City of Corona Trails Master Plan

"Building a City of Trails"

Phase 1- Foundational Master Plan

Final • August 2021

Executive Summary

The Trails Master Plan (TMP) is organized into five sections. A brief description of the information covered in each section is provided and intended to guide the reader on the information being presented in the TMP.

The purpose of the Corona Trails Master Plan (TMP) is to provide a strategic and comprehensive planning document that will be utilized to create a framework for the Corona Residents, City Staff, and Community Stakeholders to reference and help guide in the creation of connectivity and multi-modal collaboration and participation in accessing open space in the City of Corona.

This document seeks to create an environmentally sensitive, inclusive, equitable, and diverse plan that perpetually is dedicated to the City of Corona's residents, non-motorized trail system and a local and regional pathways system that provides safe and healthy options in accessibility to Corona's vast network of open space and enhances the quality of life for Corona's residents. Providing access to the outdoors and nature, even those nestled within an urban setting, is essential to a healthy and happy community.

Acknowledgements

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Introduction

Introduction

The general introduction to the Trails Master Plan (TMP) is covered in this section. This section discusses the purpose of the document, identifies the study area, and references other planning documents relevant to the TMP. This section also introduces facility definitions that will be used throughout the document.

Purpose

The primary purpose of this study is to provide potential improvements, standards, conditions and new projects that would expand the existing trails and path systems of the City of Corona. The focus of the City of Corona Trails Master Plan (TMP) is to improve the built environment for non-motorized travel that can take place near streets (paths) or off-streets (trails) for the health, safety and welfare of the citizens and visitors of Corona. Transportation and recreation facilities for bikes, pedestrians and equestrian activities can be located either in public rights-of -way near but separated from roadways. This study calls these facilities paths and is meant to be used as a planning tool for the City as development near trails occurs.

This study has also identified urban pathways that can be improved to encourage an individual to travel by foot or bike between a park, school, or transit facility onto other multi- or single-use paths and trails that are more about the experience and the recreational activity than they are about transportation.

Study Area

The City of Corona is located in the eastern foothills of the Santa Ana Mountains in Western Riverside County. The City's unique geographic setting serves as the convergence point for many Southern California residents because it borders the Cleveland National Forest, Orange County, and San Bernardino County boundaries. Interstate 15 and State Route 91 are regional vehicular connections to Corona. Metrolink provides light rail service to the greater Los Angeles area, Inland Empire and Orange County via two stations in the City: West Corona Station and North Main Station (Figure 1). Corona is the primary study area for this Plan, though trail access and trail connectivity to the Cleveland National Forest, Chino Hills State Park, and neighboring communities is included as these areas are regularly accessed by Corona residents.

Planning Context

The following documents provide essential background information that support the scope and goals of the TMP. They serve as helpful resources for the TMP's planning process.

City of Corona General Plan

The City's General Plan was comprehensively updated in 2020. The General Plan Update took into consideration the growth and infrastructure improvements the City has experienced and updates the goals and policies related to trails and bike routes. The policies identified in this document can provide a framework for this Trails Master Plan.

General Plan Goal:

"A comprehensive and quality system of off-road hiking, biking and equestrian trails that are, to the extent feasible, accessible to people of all ages, and connect residents to natural resources surrounding Corona."

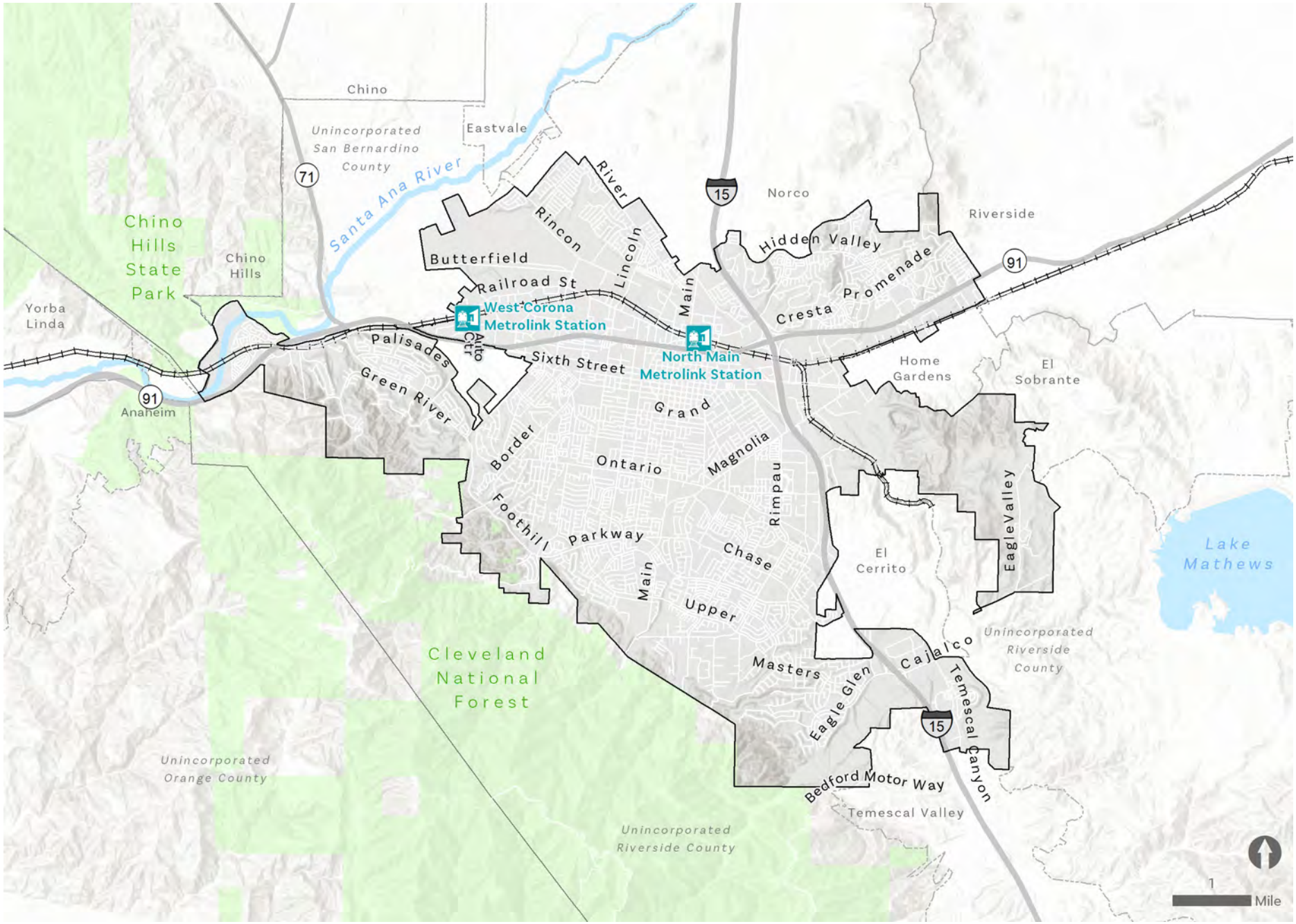

FIGURE 1-1: Study Area

Riverside County Comprehensive Trails Plan

The Riverside County Comprehensive Trails Plan was approved in May 2018 and serves as the guide for the management and development of new trails within Riverside County. Regional backbone trails within and near the City of Corona are identified in the plan as part of the Temescal Canyon Area Plan. The major trails for the area include the Santa Ana River Trail and Southern Emigrant Trail/Butterfield Overland Trail. Both trails cross the City of Corona and ultimately connect through established pedestrian and bicycle routes through the City.

City of Corona Bicycle Master Plan

The Bicycle Master Plan, prepared in 2001, was a master planning effort to develop a network of safe and effective bikeways to meet the recreation and commuter needs of Corona's residents. The BMP included recommendations for built bikeways and supporting amenities such as signage and bicycle parking.

Santa Ana River Trail Master Plan

The Santa Ana River Trail is a multi-use trail that runs alongside the Santa Ana River. When completed, it will be the longest multi-use trail in Southern California, spanning 100 miles and crossing the counties of San Bernardino, Riverside, and Orange. The portion within Riverside County includes unincorporated land and the cities of Riverside, Corona, Norco, Eastvale and Jurupa Valley.

The Initial Study prepared in 2011 for Riverside County was comprised of an environmental study for the Corona-Norco-Eastvale segment. Since then, the City has continued their planning efforts with the Riverside County Regional Park and Open Space District and Riverside County Transportation Commission (RCTC) to implement the planned segments of the trail that would be adjacent to and within the City. The Santa Ana River Trail should remain accessible from certain areas within the City.

Prado Regional Park Master Plan

The Prado Regional Park Master Plan developed a vision for the park, located in the City of Chino, for the next 20 years. The planning process included the development of a preferred alternative that includes program elements to enhance recreation, sporting, environmental, special events, trails, agricultural and other related needs. Although the City of Corona is not directly adjacent to Prado Regional Park, trail connections should be considered that would ultimately provide access to Prado Regional Park, to the extent feasible, from Corona as many community members rely on this open space resource to fulfill their outdoor recreation and trail needs.

Southern Emigrant Trail / Butterfield Overland Trail

The Southern Emigrant Trail and Butterfield Overland Trail are recognized historical corridors without existing identified trails. The trail is 66.8 miles and crosses unincorporated land in Riverside County and the cities of Corona, Murrieta, Lake Elsinore, and Temecula. The City of Corona was part of the Butterfield Overland Trail Project in 2013, which was a multi-agency trail planning project that included partners from Riverside County agencies and the City of Lake Elsinore. Most of the route, which is generally consistent with its historical alignment, is within populated areas and largely follows existing roads.

Corona Trails Master Inventory

The Corona Trails Master Inventory (TMI) is the primary preceding planning document that established the scope and purpose of the TMP. The main purpose of the TMI was to identify all pedestrian trails used by the public to access destinations throughout the City as well and neighboring destinations such as the Cleveland National Forest. The TMI used community engagement events and online tools to identify and compile trails and their respective trailheads.

Overview of Facility Definitions

As a foundation for understanding and discussion, the following definitions identify the different types of bike and pedestrian facilities covered in this plan.

In general, facilities that are in a public right-of-way and parallel a road are defined as **Paths**. These facilities are considered to be Class I Multi-use Paths as defined by the California Department of Transportation (Caltrans) designation for multi-use paved pathways.

Multi-use describes the fact that pedestrian and various non-motorized wheeled uses are allowed and encouraged on these facilities. Multi-use facilities have all weather firm or hard surfaces capable of supporting wheeled uses and meet ADA requirements for wheel chairs. A **firm surface** has compacted and emulsified decomposed granite or other heavily compacted chipped stone or rock material, while a **hard surface can be** concrete or asphalt.

Facilities that are away from the public right-of-way are defined as **Trails**. Trails that allow bikes and other wheeled uses in addition to hiking, walking, jogging, and equestrians, are also considered to be **multi-use trails**. If a multi-use trail meets ADA and other standards, then it is considered to be Class 1 Multi-use Trail, otherwise they are defined as **recreational trails**.

Nature Trails are facilities that are away from roadways, run through natural areas, do not allow for wheeled uses, and do not fully accommodate ADA access requirements. These do not meet Class 1 standards and may not be ADA accessible if the paths are in natural areas and the ADA standard would cause natural or cultural damage or decrease the experience and resources of the trail.

The proximity of vehicular roads, surface treatments, width, users allowed, and experience sought are used to define trail or path classifications.

TABLE 1-1: Overview of Trail and Path Types Considered in this Study

TRAIL OR PATH TYPE #	General Descriptions			Width			Slope			Trail Users Supported								
	Trail or Path Type Name	General Activities Supported	Location (Open Space or Roadway)	Minimum Width	Ideal for Users but considering budget& site	Maximum Width	Maximum Slope	Ideal Slope	Maximum Cross-slope	Road bike (high press. thin tired)	Hybrid/ Cruiser/ Recreation Bike	Mountain / BMX Bike	Wheelchair	Stroller / Kids Push Bikes	Social / Exercise / Dog Walker	Jogger / Runner	Hiker / Nature Walker	Equestrian
PATH TYPES (HARD OR FIRM SURFACE)																		
1	Hard Surface Multi-use Path (Class 1: all Non-motorized Users)	Exercise, Multiple Mixed Modes, Social Interaction and Transportation	Near roadways	12'	14'	16'	Follows the road slope but best if under 5%	<5%	2.0%	●	●	●	●	●	●	●	●	
2	Hard Surface Recreational Path	Exercise, Transportation Short Cut to Other Transportation, Social Interaction and Ways to get to Trails	Next to roadways	6'	8'	<12'	Follows the road slope but best if under 5%	<8.3%	2.0%			●	●	●	●	●		
TRAIL TYPES (HARD, FIRM OR SOFT SURFACE)																		
3	Firm Surface Multi-use Trail	Exercise, Multiple Mixed Modes, Social Interaction and Transportation if Short Cut to other Roads	Away from roadways	12'	14'	20'	8.3%	<5%	2.0%	●	●	●	●	●	●	●	●	
4	Firm Surface Recreational Trail	Park Circulation, Exercise, Transportation Short Cut to Other Transportation, Social Interaction	Away from roadways	6'	8'	<12'	8.3%	<5%	2.0%			●	●	●	●	●	●	
5	Soft Surface Nature Trail	Nature, Adventure, Exercise, Dog Walking and Social Interaction	Open Space and Parks	2'	4'	<6'	14.0%	<5%	4.0%			●		●	●	●	●	

Type 1: Definition of a Multi-use Path

A Multi-use Path is a path that is adjacent to a roadway. If appropriately buffered, this type of facility is considered to be a "Type 1" path. Most new Class I multi-use paths are built wider than the Caltrans standard, which is 8 feet wide with two-foot wide concrete edges or two-foot overrun-graded level buffers for a total of 12 feet. Multi-use paths must be compliant with Caltrans standards for Class I multi-use paths, per the Caltrans Highway Design Manual. Multi-use paths have a different experience than a trail, even when a buffer exists between the path and the roadway. To be a multi-use path means that it accepts all street legal bikes including most electric bikes, as well as the broad range of other self-propelled wheeled uses (skateboards, scooters, skates, and wheelchairs) and all forms of foot travel including walking, hiking, jogging, and running.

Paved multi-use path with a landscaped 5' buffer from the edge of the road

FIGURE 1-2: Type 1 / Class 1 Multi-use Path located along a Roadway

26' Trail Easement or portion of the Roadway Right-of-Way suggested

A multi-use path can be paved or have a compacted firm surface but needs to be buffered from the roadway.

Type 2: Definition of a Recreational Path

A “Type 2” facility can have either a firm or hard surface. Type 2 paths are narrower than Type 1 paths, and do not meet a Class 1 standards.

Likewise, facilities that are adjacent to streets but do not meet the 5-foot horizontal offset from travel-lanes, do not have the required vertical barriers, or do not meet the minimum 8-foot travel surface with 1-foot of overrun buffer on each side are considered a recreational path.

FIGURE 1-3: Type 2 Path

Facilities that commonly are used by bikes but are less than the standard required for multi-use paths can still be used with a level of protection and comfort afforded by a recreational path. Often, walkways with no buffers can be combined with bike lanes or parkways to create a better walking and riding environment that meets a multi-purpose path standard.

Samples of facilities near roadways that do not meet standards for a Class 1 but provide a walkable and limited bikeable surface for those who choose not to ride in the road.

Type 3: Definition of a Multi-use Trail

A "Type 3" facility includes bike and pedestrian facilities away from the roadway that typically run through open spaces, creeks, flood control channels, parks, or near rail lines. They can also serve as connectors be- tween buildings as long as they are away from roads. Since this facility is a multi-use experience, it must have a firm surfaced (compacted emulsified DG, highly compacted flat chipped stone, or soil concrete), or a hard surface (concrete, permeable concrete, or asphalt). This facility must meet Class 1 minimum standards of 8 feet of travel surface and at least 1-foot of over-run buffers on each side. Trails with a medium or high level of use, or uses that include multiple modes and mixtures of pedestrians and bikes, need to follow the standard of 10 feet of travel-way and 2 feet on each side for over runs. In addition, the facility must also meet ADA access requirements.

Multi-use trails along a creek or flood control channel

FIGURE 1-4: Type 3 Multi-use Trail

25-foot trail easement needed when next to a channel or a rail line

A multi-use trail can be paved or compacted with a firm surface and can be next to a flood control channel, creek, or rail line.

Type 4: Definition of a Recreational Trail

A "Type 4" facility can have a hard or firm surface but not a soft surface. They are typically less than 12 feet. Widths narrower than 6 feet make the passing of multiple users and equestrians somewhat constrained. Type 4 trails meet ADA standards if they have less than 5% slopes, 2% cross slopes, and firm surfaces. They are generally defined by edge treatments such as rock edging, fencing, or railing. Type 4 recreational trails allow biking, but high-pressure tires on firm surfaces and multiple trail users often make it difficult for bike uses other than mountain bikes.

A Type 4 Trail includes any trail that does not meet the Class 1 standards, but still accommodates bikes and wheelchairs.

A Type 4 Trail surface needs to be compacted to be considered usable by bikes or wheelchairs..

FIGURE 1-5: Type 4 Recreational Trail

A Type 4 Trail can include a compacted 8-12' wide firm surface road that is not open to private vehicles but may be used by utility, maintenance, or emergency vehicles.

Type 4 Trails can include a graded and compacted / emulsified DG trail that can be traversed by bikes and wheelchairs.

Type 5: Definition of a Nature Trail

A “Type 5” nature trail is a trail that is soft surfaced with native soil, sand, gravel, or decomposed granite (not emulsified DG). It is less than 6 feet wide and can traverse steep slopes. ADA standards require that effort be taken to make all facilities accessible. However, if the trail goes through sensitive natural areas, areas with cultural resources or unique geologic forms, adhering to ADA standards may not be required. However, similar trail experiences along or near the trail should be considered.

Soft surface nature trails are preferred by many hikers and equestrians and can include multiple user types, but not many bikes or other wheeled users.

Nature trails travel through natural areas and are often hilly and/or routed to avoid sensitive areas.

FIGURE 1-6: Type 5 Nature Trail

Nature trails and recreation trails can branch off of multi-use paved trails.

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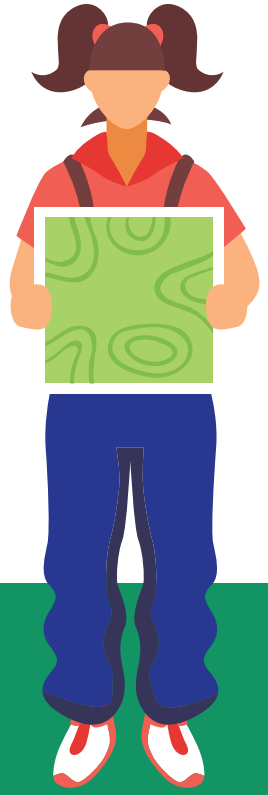


02

Existing Conditions

Existing Conditions Overview

The Existing Conditions in the study area are described in this section. It includes a map of the City's land uses, existing trails and paths that have been identified through the public outreach process, and opportunities for trail and path connections relevant to other planning documents such as the Santa Ana River Trail and Butterfield Overland Trail. This section also covers non-motorized paths, which include the City's bike paths and potential barriers commonly associated with bike travel.

Land Use

Figure 2-1 depicts the City's current land uses. For transportation planning purposes, residential land uses are trip generators – or daily starting locations – for both motorized and non-motorized travel. Single-family residential is the dominant land use in Corona, with higher-density multi-family residential found along major roads. In relative terms, multi-family residential land uses generate more trips than single-family residences.

All other land uses are considered destinations, or trip attractors. In Corona, commercial and office uses are primarily along the Interstate 15 and State Route 91 corridors. Sixth Street is lined with commercial and office space and is a main connector to community buildings such as City Hall, the Post Office, and Corona Public Library. City parks and schools are well-distributed in residential areas, and some are near commercial and office uses. Open space outside of, but adjacent to the City of Corona includes the Cleveland National Forest and Chino Hills State Park on the southwest and northwest City boundary respectively. Open space is generally considered to be a low trip-generating land use, though local conditions of access can affect this assumption.

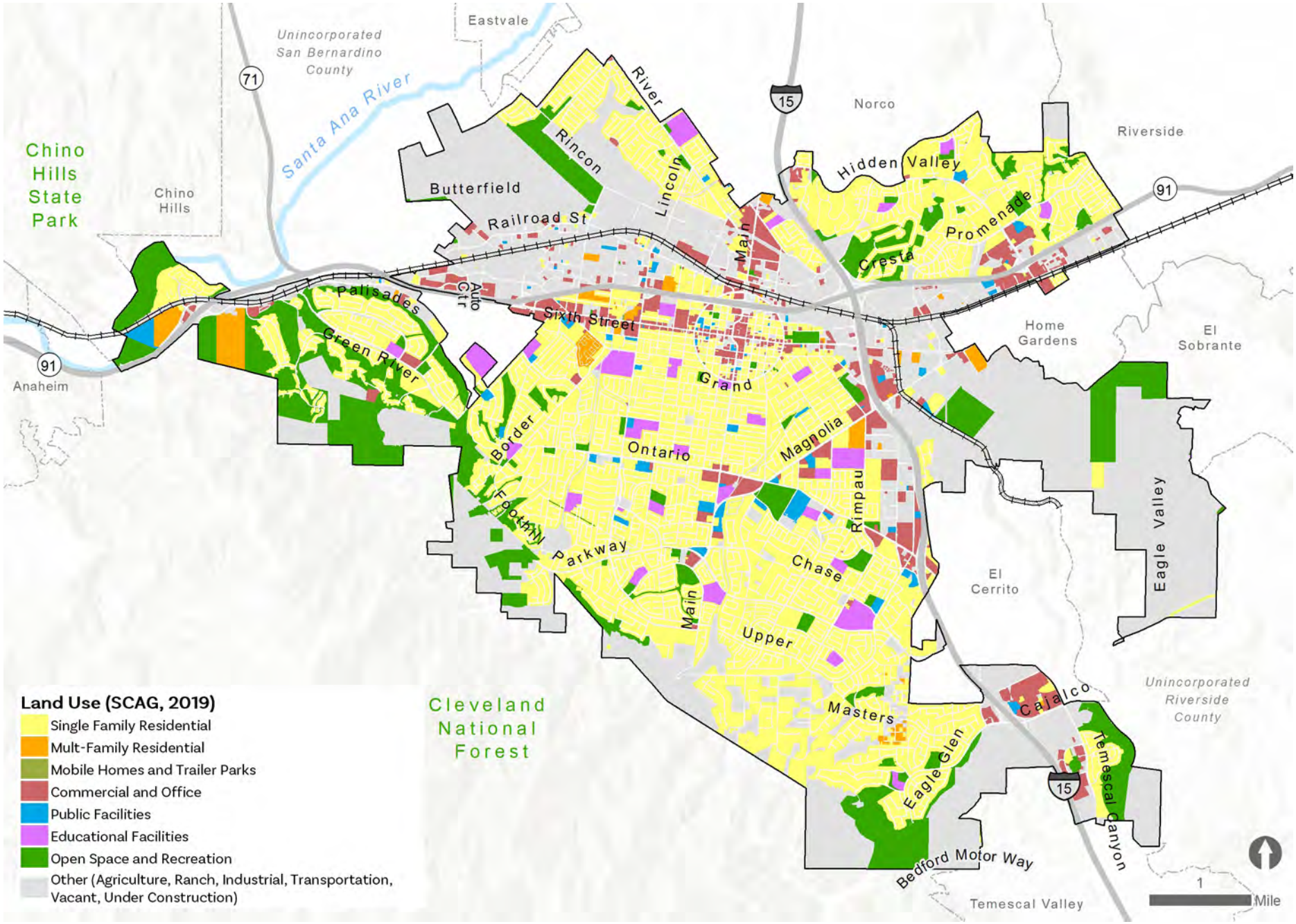


FIGURE 2-1: City of Corona Land Use Designations

Trailhead at Fresno Canyon Trail

Existing Trails and Paths

Figure 2-2 depicts all ***existing*** paths, trails, and trailheads within City limits and adjacent recreational open space. The City has a Type 1 path along Foothill Parkway leading to the Skyline Drive trailhead, a Type 3 Trail running through a utility right-of-way in South Corona, and various Type 4 and 5 trails in the northern and eastern regions of Corona.

Trail Type	Trail Length (miles in Corona)
1	2.37
2	0
3	1.16
4	4.71
5	18.78
Total	***27.02***

TABLE 2-1: Existing Trail and Path Lengths by Type

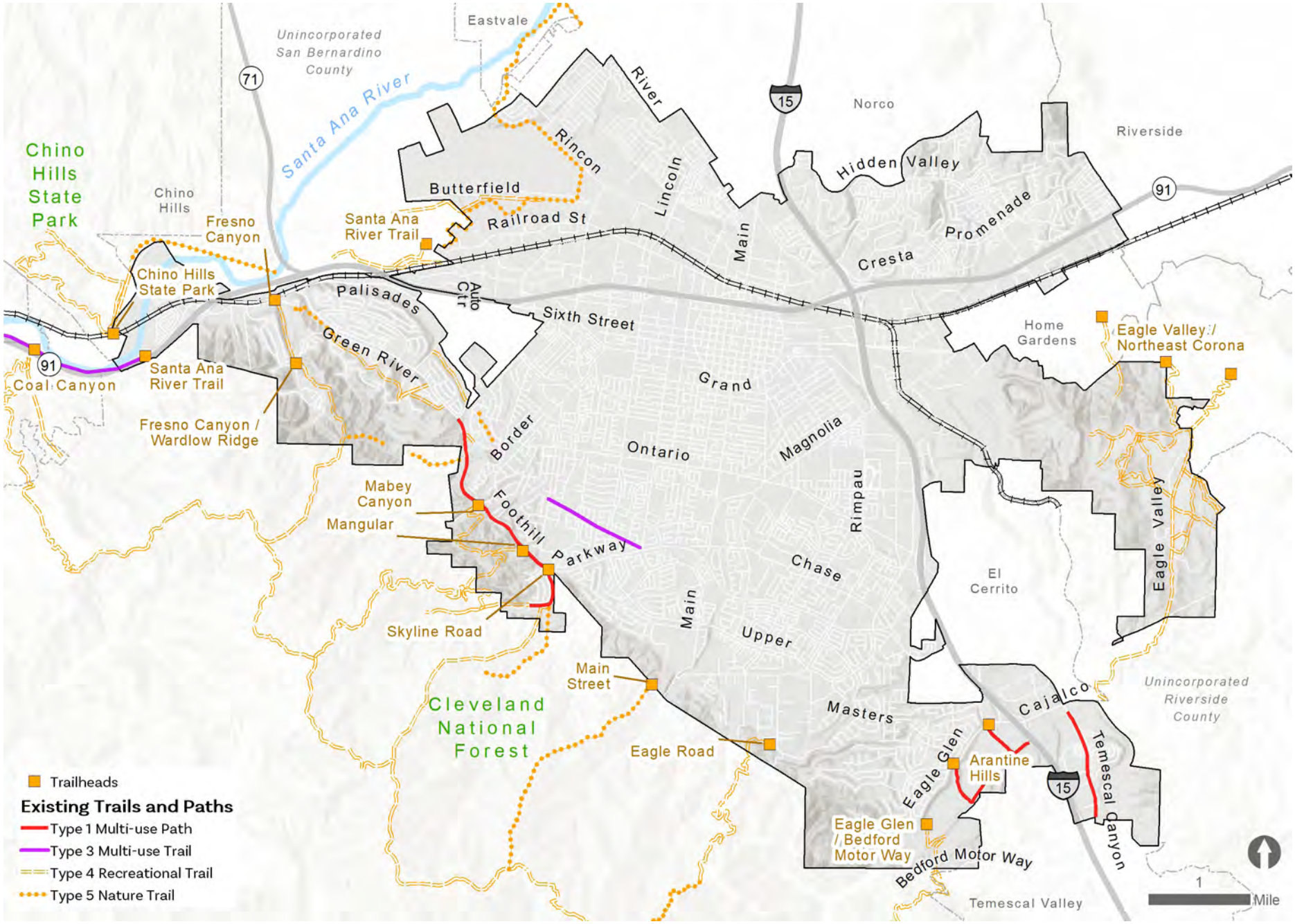


FIGURE 2-2: Existing Trails and Paths

Access improvements to Santa Ana River Trail currently underway

Opportunity for Trails and Paths

Figure 2-3 depicts all previously-identified proposed paths and trails within City limits and adjacent recreational open space. This includes the Santa Ana River Trail alignment, the Historic Butterfield Trail alignment, and service roads classified as Type 4 trails leading to the Cleveland National Forest.

Trail Type	Trail Length (miles in Corona)
1	4.3
2	0.0
3	3.4
4	18.8
5	4.7
Total	***31.2***

TABLE 2-2: Opportunity Trail and Path Lengths by Type

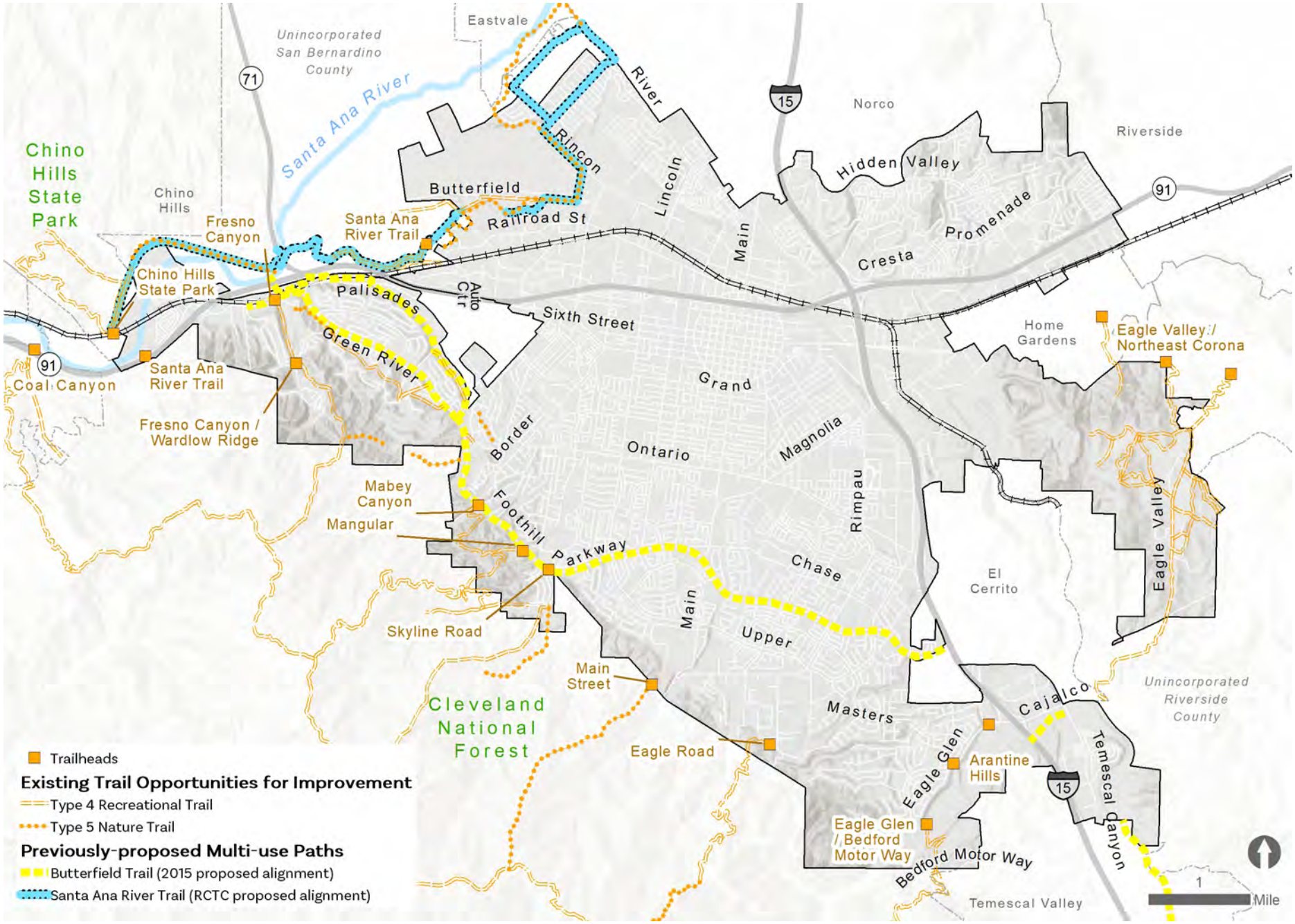


FIGURE 2-3: Opportunity for Trails and Paths

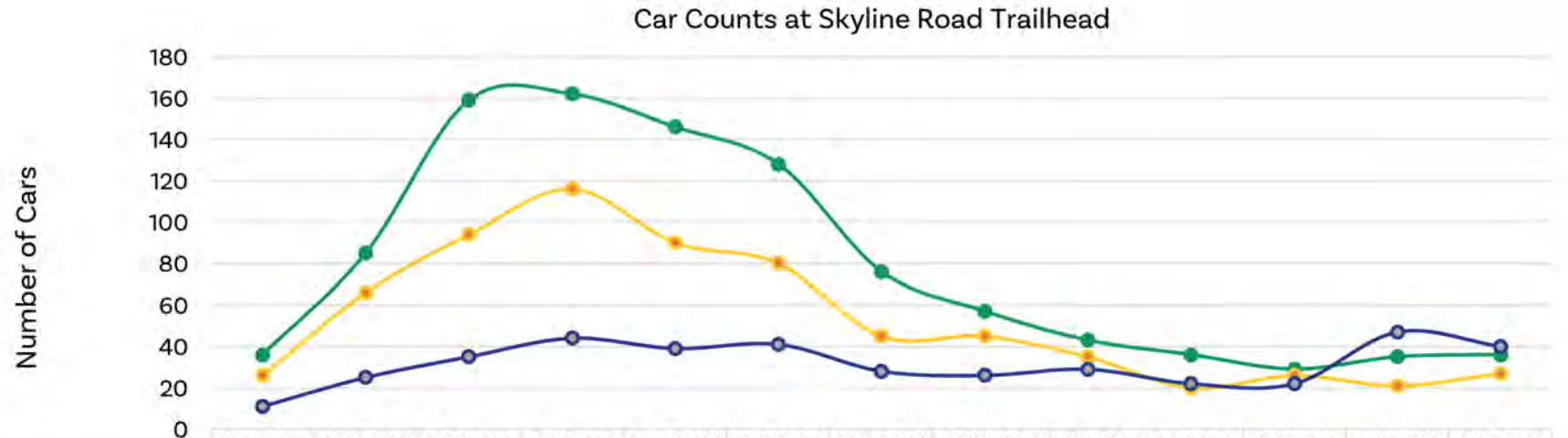
Common Destinations for Non-motorized Travel

Destinations – also known as attractors – are any non-residential land uses. Parks, schools, and commercial and office land uses are common destinations. These destinations also include transit stations and transit stops. This study does not segment trips by demographic characteristics, but relies on proximity to common destinations to model the likelihood of non-motorized travel.

Trailheads in the City of Corona are popular destinations and should be considered in planning future multi-purpose paths. These trailheads provide access to various trails that have developed over time but are not recognized, managed trails by the National Forest Service in the natural open space in Cleveland National Forest and Chino Hills State Park.

Current Metric of Trail Use

The City of Corona conducted car counts along Foothill Parkway in April 2021 to gauge the trends in trail-related parking. Morning parking volumes average 24 cars. On the weekday (Wednesday) and two weekend days (Saturday) that were measured, the peak occurred from 8:00AM to 11:00AM. Saturday, April 10 coincided with a public trail maintenance event, so the cars that were counted at that date are seen as a maximum peak. Typical peaks may be closer to 120 cars as seen on April 17. Weekday peaks are significantly lower, at around 40 cars. For all days measured, cars parked along Foothill Parkway increased slightly between 5:00PM and 6:00PM from an afternoon that is similar to the morning low.



	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Saturday, 4/10/2021	36	85	159	162	146	128	76	57	43	36	29	35	36
Saturday, 4/17/2021	26	66	94	116	90	80	45	45	35	20	26	21	27
Wednesday, 4/14/2021	11	25	35	44	39	41	28	26	29	22	22	47	40

TABLE 2-3: Car Counts at Skyline Trailhead

Non-motorized Transportation Network

Figure 2-4 shows the network of existing multi-purpose paths in Corona. Trailheads on Figure 2-4 are those that received the highest amount of public input in the City of Corona Trails Master Inventory. The information below describes the multi-purpose paths and bike lanes currently used in the City.

Class 1 Multi-Purpose Paths

Class 1 multi-purpose paths are also known as bicycle paths, shared-use paths, or bicycle trails. These facilities provide a completely separated hard-surface right-of-way designated for the exclusive use of bicyclists and pedestrians. Class 1 facilities are a minimum of 4 feet wide in each direction but are typically up to 6 feet wide in each direction. A 1-foot planted buffer on either side can be added for user safety and comfort. A hard travel surface is required. Multipurpose paths can be adjacent to a road, but have separation distance.

Class 1 multi-purpose paths currently exist in South Corona. The path has safe crossings with streets, landscaping the length of the path, as well as seating and lighting at key locations.

Class 2 Bike Lanes

Class 2 bike lanes provide a striped lane for one-way bicycle travel on a street or highway. Buffered bicycle lanes include a greater striped separation from travel lanes than traditional bicycle lanes. The minimum width is 5 feet from the curb edge. For a more comfortable and safe facility, minimum widths are often measured starting from the gutter pan (slanted concrete drainage feature between the curb and asphalt road surface). Bike lanes are best located on roadways with posted speeds of 45 miles per hour or less. Class 2 bike lanes in Corona play a key role in creating network connectivity between different types of facilities.

Class 3 Bike Routes

Class 3 bike routes are not separated from vehicular traffic. Bicyclists can use the full travel lane by law, and routes are designated by signs or pavement markings (also called “sharrows”) but have no separated bicycle right-of-way or lane striping. Bike routes are best located on roadways with posted speeds of 25 miles per hour or less. Class 3 bike lanes in Corona provide well-marked routes in neighborhood settings.

Class 4 Separated Bikeways

Also known as cycle tracks, Class 4 separated bikeways provide a right-of-way designated exclusively for bicycle travel within a roadway protected from other vehicle traffic with devices that can include grade separation, flexible posts, inflexible physical barriers, landscaping, or parked cars. Perception of safety related to the speed of adjacent vehicular traffic is improved due to the horizontal separation and protective devices. A Class 4 cycle track under construction on Green River Road en route to the Santa Ana River Trail will provide a key connection along a road where high vehicle speeds are commonly observed.

Class 1 multi-use path (City of Corona)

Class 2 bike lane (City of Corona)

Class 3 bike route (City of Santa Ana)

Class 4 separated bikeway (City of Temple City)

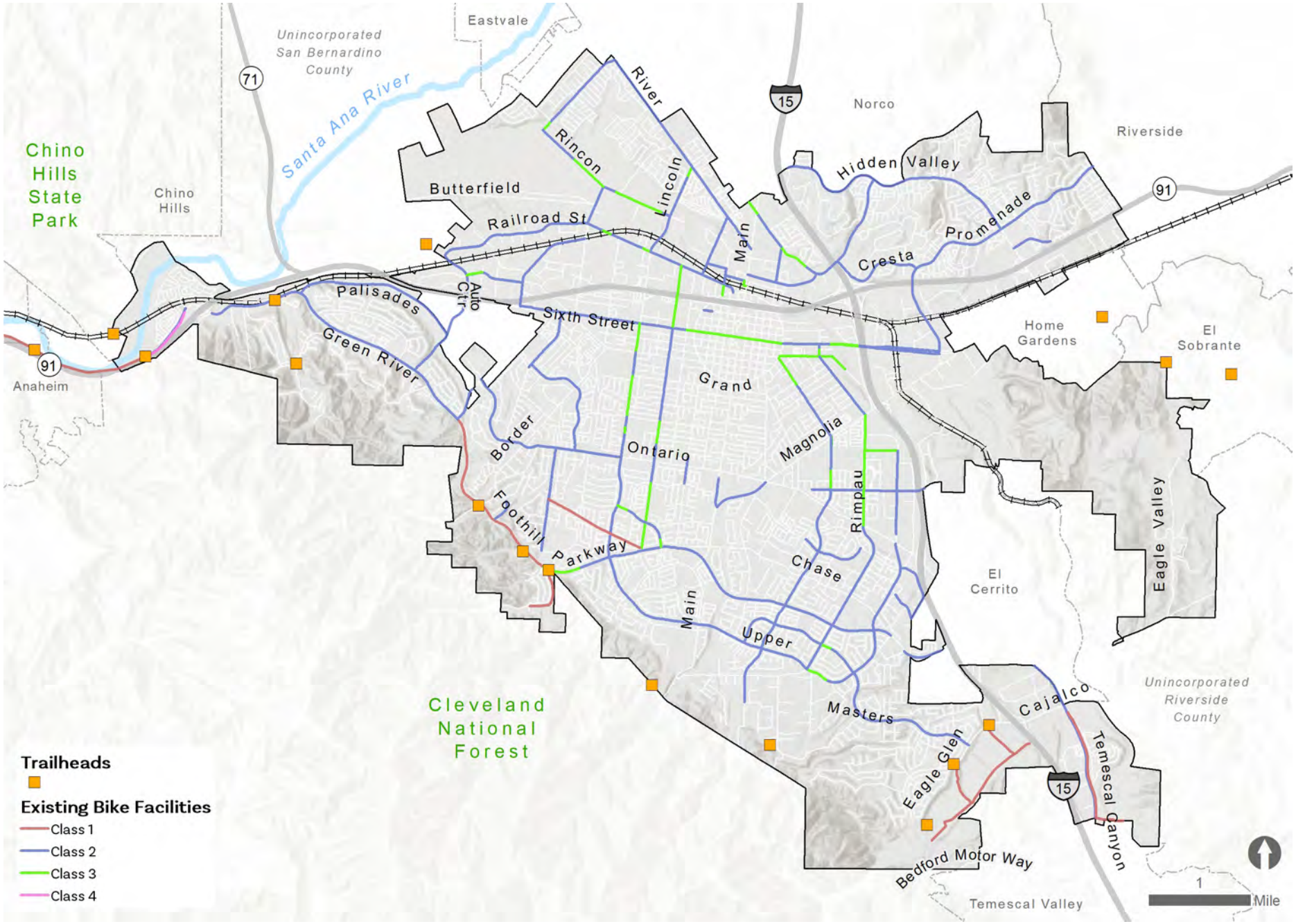


FIGURE 2-4: Existing Proposed Bike Facilities

Barriers to Non-Motorized Travel

The following roadway features are considered barriers to planning for the construction of non-motorized facilities. These roadway features can cause safety issues and concerns for non-motorized users and potential users, which can discourage the use of this form of travel, and also pose challenges to planning and constructing routes within the City. Barriers include various crossings, high-speed roadways, and frequent collisions with non-motorized travelers (Figure 2-5).

Crossings

Freeway interchanges, ramps, overpasses, and underpasses as well as railroad and drainage channel crossings are all barriers to constructing facilities for non-motorized travel. Space can be limited surrounding these features, and sufficient right-of-way may not exist for safe alignments of new facilities if they were not originally planned for at the time of construction.

High-speed roadways

The ideal posted speeds for Class 2 on-street bike facilities are speeds less than 45 miles per hour, and less than 25 miles per hour for Class 3 facilities. To help plan for both Class 2 and Class 3 facilities, roads with posted speeds of 35 MPH or greater were considered as high speed and mapped.

Frequent Collisions

Pedestrian- and bicyclist-involved collisions often have spatial or temporal patterns – similar road types, posted speeds, or certain times of day can all have frequent collisions. Though collisions themselves are not barriers, the perception of safety in these environments – and possibly knowledge of past collisions – can discourage non-motorized travel.

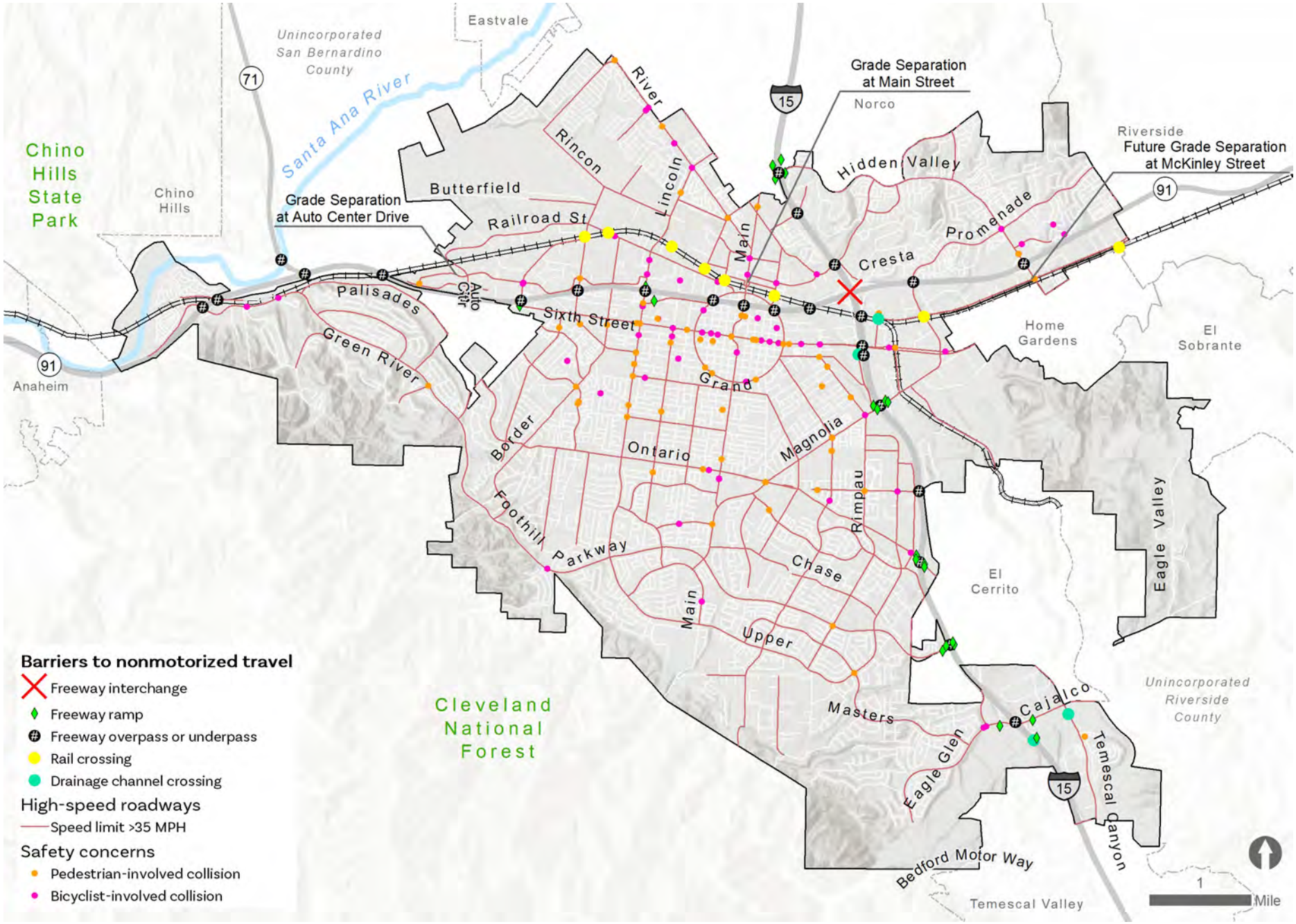


FIGURE 2-5: Barriers to non-motorized travel

Opportunities and Connections for Non-Motorized Travel Facilities

There are high-quality opportunities to improve off-street trail facilities in Corona to increase use for non-motorized travel. Figure 2-7 highlights flood control channels owned by Riverside County Flood Control District (RCFCD) that extend from the southern foothills near trailheads through populated residential areas close to parks, schools, and businesses. These flood control channels have fenced maintenance roads above the channel. Some are paved while others are gravel, dirt, or overgrown. All are currently locked to public access at crossing points with roads. These crossing points occur both along major roads and neighborhood streets.

These flood control channels present opportunities for safe and comfortable connectivity. To determine ideal alignments of potential trails on these channels, connections to key destinations and the ability to make safe road crossings on as direct a pathway as possible were considered.

There are also wide, unused or underused rights-of-way adjacent to major roads in Corona that have sufficient width for a Class 1 or Class 4 facilities. These areas were assessed in the field and by using high-resolution aerial imagery for approximate measurements. Exact property lines and ownership is not known. Proposed development of facilities in these rights-of-way may require relocation of aboveground utilities.

Slower-speed streets present opportunities for on-street bicycle facilities. Though on-street bicycle facilities are not the focus of this Plan, they can be used as key connectors for bicyclists traveling between potential trail facilities. Roads with posted speeds less than or equal to 25MPH are considered opportunities for Class 3 bicycle routes. Roads with posted speeds less than or equal to 35MPH are considered opportunities for Class 2 bike lanes, though bike lanes can legally be constructed on roads with posted speeds up to 45MPH.

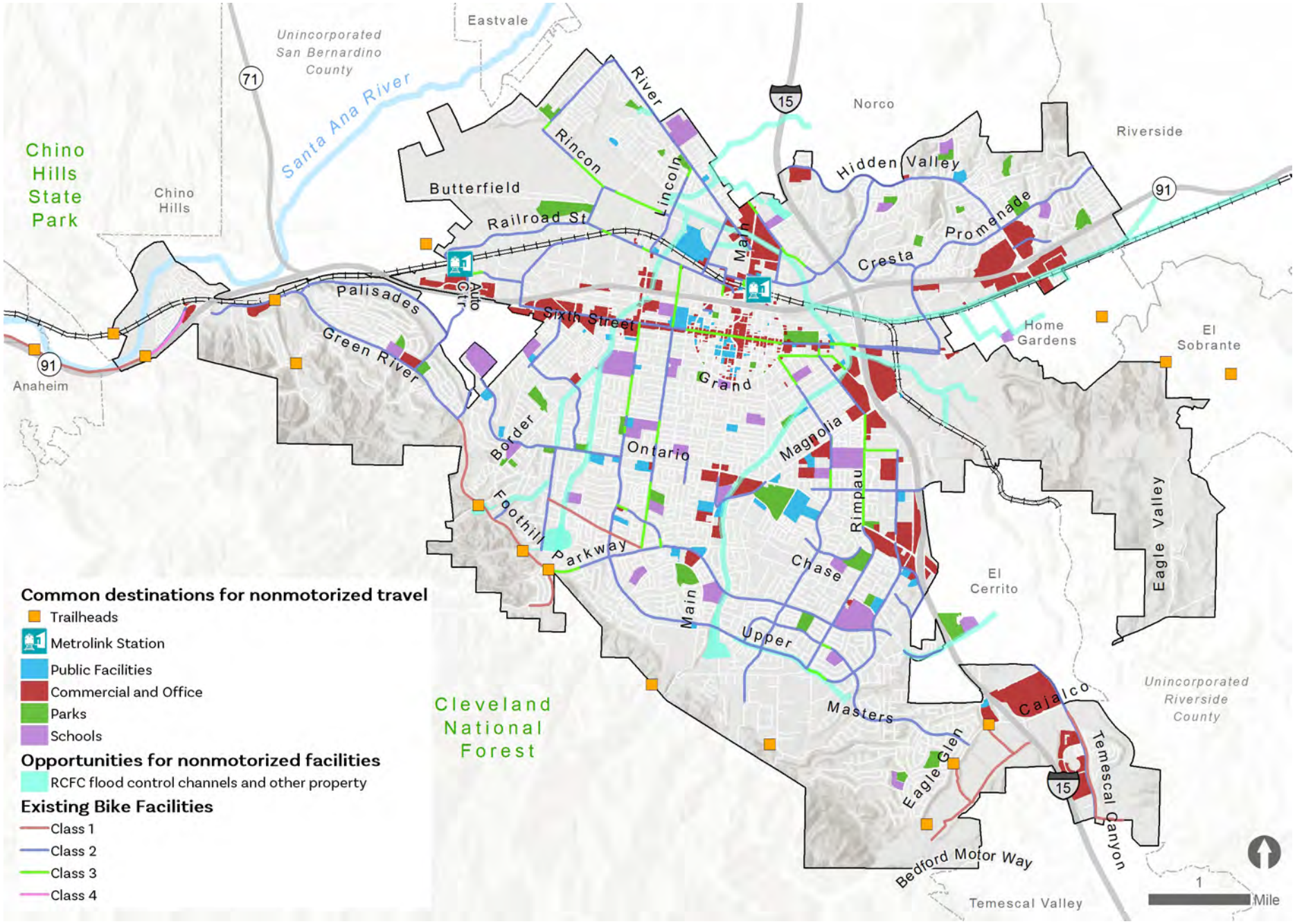


FIGURE 2-6: Opportunities for Multi-modal Facilities

Propensity Model for Non-Motorized Travel

Demographic and commute data were given quantile-based relative weights indicating their potential role in local non-motorized travel participation. Half-mile travelshed simulations from the destinations in Figure 2-6 were overlaid and weighted relative to the demographic and commute variables. The resulting propensity model gives an indication of where non-motorized travel is currently occurring in Corona.

The results of the propensity model, shown in Figure 2-7 are another tool the City can use for project identification and prioritization. This data-driven analysis can be compared and balanced with public feedback to make informed decisions.

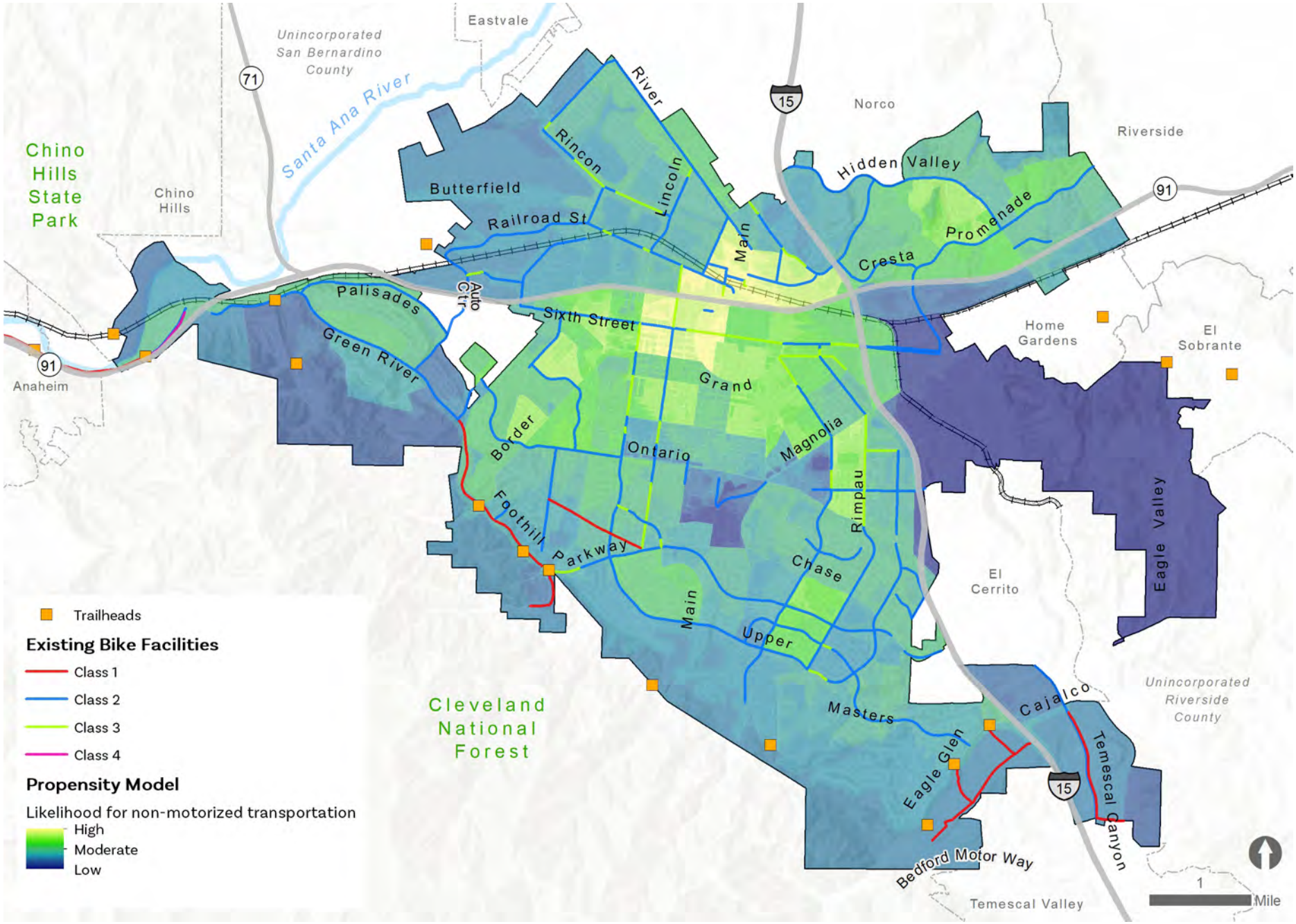


FIGURE 2-7: Propensity Model

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Public Engagement

Public Engagement Overview

The TMP planning process included public engagement events and online engagement tools that allowed Corona residents to share feedback. The community's participation was crucial to identifying opportunities and priorities related to the existing and future trails network in the city. The community engagement process was designed to engage a broad spectrum of stakeholders that included residents, city staff, and local advocacy groups.

Contingency Plan Addressing the COVID-19 Pandemic

The team's priority throughout the community engagement process was the safety and welfare of the people they represent and work with. The COVID-19 pandemic triggered necessary safety measures regarding public gatherings of any size. State and local regulations prohibited large social gatherings which resulted in pausing community engagement events until it was deemed safe to reconvene in person. The community remained engaged throughout the planning process in spite of the limitations placed on in-person events.

Community Engagement Strategies

The primary community engagement strategies for this plan were:

- Project branding
- Social media posts
- Online survey
- Community workshops

Workshop announcements

Outreach Event 1

The first community outreach event for this Plan was held on February 25, 2020 at Circle City Center in Corona from 6:00 – 8:00 PM. 16 people attended the workshop, representing City of Corona residents and local agencies. Attendees were given the opportunity to give feedback and ideas with 3 activities:

- Activity 1 (dot stickers): Vote on potential improvements and amenities for multi-use paths in the City of Corona. Improvement/amenity options were described with photos and a short text description.
- Activity 2 (sticky notes): Open-ended responses to the opportunities and benefits, challenges and concerns for multi-use paths in the City of Corona.
- Activity 3 (dot stickers and markers): Map exercise with opportunity to identify where residents "Live, Work, and Play," and draw-in often-traveled routes with potential for multi-use path improvements.

Outreach Event 1 Summary

Activity 1: 53 votes were recorded for Activity 1. The most desired trail types identified in this activity were recreational hiking trail (6 votes) and off-street multi-use path (6 votes). The most popular trail amenities are wayfinding signage (5 votes), trail furnishings, bike parking, and lighting (3 votes each).

Voting options included:

- Off-street multi-use path (natural surface)
- Recreational hiking trail
- Wayfinding signage
- Bike routes (Class 3)
- Sidewalks
- Bike lanes (Class 2)
- Lighting
- Bike parking
- Off-street multi-use path w/ equestrian trail
- Off-street multi-use path(hard surface away from road)
- Trail furnishings
- Pedestrian hybrid beacon (PHB)
- Class 1 to Class 2 Connections
- Seating
- Rectangular rapid flashing beacons (RRFB)
- High-visibility crosswalk (no signal)
- Off-street multi-use path (hard surface next to road)
- Educational signage
- Separated bikeways (Class 2)
- Entry monument

Activity 2 (Opportunities and Benefits): 14 comments were received on the "Opportunities and Benefits" portion of Activity 2. After the workshop, the comments were grouped into three categories: Amenities (trail furnishings and shade), Informative improvements (wayfinding and trail signage), and Trail development (comments on trail design, and connecting to destinations). Comments included:

- Wildlife signs
- Plant signs
- Mileage markers
- Trail Benches
- View signs
- Explore nature/trail use - Mountain view golf course
- Create a destination city for outdoor activity by connecting trails to public transit
- Use of natural terrain for mountain biking
- More awareness of other trails through popular existing trails
- Description of trail terrain and difficulty
- More trailheads
- City website showcase recreational maps
- Off-street path from main st train station to the new downtown
- Pedestrian pathway linking

Activity 2 (Challenges and Concerns): 10 comments were received on the "challenges and concerns" portion of Activity 2. After the workshop, the comments were grouped into three categories: Amenities (trail furnishings and shade), Informative improvements (wayfinding and trail signage), and Parking & management (trailhead parking, trail cleanliness and safety, and inter-agency collaboration). Comments included:

Amenities

- Access to Fresno Canyon trailheads
- Nature path and sign from Skyline to Hagador Canyon
- Connection from Fresno Canyon to Cleveland National Forest

Informative Improvements

- Warning signs
- Lack of information about other trailheads
- Collaboration with other agency's

Parking and Management

- Lack of parking
- Finding parking
- Overuse
- Dog waste

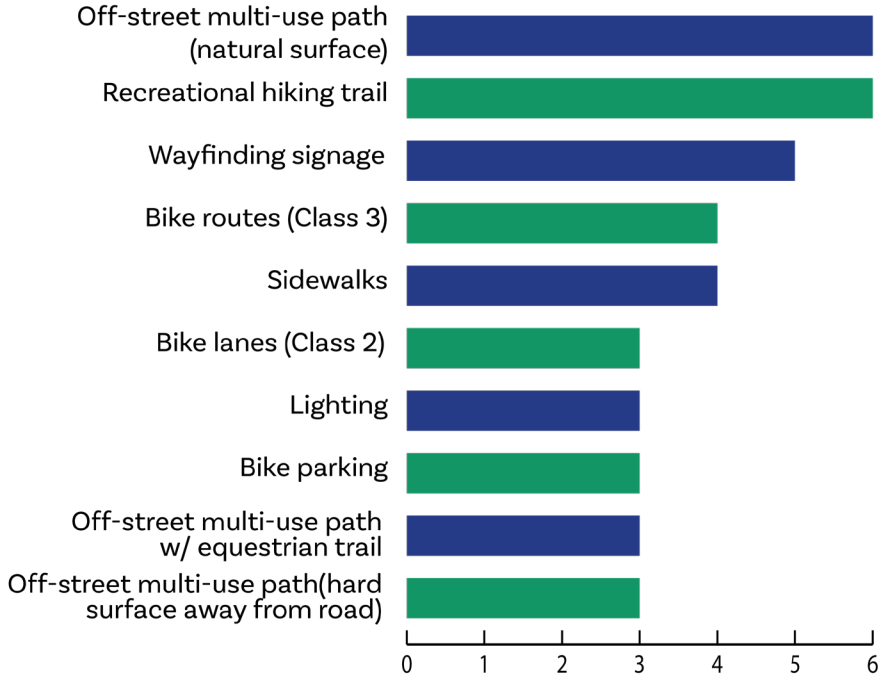
General Opportunities in Discussions

1. Reduce foot and car traffic at most popular trailheads with educational signage about the trailheads and trail network
2. Connect transit stations – particularly Metrolink stations – to trails in Cleveland National Forest and the Santa Ana River Trail
3. Connect to new downtown development.

General Concerns in Discussions

1. Use of trails through/adjacent to private property (i.e. Bobcat Properties Farm)
2. Parking at trailheads
3. Noise and cleanliness
4. Crime

Top 10 Desired Improvements



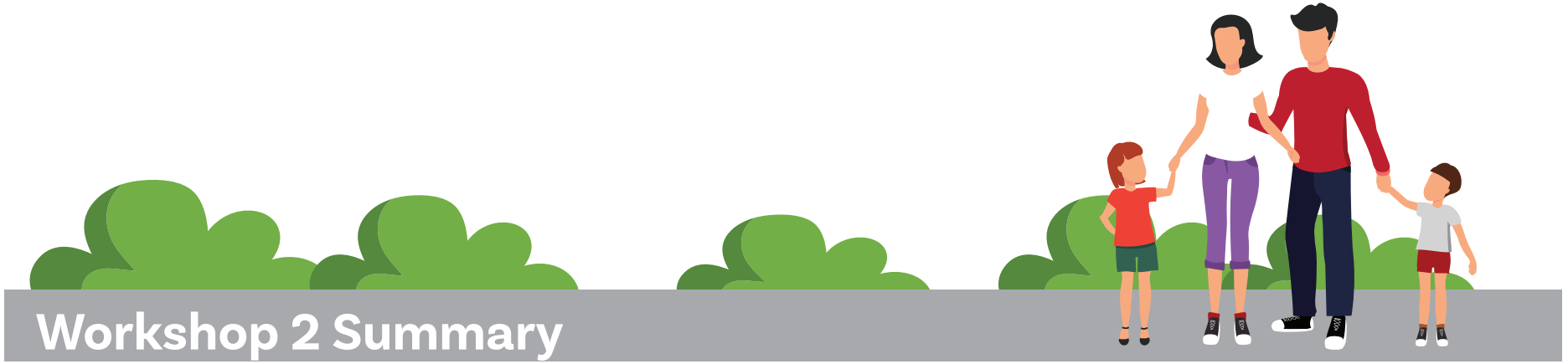
Workshop 1 Summary

Outreach Event 2

The second outreach event was held at the Corona City Library on April 29, 2021 from 5:30 to 7:30 PM. Potential trail types and draft trail alignments were presented to over 40 public members. Questions were fielded pertaining to project timeline, timing and funding of improvements, and environmental, property, and cultural sensitivities. Additional input was gathered via comment cards and table maps.

Outreach Event Summary

Public input on comment maps indicated a desire for trails to connect to new development projects in the City of Corona commercial district along Sixth Street. Comments also identified currently undeveloped land that could provide trail connections between neighborhoods and key destinations. The segment of Ontario Avenue east of Santana Regional Park was identified as a desired trail alignment that could be explored in later planning phases.

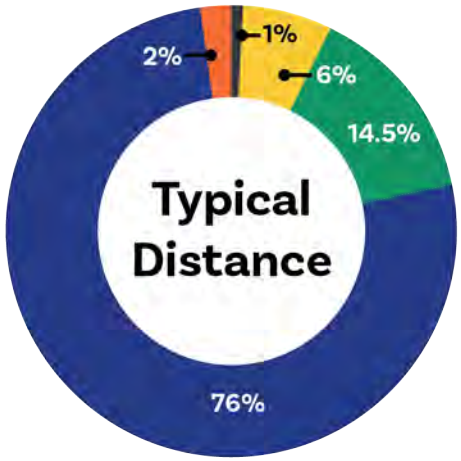


Workshop 2 Summary

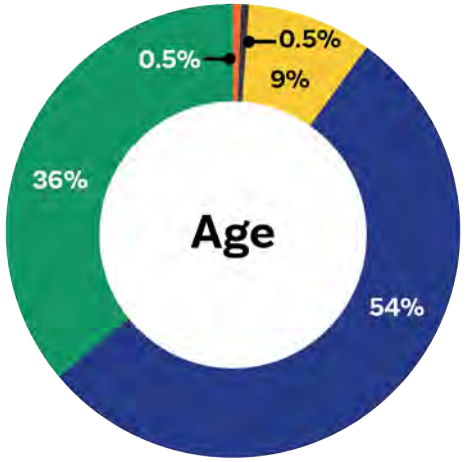
Survey Overview

An online survey was developed by KTUA and released by City staff on February 6, 2020 and closed in early March. 196 questionnaires were completed, 91.75% by Corona residents. The following infographics summarize key questions that will help the city prioritize projects and programs in future implementation phases. A detailed summary of the survey results are available in the appendix.

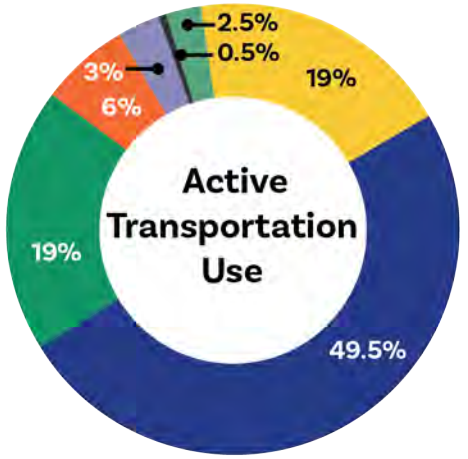
What is the typical distance for you to travel via active modes?



- Greater than 1 mile
- Not applicable
- One mile
- Quarter mile
- Half mile

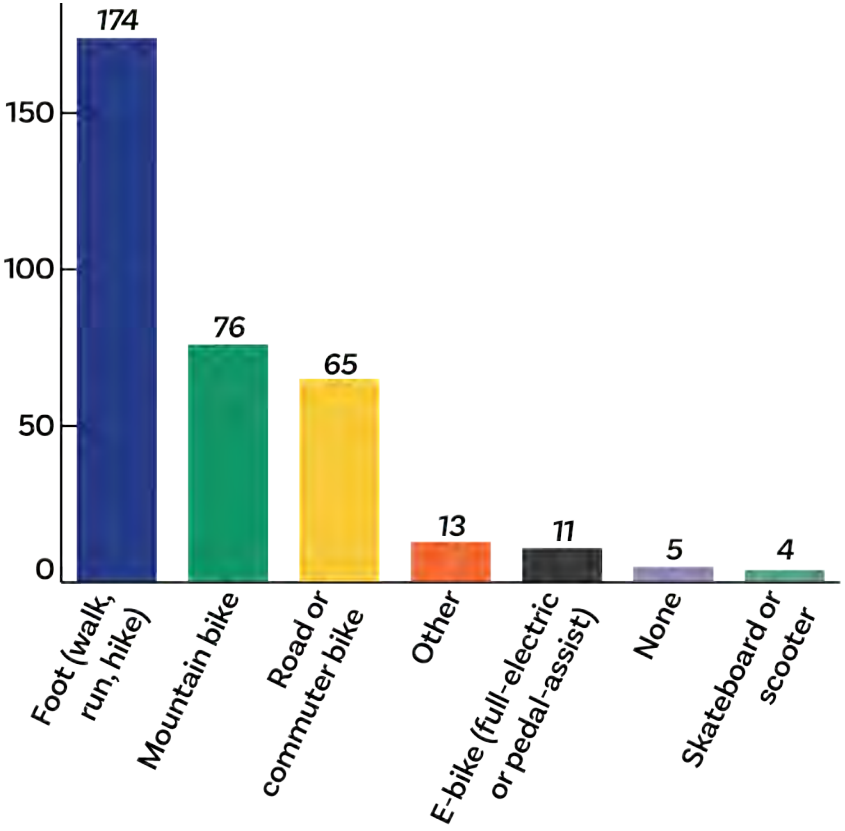


- 35 - 54 years old
- Under 12 years old
- 55 years and up
- 18 - 24 years old
- 25 - 34 years old

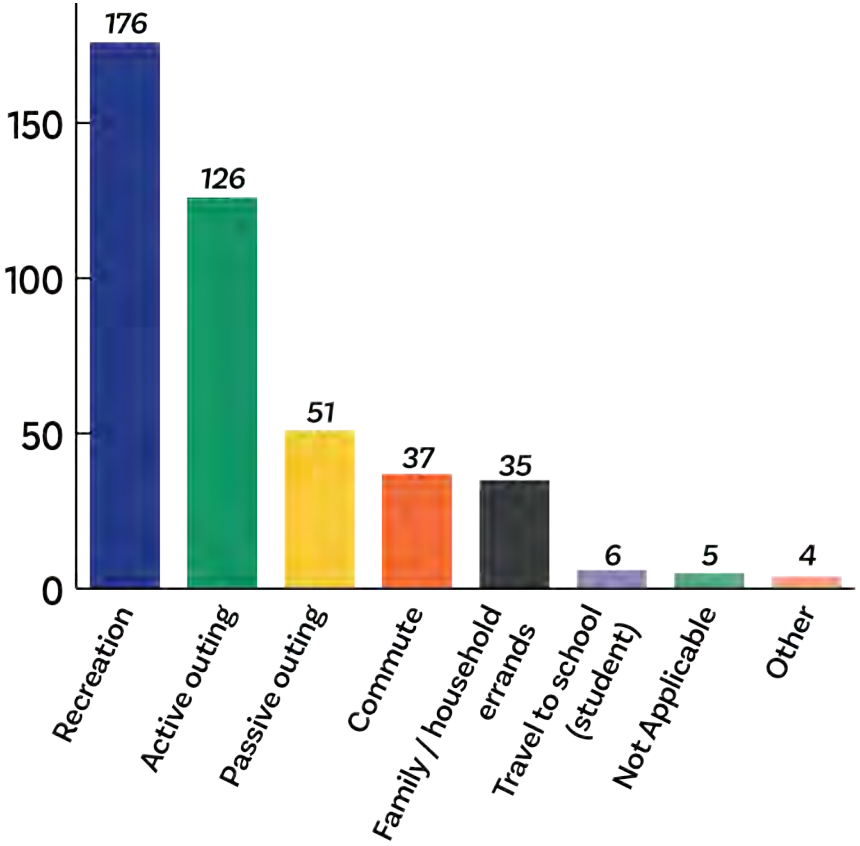


- 2-4 times per week
- Once a year or less
- Daily
- 18 - 24 years old
- Once a week
- Never
- Once few months

Select up to 3 modes of active transportation that you use most:

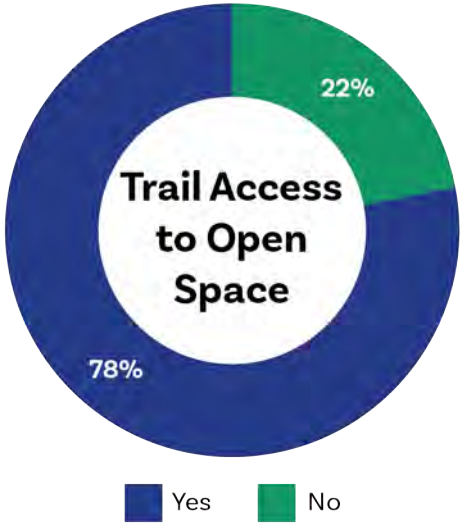


Select your top 3 reasons for travel when using active transportation modes:

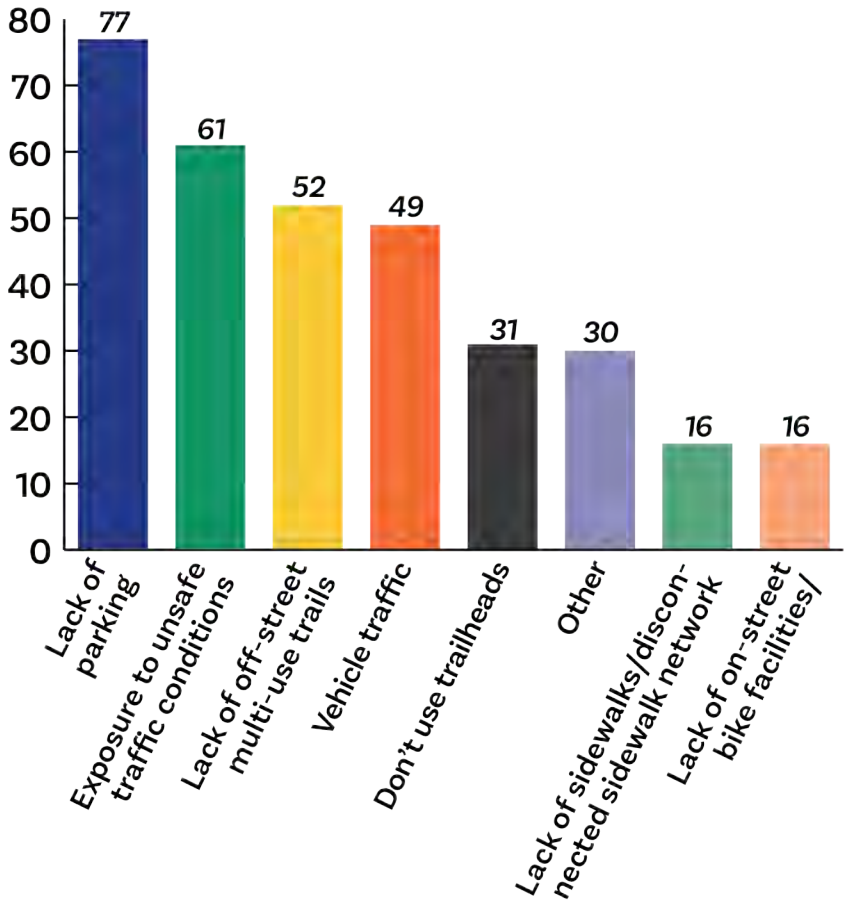


Would improving the multi-use paths & trails encourage you to use active transportation more often? (active transportation for both commuting and recreation)

Do you use trailheads in the City to hike trails in Cleveland National Forest or Chino Hills State Park?



Issues encountered when traveling to trailheads?



04

Recommended Urban Corridors

Recommended Urban Corridors Overview

This section identifies recommendations for trail and path alignments throughout the study area by showing non-motorized interconnectivity to the nature trails created in the Cleveland National Forest, the predestined Santa Ana River Trail on the westerly end of the City and connectivity with the Butterfield Overland Trail. Although some of the areas identified on the Trails Recommendations Map may contain existing infrastructure, the idea is to evaluate opportunities that would enhance these alignments in the event that funding becomes available and if the existing infrastructure is capable of supporting the proposed alignments.

Additional connection opportunities were identified as "urban trails" where existing facilities provide a short and efficient route from trailheads to existing parks and schools. Urban trails identify potential access to these facilities where parking and trailhead amenities may be provided, to offset these needs at existing trailheads. These non-motorized facilities may or may not meet the descriptions of the other facility types in this plan. Urban trails are not intended for any improvements other than identification, wayfinding, and mileage signage. Arrangements for parking or amenity use by trail users may need to be arranged among management entities as well.

This chapter focuses on the proposed trail recommendations that were developed by the plan's data-driven processes, community engagement, field work, and City staff input. Figure 4-1 depicts the proposed trail project's extent and alignment and Table 4-1 lists relevant information for each project such as location, trail type, and extent. Potential urban trails are also portrayed. Key notes on each project page provide useful information such as right-of-way constraints or additional coordination needed with specific agencies. These notes serve as a reminder that additional design and engineering will be needed to fully assess the feasibility and implementation of each project. Additionally, Figure 4-2 shows some of the proposed trail alignments with existing bike facilities and planned regional trail alignments.

Recommendations for this Phase 1 document of the Corona Trails Master Plan process focus on identifying future trail alignments and improving connectivity to existing trails and trailheads. The next phase – implementation – will analyze feasibility of trail construction on recently-acquired open space, existing parks, and landscape maintenance district property, as well as property owned by cooperative agencies such as Riverside County Flood Control District.

As the City explores enhancing trail connectivity opportunities and develops wayfinding materials, consideration of the historic nature of the area, particularly regarding the Butterfield Stage Coach Route, should be included in the planning and implementation efforts. Future development of signage, maps and mobile apps could include reference to the Butterfield Stage Coach Route (as shown in Figure 4-6), historical points of interest, and even a virtual tour of the area from the time of native Indian walking trails until present day. Corona's rich heritage and diversity even at that time still echoes through to this day and it is important for Corona to remember the history of trails in the area as it plans on returning to its roots as the City of Trails.

The implementation phase will:

1. Identify facilities that could enhance connectivity, including but not limited to bridges, lighting and safety improvements, and waste management and composting toilets.
2. Examine new property acquisitions for connectivity opportunities.
3. Develop a rating system for trail difficulty and user experience.
4. Develop cost estimates.
5. Work with a TMP Working Group (WG) consisting of the interested public and residents living adjacent to existing or planned trails; hiking and bicycling clubs; Parks Commissioners; homeowner's associations; landowners and developers.

Issues addressed through this phase will be:

1. Trail capacity
2. Traffic impacts of trail users near trailheads
3. Parking availability
4. Noise impacts to residents neighboring existing and proposed trails
5. Hours of Operation
6. Wayfinding
7. Waste management
8. Environmental impacts
9. Funding for trail maintenance
10. Safety considerations for trail users, including security of parked vehicles

The following proposed trails will carry forward into the implementation phase of the City of Corona Trails Master Plan.

Segment No.	Segment Name	From	To	Potential Trail Type(s)	Trail Length (miles)
1	Green River Road Multi-use Path	SR-91 EB Ramp	Paseo Grande	1,2	3.0
2	Palisades Drive Multi-use Path	Green River Road	Serfas Club Drive	1	1.7
3	Palisades Drive Nature Trail	Palisades Drive	Green River Road	2,5	2.1
4	West Corona Metrolink Path and Trail Connection	Pomona Road	Ontario Avenue	2,3,4	3.0
5	Sixth Street to Skyline Multi-use Trail Connection	Lincoln Avenue & D Street	Foothill Parkway	3	3.7
6	Mangular Park Multi-use Trail Connection	Corona HS Baseball Fields / Project #5	Ontario Avenue	3	1.1
7	Lincoln Park Path and Trail Connection	Project #5	Ontario Avenue	1,2,3	0.9
8	Ontario Avenue Cross-Town Recreational Path	Manzanita Road	Vesper Circle / Project #12	2	2.5
9	Mabey Canyon Wash Recreational Trail	Mangular Avenue	Border Avenue	4	0.5
10	Corona Main Metrolink Connection - Main Street Multi-Use and Recreational Path	Grand Boulevard	Ontario Avenue	2	1.8
11	Corona Main Metrolink Connection - Trail-to-Rail Recreational Path	Sixth Street	Rimpau Avenue / Project #12	2	1.7
12	Eastern Corona Multi-use Trail	Quarry Street / Project #11	Upper Drive	3	3.5
13	Foothill Parkway Multi-use Path Extension (Historic Butterfield Trail alignment)	Skyline Road Trailhead	El Cerrito Sports Park driveway	1	4.6
14	I-15 Undercrossing Multi-use Path	Meyer Circle	Wrightwood Road	1	0.5
15	Neighborhood Destination Path and Trail Connection	Hidden Valley Parkway	Main Street (gap on Corona Avenue e/o I-15)	1,3,4	0.6
16	North Corona Cross-Town Path and Trail Connection	Lincoln Avenue	Harrison Street	1,3	2.0
17	Neighborhood Transportation Multi-use Trail Connection	Lincoln Avenue	River Road	3	0.3
18	River Road / Lincoln Avenue Multi-use Path	Country Club Lane / Second Street	Pomona Road	1,2,3	2.0
19	Rincon Street Multi-use Path	Bowdoin Street	Lincoln Avenue	1	2.0
20	Auburndale Street Multi-Use Path	Rincon Street	Palos Verde Drive	1	0.3
21	Butterfield Park Trail Loop	Rincon Street	Stagecoach Drive	2,4,5	3.5
22	Neighborhood Recreational Trail Opportunities	Multiple between Rincon Street & River Road	Multiple between Rincon Street & River Road	3,4,5	3.6
23	Santa Ana River Trail Staging Area Connection	Railroad Street	Future SART Staging Area	1	0.2

TABLE 4-1: Proposed Trail Alignments

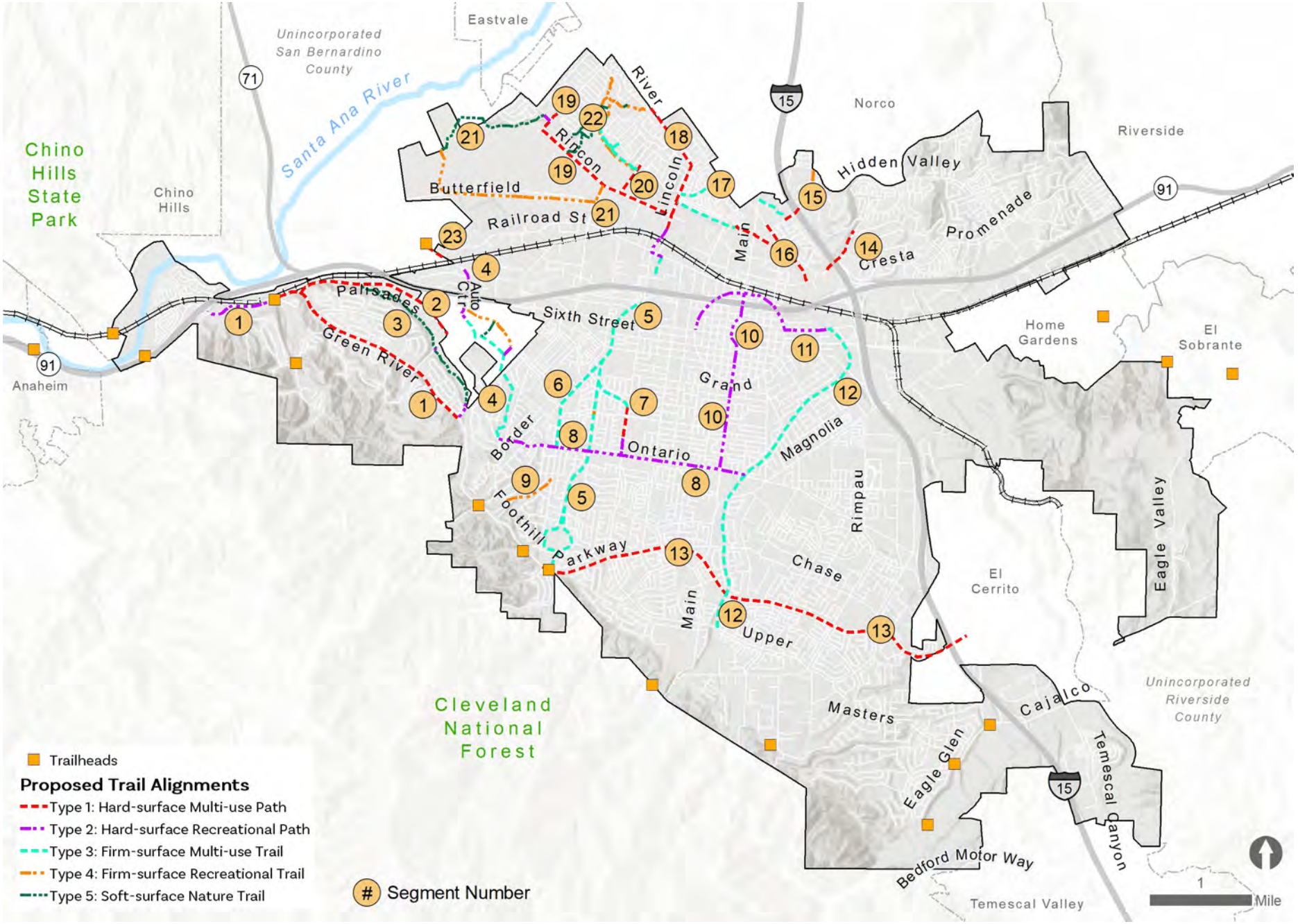


FIGURE 4-1: Proposed Trail Alignments

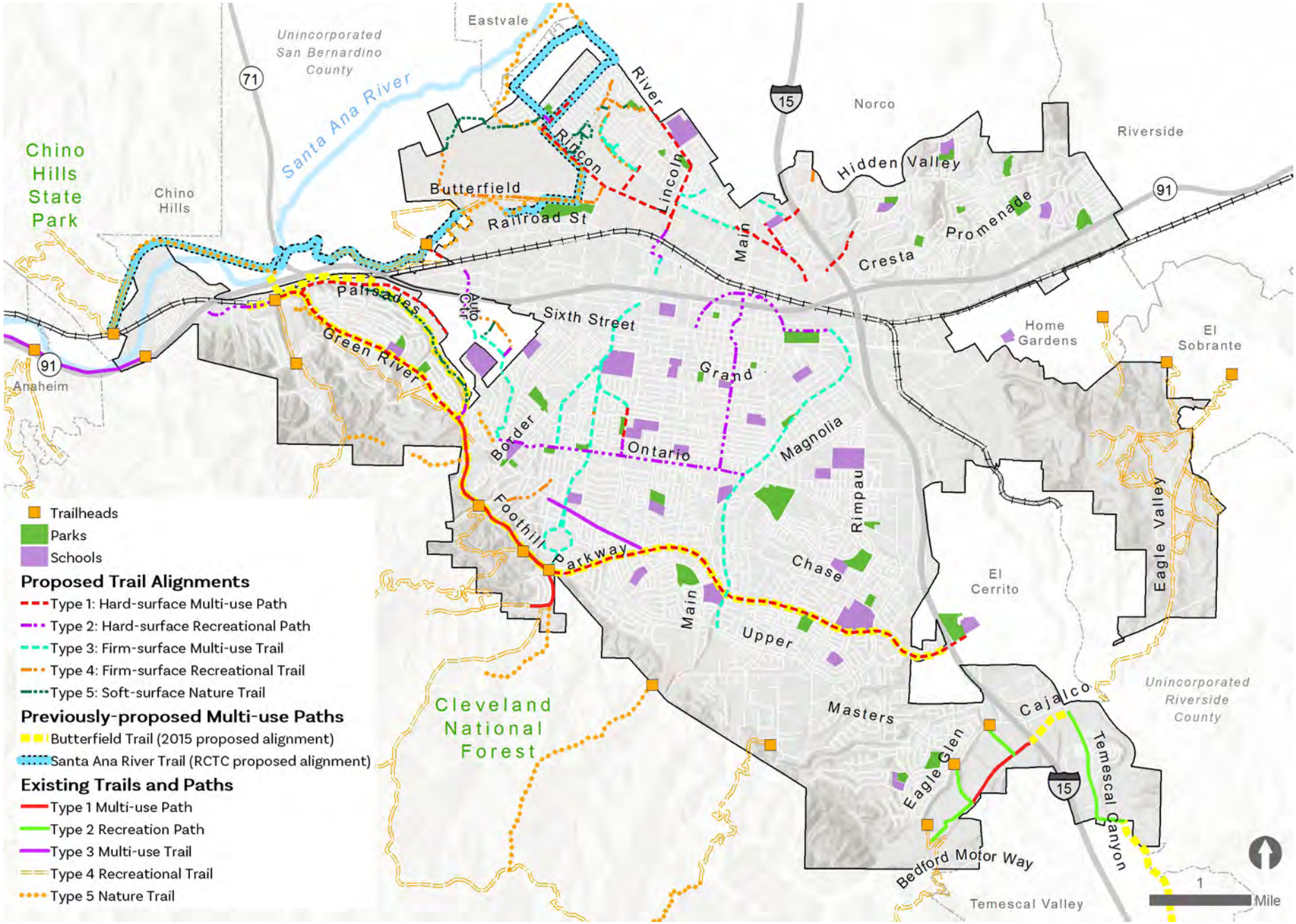


FIGURE 4-2: Existing and Proposed Trail Alignments

Composite Trails Recommendation Map

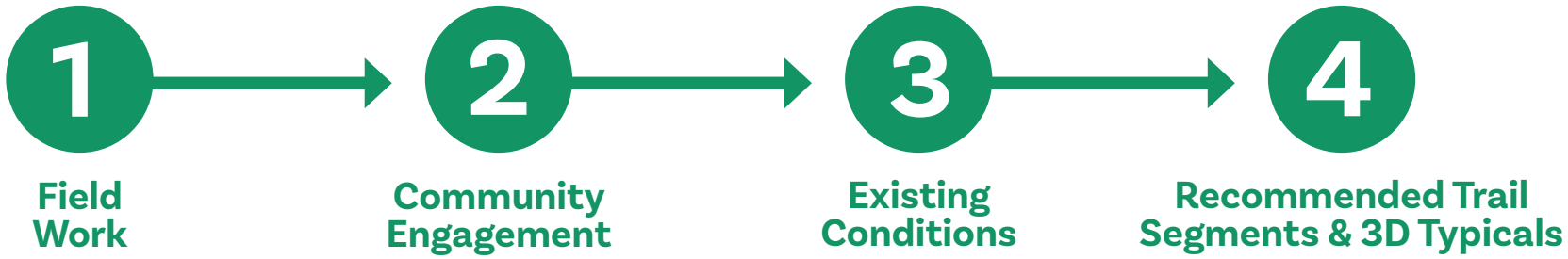
Figure 4-2 is a composite map that showcases the TMP's proposed projects as well as all previously-identified trails and paths from the TMI and ongoing planning projects. Tables 4-2 summarizes the existing and proposed trail mileage by type within the City limits and nearby the City's limits. These numbers can be used to track trail improvements as the City constructs trails and paths in subsequent design and engineering phases.

Trail Type	Existing Mileage in City	Proposed Mileage in City	Proposed Mileage near City	Potential Future
1	2.37	14.64	0.54	17.55
2	0.00	8.32	0.40	8.72
3	1.16	11.87	0.74	13.76
4	4.71	4.47	0.64	9.82
5	18.78	3.80	0.54	23.12
Total	***27.02***	***43.1***	***2.85***	***72.97***

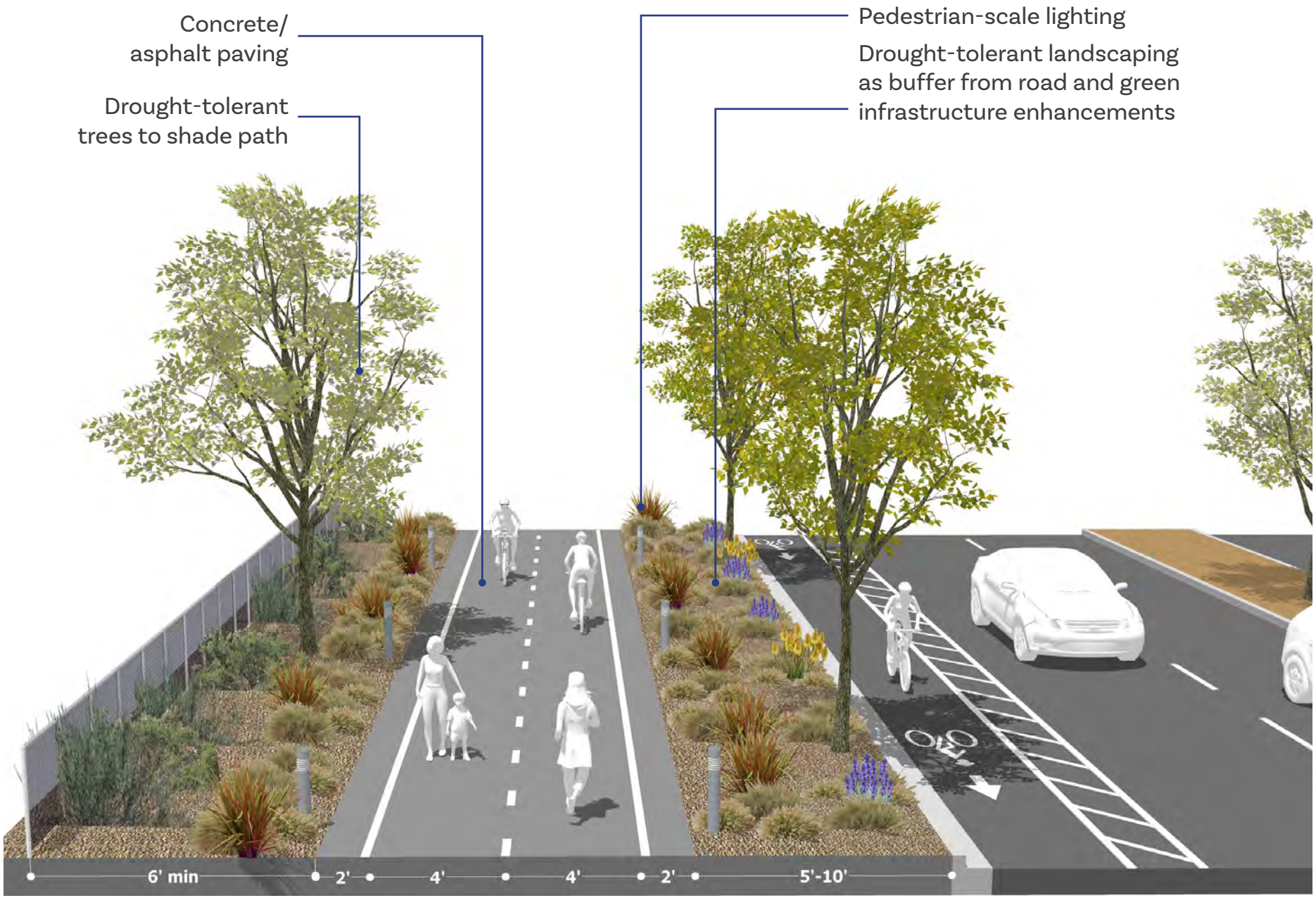
TABLE 4-2: Existing and Proposed Trail and Path Mileage by Type

Proposed Urban Corridor Project Typicals

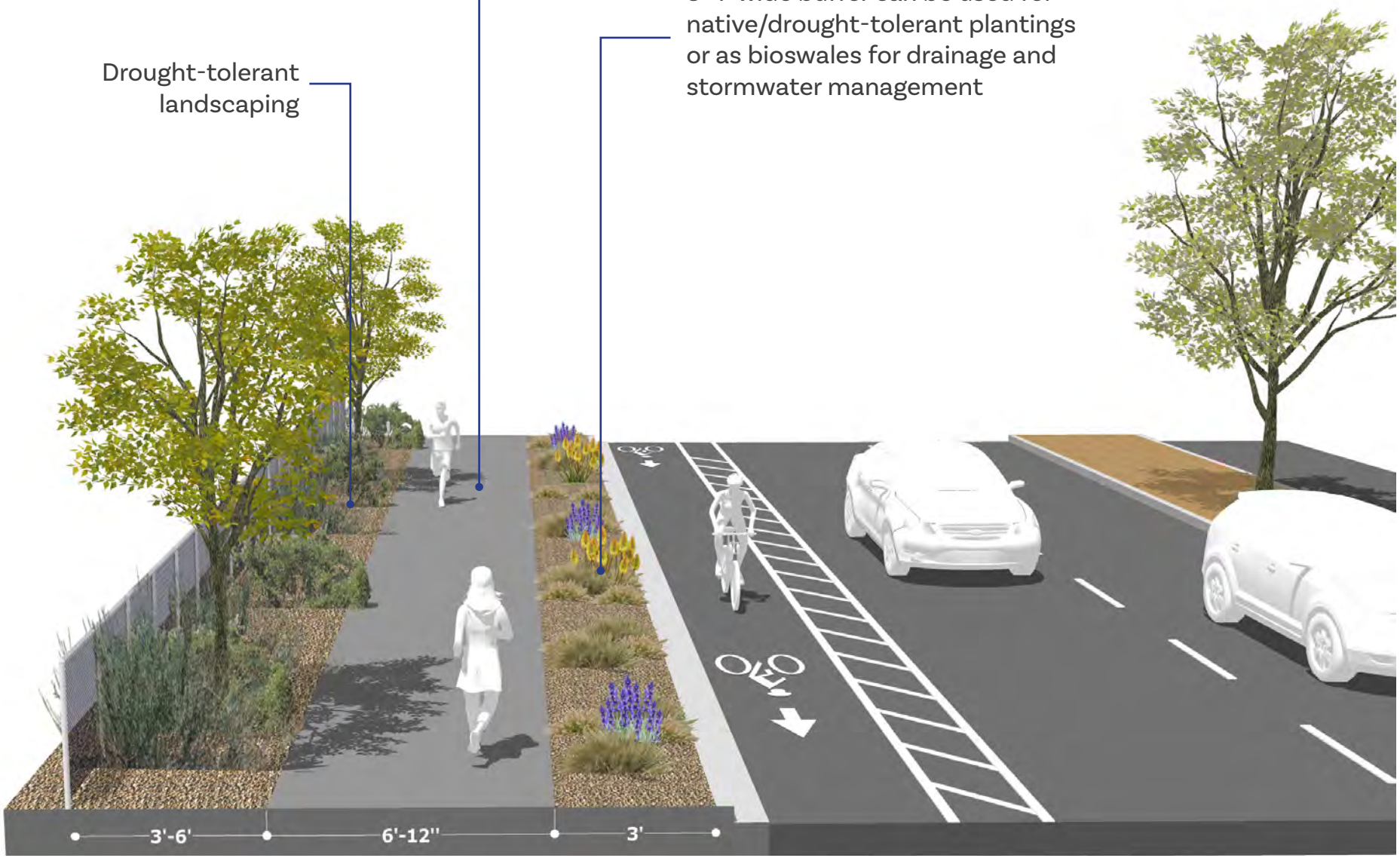
The following section highlights each of the proposed 22 urban corridor trail projects. Each project contains a site map showing the extent of the segment, infographics, and a reference to the trail types shown in the following pages. The trail types depicted in a 3D format provide a general understanding of the potential construction, function, and amenities these potential projects can provide Corona residents and visitors. Actual design and implementation will be analyzed further in Phase II of the Trails Master Plan.



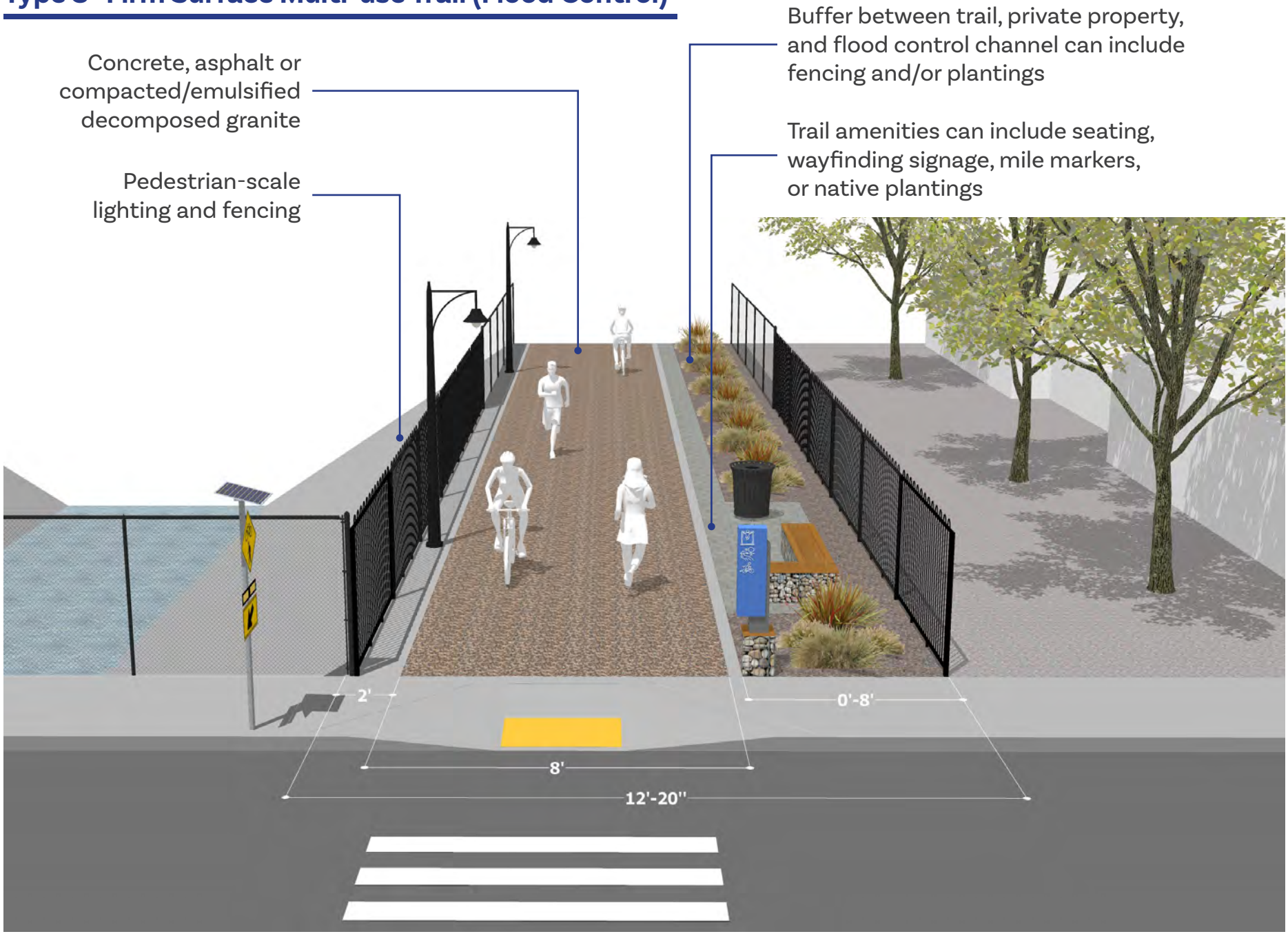
Type 1: Hard Surface Multi-use Path



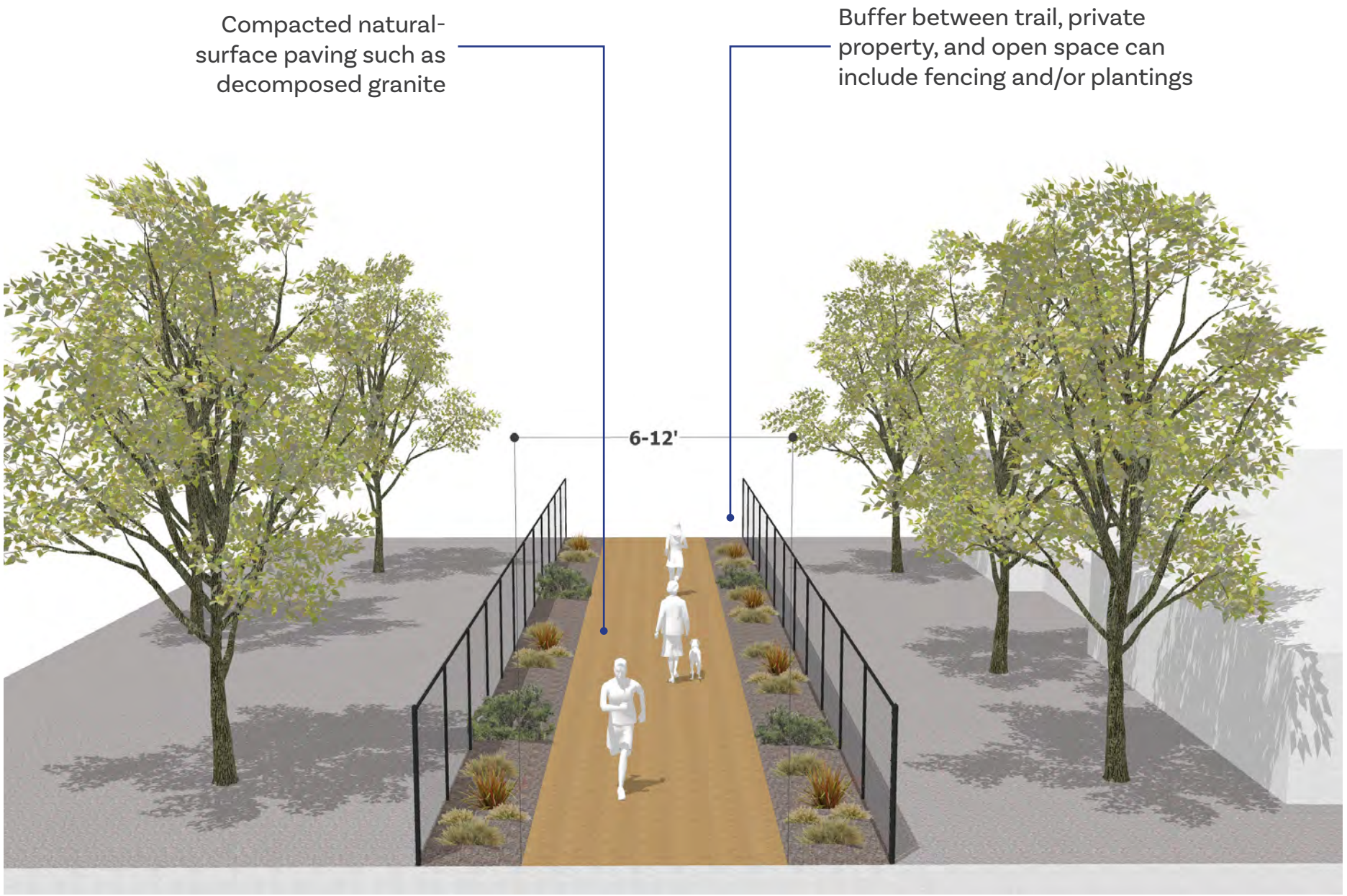
Type 2- Firm Surface Recreational Path



Type 3- Firm Surface Multi-use Trail (Flood Control)



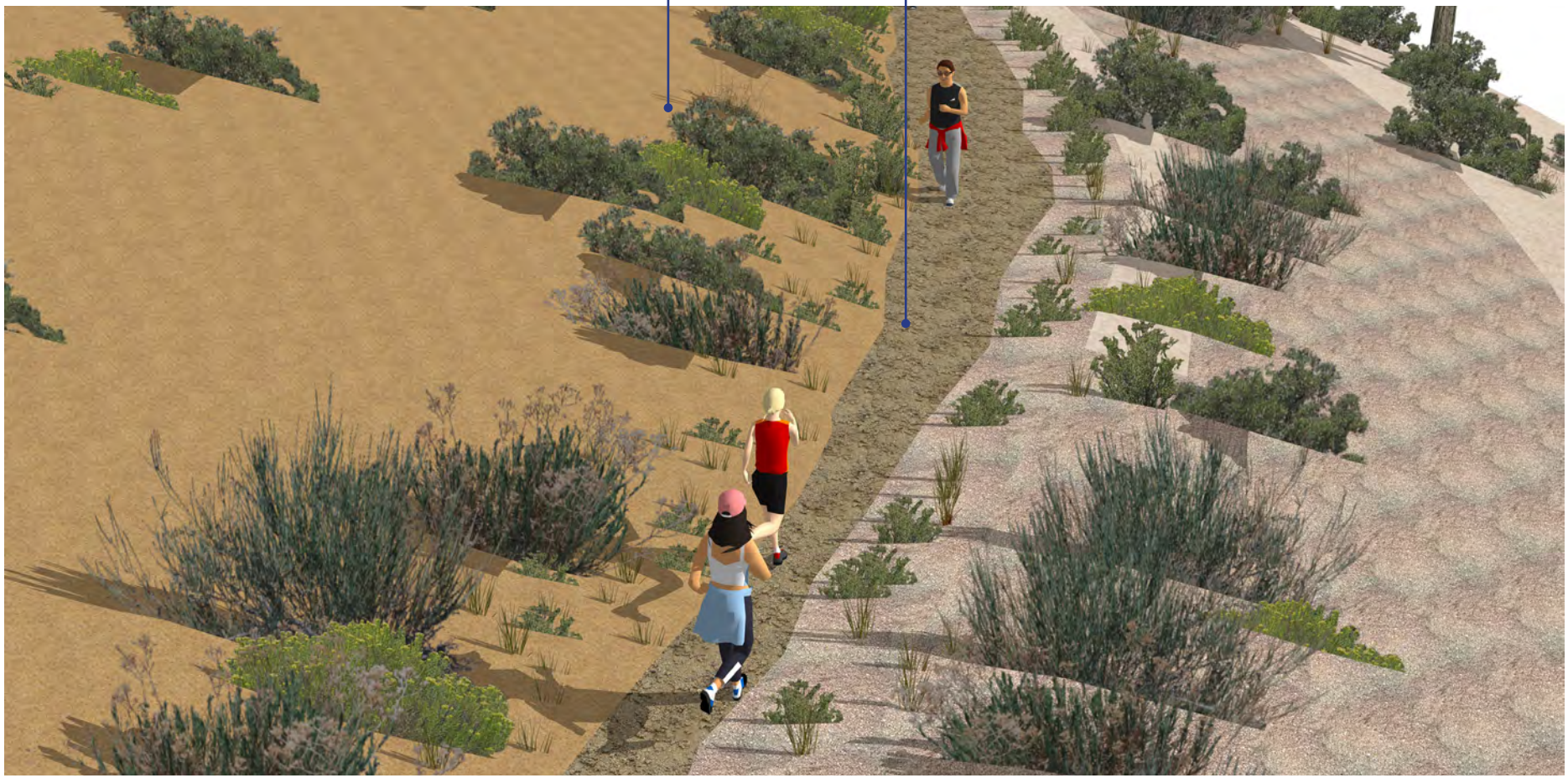
Type 4- Firm Surface Recreational Trail

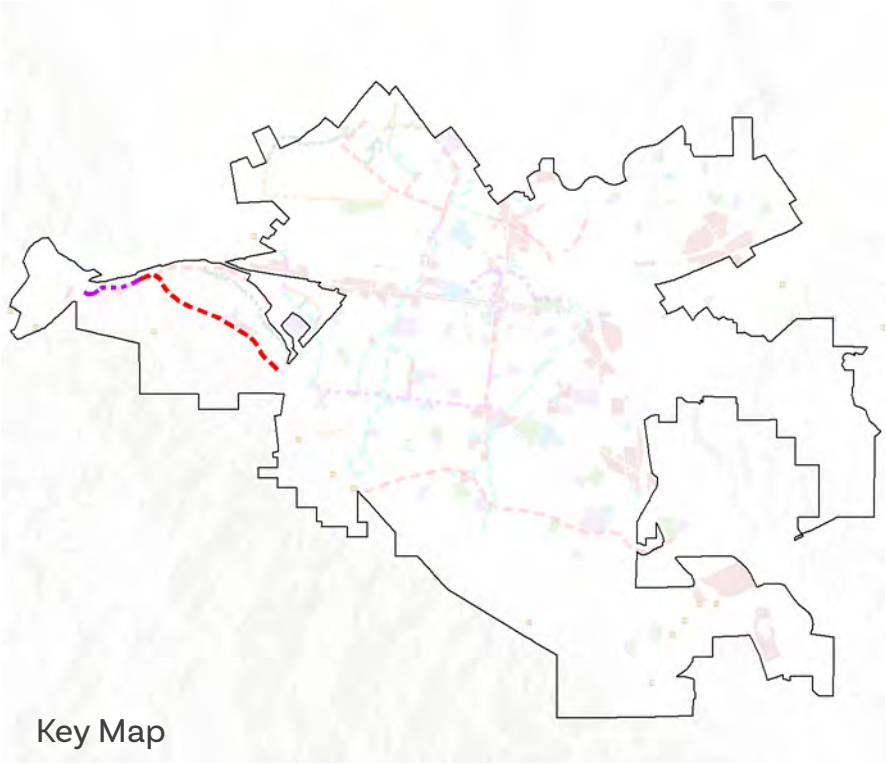


Type 5- Soft Surface Nature Trail

Preserve the existing landscape adjacent to trail; can be enhanced with native plantings

Natural surface material can vary based on trail location





Key Map

Corridor #1: Green River Road Multi-use Path

The Green River Road Multi-Use Path provides a connection from the SR-91 eastbound ramps to Paseo Grande, beginning as a Type 2 hard-surface recreational path where road right-of-way is limited, transitioning to a Type 1 path eastward of the Fresno Canyon trailhead. Eastward of Canyon Crest Drive, the alignment is identified as an urban trail that connects the Fresno Canyon / Wardlow Ridge trailhead to Ridgeline Park and Serfas Club Park.

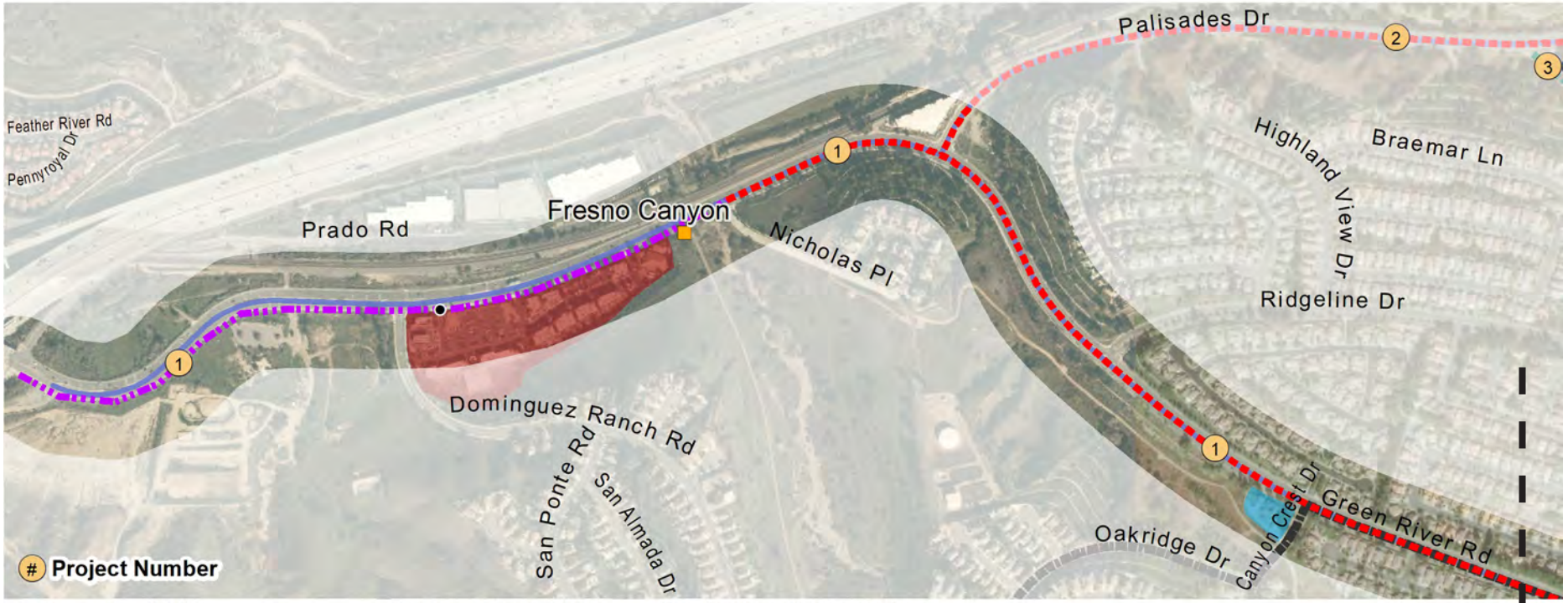
***Trail Type 1 and 2**

Length: 3.0 Miles

Parks: 2

Schools: 1

Transit Stops: 1



Proposed Trail Alignments

- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 5: Soft-surface Nature Trail
- Urban Trail

Existing Bike Facilities

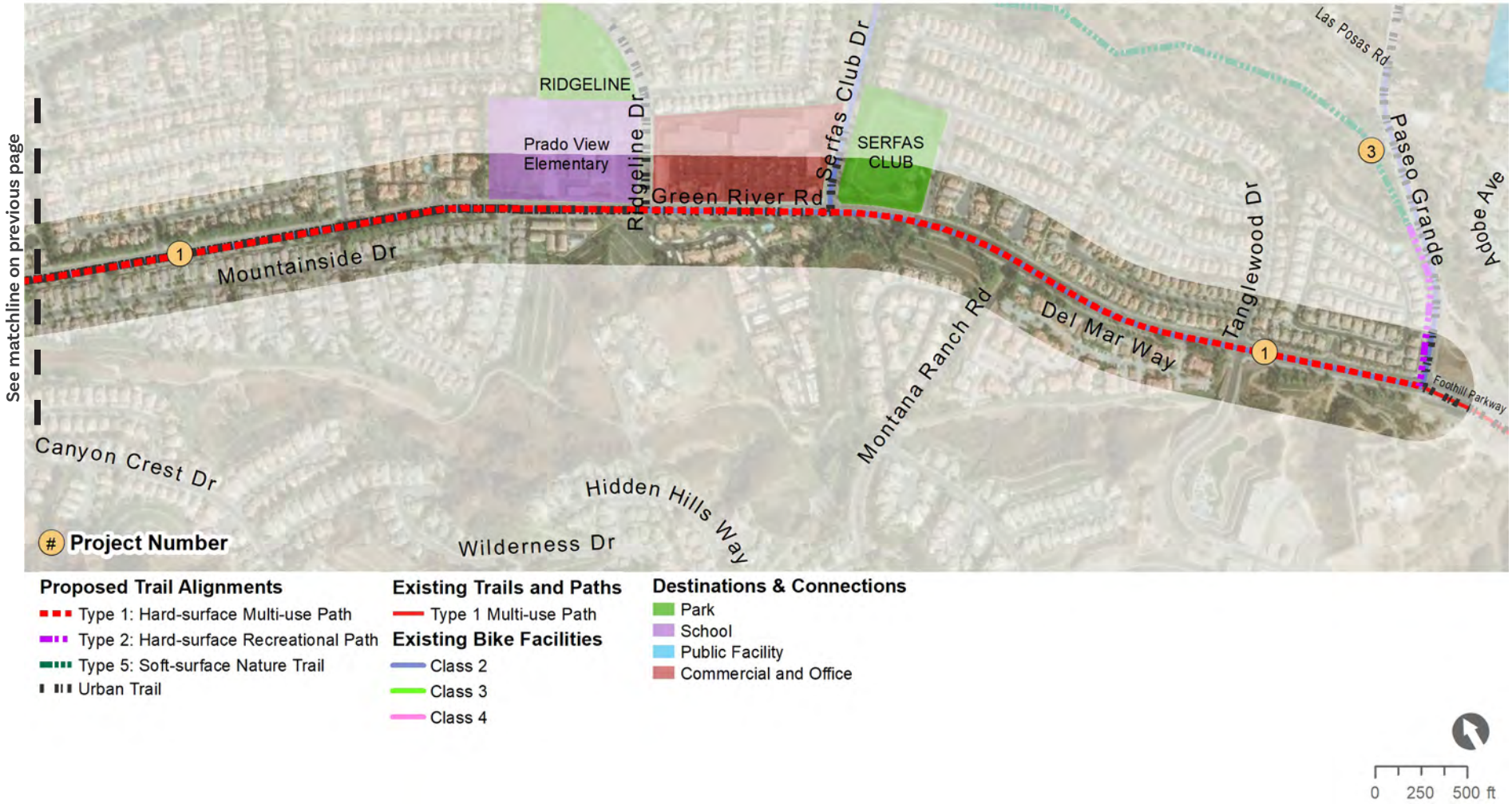
- Class 2
- Class 3
- Class 4

Destinations & Connections

- Trailhead
- Park & Ride Lot
- Public Facility
- Commercial and Office

See matchline on next page

0 250 500 ft


See matchline on previous page
RIDGELINE
Prado View Elementary
Ridgeline Dr
Serfas Club Dr
SERFAS CLUB
Green River Rd
Las Posas Rd
Paseo Grande
Adobe Ave
Mountainside Dr
Tanglewood Dr
Del Mar Way
Montana Ranch Rd
Foothill Parkway
Canyon Crest Dr
Hidden Hills Way
Wilderness Dr
Project Number
Proposed Trail Alignments
Type 1: Hard-surface Multi-use Path
Type 2: Hard-surface Recreational Path
Type 5: Soft-surface Nature Trail
Urban Trail
Existing Trails and Paths
Type 1 Multi-use Path
Existing Bike Facilities
Class 2
Class 3
Class 4
Destinations & Connections
Park
School
Public Facility
Commercial and Office
0 250 500 ft

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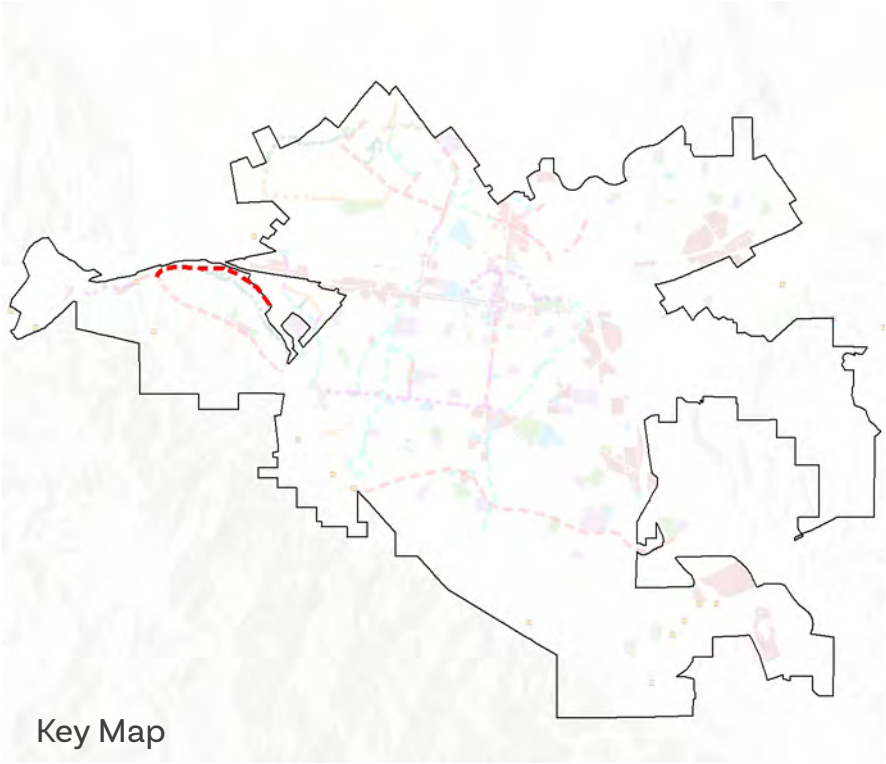


Key Map

Corridor #2: Palisades Drive Multi-use Path

The Palisades Drive Multi-Use Path corridor is proposed as a 1.7-mile hard-surface multi-use path. A Class 2 bike lane currently exists on this corridor, though there is opportunity within the right-of-way to accommodate a wider facility. Though there are no parks, schools, or commercial developments along this proposed corridor, there is connectivity with the proposed Palisades Drive Nature Trail (Project #3).

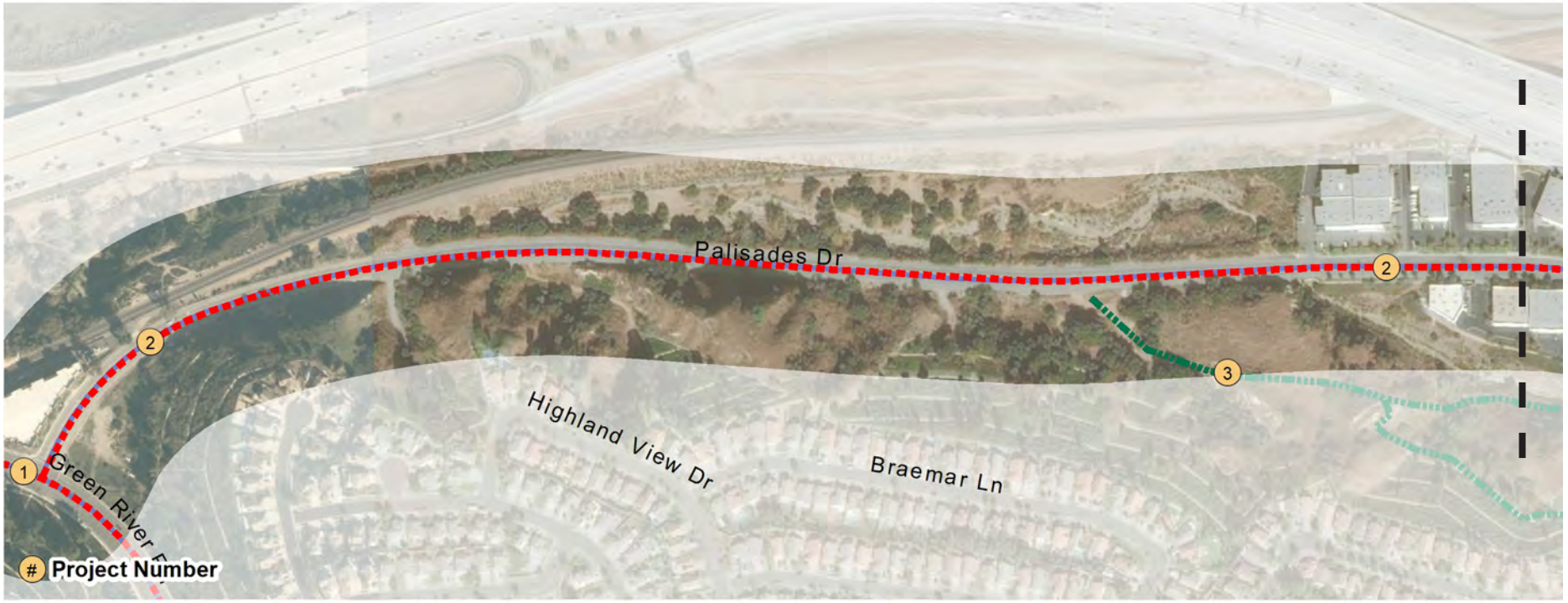
Trail Type 1

Length: 1.7 Miles

Parks: 0

Schools: 0

Transit Stops: 0



Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
- Type 5: Soft-surface Nature Trail

Existing Bike Facilities
- Class 2
- Class 3
- Class 4

Destinations & Connections

0 250 500 ft


See matchline on previous page
Northmoor Dr
Monterey Peninsula Dr
Palisades Dr
Serfas Club Dr
Juniper Dr
2
3
2
3
Project Number
Proposed Trail Alignments
Type 1: Hard-surface Multi-use Path
Type 5: Soft-surface Nature Trail
Existing Bike Facilities
Class 2
Class 3
Class 4
Destinations & Connections
0
250
500 ft

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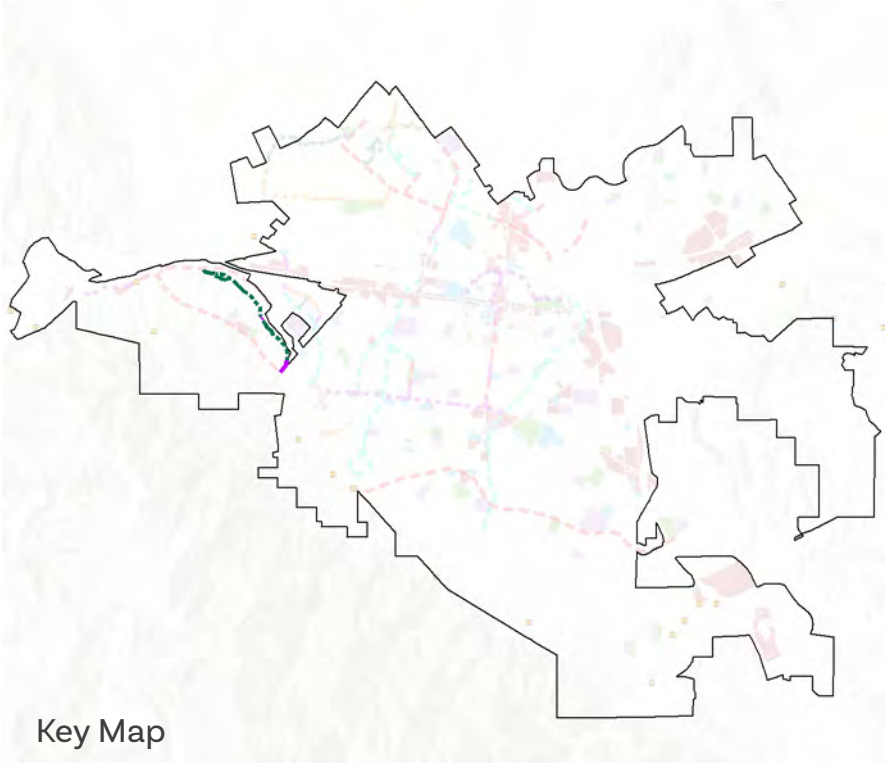


Key Map

Corridor #3: Palisades Drive Nature Trail

Palisades Drive Nature Trail provides a soft-surface trail experience for able hikers and bicyclists. This trail system would require signage off of Palisades Drive similar to that at Fresno Canyon. It connects to Serfas Club Drive on the southeast, and has safe connectivity on sidewalks to Ridgeline Park and Serfas Club Park.

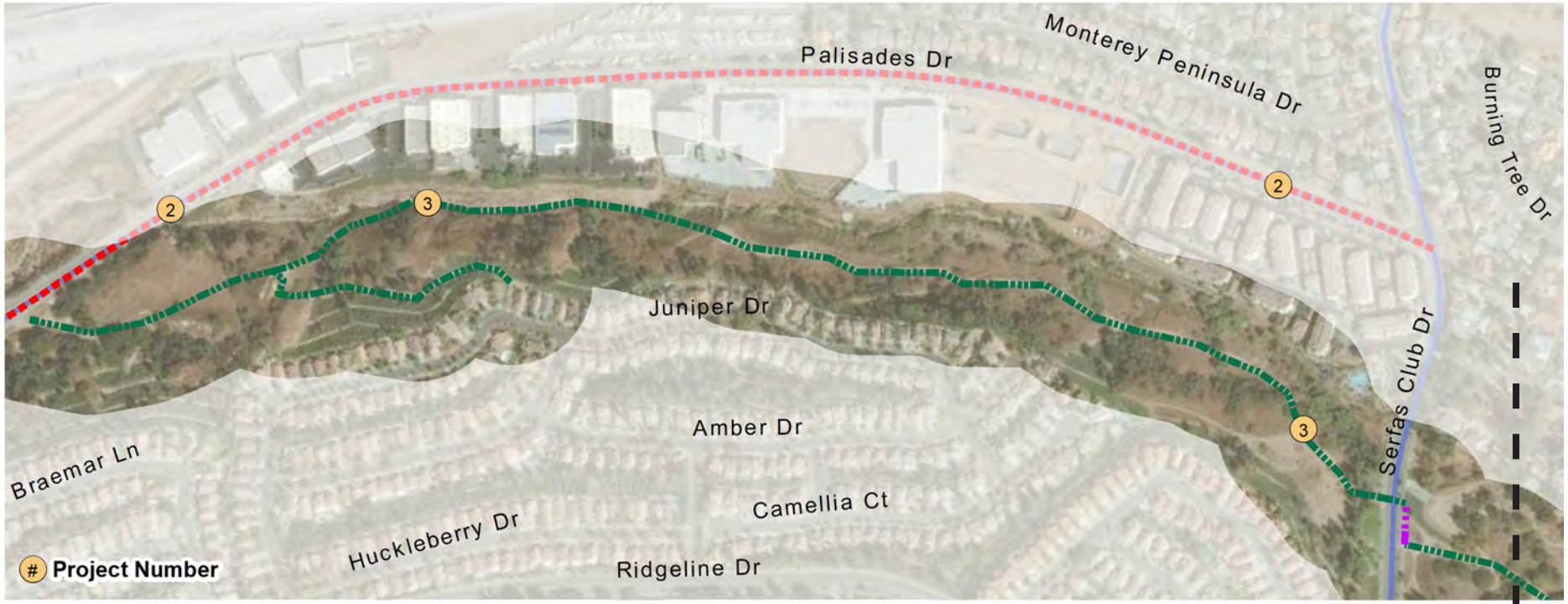
Trail Type 2 and 5

Length: 2.1 Miles

Parks: 1

Schools: 0

Transit Stops: 0


Palisades Dr
Monterey Peninsula Dr
Burning Tree Dr
Juniper Dr
Amber Dr
Serfas Club Dr
Braemar Ln
Camellia Ct
Huckleberry Dr
Ridgeline Dr
2
3
2
3
Project Number
Proposed Trail Alignments
Type 1: Hard-surface Multi-use Path
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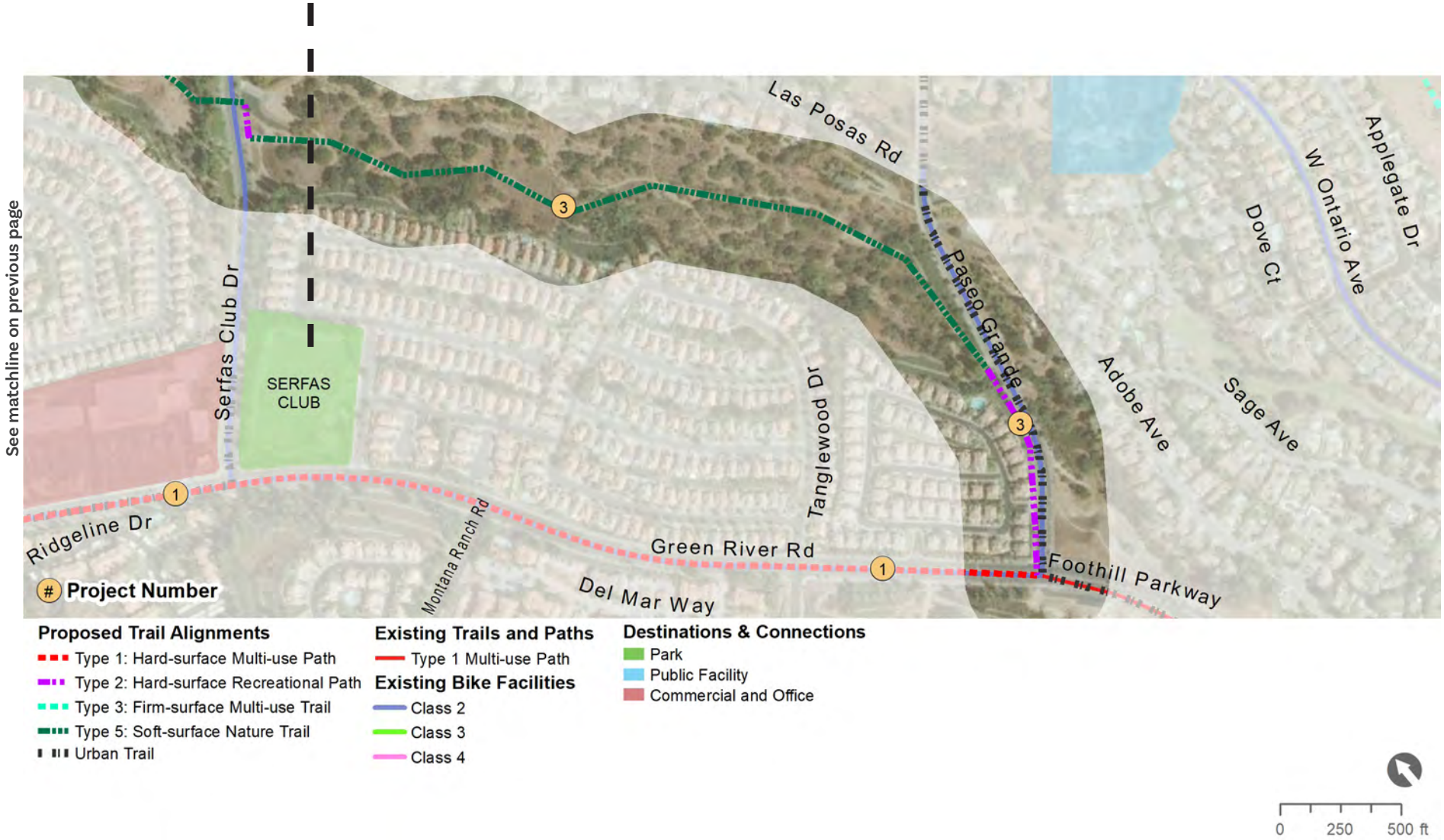
Type 5: Soft-surface Nature Trail
Existing Bike Facilities
Class 2
Class 3
Class 4
Destinations & Connections
See matchline on next page
0
250
500 ft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Las Posas Rd
Applegate Dr
W Ontario Ave
Dove Ct
Paseo Grande
Serfas Club Dr
SERFAS CLUB
Tanglewood Dr
Adobe Ave
Sage Ave
Ridgeline Dr
Montana Ranch Rd
Green River Rd
Foothill Parkway
Del Mar Way
Project Number
Proposed Trail Alignments
Type 1: Hard-surface Multi-use Path
Type 2: Hard-surface Recreational Path
Type 3: Firm-surface Multi-use Trail
Type 5: Soft-surface Nature Trail
Urban Trail
Existing Trails and Paths
Type 1 Multi-use Path
Existing Bike Facilities
Class 2
Class 3
Class 4
Destinations & Connections
Park
Public Facility
Commercial and Office
0
250
500 ft

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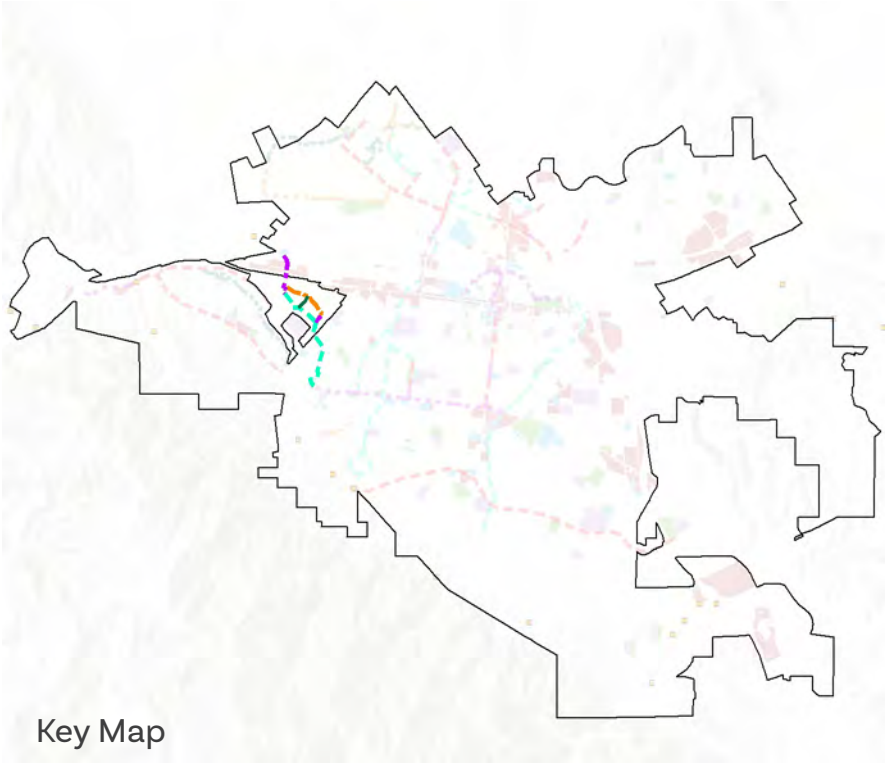


Key Map

Corridor #4: West Corona Metrolink Path & Trail Connection

This project is a mixed-type trail network starting at the West Corona Metrolink Station, running through currently undeveloped land in the unincorporated Coronita community, and ending at a proposed trail on Ontario Avenue. The project section in Coronita has multiple trail experiences, including a segment of Type 5 nature trail that connects two neighborhoods.

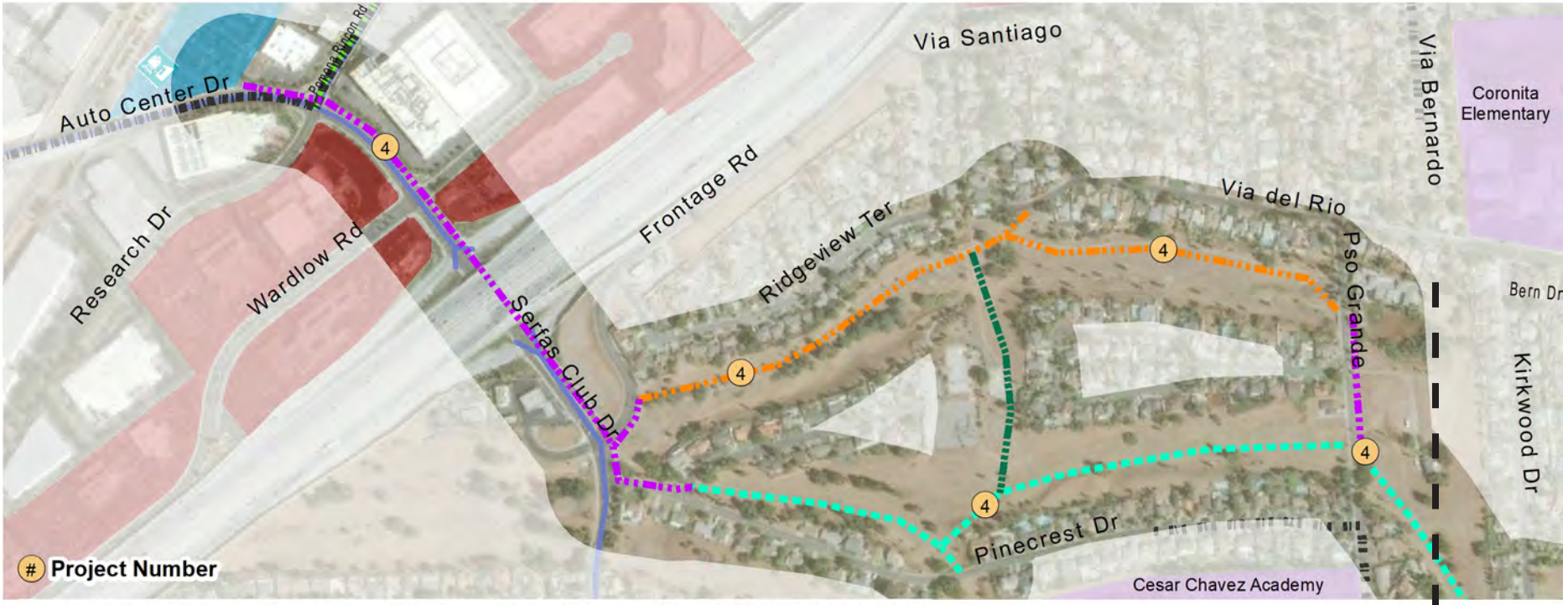
***Trail Type 2, 3, and 4**

Length: 3 Miles

Parks: 1

Schools: 3

Transit Stops: 1



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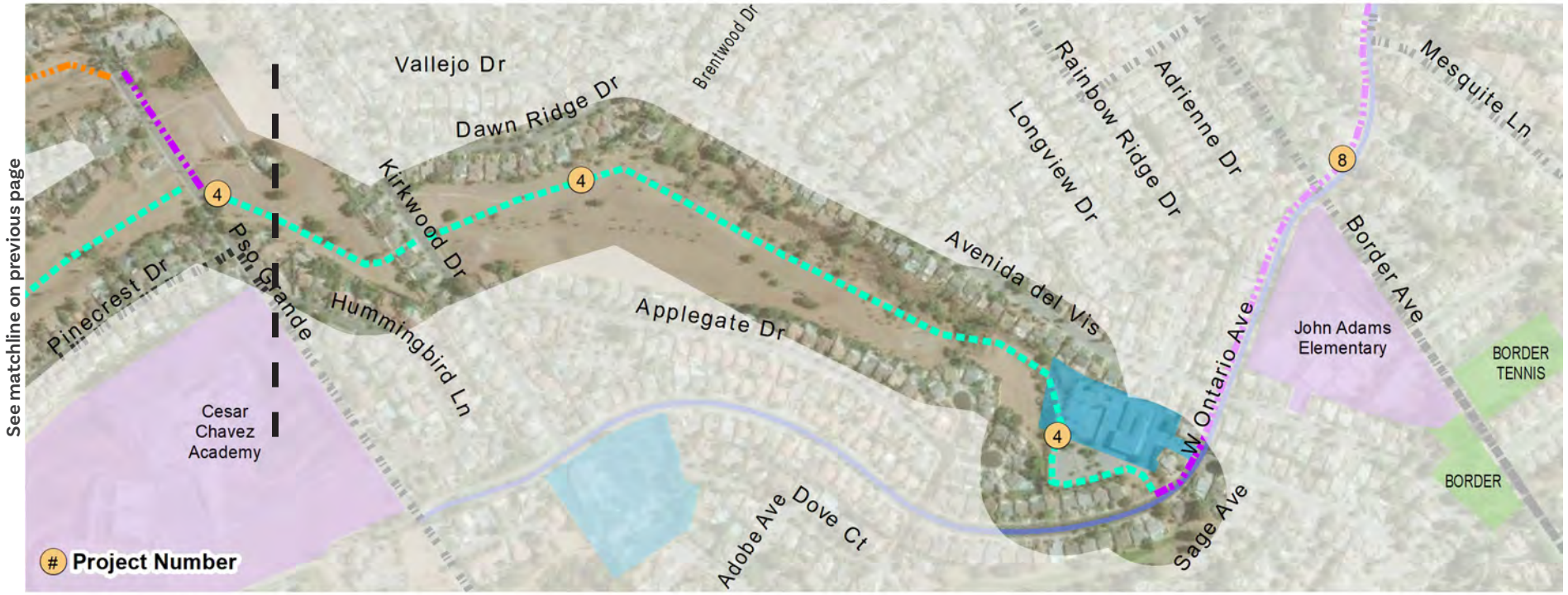
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Vallejo Dr
Brentwood Dr
Dawn Ridge Dr
Kirkwood Dr
Longview Dr
Rainbow Ridge Dr
Adrienne Dr
Mesquite Ln
Avenida del Vis
Border Ave
Pinecrest Dr
Paso Grande
Hummingbird Ln
Applegate Dr
W Ontario Ave
John Adams Elementary
BORDER TENNIS
Cesar Chavez Academy
BORDER
Adobe Ave
Dove Ct
Sage Ave
4
8
Project Number
Proposed Trail Alignments
Type 2: Hard-surface Recreational Path
Type 3: Firm-surface Multi-use Trail
Type 4: Firm-surface Recreational Trail
Urban Trail
Existing Bike Facilities
Class 2
Destinations & Connections
Park
School
Public Facility
0
250
500 ft

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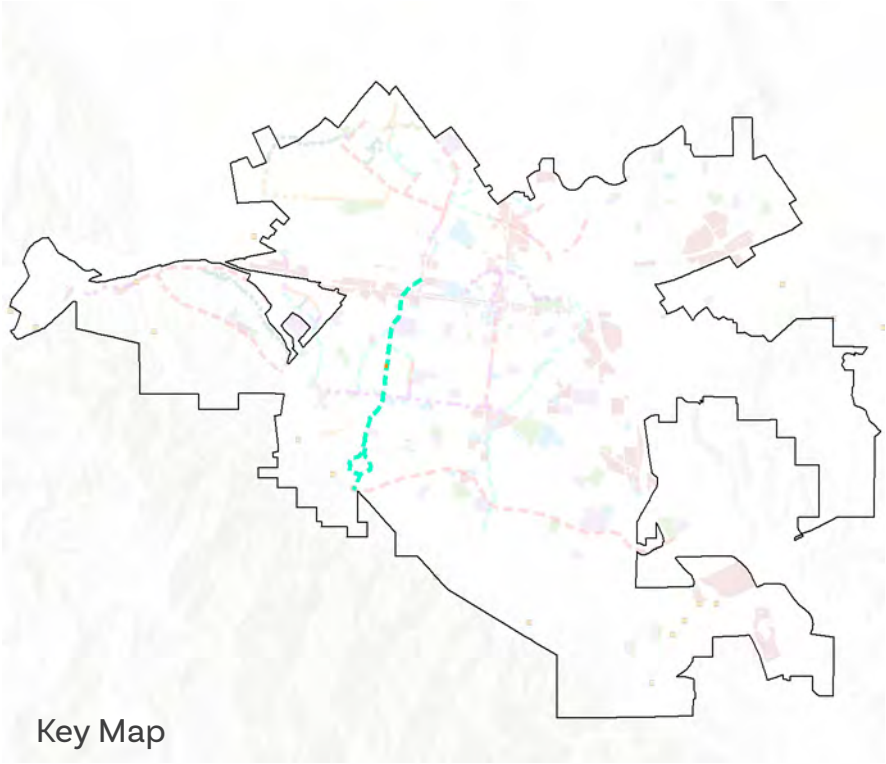


Key Map

Corridor#5: Sixth Street to Skyline Multi-use Trail Connection

This proposed trail expands non-motorized access to the popular Skyline Road Trailhead for multiple types of trail users. It starts near Sixth Street and passes Corona High School, Ontario Park, and Benjamin Franklin Elementary, which could potentially provide parking and amenities for trail users with the necessary management arrangements. This trail follows a flood control channel the entire length and is proposed as a Type 3 multi-use trail.

Trail Type 3

Length: 3.7 Miles

Parks: 1

Schools: 2

Transit Stops: 1

Proposed Trail Alignments

- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail
- Urban Trail

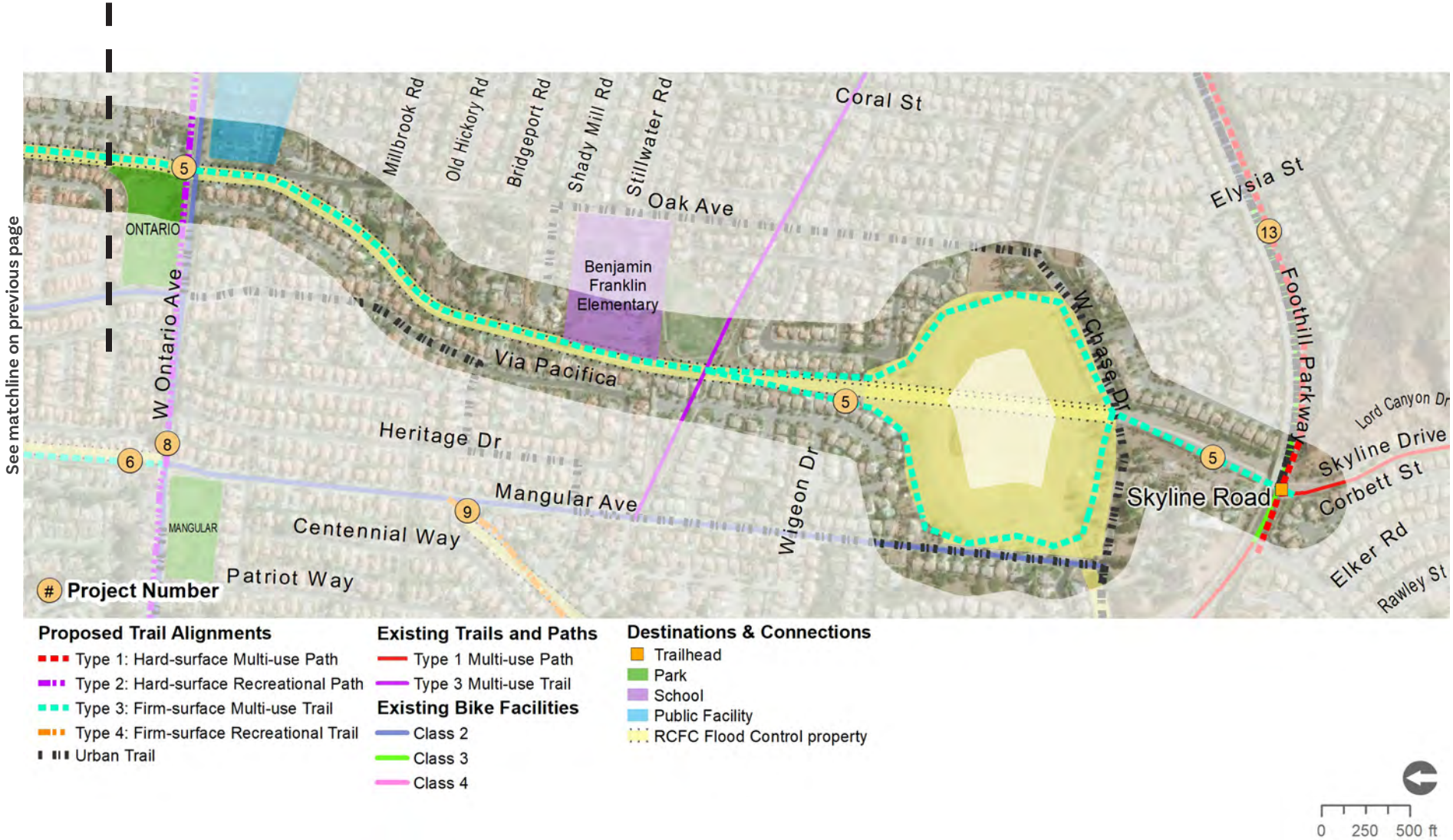
Existing Bike Facilities

- Class 2
- Class 3

Destinations & Connections

- Bus Stop
- Park
- School
- Public Facility
- Commercial and Office
- RCFC Flood Control property

0 250 500 ft


See matchline on previous page
Millbrook Rd
Old Hickory Rd
Bridgeport Rd
Shady Mill Rd
Stillwater Rd
Coral St
Oak Ave
Elysia St
Foothill Parkway
Benjamin Franklin Elementary
ONTARIO
W Ontario Ave
Via Pacifica
W Chase Dr
Heritage Dr
Wigeon Dr
Mangular Ave
Centennial Way
MANGULAR
Patriot Way
Skyline Road
Lord Canyon Dr
Skyline Drive
Corbett St
Elker Rd
Rawley St
5
6
8
9
13
Project Number
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
Urban Trail
Existing Trails and Paths
Type 1 Multi-use Path
Type 3 Multi-use Trail
Existing Bike Facilities
Class 2
Class 3
Class 4
Destinations & Connections
Trailhead
Park
School
Public Facility
RCFC Flood Control property
0 250 500 ft

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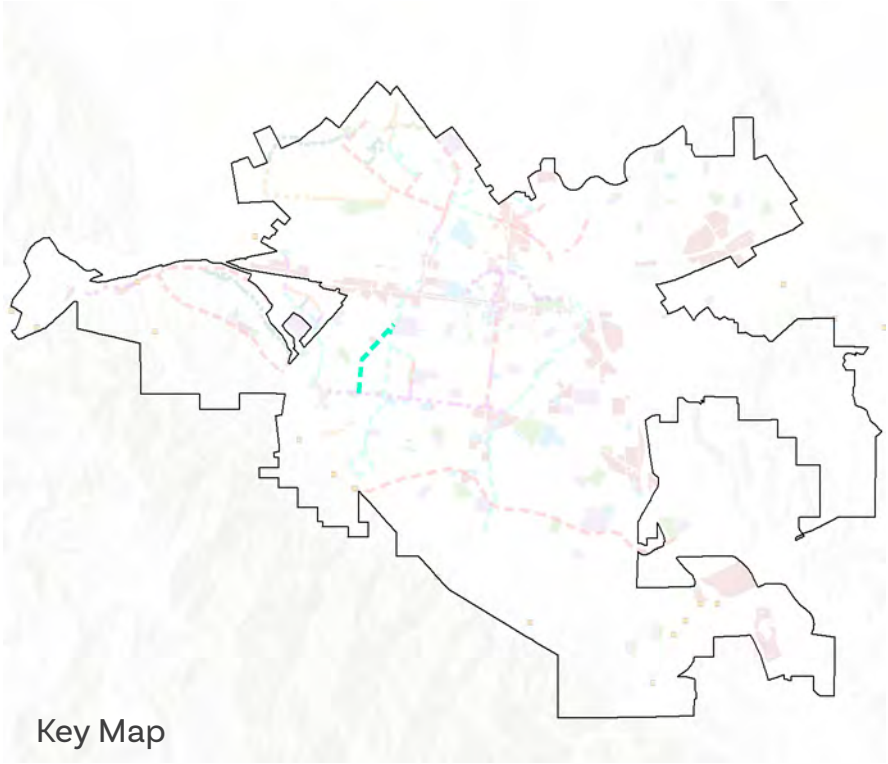


Key Map

Corridor #6: Mangular Park Multi-use Trail Connection

This trail is part of a network of trails that branch off a flood control channel connection to Sixth Street. As such, it provides connectivity to the commercial uses along the Sixth Street corridor, as well as Mangular Park and Corona High School. The flood control channel is wide enough to accommodate a Type 3 Multi-use trail for the entire length.

Trail Type 3

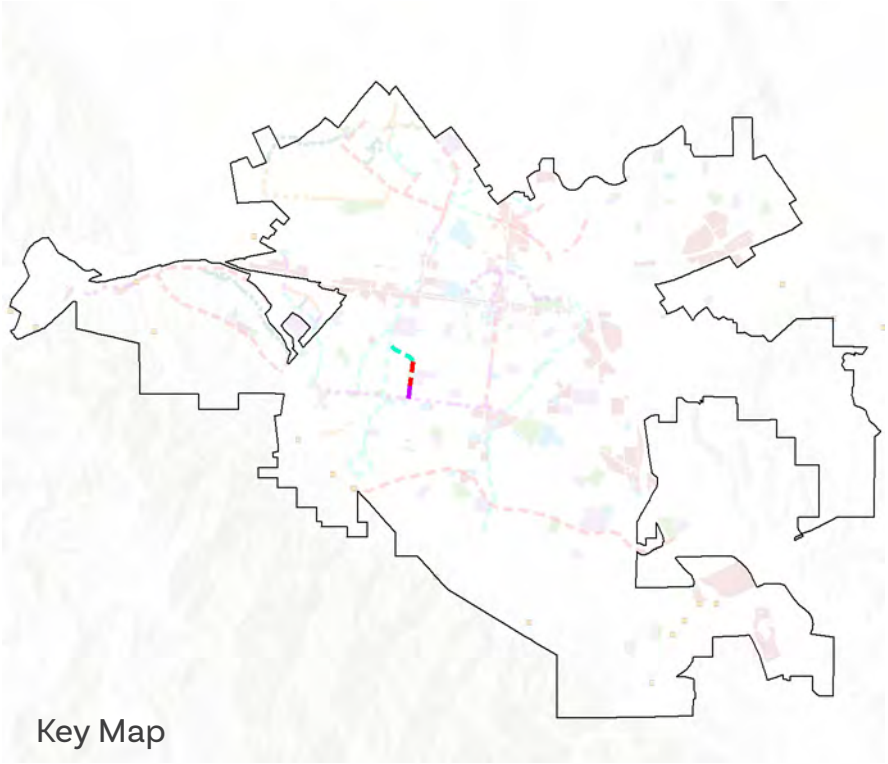
Length: 1.1 Miles

Parks: 1

Schools: 1

Transit Stops: 3


Corona High
Corona Vista High
Oak Ave
Fairmont Dr
Citron St
ONTARIO
W Ontario Ave
Via Pacifica
Border Ave
Via Santiago
Via del Rio
Camelot Dr
Kroonen Dr
Mangular Ave
MANGULAR
Chalgrove Dr
Jadestone
Project Number
Proposed Trail Alignments
Type 2: Hard-surface Recreational Path
Type 3: Firm-surface Multi-use Trail
Type 4: Firm-surface Recreational Trail
Urban Trail
Existing Bike Facilities
Class 2
Destinations & Connections
Bus Stop
Park
School
Public Facility
Commercial and Office
RCFC Flood Control property
0
250
500 ft



Key Map

Corridor #7: Lincoln Park Path and Trail Connection

This trail is part of a network of trails that branch off a flood control channel connection to Sixth Street. As such, it provides connectivity to the commercial uses along the Sixth Street corridor, as well as Lincoln Park and Letha Raney Intermediate School. It is proposed as a combination Type 1, 2, and 3 facility and has no major road crossings.

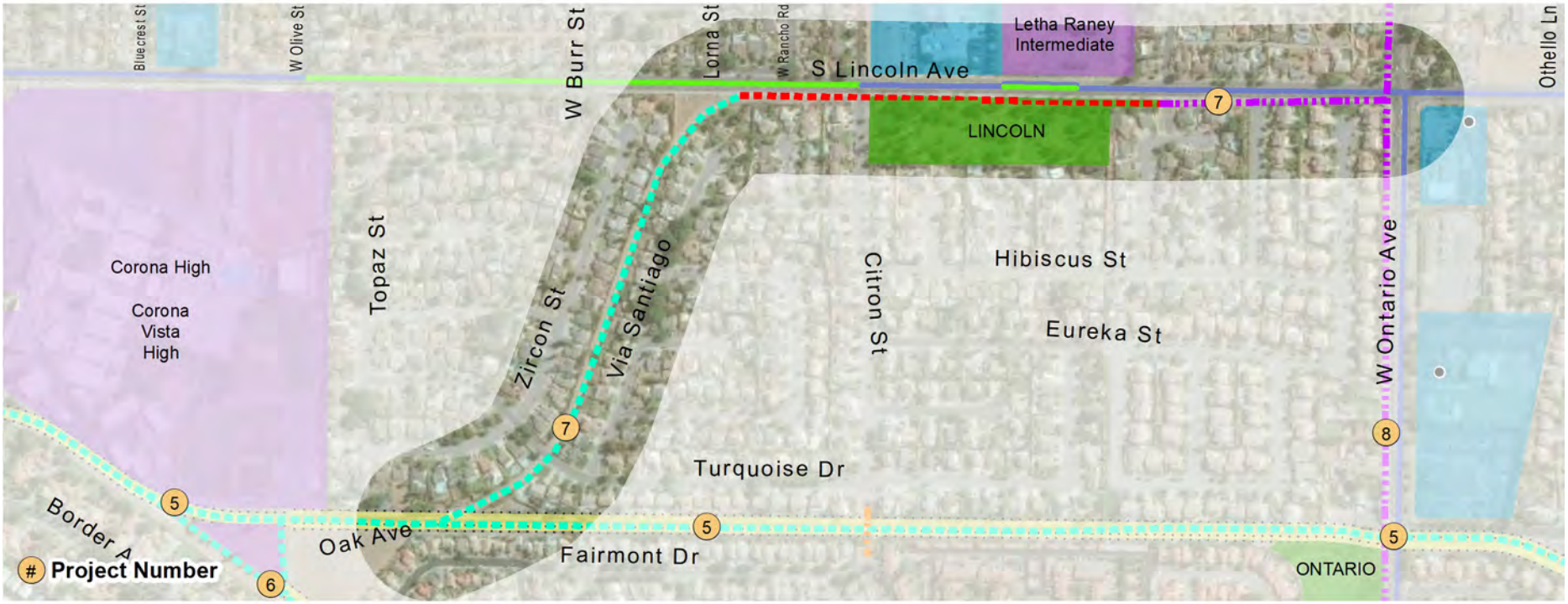
***Trail Type 1, 2, and 3**

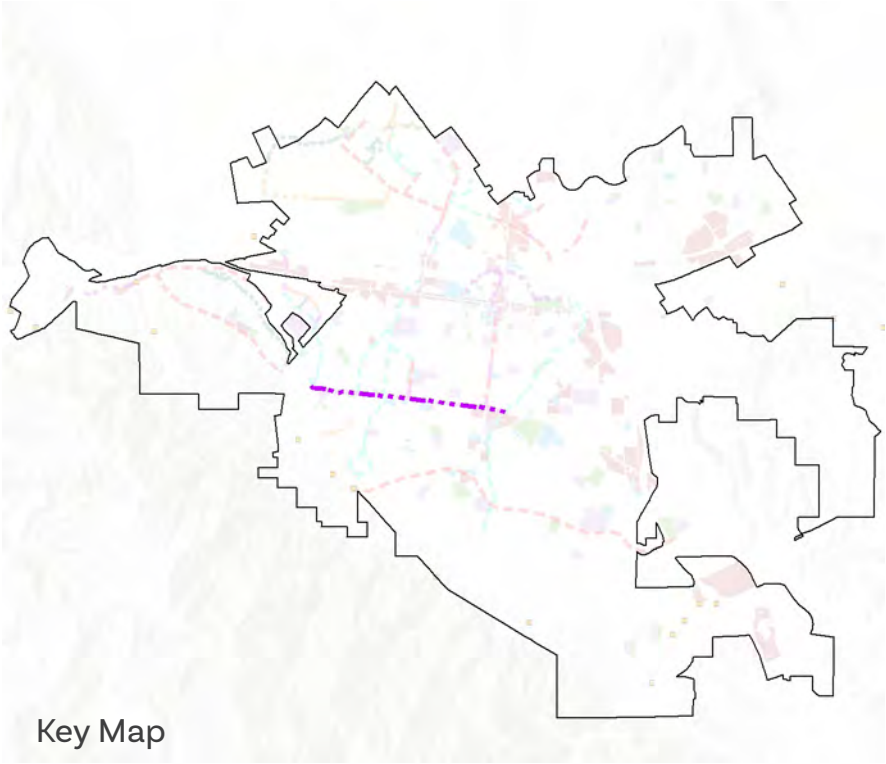
Length: 0.9 Miles

Parks: 1

Schools: 2

Transit Stops: 1


Bluecrest St
W Olive St
W Burr St
Lorna St
W Rancho Rd
S Lincoln Ave
Letha Raney Intermediate
Othello Ln
LINCOLN
Corona High
Corona Vista High
Topaz St
Zircon St
Via Santiago
Citron St
Hibiscus St
Eureka St
W Ontario Ave
Turquoise Dr
Border A
Oak Ave
Fairmont Dr
ONTARIO
Project Number
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
Existing Bike Facilities
Class 2
Class 3
Destinations & Connections
Park & Ride Lot
Park
School
Public Facility
RCFC Flood Control property
0
250
500 ft



Key Map

Corridor #8: Ontario Avenue Cross-Town Recreational Path

This proposed Type 2 hard-surface recreational path runs 2.5 miles along Ontario Avenue, beginning near a church at Manzanita Road and ending near Vesper Circle just east of Main Street. Along the way it connects with six proposed projects, two parks, three schools, three urban trail alignments, and five Class 2 bicycle facilities. The eastern end of the project has commercial land uses centered around the intersection at Ontario Avenue and Main Street.

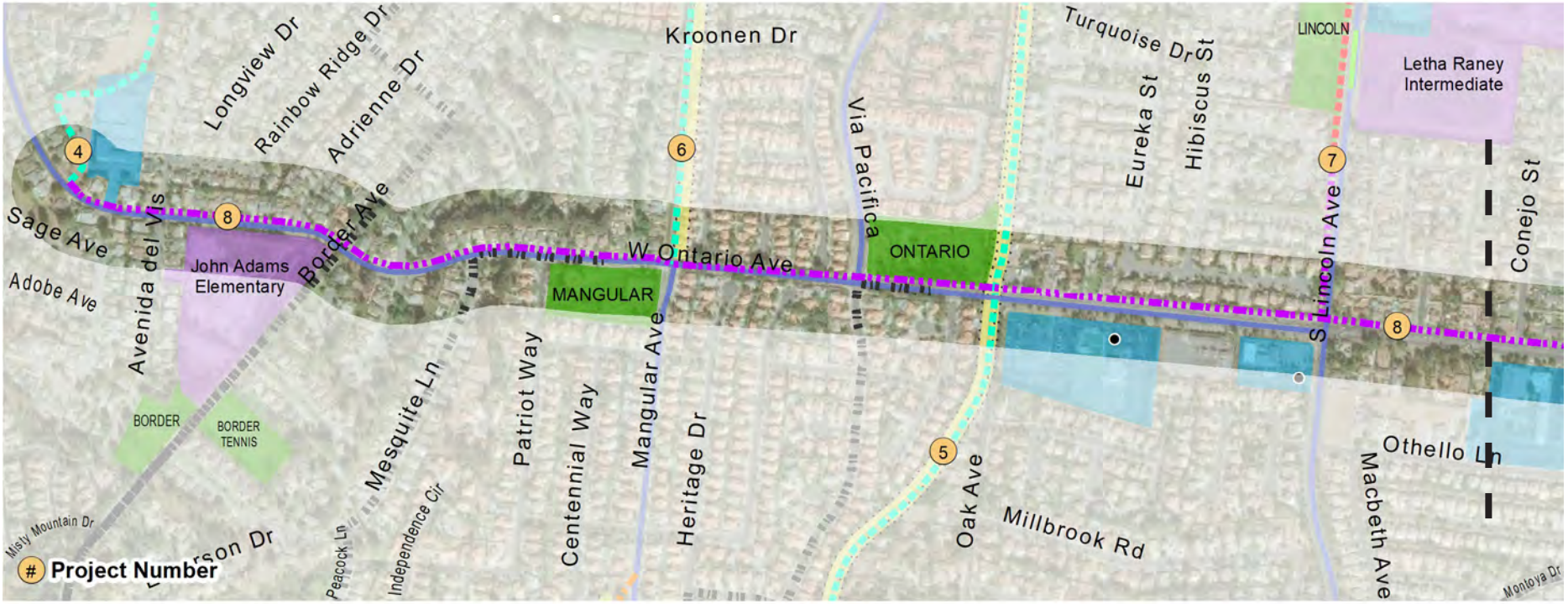
Trail Type 2

Length: 2.5 Miles

Parks: 2

Schools: 3

Transit Stops: 2



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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
- Urban Trail

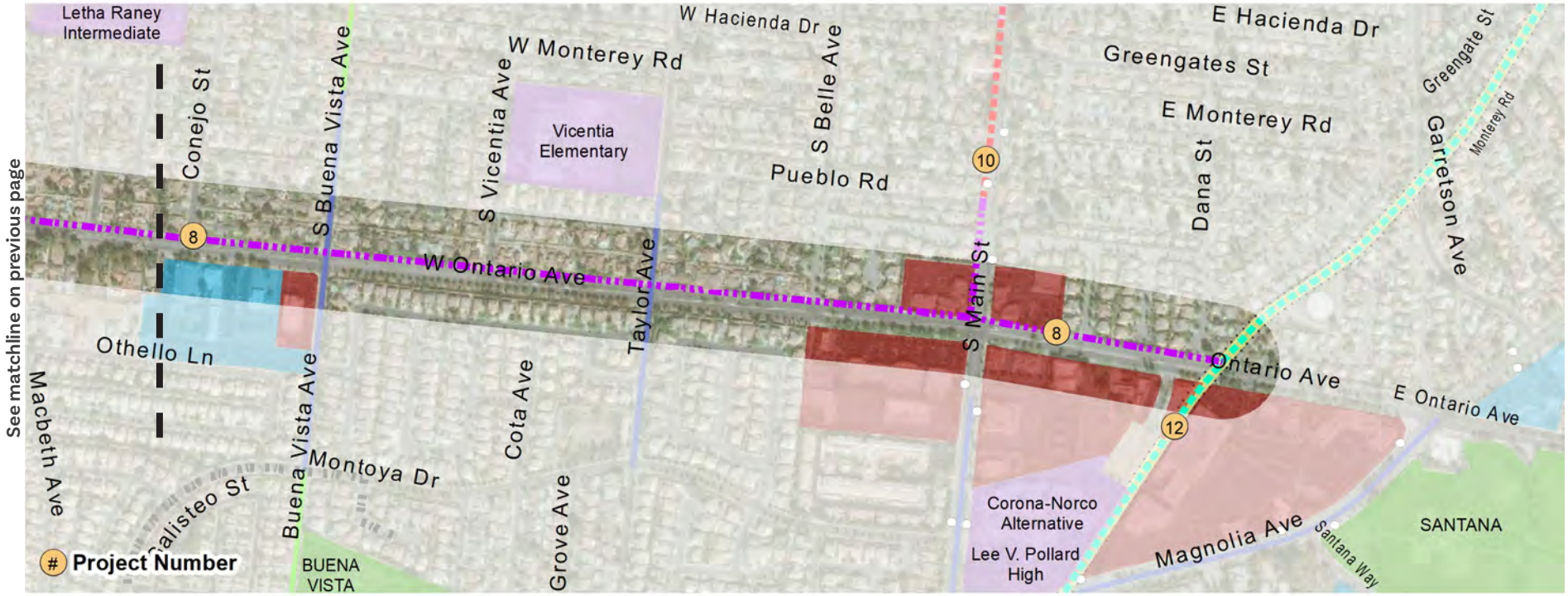
Existing Bike Facilities

- Class 2
- Class 3

Destinations & Connections

- Bus Stop
- Park & Ride Lot
- Park
- School
- Public Facility
- RCFC Flood Control property

0 250 500 ft


See matchline on previous page
Letha Raney Intermediate
Conejo St
S Buena Vista Ave
W Monterey Rd
S Vicentia Ave
Vicentia Elementary
W Hacienda Dr
S Belle Ave
Pueblo Rd
E Hacienda Dr
Greengates St
E Monterey Rd
Dana St
Greengate St
Monterey Rd
Garretson Ave
10
8
W Ontario Ave
Taylor Ave
S Main St
Othello Ln
Macbeth Ave
Buena Vista Ave
Cota Ave
Montoya Dr
Calisteo St
Grove Ave
Ontario Ave
E Ontario Ave
12
Corona-Norco Alternative
Lee V. Pollard High
Magnolia Ave
Santana Way
SANTANA
BUENA VISTA
Project Number
Proposed Trail Alignments
Type 1: Hard-surface Multi-use Path
Type 2: Hard-surface Recreational Path
Type 3: Firm-surface Multi-use Trail
Urban Trail
Existing Bike Facilities
Class 2
Class 3
Destinations & Connections
Bus Stop
Park
School
Public Facility
Commercial and Office
RCFC Flood Control property
0 250 500 ft

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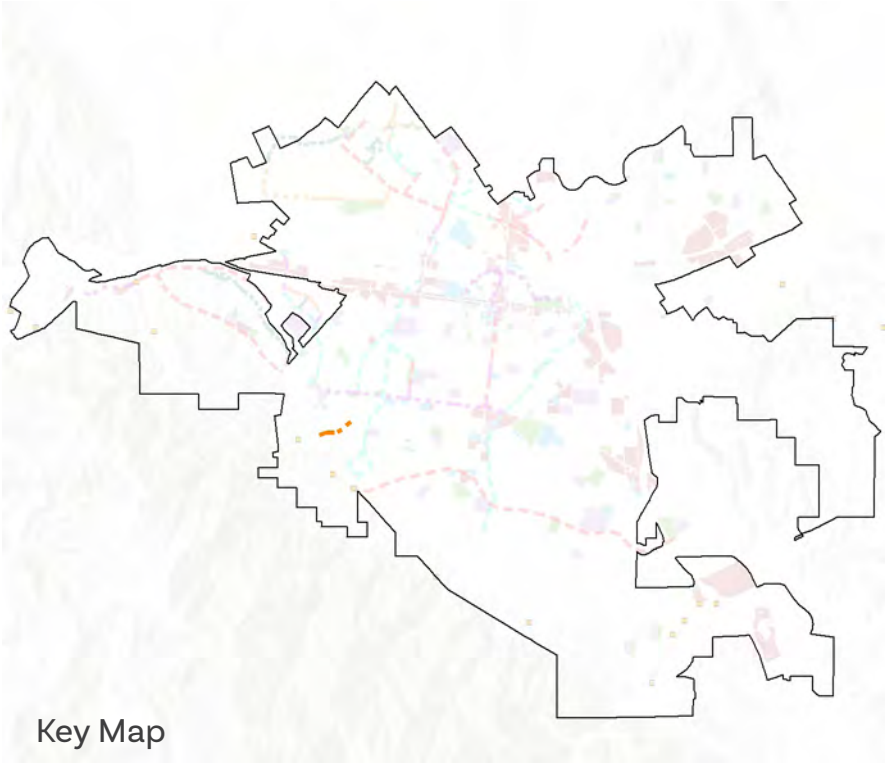


Key Map

Corridor #9: Mabey Canyon Wash Recreational Trail

This proposed trail corridor connects an urban trail opportunity along Border Avenue to Mangular Avenue utilizing the service road along a flood control channel. Mangular Park is accessible along sidewalks and a Class 2 bike path within a short distance east of the project. Sections of this alignment may be able to accommodate a wider Type 3 firm-surface recreational trail.

Trail Type 4

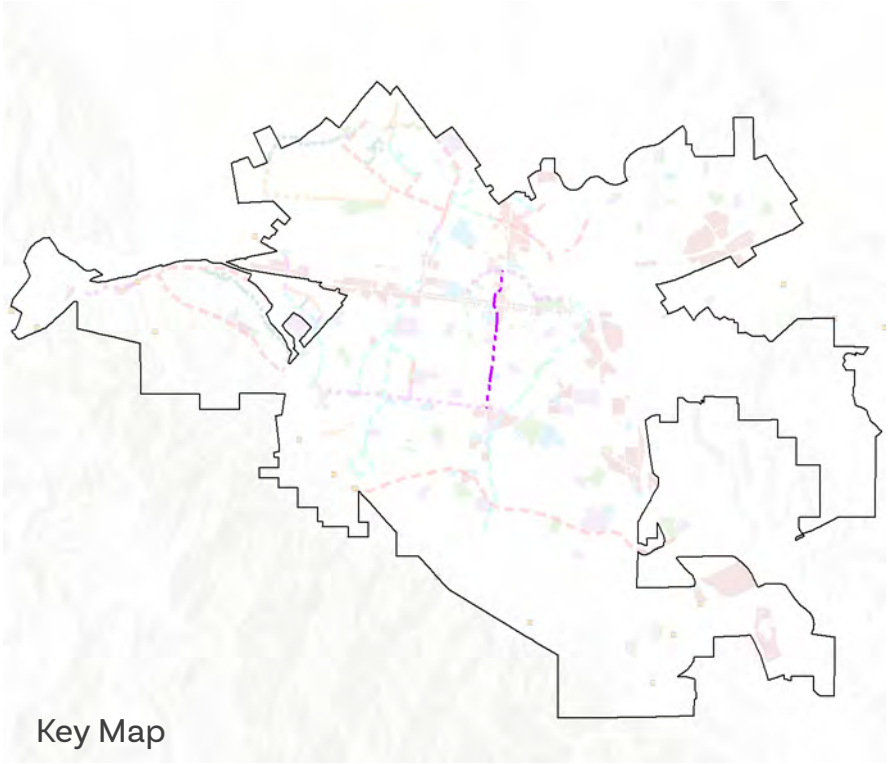
Length: 0.5 Miles

Parks: 0

Schools: 0

Transit Stops: 0


Mabey Canyon Rd
Border Ave
Mesquite Ln
Foothill Parkway
Peacock Ln
Independence Cir
Patriot Way
MANGULAR
W Ontario Ave
8
6
9
Centennial Way
Mangular Ave
Heritage Dr
Cape Dr
Wigeon Dr
Via Pacifica
Project Number
Proposed Trail Alignments
Type 2: Hard-surface Recreational Path
Type 3: Firm-surface Multi-use Trail
Type 4: Firm-surface Recreational Trail
Urban Trail
Existing Trails and Paths
Type 1 Multi-use Path
Existing Bike Facilities
Class 2
Class 3
Class 4
Destinations & Connections
Park
RCFC Flood Control property
0
250
500 ft



Key Map

Corridor #10: Corona Main Metrolink Connection - Main Street Multi-Use and Recreational Path

The Main Street Multi-Use and Recreational Path provides a direct and safe north-south route through the Grand Avenue circle where there currently is none, and connects to the Corona North Main Metrolink station. A Type 1 multi-use path is proposed where the public right-of-way is wide; where it narrows, the path is reduced to Type 2. This proposed path connects to a proposed project on Ontario Avenue and passes 22 bus stations in either direction en route.

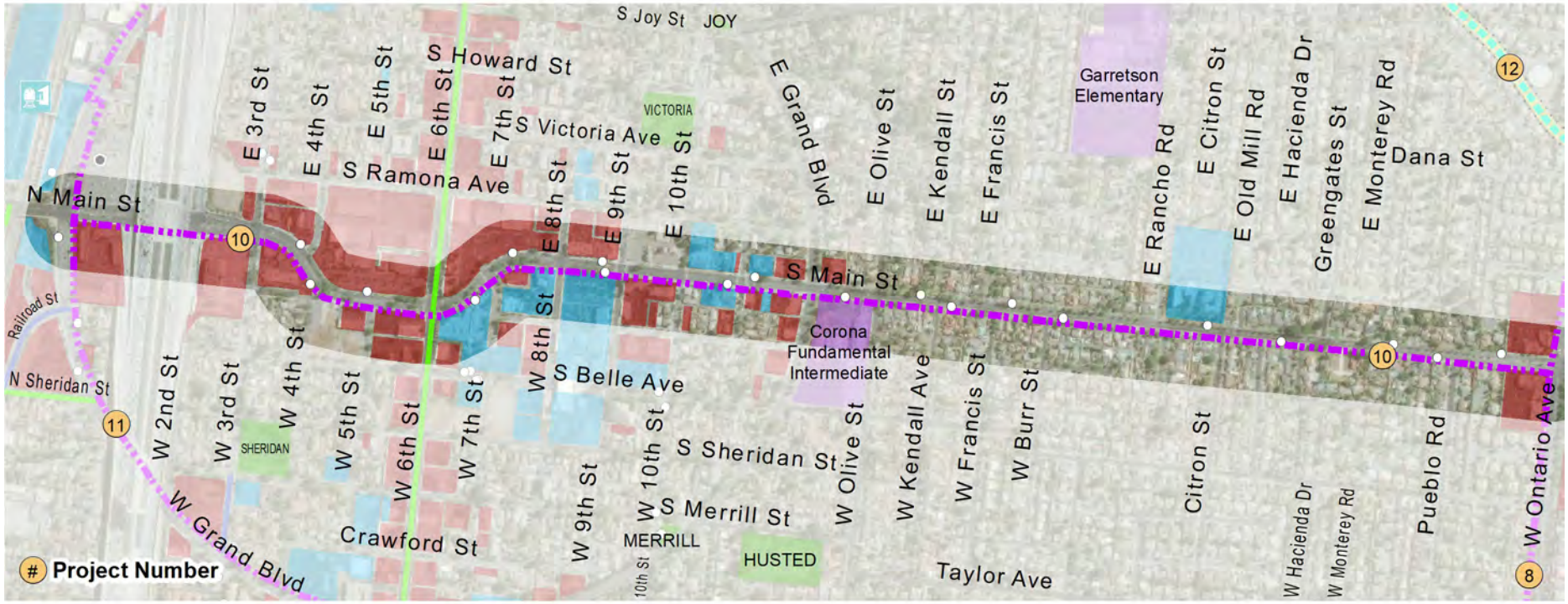
Trail Type 2

Length: 1.8 Miles

Parks: 0

Schools: 1

Transit Stops: 22



Proposed Trail Alignments

- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail

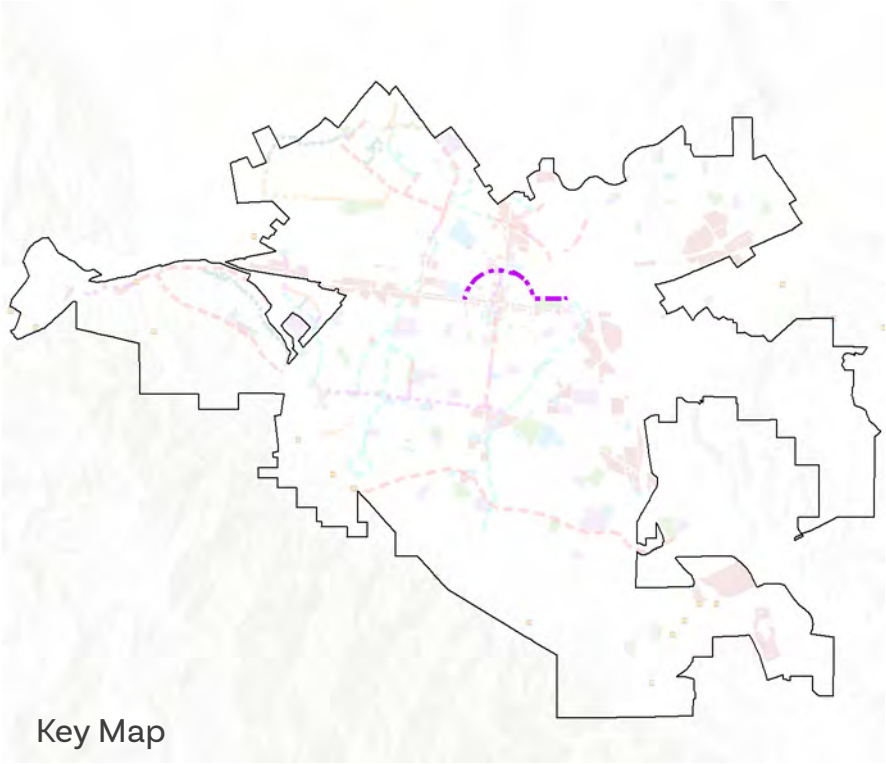
Existing Bike Facilities

- Class 2
- Class 3

Destinations & Connections

- Metrolink Station
- Bus Stop
- Park & Ride Lot
- Park
- School
- Public Facility
- Commercial and Office
- RCFC Flood Control property

0 250 500 ft



Key Map

Corridor #11: Corona Main Metrolink Connection - Trail-to-Rail Recreational Path

This Trail-to-Rail Recreational Path provides a connection from the Corona Main Metrolink Station, around the north end of the Grand Avenue Circle, past City Park on Quarry Street, and connects to another proposed trail project that starts at the Temescal Wash Flood Control Channel. This project provides connectivity to numerous other transit stops. This project is classified as Type 2 Recreational Path because of uncertainties about available right-of-way in the Grand Avenue loop. A firm or hard surface is a must for this route to accommodate various types of non-motorized travelers to the high density and variety of destinations in downtown Corona.

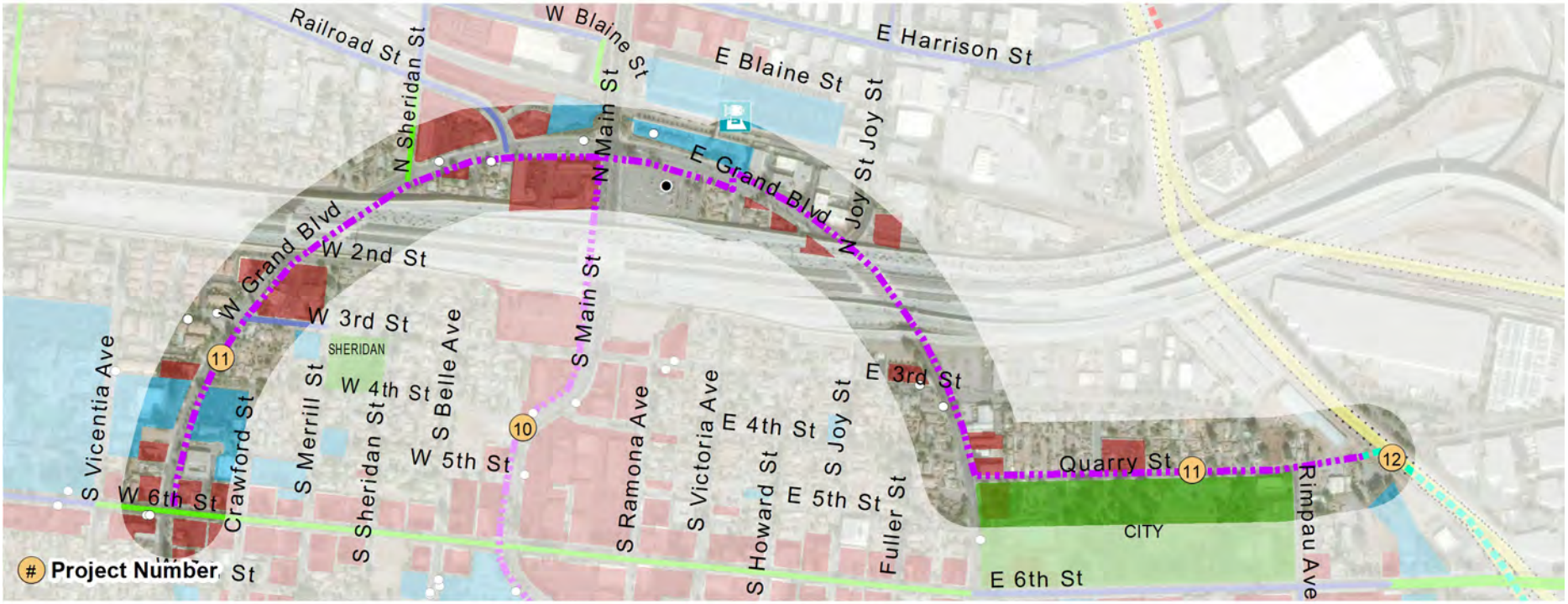
Trail Type 2

Length: 1.7 Miles

Parks: 1

Schools: 0

Transit Stops: 12

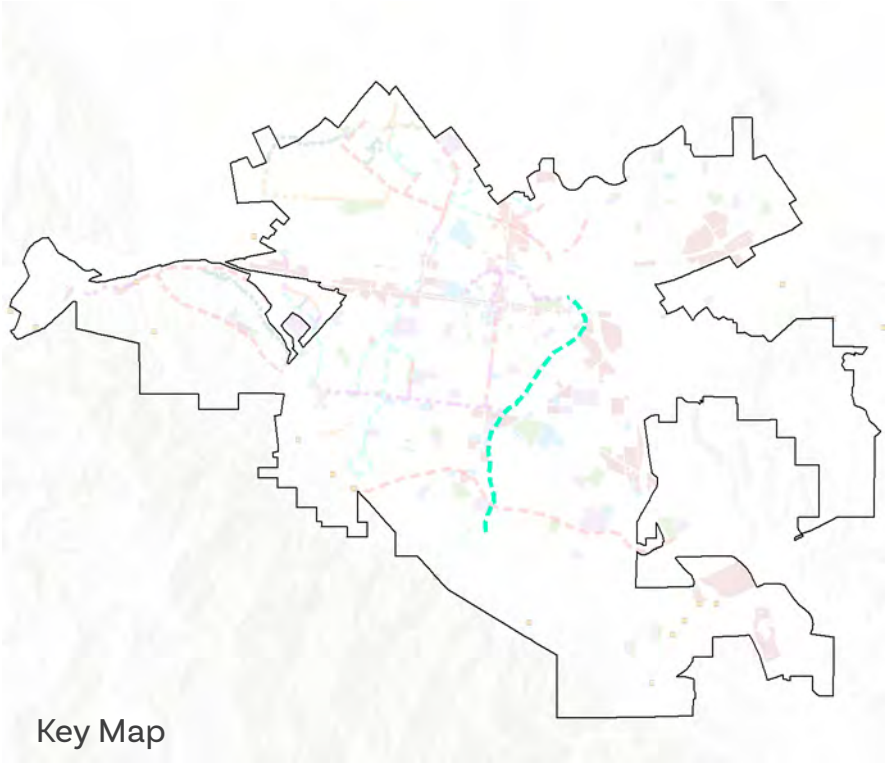


Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail

Existing Bike Facilities
- Class 2
- Class 3

Destinations & Connections
- Metrolink Station
- Bus Stop
- Park & Ride Lot
- Park
- Public Facility
- Commercial and Office
- RCFC Flood Control property

0 250 500 ft



Key Map

Corridor #12: Eastern Corona Multi-use Trail

This trail corridor utilized the service road adjacent to a flood control channel connecting Sixth Street and City Park to Upper Drive in the foothill region of Corona, running directly adjacent to Kellogg Park, Lee Pollard High School, and Citrus Hills Intermediate School. It also intersects Project #8 and Project #13 as well as five Class 2 bike facilities.

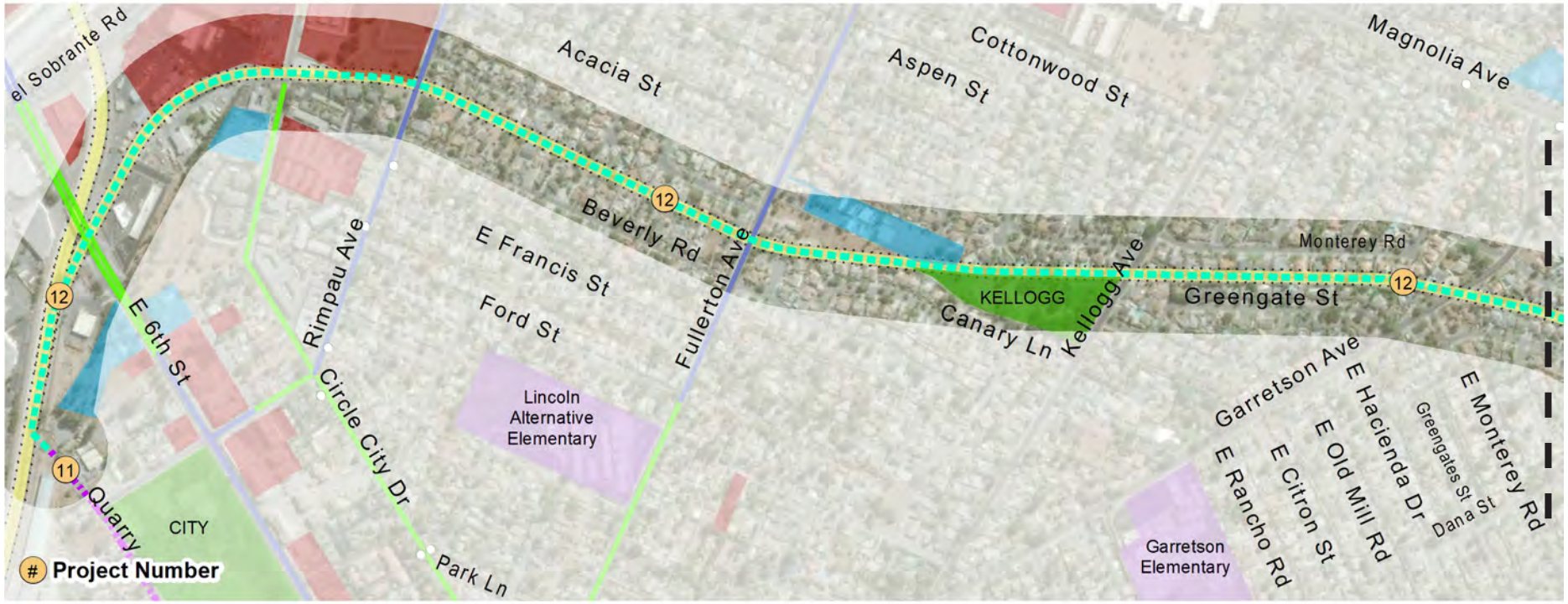
***Trail Type 3**

Length: 3.5 Miles

Parks: 1

Schools: 2

Transit Stops: 1

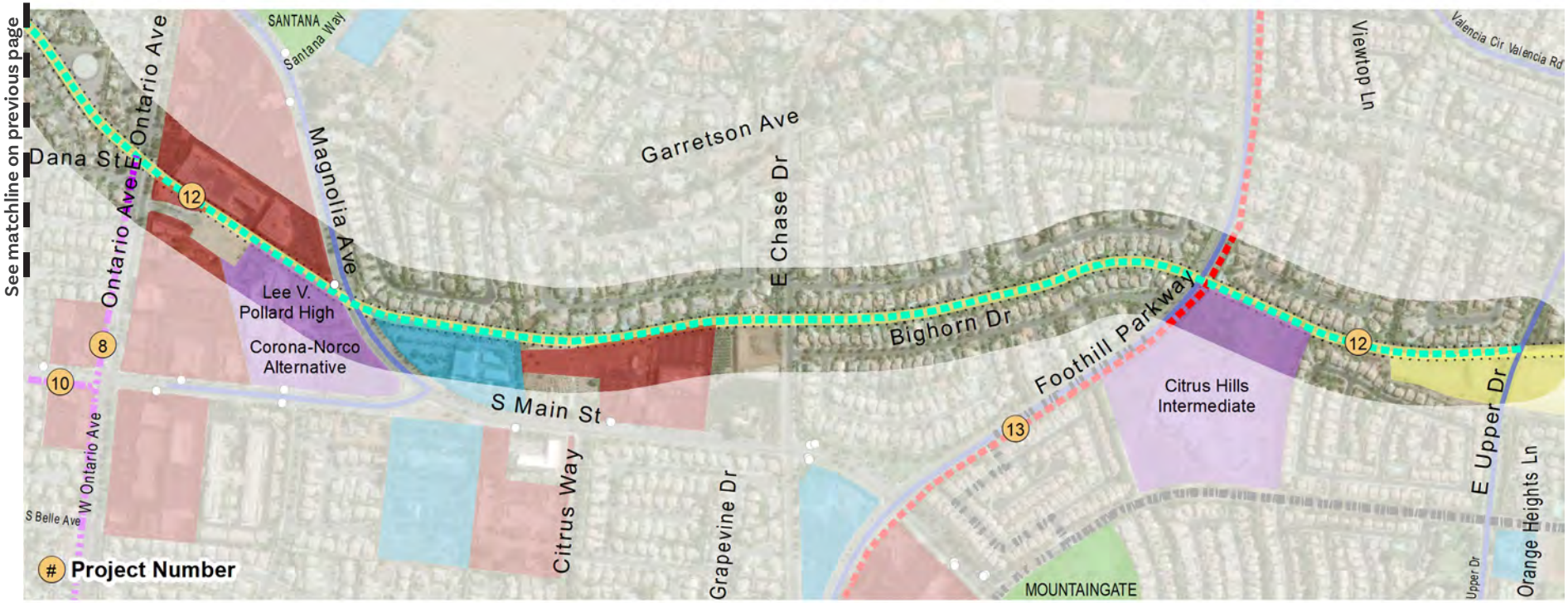


Proposed Trail Alignments
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail

Existing Bike Facilities
- Class 2
- Class 3

Destinations & Connections
- Bus Stop
- Park
- School
- Public Facility
- Commercial and Office
- RCFC Flood Control property

0 250 500 ft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Dana St
Ontario Ave
Ontario Ave
SANTANA
Santana Way
Magnolia Ave
Garretson Ave
E Chase Dr
Viewtop Ln
Valencia Cir Valencia Rd
Lee V. Pollard High
Corona-Norco Alternative
Bighorn Dr
Foothill Parkway
Citrus Hills Intermediate
S Main St
W Ontario Ave
S Belle Ave
Citrus Way
Grapevine Dr
E Upper Dr
Orange Heights Ln
MOUNTAINGATE
12
8
10
13
Project Number
Proposed Trail Alignments
Type 1: Hard-surface Multi-use Path
Type 2: Hard-surface Recreational Path
Type 3: Firm-surface Multi-use Trail
Urban Trail
Existing Bike Facilities
Class 2
Destinations & Connections
Bus Stop
Park
School
Public Facility
Commercial and Office
RCFC Flood Control property
0 250 500 ft

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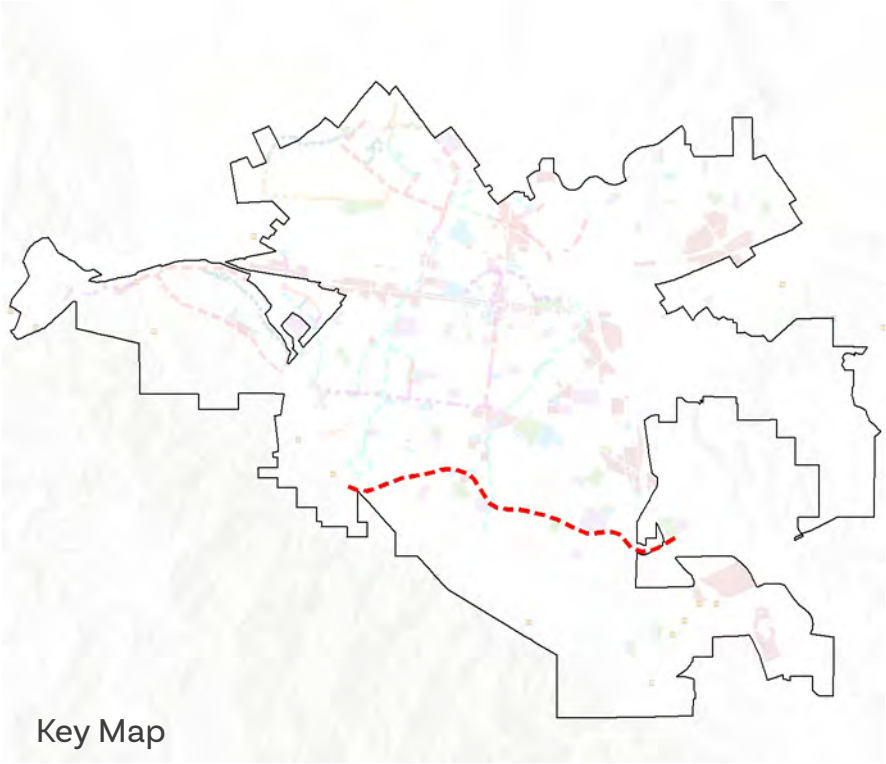

Key Map

Corridor #13: Foothill Parkway Multi-use Path Extension (Historic Butterfield Trail alignment)

This proposed Type 1 hard-surface multi-use path runs along a previously-proposed alternative alignment for the historic Butterfield Trail that is identified in the 2015 Temescal Valley Alignment Analysis Report (Section 13). It connects Skyline Road Trailhead to El Cerrito Sports Park along Foothill Parkway, intersecting proposed Project #12 at Citrus Hills Intermediate School as well as many existing Class 1, Class 2, and Class 3 facilities.

Trail Type 1

Length: 4.6 Miles

Parks: 4

Schools: 5

Transit Stops: 8

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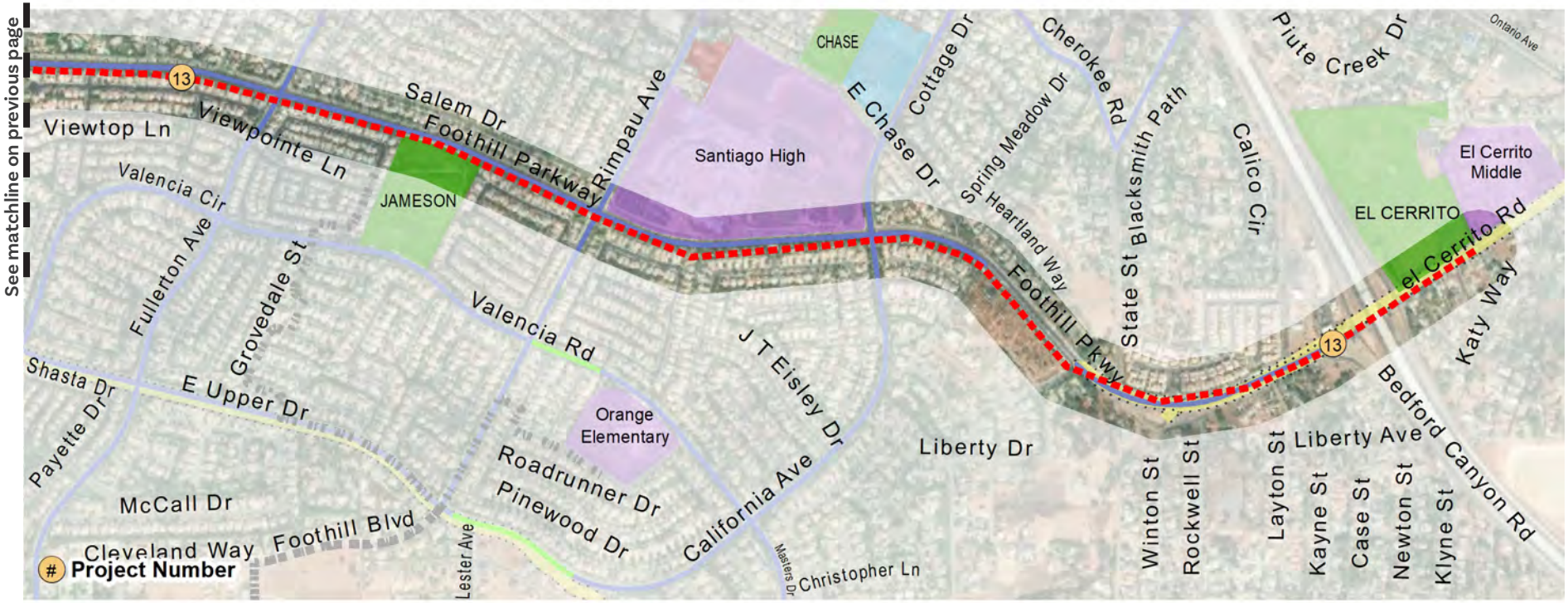
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13
Viewtop Ln
Viewpointe Ln
Valencia Cir
Salem Dr
Foothill Parkway
Rimpau Ave
JAMESON
CHASE
Santiago High
E Chase Dr
Cottage Dr
Spring Meadow Dr
Heartland Way
Cherokee Rd
Piute Creek Dr
Ontario Ave
State St
Blacksmith Path
Calico Cir
El Cerrito Middle
EL CERRITO
El Cerrito Rd
Katy Way
Fullerton Ave
Grovedale St
Valencia Rd
Foothill Pkwy
J T Eisley Dr
Shasta Dr
Payette Dr
E Upper Dr
Orange Elementary
Liberty Dr
Bedford Canyon Rd
Liberty Ave
Winton St
Rockwell St
Layton St
Kayne St
Case St
Newton St
Klyne St
McCall Dr
Roadrunner Dr
Pinewood Dr
California Ave
Foothill Blvd
Cleveland Way
Lester Ave
Masters Dr
Christopher Ln
Project Number
Proposed Trail Alignments
Type 1: Hard-surface Multi-use Path
Urban Trail
Existing Bike Facilities
Class 2
Class 3
Destinations & Connections
Park
School
Public Facility
Commercial and Office
RCFC Flood Control property
0 250 500 ft

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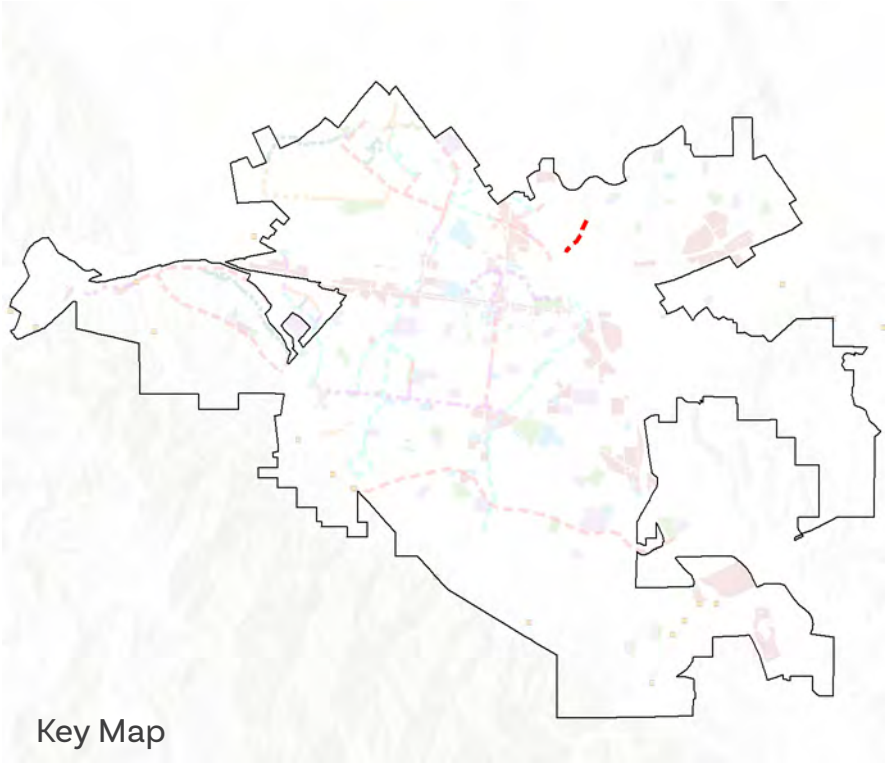


Key Map

Corridor #14: I-15 Undercrossing Multi-use Path

This short proposed Type 1 multi-use path provides a safe highway undercrossing for non-motorized travelers, and a safe route to ascend uphill away from cars on Parkridge Avenue. This project can replace or supplement the Class 2 bike lanes on Parkridge Avenue, which continue northeast to provide connectivity to residential neighborhoods.

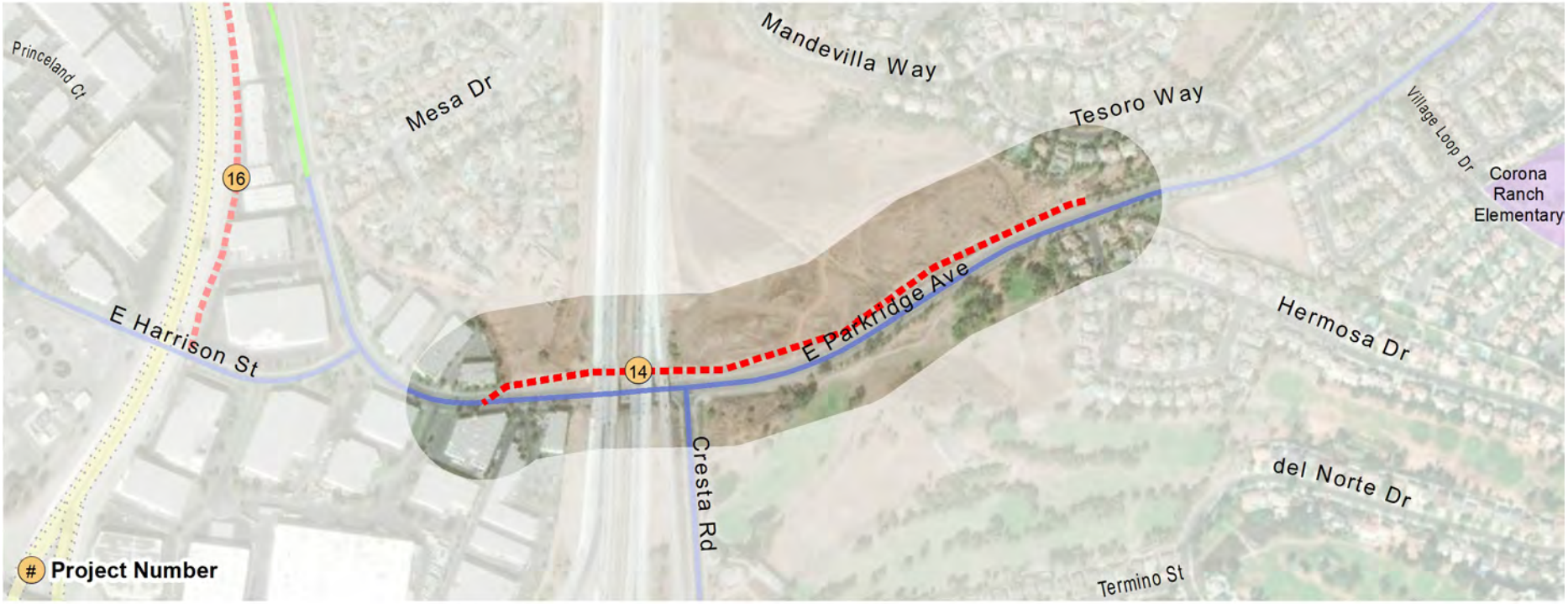
Trail Type 1

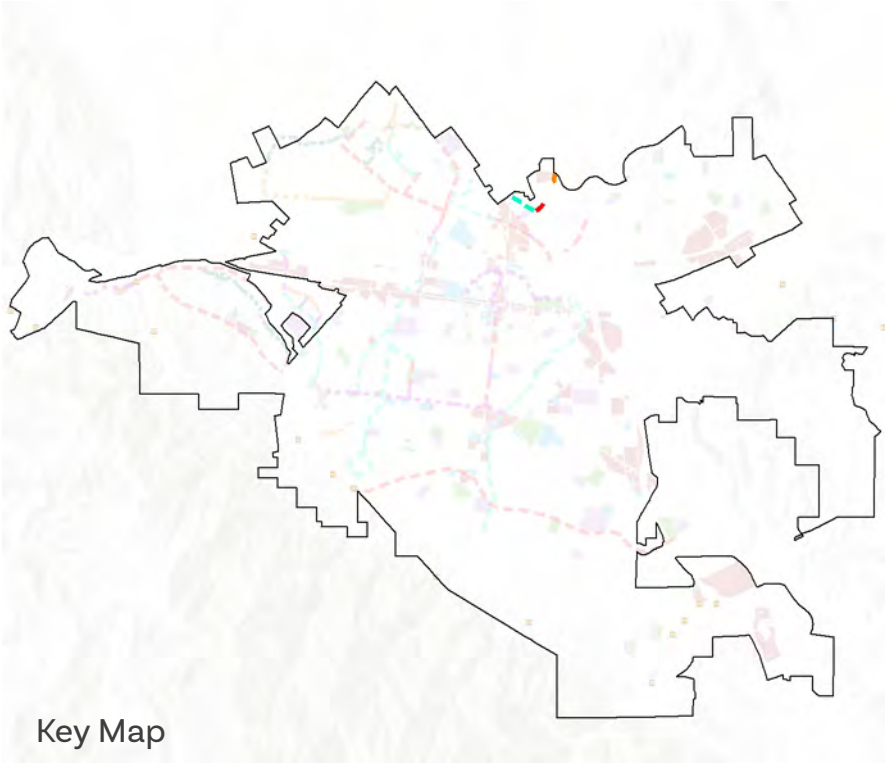
Length: 0.5 Miles

Parks: 0

Schools: 1

Transit Stops: 0


Princeland Ct
Mesa Dr
Mandevilla Way
Tesoro Way
Village Loop Dr
Corona Ranch Elementary
16
E Harrison St
E Parkridge Ave
14
Hermosa Dr
Cresta Rd
del Norte Dr
Termino St
Project Number
Proposed Trail Alignments
Type 1: Hard-surface Multi-use Path
Existing Bike Facilities
Class 2
Class 3
Destinations & Connections
School
RCFC Flood Control property
0
250
500 ft



Key Map

Corridor #15: Neighborhood Destination Path and Trail Connection

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

Trail Type 1, 3, and 4

Length: 0.6 Miles

Parks: 0

Schools: 1

Transit Stops: 0

Proposed Trail Alignments

- Type 1: Hard-surface Multi-use Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail

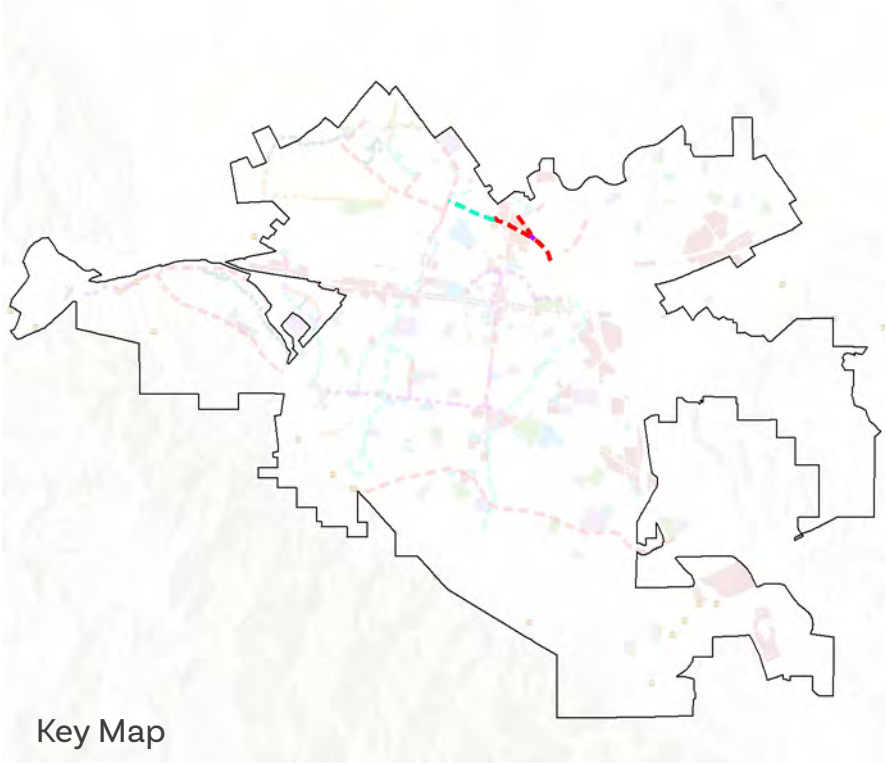
Existing Bike Facilities

- Class 2
- Class 3

Destinations & Connections

- Bus Stop
- Park
- School
- Public Facility
- Commercial and Office
- RCFC Flood Control property

0 250 500 ft



Key Map

Corridor #16: North Corona Cross-Town Path and Trail Connection

This trail follows a flood control channel and connects Lincoln Avenue to Harrison Street. Major intersections with River Road and Main Street necessitate safe crossing improvements for all users. As a Type 1 and 3 facility, this facility can adhere to Caltrans standards for multipurpose paths for the entire length. The route provides a street-adjacent path experience as well as a trail experience along the flood control channel, which also has sufficient width to plan and design for placemaking amenities.

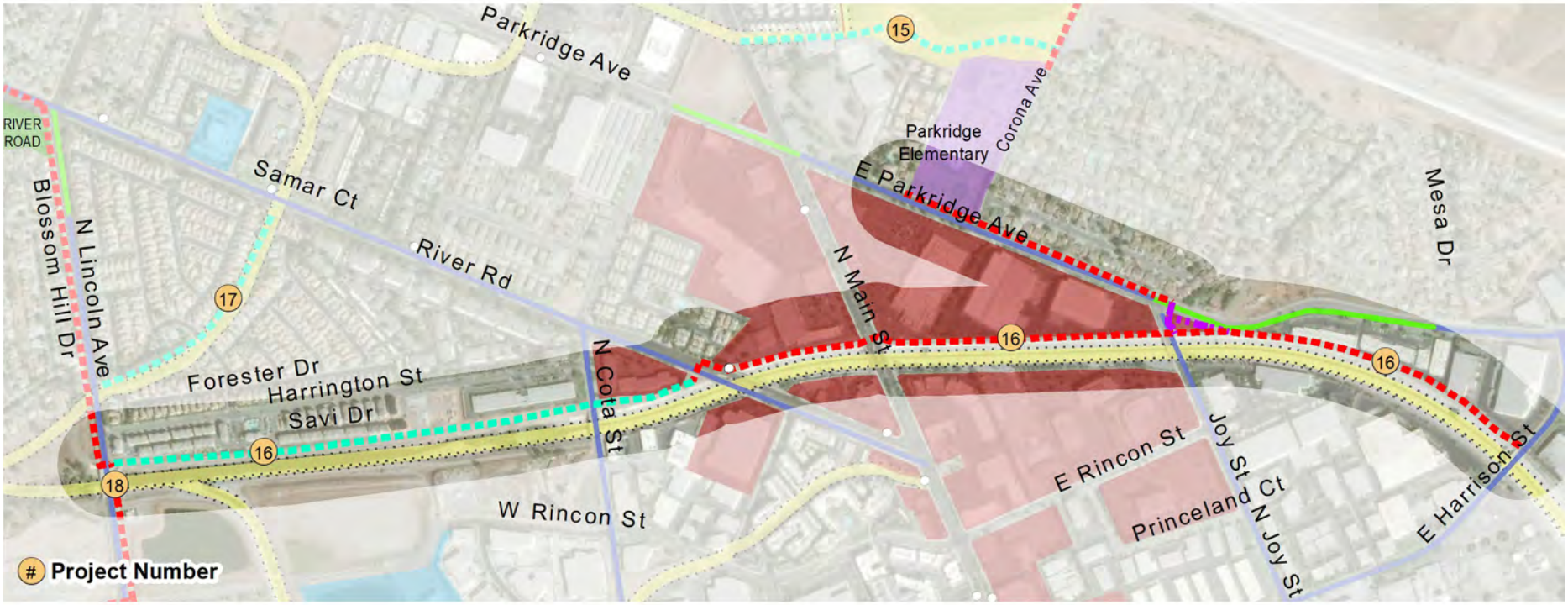
Trail Type 1 and 3

Length: 2 Miles

Parks: 0

Schools: 2

Transit Stops: 0

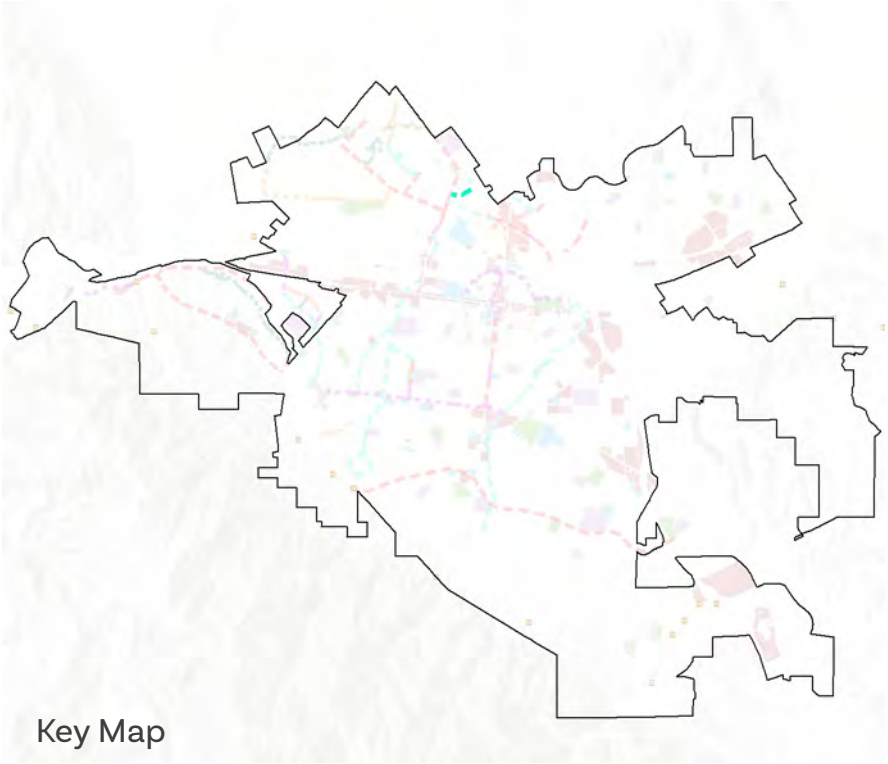


Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail

Existing Bike Facilities
- Class 2
- Class 3

Destinations & Connections
- Bus Stop
- Park
- School
- Public Facility
- Commercial and Office
- RCFC Flood Control property

0 250 500 ft



Key Map

Corridor #17: Neighborhood Transportation Multi-use Trail Connection

This proposed Type 3 multi-use trail provides a safe and short connection between Lincoln Avenue and River Road, utilizing a flood control channel that runs through a residential neighborhood. The trail would have a direct connection to residential streets. A midblock crossing could be made at River Road to access bus stops. The project also has broader connectivity to proposed trail projects.

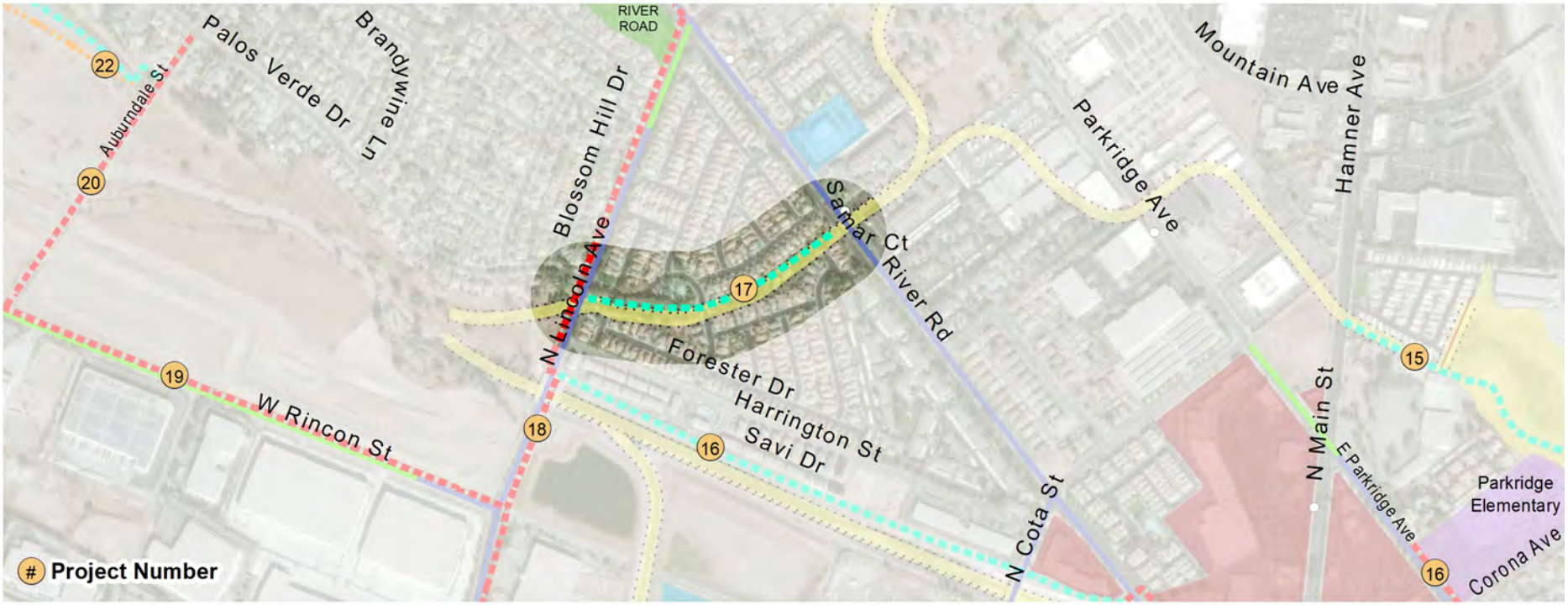
Trail Type 3

Length: 0.3 Miles

Parks: 0

Schools: 0

Transit Stops: 2

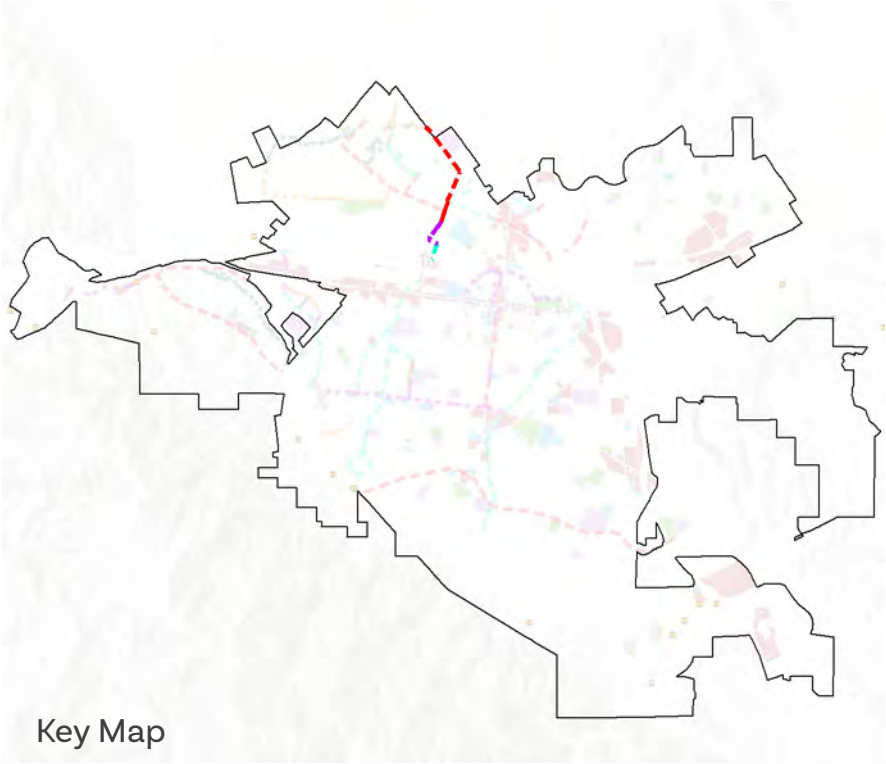


Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail

Existing Bike Facilities
- Class 2
- Class 3

Destinations & Connections
- Bus Stop
- Park
- School
- Public Facility
- Commercial and Office
- RCFC Flood Control property

0 250 500 ft



Key Map

Corridor #18: River Road / Lincoln Avenue Multi-use Path

This proposed Type 1 hard-surface multi-use path connects residential areas in northwest Corona to commercial land uses along Pomona Road, starting near Fairview Park and passing River Road Park. It intersects with four proposed projects as well as Railroad Street, which has sidewalks and Class 2 bike lanes heading toward the North Main Metro Station.

Trail Type 1, 2, and 3

Length: 2.0 Miles

Parks: 3

Schools: 1

Transit Stops: 1

Proposed Trail Alignments

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

Existing Bike Facilities

- Class 2
- Class 3

Destinations & Connections

- Bus Stop
- Park
- School
- Public Facility
- RCFC Flood Control property

See matchline on next page

0 250 500 ft

See matchline on previous page

Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
- Type 2: Hard-surface Recreational Path
- Type 3: Firm-surface Multi-use Trail

Existing Bike Facilities
- Class 2
- Class 3

Destinations & Connections
- Bus Stop
- Park
- Public Facility
- Commercial and Office
- RCFC Flood Control property

0 250 500 ft

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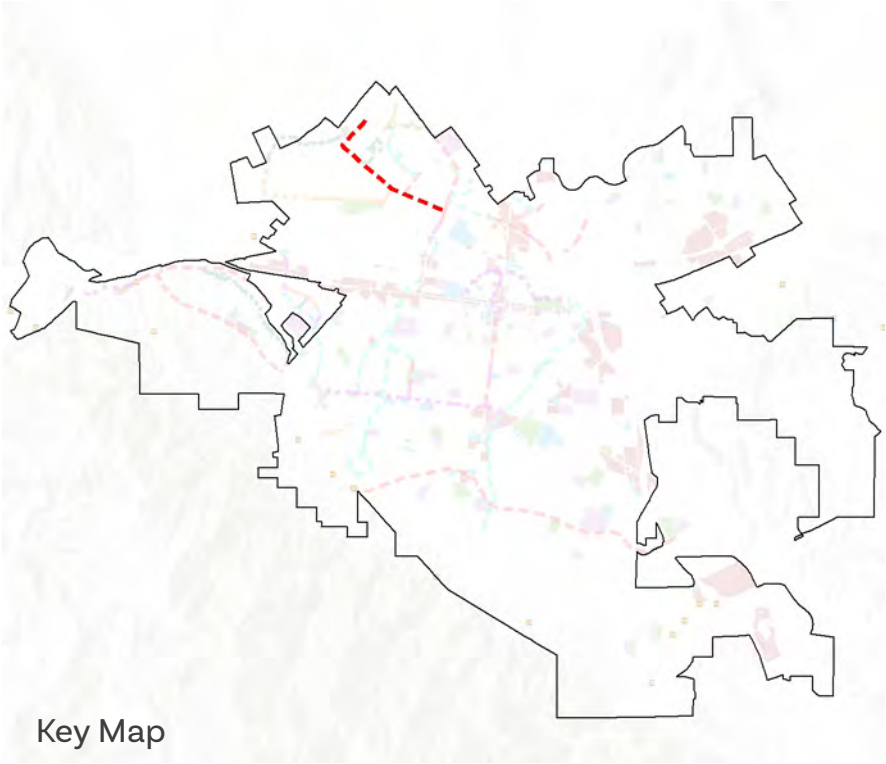


Key Map

Corridor #19: Rincon Street Multi-use Path

This proposed Type 1 hard-surface multi-use path runs along part of a previously-proposed Santa Ana River Trail Alignment. It starts in a residential area in northwest Corona with connection to sidewalks along Corydon Street and connects to Lincoln Avenue, replacing existing Class 2 and Class 3 bike facilities. It intersects Stagecoach Park and two proposed projects. A bridge crossing over a seasonal wash along Rincon Street presents a limited right-of-way; traffic calming, road realignment, and a section of Type 2 path may be necessary for this section.

Trail Type 1

Length: 2.0 Miles

Parks: 1

Schools: 0

Transit Stops: 0

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

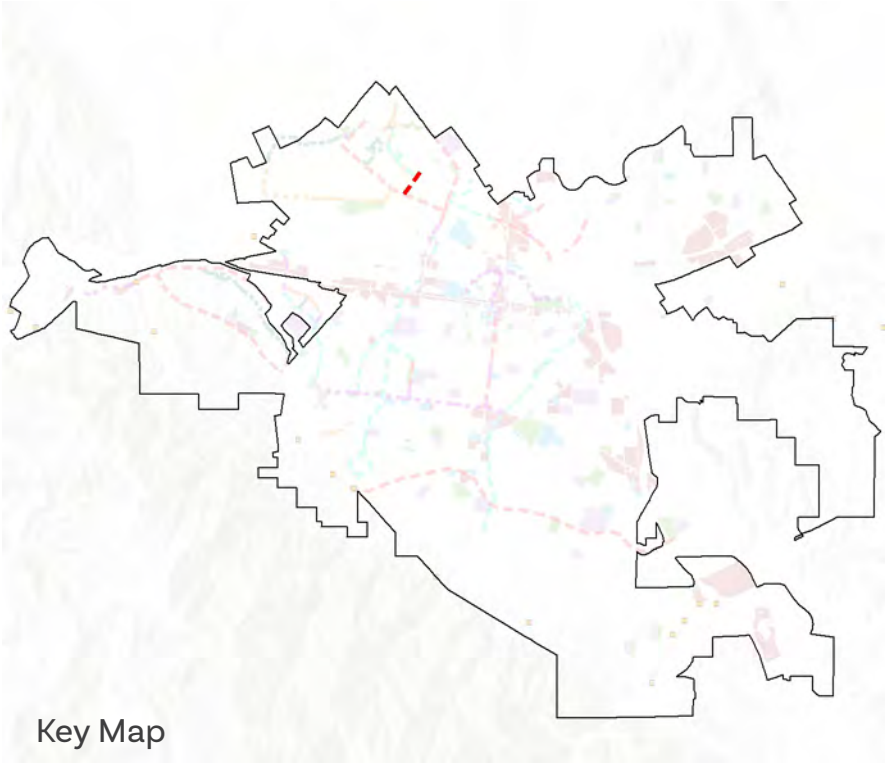
Existing Bike Facilities

- Class 2
- Class 3

Destinations & Connections

- Park
- Public Facility
- Commercial and Office
- RCFC Flood Control property

0 250 500 ft



Key Map

Corridor #20: Auburndale Street Multi-Use Path

This projects runs along Auburndale Street across a wide natural drainage channel from Rincon Street to Palos Verde Drive. The east end connects to residential sidewalks leading a short distance to Auburndale Park, and proposed nature trails (Project #22)are intersected just west of the residential area.

Trail Type 1

Length: 0.3 Miles

Parks: 1

Schools: 0

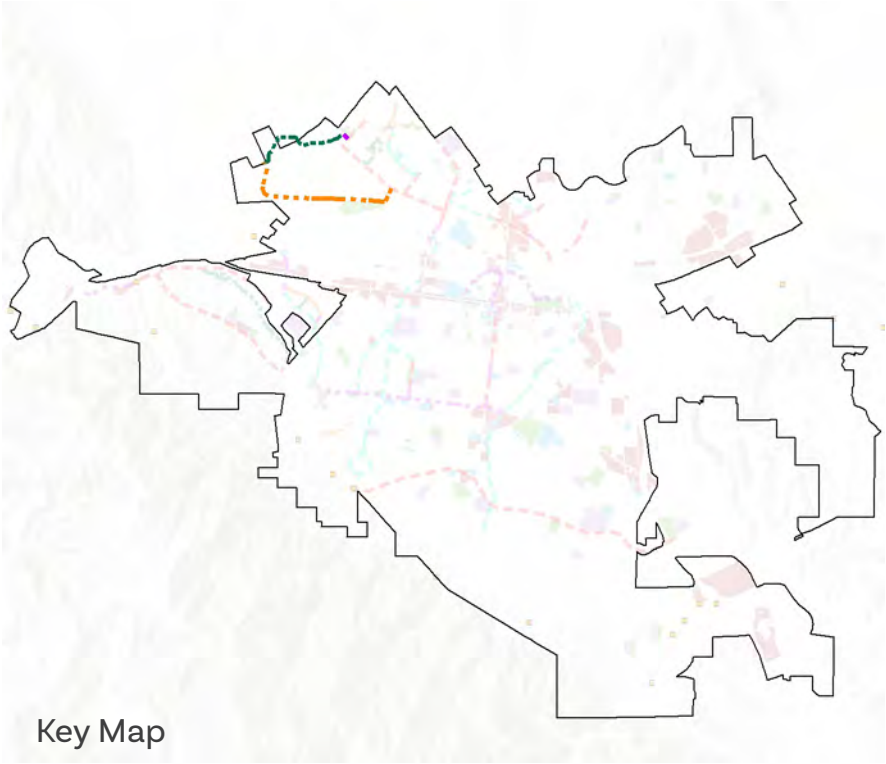
Transit Stops: 0

Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
- Type 3: Firm-surface Multi-use Trail
- Type 4: Firm-surface Recreational Trail
- Urban Trail

Existing Bike Facilities
- Class 2
- Class 3

Destinations & Connections
- Park

0 250 500 ft



Key Map

Corridor #21: Butterfield Park Trail Loop

The Butterfield Park Trail Loop is a combination of Type 4 firm-surface recreational trail and Type 5 soft-surface nature trail running along Butterfield Drive leading into open space in the Prado Basin and along the Santa Ana River. The proposed trail skirts residential area before exiting and Stagecoach Road across from Stagecoach Park and connecting to Corydon Street and Project #19.

Trail Type 2, 4, and 5

Length: 3.5 Miles

Parks: 2

Schools: 0

Transit Stops: 0

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
- Urban Trail

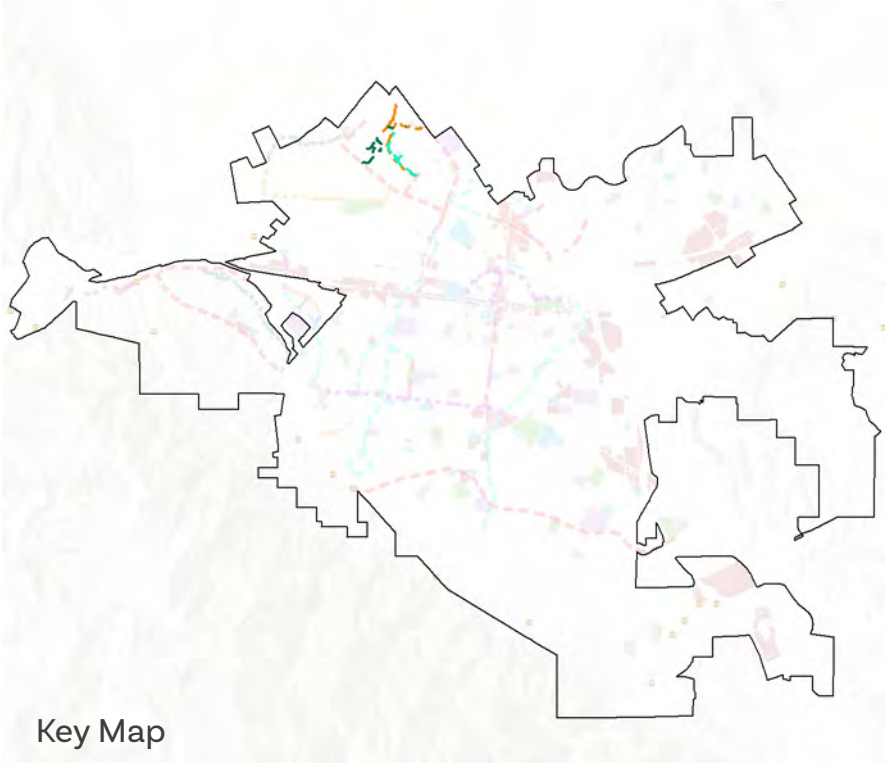
Existing Bike Facilities

- Class 2
- Class 3

Destinations & Connections

- Park
- Public Facility

0 250 500 ft



Key Map

Corridor #22: Neighborhood Recreational Trail Opportunities

This project utilizes open space and existing service roads to propose o a mixed-type network of trails between Rincon Street and River Road, with additional residential neighborhood connections at Fairview Park, Trenton Avenue, Bowdoin Street, Myrtle Street, Noah Circle, Auburndale Street, and Greenbriar Avenue.

Trail Type 3, 4, and 5

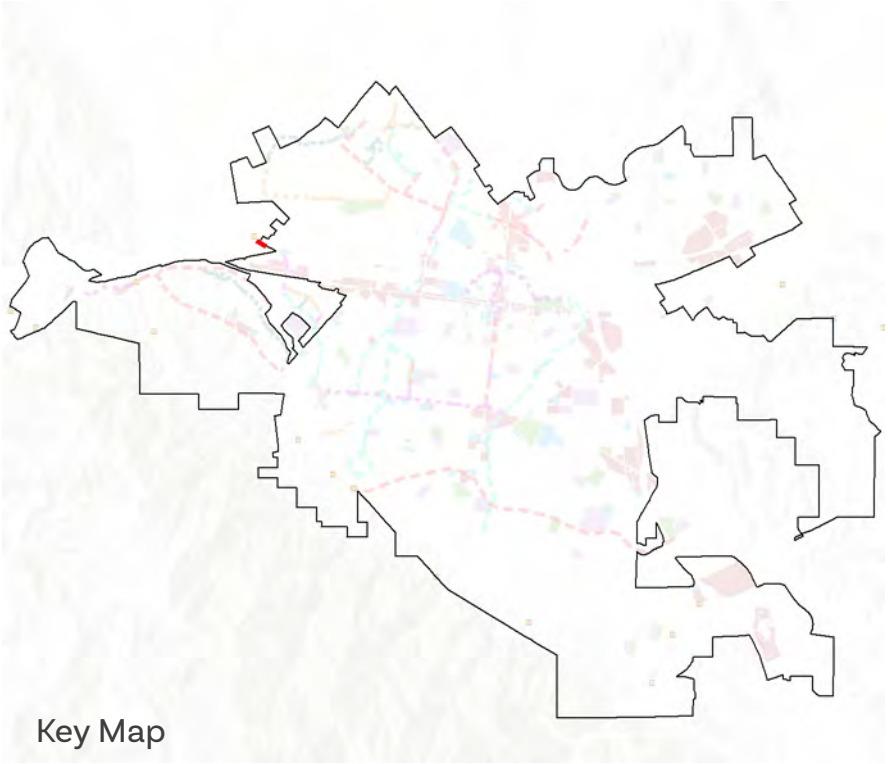
Length: 3.6 Miles

Parks: 1

Schools: 0

Transit Stops: 0


Greenview Ave
FAIRVIEW
Auburndale Intermediate
River Rd
RIVER ROAD
Brookdale Dr
Granada Ave
AUBURNDALE
Blossom Hill Dr
N Lincoln Ave
Country Club Ln
Nottingham Dr
Brandywine Ln
Forester Dr
Harrington St
Savi Dr
Palos Verde Dr
Greenbriar Ave
Auburndale St
Bowdoin St
Myrtle St
Corydon St
Cornerstone Way
Carriage Ln
Trail St
Roundup Rd
Bluff St
Hemingway Dr
Stagecoach Dr
STAGECOACH
Rock Ridge Ct
Big Spring Ct
W Rincon St
18
17
22
19
21
20
16
Project Number
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 Bike Facilities
Class 2
Class 3
Destinations & Connections
Bus Stop
Park
School
Public Facility
RCFC Flood Control property
0 250 500 ft



Key Map

Corridor #23: Santa Ana River Trail Staging Area Connection

This proposed Type 1 hard-surface multi-use path connects from Railroad Street to a future staging area for the Santa Ana River Trail on Auto Center Drive. It also provides connectivity to the West Corona Metrolink station by connecting to sidewalks and Class 2 bike lanes on Auto Center Drive. This alignment is also identified as an urban trail corridor.

Trail Type 1

Length: 0.2 Miles

Parks: 0

Schools: 0

Transit Stops: 0

Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
- Urban Trail

Existing Bike Facilities
- Class 2

Destinations & Connections
- Trailhead

0 250 500 ft

Parks as Rest Stops and Trailheads

The City's existing parks network can be used to enhance a person's experience when accessing a trail within or near the City. Parks neighboring existing and proposed trails can be branded as potential trailheads due to the availability of amenities and resources that a trail user may need. Parks typically have ample vehicular and bicycle parking, access to restrooms, and other passive recreation amenities such as benches and picnic tables. The City can enhance the trail experience by adding wayfinding and educational signage as well as QR codes related to a nearby trail, other park, or nearby points of interests. Branding City parks in this fashion and educating the community that parks serve as trailheads is a holistic method for approaching outdoor recreation. This method capitalizes on the City's existing outdoor infrastructure by communicating a well-known resource (parks) as a means to use access a new outdoor resource (trails). This method also allows the City to take advantage of existing facility to help reduce the impact of building new facilities.

Many cities throughout Southern California, such as City of Santa Clarita, brand and communicate trails through their parks division. This approach allows residents to easily learn about both resources and get accustomed to seeing them a vital links to each other. The City can utilize a similar approach and expand each of their online tools to showcase their parks as trailheads. This approach, as well as several other methods for shifting the culture around parks and trails, can be explored in Phase II of the master plan.

Trailhead signage at a park; Cleveland, Ohio

Trailhead access from a park; Irvine, CA

Proposed Circuit Trail Maps

The City's existing and proposed trail network offers multiple benefits to residents and visitors. Many of the proposed trails within this master plan have paved surfaces, and when implemented, could be used for both commuting and recreation purposes. Through proper design and implementation of the proposed network, the trails will provide the flexibility a Corona resident needs to meet some of their recreation and commuting needs. For example, a person would have the option to choose a combination of trails to meet their daily exercise goals or use a trail to run an errand.

The following figures depict potential trail circuits a person may use if the trail network is implemented. The circuits depicted in the following maps are intended to illustrate that the proposed trail network can support recreation and exercise. It would be up to the individual person to "choose their path" as some of the proposed circuits cross each other or are within close proximity. The recreational element of the proposed trail circuits is even more evident if the City pursues the use of existing parks as trailheads previously discussed.

Stagecoach Park, located just minutes from this bike route, could provide enhanced access to nearby existing and proposed trails

Butterfield Park could provide enhanced access to nearby proposed trails

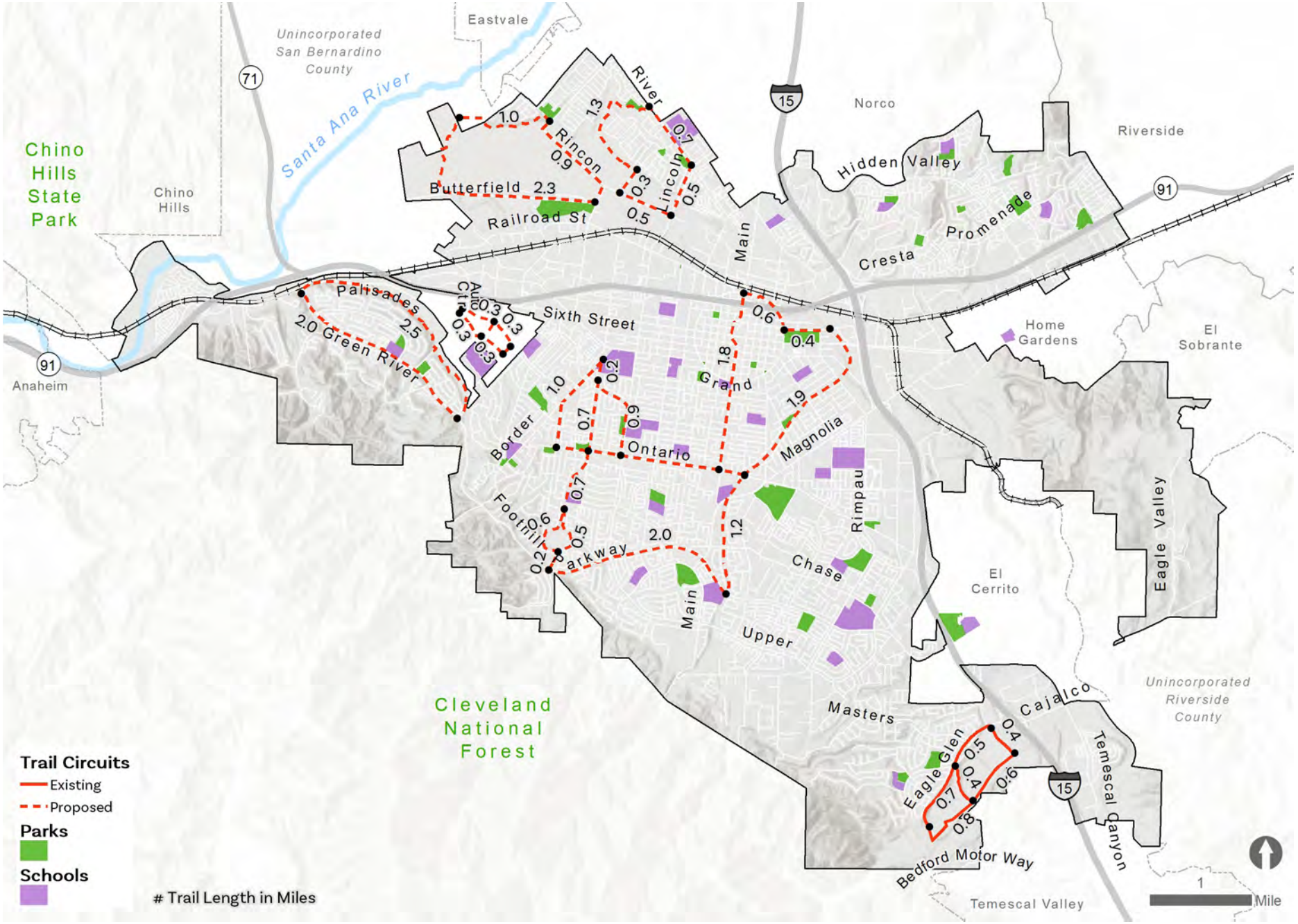


FIGURE 4-3: Potential Circuit Trails (Loops)

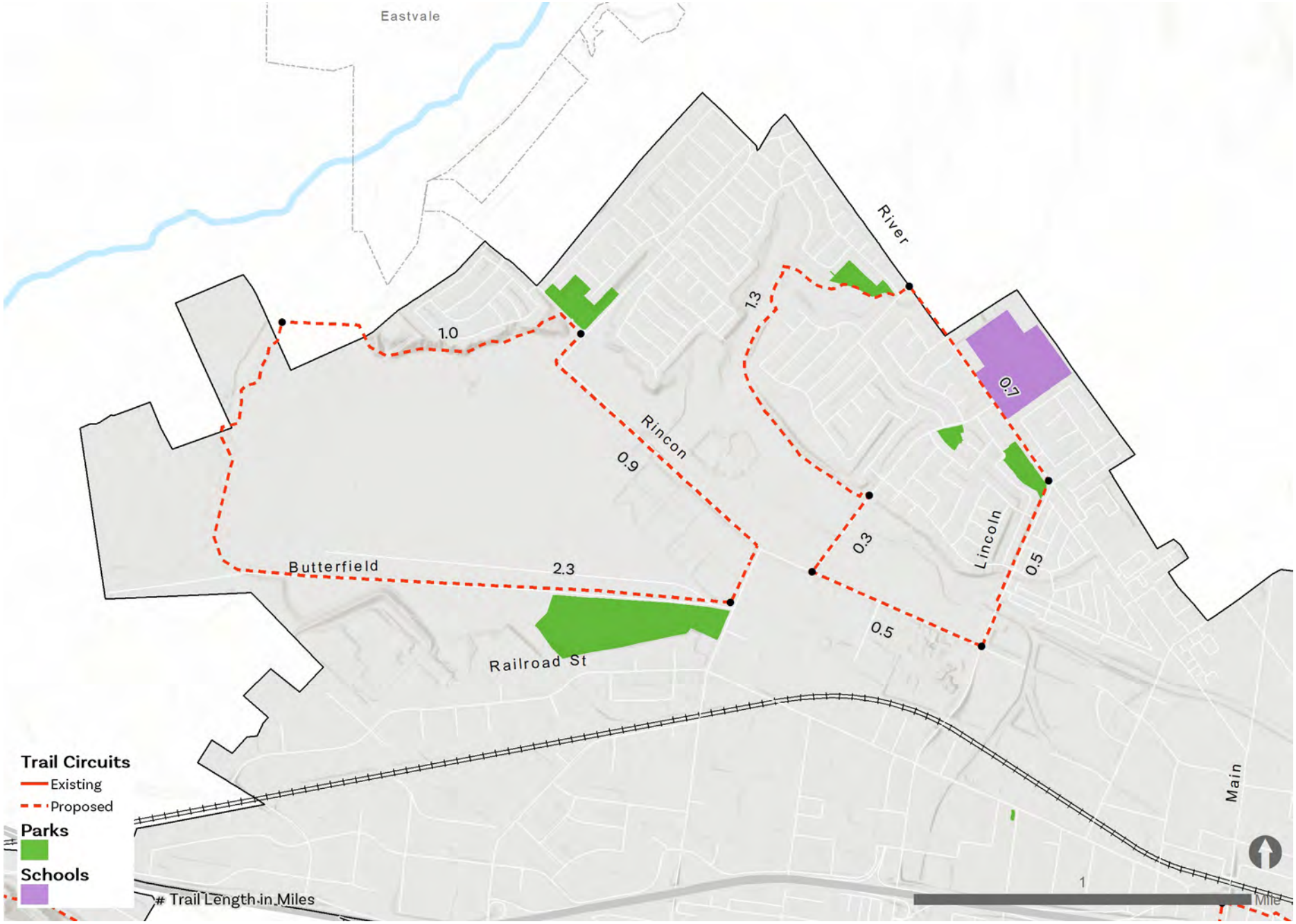


FIGURE 4-4: Potential Circuit Trails: Northen Corona

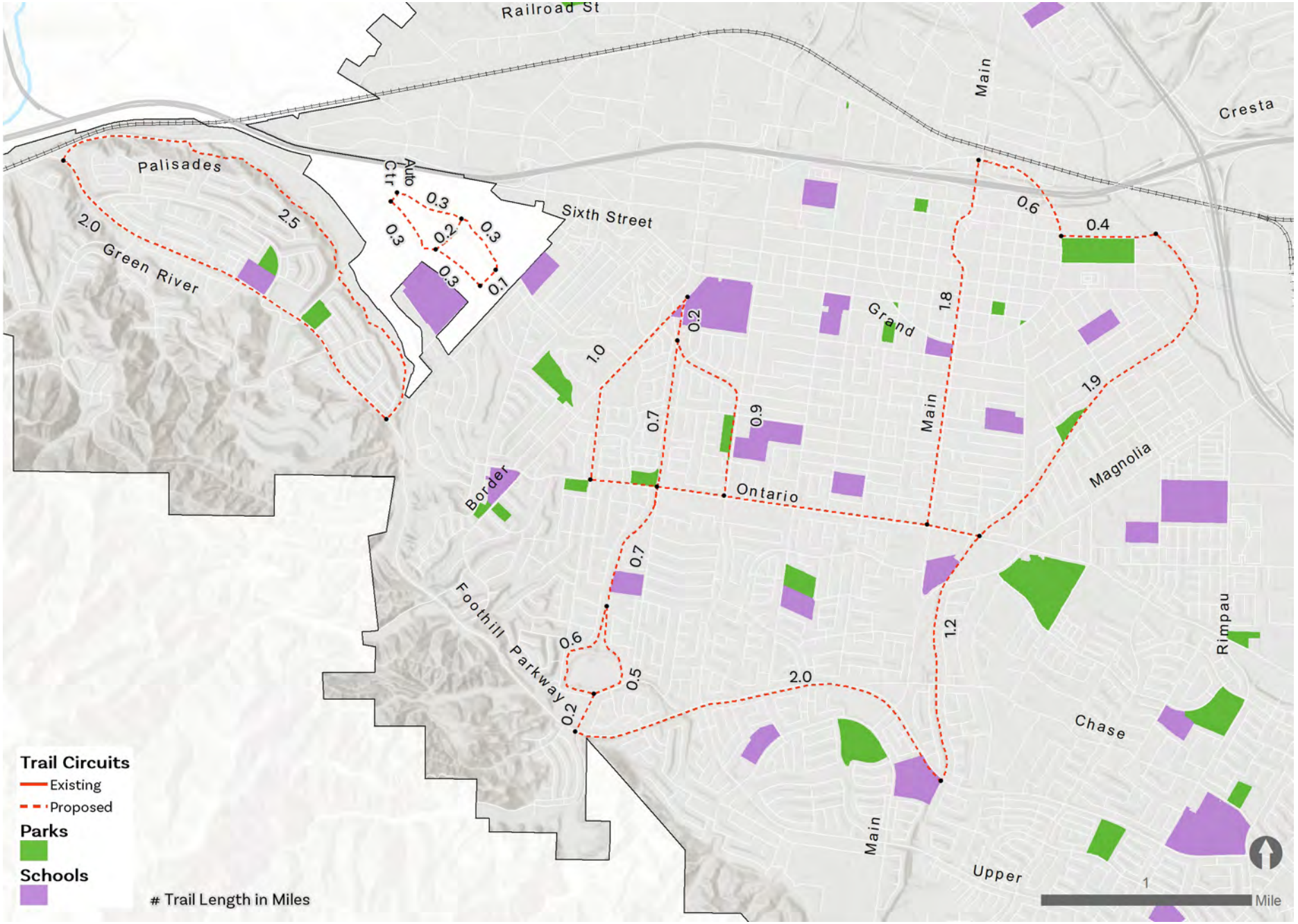


FIGURE 4-5: Potential Circuit Trails: Western Corona

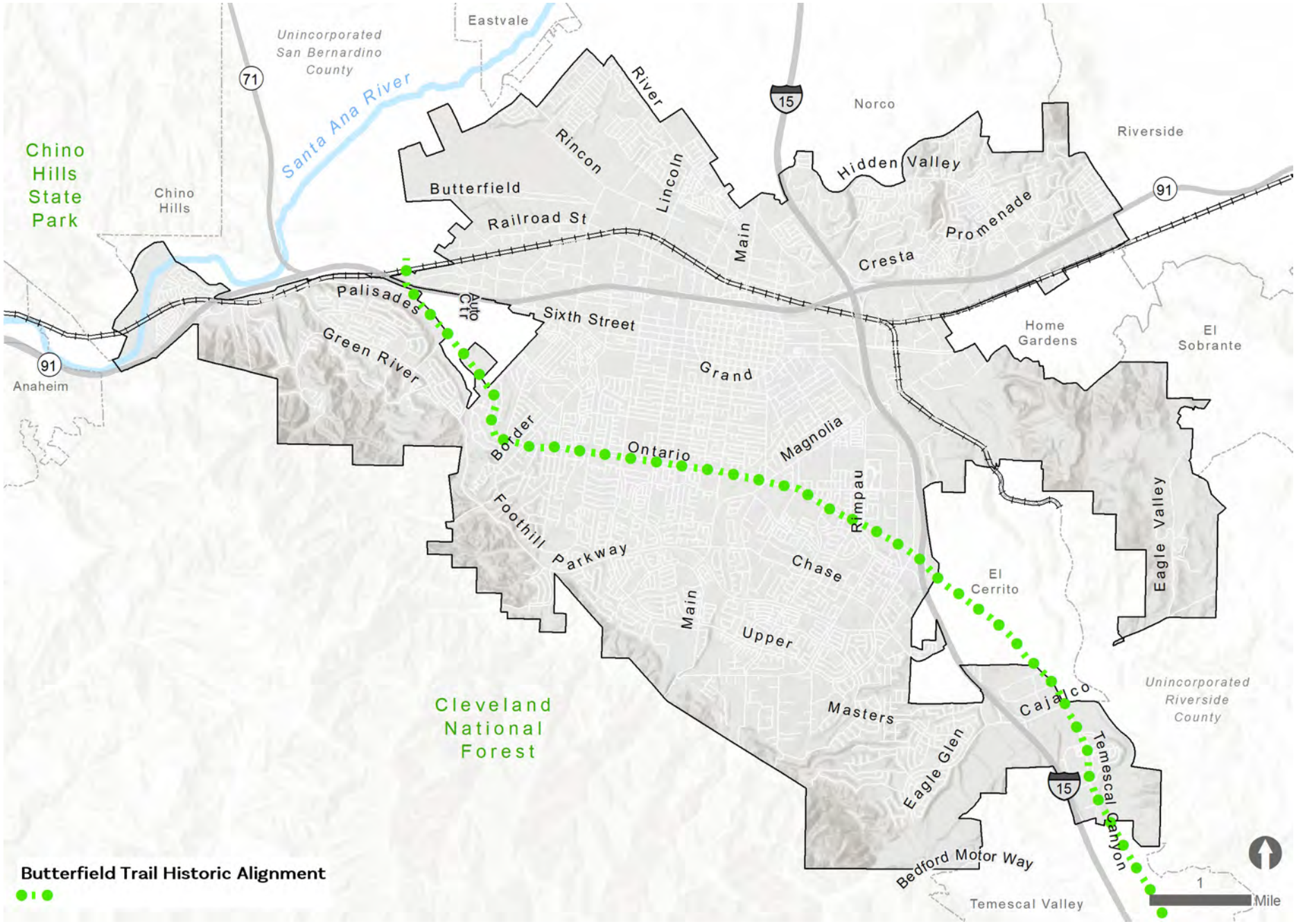


FIGURE 4-6: Butterfield Trail Historic Alignment