

Section 2 Trail Amenities

GOALS

To identify locations for trail staging areas which will provide basic facilities, such as restrooms, drinking water and parking for trail users.

PROJECT PROCESS

- **Staging:**
 - Identified maximum acceptable distance between staging areas.
 - Identified suitable existing facilities.
 - Identified additional facilities needed.
 - Identified suitable locations for new facilities.
- Identified existing transportation hubs in locations adjacent to trail alignments.
- Identified opportunities for turn out/ vista points along recommended trail alignments.
- Locations for safety fencing and barriers were identified.
- Locations for regulatory and locational signs will be identified in the next phase.
- Locations for landscaping were identified. Landscape design will be in the next phase.





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Introduction

A number of features are recommended as companion features to the SART. They include:

- Staging areas with various support facilities,
- Nearby equestrian centers with staging and support capability,
- A transportation hub,
- A turn out and vista point,
- Interpretive sites,
- Signage,
- Fencing/barriers and,
- Landscaping.

The following information is provided regarding each of these features.

Staging Areas

Staging areas provide a location where trail users can access the trail. In addition, they provide, at convenient intervals, the basic facilities needed to ensure a safe experience and minimize impacts to the trail and surrounding areas. There are five common user groups of an urban regional trail like the Santa Ana River Trail:

- Local pedestrians (e.g. exercise, walk the dog),
- Long-distance walkers and runners,
- Recreational equestrians,
- Recreational bicyclists, and
- Commuter bicyclists.

The restroom and other support needs of each of these user groups should be considered.

The spacing of the staging areas should both facilitate use by adjacent communities, as well as provide for the basic needs of the trail users. Accomplishing these two needs is well served if such areas are located approximately two miles apart. In all but one portion of the trail, this spacing can be met with existing park areas. In that one area, there is space and convenient access allowing for the development of a new staging area to fill this void. It is proposed that this area, referred to as the Auto Center Drive staging area, be considered for development as a part of the project (See Exhibit 2-1 in this section).

Recommended trail staging areas for the Santa Ana River Trail will provide the following amenities at all locations:

- Automobile parking,
- Drinking water facilities for people, and horses and dogs where possible,
- Shade trees or structures,
- Regulatory signage,
- Wayfinding signage,
- Benches, and
- Trash cans.

Some staging areas are proposed to include the following additional amenities:

- Restrooms,
- Parking for automobiles and equestrian rigs,
- Bicycle racks,
- Tie-ups for horses,
- Horse corrals,
- Interpretive signage, and
- Overnight parking.

An analysis was made as to potential staging areas and 10 locations were selected for inclusion. They are shown in Table 2-2, and on Maps 2-1 and 2-2.



The Horse Corral at Riverwalk Park in Eastvale is operated by the Jurupa Community Services District. Riverwalk Park is a recommended staging area.

The following provides information regarding key features of the staging areas.

Restrooms

With the exception of the proposed Auto Center Dr. staging area, all but two of the recommended areas have, or are proposed to have, ADA compliant restroom facilities.

Parking

All of the recommended staging areas have parking for automobiles. Half of the existing and future staging facilities have, or will have, equestrian parking. They are:

- Auto Center Drive,
- George Ingalls Equestrian Event Center,
- Silverlakes Equestrian Center and Sports Facility (Fee Area),
- Corydon Staging Area, and
- Hidden Valley Wildlife Area (Fee Area).

Nearby Equestrian Centers

The Silver Lakes Equestrian and Sports Complex is currently under construction in the City of Norco. It will contain an Olympic quality equestrian center including grass fields, multiple arenas for equestrian events, an equestrian competition space, an RV campground, and a staging area with direct access to the SART.

The George Ingalls Equestrian Event Center is an existing equestrian facility located in the City of Norco that is able to host many rodeos, equestrian events, and large horse shows. It has multiple event arenas with permanent seating, a warm-up arena, and enough holding pens and chutes to meet the needs of large events. Functioning as a staging area, it will connect to the SART via the existing Norco equestrian trail system along the city's streets.

Transportation Hub

The Auto Center Drive Metrolink Station and Riverside Transit Agency bus stop in West Corona will be only a short distance from the recommended trail alignment and the SART Auto Center Drive staging area. This station is on the SR-91 and Inland Empire-Orange County Metrolink lines and is served by thirty-five trains each work-day. The station is also the western terminus of the Riverside Transit Agency Route 1 bus. It will provide SART users with an important link to the wider, regional transportation network.

Turn out/Vista Point

A turn out is a widened section of the trail that allows users to stop and rest away from the main path of travel. As discussed previously, the project area contains many staging areas where trail users can stop and rest along the way. In addition, there is an opportunity to develop a turn out on top of the Auxiliary Dike in Reach III. This section of the trail is well suited for a turn out. Not only will it provide bicyclists with a needed resting place in the middle of a long, narrow stretch of the trail, but it will also offer a spectacular vista of both the Prado Basin wetlands and the mountains to the north from an elevated vantage point. This turn out is proposed to include:

- Bike racks,
- Benches,
- Coin operated telescope,
- Trash receptacles,
- Directional signage,
- Interpretive panel, and
- Protective fencing.

Interpretive Sites

Interpretive sites are ways to inform and/or educate visitors regarding areas or structures of interest, history, local culture, the natural environment, etc. They seek to increase people's appreciation of the natural and cultural resources of an area. The project will incorporate two interpretive sites in the form of kiosks. One of the sites will be located on the Auxiliary Dike turn out discussed earlier in this section. It will be designed in the next stage of the project. In addition, there is already an existing interpretive kiosk located adjacent to the USACE outflow channel bridge at the base of the Prado Dam. This kiosk was built by the USACE in honor of Victor V. Veysey, a past Assistant Secretary of the Army from the local area. The USACE kiosk provides information on the Santa Ana River Mainstem Project and Trail System, as well as the Prado Dam.

Signage

Directional, distance, regulatory, and interpretive signs are recommended along the trail. The location and design of signage will be developed in the next stage of the project. The Santa Ana River Trail Technical Advisory Committee has a sub-committee dedicated to developing signage standards for the SART and the project will apply these standards to the signage design.

Fencing/Barriers

Fencing and/or barriers will be needed in certain parts of the project. Although the type and design of the fencing and barriers will be developed in the next stage of the project, the table below provides a summary of the locations where it will be needed.

Table 2-1: Trail Fencing and Barrier Locations*

Reach Description	Comments
I	Fencing will be needed on the channel side of each trail by the outflow channel. Fencing will need to meet USACE standards.
III	Fencing will be needed on the basin side of the paved trail at the top of the Auxiliary Dike. Fencing will need to meet USACE standards.
V	An existing chain link fence, adjacent to the streets, surrounds the airport. A portion of it, north of Butterfield Dr., will be replaced with a post and rail type fence. An additional chain link fence will be located between the trails and the airport.
IX	On the Eastvale side of the river, a post and rail fence will be needed where the multi-use trail will be next to a large drainage structure.
XI	The Class Ib trail along River Dr. will require a barrier between the road and the paved trail, as well as a chain link fence between the trail and the bluff.
XII	A post and rail type fence will be needed between the two trails along Arlington Ave.

* Post and rail fencing will be utilized between the paved and soft surface trails, and between the soft surface trails and vehicular traffic, throughout the project.

Landscaping

Landscaping will be needed at the proposed Auto Center Drive Staging Area, as well as sections where it will be used to separate the Class I paved trail from the road, or the paved trail from the unpaved. Landscaping will be designed at the next stage of the project, but will consist of regional native plants. Any landscaping in the Prado Basin area must comply with the habitat restoration plan for this area.

Table 2-2: Park Facilities at Staging/Rest Areas

Map #	Park Name	Location	Existing and Future Facilities								
			Restrooms	Auto Parking	Eques. Parking	Drinking Water	Eques. Tie-ups	Eques. Water	Bicycle Racks	Shade	Trash Receptacles
1	Auto Center Drive (Proposed)	Corona	Future	Future	Future	Future	Future	Future	Future	Future	Future
2	Butterfield Park	Corona	X	X		X			X	X	X
3	Stagecoach Park	Corona		X		X				X	X
4	Corydon Staging Area (across from Wayne Makin Park)	Norco	Future	X	X	Future	X	X		Future	Future
5	Community Center Park	Norco	X	X		X	X	X	X	X	X
6	George Ingalls Equestrian Event Center	Norco	X	X	X	X	X	X		X	X
7	Riverwalk Park	Eastvale	X	X		X	X	X		X	X
8	Eastvale Community Park*	Eastvale		X							X
9	Silverlakes Equestrian Center and Sports Facility (Future)	Norco	X	X	X	X	X	X	X	X	X
10	Hidden Valley Wildlife Area	County	X	X	X	X	X	X	X	X	X

* Eastvale Community Park is in the planning stage



Map 2-1: Santa Ana River Trail - Recommended Trail Alignments and Staging Area Locations, Reaches I-VIII





Map 2-2: Santa Ana River Trail - Recommended Trail Alignments and Staging Area Locations, Reaches IX-XII



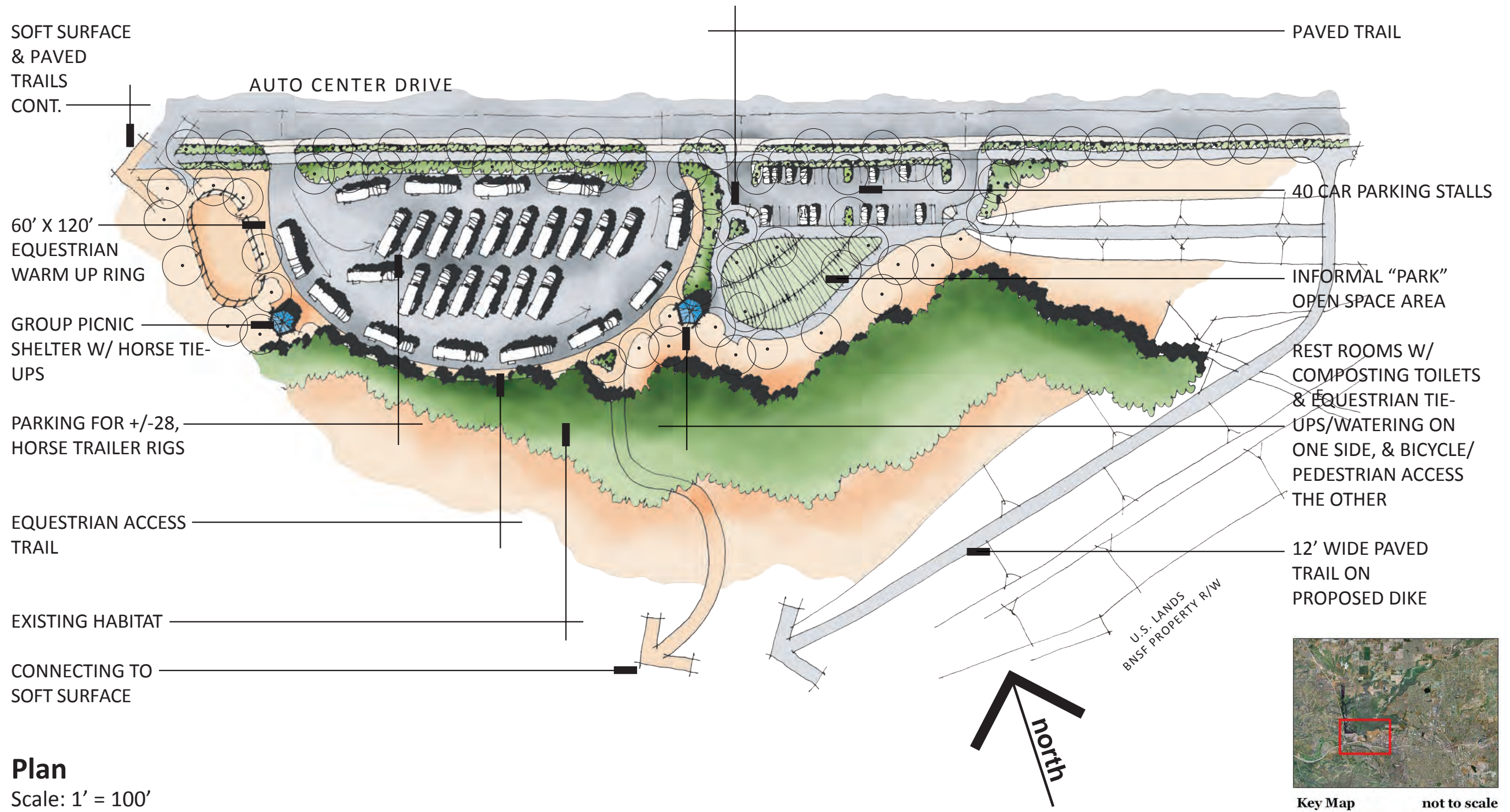


Exhibit 2-1
Santa Ana River Trail - Recommended Trail Alignment
REACH III, Proposed Staging Area at Auto Center Dr.