

TRAILS

CORONA, CALIFORNIA

TRAILS MASTER PLAN

FEBRUARY, 2024



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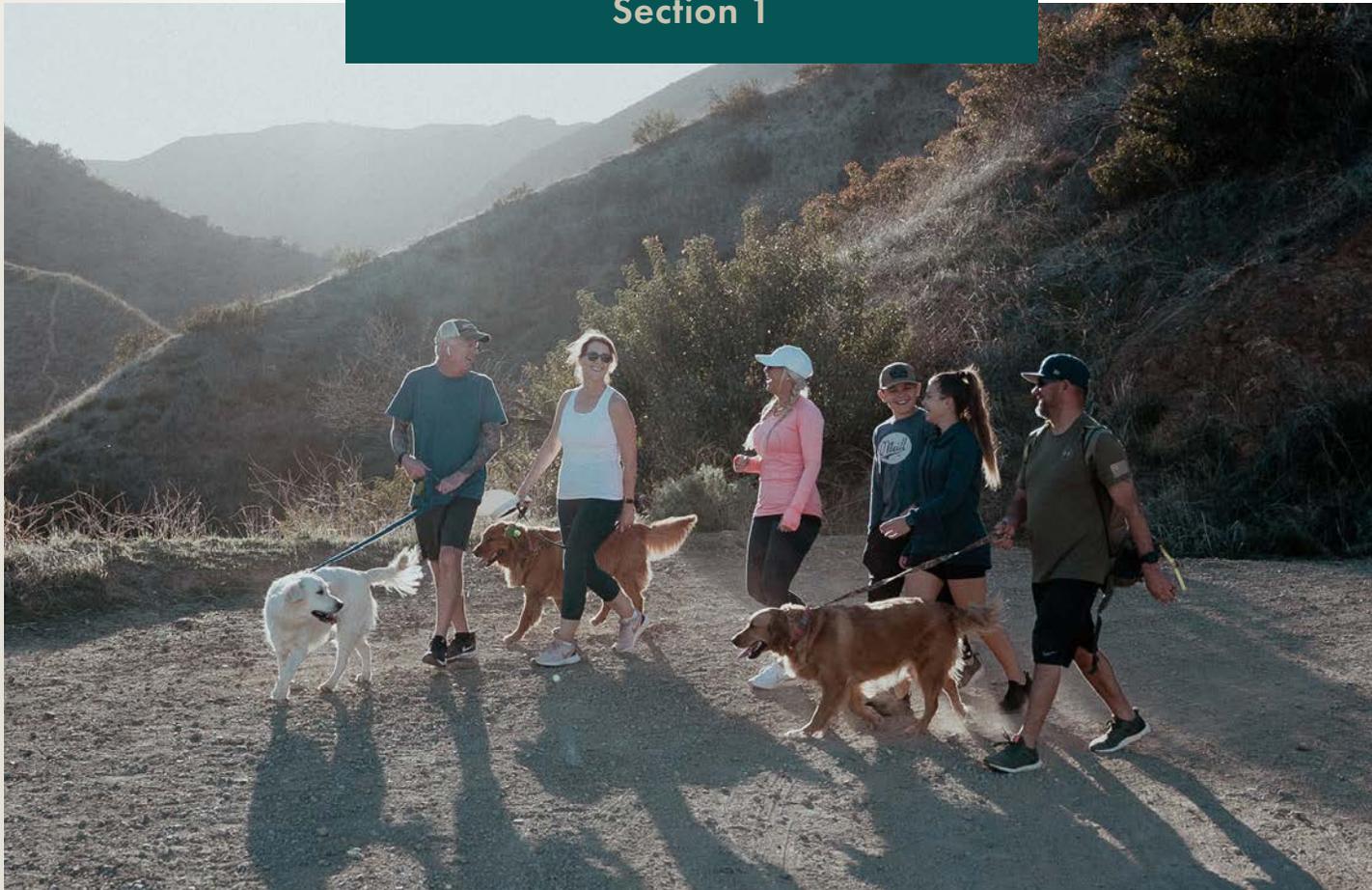
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INTRODUCTION

Section 1



EXECUTIVE SUMMARY

The Trails Master Plan (the Plan) is a comprehensive planning document that creates a framework to guide in the development and access of trails systems in the City of Corona (**Map 1**). This Plan reviews proposed trails from the Trails Master Plan Phase I (TMP I) and identifies new opportunities to build on and off-street active transportation connections to these trails throughout Corona. It provides policy recommendations, prioritizes projects, and provides a 10-year implementation plan to bring these efforts to fruition.

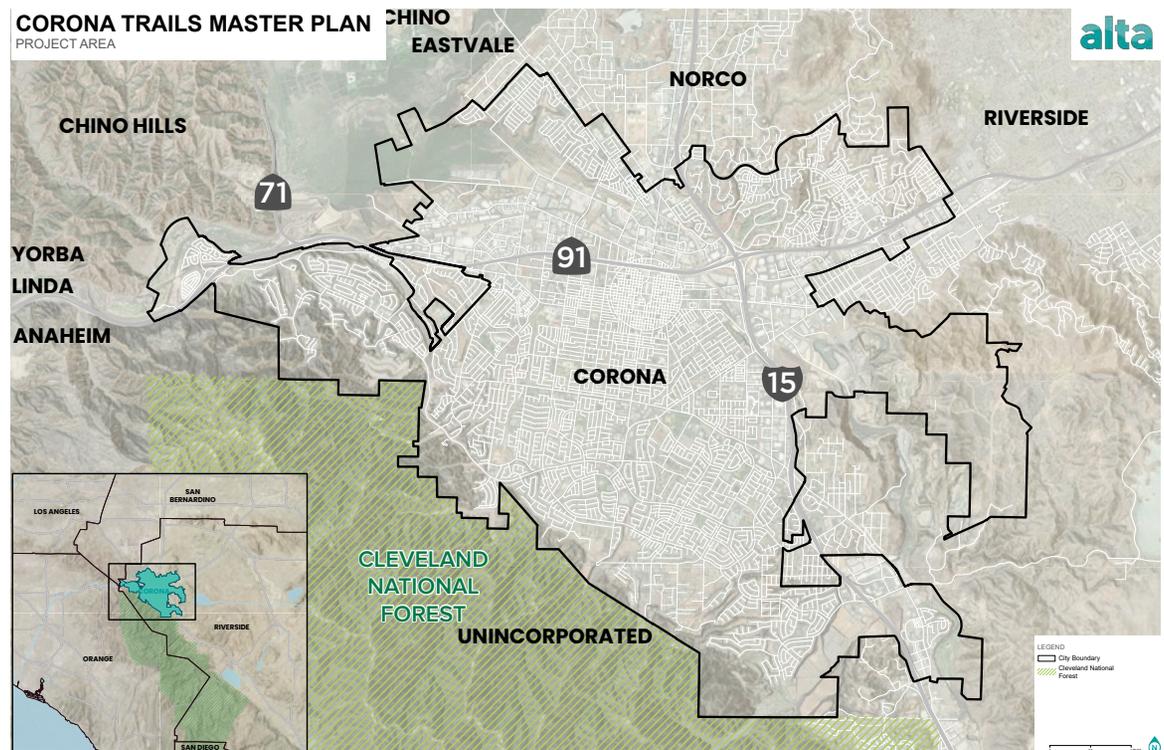
The Plan is organized into four main sections:

- 1. Introduction** outlining the Purpose and Goals of the Plan
- 2. Process Overview** discussing the review of previous trails documents, public engagement efforts, and review of best practices used to create the recommendations in the Plan.

- 3. Recommendations** for policies, standards, funding, marketing, and collaboration to create a high quality trails system.

- 4. Implementation Plan** that identifies the prioritization of projects to build out the trails system over the next decade or more.

MAP 1. Project Area



PURPOSE AND GOALS

The purpose of the Trails Master Plan is to provide a comprehensive master planning document that will guide the development and improvement of the trails system throughout the City of Corona, increase connectivity to regional trails, and facilitate access to the Cleveland National Forest.

The Plan provides a roadmap showing where we are today, where we want to go, and how to get there. Through the projects and initiatives

identified in the Plan, the City will be better positioned to provide more pedestrian and bike opportunities, preserve and improve access to trails, close gaps in the City's trail system, connect residents with nature, promote active transportation, and increase the physical activity and health of residents of all abilities through improved access to open spaces. The Plan considers not only trails in natural settings (i.e. Cleveland National Forest), but also off-street

active transportation connections throughout the City to help residents stay active. Built with the generous help of community members, the Trails Working Group, and the Parks and Recreation Commission, this Plan identifies a comprehensive network of trails, trailheads, standards and supporting projects as well as a series of recommendations for improving access to these trails.



The following goals were identified for the Plan based on a robust public outreach and stakeholder engagement

- Increase the number of trails
- Improve the quality of trails and amenities
- Expand the type of trails
- Complete connections of interior trail circuits
- Improve trail users experience
- Establish uniform trail standards
- Improve connectivity to regional trails outside the City
- Improve trail connectivity to schools, parks, neighborhoods, open space, and the downtown
- Improve access to the Cleveland National Forest (CNF)
- Improve opportunities for suburban active transportation
- Ensure accessibility options for a range of users.
- Improve collaboration with external agencies
- Better compete for grant funding
- Improve marketing of trails system
- Promote physical activity and healthy living
- Further Corona's vision to be a City of trails

Background

The Trails Master Plan was built on more than four years of detailed analysis, robust public engagement, and careful planning. It is comprised of the Trails Master Inventory (2019), the Trails Master Plan Phase I (2021), and in Phase II of the effort, a final Trails Master Plan (this document). Each of these documents is described below.

TRAILS MASTER INVENTORY (TMI)

The TMI conducted a preliminary assessment of the trail system within the City and provided foundational information for the master plan, including a summary map of existing trails and initial policy recommendations.

TRAILS MASTER PLAN PHASE I (TMP I)

The TMP I continued the work of the TMI by expanding and thoroughly documenting the trail inventory, identifying deficiencies and opportunities, providing a framework of trail types, and proposing trail corridor projects and circuits.



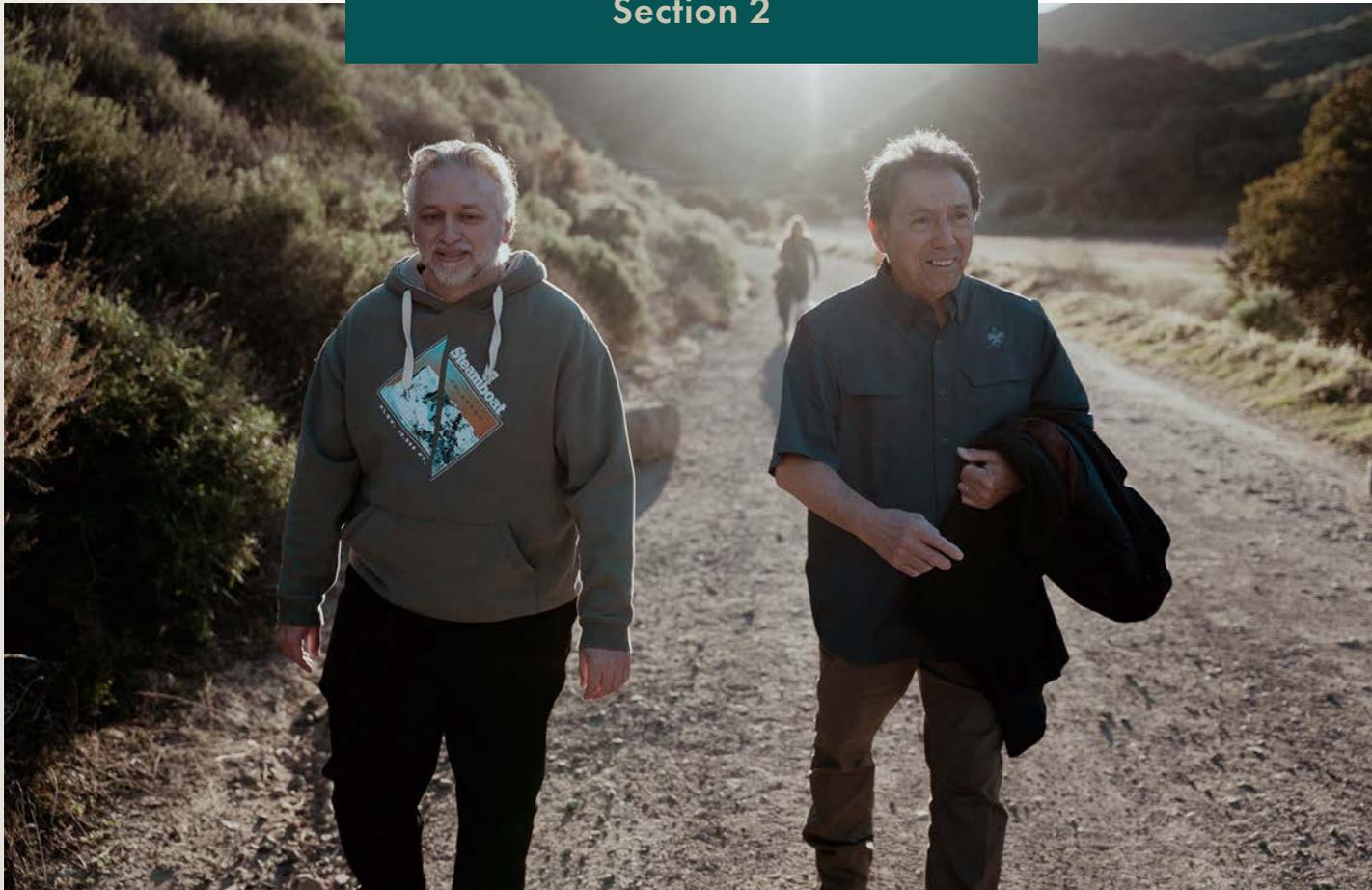
The Plan created a Trails Working Group as part of the robust public engagement process

TRAILS MASTER PLAN (THE PLAN)

The Plan builds on the information presented in the TMP I and provides recommendations on policies and design guidelines for trail development and an implementation plan for trail improvements over the next 10 years.

PROCESS OVERVIEW

Section 2



Preparation of the Trails Master Plan began in January 2021 with a multi-faceted process that included a thorough review of previous planning documents, inventory and analysis of existing trails and access routes, extensive community engagement and stakeholder outreach, analysis of the strengths, weaknesses, opportunities, and threats (SWOT) of the City's trails system, and a review of the best practices of other agencies with successful trails programs. This section discusses the various steps in this process and highlights the information gleaned from each of these steps that helped shape the recommendations provided in **Section 3** of this document.

REVIEW OF DOCUMENTS AND PLANS

Preparation of the Trails Master Plan was based on a significant review of planning and land use data, including the City of Corona General Plan, the Riverside County Comprehensive Trails Plan, the City of Corona Bicycle Master Plan (2001), the Santa Ana River Trail Master Plan, the Prado Regional Park Master Plan, the Trails Master Inventory (2019), the Butterfield Overland Trail Project, various sociodemographic data, existing transportation infrastructure, and origin and destination data.

This Plan also includes new information based on input from community members, the Parks and Recreation Commission, and the Trails Working Group. This information was used to provide recommendations for improving access to trails in the Cleveland National Forest and for formalizing trails that have historically been

accessed by trespassing. The Plan also identifies connections to destinations within the City via interior trail circuits and prioritizes previously proposed trails for the City to construct.



Trails Working Group Meeting April 2023

INVENTORY OF EXISTING TRAILS

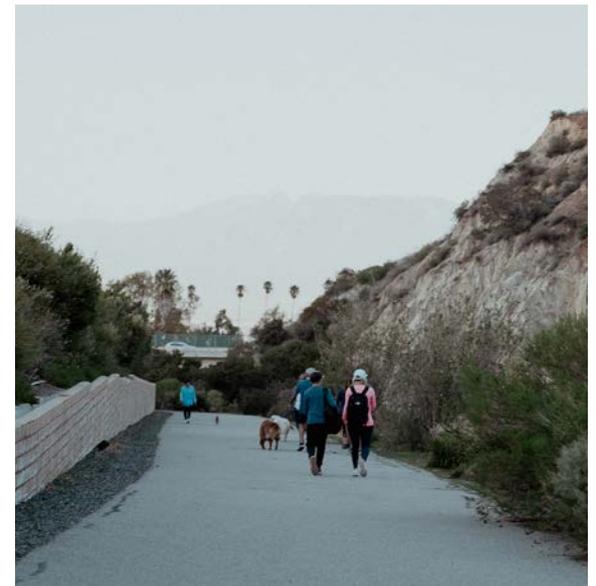
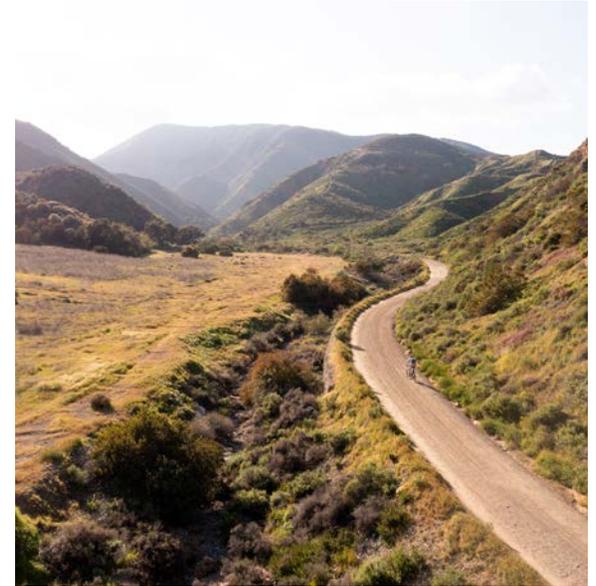
The Trails Inventory (TMI) identified the existing trails and trailheads within City boundaries by type. The condition of these trails is described in the TMP I and can be found in **Appendix B (Page 112)**, which provides an overview of additional information on these trails, trail connectivity, and usage. **Map 2 (Page 11)** details the existing trails and paths identified in the TMP I, the TMI, and existing trails in adjacent jurisdictions.

The City of Corona is bounded by several jurisdictions, with trails that connect to the border of the City. This Plan identifies these adjacent trails and encourages connectivity between the trails that traverse multiple jurisdictions. The Chino Hills State Park contains two distinct trails that can connect to the Santa Ana River Trail. The City of Norco contains several existing and potential trails along Corona's northern border. The County of Riverside has connections to the Santa Ana River Trail, Butterfield Overland Trail, and several trails along the southeastern border. The City of Riverside has one connecting trail along Promenade and Collette. To the extent possible, the Plan incorporates these

connections as matching trails that connect and continue throughout the City.

One weakness identified during the planning process is that it is difficult to find information about the existing trails in the City via the City website or other online forums. There are popular access points to the existing trails in Corona, however they do not have physical trailhead amenities for 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, level of difficulty, nearby wildlife, and points of interest.

Like other nearby cities, Corona can host guided hikes for different groups of children, older adults, and those interested in educational tours. These programs coupled with trailhead amenities and clearer trail branding can improve public knowledge of the trail network in Corona. These recommendations are further discussed in **Section 3 (Page 26)**.



Trail users travel along Skyline Drive Trail

MAP 2. All Existing Trails

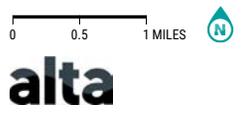
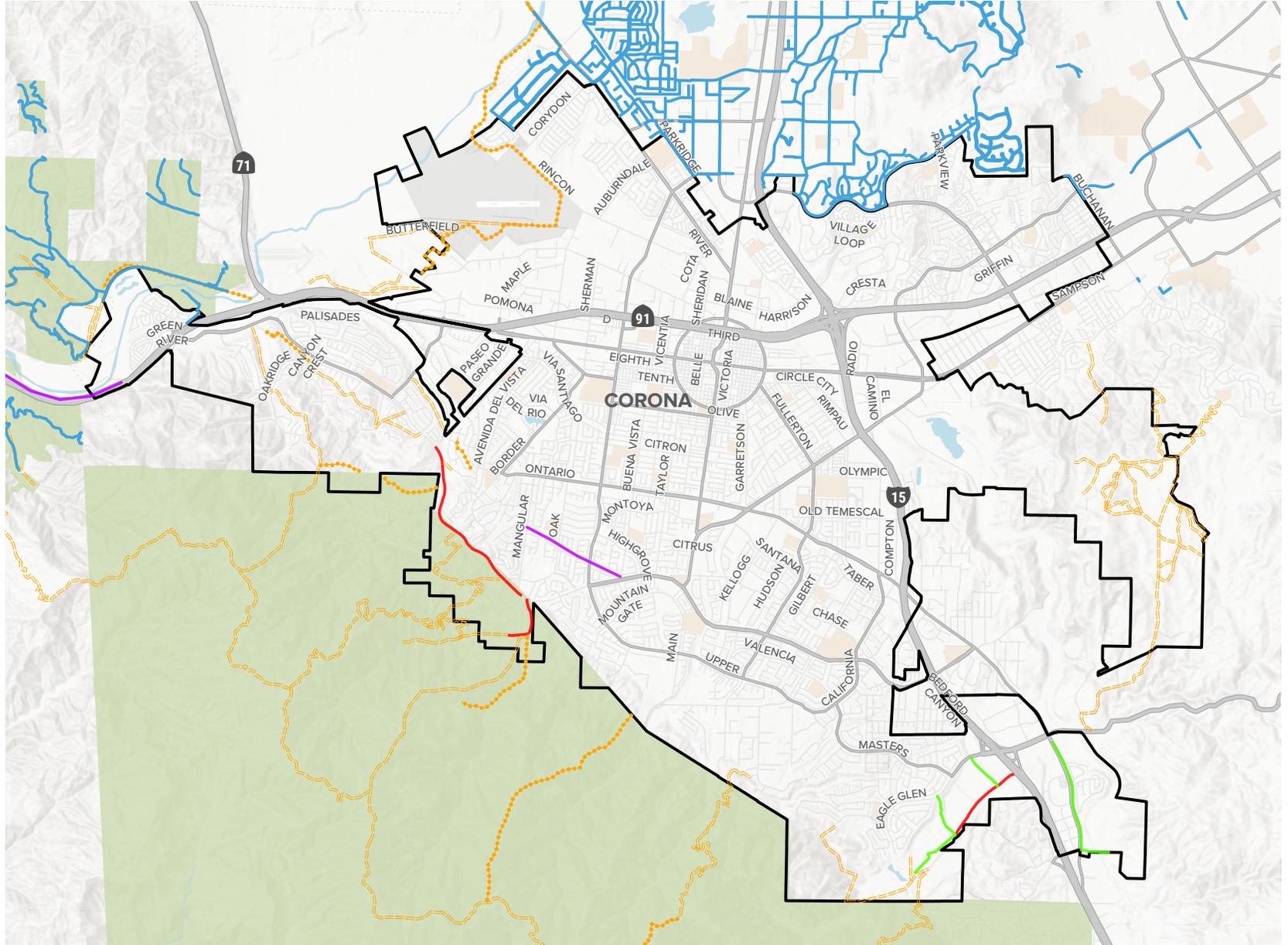
CURRENT STATE OF TRAILS

EXISTING TRAILS AND ADJACENT JURISDICTIONS

LEGEND

Existing Trails and Paths

- Type 1 Multi-use Path
- Type 2 Recreation Path
- Type 3 Multi-use Trail
- Trails from Inventory Project (TMI)
 - - - Type 4 Recreational Trail
 - Type 5 Nature Trail
- Existing Trails Outside of Corona —



METROLINK ORIGIN AND DESTINATION ANALYSIS

An origin and destination analysis was conducted for the Metrolink Station ridership in Corona to determine how many visitors could potentially use Corona's trail system to access these transit stations. Data from 343 pedestrians and cyclists showed which routes they used to get to and from Metrolink Stations over the course of the year in 2021. This data is useful in showing which proposed trail alignments from the TMP I are already being used by cyclists and pedestrians in Corona.

Results in **Map 33 (Page 13)** show a yellow highlight around the trails that were used by cyclists and pedestrians to reach the station during the study period. The thicker the yellow line is around the proposed trail alignment, the more it was used.

The most used proposed trail is the Rincon multi-use path. This proposed trail follows Rincon Street from Stagecoach Park to Lincoln Avenue. It is likely that mostly cyclists are using this route. Rincon Street has existing Class II bike lanes and Class III bike Routes, but does not have a continuous sidewalk.

The second most used trail to reach the Metrolink Stations in Corona is the West Corona Metrolink Path. This trail connects directly to the West Corona Metrolink Station. Currently, this location has Class II bike lanes on Auto Center Drive. The proposed trail for this section is a Type 2 hard surface recreational trail.

The third most used trail is the Palisades multi use path. This proposed segment connects to Green River Road and Serfas Club Drive. Palisades Drive currently has a Class II bike lane and no sidewalks.

This origin and destination analysis provides insight into the alignments that community members are already using to reach everyday destinations. As these trails are implemented in the future, they will provide a safer, off-street alternative to riding in a bike lane or walking in areas without pedestrian infrastructure.



North Main Metrolink Station



West Corona Metrolink Station

MAP 3. Metrolink Oriain and Destination Analysis

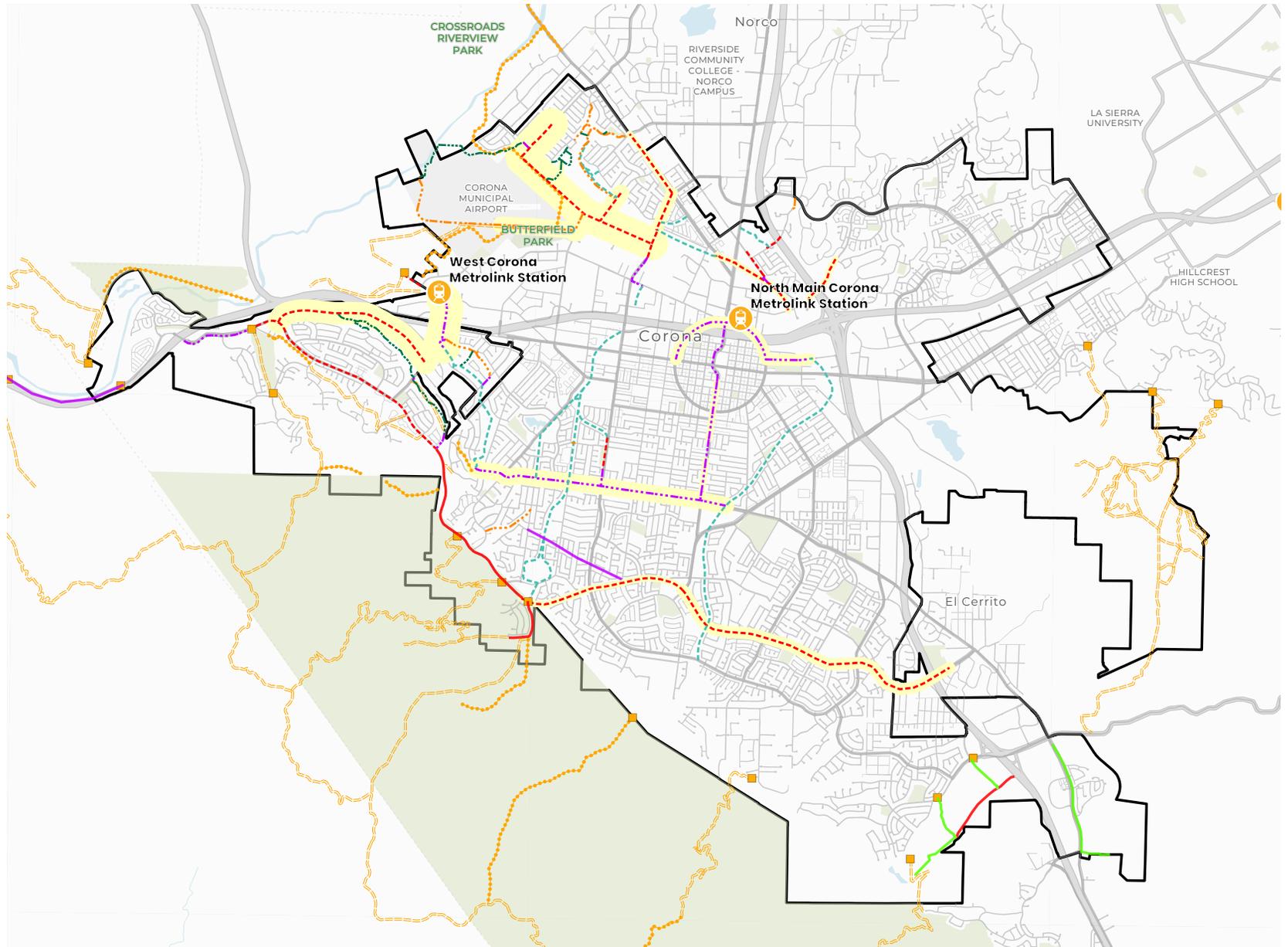
ORIGIN AND DESTINATION ANALYSIS

METROLINK STATIONS

LEGEND

-  Metrolink Stations
-  Trail Access Points
- Existing Trails and Paths
 -  Type 1 Multi-use Path
 -  Type 2 Recreation Path
 -  Type 3 Multi-use 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
- Trails from Inventory Project
 -  Type 4 Recreational Trail
 -  Type 5 Nature Trail
- Trail Use to Metrolink Station
 -  Fewer Users
 -  More Users
-  Parks
-  Corona Boundary

0 0.65 1.3 MILES



COMMUNITY AND STAKEHOLDER ENGAGEMENT

Robust community engagement was conducted throughout the planning process to help ensure that the project team heard from a wide range of residents and stakeholders from across the City. Community engagement was structured to ensure feedback from a diverse group of residents across the City, and included in person meetings, booths at community events, online surveys, and a Trails Working Group (TWG) made up of stakeholders with a deep knowledge of our trails system. The information gathered through this engagement helped ensure that the Plan meets the needs of a broad cross section of the community.

Website and Survey

The City built and hosted a dedicated website about Trails at www.trails.coronaca.gov. The website provided updates about the trails master plan process and included a survey link to gauge input on resident's priorities for trails in Corona and was used to inform the trail prioritization implementation plan. The survey asked questions about how residents use the trails in Corona and what types of improvements would encourage them to hike on the trail more

frequently. The survey was advertised online, through social media, posted on the City's website, and promoted at community events. Paper surveys were also distributed at various events like the Hagador Cleanup Event in March 2023.

FIGURE 1. What activities have you engaged in within Corona?

None of the above

3%

Used public transportation

11%

Biked on nature trails

20%

Biked on city bike lanes

20%

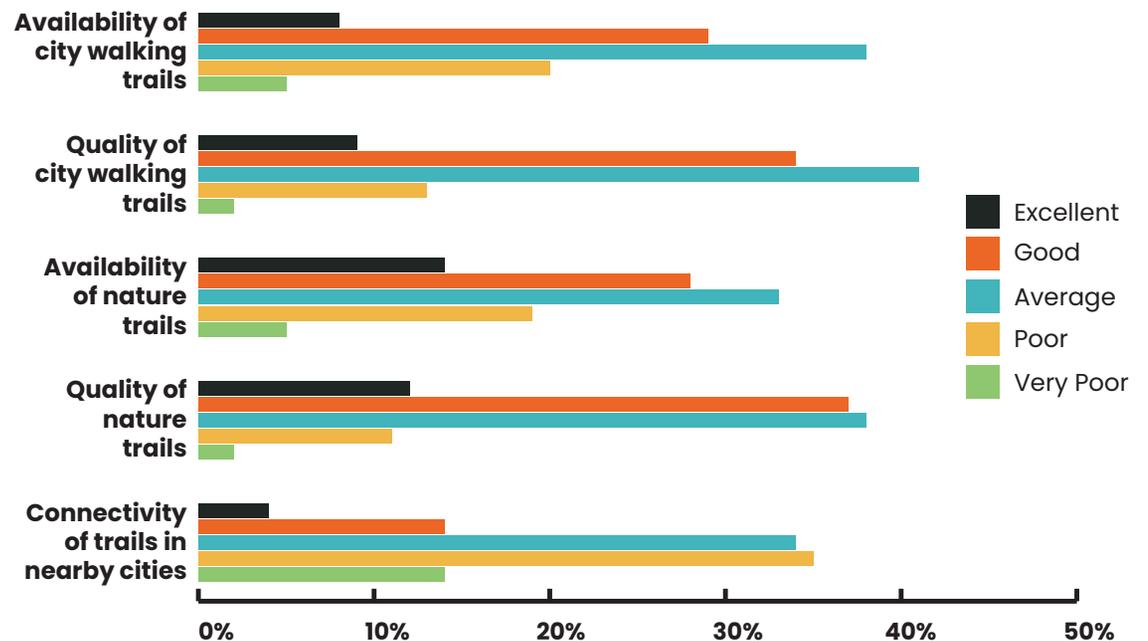
Hiked on nature trails

46%

Over 900 residents participated in the community survey. When asked how often they use the hiking trails in Corona, the majority of respondents said that they use the trails more than 10 times per year, and most had visited a hiking trail in the past month or the past week from the survey date. Additionally, when respondents were asked about which type of active transportation options they have used in Corona, most respondents said they have hiked on nature trails but had not biked in the city or used public transportation (**Figure 1**). Respondents were asked to rate different elements of Corona’s trails, and majority found the availability and quality of the city walking trails and the nature trails to be average. However, more respondents rated the nature trails as excellent compared to the walking trails. (**Figure 2**) It is important to note that respondents may have been referring to the popular trails in the Cleveland National Forest when they were rating the nature trails. Respondents were also asked what Corona could do to improve its trails and left hundreds of comments with suggestions for the City. Some of the most popular suggestions included:

- Better maintenance on the trails, including more frequent trash pickup and regular vegetation maintenance.
- Creating better pedestrian and cyclist access to trails, including in the Cleveland National Forest.
- Provide designated parking areas for popular trails.
- Enhance trailheads with maps, mileage information, and amenities like vending machines and restrooms.
- Create separate bicycle trails and include bike amenities at trailheads like bike parking and fix-it stations.
- Build more trails in the City and finish incomplete trails like the Santa Ana River Trail.

FIGURE 2. Rate Corona’s Trails



Trails Working Group (TWG)

To ensure the project team understood the realities of existing trails and trail access within Corona, a group of passionate residents and regular trail users came together and formed the Trails Working Group (TWG). The project team frequently collaborated with the TWG throughout the development of the Plan, and held six meetings to discuss specific trail and trail access issues in Corona. Additionally, members of the TWG identified potential trail alignments and assisted in weighting the criteria for the proposed trail prioritization detailed in **Section 4 (Page 54)**.

TWG meetings also included representatives from County and State agencies including The Riverside County Flood Control & Water Conservation District, Riverside County Transportation Department, Riverside County Regional Parks & Open Space District, and the United State Forest Service. Meetings with outside agencies provided the project team and the TWG with insight into projects happening in adjacent jurisdictions and within the City that will influence trail routes and trail access

around Corona. TWG team 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.

TWG members helped review and evaluate proposed trail alignments using an interactive map, which allowed team members to leave comments about trails that are well-used, rarely-used, or trails that need improvements. This map also allowed participants to identify potential areas for new trails or trails that should be extended. In total, the TWG identified 28 potential new trail alignments. The TWG meetings proved to be highly productive, and many of the Plan's recommendations are a result of their efforts.

Parks Commission

The project team conducted 1:1 discussions with parks commissioners at the start of the project to understand their perspectives and vision for trails in Corona. An update was provided to commission in May 2023 on the draft Plan's progress, in which commissioners were informed of project trajectory, and invited to share input on potential recommendations and project prioritization strategies. A final parks commission update was provided in December 2023, soliciting input prior to finalizing the Plan.



Trail user walks along the Hagador Canyon trail

SWOT ANALYSIS

The project team conducted a SWOT analysis to synthesize and condense the information about the City's trails system gathered through the TMI, TMP I, resident survey, Trails Working Group, and the other information provided by the project consultant. The SWOT analysis was instrumental in developing a nuanced and strategic implementation plan. It has informed policy recommendations and trail prioritization by providing a comprehensive understanding of the City's environment, allowing the Plan to navigate challenges, capitalize on opportunities, and create a resilient framework for the sustainable development of Corona's trail system. The results of the SWOT Analysis are as follows:

Strengths

- Proximity to Cleveland National Forest
 - With over 12 miles bordering the Cleveland National Forest, Corona is uniquely positioned to capitalize on a phenomenal natural amenity at its doorstep.
- Broad Community Support
 - Corona residents consistently place a high value on parks, open space and trails. Support from the community and

TABLE 1. SWOT Analysis Table

STRENGTHS		WEAKNESSES	
Proximity to Cleveland National Forest (CNF)		Lack of formal trailheads	
Broad community support		Limited access	
Climate		Few amenities	
Partnerships		Limited information	
OPPORTUNITIES		THREATS	
Trailheads and signage		City close to built out	
Additional trails		People not in favor	
Trail improvements and amenities		Limited funding	
Public awareness			
Grand funding			
Recent acquisitions			

elected council has created an ideal environment to building out a robust trails system in the City.

- Climate
 - Corona's proximity between the coastal mountains and the dry desert creates exceptional weather with moderate temperatures and abundant sunshine.
- Partnerships
 - Good relationships with external agencies including the forest service, flood control, county parks and recreation, and others provides opportunities to collaborate on trail projects.

Weakness

- Lack of Formal Trailheads
 - Corona has only 3 formal trailheads to provide access to the Cleveland National Forest. This has resulted in many unauthorized access points and parking congestion.
- Limited Access
 - Many existing trails in the City are on undeveloped private property and are not legally accessible.
- Few Amenities
 - With few trailheads or supporting amenities available, trails lack some of the basic amenities to support a thriving trail system that supports active use by a broad range of residents.

TRAILS MASTER PLAN

- Limited Information
 - Few informational and marketing materials are available to help educate residents on where trails exist, where they go, and how to access them.

Opportunities

- Trailheads and Signage
 - The creation of trailheads and signage is relatively easy for our current trails. Trailheads provide: enhanced opportunities to access trails more conveniently, diffuse traffic and parking impacts by reducing the concentration of trails users from gathering at any one place, and reduce overcrowding on trails and potential conflicts between users competing for space.
- Additional Trails
 - Spaces do exist to create more trails and mark routes within the City. More trails and connectivity present endless opportunities to enhance active transportation uses, help residents get out in nature, exercise, and enjoy open space.
- Trail improvements and Amenities
 - In combination with a new bicycle master plan, this Plan sets standards and routes for trails. Improving amenities along trails and at trailheads can help promote the trail network, provide safety information,

educate visitors, and promote healthy living through increased use. Leveraging existing amenities at parks such as restrooms, water fountains, rest areas and parking can help improve trail user experience today and in the future.

- Public Awareness
 - Most residents are unaware of trails and active transportation routes throughout the city. Making trail maps available online, at trailheads, and visibly marked with signage will increase usage and public support for the trail system
- Grant Funding for Downtown
 - For grant purposes, the state considers communities that score higher than a 75% on the CalEnvironScreen Tool, which measures pollution and health factors, as disadvantaged. The downtown area of the City scored between an 86%-92% (**Map 4 on page 47**) making these areas primed for competitive grant funding opportunities for path and trail connectivity grants.
- Recent Acquisitions
 - The acquisitions of land at Skyline Trail, Oxbow, and potential future preservation of lands present additional opportunities for trailheads and trail access.

Threats

- City close to built out
 - The City is close to being completely built out, with little remaining open space land that could be used for trailheads or trails. Trails will need to be designed creatively within existing constraints.
- People not in favor
 - While trail access is nearly universally sought by residents, localized impacts to nearby homes often creates conflict for trail users and nearby homeowners who dislike the added foot traffic, noise and loss of privacy. This is particularly true for home owners bordering the national forest who wish to preserve the quiet, secluded nature of the area from unwelcome visitors trying to enjoy the mountain air and views.
- Limited funding
 - The trail system will be built and maintained based on available funding at the time. Current system development fees associated with parks and trails are significantly lower in Corona than other jurisdictions in the WRCOG area.

BEST PRACTICES SUMMARY (CITY COMPARISONS)

As Corona works to grow its trail network, the project team looked at other Southern California cities to glean best practices for promoting and maintaining the trails and evaluated policies pertaining to trail development and trail access. The following section summarizes the findings, and detailed information about each of the cities studied can be found in **Appendix A (Page 68)**.

City of Riverside

PLANNING DOCUMENTS

- Riverside County Comprehensive Trails Plan (2018)
- Comprehensive Parks, Recreation, and Community Services Master Plan (2020)
- Trails Master Plan (2021)

MILES OF TRAILS

- 31 miles of existing trails (not including paved Class I shared-use paths, or internal park trails)
- 67 miles of planned trails

Riverside's existing trail network is focused within 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, and highlights Signature Trails which have historical or cultural significance, 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.

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. 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.



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.

City of Temecula

PLANNING DOCUMENTS

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

MILES OF TRAILS

- 110+ miles of existing trails

Unlike the other cities included in this review, Temecula has a cyclist-focused trail system. Bike paths travel throughout the City, and through neighborhoods on paved paths, nature 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.

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. Similar to other cities, Temecula requires that developers dedicate land or pay an in-lieu fee for parkland.



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).

City of Santa Clarita

PLANNING DOCUMENTS

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

MILES OF TRAILS

- 100+ miles of existing trails

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 smartphone 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 to 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.

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 special districts, 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 residential developments greater than four dwelling units, and all new commercial and industrial development.

City of Laguna Beach

PLANNING DOCUMENTS

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

MILES OF TRAILS

- 70 miles of existing trails

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.

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



Santa Clarita branded signage indicates the trail is in City open space

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.

Unincorporated Area of Altadena PLANNING DOCUMENTS

- 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.

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.



An OC Parks branded informational sign



The Altadena Crest Trail has signage and maps at key points

City of Glendora

The City of Glendora has implemented Phase 1 of the San Dimas Wash Trail and at the time of writing this plan is in the process of implementing Phases 2 and 3 of the trail. The improvements present at the existing phase 1 segment of trail, and that will be continued through phases 2 and 3, include a paved trail along the existing maintenance road, trailheads and park features at key intersections, and new landscaping at other key locations.

The City has addressed common concerns regarding safety, homelessness, maintenance, property values, privacy, and funding:

SAFETY

The path will be locked at night, and the Glendora Police Department will perform a sweep every night before locking the gate. Gates are much higher than the current County gates and present a stronger deterrent to trespassing.

HOMELESSNESS

The City is working in a comprehensive fashion to improve homeless outreach. For example, police and the Human Services Division coordinate to bring services to individuals experiencing homelessness, including mental health and housing. Additionally, the sweeps performed by police will prevent encampments along the path.

MAINTENANCE

The City is responsible for maintenance of the path. This includes trash and graffiti removal, landscaping and irrigation, keeping the path surface clear, and repairing any damage to fences, gates, and furnishings.

PROPERTY VALUES

Based on research and experience with similar project, the City of Glendora posits that paths like Glendora's Urban Trails tend to increase property values, provide needed recreational amenities, and offer safer active transportation alternatives.

PRIVACY

The City has previously allowed home and property owners along the Phase 1 section of the trail to construct walls higher than the Municipal Code allows. Privacy fencing is also under consideration for portions of the trail. The locked gates at night will prevent individuals from accessing the path during nighttime.

FUNDING

The San Dimas Wash Trail project is primarily funded via local and county transportation funds which have been set aside for active transportation, connections to waterways, and public recreational space. The City is funding the design with the San Gabriel Valley Council of Governments and Rivers and Mountains Conservancy funding construction. In total, the City has secured nearly \$7 million from granting agencies to fund these improvements. The City is actively working to secure additional funds for improvements throughout the City of Glendora.

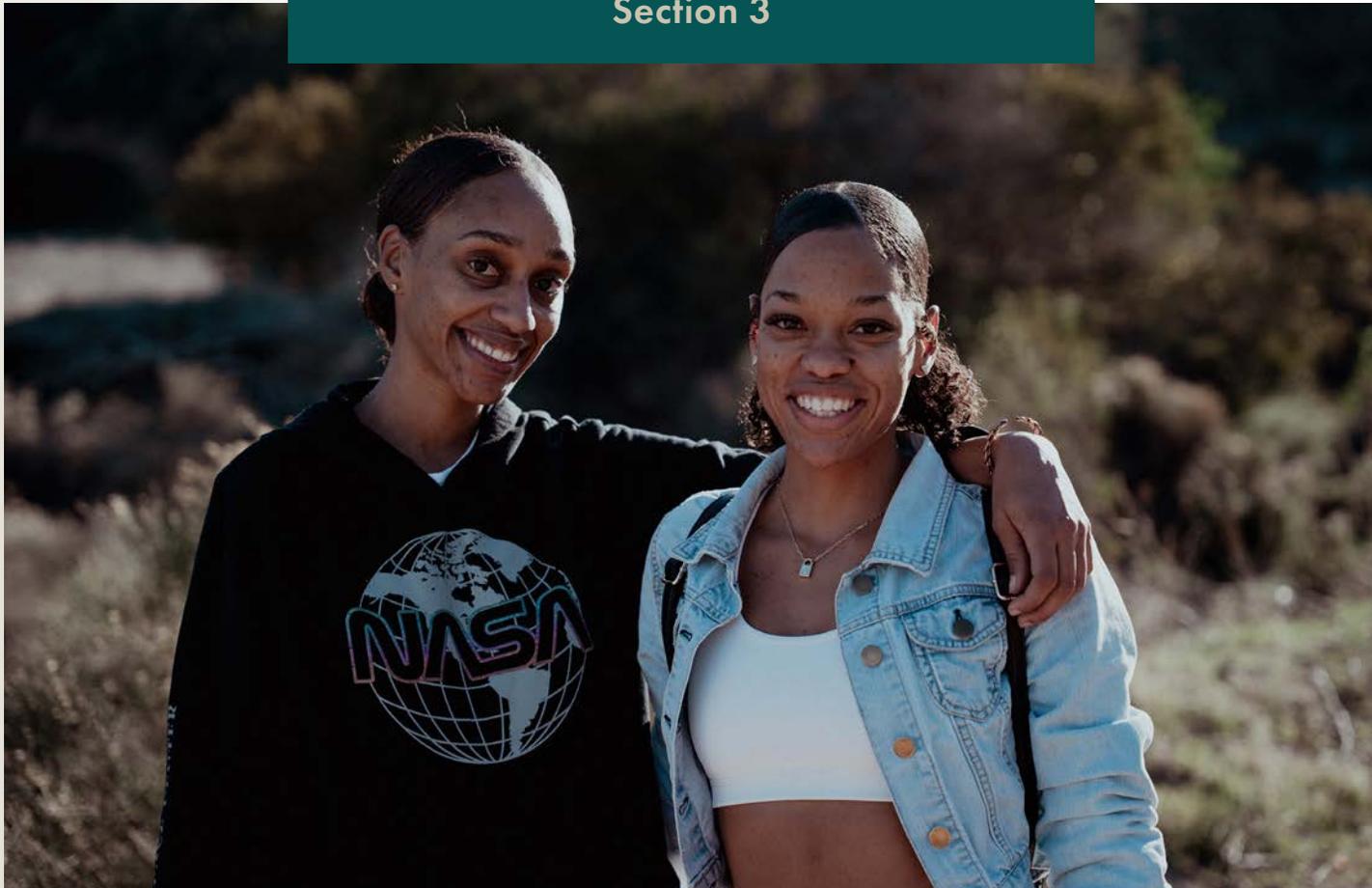
TRAILS MASTER PLAN



The San Dimas Wash Trail (Phase 1) spans nearly a mile between Sunflower Ave/Gladstone St and E Allen Ave

RECOMMENDATIONS

Section 3



During the master planning process, important information was collected that lead to the development of several recommendations which are in alignment with the purpose and goals of the Trails Master Plan (**page 6**) to help guide the development and improvement of the interior trails system throughout the City of Corona, increase connectivity to regional trails, and facilitate access to the Cleveland National Forest (CNF). These recommendations include policies to facilitate trail development, standards for trail and trailhead design, signage, active transportation facilities, maintenance standards, funding and acquisition strategies, and marketing the trails system. Each recommendation is discussed in detail throughout this section.

POLICIES AND PRACTICES

The Plan recommends several policies to support the future development and improved access of the City's trails system.

The City has historically not required developers to develop or maintain trails in new projects, nor have developers been required to pay in-lieu fees for trails. The City does require developers to pay a park and open space fee, or a Quimby 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; however, they only pay for park amenities and do not fund trails.

While having few development conditions in the City 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.

The Plan includes an analysis of comparison cities and identifies a number of trail related policies and practices centered around trail development, connectivity, accessibility, maintenance, and promotion that could help the City achieve its goals for trails system. A list of policies and practices the City of Corona should consider adopting are provided in **Table 2 and 3 (Page 28 and 29)**. Implementation of these policies and practices may require further action by the City and may be accomplished by incorporation of such policies and practices into standard conditions of approval applied to new development or through amendments to the Corona Municipal Code and/or specific plans.

TABLE 2. Recommended Policies & Practices for Trail Development

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.

TABLE 3. Recommended Practices for Trail Development

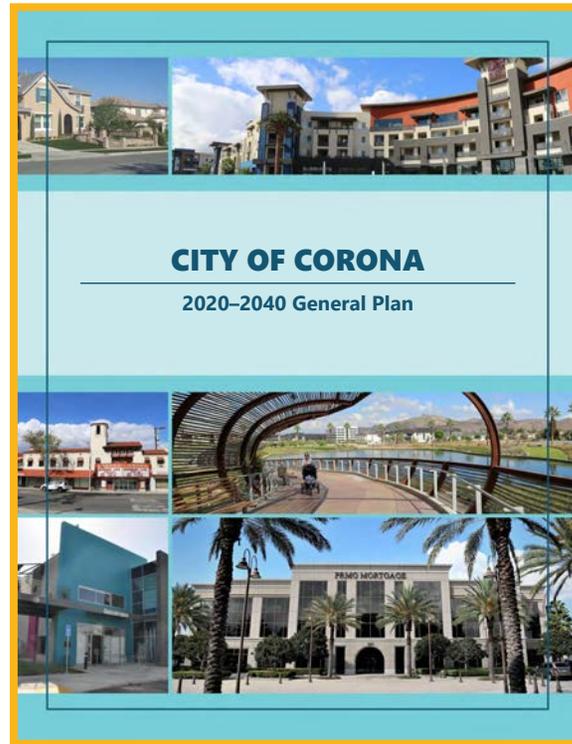
Program Number	Program Considerations for Trail Development
1	Pursue and encourage partners to utilize diverse funding sources to develop the trail system. This includes utilizing public-private partnerships for the overall development of the system in a long and short-term framework for funding projects.
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.

Implementation

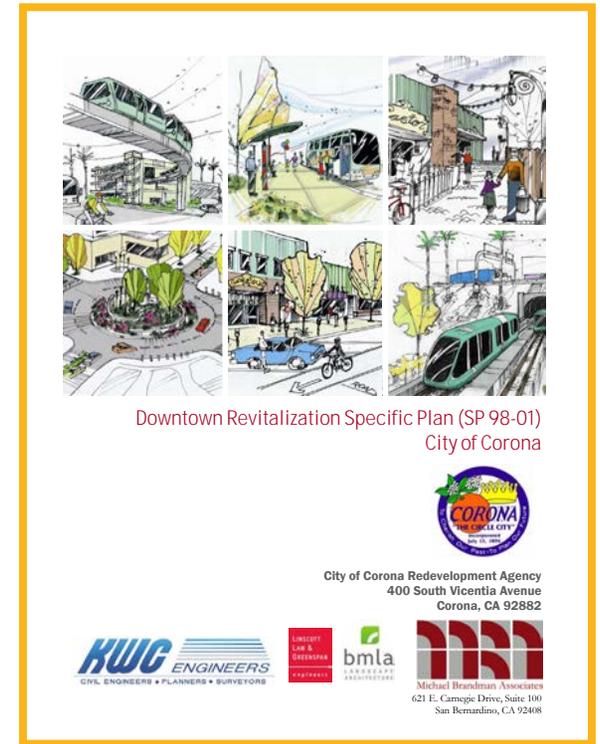
Policies like those in **Table 2 and 3** can be incorporated into future City planning and policy documents. For example, policies related to walking and biking facilities should be included in the future Bicycle Master Plan. Many trail-related policies already exist in Corona’s General Plan, and those existing policies should be reviewed and expanded upon during element updates. Policies related to development can be updated in General Plan Housing and Land Use updates and trails policies can be updated in Land Use, Community Design, and Parks and Recreation plan updates. All specific plan updates for communities throughout Corona should also be reviewed for opportunities to include trail policy updates. These policies should be more detailed, and related to the construction and maintenance of specific trails that are recommended in the communities.

Many of these recommended policies can be incorporated into the regular update cycle of their relevant governing documents. Specific policies to focus on developing first include working with new developments to preserve

and/or build trail access points and alignments as articulated in this plan, and constructing/ promoting new trails and access points near Neighborhood’s, downtown, and commercial centers.



The cover of the City of Corona 2020-2040 General Plan



The 2011 Downtown Revitalization Specific Plan is an example of a specific plan that identified trail policies

STANDARDS

Trail Design

Five types of trails were identified during the TMI and TMP I master planning process. Trail types vary based on the environment they are built in (on/near or off of public right-of-way) and the types of users they can accommodate. Brief descriptions of the five trail types are included in the following section. **Table 4** shows the built and planned mileage of each trail type. All five of these types of paths and trails are found throughout the City of Corona (these are well described on pages 6 – 11 of the TMP I). Trail design standards are intended to be flexible guidelines to allow modifications at pinch points and to accommodate other constraints.

TABLE 4. Existing and Proposed Trails/Paths by Type

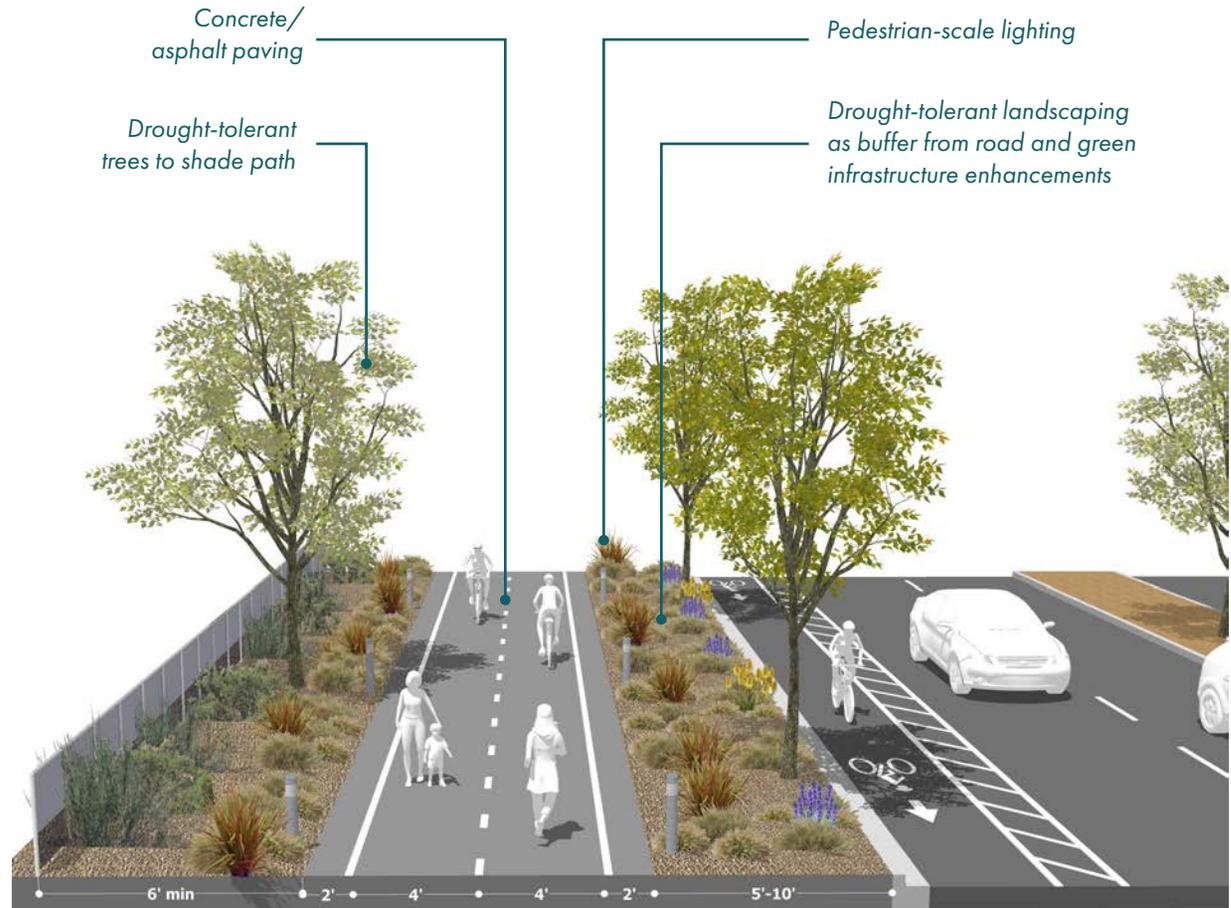
Trail/Path Type	Existing Miles	Planned Miles
Type 1 - Multi-use Path	2.37	17.54
Type 2 - Recreational Path	-	21.79
Type 3 – Multi-use Trail	1.16	12.24
Type 4 - Recreational Trail	4.71	18.31
Type 5 – Nature Trail	18.78	14.37
Total Mileage	27.02	84.25
Total Combined Mileage		111.27



TYPE 1 - MULTI-USE PATH

A walking and rolling facility with a separation buffer adjacent to a roadway. These paths must comply with the Caltrans Highway Design Manual for Class I shared-use paths. Type 1 facilities allow pedestrians, all street-legal bicycles, and other wheel mobility devices.

- User Types:
 - All street legal bikes including most electric bikes
 - Skateboards / Scooters / Wheelchairs
 - Pedestrian / Hiker / Jogger / Runner
- Amenities should include:
 - Trees
 - Drought tolerant landscaping
 - Pedestrian-scale lighting
 - Wayfinding and interpretive signage
- Design Specifications
 - 17' minimum trail footprint
 - 12' minimum trail width
 - 5' minimum buffer from roadway



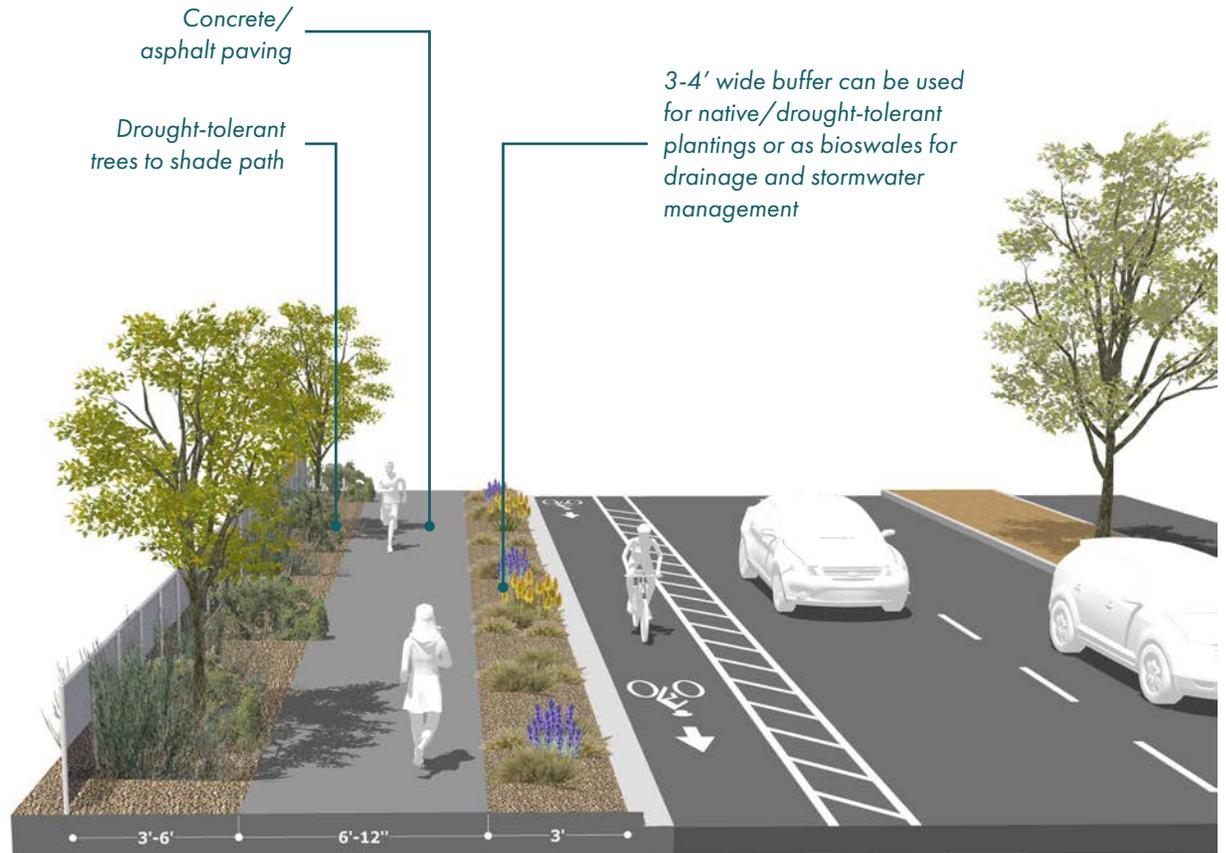
Type 1 - Multi-use Path - Concept Example

- Minimum/preferred overhead clearance (8' minimum/10' preferred)
- Concrete/asphalt trail surface

TYPE 2 - RECREATIONAL PATH

A walking and rolling facility next to a roadway. Recreational paths are typically narrower than multi-use paths and lack buffers or vertical separation from roadways. These paths can have firm or hard surfaces. Type 2 paths do not meet Class I standards.

- User Types:
 - Skateboards / Scooters / Wheelchairs
 - Pedestrian / Hiker / Jogger / Runner
- Amenities should include:
 - Concrete/asphalt paving
 - Trees
 - Drought tolerant landscaping
 - Wayfinding and interpretive signage
- Design Specifications
 - 6' minimum trail width
 - No minimum buffer from roadway
 - Minimum/preferred overhead clearance (8' minimum/10' preferred)
 - Concrete/asphalt trail surface

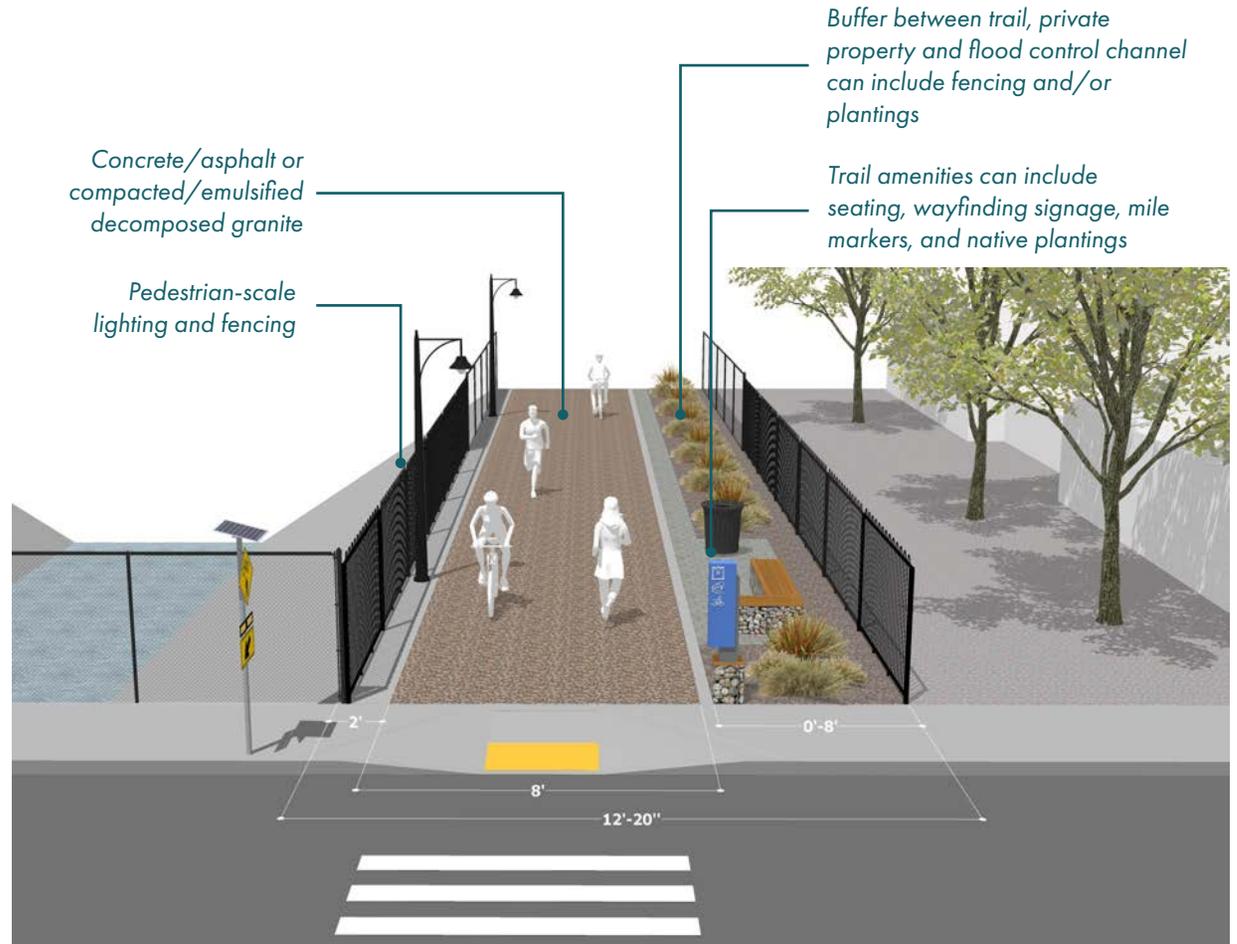


Type 2 - Recreational Path - Concept Example

TYPE 3 - MULTI-USE TRAIL

A walking and rolling facility not next to a roadway. These trails are typically found in open spaces and near creeks, flood control channels, parks, and rail lines. These facilities must meet Class I and ADA standards.

- User Types:
 - All street legal bikes including most electric bikes
 - Skateboards / Scooters / Wheelchairs
 - Pedestrian / Hiker / Jogger / Runner
- Amenities should include:
 - Trees where feasible
 - Drought tolerant landscaping where feasible
 - Pedestrian-scale lighting
 - Wayfinding and interpretive signage
 - Seating
- Design Specifications
 - 12' minimum trail width
 - 5' minimum buffer from roadway



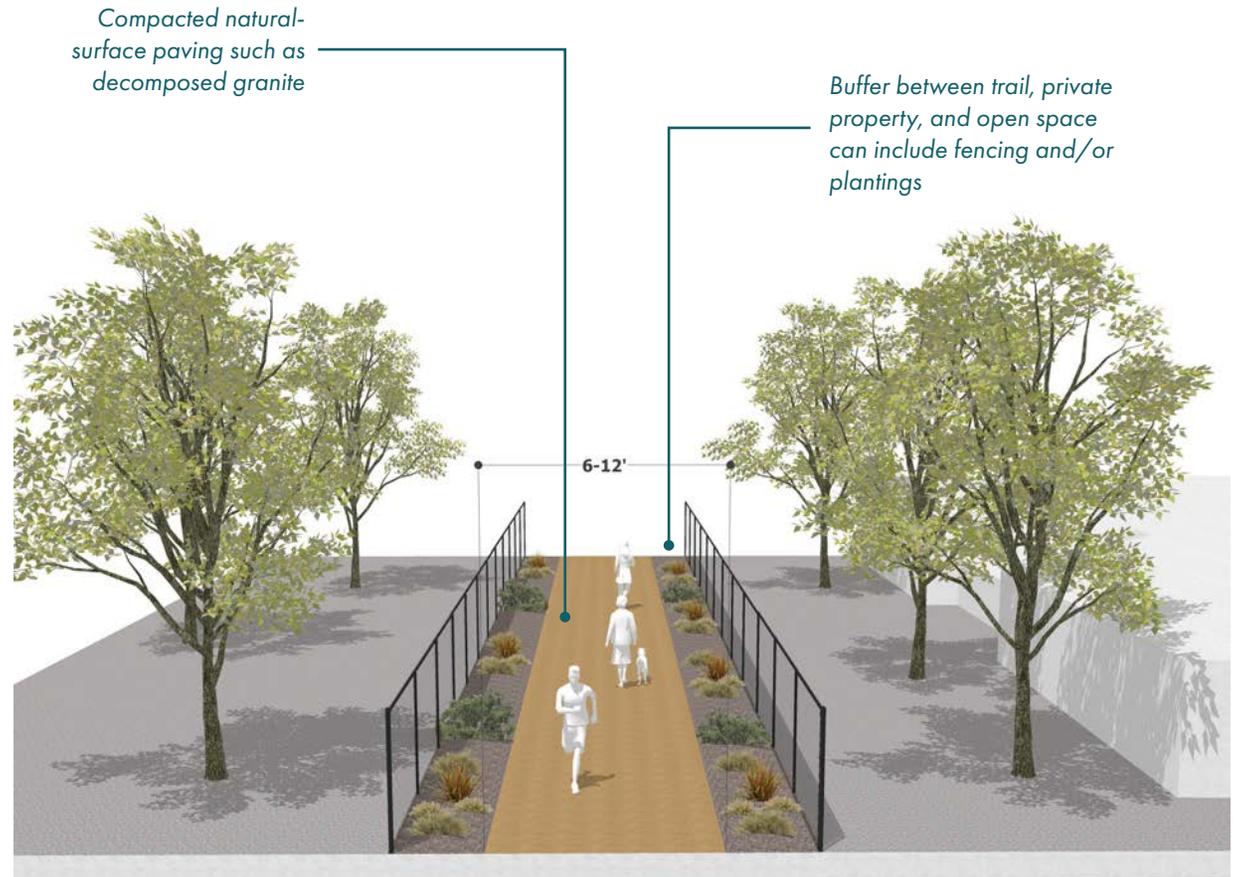
Type 3 - Multi-use Trail - Concept Example

- Minimum/preferred overhead clearance (8' minimum/10' preferred)
- Concrete /asphalt or decomposed granite trail surface
- Vertical buffer required between trail and flood control channel and private property

TYPE 4 - RECREATIONAL TRAIL

A narrower walking and rolling facility not next to a roadway. These facilities must maintain a hard or firm surface but do not meet Class I standards. Recreational trails can meet ADA standards in some cases.

- User Types:
 - Mountain Bikes
 - Pedestrian / Hiker / Jogger / Runner
- Amenities should include:
 - Trees where feasible
 - Drought tolerant landscaping where feasible
 - Fencing where required to separate private property or protect sensitive lands
 - Wayfinding and interpretive signage
- Design Specifications
 - 6' minimum trail width
 - Minimum/preferred overhead clearance (8' minimum/10' preferred)
 - Decomposed granite trail surface

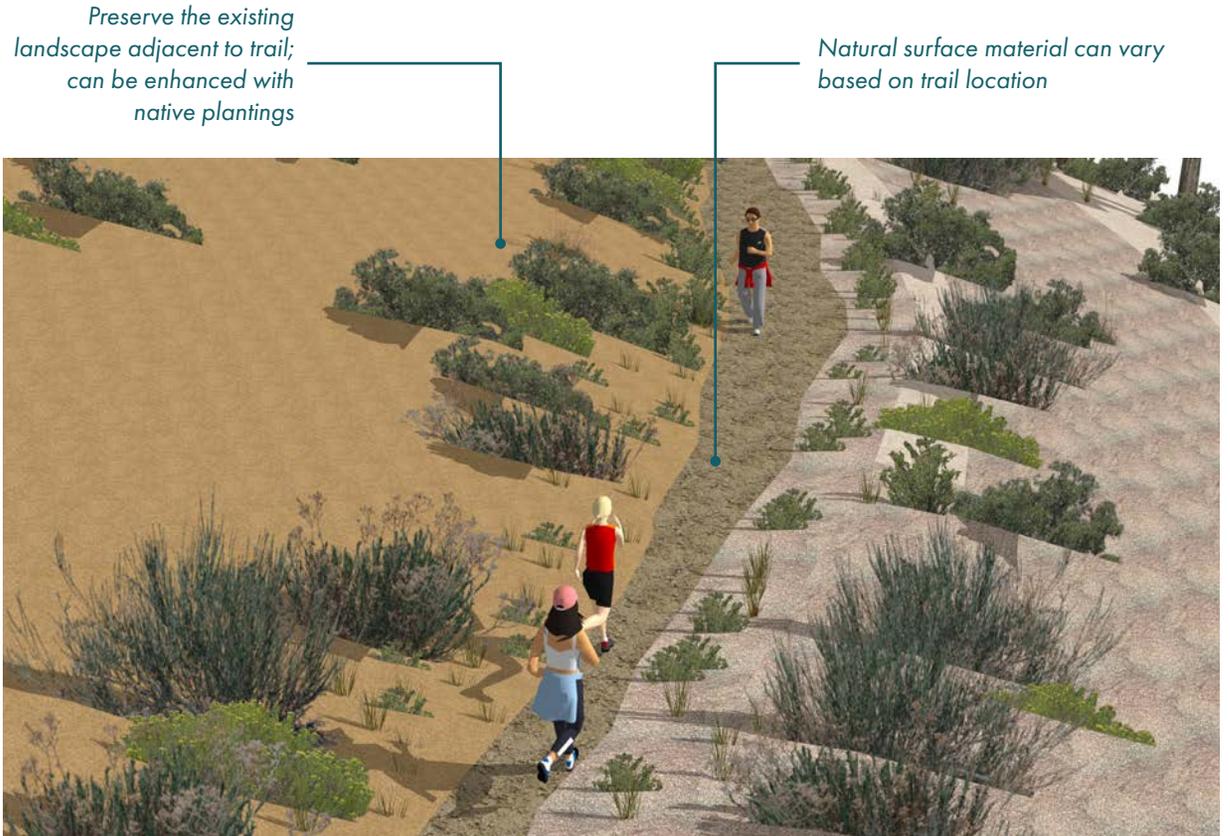


Type 4 - Recreational Path - Concept Example

TYPE 5 - NATURE TRAIL

A narrow (less than 6 feet wide), soft-surface trail that can traverse steep slopes. ADA standards require that efforts be made to make all facilities accessible; however, there are exceptions for trails going through sensitive natural areas, areas with cultural resources, and others.

- User Types:
 - Mountain Bikes
 - Pedestrian / Hiker / Jogger / Runner
- Amenities should include:
 - Fencing where required to separate private property or protect sensitive lands
 - Wayfinding and interpretive signage
- Design Specifications
 - No minimum trail width
 - Natural trail surface



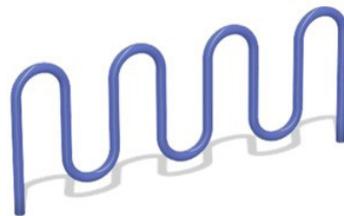
Type 5 - Nature Trail - Concept Example

TRAILHEADS

The design of informative and easily identifiable trailheads will enhance the experience of the trail user and act as a linkage between the community and the surrounding open spaces via the trails system. Trailheads should support the trails system framework by their location in, or near the major open spaces that surround the City, specifically the Cleveland National Forest and Santa Ana River Trail. Trailheads can also be located within smaller parks that are adjacent to the existing and proposed trails system. Trailheads are intended to serve the regional population as well as the local residents.

The following images show examples of amenities that can be implemented at trailheads in Corona. All trailheads should aim to include:

- Kiosk/Signage
- Water Fountain
- Trash Can
- Bench
- Bike Repair Station



Bike Racks



Bike Maintenance Station



Drinking Fountains



*Monument/ Entry Signs
(Design to be determined)*



Picnic Tables



Trash Receptacles



Benches



*Rules/ Informational Signage or Kiosk
(Design to be determined)*



Dog Bag Dispenser

PERSONAL SAFETY ON TRAILS

Safe trail design can enhance the perception of safety for people walking and biking on trails, even encouraging more trail usage. Lighting is an important component for trail user's personal safety and should be incorporated into all urban trail projects where practicle. Adequate lighting along trails helps users more clearly see their surrounding at night, and reduces the opportunities for undesirable behaviors in dark areas. Lighting can also delineate the trail area and prevent collisions between trail users. Lighting should be appropriate for the setting and not too dark or too bright.

Considering safety concerns surrounding proposed trails along flood control channels, addressing these issues during the contracting phase of project implementation is crucial. The City of Corona can work with the Riverside County Flood Control and Water Conservation District to empower City law enforcement and rangers to maintain security along those trails.

TRAIL CROSSINGS

As trails approach street intersections, a crossing should be designed to slow down all people approaching the intersection, and to prevent motor vehicles from entering the trail. Signage and pavement markings can alert trail users and drivers that an intersection is approaching. Trail crossings should have appropriate crossing infrastructure which may include high-visibility crosswalks, pedestrian refuge islands, or flashing pedestrian beacons. Signage and center islands on trails can prevent drivers from accidentally entering the trail.

TRAIL FENCING

In some cases, fencing can help to establish right-of-way and act as a buffer for trail users between each other or the trail and motor vehicles. Fencing can also protect sensitive areas along the trail where pedestrians and cyclists should not enter and can be used at trail crossings to prevent motor vehicles from entering the trail.

Consistent styles of fencing can enhance the branding of the trail network and reinforce to trail users that they are on a formal path. Fence designs can vary, but in general fences should be installed with the posts oriented towards the outside of the trail, and colors should be used that blend into the background and are dark enough to obscure vandalism. On Type 4 or Type 5 trails, post and cable fences may be preferred to lumber fences to minimally impact the trail experience.



Fencing along the Fresno Canyon Trail

TRAILS MASTER PLAN



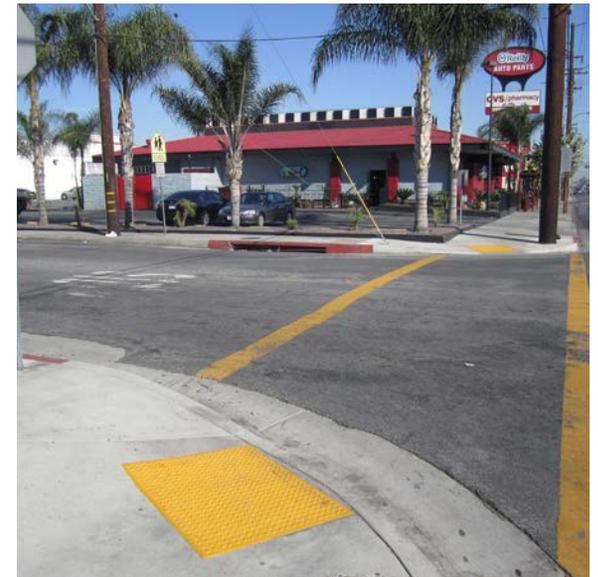
Pedestrian refuge island



High visibility crosswalk



Leading pedestrian interval



Curb ramp

Wayfinding and Signage

Corona can increase the visibility of the trails by using branded wayfinding and signage. Wayfinding provides trail directions, can lead users to points of interest, and can provide educational and cultural information about the trail and its surrounding area. Signage can also help identify potential hazards on trails, such as the presence of dangerous wildlife, and signage such as mile markers can aid in emergencies by providing accurate location information. Unique signage should be used to distinguish historic trails, nature trails, and trail circuits. Specifically, trails like the Butterfield Overland Trail should have signage reflective of the history of the route.

Cohesive wayfinding and interpretive signage can help create a coordinated and well-branded trail system that can provide a sense of comfort and security for trail users to confirm they are on the correct route and that there will be others on the trail. Wayfinding and signage also show that there is ownership to the space, which can help prevent unwanted behavior on the trails.

Wayfinding and interpretive signage should be easy to use, logical, and simple. Signage should follow standards within the California Manual on Uniform Traffic Control Devices (MUTD), the National Committee on Uniform Traffic Control Devices (NCUTCD), and the Americans with Disabilities Act (ADA). Even with these standards, Corona still can create signage that reflects the City's character and identity. QR codes can be added to signage for users to access additional interactive like audio tours, as well as provide trail visitors with the most up-to-date information about dynamic trail elements such as closures.



Trailhead signage can provide a variety of information

Following is a summary of the different types of signage that can make a complete sign family on a trails system.

- **Directional Signage** can point visitors to popular trailheads and can be used by drivers, cyclists, and pedestrians to point users to the safest path of travel to reach the trailheads. This type of signage should indicate to cyclists when there are off-street Class I shared use paths available, and indicate when an active transportation user should take advantage of a crossing opportunity.



Directional signage can point to destinations and trails

- **Interpretive Signage** at trailheads can educate visitors about the history of the land and can identify important cultural elements along the trail route. Interpretive signage can help create a sense of place at the trailhead by teaching visitors historical and educational information about the trail and surrounding land.
- **Gateway Signage** should be placed at trail access points near the street and visible to drivers. These signs point trail users to trail entrances and can include parking information.
- **Trailhead Signage** typically provides maps of trails and can include educational information about trail safety and cultural information.
- **On Trail Directional Signage** can be placed to direct visitors to destinations on the trail, provide trail mileage information, and act as mile markers.
- **Safety Signage** can alert visitors about dangerous elements on a trail, such as wild animals and closed trail areas. This signage should also provide emergency contact information.
- **Confirmation Signage** accompanied by wayfinding graphics can detail where trail users are within the City of Corona (“You are Here”). This type of signage should be utilized in areas where trail users are likely to get disoriented or lost.



Safety signage can alert trail users about wild animals like snakes



Gateway signage can help point visitors to amenities at the trailhead like parking, restrooms, and picnic areas

Active Transportation Facilities

The recommendations in this Plan can help to inform future active transportation planning initiatives in the City of Corona. **Figure 3** shows the types of bicycle facilities that the City may consider as part of this effort. In addition to bicycle infrastructure improvements, pedestrian improvements can ensure people walking can safely access trailheads. While pedestrians can use the recommended Class I shared-use paths, other improvements, like crossing infrastructure, can contribute to a more seamless trailhead and city interface.

The TMP I identified barriers to non-motorized travel, including high speed roadways, frequent collisions, and freeway crossings. The TMP I identified all of Green River Road, Foothill Parkway, Upper Drive, and Masters Drive as high-speed roadways with several cyclist and pedestrian collisions. In order to create a comfortable bikeway for all users, the City should make active transportation improvements on these corridors. Ideal bikeways consider all potential cyclists including children, other adults, and people who do not feel confident riding a bicycle. Planning bikeways that meet the needs

of all residents of Corona require consideration of street speeds and vehicle columns and may require implementing off-street bikeways or separated on-street bikeways to reduce or eliminate potential conflicts between cyclists and drivers.

Active transportation connections to the interior trails and the Cleveland National Forest can help guide residents and visitors to trailheads, reduce parking demand, and help people make connections to destinations in Corona without needing a vehicle. As discussed in the first phase

FIGURE 3. Types of Bicycle Facilities



Class I Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking.
- Comfortable for people of all ages and abilities.
- Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.



Class II Bicycle Lane

- A dedicated lane for bicycle travel adjacent to traffic.
- A painted white line separates the bicycle lane from motor vehicle traffic.



Class IIB Buffered Bicycle Lane

- A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.

of the TMP, trailheads are popular destinations in Corona and should be considered in future multi-modal planning efforts. Creating a connected and safe bicycle and pedestrian network along arterials like Foothill Parkway and Green River Road will help all residents

comfortably reach popular trails like Skyline Drive, Mabey Canyon and Fresno Canyon. The active transportation recommendations made in **Appendix G (Page 258)** can be used as an example of how other improvements can be made throughout Corona near other existing

and future trailheads. The City can review these recommendations and further explore their feasibility in the upcoming Corona Bicycle Master Plan.

Making active transportation recommendations is a multi-step process that requires understanding a community’s existing conditions, challenges, and opportunities. Although this is not an active transportation plan in which these elements are closely analyzed, the City can prioritize the implementation of active transportation improvements that connect with the trail network in future transportation studies.

Active Transportation counts can track the number of people walking and biking in certain areas over a period of time. Counts can be conducted before the installation of a piece of active transportation infrastructure, like a segment of bicycle land, to understand the number of people using the street for active transportation. Counting should then be conducted after the installation of the new infrastructure.



**Class III
Bicycle Route**

- A signed bike routes that people biking share with motor vehicles.
- Can include pavement markings.
- Comfortable facility for more confident cyclists.
- Recommended when space for a bike lane may not be feasible.



**Class IIIB
Bicycle Boulevard**

- Calm, local streets where cyclists have priority but share roadway space with motor vehicles.
- Shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters to keep these streets more comfortable for cyclists.
- Comfortable facility for cyclists with wider range of abilities.



**Class IV
Separated Bikeway**

- An on-street bikeway separated from motor vehicle traffic by a curb, median, planters, parking delineators, or other physical barrier.

TABLE 5. : Trail Maintenance Tasks

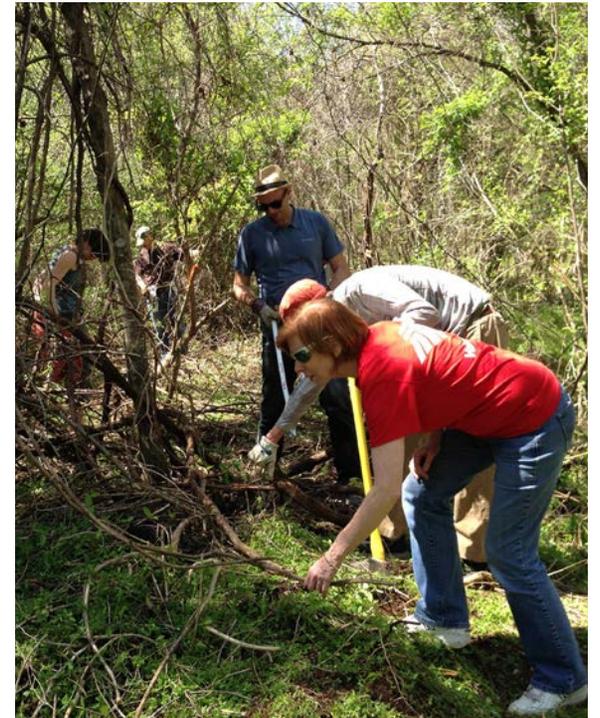
Task	Suggested Frequency
Trash disposal	Daily
Restroom maintenance	Daily
Litter pick-up	Weekly
Landscaping	Weekly
Sweeping and debris removal	Weekly; after rain events
Trail surface, sign, and fencing inspection	Monthly; after rain events
Culvert inspection	After rain events
Sign repair/ replacement	1-3 years; as needed
Trail Grooming	Bi-annually
Trail surface repair	1-3 years; as needed
Vegetation trimming	Bi-annually; as needed
Re-grading	As needed
Gates and fencing repair	As needed
Culvert clean-out	As needed

Maintenance

Creating a comprehensive trails system within the City requires a robust operations and maintenance plan. This includes designating staff to manage trail planning, coordination, and maintenance, and creating trail maintenance standards that outline required maintenance tasks and schedules. Trails should be properly maintained to remove graffiti, trash, debris, and encroaching vegetation. Trails that are not properly maintained can not only encourage further mistreatment to the space, but can also be hazardous to trail users.

Maintenance can be routine or remedial, and may vary depending on trail configuration, land context, and amenities. Trails that experience higher use will likely require higher levels of maintenance than those in lower demand areas. Similarly, trails that include trailheads and amenities, like seating, landscaping, and other elements, will also require additional maintenance work. Routine maintenance refers to day-to-day tasks such as litter removal, debris removal, weed and dust removal, and vegetation trimming. Natural surface trails

may require some additional tasks, such as minor re-grading. Some routine maintenance tasks can be completed on a seasonal basis. Remedial maintenance refers to repairing, replacing, or restoring major components that have been destroyed, damaged, or significantly deteriorated. **Table 5** outlines typical maintenance tasks and their suggested frequency.



Volunteer programs can help keep Corona trails maintained

MAINTAINANCE AT RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT (RCTD)

The RCTD is responsible for maintaining Skyline Road from the Corona boundary to the Orange County line. RCTD's maintenance of Skyline stops at the county line and the Orange County section of Skyline has been blocked off. There is an opportunity for coordination between RCTD and Orange County when it comes to the maintenance of Skyline. While Skyline is considered a limited-access road (used by USFS/maintenance vehicles, and easement owners), RCTD recognizes that the road is frequently used by trail users for hiking through the Cleveland National Forest. The County maintains and operates along Skyline Road under a prescriptive right of way agreement, meaning that what is maintained is under the jurisdiction of the County.



Oak Street Basin at Chase Drive

FUNDING

Projects to improve and maintain the City's infrastructure are outlined in the City's Capital Improvement Plan (CIP). These projects are scheduled over a 10-year period and include streets, sidewalks, utilities, parks, and trails projects. The CIP is updated every year and is funded through a variety of sources including the General Fund, special tax revenues, grants, and legislative set- asides. The CIP is an opportunity for the City to identify the trails and trail amenities that should be implemented by 2033 and the funding sources associated with these improvements.

Grants

There are numerous opportunities for state and federal grant funding that can be used to implement the recommendations in this Plan. There are also opportunities for Corona to apply for funding and to share resources with neighboring jurisdictions. **Table 6 on page 50** provides a list potential funding sources and their project type applications.

The CalEnviroScreen Tool **Map 4 (Page 51)** is used to identify communities that face disproportionate pollution burdens compared

to other census tracts in California. The tool considered factors like smog pollution, diesel vehicle pollution, and drinking water contamination, alongside health factors like rates of asthma and cardiovascular disease, poverty, and unemployment to create a percentile score. For grant purposes, the state considers communities that score higher than 75% as disadvantaged. A large portion of Corona is classified as disadvantaged (86-92%) and has less access to existing trails. These factors would increase the likelihood of grants to fund trail expansion and improvements in these areas.

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP requires \$100 million dollars of revenue from the State Road Maintenance and Rehabilitation Account to fund active transportation improvements. Projects can be infrastructure or non-infrastructure projects that encourage increased use of active transportation. The goals of the ATP include:

- Increasing the proportion of trips accomplished by biking and walking

- Increase the safety and mobility for non-motorized users
- Achieve greenhouse gas reduction goals
- Enhance public health
- Ensure disadvantaged communities share the benefits of the program

Trails that serve primarily recreational purposes are not eligible for this program, however, trails that serve transportation purposes, such as shared-use paths, are eligible for ATP funding.

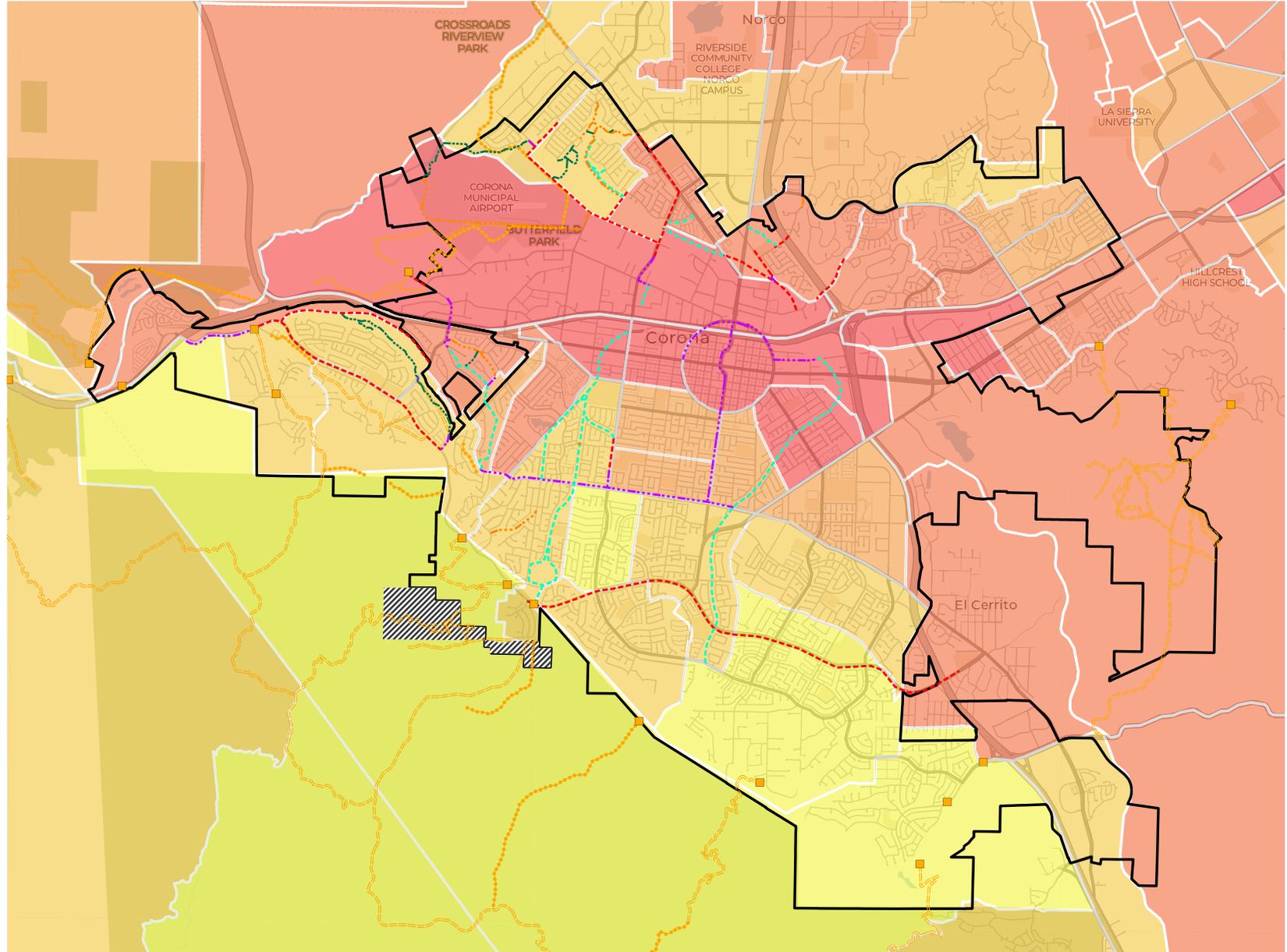
RECREATIONAL TRAILS PROGRAM (RTP)

For trails that are primarily recreational in nature, the RTP provides funding to states. These funds can be used for trails with a variety of purposes including hiking, biking, equestrian use, and off-road motorized vehicles. This program funds trail and trailhead maintenance and restoration, construction of new trails, and safety and educational programming for trail users.

MAP 4. Disadvantaged Communities

CURRENT STATE OF TRAILS COVERAGE GAP ANALYSIS

- CALENVIROSCREEN
- Trailheads
 - Proposed Trail Alignments
 - 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
 - Trails from Inventory Project
 - Type 4 Recreational Trail
 - Type 5 Nature Trail
 - Skyline Property
 - Corona Boundary
 - CalEnviroScreen Score Percentile
 - 0 - 20%
 - 20 - 40%
 - 40 - 60%
 - 60 - 80%
 - 80 - 100%



STATEWIDE PARK DEVELOPMENT AND COMMUNITY REVITALIZATION PROGRAM

The purpose of this grant program is to create new parks and recreational opportunities in critically underserved areas in California. Funds can be used to implement trails, pedestrian/bicycle bridges, and trailhead amenities like public art, picnic areas, shade, and gardens. Projects must include major support amenities like a restroom, parking lot, or lighting. Grants are available for up to \$8.5 million.

RAISE GRANTS

Previously known as the BUILD and TIGER grant, the RAISE grant funds the building and repair of transportation networks. Available through the U.S. Department of Transportation, the RAISE grant allows sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional funding initiatives. This includes trail projects that can be used in an active transportation network.

RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM

Led by the National Park Service, this program supports conservation and outdoor recreation projects. This program does not provide monetary assistance but instead provides professional services to help agencies achieve their goals in implementing parks and trail projects.

LAND AND WATER CONSERVATION FUND (LWCF) GRANTS

LCWF is administered by the National Park Service and provides funding for the acquisition or development of land to create new outdoor recreation opportunities. The Great American Outdoors Act in 2020 authorized an annual \$900 million for the LWCF grant. Funds can be used to provide green space, provide access to water resources like lakes and rivers, and protect and conserve natural landscapes. This grant can be used for the development of new recreation facilities including trails and bikeways.

CARBON REDUCTION PROGRAM

Authorized with the Bipartisan Infrastructure Law (BIL) in 2022, the Carbon Reduction Program is a DOT program that funds projects that support a reduction in transportation emissions. Eligible projects include the construction, design, or planning of pedestrian, bicycle, and trail facilities. Caltrans distributes funding based on population sizes using the 2020 Census.

SAFE STREETS AND ROADS FOR ALL (SS4A)

Established by the BIL, this program funds initiatives that prevent roadway deaths and serious injuries and can be used to carry out items in support of creating safety Action Plans. Funding is provided for projects which implement pedestrian and bicycle networks, including trail networks, improve the safety of intersections, and transform roadways to separate active transportation users. Projects must be identified in an Action Plan such as Vision Zero in order to receive funding.

LEGACY TRAILS PROGRAM

Administered by American Trails, this program provides up to \$100K for projects that restore, protect, and maintain watersheds in national forests and grasslands. Eligible projects also include those that improve trail resiliency and trailhead access, protect endangered species, and provide emergency access like evacuation routes. Projects should engage a significant number of volunteers, have local investment, and benefit the public. Agencies that apply must have a formal written agreement with their local Forest Service Office.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

This program's purpose is to reduce traffic fatalities and serious injuries on public roads. Projects on any publicly-owned road or publicly owned bicycle or pedestrian pathway or trail are eligible for funding. HSIP focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness. HSIP is offered every one to two years.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (AHSC)

The goals of AHSC are to support compact development in order to preserve land, reduce greenhouse gas emissions, and increase the supply of affordable housing near jobs, stores, transit, and other key destinations. Eligible projects include sustainable transportation infrastructure, such as sidewalks, and bike lanes; transportation-related amenities, bus stop enhancements; and other programs that encourage residents to walk, bike, and use public transit. Trail projects can be funded by AHSC if construction accompanies affordable housing development or other housing related infrastructure programs recruit volunteers to help protect and maintain trails in the city. Trail adopters can commit to working on a trail a specified number of days per year, and may have duties such as trash clean-up, vegetation maintenance, and reporting of larger trail issues to the city. Trail adoption can be completed by individuals, organizations, and businesses.

Other Funds

DEVELOPMENT IMPACT FEE (DIF) FUNDS

DIF funding is generated through fees charged to developers based upon the additional costs of providing public services to the new development. These fees are used to fund major capital projects and are currently allocated for the construction of parks, recreation, and open space facilities.

GENERAL FUND

The General Fund is the City's primary operating fund and accounts for most City programs and services which are supported by general taxing revenue and/or fees. Use of the General Fund is discretionary to the City Council in the provision of activities, programs, and services deemed necessary and desirable by the community. This is an eligible funding source for trails projects should the Council wish to allocate funding for this purpose.

TABLE 6. Funding Sources

Name	Federal	State	Foundation	Bike	Pedestrian	Trails	Planning	Programs	Acquisition	Construction	Maintenance
Active Transportation Program (ATP)		X		X	X	X	X	X		X	
Recreational Trails Program (RTP)	X	X				X	X	X	X	X	X
Statewide Park Development & Community Revitalization Program		X			X	X	X		X	X	
RAISE Grant	X			X	X	X	X		X	X	X
Rivers, Trails & Conservation Program	X			X	X	X	X	X			
Land & Water Conservation Fund (LWCF)	X	X		X		X	X		X	X	
Carbon Reduction Program	X			X	X	X	X			X	
Safe Streets & Roads for All (SS4A)	X			X	X	X	X	X		X	
Legacy Trails Program			X			X				X	X
Highway Safety Improvement Program (HSIP)		X		X	X	X	X			X	
Affordable Housing & Sustainable Communities (AHSC)		X		X	X	X	X		X	X	

ACQUISITIONS & PARKING

The City should seek additional opportunities to increase the number, distance, diversity, and access to trails and trailheads throughout City. When feasible, the City should seek to acquire open space land to construct trailheads and provide parking for existing trails, easements through private properties for trail connectivity, and expanded rights-of-way along roadways for trails. These opportunities should be evaluated on a case-by-case basis and brought to the City Council for review and consideration. The City should also explore opportunities to utilize the existing Army Corps lease at the Corona Airport to expand the trail system and access through the Prado Basin, and should seek opportunities to acquire land or Right-of-Way near the Eagle Glen community to facilitate public access to the Bedford Motorway trail into the Cleveland National Forest.

Additional strategies to facilitate trails parking include increasing the parking requirement for developments near high use trails and trailheads to avoid situations where residents and trail visitors are forced to compete for on-street spaces. Parking concerns can also be mitigated by utilizing existing parks as trailheads or components of trail circuits.

In addition to creating new parking, there are several free park and ride lots in Corona that the City can advertise for visitors to utilize as trails

parking. 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. These lots could be connected to popular trailheads by bicycle routes through the upcoming Bicycle Master Plan update.



Park and ride lot at Lincoln Ave and Ontario Ave

MARKETING

Corona should publicize and promote its trail system to increase awareness and education about proper use. 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.

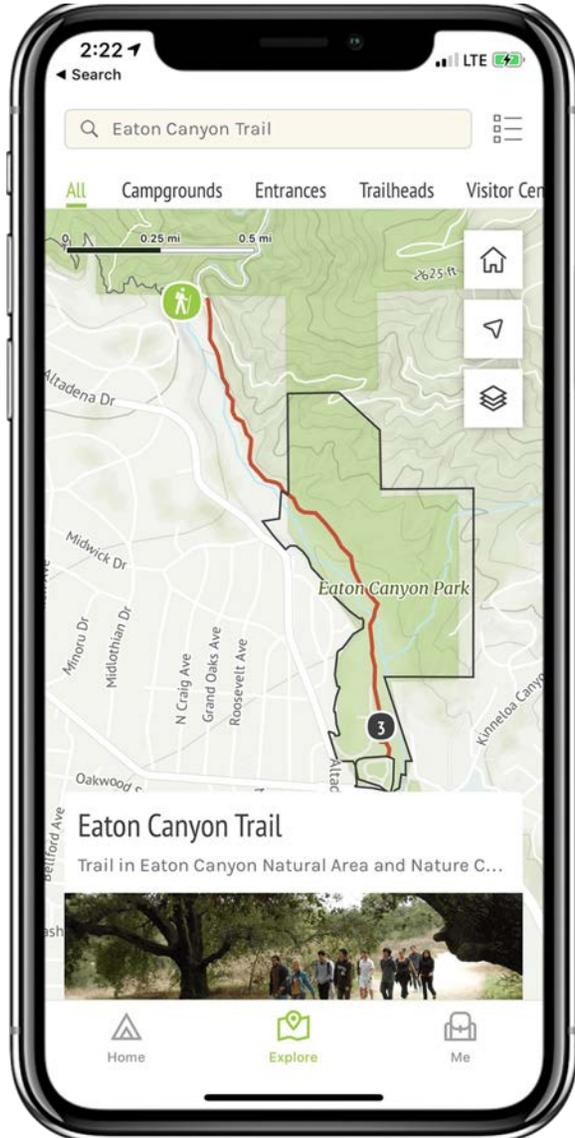
Publicizing the circuits will help people understand how the circuits can be used to visit destinations and to connect to larger trail networks. Trail circuits provide a comfortable off-street experience for pedestrians and cyclists that can help to reduce the number of cars on the road. For residents, 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 trailheads and may encourage visitors to explore other destinations in Corona besides the CNF trails.

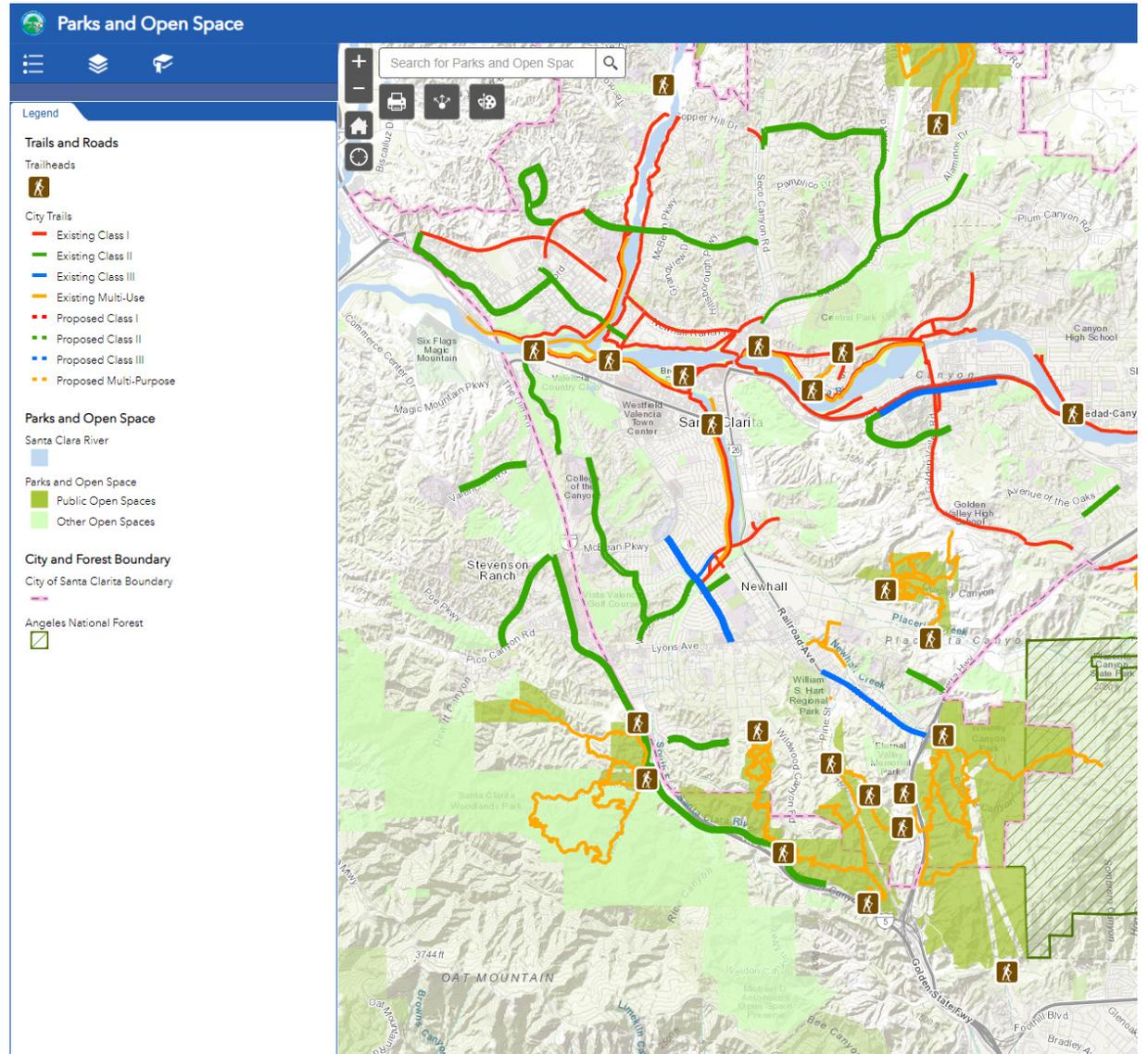
Cities and counties that have trail networks choose to advertise them in different ways. Corona can name its trail circuits and highlight them on the City's website. The City can also take a more interactive approach, like the City of Santa Clarita or Los Angeles County, and provide online maps or phone apps that allow trail users to see trail information and explore trail connections. The City 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 free park and ride trolley service and a free on-demand shared-ride service. The City 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.

TRAILS MASTER PLAN



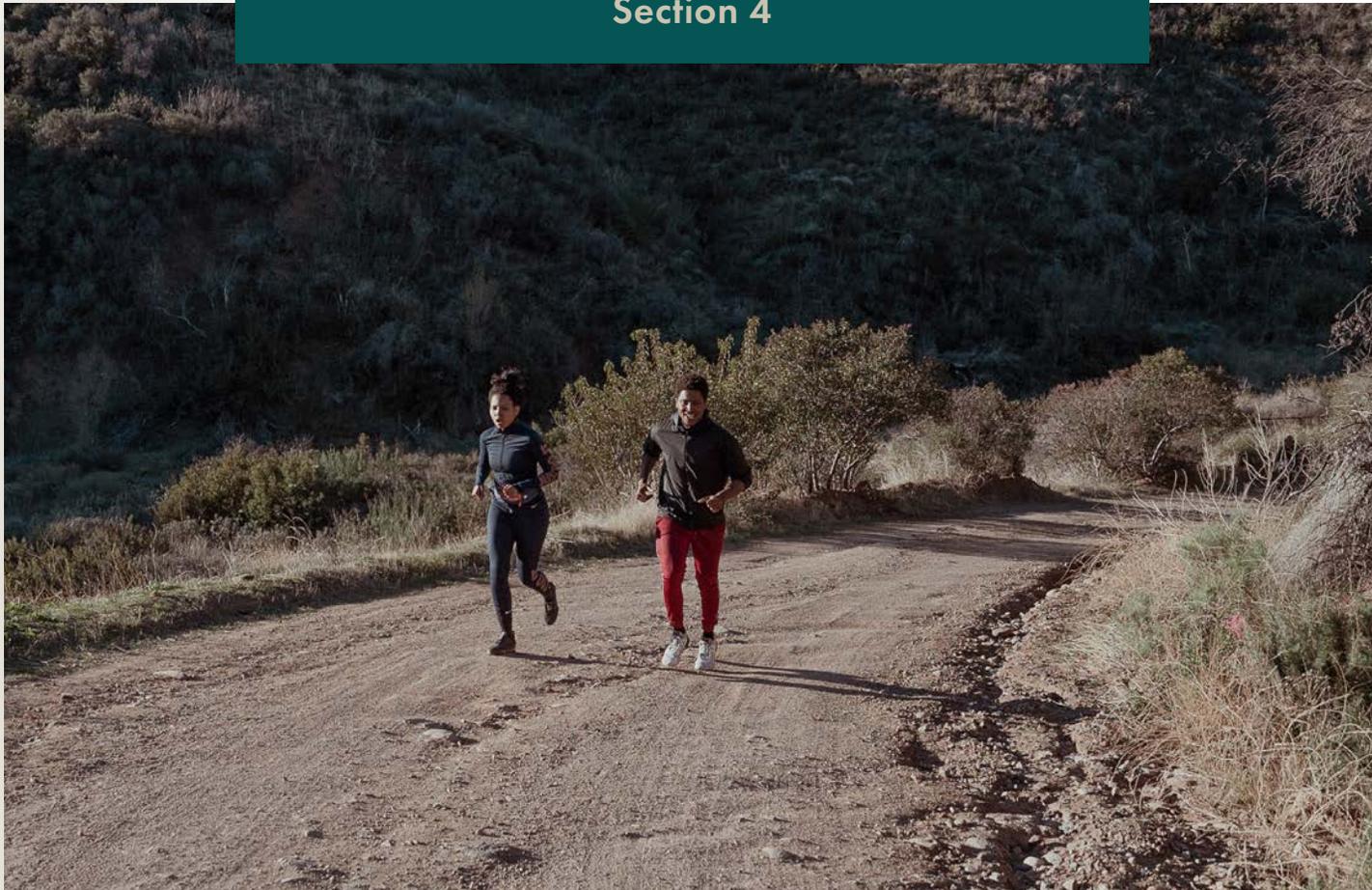
Los Angeles County trails mobile app (Photo credit: LA County Trails)



The City of Santa Clarita provides an interactive trail map on the City website (Photo credit: City of Santa Clarita)

IMPLEMENTATION PLAN

Section 4



TRAIL PRIORITIZATION

As part of the process for identifying and prioritizing trail development projects, previously proposed trails were reviewed for connections to active transportation infrastructure and other destinations in Corona. These trails were prioritized based on the feasibility of construction and the support received from community members and the TWG, as well as their potential to offer safer and more equitable active transportation options throughout the City. In addition to the prioritization process, this section also identifies trail circuits that can be connected to create a network of trails in Corona.

The criteria chosen for the prioritization process of proposed trail alignments were thoughtfully determined to align with four fundamental categories: feasibility, access & equity, safety & user experience, and community support, which are core to the Plan's goals. Input from the Trails Working Group, City Staff, and industry standard best practices were incorporated to ensure that these criteria are robust and widely accepted. Criteria like available right-of-way and cost-effectiveness were chosen to evaluate

the feasibility of each alignment. Factors related to accessibility and connections to destinations, neighborhoods, and bike facilities directly address access & equity, ensuring that all community members can benefit from the trails. Safety and user experience criteria were designed to prioritize the well-being and satisfaction of trail users. Lastly, input from the Trails Working Group was included to gauge alignment options' compatibility with the Plan's overarching goals and the preferences of local residents. This approach systematically evaluates trail alignments, resulting in the prioritization of alignments that best meet the Plan's objectives in these vital categories.

The prioritization process ranked trail segments from the TMI, TMP I, and new trails identified by the Trails Working Group. **Table 7 (Page 56)** shows the prioritization criteria and the weighing of each criteria. For some criteria, such as those in the feasibility category, the scores were weighted twice as much as other criteria.

Projects that provide the greatest benefit to the community scored the highest using this methodology and represent trails that are

expected to be lower cost to implement and maintain while providing access to everyday destinations, and close gaps in the active transportation network.

Map 6 (Page 67) shows all the trails analyzed through the prioritization process. Each trail was given an identifying number, and the map shows the origin of the proposed trail whether it was in the TMI, TMP I, or suggested by the Trails Working Group. TMI trails that extend into the CNF or neighboring jurisdictions were clipped to Corona's City boundaries. Some TMP I and Trails Working Group trails have small segments outside of City boundaries. Implementing these segments will require acquisition of land or coordination with outside agencies.

Map 5 on page 58 shows all the existing bike lanes and existing/proposed trails in Corona. This can be used to see how connections between trails and the active transportation network can be made, and can help justify the implementation of a segment of the trail network. As part of the prioritization process, previously proposed trails were

TABLE 7. 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- <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- <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- <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- <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- <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- <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- <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

TRAILS MASTER PLAN

reviewed for connections to active transportation infrastructure and other destinations in Corona. These trails were prioritized based on the feasibility of construction and the support received from community members, stakeholders, and the Trails Working Group, as well as their potential to offer safer and more equitable active transportation options throughout the City.

Due to the variety of potential trail types in Corona, there are some instances in which a trail scores low on the prioritization criteria, but could be prioritized higher in the implementation plan if that trail type is highly desired by the community. For example, due to the maintenance costs related to steep slopes, trails with steep slopes are scored lower in the prioritization criteria, however mountain bikers may prefer these steeper grades. A list of these special cases follows the completed

prioritization list.

Prioritizing trails can help clarify how the trails compare to each other and where funds can strategically be used to make the largest impact for future users. This prioritization may also change over time as a result of infrastructure changes and other City Development. While the highest scoring trails are listed as the highest priority, the City should pursue opportunities to

implement lower scoring trails when possible on a case-by-case basis.

Table 8 (Page 59) and Map 7 (Page 63)

show the results of the prioritization process. Ultimately, longer trails that connect to many destinations and provide safe off-street paths for pedestrians and cyclists had the highest scores.



The top ranked Public Safety Way trail connects Lincoln Avenue to North Cota Street via a flood control channel

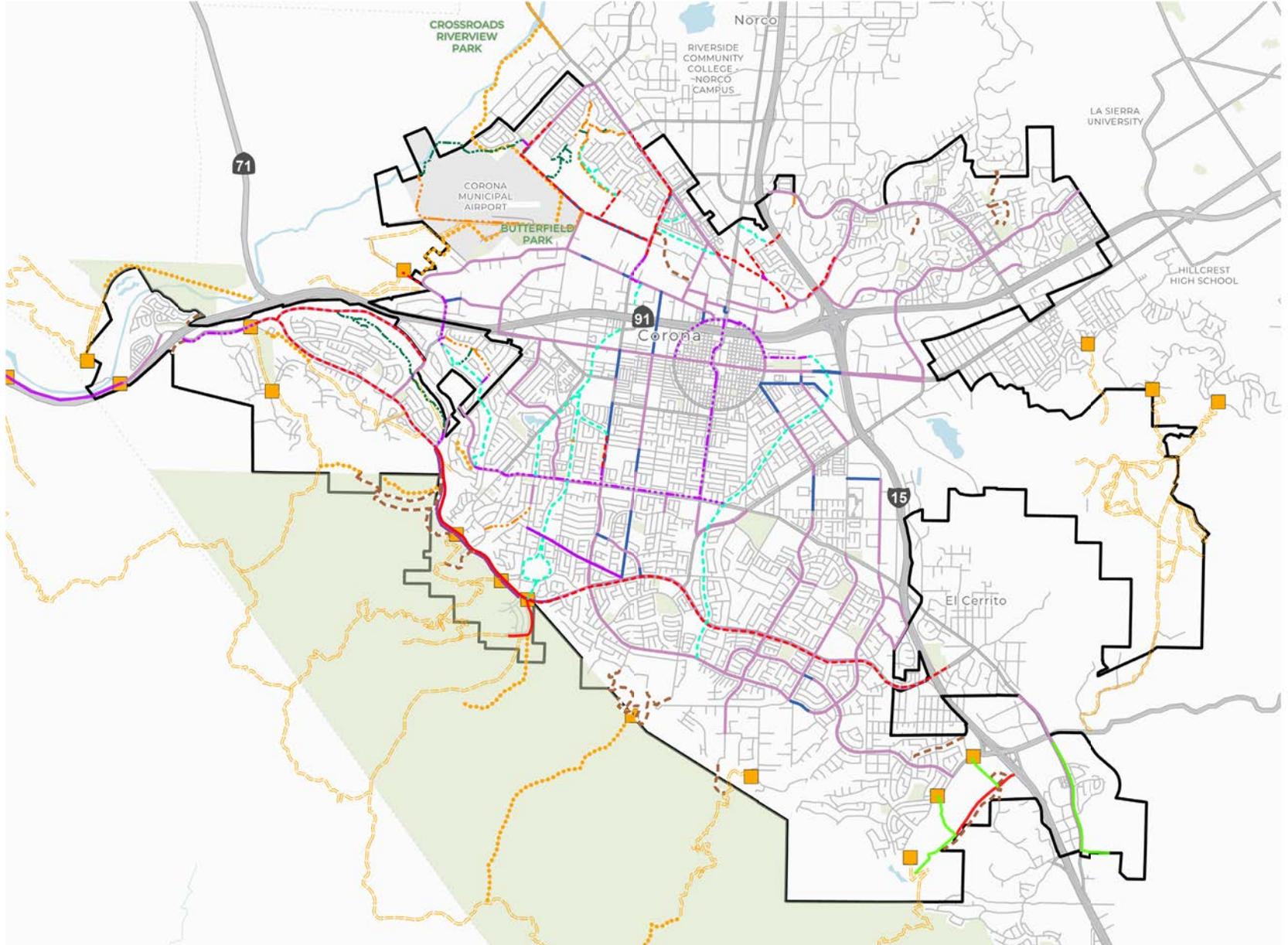
MAP 5. All Trails Map

ALL CORONA TRAILS

EXISTING AND PROPOSED TRAILS AND BIKE LANES

LEGEND

- Existing Trails and Paths
 - Type 1 Multi-use Path
 - Type 2 Recreation Path
 - Type 3 Multi-use 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
- Trails from Inventory Project
 - Type 4 Recreational Trail
 - Type 5 Nature Trail
- Trails Working Group Proposed Alignments
- Existing Bike Facilities
 - Class I
 - Class II
 - Class III
- Trail Access Points
- Parks
- Corona Boundary



TRAILS MASTER PLAN

TABLE 8. Prioritization Results

Rank	Trail Number	Trail Name	Total Score
1	70	Public Safety Way	129
2	19	Rincon Street Multi-use Path	125
3	13	Foothill Parkway Multi-use Path Extension (Butterfield Trail alignment)	120
3	8	Butterfield Overland Trail	120
4	7	Lincoln Park Path and Trail Connection	116
4	11	Corona Main Metrolink Connection - Trail to Transit Recreational Path	116
5	17	Neighborhood Transportation Multi-use Trail Connection	112
6	10	Corona Main Metrolink Connection - Main Street Multi-use and Recreational Path	111
7	64	Rock Vista Park and Promenade Park Connection	107
7	1	Green River Road Multi-use Path	107
8	26	Green River	106
9	76	Crown Ranch Trail	103
9	20	Auburndale Street Multi-use Path	103
10	62	Prado Trail	102
10	12	Eastern Corona Multi-use Trail	102
10	14	I-15 Undercrossing Multi-use Path	102
11	67	Mabey West	98
11	18	River Road / Lincoln Avenue Multi-use Path	98
11	33	Nicholas Trail	98
12	5	Sixth Street to Skyline Multi-use Trail Connection	94
12	2	Palisades Drive Multi-use Path	94
13	38	Palisades Drive Nature Trail Alternative Route	93
14	73	Hudson House Trail	90
15	63	Rock Vista Park Trail	89
15	68	Ibbetson Trail	89
15	74	Bedford Canyon Path	89
15	75	Eagle Glen Creek Path	89
15	27	Foothill Parkway Trail	89

CORONA, CA

Rank	Trail Number	Trail Name	Total Score
15	29	Canyon Crest Trail West	89
15	40	Butterfield Park Trail Path	89
16	31	Montana Ranch Trail West	88
17	9	Mabey Canyon Wash Recreational Trail	87
18	72	Mabey East	85
18	16	North Corona Cross-Town Path and Trail Connection	85
19	65	Promenade Park Trail	84
19	3	Palisades Drive Nature Trail	84
19	41	Montana Ranch Trail East	84
20	39	Eagle Glen/ Bedford Motorway North	79
21	6	Mangular Park Multi-use Trail Connection	78
22	28	Butterfield Park and Clearwater Power Plant Connection	77
23	66	Impresivo Trail	76
23	4	West Corona Metrolink Path and Trail Connection	76
24	61	Wardlow Canyon Trail South	75
24	37	Skinsuit	75
25	77	Wardlow Canyon Trail Central	72
25	21	Butterfield Park Trail Loop	72
26	30	Sierra Bella Trail	71
26	36	Wardlow Canyon Trail Central	71
27	45	Eagle Valley Trail	70
27	49	Eagle Valley to Copper Rd Connection	70
27	50	Eagle Valley Trail West	70
27	54	Eagle Valley Trail and West Connection	70
27	55	Eagle Canyon North	70
27	56	Eagle Canyon Central	70
27	57	Eagle Canyon East	70
27	58	Eagle Canyon West	70
27	59	Eagle Canyon South	70

TRAILS MASTER PLAN

Rank	Trail Number	Trail Name	Total Score
27	60	Eagle Canyon South Extension	70
28	69	Malaga Trail	67
29	71	Malaga Trail South	63
30	15	Neighborhood Destination Path and Trail Connection	62
30	43	Eagle Valley Trail North	62
31	23	Eagle Rd South	60
31	24	Eagle Rd North	60
31	44	Eagle Valley Trail Extension	60
31	53	Eagle Valley Trail West Alternative Route	60
32	22	Neighborhood Recreational Trail Opportunities	53
32	25	Fresno Canyon Trail	53
33	46	Eagle Valley Trail East	52
33	47	Eagle Valley to Temescal Canyon Connection East	52
33	48	Eagle Valley Trail Connection	52
33	51	Eagle Valley Trail West Extension 1	52
33	52	Eagle Valley Trail West Extension 2	52
34	32	Canyon Crest Trail East	51
35	34	Mabey	44
35	42	Temescal Canyon Regional Trail	44
36	35	Block Trail	39

MAP 6. Trails for Prioritization

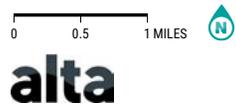
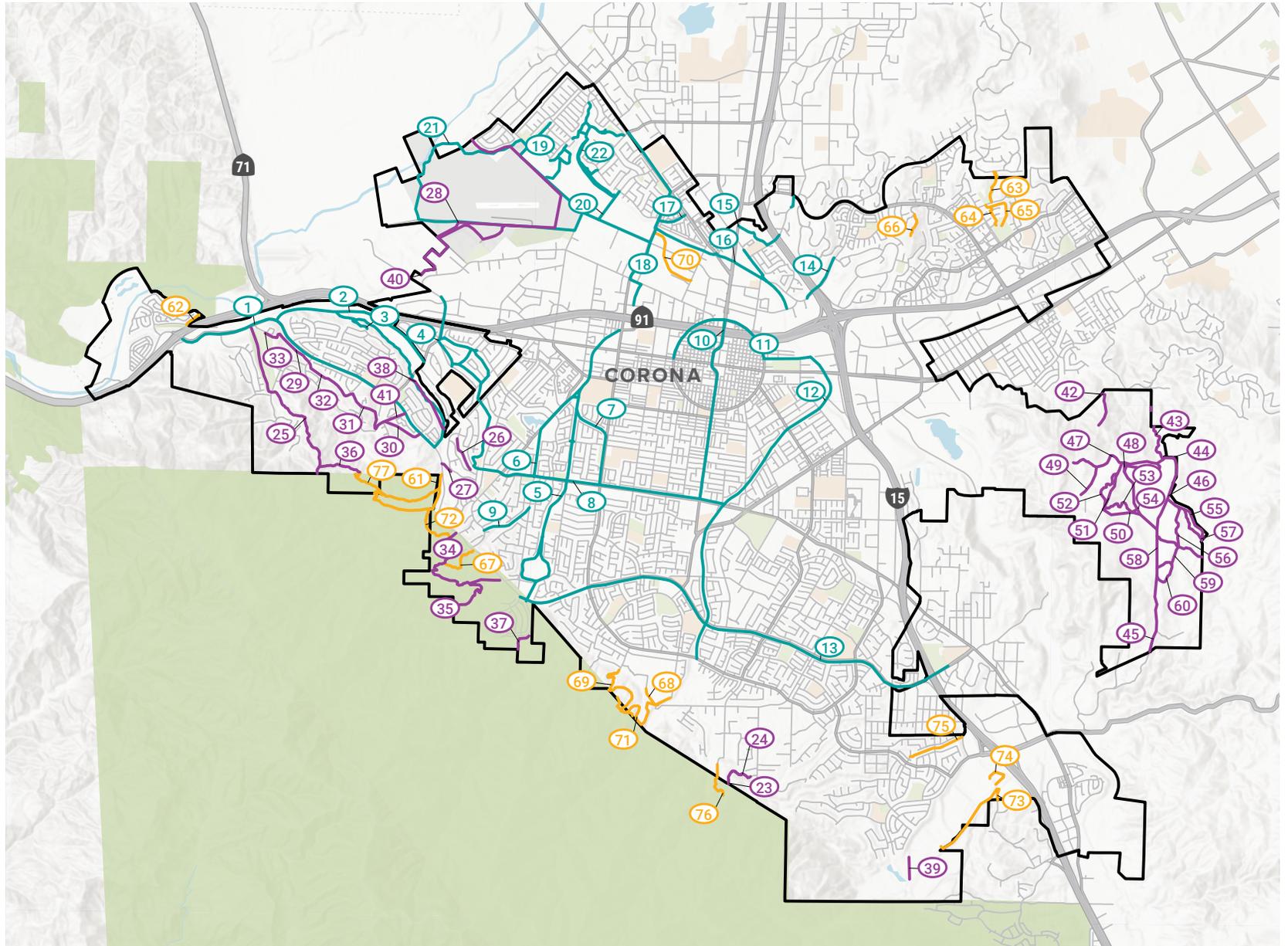
PRIORITIZED TRAILS

TRAIL NUMBERS

LEGEND

Origin of Prioritized Trails

- TMI
- TMP 1
- TWG
- Corona Boundary



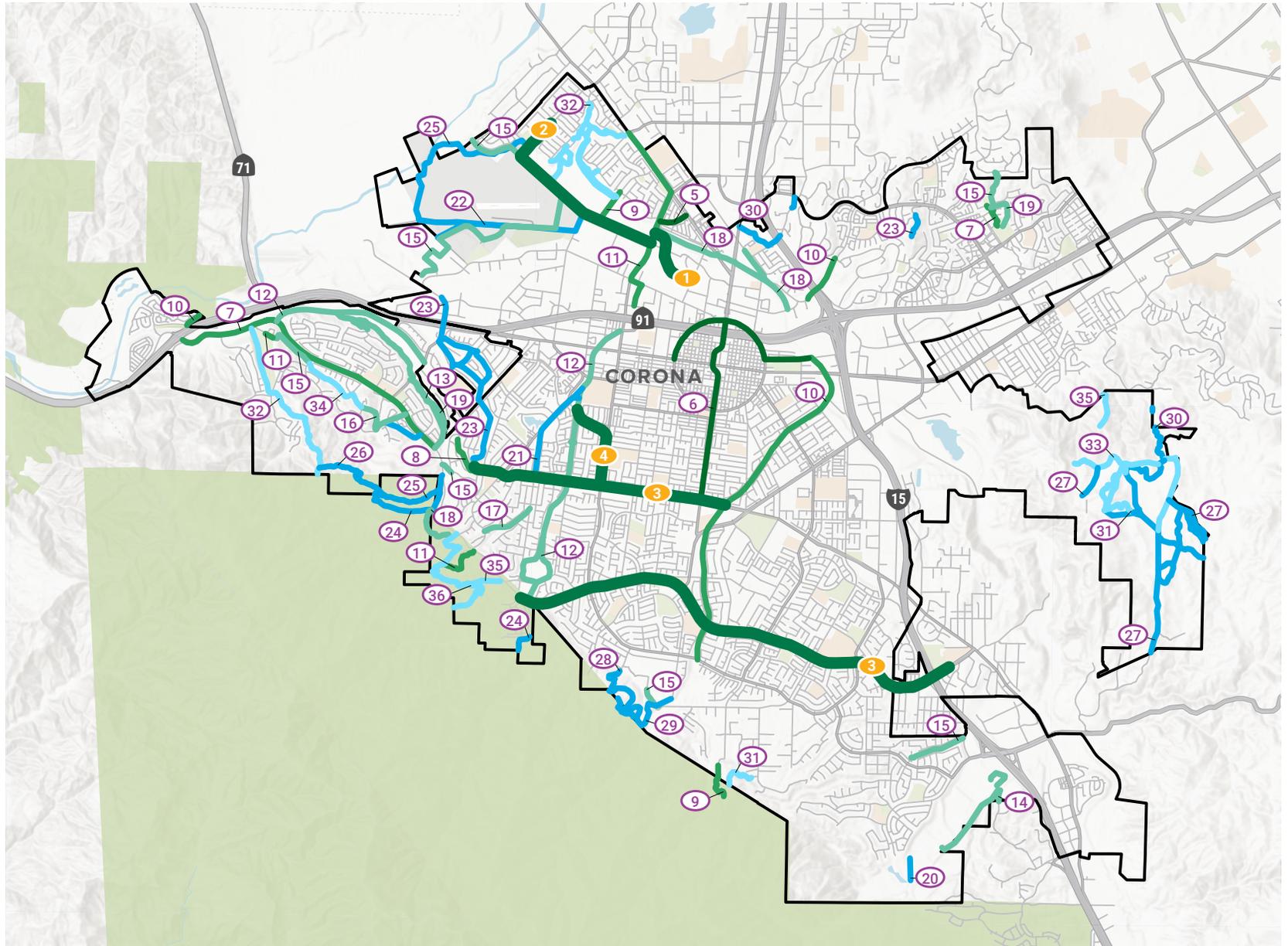
MAP 7. Trail Priority Ranking

PRIORITIZED TRAILS

PRIORITIZATION RANKS

LEGEND

- Prioritization Scores
 - Lower Score
 -
 -
 - Higher Score
- Corona Boundary
- Prioritization Ranks (XX)
- Top 5 Priority Trails (X)



0 0.5 1 MILES

alta

TRAILS & TRAILHEAD PROJECTS

For the purposes of this Plan, **30 projects** have been proposed to be completed within the ten-year Implementation Plan. The proposed TIP projects and their recommended order for implementation were determined by the results of the prioritization along with input from City Staff and the Trails Working Group (TWG). These projects are listed in **Table 9 (Page 65)**, and full description of the projects is provided in the Trails Improvement Plan in **Appendix E (Page 212)**. **Table 9** highlights priority trail projects on **Map 98 (Page 66)** that are part of larger trail circuits. While related master planning efforts, such as the Bicycle Master Plan, are not included as trails implementation projects, they will build off of the work in this Plan to accomplish City goals relating to trails. Projects may be implemented out of order depending on opportunities that arise.

Map 9 (Page 67) shows five trails outside Corona that stood out as priority trails through numerous discussions with community and jurisdictional stakeholders. These however require further analysis and recommendations to improve trail user access and experience. The “Big 5

Trails” were identified by community members as popular trails that should be formalized. Due to these trails' connections into the Cleveland National Forest and to other destination in Corona and beyond, these trails have potential to draw visitors from outside of Corona.

Elements required to formalize each of the “Big 5 Trails” are included in the implementation plan. The “Big 5” Trails and trailheads are:

- Santa Ana River Trail (SART)
- Skyline
- Fresno Canyon
- Bedford Motorway
- Eagle Road

For a list of all trails identified throughout the entire Trails Master Plan process, refer to the TMI and the TMP I.

The trail alignments identified in each of these 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 construct 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.

TABLE 9. Trails Improvement Plan Implementation List

CIP Implementation Order	Trail Number	Trail Name	Trail Circuit	Requires Further Study
1	-	Implement Recommended Policies and Programs	-	
2	-	Skyline Trail Access Bridge		
3	-	Skyline Trail Amenities	-	
4	-	Fresno Canyon Trail Amenities	-	
5	-	Fresno Canyon Trail Parking	-	
6	-	Wayfinding Plan / Program	-	
7	70	Public Safety Way	-	Yes
8	19	Rincon Street Multi-use Path	2	Yes
9	13	Foothill Parkway Multi-use Path Extension	3	Yes
10	8	Butterfield Overland Trail	-	Yes
11	7	Lincoln Park Path and Trail Connection	-	Yes
12	11	Corona Main Metrolink Connection - Trail to Transit Recreational Path	3	Yes
13	-	SART Trailhead at Metrolink Station	-	
14	64	Rock Vista Park and Promenade Park Connection	-	Yes
15	1	Green River Road Multi-use Path	1	Yes
16	76	Eagle Road Trail Access	-	Yes
17	20 / 21	Auburndale Street Multi-use Path / Butterfield Park Trail Loop	2	Yes
18	-	SART Trailhead at Butterfield Park	-	
19	12	Eastern Corona Multi-use Trail	3	Yes
20	18	River Road / Lincoln Avenue Multi-use Path	2	Yes
21	5	Sixth Street to Skyline Multi-use Trail Connection	3	Yes
22	2	Palisades Drive Multi-use Path	1	Yes
23	29 / 30 / 31 / 32 / 33	MWD Trail	-	Yes
24	16	North Corona Cross-Town Path and Trail Connection	2	Yes
25	3	Palisades Drive Nature Trail	1	Yes
26	4	West Corona Metrolink Path and Trail Connection	-	Yes
27	36 / 61 / 77	Wardlow Canyon Trail Central / South	-	Yes
28	22	Neighborhood Recreational Trail Opportunities	2	Yes
29	25	Fresno Canyon Trail	1	Yes
30	-	SART Trailhead at Green River Road	-	
31	-	Bedford Motorway Access	-	Yes

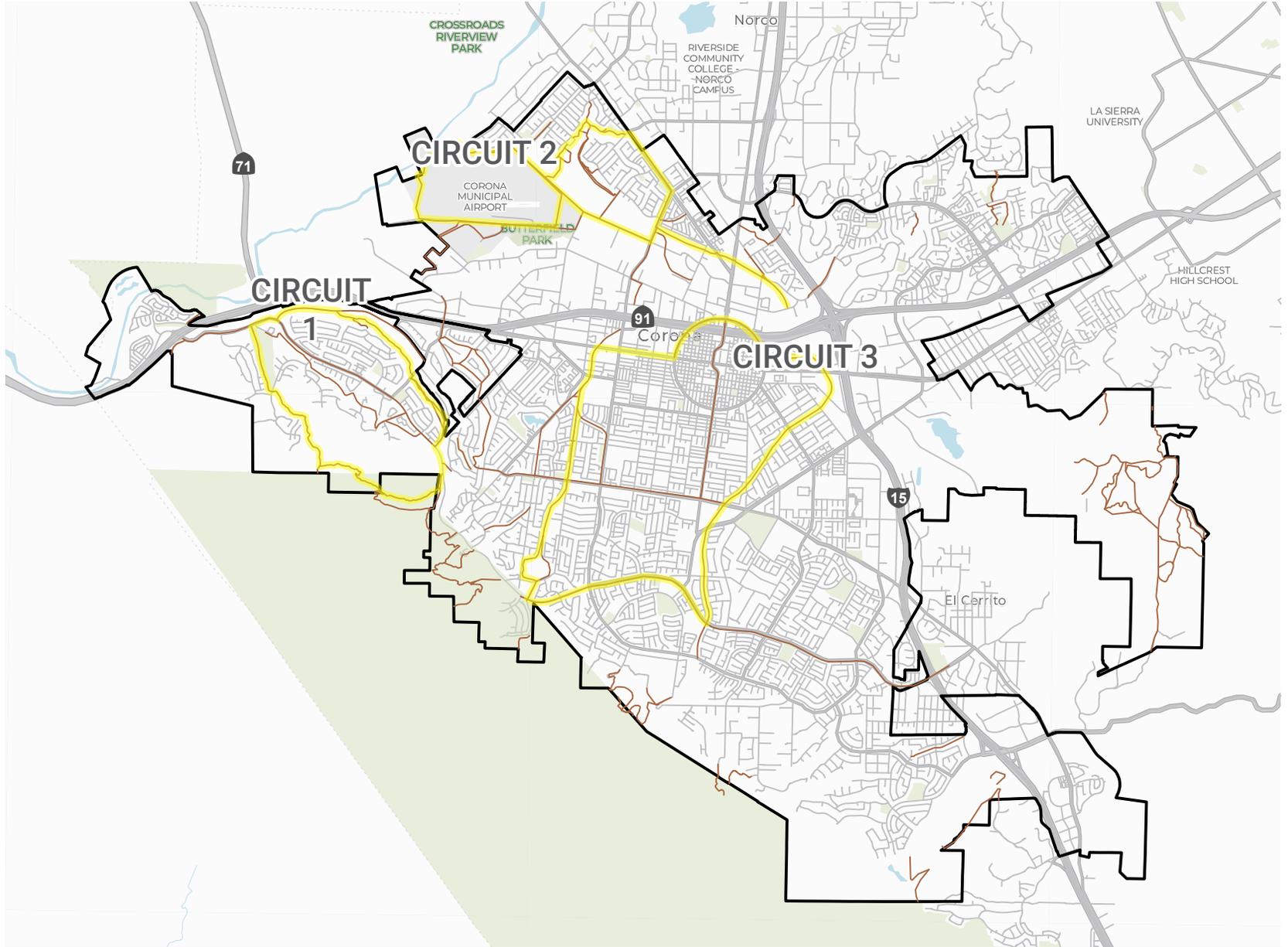
MAP 8. Interior Trail Circuits

PRIORITIZED TRAILS

TRAIL CIRCUITS

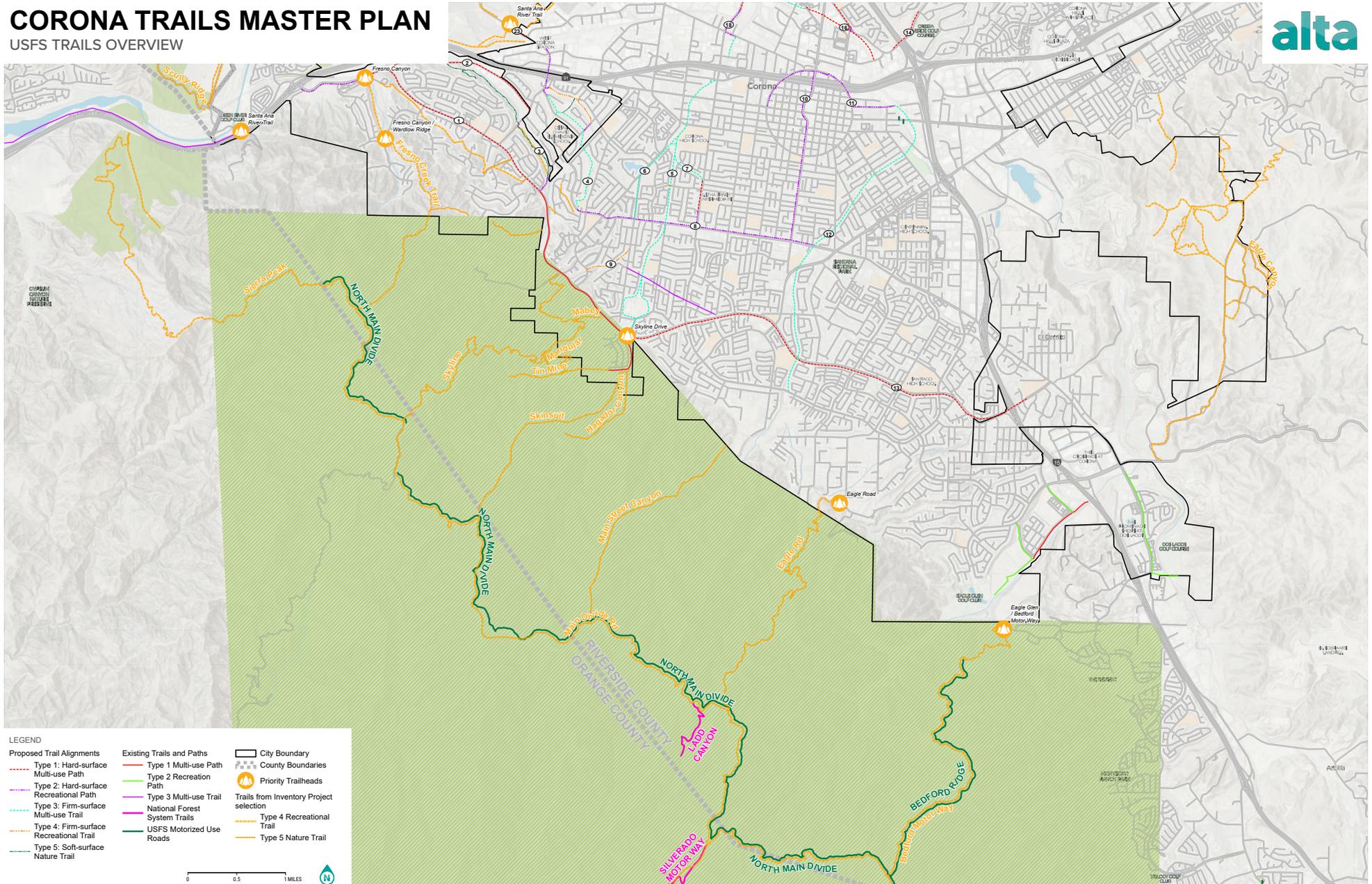
LEGEND

- Trail Circuits
- Prioritized Trails
- Prioritized Trails
- Corona Boundary



MAP 9. Priority Trails within the Cleveland National Forest

CORONA TRAILS MASTER PLAN
USFS TRAILS OVERVIEW



A CITY OF CORONA PROJECT

THE CITY OF TRAILS