

Butterfield Overland Trail Project

Temescal Valley Alignment Analysis



SEPTEMBER 2015

*Cover Image: Temescal Valley (CA) along the historic alignment of the Butterfield Overland Stage route.
Map image from the Smithsonian National Postal Museum website at postalmuseum.si.edu*

Acknowledgements

Project Partners

The Butterfield Overland Trail Project represents a joint effort between the City of Lake Elsinore, the City of Corona, Riverside County Regional Park and Open Space District, Riverside County Board of Supervisors, Riverside County Habitat Conservation Agency, and Riverside County Park District Advisory Commission.



Technical Assistance

Technical assistance on this project was provided by the National Park Service's Rivers, Trails, and Conservation Assistance (RTCA) program.



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Butterfield Overland Stage Route

Historical Overview

Beginning in 1858 and continuing until the outbreak of the Civil War in 1861, the Butterfield Overland Mail Company transported mail and passengers on a regular, twice-a-week schedule along a southern “Oxbow Route” that linked two eastern destinations—St. Louis, MO and Memphis, TN—to a western terminus in San Francisco, CA. The design of the route included the establishment of company stations every 10 to 20 miles where horses and mules could be exchanged and provisions stocked, allowing stages to run 24 hours a day, seven days a week. During its operation, mail and passengers moved in a steady stream in both directions, with a scheduled run taking 24 days end-to-end.

The Butterfield Overland Stage Line thus became the first transcontinental route for moving people and mail across the country. The route symbolizes an iconic era in mid-19th century United States history, where the possibilities of westward expansion, gold rush excitement, and a spirit of “manifest destiny” captured the imaginations of citizens eager to explore and settle the lands west of the Mississippi. In addition, the route represents a key step taken by the US government to unify the nation, tying California and several western territories to long-settled eastern states through the establishment of a sanctioned, safe, and reliable postal and stagecoach service.



*Portrait of John Butterfield
(Source: Smithsonian National Postal Museum website at postalmuseum.si.edu)*



No. 1.]

(Sep. 16th, 1858.)

OVERLAND MAIL COMPANY. THROUGH TIME SCHEDULE BETWEEN **ST. LOUIS, MO., MEMPHIS, TENN. } & SAN FRANCISCO, CAL.**

GOING WEST.

GOING EAST.

LEAVE	DAYS	Hour.	Days of Week	Time allowed	GOING WEST.	LEAVE	DAYS	Hour.	Days of Week	Time allowed	GOING EAST.
St. Louis, Mo., & Memphis, Tenn.	Every Monday & Thursday.	8:00 A.M.		140	10 16	San Francisco, Cal.	Every Monday & Thursday.	8:00 A.M.		140	10 16
P. M. R. Terminus.	" " Monday & Thursday.	8:00 P.M.		140	10 16	Fortough's Ferry.	" " Tuesday & Friday.	11:00 A.M.		140	10 16
Springfield.	" " Wednesday & Saturday.	8:00 A.M.		140	10 16	Viola.	" " Wednesday & Saturday.	5:00 A.M.		140	10 16
Fayetteville.	" " Thursday & Sunday.	8:00 A.M.		140	10 16	St. Tejon, (via Los Angeles).	" " Thursday & Sunday.	9:00 A.M.		140	10 16
Fort Smith.	" " Friday & Monday.	8:00 A.M.		140	10 16	San Bernardino.	" " Friday & Monday.	5:30 P.M.		140	10 16
Sherman.	" " Sunday & Wednesday.	8:00 A.M.		140	10 16	Fort Yuma.	" " Sunday & Wednesday.	1:30 P.M.		140	10 16
Fort Belknap.	" " Monday & Thursday.	8:00 A.M.		140	10 16	Gila River, Arizona.	" " Monday & Thursday.	7:30 P.M.		140	10 16
Fort Chaffourn.	" " Tuesday & Friday.	8:00 A.M.		140	10 16	Tucson.	" " Wednesday & Saturday.	3:00 A.M.		140	10 16
Pecos River, (via Texas).	" " Thursday & Sunday.	8:00 A.M.		140	10 16	Soldier's Farewell.	" " Thursday & Sunday.	8:00 P.M.		140	10 16
El Paso.	" " Sunday & Tuesday.	8:00 A.M.		140	10 16	El Paso, Tex.	" " Saturday & Tuesday.	5:30 A.M.		140	10 16
Soldier's Farewell.	" " Sunday & Wednesday.	8:00 P.M.		140	10 16	Pecos River, (via Texas).	" " Monday & Thursday.	12:45 P.M.		140	10 16
Tucson, Arizona.	" " Tuesday & Friday.	1:30 P.M.		140	10 16	Fort Chaffourn.	" " Wednesday & Saturday.	1:15 A.M.		140	10 16
Gila River, Arizona.	" " Wednesday & Saturday.	9:00 P.M.		140	10 16	Fort Belknap.	" " Thursday & Sunday.	7:30 A.M.		140	10 16
Fort Yuma.	" " Friday & Monday.	5:00 A.M.		140	10 16	Sherman.	" " Friday & Monday.	4:00 P.M.		140	10 16
San Bernardino.	" " Saturday & Tuesday.	11:00 P.M.		140	10 16	Fort Smith, Ark.	" " Sunday & Wednesday.	1:00 P.M.		140	10 16
St. Tejon, (via Los Angeles).	" " Monday & Thursday.	1:30 A.M.		140	10 16	Fayetteville, Mo.	" " Monday & Thursday.	6:15 A.M.		140	10 16
Viola.	" " Tuesday & Friday.	11:30 A.M.		140	10 16	Springfield.	" " Tuesday & Friday.	8:45 A.M.		140	10 16
Fortough's Ferry.	" " Wednesday & Saturday.	5:30 A.M.		140	10 16	P. M. R. Terminus.	" " Wednesday & Saturday.	10:30 P.M.		140	10 16
San Francisco, Cal.	" " Thursday & Sunday.	8:30 A.M.		140	10 16	(Arrive) St. Louis, Mo., & Memphis, Tenn.	" " Thursday & Sunday.	8:00 P.M.		140	10 16

This schedule may not be exact—Superintendents, Agents, Station-men, Conductors, Drivers and all employees are particularly directed to use every possible exertion to get the Stages through in quick time, even though they may be short of this time.
If they are behind the time, it will be necessary to stop the animals so to the highest speed that they can be driven without injury.
Remember that no allowance is made in the time for horses, changing teams, &c. It is therefore necessary that each driver increase his speed over the average per hour enough to gain the necessary time for such changing teams, crossing rivers, &c.
Every person in the Company's employ will always bear in mind that each minute of time is of importance. If each driver on the route loses fifteen (15) minutes, it would make a total loss of fifteen (15) minutes, on the entire route, of twenty-five (25) hours, or more than one day. If each one loses ten (10) minutes it would make a total loss of ten (10) minutes, on the entire route, of ten (10) hours, or more than one day. If each one loses five (5) minutes it would make a total loss of five (5) minutes, on the entire route, of five (5) hours, or more than one day. All hands will see the great necessity of promptness and dispatch: every minute of time is valuable as the Company are under heavy bonds if the mail is behind time.
Conductors must note the time and time of departure from Stations, the names of delay, if any, and all particulars. They must also report the same fully to their respective Superintendents.

* The Routes referred to in this Notice, is in whole used of Butterfield's.

JOHN BUTTERFIELD.
Pres't.

Although the Butterfield Overland Mail Company's stage runs were short-lived, their relevance and impact on US history has not been diminished. To the contrary, Butterfield's operation has left an indelible impression on America's national conscious for generations—no doubt amplified by the elevation of the stagecoach as an iconic symbol of the west across American popular culture.

Aside from its symbolic relevance, the Butterfield Overland Mail Company provided a pragmatic, much-needed and relied-upon service for early citizens of the country's western states and territories. Prior to the Butterfield Stage operation, travel between California and the eastern states required either a five month voyage around Cape Horn, a three month trip to (and across) Panama, or a four to six month overland trip which included negotiating the Sierra Nevadas. As can be imagined, none of these options were considered ideal (or acceptable) by California's growing population.

For all its accomplishments, though, the Butterfield Overland Mail Company by no means created thousands of miles of new roads. For the most part, the established route simply connected several known trails and roads that were

already following the path of least resistance through the landscape. Many portions of trail along the route had long been utilized by American Indians for trade and travel, as well as to provide the most direct path between water sources across some of the country's more harsh terrain. In turn, these routes were used by traders, explorers, colonist, military campaigns, emigrants, gold seekers, and others for many years prior to the Butterfield Overland Stage Line passing through.

Local Connection

Across much of California, the Butterfield Overland Stage route largely follows previously identified historic trails, including the Southern Emigrant Trail and some portions of the Juan Bautista de Anza National Historic Trail. In Riverside County, specifically, the Butterfield Overland Mail Company utilized the existing Southern Emigrant Trail as its local route. As a result, city and county trail planning maps throughout this area reference the route as the Southern Emigrant Trail.

It should be noted, though, that the Southern Emigrant Trail itself was following a route long-established and well-utilized by the Luiseño and Gabrieleño Indians, whose villages populated the local area. This provides a key opportunity to share a broader story connected to the trail corridor, one that illuminates the tremendous impacts that western expansion and settlement, largely epitomized by the Butterfield Overland Stage Line operations, had on the lives and livelihood of local tribes.

For all its history, though, little physical evidence remains today of the trail given the extent of development which has occurred in many locations across Riverside County since the stage runs were halted at the onset of the Civil War. However, the many known station stop locations (including some remnant stations) and other physical factors—constraints of local topography; distance between stations; water sources; landmarks; historic records, maps, and route descriptions—make it possible to delineate the historic Butterfield Overland Stage route with a fair degree of accuracy.

The identified historic trail alignment across the greater Temescal Valley is supported by all of the factors noted above, including the presence of two known station stop locations.

Laguna Grande Station

From Murrieta, the historic alignment of the Butterfield Overland Stage route moves northwest along the Murrieta Creek corridor before meeting up with Grand Avenue. The route tracks Grand Avenue for several miles through Wildomar and into Lake Elsinore on a direct course to the Machado Adobe site situated at the northwest corner of the lake.

This area was the location of Butterfield's Laguna Grande Station and home of Augustin Machado who served as the station keeper during the stage route's years of operation. The stop served as a meal and change station and included a store opened by Machado to serve Butterfield's patrons. Remains of this station stop are not evident today, though some reports indicate the adobe's foundation may still be preserved onsite. The property is now privately owned.



Opposite page, left:
Depiction of the iconic Butterfield
stagecoach heading out of a
station stop (Source: Smithsonian
National Postal Museum,
postalmuseum.si.edu)

Opposite page, right:
Butterfield Overland Mail
Company schedule (Source:
California State Parks, parks.
ca.gov)

Left: Butterfield Overland Mail
Company record book (Source:
Smithsonian National Postal
Museum, postalmuseum.si.edu)

Below: California Historic Site
Marker noting historic use of the
Temescal Valley corridor



Butterfield Overland National Historic Trail Special Resource Study / Environmental Assessment



Map of the Butterfield Overland Stage route through southern California with local station stops identified (Source: National Park Service website at parkplanning.nps.gov/documentsList.cfm?projectID=33568)

Rancho Temescal Station

From the Laguna Grande Station site in Lake Elsinore, the Butterfield Overland Stage route curves east around the lake and cuts across a large housing tract (Alberhill Ranch) on its way to Temescal Canyon. North through Temescal Canyon, the route follows the Temescal Wash corridor for several miles before meeting up with Temescal Canyon Road near the Dos Lagos development in the City of Corona.

Butterfield's Rancho Temescal Station was located within the area of the Dos Lagos development south of Cajalco Road. The station was a large adobe house that served as a post office, store, and tavern. No remains of the station exist. An historic marker within the Dos Lagos development commemorates the site's connection to the Butterfield Overland Stage Line, though its placement is not where the original station was located (as acknowledged on the marker).

After the Temescal Station, the Butterfield Overland Stage route travels twenty miles northwest to the Chino Ranch Station, making a sweeping curve through the City of Corona before crossing the Santa Ana River and following the Chino Creek corridor.

The historic trail alignment illustrated in this document follows the scholarly research of Mr. Kirby Sanders as outlined in his book *The Butterfield Overland Mail Route Through Southern California 1858-1861* and Dr. Anne J. Miller in her book *The Southern Emigrant Trail through Riverside County*. The two authors disagree on the precise route of the trail through the Dawson Canyon area (see Section 8), though this may not impact routing of any proposed recreational and/or auto tour route links through this area given constraints of current development. Additional research can help clarify the historic alignment.

National Historic Trail Study

In 2009, Congress directed the Secretary of Interior to study the Butterfield Overland Stage route for possible inclusion in the National Historic Trails system. In response, the National Park Service began a planning process to complete a Butterfield Overland National Historic Trail Special Resource Study. The study aims to evaluate the Butterfield Overland Stage Line,



National Trails System Seal

its route, historic use, national significance, and potential for public recreational use and historic interest to determine its eligibility for designation as a national historic trail (NHT).

National historic trails serve to identify and protect historic routes and associated historic remnants for public use and enjoyment. Once designated, NHTs are administered by a lead federal agency working in partnership with other federal, state, and local agencies; private landowners; and community groups across the trail. The lead agency typically works to coordinate trail-wide preservation, education, and public use programs; maintain consistent standards for research, interpretation, and signing, including use of the official logo; and provide technical and limited financial support to trail partners.

The National Park Service has yet to finalize the Butterfield Overland Trail Special Resource Study and determine its potential for inclusion in the National Trails System. Regardless of the study's findings, the Butterfield Overland Stage Line maintains an indisputable connection to the communities across Temescal Valley. This presents a tremendous opportunity to preserve, celebrate, and share the stories associated with the Butterfield Overland Stage route—including historic use of the trail by American Indians and its role as the Southern Emigrant Trail—through the development of a recreational trail link.

Such a trail can serve a key role in increasing visibility and building awareness and understanding of the area's unique and important contributions to the nation's heritage. A recreational trail link following the historic route (as practicable as possible) can provide modern users a vicarious experience of the setting and character of the overland journey as experienced by travelers in the mid-19th century.



Butterfield Special Resource Study newsletter
(Source: National Park Service)

Butterfield Overland Trail Project

Project Background

In 2013, a multi-agency team began exploring opportunities for development of a multi-use recreational trail following the historic alignment of the Butterfield Overland Stage route through Temescal Valley along the Temescal Wash corridor, from the City of Lake Elsinore to the City of Corona. The planning team envisioned a regional trail link that connects to the Murrieta Creek Regional Trail at its southern end (and, ultimately, to the Temecula Wine Country Trails) and at its northern end to the 100+ mile Santa Ana River Trail, which travels from the San Bernardino Mountains to Huntington Beach.

To assist in the planning process, the Riverside County Regional Park and Open Space District submitted an application for technical assistance from the National Park Service's Rivers, Trails, and Conservation Assistance (RTCA) program. In October 2013, RTCA awarded the group a technical assistance grant and assigned one of its staff members to join the project team and begin work on the Butterfield Overland Trail Project through Temescal Valley.

Working collaboratively, the project team developed a set of project goals and objectives to guide their approach.

Planning Goal

Develop a conceptual plan for a preferred recreational trail alignment of the Butterfield Overland Stage route through Temescal Valley suitable for potential future designation as a component of the National Historic Trail system.

Planning Objectives

Planning Team

Establish a collaborative project team of key partners and stakeholders

Mapping

Develop maps to document resources, inventory conditions, and illustrate potential routes

Trail Assessment

Identify and assess opportunities and constraints of potential route alignments

Recommendations

Develop agreed-upon priority actions for trail development and implementation

Funding

Identify potential funding sources for trail development and implementation

Project Document

Produce a final report documenting project findings and recommendations

Project Planning Team and Partners

The core planning team consists of partners from:

- Riverside County Board of Supervisors
- Riverside County Regional Park and Open Space District
- Riverside County Habitat Conservation Agency
- Riverside County District Advisory Commission and Trails Committee
- City of Lake Elsinore
- City of Corona
- NPS Rivers, Trails, and Conservation Assistance Program



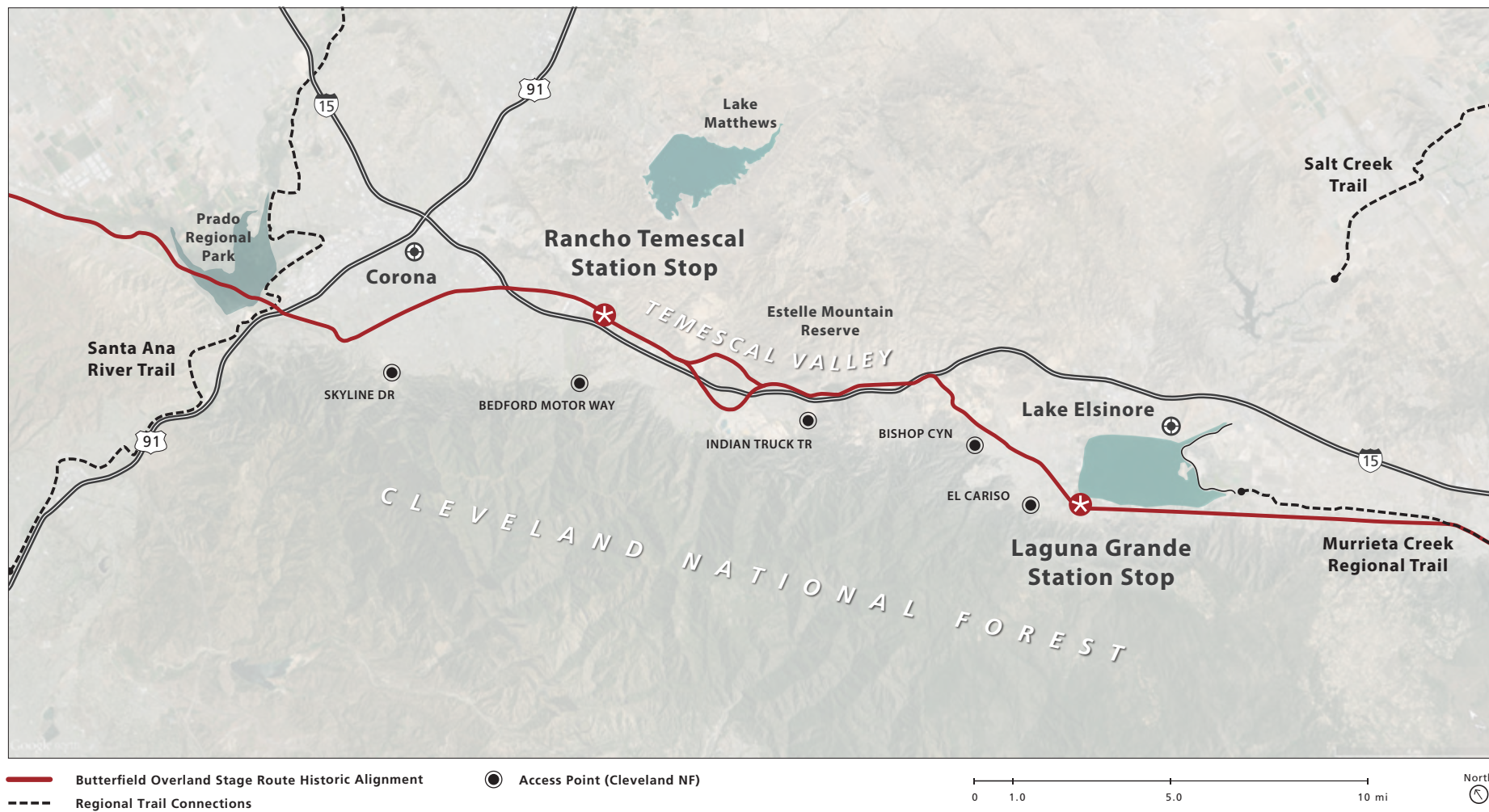
Members of the Butterfield Overland Trail Project planning team assessing existing field conditions

Other partner organizations and agencies that have provided support, access, and resources include:

- Riverside Conservation Agency
- Riverside County Flood Control and Water Conservation District
- Elsinore Valley Municipal Water District
- US Forest Service, Cleveland National Forest, Trabuco Ranger District
- Private land owners and developers

Planning Area and Regional Trail Connectivity

The project planning area was delineated in part by existing opportunities to enhance broader regional trail connectivity. Specifically, establishing a recreational trail alignment of the Butterfield Overland Stage route through Temescal Valley provides an opportunity to link the Murrieta Creek Regional Trail just south of Lake Elsinore with the Santa Ana River Trail just north of Corona. This area also encompasses several existing access points to the Cleveland National Forest, two historic Butterfield station stop locations, and potential for establishing recreational links to nearby resources such as Lake Elsinore, Lake Matthews, Estelle Mountain Reserve, and Prado Regional Park.



Butterfield Overland Stage route trail connectivity in Temescal Valley (CA)

Local Planning Context

Temescal Valley

The planning effort represented here builds upon a number of existing plans which have examined trail development across Temescal Valley over the course of the last several decades. In large part, the findings, assessments, and recommendations detailed in this document represent an update of current conditions with a primary focus on the establishment of a recreational trail link retracing the Butterfield Overland Stage route (as closely as practicable). Specifically, the work presented here is consistent with, and supports the findings and recommendations outlined in, several notable planning documents.

Temescal Canyon Trails Assessment (1993)

The Temescal Canyon Trails Assessment was developed for the Riverside County Regional Park and Open Space District as an internal assessment for trail development across Temescal Valley in order to fulfill a portion of the county's adopted trail plan (1989). The report calls for the development of a trail network comprised of a primary trail corridor paralleling the Temescal Wash with six connecting trails to nearby regional destinations. The noted primary trail closely aligns with the identified historic Butterfield Overland Stage route through Temescal Valley. The report details a three-tiered implementation strategy that includes Conditions of Approval, Joint Use Agreements, and Easements or Fee-Simple Acquisitions.

Temescal Valley Design Guidelines (2007)

The Temescal Valley Design Guidelines were adopted by the County Board of Supervisors in 2007 to establish consistent design specifications for roadway improvements and trail planning across the Temescal Valley. The Butterfield Overland Stage route is a noted component of the plan's historic overview and included as a specific design element in the development of community icons. Specific design treatments for Temescal Canyon Road include a grade-separated multi-purpose DG trail and Class II bike lanes. Noted trail alignments along Temescal Canyon Road and through Dawson Canyon mirror the identified historic Butterfield Trail route represented in this document.

Trail Development Standards Policy Manual, DRAFT (2009)

The Riverside County Regional Park and Open Space District has developed draft trail development standards to define key elements for a multitude of trail types across the county. The draft trail standards provide typical details and design guidance for development of Class I Bikeways, Regional Trails (urban and rural, and open space), and Community Trails for use in a variety of conditions and settings.

Trails and Bikeway System Area Plans, DRAFT (2010)

The Riverside County Regional Park and Open Space District has developed a series of trail plan maps for specific areas across the county. The Elsinore Area Plan map and the Temescal Canyon Area Plan map combine to illustrate the county's historic Southern Emigrant Trail alignment through Temescal Valley, which closely follows the identified historic Butterfield Overland Stage route represented in this document.

Murrieta Creek Regional Trail Project Conceptual Alignment Analysis and Recommendations (2014)

The Murrieta Creek Regional Trail Project plan details the development of a multi-use trail along the Murrieta Creek corridor extending from Temecula to Lake Elsinore. The trail's alignment mirrors the Butterfield Overland Stage route up to its connection at Grand Avenue in Wildomar, and then parallels the historic route roughly a quarter mile to the east of Grand Avenue to its identified northern terminus at the Lake Elsinore Levee Trail junction. The plan was approved by city resolution (Temecula, Murrieta, Wildomar, and Lake Elsinore) for use in coordinating regional trail development and connectivity along Murrieta Creek.

County of Riverside General Plan (2014, as amended)

The Riverside County General Plan was adopted in 2003. A comprehensive plan update is underway. Current plan elements have been updated to reflect General Plan Amendments through 2014.

Circulation Element Policies

The county's current Circulation Element (03/11/2014) includes several policies relevant to the planning and development of pedestrian multi-use recreational trails and support facilities:

- C 15.3 Develop a trail system which connects County parks and recreation areas while providing links to open space areas, equestrian communities, local municipalities, and regional recreational facilities (including other regional trail systems), and ensure that the system contains a variety of trail loops of varying classifications and degrees of difficulty and length.
- C 15.6 Provide, where feasible, the construction of overpasses or undercrossings where trails intersect arterials, urban arterials, expressways, or freeways.
- C 16.1 Implement the County trail system as depicted in the Bikeways and Trails Plan.
- C 16.2 Develop a multi-purpose trail network with support facilities which provide a linkage with regional facilities, and require trailheads and staging areas that are equipped with adequate parking, equestrian trailer parking (as appropriate), bicycle parking, restrooms, informative signage, interpretive displays, maps, and rules of appropriate usage and conduct on trails accessed from such facilities.
- C 16.6 Examine the use of public access utility easements for trail linkages to the regional trails system and/or other open space areas.

Federal Trail Data Standards (2008)

Federal Trail Data Standards have established specific National Historic Trail (NHT) Condition Categories designed to guide assessment of the character of historic trail remnants for mapping classification purposes. The Condition Categories apply to the actual historic route (trail resource) and not any proposed recreation or interpretive components.

The six NHT Condition Categories include:

Category Title	Descriptor
NHT I	Location Verified, Evident, and Unaltered
NHT II	Location Verified and Evident with Minor Alteration
NHT III	Location Verified with Little Remaining Evidence
NHT IV	Location Verified and Permanently Altered
NHT V	Location Approximate or Not Verified
NHT VI	Location Verified with Historic Reconstruction

Through research and field investigations, the project team categorized the historic Butterfield Overland Stage route through Temescal Valley as **NHT IV: Location Verified and Permanently Altered** except through Dawson Canyon (map Section 8), where additional research on the trail route is recommended. Here, two routes are shown, both categorized as **NHT V: Location Approximate or Not Verified**.

Key Points from the National Trails System Act (1968)

The following are key considerations for National Historic Trail designation as detailed in the National Trails System Act (1968):

- Trail must follow as closely as practicable to the historic route
- Recreation is connected to creating a “vicarious” experience of the historic route
- Developed trails can deviate from the historic route due to subsequent development and/or to provide a more pleasurable experience, but such areas must be noted
- The presence of recreation potential not related to historic appreciation is not sufficient justification for historic trail designation

C 16.7 (k) Coordinate with other agencies and/or organizations (such as the U.S. Fish and Wildlife Service, National Park Service, Bureau of Land Management, and the State Department of Transportation) to encourage the development of multi-purpose trails. Potential joint uses may include historic, cultural, and environmental interpretation, access to fishing areas and other recreational uses, opportunities for education, and access for the disabled.

C 18.1 (c) Determine which public and/or private agencies have existing easements, unused rights-of-way, which potentially could be incorporated as trail linkages throughout Riverside County.

Temescal Canyon Area Plan Policies

The Riverside County General Plan, Temescal Canyon Area Plan (11/24/14) includes policies relevant to the planning and development of multi-purpose trails as well as the preservation and enhancement of the Temescal Wash corridor:

TCAP 6.2 Encourage the maintenance of Temescal Wash in its natural state, with its ultimate use for recreational and open space purposes such as trails, habitat preservation, and groundwater recharge.

TCAP 13.1 Implement the Trails and Bikeway System as discussed in the Multipurpose Recreational Trails section of the General Plan Circulation Element.

Butterfield Trail Planning

Development Considerations

The purpose of national historic trails is to identify and protect nationally-significant historic routes for public use and enjoyment. Many designated historic trails call for the development of a recreational or interpretive “retracement” trail component—following as closely as possible the original route—to provide the public a vicarious experience of the setting and conditions prevalent during the trail’s period of historic significance.

More often than not, the historic trail corridor has been built over and/or falls largely within privately owned lands. For this reason, national trails are managed through cooperative partnerships with local public agencies, nonprofit organizations, and private land owners on a completely voluntary basis.

The Butterfield Overland Stage route through Temescal Valley cuts across a variety of settings—from scenic greenways along Temescal Wash, to housing developments, to industrial mining operations, to railway, roadway, and freeway corridors. By necessity, a recreational trail alignment of the Butterfield Overland Stage route in this area will need to take advantage of publicly accessible rights-of-way, joint use agreements, easements, and other cooperative measures for development.

Opportunities exist for partnerships with local land owners to condition trail easements or construction along certain portions of the identified route, and other sections of land are already owned by public agencies such as the Riverside Conservation Agency and the Riverside County Flood Control District. Potential available funding for trail development in this area includes Quimby Act fees and CSA funds. The local trail may also prove a good match for Measure A funding, as well as other state, federal, and non-profit grants.

Recreational Trail Alignment

In some areas, the recreational trail alignment investigated in this document falls outside the identified historic Butterfield Overland Stage route. This is largely the result of existing development patterns that preclude following the historic route precisely. Where development restricted a recreational trail route in alignment with the historic corridor, the project team prioritized routing that would provide trail users a vicarious experience of the route via landscape settings, view sheds, and linkage opportunities to other regional trail connectors and open space areas. In addition, the project team identified opportunities for an auto and bike route option in areas where the recreational trail alignment diverges from the historic corridor or falls outside an existing road right-of-way.

Regional Urban and Rural Trail	
Definition	A 10-12' wide stabilized multi-purpose trail. Designed as an alternate route for pedestrian, jogger, walker, hiker, and equestrian use, providing major linkages that interconnect Regional Parks, Open Space Areas, communities, and cities.
Location	Usually along the fringe of development projects; roadways (adjacent to or immediately outside of the ultimate road right-of-way); and may follow streams or watercourses with the approval from the appropriate review agencies.
Typical Easement	20'
Surface	Stabilized Decomposed Granite (DG), 4-6" thick

Trail Development Standards,
Riverside County Regional Park and Open Space District (July 2009)

Recreational Trail Alignment Goals

The project team identified several goals to guide their assessment of a recreational trail alignment of the Butterfield Overland Stage route through Temescal Valley.

These include:

Alignment

Follow the historic alignment of the Butterfield Overland Stage route as closely as possible

Connectivity

Connect existing cultural, natural, and recreational resources/sites

Connect communities across Temescal Valley (Lake Elsinore, Horse Thief Canyon, Dawson Canyon, Corona)

Access

Provide opportunities to establish multiple access points and trailheads along the corridor

Use / User Experience

Provide as pleasant and as natural a trail setting as possible

Accommodate as many users / uses as feasible (provide alternate routes where needed)

Limit / minimize the crossing of major roads and freeways

Resource Protection

Balance opportunities for environmental education with protections for sensitive habitat areas

Implementation

Balance considerations of cost, land ownership, community interest, and feasibility of development

Trail Design Standards

As a multi-use recreational facility, the Butterfield Trail will attract a variety of users with differing needs and expectations. Design of the trail with regards to width, clearance, surface material, and amenities must consider the needs of various anticipated trail users in a variety of settings in order to maximize both safety and functionality.

While design of the trail is beyond the scope of this planning effort and will require further consultation with qualified planners, engineers, and landscape architects, the Riverside County Regional Park and Open Space District has developed a set of general trail standards which can serve as a broad guide for standardized trail planning and implementation across local jurisdictions (Trail Development Standards, 2009).

The standards presented here offer a reference for how the development of the Butterfield Trail might generally be considered. Unique on-the-ground conditions and site-specific opportunities and challenges found across the length of the trail corridor, however, will dictate the particular trail classification and development standards implemented in any given area. Ultimately, it will be the task of the local trail planners and designers to evaluate the specific opportunities presented within each jurisdiction and determine a strategy for implementation that meets the needs of all users.

It is anticipated that a combination of these trail types and their associated standards will be employed to develop the Butterfield Trail through Temescal Valley. In addition, to accommodate local conditions and unique community needs and interests, some variances in these (or other) standards may be applied. The trail development standards detailed here are not intended to be restrictive but, rather, provide a basic framework for consideration.

Regional Open Space Trail

Definition	A 2-4' natural surface trail. Typically existing trails, but some new trails may be developed to these specifications. Designed to minimize the impacts of human usage on the landscape and required trail maintenance.
Location	Open space areas associated with private developments, and publicly and quasi-publicly managed open space areas.
Typical Easement	10'
Surface	Unpaved, natural surface

Community Trail

Definition	An 8-10' wide multi-use soft surface trail. Utilized to link areas of a community to the regional trail system and often managed and maintained by a local parks agency. Designed for trail users preferring a soft surface trail, including equestrians, pedestrians, joggers, and mountain bikers.
Location	Sited within easements or portions of road rights-of-way.
Typical Easement	Up to 14'
Surface	Unpaved, soft surface

Combination Class I Bikeway/Regional Trail

Definition	A 10-12' wide paved surface consisting of two striped lanes of equal width AND a 10-12' wide multi-purpose stabilized soft surface trail completely separate from roadways. Designed as an alternate urban commuter route connecting urban areas and regional park facilities. The paved trail is for exclusive use by bicyclists and pedestrians. The multi-purpose trail is for all users including equestrians.
Location	Usually adjacent to roadways, but located immediately outside the ultimate road right of way.
Typical Easement	30-40'. The trails can be split to place one trail of each type on opposite sides of the roadway with easement width being reduced by approximately half on each side.
Surface	Rubberized Asphalt, 4" thick (paved trail); Stabilized Decomposed Granite (DG), 4-6" thick (soft surface trail)

Butterfield Trail Corridor Analysis

Section 1: Lakeland Village	24	Section 10: Cajalco	59
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Section 1: Lakeland Village

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section 1 encompasses the southwestern perimeter of Lake Elsinore, following Grand Avenue north for about 2.5 miles from the Rome Hill and Lakeland Village Middle School area through the unincorporated community of Lakeland Village (Riverside County). The area is bound by the steep chaparral-covered Santa Ana Mountains to the west and the waterfront of Lake Elsinore to the east, resulting in a relatively narrow and linear roadway corridor alignment.

Alignment

The historic alignment of the Butterfield Overland Stage route follows the northwestern course of Grand Avenue through this section. Grand Avenue provides an ideal opportunity for establishing a local auto tour route for the Butterfield Trail and is identified as a planned regional trail corridor by Riverside County. Developing a recreational trail link along Grand Avenue would provide a Butterfield Trail alignment that follows the historic route.

Connectivity

There is significant opportunity to connect the Butterfield Trail alignment along Grand Avenue to the existing Lake Elsinore Levee Trail via the Rome Hill area. The Levee Trail provides a connection to the Lake Elsinore Diamond Stadium and future plans for connectivity to city's Riverwalk Trail and historic Main Street corridor.

The Levee Trail also aligns with an identified connector in the Murrieta Creek Regional Trail plan, providing a recreational trail link for the Butterfield Trail south all the way to Temecula.

Access

Riverside County's Perrett Park provides a key opportunity for developing a Butterfield Trail access point and staging area in this section. Key amenities at Perrett Park include parking and restroom facilities as well as lakeside beach access. Potential enhancements could include trail wayfinding signage and interpretive information on the Butterfield Overland Trail.

Use / User Experience

Grand Avenue is a busy roadway corridor that can negatively impact trail user safety and the overall trail user experience. There are limited options for an alternate route alignment in this section, given constraints of geography and development. Trail planning and development along Grand Avenue should consider how best to buffer trail users from impacts associated with roadway traffic.

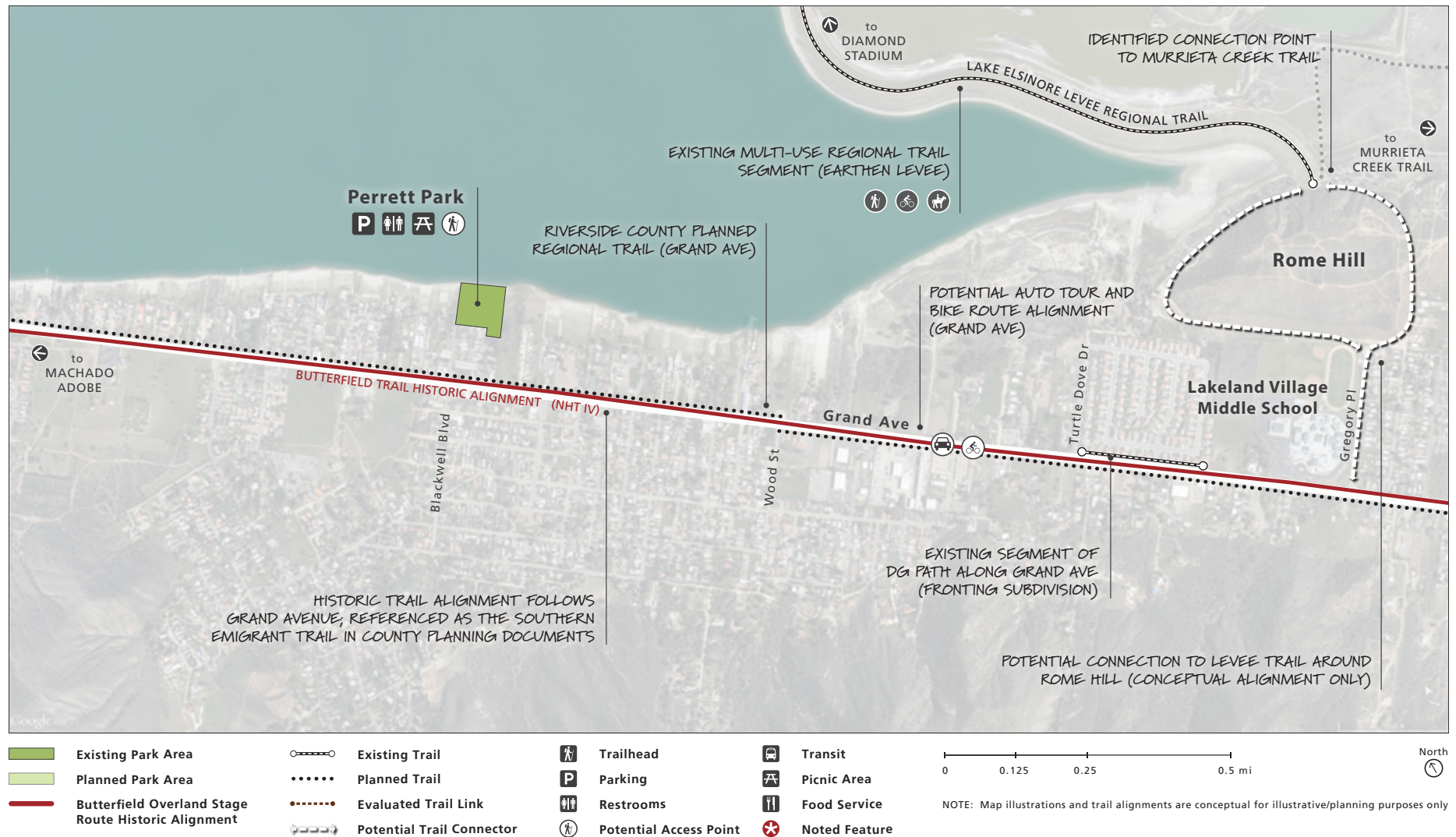
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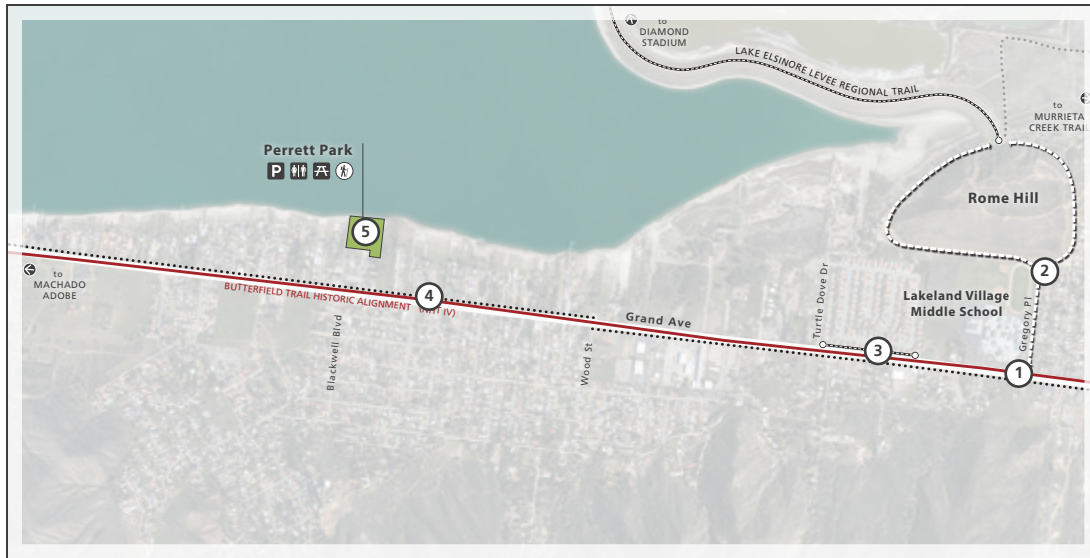
Rome Hill is a geographic feature that is noted on some historic maps of the area and could serve as an interpretive opportunity for the Butterfield Trail. The view shed of the Santa Ana Mountains to the west and waterfront of Lake Elsinore to the east are other notable resources in this section.

Implementation

Riverside County has identified Grand Avenue as a regional trail corridor through this area. Development of a regional trail is dependent on funding, though, and will likely require right-of-way acquisition in some areas. In addition, existing development along Grand Avenue limits opportunities for widening the roadway and establishing a separate trail link along the length of the corridor. Trail connectivity along Grand Avenue could be achieved through a Class III bikeway and graded roadside shoulders in this section.

Section 1 Inventory Map





Section 1 Photo Inventory

1. View of Rome Hill from Grand Ave looking east with Lakeland Village Middle School in the foreground
2. Existing dirt road running along the base of Rome Hill at the end of Gregory Pl; potential trail link opportunity to terminus of existing Lake Elsinore Levee Trail
3. Existing section of DG surface trail fronting the Lake Ridge development along Grand Ave
4. Typical roadside conditions along Grand Ave corridor where development improvements have yet to take place
5. View of Lake Elsinore from Perrett Park; park site includes picnic area, shade structures, playground equipment, restrooms, and beach front access to Lake Elsinore



Section 2: Machado Adobe Site

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section 2 encompasses the northwestern perimeter of Lake Elsinore, following Grand Avenue for about 2.5 miles from the unincorporated community of Lakeland Village (Riverside County) north through the City of Lake Elsinore past the intersection of Riverside Drive and Grand Avenue. This section of Grand Avenue mostly traverses low density residential development with steep chaparral-covered Santa Ana Mountains visible to the west and the waterfront of Lake Elsinore to the east, resulting in a relatively narrow and linear roadway corridor alignment.

Alignment

The historic alignment of the Butterfield Overland Stage route follows the northwestern course of Grand Avenue through the majority of Section 2, but turns sharply to the northeast once past the Machado Adobe site. Grand Avenue provides an ideal opportunity for establishing a local auto tour route for the Butterfield Trail and is identified as a planned regional trail corridor by Riverside County. Developing a recreational trail link along Grand Avenue would provide a Butterfield Trail alignment that follows the historic route.

Connectivity

There are no significant opportunities to connect the Butterfield Trail alignment along Grand Avenue to any existing trails in Section 2.

Access

Riverside County's proposed Community Center / Regional Park at the former Butterfield Elementary School site provides a key opportunity for developing

a Butterfield Trail access point and staging area in this section, despite being on the opposite side of the road from the planned regional trail. Key amenities at the Community Center / Regional Park will include parking and restroom facilities. Other potential enhancements could include bike rentals, trail wayfinding signage, and interpretive information on the Butterfield Overland Trail.

Use / User Experience

Grand Avenue is a busy roadway corridor which can negatively impact trail user safety and the overall trail user experience (of particular concern in areas where trail users may need to cross the street to access existing or future-planned resources and amenities). There are limited options for an alternate route alignment in this section, given constraints of geography and development. Trail planning and development along Grand Avenue should consider how best to buffer trail users from impacts associated with roadway traffic.

Resources

The Machado Adobe site, located just south of the intersection of Grand Avenue and Riverside Drive, represents a significant feature associated with the Butterfield Overland Stage route and could serve as an interpretive opportunity for the Butterfield Trail, though currently privately owned. The adobe structure was initially built in 1845 by the original Laguna Grande land grant recipient, Julian Manriquez. Rancho La Laguna was later sold to Agustin Machado in 1858. The site served as a stopping point along the Southern Emigrant Trail and a station stop for the Butterfield Overland Stage Line.

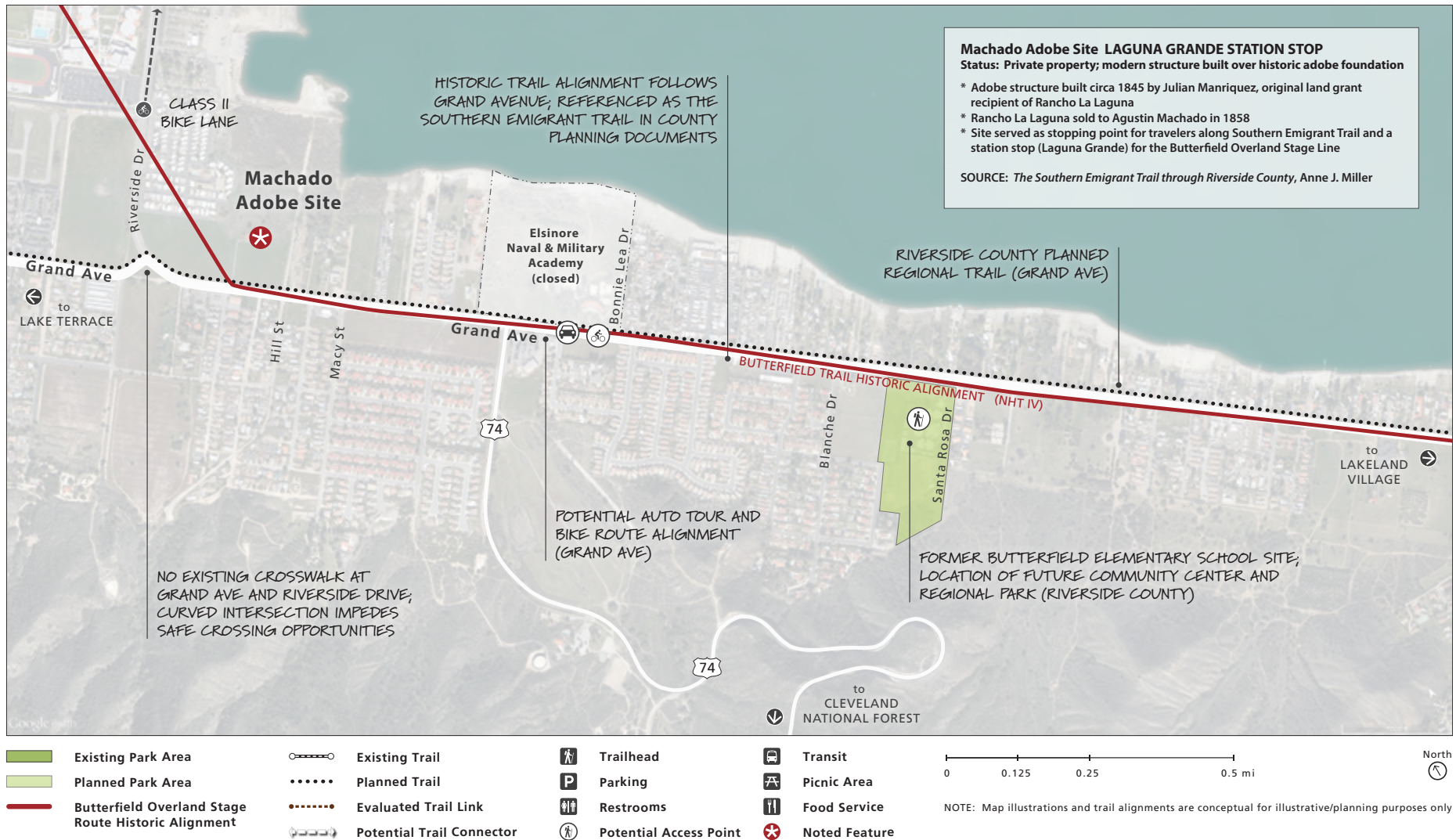
Although in a current state of unsalvageable collapse, the Elsinore Naval and Military Academy site could feature an interpretive kiosk or other signage to identify this once prominent location and indicate the proud military history of the area.

The view shed of the Santa Ana Mountains to the west and waterfront of Lake Elsinore to the east are other notable resources in this section.

Implementation

Riverside County has identified Grand Avenue as a regional trail corridor through this area. Development of the regional trail is dependent on funding, though, and will likely require right-of-way acquisition in some areas. In addition, existing development along Grand Avenue limits opportunities for widening the roadway and establishing a separate trail link along the length of the corridor. Trail connectivity along Grand Avenue could be achieved through a Class III bikeway and graded roadside shoulders in this section.

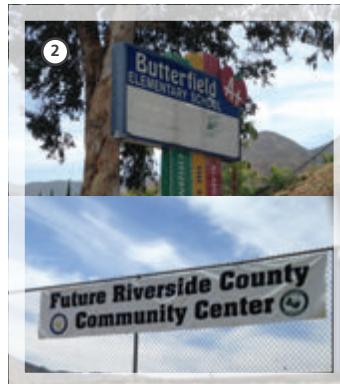
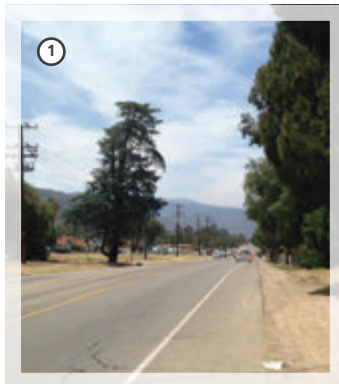
Section 2 Inventory Map





Section 2 Photo Inventory

1. Wide roadway corridor and undeveloped shoulder area along Grand Ave presents an opportunity for establishment of a roadside trail link and/or bike lane
2. Former Butterfield Elementary School site to be converted to a Riverside County Community Center
3. Closed Elsinore Naval and Military Academy facility (private property)
4. Entry gate to the location of the former Machado Adobe site with a painted Butterfield stagecoach silhouette; remains of the adobe building may be preserved within existing housing structure (pictured), though not confirmed (private property)



Section 3: Lake Terrace Area

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section 3 encompasses the northwestern section of the City of Lake Elsinore along its border with the County of Riverside, following Grand Avenue for about 2.0 miles. Between Machado Street and Withrow Elementary School, Grand Avenue runs through unincorporated Riverside County. This area features rural residential development on the west side of Grand Avenue and tract home communities on the east side. The terrain features steep chaparral-covered Santa Ana Mountains visible to the west and the City of Lake Elsinore to the east.

Alignment

The historic alignment of the Butterfield Overland Stage route veers sharply to the northeast once past the Machado Adobe site, cutting across a large area of residential development as well as Lakeside High School. Though the historic route alignment moves away from Grand Avenue in this section, Grand Avenue offers the best option for establishing a local auto tour route for the Butterfield Trail and is identified as a planned regional trail corridor by Riverside County. Developing a recreational trail link along Grand Avenue in this area would provide a Butterfield Trail alignment parallel to, but outside of, the historic route.

An alternate recreational trail alignment in this area could utilize existing service roads running along the county flood control channel from Riverside Drive to McVicker Canyon Park, provided an easement could be negotiated for trail use along the service road and that a trail link could be established along Riverside Drive to the Machado Adobe site.

Connectivity

There are significant opportunities to connect the Butterfield Trail alignment along Grand Avenue to several existing trails across this section. The El Cariso Regional Truck Trail provides a connection to the Cleveland National Forest and the Main Divide Road. A Class II bike lane runs along Grand Avenue from McVicker Canyon Park to Mountain Street within the City of Lake Elsinore. From McVicker Canyon Park through the La Laguna Estates community, there is an existing public trail maintained by the La Laguna Estates HOA which could potentially be incorporated into the Butterfield Trail alignment as it continues north through Lake Elsinore.

Access

The City of Lake Elsinore's McVicker Canyon Park provides a key opportunity for for establishing a Butterfield Trail access point and staging area in this section. Key amenities at McVicker Canyon Park include parking, picnic tables, sports fields, and restroom facilities. Other potential enhancements that could be developed include trail wayfinding signage and interpretive information on the Butterfield Overland Trail.

Use / User Experience

Grand Avenue is a busy roadway corridor that can negatively impact trail user safety and the overall trail user experience. There are limited options for an alternate route alignment in this section, given constraints of geography and development, but it would be beneficial to identify whether the trail could be located on the eastern side of Grand Avenue within the City of Lake Elsinore to minimize road crossings and take advantage of a small section of previously installed decomposed granite trail. Trail planning and development along Grand Avenue should consider how best to buffer trail users from impacts associated with roadway traffic.

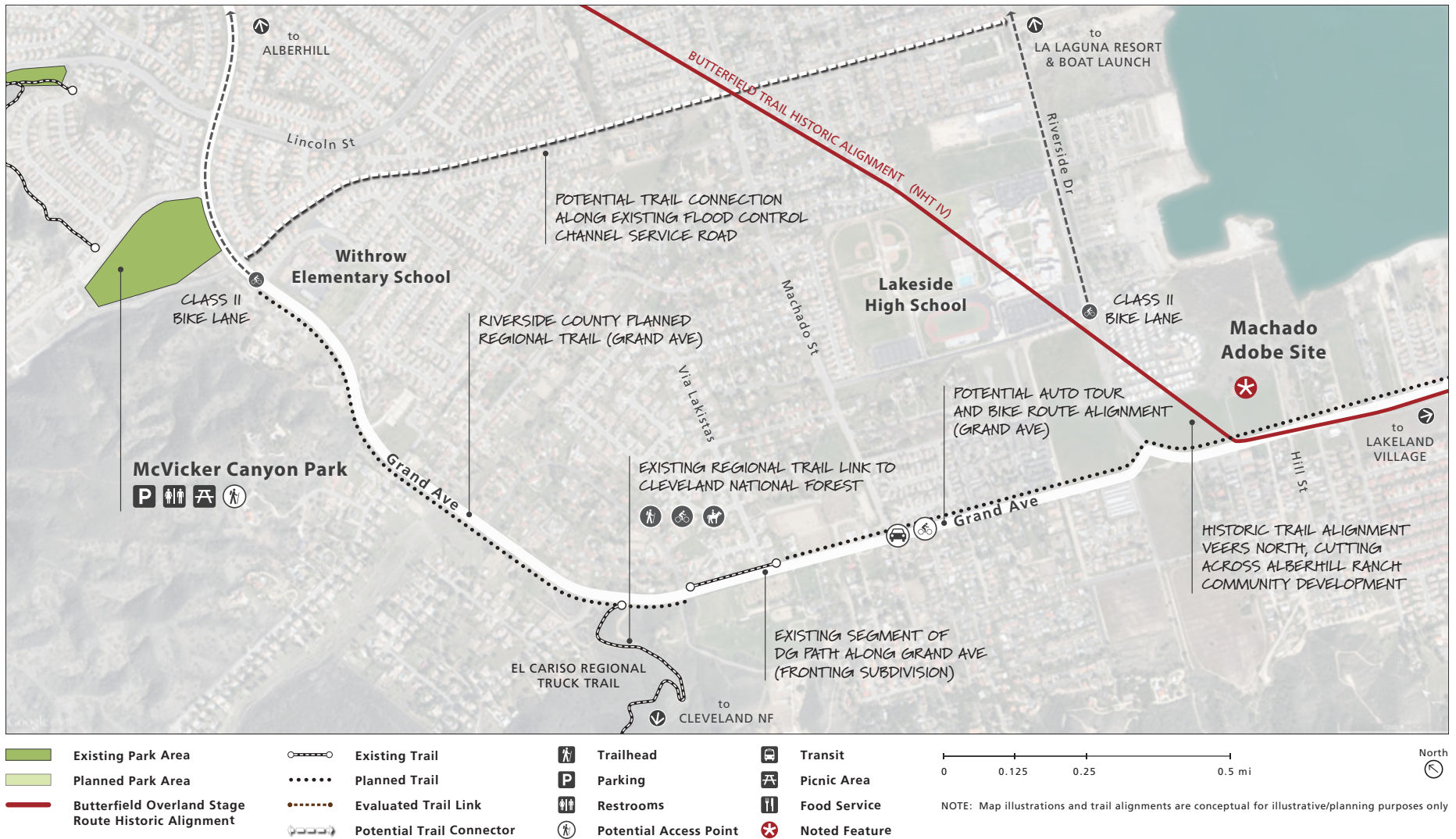
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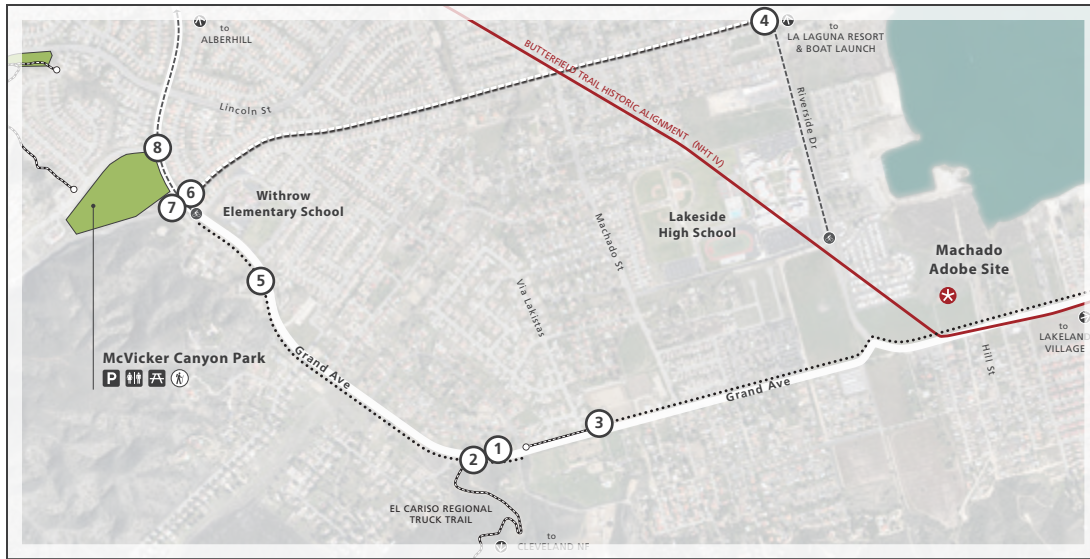
The view shed of the Santa Ana Mountains to the west and waterfront of Lake Elsinore to the east are notable resources in this section, as well as the recreational amenities provided within McVicker Canyon Park.

Implementation

Riverside County has identified Grand Avenue as a regional trail corridor through this area. The City of Lake Elsinore will need to complete a master trail plan to determine specific trail alignment priorities and to move forward with funding and implementation. Development of the regional trail is dependent on funding and will likely require right-of-way acquisition, though the roadway corridor widens considerably north of the El Cariso Truck Trail entry.

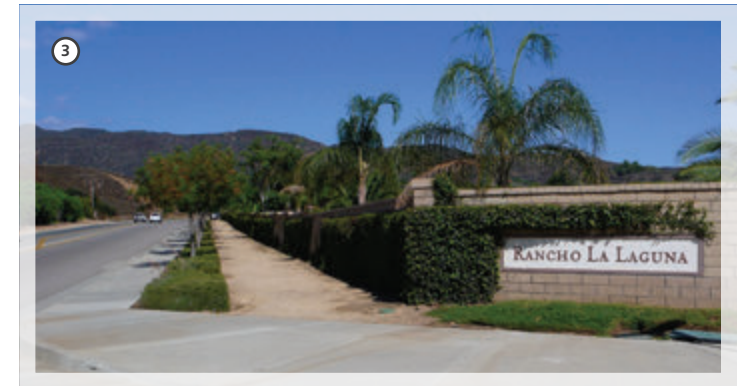
Section 3 Inventory Map





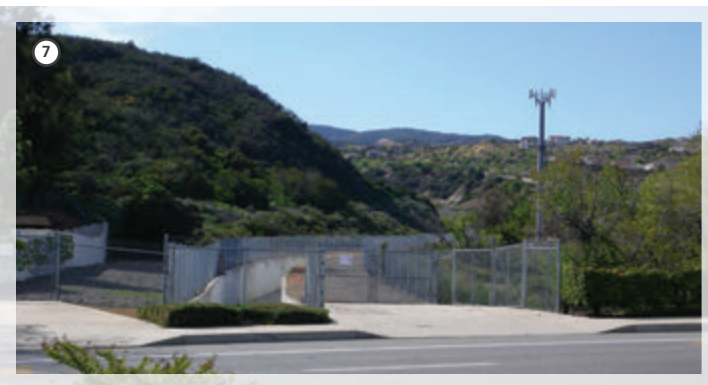
Section 3 Photo Inventory

1. Access point to El Cariso Regional Truck Trail off of Grand Ave leads to the Cleveland National Forest; potential area for development of a regional trail connection
2. View of entry to El Cariso Regional Truck Trail
3. Existing section of DG surface trail fronting the Rancho La Laguna development along Grand Ave near El Cariso Regional Truck Trail access point
4. Gated levee service road off of Riverside Dr (looking north) provides continuous connection through existing residential development to Grand Ave near McVicker Canyon Park, representing a potential alternative recreational trail link away from Grand Ave corridor



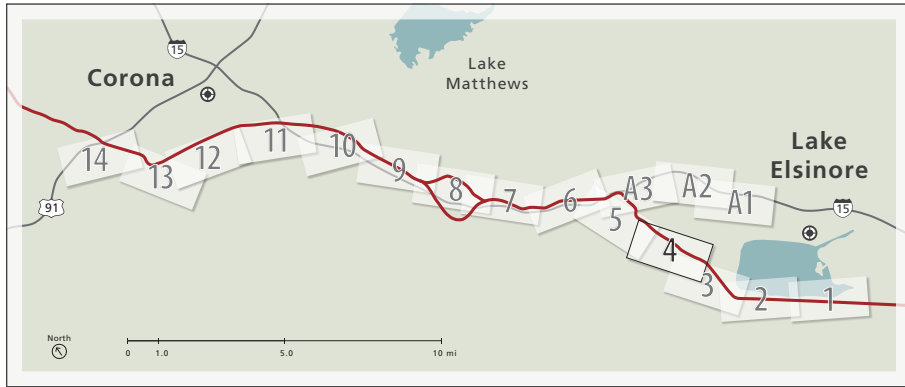


5. Wide roadway corridor and undeveloped shoulder area along Grand Ave (looking south) presents an opportunity for establishment of a roadside trail link and/or bike lane
6. Gated levee service road off of Grand Ave (looking south) provides a continuous connection through existing residential development to Riverside Dr near the La Laguna Resort and Boat Launch, representing a potential alternative recreational trail link away from Grand Ave corridor
7. Gated levee service roads (looking north) continue across Grand Ave and run along the back perimeter of McVicker Canyon Park
8. McVicker Canyon Park site includes numerous sports fields, picnic areas, shade structures, playground equipment, restrooms, parking, and access to nearby trail links



Section 4: Alberhill Community

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section 4 encompasses the northwest corner of the City of Lake Elsinore, characterized by large areas of suburban residential development abutting the steep chaparral-covered foothills of the Santa Ana Mountains, with ephemeral stream beds and pockets of equestrian / rural residential development located in unincorporated Riverside County. This section begins to provide opportunities for a more intimate wilderness experience in a relatively natural landscape setting not available in previous sections along the trail.

Alignment

The historic alignment of the Butterfield Overland Stage route cuts directly across several residential tracts as well as Lincoln Street Park, Summerlake Park, and Terra Cotta Middle School. Grand Avenue / Lake Street provides the best option for establishing a local auto tour route for the Butterfield Trail and currently provides a Class II bike lane beginning near McVicker Canyon Park. A recreational trail alignment along the Grand Avenue / Lake Street corridor could be established for the Butterfield Trail, roughly parallel to the historic route, following an existing concrete-paved sidewalk through the neighborhood.

An alternate recreational trail alignment in this area could utilize existing public trails running from McVicker Canyon Park through the La Laguna Estates community and along Lincoln Street. From Lincoln Street, the trail could connect to an unimproved dirt road eventually turning into Billings Lane, a single-lane graded dirt road approximately 12-15 feet wide. This alignment would take advantage of an existing Right of Way (ROW) easement purchased by the County of Riverside for regional trail development and intersect with a

county-planned staging area. This alternative would provide a Butterfield Trail alignment parallel to the historic route but in a more scenic landscape setting.

Connectivity

Establishing the Butterfield Trail alignment along Riverside County's purchased trail easement provides notable connectivity to their approximate 20-acre undeveloped staging area, commonly known as the Stouffer property, as well as to the East Horsethief Trail, an existing regional trail link to the Cleveland National Forest via Bishop Canyon. In addition, from McVicker Canyon Park a Class II bike land runs along Grand Avenue to Mountain Street within the City of Lake Elsinore.

Access

The City of Lake Elsinore's McVicker Canyon Park provides a key opportunity for establishing a Butterfield Trail access point and staging area in this section. Amenities include parking, picnic tables, sports fields, and restroom facilities. Other potential enhancements could be trail wayfinding signage and interpretive information on the Butterfield Overland Trail. Oak Tree Park features picnic tables and shade provided by majestic oak trees. It features few other amenities, but could potentially be enhanced with interpretive signage, maps, and a trail kiosk. The county's undeveloped staging area (Stouffer property) will be a major access point for regional trails in the area.

Use / User Experience

The existing public trail from McVicker Canyon Park includes several steep stairways that may limit access and use. Lincoln Street is an intermittently busy roadway depending on traffic associated with Rice Elementary School. The west side of Lincoln Street, adjacent to the existing roadside trail, features a vegetated hillside and relatively peaceful experience. Once a user passes Lincoln Street and continues onto Billings Lane, the experience becomes much more serene, with terrain featuring natural habitats and rural equestrian ranches.

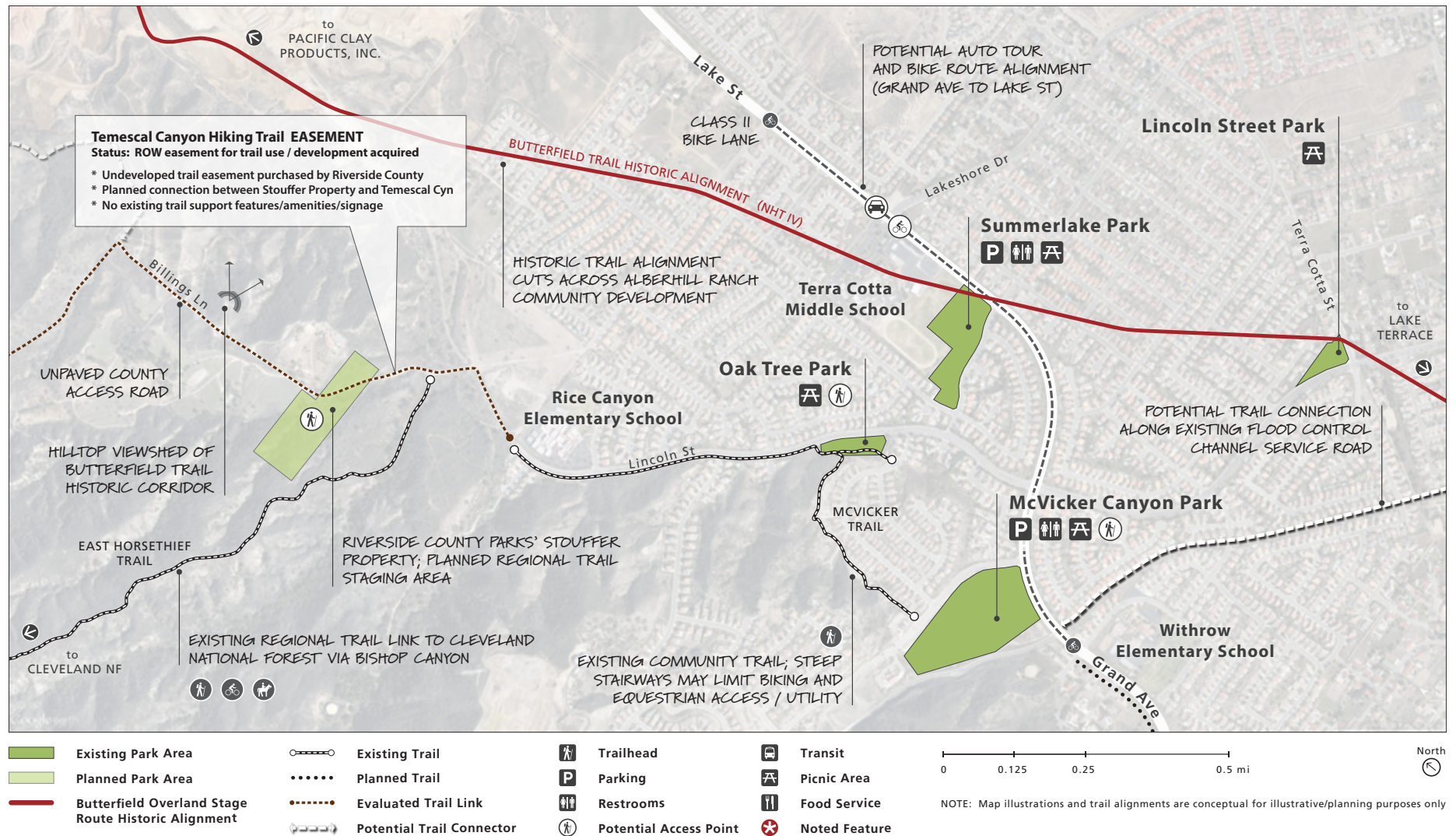
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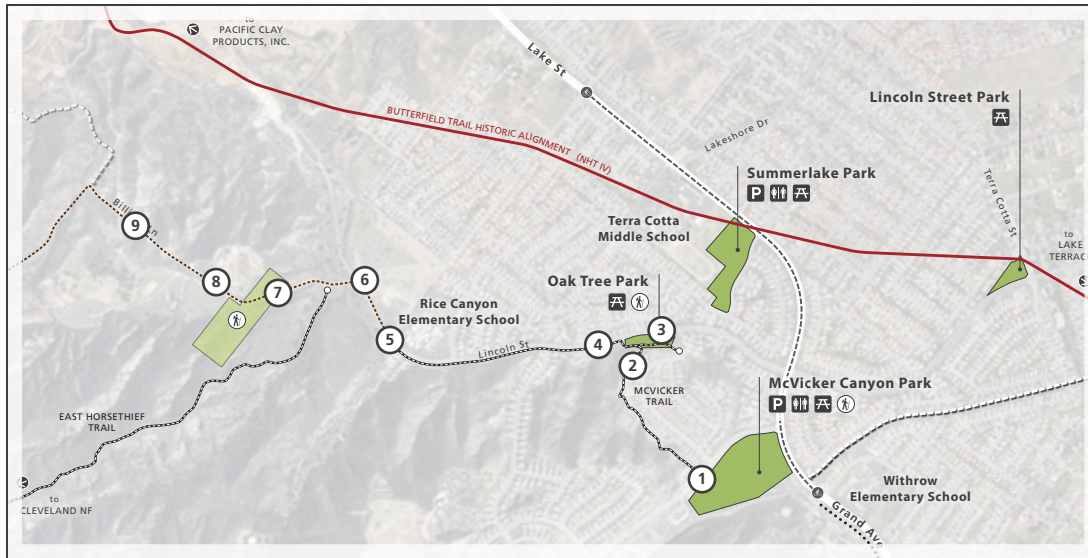
The county's purchased trail easement travels through chaparral-covered hillsides and rolling hills of Riverside sage scrub habitat and includes a notable scenic overlook area to the historic Butterfield Overland Stage route.

Implementation

This section of the trail could readily be implemented given that public trails currently connect McVicker Canyon Park to an existing county-owned trail easement along Billings Lane. Funding for trail development along Billings Lane and improvements to the Stouffer property staging area is still needed.

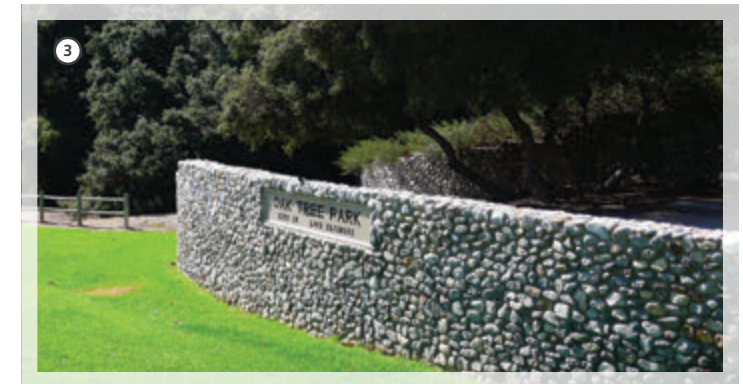
Section 4 Inventory Map





Section 4 Photo Inventory

1. Existing community trail connecting to/from McVicker Canyon Park includes several steep stairways likely limiting its use to pedestrian only
2. Expansive views of Lake Elsinore as seen looking south from the top of the existing community trail (McVicker Trail)
3. Oak Tree Park provides limited amenities other than small sections of shaded rest areas with picnic tables; majestic oaks define the quiet neighborhood pocket park



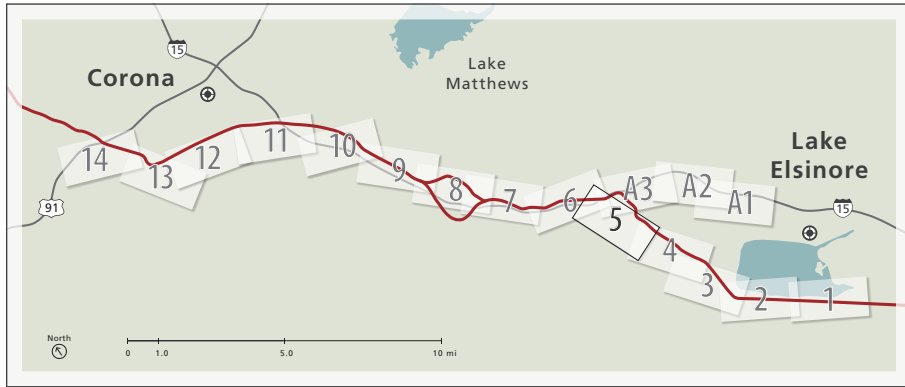


4. Existing DG pathway along Lincoln St connects Oak Tree Park and McVicker Canyon Park to access area for Riverside County purchased trail easement and future staging area (Stouffer Property)
5. Undeveloped roadway at the end of Lincoln St leading to Riverside County's purchased trail easement and future staging area (Stouffer Property)
6. Mature Sycamores frame the entry to Billings Ln, an unpaved county access road
7. Riverside County's Stouffer Property, conceived as a primary staging area within the County's planned regional trail network, remains undeveloped though readily accessible off of Billings Ln
8. Riverside County purchased trail easement runs adjacent to the existing Billings Ln corridor
9. View looking north from Billings Ln roadway corridor towards Temescal Valley where the historic Butterfield Overland Stage route traversed



Section 5: Pacific Clay Products, Inc.

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section 5 covers an area just north of Lake Elsinore characterized by dense chaparral hillsides giving way to mining operations of Pacific Clay Products Inc. and suburban development of the unincorporated community of Horsethief Canyon. The terrain exhibits rolling hills with intermittent steep climbs and off-camber slopes, providing opportunities for a scenic and more rugged trail experience within the natural environment.

Alignment

The historic alignment of the Butterfield Overland Stage route runs directly through the current Pacific Clay Products Inc. property in this section. And though falling just outside this section's mapped area, Lake Street provides the best option for establishing a local auto tour route for the Butterfield Trail, as well as continuation of a Class II bike route option to Temescal Canyon Road.

A recreational trail alignment along the easement purchased by Riverside County Parks and Open Space District could be established for the Butterfield Trail. The easement runs roughly parallel to the historic route, turning west off of Billings Lane and climbing to an existing ridgeline trail which provides a spectacular view of the Santa Ana Mountains and the historic Butterfield Overland Stage route before descending to Temescal Canyon Road. An alternate recreational trail alignment could potentially utilize an existing service road cut along the back side of the mining property to Hostettler Road.

Connectivity

While a trail link does not exist currently, the county's purchased trail easement

crosses briefly into the Cleveland National Forest in this section, providing an opportunity to connect the Butterfield Trail to National Forest lands. Overall, connectivity is constrained in this section, particularly where the existing trail easement crosses Temescal Wash. Currently, this area is an overgrown riparian corridor that would require significant engineering and mitigation to cross. In addition, as an alternate, Hostettler Road presents limited opportunities given its narrow and steep alignment. A Class II bike lane is proposed to run along Lake Street to Temescal Canyon Road through the City of Lake Elsinore. From there, the County of Riverside proposes in their long range plans to install a bike lane adjacent to Temescal Canyon Road.

Access

Access to this section of the trail could come from the 20-acre undeveloped staging area (Stouffer property) or from the backside of the Horsethief Canyon community. There are no existing amenities for trail users here. Future developments could include parking, picnic tables, and restroom facilities at the Stouffer property. Other potential enhancements could be trail wayfinding signage and interpretive information on the Butterfield Overland Trail.

Use / User Experience

The terrain, featuring natural habitats and rural equestrian ranches, would provide the user with a serene and natural experience. The county's easement trail is much more rugged and challenging than many of the other sections, but the user is rewarded with more pristine natural habitats and a truly outdoor experience. Wildlife tracks are evident along the ridgeline easement, including mule deer and coyote. Many fragrant and showy plants are evident including black and white sages, chaparral mallow, and coast sunflower.

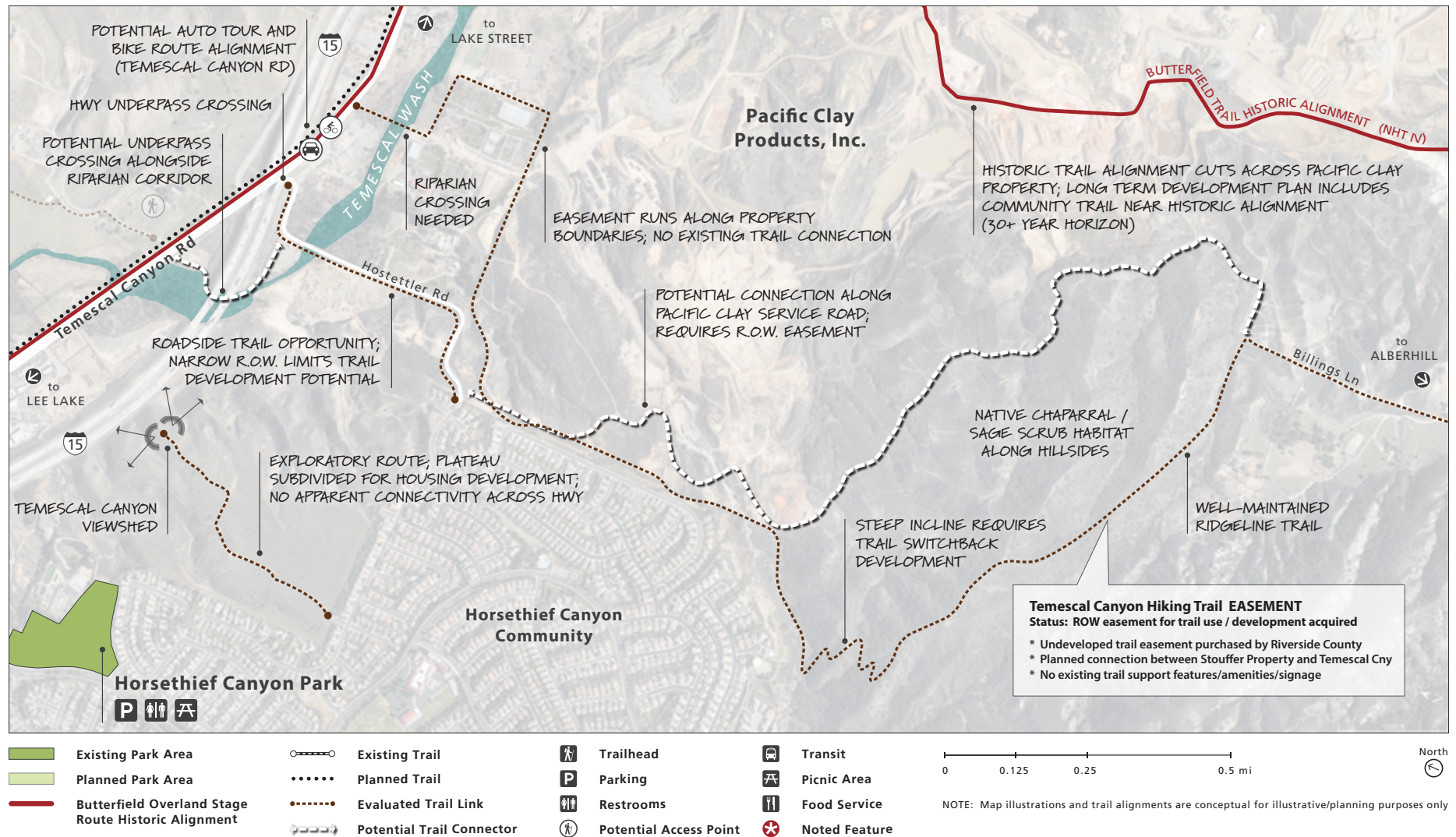
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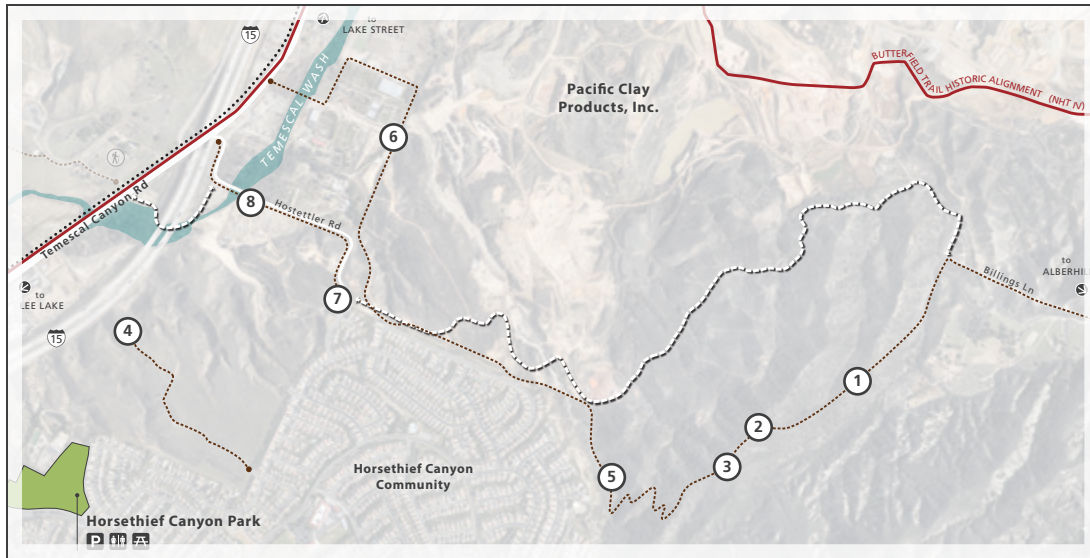
The county's trail easement travels through chaparral-covered hillsides and rolling hills of Riversidian sage scrub habitat and includes panoramic views of the Santa Ana Mountains and the historic Butterfield Overland Stage route.

Implementation

This section of the trail could readily be implemented along the existing trail easement but would require Riverside County to develop its staging area at the Stouffer property and address connectivity issues to get across Temescal Wash or utilize the Hostettler Road corridor. An ephemeral drainage runs across the easement where the trail leaves Billings Lane and begins its ascent to the existing ridgeline trail, likely requiring some type of bridging. A ROW easement would need to be negotiated from Pacific Clay Products Inc. to utilize the identified alternate route through the mining operation.

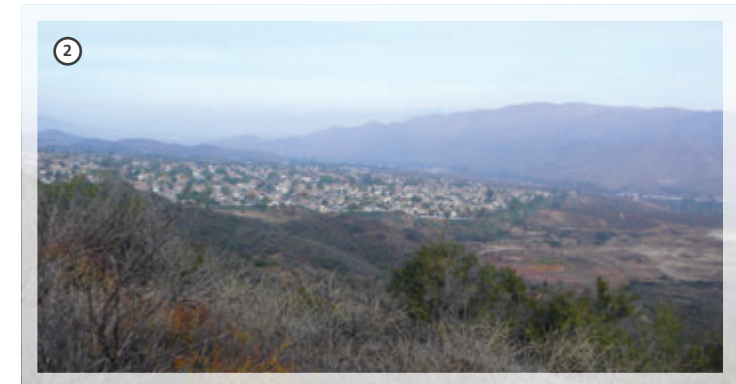
Section 5 Inventory Map





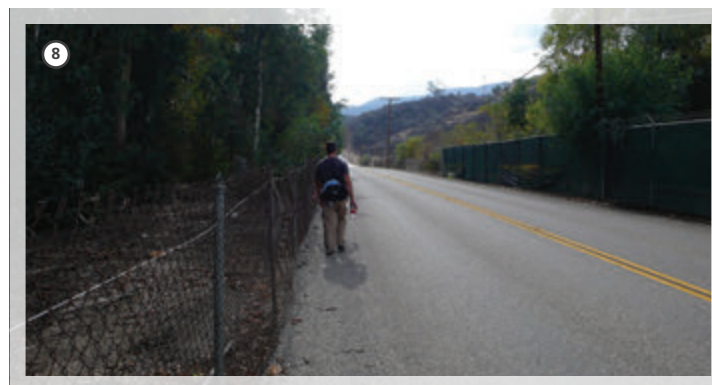
Section 5 Photo Inventory

1. Well-maintained ridgeline access road follows Riverside County regional trail easement (purchased)
2. View looking north from ridgeline to Horsethief Canyon community and the greater Temescal Valley beyond
3. Property boundary sign for the Cleveland National Forest; existing ridgeline trail briefly crosses into the Forest and may provide an opportunity for future access



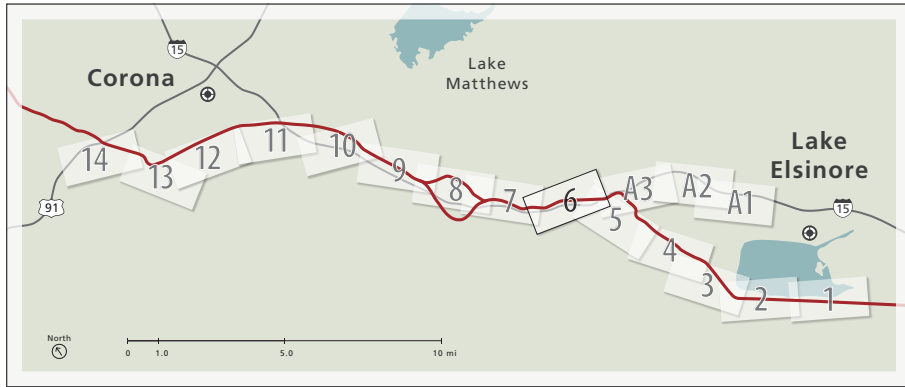


4. View looking east across Hwy 15 from undeveloped plateau adjacent Horsethief Canyon community; highway restricts access to Temescal Wash corridor (running along base of hills) from this location
5. Existing county trail easement runs from ridgeline down steep hillside covered in chaparral habitat (no existing trail / access road)
6. County trail easement continues along existing service roads running adjacent private property boundaries towards Temescal Wash and Temescal Canyon Rd
7. Potential access point to county trail easement off of Hostettler Rd along border of Horsethief Canyon community
8. Narrow roadway corridor along Hostettler Rd may limit opportunities for roadside trail development



Section 6: Lee Lake (Corona Lake)

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section 6 extends from the Temescal Canyon Road underpass at Hwy 15 to Corona/Lee Lake, between Lake Street and Indian Truck Trail. Largely following the foothills of the Estelle Mountain Preserve east of Temescal Wash, the landscape transitions from grassland pastures at its southern end to riparian habitat to the north. No formal trails have been established in this section; however, several existing service roads and easements provide informal connectivity across this area. Southern California Edison's (SCE) future Alberhill Glen Ivy Substation site anchors the southern portion of this section.

Alignment

The historic alignment of the Butterfield Overland Stage route follows Temescal Canyon Road through this section, providing an ideal opportunity for establishing a local auto tour route for the Butterfield Trail. In addition, Riverside County has identified Temescal Canyon Road as a planned regional trail corridor, proposing bike lanes and multiuse trails paralleling the roadway. Developing a recreational trail link along Temescal Canyon Road would provide a Butterfield Trail alignment that follows the historic route, though impacted by adjacent roadway traffic conditions. An alternate recreational trail alignment in this area could utilize existing service roads closer to, or routed around the east side of, Temescal Wash to lessen impacts from traffic conditions and development while still running parallel to the historic route.

Connectivity

Connectivity is constrained by the Hwy 15 corridor to the west and the steep hillsides of the Estelle Mountain Preserve to the east. No existing trails connect

the Butterfield Trail corridor to these surrounding foothills, though partnering with private land owners could establish such links. Opportunities to cross Hwy 15 are also limited. The Temescal Canyon Road underpass provides room for a trail along the roadway corridor to connect with the county's trail easement noted in Section 5. An alternate route could potentially utilize the Temescal Wash underpass, providing easements could be secured from property owners on both sides of the highway, to connect to Hostettler Road.

Access

Partnership with Corona Lake to establish a Butterfield Trail access point and staging area could prove mutually beneficial, though future development plans are focused on residential versus recreational priorities. Other opportunities to establish trail access include partnering with SCE at their planned substation site, purchasing property near the Temescal Wash underpass, and partnering with other private land owners interested in recreational opportunities in the area (such as Skull Canyon, featuring zip-line activities and eco-tourism).

Use / User Experience

East of the Temescal Canyon Road corridor, the southern portion of this section is characterized by peaceful meadows and a horse pasture at the base of the Estelle Mountain Preserve. Along the foothills, there is little shade, but the terrain is level and easy to walk and would provide a notable experience for users during wildflower season. To the north, moving closer to Temescal Wash, mature riparian vegetation provides a sense of natural solitude for users.

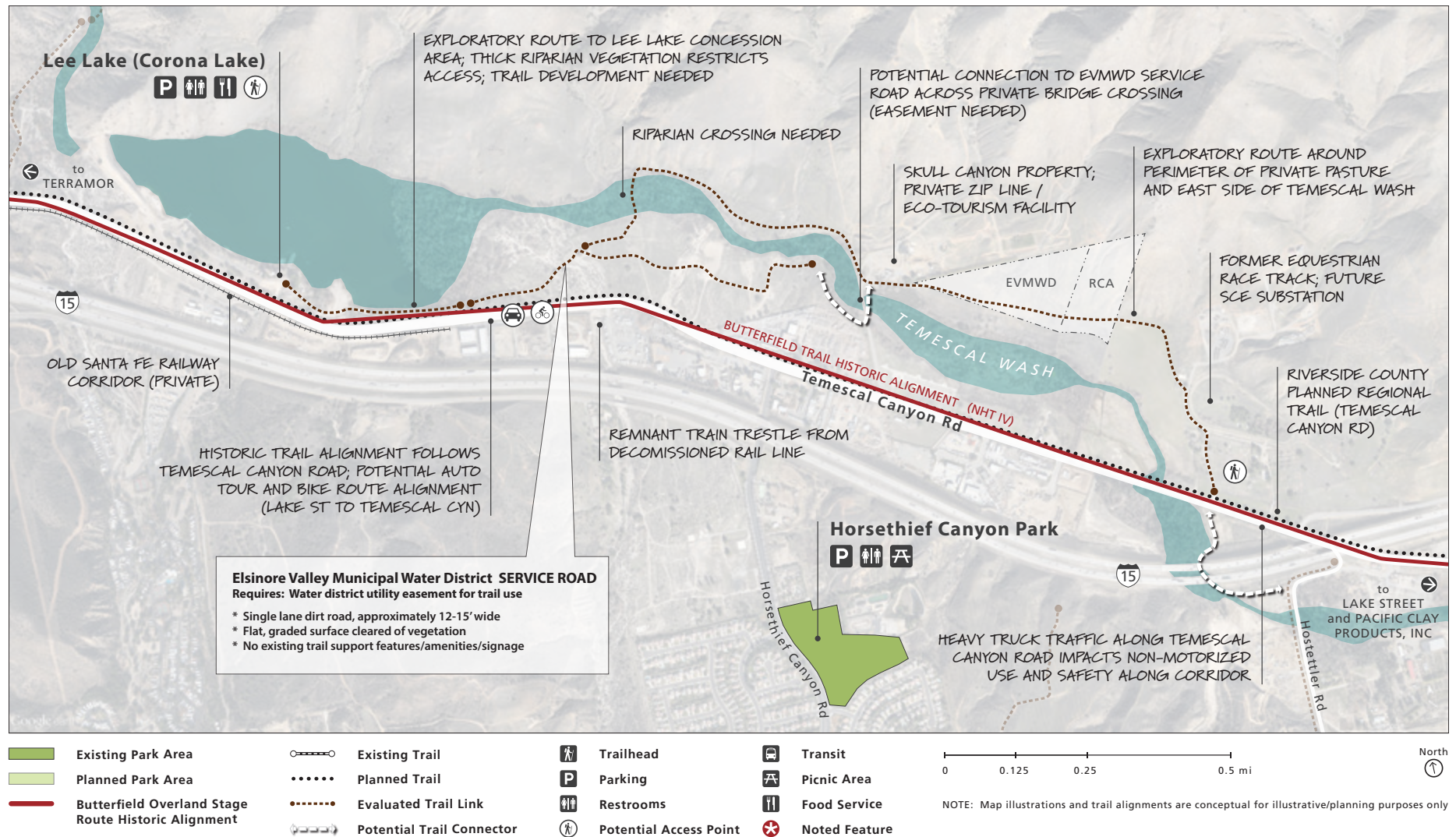
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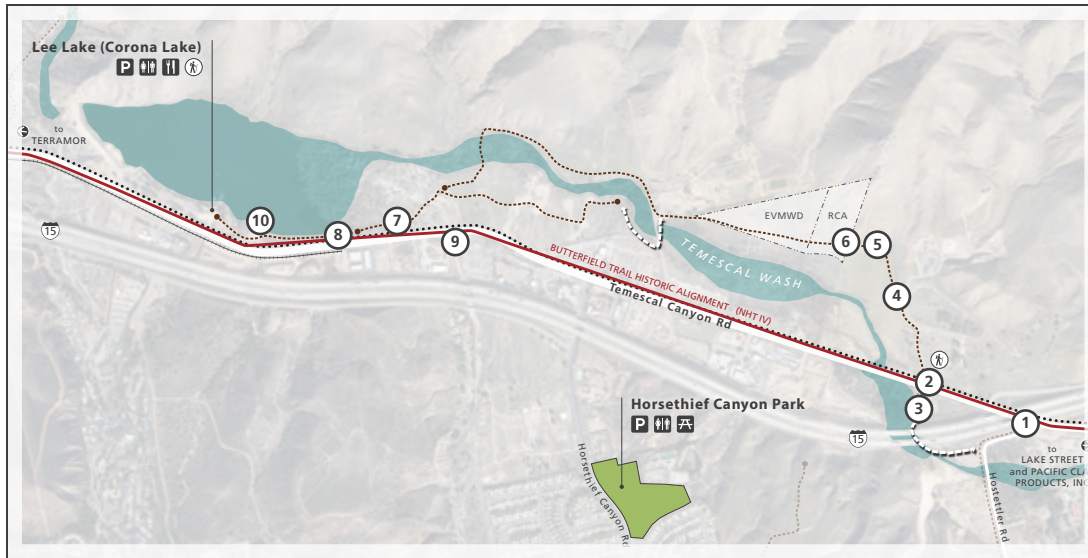
Areas to the east of Temescal Wash offer scenic views of Temescal Valley and the foothills of the Estelle Mountain Preserve.

Implementation

The area east of Temescal Wash encompasses several properties, public and private, where access easements / trail use agreements would need to be established. Modest trail improvements would be needed in areas where existing access roads do not extend (north of the Skull Canyon zip line facility). For trails developed on the east side of the wash corridor, the largest issue concerns crossing Temescal Wash, requiring engineering and mitigation of habitat. An existing private bridge at Skull Canyon may provide an alternative to new bridge construction, though. Completing trails along the west side of the wash could utilize existing Elsinore Valley Municipal Water District rights-of-way. Residential development plans for Corona Lake include trails that could provide more opportunities for this area. Finally, trail implementation along Temescal Canyon Road largely is dependent on future development projects.

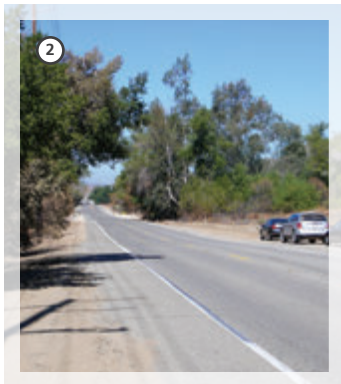
Section 6 Inventory Map





Section 6 Photo Inventory

1. Existing Hwy 15 overpass at Temescal Canyon Rd and Hostettler Rd with ample clearance for potential trail undercrossing
2. Temescal Canyon Rd near Temescal Wash crossing; typical undeveloped roadway corridor conditions within this section
3. Burned portion of riparian corridor looking west daylights Hwy 15 overpass across Temescal Wash
4. Open pasture (private) along east side of Temescal Wash looking north within Temescal Valley





5. *Looking north along perimeter boundary of private pasture; potential trail routing opportunity away from Temescal Canyon Rd corridor*
6. *RCA Wildlife Conservation Area along foothills east of Temescal Wash*
7. *Existing Elsinore Valley Municipal Water District service road south of Lee Lake*
8. *Light industrial development along Temescal Canyon Rd across from Lee Lake*
9. *Remnant section of railway trestle just west of Temescal Canyon Rd*
10. *Lee Lake shoreline looking east*



Section 7: Terramor

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section 7 extends from Corona/Lee Lake in the south to the Spanish Hills area in the north, mainly passing through land that will soon be part of the Terramor Master Planned Community (1400+ homes). Across much of this area, Temescal Wash meanders through steep canyons, supporting a thick, relatively natural riparian belt between the Temescal Canyon Road corridor and the as-yet to be developed hillsides. Though not intact, the old Santa Fe railway corridor runs through this section with areas of rail bed still present in some locations.

Alignment

The historic alignment of the Butterfield Overland Stage route continues to follow Temescal Canyon Road to the western extent of the Terramor development. Different scholarly accounts have the historic route either veering north through the Dawson Canyon area (Sanders) or continuing south following Temescal Canyon Road (Miller). Temescal Canyon Road provides the best option for establishing a local auto tour route for the Butterfield Trail. In addition, Riverside County has identified Temescal Canyon Road as a planned regional trail corridor, proposing bike lanes and multiuse trails paralleling the roadway (at a minimum providing a bike route option for the trail). As part of their development plans, Terramor will be completing the section of roadside trail between El Hermano Road and the planned location of their community park. They have also offered an easement for trail development south of El Hermano Road to Indian Truck Trail. A recreational trail alignment fronting the Terramor development could establish a Butterfield Trail link following the historic route, though impacted by adjacent roadway traffic conditions.

An alternate recreational trail alignment, especially for hikers and equestrians, might be considered along the east side of Temescal Wash, moving away from the roadway corridor but providing an unmatched experience through pristine habitat. Such an alignment would require significant trail development as well as utilization of Terramor's planned community trail network and a remnant access road near their western boundary. There may be potential to utilize a section of Old Temescal Canyon Road south of El Hermano Road as an option for buffering trail users from roadside traffic conditions, though some of this area may be designated for conservation as part of the development's mitigation plan. A final option for moving away from the Temescal Canyon Road corridor could be to explore trail development along the existing railway bed alignment, though the corridor is privately owned (multiple parties).

Continuing from the Terramor development, the recreational trail link could follow along Temescal Canyon Road and provide an alignment that parallels the route identified by Dr. Anne Miller, though one greatly impacted by adjacent roadway traffic conditions. Alternatively, the trail route could continue along the Temescal Wash corridor as identified by Mr. Kirby Sanders and likely provide a more favorable trail user experience away from the more developed roadway corridor.

Connectivity

There are some limited opportunities for connectivity to a Butterfield Trail alignment along Temescal Canyon Road. Though separated by Hwy 15, and requiring use of the Indian Truck Trail underpass, a connection to the Cleveland National Forest can be made at the Indian Truck Trail entry roughly 0.25 miles west of Temescal Canyon Road. There is potential to tie into the planned Terramor community trail network, providing access to any future trails developed in the adjacent Estelle Mountain Reserve area to the northeast.

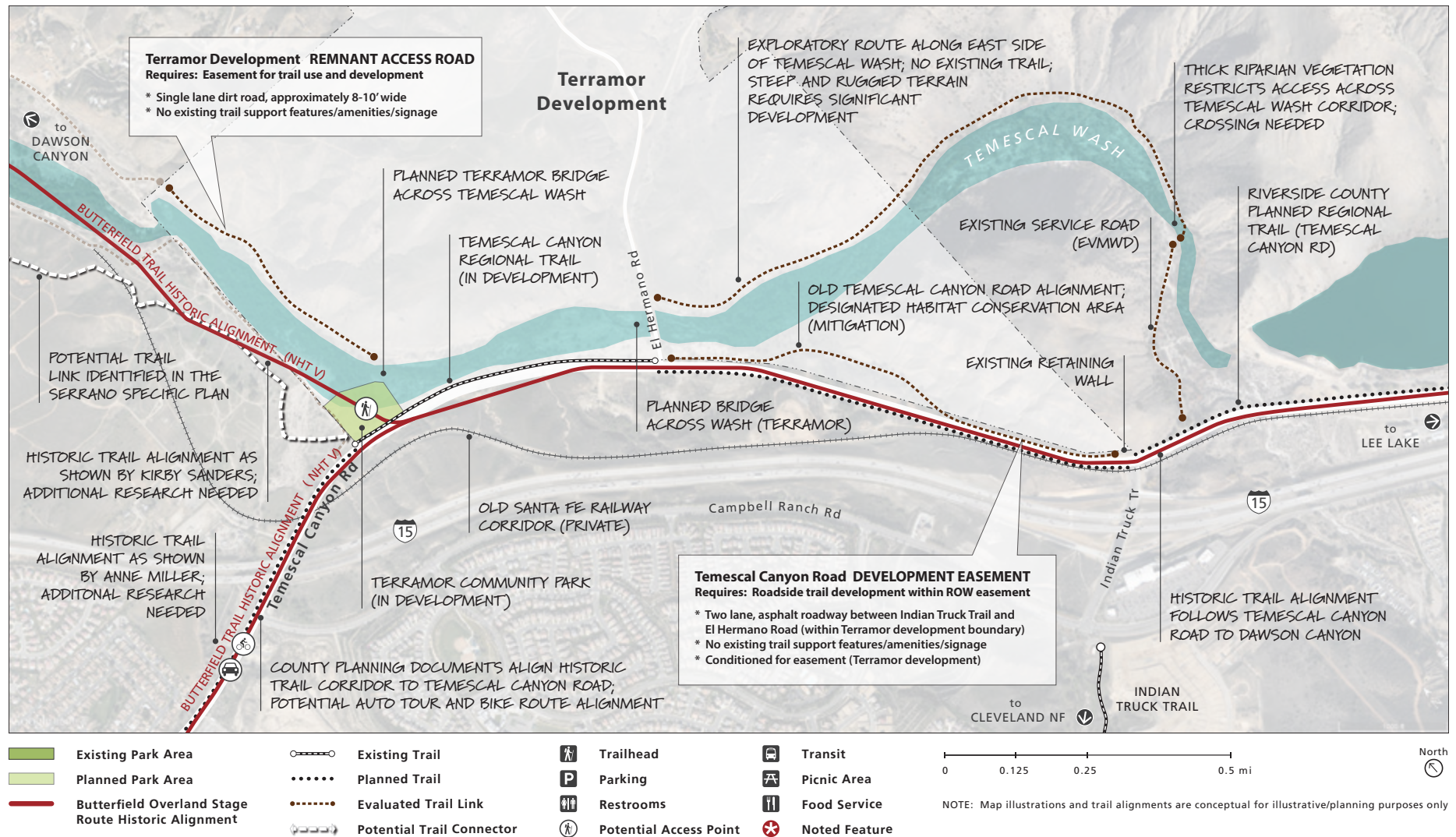
Access

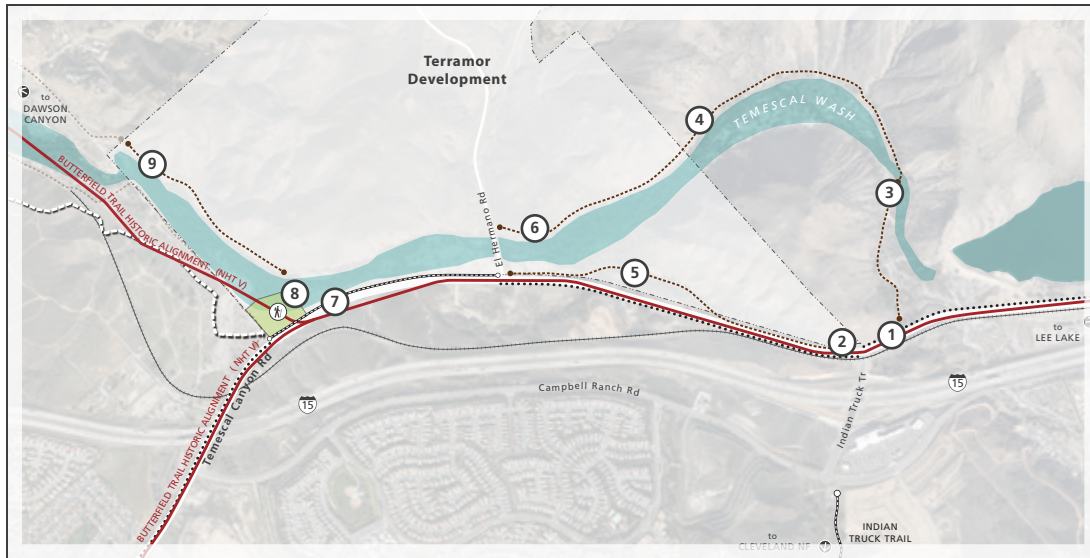
Included in the Terramor Master Planned Community is the development of a public park along Temescal Canyon Road where Temescal Wash veers north into Dawson Canyon. The community park will feature a host of amenities including parking, an equestrian staging area, and restroom facilities. This area could also be enhanced with trail wayfinding signage and interpretive information on the Butterfield Overland Trail and is in an ideal location to establish a formal Butterfield Trail access point and staging area.

Use / User Experience

As it heads north from the Corona/Lee Lake dam, the Temescal Wash corridor offers some of the most rugged, serene, and wilderness-like experiences

Section 7 Inventory Map





Section 7 Photo Inventory

1. Temescal Canyon Rd approaching Indian Truck Tr; roadway corridor constrained by small section of hillside embankment
2. Atop an existing retaining wall at the Temescal Canyon Rd and Indian Truck Tr intersection; potential opportunity to route trail around intersection
3. Thick riparian vegetation fills the Temescal Wash corridor, looking east to the hillsides from the end of the EVMWD service road
4. Steep hillsides, rugged terrain, and no exiting trail links along the Temescal Wash corridor running east of Temescal Canyon Rd
5. Remnant section of Old Temescal Canyon Road east of existing roadway corridor, providing potential connection between Indian Truck Tr and El Hermano Rd





Section 7 Analysis continued

available throughout the entire Temescal Valley, though implementation would prove challenging (see Implementation section below). Temescal Canyon Road is a busy roadway corridor, especially for local truck traffic, that can negatively impact trail user safety and the overall trail user experience. While much of this area is already conditioned for trail development, it would be beneficial to prioritize trail implementation along the eastern side of Temescal Canyon Road to minimize road crossings and take advantage of Terramor's planned trail links and community park. Overall, trail planning and development along Temescal Canyon Road should consider how best to buffer trail users from impacts associated with roadway traffic.

Resources

Remnant segments of the old railway corridor are present in various locations across this section, though privately owned, and represent a connection to one aspect the area's past. Recreational resources consist primarily of the planned community park in the Terramor development.

Implementation

Trail development along Temescal Canyon Road is already part of the requirements for several developments within this section. Establishing a recreational trail alignment along the east side of Temescal Wash south of El Hermano Road would require significant investment of resources, engineering, and likely habitat mitigation that may all prove cost-prohibitive. Utilizing Terramor's granted easement along Temescal Canyon Road, as well as exploring options for connecting into their planned community trail links, could be a more feasible option with a smaller investment of resources. Establishing a trail along the old railway corridor would require purchasing property and / or easements from private land owners as well as addressing needed bridging across Temescal Wash (detailed in Section 8), though such an alignment may be eligible for Rails-to-Trails grant funding. The railway alignment also passes through areas that have been subject to major development proposals in the past, increasing market value of property and making it difficult to predict how surrounding land uses will be developed moving forward (thus impacting future trail user experiences).



- 6. *South of El Hermano Road entering the Temescal Wash canyon via Terramor development*
- 7. *Heavy truck traffic along Temescal Canyon Road impacts trail user experience and safety along roadway corridor*
- 8. *Temescal Wash crossing near site of planned Terramor community park and bridge*
- 9. *Existing access road along northern perimeter of Terramor Development connecting planned community park and bridge to existing Park Canyon Dr (private)*



Section 8: Dawson Canyon

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section 8 extends from the western edge of the future Terramor Master Planned Community to Dawson Canyon Road and the El Sobrante Landfill. The area is characterized by a wide expanse of the Temescal Wash floodplain running through largely undeveloped lands of the Serrano Specific Plan area, remnant segments of the old Santa Fe railway corridor, and large rural residential horse properties to the east of the Temescal Wash corridor.

Alignment

The historic alignment of the Butterfield Overland Stage route through this section requires additional research. In his study for the National Park Service, Kirby Sanders identifies the route as following the Temescal Wash corridor through Dawson Canyon. Dr. Anne Miller, in her book on the Southern Emigrant Trail, notes an alignment that follows the Temescal Canyon Road corridor. For reference, both are represented on the maps for this section.

Temescal Canyon road provides the best option for establishing a local auto tour route for the Butterfield Trail and is identified as a regional trail corridor by Riverside County, where bike lanes and multiuse trails are planned. Establishing a recreational trail link along Temescal Canyon Road would provide an alignment that parallels the route identified by Dr. Miller, though one greatly impacted by adjacent roadway traffic conditions.

Establishing a trail route along the Temescal Wash corridor would provide an alignment parallel to the route identified by Mr. Sanders, one with more favorable conditions for hikers and equestrians. An alignment east of the

wash could potentially utilize the privately owned Park Canyon Drive as a link between an existing access road within the Terramor development and a segment of railway bed near Dawson Canyon Road. Such an alignment would follow existing easements and access roads adjacent the bluffs of Spanish Hills. A western alignment could either follow privately-owned sections of railway bed or be established through future development projects (likely industrial/commercial) as envisioned in the Serrano Specific Plan. A western trail alignment likely would require bridging across the Temescal Wash floodplain in order to meet up with Dawson Canyon Road. Both alignment options would require crossing Dawson Canyon Road at a busy entry point to the El Sobrante Landfill or establishing a trail link under the existing bridge.

Connectivity

There are no significant opportunities to connect the Butterfield Trail alignment along Temescal Wash to any existing trails within this area. Future-planned trails developed in connection with the Terramor community may be linked to the Butterfield Trail, though that trail network largely will be private. Following Temescal Wash would provide connectivity to the existing, though isolated, Indian Pictograph Historical marker just below Dawson Canyon Road.

Access

The future Terramor Master Planned Community park represents an ideal location to establish a formal Butterfield Trail access point and staging area. Plans for the park include parking, an equestrian staging area, and restroom facilities. The park could be enhanced with trail wayfinding signage and interpretive information on the Butterfield Overland Trail.

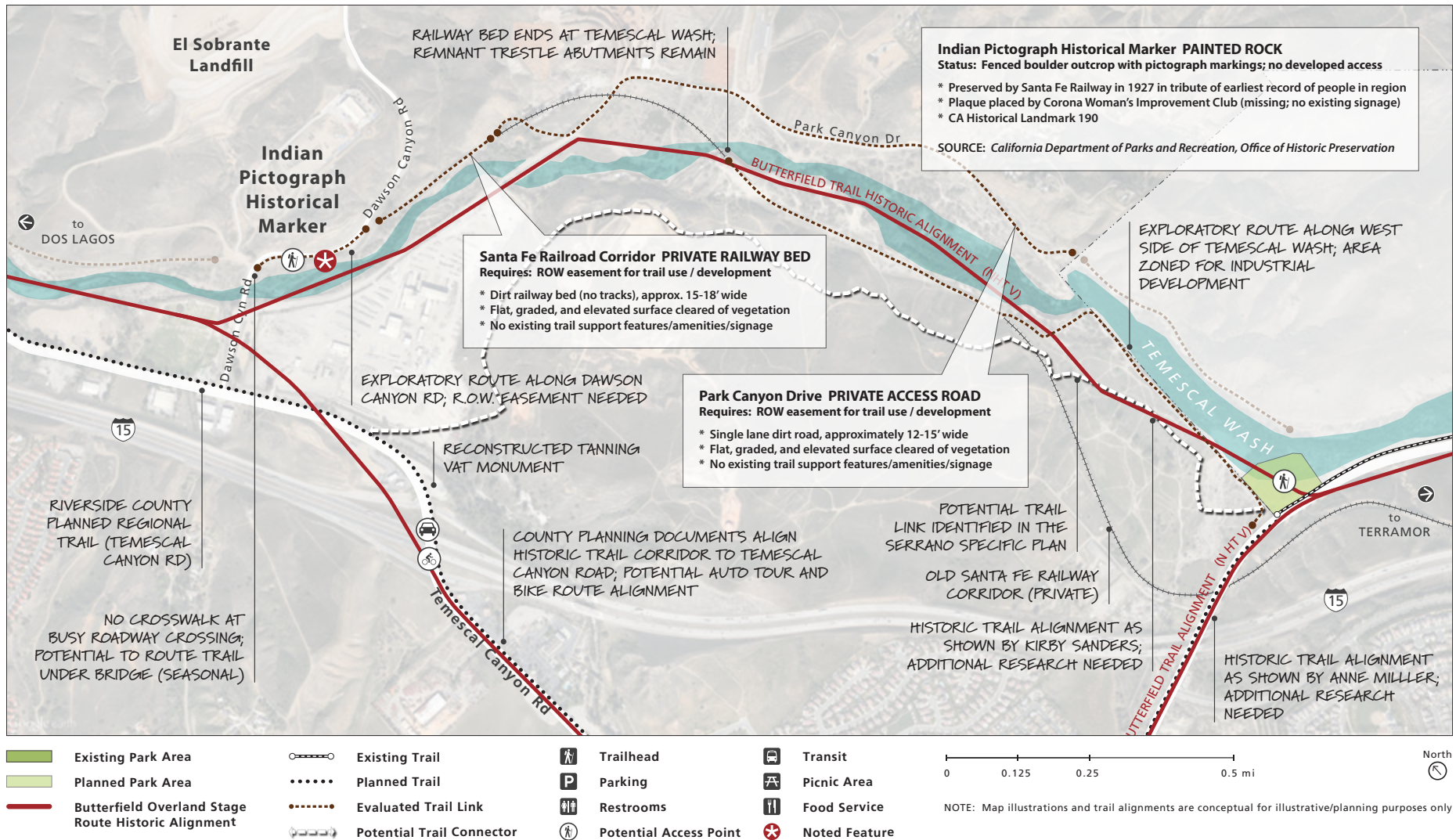
Use / User Experience

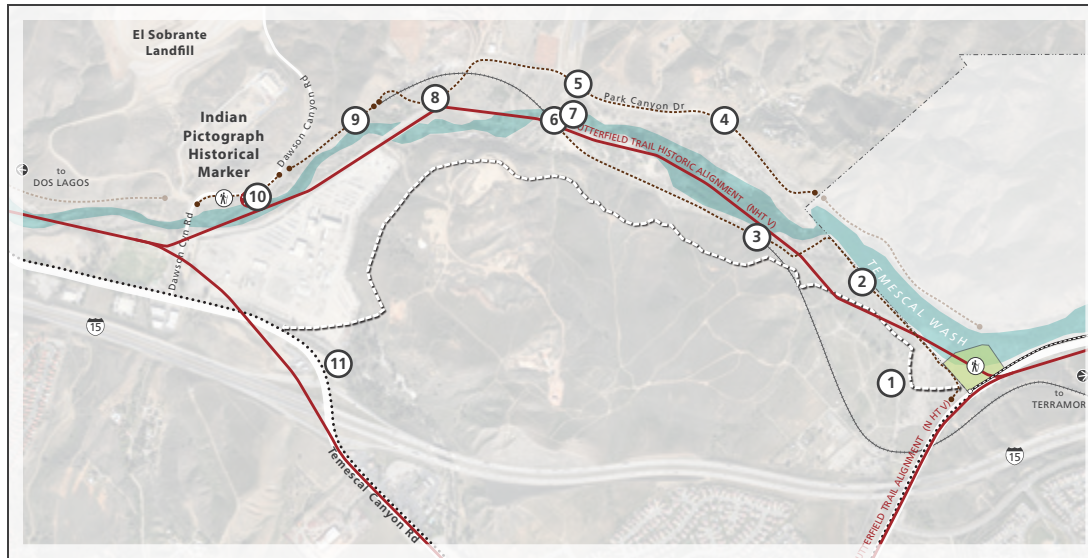
The Temescal Wash corridor provides a scenic and peaceful experience well-removed from the roadway traffic, noise, and residential and commercial development found along Temescal Canyon Road. The area provides opportunities to experience natural riparian habitat and offers expansive views of the nearby hillsides as well as the Santa Ana Mountains further west. While the area is likely to change with future development, identifying a trail alignment along the Temescal Wash corridor can encourage development that embraces the riparian corridor as a community asset to be emphasized in planning proposals, as well as establish a Butterfield Trail link in this area.

Resources

The Indian Pictograph Historical marker, located just south of Dawson Canyon Road below the roadway embankment, represents a significant historical feature within this section and could serve as an interpretive opportunity

Section 8 Inventory Map





Section 8 Photo Inventory

1. Wide floodplain along the west side of the Temescal Wash corridor looking east
2. Blown out levee embankment along western edge of Temescal Wash indicates area can be subjected to significant flood events
3. Existing railway corridor (private) traversing area west of Temescal Wash, elevated from the flood plain



4. *End of Park Canyon Dr at Spanish Hills area looking south*
5. *Park Canyon Dr (private) looking north*
6. *Remnant train trestle abutments indicate where railway corridor crossed Temescal Wash*

Section 8 Analysis continued

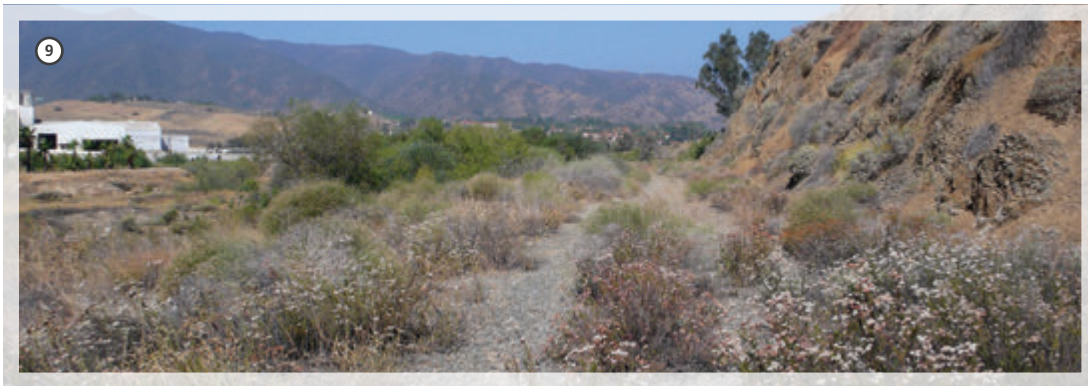
for the Butterfield Trail. The fenced boulder outcrop with pictograph markings was preserved by the Santa Fe Railway Company in 1927 and is a registered California Historical Landmark (190). Such a resource could help shed light on the region's connection to Native American communities prior to Butterfield.

Though lacking historic integrity, a set of reconstructed tanning vats located along Temescal Canyon Road near Hwy 15 can also help interpret another era of the region's history. Remnant segments of the old railway corridor, including train trestle abutments across the Temescal Wash floodplain, provide a visual cue to another historic era that could be interpreted along the trail.

Implementation

Trail development along Temescal Canyon Road is already part of the county's master plan, though resources to establish a trail along the roadway corridor in this section have not been identified. A recreational trail alignment along the east side of Temescal Wash would require access easements / trail use agreements to be established, particularly along the privately owned Park Canyon Drive and Dawson Canyon Road (entering the landfill). Some trail improvements would also need to be completed along these roadways even if access is negotiated. Establishing a trail along the old railway corridor would require purchasing property and / or easements from private land owners as well as addressing needed bridging across Temescal Wash, though such an alignment may be eligible for Rails-to-Trails grant funding. The railway alignment also passes through areas that have been subject to major development proposals in the past, increasing market value of property and making it difficult to predict how surrounding land uses will be developed moving forward (thus impacting future trail user experiences). In addition, a trail alignment along the Temescal Wash corridor may encounter resistance from some local residents concerned about allowing access through the area, either due to public safety concerns or environmental issues.



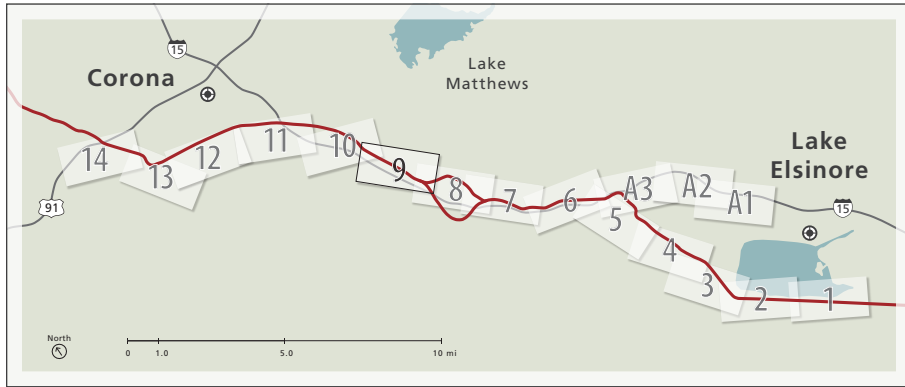


7. *Temescal Wash with flowing water in area around existing trestle abutments*
8. *Roadway parallel to Park Canyon Dr leading to existing railway corridor connecting to Dawson Canyon Dr at El Sobrante Landfill entry*
9. *Existing segment of railway bed just south of Dawson Canyon Rd at El Sobrante Landfill entry*
10. *Painted Rock, CA Historical Landmark 190; fenced boulder outcrop with Indian pictograph markings and no developed access/entry (below Dawson Canyon Rd embankment)*
11. *Reconstructed tanning vat monument area located off Temescal Canyon Rd near Hwy 15 intersection; area mainly utilized as a truck rest stop*



Section 9: Dos Lagos

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section 9 stretches almost two miles, from Dawson Canyon Road in the south to the Dos Lagos Golf Course in the north. Temescal Canyon Road and the Temescal Wash corridor, separated by an area of light industrial and commercial development, offer vastly different user experiences and opportunities for trail development. Generally, this section represents a transition from rural residential to more suburban development.

Alignment

The historic alignment of the Butterfield Overland Stage route continues to follow the Temescal Wash corridor before meeting back up with Temescal Canyon Road at the north end of this section near Dos Lagos. Temescal Canyon road provides the best option for establishing a local auto tour route for the Butterfield Trail and is identified as a regional trail corridor by Riverside County, where bike lanes and multiuse trails are planned. Developing a recreational trail link along Temescal Canyon Road would provide a Butterfield Trail alignment that closely parallels the identified historic route, but one impacted by adjacent roadway traffic conditions.

An alternate recreational trail alignment, especially for hikers and equestrians, could follow the historic route along the east side of the Temescal Wash corridor utilizing an existing, continuous stretch of railway bed (privately owned). Such an alignment would provide a recreational trail link for the Butterfield Trail parallel to the historic route and removed from the impacts of traffic and noise associated with the Temescal Canyon Road corridor.

Connectivity

There are no significant opportunities to connect the Butterfield Trail alignment along Temescal Wash to any existing trails within this area, though the trail would pass by an existing Resource Conservation District area where trail development might be planned in the future.

Access

At the southern end, there is the potential to establish a trail access point at the existing pull-out at the El Sobrante Landfill entry gate, as well as near where the Dawson Canyon Road bridge crosses the Temescal Wash. No other access opportunities exist until reaching the Dos Lagos Golf Course on the north end.

Use / User Experience

Through much of this section, Temescal Canyon Road is sandwiched between Hwy 15 and a commercial and light industrial development corridor that can negatively impact trail user safety and the overall trail user experience. The railway bed along Temescal Wash provides a much different experience, one removed from roadway traffic congestion and noise with an elevated overlook across the adjacent riparian corridor. The railway bed is level and flat, hugging the eastern foothills, though somewhat exposed. Future development may impact these surroundings and, by extension, the anticipated user experience.

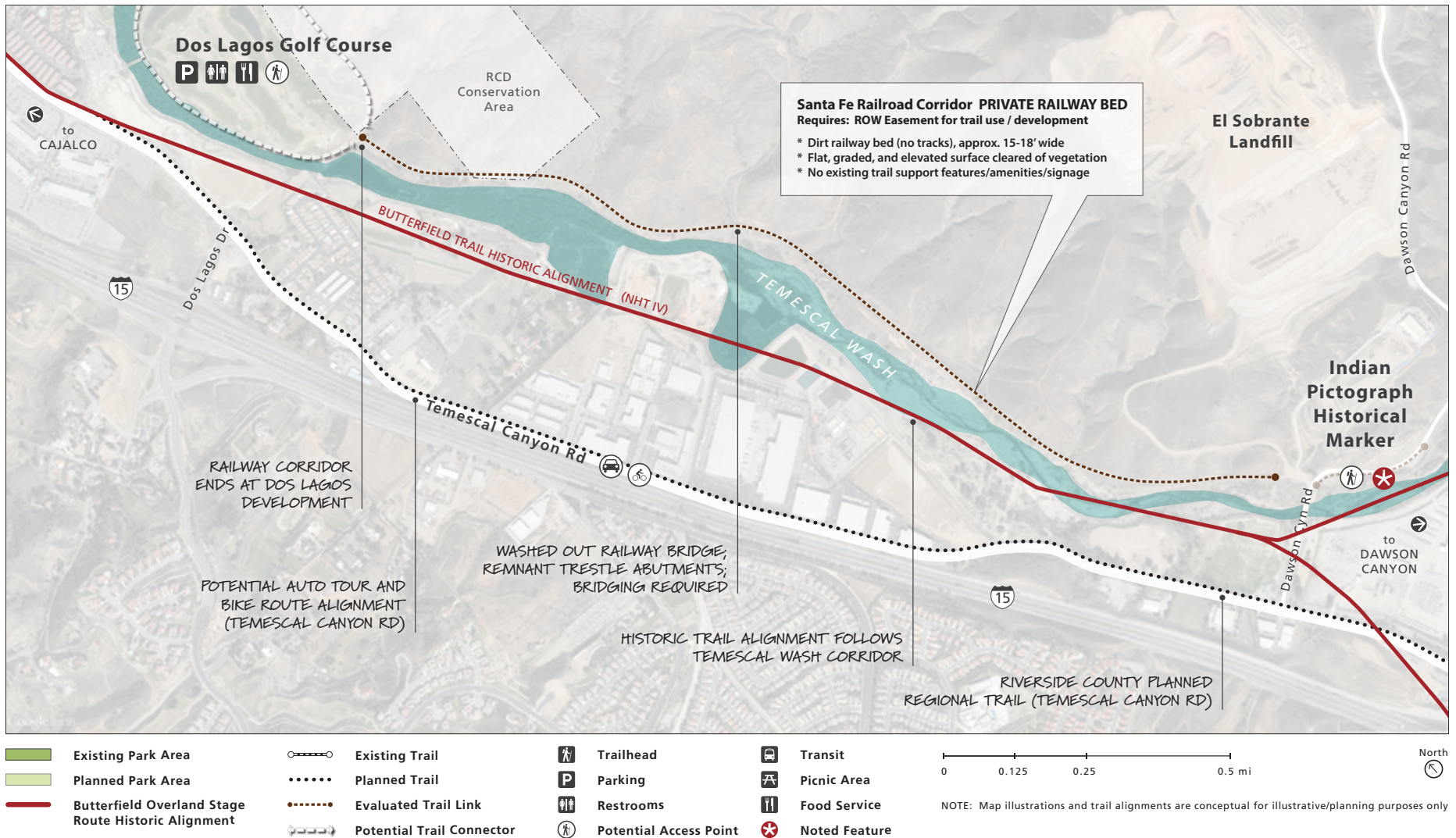
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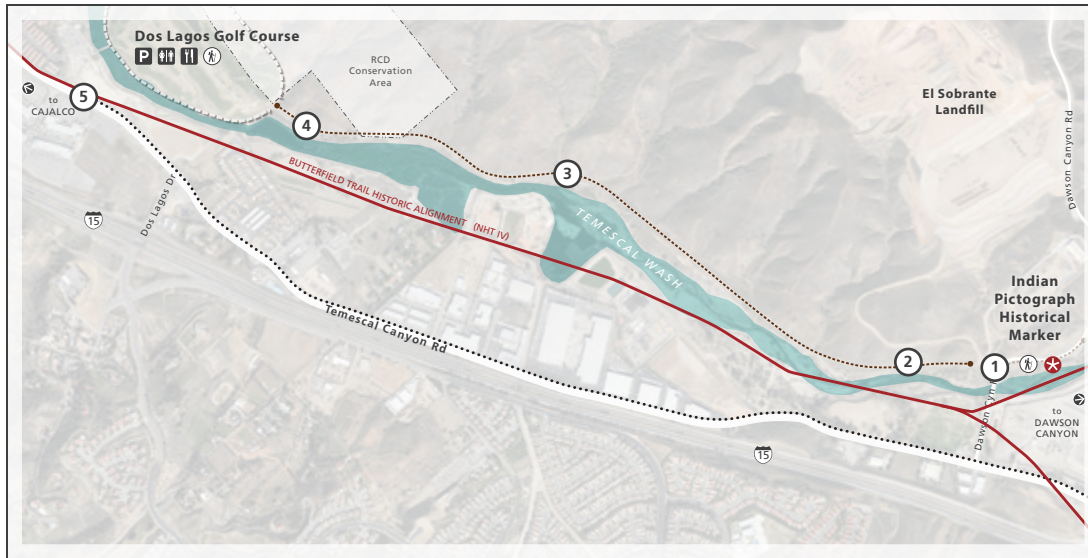
Remnant segments of the old railway corridor, including a trestle bridge in disrepair, occasional wooden ties, and metal spikes provide a connection to one aspect of the area's history.

Implementation

Most of the railroad alignment is owned by Olsen Canyon Properties. Olsen Canyon has a mining application for the land above the rail bed where the hills are zoned for mining, though approvals have not been granted. Riverside County would need to work with the property owner to negotiate access to the rail bed either as a component of their mitigation efforts or, if the mining project does not move forward, to purchase an easement along the rail bed. If access can be granted, the two-mile stretch of rail bed could be readily implemented, provided bridging or alternate routing is addressed where a washed out trestle bridge stands. Crossing Dawson Canyon Road may require engineering to establish a trail under the bridge where it traverses Temescal Wash or traffic safety improvements to provide an at-grade crossing for trail users on a busy road. The county would also need to negotiate with the property owner (WMI) at this junction for access to the roadway and to a portion of the railway bed in their ownership.

Section 9 Inventory Map





Section 9 Photo Inventory

1. Narrow, two lane Dawson Canyon Rd bridge crossing Temescal Wash
2. Approximately 2 miles of continuous railway corridor (private) following along the eastern edge of Temescal Wash elevated from flood plain
3. Washed out railway bridge presents the only obstruction along the existing rail bed alignment
4. Railway corridor ends at Dos Lagos Golf Course
5. Developed portions of Temescal Canyon Rd feature Class II bike lanes and planted buffers separating the sidewalk from the street, marking a transition to/from a more suburban landscape for potential trail users



Section 10: Cajalco

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section 10 starts in the southeast corner of the City of Corona, just south of the Dos Lagos Golf Course. Temescal Canyon Road is the area's main north-south surface street, running between Temescal Wash and Hwy 15. The area includes two major shopping centers, Dos Lagos and Corona Crossings, as well as residential tracts both within the City of Corona and within unincorporated Riverside County. A new master planned community, Arantine Hills, has been proposed for a large area of undeveloped land near Hwy 15 and Cajalco Road.

Alignment

The historic alignment of the Butterfield Overland Stage route follows Temescal Canyon Road through this section. Temescal Canyon Road provides an ideal opportunity for establishing a local auto tour route for the Butterfield Trail and includes a Class II bike lane. Developing a recreational trail link along Temescal Canyon Road would provide a Butterfield Trail alignment that follows the historic route but one located along an existing concrete-paved sidewalk through a commercial shopping and residential district.

An alternate recreational trail alignment could be routed around the Dos Lagos Golf Course north to Cajalco Road. Future-planned improvements to Cajalco Road would allow for a connection west to the Bedford Wash area, where the Riverside County Transportation Commission (RCTC) owns several parcels. Connecting under Hwy 15 via Bedford Wash provides opportunities to route the trail either on Bedford Canyon Road or Masters Drive in order to connect north to El Cerrito Road / Foothill Parkway. Foothill Parkway provides the best option through the City of Corona to route a recreational trail link for the

Butterfield Trail. Given development across the City of Corona, any trail route will be characterized by a suburban setting. As a result, alignment options might consider where greater opportunities for regional connectivity exist.

Connectivity

There are several key opportunities for connectivity to the Butterfield Trail in this section. A planned county trail extending along Cajalco Road would provide access to the Lake Matthews area from the historic trail corridor along Temescal Canyon Road. In addition, extension of a planned trail link along Bedford Wash could potentially offer a link to the Cleveland National Forest.

Access

There may be potential to establish a trail access point near the Dos Lagos Golf Course area where amenities such as parking, food, and restroom facilities exist. Riverside County also could explore options for developing an equestrian staging area in conjunction with the planned improvements to Cajalco Road, either near Temescal Wash or at the intersection with Temescal Canyon Road. Amenities could include parking, restrooms, trail wayfinding signage and interpretive information on the Butterfield Overland Trail.

Use / User Experience

Temescal Canyon Road from Dos Lagos to Tom Barnes Street has an existing Class II bike lane. Continuing north, Temescal Canyon Road becomes an unimproved, narrow and heavily-traveled county road lacking shoulders and sidewalks that present safety concerns for pedestrians and/or cyclists. Alternate trail alignments attempt to avoid constraints associated with Temescal Canyon Road and route around the more developed areas in this section, though any alignment will eventually pass into the developed suburban setting of Corona.

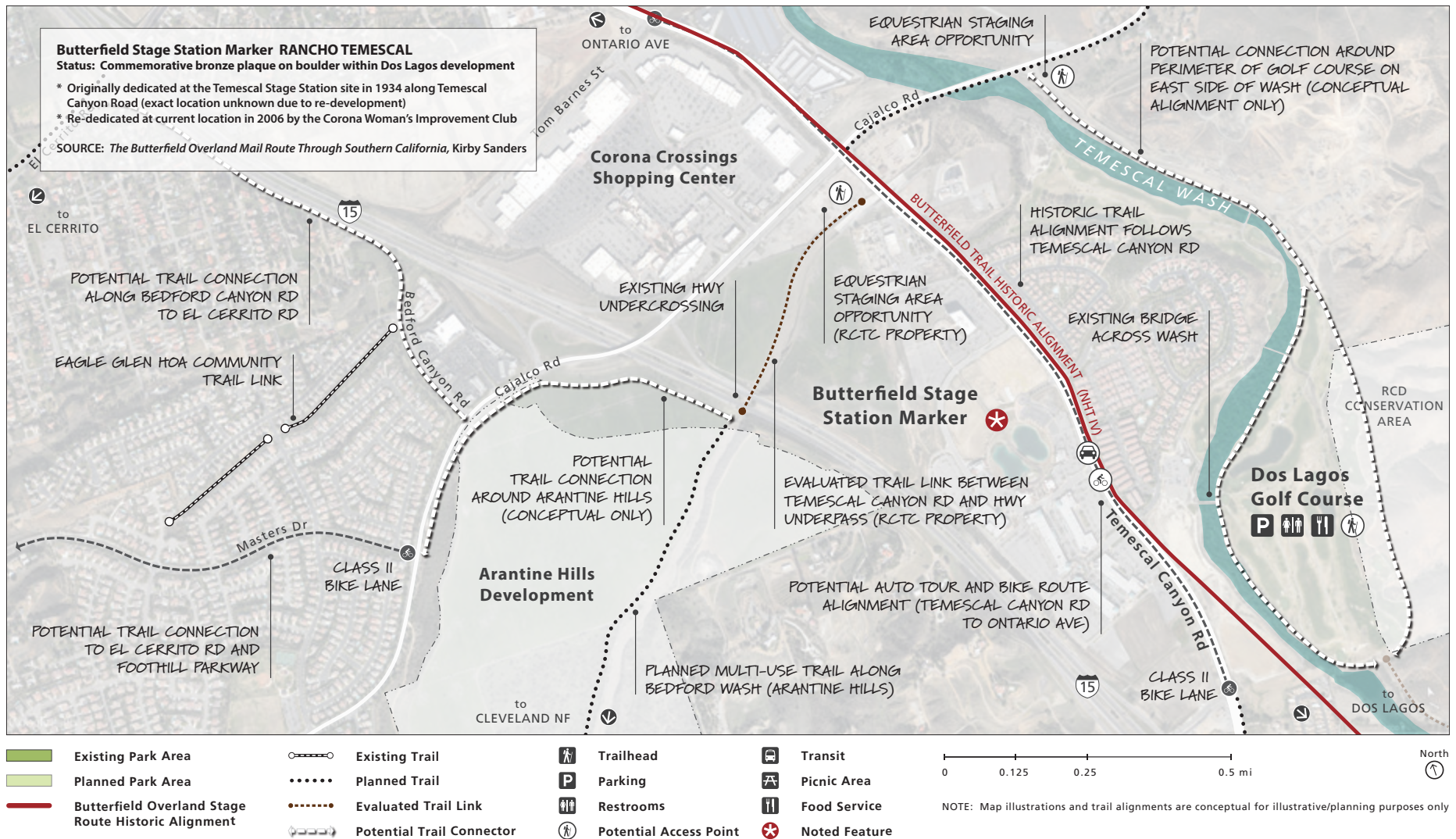
Resources

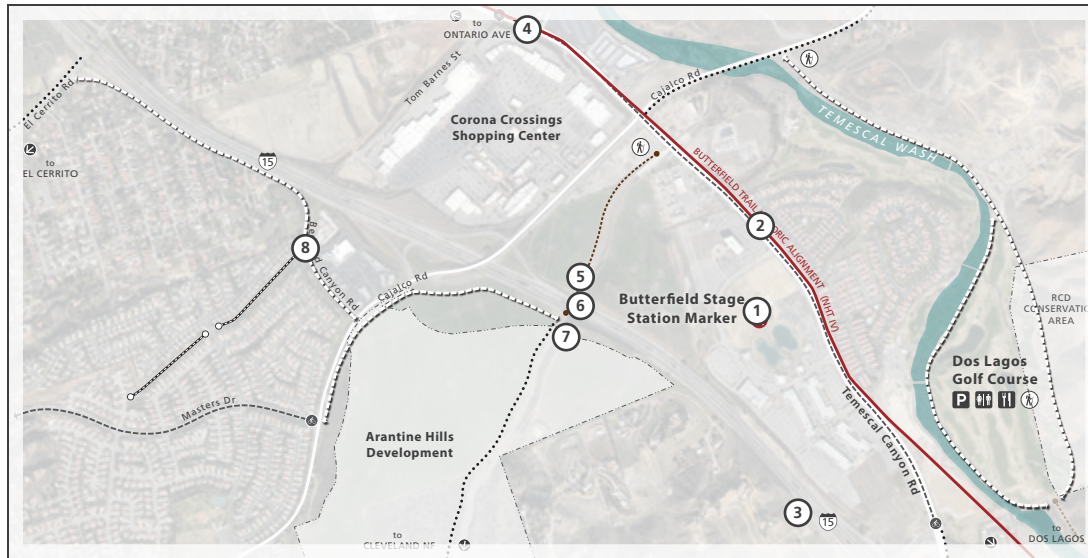
A Butterfield Stage Station commemorative marker is currently located within the Dos Lagos development west of Temescal Canyon Road. Although it has been moved from its original location, it provides a feature associated with the Butterfield Overland Stage route that could be further developed.

Implementation

The City of Corona and Riverside County will need to work collaboratively to engage several land owners and developers (e.g. Dos Lagos, RCTC, Arantine Hills) to determine the most feasible approach in this section. Riverside County holds a trail easement through the Dos Lagos Golf Course area but still needs to identify the best routing option, at a minimum, for connecting the railway corridor identified in Section 9 to Cajalco Road and / or Temescal Canyon Road.

Section 10 Inventory Map





Section 10 Photo Inventory

1. Existing Butterfield Stage Station marker at Dos Lagos development; original dedication site (1934) unknown, re-dedicated at this location in 2006
2. Temescal Canyon Rd corridor through the Dos Lagos area looking south
3. Temescal Valley highway monuments marking entry to the area, establishing local identity as first outlined in the county's Temescal Valley Design Guide





4. *Temescal Canyon Rd north of Corona Crossings Shopping Center entering unincorporated Riverside County*
5. *Adjacent Bedford Wash near Hwy 15 overpass looking east (RCTC property)*
6. *Hwy 15 overpass at Bedford Wash with elevated service road running along southern embankment*
7. *Bedford Wash looking west towards Arantine Hills development and Cleveland National Forest lands*
8. *Existing Eagle Glen community trail link off of Bedford Canyon Rd, looking west*



Section 11: El Cerrito

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section 11 is characterized by residential neighborhoods comprised of single-family homes, small retail shopping areas, schools, and parks. Northeast of Hwy 15 lies unincorporated county land, while the land to the west of the interstate falls within the City of Corona. Temescal Canyon Road transitions to Ontario Avenue at El Cerrito Road. Similarly, El Cerrito Road transitions to Foothill Parkway at the Hwy 15 interchange. Ontario Avenue represents one of the main commercial corridors through Corona, widening to six lanes and lined with retail and other businesses servicing local residents.

Alignment

The historic alignment of the Butterfield Overland Stage route follows Ontario Avenue through this section. Ontario Avenue provides an ideal opportunity for establishing a local auto tour route for the Butterfield Trail but may not be the best option for routing a recreational trail link through Corona, even though such an alignment would follow the identified historic route.

An alternate recreational trail alignment could be established along Foothill Parkway, south of and parallel to the historic route. Nearly the entire length of Foothill Parkway includes a Class II bike lane. An alignment on Foothill Parkway would route users through a more residential setting and position the Butterfield Trail to take advantage of key regional trail connections further west and is likely the best option for routing a recreational trail link through the City of Corona.

Connectivity

Regional connectivity is limited in this section, though an existing Class II bike lane provides a link between Ontario Avenue and Foothill Parkway. Moving further west, Foothill Parkway connects directly to a key regional trail.

Access

The City of Corona's El Cerrito Sports Park and Jameson Park provide key opportunities for establishing a Butterfield Trail access point and staging area in this section, adjacent Foothill Parkway. Both parks include parking, picnic areas, and restroom facilities, though Jameson Park's amenities are located on the opposite end of the park away from Foothill Parkway. Potential enhancements to these parks could include trail wayfinding signage and interpretive information on the Butterfield Overland Trail.

Use / User Experience

Both Foothill Parkway and Ontario Avenue are developed roadway corridors running through the City of Corona. Along either roadway, trail users will be impacted by varying traffic conditions and existing development. Foothill Parkway provides an existing Class II bike lane (aside from an as-yet-to-be developed section between Hwy 15 and Tamarisk Lane) and runs through primarily residential development as opposed to the more heavily developed commercial areas characterizing Ontario Avenue. Wherever the trail is aligned, future road improvements should consider how best to buffer users from adjacent roadway traffic and enhance pedestrian and cyclist safety.

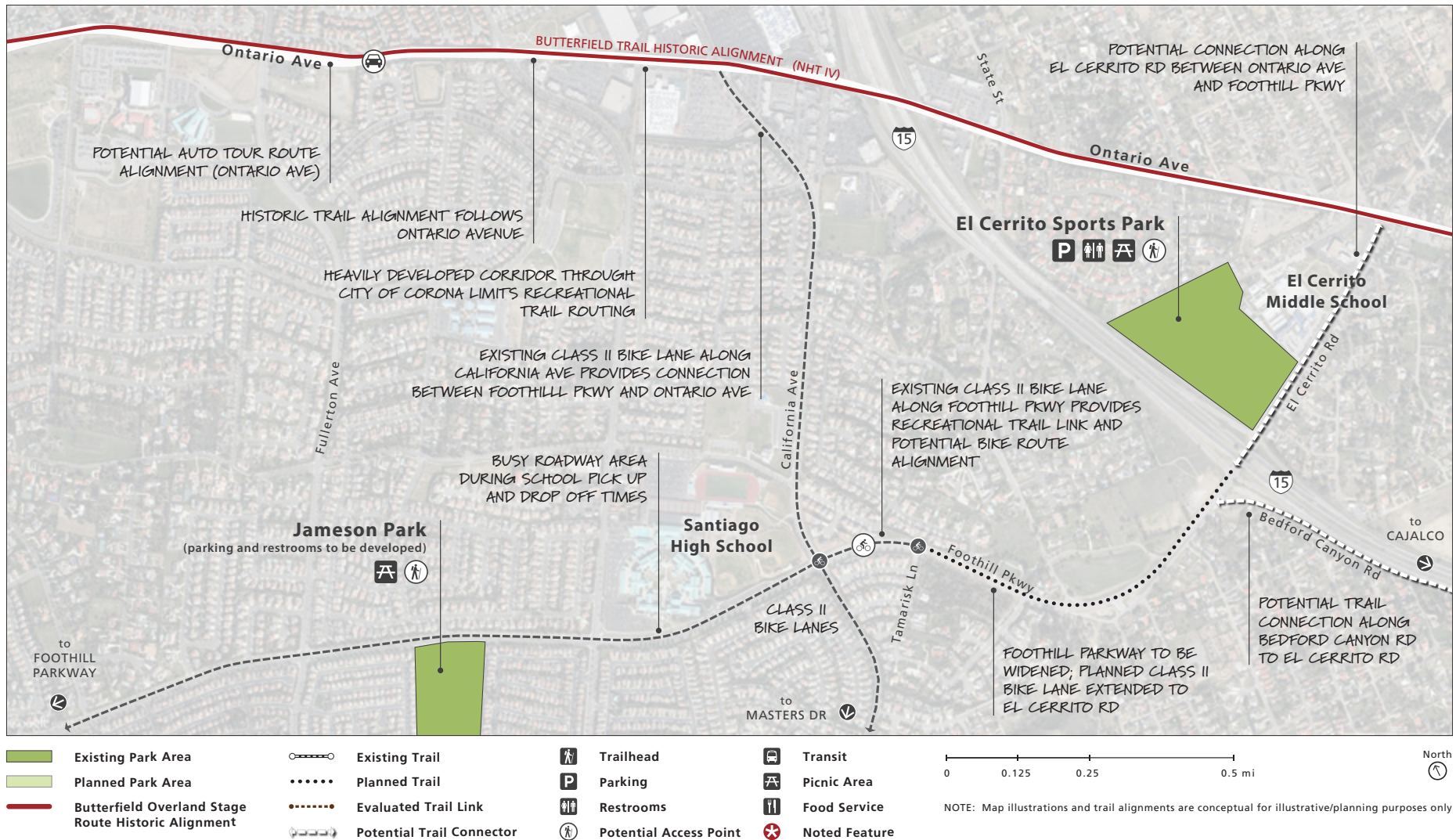
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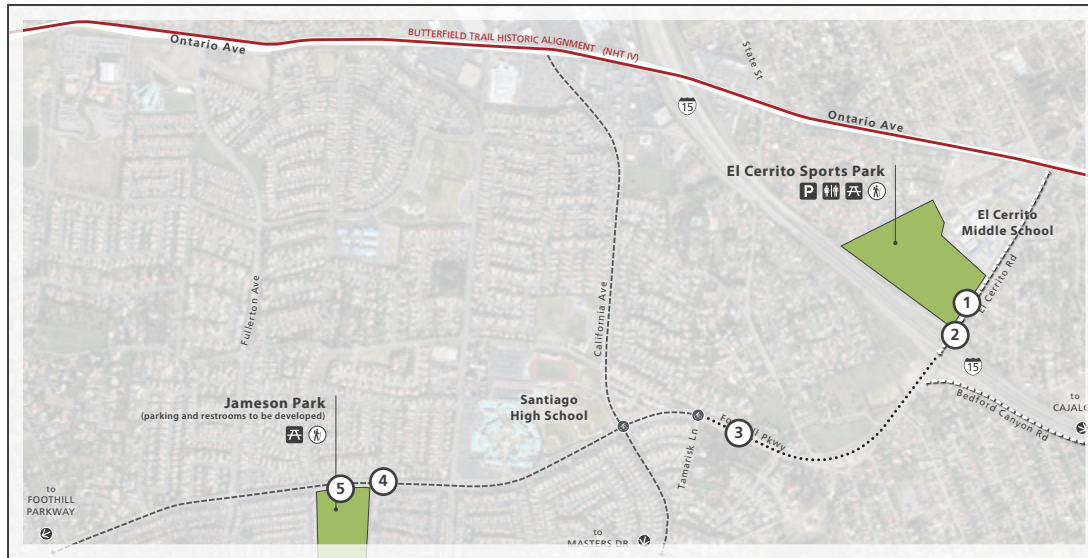
One of the more notable landscape features in this section is the scenic views of the Santa Ana Mountains to the south and west.

Implementation

Implementation of a recreational trail link could occur with minimal improvements. Some enhancements to the identified road corridors might include installation of trail signage and establishment of a formal Butterfield Trail access point at one of the existing city park locations. Longer-term, the City of Corona has plans to widen Foothill Parkway between Hwy 15 and Tamarisk Lane, adding a Class II bike lane. Depending on how the recreational trail alignment connects to the alternatives detailed in Section 10, roadside trail development may need to be considered along El Cerrito Road (Riverside County) and / or Bedford Canyon Road (City of Corona) to address trail user safety and accessibility.

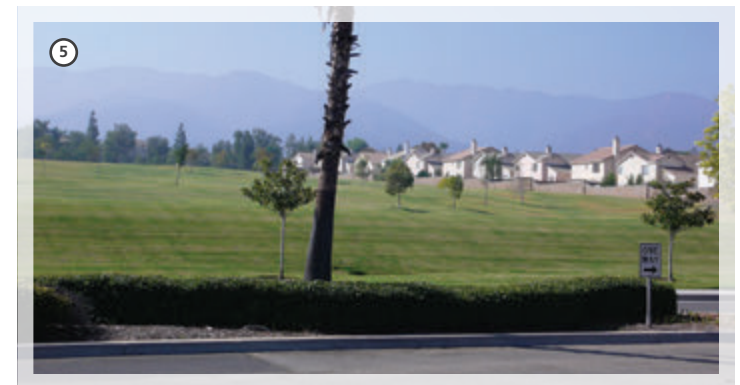
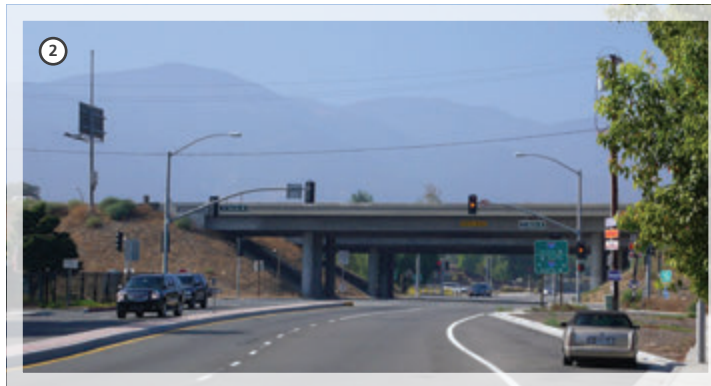
Section 11 Inventory Map





Section 11 Photo Inventory

1. El Cerrito Sports Park site includes numerous sports fields, picnic areas, shade structures, restrooms, and parking
2. Hwy 15 overpass at El Cerrito Rd / Foothill Pkwy, looking west
3. Undeveloped frontage along Foothill Pkwy where road expansion and Class II bike lane installation is being planned
4. Typical roadway conditions across Foothill Pkwy, featuring Class II bike lanes and planted buffers between sidewalks and streets running through suburban residential development
5. Jameson Park has limited features and amenities along its frontage with Foothill Pkwy



Section 12: Foothill Parkway

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section 12 covers an area dominated by residential development within the City of Corona. Ontario Avenue runs east-west along the northern limits of this section, passing a major retail center, two parks, and several churches. Foothill Parkway runs along the southern edge of this section, winding through residential neighborhoods. One of Corona's only established trails, a concrete bike and pedestrian path following a Metropolitan Water District (MWD) easement, connects Foothill Parkway to Manglar Avenue and passes near a Riverside County Flood Control debris basin.

Alignment

The historic alignment of the Butterfield Overland Stage route continues along Ontario Avenue through this section. Ontario Avenue provides an ideal opportunity for establishing a local auto tour route for the Butterfield Trail but may not be the best option for routing a recreational trail link through Corona, even though such an alignment would follow the identified historic route.

An alternate recreational trail alignment could be established along Foothill Parkway, south of and parallel to the historic route. The entire length of Foothill Parkway in this section includes a Class II bike lane. An alignment on Foothill Parkway would route users through a more residential setting and position the Butterfield Trail to take advantage of key regional trail connections further west and is likely the best option for routing a recreational trail link through the City of Corona.

Connectivity

Regional connectivity is limited in this section. An existing MWD concrete bike and pedestrian path extends from Foothill Parkway to Manglar Avenue passing a noted drainage channel. There is potential to establish a local north-south trail link between Ontario Avenue and Foothill Parkway utilizing an existing service road running along the length of the county flood control channel. This would require an easement to be negotiated for trail use, but would provide additional access for any developed Butterfield Trail alignment. Further west, Foothill Parkway connects to a key regional trail.

Access

The City of Corona's Santana Regional Park and Mountain Gate Community Park provide opportunities for establishing Butterfield Trail access points and staging areas adjacent Ontario Avenue (Santana) and Foothill Parkway (Mountain Gate). Both parks feature parking, picnic areas, and restroom facilities. Potential enhancements to these parks could include trail wayfinding signage and interpretive information on the Butterfield Overland Trail.

Use / User Experience

Both Foothill Parkway and Ontario Avenue are developed roadway corridors running through the City of Corona. Along either roadway, trail users will be impacted by varying traffic conditions and existing development. Foothill Parkway provides an existing Class II bike lane and runs through primarily residential development as opposed to the more heavily developed commercial areas characterizing Ontario Avenue. Wherever the trail is aligned, future road improvements should consider how best to buffer users from adjacent roadway traffic and enhance pedestrian and cyclist safety.

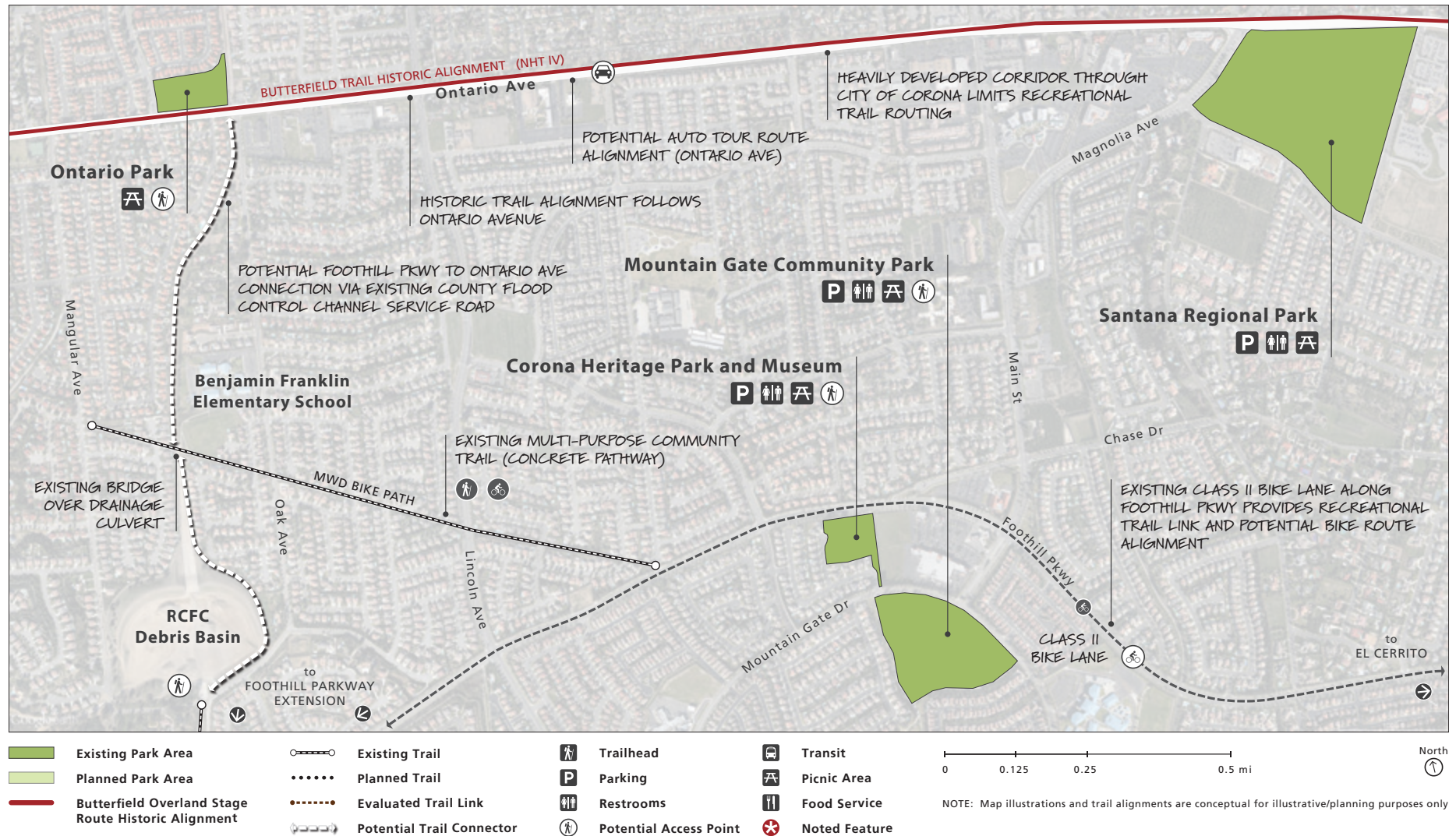
Resources

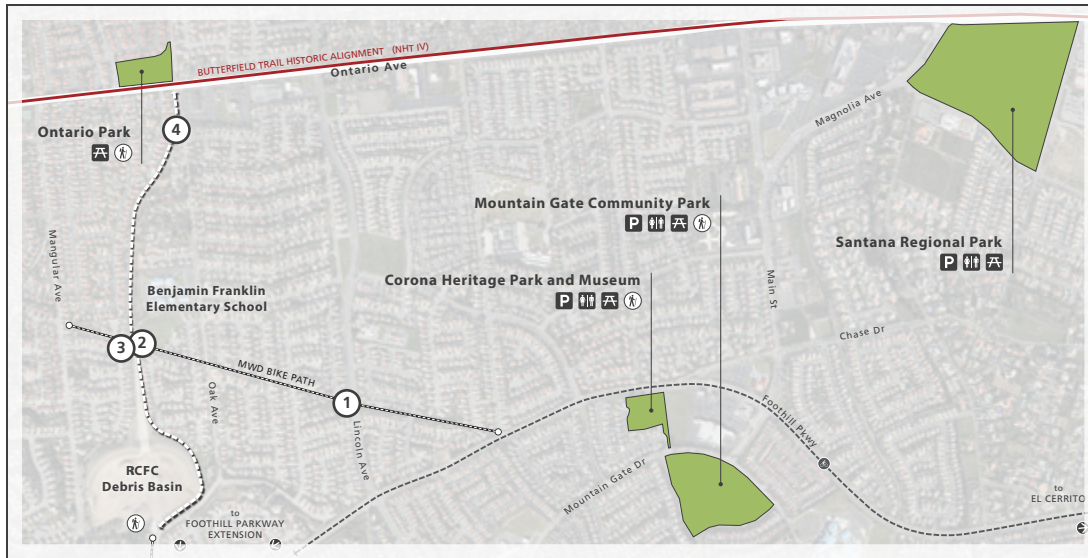
The Corona Heritage Park and Museum is located on Foothill Parkway west of Main Street and interprets the history, art, and culture of the City of Corona. The museum could potentially be a featured destination along the recreational trail, especially if it were to be enhanced with interpretive information on the Butterfield Overland Trail.

Implementation

Implementation of a recreational trail link could occur with minimal improvements. Some enhancements to the identified road corridors might include installation of trail signage and establishment of a formal Butterfield Trail access point at one of the existing city park locations. The City of Corona should explore options with the county flood control district for establishing a trail link along their existing service roads in this section.

Section 12 Inventory Map





Section 12 Photo Inventory

1. Existing paved bike path (off-street) linking Foothill Pkwy to Mangular Ave
2. Existing pedestrian bridge across county flood control channel
3. County flood control channel with asphalt paved service roads along both sides of the box culvert (fenced)
4. Existing service roads along flood control channel provides unobstructed north-south connection between Ontario Ave at Ontario Park and RCFC debris basin, with further connectivity to Foothill Pkwy and Skyline Trail link



Section 13: Foothill Parkway Extension

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section 13 consists of residential neighborhoods in the City of Corona bordered by the foothills of the Santa Ana Mountains and Cleveland National Forest to the south. Ontario Avenue continues its westerly route in this section, moving through an older residential area and dropping down to a single lane in each direction before coming to an end at Paseo Grande. Foothill Parkway ends near the Skyline Trail entry just south of a county flood control debris basin.

Alignment

The historic alignment of the Butterfield Overland Stage route continues to follow Ontario Avenue until its end at Paseo Grande. Although the road ends, the historic route continues west, cutting across an older residential neighborhood.

Ontario Avenue to Paseo Grande north provides an opportunity for establishing a local auto tour route for the Butterfield Trail but may not be the best option for routing a recreational trail link through Corona. Alternately, an auto tour route could head south on Paseo Grande to meet up with Green River Road as noted in Section 14.

An alternate recreational trail alignment could be established along Foothill Parkway, south of and parallel to the historic route. Currently, Foothill Parkway ends near the Skyline Trail entry. The City of Corona is in the process of extending Foothill Parkway to Green River Road. This extension will include a dedicated multi-use trail and Class II bike lane and provide key connectivity to the existing Skyline Trail and future-planned Wardlow Wash trails to the west.

Connectivity

Establishing the Butterfield Trail alignment along Foothill Parkway provides notable connectivity to the Cleveland National Forest via the existing Skyline Trail access point near Trudy way. Directly across Foothill Parkway from the Skyline Trail entry is a short trail connector north to the Riverside County Flood Control Basin area where a negotiated easement with county flood could extend access all the way to Ontario Avenue (utilizing flood control service roads) and connect with the MWD bike and pedestrian path. To the west, where the Foothill Parkway extension ends at Paseo Grande, planned trails through the Wardlow Wash area could extend the recreational alignment of the Butterfield Trail to the Santa Ana River Trail north of Hwy 91.

Access

The City of Corona has plans to develop a trail parking area at the northern end of the Skyline Trail connector, a short distance from Foothill Parkway. The City of Corona also has plans to build a trailhead staging area on the western end of the Foothill Parkway Extension Project. Planned amenities at this time only include parking. Potential future enhancements could include trail wayfinding signage and Butterfield Overland Trail interpretive information.

Use / User Experience

Foothill Parkway provides an existing Class II bike lane and runs through primarily residential development in this section. The Foothill Parkway extension will extend the Class II bike lane to Green River Road (linking to an existing Class II bike lane), and establish a road-separated multi-use trail, all along the foothills of the Santa Ana Mountains and Cleveland National Forest.

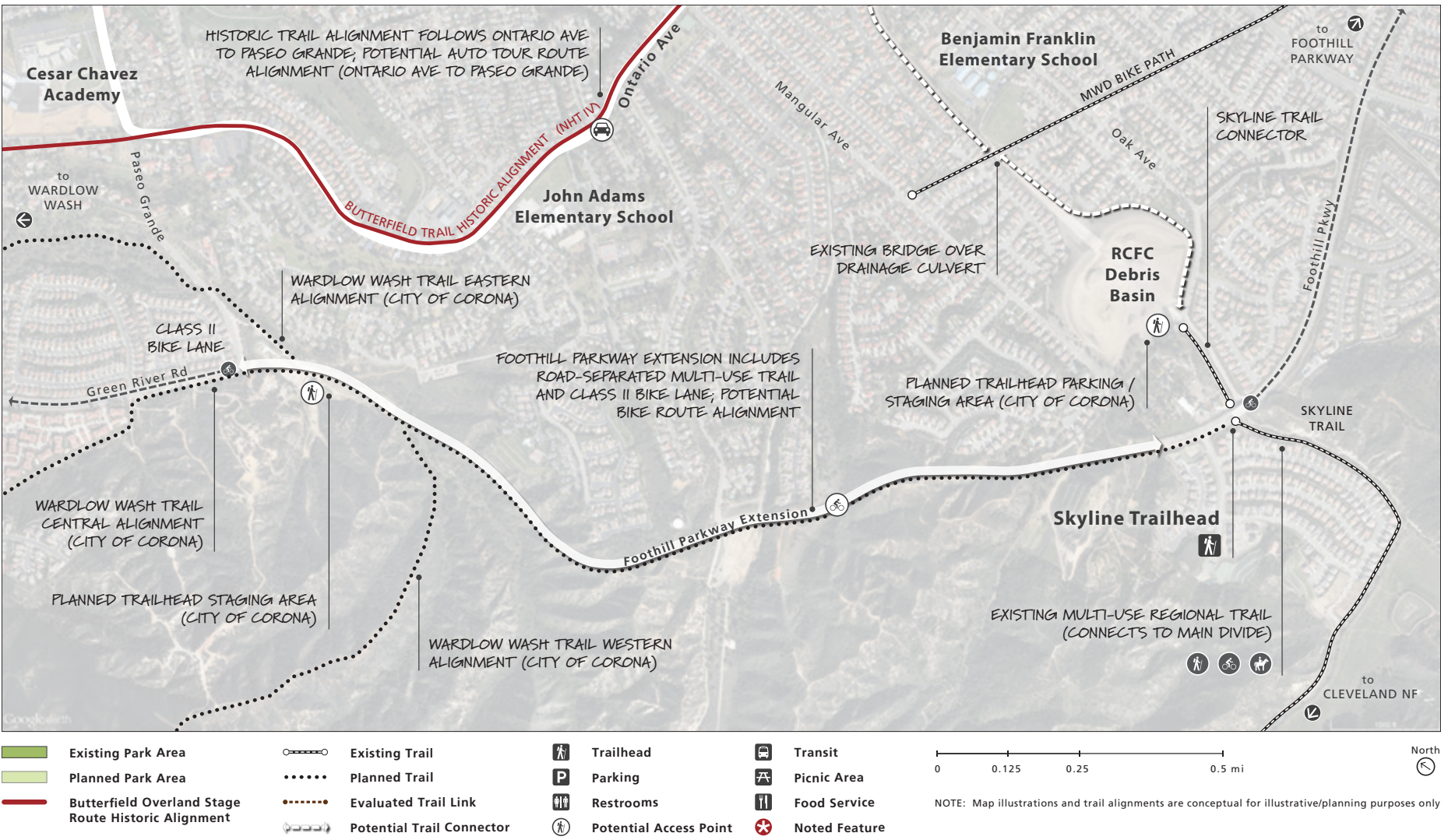
Resources

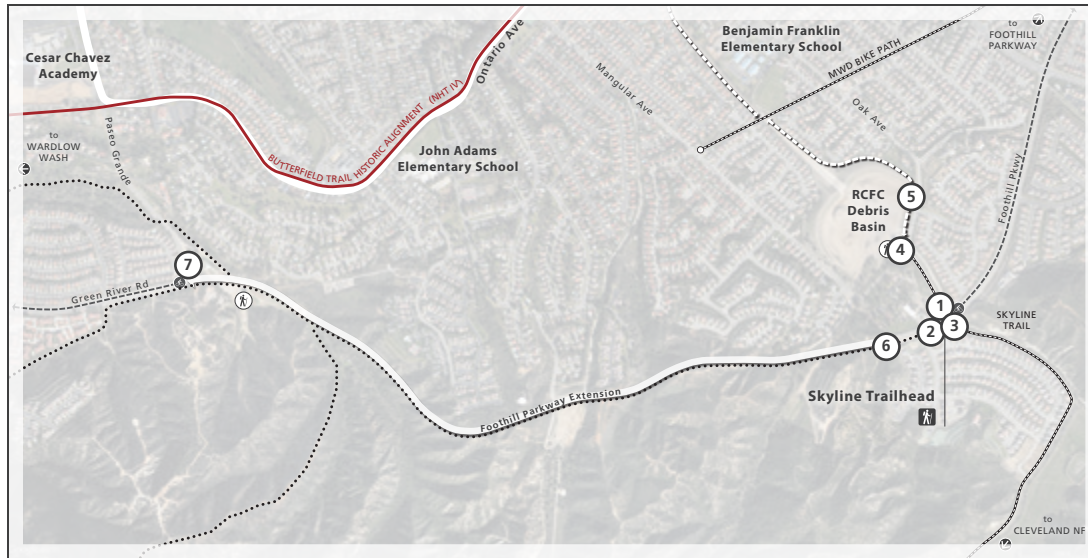
This section abuts directly to the rugged chaparral-covered foothills of the Santa Ana Mountains, offering access to nearby areas of pristine habitat.

Implementation

Implementation of a recreational trail link could occur with minimal improvements. Some enhancements to the identified road corridors might include installation of trail signage and establishment of a formal Butterfield Trail access point at one of the city's planned staging areas. The Foothill Parkway Extension Project is already under construction. The City of Corona should explore options with the county flood control district for establishing a trail link along their existing service roads in this section. The City of Corona will also need to explore options for moving forward with Wardlow Wash Trail development, including completion of a master trail plan to determine specific trail alignment priorities to move forward with funding and implementation.

Section 13 Inventory Map





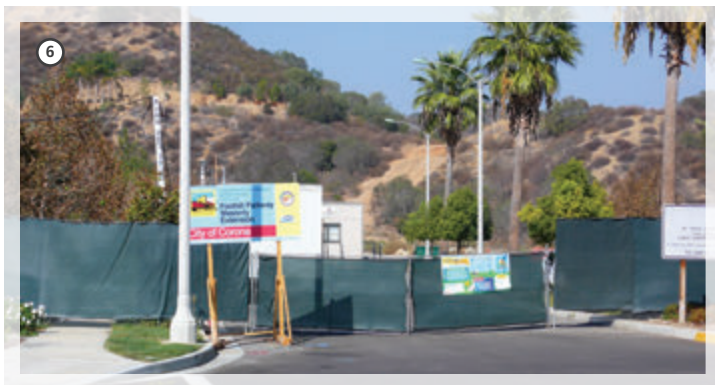
Section 13 Photo Inventory

1. Existing paved trail link along drainage outlet connecting Foothill Pkwy and Skyline Trail to RCFC debris basin
2. Skyline Trail access point off of Foothill Pkwy
3. Skyline Trail looking south towards Cleveland National Forest from Foothill Pkwy provides a major regional trail link





4. Existing paved trail link looking south from near RCFC debris basin
5. RCFC debris basin looking north along existing perimeter service road
6. End of Foothill Pkwy where extension project begins; Foothill Pkwy extension to include a road-separated multi-use trail and Class II bike lanes
7. Area off of Paseo Grande near future connection point to Foothill Pkwy extension; trailhead staging area to be developed as part of the extension project



Section 14: Wardlow Wash

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section 14 covers a very hilly area in the far west side of Corona. It consists of residential neighborhoods interspersed by washes and steep undeveloped hillsides leading into the Cleveland National Forest to the south. The north portion of this section is bisected by Hwy 91 and existing freight and commuter rail lines. Northeast of the Hwy 91 and Hwy 71 interchange sits the Prado Dam, an Army Corps regulated earthen dam controlling flow of the Santa Ana River as it progresses into Orange County. A link to the Santa Ana River Trail sits at the northwestern extent of this section.

Alignment

The historic alignment of the Butterfield Overland Stage Route cuts north across a residential neighborhood and on into the Prado Basin area where it aligns with Hwy 71 through Chino Hills. An auto tour route would likely follow Paseo Grande north in order to connect with Hwys 91 and 71. Alternately, the auto tour route could follow Green River Road from its connection to the Foothill Parkway expansion west to its interchange with Hwy 91.

Similarly, a recreational trail alignment for the Butterfield Trail could extend from the Foothill Parkway and Green River Road connection to an identified Hwy 91 underpass area, providing an alignment parallel to the historic route. Green River Road already includes a Class II bike lane making it an ideal option for a bike route in this section. Hikers and equestrians could also take advantage of the Foothill Parkway expansion by continuing on to one of the three identified Wardlow Wash trail alignments, with the central alignment providing the most direct link to cross under Hwy 91 and enter Prado Basin.

Connectivity

The planned Wardlow Wash Trail will provide a major regional connection between the proposed recreational trail alignment of the Butterfield Trail and existing and future-planned segments of the Santa Ana River Trail north of Hwy 91 near the Prado Dam Outflow Channel. The Santa Ana River Trail will provide an east-west recreational trail link to the Butterfield Trail, one that extends to the Pacific Ocean west and the San Bernardino Mountains east.

Access

The City of Corona's Serfas Club Park on Green River Road includes parking, restrooms, and picnic facilities and could be established as a Butterfield Trail access point and staging area. Potential enhancements to the park could include trail wayfinding signage and interpretive information on the Butterfield Overland Trail.

Use / User Experience

Green River Road provides an existing Class II bike lane and runs through primarily residential development in this section. Elevation along Green River Road changes quite a bit and may be a challenge to some users. The Wardlow Wash trails would offer a more natural and scenic experience through this section but may also prove challenging as it climbs through the foothills of the nearby Santa Ana Mountains.

Resources

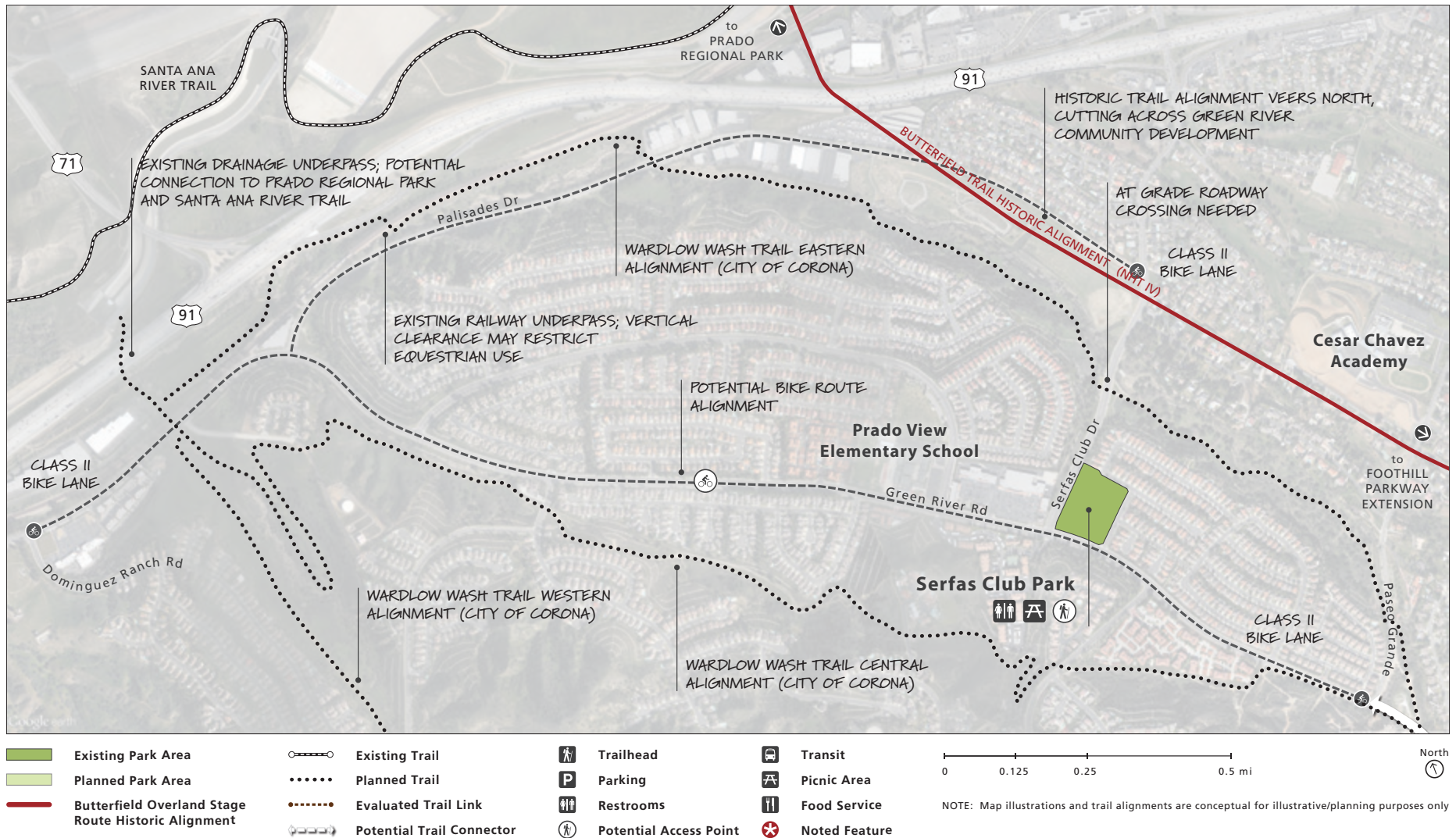
This section traverses an area defined by the rugged and steep chaparral-covered foothills of the Santa Ana Mountains and Cleveland National Forest to the south and west. It is an area that also provides an opportunity to connect into the Prado Basin to the north, where abundant riparian habitat can be experienced.

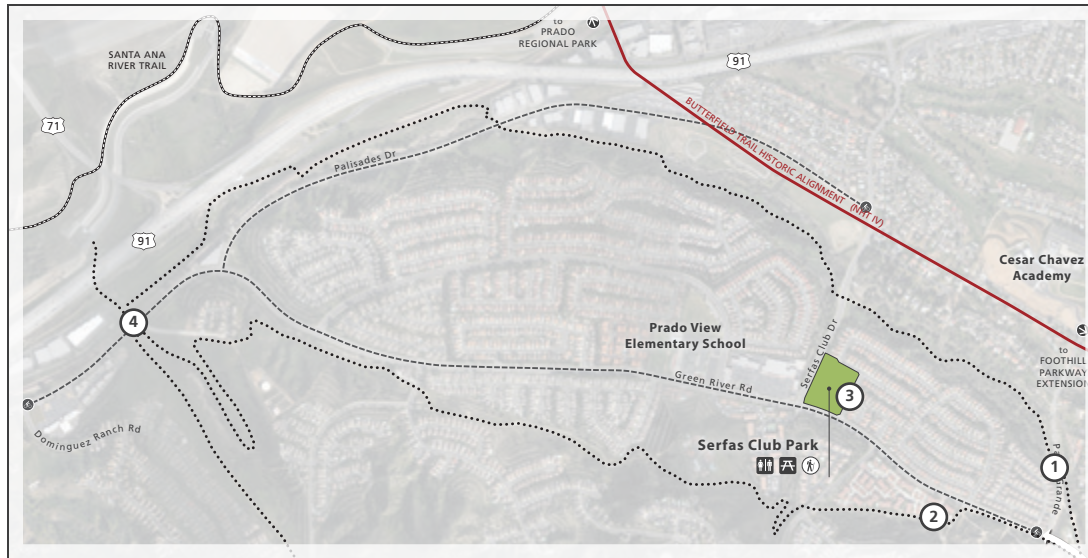
Implementation

Development of the Wardlow Wash trails is dependent on future funding. The City of Corona will likely need to engage in a master trail planning process to determine specific priorities for trail alignment and to move forward with implementation. Establishing a recreational trail link along Green River Road could occur with minimal improvements. Some enhancements to the road corridor might include installation of trail signage and establishment of a formal Butterfield Trail access point at Serfas Club Park.

Funding has been allocated for the Santa Ana River Trail and completion of the section of trail covering the Prado Dam area is expected to move forward in the near future.

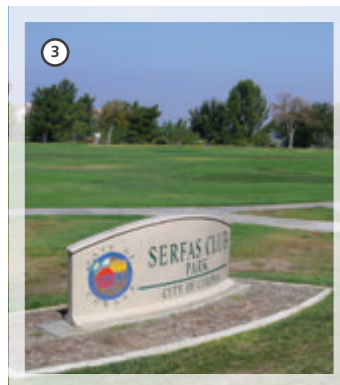
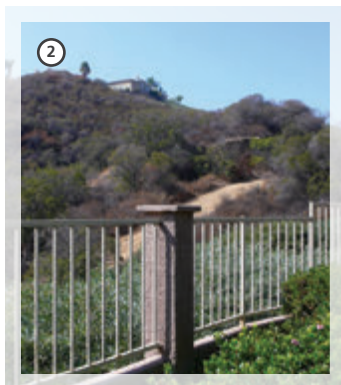
Section 14 Inventory Map





Section 14 Photo Inventory

1. Existing service access road off Paseo Grande following the eastern alignment of the proposed Wardlow Wash trail
2. Central alignment of the proposed Wardlow Wash trail passing through an area of suburban residential development
3. Serfas Club Park site off of Green River Dr provides open fields, picnic area, playground equipment, and restroom facilities
4. Hwy 91 overpass near Prado Dam outlet and the Santa Ana River Trail connection



Sections A1 - A3: Overview

Collectively, Sections A1-A3 represent a significant opportunity to connect the identified historic alignment of the Butterfield Overland Stage route from Temescal Canyon Road to the City of Lake Elsinore’s existing Riverwalk Trail—and, by extension, to the City’s historic downtown core. The trail alignment opportunities noted in these three sections fall outside the identified historic Butterfield Overland Stage route, so would not be considered official components of the historic route and, likely, would not be identified as being part of a recreational trail alignment retracing the historic route. However, such a link would provide a critical “east side” connection between the Butterfield Trail and the community of Lake Elsinore. In addition, this link would establish the foundation for a citywide trail loop incorporating major components of both the historic route and the recreational trail alignment of the Butterfield Trail, including a connection to the planned Murrieta Creek Regional Trail further south. The City of Lake Elsinore will likely need to engage in a master trail planning process to determine specific priorities for trail alignment and to move forward with trail funding and implementation across these sections.

Section A1: Lake Elsinore Riverwalk Trail Connection

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section A1 features a relatively undeveloped section of the Temescal Wash corridor just west of Collier Avenue and the Lake Elsinore Outlets. Thick riparian habitat and year-round pools of water attract numerous waterfowl species to the area. South of Riverside Drive, the Temescal Wash corridor has been channelized and features the City of Lake Elsinore's Riverwalk Trail.

Alignment

The historic alignment of the Butterfield Overland Stage route does not fall within this area. A route developed here would mostly likely be considered a community connector trail and not an official segment of the historic trail. A specific trail alignment could potentially follow the Temescal Wash corridor through a relatively undeveloped area west of Collier Avenue and the Lake Elsinore Outlets. From Nichols Road, the trail could connect to an existing Elsinore Valley Municipal Water District service road easement (described in Section A2) and continue north towards Temescal Canyon Road.

Connectivity

Linking to the Riverwalk Trail provides convenient access to the Butterfield Trail from communities along the east side of the City of Lake Elsinore, as well as a connection to the city's historic Main Street corridor roughly 2.5 miles further south. Future-planned trails subsequently seek to connect the city's Riverwalk Trail to its Levee Trail where the route could meet up again with the historic Butterfield Overland Stage route at Grand Avenue (depicted in Section 1), thus establishing a citywide loop trail. The connection to the Levee Trail also serves as a link to the planned Murrieta Creek Regional Trail.

Access

Currently, access to the Riverwalk Trail at Riverside Drive is closed due to a high volume of vehicle traffic, narrow roadway corridor, and lack of parking to support trail visitation at this location. Extending the Riverwalk Trail north to Nichols Road provides an opportunity to develop a more functional trailhead near the Nichols Road and Collier Avenue intersection, where feasible.

The Lake Elsinore Outlets along Collier Avenue just east of the Temescal Wash corridor represents a key regional hub that includes food/dining, parking, public transportation, and other critical services that can be leveraged (and enhanced) to support trail activity, use, and visitation, including regional trail wayfinding signage.

Use / User Experience

Underscoring the trail user experience in this section is a marked transition between developed and natural environments. Moving south to north, the route transforms from an asphalt levee trail surrounded by light industrial development to a natural surface roadway surrounded by riparian vegetation with glimpses of migrating waterfowl. As a transition zone between these two distinct experiences, the yet-to-be developed segment of trail between Riverside Drive and Nichols Road, with careful consideration and planning, presents a tremendous opportunity to shape a trail user's formal experience of entering and exiting the City of Lake Elsinore.

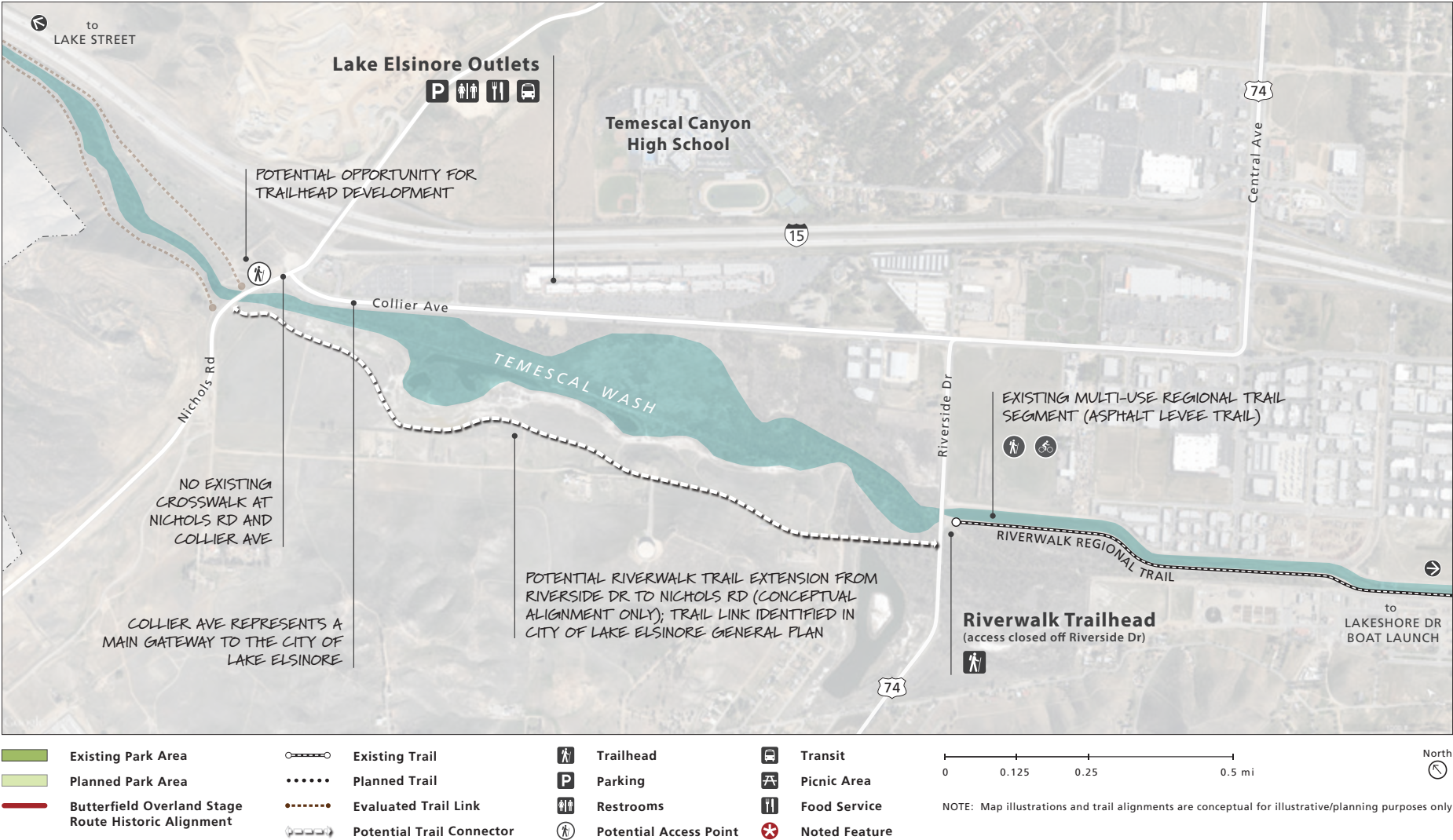
Resources

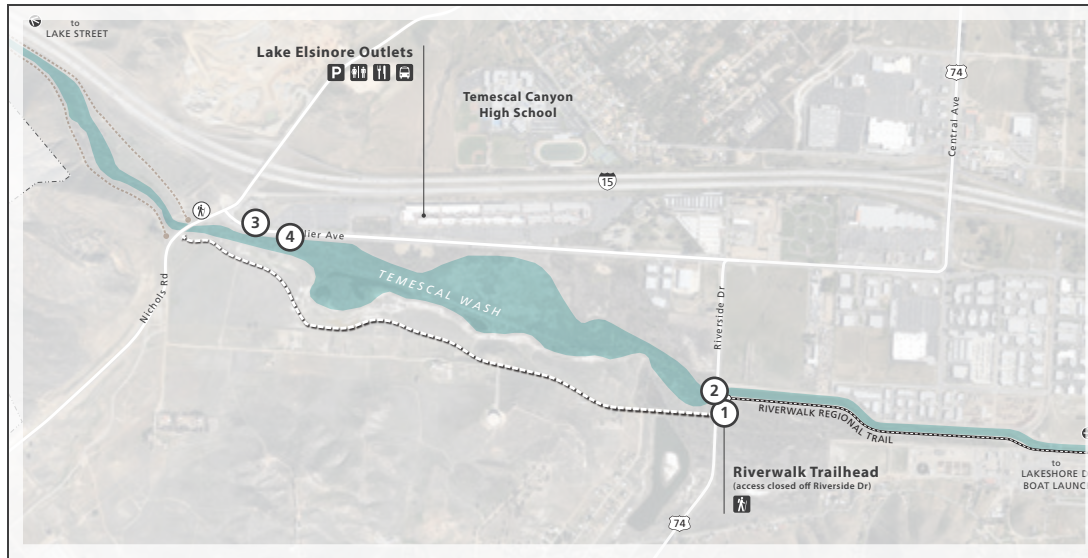
The relatively undeveloped riparian corridor comprising the Temescal Wash in this area should be considered a valuable resource to highlight along the trail.

Implementation

Development of a connector trail extending north from the city's existing Riverwalk Trail will require careful consideration of safe and feasible pedestrian crossings at both Riverside Drive and Nichols Road. In addition, specific trail development in this section likely depends on future plans for the area in and around the Temescal Wash corridor, whether from private development proposals or planned flood control improvement projects. Either way, the City of Lake Elsinore may need to consider establishing a condition of development (or similar) for any planning projects in this area. Such plans should consider the trail link in this area as a key component of a visitor's entry and exit to the city itself, given that efforts to refurbish Collier Avenue focus on this area's role as a key northern gateway.

Section A1 Inventory Map





Section A1 Photo Inventory

1. Entry gate to Riverwalk Regional Trail off of Riverside Dr (closed)
2. Narrow roadway, constrained parking options, and lack of safe crossing on Riverside Dr at Riverwalk Regional Trail entry limits use of trail at this point
3. Lake Elsinore Outlets provide abundant parking, transit stops, shopping, dining, and restroom facilities adjacent the Temescal Wash corridor
4. View south across undeveloped section of Temescal Wash corridor; trail development could extend the existing Riverwalk Regional Trail to Nichols Rd



Section A2: North of Nichols Road

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section A2 is contained entirely within the north end of the City of Lake Elsinore, following the Temescal Wash corridor from Nichols Street north for approximately two miles. The area is characterized by steep hills along both sides of Temescal Wash, a good portion of which have been conserved by Riverside County. Thick riparian habitat is sandwiched between preserved hillsides to the west and the busy Hwy 15 corridor to the east. Water persists year-round in portions of the wash attracting waterfowl to this section.

Alignment

The historic alignment of the Butterfield Overland Stage route does not fall within this area. A route developed here would mostly likely be considered a community connector trail and not an official segment of the historic trail. Such a trail connector could be established utilizing existing service roads running along both the east and west sides of the Temescal Wash corridor. The east side of the wash may prove more feasible, though, as connectivity along the west side is constrained by riparian vegetation and steep, rugged hillsides. The route along the east side of the wash could follow the Elsinore Valley Municipal Water District's service road, provided trail use can be negotiated.

Connectivity

Future-planned trails identified by the City of Lake Elsinore seek to extend the city's Riverwalk Trail from Nichols Road south to its Levee Trail where the route could meet up with the historic Butterfield Overland Stage route at Grand Avenue (see Section 1). The connection to the Levee Trail would also serve as a link to the planned Murrieta Creek Regional Trail.

West of the identified conservation area in the section, a master planned community is being proposed which includes some trail links, though a connection over the hillsides to the Temescal Wash corridor seems unlikely given terrain and environmental considerations. A large existing undercrossing beneath Hwy 15 could connect the east side of Temescal Wash to Walker Canyon Road where the Riverside County Regional Conservation Authority (RCA) owns a parcel of land.

Access

RCA's property, though gated and not open to the public, could potentially serve as a trail access point and staging area. Its location at the end of Walker Canyon Road, with easy access to / from Hwy 15 and proximity to the Hwy 15 underpass make it well-suited for these purposes; however, it is not clear whether this type of use is compatible with RCA's programmatic goals for this property.

Use / User Experience

While the trail is never far from the freeway, road noise is surprisingly minimal along the east side of the Temescal Wash, primarily because the highway corridor is elevated from the floodplain. Road noise along the west side of the wash is actually more pronounced and impactful to the user experience. Overall, Temescal Wash provides a pleasant trail experience featuring thick riparian vegetation persisting through hot, dry summer months. The terrain is flat and easy to follow and passes areas where large ponds attract waterfowl.

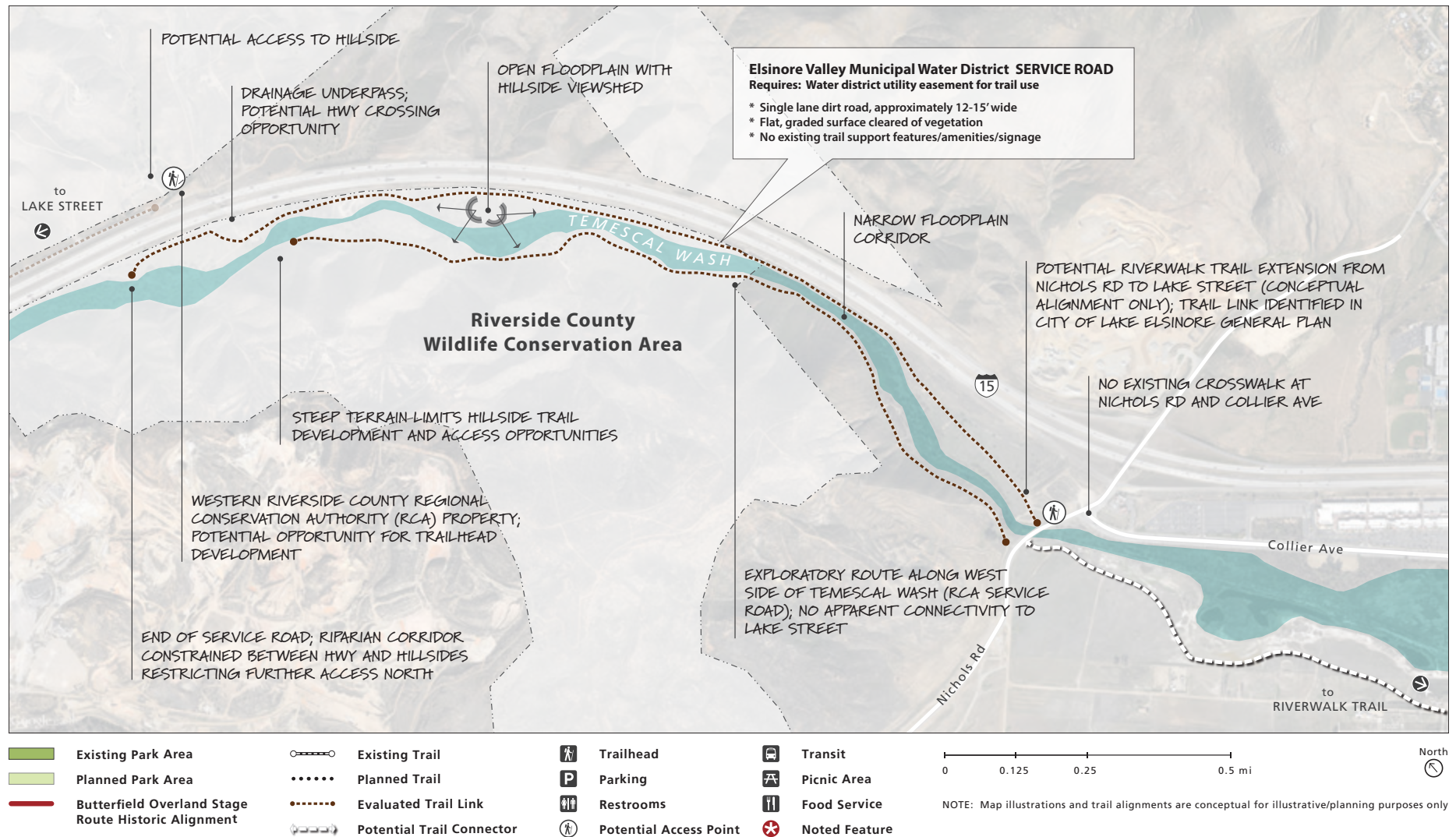
Resources

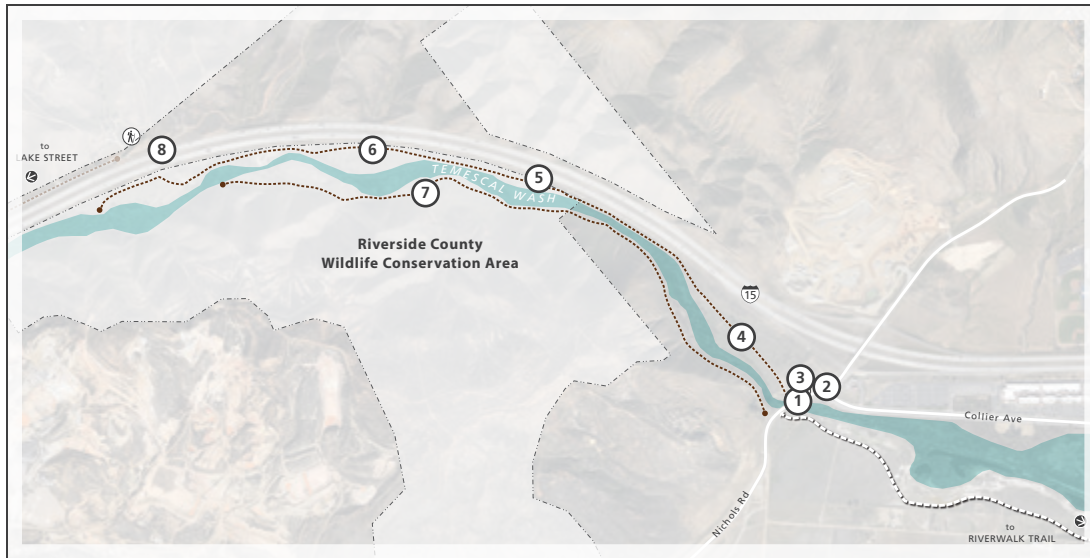
The conserved hillsides and relatively undeveloped riparian corridor of the Temescal Wash are some notable resources present in this section.

Implementation

A trail link along the east side of Temescal Wash could readily be implemented along the existing EVMWD service road easement, on property owned by RCA. This would be a pleasant trail segment providing an out-and-back trail route anchored by the Lake Elsinore Outlet Center. The Hwy 15 underpass will require engineering and permissions from Caltrans and RCA, which may prove to be a long process. A trail link along the west side of Temescal Wash might be feasible provided trail access / use agreements can be negotiated with RCA. Some trail improvements would be needed along this stretch, particularly at its northern terminus where either bridging across Temescal Wash or switchbacks up the steep hillside to a future-planned housing tract would be needed to provide further connectivity north to Temescal Canyon Road.

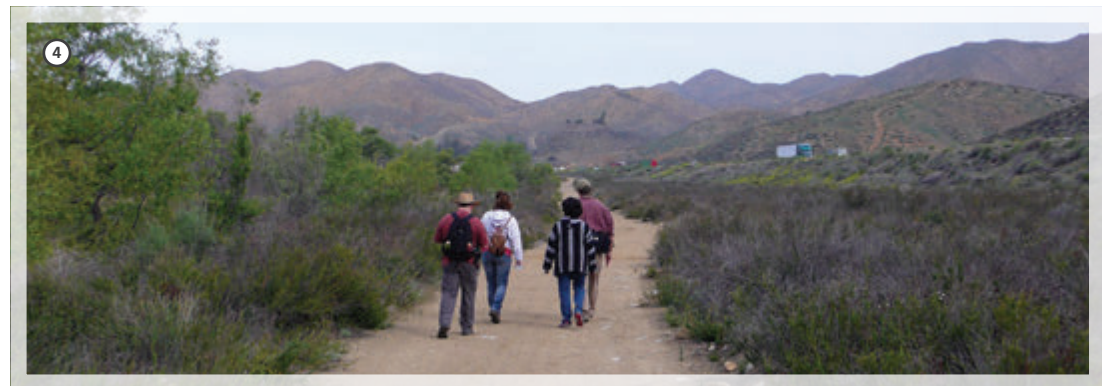
Section A2 Inventory Map





Section A2 Photo Inventory

1. Nichols road heading west from Collier Ave
2. Intersection of Nichols Rd and Collier Ave lacks safe pedestrian crossing
3. Concept development plans for commercial park at the Nichols Rd and Collier Ave intersection
4. Existing Elsinore Valley Municipal Water District service road along the east side of Temescal Wash connecting Nichols Rd to Hwy 15 drainage underpass



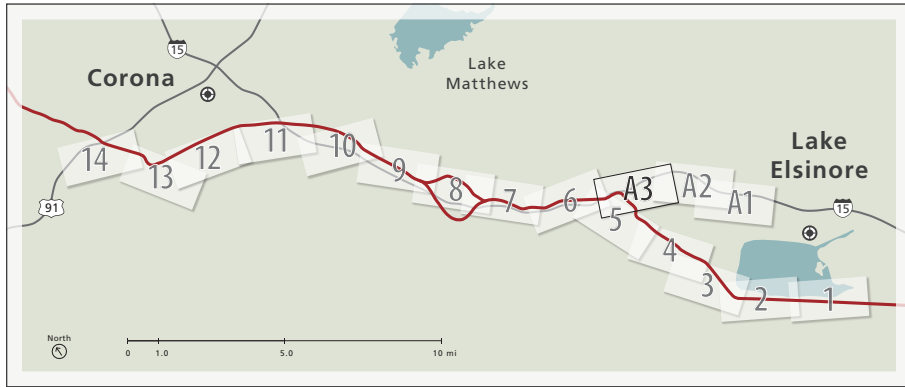


- 5. *Scenic view of Temescal Wash from existing service road corridor*
- 6. *Wide opening in the Temescal Wash flood plain with expansive views looking north to Temescal Valley*
- 7. *Hwy 15 drainage underpass providing a potential trail crossing point*
- 8. *Wildlife conservation area along the hillsides to the west of Temescal Wash*



Section A3: Lake Street

Butterfield Trail Alignment Analysis



Key Map: Temescal Valley Butterfield Trail

Description

Section A3 covers a critical area for potential connections between various recreational, auto tour, bike route, and historic trail alignments. Central to this section is the junction of Lake Street, Temescal Canyon Road, and Hwy 15. Surrounding this area are lands preserved for conservation, lands being actively mined, and lands targeted for future residential development. Running through it all is the somewhat hidden and neglected Temescal Wash.

Alignment

The historic alignment of the Butterfield Overland Stage route runs directly through the current Pacific Clay Products Inc. mining operation before veering north along the Temescal Canyon Road / Temescal Wash corridor. As noted in Section 5, Lake Street provides the best option for establishing a local auto tour route for the Butterfield Trail, as well as continuation of a Class II bike route option to (and along) Temescal Canyon Road.

A connection to the historic route along Temescal Canyon Road from a trail linking to Section A2 to the east could be established along Walker Canyon Road from the identified Hwy 15 underpass. The trail could then follow Lake Street south under Hwy 15 before connecting to Temescal Canyon Road heading west.

Connectivity

Linking a trail along Temescal Wash to the Butterfield Trail provides a key connection to the east side of Lake Elsinore. Future-planned trails identified by the City of Lake Elsinore seek to extend the city's Riverwalk Trail from

Nichols Road south to its Levee Trail where the route could meet up with the historic Butterfield Overland Stage route at Grand Avenue (see Section 1). The connection to the Levee Trail would also serve as a link to the planned Murrieta Creek Regional Trail.

In addition, there is some opportunity to establish connectivity to the nearby Estelle Mountain Preserve in the hillsides to the north near the intersection of Lake Street and Walker Canyon Road.

Access

RCA's property, though gated and not open to the public, could potentially serve as a trail access point and staging area. It's location at the end of Walker Canyon Road, with easy access to / from Hwy 15 and proximity to the Hwy 15 underpass make it well-suited for these purposes; however, it is not clear whether this type of use is compatible with RCA's programmatic goals for this property. A trail access point and staging area might also be considered where Lake Street and Walker Canyon Road meet, though no facilities exist currently at this location.

Use / User Experience

Largely, this section requires traversing paved roadways in order to connect more scenic trail opportunities along the Temescal Wash corridor to the historic alignment of the Butterfield Overland Stage route on Temescal Canyon Road. The roadway corridors do not offer much scenic value and can negatively impact trail user safety and experience. Future-planned roadway enhancements should consider how best to improve the trail user experience.

Resources

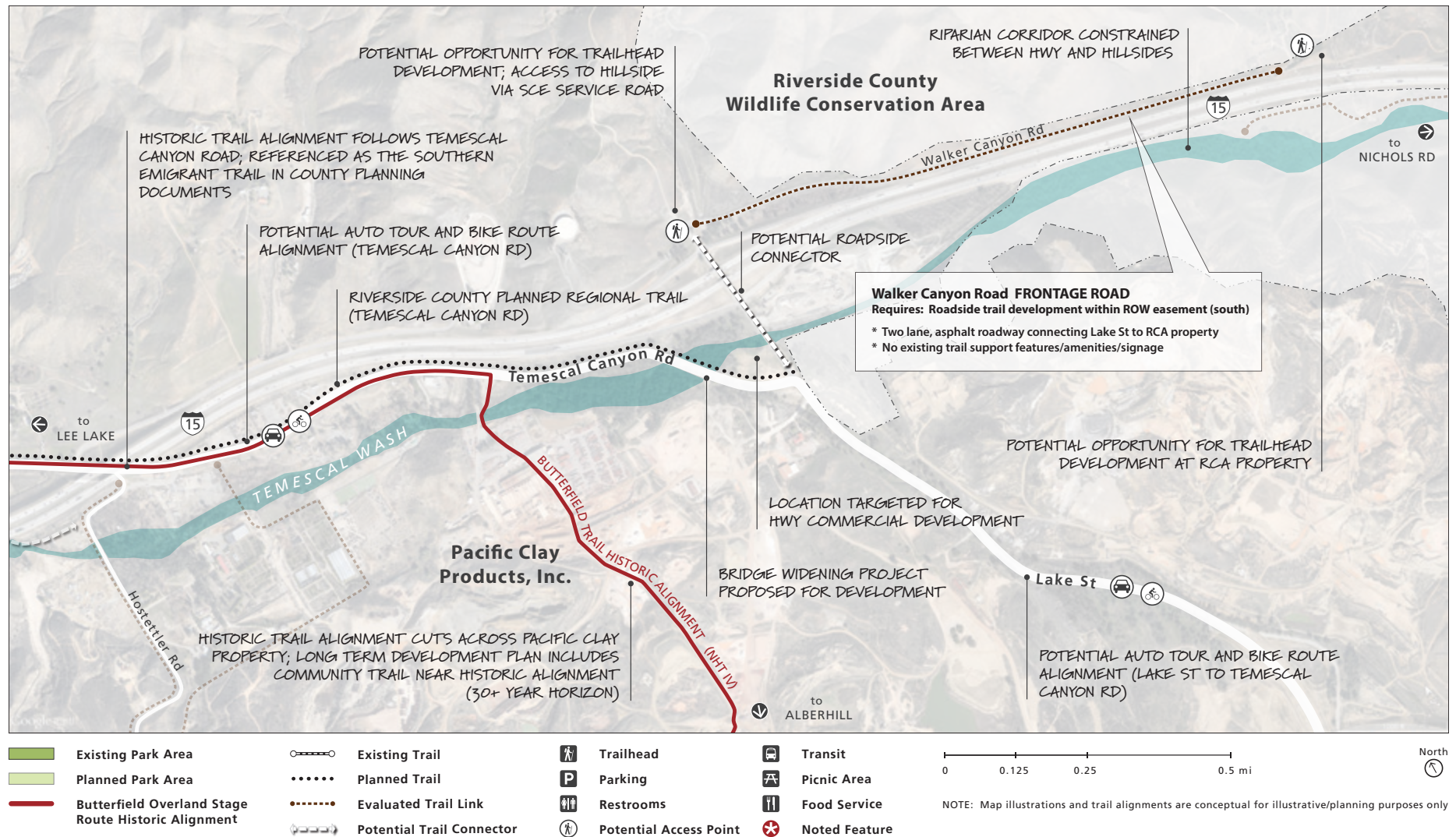
The conserved hillsides and nearby Estelle Mountain Preserve are some of the notable features present in this section.

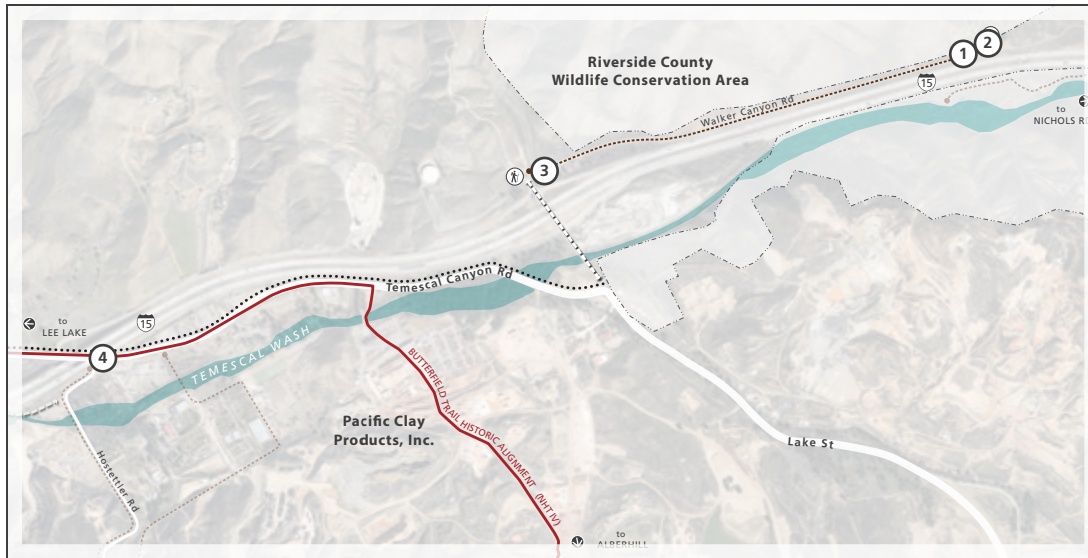
Implementation

The Hwy 15 underpass will require engineering and permissions from Caltrans and RCA, which may prove to be a long process. A trail link along Walker Canyon Road would require minimal improvements, providing an easement could be negotiated. Lake Street and Temescal Canyon Road are already identified regional trail connectors but will require funding and future development projects and roadway enhancements for trail implementation.

The City of Lake Elsinore and Riverside County will need to work collaboratively to engage stakeholders such as RCA, Caltrans, and local developers and land owners to determine a feasible approach to trail connectivity in this section.

Section A3 Inventory Map





Section A3 Photo Inventory

1. Walker Canyon Rd looking north towards Temescal Valley near Hwy 15 underpass
2. Fenced off RCA property at the southern end of Walker Canyon Rd
3. Shaded area off of Walker Canyon Rd near intersection with Lake St
4. Hostettler Rd approaching intersection with Temescal Canyon Rd



General Recommendations

Outreach and Engagement

1. Project team works to identify and reach out to other key local non-profits, community organizations, and other partner agencies to share findings and analysis	Priority first step to engage broader partnership team and collect feedback on trail planning priorities	0-6 MONTHS
2. Project team collaborates on presenting the Butterfield Trail project analysis to local agency council and board meetings for initial approvals and strategic guidance	Priority action to support cross-agency collaboration on project implementation	0-6 MONTHS

Partnership Development

3. City of Lake Elsinore, City of Corona, and Riverside County work collaboratively to identify an agreed-upon strategic partnership structure / organizational model for long-term implementation and management of the Butterfield Trail in Temescal Valley	Options could include formal partnership agreements, friends group affiliation, joint-powers authorities, regional governing agencies, etc.	1-2 YEARS
4. City of Lake Elsinore, City of Corona, and Riverside County work collaboratively to establish a multi-agency partnership agreement with all trail partners to facilitate trail development and implementation	MOU similar to the one developed for the Santa Ana River Trail partnership team	3-10 YEARS
5. Establish a technical trail advisory team / committee to guide trail planning and implementation	Critical for development of consistent trail standards, authorized uses, signage/wayfinding, etc.	3-10 YEARS

- General recommendations include broad-based actions / considerations across the length of the Temescal Valley regional trail corridor requiring, by necessity, cross-agency collaboration and partnership

General Recommendations

Implementation

6. Partnership team collaboratively identifies large tract areas targeted for development across the regional trail corridor to establish conditions of approval for providing trail access and rights-of-way and / or trail construction in advance of development approvals	Key locations include: * Dawson Canyon area * South of Dos Lagos * Lee Lake / Corona Lakes	0-6 MONTHS
7. Partnership team collaboratively identifies priority phasing of trail segments across the regional trail corridor	Critical for identifying short- and long-term implementation priorities and strategically targeting resources	1-2 YEARS
8. Partnership team collaboratively identifies priority trail access and staging areas across the regional trail corridor	See notation above	1-2 YEARS
9. Partnership team establishes preliminary agreement on consistent trail use designations, development standards, signing, and baseline amenities for developed trail access points and staging areas (specific to Butterfield Trail)	Riverside County has existing standards which may apply; County Master Trail Plan can also inform and guide this effort	2-3 YEARS
10. Partnership team engages responsible transportation agencies (e.g. Caltrans, Riverside County Transportation Commission) to identify preferred strategies for safely crossing Hwy 15	Key locations include: * Temescal Canyon Road near Hostettler Road * Undercrossing at RCA property south of Lake St * Undercrossing at Bedford Canyon	3-10 YEARS
11. Partnership team collaboratively identifies and pursues funding opportunities, including public / private partnerships, for project development and implementation		ON-GOING

- General recommendations include broad-based actions / considerations across the length of the Temescal Valley regional trail corridor requiring, by necessity, cross-agency collaboration and partnership

City of Lake Elsinore

Implementation

1. Work to prioritize development of a city-wide comprehensive Master Trail Plan	Critical step needed to identify priorities for trail alignment / connectivity, and to facilitate funding and implementation	1-2 YEARS
2. Collaborate with Riverside County on the development of the county-wide Comprehensive Trails Plan	Can inform mutually-beneficial trail alignment priorities between the city and county and may help to establish a framework for the city's own trail plan	1-2 YEARS
3. Work with Elsinore Valley Municipal Water District to establish agreements for recreational trail use and access to service roads along the Temescal Wash corridor north of Nichols Road	Section A2	1-2 YEARS
4. Work with responsible land managers and transportation agencies to identify a preferred strategy for crossing Hwy 15 at the underpass near RCA property	Section A2	1-2 YEARS
5. Investigate opportunity to utilize flood control service road between Riverside Drive and Grand Avenue as a potential recreational trail link	Section 3	2-3 YEARS
6. Engage land owner of the Machado Adobe site to explore opportunities for interpreting the site's connection to the historic Butterfield Overland Stage route	Potential to develop signage, exhibits, trail access, etc.	2-3 YEARS
7. Determine property ownership between Riverside Drive and Nichols Road to explore opportunities for expanding the Riverwalk Trail	Section A1	2-3 YEARS
8. Identify strategies for connecting the historic Butterfield Overland Stage route along Grand Avenue to the Lake Elsinore Levee Trail	Key connection point for access to the Murrieta Creek Regional Trail	3-10 YEARS

- Recommendations include priority actions / considerations within the jurisdiction of the identified governing agency in support of overall trail planning and development across the length of the Temescal Valley corridor

City of Corona

Implementation

1. Work with the applicant of the Arantine Hills Specific Plan to address trail connectivity through their proposed development	Key locations include: * Hwy 15 underpass at Bedford Canyon * Connection to Cajalco Road at Masters Drive * Connection to Cleveland National Forest Section 10	0-6 MONTHS
2. Work collaboratively with partnership team to engage US Forest Service and identify priority connections between regional trail corridor and the Cleveland National Forest	Preliminary meetings have been held, follow up needed on specific priority access points	0-6 MONTHS
3. Work to prioritize development of a city-wide comprehensive Master Trail Plan	Critical step needed to identify priorities for trail alignment / connectivity, and to facilitate funding and implementation	1-2 YEARS
4. Collaborate with Riverside County on the development of the county-wide Comprehensive Trails Plan	Can inform mutually-beneficial trail alignment priorities between the city and county and may help to establish a framework for the city's own trail plan	1-2 YEARS
5. Determine preferred alignment for trail connectivity from Cajalco Road to Foothill Parkway	Key locations include: * Bedford Canyon Road * Eagle Glen HOA community trail links * Masters Drive Section 10	1-2 YEARS
6. Work collaboratively with Riverside County to engage Dos Lagos in identifying a preferred strategy for trail connectivity / alignment around the golf course	Section 10	1-2 YEARS
7. Work with Riverside County Flood Control to establish agreements for utilization of priority flood control service roads as recreational trail links	Key location includes link between Ontario Avenue and Foothill Parkway, connecting Ontario Park to Skyline Trail entry Section 12	2-3 YEARS
8. Identify a strategy for moving forward with trail planning and development along the Wardlow Wash area	Important to identify a priority alignment through Wardlow Wash, engage adjacent communities, and work with Metropolitan Water District to establish agreements for trail access and use Section 14	3-10 YEARS

- Recommendations include priority actions / considerations within the jurisdiction of the identified governing agency in support of overall trail planning and development across the length of the Temescal Valley corridor

Riverside County

Implementation

1. Establish an inventory of available lands / inholdings suitable for trail staging area development within the first 5 years of the project	Cross-reference findings with identified staging areas noted in this analysis	0-6 MONTHS
2. Identify the specific trail easement alignment held by the county through the Dos Lagos development	Needed to engage land owner in discussions around trail connectivity	0-6 MONTHS
3. Work collaboratively with the City of Corona to engage Dos Lagos in identifying a preferred strategy for trail connectivity / alignment around the golf course	Section 10	1-2 YEARS
4. Work collaboratively with the Cleveland National Forest, Trabuco Ranger District, to enhance / expand trailhead development at the County's Stouffer Property	Section 4	1-2 YEARS
5. Work collaboratively with partnership team to engage land owners in the Spanish Hills / Dawson Canyon area to identify a preferred trail alignment along Temescal Wash	Section 8	1-2 YEARS
6. Determine potential for utilization of trail easement granted by Terramor along Temescal Canyon Road	Easement extends south of El Hermano Road and includes the retaining wall area at the junction with Indian Truck Trail Section 7	1-2 YEARS
7. Investigate feasibility of utilizing the Old Temescal Canyon Road spur, between Indian Truck Trail and El Hermano Road within the Terramor development	Section 7	1-2 YEARS
8. Ensure the Butterfield Trail alignments are included in the County of Riverside General Plan updates and the Comprehensive Trails Plan	Prioritizes and facilitates trail development along the identified corridors	1-2 YEARS
9. Develop an online map portal for the Butterfield Trail across Riverside County	Highlight points of interest, interpretive information, noted features / amenities, etc.	2-3 YEARS
10. Identify and prioritize historic and cultural features across the regional trail corridor to highlight as points of interest	Provides opportunities to develop interpretive materials and programming	2-3 YEARS
11. Engage county transportation agencies to identify a strategy for improving Hostettler Road	Needed to support trail access and connectivity from county's purchased trail easement Section 5	2-3 YEARS
12. Obtain easement and / or establish agreement for public access and use of the railway bed along Olson Canyon from Dawson Canyon Road to Dos Lagos	Section 9	2-3 YEARS
13. Engage key land owners in the Corona Lakes area to identify a preferred strategy for trail connectivity / alignment across and around Lee Lake	Section 6	2-3 YEARS
14. Work to establish a county-wide policy that elevates trail development and historic resource preservation as a regional planning priority	Supports improved quality of life and recognizes the area's connection to nationally-significant resources such as the Butterfield Trail, Anza Trail, PCT, etc.	3-10 YEARS
• Recommendations include priority actions / considerations within the jurisdiction of the identified governing agency in support of overall trail planning and development across the length of the Temescal Valley corridor		

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