



IMPLEMENTATION

IMPLEMENTATION PLAN

In this section, the implementation of the trails plan will be addressed. Included in the analysis will be the various methods of acquiring trail segments, installation responsibility, phasing and implementation costs. Every trail segment constructed by the City shall include the development and implementation of a Citizen Participation Plan (Municipal Code Section 23.06.010), which will ensure early and effective citizen participation in the design and construction of each trail segment. At the rear of this section is a summary which gives the total number of trails proposed, by type and phase, as well as the number of trails that currently exists in the City.

METHODS OF ACQUIRING TRAILS

There are several avenues which the City can use to acquire trail segments:

A. Dedications and Donations B. Cooperative Agreements C. Purchase

A. DEDICATIONS AND DONATIONS:

- **Dedications**

1. **Acquisitions from Developers**

Whenever a development proposal such as, but not limited to, a tentative map, tentative parcel map, use permit, design review permit, or coastal development permit includes a proposed or existing trail as identified on the Recreational Trails Master Plan, the City shall require both the dedication and improvement of the trail segment(s) as a condition of approval if a nexus can be found between the proposed project and the requested trail dedication and improvement. Although the Master Plan delineates trail locations, the specific location of a trail can be fine-tuned on individual parcels to accommodate specific development proposals. However, the trail exit and entry points should be sited consistent with the adopted Master Plan to ensure continuity of the trail system.

- **Donations**

1. **Establishing a Non-profit Advocacy Organization**

A coalition of trail advocates could organize a non-profit group (ex: "Friends of Encinitas Trails") that would support the trail's realization and solicit donations for its development and management. For the sake of fund-raising legitimacy, the organization would need to have a 501-C3 tax status. Land conservation groups play an important constituency-building and watchdogging role as well. Such a group could play a vital and ongoing role in assisting the City in raising funds both privately and from grants.

2. **Service Organizations**

Service, community and fraternal organizations can offer volunteer workers for trail construction and maintenance, as well as solicit free or wholesale materials and construction equipment for trail construction (wood, asphalt, etc.) The City should encourage groups of this type to join forces to implement the trail system. In addition, the City could create and underwrite "trail adoption" programs, that enable service and hiking/bicycle clubs to maintain particular sections of the trail.

3. **Gifts Catalog**

Preparation of a line item "wish list" which could be distributed to service groups and the public would be valuable in securing donations. A description of trail components such as "a half mile of trail along San Elijo Lagoon" and "an interpretive sign for birds found along Escondido Creek" along with their associated costs could be included.

B. COOPERATIVE AGREEMENTS:

The City should formulate joint agreements with public and private agencies which are responsible for utility corridors to establish permanent trail segments. In Encinitas, these would include the various water and sewer districts, and San Diego Gas & Electric.

The City, in conjunction with the County of San Diego, could also enact an ordinance in accordance with Government Code Section 51200 et. seq., the California Land Conservation Act of 1965, which would permit the City to acquire trail easements from landowners in return for lower tax assessments on that portion of the property.

C. PURCHASE:

Although purchase of easements is the least preferred alternative, due to cost, it may prove necessary on private parcels where development has already occurred and where there is little prospect of re-development that would allow the City to condition the implementation of the trail.

The following are ideas for supplemental funding through State, Local and Federal sources:

- **State and Local Funding Sources:**

1. **Developer Fees**

The California Planning, Zoning and Development Laws (Section 66477, Quimby Act) allow a City to collect fees from developers in exchange for the rights to develop a property. These can be "in lieu" of the required dedications of open space or as the County of Riverside currently does, a surcharge (\$50) for each new dwelling that is used for trail implementation.

2. **Trail Fees**

The City could consider the establishment of a pleasure riding tax in accordance with the provisions of Government Code Section 53940 et seq. in order to finance the acquisition, construction and maintenance of the trail system. The monies collected from this tax must be placed in a special fund, and can only be used to defray the reasonable expense of collecting such tax and for the maintenance, acquisition and construction of trails for equestrians and bicyclists. These funds may be used as local matching monies for any federal or state grants for such purposes or for matching funds in the acquisition and development of a federal or state trails project.

3. **Bonds and Initiatives**

Locally applied bond issues or land use control propositions can be used to further the goals of trails and park land development. These instruments may take the form of ballot measures that are drafted by agencies and/or citizenry, or alternatively as bond acts drafted by state legislators for passage in the California State Assembly and Senate.

Their purposes include financing acquisition, designating specific land areas for conservation, or setting basic land use policies. The success of any local bond measure depends on active local backing. In addition, if it requires levying additional property taxes, voters must approve it by a two-thirds majority.

4. Fund Raising Special Events

The City, with the assistance of trail advocacy groups like the Encinitas Trails Coalition, could sponsor a special event such as a trail ride or walk-a-thon. This could take place along a portion of the trail that has safe passage, but is in need of improvement or along completed segments adjacent to segments that need acquisition or development. Local merchants who derive business from the equestrian community (tack and feed) or bicycle stores could also help sponsor this event.

Events of this kind help to generate revenues as well as building support for the further development and continued maintenance of the trail system. The San Joaquin River Parkway and Conservation Trust in Fresno, California, organizes a variety of annual events to raise money for the Trust. One of the most successful events was "Evening on the River," which featured dinner and entertainment. This event raised approximately \$10,000. Another popular event is a bike rally, featuring a variety of distance rides, which raises public awareness of the Parkway in addition to money. Sponsors are the key to a successful event. They can donate t-shirts, food, printing, and other services. Sponsors also help to defray event costs, thereby increasing the amount raised.

(Source: Economic Impacts of Protecting Rivers, Trails and Greenway Corridors, 1990)

Grant Funding Sources

The following are potential sources of federal, state, and local grant funding sources for trail implementation:

- TEA-21 Transportation Enhancement Activities Program (TEA; SANDAG)
- TEA-21 Congestion Management & Air Quality Program (CMAQ)
- TEA-21 Surface Transportation Program (STP)
- TEA-21 Recreational Trails Program (CA DPR)
- TEA-21 National Highway System
- TEA-21 National Scenic Byways Program
- Environmental Enhancement and Mitigation Program (EEM; CTC)
- Land and Water Conservation Fund (CA DPR)
- Habitat Conservation Fund Program (CA DPR)
- Safe Routes to School Program (SRS; Caltrans)
- Bicycle Transportation Account Program (Caltrans)
- AB 2766 Vehicle Registration Funds (APCD)
- Transportation Development Act (TDA; SANDAG)
- TransNet (SANDAG)

PHASING

The following chart categorizes the proposed trail segments delineated in the Trails Plan section into the following phases:

Phase 1	Highest Priority
Phase 2	Second Priority
Phase 3	To be implemented at the time of development with the timing and responsibility to be determined at that time.
Phase D	To be implemented by a private party as a condition of approval for development.

The phasing plan has no specific time line, since the availability of funds for implementation is variable. Therefore, the phasing plan provides general direction for prioritizing implementation of individual segments. It is understood that the proposed phasing plan may be fine tuned based on future circumstances and that the completion of the trail system will only be possible through a partnership of involvement between the recreational community, property owners, developers, and the City.

Phase I Segments:

TRAIL #	TRAIL TYPE	LENGTH (IN FEET)	INSTALLED BY	PHASE	REMARKS
3	C	1298	City	1	“B” St. on both sides of street between Coast Highway 101 & Moonlight Beach
5	C	272	City	1	Encinitas Blvd. (north side) under the train overpass
6	C	931	City/ Developer	1/D	South Coast Highway 101 between “D” St. & Encinitas Blvd. connecting the existing sidewalks on both sides of the street
11	A	8964	City	1	Orpheus Ave. (east/south sides) between Leucadia Village and Vulcan Ave. utilizing Caltrans ROW and street ROW
12	A/C	4253	City/ Developer	1/D	Leucadia Blvd. between I-5 & Vulcan Ave. on both sides of the street
15	B	769	City	1	Caltrans ROW between Union St. & Sanitation District Property
16	B	3472	City	1	Sanitation District Property.

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TRAIL #	TRAIL TYPE	LENGTH (IN FEET)	INSTALLED BY	PHASE	REMARKS
					Exact trail location to be determined during park design
17	C	1453	City	1	Encinitas Blvd.(north & south sides) under the freeway overpass
18	C	4044	City/ Developer	1/D	Encinitas Blvd. (north & south sides) connecting existing sidewalk segments between the freeway overpass and Manchester Ave.
19	A	962	City/ Developer	1/D	Cornish Dr.(east side) between “D” St. and Requeza St.
20	A/C	211	City/ Developer	1/D	East “E” St. (north side) between Cornish Dr. & existing sidewalk next to City Hall
21	A	1694	City/ Developer	1/D	Requeza St. (south side) between Cornish Dr. & the existing sidewalk on the east side of the freeway. (Note: freeway overpass has sidewalk on the south side)
21A	A	1317	City/ Developer	1/D	Devonshire Dr. (east side) between Melba Rd. and Requeza St. connecting to existing sidewalk segment
22	C	1008	City/ Developer	1/D	Requeza St. (north side) between trail segment #52 and Nardo Rd. connecting existing sidewalk segments
24	A/C	2883	City/ Developer	1/D	Santa Fe Dr.(north & south sides) between Vulcan Ave. & Devonshire Dr. / Rubenstein Ave.
26	C	1354	City	1	Santa Fe Dr. (north & south sides) under freeway overpass
27	C	2279	City/ Developer	1/D	Santa Fe Dr. (south side) connecting existing sidewalk segments between the freeway overpass and Lake Dr.
28	C	3005	City/ Developer/	1/D	Santa Fe Dr. (north side) between Nardo Rd. & Bonita

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TRAIL #	TRAIL TYPE	LENGTH (IN FEET)	INSTALLED BY	PHASE	REMARKS
			School Dist.		Dr. and between Lake Dr./Oceanic Dr. & Wootan Dr.
29	A	2283	City/ Developer	1/D	Santa Fe Dr. (south side) between Lake Dr. & El Camino Real
30	C	369	City/ Developer	1/D	Regal Rd. (west side) between Requeza St. & Santa Fe Dr. connecting existing sidewalk segments
34	A	1740	City/ Developer	1/D	MacKinnon (west side) between existing sidewalk at freeway overpass to end of the street at Liverpool Dr.
35	A	4175	City/Developer	1/D	Summit Ave. (west side) between Santa Fe Dr. & Montgomery Ave.
38	B	263	City	1	Norfolk Dr. between Manchester Ave. & Newcastle Ave. Using street ROW which is not being utilized
40	B	2795	City/ County of San Diego	1	Manchester Ave. (south side) connecting the existing trails at the visitor's center and the trails under the freeway overpass
42	A	6986	City/ Developer	1/D	Piraeus St. (east side) between La Costa Ave. & Leucadia Blvd.
42A	A	341	City/ Developer	1/D	Olympus Street (north side) between Piraeus St. & Arbor Ct.
43	B	4155	City/ Developer	1/D	Saxony Rd. (east side) between La Costa Ave. & Quail Hollow Dr.
45	B	1135	City	1	West of Bonnie Bluff Ct. within open space easement connecting Blue Heron Drive & Bella Vista Drive

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TRAIL #	TRAIL TYPE	LENGTH (IN FEET)	INSTALLED BY	PHASE	REMARKS
47	A	982	City/ Developer	1/D	Normandy Rd. (north side) between Piraeus St. & Urania Ave.
48	B	515	City/ Developer	1/D	North end of Sidonia St. connecting to Indian Head Canyon
49	A	3860	City/ Developer	1/D	Saxony Rd. (east side) between Leucadia Blvd. & Encinitas Blvd.
51	A/B	4410	City/ Developer	1/D	Quail Gardens Rd. (east & west sides) between Encinitas Blvd. And bikeways & trails within Encinitas Ranch
53	C	1597	City	1	West Lake St. (east & west sides) between Encinitas Blvd. & Requeza St. connecting existing sidewalk segments
57	B	1841	City	1	Via Cardiff Dr.(west side) between the freeway overpass & Birmingham Dr.
59	C	1539	City/ Developer	1/D	Birmingham Dr. (north side) between Montgomery Ave. & the freeway connecting existing sidewalks
60	C/A	1622	City/ Developer	1/D	Birmingham Dr. (north & south sides) between Via Cardiff Dr. & Lake Dr. connecting existing sidewalks
61	A	1117	City/ Developer	1/D	Birmingham Dr. (south side) between Lake Dr. & Crest Dr.
68	B	4854	City	1	Open space behind existing residences on Willowhaven Rd. & Orchard View Rd. adjacent to a drainage channel. Pathways currently exist in this location and are

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TRAIL #	TRAIL TYPE	LENGTH (IN FEET)	INSTALLED BY	PHASE	REMARKS
					maintained by HOA
70	B	2050	City	1	Powerline easement, connecting to trail segment #68 and #69
72	B	5037	City	1	Powerline easement from northern boundary of Flora Vista School to Encinitas Blvd.
73	B	5619	City	1	Powerline easement from the old landfill through the Manchester Conservation Bank Area to Manchester Avenue
74	B	2271	City	1	Old landfill road
76	B	9995	City	1	Manchester Conservation Bank trails. Exact locations to be determined during planning for this area
77	B	4739	City/ Developer	1/D	Manchester Ave. (north side) from El Camino Real to Manchester Conservation Bank Area trails
78	B	2317	City/ Developer	1/D	Manchester Ave. (north side) from the Manchester Conservation Bank Area trails to existing sidewalk near the intersection of Rancho Santa Fe Rd.
79	B	5655	City/ Developer	1/D	Manchester Ave. (south/east side) connecting segment #40 at I-5 to El Camino Real
80A	C	369	City	1	Mountain Vista Dr. (south side) connecting the existing sidewalk to trail segment # 80B
80B	B	166	City	1	End of Mountain Vista Dr. connecting to 11 th Street on utility easement
81	B/A	9701	City/ Developer	1/D	Rancho Santa Fe Rd. (east and west sides) between City limits (at Carlsbad) to El Camino del Norte

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TRAIL #	TRAIL TYPE	LENGTH (IN FEET)	INSTALLED BY	PHASE	REMARKS
82	B/A	4718	City/ Developer	1/D	Rancho Santa Fe Rd. (east side) El Camino Del Norte to Encinitas Blvd.
86	B	1006	City/ Developer	1/D	Camino del Rancho (south side) between Calle Santa Catalina to the end of Camino del Rancho
87	B	668	City/ Developer	1/D	Calle Santa Catalina (east side) between Rancho Santa Fe Rd. & Camino del Rancho
87A	B	343	City	1	Connecting Rancho Santa Fe Rd. with Cole Ranch Road/Chelsea Ln.
88	B	383	City	1	Utility easements at the rear of two residences on Regal Ridge-Crystal Ridge and on the west side of one residence on Calle Santa Cruz to connect existing trail IOD's between Camino del Rancho & Calle Santa Cruz
89	B	5002	City/ Developer	1/D	Cole Ranch Rd. (east or west side) between Calle Santa Cruz & 5 th St. The City will continue to pursue a viable trail segment alignment along Cole Ranch Road between 7 th Street and 5 th Street to connect trail #89 with trail #82.
90	B	854	City/ Developer	1/D	Lone Jack Rd. (north side) between Rancho Santa Fe Rd. and the existing trail.
91	B	1820	City/ Developer	1/D	Lone Jack Rd. (south side) from Rancho Santa Fe Rd. to the bend
92	B	807	City	1	Lone Jack Rd. (east side) between the bend and Little Oaks Park
93	B	6553	City/ Developer	1/D	Lone Jack Rd. (west & north sides) between the bend and

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TRAIL #	TRAIL TYPE	LENGTH (IN FEET)	INSTALLED BY	PHASE	REMARKS
					Fortuna Ranch Rd.
94	B/C	3385	City/ Developer	1/D	El Camino del Norte (north side) from the existing trail adjacent to Wiro Park to Val Sereno Dr. The City will continue to pursue a viable trail segment alignment to provide public access within the Lake Val Sereno Open Space area.
95	B	1761	City/ Developer	1/D	El Camino del Norte (south side) from Rancho Santa Fe Rd. to the City limits connecting to the bridge over Escondido Creek
96	B	778	City/ Developer	1/D	Along vacated Lone Jack Rd. between the bend and El Camino del Norte on the trail IOD
106	B	756	City/ Developer	1/D	At the northerly boundary of the large open space parcel (Lot 28). Optional alignment: At rear of residences on Lone Jack Rd. connecting Little Oaks Park to existing Brookside trail.
107A	B	569	City/ Developer	1/D	Camino del Rancho (west or east side) Connecting segment #93 (Lone Jack Rd.) to the existing Brookside trail
114	B	300	City/ Developer	1/D	Lone Jack Rd. (west side) from the existing trail to Copper Crest Rd.

Phase II Segments:

TRAIL #	TRAIL TYPE	LENGTH (IN FEET)	INSTALLED BY	PHASE	REMARKS
1	A/C	118	City/ Developer	2/D	Grandview St. (north side of street) between N. Coast Highway 101 & existing sidewalk
2	A/C	580	City/	2/D	W. Leucadia Blvd. between N.

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TRAIL #	TRAIL TYPE	LENGTH (IN FEET)	INSTALLED BY	PHASE	REMARKS
			Developer		Coast Highway 101 & Neptune Ave.
4	B	678	City	2	“B” St. adjacent to Cottonwood Creek between S. Coast Highway 101 & 3 rd St.
8A	A	2994	City/ Developer	2/D	La Costa Avenue (north side) between I-5 and North Coast Highway 101
13	A	3010	City/ Developer	2/D	Oceanview Ave.(east side) between Leucadia Blvd. & Union St utilizing road ROW and Caltrans ROW
14	A	622	City/ Developer	2/D	Union St. (north side) between Oceanview Ave. & CalTrans ROW
23	A	3537	City/ Developer	2/D	Arden Dr. (east side) between “D” St. and Santa Fe Dr.
36	B	1837	City/ Developer	2/D	From the end of MacKinnon Ave. southerly across the slope at the west of the apartment complex to the San Elijo water treatment facility complex
37	B	2316	City	2	San Elijo water treatment facility complex adjacent to the drainage channel to Manchester Ave.
39	B	265	City/ County of San Diego	2	Manchester Ave.(south side) between the lagoon visitor’s center entrance to the existing trail
54	A/C	4134	City/ Developer	2/D	Nardo Rd./MacKinnon Ave. (west side) between Requeza St. & existing sidewalk at freeway overpass
62	A	2578	City/ Developer	2/D	Lake Dr. (east side) between Santa Fe Dr. & existing sidewalk near Sea Village
63	A	5295	City/ Developer	2/D	Crest Dr. (west side) between Santa Fe Dr. & existing sidewalk near Este Vista Ct.
69	B	2392	City	2	Open space area to the south of Home Depot connecting to trail segment #70

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TRAIL #	TRAIL TYPE	LENGTH (IN FEET)	INSTALLED BY	PHASE	REMARKS
80	B	369	City	2	Connection between proposed SunVista City park and Diegueno Junior High
97	B	798	City/ Developer	2/D	At rear of residences on Windmill Ranch Rd. adjacent to Escondido Creek connecting El Camino del Norte to 9 th St.
98	B	330	City/ Developer	2/D	9 th St. (south side) from the end of the current street & trail connecting to trail segment 97
99	B	384	City/ Developer	2/D	9 th St. (south side) from Rancho Santa Fe Rd. to Cole Ranch Rd. utilizing the street ROW not used for road
100	B	302	City/ Developer	2/D	7 th St. (north side) from Rancho Santa Fe Rd. to Cole Ranch Rd.
101	B	775	City/ Developer	2/D	5 th St. (south side) from Cole Ranch Rd. to trail segment #102
103	B	1205	City/ Developer	2/D	On the drainage easement connecting trail segment #102 to the existing trail IOD adjacent to the Rhoades School
107	B	616	City/ Developer	2/D	Across open space parcel (Lot 28) connecting existing Brookside trail to existing IOD
108	B	1128	City	2	Across open space parcel (Lot 28) connecting existing IOD and existing Brookside trail.
112	B	1316	City/ Developer	2/D	Dusty Trail Rd. (north side) between Copper Crest and trail segment # 116 (the proposed extension of Lone Jack Rd.)
113	B	2748	City/ Developer	2/D	Copper Crest (west side) between Dusty Trail and Lone Jack Rd. including a spur on Wishbone Way to connect to

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TRAIL #	TRAIL TYPE	LENGTH (IN FEET)	INSTALLED BY	PHASE	REMARKS
					an existing trail

Phase III Segments:

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TRAIL #	TRAIL TYPE	LENGTH (IN FEET)	INSTALLED BY	PHASE	REMARKS
31	A/C	625	City/ Developer	3/D	Rossini Canyon between Santa Fe Dr. and the rear of the shopping center adjacent to the west property line service road
33	A	1561	City/ Developer	3/D	Warwick Ave.(south side) between MacKinnon Ave. & Rossini Dr. Street is only currently installed between Somerset Ave. & Starlight Dr.
75	B	4905	City	3	Loop through old landfill site. Exact location to be determined during planning for this area
110	B	322	City	3	Across open space parcel connecting existing trail to the south of the Escondido Creek to a trail in Rancho Santa Fe
119	B	2615	City/ OMWD*	3/D	OMWD land connecting the water tower and to the City of San Marcos
120	B	2337	City/ OMWD*	3/D	OMWD land connecting to the City of San Marcos & Elfin Forest

*OMWD - Olivenhain Municipal Water District

Summary - Proposed Trails

Trail Type	Phase I	Phase II	Phase III	Phase D Developer Implemented	Total
A Path	46,178' 8.7 miles	22,868' 4.3 miles	2,186' .4 mile	227' .04 mile	71,459' 13.5 miles
B Trail	97,052' 18.4 miles	17,459' 3.3 miles	10,179' 1.9 miles	59,443' 11.2 miles	184,133' 34.9 miles
C Sidewalk	21,140' 4.0 miles	0	0	508' .1 mile	21,648' 4.1 miles
Total Proposed	164,370 31.1 miles	40,327 7.6 miles	12,365 2.3 miles	60,178 11.4 miles	277,240 52.5 miles

Existing Trails

Trails within the Encinitas Ranch Specific Plan	10.5 miles
Existing in remainder of City	17 miles
San Elijo Lagoon Trails (County of San Diego)	5.8 miles
Total Existing	33.3 miles

IMPLEMENTATION COSTS

Multi-purpose trail	Per Mile ¹
Compacted dirt trail tread ² 45,000 ³ (with no gradient problems)	\$ 25,000 - \$
Multi-purpose trail Compacted dirt trail tread (with gradient problems)	\$ 40,000 - \$ 65,000
Signage - Trail markers (4 per mile)	\$220
Fencing ⁴	\$ 42,240
Bridge (pre-fabricated, does not include land)	\$ 50,000 - \$ 100,000
Rest areas	\$ 5,000 - \$ 10,000
Trail Rules Sign	\$ 250
Miscellaneous Water Bars (where needed)	\$200

¹ The trail system will comprise approximately 32.3 miles in phase one, 11.3 miles in phase two, and 2.3 miles in phase three.

² Cost can vary considerably depending on subgrade work and soil stabilization. Cost figures above are based on ideal situations not requiring the use of imported soils.

³ Using probation crews the cost could be as low as \$7,000 - \$10,000 per mile

⁴ The estimate per mile is for continuous PVC fencing of the trail on one side. In most areas, a continuous fence will not be necessary.