions prior to the issuance of a building permit. These conditions can range from landscaping requirements to the construction of transportation systems near the development. Alternatively, cities may provide an option for a developer to pay an in-lieu fee in which the developer pays for the future implementation of the conditional resource.

The purpose of conditional development related to trails in Corona is to maintain access to existing trailheads and to expand the trail network where possible. This section reviews policies employed by neighboring cities that require conditions or fees from developers for trail implementation and maintenance. Increased housing developments in Corona have expanded the City's tax base and can fund further development of the trails network, but these developments should comply with policies that do not disrupt the existing network.

Development Policies in Corona

The City of Corona has historically not required that developers meet a condition to develop or maintain trails in new developments, nor have developers been required to pay in-lieu fees for trails. The City does require developers to pay a parkland and open space fee, or a Quimby fee, which requires developers to pay an impact fee for the construction of parks, recreation, and open space facilities. These fees are imposed on developments of single-family and multi-family homes, and commercial development, with smaller fees on single-family attached and multi-family dwellings. However, these fees only pay for park amenities and do not fund trails.

While having few development conditions in the City of Corona may have attracted developers in the past, as the City grows, conditions should be established to keep trails accessible, including keeping access open to the trailheads on land that may be developed, and ensuring parking spaces near trailheads are available and usable to the public. There has been historical discussion about implementing development conditions in Corona. In the TMI,

the plan notes that some of the identified existing trails are located on undeveloped private property, and notes that the City can consider integrating or establishing pedestrian access to these trails in future development.

The need for these conditions became evident during the Skyline Heights development process in 2016. A group of concerned residents launched a petition to block the development of the housing project, known as Skyline Heights, which would annex 395 acres south of Foothill Parkway between Trudy Way and Paseo Grande. Residents were concerned about access to the popular Skyline Drive Trailhead and other trails in the area. The developer worked with these advocates and agreed to maintain public access to Skyline Drive Trail, as well as agreeing to fund a Trails Master Plan. In 2020 a separate development was slated that would block Skyline Drive Trail access, prompting the City to purchase 292 acres of land in the Skyline Drive Trail area to preserve the open space. Part of the funding for this purchase was from park development dollars, which come from the parkland and open space

development fees. If the City does not create conditions or fees for future development, the City may face further trail access issues.

Policy Comparisons

In order to understand trail development condition options, the 5 like cities were also reviewed for their development requirements. In general, cities may require developers to pay an impact fee, while others may require a donation of land or permanent right-of-way rights to public spaces like trails. As an alternative to the land dedication, cities may also offer an in-lieu fee option in which the developer pays a fee based on the size and type of development to offset the cost of trail development elsewhere in the city.

CITY OF RIVERSIDE

The City of Riverside requires developers to pay a \$78 per acre trails development fee prior to issuing a building permit. These fees are deposited into a City trails fund which can be used for the acquisition and development of trails. There are some exemptions to this fee, in some cases a new development that replaces

an old development can be exempt from the fee if the new development is developed within one year of the old development's departure. Additionally, a developer can apply for a reduction in the impact fee if the developer donates land to the City. However, the land must be situated where there is already a proposed City Trail.

CITY OF LAGUNA BEACH

The City of Laguna Beach offers an in-lieu park and recreation fee, which requires developers to dedicate land or pay an in-lieu fee, or both, for parks and recreation. The amount of land dedicated depends on the size of the development, and the amount of land designated for open space as determined in the General Plan. If the development does not include land designated in the General Plan, the developer must pay a fee as determined in the City municipal code.

A condition of approval for coastal development requires the developer to provide the public with permanent access to recreation on the shoreline, including trail access. In

general, the City requires developers to include parking as a condition of development. There is a special provision for this parking condition, which allow the developer to reduce the typical parking standards if the proposed use for the development will encourage alternative transportation modes. However, this special provision cannot be used if the reduced parking requirement would adversely impact public access to beaches, parks, open spaces, or trails.

CITY OF SANTA CLARITA

Santa Clarita requires developers to dedicate land for parkland or pay an in-lieu fee depending on the number of persons per unit and the number of units in the development.

For developments in the Placerita Canyon Special Standards District and the Sand Canyon Special Standards District developers must provide equestrian and pedestrian trails as planned by the district, and existing trail access must remain accessible. Within these special districts, a maintenance association must be established to maintain the trails in the development for developments greater than

4 dwelling units and all new commercial and industrial development.

UNINCORPORATED LOS ANGELES-ALTADENA

Altadena is in a Community Standards District within unincorporated Los Angeles County. In order to receive a conditional use permit, developers must improve existing trail right-of-way and trailheads to ensure their ongoing use. Within the County's general Community-Wide Development Standards, the code requires the protection of trails to be considered to the maximum extent possible.

The County also requires dedicated parkland or an in-lieu fee per the Quimby Act and the Los Angeles County Planning Division and Public Works Department require additional fees to be paid to the Department of Parks and Rec for any projects that include publicly dedicated trails.

CITY OF TEMECULA

New developments in Temecula that include the plans of any street, trail, or bicycle path as shown in the General Plan, Specific Plan,

or any other supplemental document must be dedicated to the City. The right-of-way shall be provided to the City for the construction of new trails or improvements to existing trails and bicycle paths. Property owners which have public trails on their property must maintain the trail section, removing vegetation, garbage, and debris. Similarly to the other cities, Temecula requires that developers dedicate land or pay an in-lieu fee for parkland.

Policy Recommendations

In the City of Corona, most of the popular trailheads are on the border of the Cleveland National Forest and are established and immovable. As these popular trails are outside of the City boundaries, it is imperative that the City protect access to the trailheads so they can remain open to the public.

In Phase I of the Trails Master Plan, there are trails proposed throughout the City of Corona. While many of these trails travel through already developed portions of the city, the clearest path forward to implementing as many trails as possible through development would

be to condition the trail implementation as a requirement for developers, in addition to permanently allowing public access to these trails. This condition could also be included as a part of the existing parkland dedication and in-lieu fee.

An alternative to conditioning trail development in the entire city would be to condition development in areas where the threat to inaccessible trailheads is the highest, such as in the undeveloped areas in the southern portion of the city, along Upper Drive and Eagle Glen Parkway, and in the northwest near the Fresno Canyon Trail. Similarly to Laguna Beach conditions along the coast, and Santa Clarita conditions in special districts, development conditions in these areas of Corona can ensure trail access remains public while avoiding the need to impose conditions in the entire City. It should be noted, however, that limiting the conditions and fee to only a portion of the city will require higher payment by developers, instead of spreading out the fee for all developers in the city. Regardless of whether the City chooses to include the fee in all of Corona

or not, there should not be concerns about overburdening developers. Based on a study by WRCOG which compared development fees in cities in Western Riverside, throughout the County, including in Corona, fees associated with parks and trails are significantly lower than the fees developers pay for transportation, water and sewerage, and schools.

The City will also need to consider parking conditions for developments near trails. Most development uses in Corona require an off-street parking requirement. However, these requirements may need to be increased in some areas with trails. For example, multi-family homes require 2.5-3.5 spaces per 5 units, depending on the number of bedrooms, which likely requires residents to find on-street parking. However, if this type of residential development is constructed near a popular trailhead, residents and trail visitors will be forced to compete for on-street spaces. The desire for parking near trails outside of residential areas became clear in 2017, when City Council approved additional parking alongside Foothill Parkway, restricting parking on nearby residential streets near the Skyline Drive Trailhead.

In order to update the development conditions in the City, the change will need to pass in City Council. The Planning Division will also need to be involved, to provide accurate General Plan and zoning information.



TRAILS INVENTORY

Appendix B



PREVIOUSLY PROPOSED TRAILS

This appendix details each proposed trail from the Trails Master Plan and describes potential connections to existing active transportation facilities, schools, transit stops, parks, trailheads, and trails outside of the City. These elements were utilized as criteria for the prioritization process.

Table 1 lists all trails in the inventory and provides the page number in the appendix where more information is provided.

TABLE 1. Trails Inventory Table of Contents

Trail Number	Page Number	Trail Name
1	114	Green River Road Multi-use Path
2	115	Palisades Drive Multi-use Path
3	116	Palisades Drive Nature Trail
4	117	West Corona Metrolink Path and Trail Connection
5	118	Sixth Street to Skyline Multi-use Trail Connection
6	119	Mangular Park Multi-use Trail Connection
7	120	Lincoln Park Path and Trail Connection
8	121	Butterfield Overland Trail
9	122	Mabey Canyon Wash Recreational Trail
10	123	Corona Main Metrolink Connection - Main Street Multi-use and Recreational Path
11	124	Corona Main Metrolink Connection - Trail to Transit Recreational Path
12	125	Eastern Corona Multi-use Trail
13	126	Foothill Parkway Multi-use Path Extension (Butterfield Trail alignment)
14	127	I-15 Undercrossing Multi-use Path
15	128	Neighborhood Destination Path and Trail Connection
16	129	North Corona Cross-Town Path and Trail Connection
17	130	Neighborhood Transportation Multi-use Trail Connection

CORONA, CA

Trail Number	Page Number	Trail Name
18	131	River Road / Lincoln Avenue Multi-use Path
19	132	Rincon Street Multi-use Path
20	133	Auburndale Street Multi-use Path
21	134	Butterfield Park Trail Loop
22	135	Neighborhood Recreational Trail Opportunities
23	136	Eagle Rd South
24	137	Eagle Rd North
25	138	Fresno Canyon Trail
26	139	Green River
27	140	Foothill Parkway Trail
28	141	Butterfield Park and Clearwater Power Plant Connection
29	142	Canyon Crest Trail West
30	143	Sierra Bella Trail
31	144	Montana Ranch Trail West
32	145	Canyon Crest Trail East
33	146	Nicholas Trail
34	147	Mabey
35	148	Block Trail
36	149	Wardlow Canyon Trail Central
37	150	Skinsuit
38	151	Palisades Drive Nature Trail Alternative Route
39	152	Eagle Glen/ Bedford Motorway North
40	153	Butterfield Park Trail Path
41	154	Montana Ranch Trail East
42	155	Temescal Canyon Regional Trail
43	156	Eagle Valley Trail North
44	157	Eagle Valley Trail Extension
45	158	Eagle Valley Trail
46	159	Eagle Valley Trail East
47	160	Eagle Valley to Temescal Canyon Connection East

TRAILS MASTER PLAN

Trail Number	Page Number	Trail Name
48	161	Eagle Valley Trail Connection
49	162	Eagle Valley to Copper Rd Connection
50	163	Eagle Valley Trail West
51	164	Eagle Valley Trail West Extension 1
52	165	Eagle Valley Trail West Extension 2
53	166	Eagle Valley Trail West Alternative Route
54	167	Eagle Valley Trail and West Connection
55	168	Eagle Canyon North
56	169	Eagle Canyon Central
57	170	Eagle Canyon East
58	171	Eagle Canyon West
59	172	Eagle Canyon South
60	173	Eagle Canyon South Extension
61	174	Wardlow Canyon Trail South
62	175	Prado Trail
63	176	Rock Vista Park Trail
64	177	Rock Vista Park and Promenade Park Connection
65	178	Promenade Park Trail
66	179	Impresivo Trail
67	180	Mabey West
68	181	Ibbetson Trail
69	182	Malaga Trail
70	183	Public Safety Way
71	184	Malaga Trail South
72	185	Mabey East
73	186	Hudson House Trail
74	187	Bedford Canyon Path
75	188	Eagle Glen Creek Path
76	189	Crown Ranch Trail
77	190	Wardlow Canyon Trail Central
78	191	Green River Ranch Trail

GREEN RIVER ROAD MULTI-USE PATH

- Trail #1
- 3.0 Miles

The segment connects to a park & ride lot and the Prado View Elementary School. The segment directly connects to one small park on Serfas Club Drive that could accommodate a new trailhead/staging area.

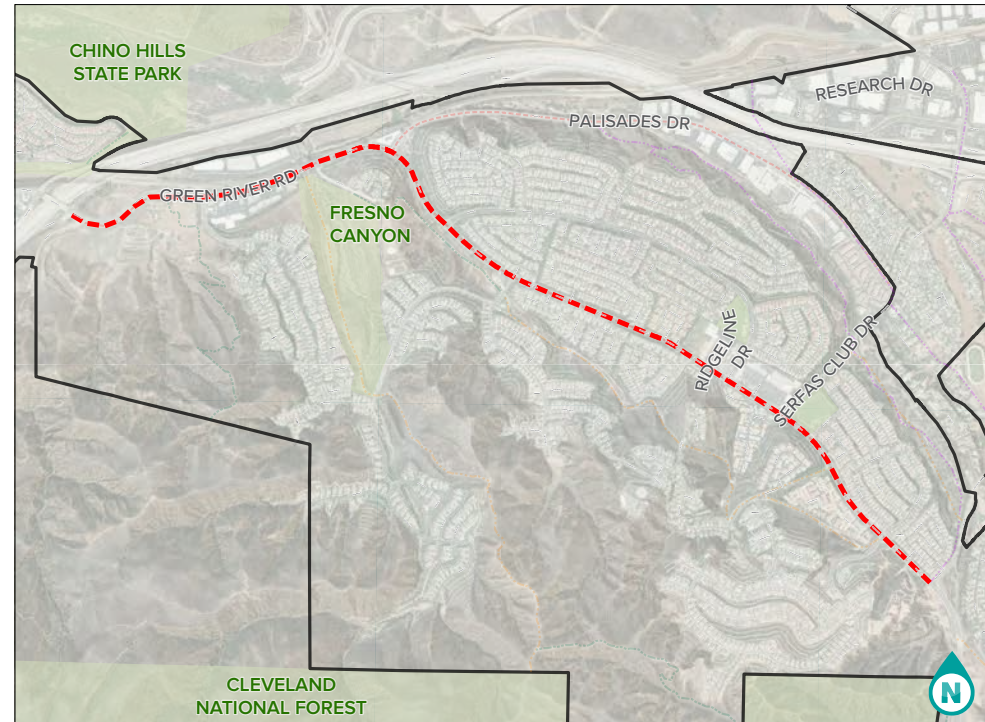
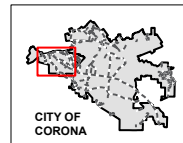
The Green River Road Multi-use Path will provide a connecting route to multiple nature and recreational trails that connect to larger trail networks within the Cleveland National Forest outside of the City. The proposed segment also connects to the existing multi-use path on Foothill Pkwy.

TRAIL #1

Green River Road Multi-use Path

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

0 1,000 2,000 FEET



PALISADES DRIVE MULTI-USE PATH

- Trail #2
- 1.7 Miles

The Palisades Drive Multi-use Path does not directly connect to any existing trailheads or trails that lead out of the City or into the Cleveland National Forest. This proposed segment connects to the Green River Road Multi-use Path, but does not connect further into the adjacent residential neighborhood.

This segment does not connect to any existing parks, schools, commercial developments, or transit stops.

There is an existing Class II bike lane along Palisades Dr.



PALISADES DRIVE NATURE TRAIL

- Trail #3
- 2.1 Miles

The Palisades Drive Nature Trail is a proposed soft-surface nature trail that branches off of the proposed Palisades Multi-use Path (segment 2). The alignment sits within a small valley flanked by commercial land use to the north and residential land use to the south. There is a proposed access point to the residential neighborhood at an existing maintenance road/driveway that connects to Nutmeg Drive/Juniper Dr. Other than that proposed connection, the access points for this proposed segment are located at intersections with Palisades Drive, Serfas Club Drive, and Foothill Parkway. This segment connects to the existing Multi-use Path along Foothill Parkway that connects to several existing trailheads with connections into the Cleveland National Forest.

At the intersection at Serfas Club Drive, segment 3 is just over .1 miles away from Serfas Club Park, which could be used as a new trailhead/staging area.

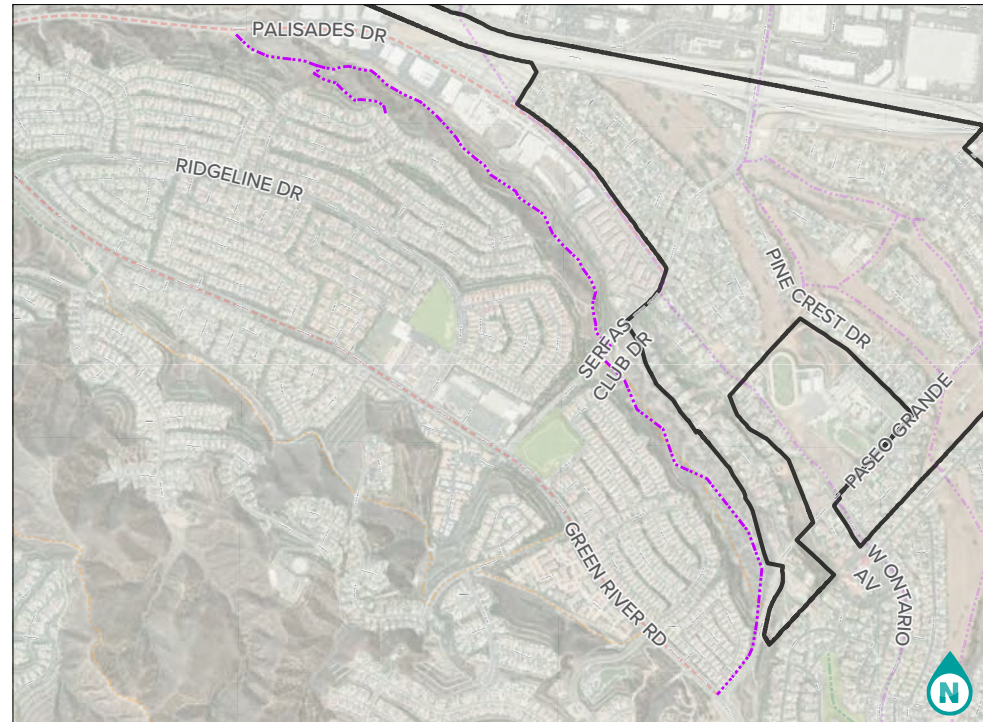
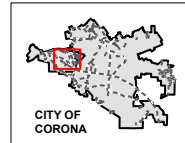
TRAIL #3

Palisades Drive Nature Trail

Proposed Trail Alignments

- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail
- Type 5: Soft-surface Nature Trail
- City Boundary

0 700 1,400 FEET



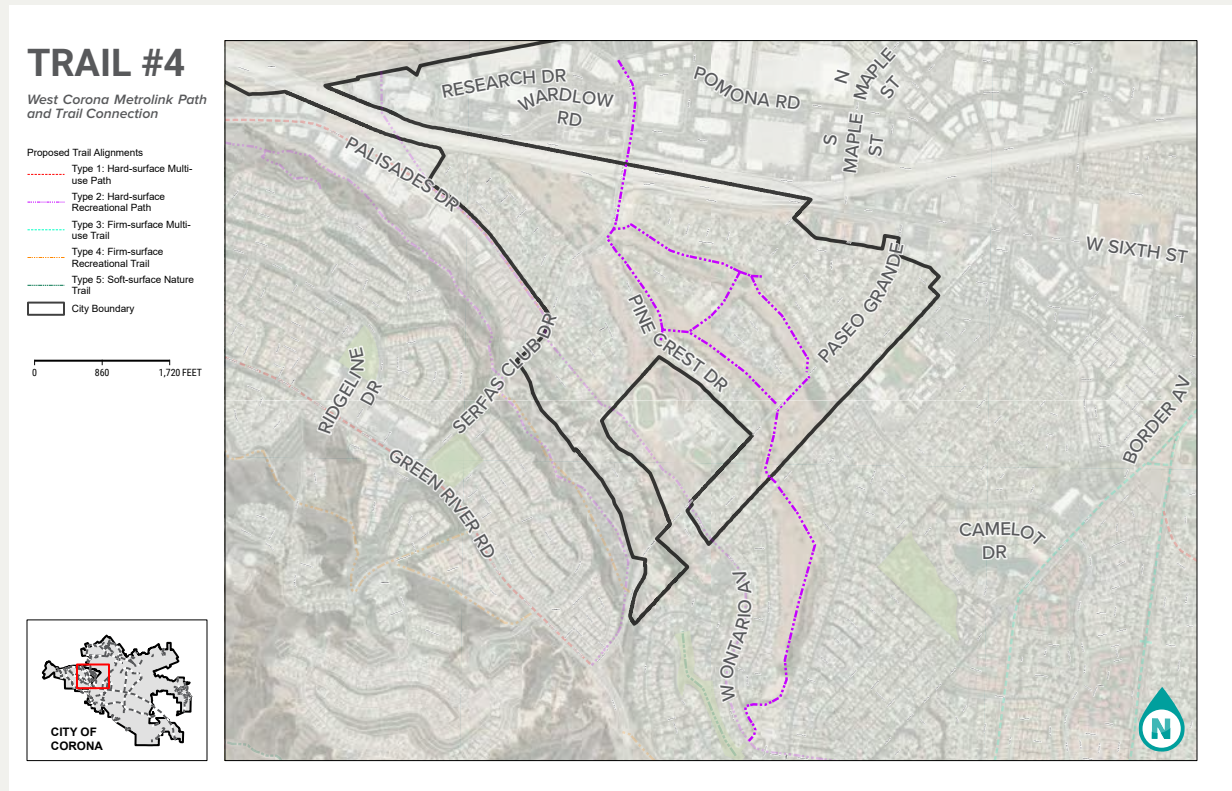
WEST CORONA METROLINK PATH & TRAIL CONNECTION

- Trail #4
- 3 Miles

The West Corona Metrolink Path & Trail Connection includes a small network of trails, both on and off street, largely in the unincorporated community of Coronita. To the north, the segment connects to the West Corona Metrolink Station. No direct connection is made to the nearby Santa Ana River Trail Trailhead. The system of trails within Coronita utilizes undeveloped land in between residential developments where there appears to be some existing informal trail paths.

Connections to Class II bike facilities are made along Pomona Road near to the Metrolink Station, and at the southern terminus of the segment along W Ontario Avenue.

The proposed trails are located near three schools including the Cesar Chavez Academy, Coronita Elementary, and John Adams Elementary.



SIXTH STREET TO SKYLINE MULTI-USE TRAIL CONNECTION

- Trail #5
- 3.7 Miles

The Sixth Street to Skyline Multi-use Trail Connection is aligned along an existing flood control channel for its entire length and therefore would form a 3.7 miles off-street trail running north to south through the City. At its northern end, the trail passes through a major commercial trail along sixth street.

The trail directly connects to Corona Vista High School and Benjamin Franklin Elementary School as well as Ontario Park.

The trail connects to Class II bike facilities at the intersections of Sixth Street and West Ontario Avenue. Class I facilities intersect the proposed trail just north of Stein Way and at Foothill Parkway.

The trail connects to a Corona Cruiser Red Line transit stop at the intersection with West Tenth Street.

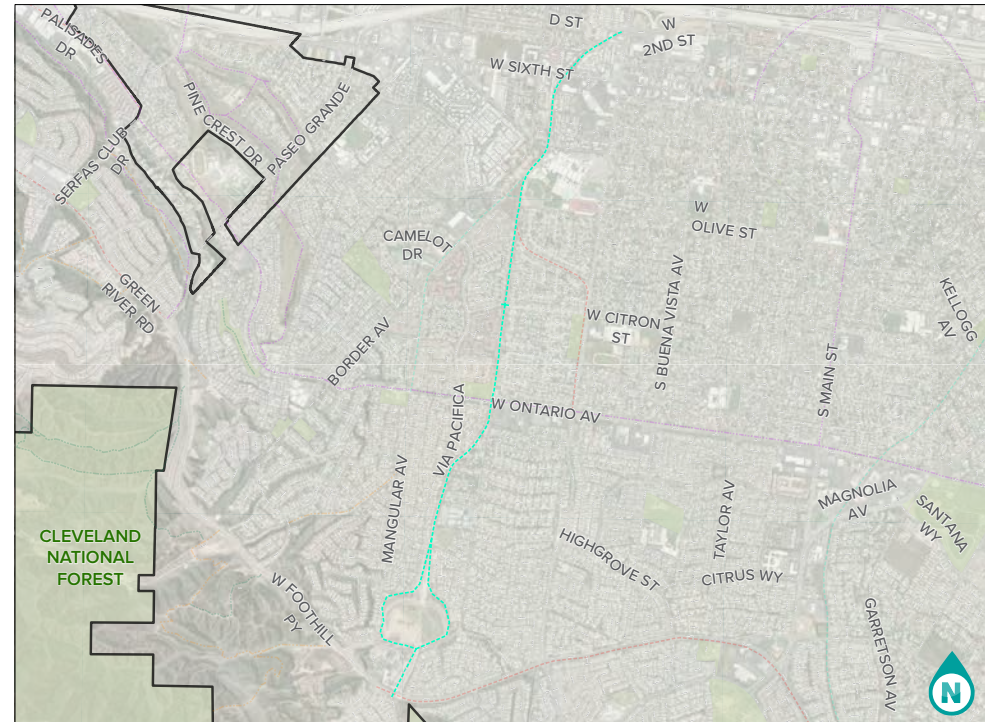
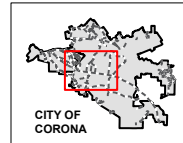
TRAIL #5

Sixth Street to Skyline Multi-use Trail Connection

Proposed Trail Alignments

- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail
- Type 5: Soft-surface Nature Trail
- City Boundary

0 1,000 2,000 FEET



MANGULAR PARK MULTI-USE TRAIL CONNECTION

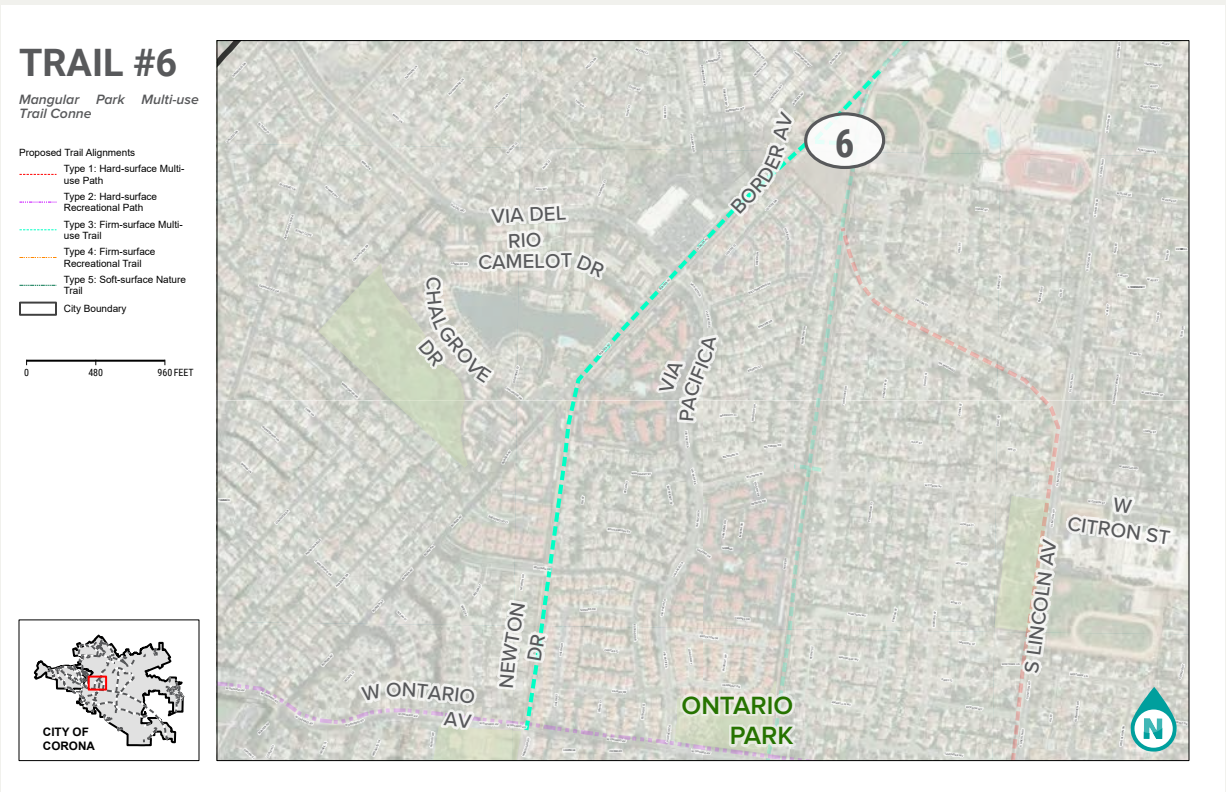
- Trail #6
- 1.1 Miles

The Mangular Park Multi-use Trail branches off of segment 5 and continues as an off-street alignment to its southern terminus at West Ontario Avenue.

The trail connects directly to Mangular Park and Corona Vista High School at its northern terminus where it branches off of segment 5.

Class II bike lanes intersect the trail at Via del Rio and at West Ontario Avenue.

Transit stops for the Corona Cruiser Red Line are located on Border Avenue adjacent to the trail.



LINCOLN PARK PATH AND TRAIL CONNECTION

- Trail #7
- 0.9 Miles

The Lincoln Park Path and Trail Connection branches off of segment 5 and continues as an off-street alignment until it reaches Lincoln Avenue where it transitions to a roadway adjacent multi-use path/recreational path to its southern terminus at West Ontario Avenue. At the northern end of the segment, the channel appears to transition to underground conveyance. The off-street segment between the flood control channel and Lincoln Ave features a 40 foot wide easement with a 12.5 foot wide concrete path, and space on either side for additional plantings.

The multi-use path/recreational path runs alongside Class II/III bike facilities on Lincoln Avenue.

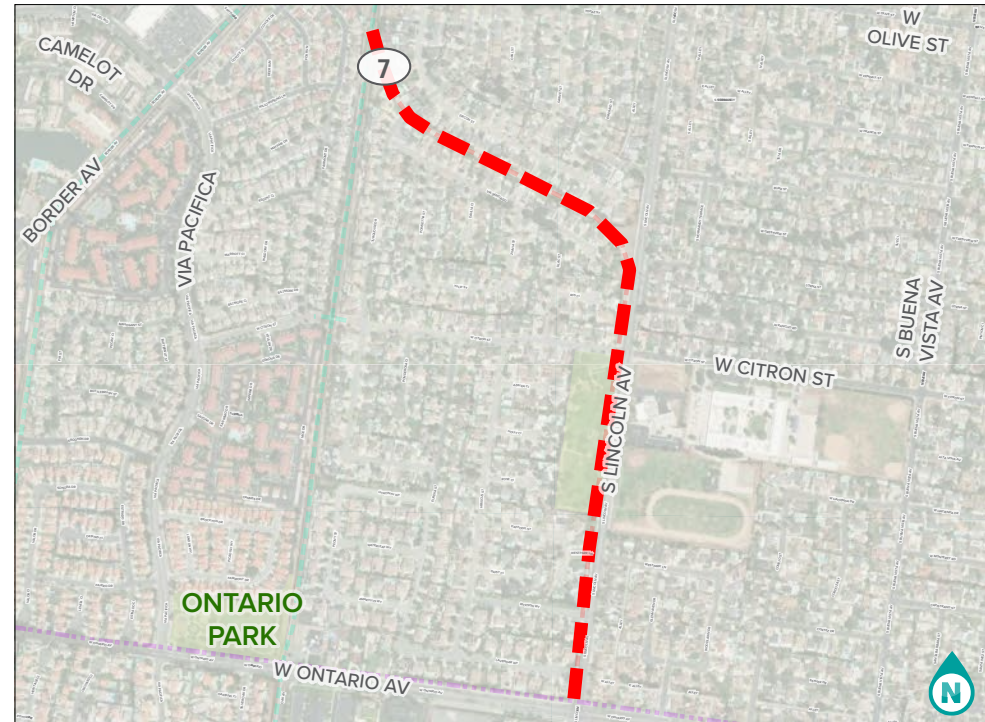
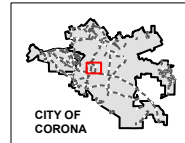
The trail connects directly to Lincoln Park and the Letha Raney Intermediate school on Lincoln Avenue. There are two park and ride lots within walking distance of trail 7.

TRAIL #7

Lincoln Park Path and Trail Connect

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

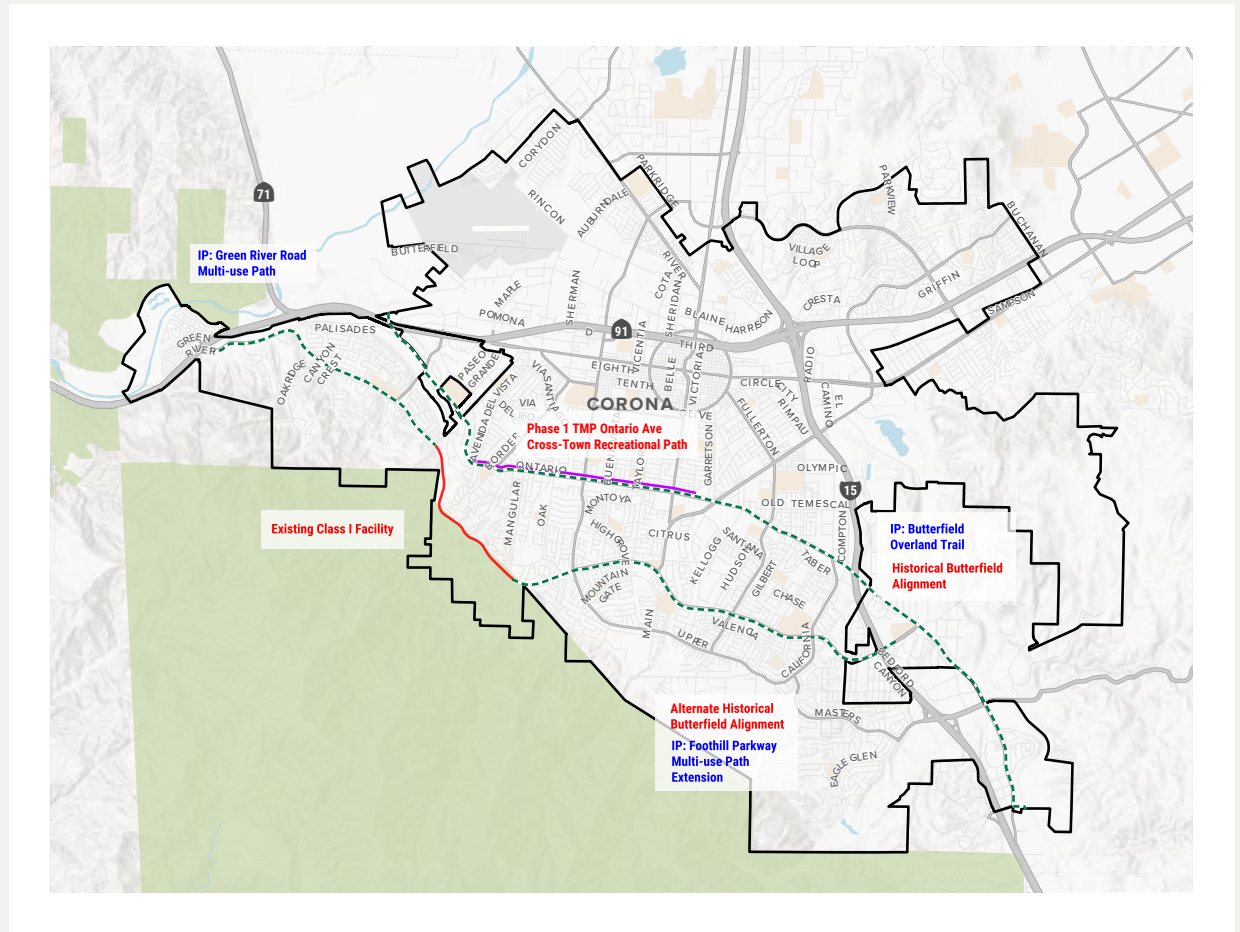
0 400 800 FEET



BUTTERFIELD OVERLAND TRAIL

- Trail #8
- Length pending final route selection

There are several proposed alignments for the Butterfield Overland Trail. The Ontario Avenue Cross-Town Recreational Path from the Phase I Trails Master Plan (TMP I), National Park Service (NPS) Butterfield Overland Trail alignment across the City along Ontario Ave, and the NPS alternate alignment along Foothill Parkway are all options for routing the historic Butterfield Overland Trail. The map shown details all possible alignments for the Butterfield Overland Trail.



MABEY CANYON WASH RECREATIONAL TRAIL

- Trail #9
- 0.5 Miles

The Mabey Canyon Wash Recreational Trail is a proposed trail that utilizes the service road adjacent to a flood control channel between Mangular Ave and Border Ave.

The trail connects to existing Class II bike facilities along Mangular Ave.

The proposed trail is situated between residential developments with some adjacent undeveloped hillsides. While the flood control channel continues south to Foothill Parkway, the proposed trail ends north of Foothill at Border Ave. If the trail was extended to Foothill Parkway it would link to an existing multi-use path and connect along Foothill Parkway to Mabey Canyon, Mangular, and Skyline Road trailheads.

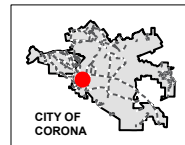
TRAIL #9

Mabey Canyon Wash
Recreational Trail

Proposed Trail Alignments

- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail
- Type 5: Soft-surface Nature Trail
- City Boundary

0 160 320 FEET



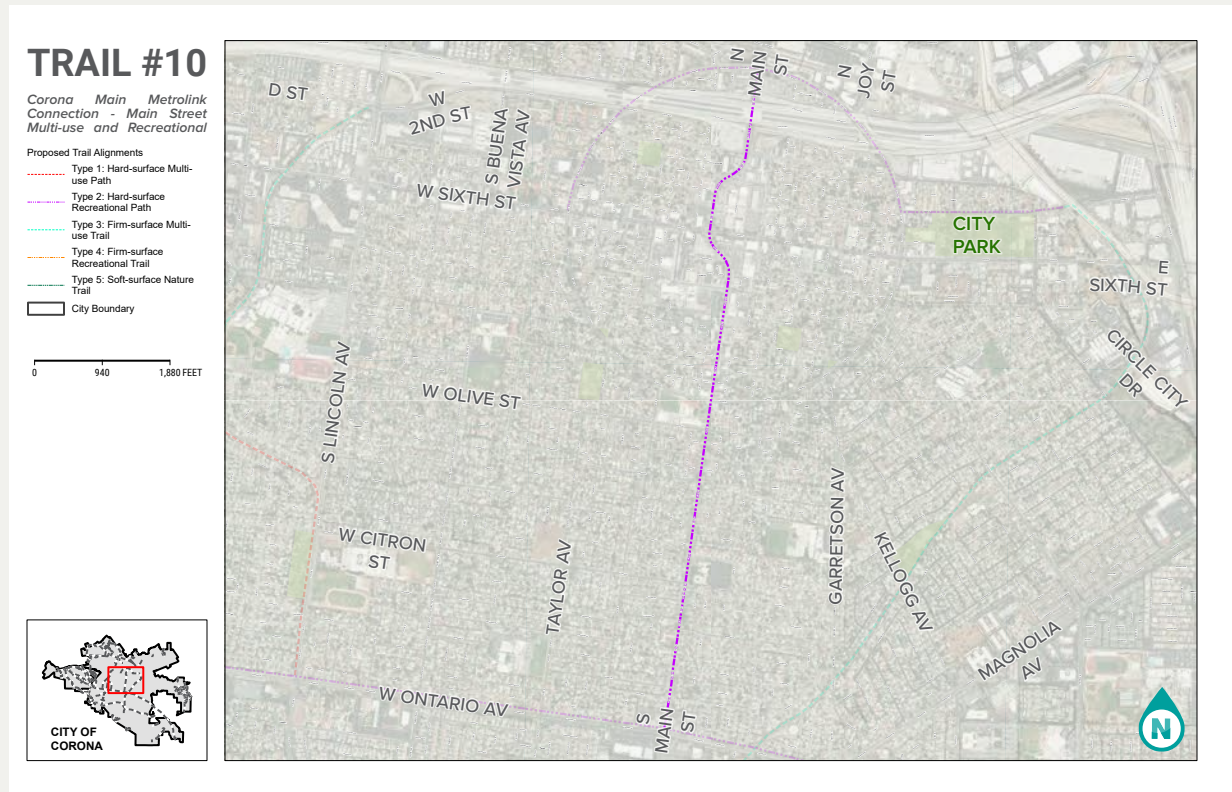
CORONA MAIN METROLINK CONNECTION-MAIN STREET MULTI-USE AND RECREATIONAL PATH

- Trail #10
- 1.8 Miles

The Main Street Multi-use and Recreational Path creates a north/south connection from West Ontario Ave to the Metrolink Station north of the Grand Avenue circle. The trail would connect to the Metrolink Station along with 22 other bus stops along Main Street, and the Corona Fundamental Intermediate school.

The proposed trail connects to one Class III bike route at the intersection of Main Street and 6th Street (data says this is a Class II but street-view shows Class III). The trail would connect to the proposed trail 8 trail which forms the main east/west connection in the southern part of the City.

The trail would allow users to access the most dense commercial area of the City.



CORONA MAIN METROLINK CONNECTION-TRAIL-TO-RAIL RECREATIONAL PATH

- Trail #11
- 1.7 Miles

The Trail-to-Rail Recreational Path connects to the Corona Main Metrolink Station around the north end of the Grand Boulevard Circle. Like Trail 10, Trail 11 connects users around the commercial center of the City and passes nearly a dozen other transit stop locations.

The proposed trail connects to one Class II bike facility on Railroad St, and two Class III facilities on N Sheridan St. and W 6th St.

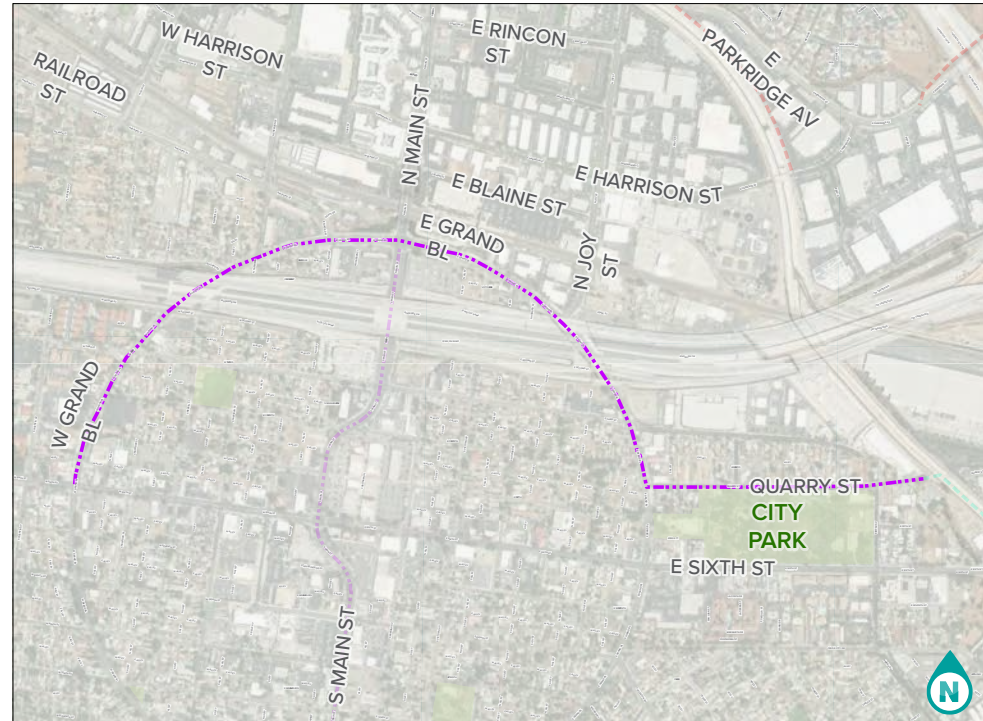
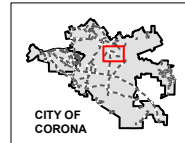
The trail directly connects to City Park, a 17+ acre park, on Quarry St with plenty of space for additional trail/staging area amenities.

TRAIL #11

Corona Main Metrolink Connection - Trail-to-Rail Recreational Path

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

0 550 1,100 FEET



EASTERN CORONA MULTI-USE TRAIL

- Trail #12
- 3.5 Miles

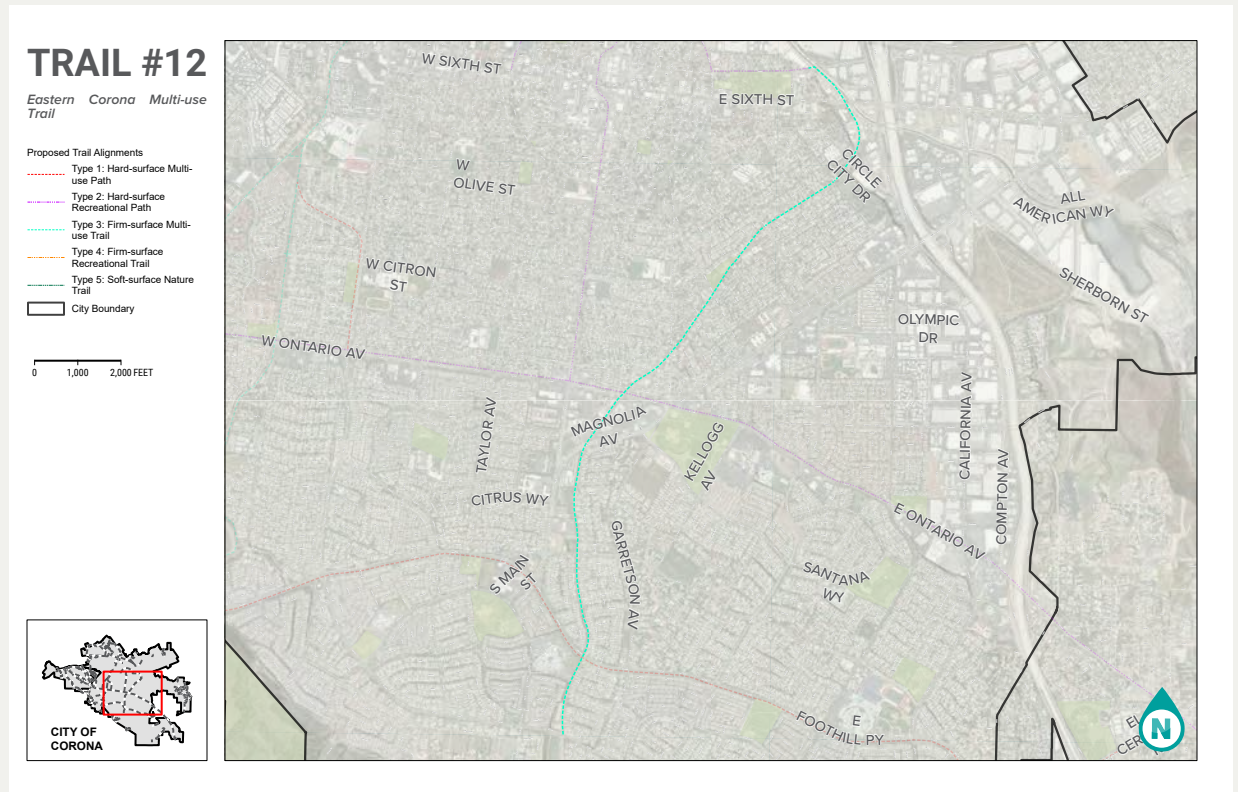
The Eastern Corona Multi-use Trail is an off-street trail that utilizes the space for the existing maintenance road along a flood control channel. The trail connects south to Foothill Parkway where there is a proposed Type 1 trail.

The trail connects to Lee V. Pollard High school/ Corona-Norco Alternative School and Citrus Hills Intermediate school.

The trail connects to one transit stop at the intersection with Magnolia Avenue.

At Kellogg Avenue, the proposed trail connects to Kellogg park. Kellogg Park is a 5 acre park with large amounts of unprogrammed open space that could accommodate trailhead amenities.

Trail 12 connects to Class II bike lanes on E Upper Dr, E Foothill Pkwy, Magnolia Ave, and Fullerton Ave. The trail connects to Class III bike facilities at the intersections of E 6th St and Circle City Dr.



FOOTHILL PARKWAY MULTI-USE PATH EXTENSION (HISTORIC BUTTERFIELD TRAIL ALIGNMENT)

- Trail #13
- 4.6 Miles

Trail 13 extends the existing Multi-use path on Foothill Parkway to the eastern extents of the City.

The trail does not directly connect to any transit stops, but is within a very short walkable distance to 8 transit stops near the intersection at Main Street.

The trail directly connects to Jameson park and El Cerrito park and is within a short walk to Chase park and Mountaingate park. All of these parks have unprogrammed open space that could be utilized for trail amenities.

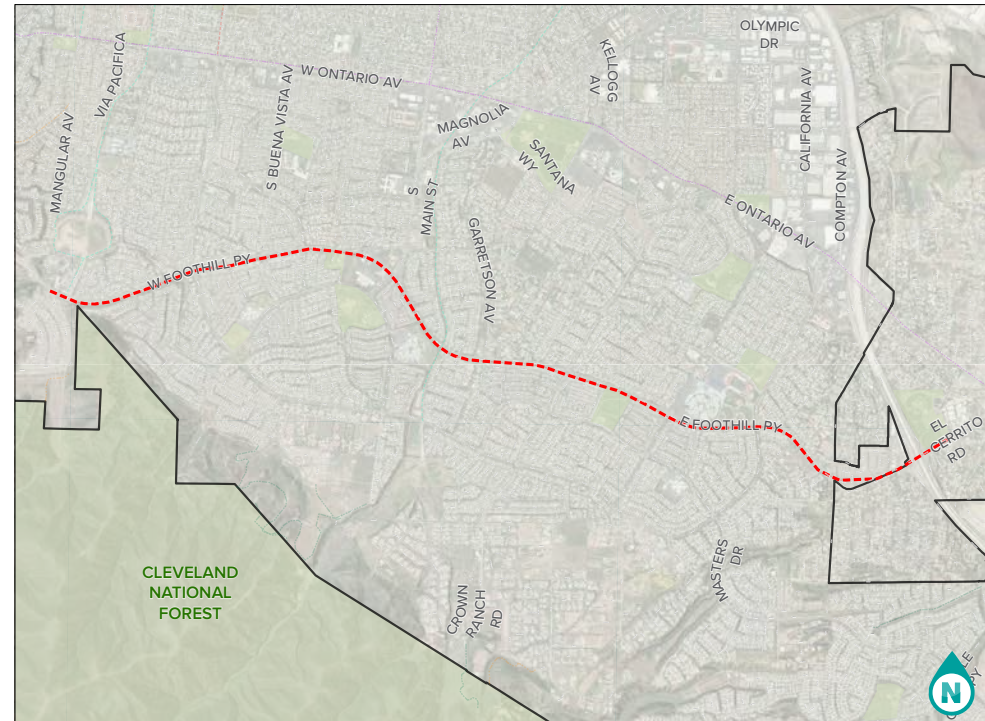
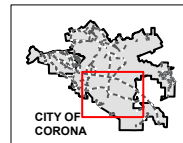
TRAIL #13

Foothill Parkway Multi-use Path Extension (Historic Butterfield Trail alignment)

Proposed Trail Alignments

- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail
- Type 5: Soft-surface Nature Trail
- City Boundary

0 1,000 2,000 FEET



I-15 UNDERCROSSING MULTI-USE PATH

- Trail # 14
- 0.5 Miles

Trail 14 is a proposed off-street multi-use path that would travel parallel to Parkridge Ave and would provide a new undercrossing for the I-15 (??)

There are existing Class II bike lanes on Parkridge Ave and sidewalks on both sides of the street with space for street trees to buffer the sidewalk from the roadway.

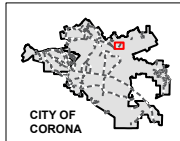
The trail does not directly connect to any parks, transit, stops, or schools.

TRAIL #14

I-15 Undercrossing Multi-use Path

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

0 240 480 FEET



NEIGHBORHOOD DESTINATION PATH AND TRAIL CONNECTION

- Trail #15
- 0.6 Miles

The Neighborhood Destination Path and Trail Connection “uses a combination of service road, open space, and a local street to connect a commercial area along Hidden Valley Parkway to residential areas east of I-15, while improving safety at the freeway undercrossing and connecting to Parkridge Elementary. Trail development on the section of Corona Avenue through residential areas is not proposed”.

The proposed trails do not connect to any existing bike facilities, transit stops, or parks.

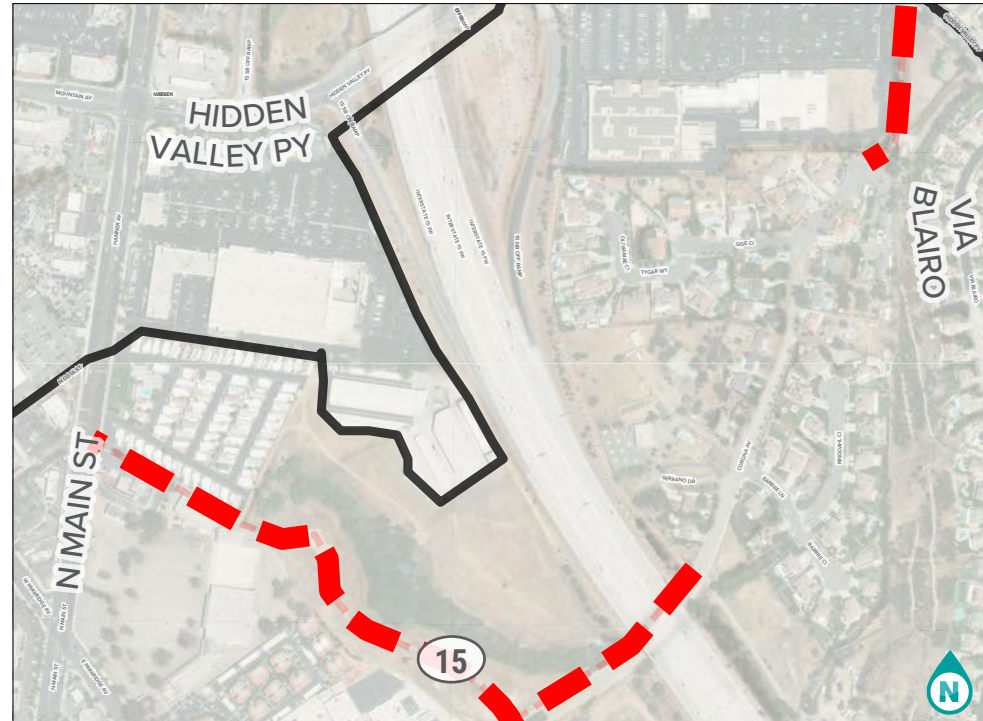
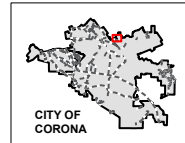
TRAIL #15

Neighborhood Destination Path and Trail Connection

Proposed Trail Alignments

- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail
- Type 5: Soft-surface Nature Trail
- ▭ City Boundary

0 240 480 FEET



NORTH CORONA CROSS-TOWN PATH AND TRAIL CONNECTION

- Trail #16
- 2.0 Miles

Trail 16 utilizes an existing flood control channel and connects from E Harrison St to Lincoln Ave, with a short 0.3 mile branch down Parkridge Ave that connects directly to Parkridge Elementary school. The main leg of the trail along the flood control channel has plenty of room for a trail and placemaking/trailhead amenities.

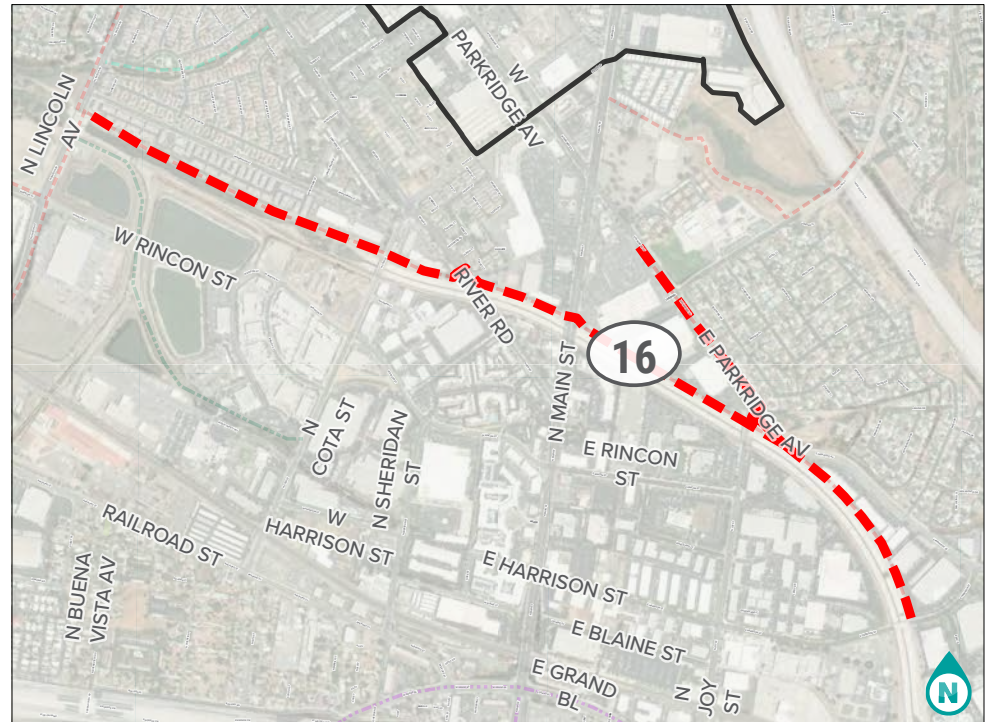
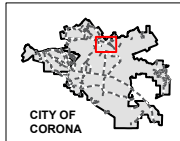
The trail connects to Class II bike facilities along Harrison St, River Rd, Coral St, and Lincoln Ave.

TRAIL #16

North Corona Cross-Town Path and Trail Connection

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

0 550 1,100 FEET



NEIGHBORHOOD TRANSPORTATION MULTI-USE TRAIL CONNECTION

- Trail #17
- 0.3 Miles

The Neighborhood Transportation Multi-use Trail Connection available space along a flood control channel that runs between residential developments.

The trail connects to two transit stops on River Road where a midblock crossing could be made to allow trail users to access the bus stops.

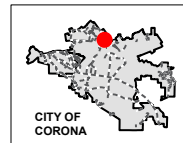
There are existing Class Ii bike facilities along River Rd and Lincoln Ave, and the trail connects to the proposed trail 18 along Lincoln Ave.

TRAIL #17

Neighborhood Transportation Multi-use Trail Connection

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
- City Boundary

0 80 160 FEET



RIVER ROAD / LINCOLN AVENUE MULTI-USE PATH

- Trail #18
- 2.0 Miles

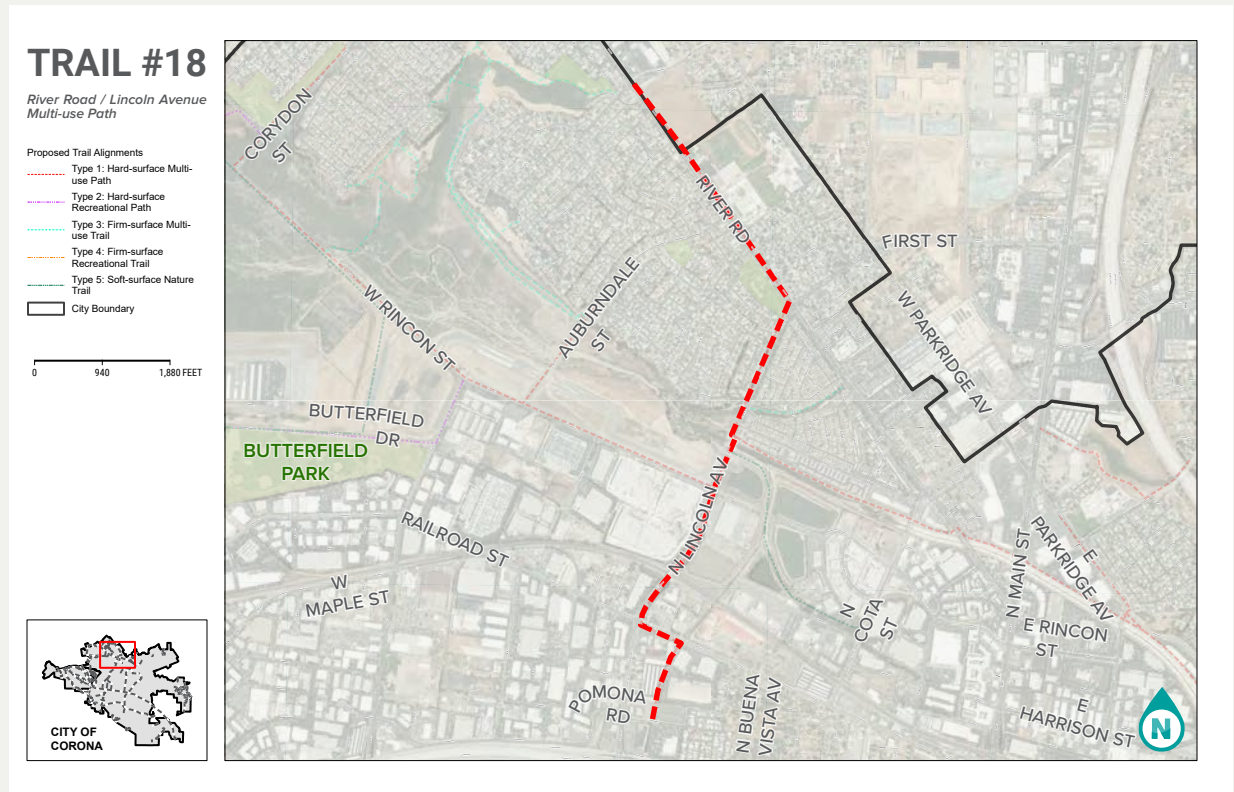
Trail 18 improves the on-street connection for residents in the northwest quadrant of Corona to the commercial area along Pomona Road.

The trail directly connects to River Road park, and is within a very short walkable distance to Fairview park and Auburndale park. River Road park is a 5.5 acre park with plenty of programmable space, especially at the intersection of River Rd and Lincoln Ave.

On River Rd the trail connects to Auburndale Intermediate school.

There are existing Class II bike lanes along River Rd, Lincoln Ave, Rincon St, and Railroad St.

The trail connects to 3 other proposed trail projects.



RINCON STREET MULTI-USE PATH

- Trail #19
- 2.0 Miles

The Rincon Street Multi-use Path runs along part of a previously-proposed Santa Ana River Trail Alignment. The trail creates connections to 3 other proposed trails in the NW quadrant of the City. The surrounding land around Rincon Street is mostly undeveloped as it is adjacent to the Corona Municipal Airport. On the western end of trail 19 the trail turns north along Corydon St to connect into the residential neighborhood there.

The trail connects directly to Stagecoach park, which is approximately 5 acres and has plenty of unprogrammed open space to accommodate trail amenities.

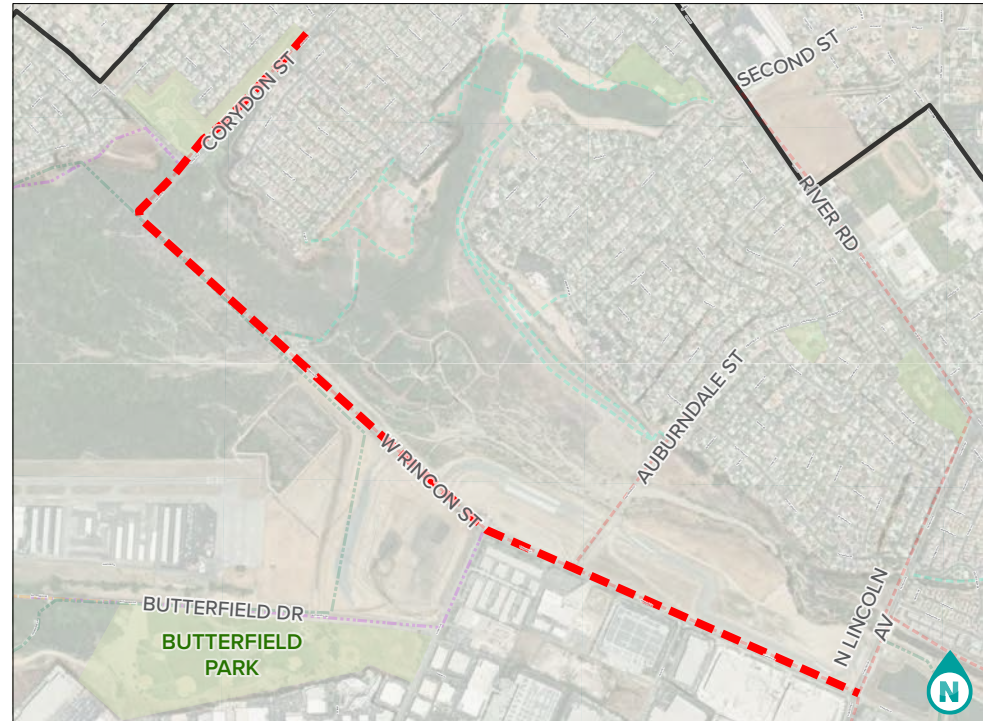
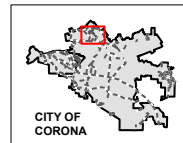
TRAIL #19

Rincon Street Multi-use Path

Proposed Trail Alignments

- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail
- Type 5: Soft-surface Nature Trail
- City Boundary

0 625 1,250 FEET



BUTTERFIELD PARK TRAIL LOOP

- Trail #21
- 3.5 Miles

The Butterfield Park Trail Loop is an off-street trail that branches off of trail 18 along Rincon Street and runs along the south end of the Corona Municipal Airport along Butterfield Drive. At the east end of the trail, Butterfield Drive ends at the extents of the Clearwater Sports Fields, and the trail continues along what appears to be a paved and gated off maintenance road. The paved road transitions to a natural surface path and turns north, traveling along the Prado Basin and Santa Ana River before connecting back to Stagecoach Road and Stagecoach Park. Stagecoach Park has available open space to accommodate trail amenities.

The proposed trail connects to two other proposed trails including trail 19 and trail 22.

The Butterfield Park Trail Loop can improve connectivity to Prado Basin through the future construction of additional trails branching off of the proposed alignment.

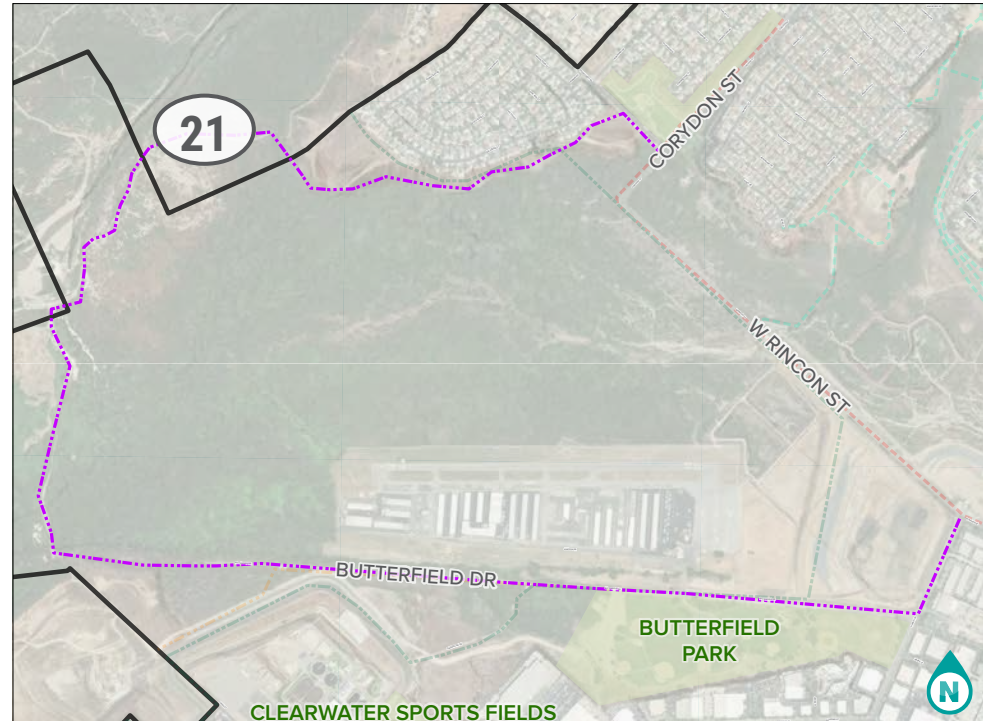
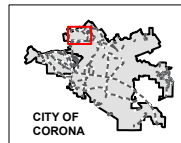
TRAIL #21

Butterfield Park Trail Loop

Proposed Trail Alignments

- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail
- Type 5: Soft-surface Nature Trail
- City Boundary

0 625 1,250 FEET



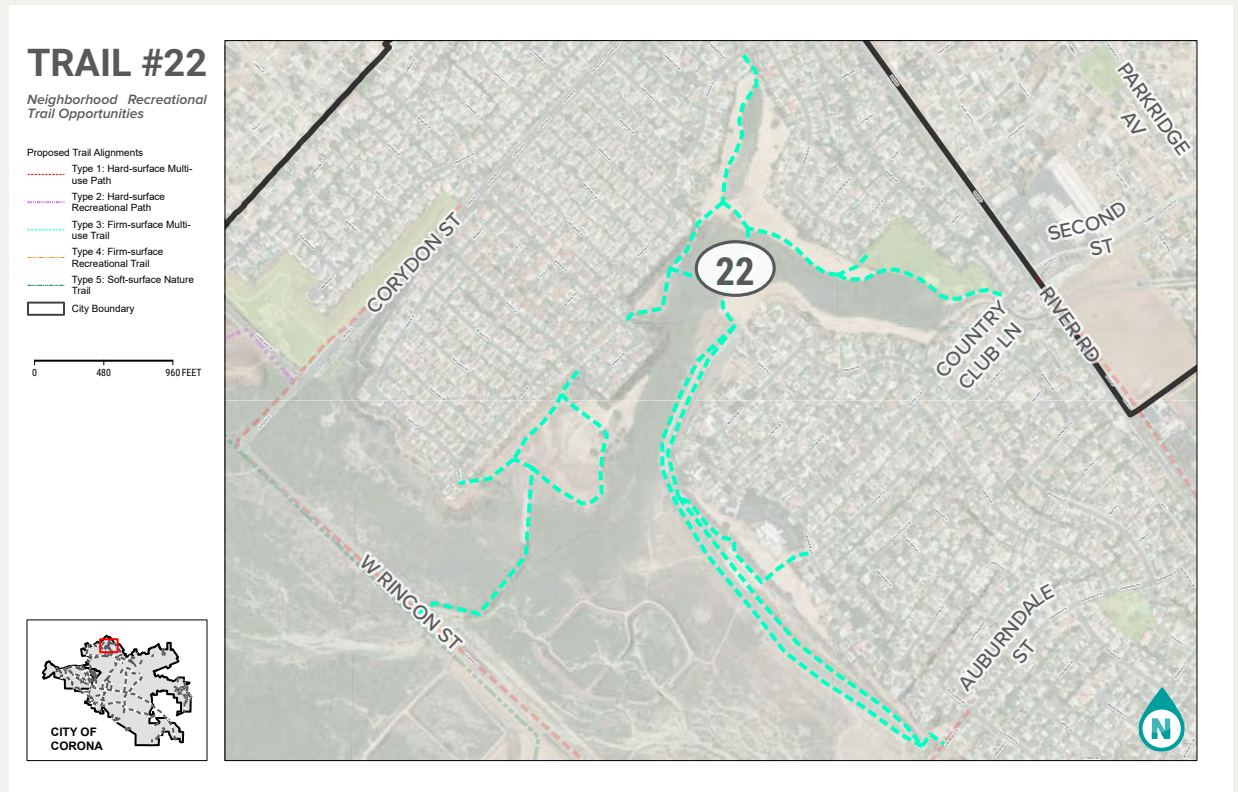
NEIGHBORHOOD RECREATIONAL TRAIL OPPORTUNITIES

- Trail #22
- 3.6 Miles

Trail 22 consists of a number of different off-street trail segments that utilize open space/hilly terrain between different residential developments.

At the northern end of one of the proposed trail segments, there is a proposed connection to Fairview park, a six acre park with a 15 car parking lot, and a large amount of unprogrammed open space that could accommodate trail amenities.

Trail 22 trails connect to other proposed trails including trail 18, 19, and 20.



EAGLE ROAD SOUTH

- Trail #23
- 0.1 Miles

Eagle Road connects into the Cleveland National Forest and has a number of access issues due to the location of private properties.

Eagle Road South is currently not a viable route because it requires trail users to trespass on private property. In the future, the City can condition access on development to formalize this trail connection.

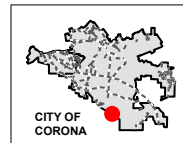
A detailed discussion of Eagle Rd is included in **Appendix G** starting on **page 274**.

TRAIL #23

Eagle Rd South

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

0 80 160 FEET



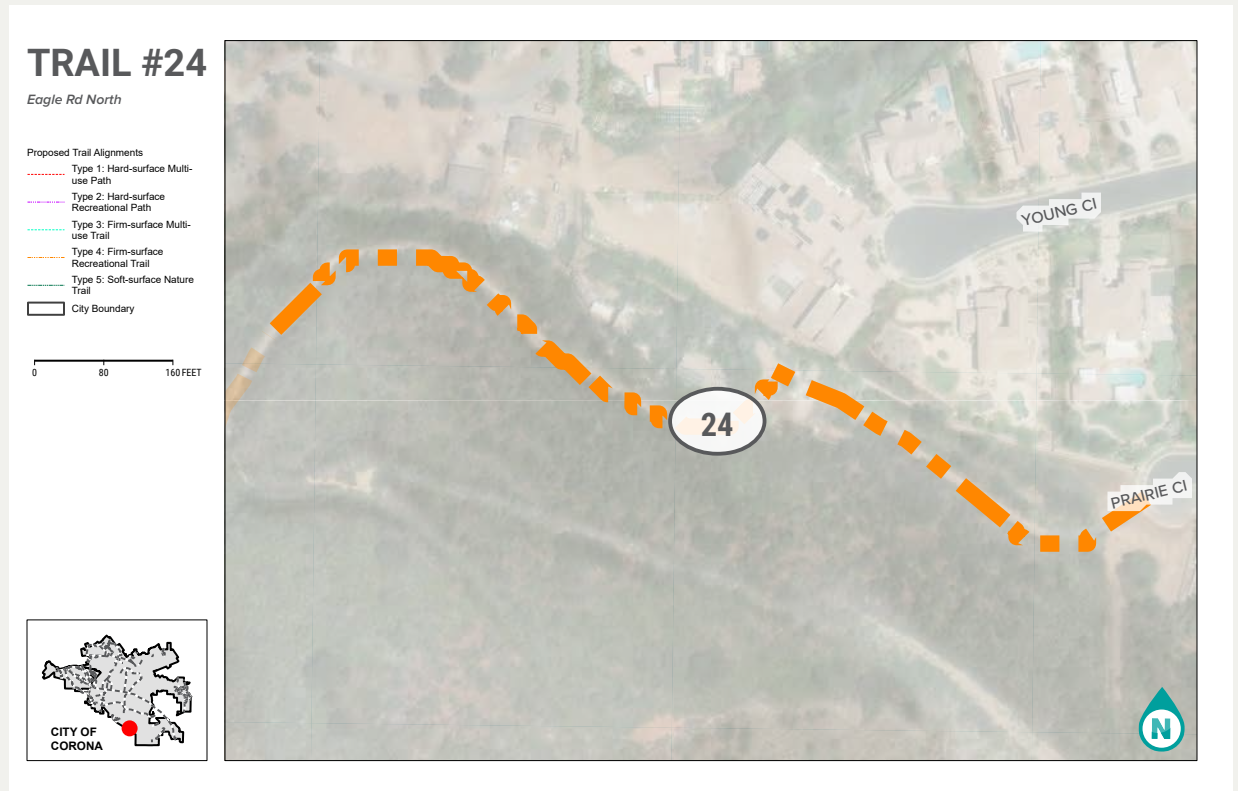
EAGLE ROAD NORTH

- Trail #24
- 0.2 Miles

Eagle Road connects into the Cleveland National Forest and has a number of access issues due to the location of private properties.

Eagle Road North is currently not a viable route because it requires trail users to trespass on private property. In the future, the City can condition access on development to formalize this trail connection.

A detailed discussion of Eagle Rd is included in **Appendix G** starting on **page 274**.



FRESNO CANYON TRAIL

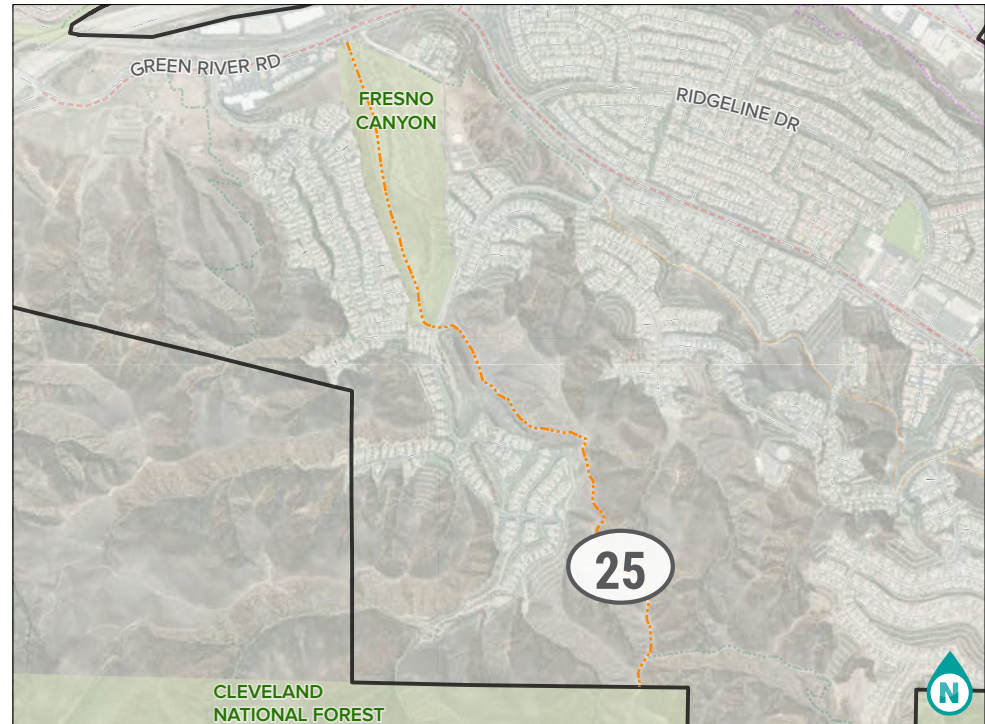
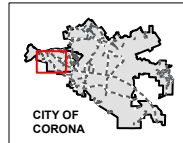
- Trail #25
- 1.7 Miles

The Fresno Canyon Trail travels through Corona from Green River Road into the Cleveland National Forest. The section of trail between Green River Road and Oakridge Drive is constructed with access points, but the connection from Oakridge Drive into the Cleveland National Forest is unformalized and proposed.

TRAIL #25

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

0 780 1,560 FEET



GREEN RIVER TRAIL

- Trail #26
- 0.3 Miles

The Green River Trail alignment was identified as part of the Trails Master Inventory (TMI). The trail alignment traverses the Sage Open Space area between residential development from Carmel Circle to Sage Ave. While the Sage Open Space area is publicly accessible, there is no existing discernible trail path.



FOOTHILL PARKWAY TRAIL

- Trail #27
- 0.1 Miles

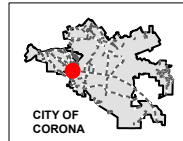
Identified in the Trails Master Inventory (TMI), the Foothill Parkway Trail provides an off-street connection from Adobe Ave to the hilly area to the west of Foothill Parkway. The alignment utilizes an underpass and allows trail users to cross Foothill Pkwy safely. Once on the west side of the parkway trail users can access a network of trails leading into the Cleveland National Forest.

TRAIL #27

Foothill Parkway Trail

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

0 80 160 FEET

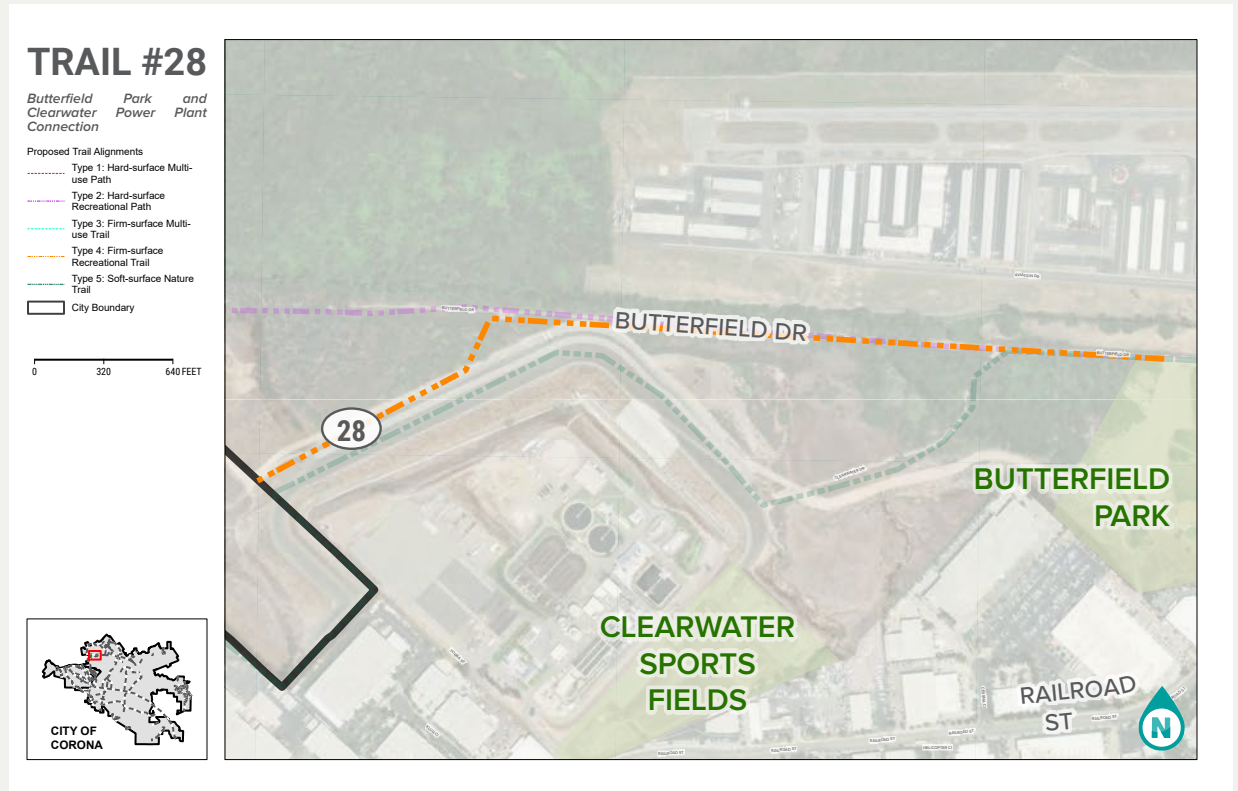


BUTTERFIELD PARK AND CLEARWATER POWER PLANT CONNECTION

- Trail #28
- 0.8 Miles

The Butterfield Park and Clearwater Power Plant Connection was identified in the TMI and provides an unformalized off-street trail connection between Butterfield Park and the City border along the edge of the Clearwater Power Plant. The alignment follows an existing maintenance road and connects to a small network of social trails outside of the City.

The Butterfield Park and Clearwater Power Plant Connection can improve connectivity to Prado Basin through the future construction of additional trails branching off of the proposed alignment.



CANYON CREST TRAIL WEST (MWD TRAIL)

- Trail #29
- 0.5 Miles

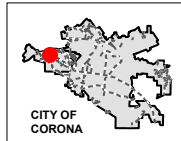
The MWD Trail is a made up of a collection of proposed trail segments through undeveloped parcels of land in the southwest quadrant of the City. The alignments follow existing maintenance roads through City owned property, privately owned property, and landscape maintenance district land. The alignments once implemented will create an largely off-street trail connection from Green River Rd to Nicholas Pl.

TRAIL #29

Canyon Crest Trail West

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

0 160 320 FEET



SIERRA BELLA TRAIL (MWD TRAIL)

- Trail #30
- 0.4 Miles

The MWD Trail is a made up of a collection of proposed trail segments through undeveloped parcels of land in the southwest quadrant of the City. The alignments follow existing maintenance roads through City owned property, privately owned property, and landscape maintenance district land. The alignments once implemented will create an largely off-street trail connection from Green River Rd to Nicholas Pl.



MONTANA RANCH TRAIL WEST (MWD TRAIL)

- Trail #31
- 0.2 Miles

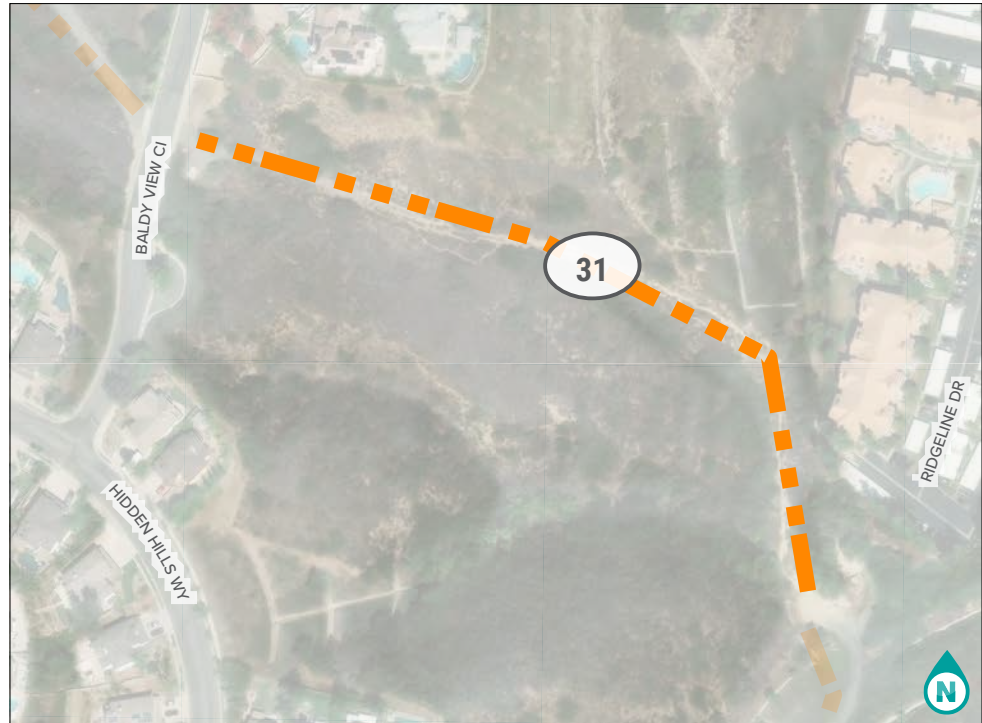
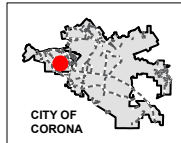
The MWD Trail is a made up of a collection of proposed trail segments through undeveloped parcels of land in the southwest quadrant of the City. The alignments follow existing maintenance roads through City owned property, privately owned property, and landscape maintenance district land. The alignments once implemented will create an largely off-street trail connection from Green River Rd to Nicholas Pl.

TRAIL #31

Montana Ranch Trail West

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

0 80 160 FEET



CANYON CREST TRAIL EAST (MWD TRAIL)

- Trail #32
- 0.7 Miles

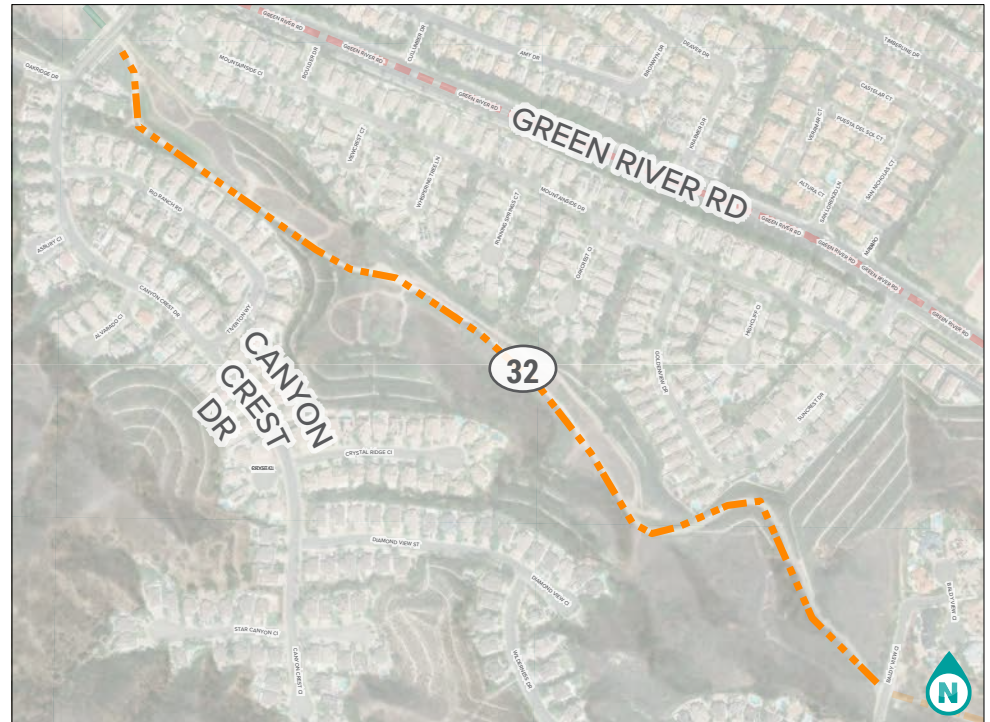
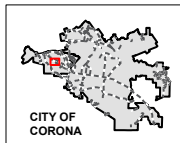
The MWD Trail is a made up of a collection of proposed trail segments through undeveloped parcels of land in the southwest quadrant of the City. The alignments follow existing maintenance roads through City owned property, privately owned property, and landscape maintenance district land. The alignments once implemented will create an largely off-street trail connection from Green River Rd to Nicholas Pl.

TRAIL #32

Canyon Crest Trail East

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

0 240 480 FEET



NICHOLAS TRAIL (MWD TRAIL)

- Trail #33
- 0.1 Miles

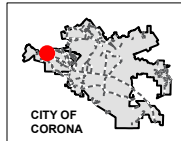
The MWD Trail is a made up of a collection of proposed trail segments through undeveloped parcels of land in the southwest quadrant of the City. The alignments follow existing maintenance roads through City owned property, privately owned property, and landscape maintenance district land. The alignments once implemented will create an largely off-street trail connection from Green River Rd to Nicholas Pl.

TRAIL #33

Nicholas Trail

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

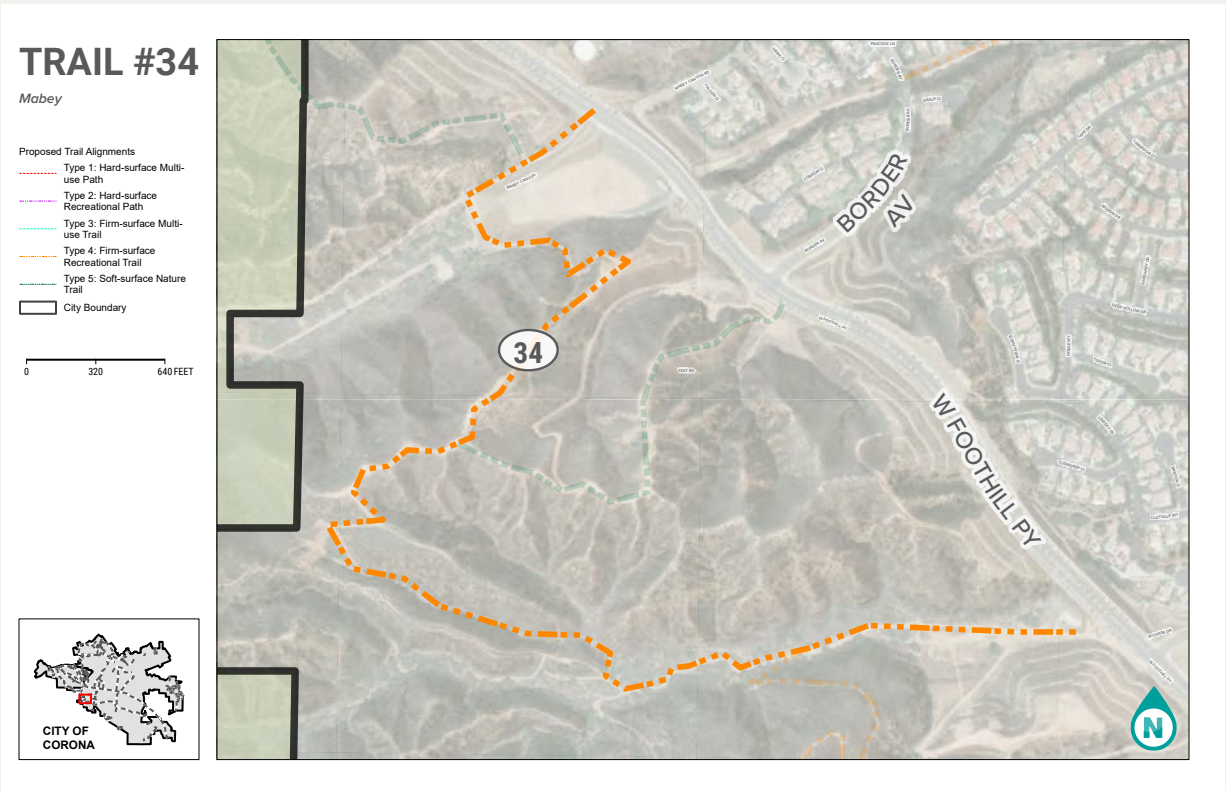
0 80 160 FEET



MABEY CANYON TRAIL

- Trail #34
- 1.5 Miles

Mabey Canyon Trail was identified in the Trails Master Inventory (TMI) and provides a natural trail experience with significant changes in elevation. The alignment follows an existing dirt trail or service road. Formalizing this trail would require the acquisition of land or easements from the owners of the private land the alignment crosses.



BLOCK TRAIL

- Trail #35
- 0.6 Miles

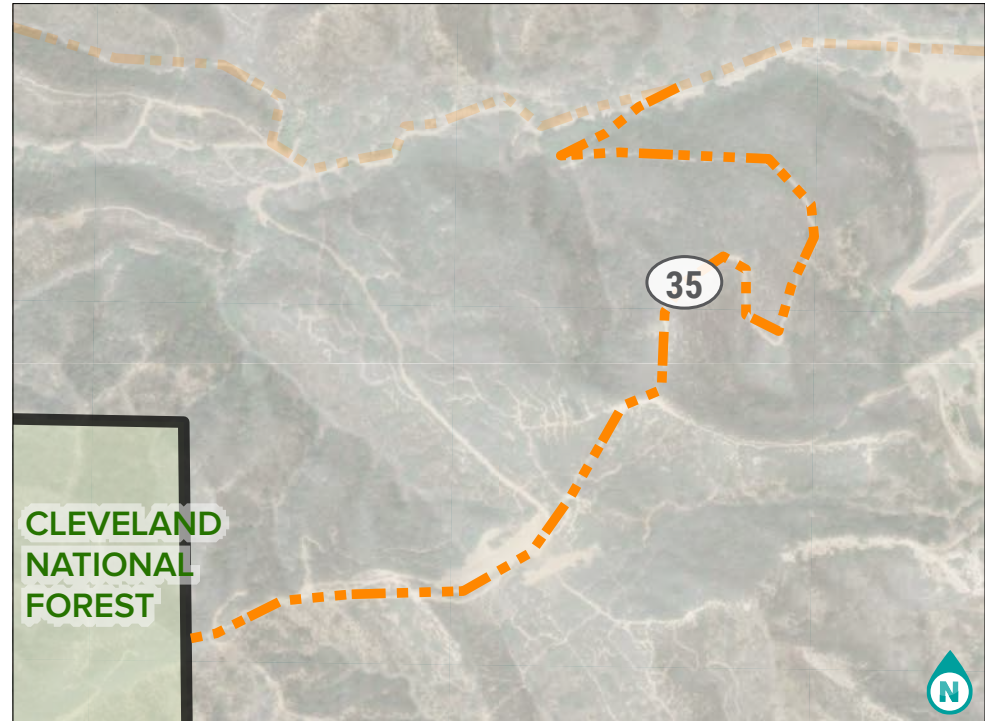
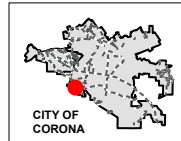
Block Trail was identified in the Trails Master Inventory (TMI) and connects from Mabey Canyon Trail (or Chase Dr/Foothill Pkwy) into the Cleveland National Forest. Within the Cleveland National Forest, Block Trail connects to Skyline Drive to the South and can be linked to create a loop trail.

TRAIL #35

Block Trail

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

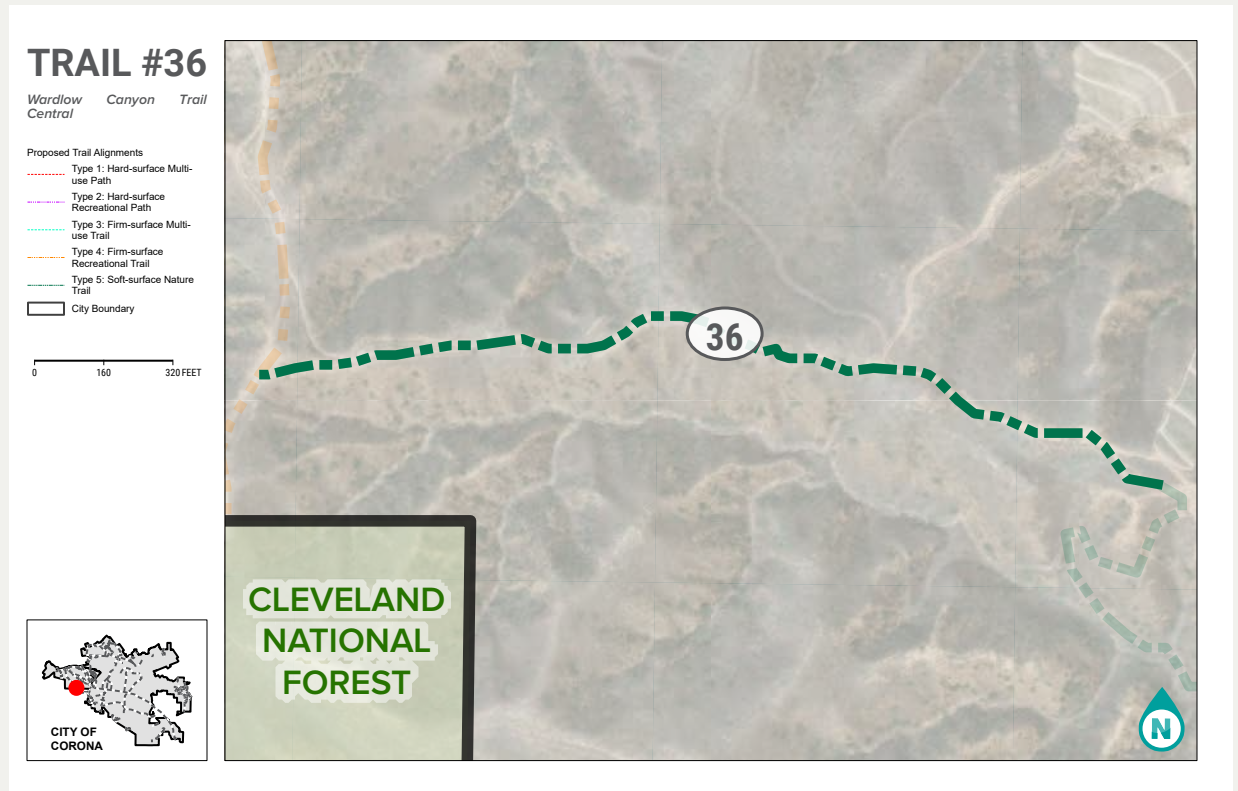
0 160 320 FEET



WARDLOW CANYON TRAIL CENTRAL

- Trail #36
- 0.4 Miles

The Wardlow Canyon Trail connects from Fresno Canyon Trail to Foothill Parkway. Portions of the trail alignments are located within the City's borders (including Trail #36 shown here), and portions are within the Cleveland National Forest. The alignments were named as priority trails by the Trails Working Group. Wardlow Canyon Trails are generally steeper in slope and preferred by mountain bikers.



SKINSUIT

- Trail #37
- 0.2 Miles

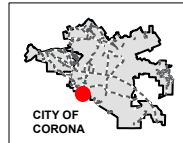
Skinsuit is a steep nature trail alignment originating at Skyline Dr and connecting into the Cleveland National Forest. Originally created as a fire break by the National Forest Service, formalizing a trail along the current Skinsuit alignment is not recommended as it poses environmental and safety risks.

TRAIL #37

Skinsuit

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

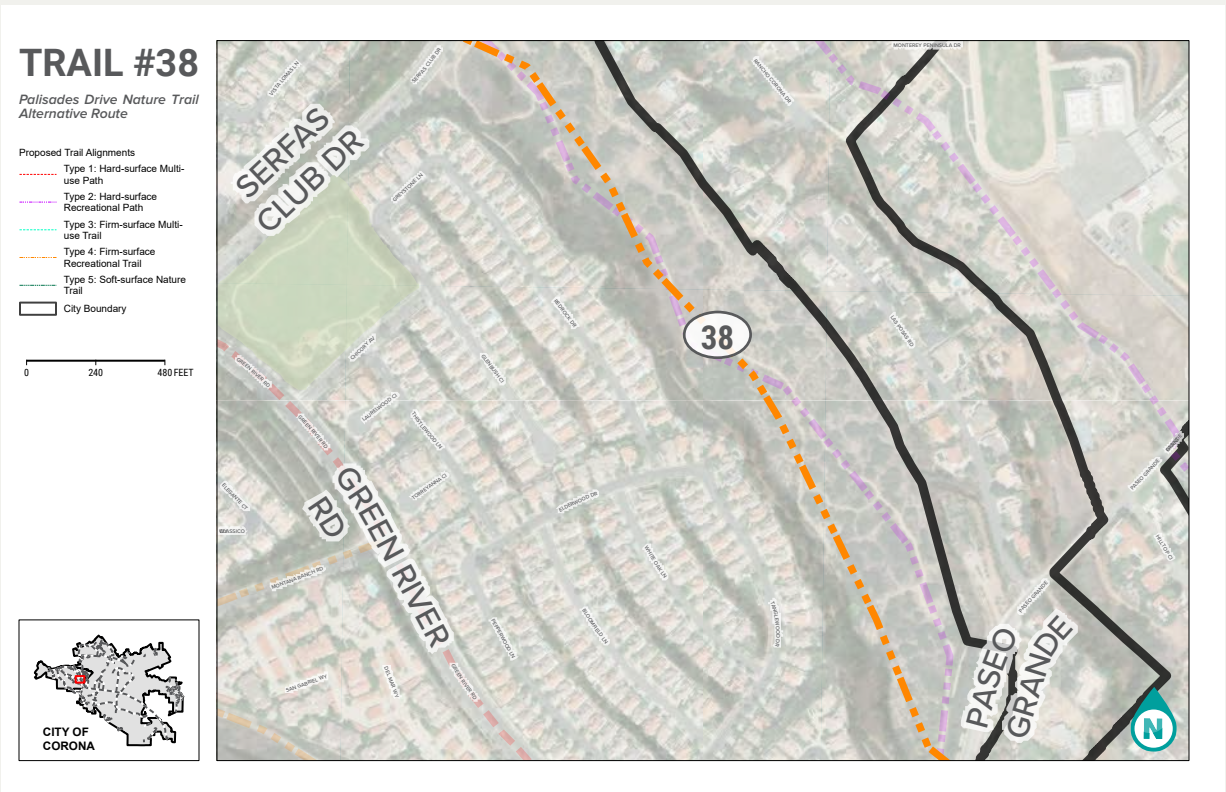
0 80 160 FEET



PALISADES DRIVE NATURE TRAIL (ALTERNATIVE ROUTE)

- Trail #38
- 0.6 Miles

The Palisades Drive Nature Trail (Alternative Route) provides an off-street trail connection between Serfas Club Dr and Paseo Grande. The alignment follows a portion of the Palisades Drive Nature Trail (Trail #3) detailed on **page 118**.



EAGLE GLEN / BEDFORD MOTORWAY NORTH

- Trail #39
- 0.2 Miles

An existing maintenance path on the Eagle Glen Golf Course property has potential to be integrated as part of a larger trail connection to the Bedford Motorway in the Cleveland National Forest. No definitive alignment has been identified and will require further analysis and discussions with property owners to implement.

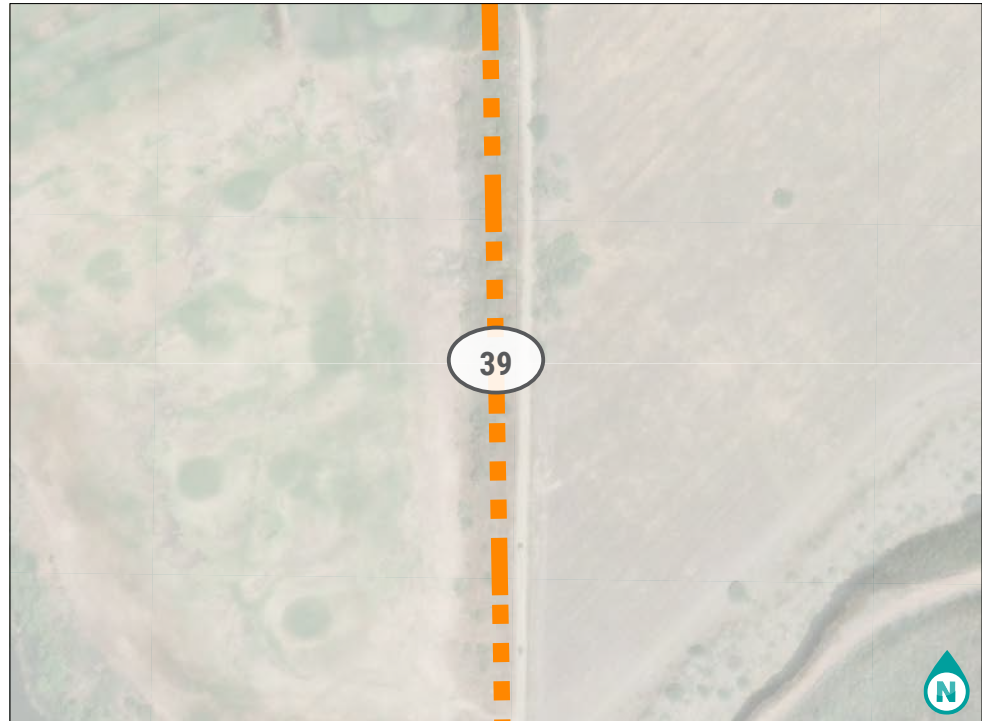
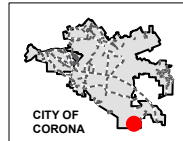
TRAIL #39

Eagle Glen/ Bedford Motorway North

Proposed Trail Alignments

- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail
- Type 5: Soft-surface Nature Trail
- City Boundary

0 80 160 FEET

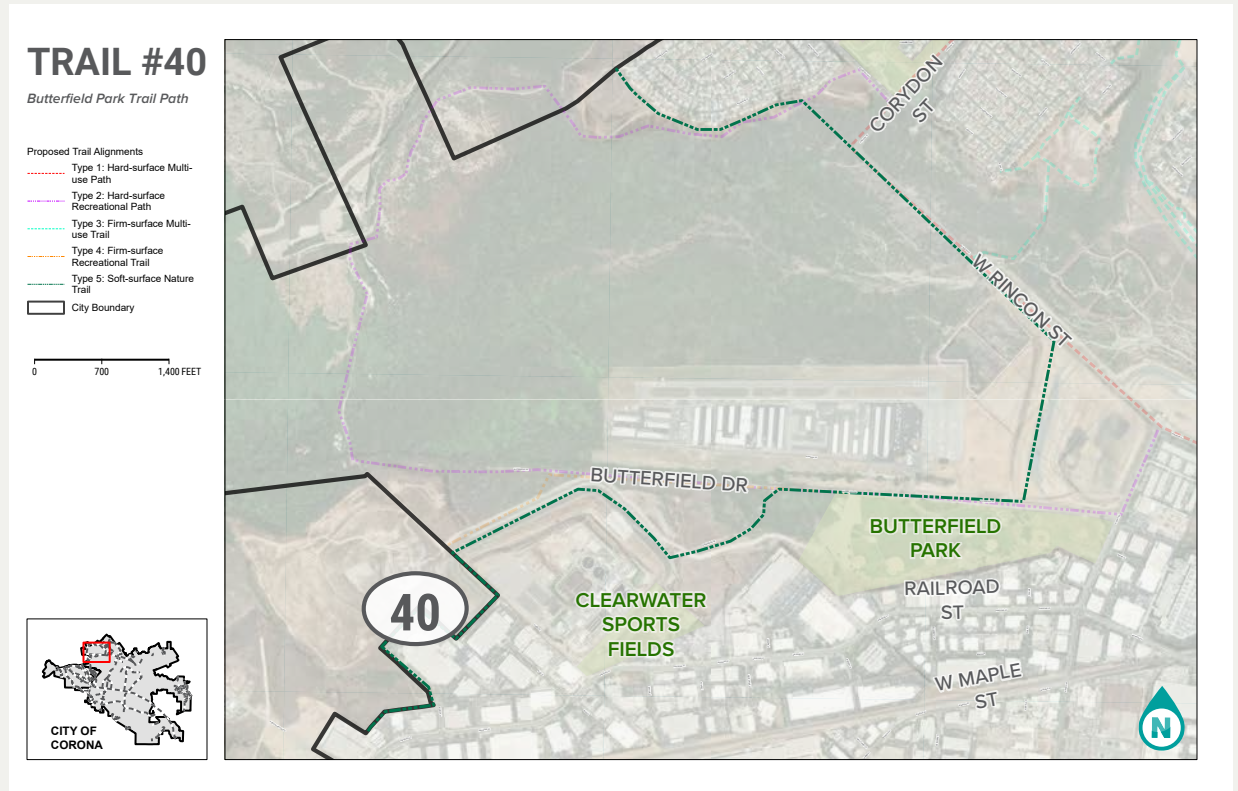


BUTTERFIELD PARK TRAIL PATH

- Trail #40
- 3.4 Miles

The Butterfield Park Trail Path provides a long trail connecting the residential community northwest of Corydon St to Butterfield Park and proposed Santa Ana River Trail trailheads at Butterfield Park and West Corona Metrolink Station.

The Butterfield Park Trail Path can improve connectivity to Prado Basin through the future construction of additional trails branching off of the proposed alignment.



MONTANA RANCH TRAIL EAST

- Trail #41
- 0.4 Miles

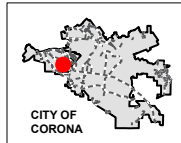
Montana Ranch Trail East connects from Green River Rd to Montana Ranch Trail West, and by extension, the other MWD trail segments. The alignment is largely adjacent to Montana Ranch Rd before branching north through City of Corona owned parcels to Montana Ranch Trail West.

TRAIL #41

Montana Ranch Trail East

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
- City Boundary

0 160 320 FEET



TEMESCAL CANYON REGIONAL TRAIL

- Trail #42
- 0.4 Miles

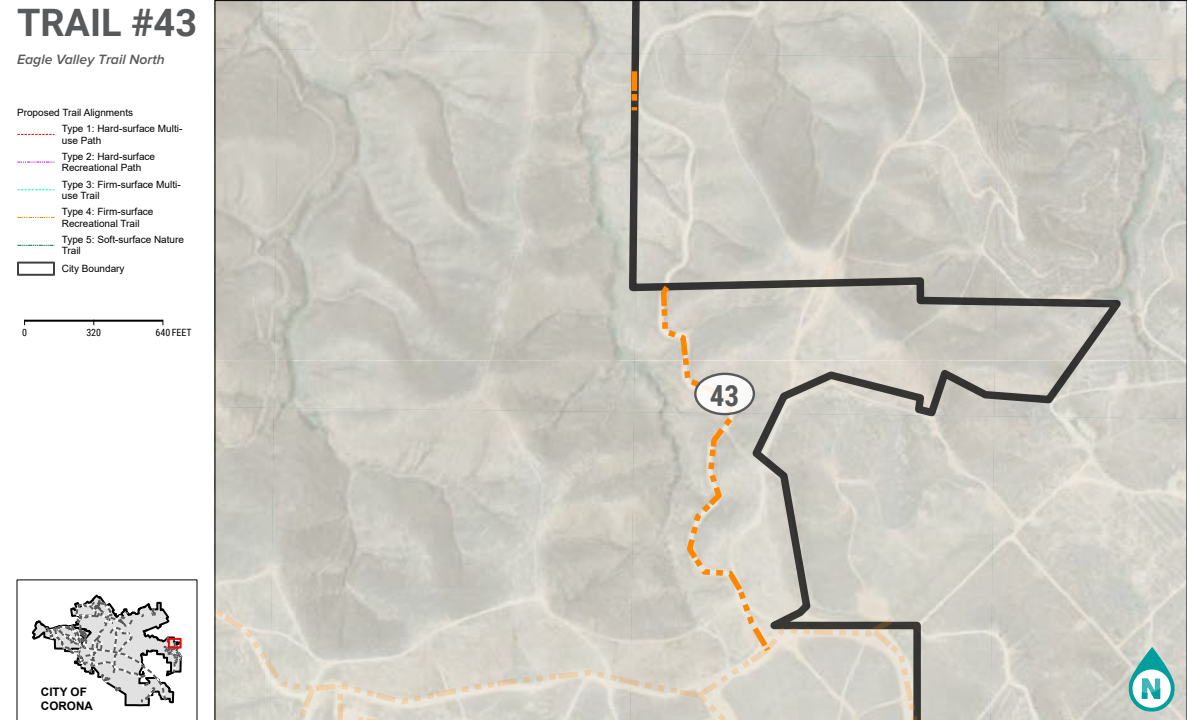
The Temescal Canyon Regional Trail alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.



EAGLE VALLEY TRAIL NORTH

- Trail #43
- 0.4 Miles

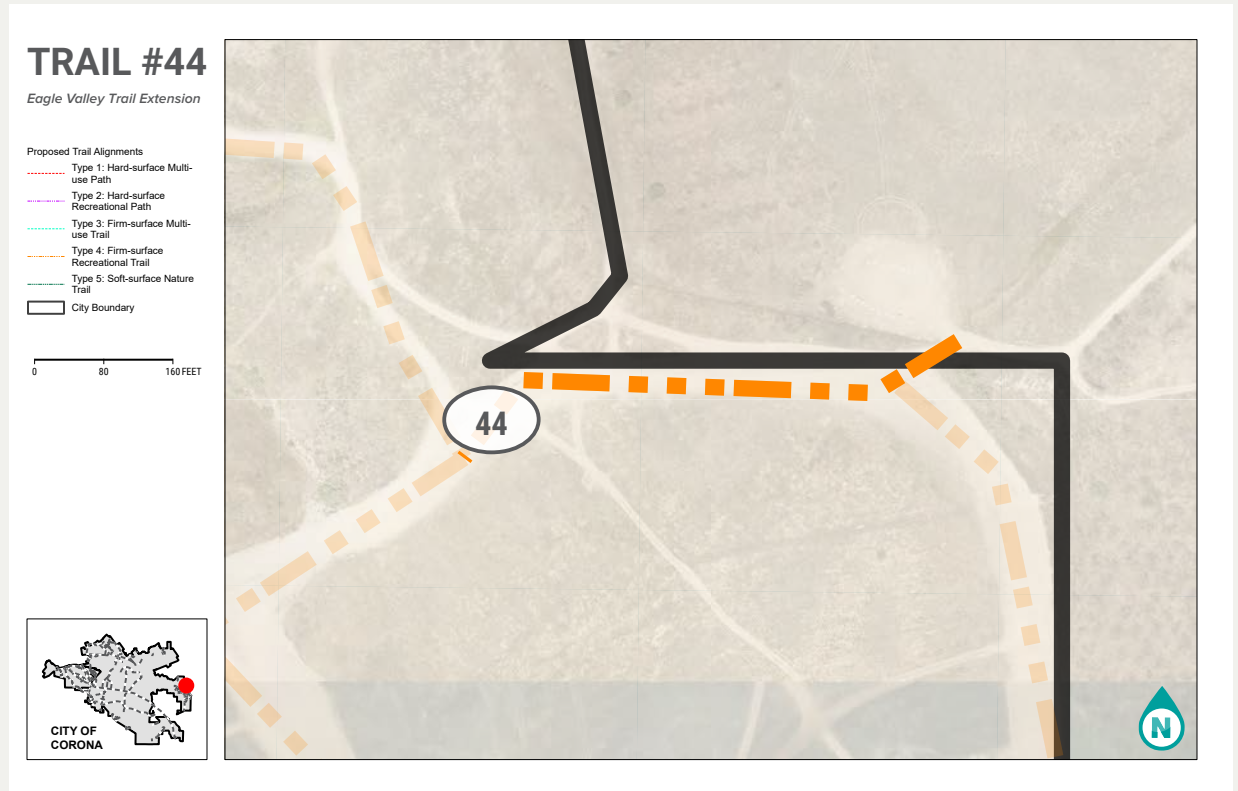
The Eagle Valley Trail North alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.



EAGLE VALLEY TRAIL EXTENSION

- Trail #44
- 0.1 Miles

The Eagle Valley Trail Extension alignment was identified in the Trails Master Inventory (TMI) and connects to a Eagle Valley Trail and a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a MWD owned parcel and would require easements or acquisition to formalize.



EAGLE VALLEY TRAIL

- Trail #45
- 2.5 Miles

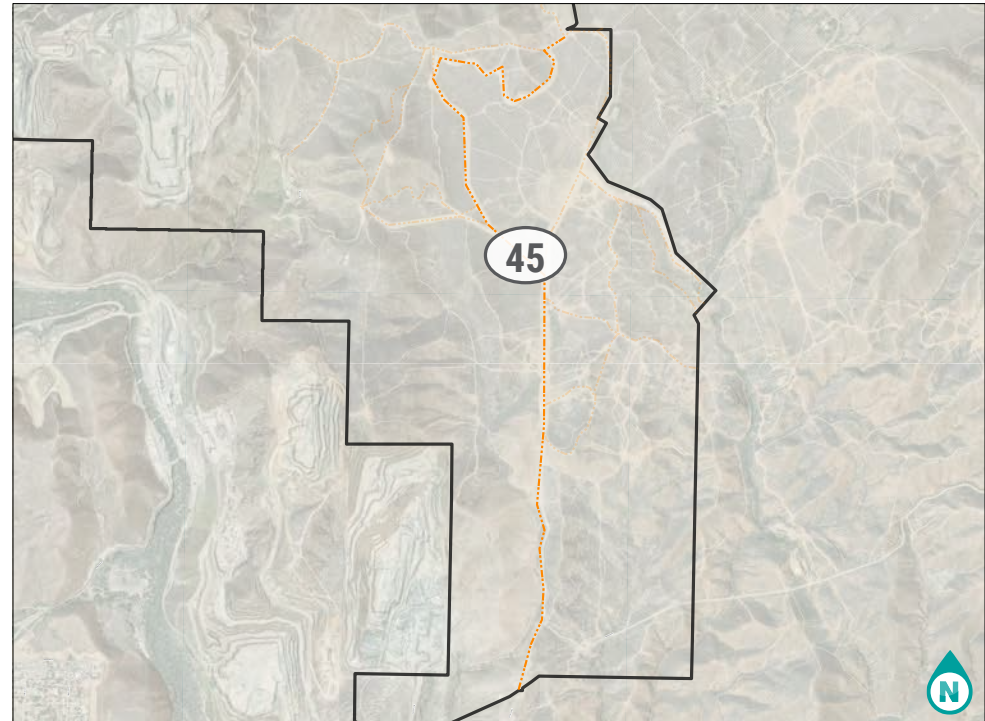
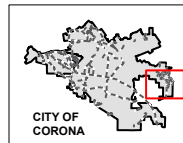
The Eagle Valley Trail alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.

TRAIL #45

Eagle Valley Trail

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
- City Boundary

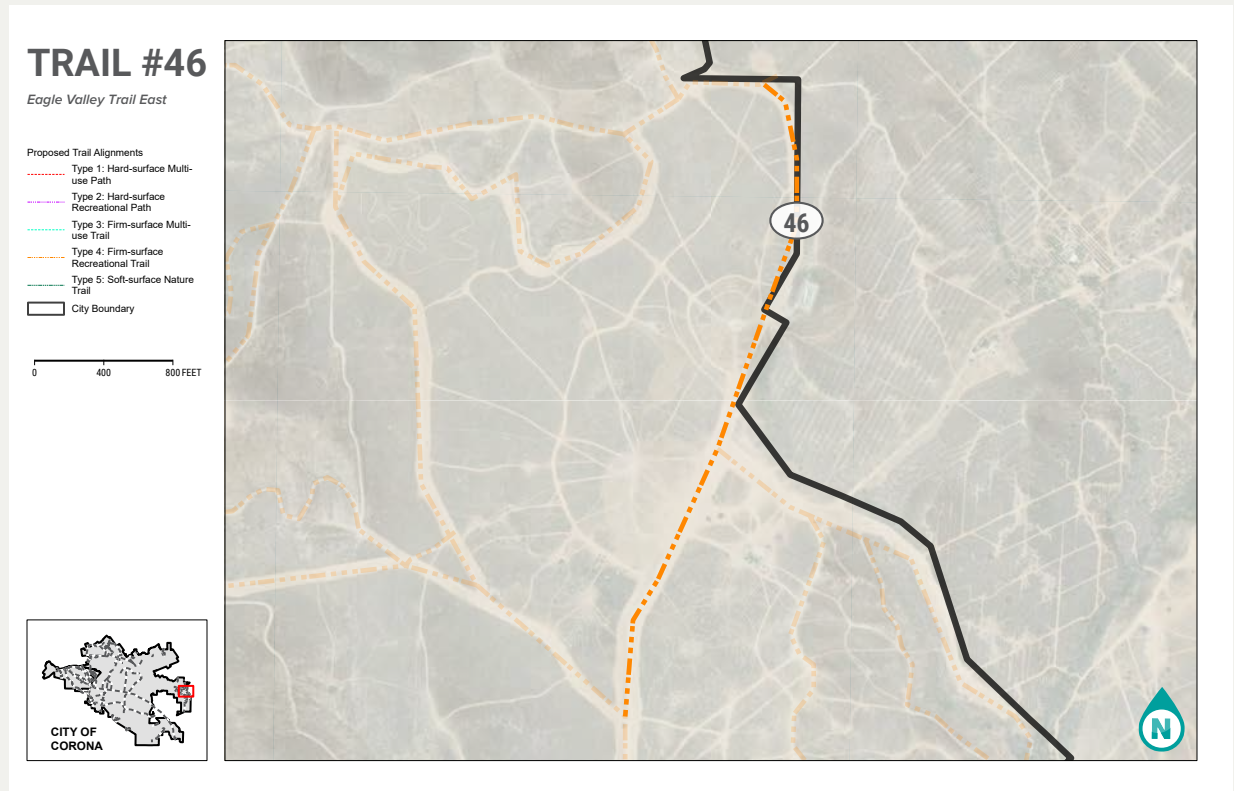
0 1,000 2,000 FEET



EAGLE VALLEY TRAIL EAST

- Trail #46
- 0.7 Miles

The Eagle Valley Trail East alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.



EAGLE VALLEY TRAIL TO TEMESCAL CANYON CONNECTION EAST

- Trail #47
- 0.9 Miles

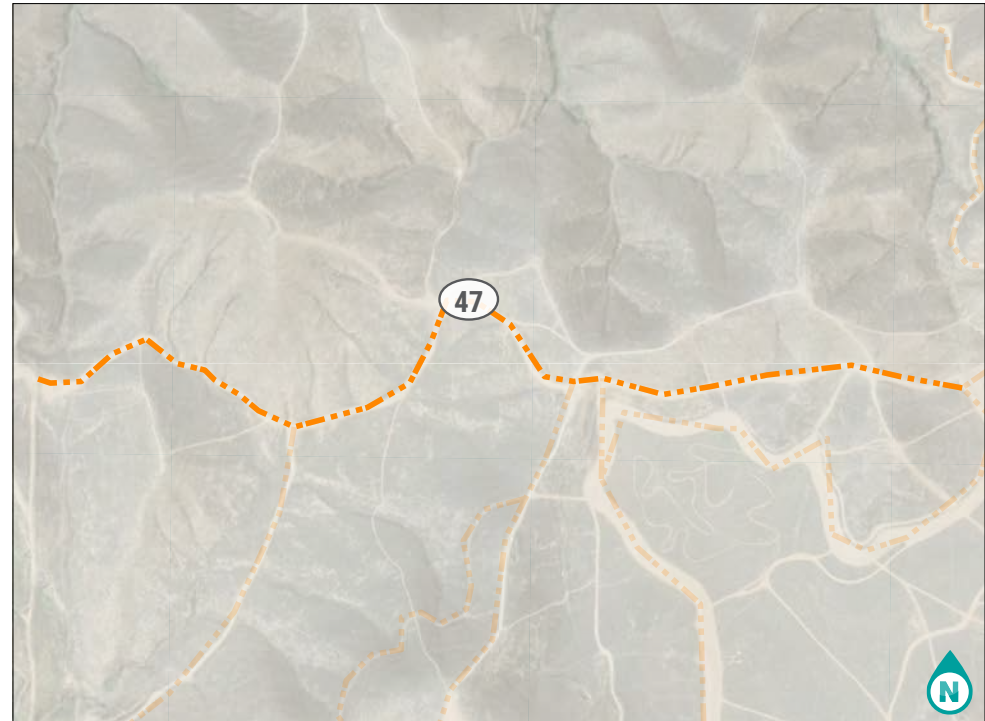
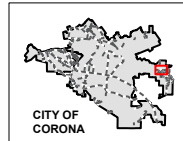
The Eagle Valley Trail to Temescal Canyon Connection East alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.

TRAIL #47

Eagle Valley to Temescal Canyon Connection East

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

0 320 640 FEET



EAGLE VALLEY TRAIL CONNECTION

- Trail #48
- 0.1 Miles

The Eagle Valley Trail Connection alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.



EAGLE VALLEY TO COPPER RD CONNECTION

- Trail #49
- 0.3 Miles

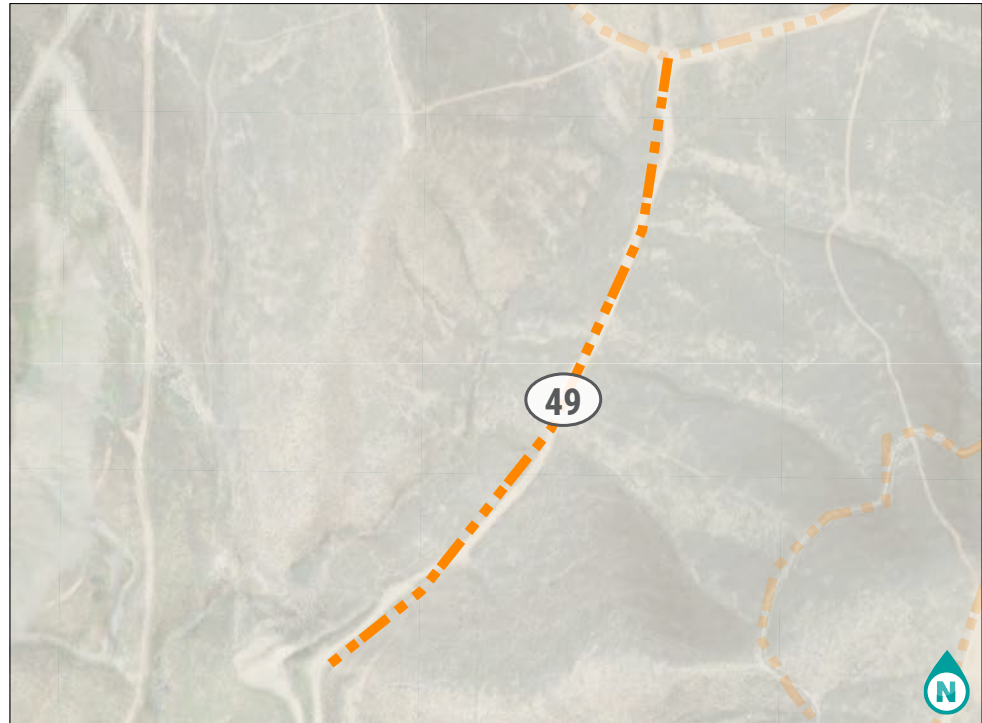
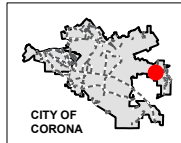
The Eagle Valley to Copper Rd Connection alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.

TRAIL #49

Eagle Valley to Copper Rd Connection

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

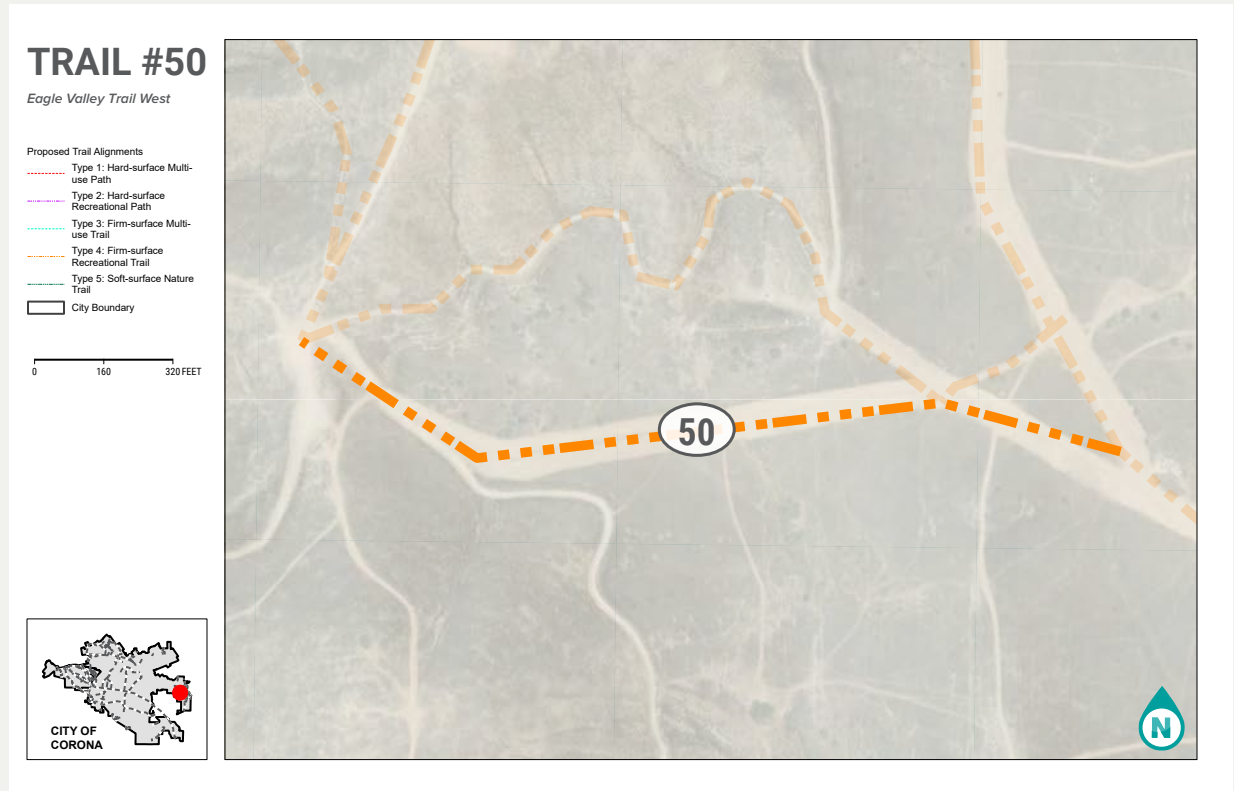
0 160 320 FEET



EAGLE VALLEY TRAIL WEST

- Trail #50
- 0.4 Miles

The Eagle Valley Trail West alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.



EAGLE VALLEY TRAIL WEST EXTENSION 1

- Trail #51
- 0.5 Miles

The Eagle Valley Trail West Extension 1 alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.

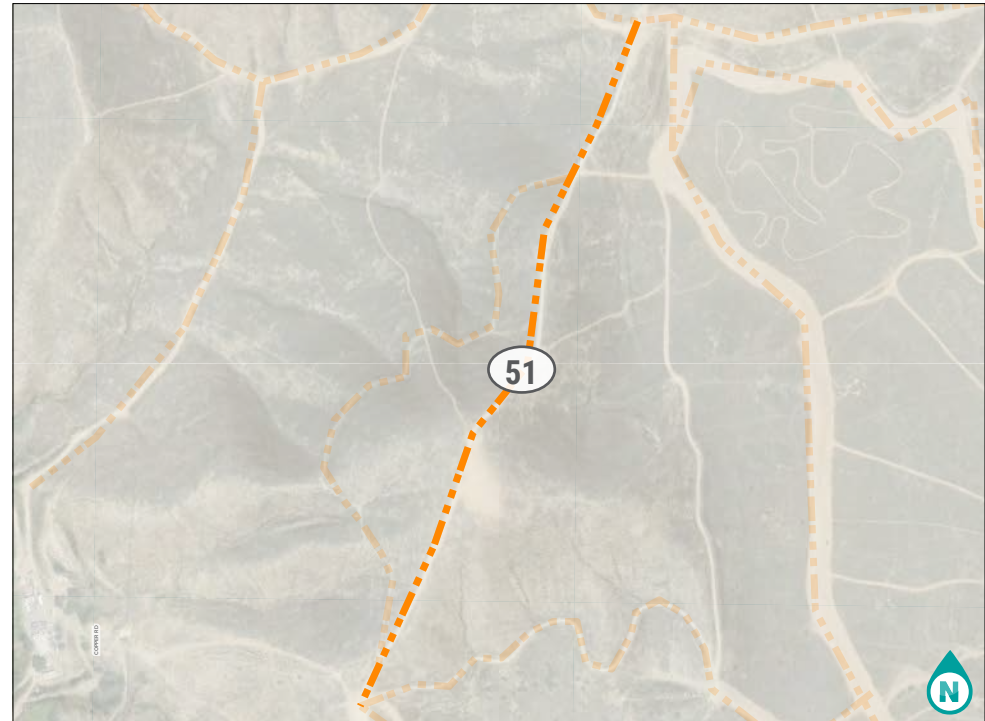
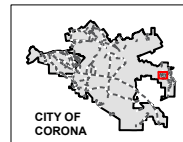
TRAIL #51

Eagle Valley Trail West Extension 1

Proposed Trail Alignments

- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail
- Type 5: Soft-surface Nature Trail
- City Boundary

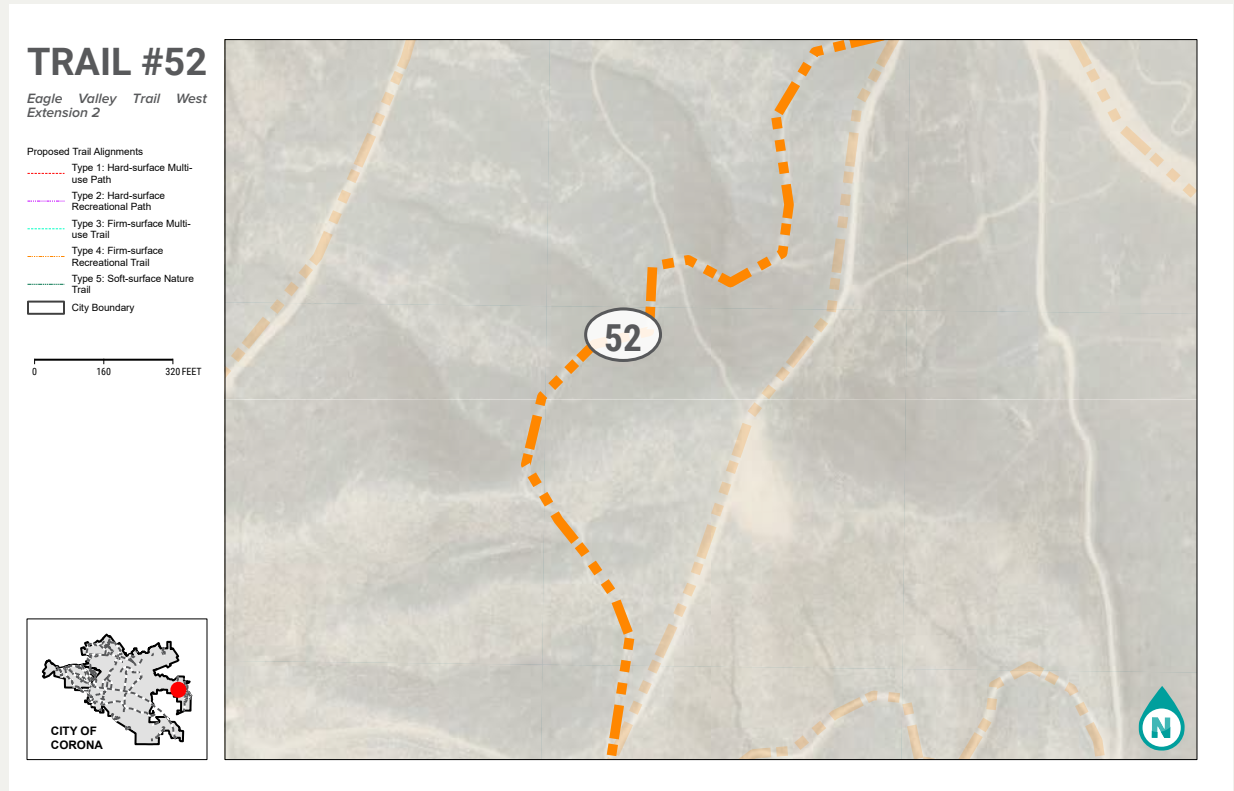
0 240 480 FEET



EAGLE VALLEY TRAIL WEST EXTENSION 2

- Trail #52
- 0.5 Miles

The Eagle Valley Trail West Extension 2 alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.



EAGLE VALLEY TRAIL WEST ALTERNATIVE ROUTE

- Trail #53
- 0.4 Miles

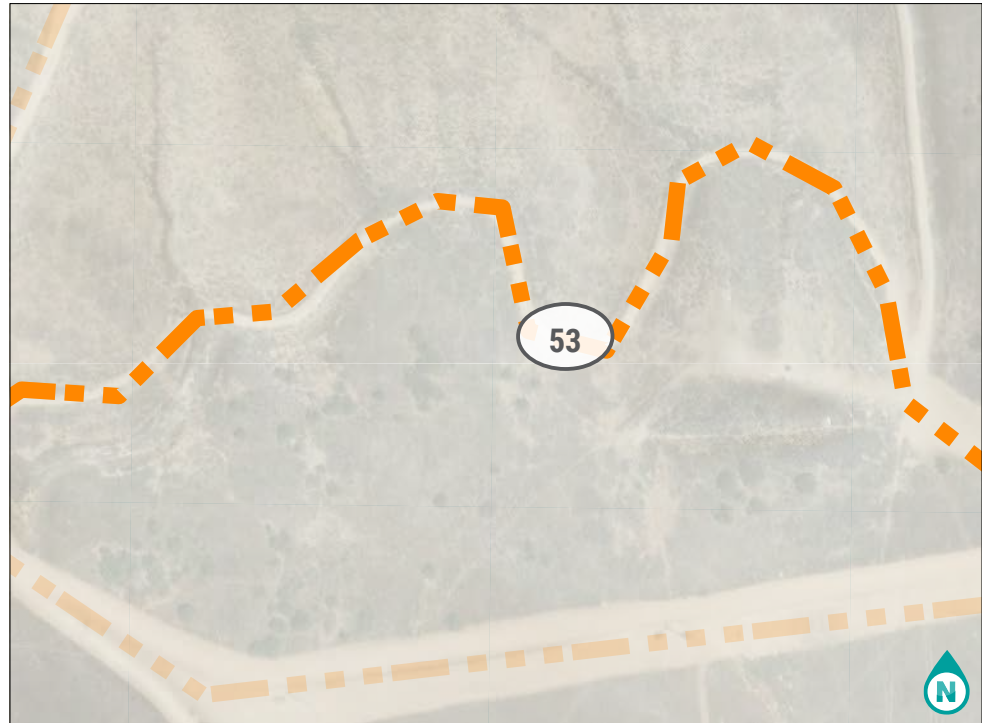
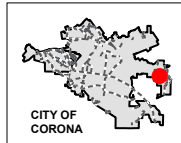
The Eagle Valley Trail West Alternative Route alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.

TRAIL #53

*Eagle Valley Trail West
Alternative Route*

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

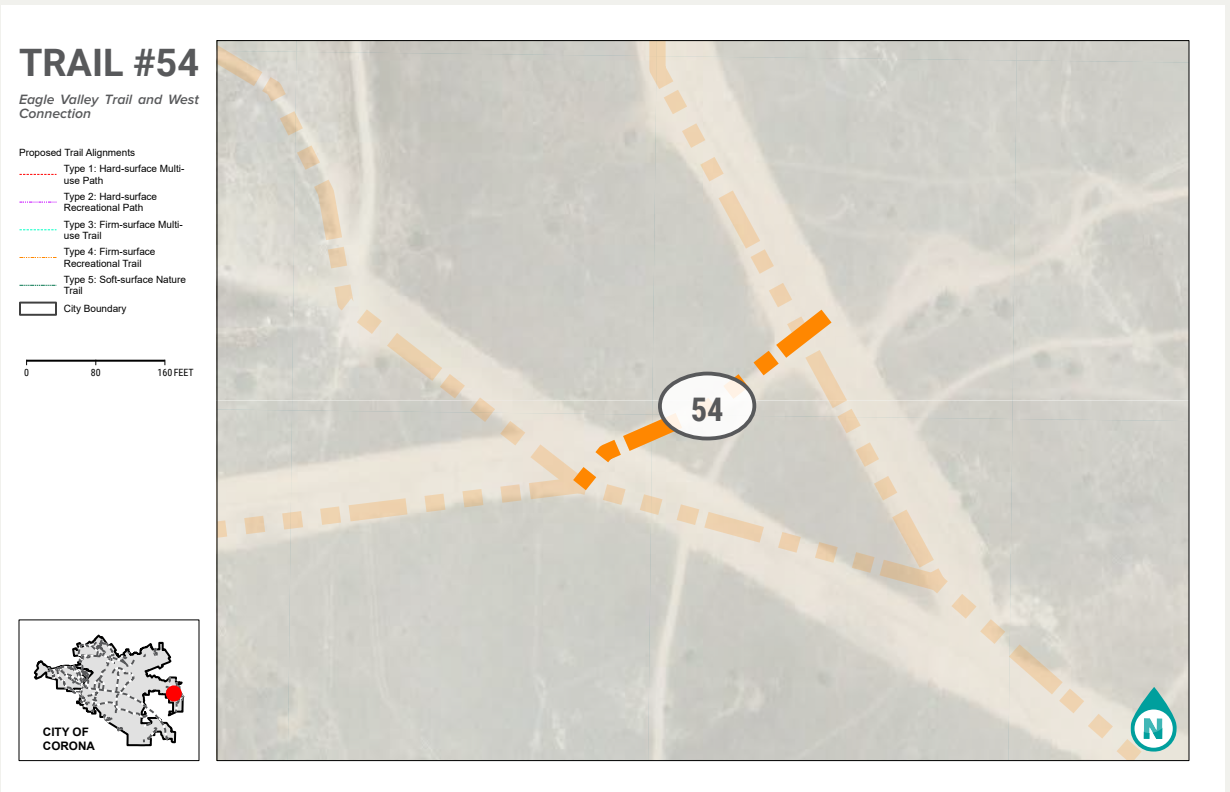
0 80 160 FEET



EAGLE VALLEY TRAIL AND WEST CONNECTION

- Trail #54
- 0.1 Miles

The Eagle Valley Trail and West Connection alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.



EAGLE CANYON NORTH

- Trail #55
- 0.6 Miles

The Eagle Canyon North alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.

TRAIL #55

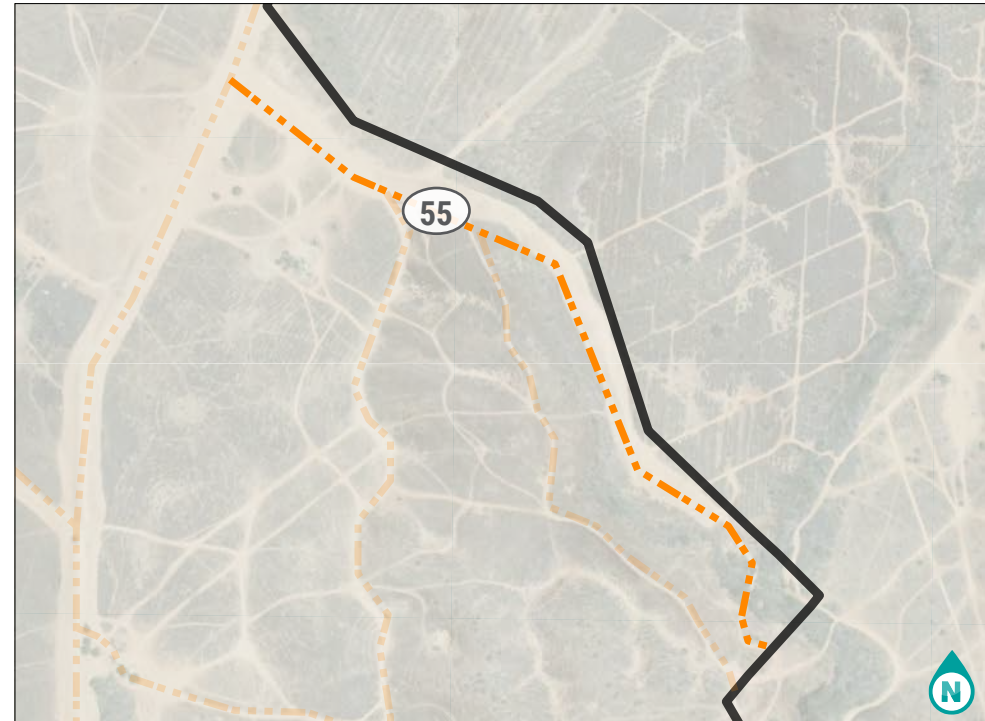
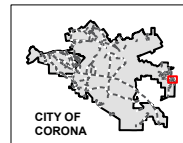
Eagle Canyon North

Proposed Trail Alignments

- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail
- Type 5: Soft-surface Nature Trail

City Boundary

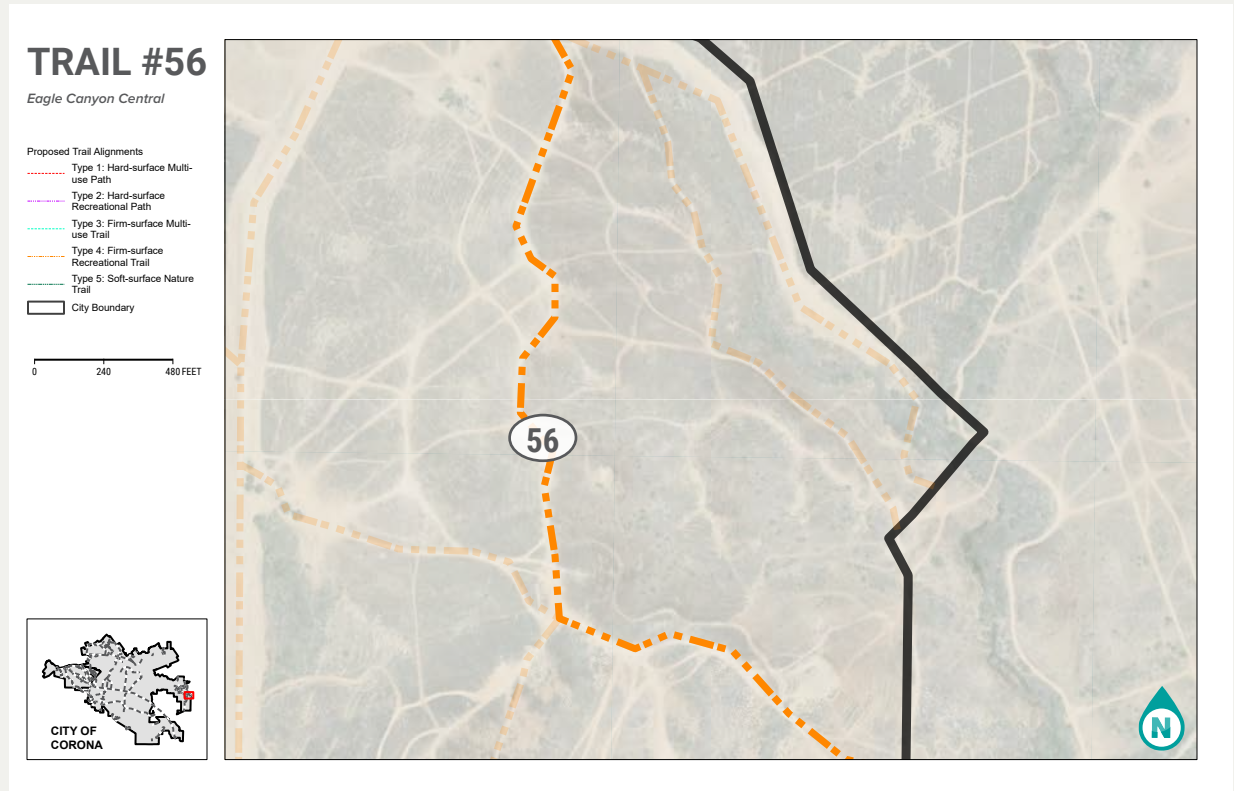
0 240 480 FEET



EAGLE CANYON CENTRAL

- Trail #56
- 0.7 Miles

The Eagle Canyon Central alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.



EAGLE CANYON EAST

- Trail #57
- 0.4 Miles

The Eagle Canyon East alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.

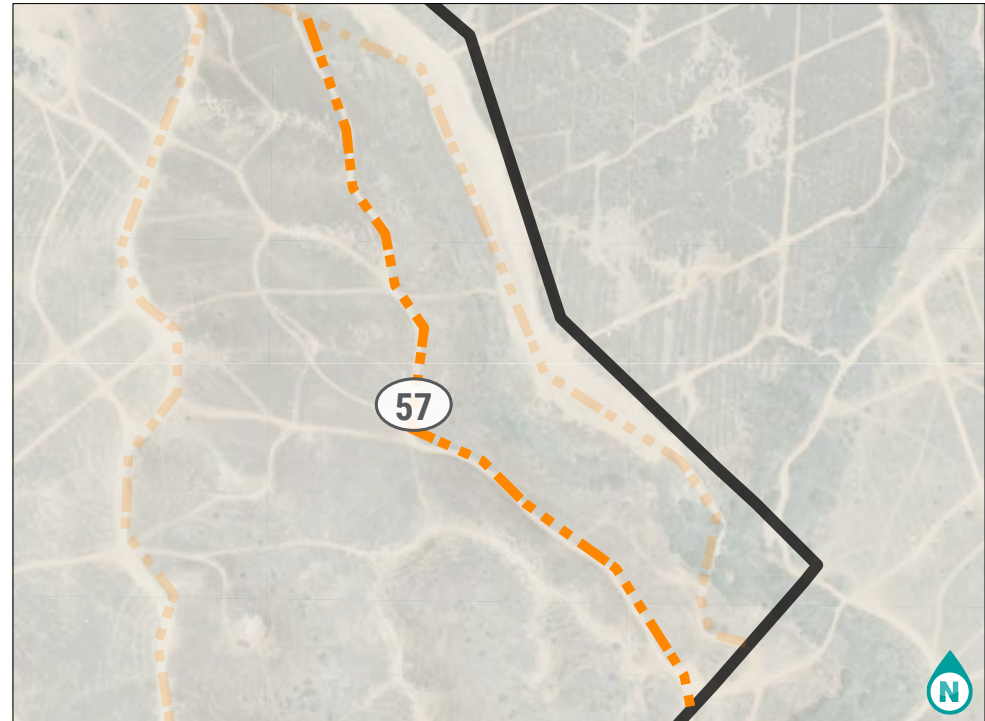
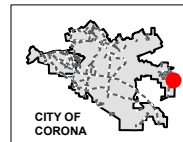
TRAIL #57

Eagle Canyon East

Proposed Trail Alignments

- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail
- Type 5: Soft-surface Nature Trail
- City Boundary

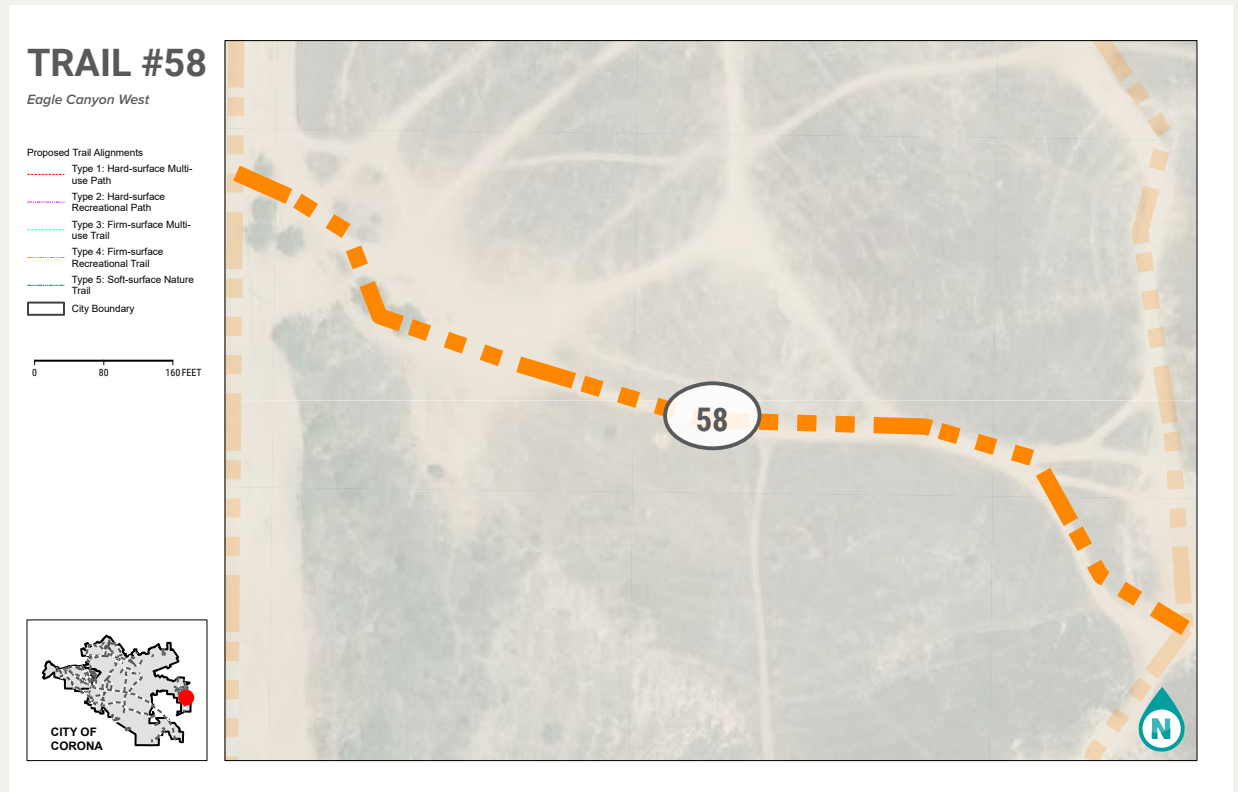
0 160 320 FEET



EAGLE CANYON WEST

- Trail #58
- 0.2 Miles

The Eagle Canyon West alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.



EAGLE CANYON SOUTH

- Trail #59
- 0.4 Miles

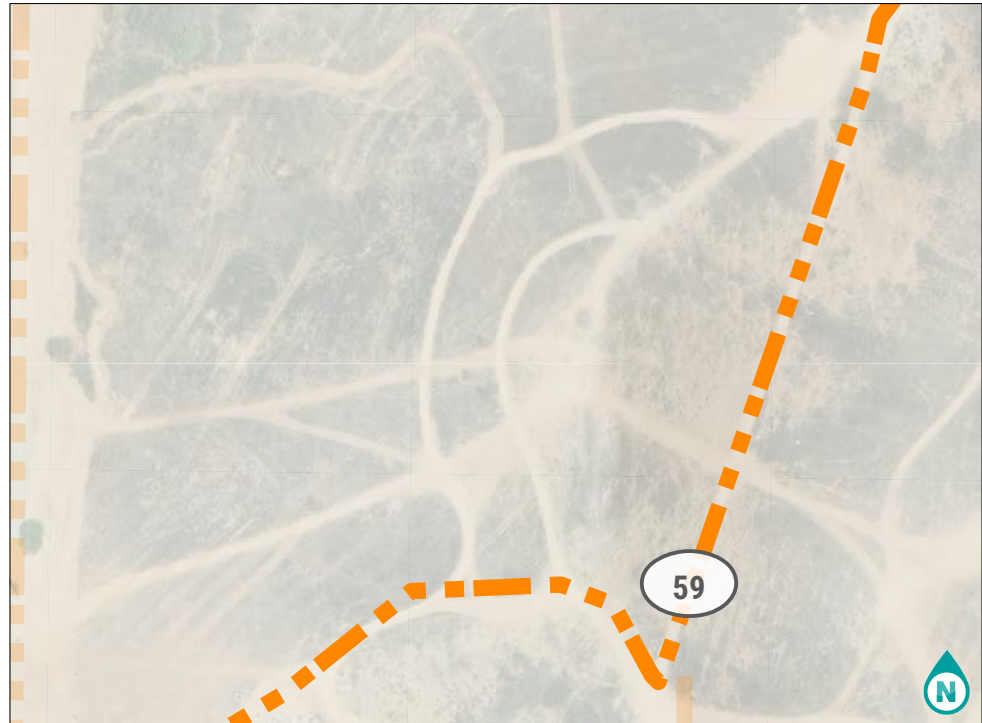
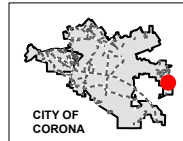
The Eagle Canyon South alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.

TRAIL #59

Eagle Canyon South

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

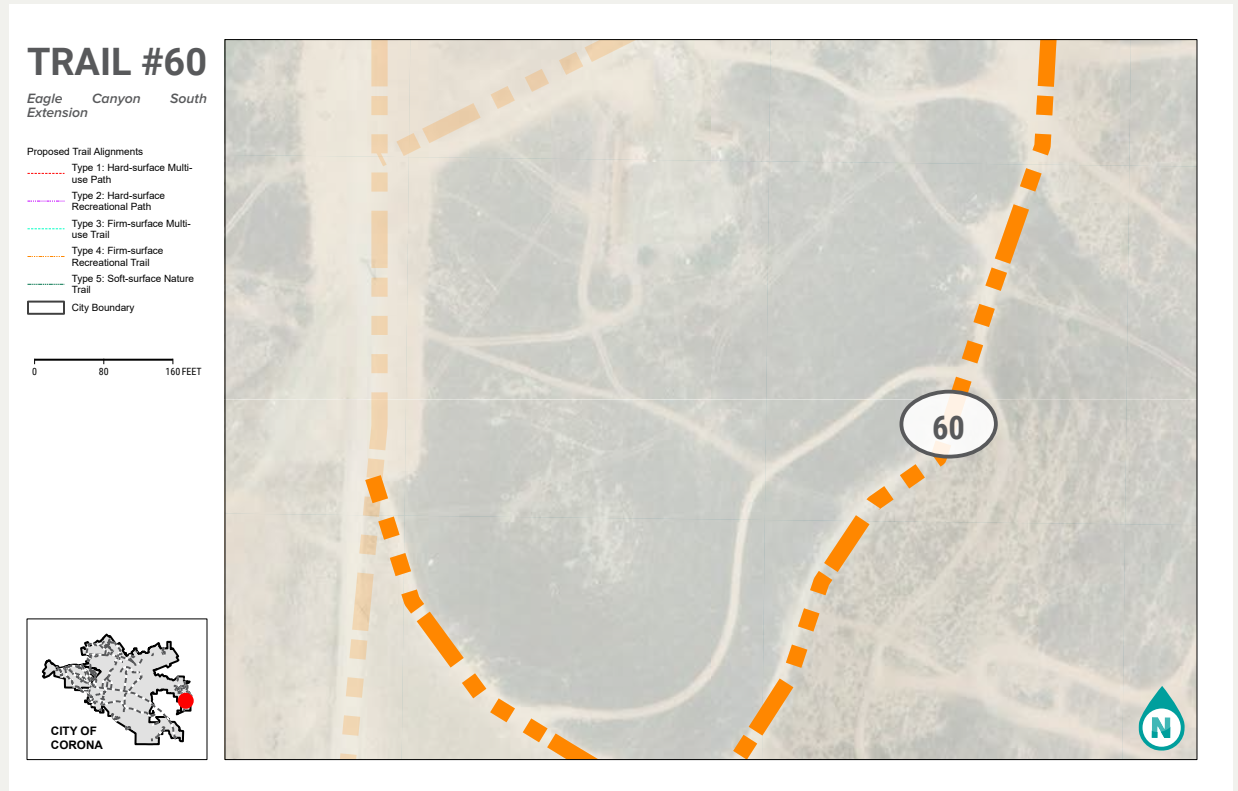
0 80 160 FEET



EAGLE CANYON SOUTH EXTENSION

- Trail #60
- 0.3 Miles

The Eagle Canyon South Extension alignment was identified in the Trails Master Inventory (TMI) and connects to a network of existing social trails in the hilly area on the eastern edge of the City. The alignment crosses a number of privately and publicly owned parcels and would require easements or acquisition to formalize.



WARDLOW CANYON TRAIL SOUTH

- Trail #61
- 1.0 Miles

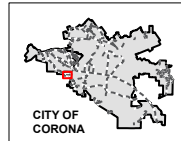
The Wardlow Canyon Trail connects from Fresno Canyon Trail to Foothill Parkway. Portions of the trail alignments are located within the City's borders, and portions are within the Cleveland National Forest (including Trail #61 shown here). The alignments were named as priority trails by the Trails Working Group. Wardlow Canyon Trails are generally steeper in slope and preferred by mountain bikers.

TRAIL #61

Wardlow Canyon Trail South

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

0 240 480 FEET



PRADO TRAIL

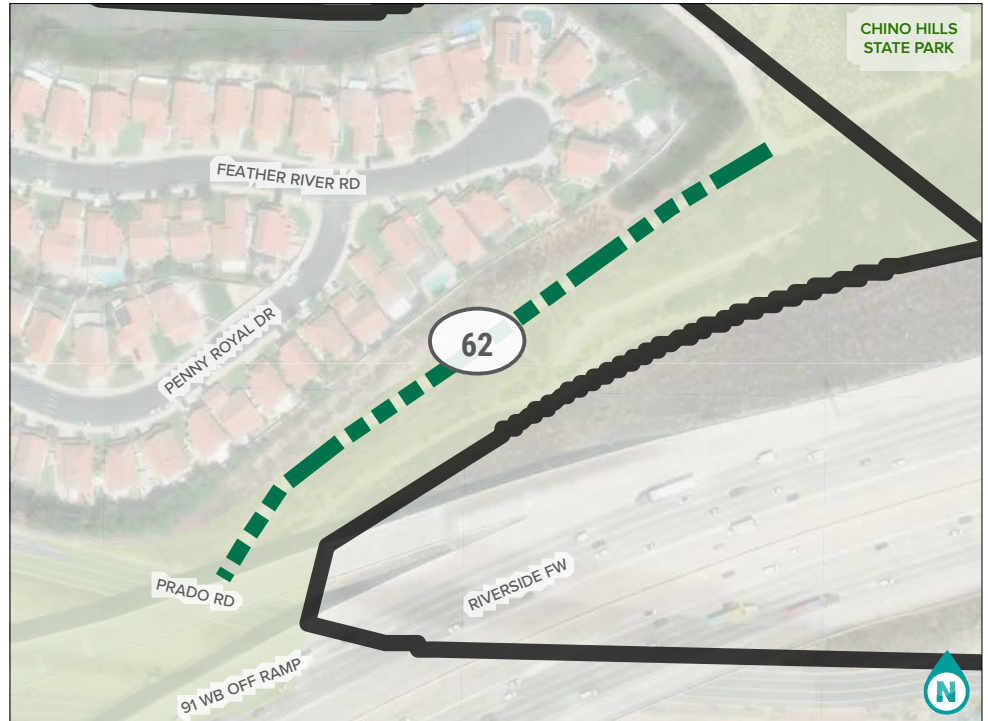
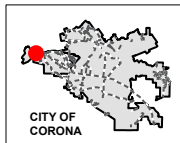
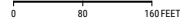
- Trail #62
- 0.2 Miles

Prado Trail is an existing soft-surface trail alignment between Prado Rd and the City border. The alignment is technically within the Chino Hills State Park and is on State of California owned land. The trail presents an opportunity to create a trailhead directing trail users into Chino Hills State Park.

TRAIL #62

Prado Trail

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary



ROCK VISTA PARK TRAIL

- Trail #63
- 0.4 Miles

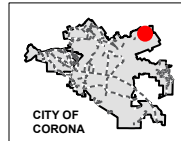
The Rock Vista Park Trail begins in Norco to the north of the City boundary where there is an existing maintenance road/trail that connects down to the Corona border. The alignment crosses private property to connect to Rock Vista Park and would require an easement or acquisition to implement. The alignment travels through Rock Vista Park south to Steven Dr.

TRAIL #63

Rock Vista Park Trail

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

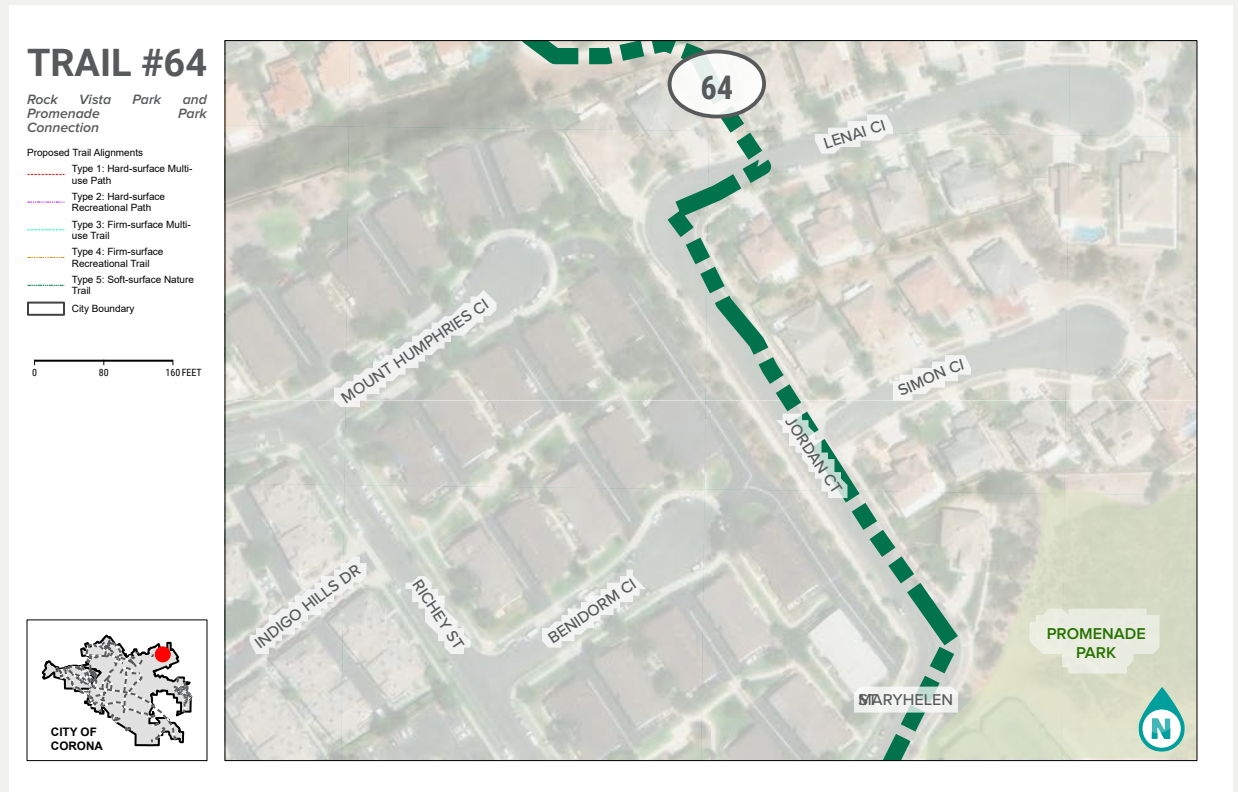
0 160 320 FEET



ROCK VISTA PARK AND PROMENADE CONNECTION

- Trail #64
- 0.3 Miles

The Rock Vista Park and Promenade Park Connection utilizes both on-street and off-street facilities to connect these two parks in the northeast corner of the City. The trail connection requires the design of two new mid block crossings on both Steven Drive and Mary Helen Street. Connecting between Steven Drive and Lenai Circle, the trail follows an existing 445' long and 14' wide paved path that crosses two technically vacant parcels (one of which is owned by New Tech Inc. - 168-330-013, and the other owned by Silverhawk Summit Community Assn. - 172-440-026). From Lenai Circle to Promenade Park user types can be separated with bikes traveling on a new on-street facility and pedestrians on existing sidewalks.



PROMENADE PARK TRAIL

- Trail #65
- 0.4 Miles

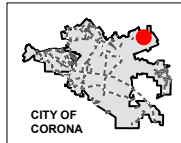
The Promenade Park Trail branches off of the Rock Vista Park and Promenade Park Connection. The alignment traverses several private parcels and would require easement or acquisition to implement. The Promenade Park Trail creates an off-street connection from Rock Vista Park to Promenade Park.

TRAIL #65

Promenade Park Trail

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
- City Boundary

0 160 320 FEET



IMPRESIVO TRAIL

- Trail #66
- 0.2 Miles

Impresivo Trail was identified by the Trails Working Group (TWG) and is an out-and-back trail originating at Impresivo Dr. The alignment follows an existing maintenance road that cuts through City owned land and privately owned parcels.



MABEY WEST

- Trail #67
- 0.4 Miles

The Mabey West trail alignment was identified by the Trails Working Group (TWG). The alignment is a soft surface trail that connects from Foothill Pkwy to Mabey trail.



IBBETSON TRAIL

- Trail #68
- 0.2 Miles

Ibbetson Trail was identified by the TWG and connects from the end of Ibbetson St to Malaga Trail South leading to a network of trails in the Cleveland National Forest. The alignment crosses property owned by the Riverside County Flood Control District and would require an agreement to implement.



MALAGA TRAIL

- Trail #69
- 0.9 Miles

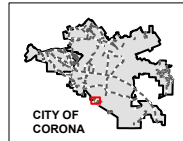
The Malaga Trail was identified by the Trails Working Group (TWG) and is a soft-surface trail that connects from Malaga St to Malaga Trail South. The alignment crosses several private parcels and would require acquisition or easements to implement.

TRAIL #69

Malaga Trail

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
- City Boundary

0 240 480 FEET



PUBLIC SAFETY PATH

- Trail #70
- 0.7 Miles

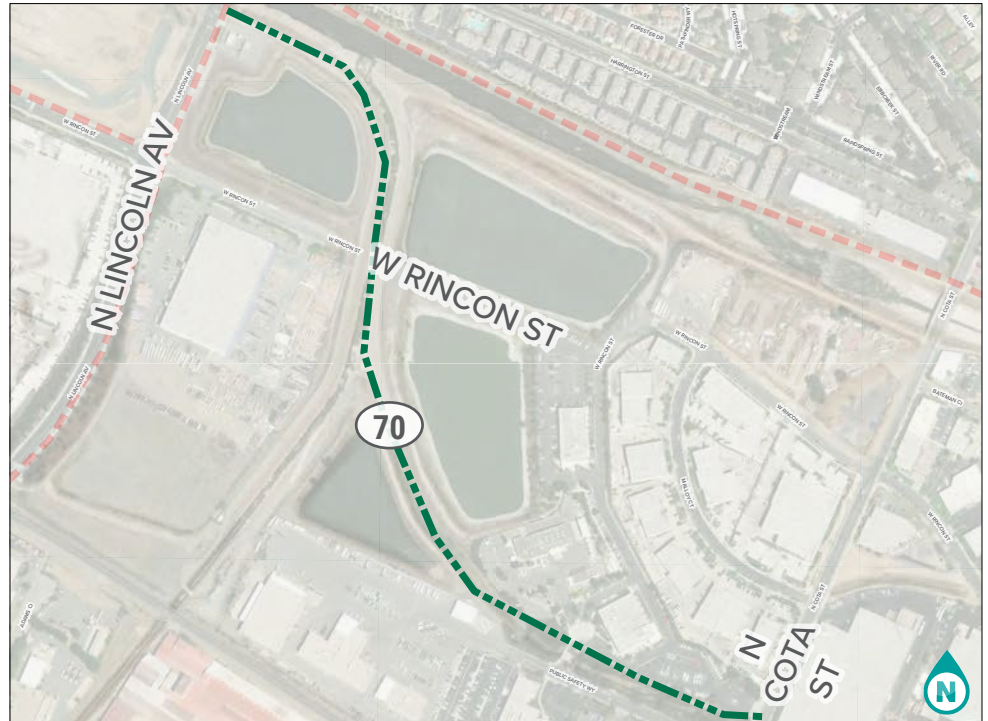
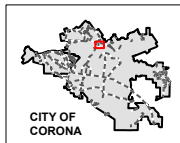
The Public Safety Way trail alignment connects Lincoln Avenue to North Cota Street via a flood control channel. The proposed trail follows the existing top of a bank maintenance road alignment in a meandering route. While further study would be required to design this segment, the most feasible terminus at the south end of the alignment is within the Corona Police Department parking lot. The proposed trail can follow along the edge of the parking lot to reach North Cota Street.

TRAIL #70

Public Safety Path

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

0 240 480 FEET



MALAGA TRAIL SOUTH

- Trail #71
- 1.0 Miles

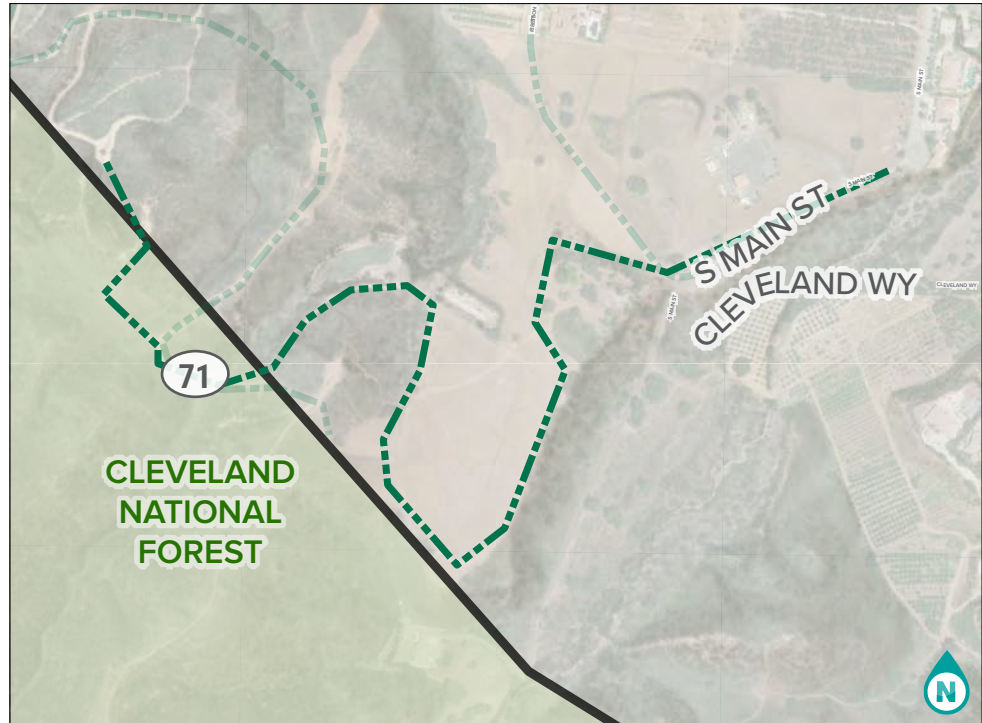
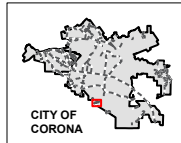
Malaga Trail South was identified by the Trails Working Group (TWG) and is a soft-surface trail that connects from S Main St to Malaga Trail. The alignment crosses several private parcels and would require acquisition or easements to implement.

TRAIL #71

Malaga Trail South

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
- City Boundary

0 240 480 FEET



MABEY EAST

- Trail #72
- 0.5 Miles

The Mabey East trail alignment was identified by the TWG and connects between Mabey Trail and Wardlow Canyon Trail South. The alignment connects into the Cleveland National Forest and crosses several privately owned parcels. Acquisition of land or easements would be required to implement Mabey East.



HUDSON HOUSE TRAIL

- Trail #73
- 1.0 Miles

The Hudson House Trail was identified by the Trails Working Group (TWG) and connects from North Weirick Rd/Glen Rd down to the Bedford Canyon Wash channel owned in fee by the Riverside County Flood Control District.



BEDFORD CANYON PATH

- Trail #74
- 0.3 Miles

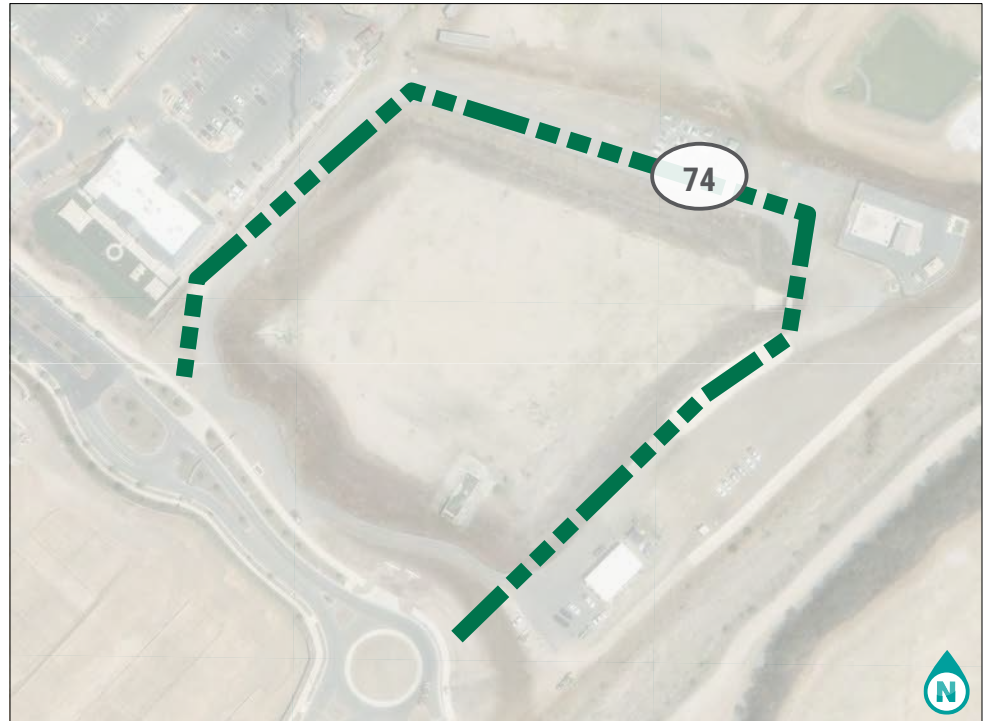
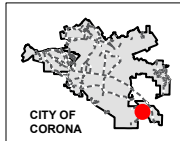
The Bedford Canyon Path was identified by the TWG and creates a loop trail around an existing retention basin at Bedford Canyon Dr and Hudson House Dr.

TRAIL #74

Bedford Canyon Path

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

0 80 160 FEET



EAGLE GLEN CREEK PATH

- Trail #75
- 0.5 Miles

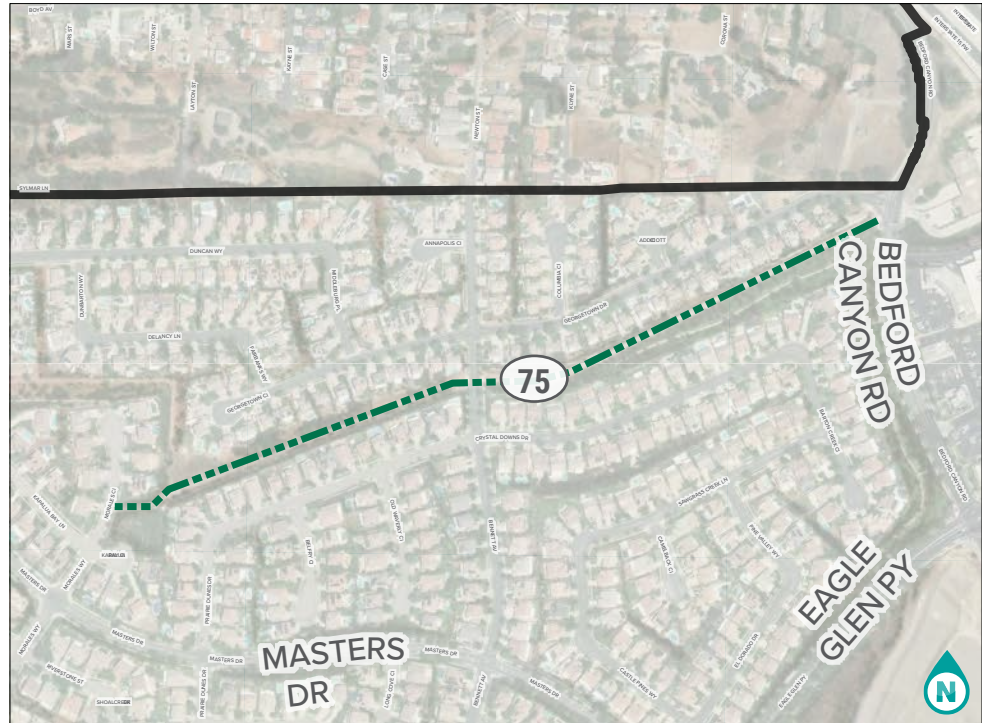
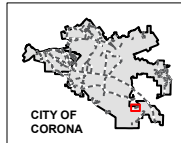
The Eagle Glen Creek Path was identified by the Trails Working Group (TWG) and follows an existing dirt maintenance road adjacent to an open stormwater channel. Further investigation is required to identify property owners and develop an implementation plan.

TRAIL #75

Eagle Glen Creek Path

- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
 - City Boundary

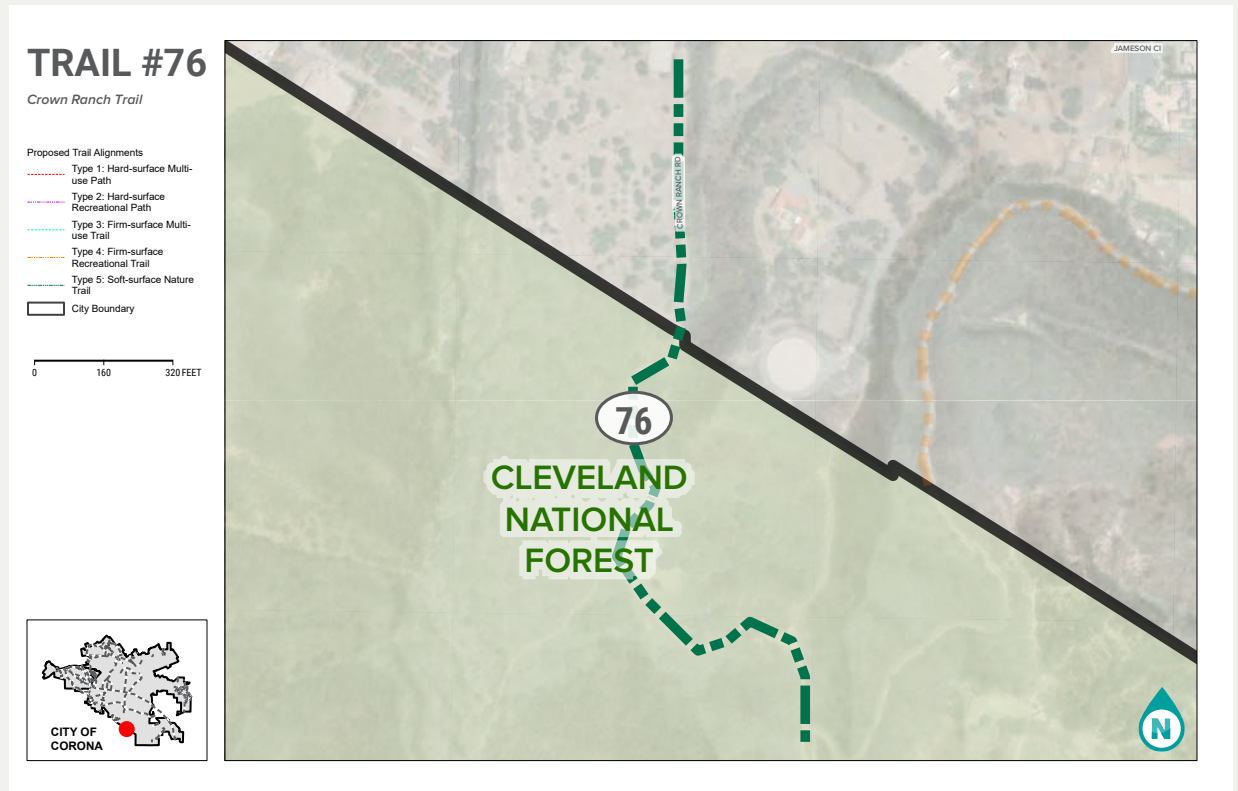
0 240 480 FEET



CROWN RANCH TRAIL (EAGLE ROAD ACCESS TRAIL)

- Trail #76
- 0.4 Miles

Access to the Eagle Rd trail in the Cleveland National Forest is currently not formalized and requires trail users to trespass on private property. The Eagle Road Trail Access CIP project is a collection of trail routes that would formalize access to Eagle Road Trail and includes Crown Ranch Trail that connects from Crown Ranch Rd to Eagle Rd.



WARDLOW CANYON TRAIL CENTRAL

- Trail #77
- 1.2 Miles

The Wardlow Canyon Trail connects from Fresno Canyon Trail to Foothill Parkway. Portions of the trail alignments are located within the City's borders, and portions are within the Cleveland National Forest (Wardlow Canyon Trail Central crosses both jurisdictions as shown here). The alignments were named as priority trails by the Trails Working Group. Wardlow Canyon Trails are generally steeper in slope and preferred by mountain bikers.

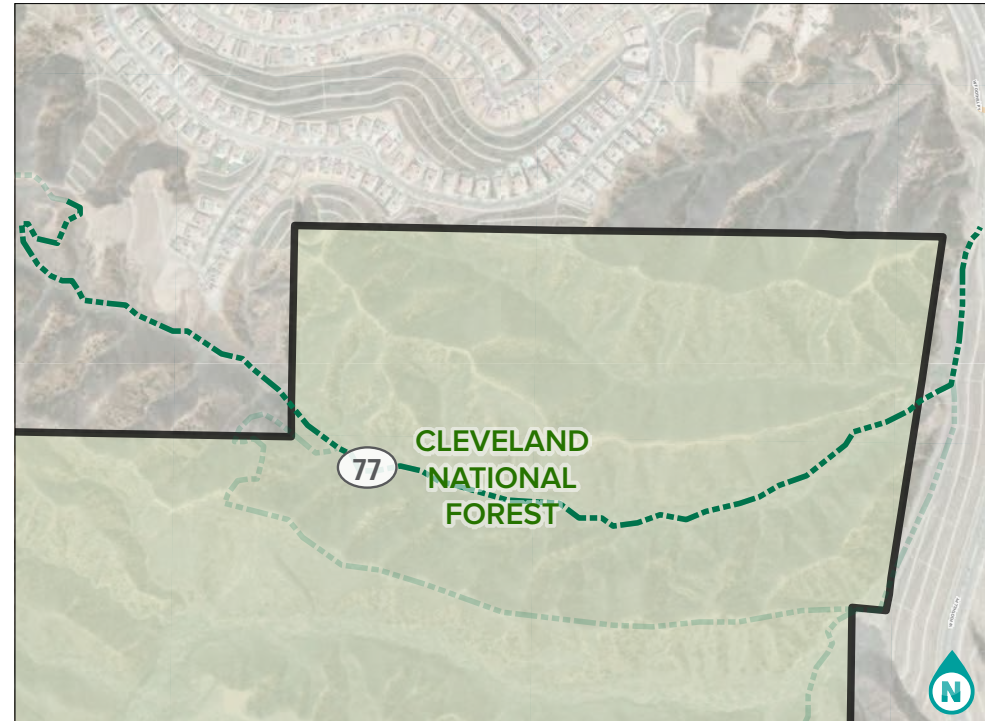
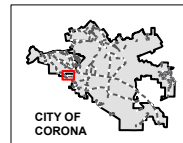
TRAIL #77

Wardlow Canyon Trail Central

Proposed Trail Alignments

- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail
- Type 5: Soft-surface Nature Trail
- City Boundary

0 320 640 FEET



GREEN RIVER RANCH TRAIL

- Trail #78
- 1.0 Miles

The Green River Ranch Trail was identified by the City of Corona Parks Commission and is an existing soft-surface trail. The trail originates at the old horse ranch property along Green River Rd and extends south into the Cleveland National Forest. The land owner at Green River Ranch has verbally agreed to preserve access to the trail in their planned light industrial development.

The Green River Ranch Trail alignment was added to the TMP II trail inventory after the prioritization process and was not included in the prioritization ranking.



FRESNO ROAD TRAIL

- Trail #78
- 1.3 Miles

The Fresno Road Trail was identified by City Council and is an existing soft-surface trail. The trail originates at the end of Fresno Rd which currently has ungroomed parking along it. The trail extends into the Cleveland National Forest and connects to Green River Ranch Trail (#78).

The Fresno Road Trail alignment was added to the TMP II trail inventory after the prioritization process and was not included in the prioritization ranking.

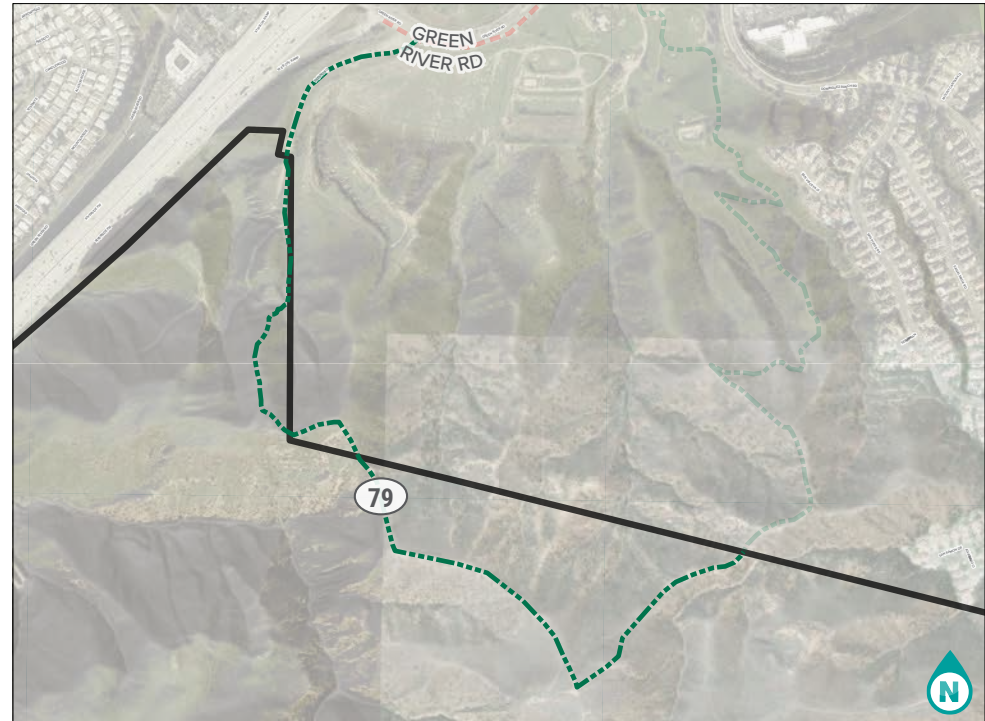
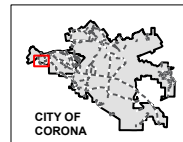
TRAIL #79

Fresno Road Trail

Proposed Trail Alignments

- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail
- Type 5: Soft-surface Nature Trail
- City Boundary

0 400 800 FEET



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TRAIL PRIORITIZATION SCORING

The following pages provide the detailed scoring breakdown for each inventoried trail segment (**Table 3**). **Table 2** provides an overview of the scoring criteria used to rank trail segments for implementation.

TRAILS MASTER PLAN

TABLE 2. Prioritization Criteria

	Criteria	Weights	High Score	Middle Score	Low Score
Feasibility	City ROW- <i>If the trail is within the City ROW or in a landscape maintenance district</i>	2x	No additional rights required		ROW rights required
	Agency Coordination- <i>The amount of coordination needed with other agencies</i>	2x	\$ + Minimal coordination (owned by City of Corona)	\$\$ + Moderate level of coordination and approvals (owned by 1 entity, non city, RCFC owned in fee)	\$\$\$ + High levels of coordination and approvals (multiple owners, RCFC easement on private property)
	Cost- <i>Estimated construction costs based on trail type</i>	2x	Type 5	Type 4	Type 1, 2, 3
	Maintenance (Slope)- <i>Estimated maintenance costs based on maximum slope</i>	2x	0-5% maximum slope	5-8% maximum slope	8%+ maximum slope
Access & Equity	Improved Recreational Access (Recreation Access) - <i>Trails that serve a disadvantaged community that does not currently have access to trails or parks</i>	1x	Greater need for access to recreational destinations within 1/2 mile based on health vulnerability	Some recreational resources are available within 1/2 mile	Existing trail access points, trailheads, or parks are available within 1/2 mile
	Improved access for disadvantaged communities (Disadvantaged) - <i>Trails that serve disadvantaged communities based on CalEnviroScreen 4.0 indicators</i>	1x	Trail is within a disadvantaged community	—	Trail is not within a disadvantaged community
	Connects to key destinations (Key Destinations) - <i>Connection to schools, transit stops, a Big 5 trailhead, or other destinations identified by the TWG</i>	1x	Trail directly connects to destination	Trail is within .5 mile of destination	Trail is further an .5 mile from destination
	Connects to existing bicycle facility or Metrolink Station (Bicycle Metrolink) - <i>Connection to existing bicycle network or was used to reach Metrolink Stations in the origin and destination analysis</i>	1x	Trail directly connects to bicycle facility or was in top 50% most used to reach Metrolink Station	Trail is within .25 mile of bicycle facility	Trail is further than .25 mile of bicycle facility
	Parking - <i>Trail has a dedicated parking lot including park and ride lot, parking lot at park, or planned parking lot</i>	1x	Trail has dedicated parking adjacent to trail	Parking is available within .25 mile of trail	No parking available within .25 mile of trail
Safety & User Experience	Type of road (Road) - <i>Trails along lower volume roads can create a more pleasant trail experience</i>	1x	Trail along local road or fully separated from roads	Trail along collector road	Trail along arterial road
	Collisions - <i>More or more severe collisions score higher as the trail can provide a safer, off-street option for pedestrians and cyclists</i>	1x	Severe collision history along trail route (fatal/severe injury)	Only minor injury collision history along trail route	No collision history along trail route
	Sidewalk Gaps (Sidewalk) - <i>Trails that close gaps in the sidewalk</i>	1x	Trail is aligned on a street with a sidewalk gap	—	Trail is not aligned on a street with a sidewalk gap
Community Support	TWG Input - <i>If the TWG prioritizes the trail alignment</i>	2x	Received votes from TWG member	—	Did not receive votes from TWG member

TABLE 3. Prioritization Scoring Breakdown

Trail Number	Trail Name	City ROW	Agency Coordination	Cost	Slope	Recreation Access	Disability Access
1	Green River Road Multi-use Path	20	20	2	20	1	
2	Palisades Drive Multi-use Path	20	20	2	20	1	
3	Palisades Drive Nature Trail	20	10	2	2	10	
4	West Corona Metrolink Path and Trail Connection	2	2	2	2	10	
5	Sixth Street to Skyline Multi-use Trail Connection	2	2	2	20	10	
6	Mangular Park Multi-use Trail Connection	2	10	2	20	10	
7	Lincoln Park Path and Trail Connect	20	20	2	20	10	
8	Butterfield Overland Trail	20	20	2	20	5	
9	Mabey Canyon Wash Recreational Trail	20	10	10	20	1	
10	Corona Main Metrolink Connection - Main Street Multi-use and Recreational Path	20	20	2	20	5	
11	Corona Main Metrolink Connection - Trail-to-Rail Recreational Path	20	20	2	20	5	
12	Eastern Corona Multi-use Trail	2	10	2	20	10	
13	Foothill Parkway Multi-use Path Extension (Historic Butterfield Trail alignment)	20	20	2	20	5	
14	I-15 Undercrossing Multi-use Path	20	20	2	20	5	
15	Neighborhood Destination Path and Trail Connection	2	2	2	20	5	
16	North Corona Cross-Town Path and Trail Connection	2	2	2	20	5	
17	Neighborhood Transportation Multi-use Trail Connection	20	20	2	20	10	
18	River Road / Lincoln Avenue Multi-use Path	2	2	2	20	10	
19	Rincon Street Multi-use Path	20	20	2	20	10	
20	Auburndale Street Multi-use Path	20	20	2	20	10	
21	Butterfield Park Trail Loop	2	2	2	2	10	
22	Neighborhood Recreational Trail Opportunities	2	2	2	2	10	
23	Eagle Rd South	2	10	10	10	1	
24	Eagle Rd North	2	10	10	10	1	
25	Fresno Canyon Trail	2	2	10	2	1	
26	Green River	20	20	20	10	10	
27	Foothill Parkway Trail	20	20	10	2	10	
28	Butterfield Park and Clearwater Power Plant Connection	2	10	10	10	10	

TRAILS MASTER PLAN

ed	Key Destinations	Bicycle Metrolink	Parking	Road	Collisions	Sidewalk	TWG Input	Prioritization Score	Trail Rank
	10	10	5	1	5	10	2	107	7
	1	10	1	5	1	10	2	94	12
	5	10	1	10	1	10	2	84	19
	10	10	5	10	1	10	2	76	23
	10	10	5	10	1	10	2	94	12
	5	10	5	5	5	1	2	78	21
	10	10	10	5	5	1	2	116	4
	10	10	10	5	5	10	2	120	3
	5	5	1	10	1	1	2	87	17
	10	10	5	1	5	1	2	111	6
	10	10	10	1	5	1	2	116	4
	10	10	5	10	1	10	2	102	10
	10	10	10	5	5	10	2	120	3
	1	10	1	5	5	1	2	102	10
	10	5	1	10	1	1	2	62	30
	10	10	1	10	1	10	2	85	18
	5	10	1	10	1	10	2	112	5
	10	10	10	5	5	10	2	98	11
	10	10	5	5	1	10	2	125	2
	1	10	1	5	1	10	2	103	9
	1	10	10	10	1	10	2	72	25
	1	10	5	10	5	1	2	53	32
	10	1	1	10	1	1	2	60	31
	10	1	1	10	1	1	2	60	31
	10	10	1	10	1	1	2	53	32
	5	5	1	10	1	1	2	106	8
	1	10	1	10	1	1	2	89	15
	1	5	5	10	1	1	2	77	22

CORONA, CA

Trail Number	Trail Name	City ROW	Agency Coordination	Cost	Slope	Recreation Access	Disad
29	Canyon Crest Trail West	20	20	20	2	1	
30	Sierra Bella Trail	2	20	10	2	10	
31	Montana Ranch Trail West	20	20	10	2	10	
32	Canyon Crest Trail East	2	10	10	2	1	
33	Nicholas Trail	20	20	20	2	1	
34	Mabey	2	2	10	2	1	
35	Block Trail	2	2	10	2	1	
36	Wardlow Canyon Trail Central	2	10	20	2	1	
37	Skinsuit	2	20	10	20	1	
38	Palisades Drive Nature Trail Alternative Route	20	20	10	2	10	
39	Eagle Glen/ Bedford Motorway North	2	10	10	20	1	
40	Butterfield Park Trail Path	2	2	20	10	10	
41	Montana Ranch Trail East	20	20	10	2	1	
42	Temescal Canyon Regional Trail	2	2	10	2	10	
43	Eagle Valley Trail North	2	2	10	20	10	
44	Eagle Valley Trail Extension	2	10	10	10	10	
45	Eagle Valley Trail	2	10	10	20	10	
46	Eagle Valley Trail East	2	10	10	2	10	
47	Eagle Valley to Temescal Canyon Connection East	2	2	10	10	10	
48	Eagle Valley Trail Connection	2	10	10	2	10	
49	Eagle Valley to Copper Rd Connection	2	10	10	20	10	
50	Eagle Valley Trail West	2	10	10	20	10	
51	Eagle Valley Trail West Extension 1	2	10	10	2	10	
52	Eagle Valley Trail West Extension 2	2	10	10	2	10	
53	Eagle Valley Trail West Alternative Route	2	10	10	10	10	
54	Eagle Valley Trail and West Connection	2	10	10	20	10	
55	Eagle Canyon North	2	10	10	20	10	
56	Eagle Canyon Central	2	10	10	20	10	

TRAILS MASTER PLAN

ed	Key Destinations	Bicycle Metrolink	Parking	Road	Collisions	Sidewalk	TWG Input	Prioritization Score	Trail Rank
	5	5	1	10	1	1	2	89	15
	1	10	1	10	1	1	2	71	26
	5	5	1	10	1	1	2	88	16
	5	5	1	10	1	1	2	51	34
	5	5	1	10	1	10	2	98	11
	1	10	1	10	1	1	2	44	35
	1	5	1	10	1	1	2	39	36
	1	1	1	10	1	1	20	71	26
	5	1	1	10	1	1	2	75	24
	5	10	1	10	1	1	2	93	13
	10	1	10	10	1	1	2	79	20
	1	10	10	10	1	1	2	89	15
	1	10	1	5	10	1	2	84	19
	1	1	1	10	1	1	2	44	35
	1	1	1	10	1	1	2	62	30
	1	1	1	10	1	1	2	60	31
	1	1	1	10	1	1	2	70	27
	1	1	1	10	1	1	2	52	33
	1	1	1	10	1	1	2	52	33
	1	1	1	10	1	1	2	52	33
	1	1	1	10	1	1	2	70	27
	1	1	1	10	1	1	2	70	27
	1	1	1	10	1	1	2	52	33
	1	1	1	10	1	1	2	52	33
	1	1	1	10	1	1	2	60	31
	1	1	1	10	1	1	2	70	27
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CORONA, CA

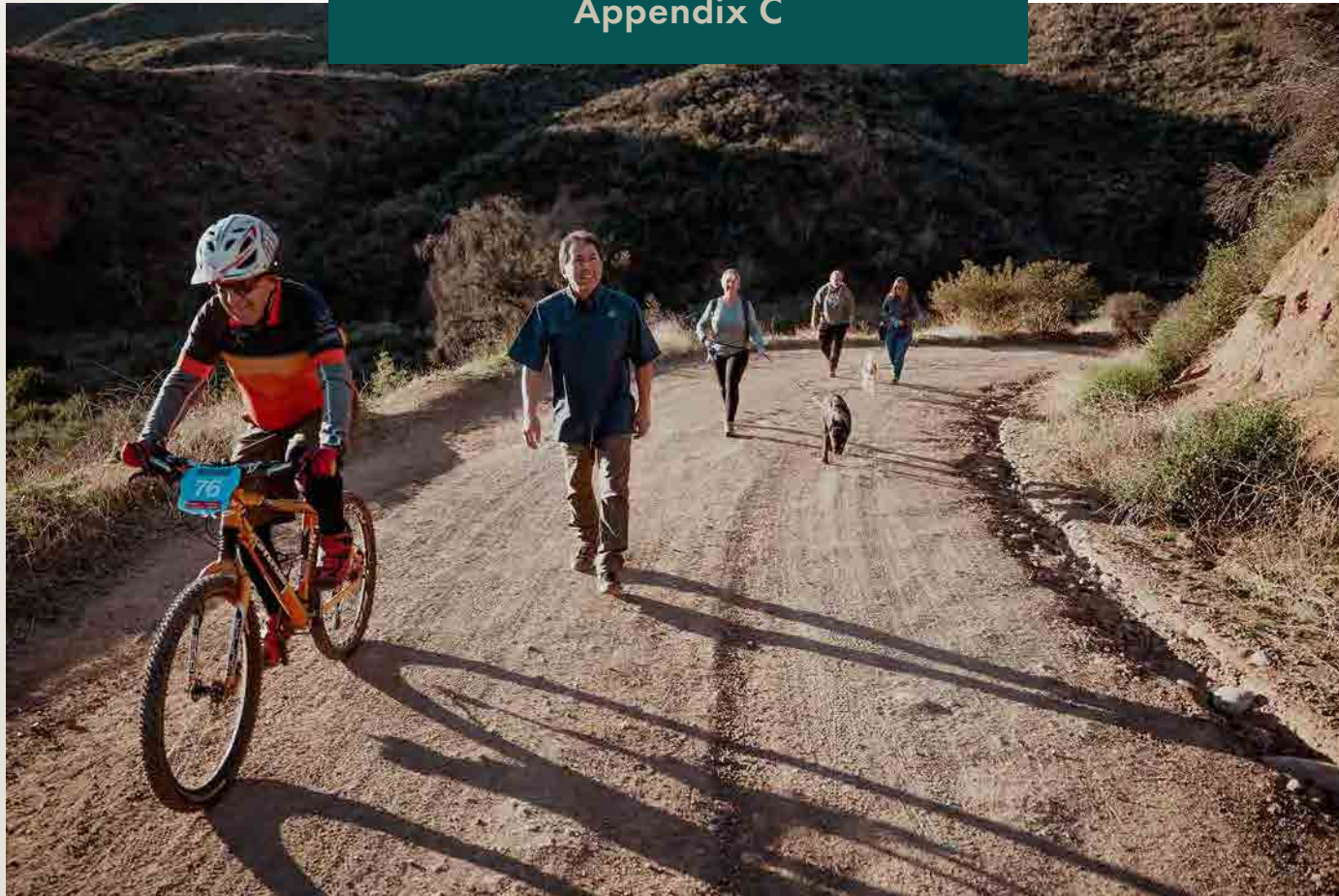
Trail Number	Trail Name	City ROW	Agency Coordination	Cost	Slope	Recreation Access	Disadv
57	Eagle Canyon East	2	10	10	20	10	
58	Eagle Canyon West	2	10	10	20	10	
59	Eagle Canyon South	2	10	10	20	10	
60	Eagle Canyon South Extension	2	10	10	20	10	
61	Wardlow Canyon Trail South	2	10	20	2	1	
62	Prado Trail	2	10	20	20	10	
63	Rock Vista Park Trail	2	10	20	2	10	
64	Rock Vista Park and Promenade Park Connection	2	2	20	20	10	
65	Promenade Park Trail	2	2	20	2	10	
66	Impresivo Trail	2	2	20	2	10	
67	Mabey West	2	10	20	20	1	
68	Ibbetson Trail	2	10	20	20	1	
69	Malaga Trail	2	2	20	2	1	
70	Public Safety Path	2	10	20	20	5	
71	Malaga Trail South	2	2	20	2	1	
72	Mabey East	2	2	20	20	1	
73	Hudson House Trail	2	2	20	20	1	
74	Bedford Canyon Path	2	10	20	20	1	
75	Eagle Glen Creek Path	2	2	20	20	1	
76	Crown Ranch Trail	20	20	20	2	1	
77	Wardlow Canyon Trail Central	2	2	20	2	1	
78	Green River Ranch Trail	-	-	-	-	-	
79	Fresno Road Trail	-	-	-	-	-	

TRAILS MASTER PLAN

ed	Key Destinations	Bicycle Metrolink	Parking	Road	Collisions	Sidewalk	TWG Input	Prioritization Score	Trail Rank
	1	1	1	10	1	1	2	70	27
	1	1	1	10	1	1	2	70	27
	1	1	1	10	1	1	2	70	27
	1	1	1	10	1	1	2	70	27
	1	5	1	10	1	1	20	75	24
	1	5	1	10	1	1	20	102	10
	1	1	10	10	1	1	20	89	15
	5	5	10	10	1	1	20	107	7
	5	5	5	10	1	1	20	84	19
	1	5	1	10	1	1	20	76	23
	1	10	1	10	1	1	20	98	11
	1	1	1	10	1	1	20	89	15
	1	5	1	10	1	1	20	67	28
	10	10	1	10	1	10	20	129	1
	1	1	1	10	1	1	20	63	29
	1	5	1	10	1	1	20	85	18
	1	1	10	10	1	1	20	90	14
	1	1	1	10	1	1	20	89	15
	5	5	1	10	1	1	20	89	15
	5	1	1	10	1	1	20	103	9
	1	10	1	10	1	1	20	72	25
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-

TRAIL CIRCUITS

Appendix C



TRAIL CIRCUIT RECOMMENDATIONS

Trail Circuits

Trail connections create usable trail networks in Corona. Trail circuits consist of multiple trails linked together that can provide access to destinations, while also providing a network of recreational space for trail users. Trail circuits are primarily located around residential areas and can provide a valuable recreational asset for residents who want to fit exercise or recreation into their daily routines without having to leave the city. **Map 10** shows how the previously proposed trails can create circuits and some of the key destinations to which these circuits can connect.

CIRCUIT 1: THE CANYON CONNECTOR

- Length - 6.3 Miles

Circuit 1 begins on the Fresno Canyon Trail which connects to several residential developments along Oakridge Road. The circuit continues along the proposed Wardlow Canyon Trail Central and Wardlow Canyon Trail South to the existing multi-use path on Foothill Parkway. The circuit then follows Paseo Grande where the circuit turns west onto the Phase I TMP Palisades Drive Nature Trail just before Las Posas Road. The circuit crosses Serfas Club Drive, which connects to Serfas Club

Park, Prado View Elementary School, and a shopping plaza on Green River Road. The circuit turns west onto the Phase I TMP Palisades Drive Multi-use Path on Palisades Drive and then to the Green River Road Multi-use Path ending at the Fresno Canyon Trailhead.

CIRCUIT 2: THE PARK HOPPER

- Length - 9.1 Miles

Circuit 2 in northeast Corona follows all Phase I TMP trails. The Butterfield Park Trail Loop navigates around Corona Municipal Airport and connects to Butterfield Park and Stagecoach Park. The circuit continues east along the Rincon Street Multi-use Path on Rincon Street and has an off-shoot onto to North Corona Cross-Town Path and Trail off of Lincoln Avenue. This flood control channel path continues until Harrison Street, connecting to restaurant and business plazas. Instead of taking the North Corona Cross-Town Path and Trail, users can continue north on the River Road/ Lincoln Avenue Multi-use Path on Lincoln Avenue and turn west on River Road at River Road Park. The River Road path passes by Auburndale Intermediate School, the YMCA, Fairview Park, and residences. The circuit briefly

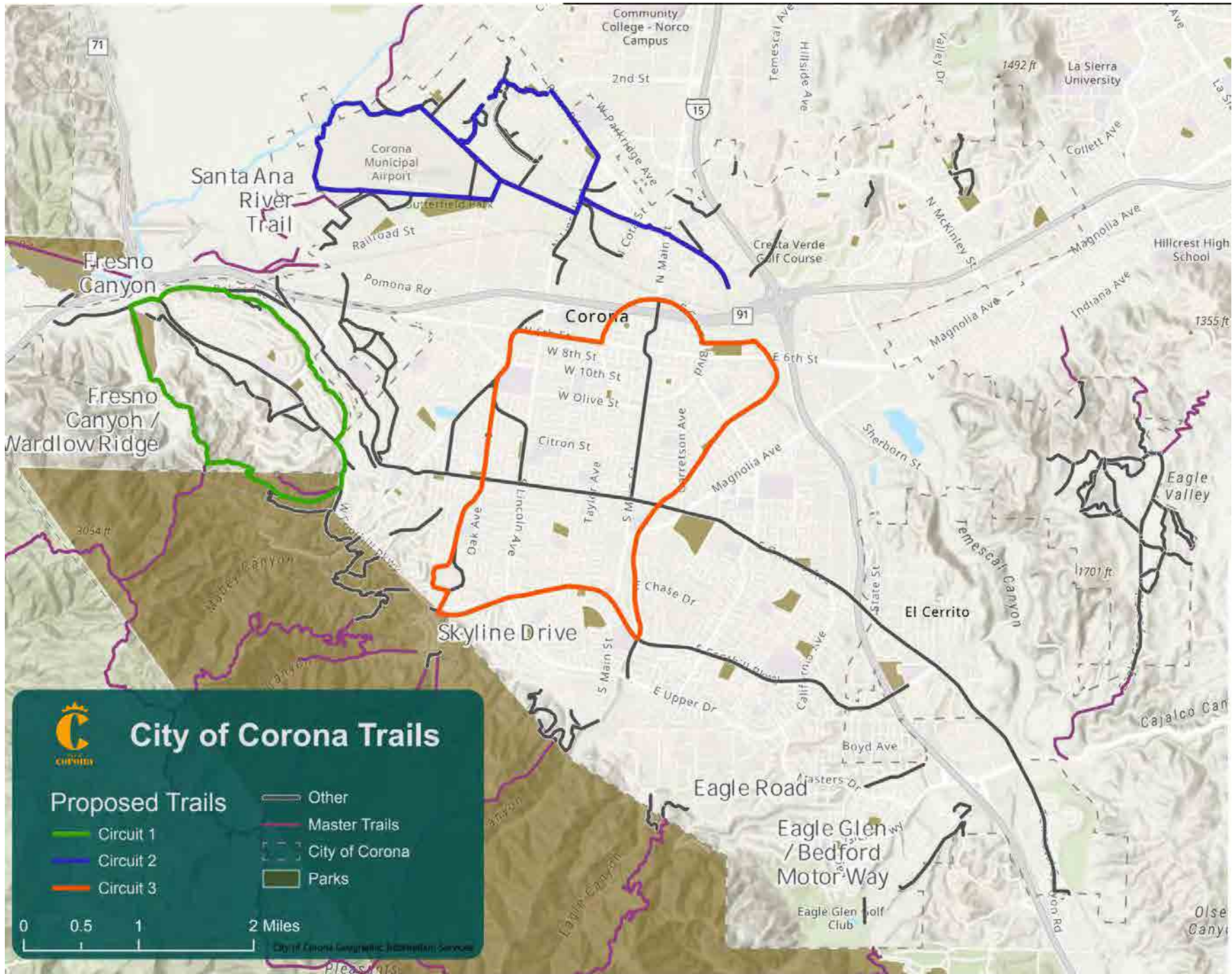
continues south at Fairview Park and follows the Neighborhood Recreational Trail until reconnecting with the Butterfield Park loop.

CIRCUIT 3: COMMUNITY CORE

- Length - 10.4 Miles

Beginning near City Hall the circuit follows all Phase I TMP trails. To start, the Corona Main Metrolink Connection- Main Street travels along Grand Boulevard to the Corona North Metrolink station. The circuit continues on Grand Boulevard to City Park and connects to the Eastern Corona Multi-use Trail on a flood control channel, which passes by Corona Health Care Center, Excelsior Charter School, Kellogg Park, the grocery store plazas on Ontario Avenue, churches and residences. The circuit continues west on Foothill Parkway on the Foothill Parkway Multi-use Path Extension which connects to Mountain Gate Park and the Skyline Drive Trailhead. The circuit follows Skyline Drive north to the Sixth Street to Skyline Multi-use Trail until 6th Street. This portion of the path connects to Corona High School, Ontario Park, and residences. Pedestrians and cyclists can use the sidewalk and bike lanes on 6th Street to connect again to the Corona Main Metrolink Connection.

MAP 10. Interior Trail Circuits



Publicizing the Circuits

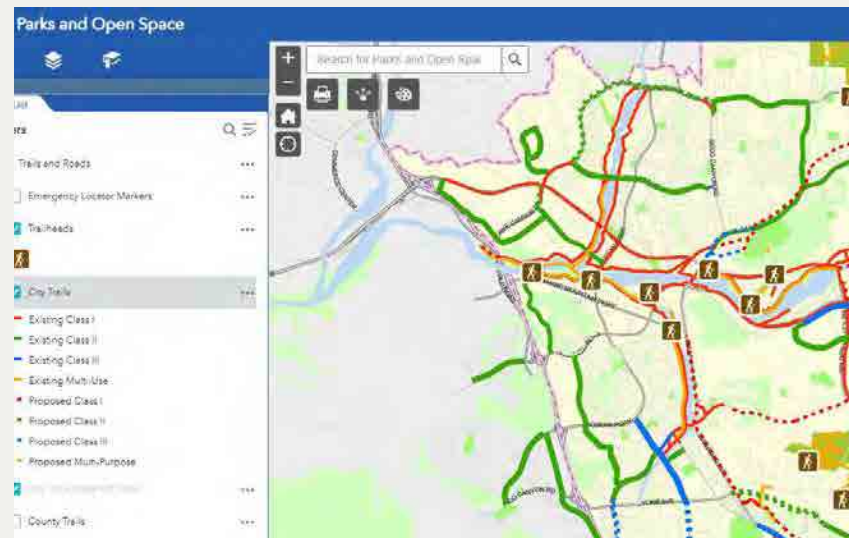
Publicizing the trail circuits will help people understand how the circuits can be used to visit destinations and to connect to larger trail networks. Trail circuits provide a comfortable off-street experience for pedestrians and cyclists that can help to reduce the number of cars on the road. For residents, these trail circuits can connect to everyday destinations like shopping, services, and transit stations. Without publicizing the trail circuits, residents may not know how convenient it can be to walk or bike to these destinations. Publicizing the trail circuits may also encourage visitors in Corona to use the circuits to reach trail networks in the Cleveland National Forest. This can reduce parking demand at trail heads, and may encourage visitors to explore other destinations in Corona besides the CNF trails.

As discussed in **Section 4**, cities that have trail networks choose to advertise them in different ways. Corona can name its trail circuits and highlight them on the City's website, similarly to how the City of Riverside advertises its Signature Trails.

Corona can also take a more interactive approach like Santa Clarita and Temecula, and provide online maps or phone apps that allow trail users to see trail information and explore trail connections. Corona could also partner with bicycling or hiking organizations that can host these trail maps and create detailed routes with information about destinations along the trails.

To encourage visitors to the trail circuits outside of Corona, the trail experiences can

be integrated with tourism. The City of Laguna Beach encourages visitors to spend a day hiking and patronizing businesses near trails. Laguna Beach also offers a free park and ride trolley service and a free on-demand shared-ride service. Corona can consider offering free or low-cost transit options to their trail network to reduce the number of people driving and parking at the trailheads.

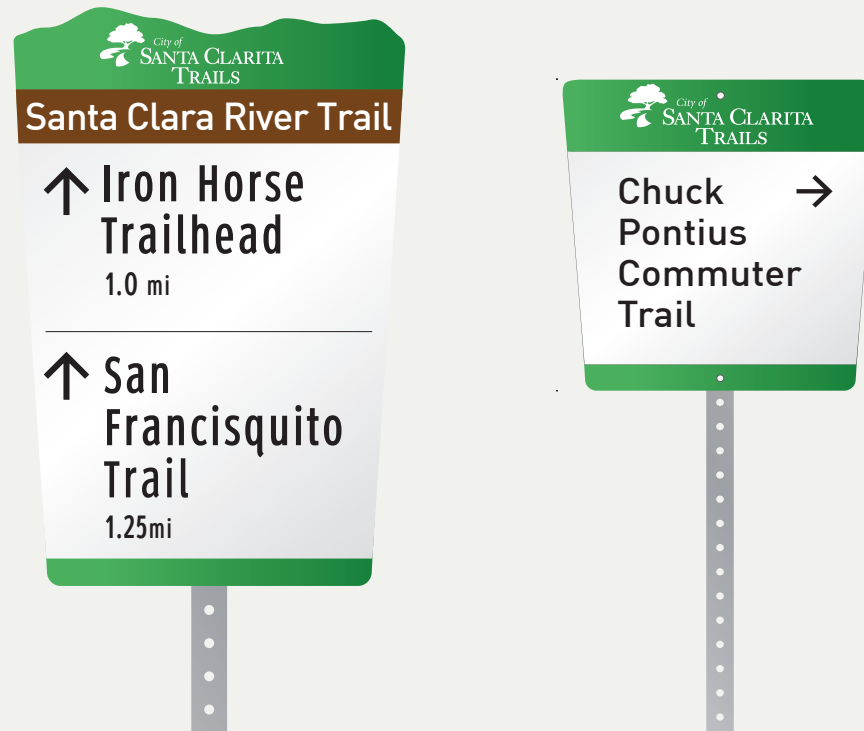


The City of Santa Clarita provides an interactive trail map on the City website.

CIRCUIT BRANDING

In addition to publicizing the trail circuit on the Internet or through other public information means, the trail circuits should be clear and easy to navigate. Branded wayfinding can help reinforce to hikers and cyclists that they are on the correct trail, and can direct them to trail connections and destinations.

Corona can choose to brand each trail circuit with uniform styles, or can choose branding that is different but complementary depending on the circuit.



Trail branding and wayfinding can help users navigate the trail circuits

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RIVERSIDE COUNTY FLOOD CONTROL TRAIL PROCESS

Appendix D



SECTION OVERVIEW

OUTSIDE AGENCIES

Six Trails Working Group (TWG) meetings were held with representatives from County and State agencies including The Riverside County Flood Control & Water Conservation District (RCFC), Riverside County Transportation Department, Riverside County Regional Parks & Open Space District, and United State Forest Service.

Meeting with outside agencies provided the project team and TWG with insight into projects happening in adjacent jurisdictions and within the City that will influence trail routes and trail access around the City. TWG members were offered a direct line of communication with outside agencies during these meetings to raise issues relating to access to existing trails and the creation of new trails on land currently not within the City of Corona's jurisdiction.

Representatives from RCFC outlined the process required to construct trails along their flood control channels and is detailed in the following appendix.



TWG Meeting April 2023

RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT (RCFC)

Within the City of Corona, there are several open-air flood control channels under the jurisdiction of RCFC. Historically, RCFC has entered into agreements with other cities in Riverside County to allow cities to build trails along flood control channels. Maintaining access for RCFC to do routine maintenance on their infrastructure is crucial when considering building a trail. RCFC open channels that may be suitable for future trails are detailed in

Map 11 the process for the City of Corona to build a trail along a RCFC channel can require many months of legal review. The maintenance, law enforcement, and responsibilities associated with implementing a trail would require an agreement to be created between the City and RCFC for licensee maintenance responsibility:

Master Agreement (12-24 months)

- The City of Corona will need to create a master maintenance agreement (MA) with RCFC. The MA will establish the City of Corona as an approved licensee and

moves the City closer to constructing, operating, and maintaining public use trails located on RCFC property. The MA must be approved by The Riverside County Board of Supervisors.

Specific Facility License Exhibit (6-9 months)

- After establishing an MA, each segment of trail proposed along an RCFC flood control channel will require an Specific Facility License Exhibit (SFLE). The SFLE is pursuant to the provisions of the overarching MA, and establishes which parcels owned in fee by RCFC the City would like to construct a public use trail on.

Some open channels operated by RCFC are located on land where RCFC has acquired an easement to construct, operate, and maintain their infrastructure. Areas with layered easements are more difficult to acquire the rights to build and maintain public use trails. For this reason, proposed trails along open channels that RCFC owns in fee should be prioritized.

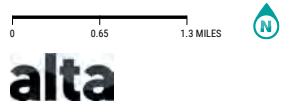
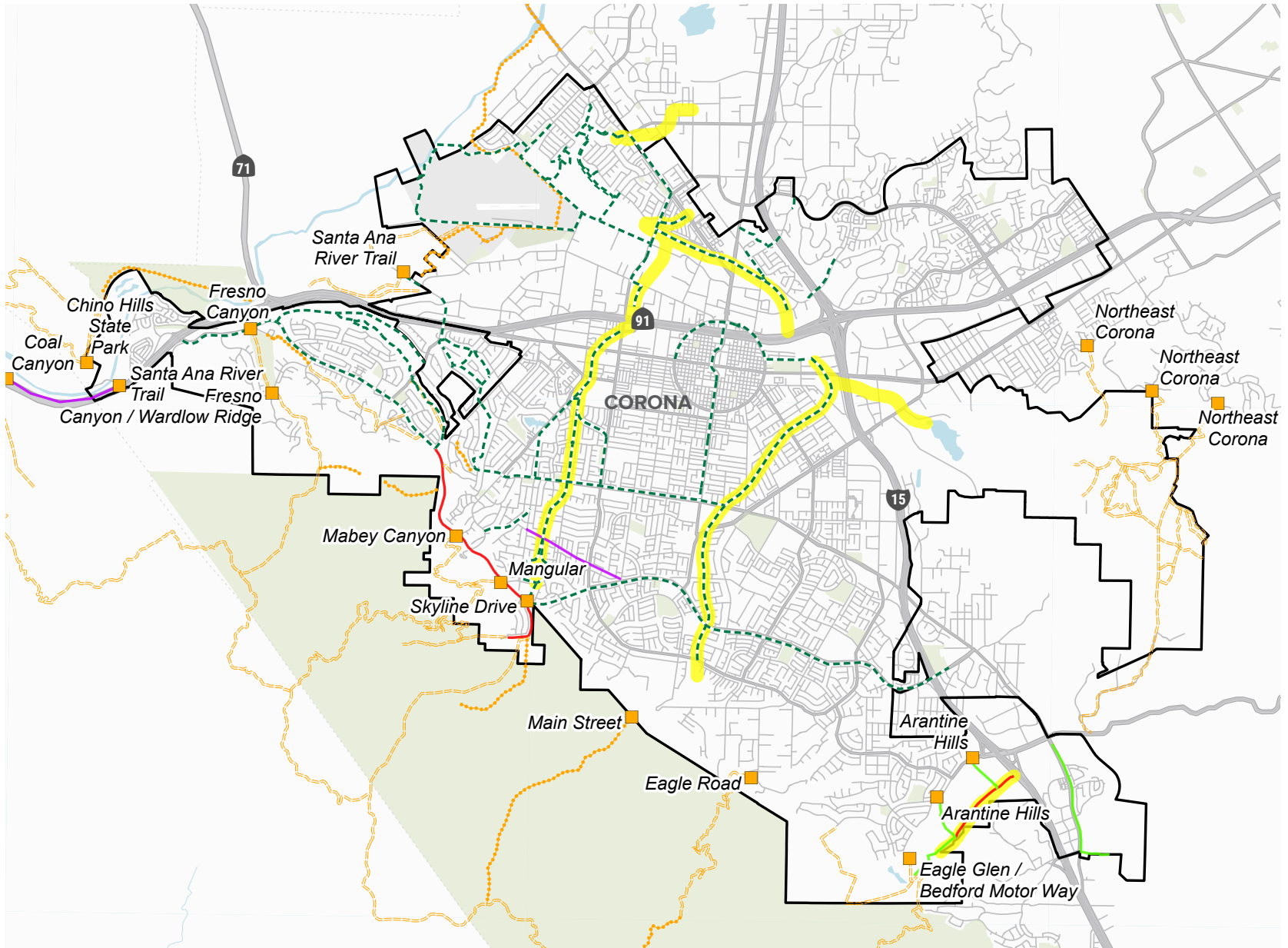
MAP 11. Riverside County Flood Control District - Open Channels

CURRENT STATE OF TRAILS

RIVERSIDE COUNTY FLOOD CONTROL OPEN CHANNELS

RCFC OPEN CHANNELS

- Trail Access Points
- - - Proposed Trail Alignments
- Trails from Inventory Project
- - - Type 4 Recreational Trail
- - - Type 5 Nature Trail
- Existing Trails and Paths
- Type 1 Multi-use Path
- Type 2 Recreation Path
- Type 3 Multi-use Trail
- RCFC Open Channels
- Parks
- Corona Boundary



TRAILS IMPROVEMENT PLAN

Appendix E



SECTION OVERVIEW

The Trails Improvement Plan (TIP) outlines the next 10 years of project implementation throughout the trails system. The following section provides full descriptions of the projects identified in **Table 9** of the Implementation Plan (**Section 4**). Projects will be completed as budgets and resources become available, and grants and external funding sources will be pursued for all eligible projects.

The trail alignments identified in each of the following projects are meant to be a guide for trail development, and are not the only alignments that should be considered. As new development projects occur throughout the City, opportunities to coordinate the construction of new trails should be pursued, and other alignments may be considered on a case by case basis depending on the scope of the project. If alternative trail alignments present as a more feasible option during any point in time, then the City should pursue these opportunities if and when they arise.

Each project will be assessed individually rather than collectively. City staff will present projects to the Council, Parks Commission, and the community for discussion and consideration before proceeding with design and construction.

TRAILS IMPROVEMENT PLAN PROJECTS

#1

IMPLEMENT RECOMMENDED POLICIES AND PROGRAMS

PROJECT DESCRIPTION: Develop a timeline for implementation, identify future steps, and the resources required. Coordinate with the appropriate departments to implement the policies and programs if needed. Policies and programs to implement are shown on the adjacent tables and are detailed in **Section 3**.

PROJECT TYPE: Planning

TRAIL TYPE: N/A

LENGTH: N/A

DIFFICULTY: N/A

USER TYPE: N/A

SIGNAGE: N/A

AMENITIES: N/A

TRAILHEAD: N/A

SURFACE TYPE: N/A

MAINTENANCE: N/A

OWNERSHIP: N/A

Program Number	Program Considerations for Trail Development
1	Pursue and encourage partners to utilize diverse funding sources to develop the trail system. This includes utilizing public-private partnerships for the overall development of the system in a long and short-term framework for funding projects.
2	Actively seek out partnerships with neighboring trail managing entities to ensure consistent trail management and maintenance, reduce user conflict, and transitions between types of trails and other non-trail facilities. The City will also utilize these relationships to leverage funding for projects.
3	Generate an Existing and Desired Support Facilities Map (including parking) to support local and regional trails in coordination with municipalities, private developers, significant right-of-way owners.
4	Highlight opportunities to connect developments into the trail system. This will be performed by meeting with developers and discussing opportunities in collaboration with other trail managing stakeholders. The City will consider all types of trails in related discussions.
5	Provide trail access points with wayfinding at intersections and within communities wherever feasible.
6	Promote the designation of historical routes whenever feasible to encourage the application of funding sources to develop routes, interpretation opportunities, and other trail enhancements.

CONSIDERATIONS: N/A

FUNDING OPTIONS: N/A

IMPROVEMENT NEEDED: N/A

EST. COST TO BUILD: N/A

PHASING: N/A

PRIORITY LEVEL: Tier I

TRAILS MASTER PLAN

Policy Number	Policy Considerations for Trail Development
1	Condition trail dedication and construction as a requirement for developers in areas where the threat to inaccessible trailheads is the highest. Development conditions in these areas can ensure trail access remains public while avoiding the need to impose conditions in the entire City. This condition could be included as a part of the existing parkland dedication and in-lieu fee.
2	Require development plans to follow the Trails Master Plan to identify internal trails that link land uses and provide convenient travel to transit facilities.
3	Require easements or funds in-lieu of easements from development projects within the plan area to acquire, plan, study, design, construct, or manage the trail system.
4	Require new developments with an identified trail in the Trails Master Plan to construct a trail or trailhead, open to the public, that provides seamless connectivity between areas adjacent to the development.
5	Establish parking conditions for developments near trails. Most development uses in Corona require off-street parking; however, these requirements may need to be increased in some areas with adjacent trails.
6	Where desirable and practical, and considering homeowner privacy and safety, utilize publicly owned right-of-way such as flood control channels, levees, roadway corridors, and public utility corridors for trails if these facilities provide for a high-quality user experience.
7	Improve user experience by requiring attractively landscaped and designed pedestrian walkways and bicycle trails, consistent with sustainability principles, to encourage use and provide shading to reduce sun exposure.
8	Expand on current safety policies that limit cyclist and e-bike activities in parks and include additional restrictions to prevent cyclists and e-bike users from riding on trails in a manner that disregards the safety of other trails users.
9	Implement an annual assessment in support of trail maintenance and development. This fee could be included as an assessment on annual property taxes. The amount of this assessment would be subject to City Council approval and may require a vote as a measure to be scheduled during the City's election cycle.
10	Update and re-evaluate the Trails Master Plan every 10 years or in coordination with General Plan Updates, as significant trail-related events occur, such as the construction of a regional trail or a major change in policy.
11	Develop a policy to allow developers to opt to pay for the mitigation of impacts specific to Trails Master Plan trails into a fund for the development of trails outside of the planned project.
12	Implement a policy that provides development with density bonuses when trail facilities beyond those identified in the Trails Master Plan, are constructed as a component of new development or redevelopment. Facilities must connect with local trails identified in the Trails Master Plan, with the City maintaining discretion in awarding density bonuses to ensure alignment with development goals and community needs.
13	Develop an adjacent Landowner Trail Liability Policy for landowners who opt to provide easements or other securities for the development of the trail system, to expand upon indemnity as provided in CA Gov't Code § 831.4.

#2

SKYLINE TRAIL ACCESS BRIDGE

PROJECT DESCRIPTION: Install a small pedestrian bridge to connect Skyline Trail to the newly acquired city parcel and Hagador Canyon trail in the USFS.

PROJECT TYPE: Construction

TRAIL TYPE: N/A

LENGTH: TBD

DIFFICULTY: Easy

USER TYPE: Mountain Bikers, Pedestrians/Hikers/Joggers/Runners

SIGNAGE: Trail markers for Hagador Canyon

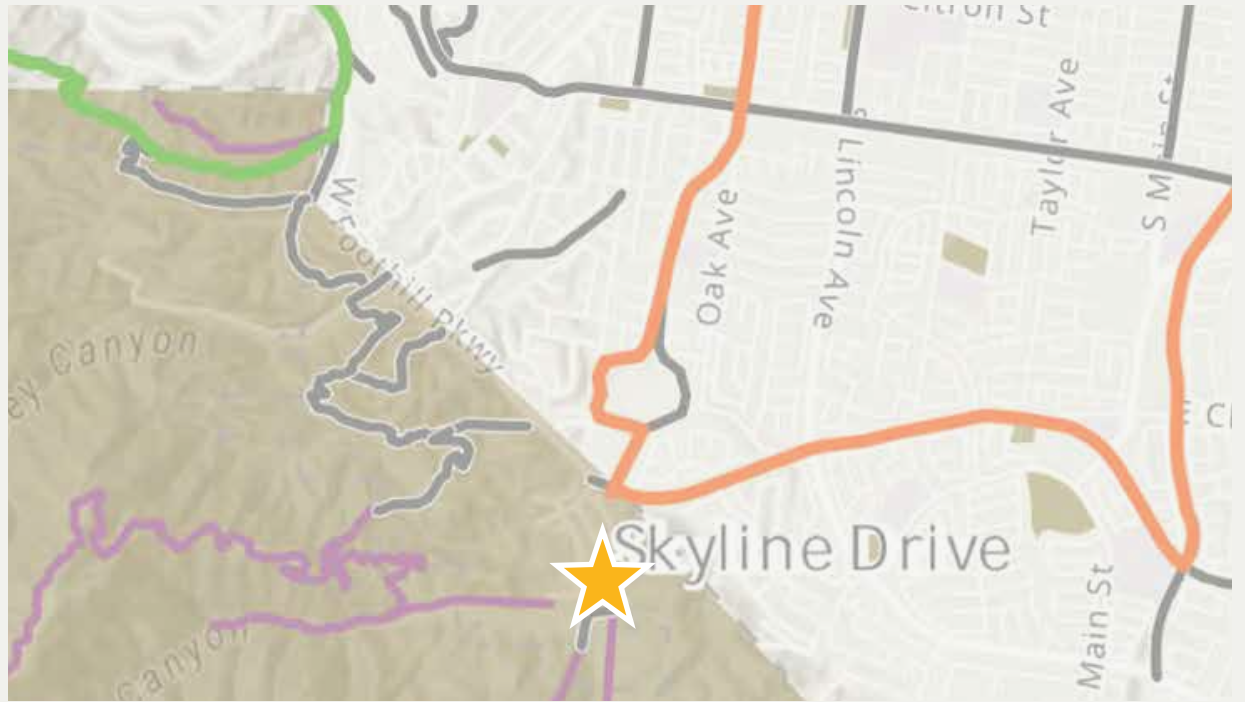
AMENITIES: N/A

TRAILHEAD: Shared trailhead with Skyline Trail

SURFACE TYPE: TBD

MAINTENANCE: Surface repair/replacement

OWNERSHIP: City of Corona



CONSIDERATIONS: Requires an easement from adjacent HOA

IMPROVEMENT NEEDED: Construct a pedestrian access bridge from the Skyline Trail to Hagador Canyon.

PHASING: None

PRIORITY LEVEL: Tier I

FUNDING OPTIONS: City funding is allocated in the fiscal year 2024 budget

EST. COST TO BUILD: \$657,000

#3

SKYLINE DRIVE TRAIL AMENITIES

PROJECT DESCRIPTION: Install new city standard trailhead amenities at the existing trailheads for Skyline Trail.

PROJECT TYPE: Construction

TRAIL TYPE: N/A

LENGTH: N/A

DIFFICULTY: N/A

USER TYPE: Mountain Bikers, Pedestrians/Hikers/Joggers/Runners

SIGNAGE: Trail signage at trailhead on Foothill Parkway and at Skyline Drive and Burrero Way

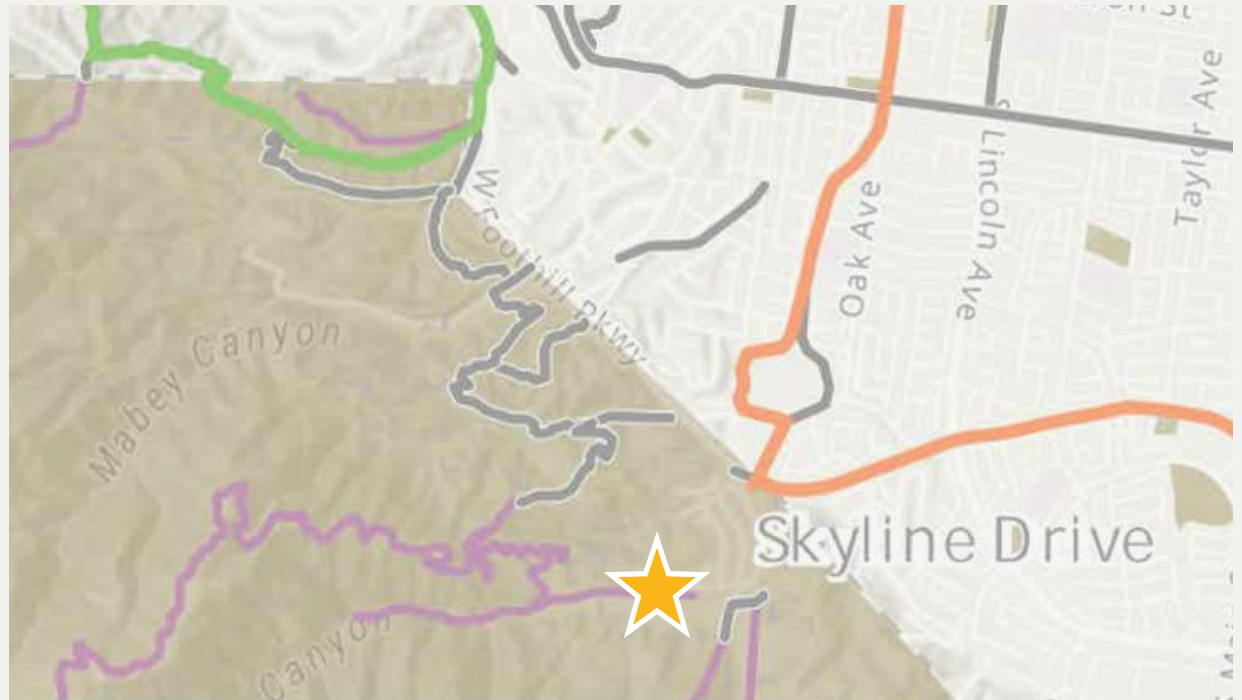
AMENITIES: shade, bench, trashcan, water fountain, bike, repair station, and kiosk/signage.

TRAILHEAD: Foothill Parkway and at Skyline Drive and Burrero Way

SURFACE TYPE: N/A

MAINTENANCE: Repair/replacement of amenities and signage

OWNERSHIP: City of Corona



CONSIDERATIONS: Future planning efforts can determine additional amenities to include at Skyline Trail. Estimated costs do not include installation labor

IMPROVEMENT NEEDED: N/A

PHASING: None

PRIORITY LEVEL: Tier I

FUNDING OPTIONS: Recreational Trails Program; Statewide Park Development and Community Revitalization Program

EST. COST TO BUILD: \$30,000

#4

FRESNO CANYON TRAIL AMENITIES

PROJECT DESCRIPTION: The City aims to install new city standard trailhead amenities at the existing trailheads for Fresno Canyon Trail.

PROJECT TYPE: Construction

TRAIL TYPE: N/A

LENGTH: N/A

DIFFICULTY: N/A

USER TYPE: Mountain Bikers, Pedestrians/Hikers/Joggers/Runners

SIGNAGE: Trailhead signage at Green River Rd. and Oakridge Dr.

AMENITIES: bench, trashcan, water fountain, bike, repair station, and kiosk/signage.

SURFACE TYPE: TBD

MAINTENANCE: Surface repair/replacement

TRAILHEAD: Fresno Canyon Trail at Green River Road

OWNERSHIP: City of Corona



CONSIDERATIONS: Estimated costs do not include installation labor

IMPROVEMENT NEEDED: N/A

PHASING: None

PRIORITY LEVEL: Tier I

FUNDING OPTIONS: Recreational Trails Program; Statewide Park Development and Community Revitalization Program

EST. COST TO BUILD: \$15,000

#5

FRESNO CANYON TRAIL PARKING

PROJECT DESCRIPTION: Construct designated trail parking at Oakridge Drive and Fresno Trail where the City owns a parcel of land (APN: 101,380,011). The City also aims to formalize parking at Green River Rd trailhead.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: N/A

LENGTH: N/A

DIFFICULTY: N/A

USER TYPE: Motorists

SIGNAGE: Trailhead signage at Green River Rd. and Oakridge Dr.

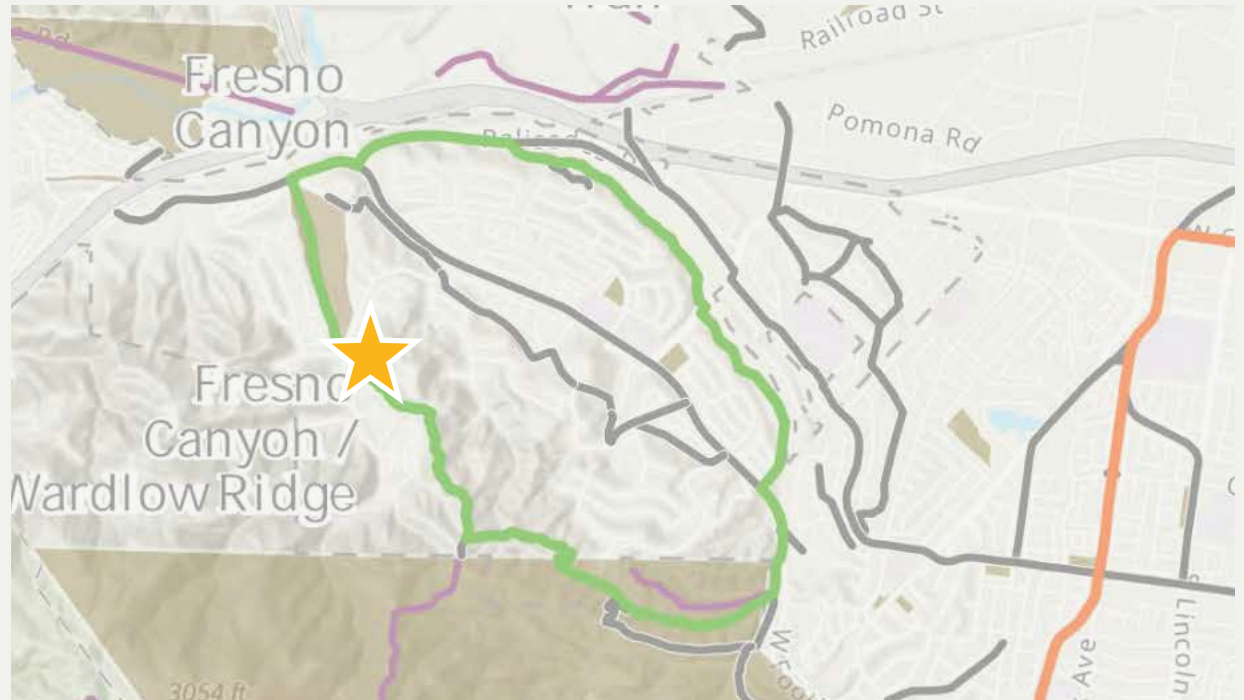
AMENITIES: TBD

SURFACE TYPE: TBD

MAINTENANCE: Surface repair/replacement

TRAILHEAD: Fresno Canyon Trail at Green River Road

OWNERSHIP: City of Corona



CONSIDERATIONS: Further analysis and design is required to develop hard cost estimates to construct a new trail parking lot at Oakridge Drive. The cost estimate provided assumes a small parking lot with 5 spaces.

IMPROVEMENT NEEDED: N/A

PHASING: None

PRIORITY LEVEL: Tier I

FUNDING OPTIONS: Statewide Park Development and Community Revitalization Program

EST. COST TO BUILD: \$70,000

#6

WAYFINDING PLAN/PROGRAM

PROJECT DESCRIPTION: Develop a city-wide wayfinding program to facilitate connections to destinations and trails.

PROJECT TYPE: Planning/Construction

TRAIL TYPE: All

LENGTH: N/A

DIFFICULTY: N/A

USER TYPE: Cyclists, Pedestrians/Hikers/Joggers/Runners

SIGNAGE: Trailhead signage at Green River Rd. and Oakridge Dr.

AMENITIES: N/A

SURFACE TYPE: N/A

MAINTENANCE: Repair/replacement of signage

TRAILHEAD: Fresno Canyon Trail at Green River Road

OWNERSHIP: City of Corona

CONSIDERATIONS: Estimated costs include design intent drawings, sign placement plan, and unit/installation costs

IMPROVEMENT NEEDED: N/A

PHASING: TBD

PRIORITY LEVEL: Tier I

FUNDING OPTIONS: Carbon Reduction Program

EST. COST TO BUILD: \$70,000 (Estimates 50 signs at \$400/ea.)



An example of trail wayfinding in Santa Clarita

TRAILS MASTER PLAN

#7

TRAIL NUMBER: 70 PUBLIC SAFETY WAY

PROJECT DESCRIPTION: Construct the Public Safety Way trail alignment connects Lincoln Avenue to North Cota Street via a flood control channel. The proposed trail follows the existing top of a bank maintenance road alignment in a meandering route. While further study would be required to design this segment, the most feasible terminus at the south end of the alignment is within the Corona Police Department parking lot. The proposed trail can follow along the edge of the parking lot to reach North Cota Street.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 3: Firm Surface Multi-use Trail

LENGTH: 0.7 mi

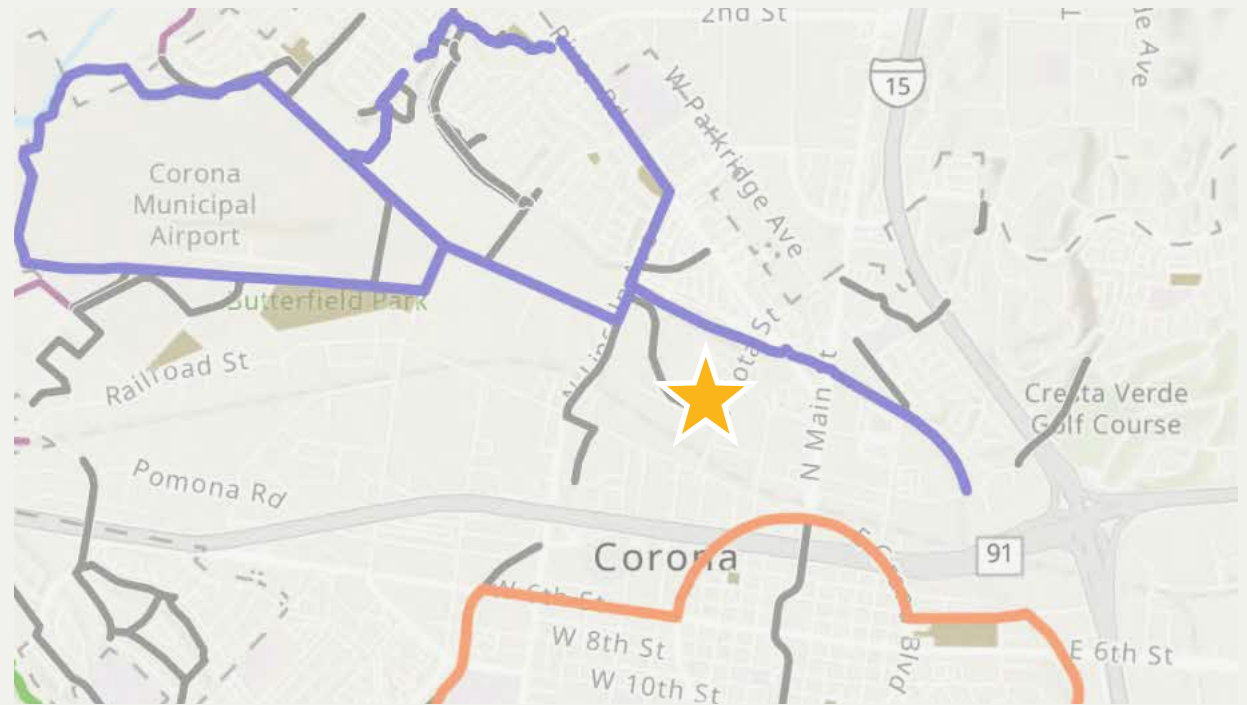
DIFFICULTY: Easy

USER TYPE: All street legal bikes including most electric bikes, skateboards, scooters, wheelchairs, pedestrian, hiker, jogger, runner

SIGNAGE: Trail markers at Lincoln Avenue and North Cota Street

AMENITIES: Bench, trashcan, water fountain, bike, repair station, and kiosk/signage

SURFACE TYPE: Concrete, asphalt or compacted/emulsified decomposed granite



MAINTENANCE: Surface conditioning as needed, Lighting/fencing/amenity repair

TRAILHEAD: Fresno Canyon Trail at Green River Road

OWNERSHIP: City of Corona/RivCo Flood (agreement required)

CONSIDERATIONS: Requires agreement with RivCo Flood

IMPROVEMENT NEEDED: New trail surface, signage, fencing along wash, lighting, trailhead

PHASING: N/A

PRIORITY LEVEL: Tier I

FUNDING OPTIONS: Recreational Trails Program; Statewide Park Development and Community Revitalization Program; RAISE Grant; Land and Water Conservation Fund Grants; Carbon Reduction Program; Affordable Housing And Sustainable Communities Program (AHSC)

EST. COST TO BUILD: Up to \$2,600,000

TIME TO CONSTRUCT: 1+ years for RivCo Flood agreement - 1 year for fencing and trail improvements

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#8

TRAIL NUMBER: 19
RINCON STREET MULTI-USE PATH

PROJECT DESCRIPTION: Construct the Rincon Street Multi-use Path covers Phase II of the Santa Ana River Trail (SART) alignment. The trail connects directly to Stagecoach Park and has plenty of space to accommodate a SART trailhead. Due to the location of Prado Dam and the Army Corps of Engineers (USACE) resistance to a more “river adjacent” alignment, constructing this segment would be a strong first step closing the SART gap through the City of Corona. The portion of CIP 19 that follows the SART alignment Phase 2 navigates from Stagecoach Road to Rincon Road in Corona. To the east trail users will connect to Phase 1 Eastvale/River Road connection via Stagecoach Road and crossing River Road Bridge. To the west, it connects to Phase 4, the Alcoa Dike Connection currently under construction by USACE.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 1: Hard-surface Multi-use Path

LENGTH: 10560

DIFFICULTY: Easy

USER TYPE: All street legal bikes including most electric bikes, skateboards, scooters, wheelchairs, pedestrian, hiker, jogger, runner

SIGNAGE: SART standard signage

AMENITIES: bench, trashcan, water fountain, bike, repair station, and kiosk/signage.

SURFACE TYPE: Concrete/Asphalt Concrete/
Decomposed Granite



MAINTENANCE: Surface repair/replacement, lighting/amenity repair, irrigation

TRAILHEAD: Stage Coach Park

OWNERSHIP: City of Corona/RivCo Flood (agreement required)

CONSIDERATIONS: Implementing agency is RivCo Transportation Commission - Project sponsor is RivCo Regional Park and Open-Space District

IMPROVEMENT NEEDED: Signage, new trail surface, lighting, trailhead, trees, native planting

PHASING: Phase 1: Lincoln Avenue to North Smith Avenue; Phase 2: Smith Avenue to Stagecoach Park

PRIORITY LEVEL: Tier I

FUNDING OPTIONS: Proposition 84; Recreational Trails Program; Active Transportation Plan; Statewide Park Development and Community Revitalization Program; RAISE Grant; Carbon Reduction Program; Safe Streets and Roads for All; Highway Safety Improvement Program (HSIP); Land and Water Conservation Fund Grants; Affordable Housing And Sustainable Communities Program (AHSC)

EST. COST TO BUILD: Up to \$7,700,000

TIME TO CONSTRUCT: 6 years for planning design and permitting

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#9

TRAIL NUMBER: 13
FOOTHILL PARKWAY MULTI-USE
PATH EXTENSION

PROJECT DESCRIPTION: Construct the Foothill Parkway Path runs along Foothill Parkway from the eastern City extent to the existing Foothill Parkway Path near Skyline Drive. In addition to this existing path, this proposed trail connects to the Skyline Drive trailhead and to 2 other Phase I TMP trails leading to the City center.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 1: Hard-surface Multi-use Path

LENGTH: 4.6 mi

DIFFICULTY: Easy

USER TYPE: All street legal bikes including most electric bikes, skateboards, scooters, wheelchairs, pedestrian, hiker, jogger, runner

SIGNAGE: Trail markers along Skyline Dr

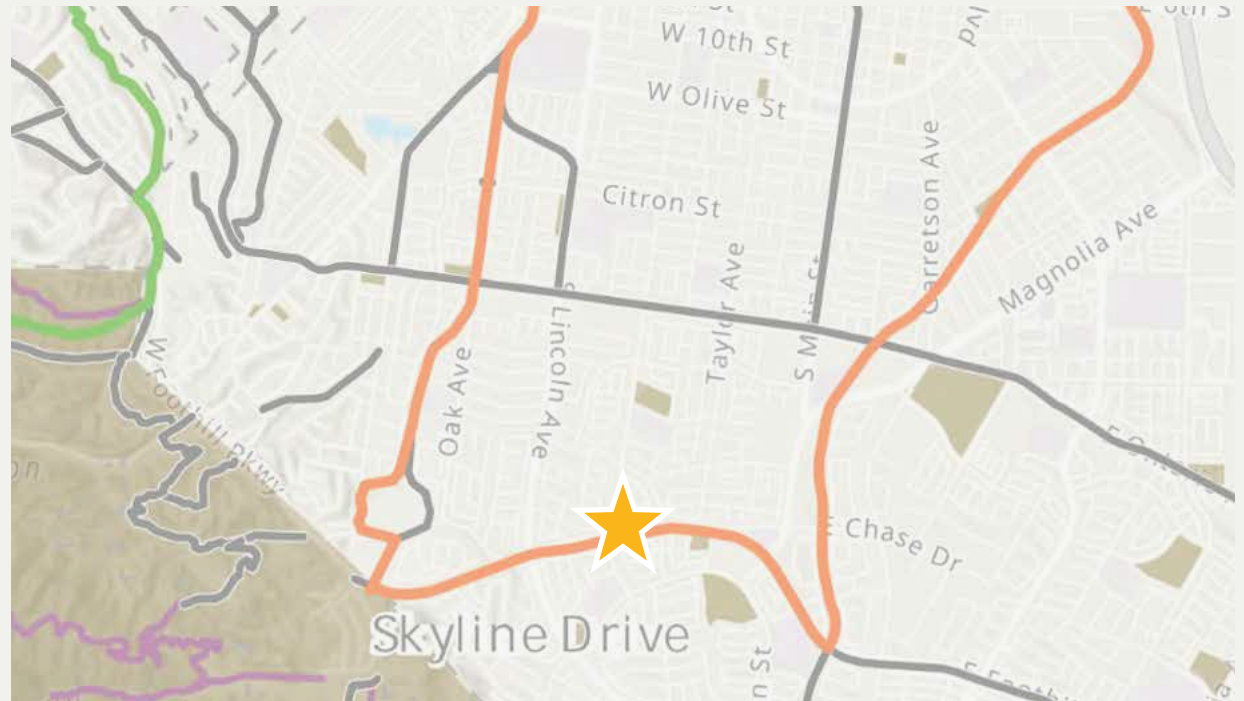
AMENITIES: bench, trashcan, water fountain, bike, repair station, and kiosk/signage.

SURFACE TYPE: Concrete/Asphalt Concrete

MAINTENANCE: Surface repair/replacement, lighting/amenity repair, irrigation

TRAILHEAD: Shared trailhead with Skyline Dr. Continuous access along Foothill Pkwy

OWNERSHIP: City of Corona



CONSIDERATIONS: The trail is long and uninterrupted and should be designed with trail amenities along it to allow respite for users

IMPROVEMENT NEEDED: Signage, new trail surface, lighting, trailhead, trees, native planting

PHASING: Phase 1: Skyline Drive Trailhead to East Corona Multi-use Trail; Phase 2: East Corona Multi-use Trail to Santiago High School; Phase 3: Santiago High School to eastern Corona city border

PRIORITY LEVEL: Tier I

FUNDING OPTIONS: Active Transportation Plan; Recreational Trails Program; Statewide Park Development and Community Revitalization Program; RAISE Grant; Land and Water Conservation Fund Grants; Carbon Reduction Program; Safe Streets and Roads for All; Highway Safety Improvement Program (HSIP); Affordable Housing And Sustainable Communities Program (AHSC)

EST. COST TO BUILD: \$17,100,000

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

CORONA, CA

#10

TRAIL NUMBER: 8 BUTTERFIELD OVERLAND TRAIL

PROJECT DESCRIPTION: Construct several proposed alignments for the Butterfield Overland Trail. The Ontario Avenue Cross-Town Recreational Path from the Phase I Trails Master Plan (TMP I), National Park Service (NPS) Butterfield Overland Trail alignment across the City along Ontario Ave, and the NPS alternate alignment along Foothill Parkway are all options for routing the historic Butterfield Overland Trail. The map shown details all possible alignments for the Butterfield Overland Trail.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 2: Hard-surface Recreational Path

LENGTH: 2.5 mi

DIFFICULTY: Easy

USER TYPE: Skateboards, scooters, wheelchairs, pedestrian, hikers, joggers, runners

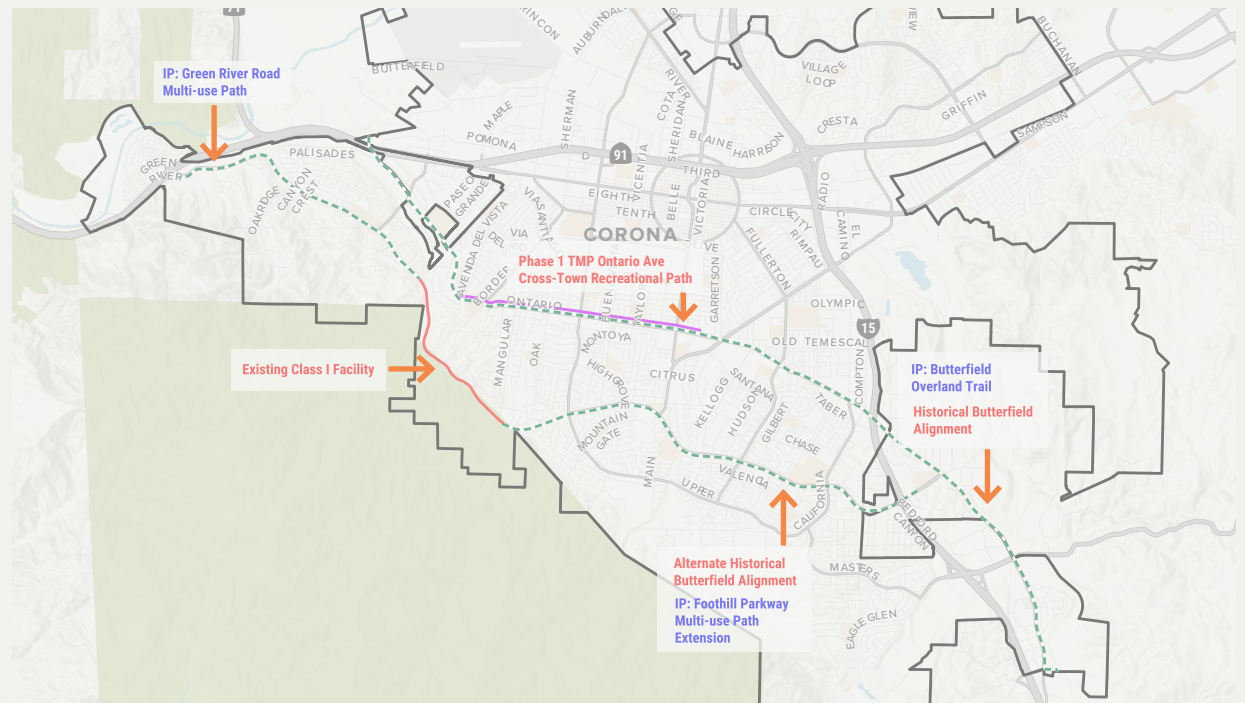
SIGNAGE: Historical Butterfield Trail Signage

AMENITIES: bench, trashcan, water fountain

SURFACE TYPE: Concrete/Asphalt Concrete

MAINTENANCE: Surface repair/replacement, amenity repair, irrigation

TRAILHEAD: No trailhead - access all along Ontario Avenue



OWNERSHIP: City of Corona

CONSIDERATIONS: Roadway modifications required

IMPROVEMENT NEEDED: New trail surface - Curb/utility relocation - signage - Trees/native planting

PHASING: Phase 1: Northern City Border to West Corona Metrolink Path and Trail Connection; Phase 2: West Corona Metrolink Path and Trail Connection to Sixth Street to Skyline Multi-use Trail Connection; Phase 3: Sixth Street to Skyline Multi-use Trail Connection to East Corona Multi-use Trail; Phase 4: East Corona Multi-use Trail to El Cerrito border; Phase 5: El Cerrito border to Corona border; Phase 6: Temescal Canyon Road to southern Corona City border

PRIORITY LEVEL: Tier I

FUNDING OPTIONS: Recreational Trails Program; Statewide Park Development and Community Revitalization Program; RAISE Grant; Carbon Reduction Program; Safe Streets and Roads for All; Land and Water Conservation Fund Grants; Highway Safety Improvement Program (HSIP); Affordable Housing And Sustainable Communities Program (AHSC)

EST. COST TO BUILD: Up to \$7,600,000

TIME TO CONSTRUCT: 5 years

*Safe Streets and Roads for All projects must be first identified in an Action Plan

*AHSC projects must be accompanied by affordable housing development or other housing related infrastructure

TRAILS MASTER PLAN

#11

TRAIL NUMBER: 7 LINCOLN PARK PATH AND TRAIL CONNECTION

PROJECT DESCRIPTION: Construct the southern portion of Lincoln Park Path and Trail Connection that starts at the Ontario Avenue Cross-Town Recreational Path on Ontario Avenue. The trail travels north along Lincoln Avenue and branches off to follow the flood control channel near Lorna Street. The trail ends connecting to the Sixth Street to Skyline Multi-use Trail Connection.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 1: Hard-surface Multi-use Path

LENGTH: 4.6 mi

DIFFICULTY: Easy

USER TYPE: All street legal bikes including most electric bikes, skateboards, scooters, wheelchairs, pedestrian, hiker, jogger, runner

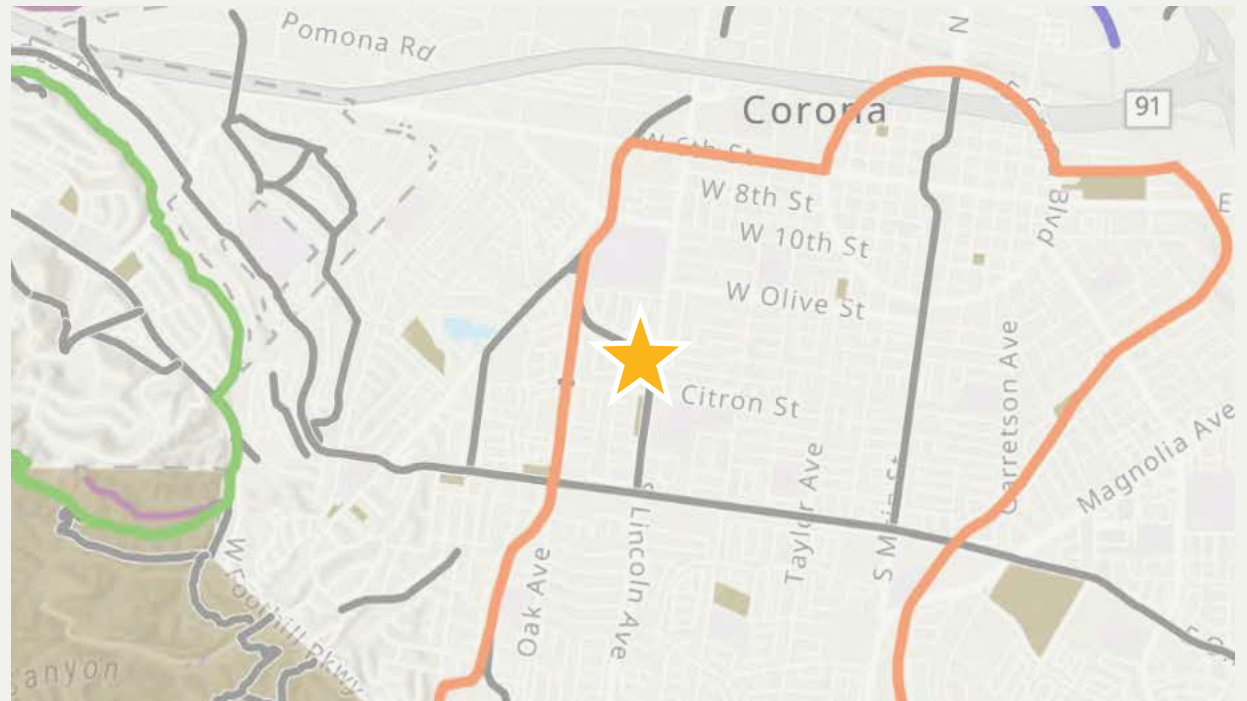
SIGNAGE: Trail markers along Skyline Dr

AMENITIES: bench, trashcan, water fountain, bike, repair station, and kiosk/signage.

SURFACE TYPE: Concrete/Asphalt Concrete/
Decomposed Granite

MAINTENANCE: Surface repair/replacement, lighting/
amenity repair, irrigation

TRAILHEAD: Lincoln Park



OWNERSHIP: City of Corona

CONSIDERATIONS: Trail is partly road adjacent along Lincoln Ave and may require roadway modifications to accommodate the trail.

IMPROVEMENT NEEDED: Signage, new trail surface, lighting, trailhead, trees, native planting

PHASING: Phase 1: Sixth Street to Skyline Multi-use Trail Connection to South Lincoln Avenue; Phase 2: Lincoln Avenue to Ontario Avenue

PRIORITY LEVEL: Tier II

FUNDING OPTIONS: Active Transportation Plan; Recreational Trails Program; RAISE Grant; Land and Water Conservation Fund Grants; Carbon Reduction Program; Safe Streets and Roads for All; Affordable Housing And Sustainable Communities Program (AHSC)

EST. COST TO BUILD: Up to \$3,500,000

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

CORONA, CA

#12

TRAIL NUMBER: 11 CORONA MAIN METROLINK CONNECTION - TRAIL TO TRANSIT RECREATIONAL PATH

PROJECT DESCRIPTION: Construct the Corona Main Metrolink Connection to create an on-road or road adjacent trail connection to key destinations in the heart of the City and the North Main Corona Metrolink Station. The alignment can also connect to CIP #12 and #5

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 2: Hard-surface Recreational Path

LENGTH: 1.69 mi

DIFFICULTY: Easy

USER TYPE: Skateboards, scooters, wheelchairs, pedestrian, hikers, joggers, runners

SIGNAGE: Trail Markers at intersections

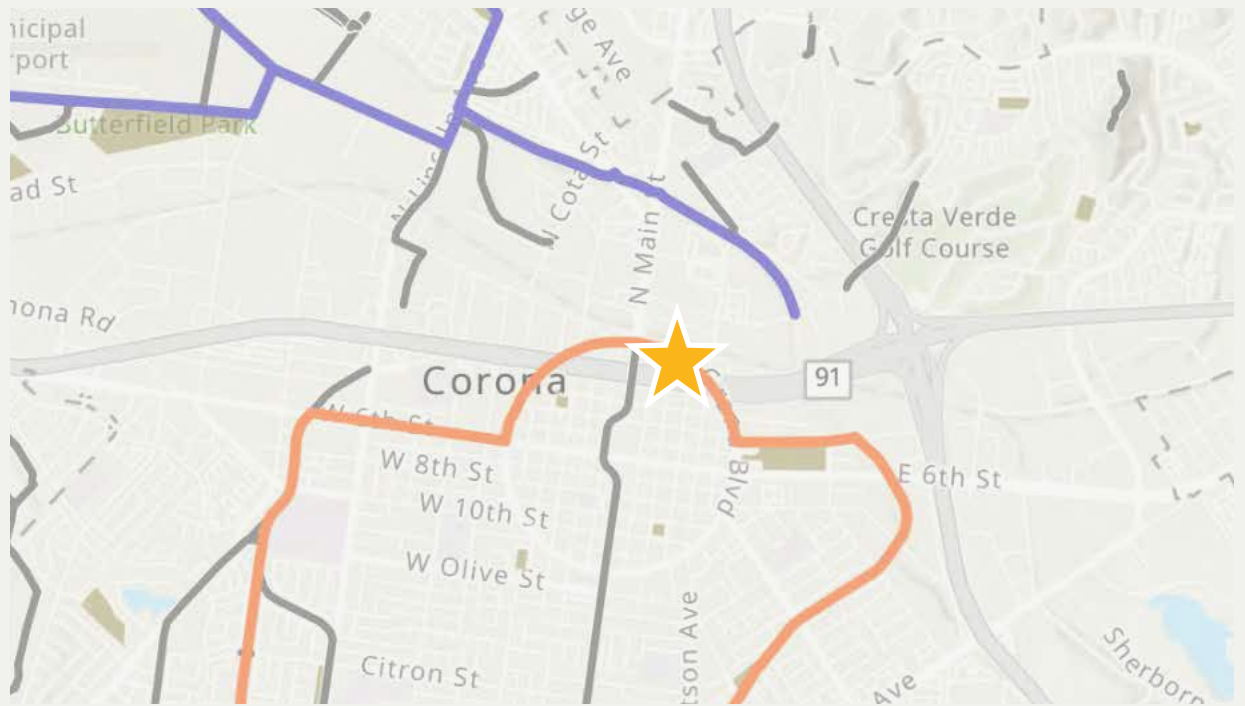
AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

SURFACE TYPE: Concrete/Asphalt Concrete

MAINTENANCE: Surface repair/replacement, amenity repair, irrigation

TRAILHEAD: No trailhead - access all along Ontario Avenue

OWNERSHIP: City of Corona



CONSIDERATIONS: Alignment is road-adjacent and 6th St and Grand Blvd are larger arterial streets in the City of Corona. Due to ROW and roadway configuration/volume constraints trail construction can be phased where in the short-term minor improvements to sidewalk and bike facilities are made with added trail/wayfinding signage. Future phases of construction can work to create a road separated multi-use trail.

IMPROVEMENT NEEDED: New trail surface - Curb/utility relocation - signage - amenities

PHASING: Phase 1: From Corona Metrolink Station along Serfas Club Drive to Pine Crest Drive; Phase 2: Off-street trail segments between Serfas Club Drive and Kirkwood Drive; Phase 3: Kirkwood Drive to Ontario Avenue

PRIORITY LEVEL: Tier II

FUNDING OPTIONS: Recreational Trails Program; Statewide Park Development and Community Revitalization Program; RAISE Grant; Carbon Reduction Program; Safe Streets and Roads for All; Land and Water Conservation Fund Grants; Highway Safety Improvement Program (HSIP); Affordable Housing And Sustainable Communities Program (AHSC)

EST. COST TO BUILD: Up to \$5,300,000

TIME TO CONSTRUCT: 5-10 years

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#13

SART TRAILHEAD AT METROLINK STATION

PROJECT DESCRIPTION: Construct a SART trailhead near Metrolink Station in West Corona.

PROJECT TYPE: Construction

TRAIL TYPE: N/A

LENGTH: N/A

DIFFICULTY: N/A

USER TYPE: All street legal bikes including most electric bikes, skateboards, scooters, wheelchairs, pedestrian, hiker, jogger, runner

SIGNAGE: Trailhead signage at Green River Rd. and Oakridge Dr.

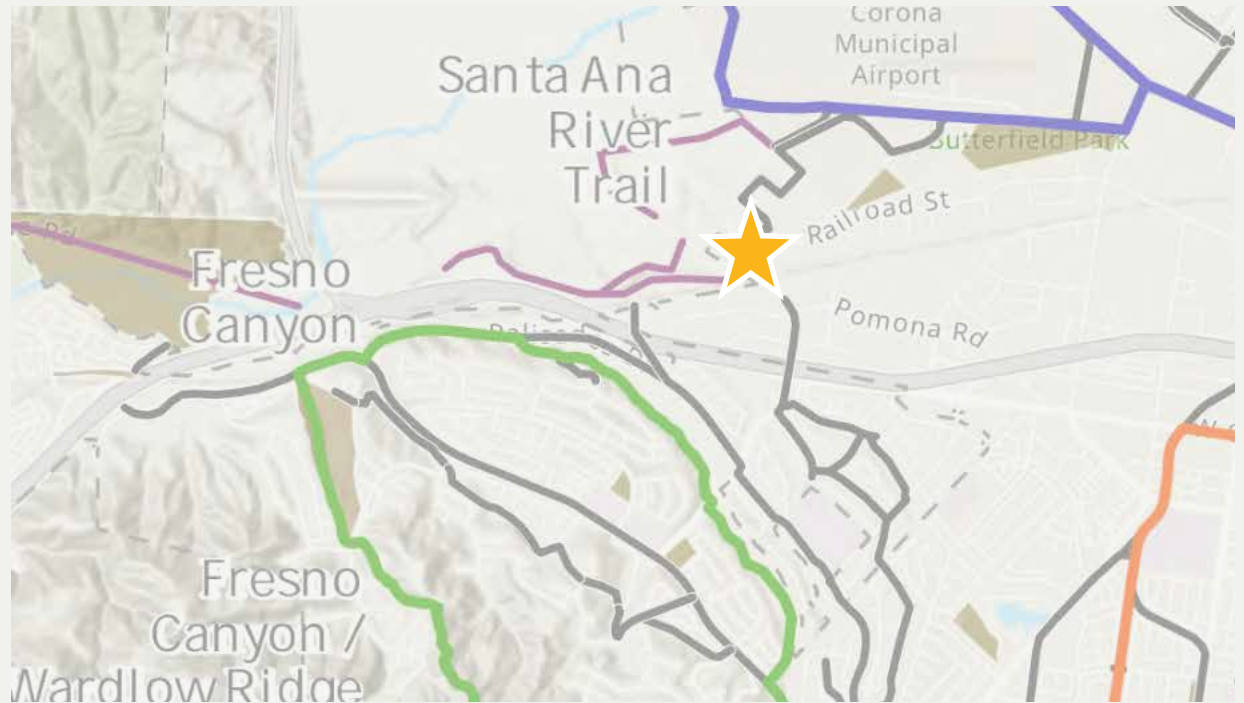
AMENITIES: bench, trashcan, water fountain, bike, repair station, and kiosk/signage.

SURFACE TYPE: N/A

MAINTENANCE: Repair/replacement of amenities and signage

TRAILHEAD: Fresno Canyon Trail at Green River Road

OWNERSHIP: City of Corona



CONSIDERATIONS: Assumes a trailhead size of approximately 2,500 - 5,000 ft². Includes clearing and grubbing, landscaping, and amenities. Assumes a small parking lot with 5 spaces.

IMPROVEMENT NEEDED: N/A

PHASING: None

PRIORITY LEVEL: Tier II

FUNDING OPTIONS: Recreational Trails Program; Statewide Park Development and Community Revitalization Program

EST. COST TO BUILD: \$100,000

#14

TRAIL NUMBER: 64 ROCK VISTA PARK AND PROMENADE PARK CONNECTION

PROJECT DESCRIPTION: Construct the Rock Vista Park and Promenade Park Connection that utilizes both on-street and off-street facilities to connect these two parks in the northeast corner of the City. The trail connection requires the design of two new mid block crossings on both Steven Drive and Mary Helen Street. Connecting between Steven Drive and Lenai Circle, the trail follows an existing 445' long and 14' wide paved path that crosses two technically vacant parcels (one of which is owned by New Tech Inc. - 168-330-013, and the other owned by Silverhawk Summit Community Assn. - 172-440-026). From Lenai Circle to Promenade Park user types can be separated with bikes traveling on a new on-street facility and pedestrians on existing sidewalks.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 1: Hard-surface Multi-use Path

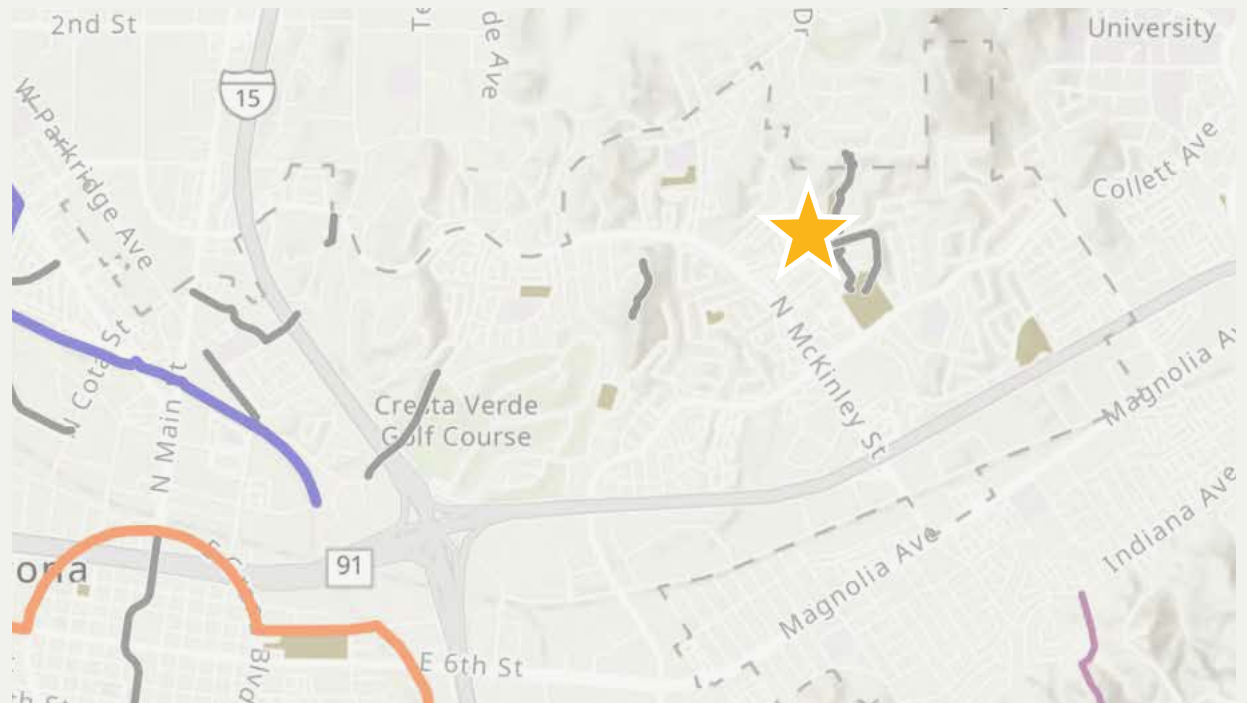
LENGTH: .28 mi

DIFFICULTY: Easy

USER TYPE: All street legal bikes including most electric bikes, Skateboards/Scooters/Wheelchairs, Pedestrians/Hikers/Joggers/Runners

SIGNAGE: Trail markers at Rock Vista Park and Promenade Park

AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage



SURFACE TYPE: Concrete/Asphalt Concrete/Decomposed Granite

MAINTENANCE: Surface repair/replacement, amenity repair, irrigation

TRAILHEAD: Vacant parcel entry point on Steven Ln, Promenade Park

OWNERSHIP: City/Private

CONSIDERATIONS: The northern portion of the trail cuts through vacant parcels owned by two separate private owners/entities. Easements or acquisition will be required to implement the trail. Additionally, curb modification may be required to fit the proposed trail along Jordan Ct or the trail can split use types with cyclists using a new on-street facility

IMPROVEMENT NEEDED: Signage - New trail surface/new on-street bike facility - Lighting - Trailhead - Trees/native planting

PHASING: N/A

PRIORITY LEVEL: Tier II

FUNDING OPTIONS: Active Transportation Plan; Recreational Trails Program; Statewide Park Development and Community Revitalization Program; RAISE Grant; Land and Water Conservation Fund Grants; Carbon Reduction Program; Affordable Housing And Sustainable Communities Program (AHSC)

EST. COST TO BUILD: Up to \$1,600,000

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#15

TRAIL NUMBER: 1
GREEN RIVER ROAD MULTI-USE PATH

PROJECT DESCRIPTION: Construct the Green River Road Multi-use Path as part of Circuit 1 which connects between the Palisades Drive Multi-use Path and Fresno Canyon Trail. The alignment is street adjacent and requires roadway modifications to construct the trail facility.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 1: Hard-surface Multi-use Path

LENGTH: .27 mi

DIFFICULTY: Easy

USER TYPE: All street legal bikes including most electric bikes, skateboards, scooters, wheelchairs, pedestrian, hiker, jogger, runner

SIGNAGE: Trail markers at intersection with Palisades Drive Multi-use Path and Fresno Canyon Trail

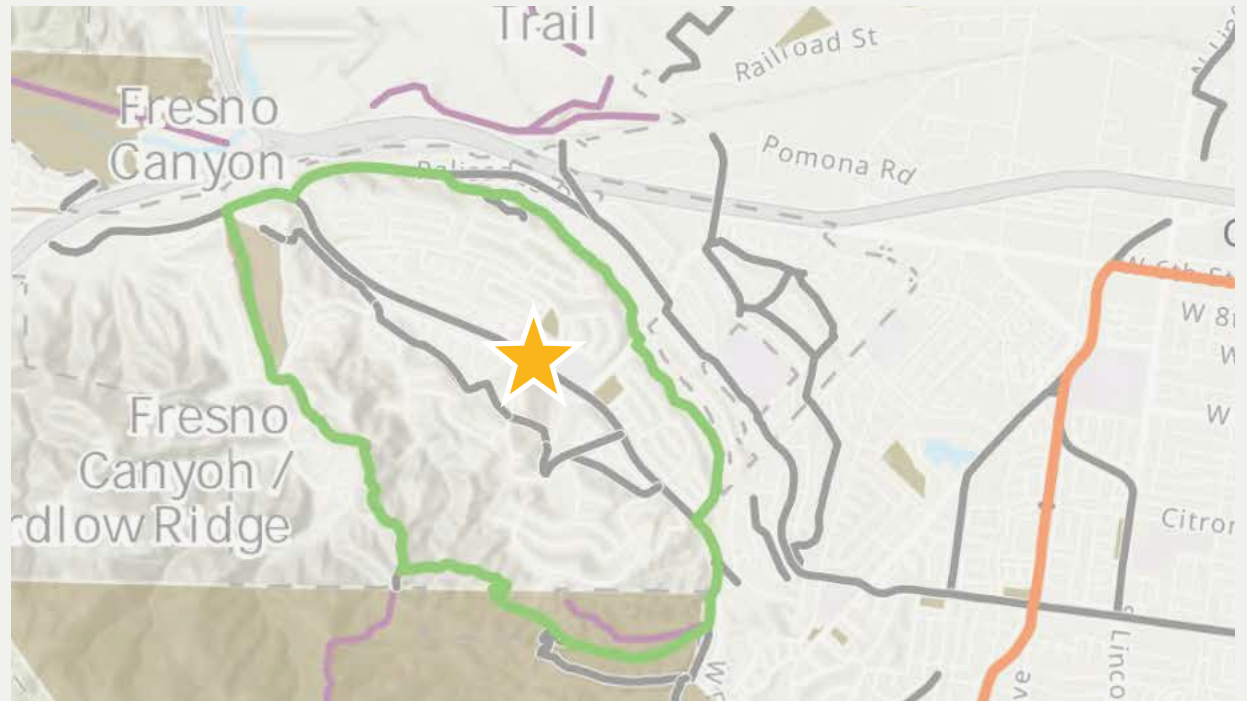
AMENITIES: bench, trashcan, water fountain, bike, repair station, and kiosk/signage.

SURFACE TYPE: Concrete/Asphalt Concrete/Decomposed Granite

MAINTENANCE: Surface repair/replacement, lighting/amenity repair, irrigation

TRAILHEAD: Lincoln Park

OWNERSHIP: City of Corona



CONSIDERATIONS: Requires roadway modifications

IMPROVEMENT NEEDED: Signage, new trail surface, lighting, trailhead, trees, native planting

PHASING: N/A

PRIORITY LEVEL: Tier II

FUNDING OPTIONS: Active Transportation Plan; Recreational Trails Program; RAISE Grant; Land and Water Conservation Fund Grants; Safe Streets and Roads for All; Carbon Reduction Program; Affordable Housing And Sustainable Communities Program (AHSC)

EST. COST TO BUILD: Up to \$1,000,000

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#16

TRAIL NUMBER: 76
EAGLE ROAD TRAIL ACCESS

PROJECT DESCRIPTION: Improve access to the Eagle Rd trail in the Cleveland National Forest which is currently not well known. Unauthorized routes require trail users to trespass on private property. The Eagle Road Trail Access project is a collection of trail routes that would formalize access to Eagle Road Trail.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 4: Firm-surface Recreational Trail; 5: Soft-Surface Nature Trail

LENGTH: .73 mi

DIFFICULTY: Moderate

USER TYPE: Mountain Bikes / Pedestrian / Hiker / Jogger / Runner

SIGNAGE: Trail markers at Crown Ranch Rd

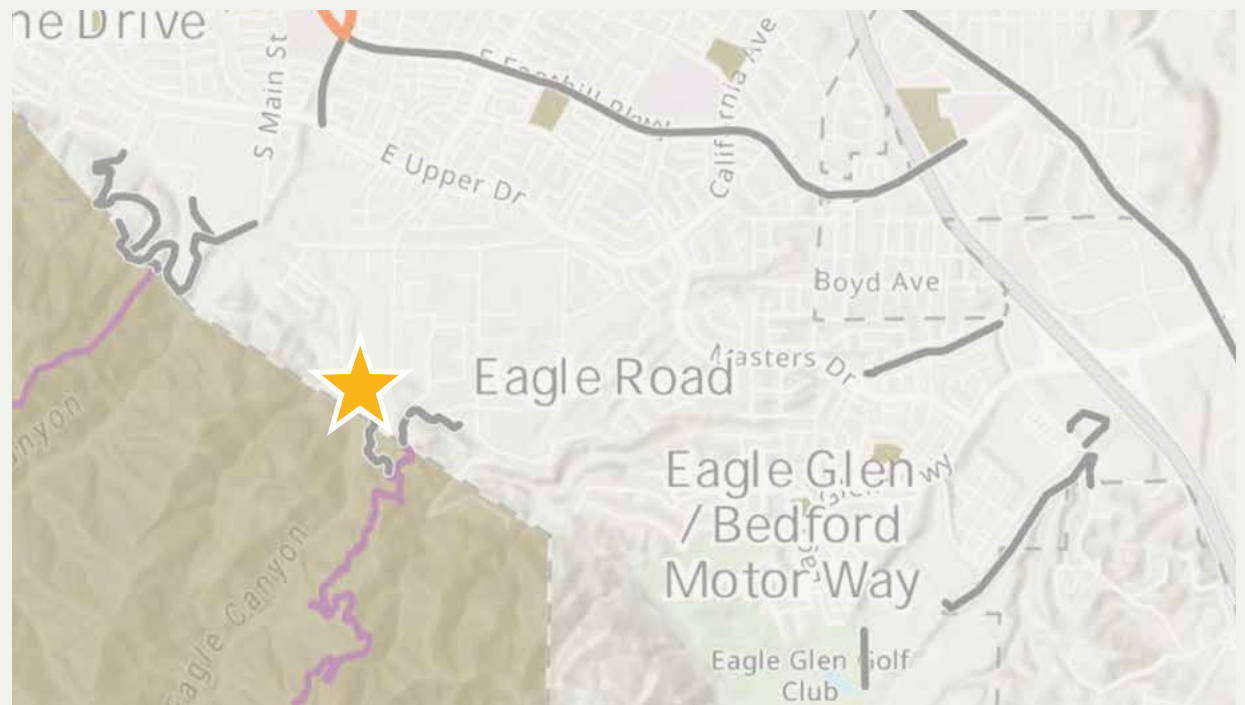
AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Trailhead at Crown Ranch Rd

SURFACE TYPE: Compacted/emulsified decomposed granite; Natural surface

MAINTENANCE: Surface repair/replacement, amenity repair

OWNERSHIP: City of Corona



CONSIDERATIONS: The alignment starting at Crown Ranch Rd follows an unimproved City road, but is in close proximity to a private residence. An alternative alignment starting at Prairie Cir crosses private property to access Eagle Road, but will require approval from private property owners. For more information on considerations see Appendix G.

IMPROVEMENTS NEEDED: Trailhead - Signage

PHASING: Phase 1: Crown Ranch Trail from Crown Ranch Rd to Eagle Road Trail

PRIORITY LEVEL: Tier II

FUNDING OPTIONS: Proposition 84; Recreational Trails Program; Statewide Park Development and Community Revitalization Program; RAISE Grant; Carbon Reduction Program; Safe Streets and Roads for All; Land and Water Conservation Fund Grants; Highway Safety Improvement Program (HSIP); Affordable Housing And Sustainable Communities Program (AHSC)

EST. COST TO BUILD: \$30,000

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#17

TRAIL NUMBER: 20/21
AUBURNDALE STREET MULTI-USE PATH/BUTTERFIELD PARK TRAIL LOOP

PROJECT DESCRIPTION: Construct the Auburndale Street Multi-use Path and Butterfield Park Trail Loop to cover Phase 2A of the SART alignment. SART Phase 2A navigates from Auto Center Drive to Butterfield Drive in Corona. This trail links to other segments at the following points. To the east it connects with Phase 4 -Alcoa Dike Connection, to the west it connects to Phase 10-Staging Area and Phase 3A- Auxiliary Dike.

TRAIL TYPE: 4: Firm-surface Recreational Trail

LENGTH: 2.25 mi

DIFFICULTY: Easy

USER TYPE: Mountain Bikes Pedestrian/Hiker/Jogger/Runner

SIGNAGE: SART standard signage

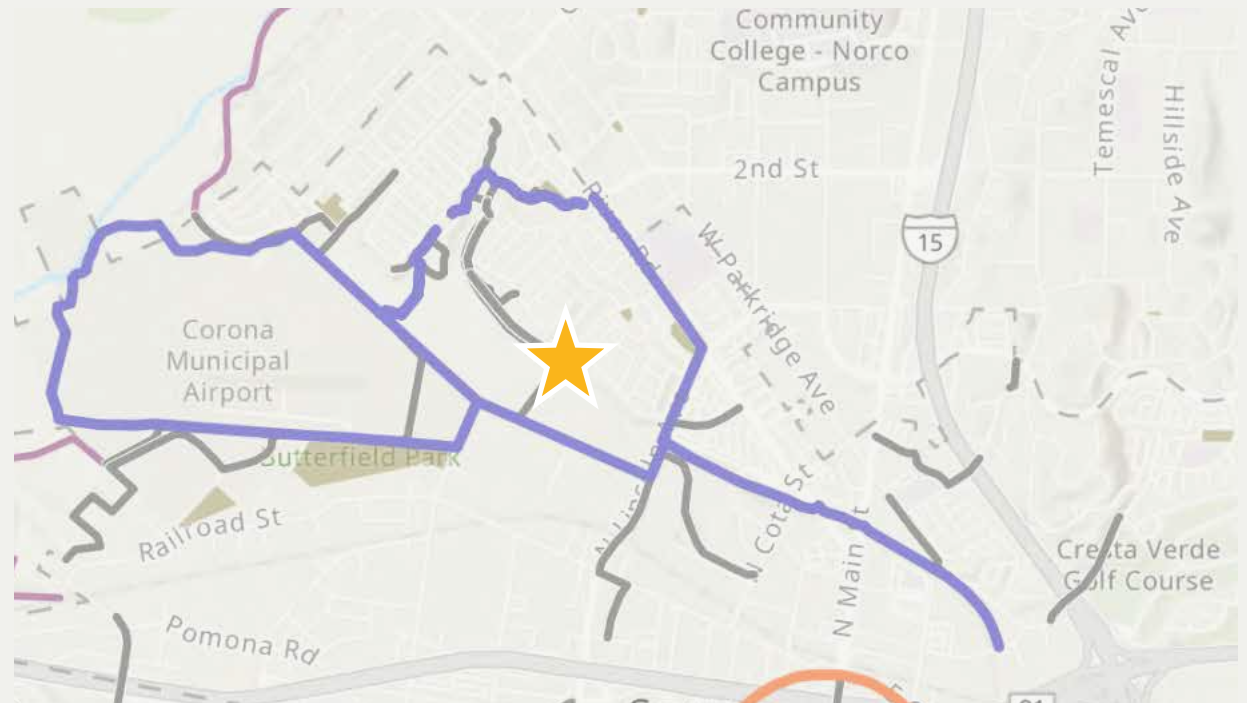
AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Stage Coach Park

SURFACE TYPE: Concrete/Asphalt Concrete/Decomposed Granite

MAINTENANCE: Surface repair/replacement, lighting/amenity repair, irrigation

OWNERSHIP: City of Corona



CONSIDERATIONS: Implementing agency is RivCo Transportation Commission - Project sponsor is RivCo Regional Park and Open-Space District - Requires connection around water reclamation facility

IMPROVEMENTS NEEDED: Signage - New trail surface - Shared trailhead with Rincon Street Multi-use Path - Lighting - Trees/native planting

PHASING: Phase 1: Auburndale Street from Palos Verde Drive to Rincon Street; Phase 2: Rincon Street to Butterfield Park; Phase 3: Butterfield Park to Stagecoach Park

PRIORITY LEVEL: Tier II

FUNDING OPTIONS: Proposition 84; Recreational Trails Program; Statewide Park Development and Community Revitalization Program; RAISE Grant; Carbon Reduction Program; Safe Streets and Roads for All; Land and Water Conservation Fund Grants; Highway Safety Improvement Program (HSIP); Affordable Housing And Sustainable Communities Program (AHSC)

EST. COST TO BUILD: \$6,700,000

TIME TO CONSTRUCT: 5-6 years

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#18

SART TRAILHEAD AT BUTTERFIELD PARK

PROJECT DESCRIPTION: Construct SART trailhead at Butterfield Park. The trailhead will serve the Butterfield Park Trail Loop that covers Phase 2A of the SART.

PROJECT TYPE: Construction

TRAIL TYPE: 4: Firm-surface Recreational Trail; 5: Soft-Surface Nature Trail

LENGTH: N/A

DIFFICULTY: N/A

USER TYPE: All street legal bikes including most electric bikes, Skateboards/Scooters/Wheelchairs, Pedestrians/Hikers/Joggers/Runners

SIGNAGE: Trail signage at trailhead at Butterfield Park

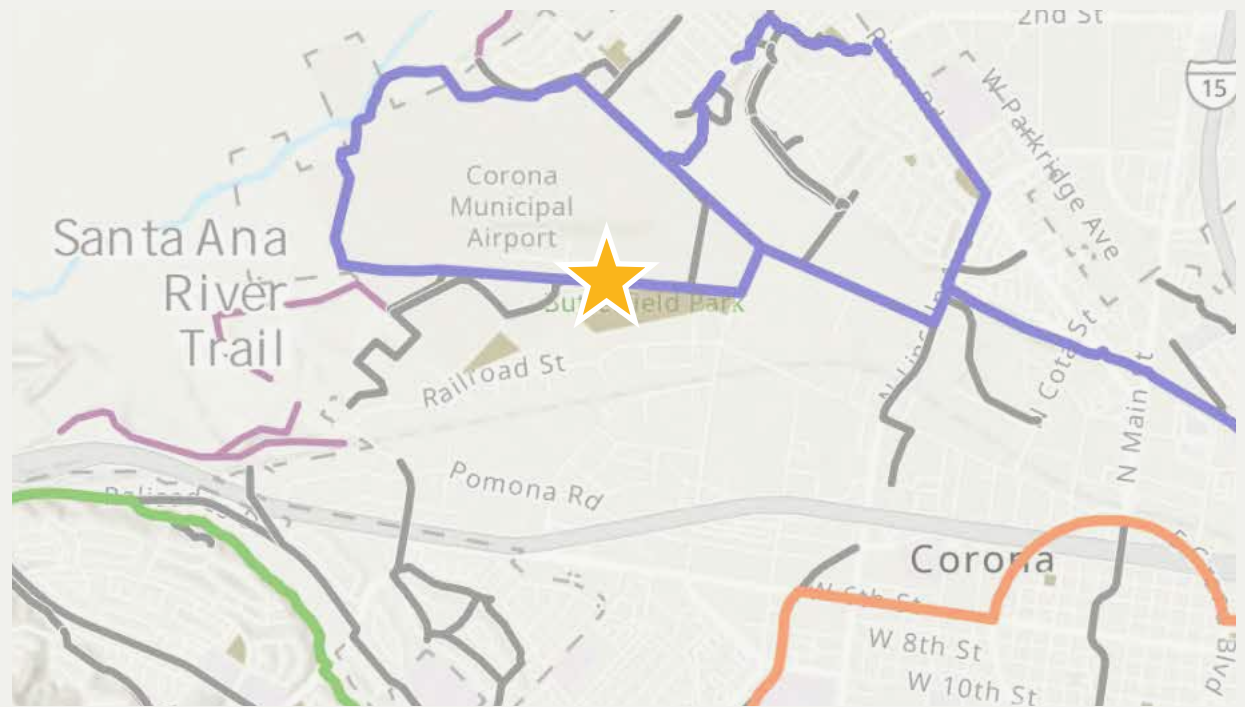
AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Trailhead at Crown Ranch Rd

SURFACE TYPE: N/A

MAINTENANCE: Repair/replacement of amenities and signage

OWNERSHIP: City of Corona



CONSIDERATIONS: Assumes a trailhead size of approximately 2,500 - 5,000 ft². Includes clearing and grubbing, landscaping, and amenities.

IMPROVEMENTS NEEDED: Trailhead - Signage

PHASING: None

PRIORITY LEVEL: Tier III

FUNDING OPTIONS: Recreational Trails Program; Statewide Park Development and Community Revitalization Program;

EST. COST TO BUILD: \$100,000

#19

TRAIL NUMBER: 12
EASTERN CORONA MULTI-USE TRAIL

PROJECT DESCRIPTION: Construct the Eastern Corona Multi-use Trail which is an off-street trail that connects along a Riverside County Flood Control Channel. The trail connects south to Foothill Parkway and Kellogg Park. Improvements to this trail include fencing the wash, trail signage and City standard trail amenities.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 3: Firm Surface Multi-use Trail

LENGTH: 3.5 mi

DIFFICULTY: Easy

USER TYPE: All street legal bikes including most electric bikes Skateboards/Scooters/Wheelchairs Pedestrian/Hiker/Jogger/Runner

SIGNAGE: Trail Markers at intersections

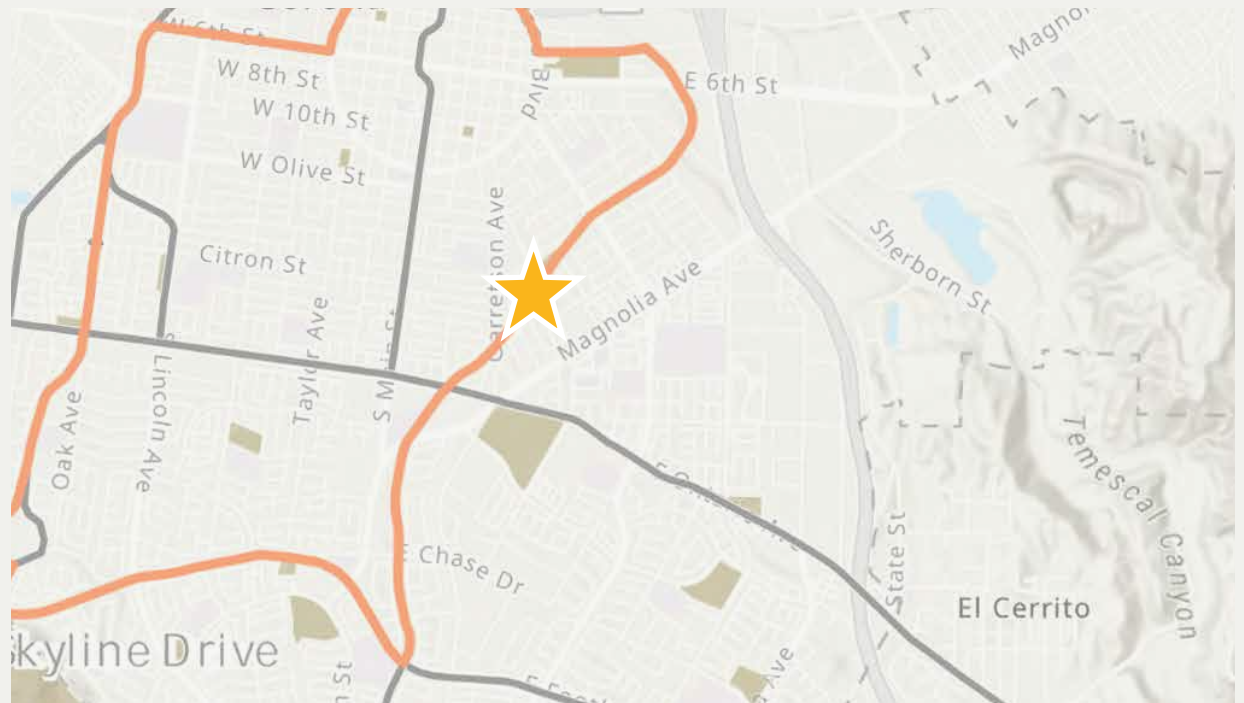
AMENITIES: bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Access at intersections - No dedicated parking

SURFACE TYPE: Concrete, asphalt or compacted/emulsified decomposed granite

MAINTENANCE: Surface conditioning as needed, Lighting/fencing/amenity repair

OWNERSHIP: RivCo Flood (agreement required)



CONSIDERATIONS: Low income area (grant funding)
- school route - Requires agreement with RivCo Flood

IMPROVEMENTS NEEDED: New trail surface - Signage - Fencing along wash - Lighting - Trailhead

PHASING: Phase 1: East 6th Street to Ontario Avenue;
Phase 2: Ontario Avenue to Foothill Parkway

PRIORITY LEVEL: Tier III

FUNDING OPTIONS: Recreational Trails Program; Statewide Park Development and Community Revitalization Program; RAISE Grant; Carbon Reduction Program; Safe Streets and Roads for All; Land and Water Conservation Fund Grants; Affordable Housing And Sustainable Communities Program (AHSC);

EST. COST TO BUILD: Up to \$15,000,000

TIME TO CONSTRUCT: 1+ years for RivCo Flood agreement - 1 year for fencing and trail improvements

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#20

TRAIL NUMBER: 18
RIVER ROAD/LINCOLN AVENUE
MULTI-USE PATH

PROJECT DESCRIPTION: 1.25 miles of the River Road/Lincoln Avenue Multi-use Path is included as part of a trail circuit in the northwest quadrant of the City from Rincon Street to 2nd Street. The trail directly connects to River Road park, and is within a very short walkable distance to Fairview park and Auburndale park.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 1: Hard-surface Multi-use Path

LENGTH: 1.25 mi

DIFFICULTY: Easy

USER TYPE: All street legal bikes including most electric bikes, Skateboards/Scooters/Wheelchairs, Pedestrian/Hiker/Jogger/Runner

SIGNAGE: Trail markers at Rincon Street, River Road Park, and Country Club Lane

AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage.

TRAILHEAD: River Road Park

SURFACE TYPE: Concrete/Asphalt Concrete/Decomposed Granite

MAINTENANCE: Surface repair/replacement, lighting/amenity repair, irrigation

OWNERSHIP: City



CONSIDERATIONS: The east side of Lincoln Avenue has more available space for a trail facility, but there are mature trees. Analysis is required to determine if a trail facility fits in this location without impacting a large number of existing trees.

IMPROVEMENTS NEEDED: Signage - New trail surface/new on-street bike facility - Lighting - Trailhead - Trees/native planting

PHASING: Phase 1: River Road from 2nd Street to Lincoln Avenue; Phase 2: Lincoln Avenue from River Road to Rincon Street

PRIORITY LEVEL: Tier III

FUNDING OPTIONS: Active Transportation Plan; Recreational Trails Program; Statewide Park Development and Community Revitalization Program; RAISE Grant; Land and Water Conservation Fund Grants; Safe Streets and Roads for All; Carbon Reduction Program; Highway Safety Improvement Program (HSIP); Affordable Housing And Sustainable Communities Program (AHSC);

EST. COST TO BUILD: Up to \$4,800,000

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#21

**TRAIL NUMBER: 5
SIXTH STREET TO SKYLINE MULTI-USE
TRAIL CONNECTION**

PROJECT DESCRIPTION: Construct the Sixth Street to Skyline Multi-use Trail which will connect downtown to Skyline along a Riverside County Flood Control Channel. The segment from D st to 10th has an easy grade that is compatible with all user groups. It would provide off-street connections between Corona High School, two shopping centers, and various low-income housing options. Improvements to this segment of the trail include fencing the wash, trail signage, a dog waste bag dispenser, and a water fountain.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 3: Firm Surface Multi-use Trail

LENGTH: 3.7 mi

DIFFICULTY: Easy

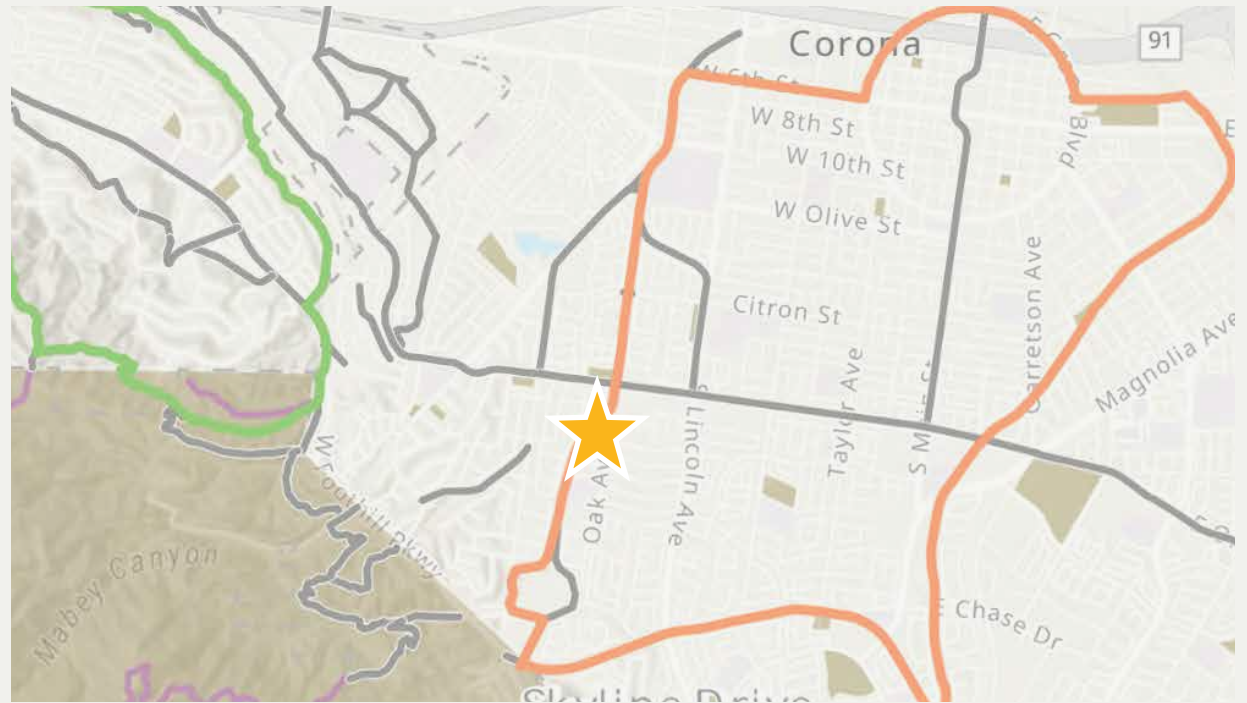
USER TYPE: All street legal bikes including most electric bikes Skateboards/Scooters/Wheelchairs, Pedestrian/Hiker/Jogger/Runner

SIGNAGE: Trail Markers at intersections

AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage.

TRAILHEAD: Access at intersections - No dedicated parking

SURFACE TYPE: Concrete, asphalt or compacted/emulsified decomposed granite



MAINTENANCE: Surface conditioning as needed, Lighting/fencing/amenity repair

OWNERSHIP: RivCo Flood (agreement required)

CONSIDERATIONS: Low income area (grant funding) - school route - Requires agreement with RivCo Flood

IMPROVEMENTS NEEDED: New trail surface - Signage - Fencing along wash - Lighting - Trailhead

PHASING: Phase 1: D Street to Corona High School; Phase 2: Corona High School to Citron Street; Phase 3: Citron Street to Ontario Avenue/Ontario Park; Phase 4: Ontario Avenue/Ontario Park to existing Class I bike path south of Benjamin Franklin Elementary School; Phase 5: Class I bike path to Skyline Drive

PRIORITY LEVEL: Tier III

FUNDING OPTIONS: Recreational Trails Program; Statewide Park Development and Community Revitalization Program; RAISE Grant; Carbon Reduction Program; Safe Streets and Roads for All; Land and Water Conservation Fund Grants; Affordable Housing And Sustainable Communities Program (AHSC)

TIME TO CONSTRUCT: 1+ years for RivCo Flood agreement - 1 year for fencing and trail improvements

EST. COST TO BUILD: Up to \$14,700,000

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#22

TRAIL NUMBER: 2
PALISADES DRIVE MULTI-USE PATH

PROJECT DESCRIPTION: Construct the Palisades Drive Multi-use Path as part of Circuit 1 which connects between the Palisades Drive Nature Trail and the Green River Road Multi-use Path. The alignment is street adjacent and requires roadway modifications to construct the trail facility.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 1: Hard-surface Multi-use Path

LENGTH: .62 mi

DIFFICULTY: Easy

USER TYPE: All street legal bikes including most electric bikes, Skateboards/Scooters/Wheelchairs, Pedestrian/Hiker/Jogger/Runner

SIGNAGE: Trail markers at intersection with Palisades Drive Nature Trail and Green River Road

AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Share trailhead on Palisades Drive with Palisades Drive Nature Trail

SURFACE TYPE: Concrete/Asphalt Concrete/Decomposed Granite

MAINTENANCE: Surface repair/replacement, lighting/amenity repair, irrigation

OWNERSHIP: City of Corona



CONSIDERATIONS: Requires roadway modifications

IMPROVEMENTS NEEDED: Signage - New trail surface/new on-street bike facility - Lighting - Trailhead - Trees/native planting

PHASING: N/A

PRIORITY LEVEL: Tier III

FUNDING OPTIONS: Active Transportation Plan; Recreational Trails Program; RAISE Grant; Land and Water Conservation Fund Grants; Safe Streets and Roads for All; Carbon Reduction Program; Affordable Housing And Sustainable Communities Program (AHSC); Highway Safety Improvement Program (HSIP)

EST. COST TO BUILD: Up to \$2,700,000

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#23

TRAIL NUMBER: 29/30/31/32/33
MWD TRAIL

PROJECT DESCRIPTION: Construct the MWD Trail which is made up of a collection of proposed trail segments through undeveloped parcels of land in the southwest quadrant of the City. The alignments follow existing maintenance roads through City owned property, privately owned property, and landscape maintenance district land. The alignments once implemented will create a largely off-street trail connection from Green River Rd to Nicholas Pl.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 4: Firm-surface Recreational Trail; 5: Soft-Surface Nature Trail

LENGTH: 1.83 mi

DIFFICULTY: Moderate

USER TYPE: Mountain Bikes / Pedestrian / Hiker / Jogger / Runner

SIGNAGE: Trail markers at Green River Rd, Montana Ranch Rd, Baldy View Cir, Canyon Crest Dr, Nicholas Pl

AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage.

TRAILHEAD: Trailhead at Green River Rd and Nicholas Pl

SURFACE TYPE: Compacted/emulsified decomposed granite; Natural surface

MAINTENANCE: Surface repair/replacement, lighting/amenity repair, irrigation



OWNERSHIP: City of Corona / Private

CONSIDERATIONS: Canyon Crest Trail East (trail #32) travels through privately owned land and will require an easement to implement the trail

IMPROVEMENTS NEEDED: Trailhead - Signage

PHASING: Phase 1: Sierra Bella Trail from Green River Rd to Montana Ranch Rd; Phase 2: Montana Ranch Trail East from Montana Ranch Rd to Baldy View Cir; Phase 3: Canyon Crest Trail East from Baldy View Cir to Canyon Crest Dr; Phase 4: Canyon Crest Trail West from Canyon Crest Dr to Nicholas Pl

PRIORITY LEVEL: Tier III

FUNDING OPTIONS: Proposition 84; Recreational Trails Program; Statewide Park Development and Community Revitalization Program; RAISE Grant; Carbon Reduction Program; Safe Streets and Roads for All; Land and Water Conservation Fund Grants; Highway Safety Improvement Program (HSIP); Affordable Housing And Sustainable Communities Program (AHSC);;

EST. COST TO BUILD: Up to \$4,300,000

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#24

**TRAIL NUMBER: 16
NORTH CORONA CROSS-TOWN
PATH AND TRAIL CONNECTION**

PROJECT DESCRIPTION: Construct the North Corona Cross-Town and Trail Connection which utilizes an existing flood control channel and connects from East Harrison Street to Lincoln Avenue

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 1: Hard-surface Multi-use Path

LENGTH: 1.55 mi

DIFFICULTY: Easy

USER TYPE: "All street legal bikes including most electric bikes, Skateboards/Scooters / Wheelchairs, Pedestrian/ Hiker/Jogger/Runner

SIGNAGE: Trail markers at intersections

AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Share trailhead on Lincoln Avenue with Public Safety Way multi-use trail. Trailhead at North Main Street and East Harrison Street

SURFACE TYPE: Concrete/Asphalt Concrete/ Decomposed Granite

MAINTENANCE: Surface repair/replacement, lighting/amenity repair, irrigation

OWNERSHIP: City of Corona/RivCo Flood (agreement required)



CONSIDERATIONS: Requires agreement with RivCo Flood. Crossing consideration required at road intersections.

IMPROVEMENTS NEEDED: New trail surface - Signage - Fencing along wash - Lighting - Trailhead

PHASING: Phase 1: Lincoln Avenue to North Main Street; Phase 2: North Main Street to East Harrison Street

PRIORITY LEVEL: Tier III

FUNDING OPTIONS: Active Transportation Plan; Recreational Trails Program; Statewide Park Development and Community Revitalization Program; RAISE Grant; Land and Water Conservation Fund Grants; Safe Streets and Roads for All; Carbon Reduction Program; Affordable Housing And Sustainable Communities Program (AHSC)

EST. COST TO BUILD: Up to \$6,800,000

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#25

TRAIL NUMBER: 3
PALISADES DRIVE NATURE TRAIL

PROJECT DESCRIPTION: Construct the Palisades Drive Nature Trail which is a largely off-street soft-surface trail that sits within a small valley flanked by commercial land use to the north and residential land use to the south. Palisades Drive Nature Trail is part of a trail circuit in the southwest quadrant of the City.

TRAIL TYPE: 2: Hard-surface Recreational Path; 5: Soft-Surface Nature Trail

LENGTH: 1.89 mi

DIFFICULTY: Easy

USER TYPE: All street legal bikes including most electric bikes Skateboards/Scooters/Wheelchairs Pedestrian/Hiker/Jogger/Runner

SIGNAGE: Trail markers at trail intersection with Palisades Drive, Serfas Club Drive, and Foothill Parkway

AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Trailhead at transition from on-street to off-street trail condition at Paseo Grande and at Palisades Drive

SURFACE TYPE: Concrete/Asphalt Concrete; Natural Surface/Decomposed Granite

MAINTENANCE: Surface conditioning as needed, amenity repair

OWNERSHIP: City/Private



CONSIDERATIONS: Easements would be required for the section of trail close to Palisades Drive as private parcels extend into the open space

IMPROVEMENTS NEEDED: New Trail Surface for On-Street Segment - Trailhead - Signage

PHASING: Phase 1: Foothill Parkway to Serfas Club Drive; Phase 2: Serfas Club Drive to Palisades Drive

PRIORITY LEVEL: Tier III

FUNDING OPTIONS: Recreational Trails Program; Statewide Park Development and Community Revitalization Program; RAISE Grant; Land and Water Conservation Fund Grants; Safe Streets and Roads for All; Carbon Reduction Program; Highway Safety Improvement Program (HSIP); Affordable Housing And Sustainable Communities Program (AHSC)

EST. COST TO BUILD: Up to \$6,000,000

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#26

TRAIL NUMBER: 4 WEST CORONA METROLINK PATH AND TRAIL CONNECTION

PROJECT DESCRIPTION: Construct the West Corona Metrolink Path & Trail Connection which includes a small network of trails, both on and off street, largely in the unincorporated community of Coronita. To the north, the segment connects to the West Corona Metrolink Station. No direct connection is made to the nearby Santa Ana River Trail Trailhead. The system of trails within Coronita utilizes undeveloped land in between residential developments where there appears to be some existing informal trail paths.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 2: Hard-surface Recreational Path; 3: Firm Surface Multi-use Trail; 4: Firm-surface Recreational Trail; 5: Soft-Surface Nature Trail

LENGTH: 3.0 mi

DIFFICULTY: Easy

USER TYPE: All street legal bikes including most electric bikes Skateboards/Scooters/Wheelchairs Pedestrian/Hiker/Jogger/Runner

SIGNAGE: Trail markers at intersections

AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: West Corona Metrolink station, W Ontario Ave, Paseo Grande

SURFACE TYPE: Concrete/Asphalt Concrete; Compacted Earth; Natural Surface



MAINTENANCE: Surface conditioning as needed, surface repair/replacement Lighting/amenity repair, irrigation

OWNERSHIP: City/Private

CONSIDERATIONS: The majority of the trails proposed are within Coronita. Agreements or acquisition would be required for implementation

IMPROVEMENTS NEEDED: Signage - New trail surface - Lighting - Trailhead - Trees/native planting

PHASING: Phase 1: From Corona Metrolink Station along Serfas Club Drive to Pine Crest Drive; Phase 2: Off-street trail segments between Serfas Club Drive and Kirkwood Drive; Phase 3: Kirkwood Drive to Ontario Avenue

PRIORITY LEVEL: Tier III

FUNDING OPTIONS: Recreational Trails Program; Statewide Park Development and Community Revitalization Program; RAISE Grant; Land and Water Conservation Fund Grants; Carbon Reduction Program; Safe Streets and Roads for All; Highway Safety Improvement Program (HSIP); Affordable Housing And Sustainable Communities Program (AHSC);

EST. COST TO BUILD: Up to \$9,600,000

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#27

TRAIL NUMBER: 36/61/77
WARDLOW CANYON TRAIL
CENTRAL/SOUTH

PROJECT DESCRIPTION: Construct the Wardlow Canyon Trail which connects from Fresno Canyon Trail to Foothill Parkway. Portions of the trail alignments are located within the City's borders, and portions are within the Cleveland National Forest. The alignments were named as priority trails by the Trails Working Group. Wardlow Canyon Trails are generally steeper in slope and preferred by mountain bikers.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 5: Soft-Surface Nature Trail

LENGTH: 2.64 mi

DIFFICULTY: Moderate

USER TYPE: Mountain Bikes, Pedestrian/Hiker/Jogger/Runner

SIGNAGE: Trail Markers at Foothill Parkway and at intersection with Fresno Canyon Trail

AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Foothill Parkway

SURFACE TYPE: Natural Surface

MAINTENANCE: Surface conditioning as needed, amenity repair

OWNERSHIP: City/Private/USFS



CONSIDERATIONS: Trail alignments are partially within Cleveland National Forest and will require coordination

IMPROVEMENTS NEEDED: Trailhead - Signage

PHASING: Phase 1: Wardlow Canyon Trail Central; Phase 2: Wardlow Canyon Trail South

PRIORITY LEVEL: Tier III

FUNDING OPTIONS: Recreational Trails Program; Statewide Park Development and Community Revitalization Program; RAISE Grant; Carbon Reduction Program; Land and Water Conservation Fund Grants; Highway Safety Improvement Program (HSIP); Affordable Housing And Sustainable Communities Program (AHSC);

EST. COST TO BUILD: \$300,000

TIME TO CONSTRUCT: 3 years

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#28

TRAIL NUMBER: 22 NEIGHBORHOOD RECREATIONAL TRAIL OPPORTUNITIES

PROJECT DESCRIPTION: Construct the Neighborhood Recreational Trail Opportunities which consists of a collection of off-street trail segments that utilize open space and hilly terrain between different residential developments. The segments included as part of the TIP are between Rincon Street and Myrtle Street and between Bowdoin Street and Country Club Lane. The northern end of the proposed alignment connects to Fairview park.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 3: Firm Surface Multi-use Trail; 5: Soft-Surface Nature Trail

LENGTH: 1.12 mi

DIFFICULTY: Moderate

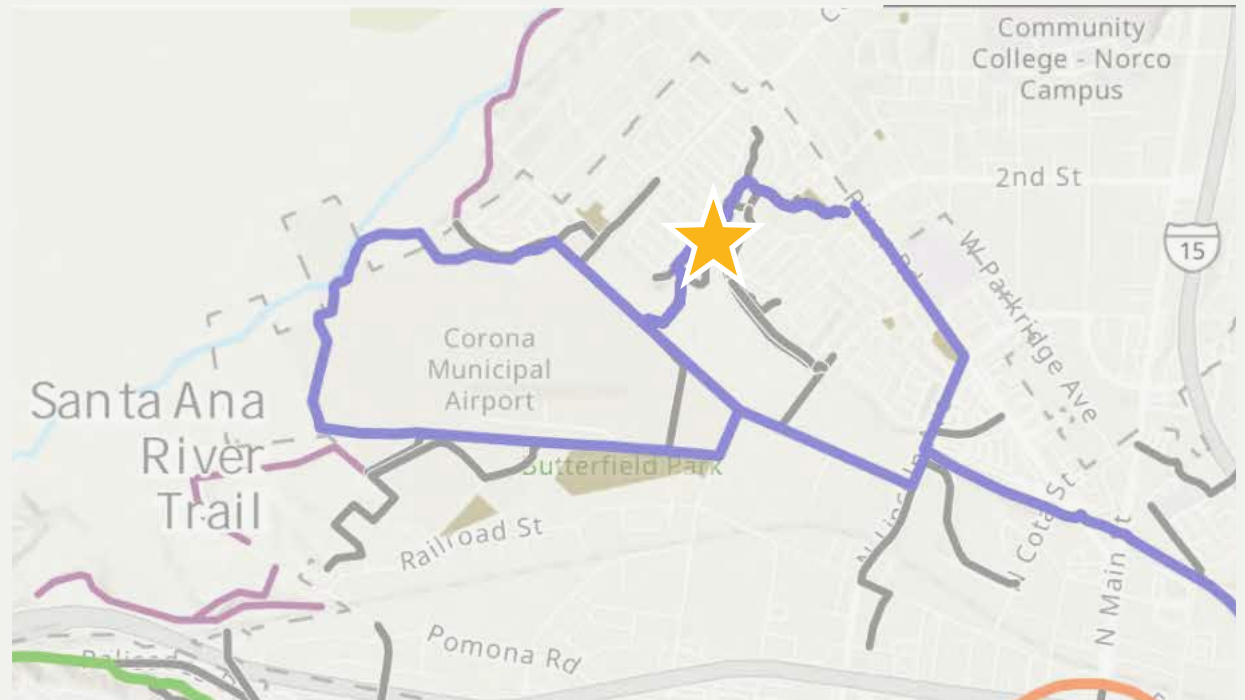
USER TYPE: All street legal bikes including most electric bikes Skateboards/Scooters/Wheelchairs, Pedestrian/Hiker/Jogger/Runner

SIGNAGE: Trail markers at Rincon Street, Myrtle Street, Bowdoin Street, and Country Club Lane

AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Fairview Park

SURFACE TYPE: Concrete, asphalt or compacted/emulsified decomposed granite



MAINTENANCE: Surface conditioning as needed, Lighting/fencing/amenity repair

OWNERSHIP: City/Orange County Flood Control District/Private

CONSIDERATIONS: Coordination required with Orange County Flood Control District. Easements required to construct the alignment on private land.

IMPROVEMENTS NEEDED: New trail surface - Signage - Fencing - Lighting - Trailhead

PHASING: Phase 1: Country Club Drive to Bowdoin Street; Phase 2: Myrtle Street to Rincon Street

PRIORITY LEVEL: Tier III

FUNDING OPTIONS: Recreational Trails Program; Statewide Park Development and Community Revitalization Program; RAISE Grant; Land and Water Conservation Fund Grants; Safe Streets and Roads for All; Carbon Reduction Program; Affordable Housing And Sustainable Communities Program (AHSC);

EST. COST TO BUILD: Up to \$2,400,000

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#29

TRAIL NUMBER: 25
FRESNO CANYON TRAIL

PROJECT DESCRIPTION: Construct the Fresno Canyon Trail which travels through Corona from Green River Road into the Cleveland National Forest. The section of trail between Green River Road and Oakridge Drive is constructed with access points, but the connection from Oakridge Drive into the Cleveland National Forest is unformalized and proposed.

A new crosswalk where Fresno Canyon Trail meets Green River Rd would provide a critical trail linkage to connect the future Santa Ana River Trail into the Cleveland National Forest.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 5: Soft-Surface Nature Trail

LENGTH: 1.1 mi

DIFFICULTY: Moderate

USER TYPE: Mountain Bikes Pedestrian/Hiker/Jogger/Runner

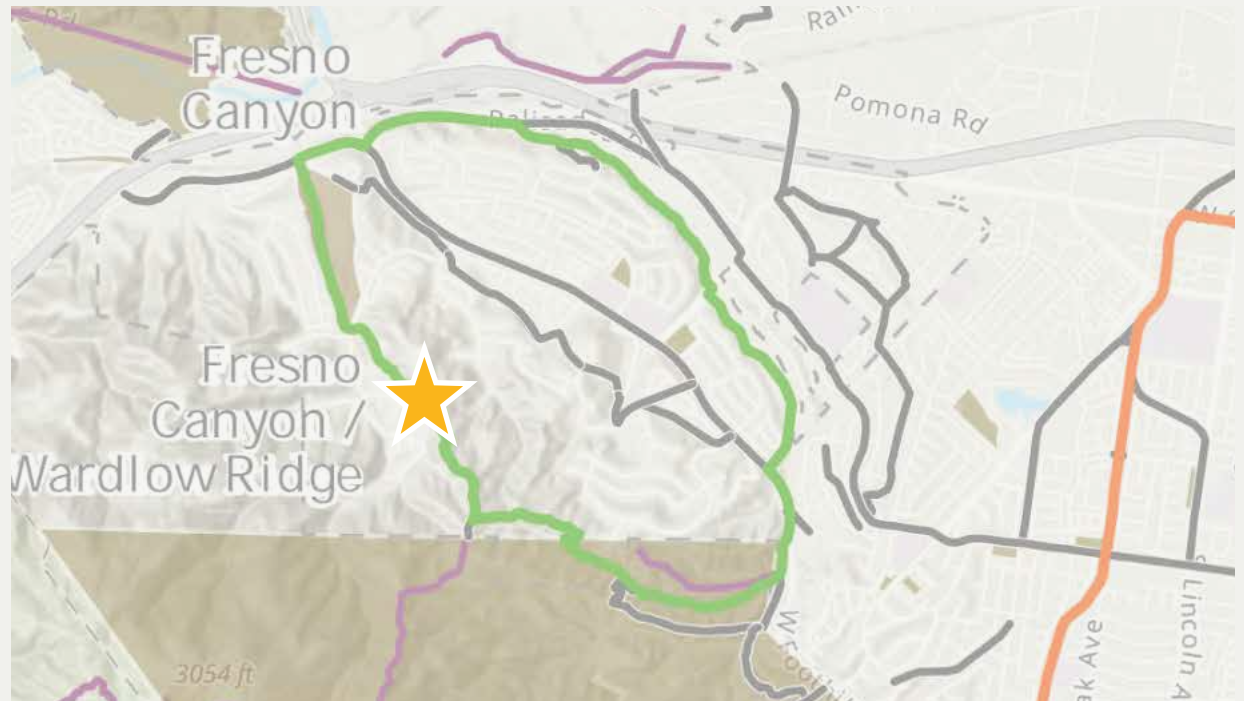
SIGNAGE: Trail markers at Green River Road and Oakridge Drive

AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Oakridge Drive

SURFACE TYPE: Natural Surface

MAINTENANCE: Surface conditioning as needed, amenity repair



OWNERSHIP: Private

CONSIDERATIONS: The proposed segment of trail crosses three undeveloped private parcels and easements would be required to construct the alignment

IMPROVEMENTS NEEDED: Trailhead - Signage

PHASING: N/A

PRIORITY LEVEL: Tier III

FUNDING OPTIONS: Recreational Trails Program; RAISE Grant; Land and Water Conservation Fund Grants; Safe Streets and Roads for All; Carbon Reduction Program; Highway Safety Improvement Program (HSIP)

EST. COST TO BUILD: \$200,000

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#30

SART TRAILHEAD AT GREEN RIVER ROAD

PROJECT DESCRIPTION: Create a formalized trailhead with amenities at the SART parking area at Green River Rd.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 3: Firm Surface Multi-use Trail; 5: Soft-Surface Nature Trail

LENGTH: N/A

DIFFICULTY: N/A

USER TYPE: All street legal bikes including most electric bikes Skateboards/Scooters/Wheelchairs, Pedestrian/Hiker/Jogger/Runner

SIGNAGE: Trail signage at trailhead on Green River Rd.

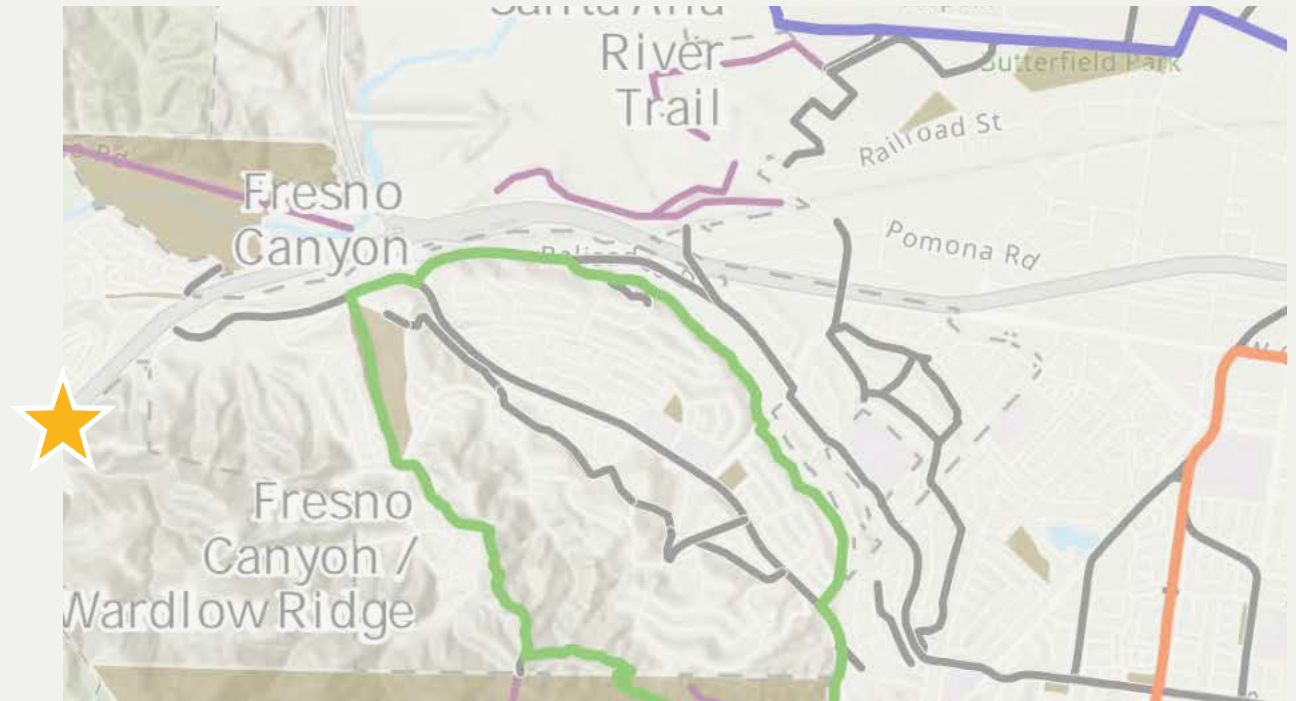
AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Fairview Park

SURFACE TYPE: N/A

MAINTENANCE: Repair/replacement of amenities and signage

OWNERSHIP: City of Corona



CONSIDERATIONS: Assumes a trailhead size of approximately 2,500 - 5,000 ft². Includes clearing and grubbing, landscaping, and amenities.

IMPROVEMENTS NEEDED: New trail surface - Signage - Fencing - Lighting - Trailhead

PHASING: None

PRIORITY LEVEL: Tier III

FUNDING OPTIONS: Statewide Park Development and Community Revitalization Program

EST. COST TO BUILD: \$100,000

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

#31

BEDFORD MOTORWAY ACCESS

PROJECT DESCRIPTION: Investigate a formalized trail connection from the Eagle Glen area to the Bedford Motorway in the Cleveland National Forest.

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 4: Firm Surface Rec. Trail/5: Soft-Surface Nature Trail

LENGTH: TBD

DIFFICULTY: TBD

USER TYPE: TBD

SIGNAGE: TBD

AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: TBD

SURFACE TYPE: Compacted/Emulsified Decomposed Granite,Natural Surface

MAINTENANCE: Surface repair/replacement, amenity repair

OWNERSHIP: TBD



View from trail #39 at the Eagle Glen Golf Course looking south towards the Cleveland National Forest and Bedford Motorway

CONSIDERATIONS: A connection to Bedford Motorway will likely require land acquisition or trail easements to navigate through existing private property

IMPROVEMENTS NEEDED: TBD

PHASING: TBD

PRIORITY LEVEL: Tier III

FUNDING OPTIONS: Recreational Trails Program; Statewide Park Development and Community Revitalization Program

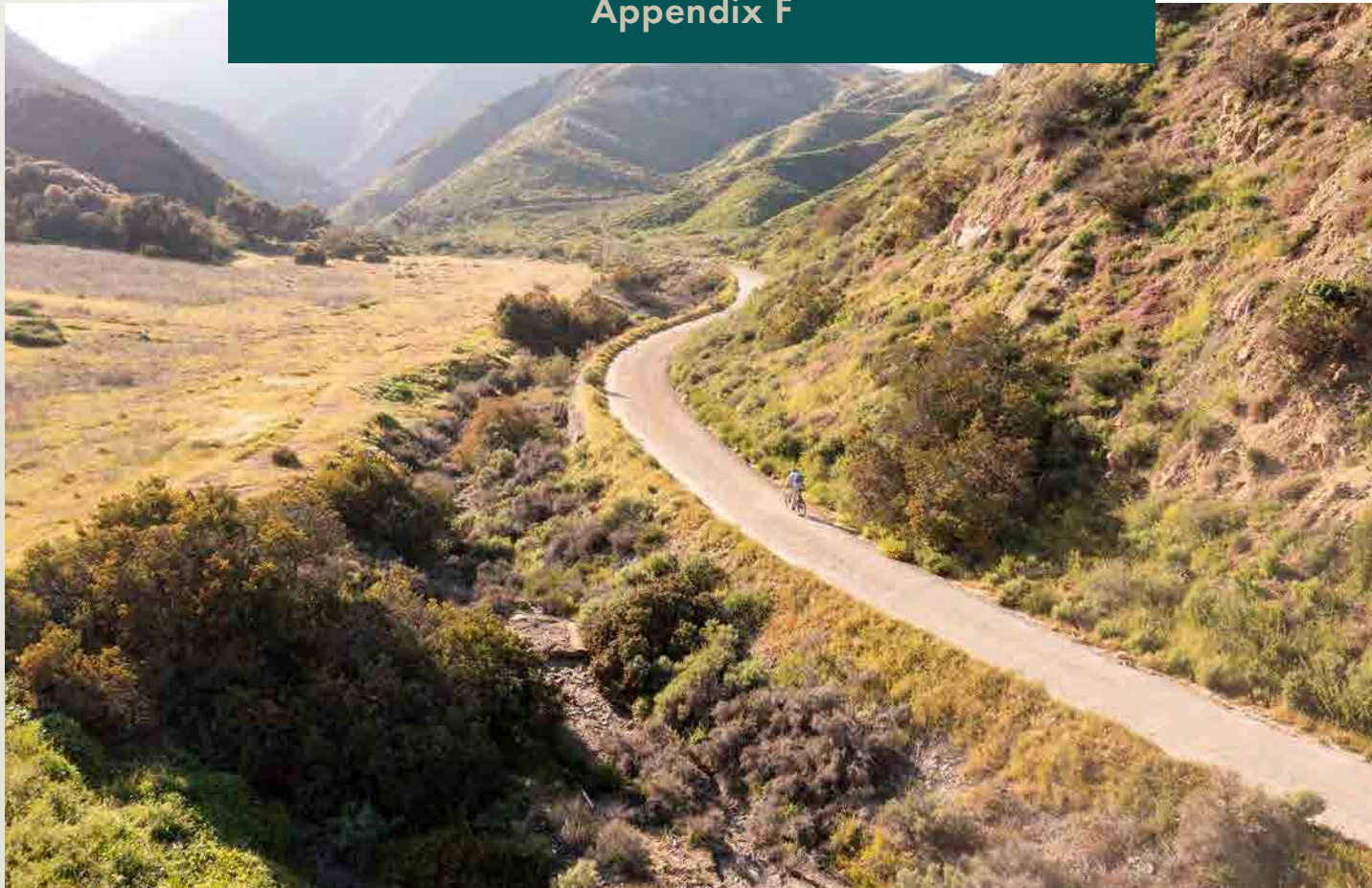
EST. COST TO BUILD: \$500,000

**Safe Streets and Roads for All projects must be first identified in an Action Plan*

**AHSC projects must be accompanied by affordable housing development or other housing related infrastructure*

PROJECT ANALYSIS MAPS

Appendix F



MAP 12. Existing and Proposed Facilities and Trail Access Points

CORONA TRAILS MASTER PLAN

EXISTING AND PROPOSED TRAILS

