

TRAIL PRIORITIZATION SCORING

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

TRAILS MASTER PLAN

TABLE 2. Prioritization Criteria

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

TABLE 3. Prioritization Scoring Breakdown

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

TRAILS MASTER PLAN

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

CORONA, CA

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

TRAILS MASTER PLAN

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

CORONA, CA

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

TRAILS MASTER PLAN

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

TRAIL CIRCUITS

Appendix C



TRAIL CIRCUIT RECOMMENDATIONS

Trail Circuits

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

CIRCUIT 1: THE CANYON CONNECTOR

- Length - 6.3 Miles

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

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

CIRCUIT 2: THE PARK HOPPER

- Length - 9.1 Miles

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

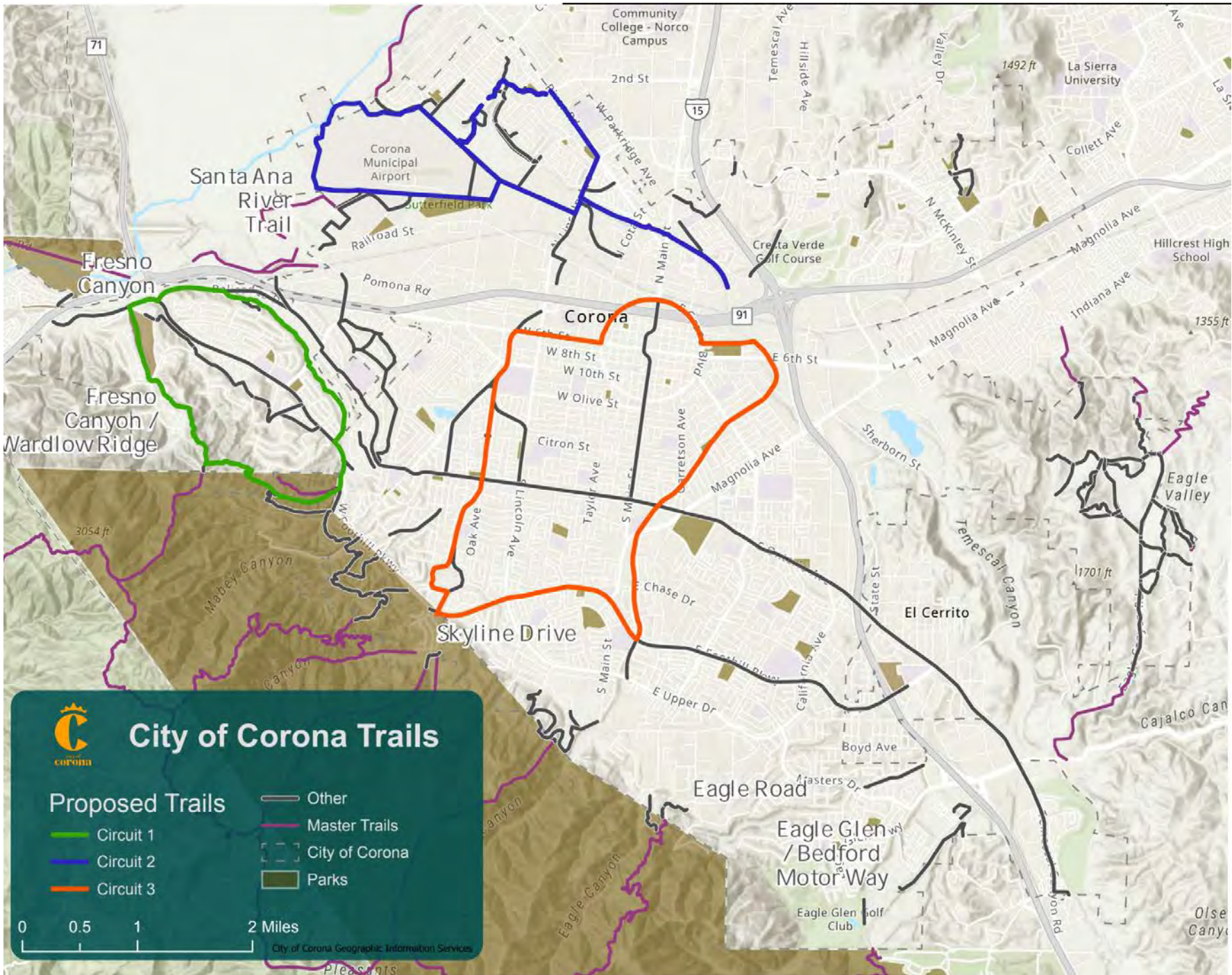
continues south at Fairview Park and follows the Neighborhood Recreational Trail until reconnecting with the Butterfield Park loop.

CIRCUIT 3: COMMUNITY CORE

- Length - 10.4 Miles

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

MAP 10. Interior Trail Circuits



Publicizing the Circuits

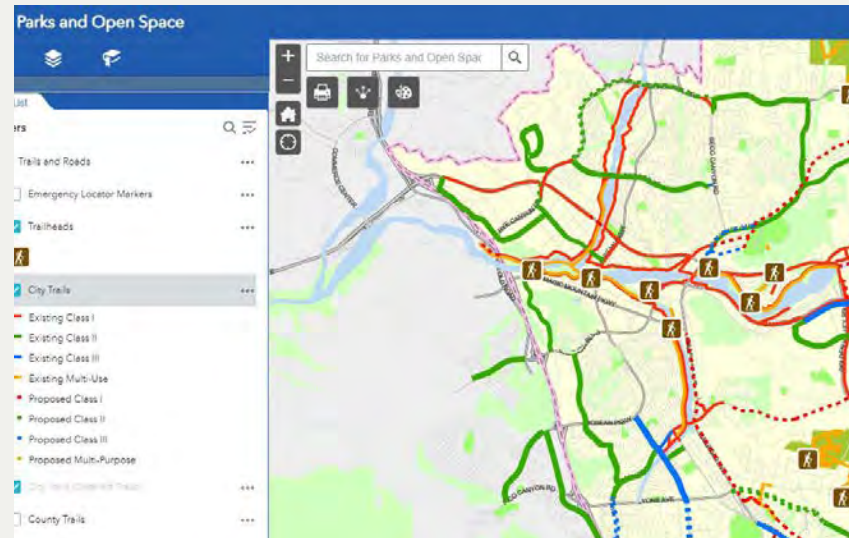
Publicizing the trail circuits will help people understand how the circuits can be used to visit destinations and to connect to larger trail networks. Trail circuits provide a comfortable off-street experience for pedestrians and cyclists that can help to reduce the number of cars on the road. For residents,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

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

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

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

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

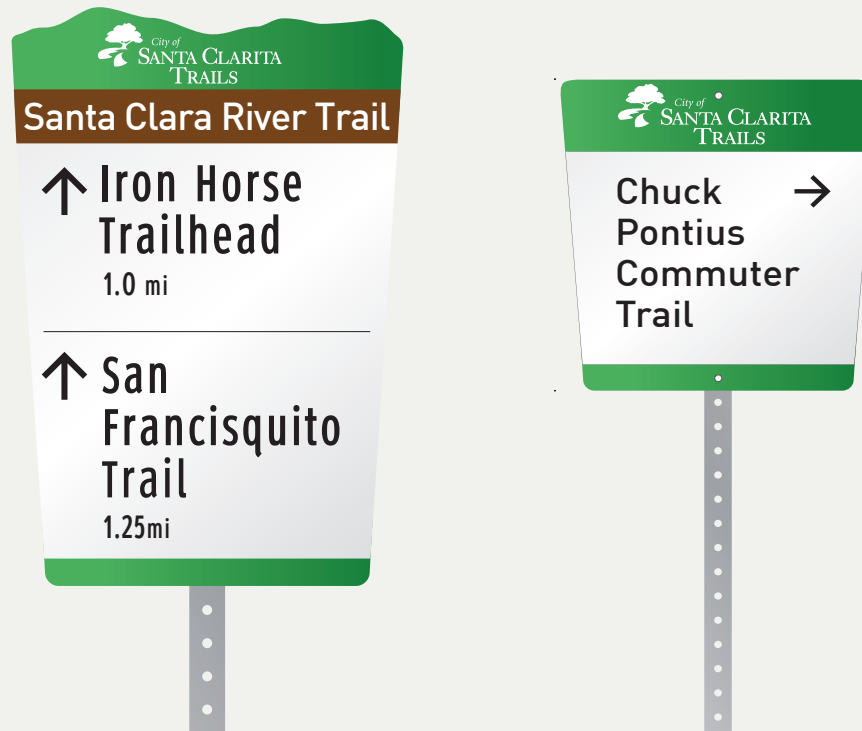


The City of Santa Clarita provides an interactive trail map on the City website.

CIRCUIT BRANDING

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

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



Trail branding and wayfinding can help users navigate the trail circuits

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RIVERSIDE COUNTY FLOOD CONTROL TRAIL PROCESS

Appendix D



SECTION OVERVIEW

OUTSIDE AGENCIES

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

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

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



TWG Meeting April 2023

RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT (RCFC)

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

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

Master Agreement (12-24 months)

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

operating, and maintaining public use trails located on RCFC property. The MA must be approved by The Riverside County Board of Supervisors.

Specific Facility License Exhibit (6-9 months)

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

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

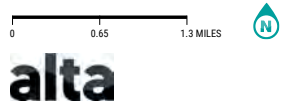
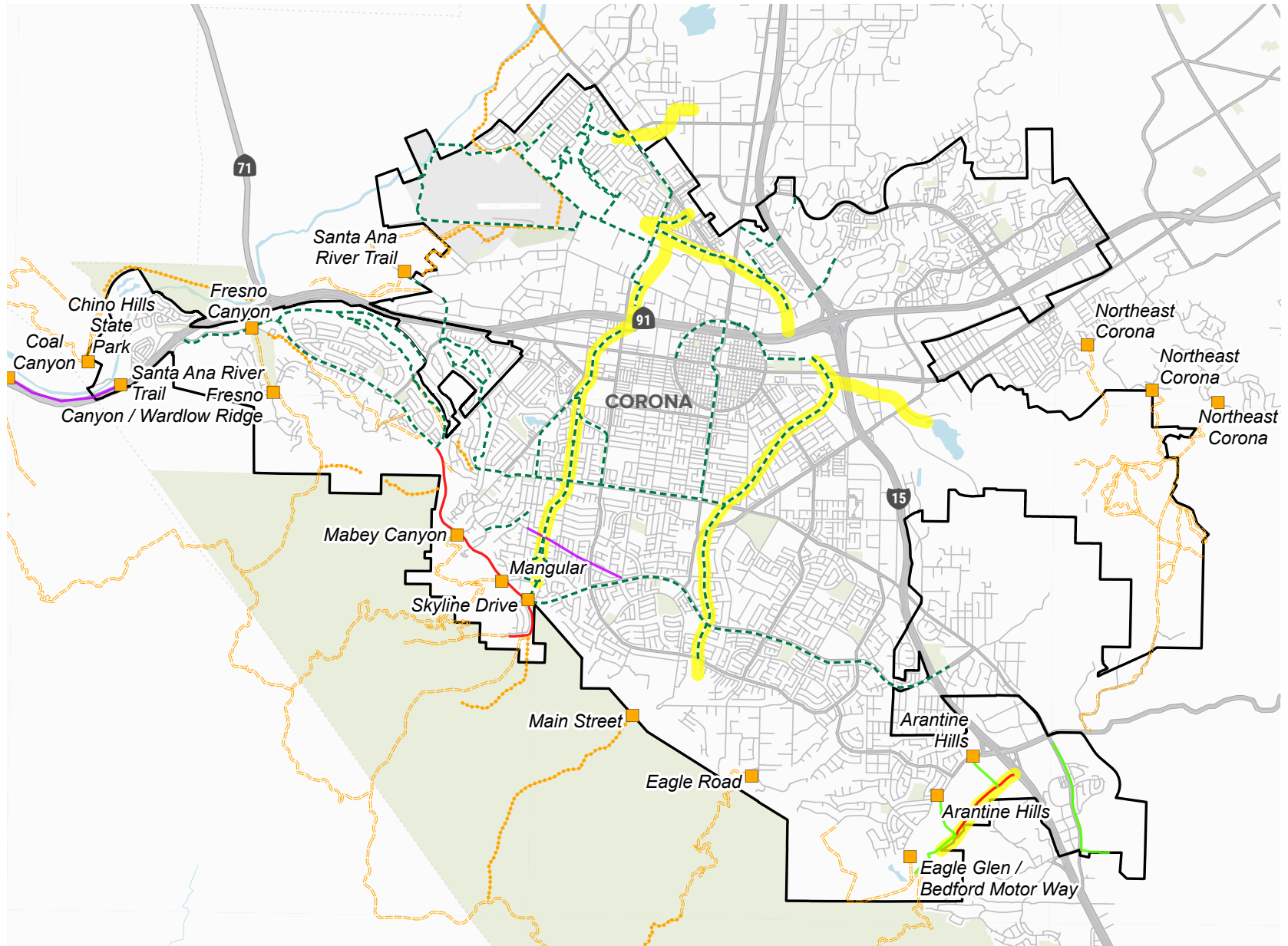
MAP 11. Riverside County Flood Control District - Open Channels

CURRENT STATE OF TRAILS

RIVERSIDE COUNTY FLOOD CONTROL OPEN CHANNELS

RCFC OPEN CHANNELS

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



TRAILS IMPROVEMENT PLAN

Appendix E



SECTION OVERVIEW

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

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

TRAILS IMPROVEMENT PLAN PROJECTS

#1

IMPLEMENT RECOMMENDED POLICIES AND PROGRAMS

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

PROJECT TYPE: Planning

TRAIL TYPE: N/A

LENGTH: N/A

DIFFICULTY: N/A

USER TYPE: N/A

SIGNAGE: N/A

AMENITIES: N/A

TRAILHEAD: N/A

SURFACE TYPE: N/A

MAINTENANCE: N/A

OWNERSHIP: N/A

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

CONSIDERATIONS: N/A

FUNDING OPTIONS: N/A

IMPROVEMENT NEEDED: N/A

EST. COST TO BUILD: N/A

PHASING: N/A

PRIORITY LEVEL: Tier I

TRAILS MASTER PLAN

Policy Number	Policy Considerations for Trail Development	Origin
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.	General Plan
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.	General Plan
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.	General Plan
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.	General Plan
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.	General Plan
6	Where desirable and practical, 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.	Trails Master Plan
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.	General Plan
8	Expand on current safety policies that limit cyclist activities in parks and include additional restrictions to prevent cyclists from riding on trails in a manner that disregards the safety of other trails users.	Municipal Code
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.	Trails Master Plan
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.	Trails Master Plan
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.	Trails Master Plan
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.	Trails Master Plan
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.	CA Gov't Code

#2

SKYLINE TRAIL ACCESS BRIDGE

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

PROJECT TYPE: Construction

TRAIL TYPE: N/A

LENGTH: TBD

DIFFICULTY: Easy

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

SIGNAGE: Trail markers for Hagador Canyon

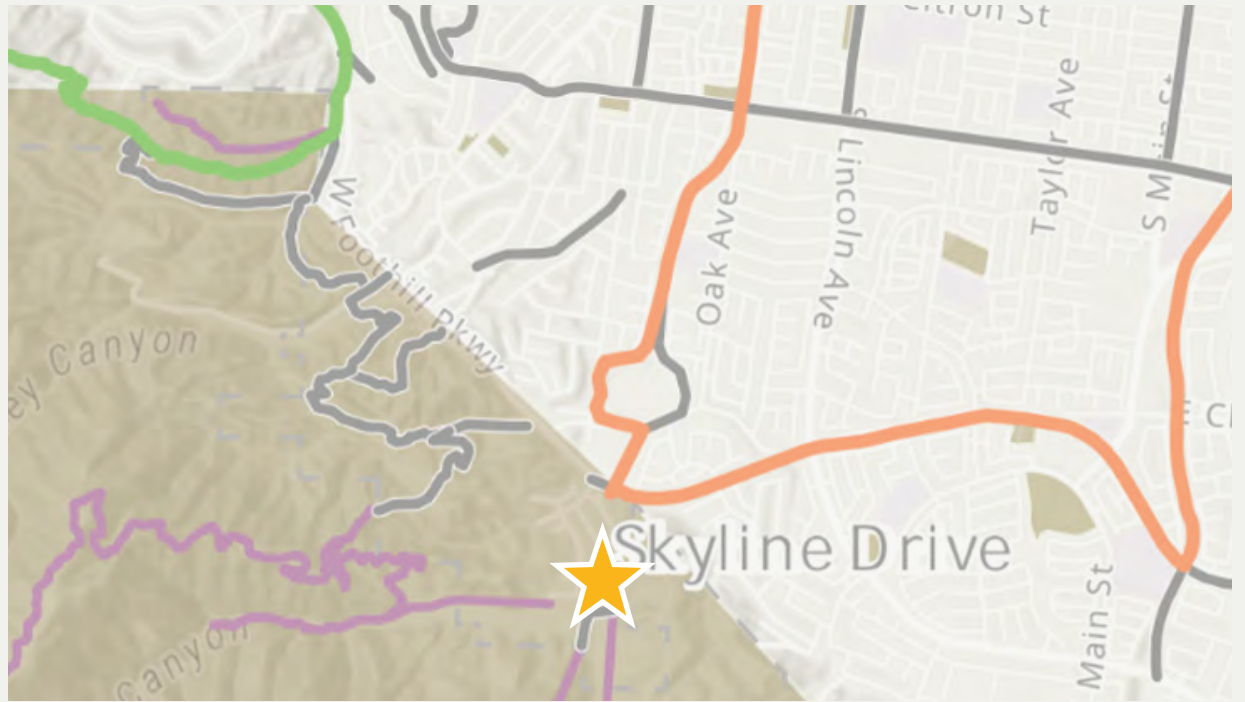
AMENITIES: N/A

TRAILHEAD: Shared trailhead with Skyline Trail

SURFACE TYPE: TBD

MAINTENANCE: Surface repair/replacement

OWNERSHIP: City of Corona



CONSIDERATIONS: Requires an easement from adjacent HOA

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

PHASING: None

PRIORITY LEVEL: Tier I

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

EST. COST TO BUILD: \$657,000

#3

SKYLINE DRIVE TRAIL AMENITIES

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

PROJECT TYPE: Construction

TRAIL TYPE: N/A

LENGTH: N/A

DIFFICULTY: N/A

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

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

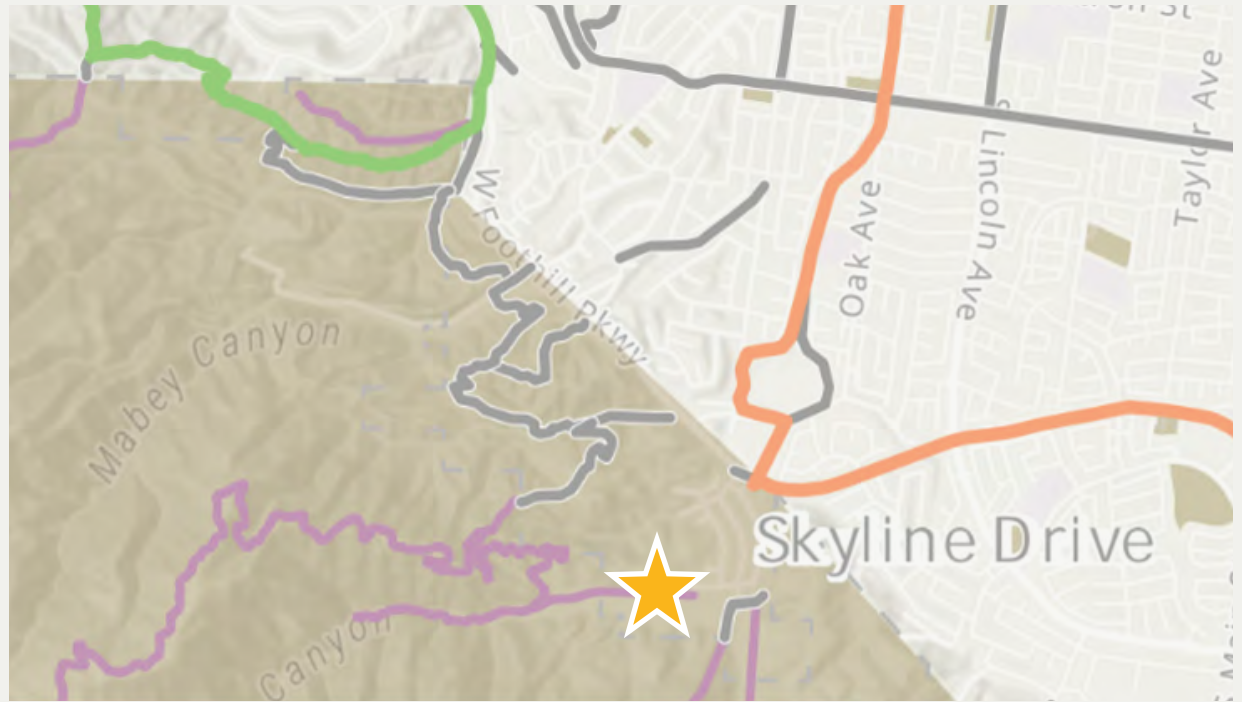
AMENITIES: shade, bench, trashcan, water fountain, bike, repair station, and kiosk/signage.

TRAILHEAD: Foothill Parkway and at Skyline Drive and Burrero Way

SURFACE TYPE: N/A

MAINTENANCE: Repair/replacement of amenities and signage

OWNERSHIP: City of Corona



CONSIDERATIONS: The future Skyline Regional Park Master Plan will investigate parking feasibility and additional trail/recreational amenities. Estimated costs do not include installation labor

IMPROVEMENT NEEDED: N/A

PHASING: None

PRIORITY LEVEL: Tier I

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

EST. COST TO BUILD: \$30,000

#4

FRESNO CANYON TRAIL AMENITIES

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

PROJECT TYPE: Construction

TRAIL TYPE: N/A

LENGTH: N/A

DIFFICULTY: N/A

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

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

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

SURFACE TYPE: TBD

MAINTENANCE: Surface repair/replacement

TRAILHEAD: Fresno Canyon Trail at Green River Road

OWNERSHIP: City of Corona



CONSIDERATIONS: Estimated costs do not include installation labor

IMPROVEMENT NEEDED: N/A

PHASING: None

PRIORITY LEVEL: Tier I

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

EST. COST TO BUILD: \$15,000

#5

FRESNO CANYON TRAIL PARKING

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

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: N/A

LENGTH: N/A

DIFFICULTY: N/A

USER TYPE: Motorists

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

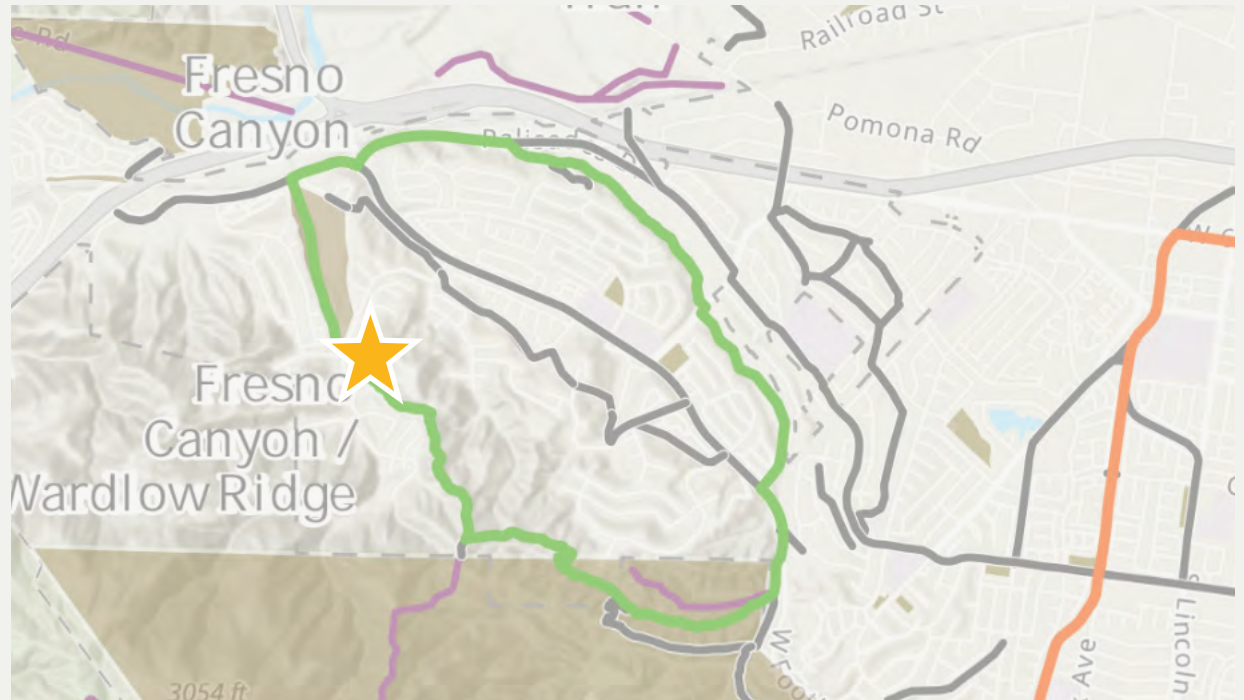
AMENITIES: TBD

SURFACE TYPE: TBD

MAINTENANCE: Surface repair/replacement

TRAILHEAD: Fresno Canyon Trail at Green River Road

OWNERSHIP: City of Corona



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

IMPROVEMENT NEEDED: N/A

PHASING: None

PRIORITY LEVEL: Tier I

FUNDING OPTIONS: Statewide Park Development and Community Revitalization Program

EST. COST TO BUILD: \$70,000

#6

WAYFINDING PLAN/PROGRAM

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

PROJECT TYPE: Planning/Construction

TRAIL TYPE: All

LENGTH: N/A

DIFFICULTY: N/A

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

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

AMENITIES: N/A

SURFACE TYPE: N/A

MAINTENANCE: Repair/replacement of signage

TRAILHEAD: Fresno Canyon Trail at Green River Road

OWNERSHIP: City of Corona

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

IMPROVEMENT NEEDED: N/A

PHASING: TBD

PRIORITY LEVEL: Tier I

FUNDING OPTIONS: Carbon Reduction Program

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



An example of trail wayfinding in Santa Clarita

TRAILS MASTER PLAN

#7

TRAIL NUMBER: 70 PUBLIC SAFETY WAY

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

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 3: Firm Surface Multi-use Trail

LENGTH: 0.7 mi

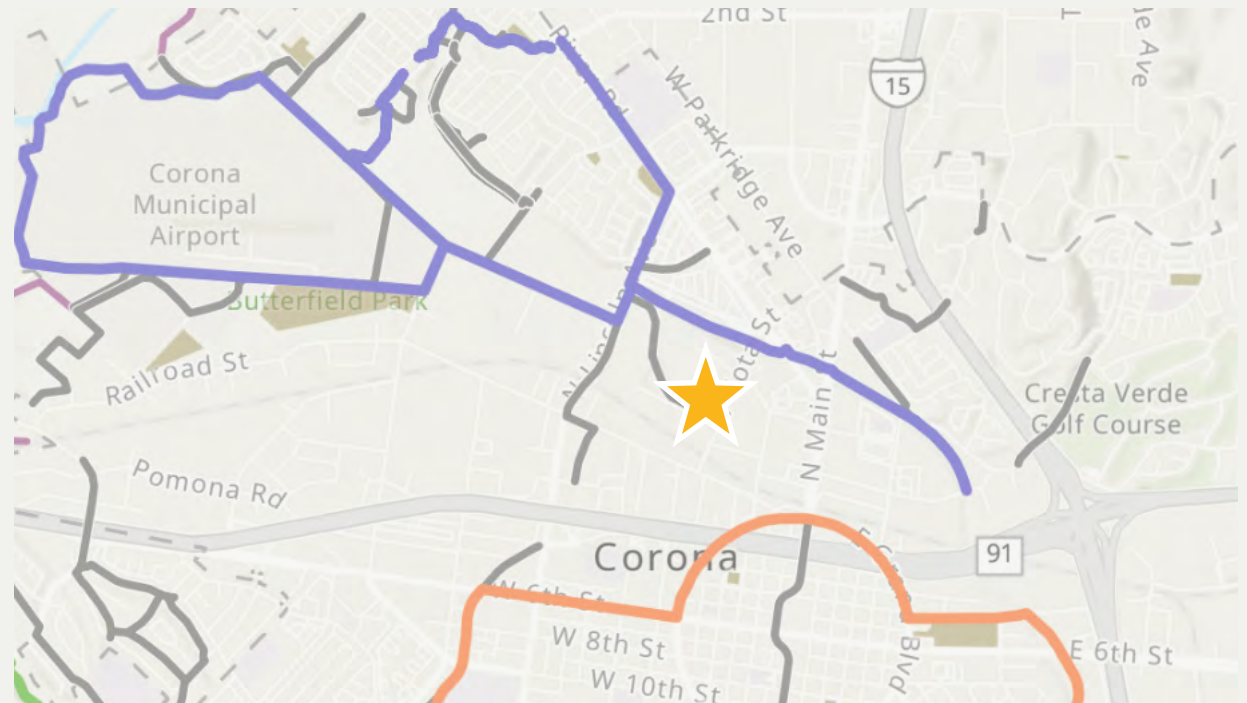
DIFFICULTY: Easy

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

SIGNAGE: Trail markers at Lincoln Avenue and North Cota Street

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

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



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

TRAILHEAD: Fresno Canyon Trail at Green River Road

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

CONSIDERATIONS: Requires agreement with RivCo Flood

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

PHASING: N/A

PRIORITY LEVEL: Tier I

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

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

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

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

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

#8

TRAIL NUMBER: 19
RINCON STREET MULTI-USE PATH

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

PROJECT TYPE: Planning/Design/Construction

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

LENGTH: 10560

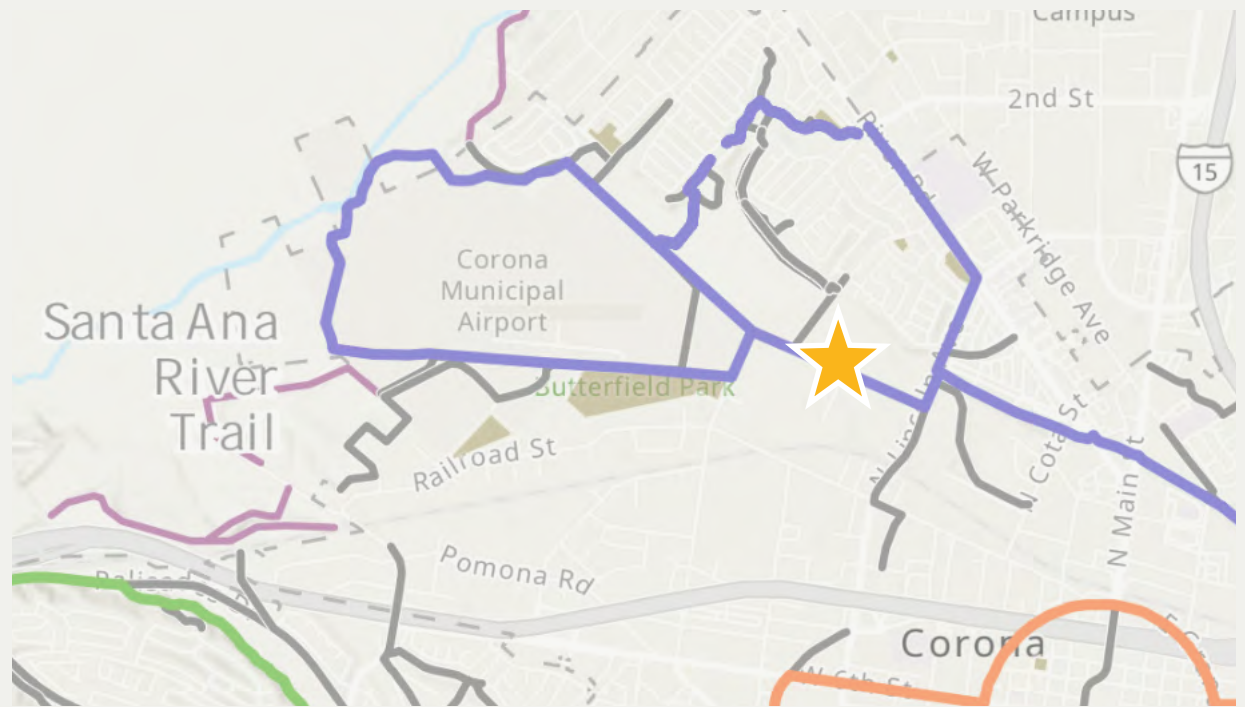
DIFFICULTY: Easy

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

SIGNAGE: SART standard signage

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

SURFACE TYPE: Concrete/Asphalt Concrete/
Decomposed Granite



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

TRAILHEAD: Stage Coach Park

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

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

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

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

PRIORITY LEVEL: Tier I

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

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

TIME TO CONSTRUCT: 6 years for planning design and permitting

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

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

#9

TRAIL NUMBER: 13
FOOTHILL PARKWAY MULTI-USE
PATH EXTENSION

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

PROJECT TYPE: Planning/Design/Construction

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

LENGTH: 4.6 mi

DIFFICULTY: Easy

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

SIGNAGE: Trail markers along Skyline Dr

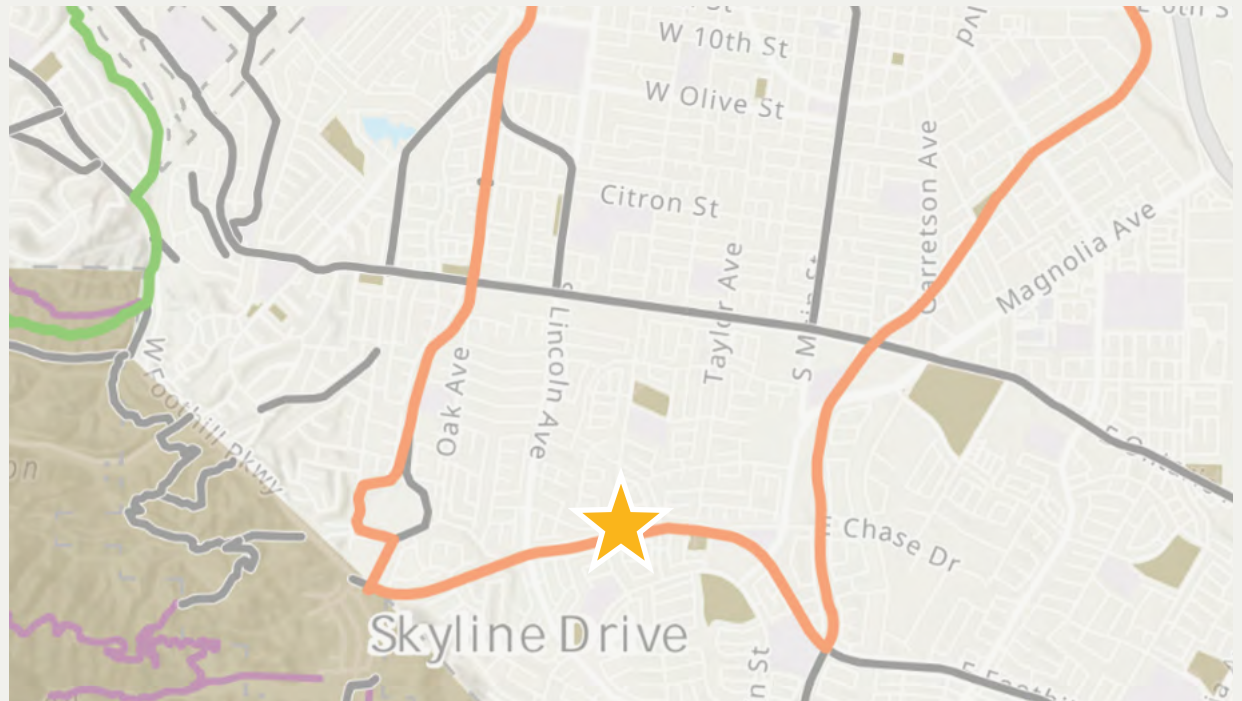
AMENITIES: bench, trashcan, water fountain, bike, repair station, and kiosk/signage.

SURFACE TYPE: Concrete/Asphalt Concrete

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

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

OWNERSHIP: City of Corona



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

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

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

PRIORITY LEVEL: Tier I

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

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

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

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

#10

TRAIL NUMBER: 8 BUTTERFIELD OVERLAND TRAIL

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

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 2: Hard-surface Recreational Path

LENGTH: 2.5 mi

DIFFICULTY: Easy

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

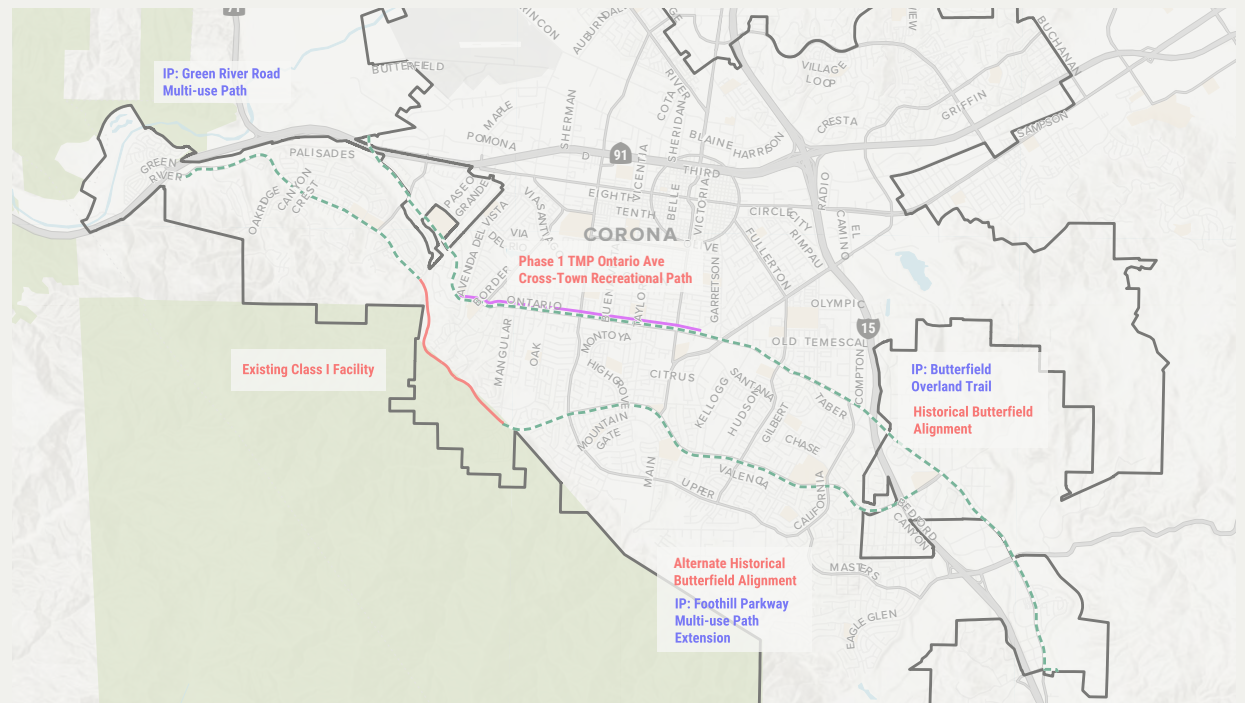
SIGNAGE: Historical Butterfield Trail Signage

AMENITIES: bench, trashcan, water fountain

SURFACE TYPE: Concrete/Asphalt Concrete

MAINTENANCE: Surface repair/replacement, amenity repair, irrigation

TRAILHEAD: No trailhead - access all along Ontario Avenue



OWNERSHIP: City of Corona

CONSIDERATIONS: Roadway modifications required

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

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

PRIORITY LEVEL: Tier I

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

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

TIME TO CONSTRUCT: 5 years

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

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

TRAILS MASTER PLAN

#11

TRAIL NUMBER: 7 LINCOLN PARK PATH AND TRAIL CONNECTION

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

PROJECT TYPE: Planning/Design/Construction

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

LENGTH: 4.6 mi

DIFFICULTY: Easy

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

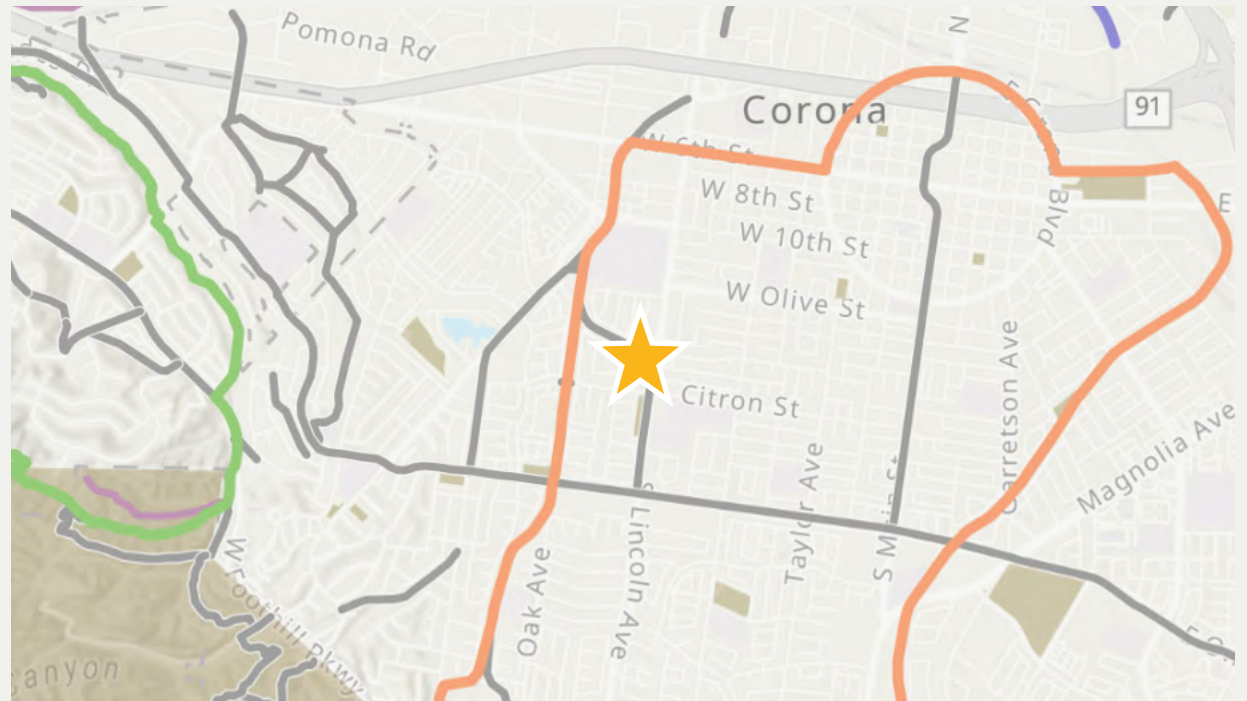
SIGNAGE: Trail markers along Skyline Dr

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

SURFACE TYPE: Concrete/Asphalt Concrete/
Decomposed Granite

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

TRAILHEAD: Lincoln Park



OWNERSHIP: City of Corona

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

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

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

PRIORITY LEVEL: Tier II

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

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

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

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

CORONA, CA

#12

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

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

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 2: Hard-surface Recreational Path

LENGTH: 1.69 mi

DIFFICULTY: Easy

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

SIGNAGE: Trail Markers at intersections

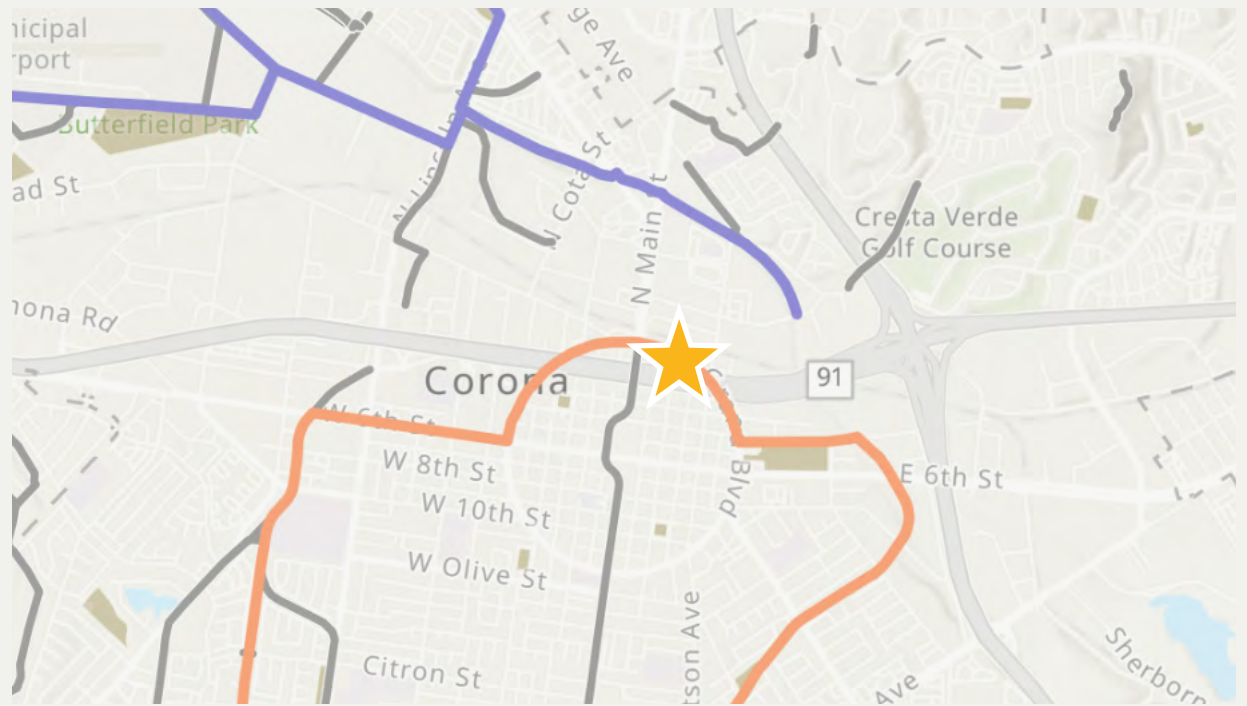
AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

SURFACE TYPE: Concrete/Asphalt Concrete

MAINTENANCE: Surface repair/replacement, amenity repair, irrigation

TRAILHEAD: No trailhead - access all along Ontario Avenue

OWNERSHIP: City of Corona



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

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

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

PRIORITY LEVEL: Tier II

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

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

TIME TO CONSTRUCT: 5-10 years

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

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

#13

SART TRAILHEAD AT METROLINK STATION

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

PROJECT TYPE: Construction

TRAIL TYPE: N/A

LENGTH: N/A

DIFFICULTY: N/A

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

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

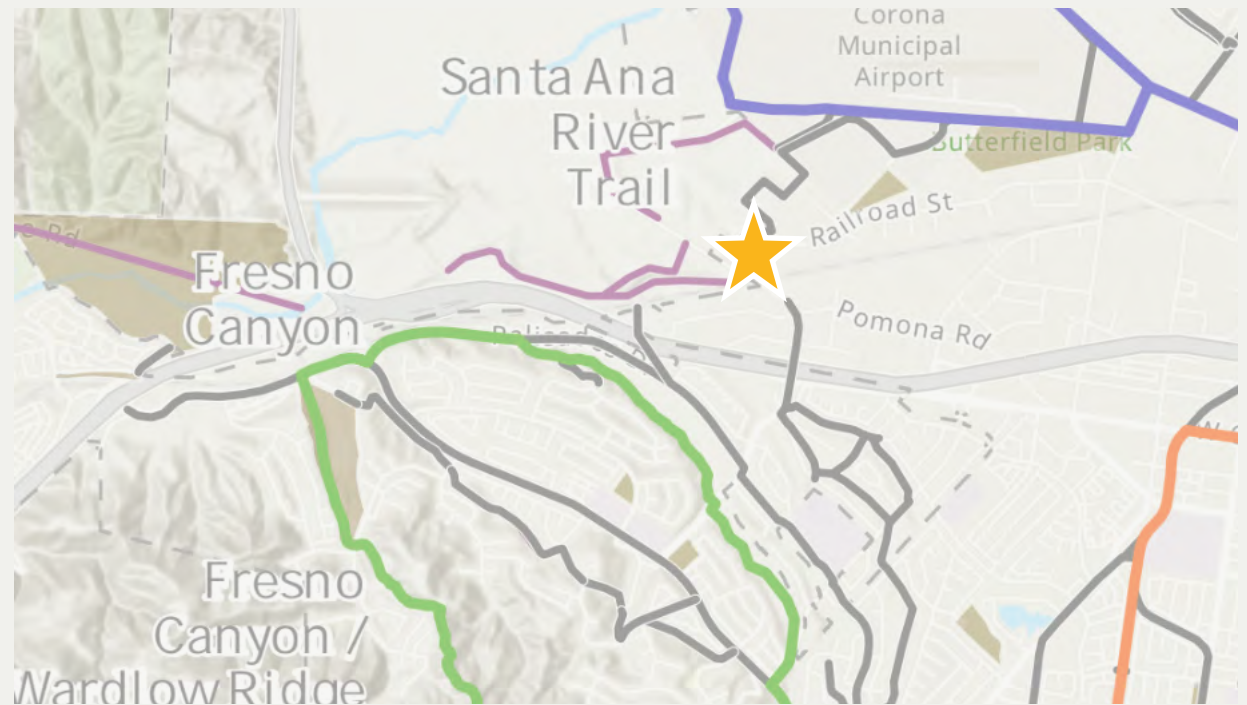
AMENITIES: bench, trashcan, water fountain, bike, repair station, and kiosk/signage.

SURFACE TYPE: N/A

MAINTENANCE: Repair/replacement of amenities and signage

TRAILHEAD: Fresno Canyon Trail at Green River Road

OWNERSHIP: City of Corona



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

IMPROVEMENT NEEDED: N/A

PHASING: None

PRIORITY LEVEL: Tier II

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

EST. COST TO BUILD: \$100,000

#14

TRAIL NUMBER: 64 ROCK VISTA PARK AND PROMENADE PARK CONNECTION

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

PROJECT TYPE: Planning/Design/Construction

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

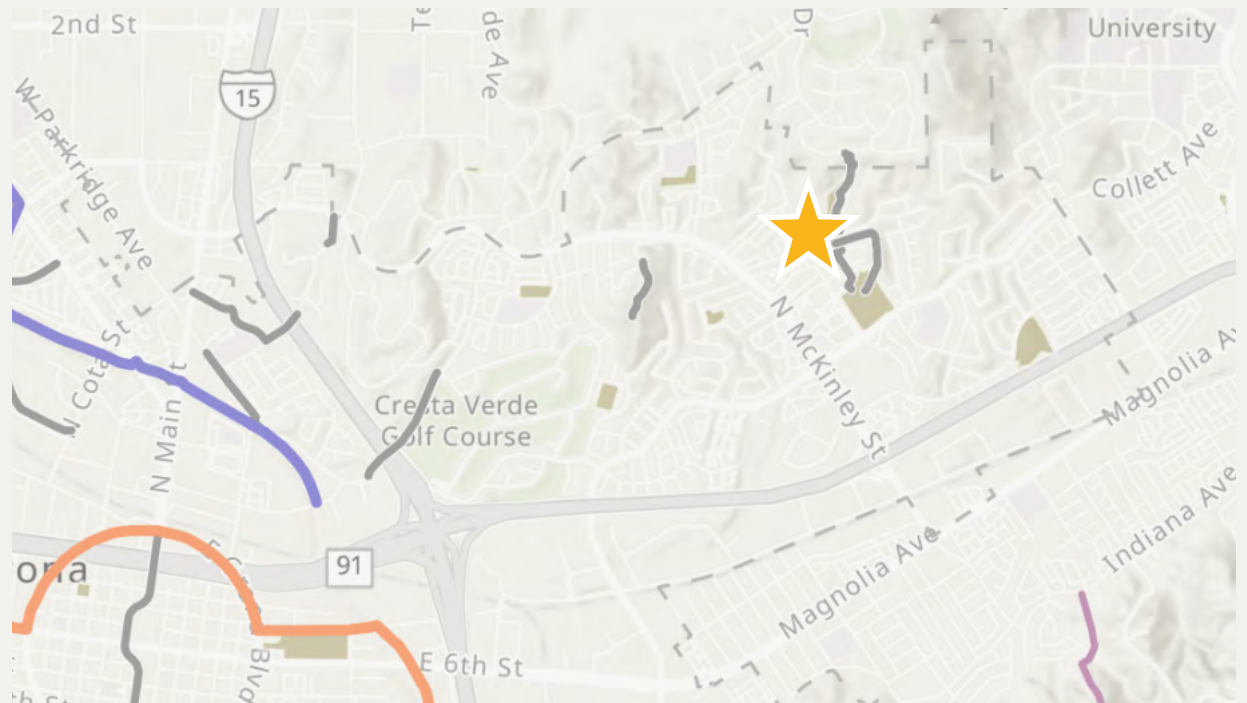
LENGTH: .28 mi

DIFFICULTY: Easy

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

SIGNAGE: Trail markers at Rock Vista Park and Promenade Park

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



SURFACE TYPE: Concrete/Asphalt Concrete/Decomposed Granite

MAINTENANCE: Surface repair/replacement, amenity repair, irrigation

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

OWNERSHIP: City/Private

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

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

PHASING: N/A

PRIORITY LEVEL: Tier II

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

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

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

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

#15

TRAIL NUMBER: 1
GREEN RIVER ROAD MULTI-USE PATH

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

PROJECT TYPE: Planning/Design/Construction

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

LENGTH: .27 mi

DIFFICULTY: Easy

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

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

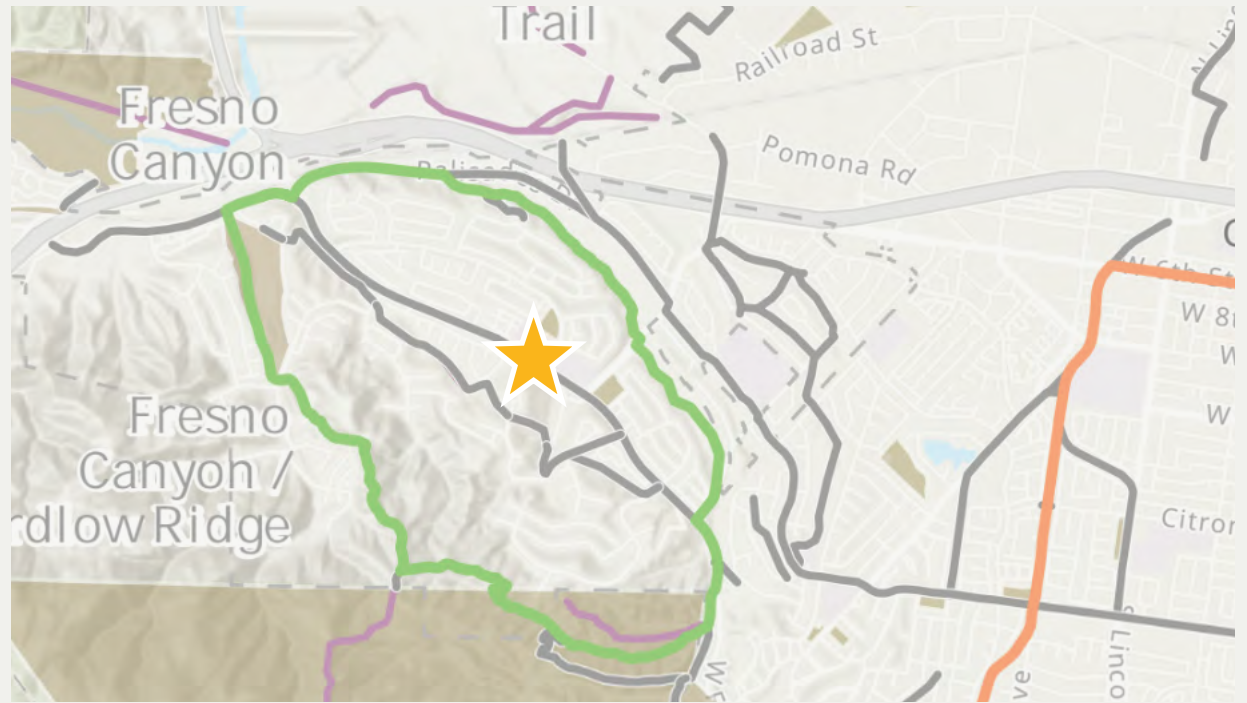
AMENITIES: bench, trashcan, water fountain, bike, repair station, and kiosk/signage.

SURFACE TYPE: Concrete/Asphalt Concrete/Decomposed Granite

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

TRAILHEAD: Lincoln Park

OWNERSHIP: City of Corona



CONSIDERATIONS: Requires roadway modifications

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

PHASING: N/A

PRIORITY LEVEL: Tier II

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

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

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

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

#16

TRAIL NUMBER: 76
EAGLE ROAD TRAIL ACCESS

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

PROJECT TYPE: Planning/Design/Construction

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

LENGTH: .73 mi

DIFFICULTY: Moderate

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

SIGNAGE: Trail markers at Crown Ranch Rd

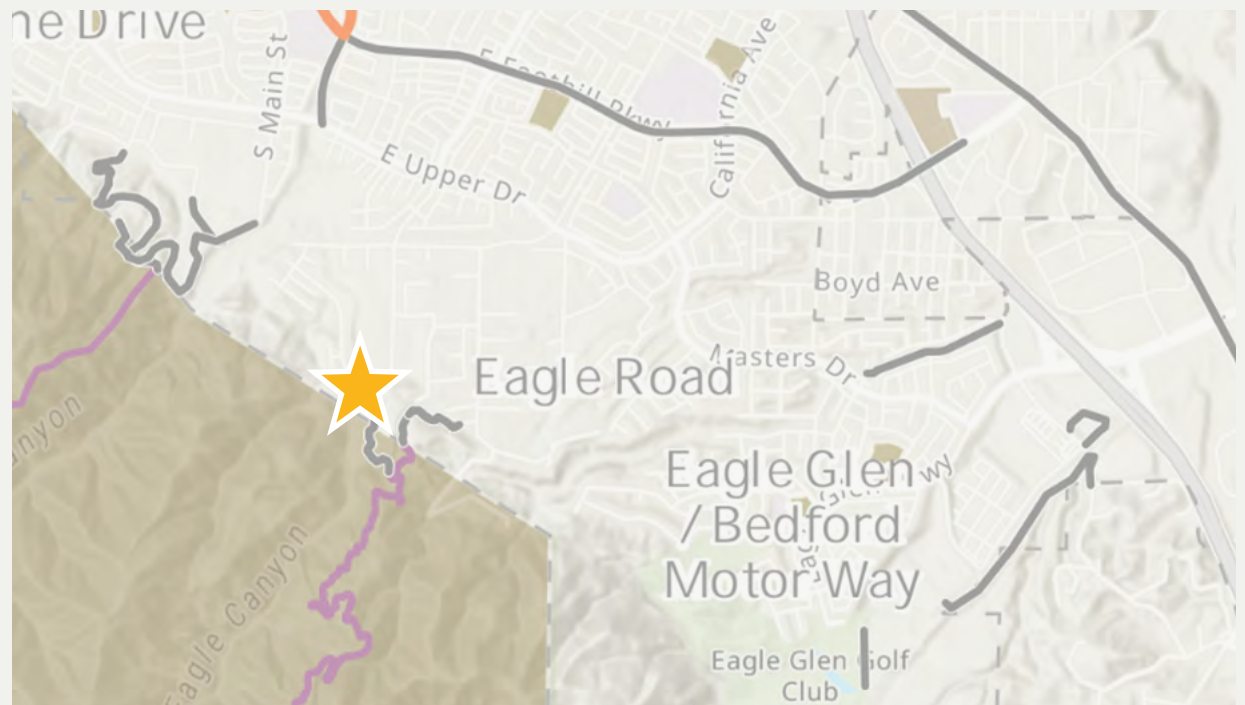
AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Trailhead at Crown Ranch Rd

SURFACE TYPE: Compacted/emulsified decomposed granite; Natural surface

MAINTENANCE: Surface repair/replacement, amenity repair

OWNERSHIP: City of Corona



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

IMPROVEMENTS NEEDED: Trailhead - Signage

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

PRIORITY LEVEL: Tier II

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

EST. COST TO BUILD: \$30,000

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

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

#17

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

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

TRAIL TYPE: 4: Firm-surface Recreational Trail

LENGTH: 2.25 mi

DIFFICULTY: Easy

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

SIGNAGE: SART standard signage

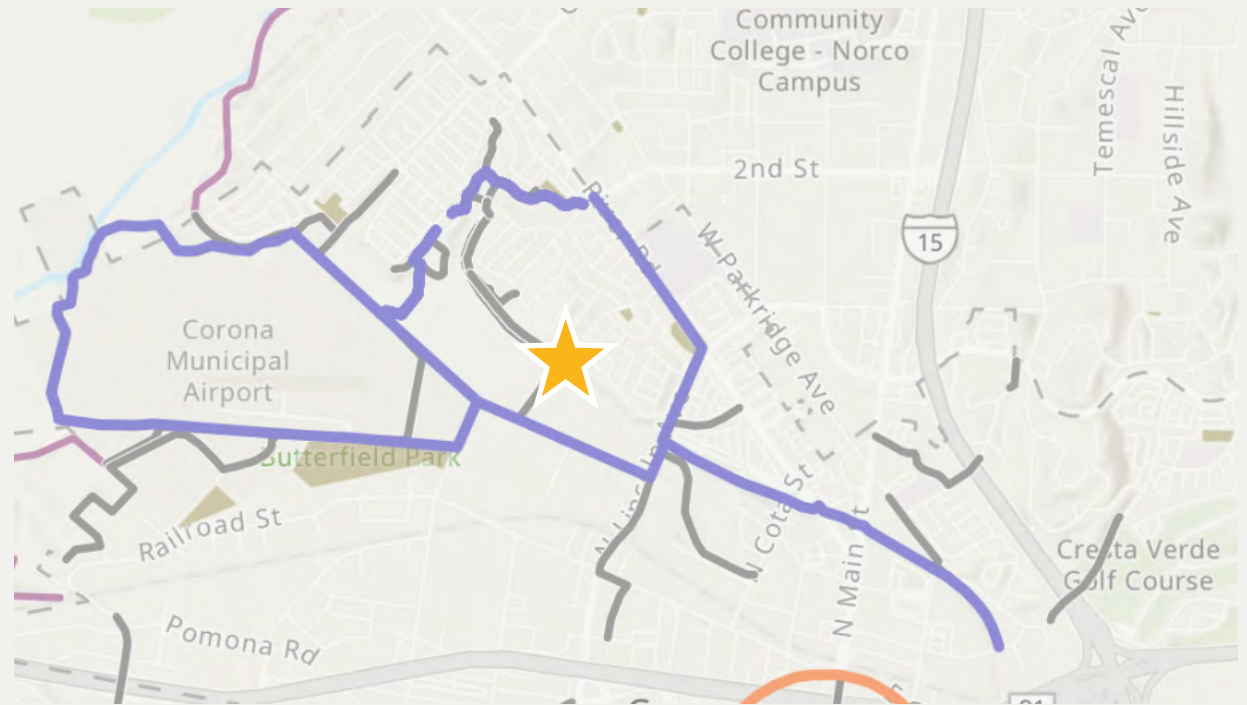
AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Stage Coach Park

SURFACE TYPE: Concrete/Asphalt Concrete/Decomposed Granite

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

OWNERSHIP: City of Corona



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

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

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

PRIORITY LEVEL: Tier II

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

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

TIME TO CONSTRUCT: 5-6 years

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

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

#18

SART TRAILHEAD AT BUTTERFIELD PARK

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

PROJECT TYPE: Construction

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

LENGTH: N/A

DIFFICULTY: N/A

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

SIGNAGE: Trail signage at trailhead at Butterfield Park

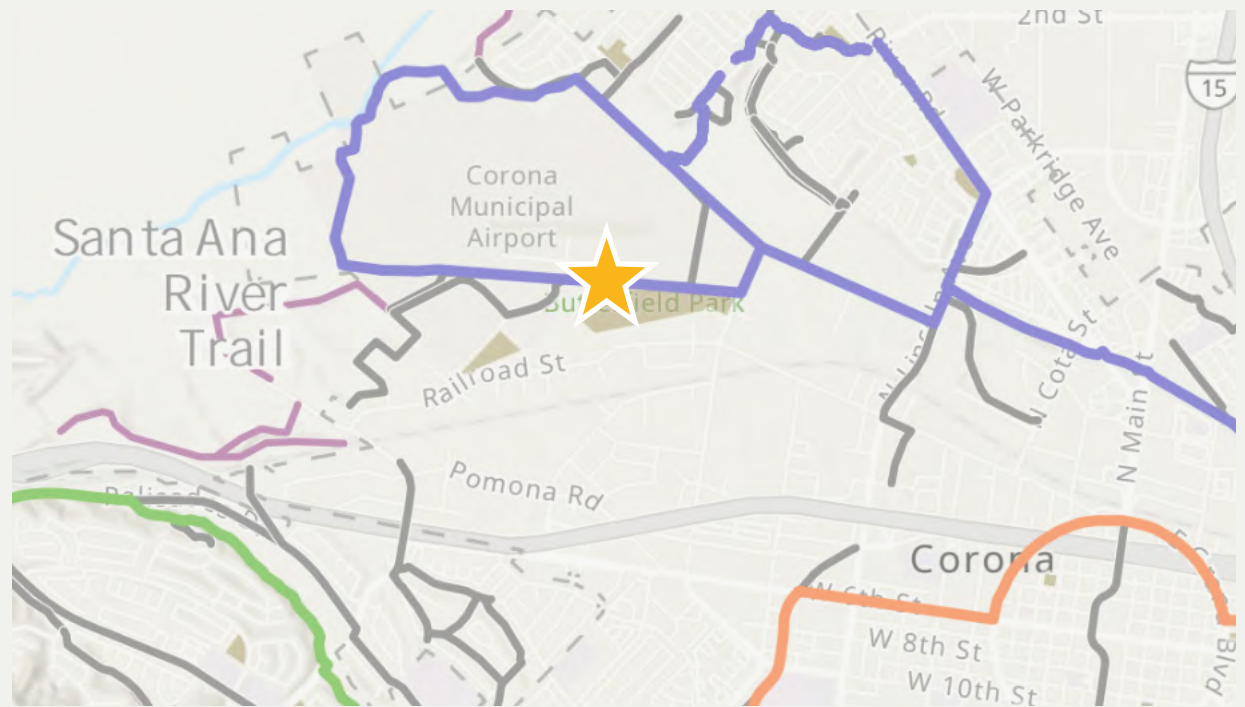
AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Trailhead at Crown Ranch Rd

SURFACE TYPE: N/A

MAINTENANCE: Repair/replacement of amenities and signage

OWNERSHIP: City of Corona



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

IMPROVEMENTS NEEDED: Trailhead - Signage

PHASING: None

PRIORITY LEVEL: Tier III

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

EST. COST TO BUILD: \$100,000

#19

TRAIL NUMBER: 12
EASTERN CORONA MULTI-USE TRAIL

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

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 3: Firm Surface Multi-use Trail

LENGTH: 3.5 mi

DIFFICULTY: Easy

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

SIGNAGE: Trail Markers at intersections

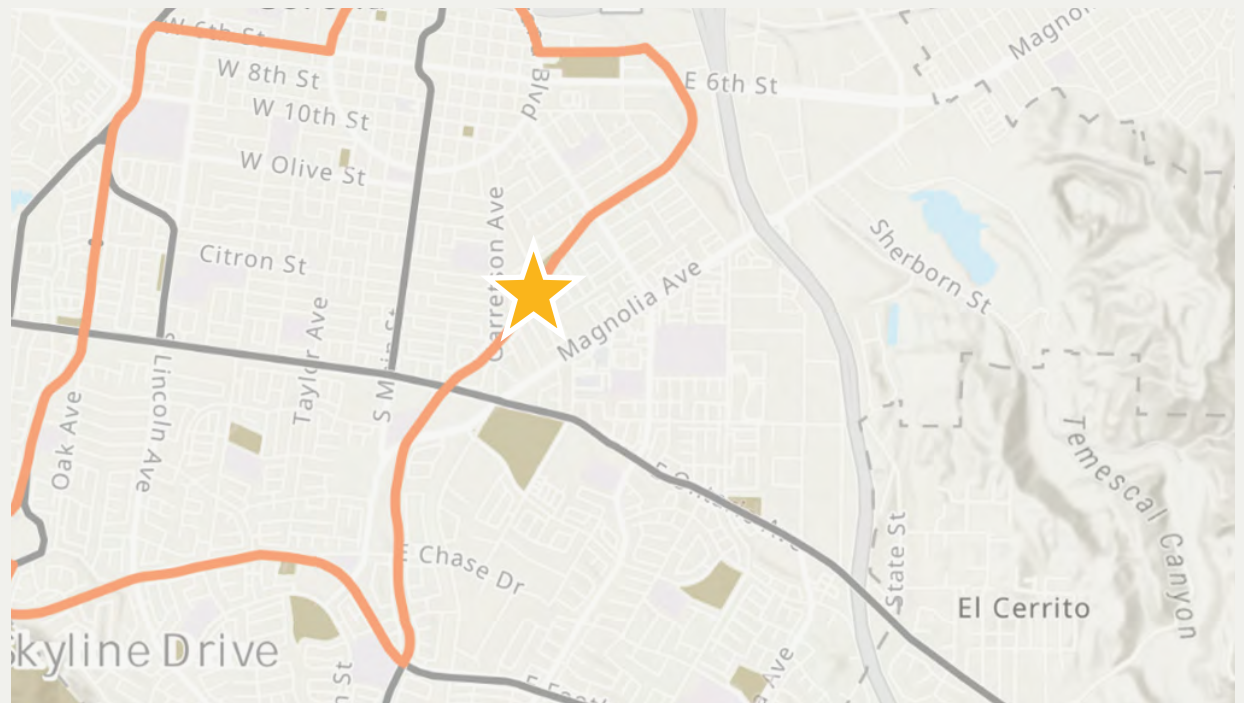
AMENITIES: bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Access at intersections - No dedicated parking

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

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

OWNERSHIP: RivCo Flood (agreement required)



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

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

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

PRIORITY LEVEL: Tier III

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

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

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

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

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

#20

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

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

PROJECT TYPE: Planning/Design/Construction

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

LENGTH: 1.25 mi

DIFFICULTY: Easy

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

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

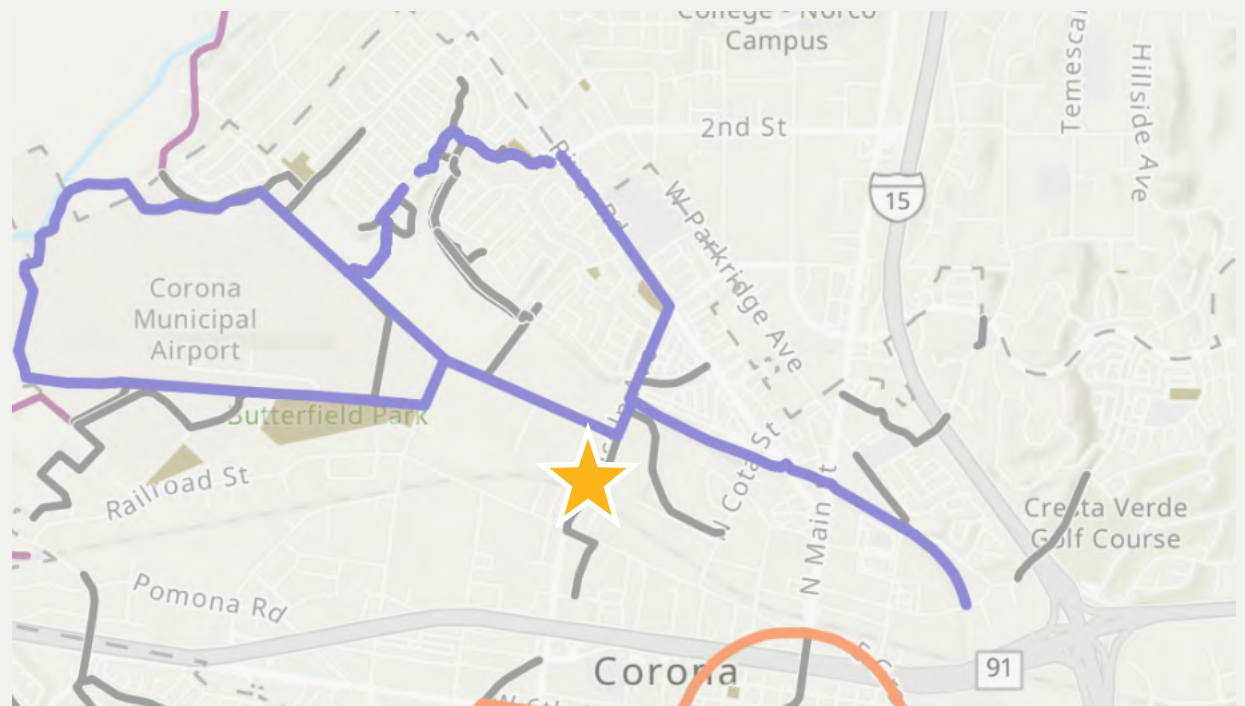
AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage.

TRAILHEAD: River Road Park

SURFACE TYPE: Concrete/Asphalt Concrete/Decomposed Granite

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

OWNERSHIP: City



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

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

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

PRIORITY LEVEL: Tier III

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

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

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

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

#21

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

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

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 3: Firm Surface Multi-use Trail

LENGTH: 3.7 mi

DIFFICULTY: Easy

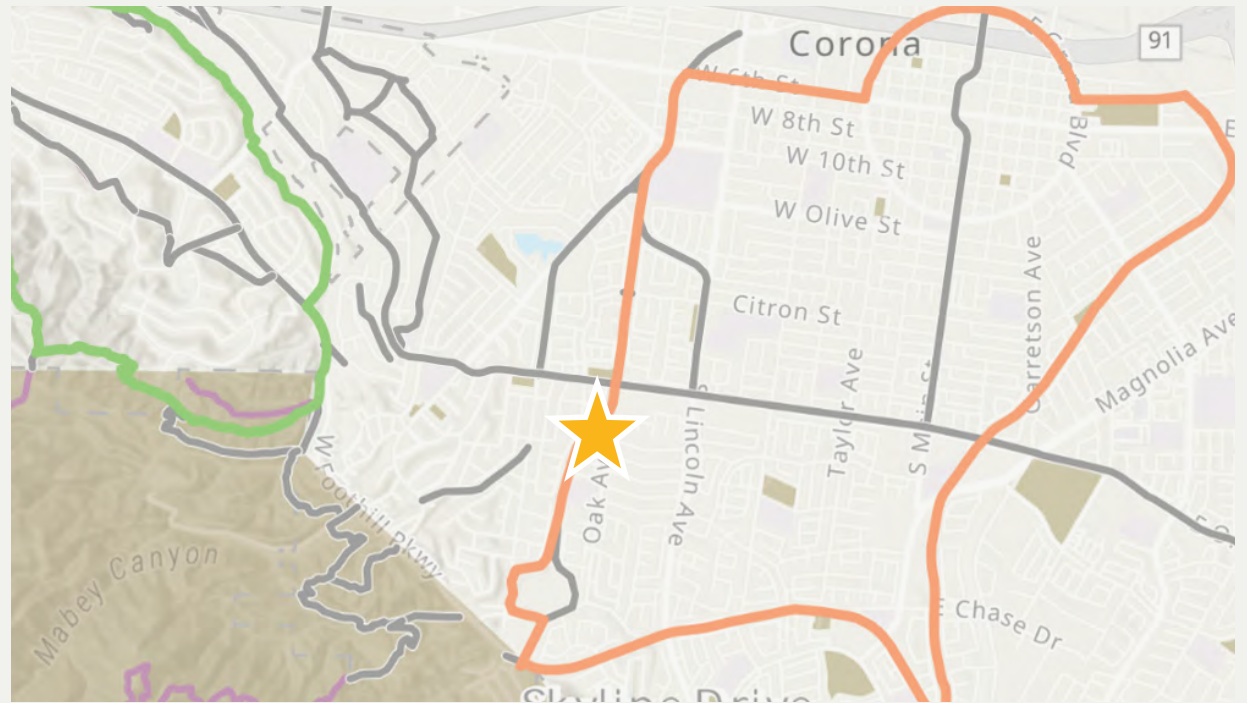
USER TYPE: All street legal bikes including most electric bikes Skateboards/Scooters/Wheelchairs, Pedestrian/Hiker/Jogger/Runner

SIGNAGE: Trail Markers at intersections

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

TRAILHEAD: Access at intersections - No dedicated parking

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



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

OWNERSHIP: RivCo Flood (agreement required)

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

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

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

PRIORITY LEVEL: Tier III

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

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

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

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

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

#22

TRAIL NUMBER: 2
PALISADES DRIVE MULTI-USE PATH

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

PROJECT TYPE: Planning/Design/Construction

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

LENGTH: .62 mi

DIFFICULTY: Easy

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

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

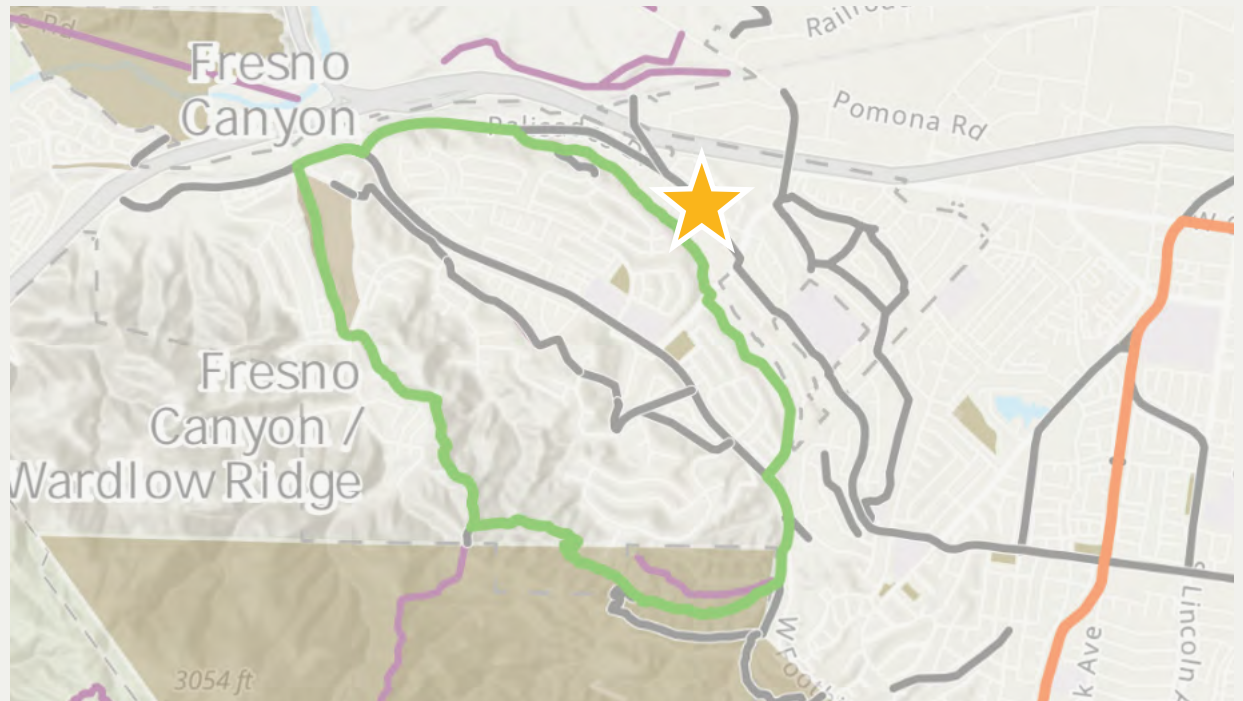
AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

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

SURFACE TYPE: Concrete/Asphalt Concrete/Decomposed Granite

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

OWNERSHIP: City of Corona



CONSIDERATIONS: Requires roadway modifications

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

PHASING: N/A

PRIORITY LEVEL: Tier III

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

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

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

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

#23

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

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

PROJECT TYPE: Planning/Design/Construction

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

LENGTH: 1.83 mi

DIFFICULTY: Moderate

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

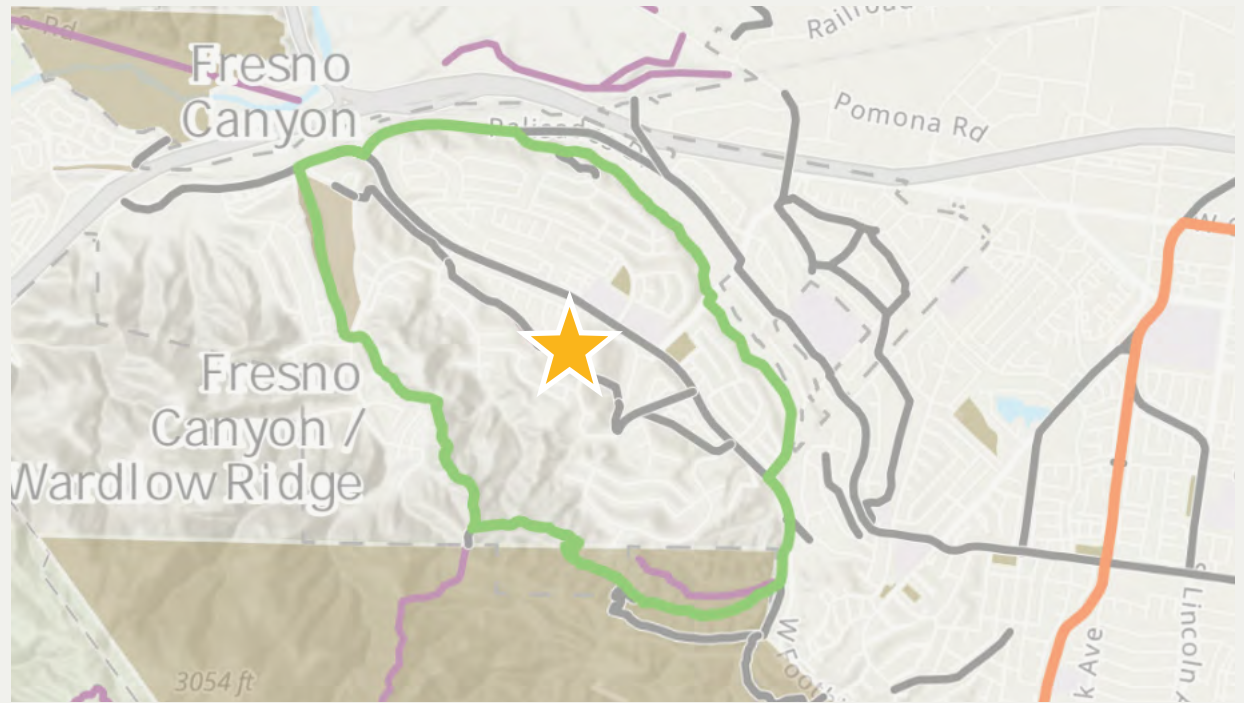
SIGNAGE: Trail markers at Green River Rd, Montana Ranch Rd, Baldy View Cir, Canyon Crest Dr, Nicholas Pl

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

TRAILHEAD: Trailhead at Green River Rd and Nicholas Pl

SURFACE TYPE: Compacted/emulsified decomposed granite; Natural surface

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



OWNERSHIP: City of Corona / Private

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

IMPROVEMENTS NEEDED: Trailhead - Signage

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

PRIORITY LEVEL: Tier III

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

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

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

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

CORONA, CA

#24

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

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

PROJECT TYPE: Planning/Design/Construction

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

LENGTH: 1.55 mi

DIFFICULTY: Easy

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

SIGNAGE: Trail markers at intersections

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

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

SURFACE TYPE: Concrete/Asphalt Concrete/ Decomposed Granite

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

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



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

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

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

PRIORITY LEVEL: Tier III

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

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

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

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

#25

TRAIL NUMBER: 3
PALISADES DRIVE NATURE TRAIL

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

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

LENGTH: 1.89 mi

DIFFICULTY: Easy

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

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

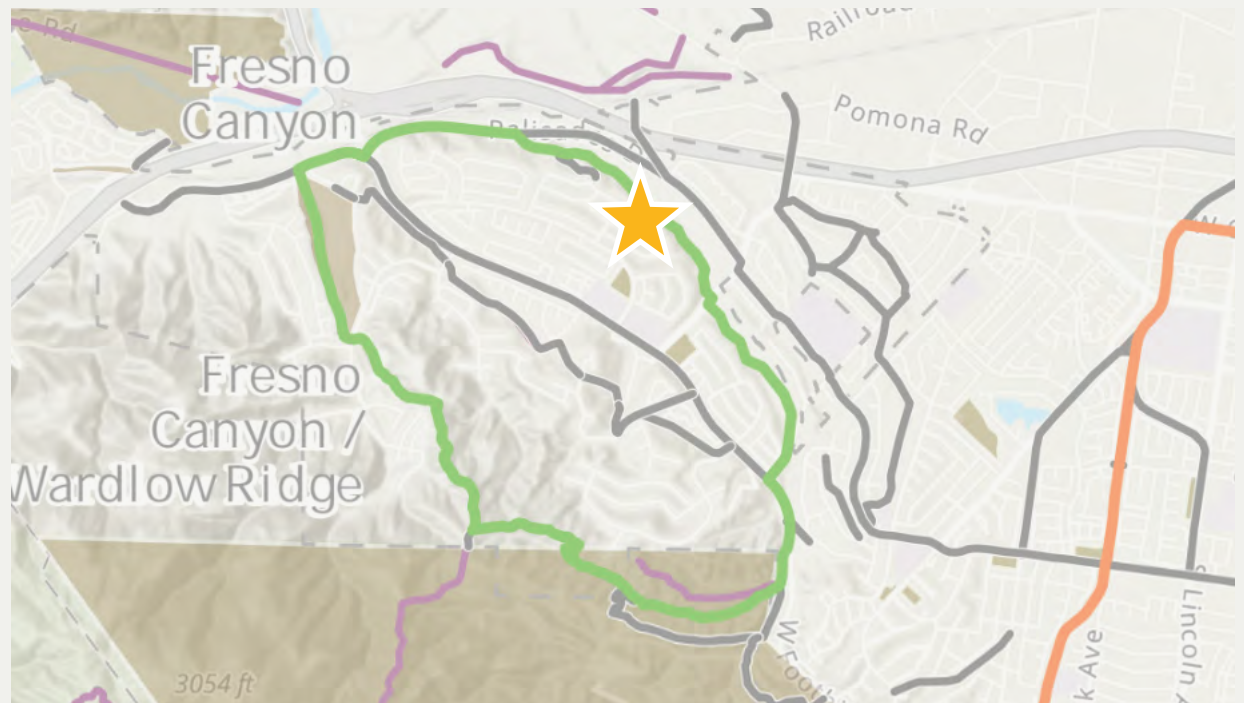
AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

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

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

MAINTENANCE: Surface conditioning as needed, amenity repair

OWNERSHIP: City/Private



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

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

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

PRIORITY LEVEL: Tier III

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

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

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

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

#26

TRAIL NUMBER: 4
WEST CORONA METROLINK PATH AND TRAIL CONNECTION

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

PROJECT TYPE: Planning/Design/Construction

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

LENGTH: 3.0 mi

DIFFICULTY: Easy

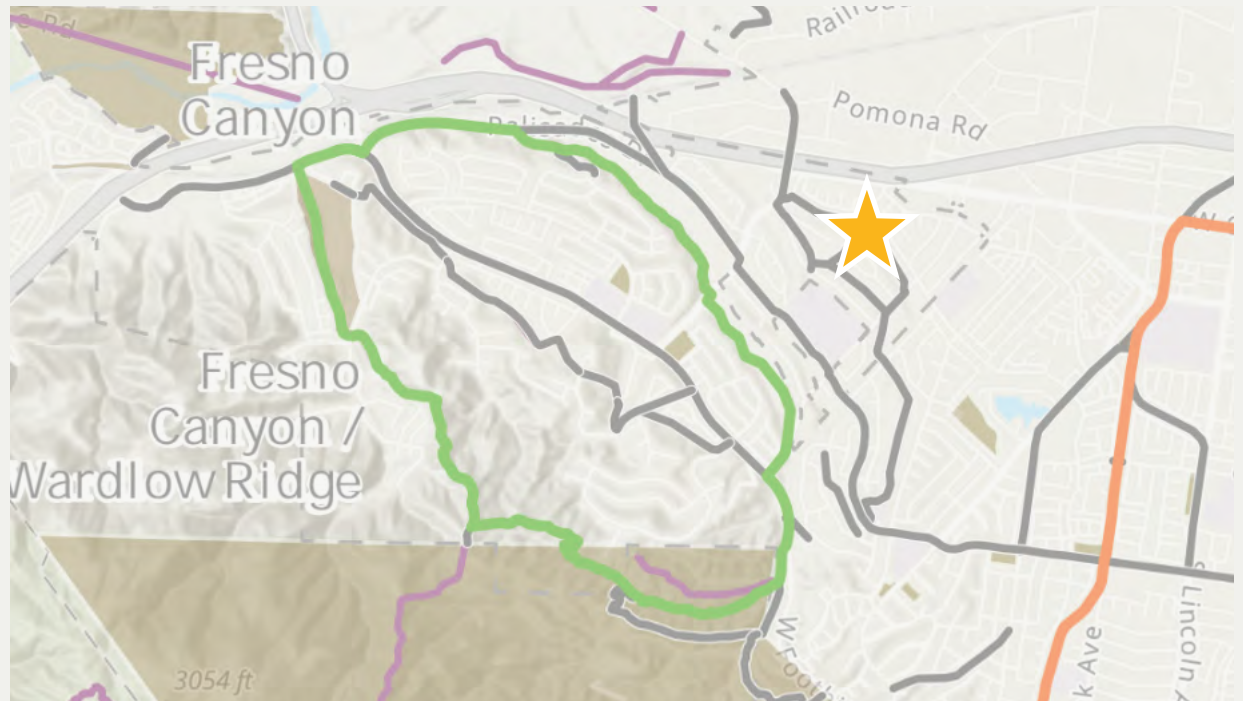
USER TYPE: All street legal bikes including most electric bikes Skateboards/Scooters/Wheelchairs Pedestrian/Hiker/Jogger/Runner

SIGNAGE: Trail markers at intersections

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

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

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



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

OWNERSHIP: City/Private

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

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

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

PRIORITY LEVEL: Tier III

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

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

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

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

#27

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

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

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 5: Soft-Surface Nature Trail

LENGTH: 2.64 mi

DIFFICULTY: Moderate

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

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

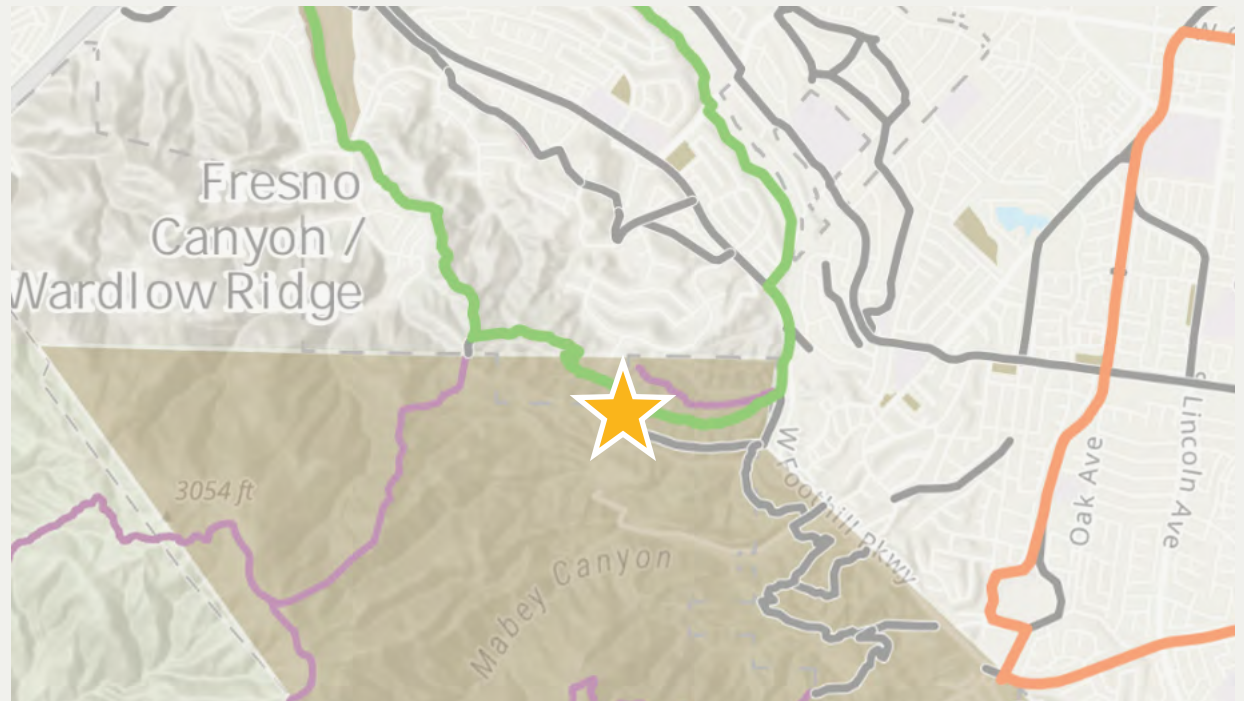
AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Foothill Parkway

SURFACE TYPE: Natural Surface

MAINTENANCE: Surface conditioning as needed, amenity repair

OWNERSHIP: City/Private/USFS



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

IMPROVEMENTS NEEDED: Trailhead - Signage

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

PRIORITY LEVEL: Tier III

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

EST. COST TO BUILD: \$300,000

TIME TO CONSTRUCT: 3 years

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

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

#28

TRAIL NUMBER: 22 NEIGHBORHOOD RECREATIONAL TRAIL OPPORTUNITIES

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

PROJECT TYPE: Planning/Design/Construction

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

LENGTH: 1.12 mi

DIFFICULTY: Moderate

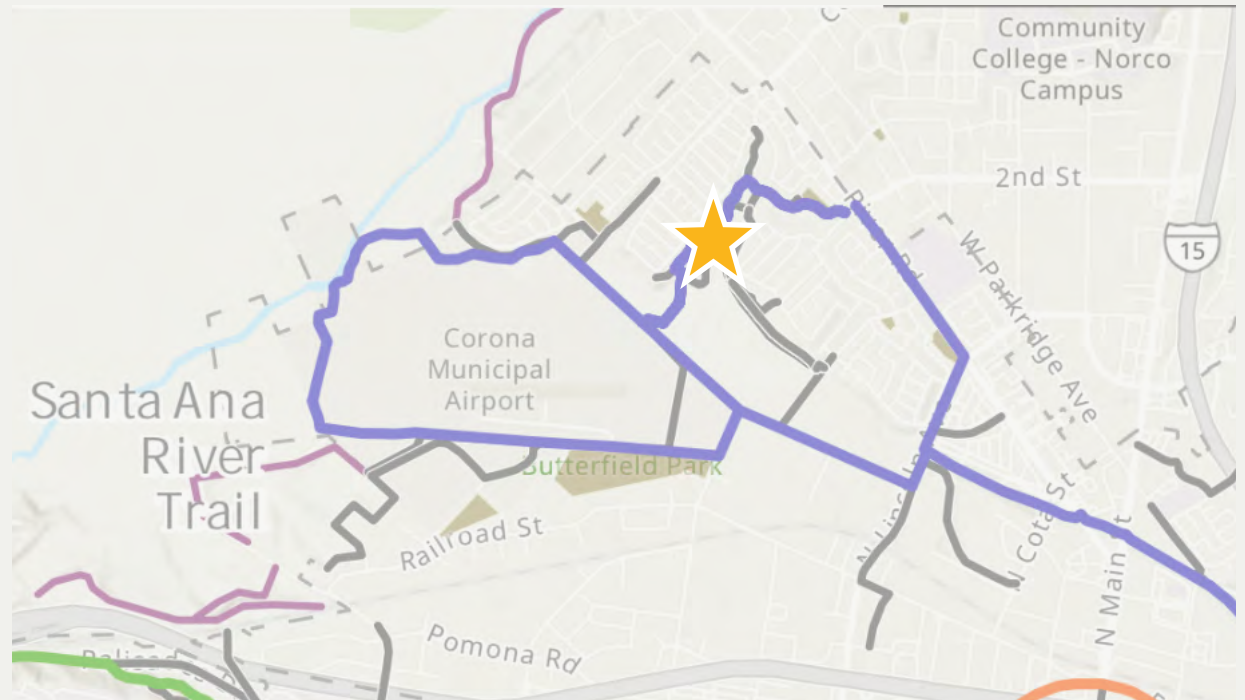
USER TYPE: All street legal bikes including most electric bikes Skateboards/Scooters/Wheelchairs, Pedestrian/Hiker/Jogger/Runner

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

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

TRAILHEAD: Fairview Park

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



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

OWNERSHIP: City/Orange County Flood Control District/Private

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

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

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

PRIORITY LEVEL: Tier III

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

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

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

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

#29

TRAIL NUMBER: 25
FRESNO CANYON TRAIL

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

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

PROJECT TYPE: Planning/Design/Construction

TRAIL TYPE: 5: Soft-Surface Nature Trail

LENGTH: 1.1 mi

DIFFICULTY: Moderate

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

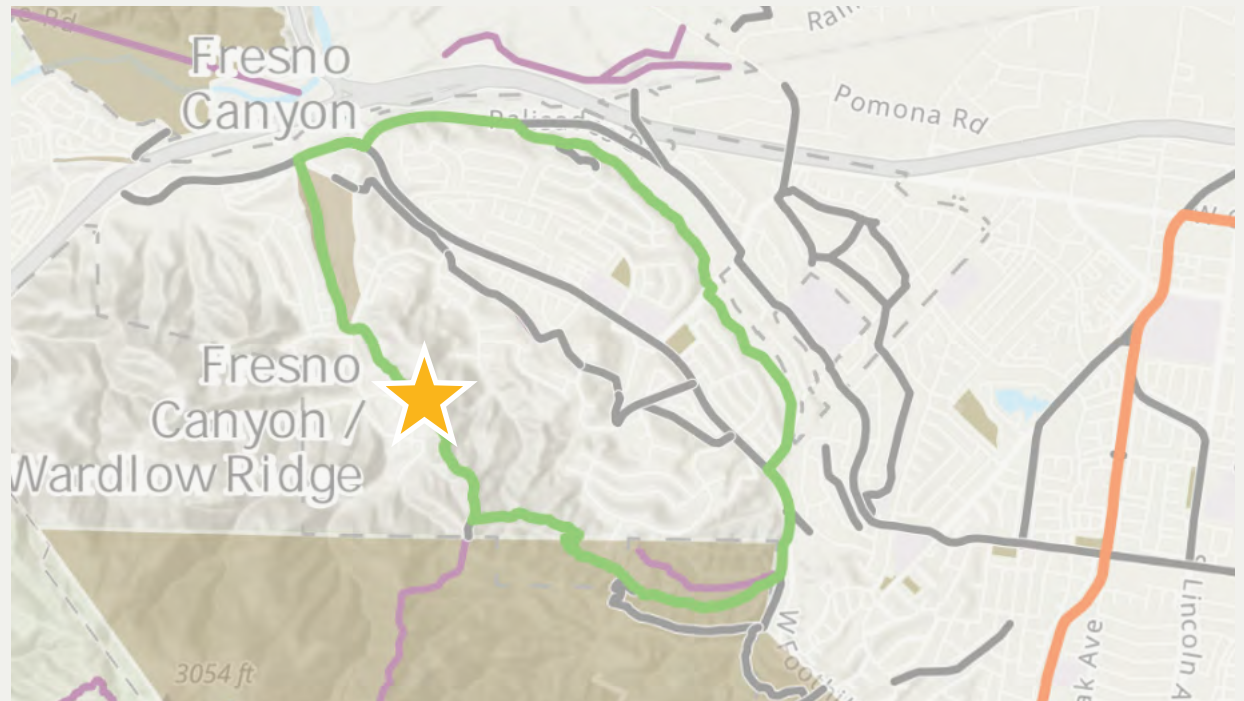
SIGNAGE: Trail markers at Green River Road and Oakridge Drive

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

TRAILHEAD: Oakridge Drive

SURFACE TYPE: Natural Surface

MAINTENANCE: Surface conditioning as needed, amenity repair



OWNERSHIP: Private

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

IMPROVEMENTS NEEDED: Trailhead - Signage

PHASING: N/A

PRIORITY LEVEL: Tier III

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

EST. COST TO BUILD: \$200,000

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

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

#30

SART TRAILHEAD AT GREEN RIVER ROAD

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

PROJECT TYPE: Planning/Design/Construction

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

LENGTH: N/A

DIFFICULTY: N/A

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

SIGNAGE: Trail signage at trailhead on Green River Rd.

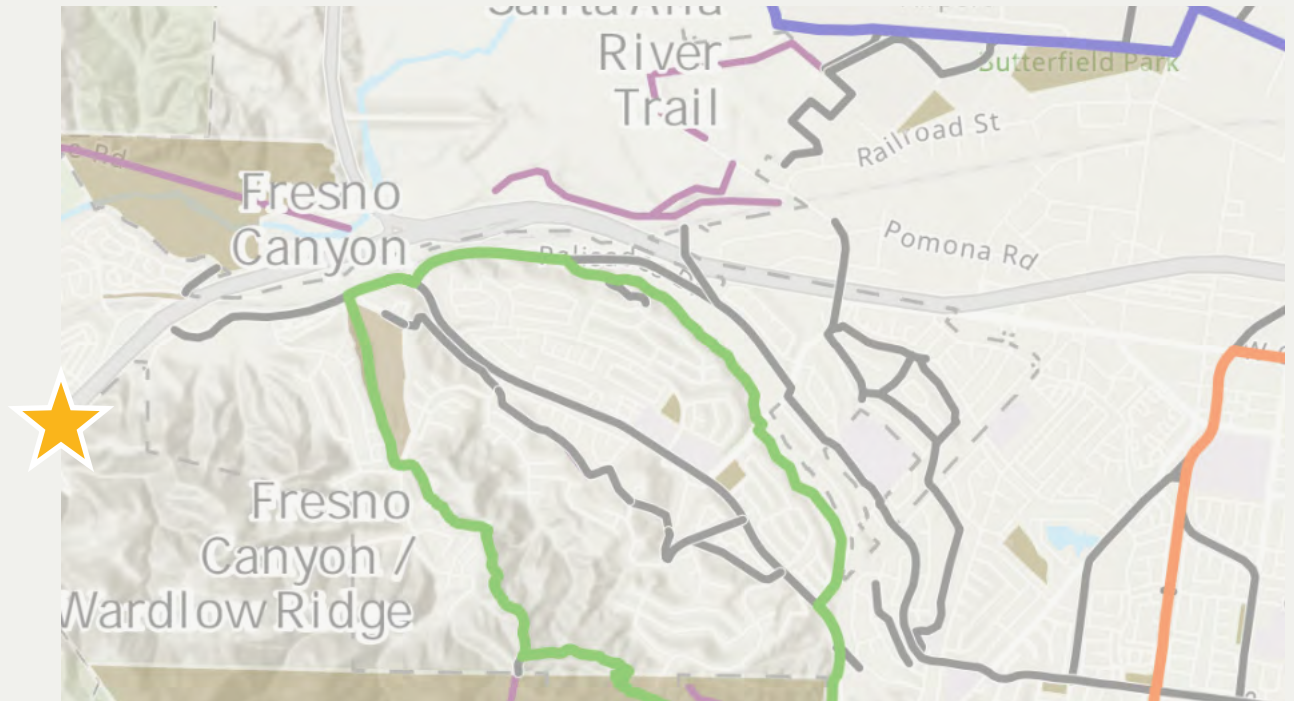
AMENITIES: Bench, trashcan, water fountain, bike repair station, and kiosk/signage

TRAILHEAD: Fairview Park

SURFACE TYPE: N/A

MAINTENANCE: Repair/replacement of amenities and signage

OWNERSHIP: City of Corona



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

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

PHASING: None

PRIORITY LEVEL: Tier III

FUNDING OPTIONS: Statewide Park Development and Community Revitalization Program

EST. COST TO BUILD: \$100,000

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

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

#31

BEDFORD MOTORWAY ACCESS

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

PROJECT TYPE: Planning/Design/Construction

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

LENGTH: TBD

DIFFICULTY: TBD

USER TYPE: TBD

SIGNAGE: TBD

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

TRAILHEAD: TBD

SURFACE TYPE: Compacted/Emulsified Decomposed Granite,Natural Surface

MAINTENANCE: Surface repair/replacement, amenity repair

OWNERSHIP: TBD



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

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

IMPROVEMENTS NEEDED: TBD

PHASING: TBD

PRIORITY LEVEL: Tier III

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

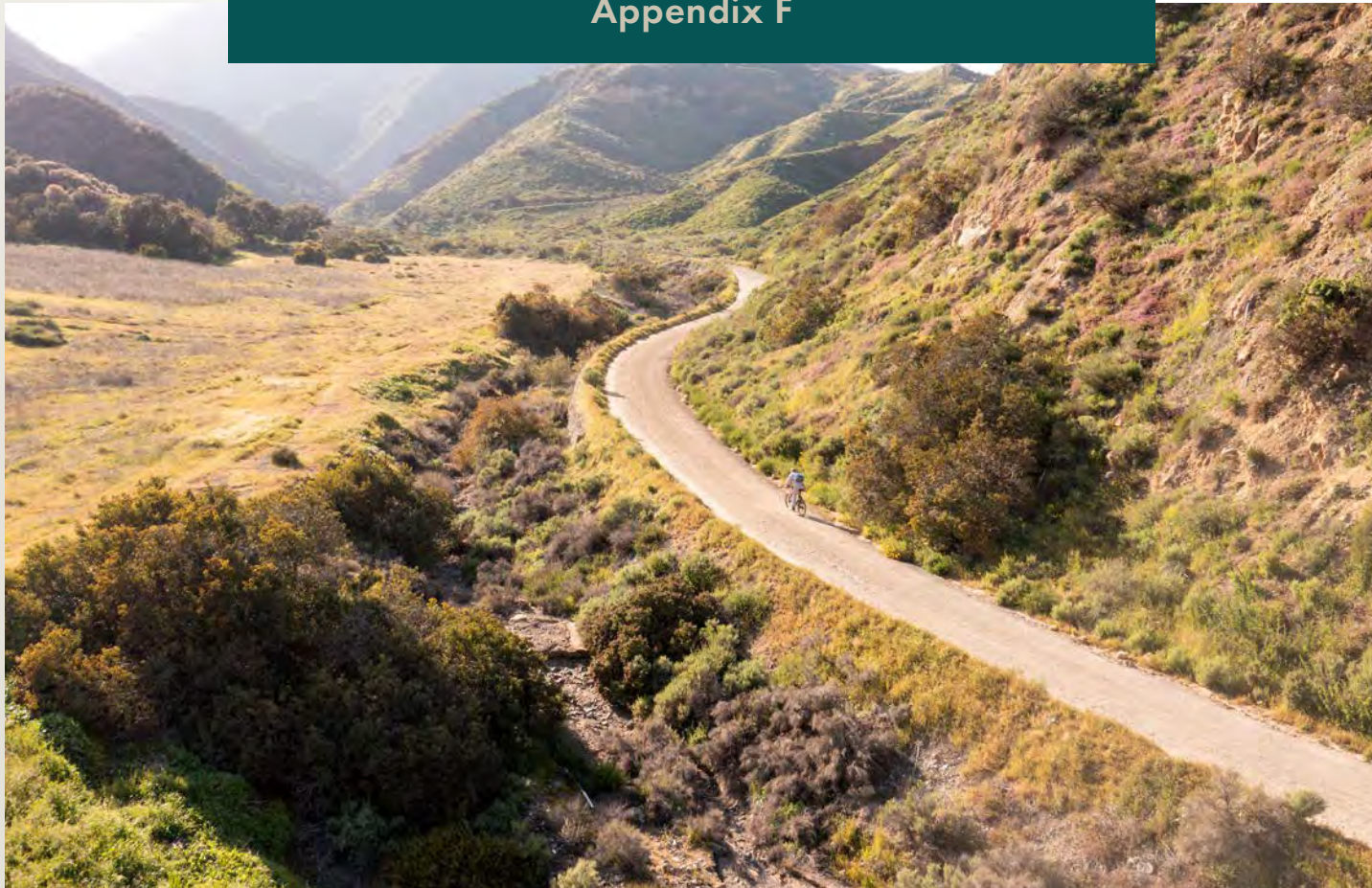
EST. COST TO BUILD: \$500,000

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

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

PROJECT ANALYSIS MAPS

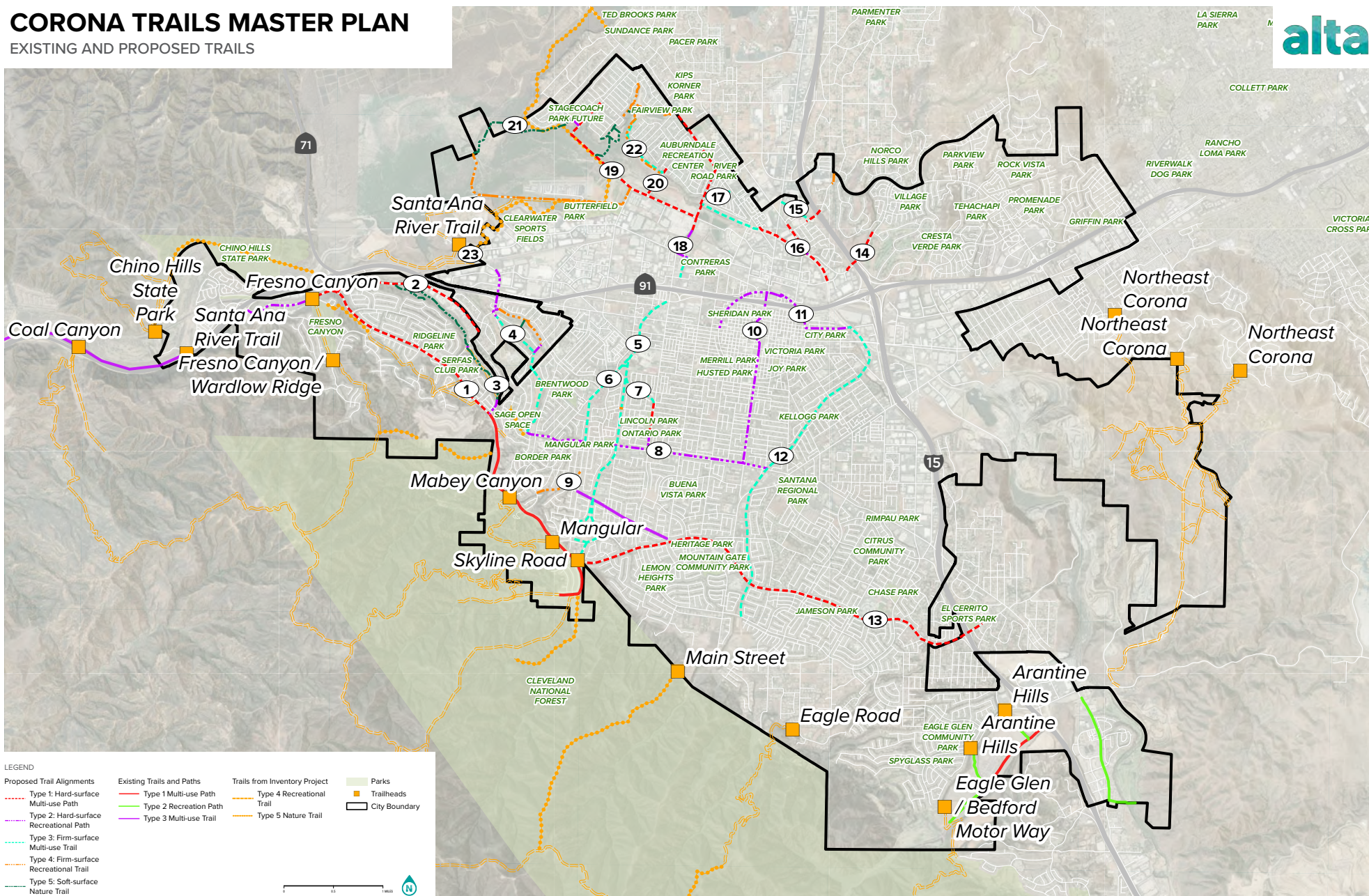
Appendix F



MAP 12. Existing and Proposed Facilities and Trail Access Points

CORONA TRAILS MASTER PLAN

EXISTING AND PROPOSED TRAILS



MAP 13. Needs Assessment

PARKS AND RECREATION MASTER PLAN

NEEDS ASSESSMENT

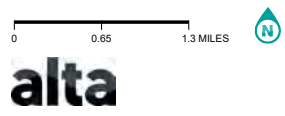
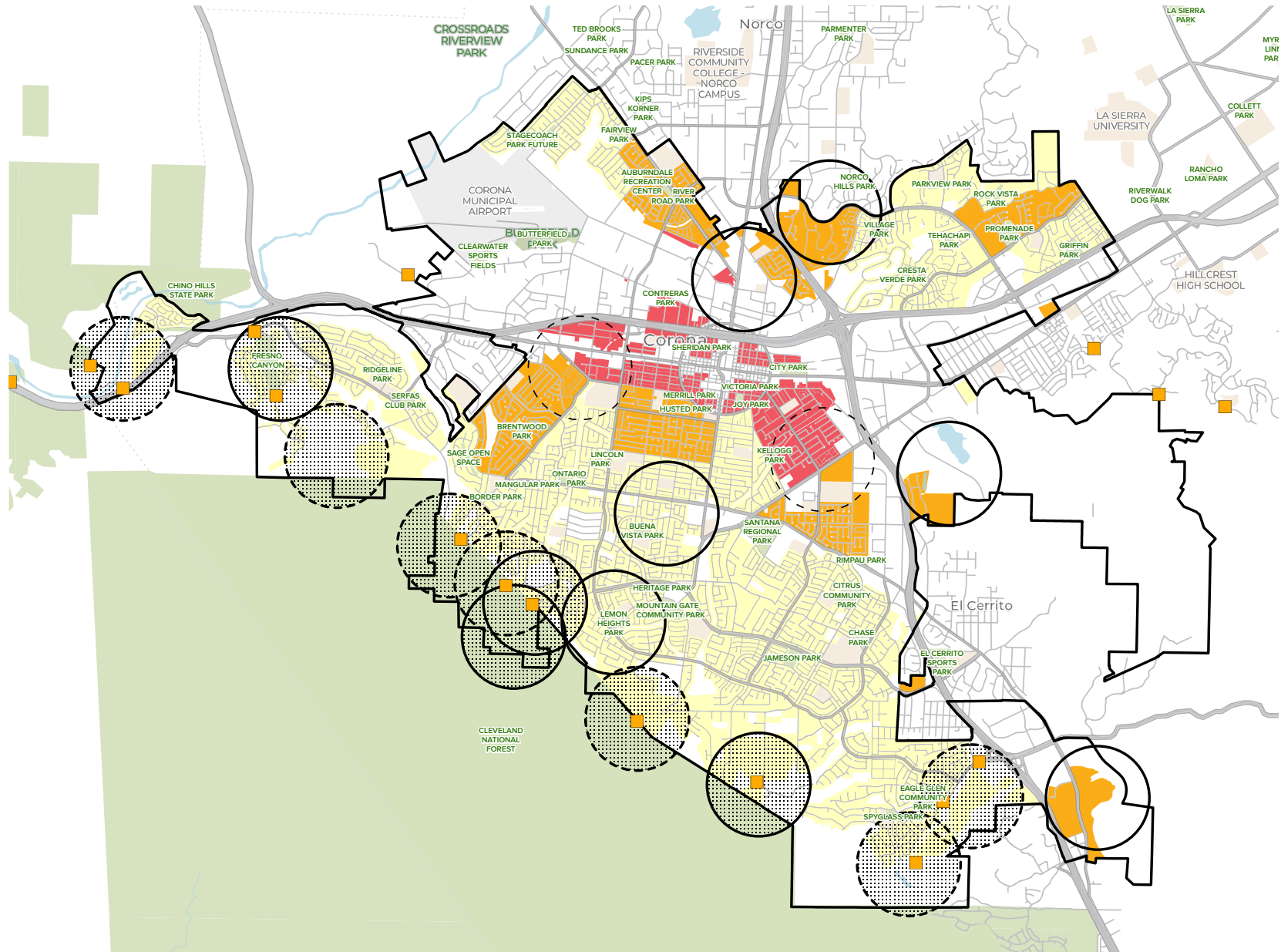
ACCESS GAPS

1/2-mile Park Access Gap

- Greater Need Based on Health Vulnerability
- Other Resources Available To Meet Park Need
- Trail Access Areas
- Trailhead/Trail Access Areas

Community Health Conditions Percentile Ranking (HPI 3.0)

- 0 - 25 (High Vulnerability)
- 25 - 50 (Moderate Vulnerability)
- 50+ (Low Vulnerability)
- Corona Boundary
- Parks
- Trail Access Points

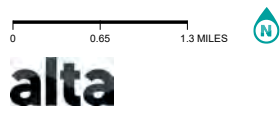
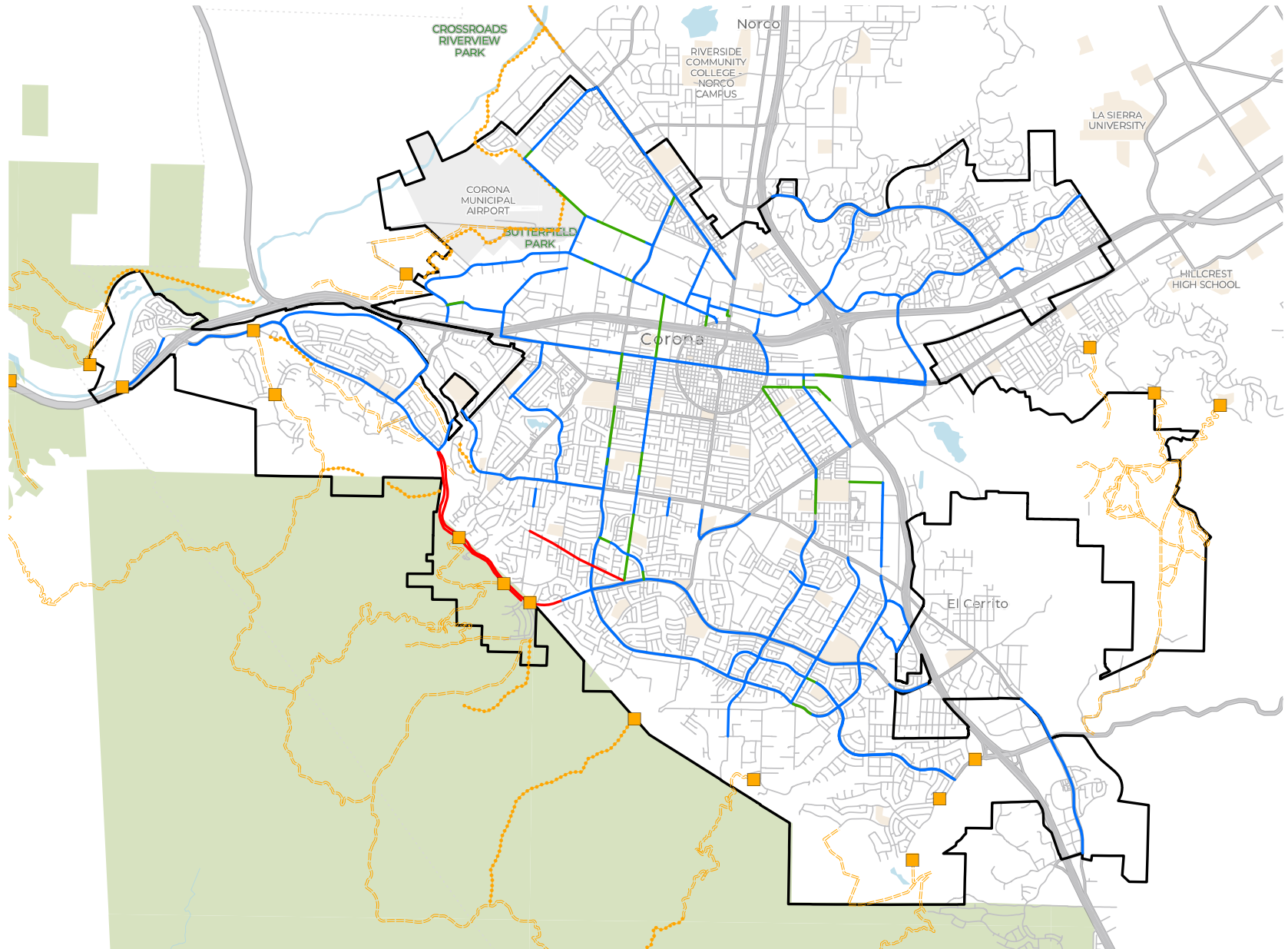


MAP 14. Bike Facilities

CURRENT STATE OF TRAILS
EXISTING BIKE FACILITIES

BIKE FACILITIES

- Trail Access Points
- Bike Facilities**
- Class I
- Class II
- Class III; Class III
- Trails from Inventory Project**
- Type 4 Recreational Trail
- Type 5 Nature Trail
- Corona Boundary



MAP 15. USFS Trail Walk/Bikesheds

CURRENT STATE OF TRAILS WALK/BIKESHEDS

BIKESHED/WALKSHED

- Trailheads
- 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**
 - 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
- .5 Mile Trailhead Buffer
- 2 Mile Trailhead Buffer
- Skyline Property
- Corona Boundary

