

## Section 9 Public Workshops

### GOALS

To inform the public about recommended alignments and gather feedback.

### PROJECT PROCESS

- Identified dates and locations for public workshops.
- Developed a contact list, and emailed and mailed information to contacts about the workshops, including copies of the flyers for posting in public venues.
- Distributed press releases about the public workshops to local newspapers.
- Posted the workshop dates and locations on the County of Riverside, City of Corona, City of Norco, JCSD, and SAWPA websites.
- Developed a Power Point presentation of the recommended alignments, including maps, sections and key text.
- Hosted 3 workshops, 1 each in Corona, Norco and Riverside. The workshops consisted of:
  - Power Point of 3 alternatives,
  - Break-out group discussions,
  - Break-out group summaries, and written and oral comments.
- Cataloged and responded to comments.
- Emailed comments and responses to workshop attendees.





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## Introduction

A Master Plan for the unfinished segments of the Santa Ana River Trail in Orange, Riverside and San Bernardino Counties was prepared in 2004. It explored optional alignments and recommended temporary and permanent alignments. Public input was incorporated into the plan, and it was approved by the Riverside County Board of Supervisors and the City of Corona City Council.

This study was designed to build on the 2004 Master Plan. Focusing on the reaches of the trail between SR-71, downstream, and Hidden Valley Wildlife Area, upstream, it explored the technical requirements for constructing the trail and the environmental impacts of the potential trail alignments. Further, meetings were held with land managing agencies to identify compatible areas for the trail alignment. Using the information gained, a recommended alignment was selected and presented and discussed at three public workshops as follows:

- June 8, 2010, Norco CA,
- June 10, 2010, Corona, CA, and
- July 21, 2010, Riverside CA.\*

## Overview of Public Input

The three public workshops were attended by over 120 potential trail users, including bicyclists and equestrians, and city and county staff from jurisdictions within and surrounding the project area. After consideration of the Power Point presentation and break-out discussions of the information presented, attendees provided written and oral comments related to the following main topics:

- Signage,
- Staging/Rest Areas,
- Class II Bike Lanes, and
- Safety.

Comments and responses are summarized in Table 9-1 following this section.

In particular attendees expressed support for:

### Signage

- Regulatory signage that would clarify safe trail practices, and trail etiquette,
- Interpretive signage,
- Wayfinding signage that would identify:
  - The current location of the user,
  - Connections to other trails, recreational facilities, and public transportation,
  - Restrooms and drinking water, and
  - Nearby community facilities, such as public transit.

## Staging/Rest Areas

- Equestrian facilities at staging areas,
- Restrooms and water at staging areas, and
- Overnight parking/camping.

## Class II Bike Lanes

- Class I Bikeways (off the street),
- Avoiding at-grade crossings,
- Using Bike Boxes (striped waiting area), and
- Staying within view of the river.

## Safety

- Safety fencing,
- Providing an adequately wide, separated trail lane on bridges,
- Avoiding conflicts with pedestrians and vehicles,
- Adequate emergency access,
- Keeping equestrian trails off of the street,
- Equestrian accessible traffic signal buttons, and
- Minimum 36" wide access for wheelchairs.

## Other

- Keeping existing, river trail routes open after the Santa Ana River Trail is built.

**Table 9-1: Santa Ana River Trail - Comments and Responses from Public Workshops  
June 8, 2010, Norco CA; June 10, 2010, Corona, CA; July 21, 2010, Riverside, CA**

Topic	Comment #	Question	Response
<b>Signage</b>			
	1	Can standard signage be developed for marking surface streets that complete the missing portions of the trail - immediately for the whole stretch, then revised as each phase is built?	Noted. This will be studied during the design phase, and implemented if feasible and funding is available.
	2	Would like to see interpretive signage regarding flora and fauna and historical tie-ins.	There will be interpretive signage recommended along the trail.
	3	Would like to have location signage with map that shows where the user is.	Noted. This will be studied during the design phase, and implemented if feasible and funding is available.
	4	Would like to see bike logo painted on the street to warn cars to share the road when the street is too narrow for a bike lane.	Noted. This will be studied during the design phase, and implemented if feasible and funding is available.
	5	Would like to see signage that educates users about trail etiquette and safety and the needs of other users - in addition to the standard triangular right of way diagram.	Noted. This will be studied during the design phase, and implemented if feasible and funding is available.
	6	Would like to see standard horse-bike-walker right-of-way signs.	These are standard for the Santa Ana River Trail.
	7	Would like to have GPS coordinates posted along the trail.	Location information will be provided on the trail.
<b>Staging/Rest Areas</b>			
	8	Use parking at Wayne Makin Park.	This is a designated staging area for the trail. However, to access the proposed SART alignment on the right bank (facing downstream) of the river, equestrians will need to either use the existing Norco equestrian trail system to River Rd. or cross in the river bed.
	9	Will there be overnight parking at staging areas?	No, with the exception of the following two areas: There may be overnight camping at Hidden Valley Wildlife Area in the future. There will be camping at the Silverlakes facility for special events. It is possible that special arrangements could be made.
	10	Will there be horse stalls at staging areas?	Only at the Silverlakes facility. There will be tie-ups built to meet the existing Norco standard.
	11	Will there be water for animals at staging areas?	Water for animals will be included as a design guideline for all locations with available water.
	12	Will there be restrooms at staging areas?	All public parks identified for staging have accessible restrooms.
	13	Horse tie-ups made out of steel & concrete (no wood) - City of Norco has specs for this.	Noted. This will be studied during the design phase, and implemented if feasible and funding is available.
	14	Would like to see a connection across the river from the staging area adjacent to Wayne Makin Park.	This would require a bridge. The expense and environmental impacts of such a bridge would be impractical for this project.
	15	Would like an overnight staging area at Silverlakes.	Noted. This will be studied during the design phase, and implemented if feasible and funding is available.
	16	Would like to see periodic outhouses along the trail.	There are restrooms at intervals of 1.5 - 2 miles along the trail.
	17	Proposed Auto Center Dr. staging area well laid out for multi-use.	N/A
	18	Auto Center Dr. staging area needs water for horses.	Noted. This will be studied during the design phase, and implemented if feasible and funding is available.
	19	Include handicapped parking at Auto Center Dr. staging area.	This is a legal requirement for all public parking lots.
	20	West Corona Metrolink station staging area should have a connection to the existing bicycle lane nearby.	Not part of this project. Contact City of Corona.
	21	At Auto Center Dr. proposed staging area would like decomposed granite parking, restrooms for horses with holding pens and tie-ups next to restrooms.	The equestrian parking lot is currently planned to be decomposed granite. There will be a perimeter fence.
	22	Need accessible restrooms and other facilities at staging areas.	All public parks identified for staging have accessible restrooms.
	23	Would like to see water stations along the trail.	There will be drinking water for people and animals at all of the staging areas shown at the meeting with the exception of the staging area at the Golf Course.
<b>Class II Bike Lanes</b>			
	24	Would it be possible to have something like the Portland Oregon Bike Box for Class II trails in Norco?	This is a possible solution for the Class II bicycle trail on larger streets such as Detroit, Crestview and Arlington, but not on smaller residential streets.
	25	Would like to see bikes off of public streets.	Wherever possible this will be done.
	26	Completely oppose to planning "striped bike lane" portions of the route through Norco. Particularly in areas with parking along the street.	Noted.
	27	If no off the road solution can be found please advocate for bicycle loops and sheltered bike lanes.	Noted. This will be studied during the design phase, and implemented if feasible and funding is available.
	28	Long detours of the bike trail onto streets - far from the river - are totally undesirable.	These will be used only when other solutions cannot be implemented.
	29	Try to avoid at-grade street crossings, but if unavoidable use automatic lights triggered by bollards and flashing light in the pavement.	This will be addressed during the design phase.
	30	Priority to Hidden Valley and Arlington - connection to surface streets - use Edison easement for trail.	We will investigate ownership of adjacent properties to determine the feasibility of putting the trail off of the street.
	31	Why force bicycles into Norco?	Where possible the trail was routed to the other side of the Santa Ana River. However, to connect to the existing and proposed Santa Ana River segments north and south of Norco routing bicyclists through Norco is necessary.

**Table 9-1: Santa Ana River Trail - Comments and Responses from Public Workshops  
June 8, 2010, Norco CA; June 10, 2010, Corona, CA; July 21, 2010, Riverside, CA**

Topic	Comment #	Question	Response
	32	Would like to see parking buffered bike lanes in Norco.	The California Highway Design Manual states: "Bike lanes shall not be placed between the parking area and the curb. Such facilities increase the conflict between bicyclists and opening car doors and reduce visibility at intersections. Also, they prevent bicyclists from leaving the bike lane to turn left and cannot be effectively maintained." The streets that are designated for the trail in Norco generally have low traffic volumes and speeds and most people have garages and driveways so on-street parking is also light. Will investigate.
	33	Would like to have a Class I bike trail along the north side of Atlington Ave. instead of Class II bike lanes.	The bikeway will only be on River Dr. if the narrow areas of the bluff can be extended out.
	34	Concerned about River Dr. bike access and safety in narrow areas. Possible one-way bike trail along there.	
<b>Safety</b>			
	35	On the bridge over the spillway, is the fencing high enough for horses?	Noted. This will be studied during the design phase, and implemented if feasible and funding is available.
	36	Concerns about safety on the proposed updated Hammer Ave. bridge.	New Hammer Ave. bridge has not yet been designed. Specifications for the trail portion of the bridge will be part of the final report.
	37	Concerns about objects falling from River Dr. down onto the future soft surface trail on the existing bluff stabilization bench.	There is a fence at the top of the slope which will remain. A second barrier lower on the slope will be considered.
	38	Has concerns about conflicts between horses and cars in the causeway connection beneath Hammer Ave. at the Silverlakes project.	This is a separate project - contact the City of Norco Public Works and Parks.
	39	Rincon St. trail looks safe for horses.	N/A
	40	Keep equestrians off of the streets.	Wherever possible this will be done.
	41	Road crossings should have access to crosswalk buttons from waist height.	Noted. This will be studied during the design phase, and implemented if feasible and funding is available.
	42	Concerns about visibility and safety around tight corners.	Noted. This will be studied during the design phase, and implemented if feasible and funding is available.
	43	Put the pedestrians with the bicyclists because they can spook horses.	They also can be a safety hazard with bicyclists. They will not be prohibited from either trail and it will be their choice which to use.
	44	Bike trail higher over a horse trail can spook a horse (River Street) (did not give minimum separation distance).	The separation between the two trails is greater than 25' so this should not be an issue.
	45	Would like to have railing on river side of equestrian trail on bench along the Norco bluff (upstream of Hammer Ave.).	Noted. This will be studied during the design phase, and implemented if feasible and funding is available.
	46	Concerned that any bridges (or other high areas) will have appropriate fencing on the sides for horsemen.	Noted. This will be studied during the design phase, and implemented if feasible and funding is available.
	47	Wheel chairs need 36" wide minimum access to trail.	Noted. This will be studied during the design phase, and implemented if feasible and funding is available.
	48	Would like to see first aid stations.	Noted. This will be studied during the design phase, and implemented if feasible and funding is available.
	49	Major problem is lack of emergency mile markers from the ocean to the mountains. This is a critical need.	Noted. This will be addressed at the design phase and coordinated with the emergency response agencies. A common system for emergency response teams is to use Thomas Guide grids.
<b>Other</b>			
	50	What about a second causeway just for bicycles and horses?	That would need to be a future project separate from this one.
	51	Norco has plans for a horse trail on Detroit St. bridge - will there be room for that and bicycles too?	It might require widening the Detroit St. bridge. An alternate route is being considered.
	52	Is concerned about possible future limitations on existing trails once the Santa Ana River Trail is constructed.	This is outside the scope of our project.
	53	Some of the alternatives through Norco seem better than the recommended alignment.	Noted, but not specific enough for a response.
	54	Concerns about flooding on Rincon St. Suggestion to raise the trail.	The trail will be built to withstand the flooding in this area, however seasonal closures will occur as needed. Raising the trail is a costly option.
	55	Hammer Ave. causeway height needs to be a minimum of 14'.	This is not part of this project. Contact the City of Norco public works. This information will be passed along to the City of Norco.
	56	Interested in knowing more about the equestrian trail from SR-71 to the beach and through Riverside.	<a href="http://www.riversidecountyparks.org/trails">http://www.riversidecountyparks.org/trails</a> and <a href="http://www.sartrail.com">http://www.sartrail.com</a>
	57	Need access to streets from the trail - practical for commuting (as opposed to a winding scenic route).	There will be connections to the Santa Ana River Trail where feasible. Where not feasible Class II Bikeways can be used as an alternative.
	58	Would like trail to include some "wild areas" for walking only.	Most of the wild areas along this route are endangered habitat so this may be difficult to do.
	59	A wooden boardwalk is not a good idea - rough riding surface and weathers badly and is expensive to maintain.	A raised trail may be used, but it will be paved.
	60	Trails following the river may be subject to wash out. The river channel location shifts between Hammer Ave. and River Road.	Noted.
	61	Consider access to facilitate commuter travel to multi-modal centers.	Connection to Corona Metrolink station at Auto Center Dr. has been incorporated into the plan.

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