

Corona Trails Masterplan Phase II



City of Corona | August 2023

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THE ASK

City Council review of Draft
Trails Masterplan Phase II



PROJECT BACKGROUND



- 2019 Trails Master Inventory – Collect and Catalogue
- 2021 Trails Master Plan, Phase 1 – Concepts and Standards
- 2022 Trails Master Plan, Phase 2 – Refine and Prioritize

VISION & GOALS

- *Vision: The Trails Master Plan will improve connectivity to local destinations, close gaps in our trail system and increase safety and accessibility to open spaces.*
- Goals:
 - Making Corona the City of Trails
 - Preserving & Improving Trail Access
 - Accommodating Needs of Various Trail Users & Stakeholders
 - Proposed Trail Analysis & Prioritization
 - Standards, Maps, & Implementation
 - Partner Jurisdiction Coordination



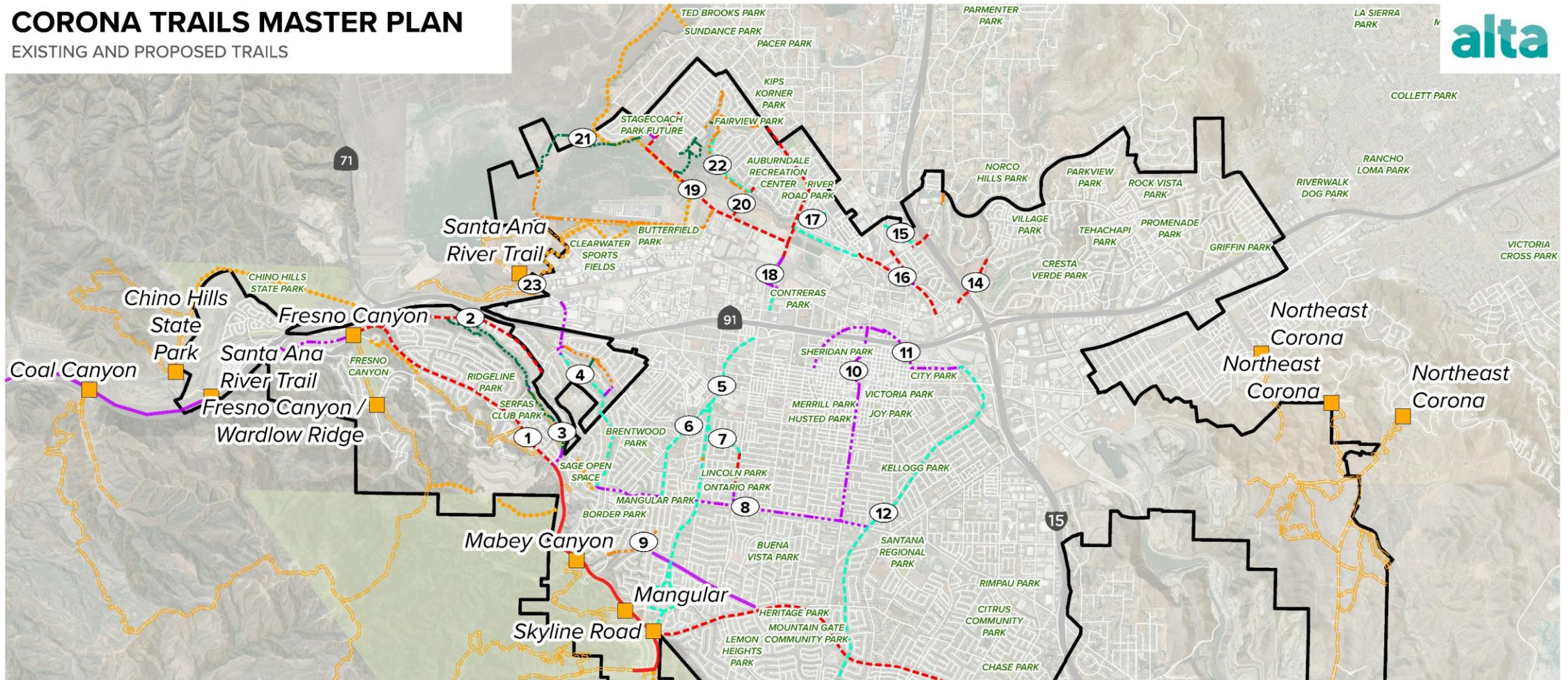
CURRENT STATE OF TRAILS & OPPORTUNITIES ANALYSIS

- Trails Master Inventory
- Trails Master Plan Phase 1
- Adjacent / Previous Plans
- Existing and Proposed Trails
- Like Cities Research
- Trail Prioritization
- Impact Analysis



CORONA TRAILS MASTER PLAN

EXISTING AND PROPOSED TRAILS

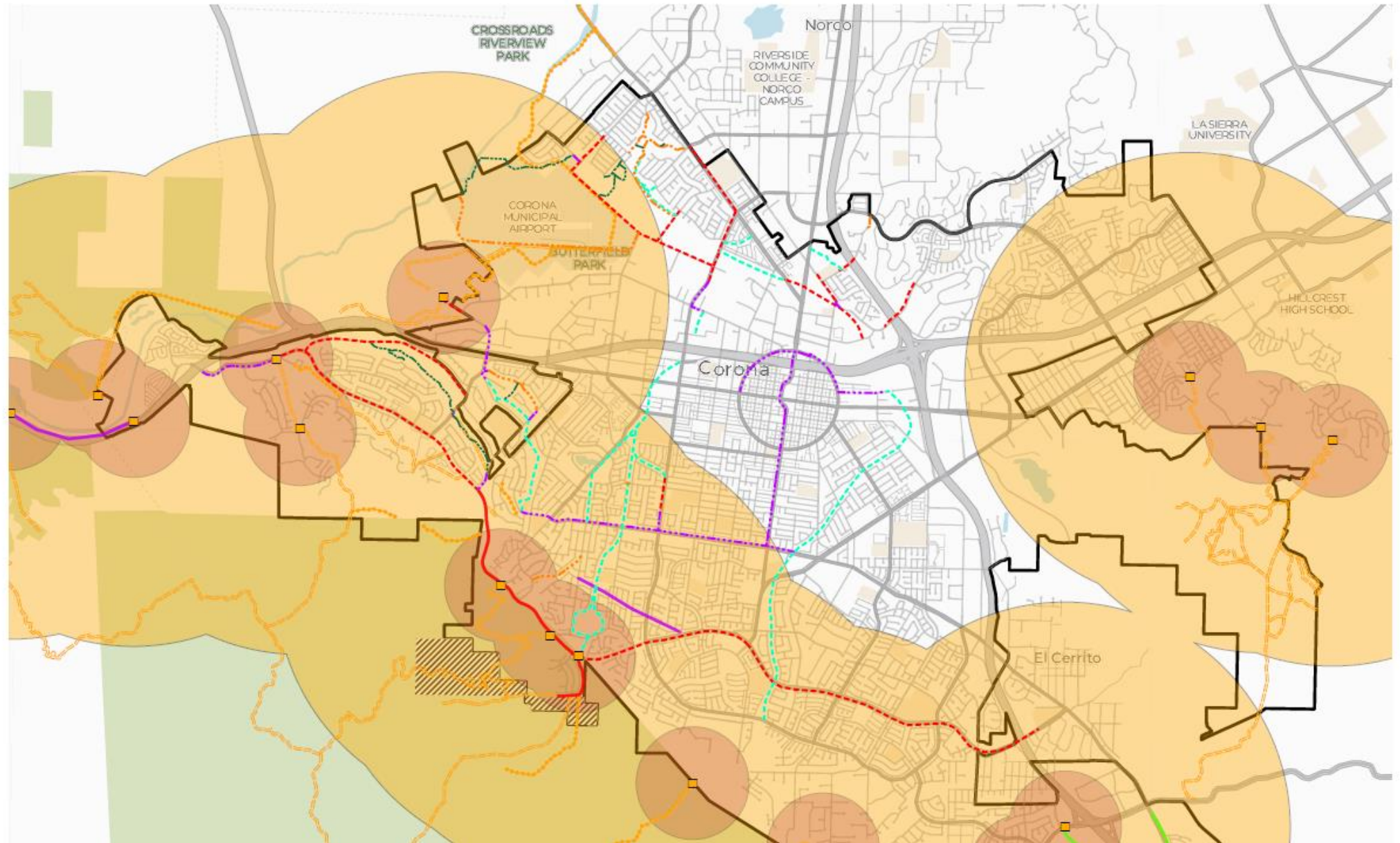


LEGEND

Proposed Trail Alignments	Existing Trails and Paths	Trails from Inventory Project	Parks
<ul style="list-style-type: none"> --- 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 	<ul style="list-style-type: none"> --- Type 1 Multi-use Path --- Type 2 Recreation Path --- Type 3 Multi-use Trail 	<ul style="list-style-type: none"> --- Type 4 Recreational Trail --- Type 5 Nature Trail 	<ul style="list-style-type: none"> Trailheads City Boundary

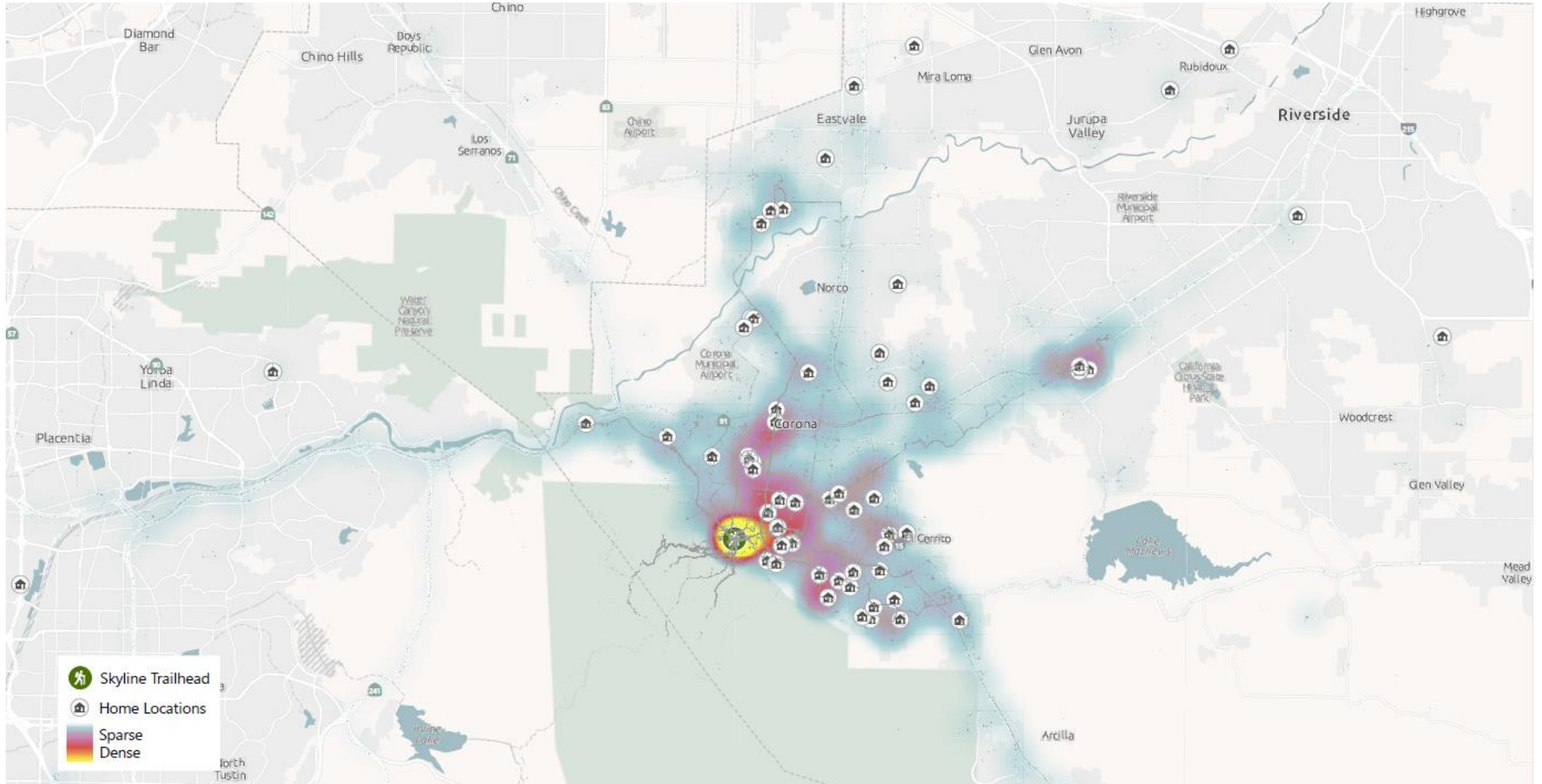
CURRENT STATE OF TRAILS COVERAGE GAP ANALYSIS

- BIKESHED/WALKSHED
- Trail Access Points
- Proposed Trail Alignments
- Type 1: Hard-surface Multi-use Path
 - Type 2: Hard-surface Recreational Path
 - Type 3: Firm-surface Multi-use Trail
 - Type 4: Firm-surface Recreational Trail
 - Type 5: Soft-surface Nature Trail
- Existing Trails and Paths type
- Type 1 Multi-use Path
 - Type 2 Recreation Path
 - Type 3 Multi-use Trail
- Trails from Inventory Project
- Type 4 Recreational Trail
 - Type 5 Nature Trail
- .5 Mile Trailhead Buffer
 - 2 Mile Trailhead Buffer
 - Skyline Property
 - Corona Boundary



Visitors can access Bedford Motorway via the Eagle Glen Golf Course. However, most visitors access the Motorway through the private McMillan Property.

ORIGIN & DESTINATION ANALYSIS

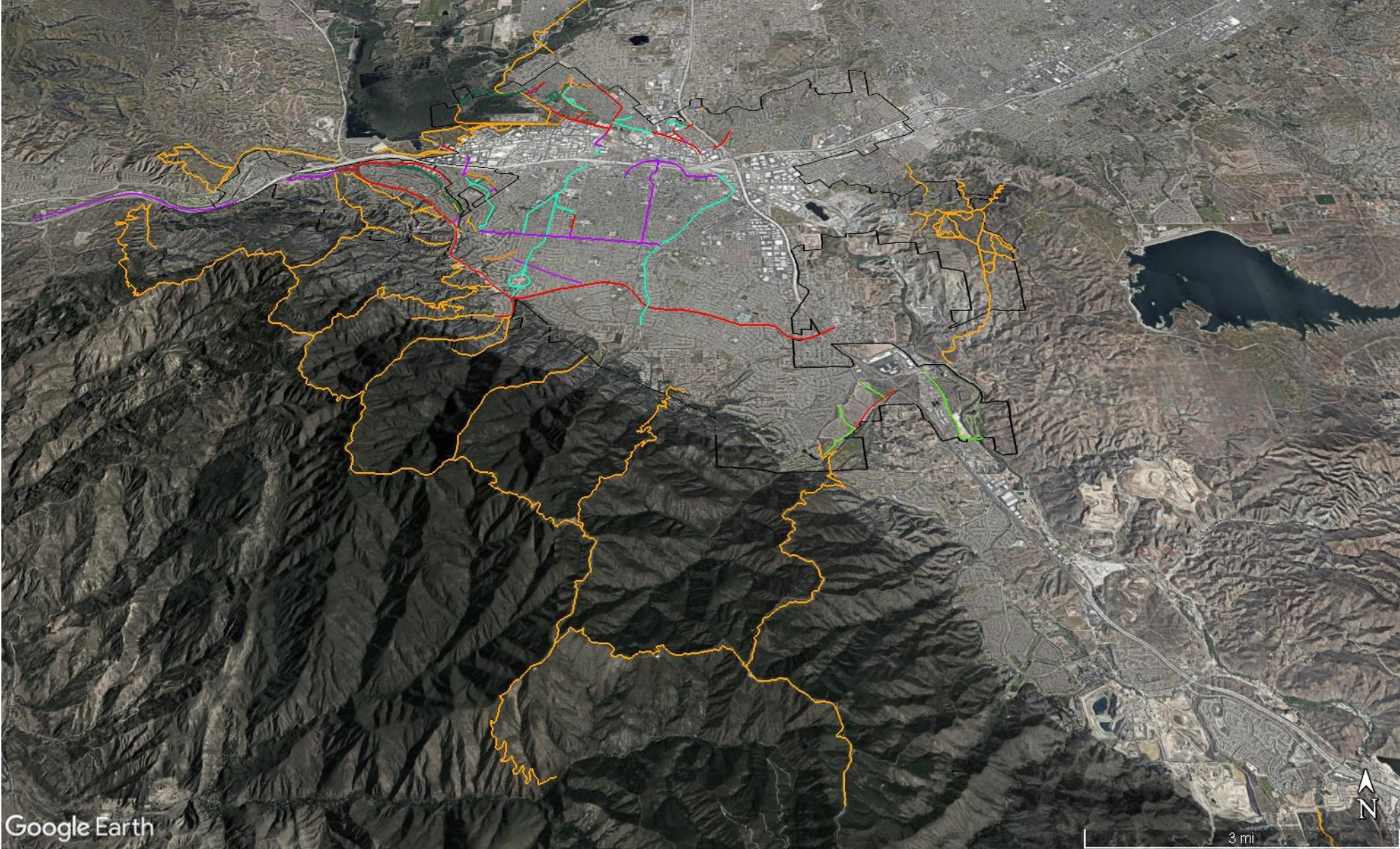


OUTSIDE JURISDICTION COORDINATION

- Agency's Needs and Perspectives
- Property Lines
- Governing Plans
- Easements
- Maintenance
- Formal Access Points



CLEVELAND NATIONAL FOREST



ADDITIONAL AMENITIES / LIKE CITIES

- Altadena, Laguna Beach, Riverside, Santa Clarita, & Temecula
- Programs, parking, fees, facilities, volunteers, signage, etc.



Above: Other than the Eaton Canyon Nature Center and trailhead, most of the trailheads in Altadena do not have any amenities, such as this location which only has a signpost for the Altadena Crest Trail. Below: The Altadena Crest Trail is accessible from several trailheads in the community and has signage and maps at key points.



Despite the smaller size of the trailheads in Altadena, they are all well signed, at both the trailhead itself, and the streets leading to the trailhead.

TRAILS WORKING GROUP

- Bureaucratic Overlays
 - Ownership & access
 - Coordination & clarity
 - Diverging goals & capacity
- Skyline/Bedford/Eagle Access
 - Private Property / Outside Agency Ownership
 - TWG Priority Trails
- Trail Safety
 - Conflicts w/ cyclists, hikers, dogs, motorcycles, e-cycles, speeds...
 - Parking / evening safety
- Indigenous Lands
 - Acknowledgements
 - Education
- Trailheads General
 - Verify Phase 1 trailheads
 - Improved wayfinding
 - Maps, parking, water, restrooms...



TWG Meeting

EAGLE ROAD (USFS)



EAGLE ROAD (USFS)



Gates to Crown Ranch Community

Destination Eagle Road CNF

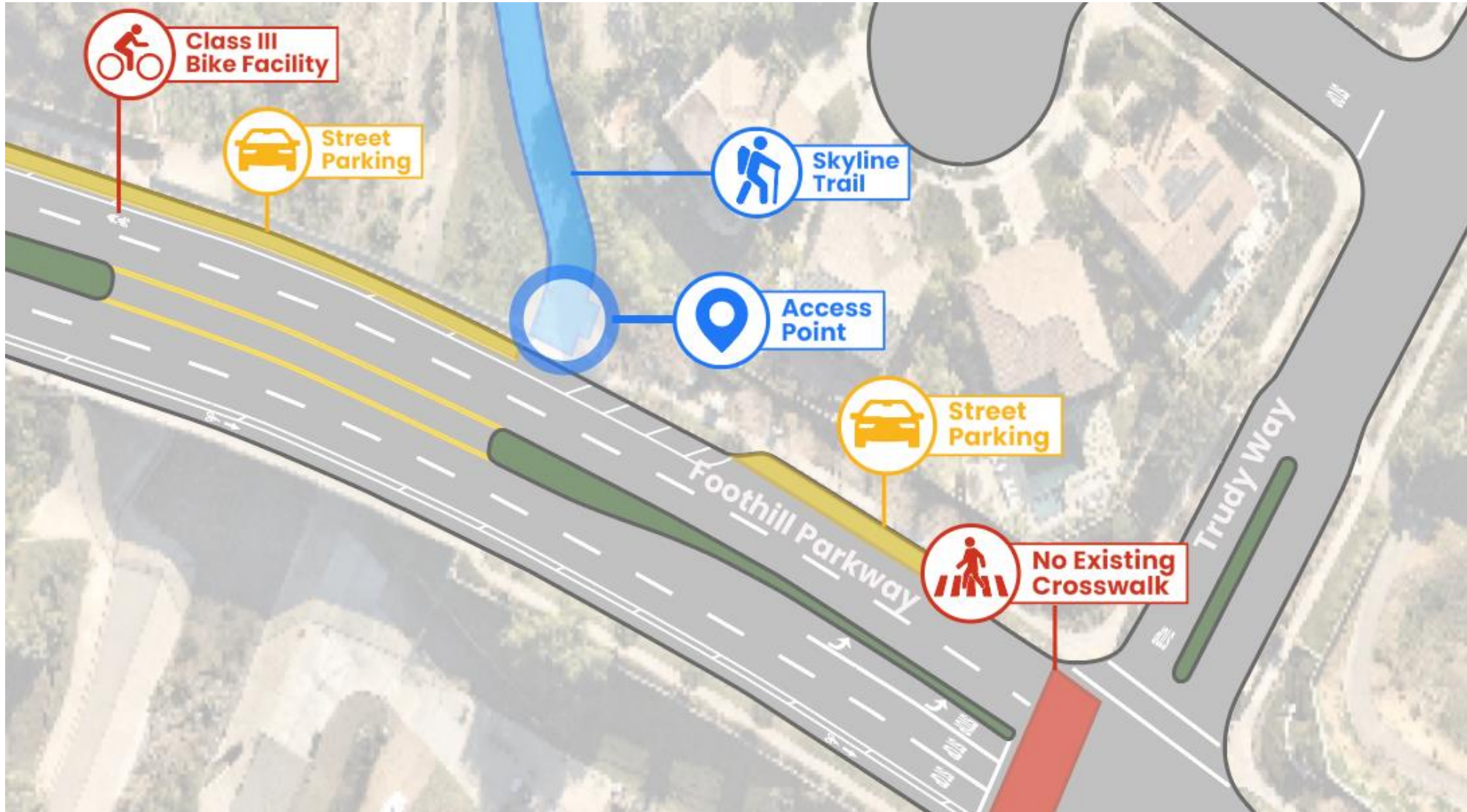
Gated at Watertank

"No Forest Access" Sign at Jameson Cir

Jameson Circle

Top 5 “Exterior Trails”

SKYLINE DRIVE



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

Top 5 “Exterior Trails”

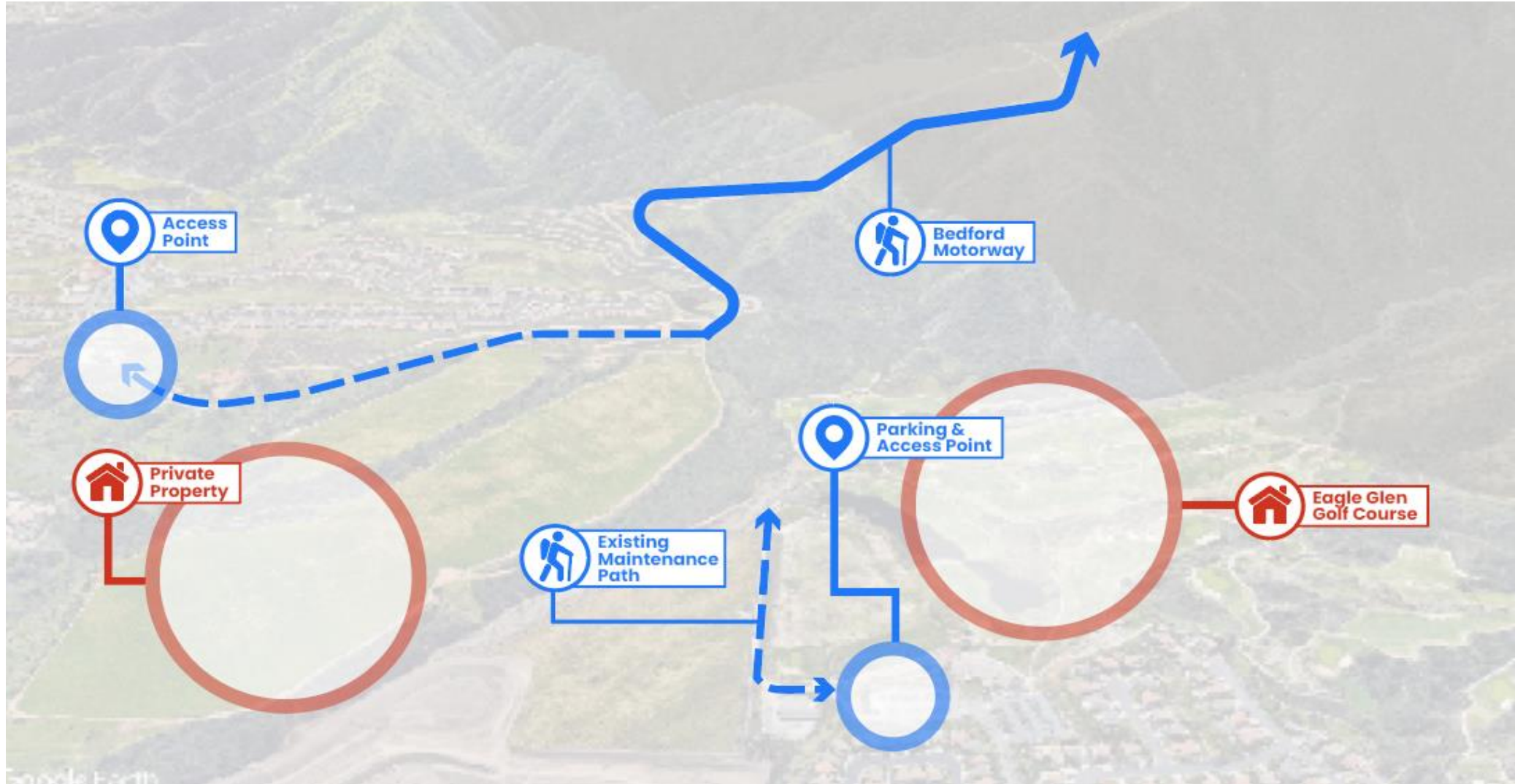
EAGLE ROAD



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

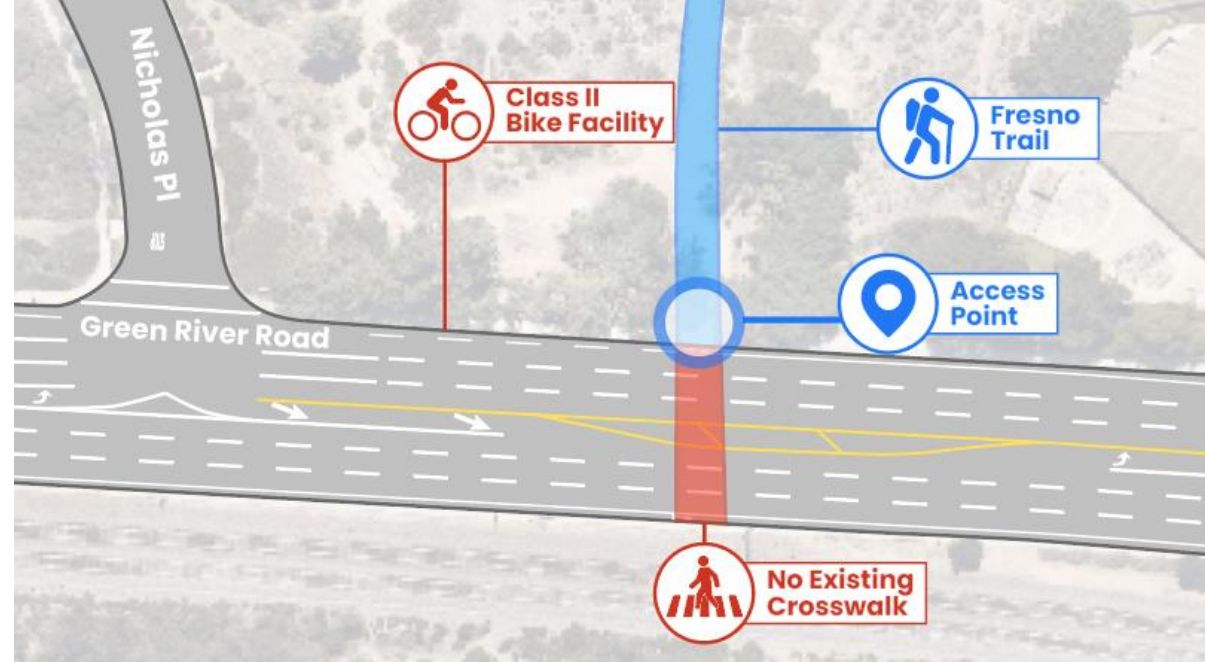
Top 5 “Exterior Trails”

BEDFORD MOTORWAY



Visitors can access Bedford Motorway via the Eagle Glen Golf Course. However, most visitors access the Motorway through the private McMilian Property.

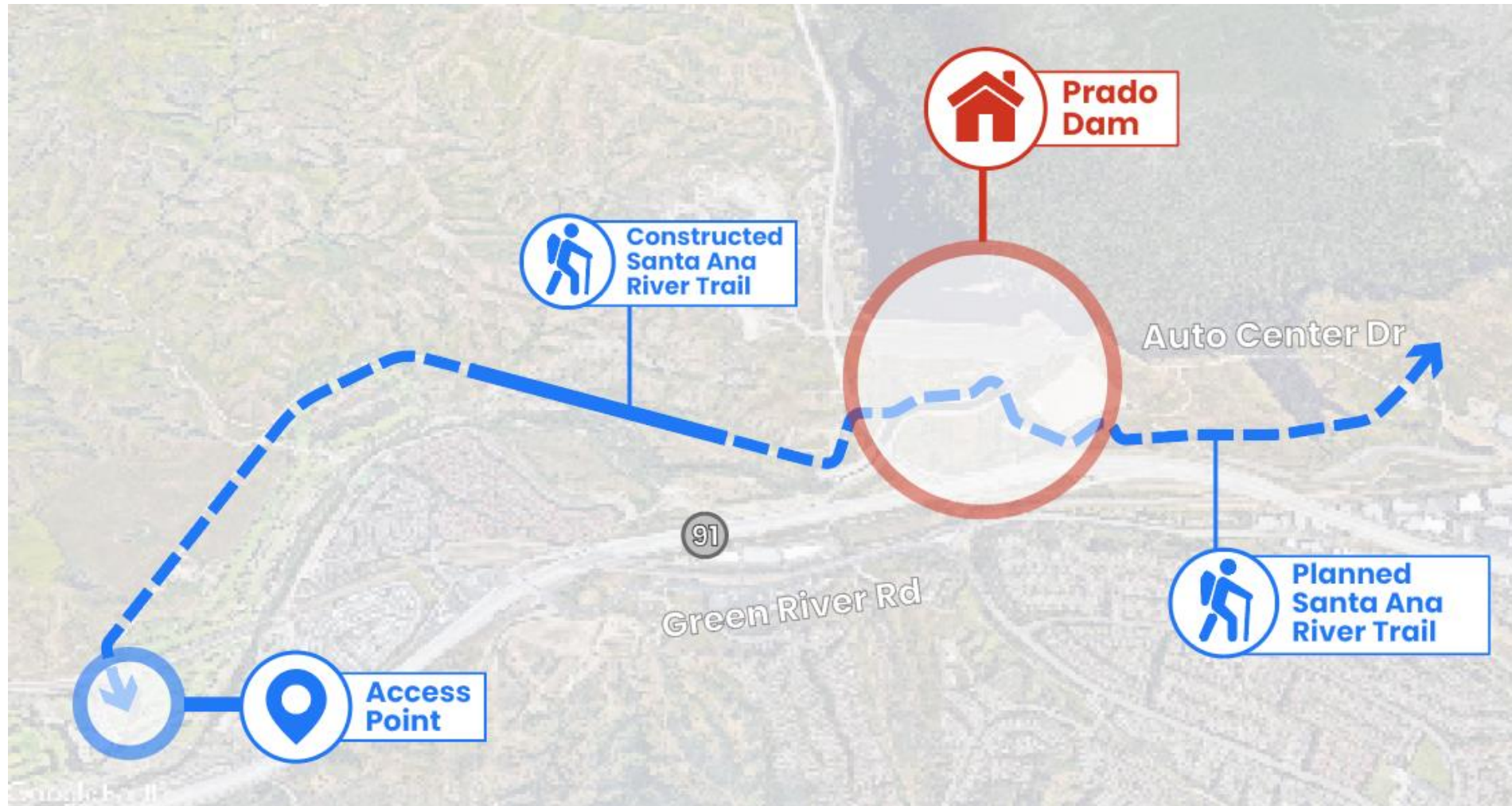
Top 5 “Exterior Trails” FRESNO CANYON



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

Top 5 “Exterior Trails”




SANTA ANA RIVER TRAIL

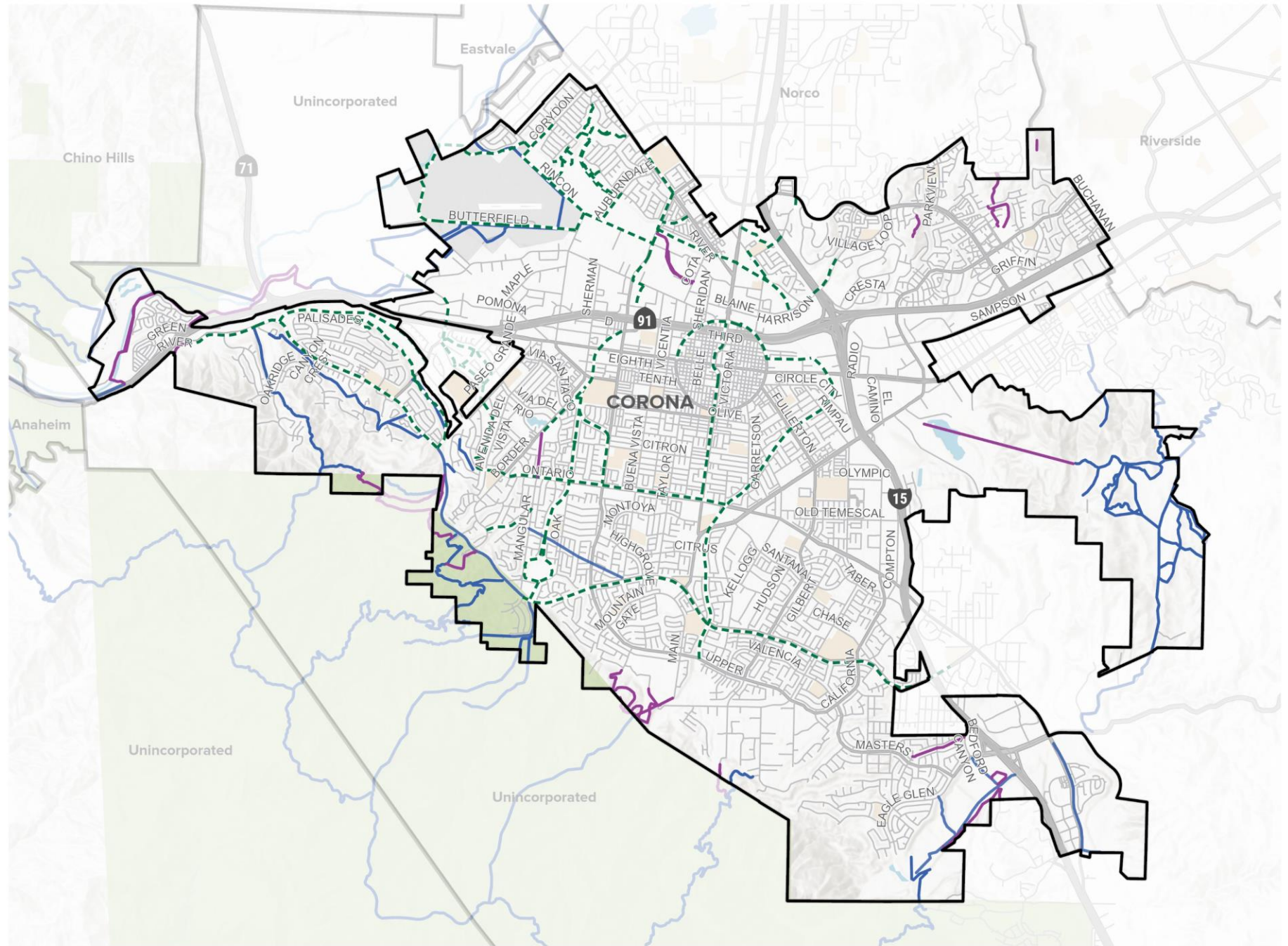



The SART can be accessed from Green River Road or Auto Center Drive. The only paved portion of the trail is between two unpaved sections.

PHASE II TRAILS MASTER PLAN

EXISTING/PROPOSED
TRAILS

-  City Boundary
-  Trails Working Group Identified Alignments
-  Existing Trails (TMI, TMP I)
-  Proposed Trail Alignments (TMP I)



0 0.5 1 MILES 

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TRAIL PRIORITIZATION – INDICATORS & WEIGHTING







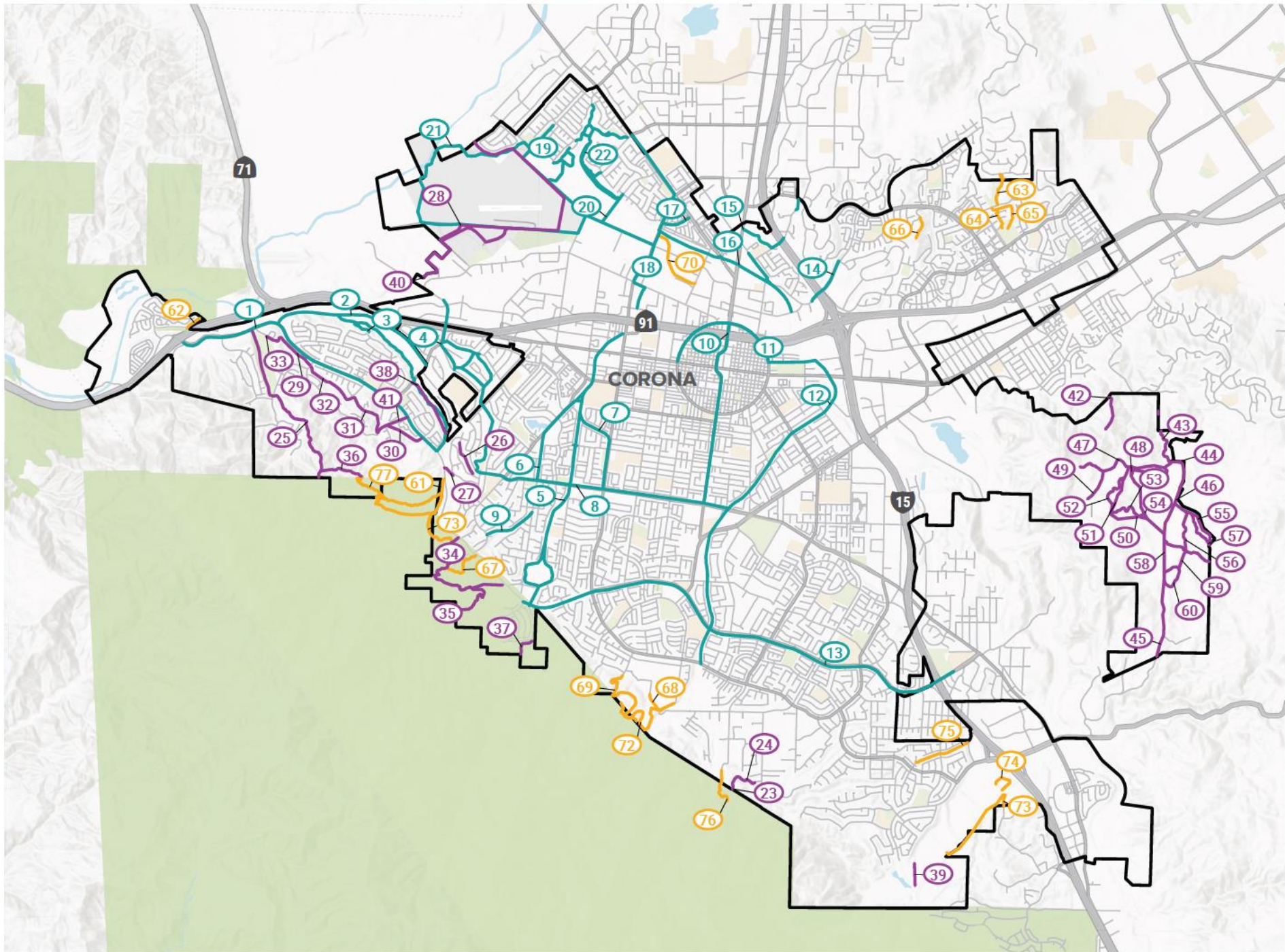
	Criteria	Weights	High Score	Middle Score	Low Score
Feasibility	City ROW- <i>If the trail is within the City ROW or in a landscape maintenance district</i>	2x	No additional rights required		ROW rights required
	Agency Coordination- <i>The amount of coordination needed with other agencies</i>	2x	\$ + Minimal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

PRIORITIZED TRAILS

TRAIL NUMBERS

Origin of Prioritized Trails

-  TMI
-  TMP 1
-  TWG
-  Corona Boundary



0 0.5 1 MILES 

PRIORITIZED TRAILS

Prioritization Scores

Lower Score



Higher Score

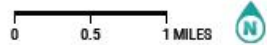
Corona Boundary



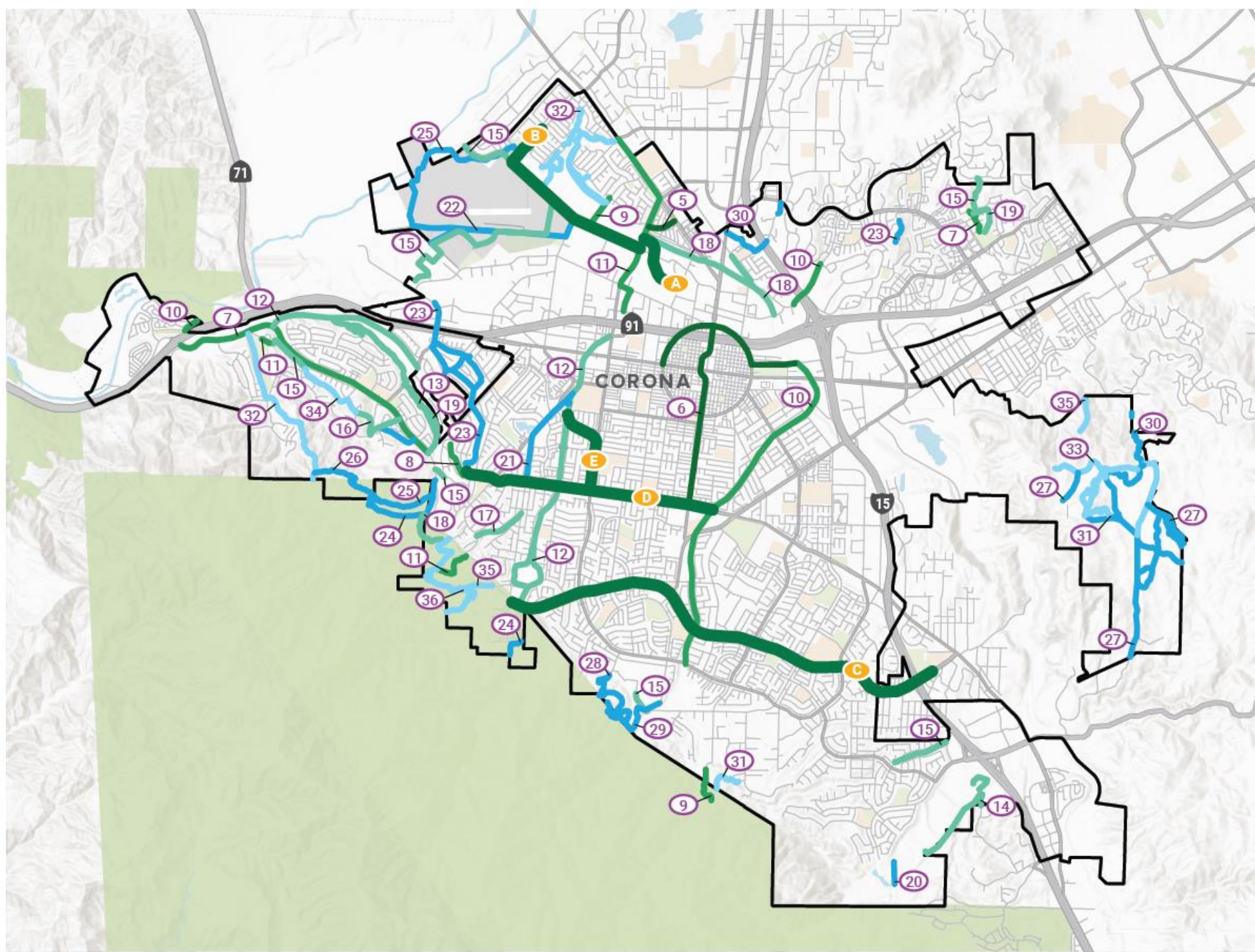
Prioritization Ranks



Top 5 Priority Trails



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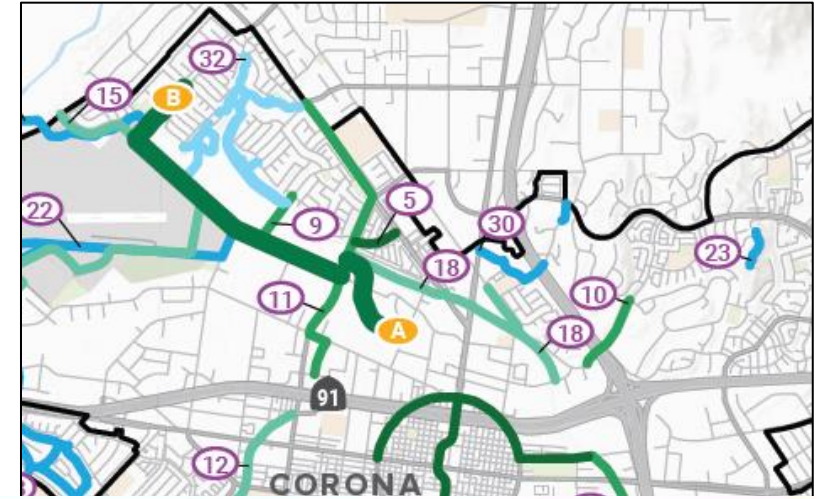


Top 5 “Interior Trails”

A Public Safety Way - Trail #70

- Length = 0.7 Miles
- Proposed by the Trails Working Group
- Rank = 1st

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



The Public Safety Way trail connects Lincoln Avenue to North Cota Street via flood control channel.

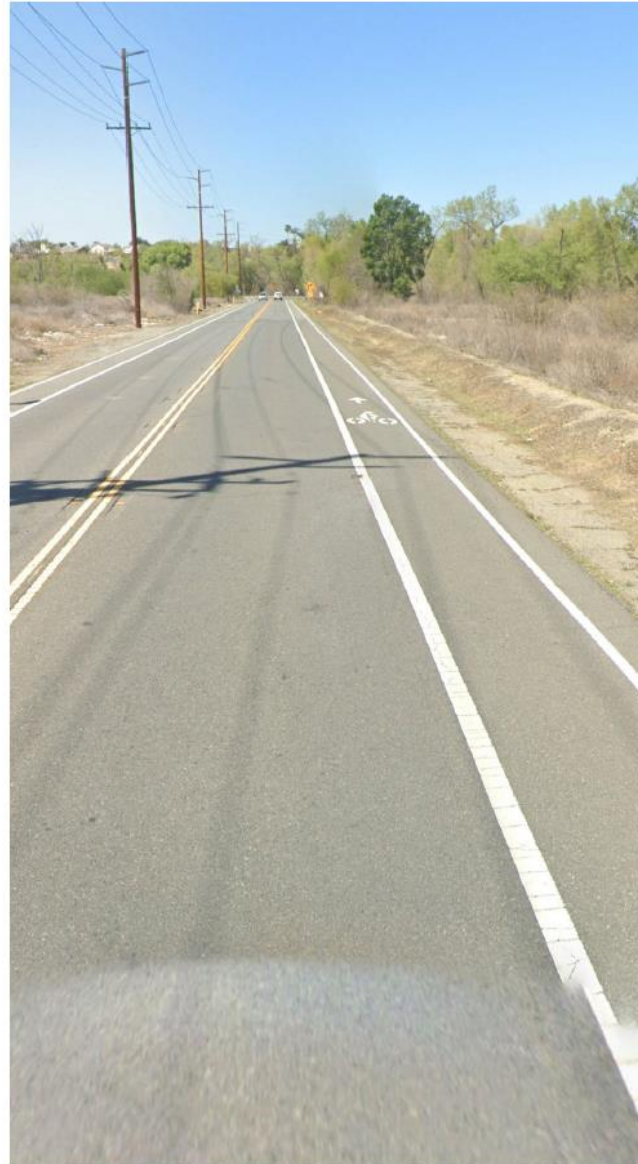
Top 5 “Interior Trails”

B Rincon Street Multi-Use Path - Trail #19

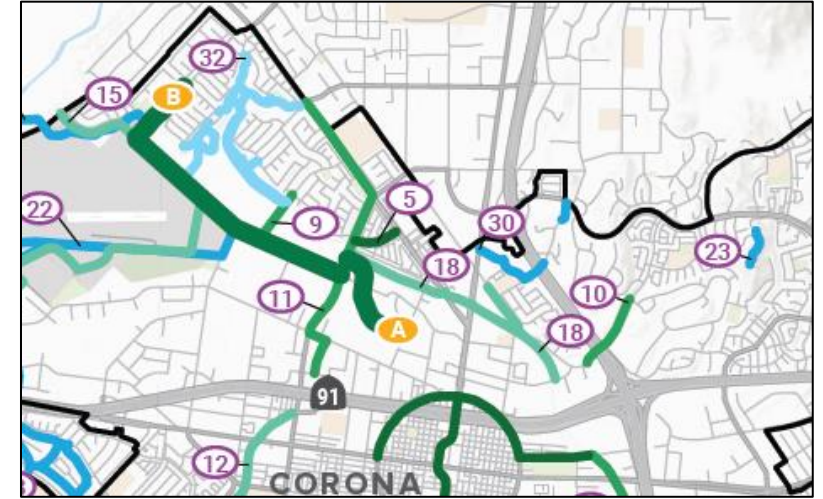
- Length = 2.0 Miles
- TMP Phase I Trail
- Rank = 2nd

The Rincon Street Multi-use Path runs along part of a previously-proposed Santa Ana River Trail Alignment. The trail creates connections to 3 other proposed trails in the NW quadrant of the City. The land surrounding Rincon Street is mostly undeveloped as it is adjacent to the Corona Municipal Airport. On the western end of corridor 19 the trail turns north along Corydon Street to connect into the residential neighborhood there.

The trail connects directly to Stagecoach Park, which is approximately 5 acres and has plenty of unprogrammed open space to accommodate trail amenities.



The land surrounding Rincon Street is mostly undeveloped.



Top 5 “Interior Trails”

C Foothill Parkway Multi-use Path Extension (Historic Butterfield Trail alignment) - Trail 13

- Length = 4.6 Miles
- TMP Phase I Trail
- Rank = 3rd

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

There are existing sidewalks and Class II bike lanes along Foothill Parkway, although there are some sidewalk gaps and areas with obstructed sidewalks. This proposed paved path will provide a continuous off-street space for cyclists and pedestrians to share.

The trail directly connects to Jameson park and El Cerrito park and is within a short walk to Chase park and Mountaingate park. The trail also connects to Santiago High School, Citrus Hills Intermediate School, and many residences.



There are existing sidewalks and Class II bike lanes along Foothill Parkway, although there are some sidewalk gaps and areas with obstructed sidewalks.



Top 5 “Interior Trails”

D Ontario Avenue Cross-Town Recreational Path - Trail #8

- Length = 2.5 Miles
- TMP Phase I Trail
- Rank = 3rd

The eastern end of this trail connects with the Phase I TMP proposed Eastern Corona Multi-use Trail along a flood control channel. The Ontario path runs along Ontario Avenue until reaching the Phase I TMP proposed West Corona Metrolink Path and Trail near Manzanita Road. The Ontario path also connects with 4 other north-south Phase I TMP proposed trails, making the Ontario path a crucial east-west connector trail.

Ontario Avenue has existing sidewalks and Class II bike lanes along some portions of the street. Implementing this trail will create a paved off-street path for cyclists and pedestrians to share.

The trail directly connects to Mangular Park and Ontario Park, two park and ride lots, several churches and retail plazas, and John Adams Elementary School.



The eastern end of corridor 8 connects with the Phase I TMP proposed Eastern Corona Multi-use Trail along this flood control channel.



Top 5 “Interior Trails”

E Lincoln Park Path and Trail Connection - Trail #7

- Length = 0.9 Miles
- TMP Phase I Trail
- Rank = 4th

The southern portion of this trail starts the Ontario Avenue Cross-Town Recreational Path on Ontario Avenue. The trail travels north along Lincoln Avenue and branches off to follow the flood control channel near Lorna Street. The trail ends connecting to the Sixth Street to Skyline Multi-use Trail Connection. A portion of this trail near the northern end may transition to underground.

There are existing Class II and Class III bike lanes on Lincoln Avenue and existing sidewalks. This proposed paved path would provide an off-street path for cyclists and pedestrians to share.

The trail connects directly to Lincoln Park and the Letha Raney Intermediate school on Lincoln Avenue, as well as to two park and ride lots within walking distance.








Corridor 7 travels north along Lincoln Avenue and branches off to follow the flood control channel near Lorna Street.





PRIORITIZED TRAILS


Origin of Prioritized Trails

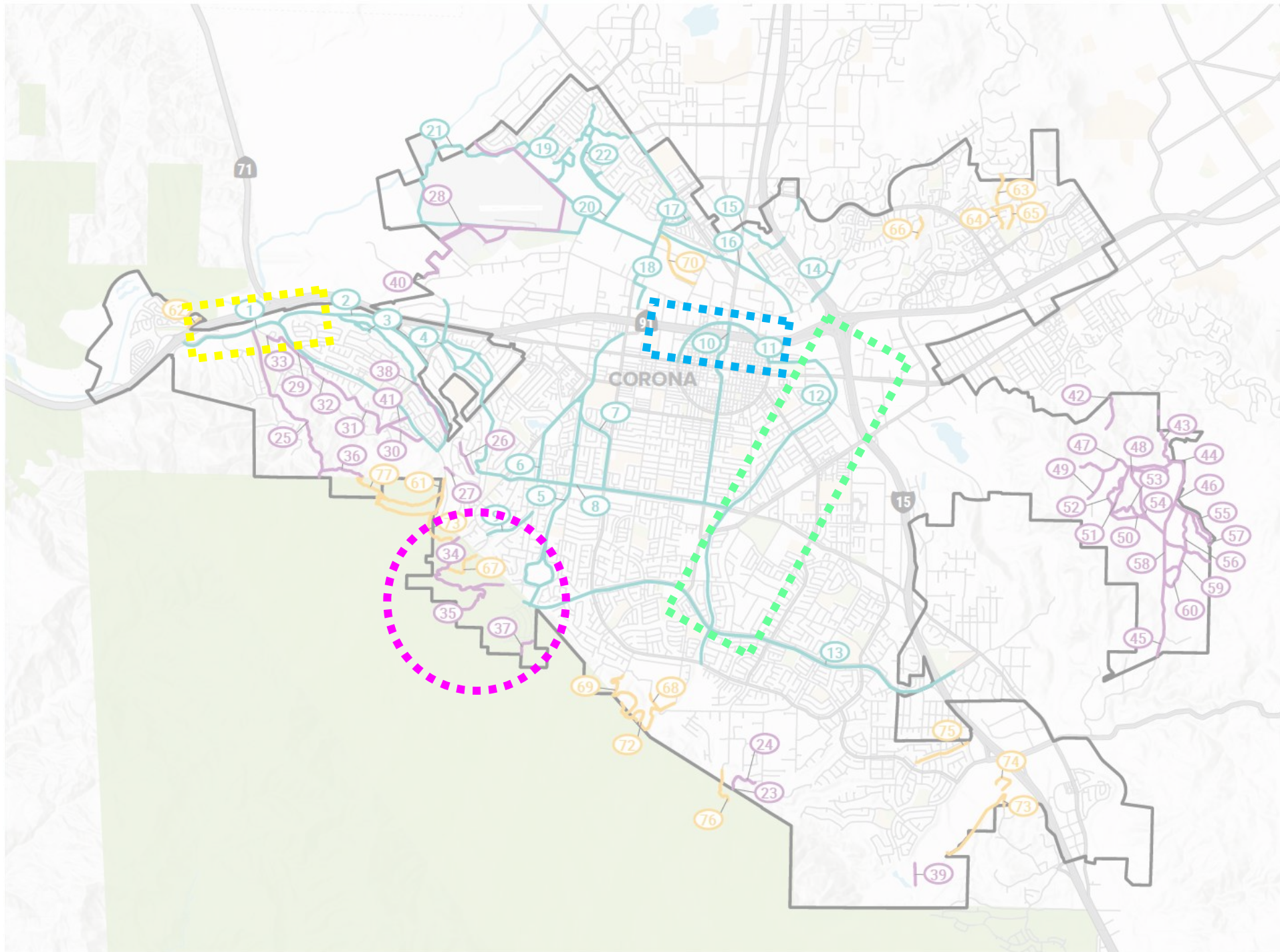
-  TMI
-  TMP 1
-  TWG
-  Corona Boundary

 Sidewalk Gaps / Lower Stress Travel

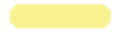


 Commuting / Active Transportation

 Areas with few Trails

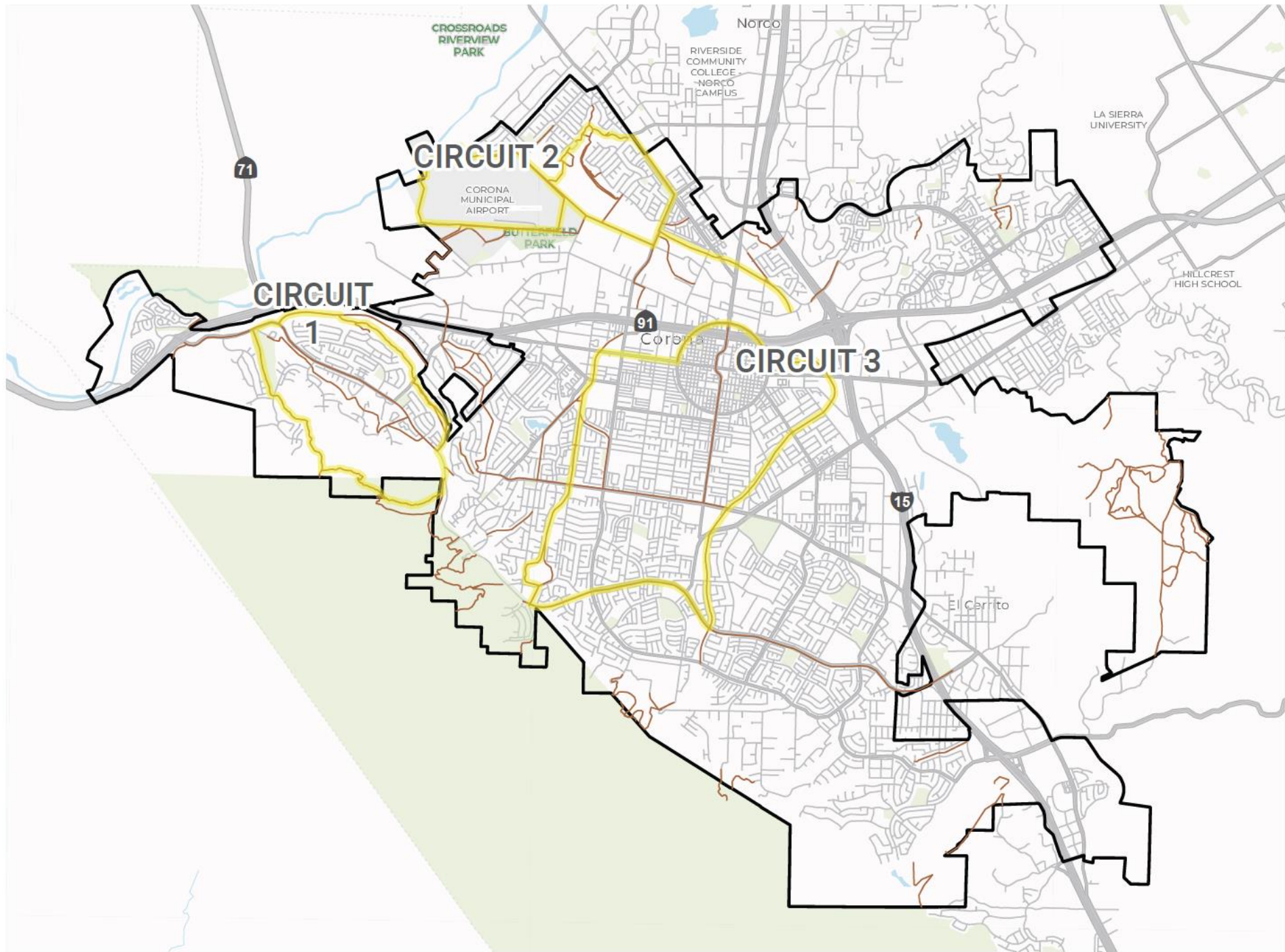
 Mountain Biking & CNF



PRIORITIZED TRAILS

-  Trail Circuits
-  Prioritized Trails
-  Corona Boundary

- Circuit 1**
The Canyon Connector (6.3 mi)
- Circuit 2**
The Park Hopper (9.1 mi)
- Circuit 3**
Community Core (10.4 mi)



NEXT STEPS

- **September 5**
(tentative) – City Council adoption of Trails Masterplan Phase II



Thank you!

Moses Cortez

Facilities, Parks, and Trails Manager

moses.cortez@coronaca.gov

Tim Bevins

Alta Planning + Design

timbevins@altago.com

WWW.TRAILS.CORONACA.GOV