



**RECREATIONAL TRAILS
ELEMENT
(SUB-ELEMENT OF THE CIRCULATION ELEMENT)
CITY OF OCEANSIDE, CALIFORNIA**

Approved by

Planning Commission
City of Oceanside
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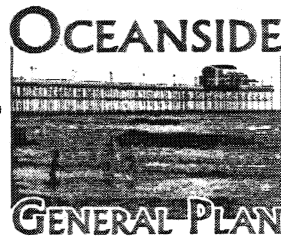


TABLE OF CONTENTS

SECTION	PAGE
INTRODUCTION	1
PURPOSE AND AUTHORITY	1
SCOPE AND CONTENT	2
RELATED PLANS AND PROGRAMS	2
RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS	3
LONG-RANGE POLICY DIRECTION	5
MISSION STATEMENT	5
BICYCLE SYSTEM	5
EQUESTRIAN SYSTEM	9
PEDESTRIAN SYSTEM	12
RECREATIONAL TRAILS PLAN	15
STANDARDS	15
FUNDING SOURCES	18
PRIORITIZATION	21
APPENDICES	
APPENDIX A - EXISTING CONDITIONS	
APPENDIX B - FORECASTING	
APPENDIX C - FINDINGS	

LIST OF FIGURES

FIGURE	PAGE
FIGURE RT-1 BICYCLE CIRCULATION MASTER PLAN.....	7
FIGURE RT-2 EQUESTRIAN AND PEDESTRIAN CIRCULATION MASTER PLAN.....	11
FIGURE RT-3 ACTIVITY CENTERS.....	17



RECREATIONAL TRAILS ELEMENT

(Sub-element of the Circulation Element)

INTRODUCTION

The City of Oceanside is a city in the coastal zone of northern San Diego County, bounded by the Pacific Ocean on the west, Camp Pendleton on the north, the City of Vista and County of San Diego on the east, and the City of Carlsbad on the south. City residents have the advantage of many recreational resources, both within the City and in adjacent cities. These resources include the beach, Buena Vista Lagoon, the San Luis Rey River, over 24 parks and community centers, Calaveras Lake, and Hosp Grove. The Recreational Trails Element focuses on the provision and maintenance of pedestrian, bicycle, and equestrian trail systems throughout the City of Oceanside.

Interstate 5 is located on the City's western edge, connecting Oceanside with Camp Pendleton and Orange County to the north, and Carlsbad and other coastal cities of San Diego County to the south. Highways 76 and 78 provide linkages from the coast eastward to the City of Vista and County of San Diego. Two rail corridors pass through the City; a north-south line and an east-west line. This element builds upon these linkages in designing the trail system.

Purpose and Authority

The purpose of the Recreational Trails Element is to state the specific goals and objectives that will improve the operation and design of the City's trail system for bicycles, pedestrians, and equestrians. This element replaced the City's Non-Motorized Transportation Element (1976), and is a sub-element of the Circulation Element. This element will provide the vision and policy guidance for the City's trail planning efforts.

Although the Recreational Trails Element is not a mandatory element required by State planning law, Government Code Section 65560 stipulates that the General Plan address:

"...open space for outdoor recreation including but not limited to, areas of outstanding scenic, historical, and cultural value; areas particularly suited for park and recreation purposes, including access to lake shores, beaches, and rivers and streams; and areas which serve as links between major recreation and open space reservation, including utility easements, banks of rivers and streams, trails, and scenic highway corridors..."

In addition, Government Code Section 65303 states that local governments may adopt "...any other elements or address any other subjects which...relate to the physical development of the county or city." Such "other" elements are called "optional" elements. Upon adoption, an optional element becomes an integral part of the General Plan. It has the same force and effect as the mandatory elements and must be consistent with the other elements of the plan. In turn, zoning, subdivisions, public works, private development and specific plans must be consistent with all optional elements.

Scope and Content

The goal of this element is to provide a safe and efficient trail network to enable residents of the City access to the many resources the City of Oceanside has to offer. This framework will provide access for recreation and alternative circulation for non-motorized users through an interconnected system of trails linking residential neighborhoods to City and regional parks, schools, colleges, the San Luis Rey River, and the beach. The system is also designed to connect with regional trails, including the planned countywide trails, and trails in the neighboring cities of Carlsbad and Vista, where there are significant open space and recreational resources. Implementation of the trails system will be accomplished incrementally, phased with road improvements or new development. Planning for the element has included review of environmental impacts through preparation of an initial study and negative declaration.

The Recreational Trails Element has three sections: 1) Introduction; 2) Long-Range Policy Direction; and 3) Recreational Trails Plan. In the Long-Range Policy Direction section, goals and objectives are established for pedestrian, bicycle, and equestrian trail systems. The Plan section describes how the goals and policies will be achieved and implemented.

Related Plans and Programs

A number of existing plans and programs directly relate to the Recreational Trails Element. These plans and programs have been enacted through federal, State, and local actions and are administered by agencies or special districts.

The Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) of 1991 was adopted to make public areas, including parks and play areas, accessible to all persons. The ADA requires that all playground equipment, trails, and recreational facilities be usable by adults and children with disabilities.

Master Plan of Parks and Recreation

The Master Plan of Parks and Recreation represents the latest update in a series of master plans intended to provide a guide for the orderly development of future park, recreation, and open space facilities meeting current and projected needs of the community. The plan includes goals and policies addressing recreational facilities, an inventory of existing facilities, an assessment of the community need for recreational facilities, an inventory of recommended improvements, and an implementation program to provide needed facilities.



California Environmental Quality Act and Guidelines (CEQA)

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate for thorough environmental analysis of projects impacting the environment. The provisions of the law and environmental review procedures are described in the CEQA Statutes and Guidelines. CEQA will continue to be instrumental in ensuring that the environmental impacts associated with local public and private development projects are appropriately assessed and mitigated.

Relationship to Other General Plan Elements

While the Recreational Trails Element is a distinct document, it is also interrelated to the other General Plan elements to a degree. Certain goals and objectives of the Recreational Trails Element may also address issues that are the primary subjects to other elements. The integration of overlapping issues throughout the General Plan elements provides a strong basis for the implementation of plans and programs, and achievement of community goals. The following describes how the Recreational Trails Element relates to some of the other elements of the City of Oceanside's General Plan:

- The Land Use Element directly relates to this element by designating areas of the City where open space and recreational opportunities exist.
- This element addresses bicycle and pedestrian trail systems, which relate to the City's overall circulation system addressed in the Circulation Element.
- This element relates to the Public Safety Element by addressing the safety and welfare of the community relative to leisure time and trail activities provided in the City.

Recreational Trails Element

- The element relates closely to the Environmental Resource Management Element in that the trail linkages within the community connect much of the open space area in the City, including parks, river, beach, and canyon areas.
- The Community Facilities Element identifies the major community components, including trails.
- Those persons using the City's trails for commuting purposes reduce the vehicle load on City streets, and thereby reduce noise and air pollution. Thus, this element relates to the Noise Element.

OCEANSIDE LONG-RANGE POLICY DIRECTION



Mission Statement

To provide a safe and efficient system of bicycle, equestrian, and pedestrian trails throughout the City, creating a non-motorized connection to recreational and commuting destinations.

GOAL:

- I. Encourage safe multiple use trails within the City that provide a variety of experiences.

OBJECTIVES:

The City should:

- I.1 Encourage the development of Class I (off street) trails for multiple use.
- I.2 Encourage incorporation of pedestrian use within the north-south rail-trail during the planning and design process.
- I.3 Where feasible, design trails to the maximum width to safely accommodate multiple trail users.
- I.4 Design the trail on the north side of the San Luis Rey River to accommodate pedestrian uses, including running events and other organized activities.
- I.5 Organize a volunteer advisory committee of users to periodically review implementation of this plan and adjust priorities of capital expenditures.
- I.6 Design trails which are aesthetically pleasing, incorporating landscaping, buffering, scenic overlooks, and historic elements where possible to provide a variety of experiences.

Bicycle System

ISSUES:

- The City has an extensive system of planned bikeways within the City, but only a fragmented system of constructed trails.
- The transition to Camp Pendleton is currently extremely dangerous.

Recreational Trails Element

- The City has three major regional corridors that encourage Class I use: San Luis Rey River, and two rail corridors (east-west and north-south).
- Destination support, i.e. bicycle racks, showers, rest areas, and drinking fountains, are rare on routes and at destinations.

GOAL:

2. A safe, interconnected network of bicycle facilities within Oceanside.

OBJECTIVES:

The City should:

- 2.1 Implement the Bicycle Circulation Master Plan (see Figure RT-1, *Bicycle Circulation Master Plan*).
- 2.2 Coordinate with Caltrans in developing a Class II bike lane along the length of Highway 76.
- 2.3 Coordinate with the U.S. Army Corps of Engineers in developing a paved Class I trail on the southern San Luis Rey River levee.
- 2.4 Prioritize pavement maintenance on Class II bike lanes to promote safe usage.
- 2.5 Design Class II bikeways (bike lanes) on all prime, major, and secondary arterials, and collector streets that function as links for the bicycle network. In such cases, the City should reduce hazards to cyclists on collector streets by eliminating on-street parking.
- 2.6 Follow Caltrans Highway Design Manual Section 7-1000 for Class I/II bikeways.
- 2.7 Prioritize the development of the three major Class I trails: the San Luis Rey River, north-south rail-trail, and east-west rail-trail.
- 2.8 Encourage existing and future bicycle destinations (parks, schools, commercial and employment centers, etc.) to incorporate bicycle facilities and provide safe and convenient bicycle access. To this end, development should provide secured bicycle parking and storage facilities such as bicycle racks, pedestal posts, rental bicycle lockers, and shower and locker facilities per City standards.
- 2.9 Provide bicycle parking at all major bus, rail, and park-and-ride facilities.
- 2.10 Continue to pursue and monitor private, local, and federal funding sources for bikeway and other trail improvements.

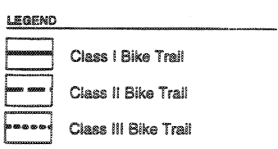
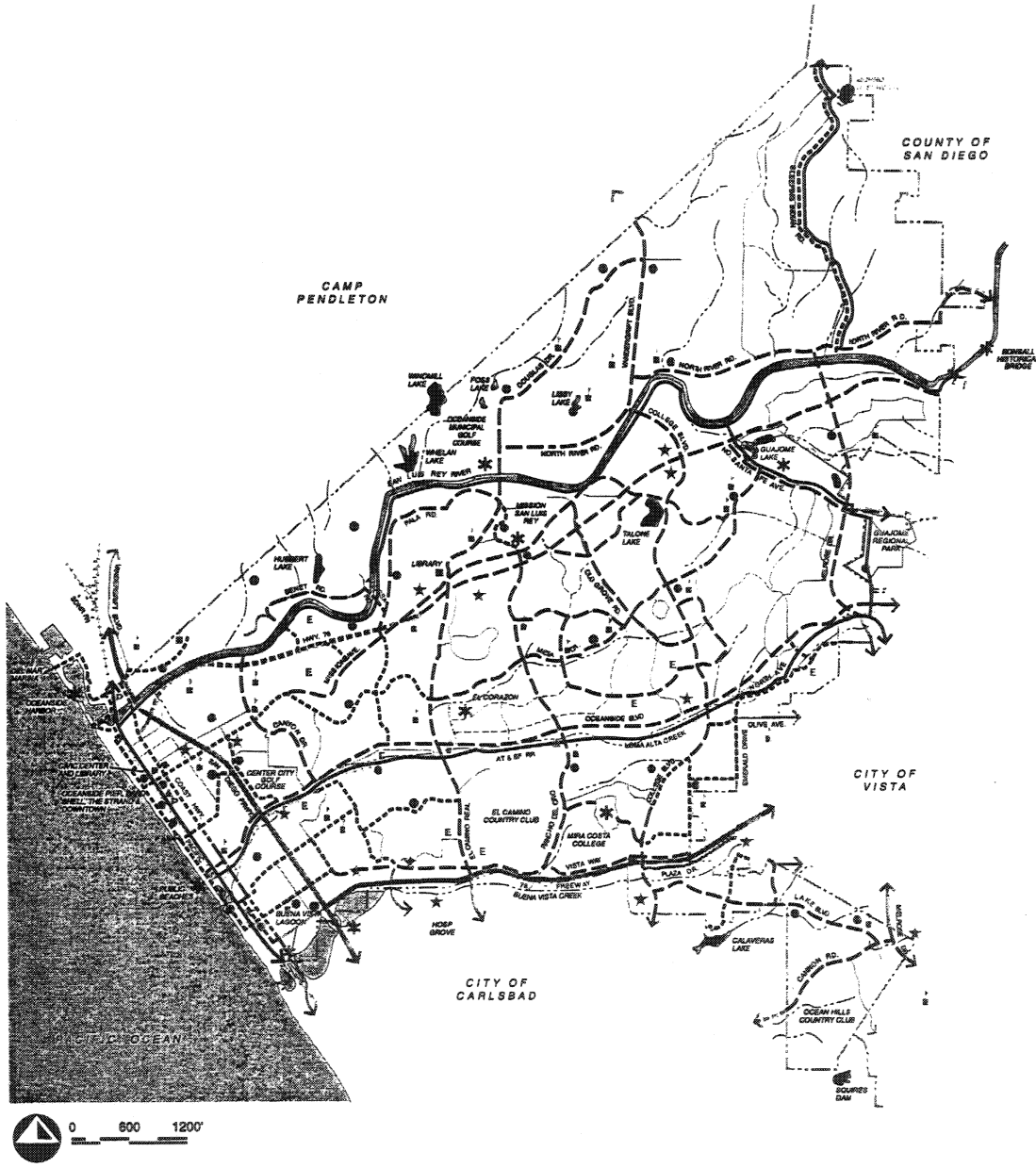


Figure RT-1
Bicycle Circulation Master Plan

- 2.11 Develop a Bicycle Facilities Master Plan to identify and plan for bicycle support facilities (lockers, showers, etc.) throughout the City.

GOAL:

- 3. A safe transition from Oceanside to the Camp Pendleton bike trail.

OBJECTIVES:

The City should:

- 3.1 Petition Caltrans to allow cyclists to use the 76 bypass-San Luis Rey River bridge on I-5 to access Camp Pendleton from the east and south.
- 3.2 Pursue the potential for a connection to Camp Pendleton via the planned north-south rail-trail corridor, utilizing the free public parking lot in the harbor as a staging area.
- 3.3 Investigate connection to Camp Pendleton through the residential streets north of the San Luis Rey River.
- 3.4 Fund a design study of the I-5 transition to Camp Pendleton to investigate long term improvements and prioritize the implementation of recommended improvements.

GOAL:

- 4. Safe bicycle use within the City for recreational and commuter users.

OBJECTIVES:

The City should:

- 4.1 Calibrate traffic signal control loops to sense bicycle riders and/or provide curbside push button controls.
- 4.2 Sponsor community-wide safety and education programs to encourage citywide bicycle use.
- 4.3 Implement a comprehensive signage program for all classifications of bikeways.
- 4.4 Prioritize the lane striping of Class II bike lanes.

Equestrian System

ISSUES:

- Equestrian use is primarily limited to the northeastern rural portion of the City, within the Equestrian Overlay District.
- The existing system of equestrian trails is fragmented.
- Access to the San Luis Rey riverbed and associated habitat areas are limited due to environmental concerns. Future trail planning within the river area will be required to meet the guidelines established per the current Multi-Species Habitat Conservation Planning (MHCP) efforts.
- Current improvements to the river do not incorporate horse trails due to the narrow width of the levee. The opportunity for a trail does exist on the north side of the river.
- Safe crossing of Highway 76 to access the river corridor from the Guajome Park, Spring Creek and Jeffries Ranch Neighborhood areas.

GOAL:

5. Develop an equestrian trail along the San Luis Rey River corridor, linking the beach, Guajome Park, Ivey Ranch, and the Equestrian Overlay District, as well as areas east of the City.

OBJECTIVES:

The City should:

- 5.1 Prioritize access from Guajome Park to the San Luis Rey River, providing safe crossing of Highway 76 with equestrian-height traffic signal activation triggers.
- 5.2 Develop an equestrian trail on the north side of the San Luis Rey River from the City's eastern boundary to the ocean, coordinating with the appropriate agencies.
- 5.3 Consider development of a "horse beach" area at the mouth of the river to provide a destination for the river trail.
- 5.4 Provide equestrian crossings of the river, allowing access to the equestrian trail on the north side.
- 5.5 Coordinate with the U.S. Army Corps of Engineers and other appropriate agencies on future improvements to the river in order to accommodate equestrian usage.

Recreational Trails Element

- 5.6 Implement equestrian staging areas along the river trail in coordination with the Parks Master Plan.
- 5.7 Consider equestrian staging areas as part of development of the El Corazon area.

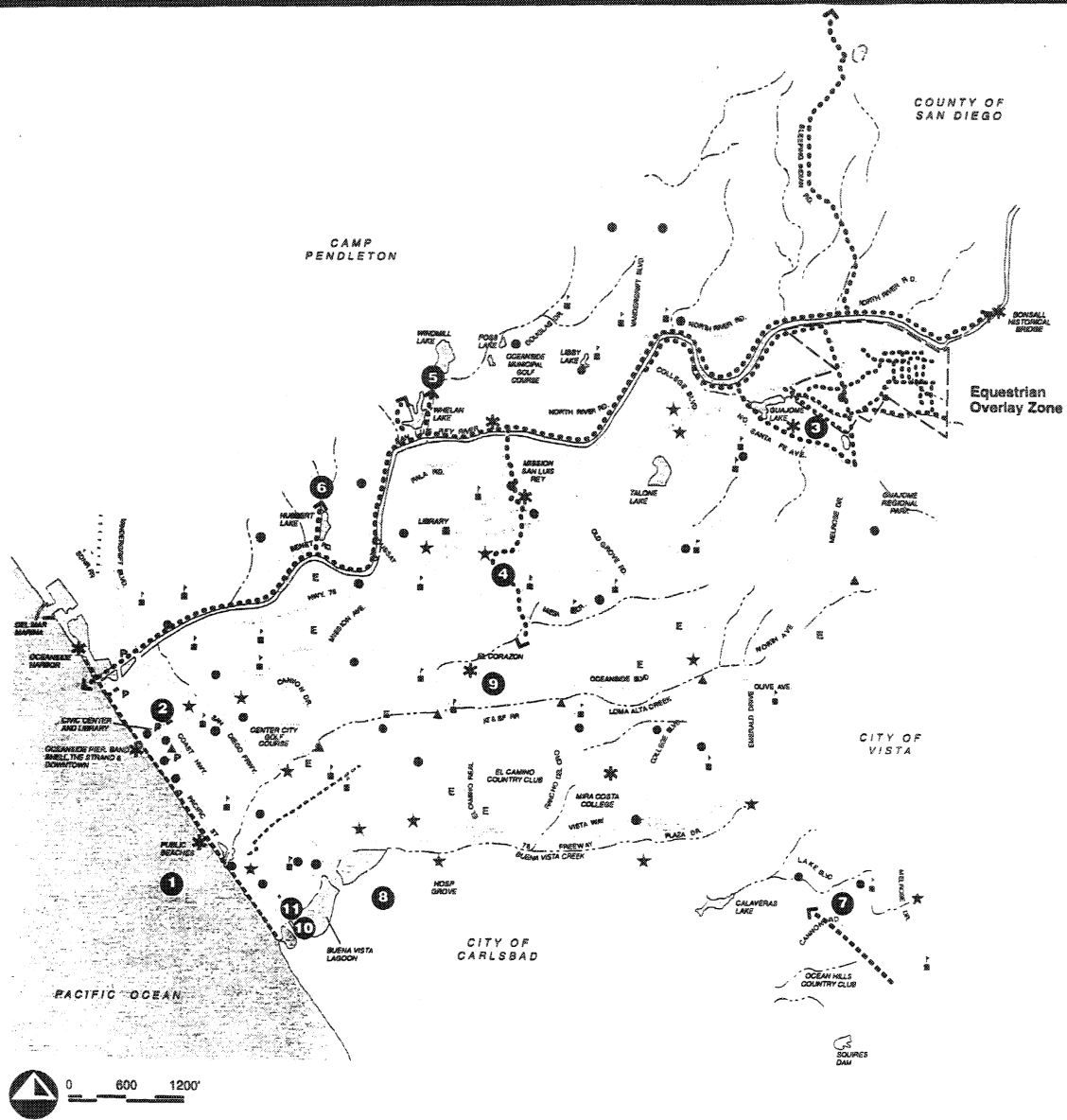
GOAL:

- 6. Establish an interconnected system of equestrian trails, with a variety of destinations and experiences for riders.



OBJECTIVES:

The City should:

- 6.1 Implement the Equestrian Circulation Master Plan (see Figure RT-2, *Equestrian and Pedestrian Circulation Master Plan*).
- 6.2 Investigate the development of an equestrian connection to Hubbert Lake and Whelan Lake.
- 6.3 Coordinate with the County Trails Plan in the development of an unpaved trail on Sleeping Indian Road for equestrian use.
- 6.4 Future trail planning within the agricultural areas along Sleeping Indian Road shall be accomplished while preserving agricultural lands to the greatest extent feasible.
- 6.5 Protect the historical Los Caballeros trail connection to Mission San Luis Rey and provide for an equestrian staging area in the Mission area.
- 6.6 Coordinate with adjacent cities and the County to implement the regional trail system.
- 6.7 Connect the equestrian facilities at Ivey Ranch Park with the Caballeros Trail, Mission San Luis Rey, and the river trail.
- 6.8 Implement a signage program to identify equestrian trails, linkages, and staging areas.
- 6.9 Provide equestrian-height signal activation triggers at equestrian road crossings.



LEGEND

-  Equestrian Trails
-  Pedestrian Trails

- 1** Public Beach Access:
 - Neptune Way
 - Tyson Street
 - Oceanside Boulevard
 - Winward Way
 - Ash Street
 - Witherby Street
 - Surfider Way
 - Wisconsin
 - Cassidy Street
 - Civic Center Drive
 - Hayes
 - Breakwater
 - Pier View Way
 - Marron Street
 - Sportfisher Drive
 - Mission Avenue
 - Forster Street
 - Seagaze Drive
 - Crowlthe Street
- 2** Downtown Historic Architecture Walk
- 3** Guajome Park Pedestrian and Equestrian Trails (County of San Diego)
- 4** Los Caballeros Historic Trail Link to Mission San Luis Rey and San Luis Rey River
- 5** Whelan Lake Link
- 6** Hubert Lake Link
- 7** Oak Riparian Park/Calaveras Lake Link
- 8** Buena Vista Lagoon Link
- 9** El Corazon
- 10** Boardwalk Trail
- 11** Buena Vista Lagoon Audubon Center

Figure RT-2
Equestrian and Pedestrian
Circulation Master Plan

GOAL:

7. Enhanced equestrian trail facilities in the Equestrian Overlay District.

OBJECTIVES:

The City shall:

- 7.1 Continue access to Guajome Park equestrian trails from the Equestrian Overlay District and provide additional connections utilizing drainage corridors where feasible.
- 7.2 Require equestrian trails in undeveloped areas of the Equestrian Overlay District, striving for master-planned connections consistent with the Equestrian Master Plan map.
- 7.3 Develop additional design standards for equestrian trails within the Equestrian Overlay District, including locational criteria for trails, staging areas, and watering areas.

Pedestrian System

ISSUE:

- The City's pedestrian facilities are made up of sidewalks along the City's streets and within City and regional parks. There is a desire for additional pedestrian experiences and opportunities.

GOAL:

8. An interconnected network of pedestrian facilities within the City, linking recreational and other destinations.

OBJECTIVES:

The City should:

- 8.1 Implement the Pedestrian Facilities Master Plan (see Figure RT-2, *Equestrian and Pedestrian Circulation Master Plan*).
- 8.2 Continue to require pedestrian oriented trails and amenities in parks, new developments, and commercial centers. Encourage the inclusion of greenbelts and common open space for pedestrian use in residential development. Prioritize sidewalk construction in areas where sidewalks are missing as part of the City's Capital Improvement Budget.

- 8.3 Continue to construct sidewalks on all streets as improvements occur. Sidewalks should be adequately maintained and kept clear of obstructions. Landscaped walking corridors should be encouraged in new development through use of meandering sidewalks, linear parks, greenbelts, and similar elements.
- 8.4 Provide links and associated signage to pedestrian amenities such as Buena Vista Lagoon and Calavera Lake in adjacent cities, the beach, and public parks.
- 8.5 Emphasize the positive linkage of the Oceanside Public Beach Area with the San Luis Rey Open Space Corridor and the Buena Vista Lagoon and Nature Center.
- 8.6 Protect pedestrian access to the beach/Strand by maintaining easements and causing the construction of stairways and "walk-throughs" where appropriate. Assure safety through adequate street lighting.
- 8.7 Provide access for the handicapped, elderly, and visually and hearing impaired to all public buildings, parks, and trails in accordance with State law and the Americans with Disabilities Act.

GOAL:

- 9. Encourage walking through organized citywide programs sponsored by a variety of public and private groups.

OBJECTIVES:

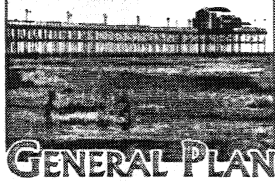
The City should:

- 9.1 Identify a loop route around El Corazon for walkers and organized events, including running and walking events.
- 9.2 Sponsor community-wide safety and education programs.
- 9.3 Monitor the safety of high pedestrian traffic areas. To this end, consider the use of special treatments such as lighting, bollards, widened sidewalks, special pavement treatment, flashing signals, speed bumps, and other safety features.
- 9.4 Accommodate pedestrian uses on the northern river trail, including running and walking events and other organized activities.
- 9.5 Continue to promote the Oceanside historical architectural walking tour of the downtown area.
- 9.6 Stimulate interest in citywide trails through development of an "Adopt a Trail" program for ongoing trail development and maintenance.

Recreational Trails Element

- 9.7 Provide enhanced walking areas with benches, refuse facilities, and drinking fountains in intense commercial and employment centers.
- 9.8 Install appropriate directional and informational signage for pedestrians.

OCEANSIDE Recreational Trails Plan



Standards

The City of Oceanside intends to utilize Caltrans standards for Class I, II, and III bikeways. Pedestrian trails adjoining City streets will be constructed per City sidewalk standards. Equestrian trails will utilize the standards set forth in the City Zoning Ordinance (EQ Overlay).

All new and improved bikeways in Oceanside will conform to Caltrans standards as outlined in Chapter 1000 of the Highway Design Manual.

Class I Bikeways (Bike Paths)

Class I bikeways (bike paths) are off-street facilities with exclusive rights-of-way, designated for the exclusive use of bicycles and pedestrians. Sidewalk facilities are not considered Class I bikeways because they are primarily intended to serve pedestrians. By State law, motorized bicycles are prohibited on bike paths unless authorized by ordinance or by the agency having jurisdiction over the path. Methods for discouraging the use of off-street bikeways for motorized vehicle use include removable bollards and prominent signage.

The minimum width for Class I bikeways is eight feet for a two-way path and five feet for a one-way path. Included in the Class I system are multi-purpose trails that accommodate bicycle uses and pedestrian/jogging uses.

Class II Bikeways (Bike Lanes)

Class II bikeways (bike lanes) for preferential use by bicycles are established within the paved area of roadways. Bike lane stripes are intended to promote an orderly flow of traffic. Bicycles have exclusive use of a bike lane but must share the facility with motor vehicles and pedestrians crossing it. Bike lane stripes can increase bicyclists' confidence that motorists will not stray into their path if they remain within the bike lane. Bike lanes are one-way facilities located adjacent to the curb. The minimum width for these facilities is four feet, except when they are adjacent to parking lanes, when they will be five feet.

Class III Bikeways (Bike Routes)

Class III bike routes are intended to provide continuity to the bikeway system. Class III facilities are shared facilities with motor vehicles on the street, with bicycle use as a secondary use. Class routes are not striped, but are identified by signage. Warning signs for motorists and cyclists are posted as well as signage to guide cyclists to a preferred bike route.

Recreational Trails Element

Class III routes are located on low volume residential streets, downtown streets with right-of-way, parking, or traffic constraints, and in rural areas such as the Morro Hills area.

Equestrian Trails

Equestrian trails are those specifically intended for use by riders, with a soft-footed surface such as those in the Equestrian Overlay District. As delineated by the zoning ordinance, equestrian trails shall be a minimum of eight inches thick decomposed granite or turf and a minimum of seven feet wide within a ten-foot wide trail corridor.

Pedestrian Trails

Pedestrian trails include hiking trails, multi-use trails, and special pedestrian routes identified in existing documents. All fully improved streets within the City have sidewalks for pedestrian use. Class I bikeways are also considered to be pedestrian routes. The City standard calls for five-foot sidewalks adjacent to City streets. All soft footed pedestrian paths shall be a minimum of five-foot wide and shall be constructed of decomposed granite where feasible.

Support Facilities

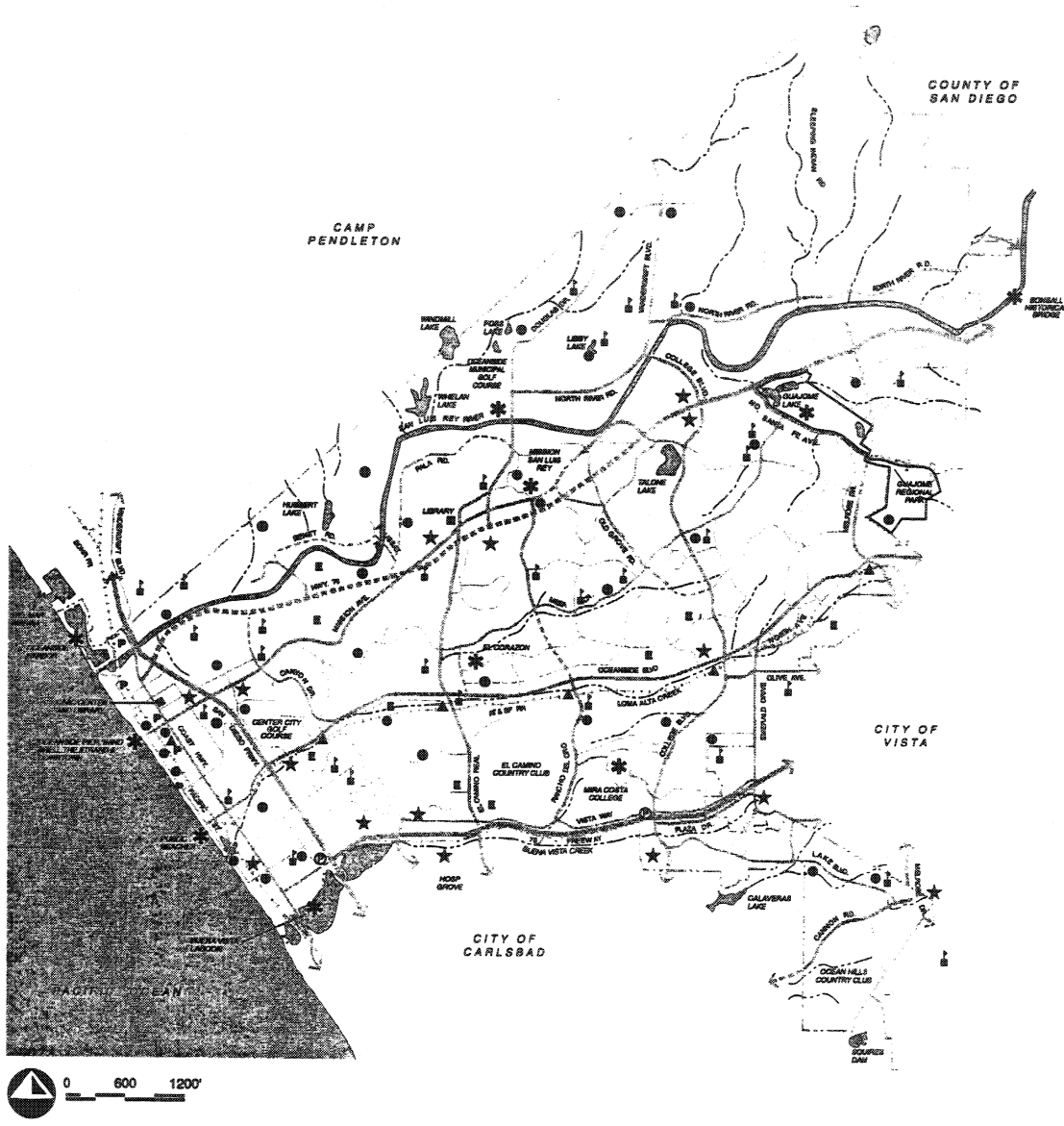
Support facilities will become an important component of the Oceanside Trails Plan. Lack of bike racks and other facilities are often mentioned by bicyclists and identified as reasons they don't ride or ride less frequently.

Bike Rack Facilities: Properly designed bike racks should be available at major activity centers in Oceanside. Activity centers include retail centers, community buildings such as City Hall and libraries, schools, parks, and places of employment in excess of 50 employees, park-and-ride facilities, and transit stations (see Figure RT-3, *Activity Centers*).

Increased ridership would require new bike racks in strategic locations throughout the City, such as outside major shopping areas. Other standards include one bicycle rack (10 bicycles) per 40 elementary and junior high school students, per 100 high school students, and per 100 employees.

Bicycle racks selected by Oceanside should be based on cost, maintenance, ease of use, and theft prevention. Bike racks should be located with pedestrian safety as a high priority, and should not be located in areas of poor lighting or visibility.

Bicycle storage facilities such as lockers generally are not worth the expense of installation and maintenance because bicyclists prefer to keep expensive bikes with them and maintenance and operation entail problems such as padlocks being abandoned. Exceptions to this rule include transit stations and employment locations where the lockers are internal and are maintained by the employer.



LEGEND

-  Library
-  City Park / Community Center
-  School
-  Major Community Focal Points
-  Commercial Center
-  Transit Station
-  Park and Ride Facilities
-  Public Parking Lots
-  Blue Line Streams (USGS)
-  Employment Centers

Figure RT-3
Activity Centers

Recreational Trails Element

Shower Facilities: Access to shower facilities may help encourage commuters to utilize bicycles. The City should consider making arrangements with private facilities such as health clubs, Boys and Girls Club, YMCA, and others where bicyclists could have access to existing shower facilities for a monthly fee.

Other Support Facilities: Other support facilities include restrooms, trash receptacles, picnic facilities, fitness courses, phones, guidebooks, maps, parking facilities, and lighting. Support facilities associated with the Class I Bike Paths will probably be phased in on an "as needed basis," with items such as lighting, landscaping, fencing, and trash receptacles being subject to budget and funding constraints. Other support facilities such as parking lots, restrooms, and telephones should meet the same standards as applied to City parks, as the Class I system is similar to a linear park. Guidebooks and maps for the Trail System should be made available at all City offices, libraries, community centers, bicycle stores, and other public locations.

Traffic signal loop detectors for bicycles should be located strategically throughout the trail system. Detectors should be located at all signalized intersections on Class II routes as part of roadway expansion or reconstruction projects.

Funding Sources

Funding is a key element in the successful implementation of any trails-related project. Even with the numerous federal, State, regional, and locally sponsored programs, the availability of funds remains low. As government budgets continue to be trimmed, funding for transportation and recreational trails has suffered. Several alternative financing programs exist for trail projects, but because of economic conditions in the State, most of these programs have been targets of revenue shifting on State and federal levels, leaving them ineffective for the time being.

Of the numerous programs and agencies listed as potential funding sources for trail-related projects, only one remains a viable source of funding: Intermodal Surface Transportation Efficiency Act (ISTEA) funds. All other funding sources are classified as inactive due to budgetary constraints. With an improving economy, funding for some of these programs may be restored.

The following list provides the potential funding sources at the various government levels.

Local Funding Sources

City of Oceanside General Fund. The general fund is capable of providing needed financing for capital improvements, operation, and services, assuming that the City Council adopts such programs as part of its Capital Improvement Program.

Public/Private Partnerships. In addition to government sponsored revenue-generating opportunities, other forms of public/private partnerships can be considered which would result in enhancement or maintenance of recreational trail facilities including:

- Corporate sponsorship of improvements
- Donations
- Fundraising
- Contributions commemorating an event or memorializing an individual
- Club or organization sponsorship (Lion's Club, Boy Scouts, etc.)

Bonds and Assessments. In the past, various State and local agencies have successfully used bonds or assessment districts to fund improvement projects or acquisitions. However, current economic conditions do not favor pursuit of these mechanisms for raising money.

Local Agency Grant Program. The Local Agency Grant Program is a result of Proposition 117. Funds from this program are eligible to local agencies on a competitive basis for trails and related projects that bring urban residents into park and wildlife areas. \$2 million is available yearly and is based on a 50% matching system.

Coastal Conservancy. The availability of Coastal Conservancy funds is also a result of Proposition 117. Funds from this program are eligible to public agencies on a competitive basis for trails and related projects that bring urban residents into park and wildlife areas. \$4 million is available yearly and is based on a matching system.

Wildlife Conservation Board. The availability of Wildlife Conservation Board funds is again a result of Proposition 117. Funds from this program are eligible to public agencies on a competitive basis for trails and related projects that bring urban residents into park and wildlife areas. \$11 million is available yearly up until 1995 and \$21 million yearly thereafter.

National Recreational Trails Fund Act (NRTFA). NRTFA funds are available to cities, counties, districts, and non-profit organizations on a competitive basis. Funding amounts vary yearly and this program does not require the matching of funds. Funding of \$205,000 was available in 1994 for non-motorized projects.

Regional Funding Sources

Transportation Development Act (TDA). TDA funds are available to projects throughout the State relating to bicycle trails and facilities. Funds are allocated by the San Diego Association of Governments (SANDAG).

San Diego County Transportation Sales Tax. \$1.0 million of sales tax revenue is ear-marked for use in bicycle-related projects and is allocated by SANDAG.

State Funding Sources

Environmental Enhancement and Mitigation Program (AB471). This program is administered by the California State Resources Agency and is available for projects that provide mitigation for the environmental effects of transportation facilities. Funding through this program was created to provide \$10 million per year through the year 1999.

California Coastal Commission. Funds available through this State agency are handled and allocated by the State Resource Agency.

Bike Lane Accounts. Bike lane accounts are administered by the California Department of Transportation and were established to fund transportation-oriented projects. Approximately \$325,000 is available yearly through this account.

Intermodal Surface Transportation Efficiency Act (ISTEA) Funds. ISTEA funds are administered by the California Department of Transportation and were established to fund transportation-oriented projects.

TEA Funds. TEA funds are enhancement funds connected to ISTEA. Approximately \$10 million is available yearly. The California Transportation Commission is the agency responsible for allocating funds for transportation-oriented projects and must first approve project plans of fund recipients before monies are dispersed.

Land and Water Conservation Fund. National Park Service funds are administered through the State Department of Parks and Recreation. Land and Water Conservation funds are available for outdoor recreation projects, including hiking trails and trail linkages between large trail complexes. Funding amounts vary annually depending upon allocation by Congress. Although approximately \$600,000 was granted for projects within Southern California last year (grant sizes ranging from \$45,000 to \$127,000), little or no money is likely to become available this year. In addition, the Land and Water Conservation Fund is a matching grant program; recipients must match the funds allocated to them.

Habitat Conservation Fund. The Habitat Conservation Fund is available to open space and recreation-oriented trail projects. Competitive applicants are primarily large scale projects who link natural corridors; no on-street trails are funded by the Habitat Conservation Program. This program is administered by the State Department of Parks and Recreation and requires the matching of grants by fund recipients. Theoretically, \$2 million per year for 30 years should be available (beginning in 1990). However, due to budget shifts at the State level, only one year has been funded.

Additional Funding Sources. Additional funding sources for transportation and recreational trails may be identified in listings provided by the Sacramento Council of Governments and the Planning and Conservation League: "Funding Working Paper for Bicycle and Pedestrian Related Projects" and "Guide to Bicycle Funding Sources in California," respectively.

Federal Funding Sources

Federal ISTEA Funds. Federal ISTEA funds are Congestion Management and Air Quality (CMAQ) funds and, for the most part, have already been allocated.

Prioritization

Implementation of the Recreational Trails Plan is based upon a number of factors:

- Demand for additional facilities;
- Need for improved access;
- Safety (hazard elimination through improving existing unsafe conditions);
- Development of critical trail links; and
- Right-of-way availability.

The majority of the trails plan system consists of Class II bike lanes, which are the least expensive to implement through the City's road improvement programs. However, one of the highest priority projects in the City is the Class I trail along the San Luis Rey River.

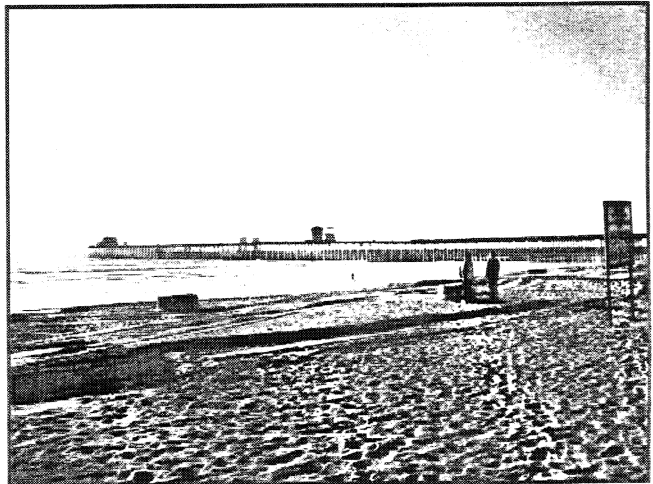
Bicycle: The greatest needs for bicycle facilities is to build out the City's network of Class II trails, to complete the Class I route which rings the City, and to complete regional connections. Implementation of the bicycle projects prioritizes these needs (projects listed in order of priority):

1. Provide a safe connection to Camp Pendleton;
2. Construction of east/west Class I trail (rail-trail);
3. Construction of north/south Class I trail (rail-trail);
4. Connection of San Luis Rey River trail from the County through Oceanside to the north/south rail-trail;
5. Construction of a North/South Class I trail at eastern edge of City from San Luis Rey River through Guajome Park to east/west rail-trail (coordinating with the County);
6. Continue construction of Class II lanes as part of roadway improvements; and
7. Maintain existing trails and provide additional signage and striping.

Recreational Trails Element

Equestrian: The greatest need is improving access to the San Luis Rey River and Guajome Park. Implementation of the equestrian projects prioritizes these needs (projects listed in order of priority):

1. Crossing of Highway 76 to the San Luis Rey River, providing adequate push buttons signal crossing, and adequate waiting areas;
2. Construction of trails to the north side of the River;
3. Completion of trails from neighborhoods in Equestrian Overlay District to Guajome Park, particularly along Old Ranch Road;
4. Trail from the eastern City boundary to the beach along the San Luis Rey River;
5. Staging facilities along San Luis Rey River to provide trailer access;
6. Provision of riding opportunities at the beach;
7. Trail from El Corazon to the San Luis Rey River corridor; and
8. Equestrian opportunities at El Corazon.



Pedestrians: The greatest pedestrian need is to increase opportunities for pedestrian activity and identify areas where trails can be built. Implementation of the pedestrian projects prioritizes these needs (projects listed in order of priority):

1. Provide hiking trails in Tule Canyon and Hubbert Lake area;
2. Provide hiking opportunities in Whelan and Windmill Lake areas;
3. Provide hiking opportunities in Oak Riparian Park and provide connection to Calavera Lake in the City of Carlsbad;
4. Provide hiking opportunities at Buena Vista Lagoon in the City of Carlsbad;
5. Provide hiking opportunities at the City-owned El Corazon project; and
6. Provide pedestrian trail connection from the Strand south to Buena Vista Lagoon.



RECREATIONAL TRAILS
ELEMENT
APPENDICES



Appendix A - Existing Conditions

The City of Oceanside has an extensive system of planned trails for bicycles, pedestrians, and equestrians. A portion of this system has been implemented as part of development activities and in the course of road improvements. Unimplemented trails are the focus of the plan of the Recreational Trails Element.

Planned Trails

Regional

Oceanside occupies a unique position in the region. Located in the northwestern corner of San Diego County, contained within its boundaries are several corridors that provide critical linkages to the region. These include:

- The San Luis Rey River corridor, providing connection between San Diego County on the east and the beach;
- Nearly four miles of beach, providing connections to the City of Carlsbad to the south and Camp Pendleton to the north;
- Two railroad corridors, one north-south, the other east-west, with significant easements which are planned for multi-use trails; and
- Direct connection to a major recreational and commuter bicycle route through Camp Pendleton, which connects San Diego County to Orange County.

Planned regional trails include the following:

County of San Diego: Current trail proposals within the County include several routes within the City of Oceanside. These routes include: 1) a paved multi-use (bicycle, equestrian, and pedestrian) trail along the San Luis Rey River; 2) a paved bicycle/pedestrian rail-trail along the east/west railroad line connecting to the cities of Vista, San Marcos, and Escondido, 3) a paved bicycle/pedestrian rail-trail along the north/south railroad leading to Camp Pendleton and the City of Carlsbad; and 4) a natural material trail north along Sleeping Indian Road leading into Fallbrook. In addition, at the City's southern border with the City of Carlsbad, a proposed unpaved hiking trail is planned on the southern edge of the Buena Vista Lagoon, to connect with Calavera Lake and beyond.

Buena Vista Lagoon Trail: A joint powers agreement exists that regulates development around Buena Vista Lagoon. This lagoon straddles the boundary between the cities of Oceanside and

Recreational Trails Appendices

Carlsbad. Currently there is a small interpretive area located off Jefferson Street in the City of Carlsbad adjacent to the Oceanside City boundary and an Audubon Nature Center adjacent to the lagoon in the City of Oceanside. An application has been made for funds for a boardwalk, though this would be located within the City of Carlsbad. The City of Carlsbad has plans for a trail along the southern portion of the lagoon, providing connection to a regional trail.

In addition, a boardwalk across the lagoon is planned to connect the rail-trail with Coast Highway (Hill Street). This boardwalk will cross from Oceanside to Carlsbad.

Rail-Trails: The City has signed a Memorandum of Understanding (MOU) with the City of San Marcos regarding the Oceanside to Escondido Rail-Trail Project. The railroad right-of-way is under the control of the North County Transit District, which plans to construct a commuter rail line from the Oceanside Transit Center to the Escondido Transit Center, through the cities of Vista and San Marcos. An integral part of the facility will be the construction of a Class I bikeway parallel to and within the right-of-way of the rail tracks. According to the study prepared by Darnell & Associates in March, 1994, the bike path will consist of a 16 foot wide, two way trail separated from the rail lines by a chain link fence.

A second study is anticipated in the near future to investigate and plan a bikeway along the north/south rail line that parallels the Coast Highway (Hill Street).

City

Equestrian: The City has a relatively large and active equestrian population, and consequently has adopted an Equestrian Overlay District (EQ Overlay) as part of its zoning ordinance. This overlay requires off-street equestrian paths and includes design criteria for locations of paths and other equestrian facilities. Planned equestrian trails in the City primarily consist of the San Luis Rey River Trail, with links to Guajome Park and Camp Pendleton.

Aside from the facility in Ivey Ranch Park that currently has four horses and offers riding lessons to both disabled and able riders, there are no equestrian facilities in the City (stables or equestrian centers). Ivey Ranch Park has plans to expand its facility, including the addition of a covered arena. Currently, the nearest covered arena is located in the City of Vista.

Currently there are two connections planned from the EQ District across Highway 76 to the San Luis Rey River, one at Melrose and one at North Santa Fe. These crossings will include crosswalk buttons at horse rider height and areas sufficiently large to accommodate two horses.

Bicycle: The City is criss-crossed with planned bicycle trails, some of which have been constructed. Design standards for all arterials and major roadways in the City call for bicycle lanes, constructed as the roadways are improved through the City's Capital Improvement Program.

- Class I planned bikeways include primarily the three major regional corridors: the east-west and north-south rail-trails, and the San Luis Rey River trail.
- Class II bikeways include seven major north-south systems: Melrose Drive/Sleeping Indian, College Avenue/Lake Boulevard, Rancho del Oro, El Camino Real, Canyon Drive, Coast Highway (Hill Street), and Pacific Street. Major east-west routes include Mission Avenue, Mesa Drive, Oceanside Boulevard, and Vista Way.
- Signed bike routes (Class III) are few and fragmented, concentrated in the Fire Mountain and beach areas.

Pedestrian: Aside from sidewalks on all fully improved roads in the City and paths within City parks, there are few facilities specifically designated for pedestrians. The City has identified a downtown History Walk with a route on Pier View Way (Third Street), Coast Highway (Hill Street), Seagaze Drive (First Street), Ditmar, Topeka Mission, Pacific, Cleveland, Sportfisher Drive (Fifth Street), and Tremont Streets. This route covers the historic architectural resources downtown. It should also be noted that all Class I trails, such as the rail-trails and San Luis Rey River, accommodate pedestrians.

In addition, the City has identified pedestrian beach accessways in a number of locations along the coast.

Constructed Trails

Bicycle: Of the trails and bikeways planned in the City, many have been constructed, with over 80 miles of existing bikeway. The major constructed bikeways and trails include most of the beach access points, and portions of the Class II trails throughout the City (El Camino Real, Canyon Drive, Rancho del Oro, College Boulevard, Melrose Drive, Douglas Drive, Vista Way, Lake Boulevard, Cannon Road, and Mesa Drive). Bike lane striping and signage is lacking throughout the City and should be prioritized.

The City's Capital Improvement Program has identified several bikeway segments for improvement in the coming years.

Equestrian: Existing equestrian trails are located in Guajome Park and within the EQ Overlay District. These EQ Overlay District trails include the following:

- Ranch View Road
- Jeffries Ranch Road
- Spur Avenue
- Old Ranch Road (portion)
- Buckboard Drive
- Wagon Wheel Drive
- Hackamore Road

Recreational Trails Appendices

- Trotting Horse Road
- Churchill Downs Road
- Belmont Park Road
- Off street trails connecting to Guajome Park
- Del Mar Road

Pedestrian: Existing pedestrian facilities include sidewalks on most City streets, the beach area, walking tour area, and hiking opportunities at Calaveras Lake and Buena Vista Lagoon. Constructed beach access points include the following:

- Witherby Street
- Crosswaithe Street
- Oceanside Boulevard
- Forster Street
- Marron Street
- Hayes Street
- Wisconsin Avenue
- Seagaze Drive (First Street)
- Ash Street
- Sportfisher Drive (Fifth Street)
- 2nd Street/Mission Avenue
- Pier View Way (Third Street) - (Oceanside Pier)
- Civic Center Drive (Fourth Street)
- Tyson Street
- Surfrider Way (Sixth Street)
- Windward Way (Seventh Street)
- Neptune Way (Eighth Street)
- Cassidy Street
- Breakwater (Ninth Street)



Appendix B - Forecasting

Demand analysis and trail forecasting reviews the relationship between bicycle and other trail use, land use patterns, and City demographics. The analysis identifies activity centers and public/civic facilities where non-vehicular traffic such as bicyclist, pedestrians, and equestrians may be destined, and reviews the needs of user groups. Activity centers include parks and cultural facilities; schools and libraries; and employment areas such as commercial and industrial corridors.

The components of forecasting include identification of the following:

1. Trip Attractors (destinations for recreational or commuter trips)

Factors:

- Activity Centers: recreational, cultural, and other destinations
- Land Use: the amount, coverage, and location of development
- Employment: trends and policies, as well as commuting patterns

2. Trip Generators (the pattern and characteristics of the population who will use the trail system)

Factors:

- Land Use: location and concentration of residential areas
- Demographics: projections, trends, densities, and population makeup

Attractors

Attractors are defined as land uses that attract non-motorized vehicle trips, via bicycle, equestrian, or pedestrian means. These attractors, or activity centers, are trip destinations, which include recreational and employment land uses.

Recreation

The City has 24 existing parks and community centers (see listing below and Figure RT-3, *Activity Centers*). A parks master plan has been prepared, which adds additional public park sites in the City.

Recreational activity centers of particular interest are Guajome Regional Park, which contains a number of internal trails, and Oak Riparian Park, which contains a trail connection with Calaveras Lake in the City of Carlsbad.

Recreational Trails Appendices

Existing Parks and Community Centers

- Guajome Regional Park
- Buccaneer Park
- Fireside Park
- Ivey Ranch Park
- Lion's Club Park
- Pacific Street Linear Park
- Rancho del Oro Park
- Joseph Sepulveda Park
- Strand Beach Park
- Capistrano Park
- Marshall Street Swim Center
- John Landes Community Center
- Americanization School
- Joseph Carrasco Park
- Buddy Todd Park
- Heritage Park and Museum
- Libby Lake Park
- Oak Riparian Park
- Palisades Park
- Marlado Highlands Park
- Spring Creek Park
- Alamosa Park
- Tyson Street Park
- Joe Balderrama Community Center
- N. River Road Community Center

Planned parks identified in the Parks Master Plan include Morro Hills Park, Douglas Drive Frontage, Whelan Lake, San Luis Rey River Passive Park, Tule Canyon Park, Guajome City Park, Martin Luther King Jr. Park, El Corazon Park, Fire Mountain Park, Lake Park, Pilgrim Creek Open Space River Park, and Downtown Park.

Areas of special interest in the City include the Mission, Beach/Strand area, Oceanside Harbor, Oceanside Pier, Buena Vista Lagoon, Civic Center, MiraCosta College, and the El Corazon planning area.

In addition to these recreational centers, the City has 26 elementary, middle, and high schools; MiraCosta College; six community centers; and five libraries.

Employment

Employment centers in the City include the downtown/civic center area, and the commercial and industrial corridors along Oceanside Boulevard, Coast Highway (Hill Street), Mission Avenue, Vista Way/Highway 78, and the San Luis Rey River. There is minimal regional-serving commercial use in the City, mainly consisting of Wal-Mart (near College Boulevard/Highway 76), the Highway 78 Corridor, and a Home Depot near College Avenue/Vista Way.

According to SANDAG forecasts, employment is expected to increase by an average of 1.9% per year, for an increase from 33,128 in 1990 to 44,077 in 2005 (an increase of 33.1%). This figure is substantially greater than the San Diego regional projection of a 12% increase for the same period.

Employment figures (from the 1990 Census) indicate that 4,753 workers living in Oceanside are federal government workers, presumably commuting to Camp Pendleton or other federal facilities. Of the labor force, the mean travel time to work is 26.3 minutes, and 6.5% of the

workers either walk to work, work at home, or use means of transportation other than driving, carpooling, or public transportation.

Generators

Generators are land uses that generate non-vehicular trips, via bicycle, equestrian, and pedestrian means. Generators are usually residential areas.

In Oceanside, residential use is spread throughout the City, with low density rural residential in the northeasternmost area of the City (in the Morro Hills Neighborhood), and the highest density areas in the coastal zone, downtown area, and in scattered multi-family areas.

According to the State Department of Finance, approximately 141,910 persons were living in the City on January 1, 1993 (Demographic information, City of Oceanside, 1993). This represents an increase of 10% (13,750 persons) over the 1990 census figures. This growth trend is expected to continue for the next ten years, until the anticipated build-out of 169,257 persons is reached in 2005. This increase in population will have a corresponding increase in the numbers of residents utilizing the City's parks, schools, and trails system.

The composition of Oceanside's residents may be taken from the 1990 Census. The median age in the City is 30.8 years, approximately the same as in the County as a whole. In 1990, approximately 26% of Oceanside's population was under 18 years of age. Population figures show that Oceanside is following the national trend with the children of the "baby boomers" swelling the 0 to 17 year-old age group. This increase in young people will increase use of parks, sports programs, and schools, resulting in a corresponding increase in the use of the trail systems to access these uses.



Appendix C - Findings

Community Issues

Prior to beginning the trail planning, a Community Workshop was held to solicit community input regarding existing conditions and issues. Many issues were raised which relate to the desired trail system in the City. A second workshop was held to present the trails master plan and obtain comments from the community. During this process, the City staff and Recreational Trails Advisory Committee reviewed and prioritized issues, problems, and opportunities. These concerns are reflected in the goals and objectives of the Recreational Trails Element. The following is a summary of the major concerns pertinent to the trails planning:

Bicycles

- Safe and improved access for bicycles to Camp Pendleton.
- Bicycle paths along San Luis Rey River and the two railroad corridors.
- Additional bicycle trails throughout the City, including connections from the river to the Oceanside to Escondido rail-trail, and provision of trails to beach.
- Better maintenance of existing trails.

Equestrian

- Continuous trail along the San Luis Rey River.
- Safe crossings of Highway 76.
- Additional trails and connections to regional trails including Guajome Park, Ivey Ranch, Bonsall/Fallbrook, and Calavera Lake.
- Additional design guidelines for trails in EQ Overlay District.

Pedestrian

- Increased (and wider) multiple use trails for pedestrians, bicycles, and equestrians.
- More pedestrian facilities, especially routes for organized runs and trails to destinations such as downtown, the Mission, the Harbor, etc.

Opportunities and Constraints

A number of conditions in the City can be cited as promising opportunities for shaping the City's future and helping to realize its trails planning goals.

- The planned bicycle system is extensive and will meet the needs of the community if it is fully implemented.
- There is the need for a north-south link in the eastern portion of the City to close the loop created by the three other major corridors: the San Luis Rey River and the two rail corridors.
- The present planning of the three major trail corridors places the City in an excellent position to have a complete loop system for bicycle and pedestrian use.
- Equestrian crossing of Highway 76 is needed in order to make the connection between the EQ Overlay District, Guajome Park, and the river trail. Because of the concentration of equestrian users in the northeastern, rural portion of the City and the urban nature of the remainder of the City, this is the only area appropriate for expanded equestrian use. Caltrans is installing an equestrian crossing at North Santa Fe Road and Melrose.
- Planning for river improvements is too far along to include an equestrian trail on the levee on the south side of the river. The south levee is designed to a width that could accommodate bicycle but not equestrian use. Potential equestrian and pedestrian uses should be planned on the north side of the river. Future additional river improvements should include accommodation of equestrian and pedestrian trails. Crossings of environmentally sensitive areas may be a constraint.
- The population of the City will increase in the future, as will its employment base. This will result in increased recreational and commuter bicycle use and additional equestrian and pedestrian use. The City's trails system, when fully implemented, will accommodate this increase. Additional links are needed to complete segments of the plan. These will be included in the proposed Master Plan.
- The unplanned, City-owned El Corazon area provides an opportunity for enhanced trail planning in the City.