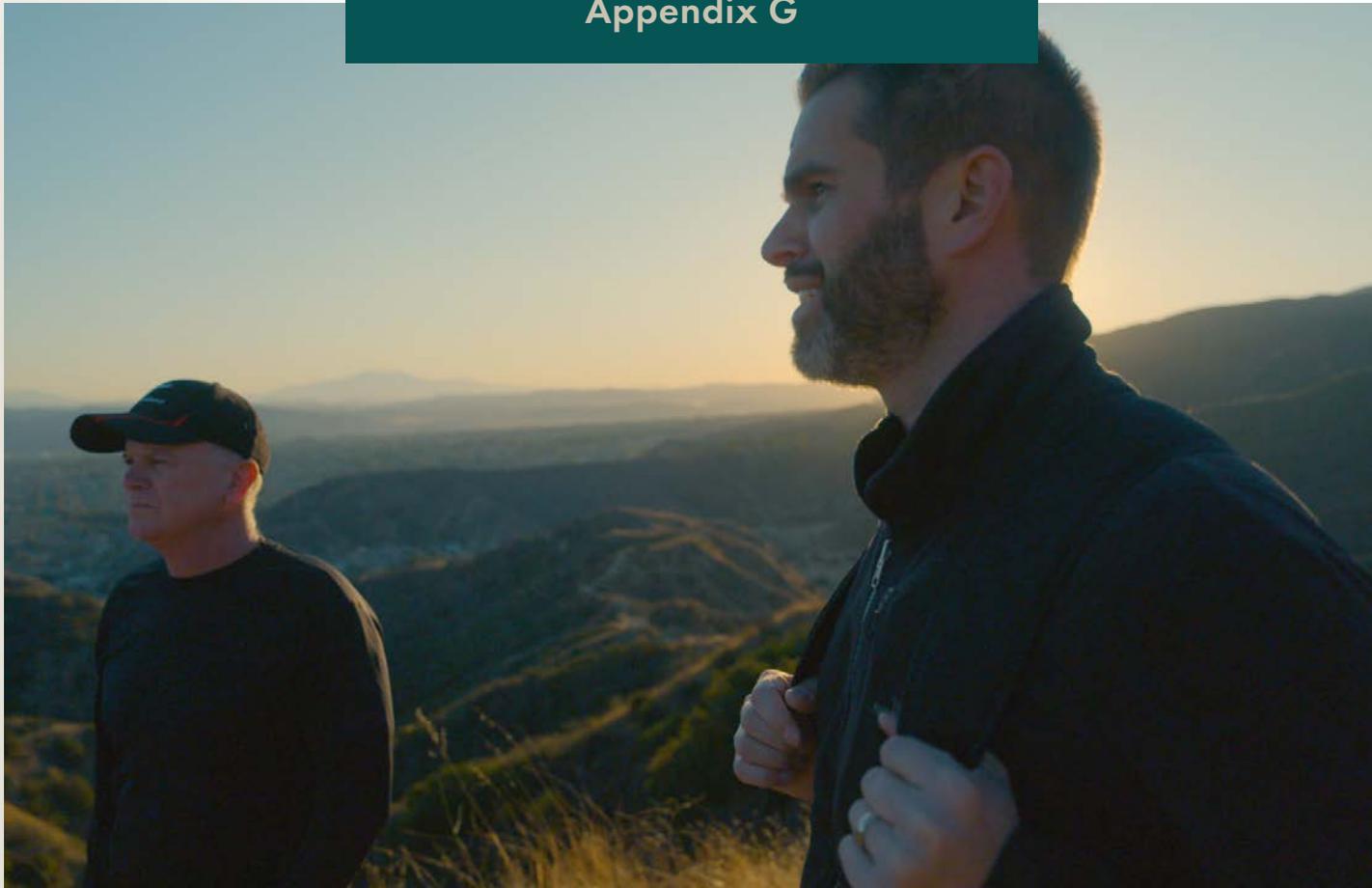


THE BIG 5 TRAILS

Appendix G



SECTION OVERVIEW

Through community engagement and discussions with the Trails Working Group (TWG), it became clear that the most popular trails in Corona are actually those that lead into the Cleveland National Forest (CNF).

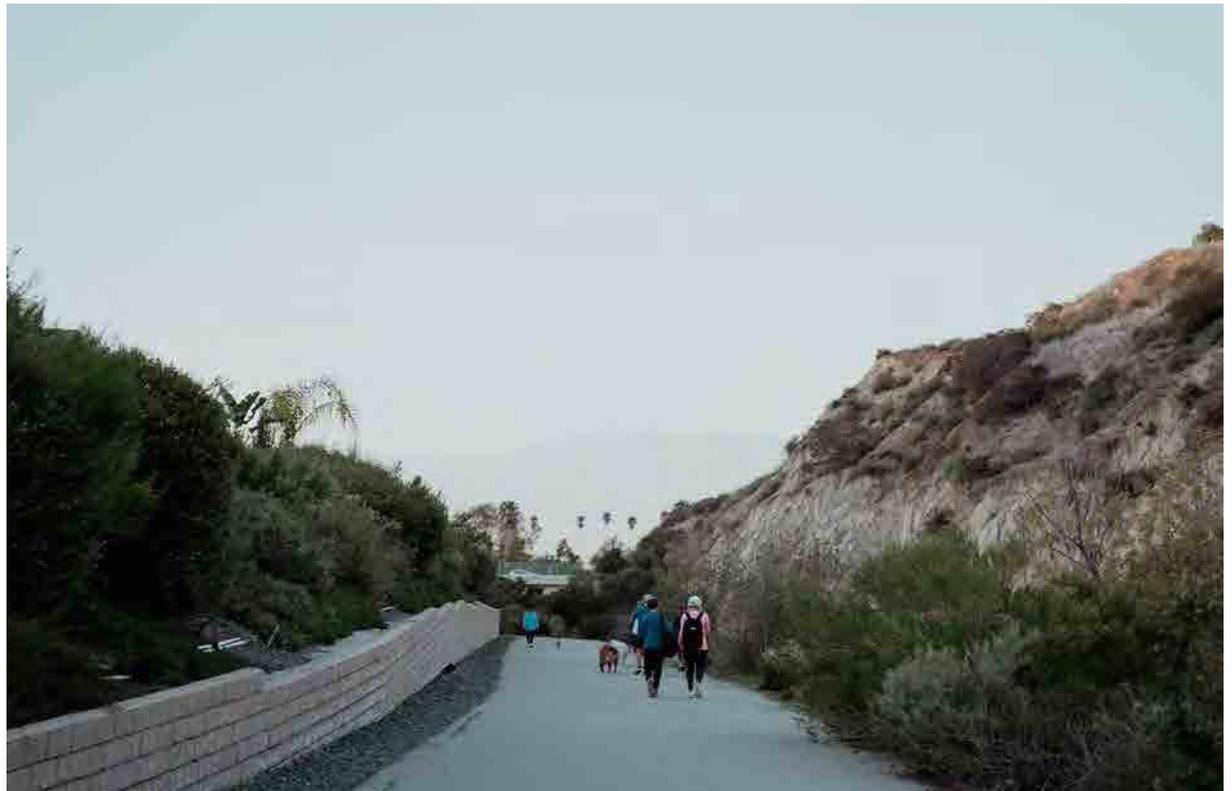
This section includes recommendations for trail amenities and trail access improvements to the five most popular trails in Corona. To encourage residents to visit these CNF trails by walking or biking, the City should implement active transportation improvements to provide safer and more comfortable access. The City should formalize CNF trailheads with amenities like signage, seating, shade, and multi-modal access. In some cases parking should be formalized to provide dedicated spaces at popular trails. The City should also work to make trails on private property accessible through City land.

The Big 5

Through numerous discussions with community and jurisdictional stakeholders, five trails stood out as priority trails outside of Corona that require further analysis and recommendations to improve trail user access and experience (**Map 25**). The following sections detail each of the five trails with these recommendations.

The Big 5 trails are:

- Skyline Drive
- Eagle Road
- Bedford Motorway
- Fresno Canyon
- Santa Ana River Trail

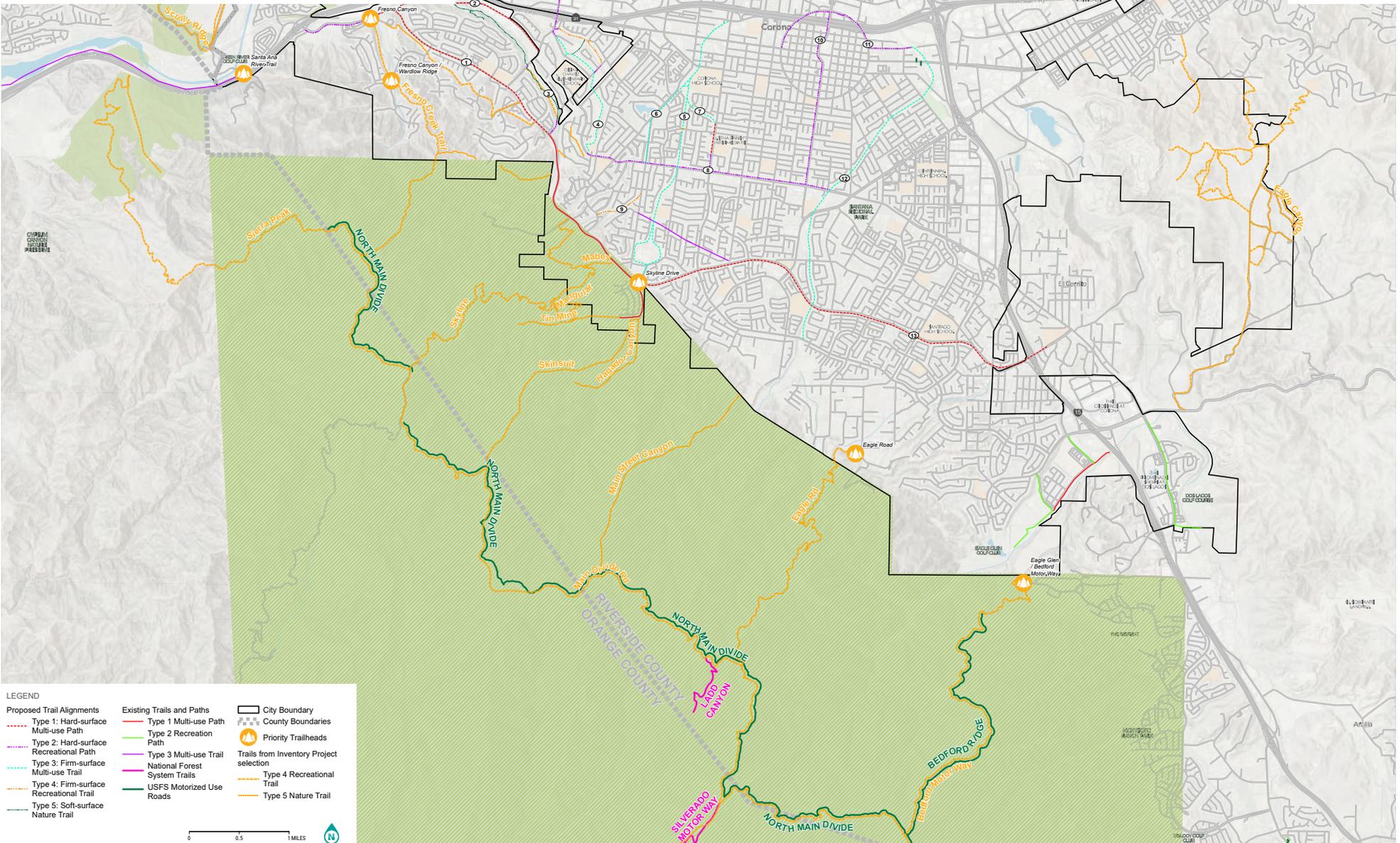


Hikers walk along Skyline Drive Trail

MAP 25. Priority Trails within the Cleveland National Forest

CORONA TRAILS MASTER PLAN

USFS TRAILS OVERVIEW



LEGEND

Proposed Trail Alignments	Existing Trails and Paths	City Boundary
----- Type 1: Hard-surface Multi-use Path	----- Type 1 Multi-use Path	----- County Boundaries
----- Type 2: Hard-surface Recreational Path	----- Type 2 Recreation Path	----- Priority Trailheads
----- Type 3: Firm-surface Multi-use Trail	----- Type 3 Multi-use Trail	----- Trails from Inventory Project selection
----- Type 4: Firm-surface Recreational Trail	----- National Forest System Trails	----- Type 4 Recreational Trail
----- Type 5: Soft-surface Nature Trail	----- USFS Motorized Use Roads	----- Type 5 Nature Trail

0 0.5 1 MILES



SKYLINE DRIVE



Trail Length

4.4 Miles +



Elevation Gain

1700 Feet



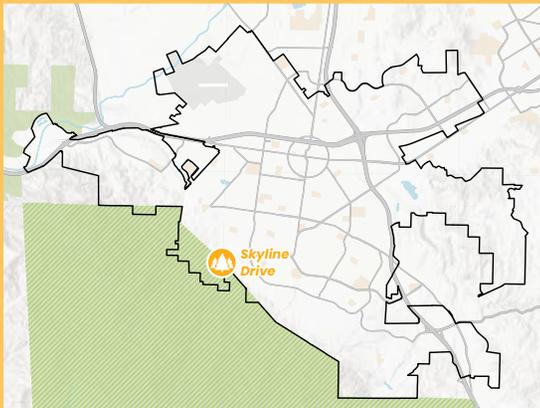
Access Points

Skyline Dr



Access Ownership

City/Public



SKYLINE DRIVE TRAIL

The Skyline Drive Trail is one of the most popular trails in Corona. Community members have said they visit this trail more frequently than any other in the Corona, and would like to see improvements to the accessibility of the trailhead.

With the City's newly acquired land near this trail there are opportunities to provide trailhead amenities that address resident's common concerns.

“Make Corona more walkable and bikeable- so someone living on Grand can bike to Skyline and not feel in danger”



Skyline Trail Entrance

ORIGIN & DESTINATION

The origin and destination analysis showed that trips originating or ending in Skyline Drive Trailhead have the highest percentage of activity (56%) during the winter season (January–March). The majority of trail users (53%) access the trailhead during the weekends and in the morning between 6AM to 12PM.

A total of 74% of total trips occur to/from the Skyline Drive trailhead between Corona and its neighboring cities. 61% of total trips occur within Corona, 2% to/from Norco, 4% to/from Eastvale, and 7% to/from Riverside), in other terms, within 5-mile radius from the trailhead **(Figure 10)**.

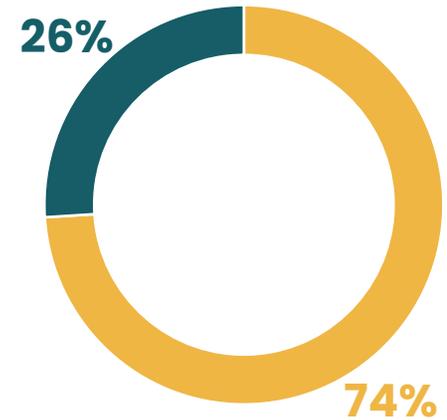
55% of Skyline trail users live within Corona and 17% live in the bordering cities, which demonstrates the local-serving nature of the trailhead. Despite the regional draw of the Skyline Drive trailhead, the majority of the trail users are local residents who live in and around Corona and use the trail multiple times per week.

LEVEL OF SERVICE

The 2020 Corona General Plan established a level of service standard of 3 acres of parkland per 1,000 residents. The current level is 2.5 acres per 1000 citizens. 82.4 acres of parkland are required to meet the general plan standard. With the incorporation of the open space off of Skyline Drive trail, this would fulfill the standard of 3 acres per 1000, and provide more parkland to Quadrants 3 and 4. The Assessment Summary Report states that Quadrants 3 and 4 along the southern boundary of the city have the most gap areas or lack of nearby park facilities. The potential access trails to the Cleveland National Forest would fulfill this need.

FIGURE 10. Trips to/from Skyline Trail

Percent of Skyline Trail trips *beyond* Corona and neighboring cities



Percent of Skyline Trail trips *from* Corona and neighboring cities

PUBLIC ENGAGEMENT

Many community members commented that Skyline Trail tends to be the most crowded trail in Corona, as it is the most well branded and mapped by the City. Parking is difficult at Skyline, and many comments stated that there should be designated parking for the trail.

Community members would like to see Skyline better maintained, with better trash facilities and regular clean-ups, and want amenities like restrooms at the trailhead. Community members hope that a better maintained trail with enhanced amenities may help draw in more regional trail visitors.

Comments also noted the difficulty in reaching Skyline without a vehicle, especially on parts of Foothill Parkway.

ACTIVE TRANSPORTATION CONNECTIONS

Foothill Parkway can be improved with separated bicycle facilities. The current buffered bike lanes on the is street may feel uncomfortable to most cyclists due to the street's high speed limit. In front of the trailhead, the bike lanes turn to Class III bike routes, creating an uncomfortable experience for cyclists who must share the road with vehicles. Flipping the existing parking with a bicycle lane can provide protected bicycle access while still retaining parking for the popular trailhead. There is an existing Class I shared-use path from the Skyline Drive trailhead to Paseo Grande. This path is a part of the proposed Butterfield Trail alignment. Implementing the Butterfield Trail can connect cyclists and pedestrians from Skyline Drive through Corona to the City of El Cerrito and to the Santa Ana River Trail.

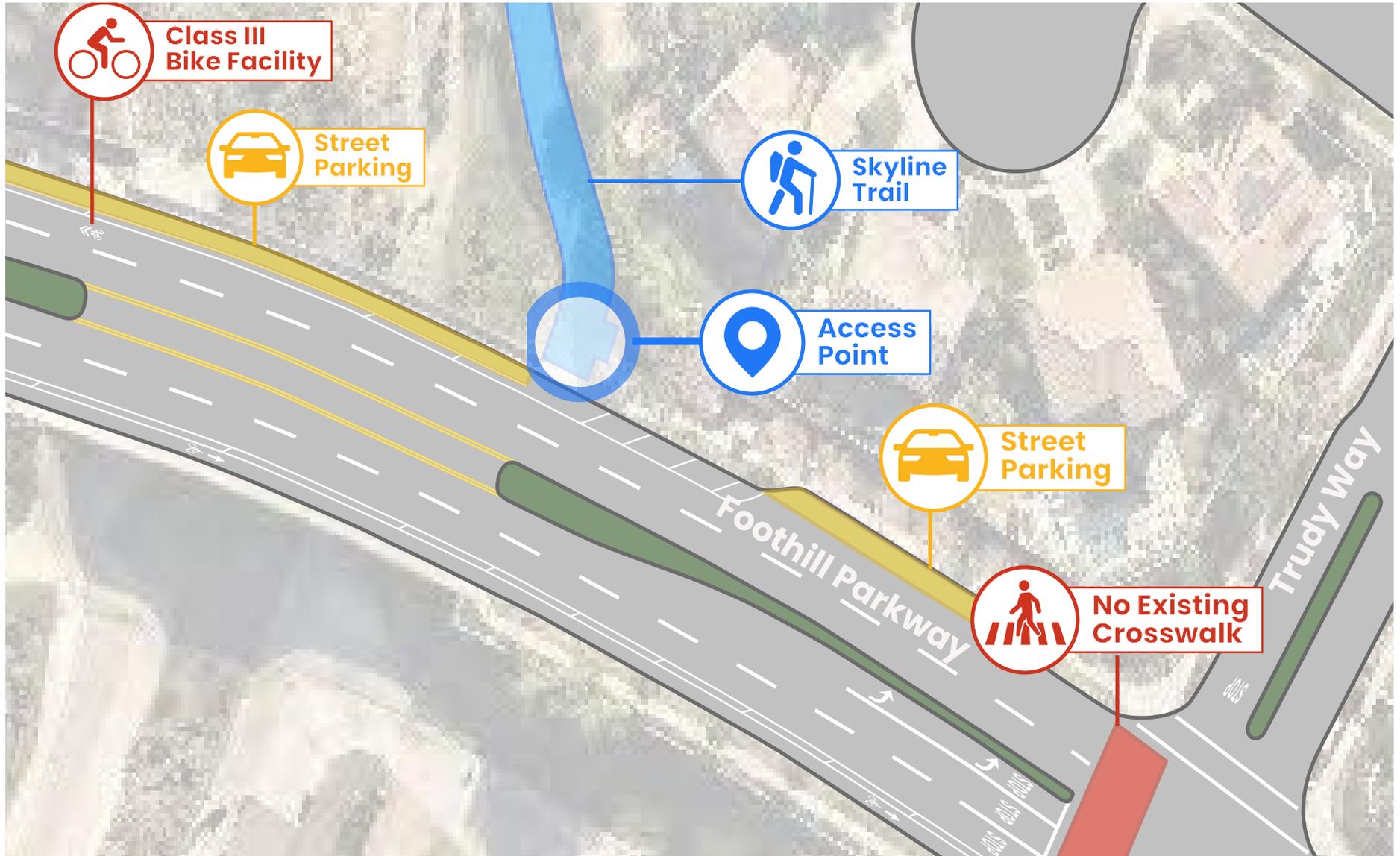
Access to the Skyline Trail can also be improved with the addition of crossing facilities at the intersection of Foothill Parkway and

Trudy Way. No crossing facilities exist at this intersection, requiring pedestrians to travel .25 miles to another intersection to cross at marked crosswalks. Alternatively, wayfinding signage should direct active transportation users to utilize these marked crosswalks prior to reaching the trailhead.

PARKING

Parking for Skyline Trail is mostly on Foothill Parkway, however community members have pointed out the issues with this configuration. Because of the on-street parking spaces, cyclists must use this stretch of Foothill Parkway as an uncomfortable Class III bike route. Community members have also reported that there are often vehicle break-ins at these parking spaces.

There are limited spaces for disabled trail users at the trail entrance in the Orchard Glen neighborhood, but no parking is allowed without a permit in the rest of the neighborhood.



Class III bike routes cross in front of the Skyline Trail entrance to allow for on-street parking, but likely feel uncomfortable for most cyclists. There is a crosswalk across Trudy Way, but there is no crosswalk for pedestrians or cyclists crossing Foothill Parkway to reach the Skyline Trailhead.

TRAIL ACCESS

Skyline Drive Trail is accessed from Foothill Parkway by walking on Skyline Drive before reaching the trail entrance. Signage on Foothill Parkway indicates the start of the trail on Skyline Drive, and the trailhead area includes trash receptacles and a water fountain. Fences separate Skyline Drive from the adjacent Orchard Glen neighborhood, and signage requests that trail users are respectful and quiet in the area.

Skyline Drive Trail connects to the larger trail system within the Cleveland National Forest. The trail connects to multi-day hiking experiences as well as a number of hikes over 10 miles in length. These longer trail connections include Sierra Peak, Mojeska Peak, and Santiago Peak.



Skyline Trail visitors walk along Skyline Drive (above) to reach the trail entrance in the Cleveland National Forest (below)

TRAIL CONFLICTS

According to the Trails Working Group, most hikers hike the first 2.5 miles of Skyline Drive Trail and then turn around. Mountain bikers go further up the Skyline Drive Trail and on their return descent there can be conflicts between cyclists and pedestrians. However, if cyclists were encouraged to use the nearby Mangular Trail, this could eliminate those conflicts. The City should install trailhead signage that provides this guidance on the best trail to use for each visitor.

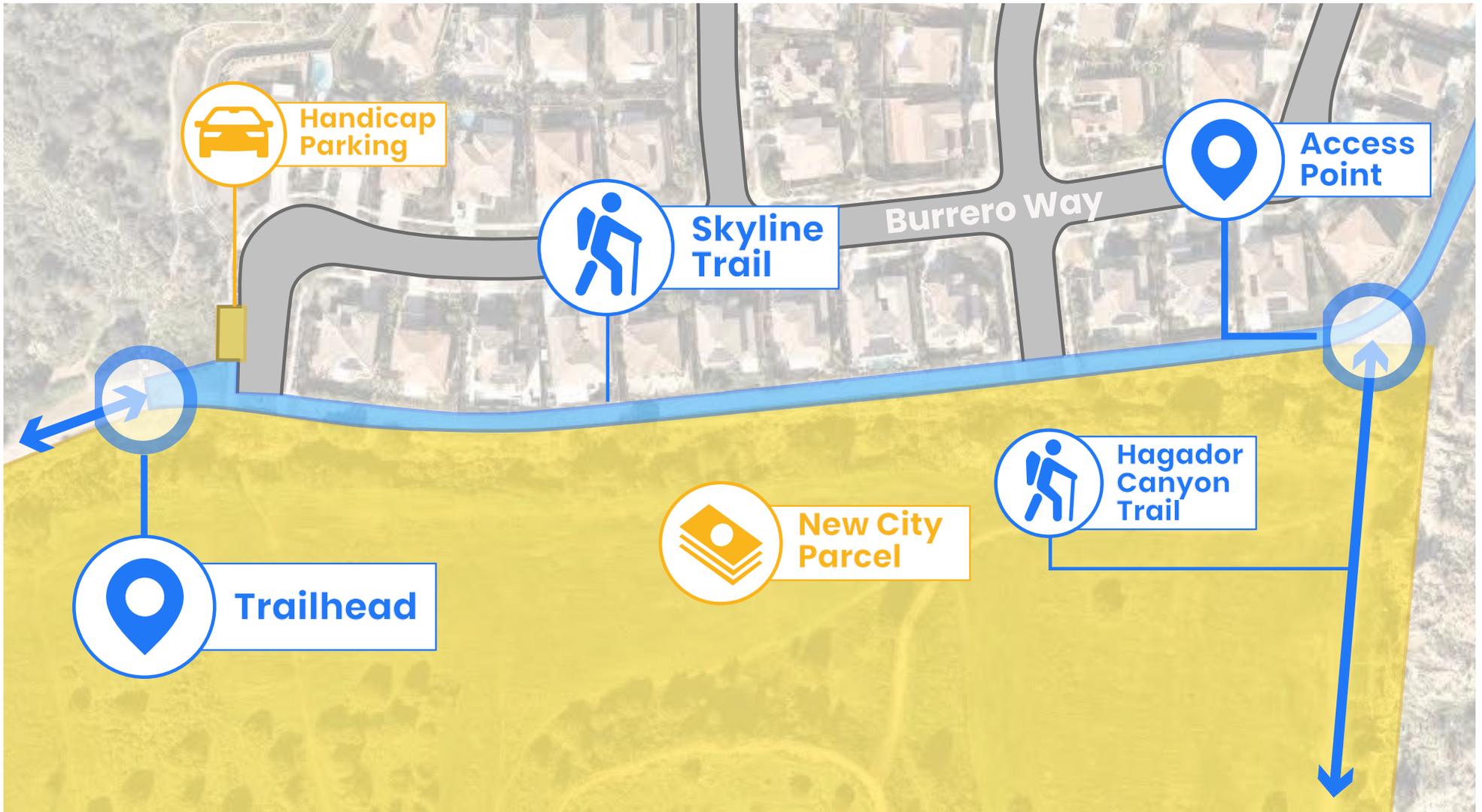
NEWLY ACQUIRED LAND

The City recently acquired a parcel of land near Skyline Drive Trail south of Skyline Drive. The City aims to conduct a master planning process for this parcel in the 2024 fiscal year. Potential amenities on this parcel will be determined during the planning process.

HAGADOR CANYON

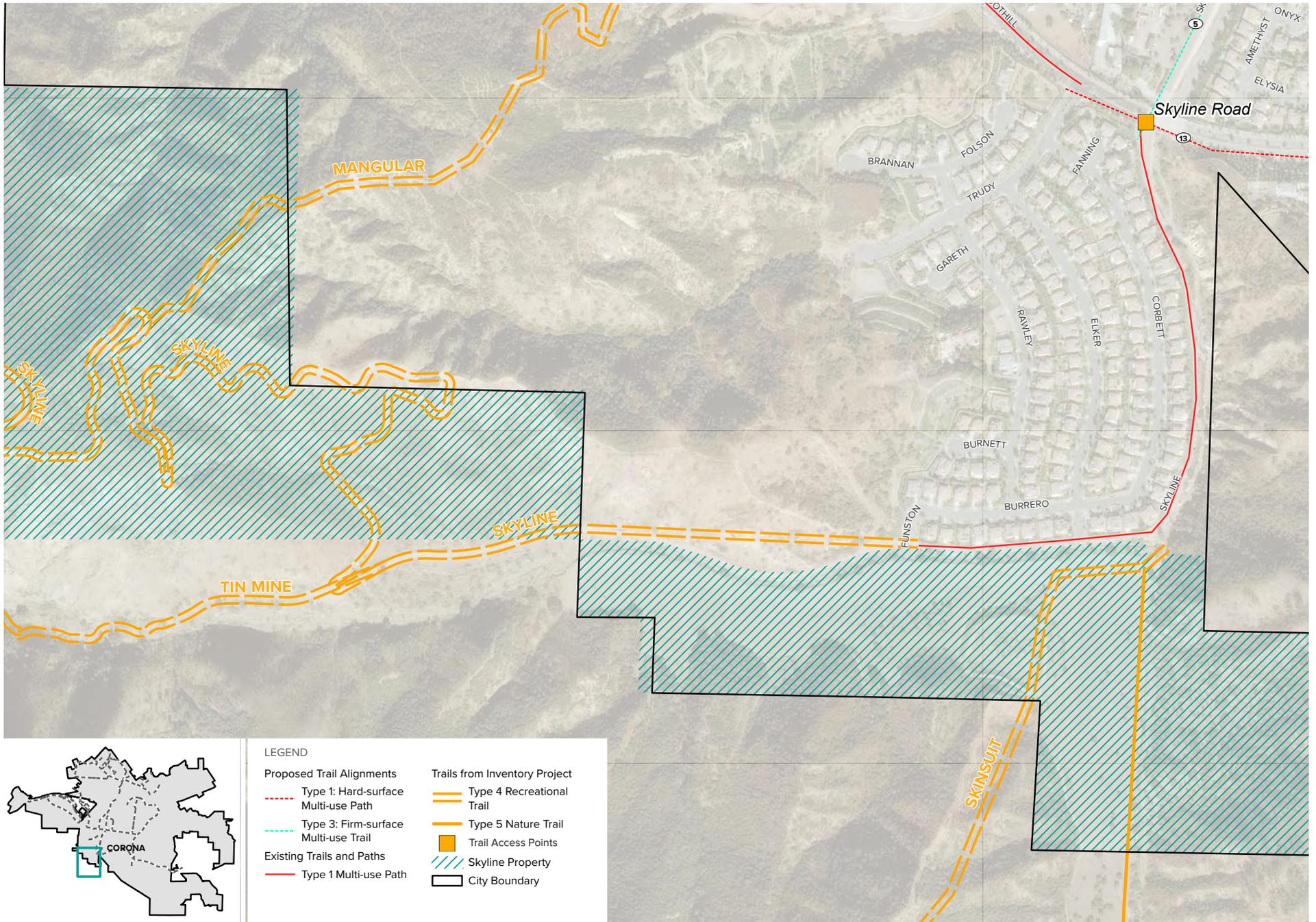
An additional benefit to the City's newly acquired land near Skyline Drive is the opportunity to formalize the Hagador Canyon Trail and the Tin Mine Canyon Trail, both of which branch off from the Skyline Trail.

In order to reach the Hagador Canyon Trail a pedestrian bridge will be built from the trail entrance to Skyline Drive. Completing this pedestrian bridge can provide an immediate benefit to visitors to access another trail at an already popular Corona destination. This pedestrian bridge is already funded in Corona's 2024 fiscal year budget.



View of the newly acquired parcel. This diagram also shows the limited parking spaces available on Burrero Way.

MAP 26. Skyline Drive Trail



EAGLE ROAD



Trail Length

4 Miles



Elevation Gain

2,000 Feet



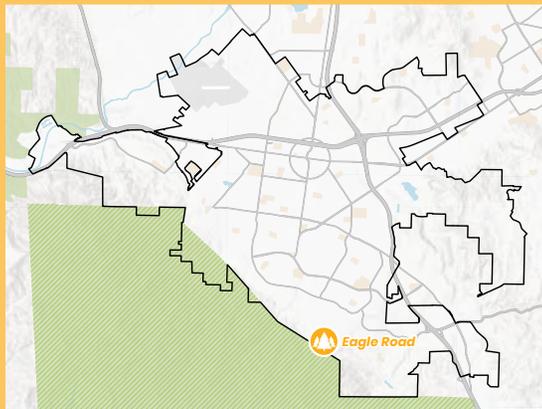
Access Points

Crown Ranch Road



Access Ownership

Private / Public



Eagle Road Trail

During the Trails Master Inventory outreach phase, community members listed Eagle Road as one of the most popular trails in Corona. While a legitimate access point exists, other popular routes require hiking through private property.

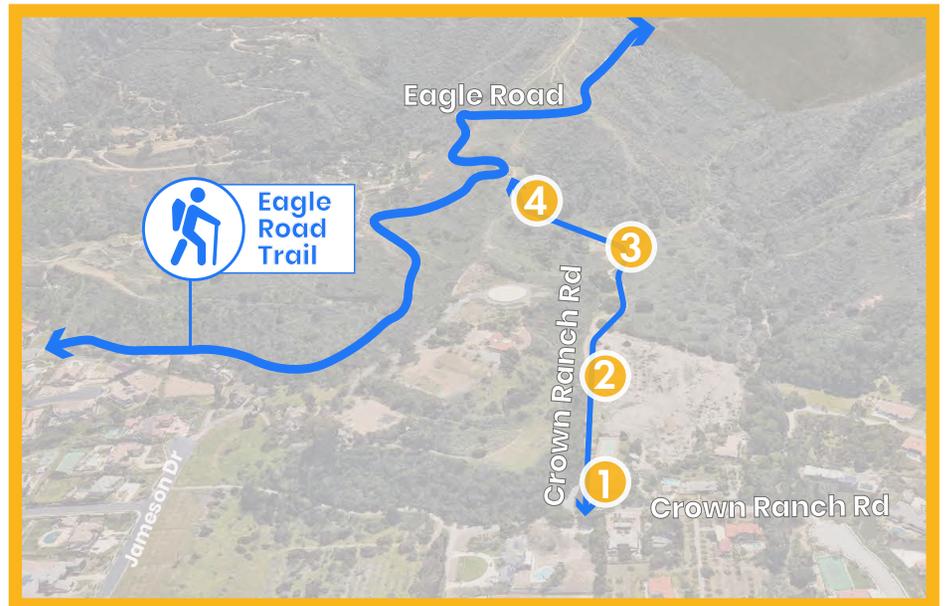
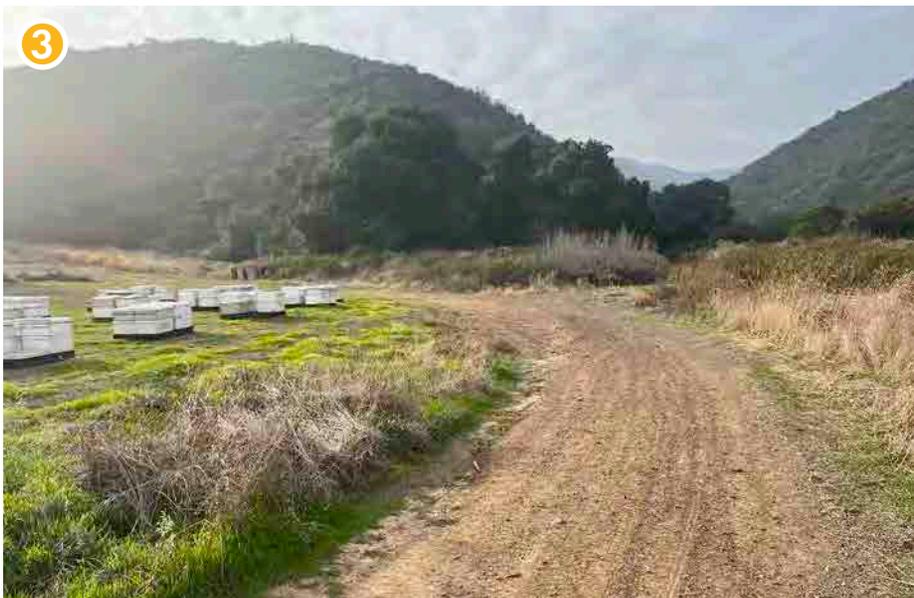
There is no formal trailhead for Eagle Road Trail, and no designated parking or direct active transportation connections near the trail.

“Open up trails through private property to get access to the Cleveland National Forest”



Entering the trail from the legitimate access point at Crown Ranch Rd (Trail #76)

TRAILS MASTER PLAN



PUBLIC ENGAGEMENT

Community members recognize Eagle Road as a popular trail access point, as it is more secluded than Skyline Drive. However, visitors often walk through private property to access the trail. Residents would like to see the City formalize these access points to allow hikers to reach the trail without trespassing.

Comments from community members also requested trailhead amenities including wayfinding that more clearly labels the trailhead, and better parking options near the trail.



This access point from Crown Ranch Road requires trespassing on private property

ACTIVE TRANSPORTATION CONNECTIONS

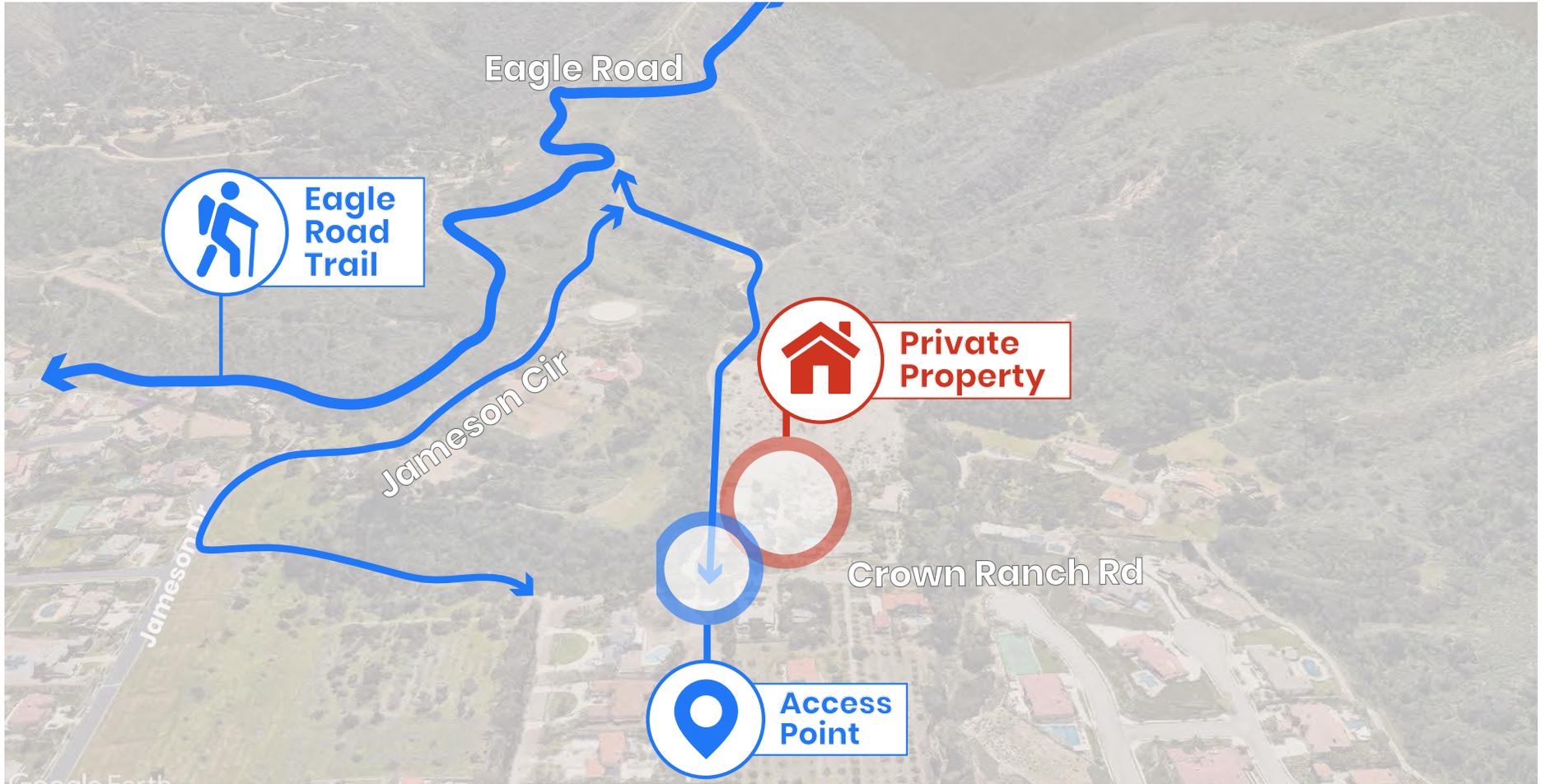
For most residents in Corona, walking or biking to the Eagle Road trailhead requires traveling on or across Upper Drive to Fullerton Avenue. Upper Drive is a roadway with a history of pedestrian and cyclists collisions. There is an existing Class II bike lane along the street, but the 35-45 mph speed limits would make this an uncomfortable bikeway for most users.

Sidewalks line Upper Drive on either side of the street, with landscaped buffers to separate pedestrians from vehicles. A Class I shared-use path replacing the sidewalk on one side of Upper Drive could provide an off-street, comfortable path for cyclists and pedestrians that can connect to Eagle Road.

Wayfinding and Class II bike lane striping on Fullerton Avenue could further direct cyclists and pedestrians to the trail entrance.



The existing Class II bike lane on Upper Drive may not be comfortable for some cyclists to use. However, there is an opportunity to widen the sidewalk on either side of the street to create a Class I shared-use path.



Visitors can access Eagle Road from Crown Ranch Road, but it can be difficult to find the narrow strip of public land between private residences. The City is working with partner agencies to find a safe and feasible access point to Eagle Road.

TRAIL ACCESS

Crown Ranch Road- Public Access

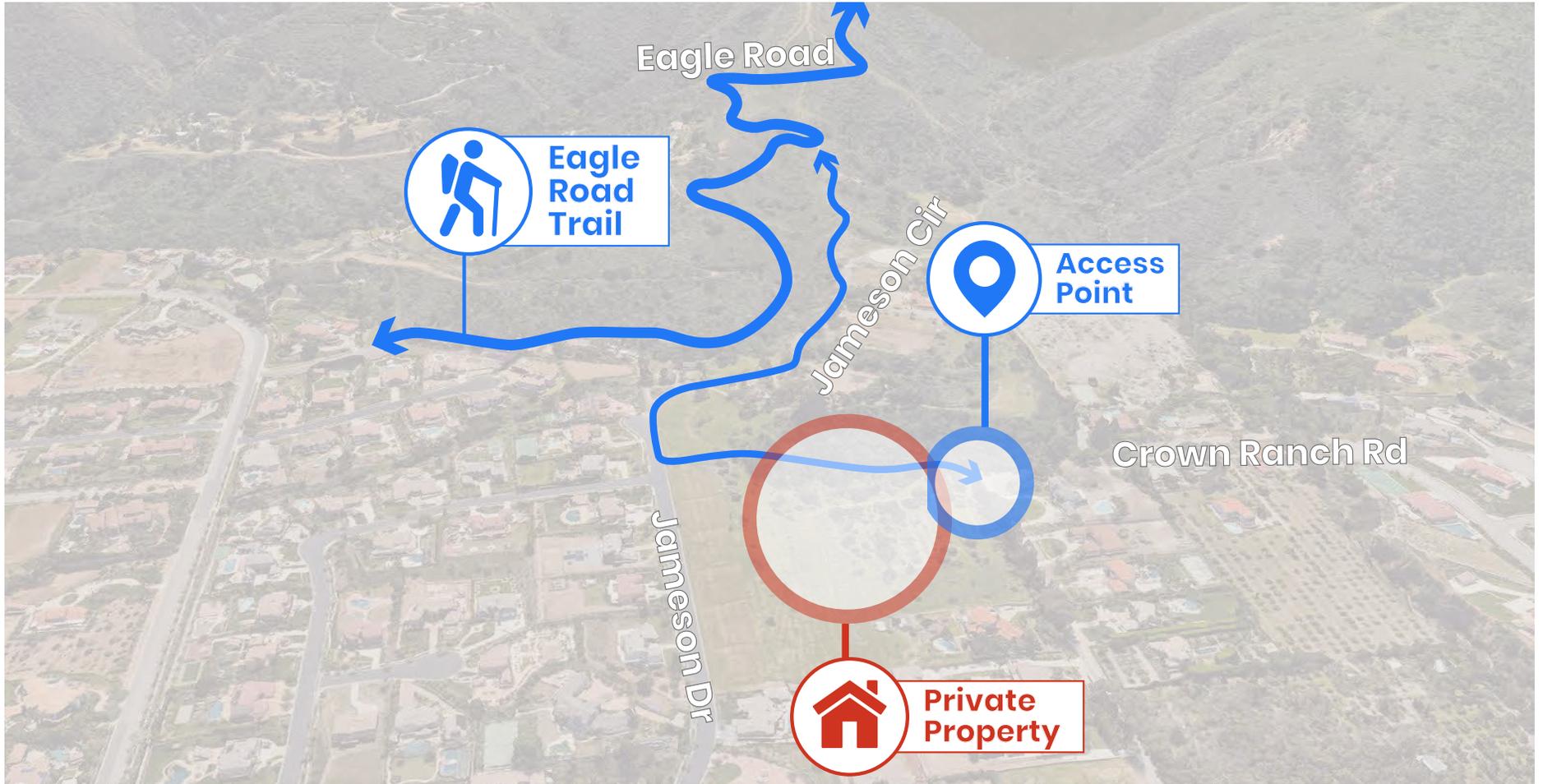
The first public access point is available from Crown Ranch Road, however the public access is a narrow strip of land near residences. Visitors may find it difficult to determine where the private property begins and ends. Additionally, the property owners near this narrow strip of path have set up “No Trespassing” signage near their home, so it is unlikely that many visitors would use this access point.

This is the ideal location to formalize a trailhead for Eagle Road. In addition to this location already being public land, this trail is the most direct and least strenuous in terms of elevation gain.

Crown Ranch Road- Private Access

The potential future access point option is for visitors to enter on the southeast corner of Crown Ranch Road. There is a small dirt pull off section where visitors could park, otherwise vehicles must be parked on the street. Trail users can then follow a dirt path on private property to reach Jameson Circle which travels past a City-owned water tower until reaching Eagle Road. Visitors cannot access the trail from Jameson Drive because it is a gated community.

This entry has nearly the same elevation gain as the Prairie Circle access point, though it is a slightly longer distance to the same location.



Accessing the trail from Crown Ranch Road via Jameson Circle requires trespassing on private property.

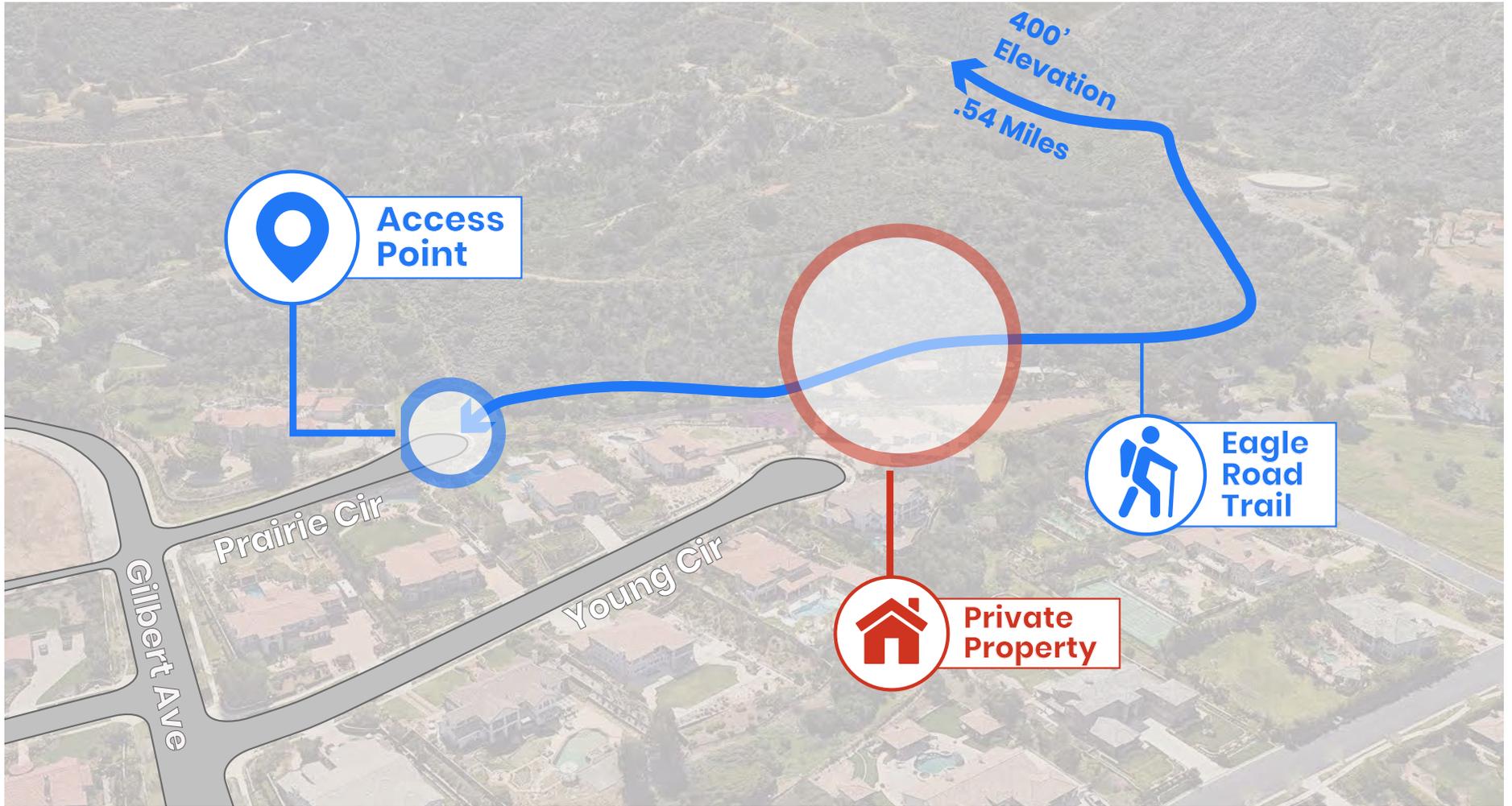
Prairie Circle

There are three potential access points to reach Eagle Road Trail. The third potential access point requires visitors to park on or near Prairie Circle and to walk through the existing cut through at the end of the cul de sac. There is a .25 mile path on private property through which visitors must then trespass on to access Eagle Road.

In addition to this access point requiring trespassing, it is also the highest elevation gain to reach Eagle Road compared to the other access points.

Right of First Refusal

In order to formalize a trailhead for Eagle Road, one potential action the City can take is to offer Rights of First Refusal (ROFR) to the current property owners near the trail. ROFR contracts allow the City to be first in line to purchase the private property should the owners decide to sell. Alternatively, the City can formalize the narrow stretch of land near Crown Ranch Road as trailhead access. The City can engage with specialists to determine the public and private ROW near this trail and can then improve access to this trail with amenities like parking and signage. These amenities may draw more residents to use Eagle Road.



Accessing the trail from Prairie Circle requires trespassing on private property.

PARKING

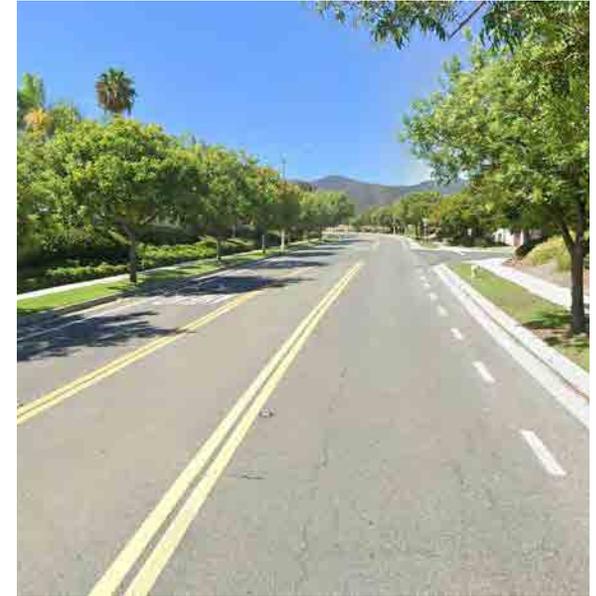
Trailhead parking is not available at Eagle Road except on local roads.

A residential greenbelt, classified as a landscape maintenance district, is located about a mile from Eagle Road Trail between Valencia Road and Fremont Drive. Street parking exists on the local roads surrounding the greenbelt.

There is an opportunity to establish the area as a staging area for Eagle Road Trail with additional trail amenities. The on-street connection to the entry to Eagle Road Trail can follow Fullerton Avenue and Crown Ranch Road to the trail entry.

While this may be effective as a short-term solution for parking at Eagle Road, it is not ideal. This will require visitors to walk or bike nearly one mile to reach the trailhead, including on Crown Ranch Road which does not have sidewalks. The City can consider improving Crown Ranch Road with pedestrian infrastructure and installing Interpretive signage along the route to provide residents and visitors with information about Corona's history. This signage can also reinforce to visitors that they are on the correct path to the trailhead.

A longer-term parking solution at Eagle Road would be to work with private land owners to create more parking along Crown Ranch Road or to allow trail access from Prairie Circle.



Fullerton Avenue could be used to connect visitors to Eagle Road from a staging area between Valencia Road and Fremont Drive.

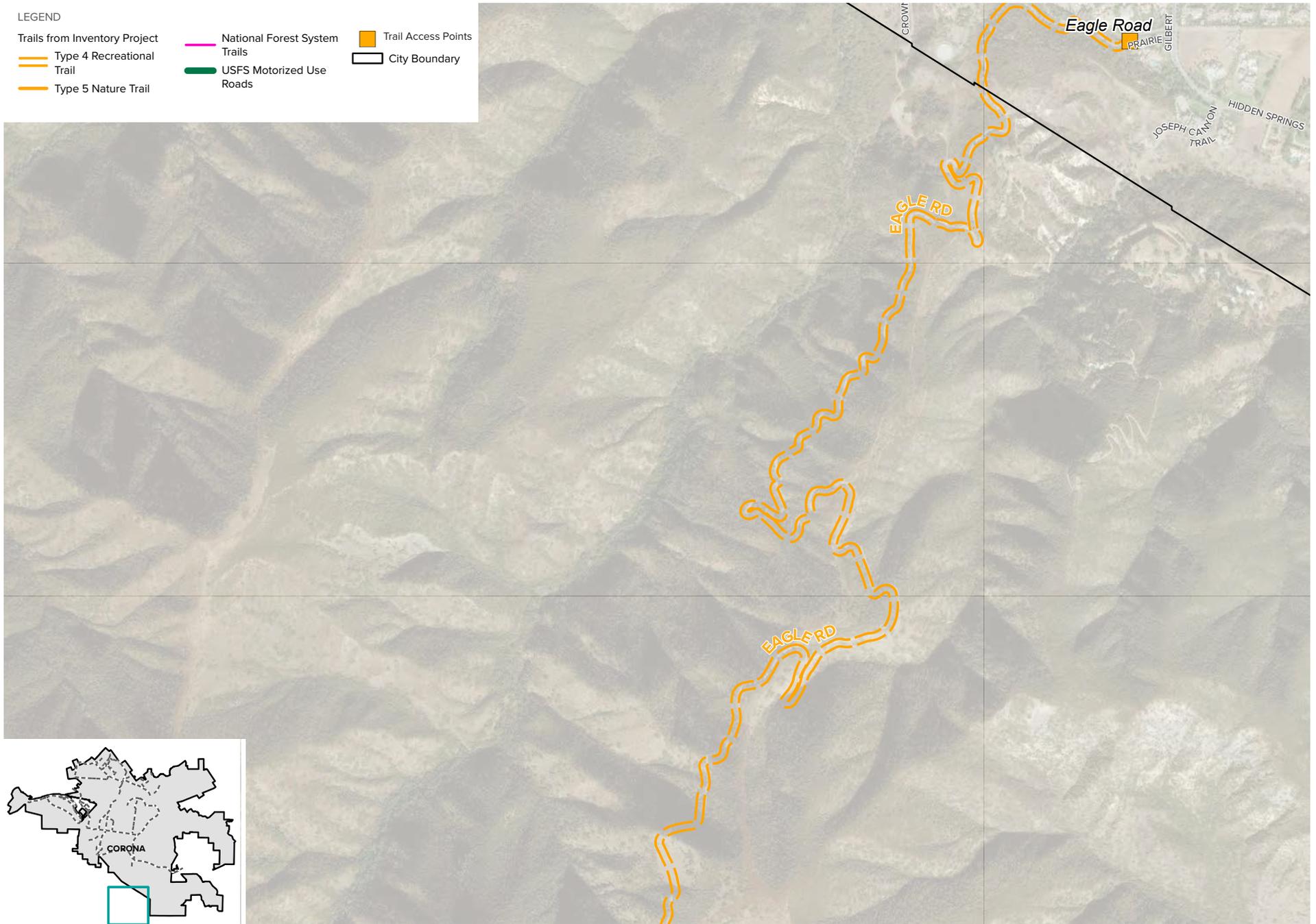
MAP 27. Eagle Road Trail

LEGEND

- Trails from Inventory Project
- Type 4 Recreational Trail
 - Type 5 Nature Trail

- National Forest System Trails
- USFS Motorized Use Roads

- Trail Access Points
- City Boundary



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BEDFORD MOTORWAY



Trail Length

5 Miles



Elevation Gain

2,800 Feet



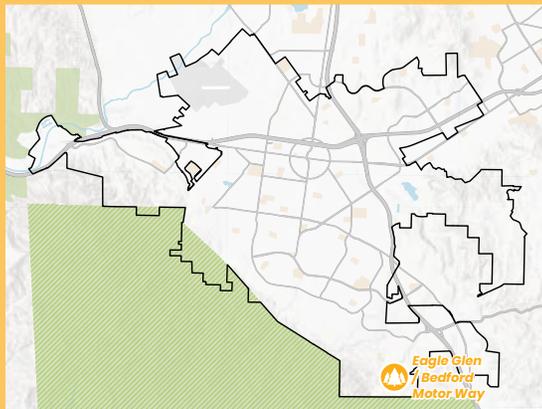
Access Points

Eagle Glen Pkwy



Access Ownership

Private



Bedford Motorway

Similar to Skyline Drive Trail, the Bedford Motorway is a United States Forest Service maintenance/access road within the Cleveland National Forest. Bedford Motorway has historically been a popular trail for Corona trail users, including off-road recreation access into the forest.

Development in the City has eliminated public access to Bedford and trail users currently access the trail by trespassing on private residential property, or via the Eagle Glen Golf Course through the Bedford wash. A loop trail is planned along the golf course.

**“Open up
the hiking/
biking access
to the Bedford
Motorway!”**



PUBLIC ENGAGEMENT

Corona residents acknowledge Bedford Motorway as one of the most popular access points into the Cleveland National Forest. With knowledge gained from community surveys and Trails Working Group meetings it is clear that there is a need for the City to create a public access point to link residents to the Bedford Motorway. Due to the steep grade, residents noted this trail is mostly used by hikers, rather than cyclists.

Community members also requested parking, trail amenities, and wayfinding leading up to and along Bedford Motorway.

ACTIVE TRANSPORTATION CONNECTIONS

No bike facilities currently exist in the City that create a direct connection to the Eagle Glen Golf Course and Bedford Motorway trail access point. Class II bike lanes exist along Masters Drive approximately one mile from the Eagle Glen Golf Course.

To create a bike connection from the existing network, a road diet or lane narrowing could be implemented along Eagle Glen Parkway to make space for a new separated Class IV facility or striped Class II facility.

Coupled with a new bike facility, directional wayfinding could be implemented on Eagle Glen Parkway to further direct cyclists and pedestrians to the Bedford Motorway trail entrance. These active transportation connections will be further explored in Corona's upcoming Bicycle Master Plan.



Narrowing Eagle Glen Parkway could provide space for Class II bike lanes or Class IV separated bikeways.

LAND ACQUISITION & LOOP TRAIL

An existing soft-surface path occasionally used by maintenance vehicles has historically been used by trail users to gain access up to Bedford Motorway. The City of Corona plans to formalize this trail access to the Bedford Motorway in the future, and add an additional loop trail along the edge of the Eagle Glen Golf Course. To accomplish this, the City hopes to acquire land adjacent to the Eagle Glen Golf Course within the Bedford wash and easements along the southern edge of the golf course property.

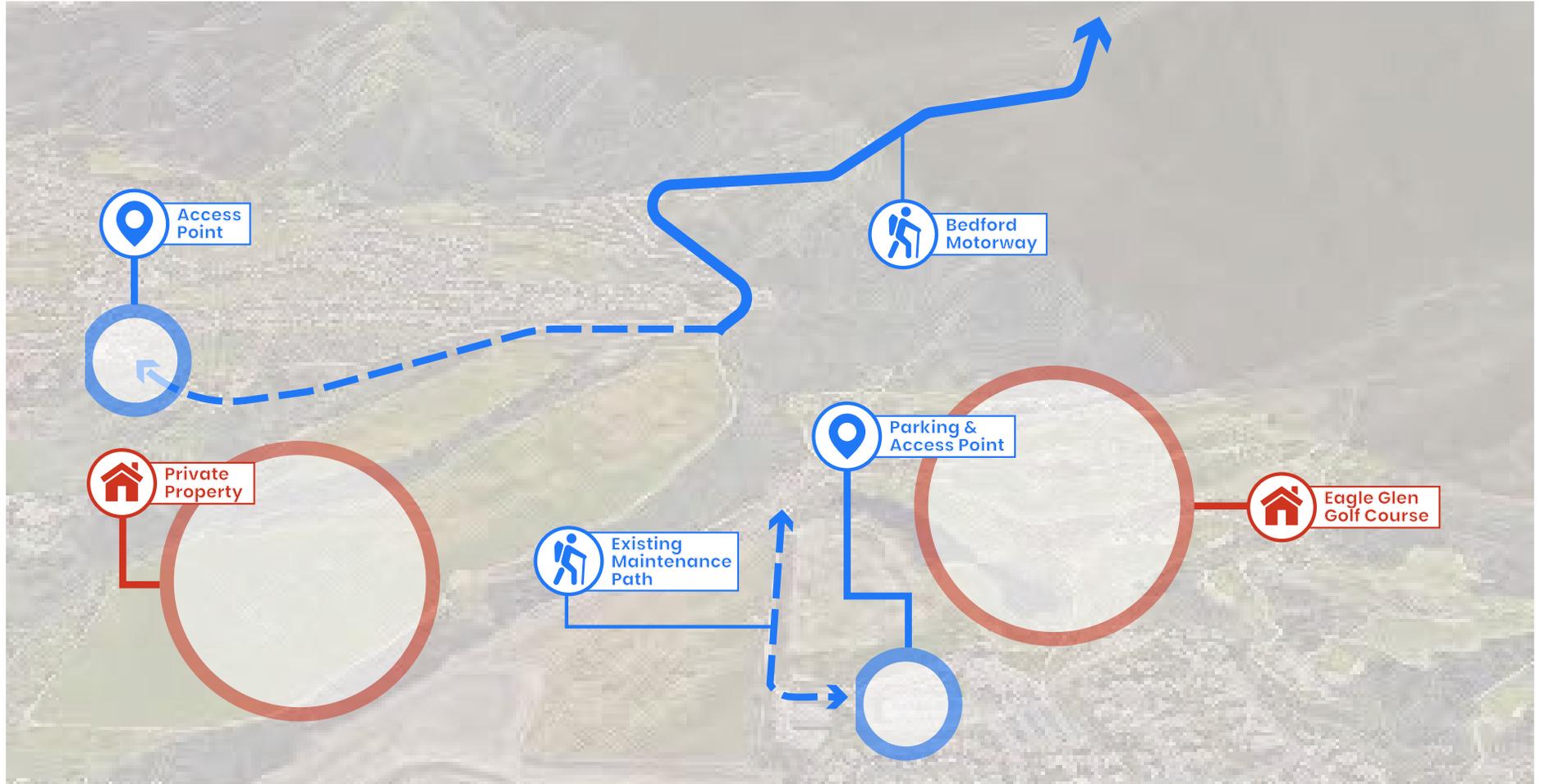
BARRIERS TO ACCESS

Currently, most visitors access the Bedford Motorway via the private McMillan property. The acquisition of the parcel adjacent to the golf course would prevent visitors from trespassing on the McMillan property. However, as the new parcel would not allow motorized access, it is likely that people would still pass through the private McMillan property. In the future, the City should also consider purchasing more land near the Bedford Motorway to allow for motorized access to the trail. The City can market this trail to e-bike users, which can help prevent conflicts between e-bikers and hikers on other trails in Corona.



Depending on the access point, portions of Bedford Motorway are gated (above), or are not maintained.

TRAILS MASTER PLAN



Visitors access Bedford Motorway via the Eagle Glen Golf Course and the private McMillan Property.

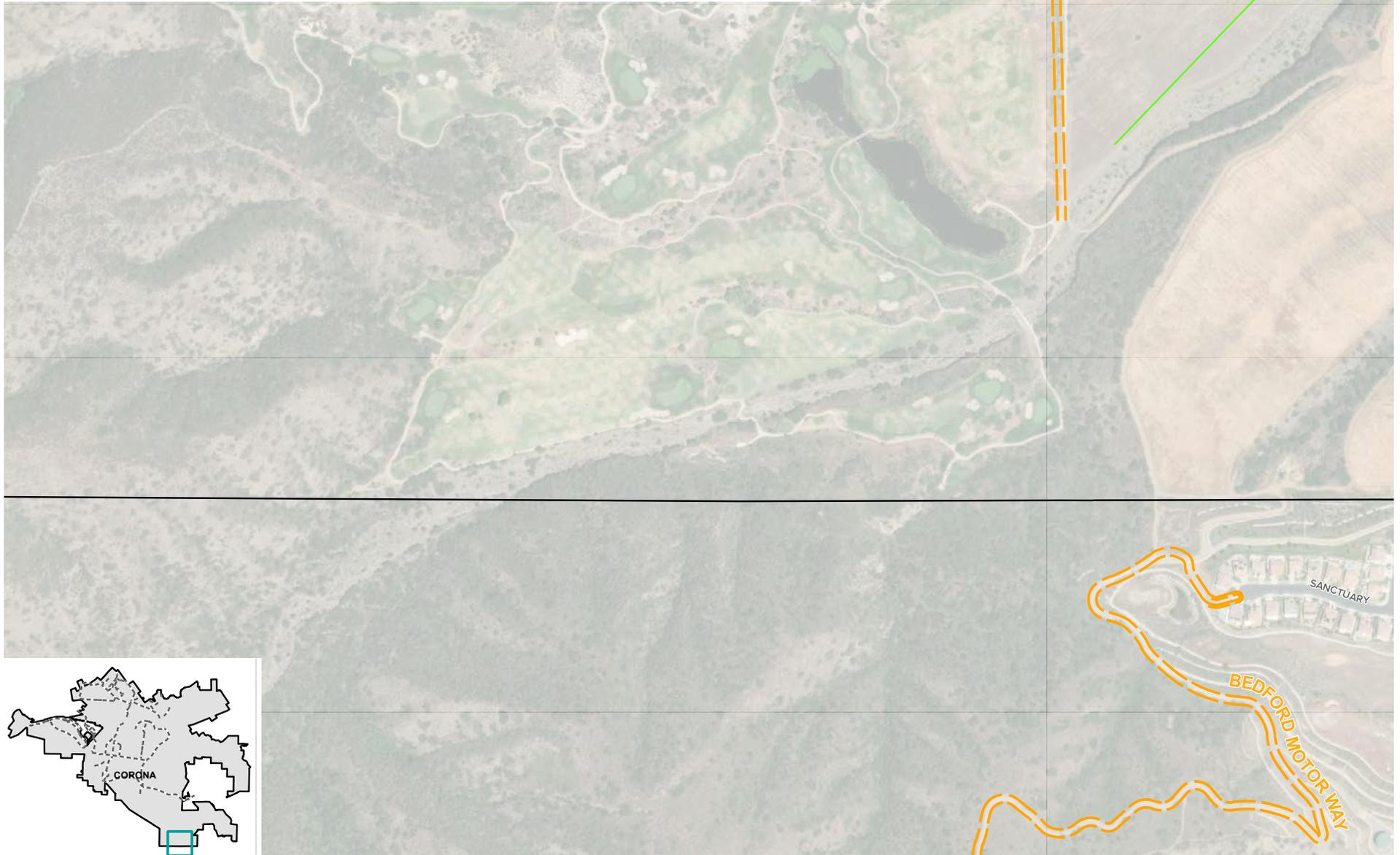
MAP 28. Bedford Motorway

LEGEND

Existing Trails and Paths
Type 2 Recreation Path

Trails from Inventory Project
Type 4 Recreational Trail
Trail Access Points

USFS Motorized Use Roads
City Boundary





FRESNO CANYON



Trail Length

4 Miles



Elevation Gain

1,500 Feet



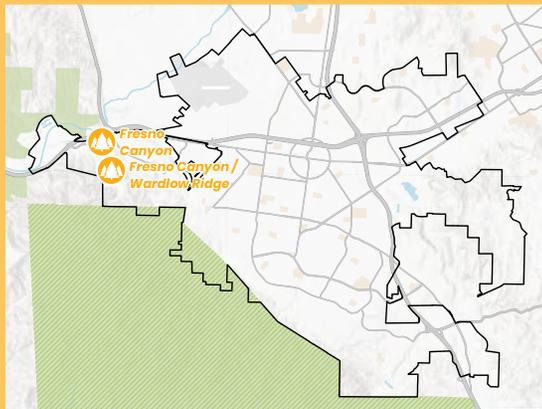
Access Points

Green River Drive;
Oakridge Drive



Access Ownership

Private

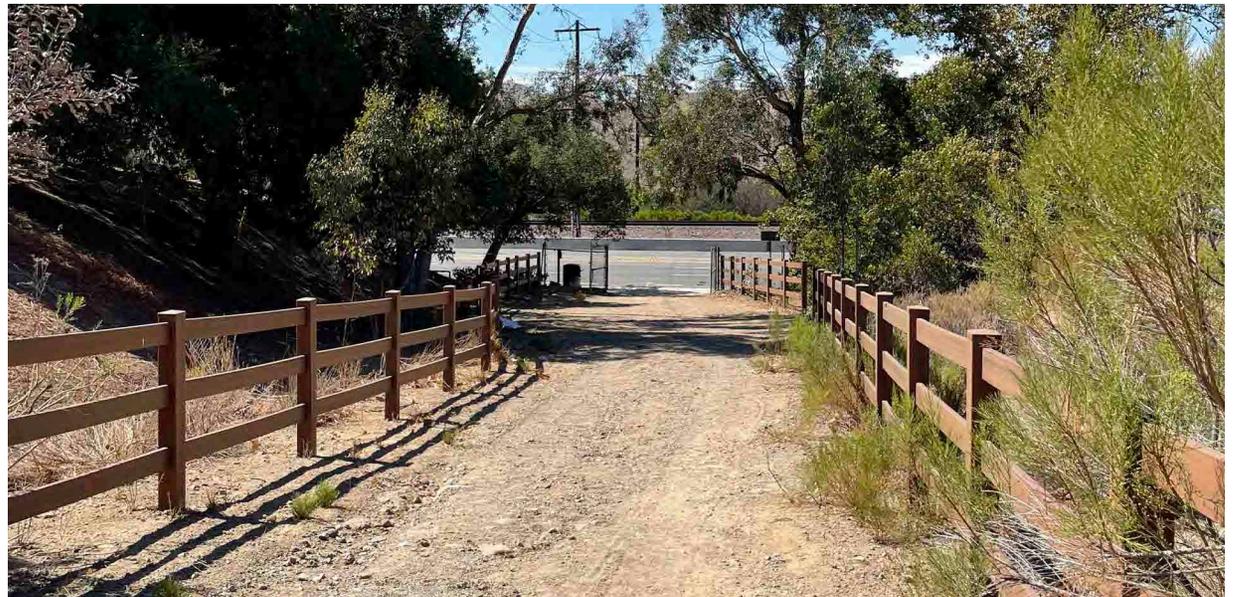


Fresno Canyon

Fresno Canyon travels through Corona to the Cleveland National Forest. There are two city access points, however only one is accessible with active transportation. There is no parking area for this trail, but visitors can park on the street at the southern access point

Public comments requested improved access and identification of the trail.

“[Corona] better access and parking to Fresno Canyon”



Visitors can enter Fresno Canyon from Green River Drive.

PUBLIC ENGAGEMENT

Community members have requested improved access to Fresno Canyon, including designated parking areas. Comments requested more signage near the trailhead to indicate the trail entrance. Comments also requested improved maintenance to the trail, especially at the northern entrance where there are issues with erosion.

In general, community members want to see improved bicycle and pedestrian access to trailheads in Corona. Community members would also like the City to publicize its less popular trails so visitors can experience trails



Community members requested improved signage at the Green River Drive trail entrance.

other than Skyline Drive.

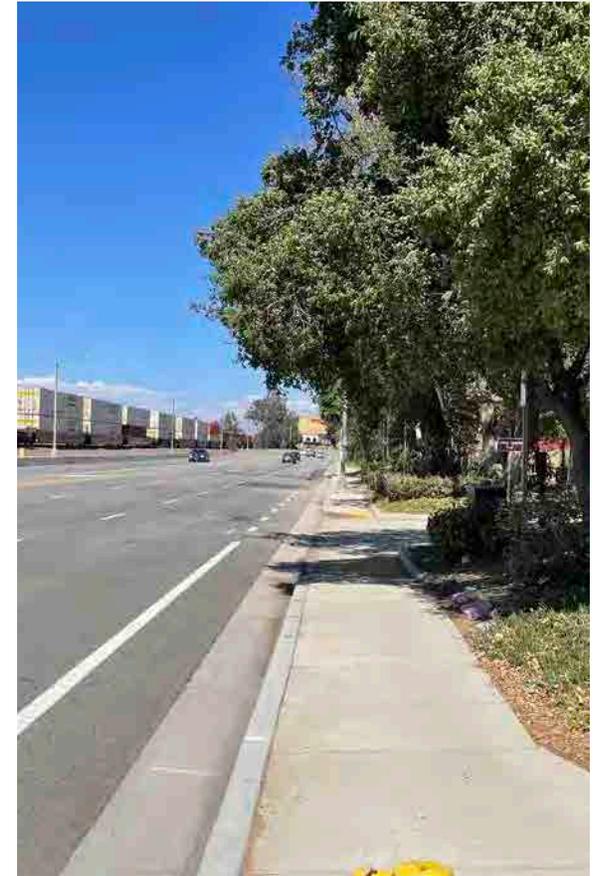
ACTIVE TRANSPORTATION CONNECTIONS

The access point on Green River Drive is not comfortably accessible for cyclists. There are existing Class II bike lanes, however Green River Drive is a multi-lane road with high speeds. Additionally, cyclists traveling west on Green River Road must cross at the Palisades Drive intersection and use the sidewalk to reach the trailhead.

There is an existing Class I shared-use path on Foothill Parkway that ends near Paseo Grande. The City can consider extending this path along the proposed Butterfield Trail alignment westward to connect to Fresno Canyon which would create a comfortable bikeway along a high speed street. In the interim, the City can place signage at the Palisades Drive intersection

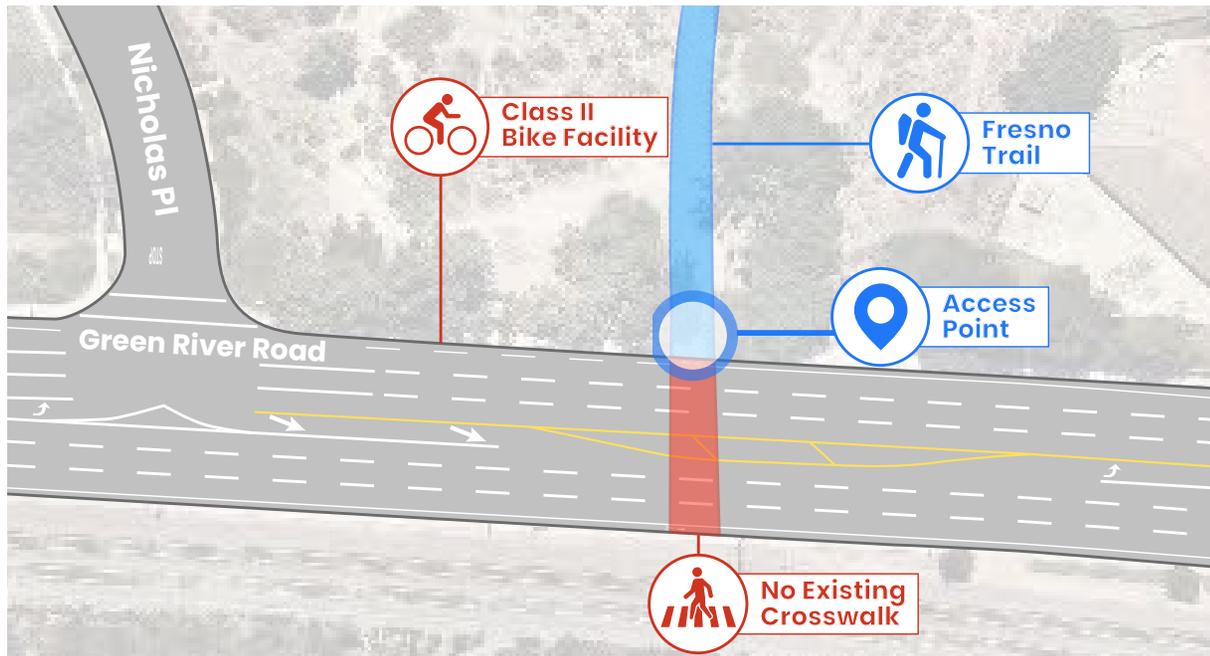
to alert cyclists and pedestrians that they must cross to reach the trailhead.

Alternatively, cyclists and pedestrians can use the access point on Oakridge Drive. Oakridge Drive is a 35mph street, but has fewer motor vehicle lanes than Green River Road. Oakridge Drive also has existing sidewalks on both sides of the street. The installation of bicycle facilities on Oakridge Drive can help lead cyclists to the trailhead. The City can also install trailhead



Narrow bike lines on Green River Road may not be comfortable for most cyclists.

TRAILS MASTER PLAN



The access point at Green River Road (above) is less comfortable for active transportation users and has less parking than the Oakridge Drive access point (below).



There are two access points to Fresno Canyon within Corona.

signage along Oakridge Drive to indicate to help all trail visitors navigate to the access point.

ACCESS POINTS

There are two access points to the Fresno Canyon trail. Visitors can access the trail from Green River Road or from Oakridge Drive. The Green River Road access point has signage and trash cans. The Oakridge Drive access

point does not have any signage or amenities. A wooden fence delineates the trail between these two access points.

The City can consider enhancing the Oakridge Drive trailhead to provide amenities at an access point that is more easily accessible for both drivers and active transportation users.

However, this decision should be made with consideration for future residential development along Oakridge Drive.

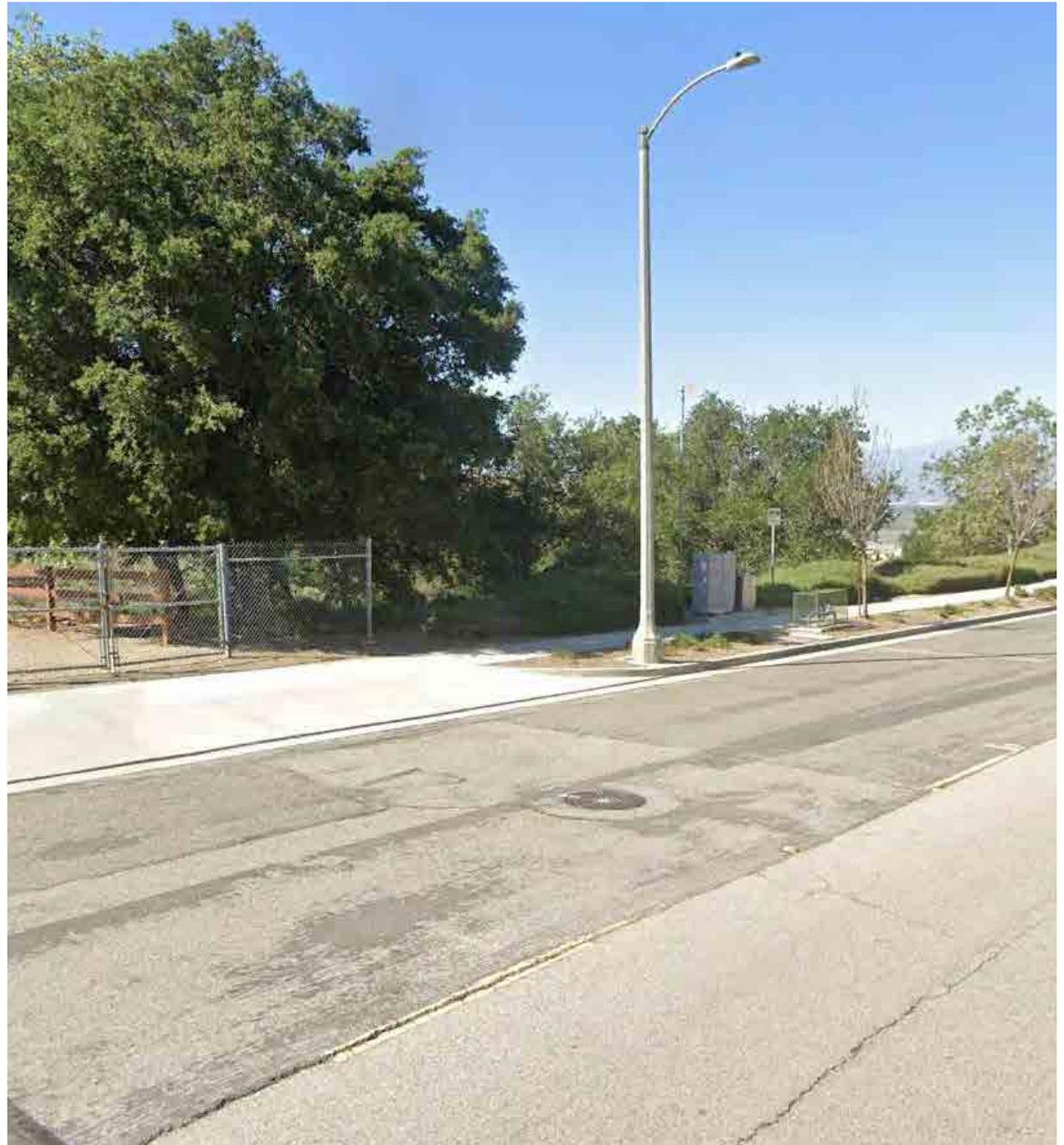
The trail continues south outside of the borders of Corona into the Cleveland National Forest, but

this is not a USFS authorized trail. This means that while the public can still use this trail, but the trail is not maintained by the USFS.

PARKING

Visitors using the Green River Road access point can park on the street at nearby Nicholas Place and walk to the trailhead. While plenty of free parking is available on Nicholas Place, it is not readily apparent from Green River Road or on Nicholas Place itself. Signage should be implemented to clearly direct trail users to and from parking on Nicholas Place. There is also a nearby shopping plaza that trailhead visitors may be able to use, although some spaces are reserved for customers only.

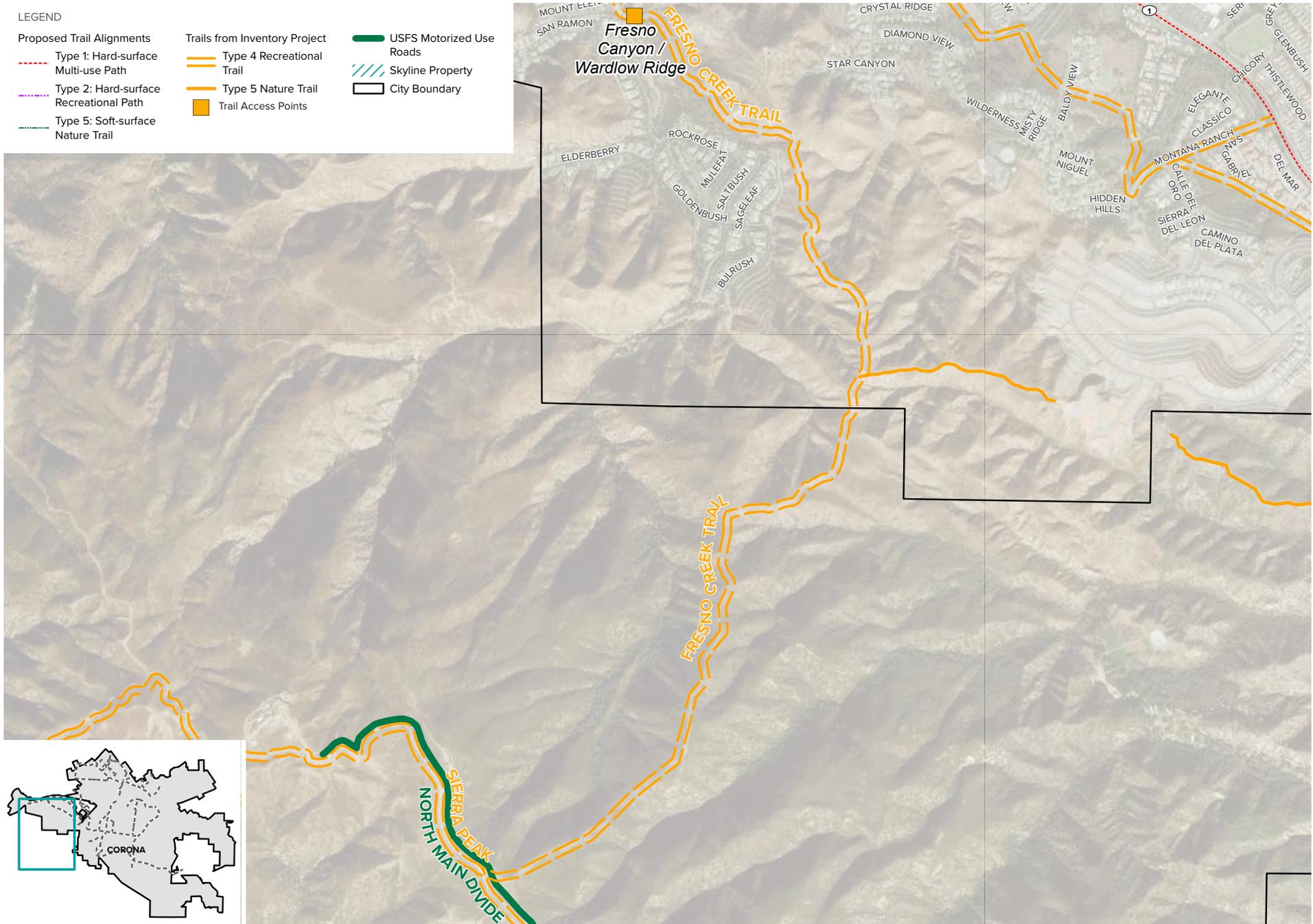
With the exception of the gated community south of San Ramon Drive, the Oakridge Drive access point is in a neighborhood with few parking restrictions and plenty of on-street parking. Community members noted that parking here is more comfortable than finding parking off of Green River Road. Additionally, the City of Corona owns property at the intersection of Oak Ridge Drive and the Fresno trail that can be utilized for parking in the future.

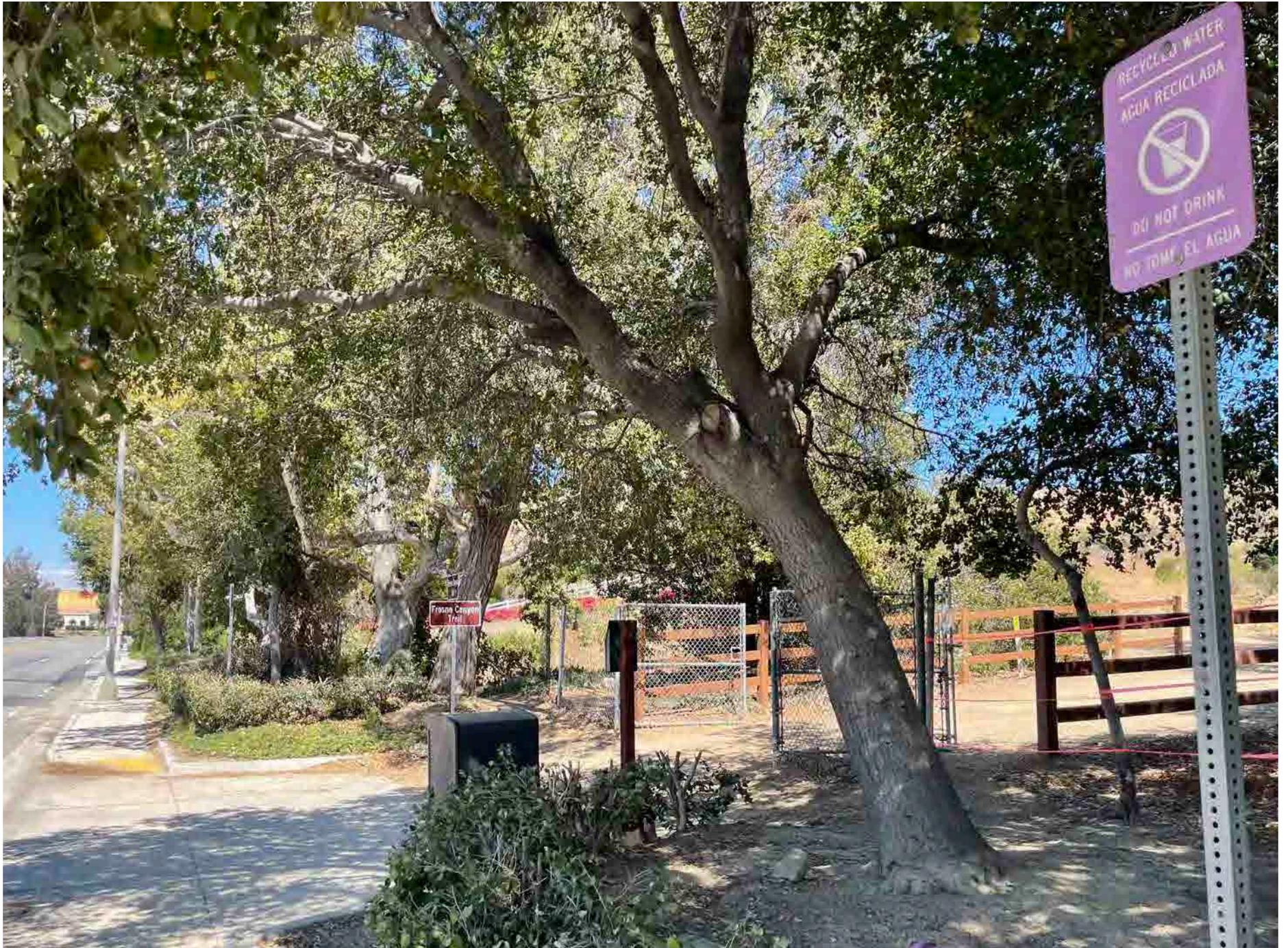


The Oakridge Drive access point is in a neighborhood with few on-street parking restrictions.

MAP 29. Fresno Canyon

- LEGEND
- | | | |
|--|-------------------------------|--------------------------|
| Proposed Trail Alignments | Trails from Inventory Project | USFS Motorized Use Roads |
| Type 1: Hard-surface Multi-use Path | Type 4 Recreational Trail | Skyline Property |
| Type 2: Hard-surface Recreational Path | Type 5 Nature Trail | City Boundary |
| Type 5: Soft-surface Nature Trail | Trail Access Points | |





SANTA ANA RIVER TRAIL



Trail Length

68 Miles; 110 Miles Upon Completion (From Orange County to San Bernardino)



Elevation Gain

300 Feet (In Corona)



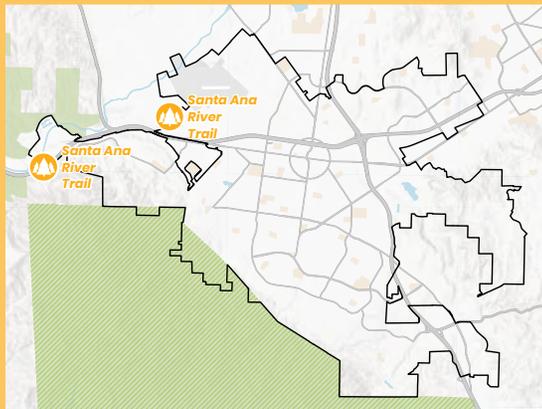
Access Points

Green River Road; Auto Center Drive



Access Ownership

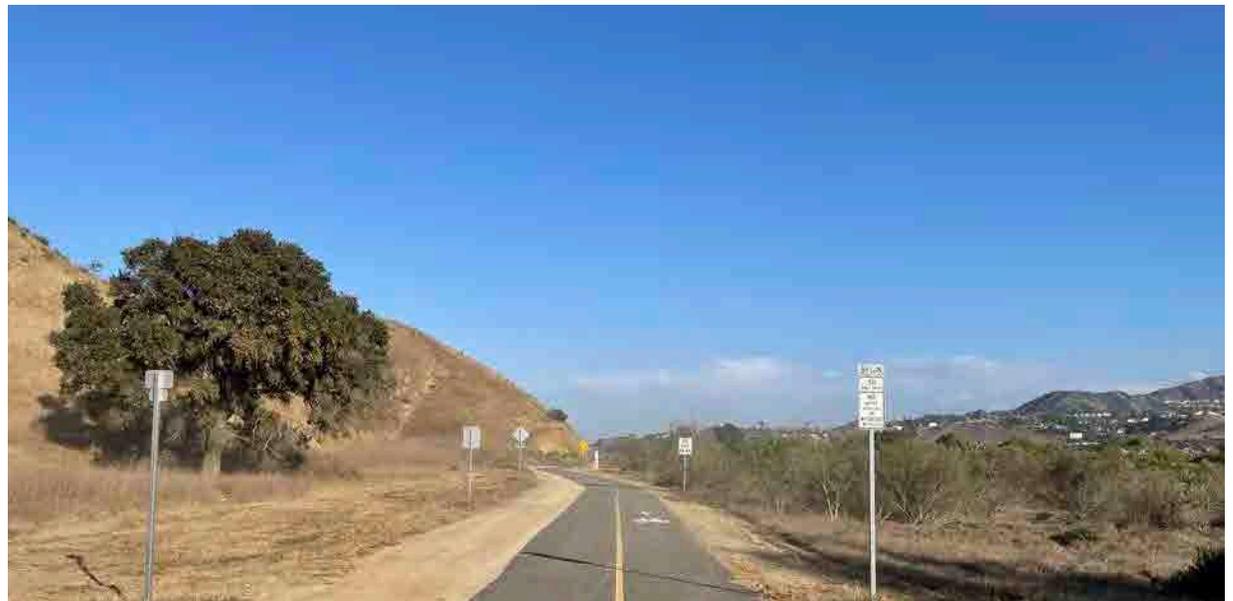
Public



Santa Ana River Trail (SART)

The SART is a multi-use trail that when completed will span more than 100 miles between San Bernardino and Orange County. The paved path starts in west Corona and travels through Orange County. To the east, most of the 12.8 mile section through Prado Basin along the Corona border is currently unbuilt. Future plans aim to connect the regional trail further east to the City of Riverside.

“Connect both ends of the Santa Ana River Trail”



There is a short paved portion of path along the Prado Basin, but it is unpaved on either side.

PUBLIC ENGAGEMENT

Community members hope to see the completion of the Santa Ana River Trail to create bicycle access from Riverside County to Orange County. Community members would like to see bike trails with amenities in Corona, similar to the trails that exist in neighboring cities.

Over 20% of survey respondents stated that they have biked on nature trails in Corona in the past 5 years. These cyclists would also likely be interested in riding on the SART. When asked to rate Corona's trail connectivity to nearby cities most respondents rated it as average or poor. The completion of the SART will provide regional connectivity between multiple jurisdictions.



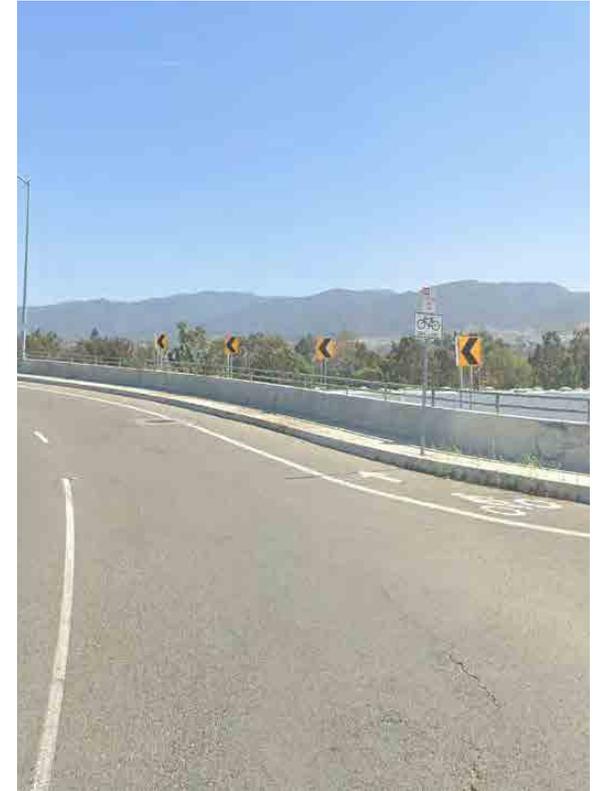
A portion of the completed SART in San Bernardino (Photo Credit: San Bernardino County Regional Parks).

ACTIVE TRANSPORTATION CONNECTIONS

Bicycle lanes on Green River Road connect cyclists to the western access point to the SART. However, these bike lanes only span between the SART parking lot and Crestridge Drive. The lanes do not start again on Green River Road until Fresno Road, leaving a gap in bike facilities at the State Route 91 entrance and exit ramps. Pedestrians cannot access the SART at the western entrance as Green River Road does not have sidewalks south of Crestridge Drive.

Even with the bike lanes along Green River Road, it is unlikely that the average cyclist would feel comfortable riding on this multi-lane, 45mph street. In the long term, the City can consider a Class I shared-use path along the previously proposed Butterfield Trail alignment to create a safe, connected path to the SART. The Butterfield Trail would connect pedestrians and cyclists from the SART to El Cerrito along Foothill Parkway in Corona.

Bicycle lanes lead cyclists to Auto Center Drive at the eastern end of the trail, but similarly to Green River Road, these bike lanes may not feel comfortable to most cyclists. Buffered or protected bike lanes on nearby street can provide enhanced separation from motor vehicles.

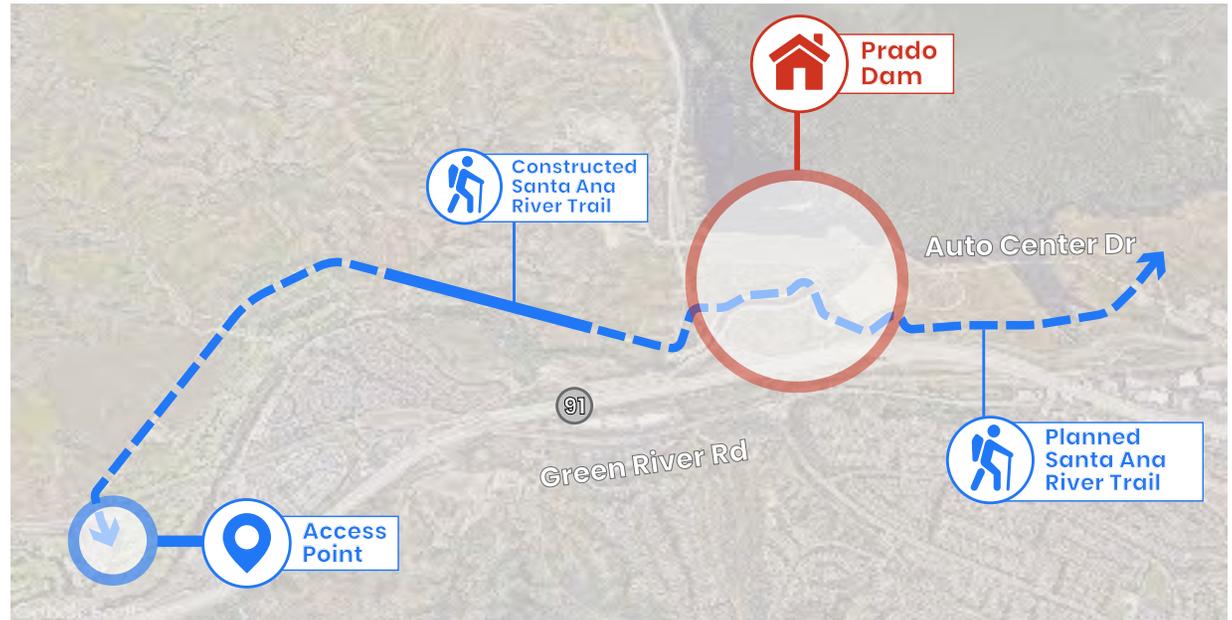


Buffered or protected bike lanes leading to the Santa Ana River Trail may make it more comfortable for cyclists to ride to the trail.

ACCESS POINTS

The paved SART can be accessed from the western side of the City from Green River Road. Visitors can enter the paved trail through the parking lot on Green River Road to travel west to Orange County. The trail can also be accessed by driving through the Green River Golf Club parking lot. From here, visitors can access the unpaved trail which heads eastward. There is a short, paved section of the path between two unpaved sections in the Prado Basin as the path travels east. Currently, the Golf Club allows this access but, if this trailhead becomes more popular the Club may prefer to prohibit visitors from driving through.

Visitors can also access the unpaved path at the eastern side of the City from Auto Center Drive near Railroad Street. Neither the Green River Road nor the Auto Center Drive access points have marked trailheads.



The SART can be accessed from Green River Road or Auto Center Drive. The only paved portion of the trail is between two unpaved sections.

Until significant trail development is completed, the Green River Road parking lot should be the main access point. This location already provides access to the trail headed west and has ample parking. The trailhead can also be enhanced with amenities like a restroom, benches, and tables.

PARKING

There is limited parking at the eastern entrance to the Santa Ana River Trail. Vehicles can park in the dirt patches along Auto Center Drive. However, future development along Auto Center Drive may limit parking on the side of the road. There is undeveloped space along Auto Center Drive where a parking lot could be constructed.

At the western access point near the golf course, parking is available along Green River Road. Visitors can park in the lot and then walk a short distance to the paved path headed west to Orange County. Vehicles can also park in the Golf Club parking lot or along the dirt road approaching the unpaved trail headed east.



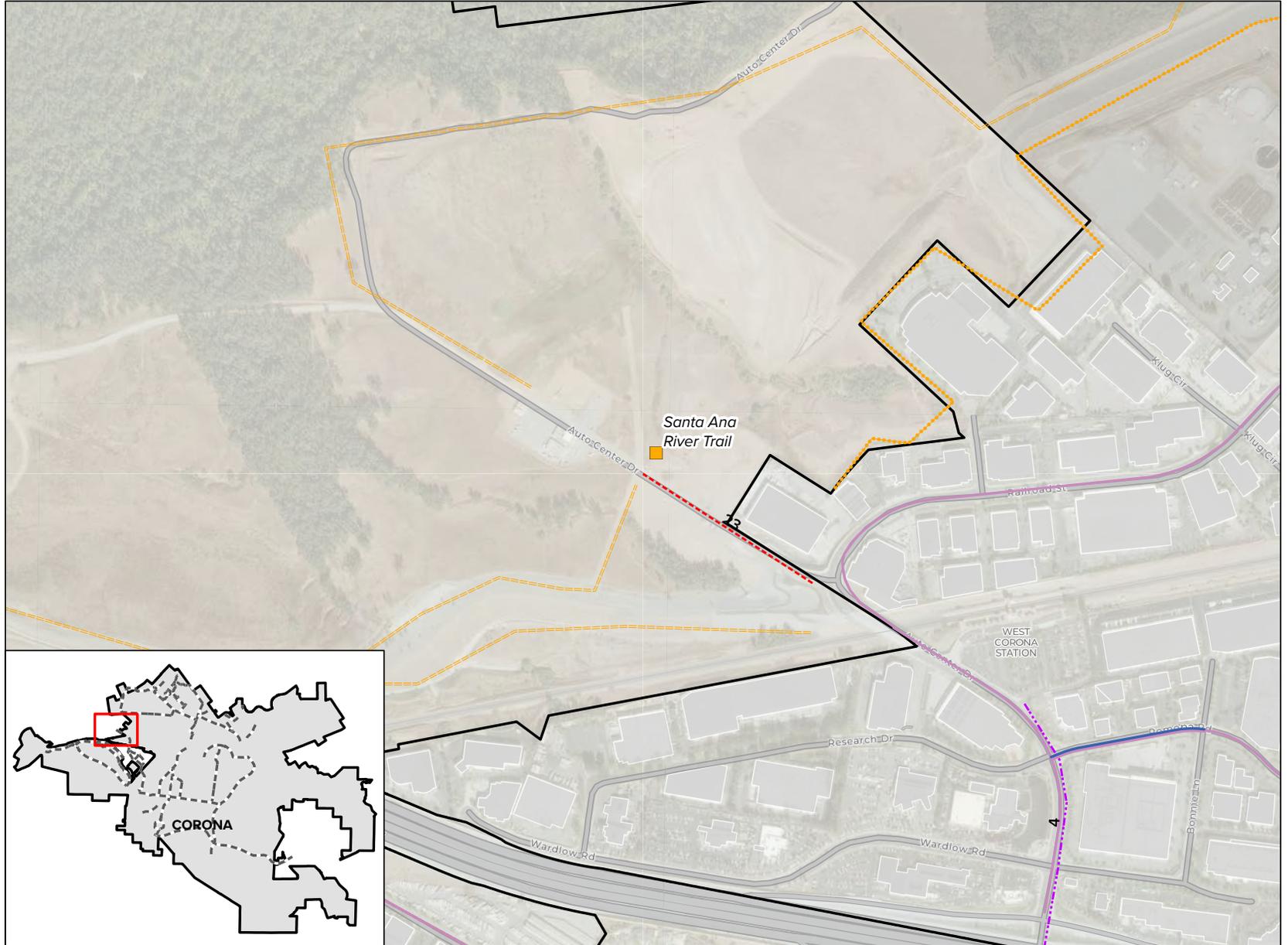
Visitors can enter the Santa Ana River Trail from this parking lot off of Green River Road.

MAP 30. Santa Ana River Trail

Big 5 Trails

SANTA ANA RIVER TRAIL

- Trail Access Points
- Bike Facilities**
 - Class I
 - Class II
 - Class III
- 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
- Existing Trails and Paths**
 - Type 1 Multi-use Path
 - Type 2 Recreation Path
 - Type 3 Multi-use Trail
- Trails from Inventory Project**
 - Type 4 Recreational Trail
 - Type 5 Nature Trail
- City Boundary
- Cleveland National Forest

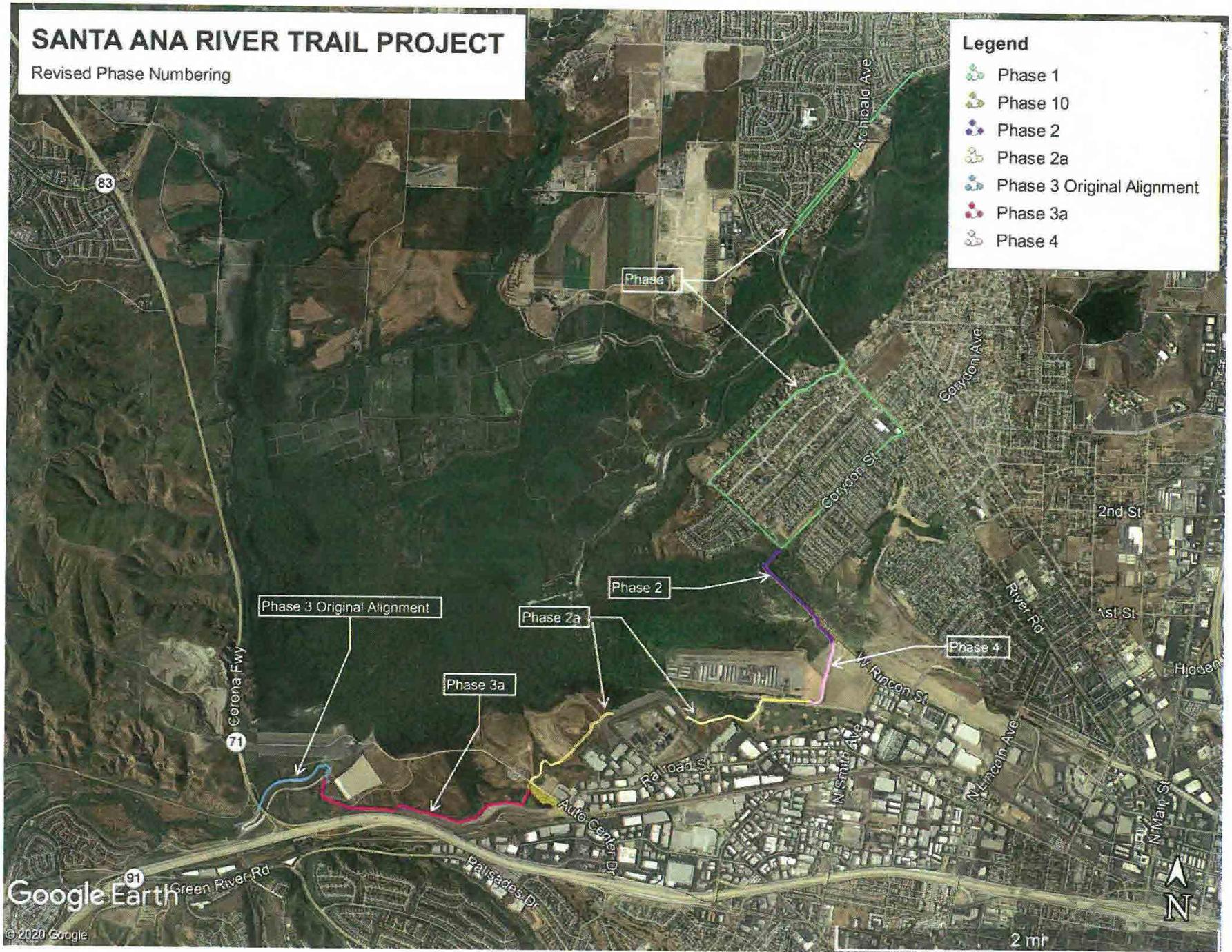


0 375 750 FEET

SANTA ANA RIVER TRAIL PHASING

Appendix H







SART Phase 1

EASTVALE/RIVER ROAD to RINCON ROAD

PROJECT FUNDING: PROPOSITION 84, County DIF

PROJECT COSTS: TBD

ESTIMATED TIMELINE: TBD

PROJECT DESCRIPTION:

SART Phase 1 connects the existing trail in Eastvale to the River Road Bridge and down to Rincon Road. This is a critical link that will be placed upon city streets due to USACE rejection of the proposed alignment in the Santa Ana River. To the east it connects to the existing trail that was constructed by the Jurupa Community Services District. To the west it connects to Rincon Road, Phase 2.

CRITICAL PATH ITEMS:

- Procure a consultant to develop the Environmental document and design
- City of Eastvale Construction Permit
- City of Eastvale Conditional Use Permit
- CDFW 1602 Streambed Alteration Permit
- SARWQCB- 401 Stormwater Permit
- USACOE- 404 Clean Water Act Permit
- SCAQMD- Authority to Construct Permit

TIMELINE DETAILS:

Environmental: Procure a consultant upon completion of Phase 2, 2A, and 3A

Design: Procure a consultant upon completion of Phase 2, 2A, and 3A

Construction: TBD

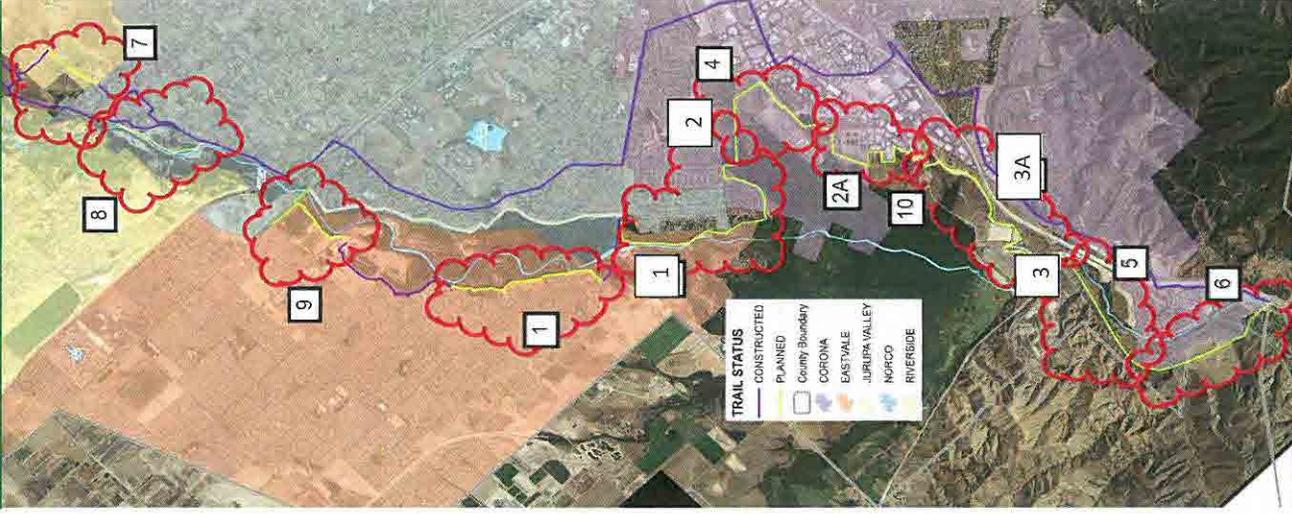
Open to Public: Upon Completion

PROJECT SPONSOR: Riverside County Regional Park and Open-Space District

IMPLEMENTING AGENCY: Riverside County Transportation Commission

PROJECT CONTACTS:

David Lewis • DLewis@RCTC.org • (951) 787-7970
 Gustavo Quintero • gquintero@bec-riv.org • (951) 787-7935



Revised: 11-02-2021



SART Phase 2

RINCON ROAD ALIGNMENT

PROJECT FUNDING:

Proposition 84

PROJECT COSTS:

\$3,728,000

ESTIMATED TIMELINE:

July 2021 to June 2027

PROJECT DESCRIPTION:

This segment navigates from Stagecoach Road to Rincon Road in Corona. To the east trail users will connect to Phase 1 Eastvale/River Road connection via Stagecoach Road and crossing River Road Bridge. To the west, it connects to Phase 4, the Alcoa Dike Connection currently under construction by the United States Army Corps of Engineers (USACE).

CRITICAL PATH ITEMS:

- Development and Completion of IS/MND
- City of Corona Construction Permit
- City of Eastvale Conditional Use Permit
- City of Eastvale Construction Permit
- CDFW 1602 Streambed Alteration Permit
- SARWQCB 401 Stormwater Permit
- USACE 404 Clean Water Act Permit
- SCAQMD Authority to Construct Permit

TIMELINE DETAILS:

Environmental: Revised studies under development, environmental document being developed in conjunction with USACE

Design: Revised due to USACE comments -5%

Construction: est. 2024-2027

Open to Public: Upon Completion

PROJECT SPONSOR:

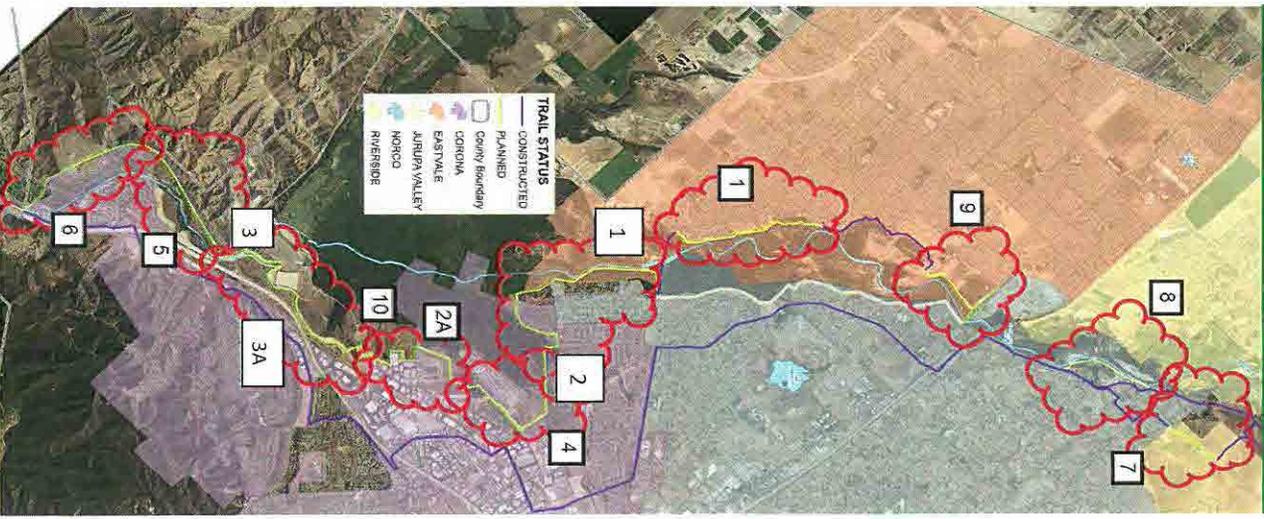
Riverside County Regional Park and Open-Space District

IMPLEMENTING AGENCY:

Riverside County Transportation Commission

PROJECT CONTACT:

David Lewis • DLewis@RCTC.org • (951) 787-7970
 Gustavo Quintero • gquintero@bec-riv.org • (951) 787-7935



Revised: 11-02-2021



SART Phase 2A

CORONA AIRPORT/AUXILIARY DIKE CONNECTION

PROJECT FUNDING: Proposition 84

PROJECT COSTS: \$7,945,000

ESTIMATED TIMELINE: July 2020 to June 2025

PROJECT DESCRIPTION:

SART Phase 2A navigates from Auto Center Drive to Butterfield Drive in Corona. This trail links to other segments at the following points. To the east it connects with Phase 4 -Alcoa Dike Connection, to the west it connects to Phase 10-Staging Area and Phase 3A- Auxiliary Dike.

CRITICAL PATH ITEMS:

- Development and Completion of IS/MND
- City of Corona Construction Permit
- CDFW 1602 Streambed alteration Permit
- SARW/QCB- Section 401 Stormwater Permit
- USACOE- Section 404 Clean Water Act Permit
- SCAQMD- Authority to Construct Permit

TIMELINE DETAILS:

Environmental: Revised studies under development, environmental document being developed in conjunction with USACE

Design: Revised due to USACE comments – 5%

Construction: est. July 2022 to June 2025

Open to Public: Upon Completion

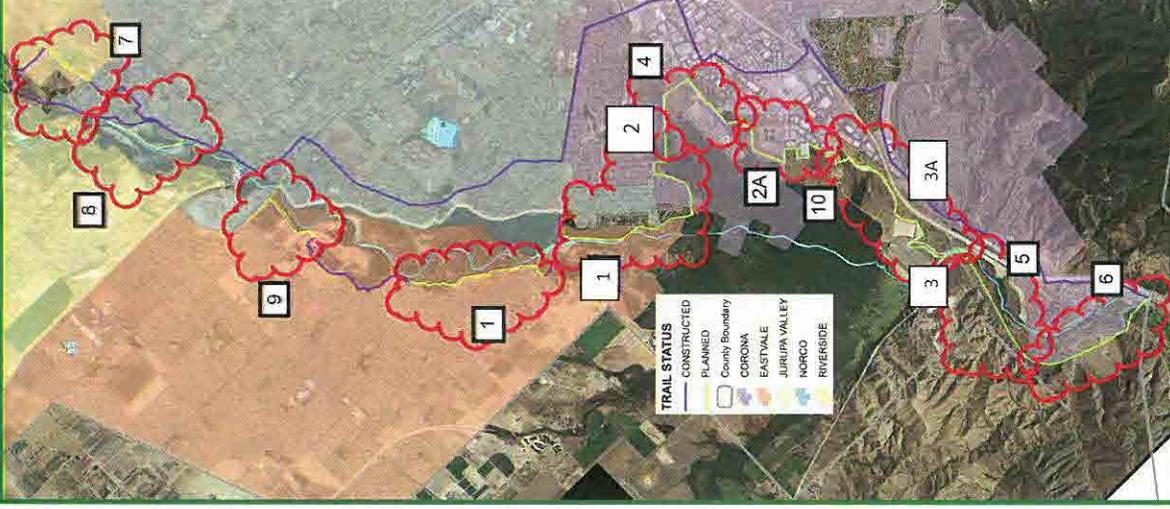
PROJECT SPONSOR: Riverside County Regional Park and Open-Space District

IMPLEMENTING AGENCY: Riverside County Transportation Commission

PROJECT CONTACTS:

David Lewis • DLewis@RCTC.org • (951) 787-7970

Gustavo Quintero • gquintero@bec-riv.org • (951) 787-7935



Revised: 11-02-2021



SART Phase 3

AUXILIARY DIKE CONNECTION TO PHASE 5

PROJECT FUNDING: Proposition 84

PROJECT COSTS: TBD

ESTIMATED TIMELINE: TBD

PROJECT DESCRIPTION:

This Phase connects the U.S. Army Corps of Engineers' Auxiliary Dike on the east to phase 5 which is considered the Chino Hills State Park connection. The travels parallel to the 91 Freeway until it reaches the Prado Dam spillway crossing over the spillway channel with a dedicated trail bridge, eventually crossing under the 71 Freeway.

CRITICAL PATH ITEMS:

- Procure a consultant to develop the Environmental Document and Design of the Trail and Bridge
- Development and Completion of IS/MND
- City of Corona Encroachment Permit
- CalTrans Encroachment Permit
- Riverside County Construction Permit
- CDFW 1602 Streambed Alteration Permit
- SARWQCB 401 Stormwater Permit
- USACOE 404 Clean Water Act Permit
- SCAQMD Authority to Construct Permit
- Chino Hills State Park-Construction Permit

TIMELINE DETAILS:

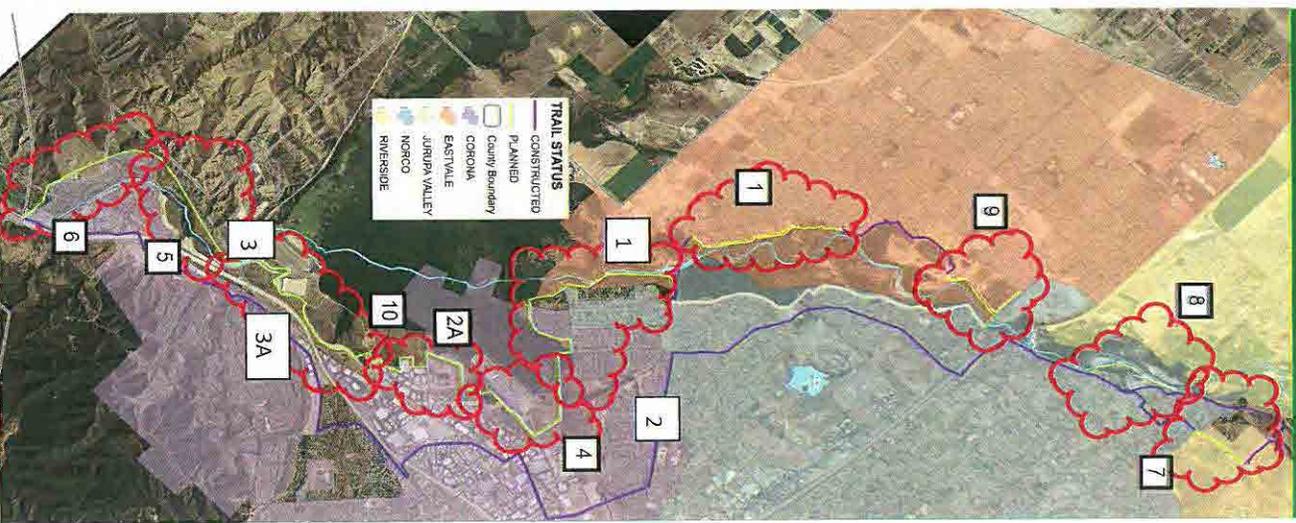
- Environmental:** Consultant procurement upon alignment approval from USACE
- Design:** Consultant procurement upon alignment approval from USACE
- Construction:** TBD
- Open to Public:** When adjacent segments are complete

PROJECT SPONSOR: Riverside County Regional Park and Open-Space District

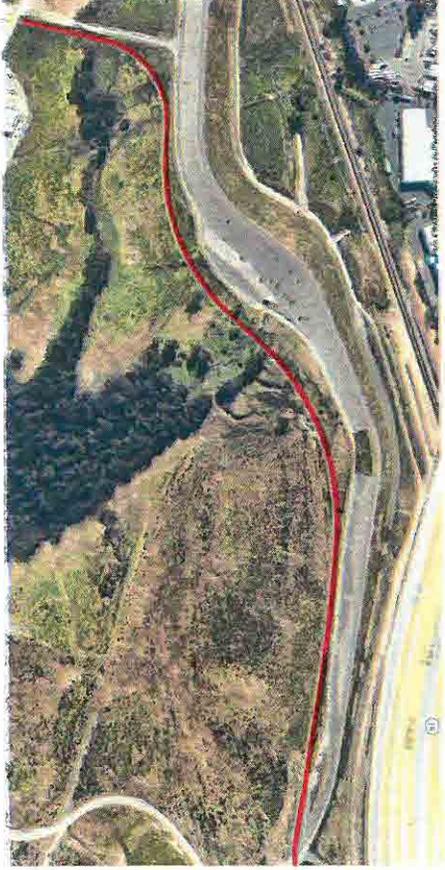
IMPLEMENTING AGENCY: Riverside County Transportation Commission

PROJECT CONTACTS:

David Lewis • DLewis@RCTC.org • (951) 787-7970
 Gustavo Quintero • gquintero@bec-riv.org • (951) 787-7935



Revised: 11-02-2021



SART Phase 3A

AUXILIARY DIKE CONNECTION TO SPILLWAY

PROJECT FUNDING: Proposition 84

PROJECT COSTS: \$8,300,000

ESTIMATED TIMELINE: July 2021 to June 2026

PROJECT DESCRIPTION:

This Phase connects the U.S. Army Corps of Engineers' Auxiliary Dike on the east to phase 5 which is considered the Chino Hills State Park connection. The travels parallel to the 91 Freeway until it reaches the Prado Dam spillway, eventually crossing under the 71 Freeway.

CRITICAL PATH ITEMS:

- Development and Completion of IS/IMND
- City of Corona Encroachment Permit
- CalTrans Encroachment Permit
- Riverside County Construction Permit
- CDFW 1602 Streambed Alteration Permit
- SARWQCB 401 Stormwater Permit
- USACOE 404 Clean Water Act Permit
- SCAQMD Authority to Construct Permit
- Chino Hills State Park-Construction Permit

TIMELINE DETAILS:

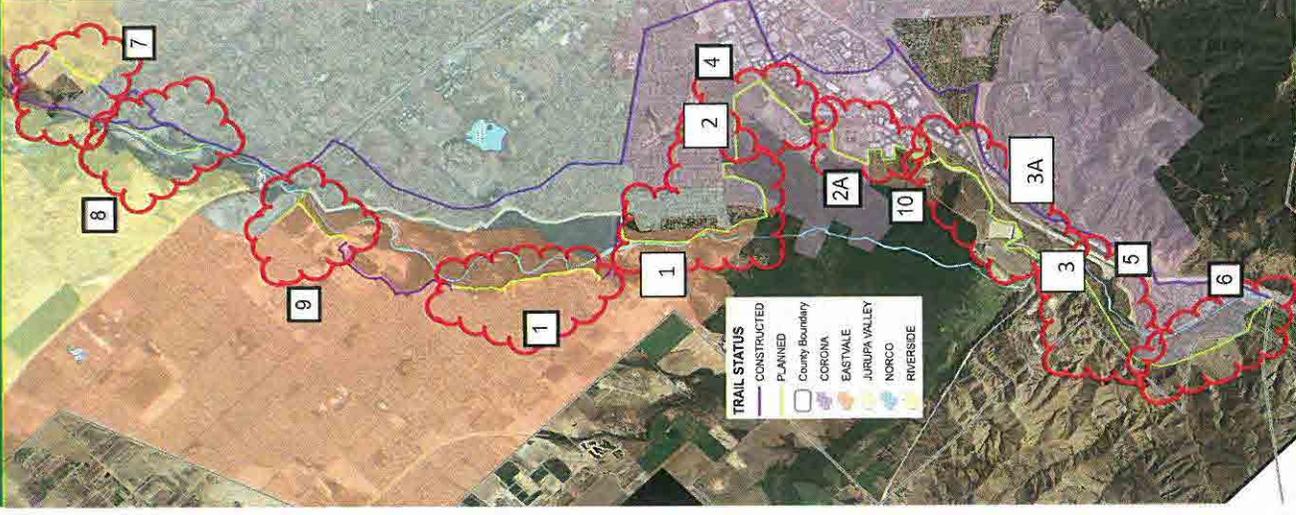
Environmental: Revised studies under development, environmental document being developed in conjunction with USACE
Design: Revised due to USACE comments – 5%
Construction: est. 2023 to 2026
Open to Public: When adjacent segments are complete

PROJECT SPONSOR: Riverside County Regional Park and Open-Space District

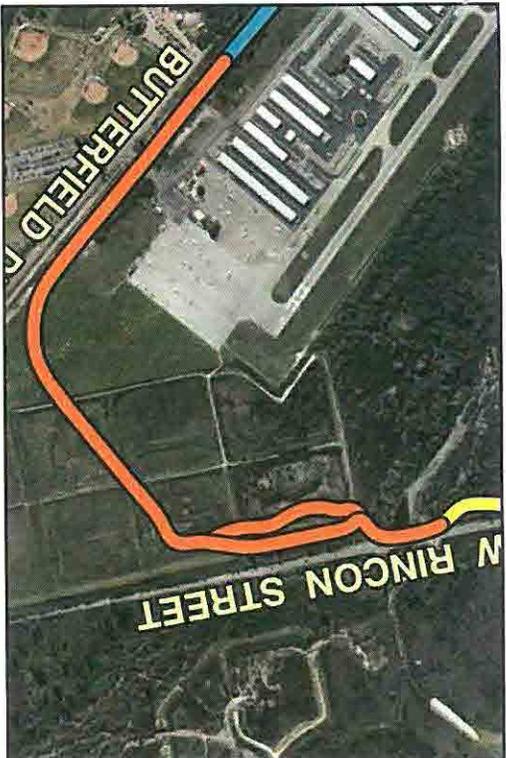
IMPLEMENTING AGENCY: Riverside County Transportation Commission

PROJECT CONTACTS:

David Lewis • DLewis@RCTC.org • (951) 787-7970
 Gustavo Quintero • gquintero@bec-riv.org • (951) 787-7935



Revised: 11-02-2021



SART Phase 4

ALCOA DIKE CONNECTION

PROJECT FUNDING:

Proposition 84

PROJECT COSTS:

\$1,200,000

ESTIMATED TIMELINE:

est. Construction Complete 2023

PROJECT DESCRIPTION:

The Alcoa Dike Connection connects on the east to segment 2B (Orange County Water District Connection) which leads to the River Road Bridge. To the west it connects to segment 2A which ultimately connects to phase 10 (Corona Staging Area). The project is being constructed by the USACE.

CRITICAL PATH ITEMS:

- Mobilization
- Earthwork
- Paving
- Fencing

TIMELINE DETAILS:

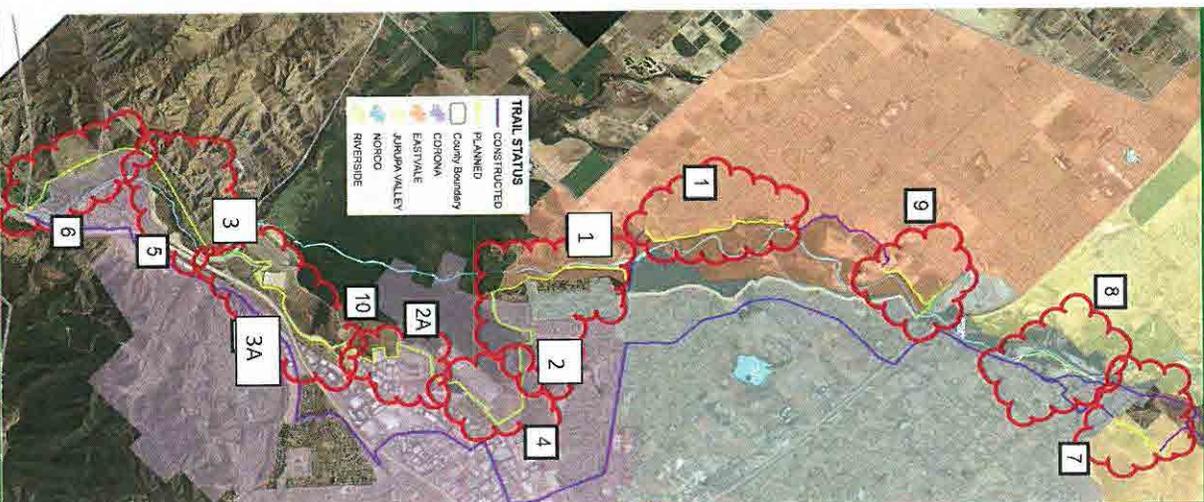
Environmental: Completed
 Design: Completed
 Construction: June 2021 to Sept 2023
 Open to Public: Once constructed

PROJECT SPONSOR: Riverside County Regional Park and Open-Space District

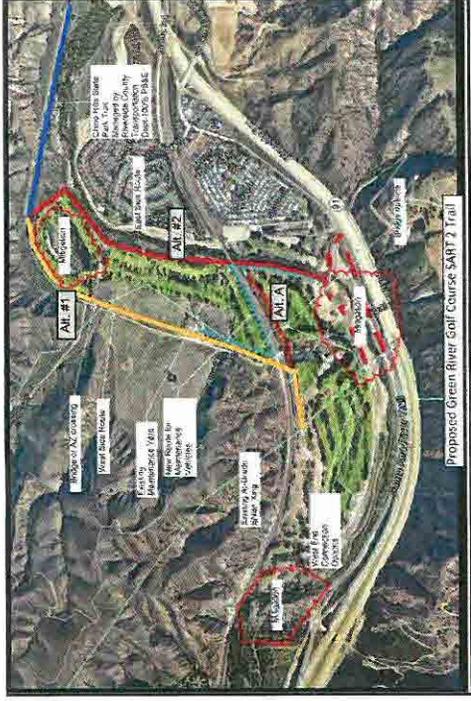
IMPLEMENTING AGENCY: Riverside County Transportation Commission

PROJECT CONTACTS:

David Lewis • Dlewis@rtc.org • (951) 787-7970
 Gustavo Quintero • gquintero@bec-rii.org • (951) 787-7935



Revised: 11-02-2021



SART Phase 6

STATE PARKS/ORANGE COUNTY CONNECTION*

PROJECT FUNDING: Proposition 84

PROJECT COSTS: \$15,260,000

ESTIMATED TIMELINE: 2017-2025

PROJECT DESCRIPTION:

SART Phase 6 links the Chino Hills State Park on the east to the connection in Orange County on the west. Currently two alignments are being explored for constructability and environmental implications. Funding has been approved for planning, CEQA review, and with Final Design

CRITICAL PATH ITEMS:

- End Public Comment period on Environmental Document
- Issue Final Environmental Document
- Commence Final Design
- CEQA Permitting
- Full Plans Specifications and Engineer's Estimate

TIMELINE DETAILS:

Environmental: 2017-2022
Design: est. 2020 to 2023
Construction: est. 2023-2025
Open to Public: Upon Completion of construction for connection to State Parks trails

PROJECT SPONSORS:

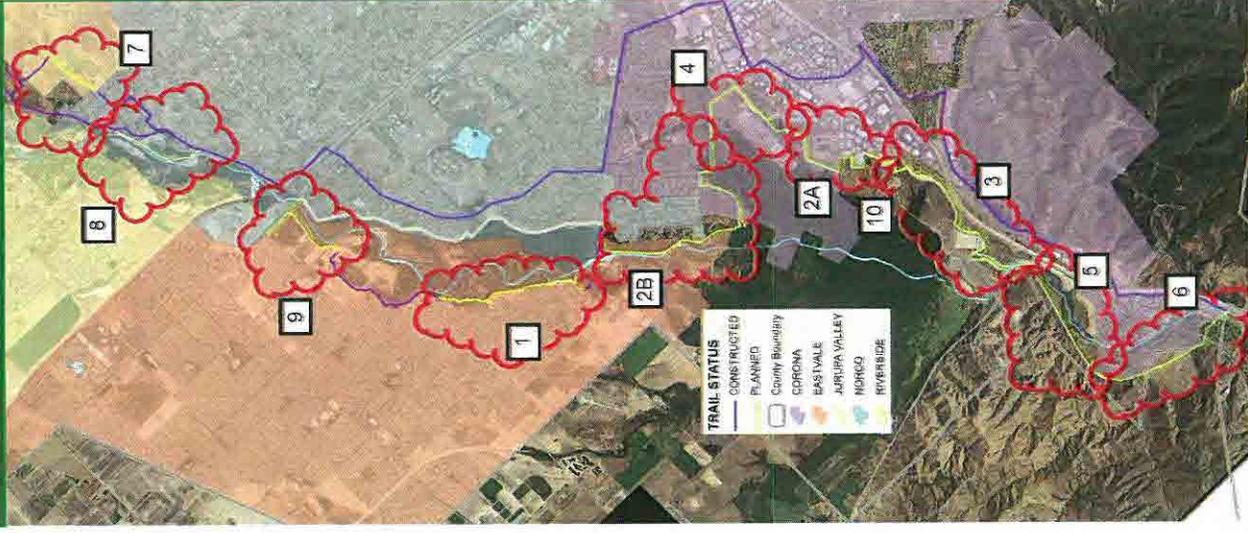
- California Coastal Conservancy
- California Department of Parks and Recreation
- Orange County Public Works Agency
- San Bernardino County Regional Parks
- Riverside County Regional Park and Open-Space District

IMPLEMENTING AGENCY:

Riverside County Transportation Commission

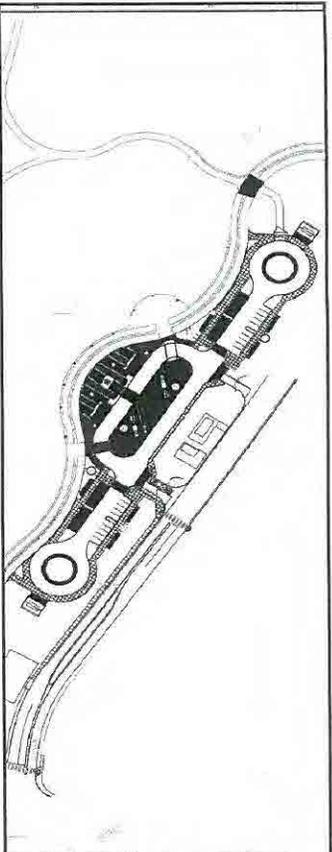
PROJECT CONTACTS:

David Lewis • DLewis@rctc.org • (951) 787-7970



Revised: 11-02-2021

* Formally referred to as SART 2



SART Phase 10

CORONA STAGING AREA

PROJECT FUNDING: Unfunded

PROJECT COSTS: \$9,700,000

ESTIMATED TIMELINE: TBD

PROJECT DESCRIPTION:

SART Phase 10 sits on Auto Center Drive, near Corona. It is at the juncture of Phase 3A and Phase 2A. The staging area includes a restroom, parking and other amenities that will enhance the trail user experience. A sewer line extension project was initiated between, Orange County Flood Control, the Riverside County Park District and the City of Corona to ensure that required infrastructure will be available when the project receives funding. A formal operations agreement will be required outlining which agency will assume maintenance and operation of the site, once construction is complete.

CRITICAL PATH ITEMS:

- Procure Consultant to develop Environmental Document and Design
- Development and Completion of IS/MIND
- OC Flood District/ Park Maintenance Agreement
- City of Corona Construction Permit
- City/Park Maintenance Agreement
- Riverside County Construction Permit
- CDFW 1602 Streambed Alteration Agreement
- RWQCB 401 Stormwater Permit
- SCAQMD Authority to Construct Permit
- USACOE 404 Clean Water Act Permit

TIMELINE DETAILS:

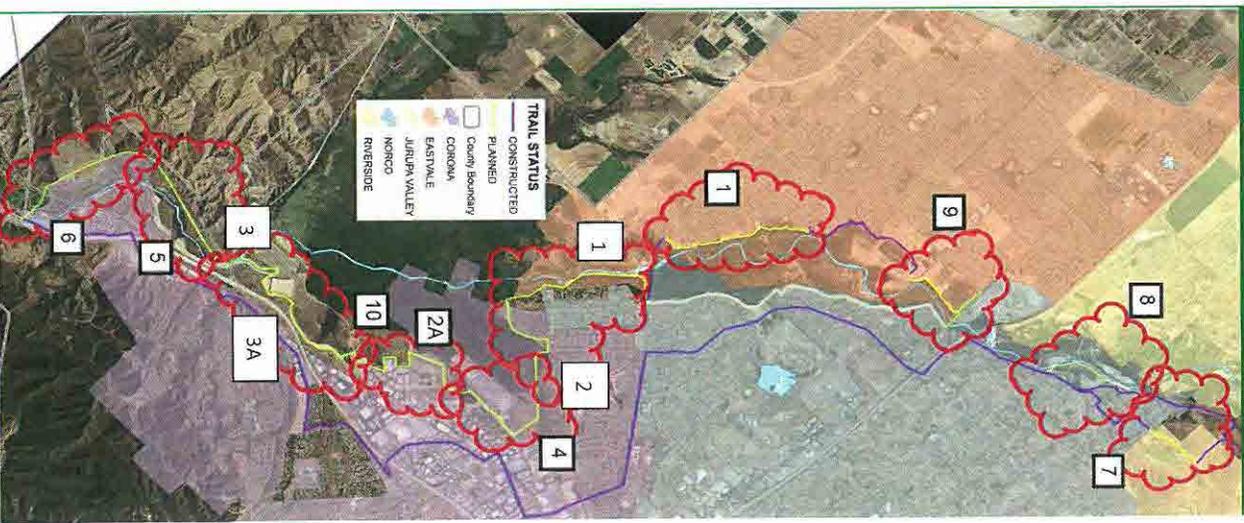
Environmental: TBD
 Design: Conceptual
 Construction: TBD
 Open to Public: Upon Completion

PROJECT SPONSOR: Riverside County Regional Park and Open-Space District

IMPLEMENTING AGENCY: Riverside County Transportation Commission

PROJECT CONTACTS:

Riverside County Regional Park and Open Space District • (951) 955-4558
 City of Corona • (951) 726-2266
 David Lewis • DLewis@rtcd.org • (951) 787-7970
 Gustavo Quintero • gquintero@bec-rtiv.org • (951) 787-7935



Revised: 11-02-2021

A CITY OF CORONA PROJECT

THE CITY OF TRAILS