



**5. TRAILS ELEMENT**

The purpose of the Trails Element is to identify and plan for Santee's needs in the future for the development of bicycle, equestrian and pedestrian trails. The Trails Element is designed to set policies and implementation strategies for the development of a comprehensive, City-wide, trail system which will encourage residents to use alternative modes of transportation for both recreation and commuting.



**1.0 Statutory Requirements**

Section 65302 of the California Planning and Zoning Laws requires each General Plan in the State to contain seven mandatory elements. The Trails Element is not a mandated element, but rather is a permissive element adopted by the City to identify the location and availability of trails in the City. Section 65303 of the California Government Code states that the City's General Plan may include any other elements or address any other subjects which, in the judgement of the legislative body, relate to the physical development of the city. While it is a permissive element, it is as equally binding as a mandatory element once adopted by the City.

**2.0 Accomplishments Since Adoption of the General Plan**

Since the adoption of the City's first General Plan in August of 1984, the City has fulfilled many of the goals, and implemented the policies that are found in the Trails Element. Major accomplishments include:

- ◆ Adoption and ongoing implementation of the Town Center Specific Plan which includes a comprehensive system of interconnected bike and pedestrian corridors. Over six miles of the planned corridor system has been constructed since adoption of the Specific Plan in 1987.
- ◆ Continuing efforts and coordination with other jurisdictions and agencies to obtain trail access to Goodan Ranch, Sycamore Canyon Open Space Preserve and future Mission Trails North property.
- ◆ Completed, or secured for the completion of over 60% of the high priority San Diego River bike and pedestrian trail system through the City as part of the City's implementation of the Santee River Park plan.
- ◆ Adoption and ongoing implementation of the Mission Gorge Road Design Standards which include provisions for a bike and pedestrian paths along the full length of Mission Gorge Road.





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- ◆ Worked with Caltrans to construct full bike and pedestrian path improvements along Mission Gorge Road between Big Rock Road and State Route 125 as part of the State Route 52 project.
- ◆ Ongoing implementation of the General Plan by requiring both public projects and private development to dedicate easements and / or construction of trail segments shown in the General Plan as part of the discretionary review process.
- ◆ Since adoption of the General Plan in 1984, the City has completed either the entire stretch, or portions of, all but one of the trails identified as high priority in the 1984 General Plan.

### 3.0 Introduction

The City of Santee historically has been a commuter-oriented bedroom city, dominated by the automobile. However, with increasing levels of traffic on both local streets and the regional circulation system, alternative forms of transportation, including walking and bicycling are becoming more important as one way to reduce traffic congestion.

The City of Santee is located in an area of the county that traditionally has been used by equestrians and hikers. In addition, bicycles are becoming increasingly popular as a means of transportation not only for recreation, but for commuting as well. A comprehensive and functional system of paved and unimproved (dirt) trails and pathways will give residents the opportunity to enjoy the recreational, health and transportation benefits of a well-planned trail system.

**Relationship to Other Elements** – The Trails Element is most directly related to the Circulation, Recreation and Land Use Elements. Many of the bike paths in the City are associated with major circulation element roads, such as Cuyamaca Street and Mission Gorge Road. These are typically used by bicyclists as commuter paths. Other trails are primarily recreational in nature and used by pedestrians, bicyclists and equestrians. Examples include the San Diego River trail and many of the pathways in the Town Center. Lastly, as many of the trails are designed to link land uses such as connecting residential uses with commercial or recreational destinations the Trails Element is also related to the Land Use Element which defines the spatial distribution of land uses in the City.

### 4.0 Existing Conditions

#### 4.1 Bicycle Trails

The term "Bikeway" is used to define lanes designated primarily for safe bicycle travel. There are three classifications of Bikeways:

Class I Bike Path - Provides a completely separated right-of-way designated for the exclusive use of bicycles. Crossflows of pedestrians and vehicles are minimized.





Class II Bike Lane - Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows of pedestrian and motorist traffic permitted.

Class III Bike Route - Provides for a right of way designated by signage or permanent marking with shared use of pedestrians and/or motorists.



The City has approximately 37 miles of existing bikeways. There are approximately 6 miles of Class I bike paths, 25 miles of Class II bike lanes, and 6 miles of Class III bike routes. Figure 5-1 depicts the existing and future location of bikeways in the City. There are two main east/west bikeways in the City. One is the Class I bike path along the San Diego River. To date approximately one mile of this approximately 3.7-mile path has been completed from Carlton Oaks to Cuyamaca Street through the City’s Mast Park and the mixed-use Mission Creek development. This trail also links with a the Town Center shopping district by means of a pedestrian bridge over the San Diego River and is used by pedestrians, bicyclists and occasional equestrians. The second major east-west bikeway is a Class II bike lane installed along the majority of Mast Boulevard connecting with existing bike lanes on westbound State Route 52. This bikeway is more of a commuter bikepath and eventually will be extended to the east into the County of San Diego when Mast Blvd is completed. In addition to these two primary east-west routes, there is also a Class III bike route running the length of Carlton Oaks Drive.

Some of the main north/south Bikeways include existing Bike Lane (Class II) facilities on Carlton Hills Boulevard, Halberns Boulevard, Cuyamaca Street and Magnolia Avenue.



Most areas of the City are served by existing bikeway facilities with the exception of the southeast portion of the City. This area, south of Mission Gorge Road and east of SR-125, supports residential and commercial/industrial land uses but lacks bikeway facilities.

**4.2 Equestrian Trails**

Currently there is one designated equestrian trail within the City of Santee. This segment of trail begins at the Carlton Hills Blvd bridge at Mast Park, and extends east across the Mission Creek floodway to Cuyamaca Street. In addition, there is considerable open space remaining in the City that can potentially be used for horseback riding. Figure 5-1 contains the potential location of future equestrian trails





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within the City. An opportunity for a more regional linkage would be a future trail linking Santee with Goodan Ranch and the Mission Trails North property. With the completion of the City of San Diego's planned equestrian center in Mission Trails Regional Park, the park itself, with its 55 miles of trails will be a prime destination

### 4.3 Pedestrian Trails and Pathways

Pedestrian access is currently provided by sidewalks adjacent to City streets, as well as within designated pedestrian paths that are often shared with bicyclists. The Town Center Specific Plan,



adopted by the City in 1987 to guide the development of the city center, calls for a series of interconnected bike and pedestrian paths to link destinations both within the Town Center itself and also with destinations outside the own Center. To date, over six miles of these pathways have been constructed throughout the Town Center, providing convenient bicycle and pedestrian links between residential, commercial and civic uses.

Examples of completed pedestrian paths include the a Class I path within the San Diego River corridor adjacent to the Mission Creek development, the Class I path within the San Remo residential development, which provides access to Town Center Park and future Town Center development and combination

pedestrian and bike paths constructed along Town Center Parkway, Cuyamaca Street and Mission Gorge Road.

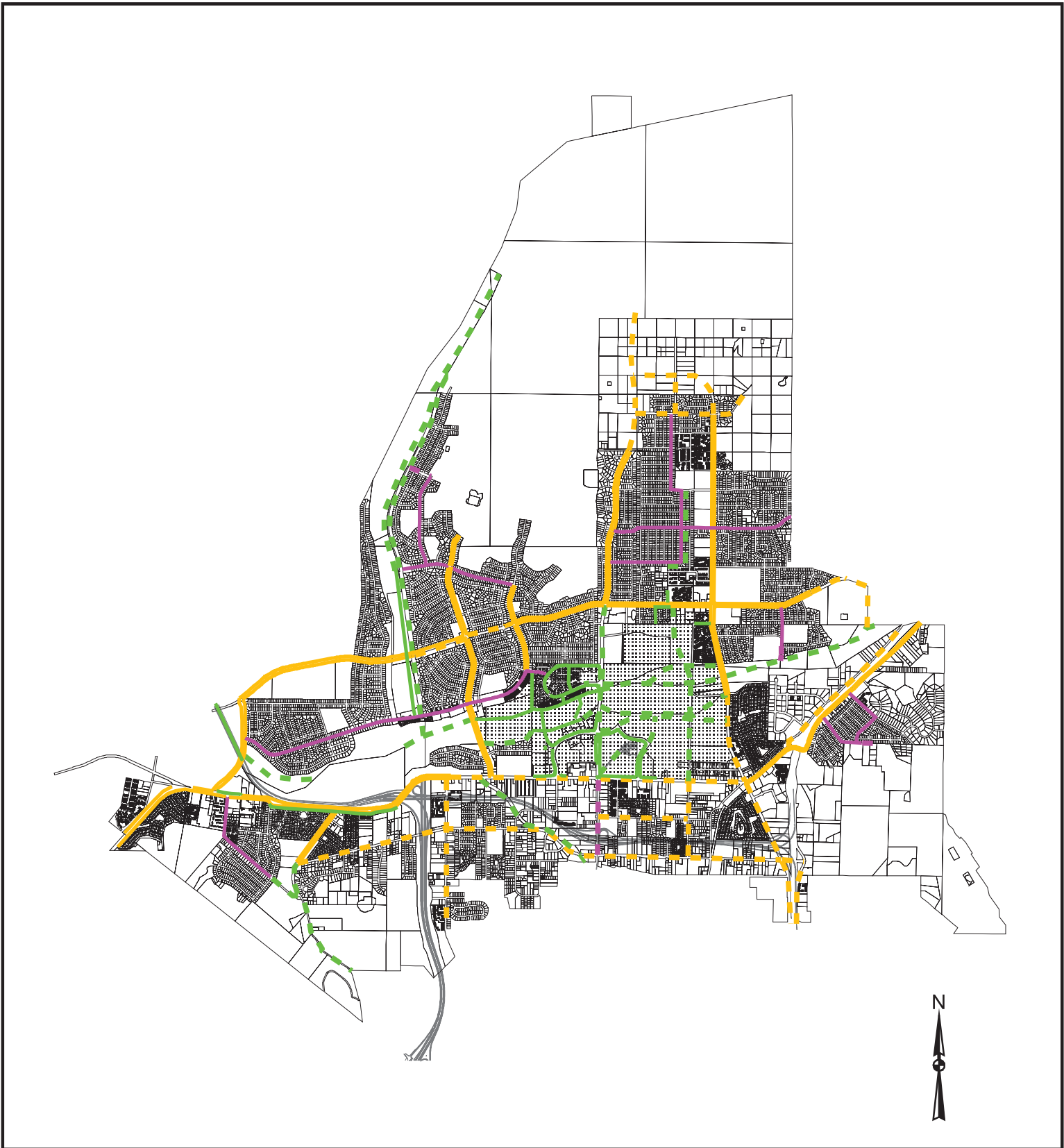
Despite the significant amount of open space in the City, there are no designated public access hiking trails in the City, although easements for future trails have been conditions on recently approved projects.

### 5.0 Future Trail Needs

In order to encourage the utilization of alternative and non-motorized forms of transportation within the community and to expand recreational opportunities, continued development of new bikeway, equestrian and pedestrian trails is needed. The intent is to establish a comprehensive system of bike, equestrian and pedestrian trails providing access to commercial centers, schools, recreation areas, regional trails, and other important activity centers within Santee such as Town Center.

While portions of the major north-south and east-west trail links in the City are in place, these trails should be completed. The planned east-west link passes through Town Center, along the San Diego River and will continue along the river both to the west and east of Town Center. The





- Existing Bike Lanes
- Existing Paths
- Existing Routes
- Planned Bike Lanes
- Planned Bike Paths
- Planned Bike Routes
- Town Center

*Note: Planned trails in the Town Center Area are shown for the purpose of illustrating connections to the city-wide system. The final location-alignment of the Trails will be based on the TCSP and future development patterns*

**CITY OF SANTEE  
GENERAL PLAN**



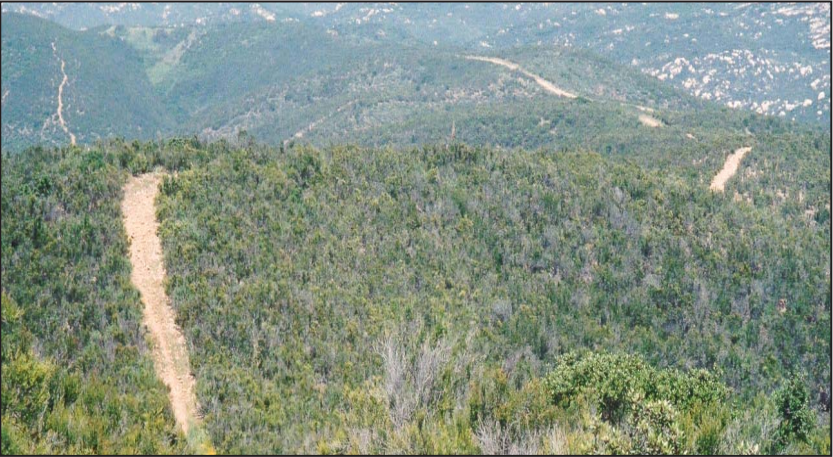
**TRAILS PLAN  
FIGURE 5-1**



north-south link should pass through Fanita Ranch, Town Center and south to the Santee - El Cajon City boundary by the safest, and most efficient means possible.

The City also benefits from the proximity of three surrounding regional parks, which are important destinations for residents. The Sycamore Canyon Open Space Preserve is a 1,700-acre open space preserve that is located along the City’s north boundary in the County of San Diego. The Goodan Ranch Regional Park is a 325-acre open space park that is located north of the City and contiguous to the Sycamore Canyon preserve. Mission Trails Regional Park is an approximately 5,800-acre natural park located west of the City. A portion of the park is located within the southwesternmost boundary of the City of Santee. The park includes a campground, and a proposed equestrian staging area near the park’s eastern boundary near the Mast Boulevard terminus. The parks allow hiking, biking, and equestrian trail riding on 55 miles of trails. The City should actively pursue coordinated trail connections to existing and proposed trail systems within these parks.

One of the City’s primary goals should be the development of a trail connection from Santee north into the Goodan Ranch Regional Park. This park is jointly owned and managed by the City, the State Department of Fish and Game, the County of San Diego and the City of Poway. There is currently no direct, legal connection from Santee



to the Park. The City should continue to support efforts to establish a direct link via the Sycamore Canyon trail on MCAS Miramar, Clark Canyon or through the Sycamore Canyon Open Space Park. The most likely link will utilize all or a portion of the Stowe Trail, which passes through Sycamore Canyon and provides a direct link between Santee and the Goodan Ranch Regional Park. The historical significance of this trail was reflected in its recent designation by the federal government as a Millenium Trail.



The City is also developing a Multiple Species Conservation Program Subarea Plan which will identify those areas in the City which will be available for development and those areas which will remain as open space for habitat and species preservation. This area will include an extensive system of existing trails which are currently on private property and not accessible to most City residents. Due to the high habitat values in the





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preserve, care must be given to locating trails. Existing trails or dirt roads (including utility access roads) should be used wherever possible and the design and location of any new trails needs to be carefully considered to avoid adversely impacting the function of the preserve. Equestrian trails and trailhead facilities will also need careful planning to ensure they are located a sufficient distance from riparian or other resources where cowbird parasitism could become a problem. Fencing should also be considered for use in strategic locations to limit off-trail use and to preclude use of non-sanctioned trails.

As trails of various kinds are developed, a public information program must be implemented in order to educate the public regarding the availability of the system within Santee.

### **6.0 OVERALL GOAL**

**The Trails Element shall encourage alternative means of transportation on a community and regional scale by providing a comprehensive network of bicycle, equestrian, and pedestrian trails which serve present and future needs of our community, and which preserve and/or enhance the community character and the environment.**

### **7.0 Objectives and Policies**

#### **Goal**

**Encourage alternative means of transportation on a regional and community scale.**

#### **Objective 1.0 Provide safe and viable regional and community trails within the City**

Policy 1.1 Priority should be placed on establishing multiple use trails (pedestrians, bicyclists, equestrians) wherever feasible.

Policy 1.2 All new subdivisions or planned developments whether residential, commercial, or industrial which include proposed trail locations shall dedicate easements which will provide safe and direct access to community or regional trails, and provide for trail maintenance.

Policy 1.3 Regional and/or community routes within the City should link up with existing or proposed routes within neighboring jurisdictions.

Policy 1.4 There should be at least one east-west regional corridor extending from San Diego through Town Center to Lakeside and one north-south corridor extending from El Cajon through Town Center north to Fanita Ranch. The corridors should provide for, pedestrian, bicycle, and where feasible, equestrian use.





Policy 1.5 The City’s trail network should link focal points of the City such as Town Center, Fanita Ranch, employment centers, schools, residential neighborhoods, parks and open space, and the San Diego River.

Policy 1.6 The City should continue to coordinate regional trail planning, acquisition and development efforts with adjacent jurisdictions.

Policy 1.7 The City should work with utility companies, special districts, school districts and others to provide trails through easements, dedications, joint use agreements or other means.

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**Objective 2.0 Provide trails which are designed to impact the environment as little as possible and which blend in with the character of the community.**

Policy 2.1 Trails should be surfaced with materials which blend in with the surrounding area while complying with safety and maintenance requirements.

Policy 2.2 Trails should be designated along existing drainage channels, utility right-of-ways and other areas which must remain undeveloped.

Policy 2.3 When determining final alignments for planned trails in open space areas, priority should be given to utilizing existing trails where feasible, before creating new trails. When necessary, new trails should follow contour lines and should be aligned where the least amount of grading and / or habitat disruption would occur.

Policy 2.4 Trails should be designated and designed with consideration given to appropriate widths, clearances, grade curvatures, surfacing, surface drainage, design speed, barriers, fences, signage, visibility, intersections, bridges, and street cleaning. Wherever feasible, consideration should be given to ensuring accessibility by the handicapped and other special needs groups in accordance with the Americans with Disabilities Act.

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**Objective 3.0 Provide accommodations for the trail user wherever possible.**

Policy 3.1 Large non-residential developments should be encouraged to provide showers and lockers, flexible work schedules and other means to encourage and facilitate use of alternative modes of transportation by employees.

Policy 3.2 Bicycle racks should be made available at all new or rehabilitated non-residential developments.

Policy 3.3 Signage should be utilized to identify trail corridors.

Policy 3.4 The City should include both hiking and bicycle trails in any trail system; equestrian trails shall also be considered.







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**Policy 3.5** The City shall, in developing a trail system, especially in the San Diego River corridor, coordinate between various projects within the City, as well as with a regional trail system in neighboring jurisdictions.

**Policy 3.6** Provision of formal trailhead facilities including parking and restroom facilities should be considered for regional-serving trailheads.

### **Objective 4.0 Provide promotional material which indicates the type and location of trails in Santee.**

**Policy 4.1** A trails map should be developed and posted where feasible at designated trailheads and other appropriate locations.

**Policy 4.2** The Trails Element as well as other informative material should be available to the public free or for a small fee.

**Policy 4.3** As routes are implemented, their availability and use should be encouraged through the City's website, newsletters or the media.

### **5.2 Improved Trails Goal (Bicyclists)**

**Designate the location and the appropriate type of improved (paved) bicycle trails that would have the greatest potential to serve the commuter and recreational needs of the community.**

### **Objective 5.0 To provide paved trails which are safe.**

**Policy 5.1** The determination of the appropriate type of paved trail should primarily be based upon safety requirements. There are three classifications of bike trails:

1. Bicycle paths (Class I) are the safest type of bicycle trail and should, therefore, be utilized as much as possible for regional and community trails, but not for those designated on small local streets where traffic volume is minimal.
2. Bicycle lanes (Class II) are the second safest type of bicycle trail. These should be utilized as necessary links to bicycle paths or local routes where paths are not feasible.
3. Bicycle routes (Class III) are the least safe type of bicycle trail. They should be utilized as a last priority for necessary links or as interim links prior to the implementation of bicycle paths. When used, they should be signed wherever possible.





Policy 5.2 Trails should be designed to facilitate bicycle riding by incorporating standards which would reduce slopes, sharp curves, and interference with vegetation, pedestrians, and traffic.

Policy 5.3 Bicycle paths should be incorporated into the design of community land use plans, Capital Improvement Projects, and in parks and open space as specified in the General Plan.

Policy 5.4 Encourage facilities such as lighting, benches, bathrooms and drinking fountains along trails where it is appropriate.

**Unimproved Trails Goal (Equestrian, biking and hiking)**

**Designate the location of the appropriate type of unimproved trails, which would have the greatest potential to serve the recreational needs of the community.**

**Objective 6.0 Provide unimproved trails that are viable routes within the community.**

Policy 6.1 Priority shall be given to designating unimproved trails for multipurpose use whenever feasible.

Policy 6.2 Develop a future system of trails on the Fanita Ranch site as well as throughout the City's Multiple Species Conservation Program Preserve Planning Area. Priority shall be given to using existing trail alignments whenever feasible.

Policy 6.3 Trail segments should not be made available for public use until a usable segment is established and where unauthorized entry onto private property can be controlled.

Policy 6.4 It should be recognized that in areas where equestrian trails extend into the street for crossing, pedestrians will also be utilizing these designated areas. Equestrian use trails should end in areas where horses are allowed or where there are hitching posts.

Policy 6.5 The location of equestrian trails should be coordinated with horse stables and clubs, equestrian centers and major regional trailheads.

Policy 6.6 Trails should be designed in loops to prevent having to repeat the same route.

Policy 6.7 Encourage trail connections with planned trails on the Santee Lakes property and future development of Fanita Ranch.

Policy 6.8 Where feasible, consider trail routes that pass under bridges to avoid street crossings where possible.





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### **Objective 7.0 Provide trails which are safe.**

Policy 7.1 The determination of appropriate type of trails should primarily be based on safety requirements.

Policy 7.2 Pedestrian and equestrian trails should be separated from the street. Only when absolutely necessary should riding trails be designated on streets.

Policy 7.3 For new trails, switchbacks should be utilized in areas of steep terrain.

Policy 7.4 Unimproved trails which are not subject to maintenance shall be posted at trails entrances to advise users of trail risks.

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### **Objective 8.0 Provide community trails that link with regional trail systems and facilities.**

Policy 8.1 Encourage the establishment of trail systems in the East Elliot area and on the Fanita Ranch that link the Fanita Ranch and Mission Trails Regional Park with Santee Lakes and Goodan Ranch Regional Parks, Sycamore Canyon Open Space Preserve and any future northern expansion of Mission Trails Regional Park.

Policy 8.2 Encourage trail connections to the Trans-County trail system, the Upper San Diego River Improvement Plan, the Mission Trails Regional Park trail system and trails leading to Goodan Ranch and Sycamore Canyon Open Space Preserve.

Policy 8.3 Encourage trail connections which take advantage of trailhead and support facilities planned or existing within neighboring regional parks.

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### **Objective 9.0 Provide trails within the future Multiple Species Conservation Program Preserve which are consistent with the City's Subarea Plan and Implementing Agreement**

Policy 9.1 Preference should be given to locating trails in the least sensitive areas of the Preserve and utilize existing trails / dirt roads to the extent feasible.

Policy 9.2 Avoid placing new trails between different habitat types where resource sensitivities and values are high.

Policy 9.3 The width of new trails should be minimized to the extent possible to avoid impacting critical resources.

Policy 9.4 Fencing should be considered in strategic locations to limit off-trail use in sensitive resource areas.

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Policy 9.5 Equestrian trails and staging areas should be located a sufficient distance from riparian or coastal sage scrub resources to minimize the possibility of cowbird parasitism and to ensure biological values are not impaired.

Policy 9.6 Avoid conflicts with key movement routes utilized by wildlife to the maximum extent possible.

## 8.0 Implementation

The successful outcome of the Trails Element depends heavily upon its implementation. In order to ensure implementation, certain issues need to be addressed. The two most common problems regarding planning for a trail system are: 1) Where are they going to go?, and 2) Who is going to pay for them? These basic questions are addressed under the following sections, as are trail priority, design standards and public information.

### 8.1 Trail Priority

In order to focus energies effectively, the implementation of trails should be directly related to the growth and needs of the community and should be coordinated with efforts of neighboring jurisdictions. In the Trails Element, trails are identified as either "high priority" or "moderate priority". Ideally, high priority trails should be implemented within the next five years, after which, moderate trails would then take a "high priority" and be implemented within the following five to ten years.

While setting objectives within timeframes is important, the classifications are not binding. And, while regional trails should maintain a high priority, the implementation of the community and local trails may greatly depend on the level of private development activity. As funding becomes available, more detailed analysis will be done to determine if a given route is, in fact, feasible at that time. This more detailed level of analysis may eventually alter various trail priorities. Therefore, the trail priorities are set here as guidelines for the City, not requirements.

This is also true with the recommended classifications of each proposed trail. It should be assumed that if a given class of trail is not possible on a particular route, or a portion of a particular route, the next most desirable type of trail should be developed.



On Major Streets, Collector Streets and Industrial Streets within Santee, there is generally enough right-of-way for four lanes of traffic (two lanes on Industrial streets) and either on-street parking or bicycle lanes, but not both. Therefore, prior to funding and implementation of a bicycle lane (Class II trail), a decision must be made by the City as to whether on-street parking or bicycle lanes are of a greater priority on a given street. Where additional right-of-way is available, both on-street parking and bicycle lanes (Class II) or paths (Class I) could coexist, if desired.





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In the future, there may be some Major Streets (i.e., Mission Gorge Road, Cuyamaca Street) which will be expanded to six lanes of traffic. Under such circumstances, neither on-street parking nor bicycle lanes could exist, unless additional right-of-way were obtained.

### **Bicycle and Pedestrian Trails**

#### High Priority

##### 1. San Diego River Route

The San Diego River route serves as an open space linear corridor extending from the City of San Diego to Lakeside. Bisecting the City, the route functions as a primary east-west regional corridor that includes a bicycle path. The path will run the full length of the City along the north side of the river and will be along both sides of the river in those areas where it is feasible. Not only does the route serve as a regional link, it also provides direct access within the City between focal points such as Town Center, Mast Park, Carlton Oaks Golf Course and Santee Lakes. It also provides useful links between routes that run north and south.

Class - It is recommended that the route serve as a Class I trail (bike path).

##### 2. Cuyamaca Street Route

Providing a primary north-south regional corridor, the Cuyamaca Street route begins in El Cajon and extends north to link Town Center and Fanita Ranch. Bisecting the City, the route has a high degree of accessibility and links up to the San Diego River route.

Class - It is recommended that the route function as a Class I trail (bike path) from Fanita Ranch south to Mission Gorge Road on Cuyamaca Street. From Mission Gorge Road south to the City of El Cajon, the route should be a Class III trail (bike route) on both sides of the street.

##### 3. Woodglen Vista Creek Route

This route provides the residents in the northeastern part of the City safe and direct access to Town Center. It follows the right-of-way of Woodglen Vista Creek drainage channel from Woodglen Vista Park south to Mast Boulevard and the Town Center.

Class - It is recommended that the route be a Class I trail (bike path).

##### 4. Ironwood and Woodrose Avenues

This Route extends the Woodglen Creek Route northward to Princess Joann Road along existing residential streets.

Class - It is recommended that the route be a Class III trail (bike route).

##### 5. Fanita Parkway





Connecting Fanita Ranch to the San Diego River, the route utilizes and expanded right-of-way along Fanita Parkway.

Class - It is recommended that the route serve as a Class I trail (bike path).

6. Forester Creek Route

This route begins on Mission Gorge Road and crosses southeasterly to Cuyamaca Street via the Forester Creek right-of-way. It offers a safe and more direct route than City streets by eliminating the need to go on surface streets. It also provides a connection to the existing trail along the Forester Creek in the City of El Cajon.

Class - It is recommended that the route serve as a Class I trail (bike path).

7. Mast Boulevard

This route extends from Lakeside to Mission Gorge Road (via West Hills Parkway). It offers a northerly route extending east-west across the City. While the majority of this path is completed, there are missing links between Halberns and Carlton Hills Blvds and east of Los Ranchitos Road.

Class - It is recommended that this route serve as a Class II trail (bike lane).

8. Mission Gorge – Woodside

This route begins at Lakeside and extends all the way to the City of San Diego along South Woodside Avenue, North Woodside Avenue and Mission Gorge Road.

Class - It is recommended that this route serve as a Class II trail (bike lane) between Lakeside and Magnolia Avenue, and serve as a Class I trail (bike path) wherever possible between Magnolia and the City of San Diego. In those areas where Class I is not feasible, it is recommended that Class II be utilized.

Moderate Priority

1. Graves Avenue Route

This route extends from Pepper Drive Woodside Avenue along Graves Avenue.

Class - It is recommended that this route serve as a Class II trail (bike lane).

2. Magnolia Avenue Route





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This route begins at the southerly City limit and continues north to Cuyamaca Street. This path is complete from the San Diego River to Princess Joann Drive.

Class - It is recommended that this route serve as a Class II trail (bike lane).

### 3. Mesa Road Route

This route begins at Mission Gorge Road and extends to the southerly City limit.

Class - It is recommended that this route serve as a Class I trail (bike path) from Mission Gorge Road to the southerly City limit. This path exists as a Class II trail (bike lane) from Mission Gorge Road to Prospect Avenue but sufficient right-of-way exists to allow a separated path to be constructed in the future.

### 4. Prospect Avenue Route

This route extends from Magnolia Avenue to Mesa Road along Prospect Avenue.

Class - It is recommended that this route serve as a Class II trail (bike lane).

### 5. Carlton Oaks Drive Route

This route extends from Mast Boulevard to Stoyer Drive along Carlton Oaks Drive.

Class - It is recommended that this route serve as a Class III trail (bike route).

### 6. Carlton Hills Alternate Route

The purpose of this route is to serve as an alternative to the Fanita Parkway route. Thus, the alternate route also serves to link Fanita Ranch to Town Center. It is an extensive route which links numerous neighborhoods in the Carlton Hills area.

This route begins on Strathmore Drive and extends south to Ganley Road, east to Settle Road, south to Lake Canyon Road, east to Carlton Hills Boulevard, and south to Mast Park, which will connect to Town Center.

Class - It is recommended that this route serve as a Class III trail (bike route) except where it already exists as a Class II trail (bike lane) on Carlton Hills Boulevard and possibly at a future date on Lake Canyon Road.

### 7. Lake Canyon Road Route

This route extends from Fanita Parkway to Carlton Hills Boulevard along Lake Canyon Road.

Class - It is recommended that this route serve as a Class II trail (bike lane).

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8. Fanita Drive Route

This route extends from the southerly City limits to Mission Gorge Road.

Class

It is recommended that this route serve as a Class II trail (bike lane).

9. Buena Vista

This route would extend along Buena Vista Avenue from Cuyamaca Street to Cottonwood Avenue.

Class - It is recommended that this route serve as a Class II trail (bike lane).

10. Cottonwood Route

This route extends along Cottonwood Avenue from Prospect Avenue to Mast Boulevard.

Class - It is recommended that from Prospect Avenue to Mission Gorge Road the route serve as a Class II trail (bike lane) and as a Class I (bike path) from Mission Gorge Road to Mast Boulevard through the Town Center.

11. Jeremy Street Route

This route extends along Jeremy Street from Mast Boulevard to the San Diego River and is intended to connect the neighborhoods in the northeastern part of the City to Hillcreek Elementary School and the regional trail system along the San Diego River. This trail currently exists as a bike route from Mast Blvd to Hillcreek Road.

Class - It is recommended that this route serve as a Class III trail (bike route).

12. El Nopal Route (completed)

This route extends along El Nopal from the easterly City limit to Cuyamaca Street.

Class - It is recommended that this route serve as a Class II trail (bike lane) from the easterly City limits to Magnolia Avenue and a Class III trail (bike route) from Magnolia Avenue to Cuyamaca Street.

13. Santee Lakes

This route connects the Fanita Ranch neighborhood with recreational facilities in the Santee Lakes Regional Park, to the south to the regional trails along the San Diego River, and to the west with planned regional trails in the East Elliot area of San Diego.







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Class - It is recommended that this route serve as a Class I Trail (bike path).

### 14. Rancho Fanita Drive

This route connects Mission Gorge Road to Mesa Road.

Class - It is recommended that this route serve as a Class III trail (bike route) from Mission Gorge Road to Big Rock Road and a Class I trail (bike path) from Big Rock Road to Mesa Road.

### Equestrian Trails

Equestrian trails are considerably more difficult to locate within an urbanized area than are bicycle trails, primarily because horses are normally not compatible with automobiles. Also, equestrian trails need a specific starting point and ending point, and these points must have some type of facilities for horses. Additionally, horse manure attracts cowbirds which parasitize the nests of protected bird species such as the Least Bells Vireo. As a result, the location of equestrian trails and trailhead facilities must be located in areas where cowbird parasitism would not be a problem.

Due to these constraints, there are a limited number of equestrian trails proposed for the City and even these routes will need further feasibility studies. The two primary areas which are suitable for an equestrian trail system are along the San Diego River and possibly within the Fanita Ranch.

### High Priority

#### 1. San Diego River Route

The San Diego River route serves as an open space linear corridor which extends from the City of San Diego to Lakeside. Bisecting the City, the route functions as a primary east-west regional corridor which includes a continuous path along the north side of the River. Not only does the route serve as a regional link, it also provides direct access within the City between focal points such as Town Center and Mast Park.

#### 2. Mission Trails / Goodan Ranch Route

While the exact alignment of this future route is not known at present, the City should place a high priority on working with other jurisdictions and the military to secure a trail connection linking Mission Trails Regional Park with the Goodan Ranch, Sycamore Canyon Open Space Preserve and the future Mission Trails North properties. The City shall work to establish all reasonable necessary linkages through the City that are necessary to make viable trail connections.





**Other Areas**

Town Center Specific Plan Area - The Town Center Specific Plan was adopted in 1986 and contains extensive trail systems for bicycle, pedestrian and equestrian users. Except for routes along the San Diego River, Cuyamaca Street and Cottonwood Avenue, no trails are proposed in this Element for the Town Center area. This area is master planned through the Town Center Specific Plan, which contains a comprehensive trail system which links destinations within the Town Center area as well as connecting to the planned trail network in the rest of the City.

Multiple Species Conservation Program Subarea Plan area - Once adopted, this planned preserve area will cover one-quarter of the City, including areas within the Fanita Ranch, along the San Diego River and other areas discussed separately in this Element. The majority of the land within the City’s preserve plan is under private ownership and is not currently accessible to City residents. The preserve will be established incrementally and presents an opportunity to provide access to an extensive system of existing unimproved trails. While some of the trail system in the preserve, such as the portion within the Fanita Ranch, will be planned as part of development, much of the remaining system will be established as preserve lands are acquired. The City should place a priority on using existing trail alignments in the preserve to minimize impacts to existing landforms and habitat. Establishment of a trail system in the preserve will be consistent with the City’s Multiple Species Conservation Program Subarea Plan and Implementing Agreement.



Fanita Ranch - The Fanita Ranch will contain an extensive trail system. Except for a route along Cuyamaca Street, no trails are proposed in this Element for Fanita Ranch, although future connections to trails within the Ranch are established. This area will be master planned and it is intended that when the plan is adopted it will contain its own trail system that will integrate with planned trails in the rest of the City. The Trails Element may be amended at the time of master plan adoption to reflect

the added trails within Fanita Ranch. Provision of a trails system is one of the “Essential Elements” for the Fanita Ranch discussed in the Land Use Element.





East Camp Elliot Prezone Area - The East Camp Elliot Prezone Area along the City's western border is a key for establishing future regional trail connections between Mission Trails Regional Park and the Fanita Ranch, and Goodan Ranch Regional Park, Sycamore Canyon Open Space Preserve and the planned Mission Trails Park North property. These linkages, which include portions of the Stowe Trail, should be considered and protected as part of the development or preservation of this property.

### **8.2 Trail Implementation**

There are three primary types of costs associated with trails: feasibility study costs, implementation costs, and maintenance costs. A feasibility study is particularly important when there are a number of opportunities and/or constraints associated with a trail under consideration. Implementation includes, but is not limited to, the acquisition of the land, the construction of the trail, and the provisions of equipment which accommodates the trail user, such as bicycle racks or hitching posts for horses. Maintenance costs reflect long-term expenses of keeping trails and associated improvements, such as fencing and trailhead facilities, safe and usable.

Feasibility Study Costs - Depending on the complexity of the designated trail, the costs associated with the feasibility study may vary from almost nothing to thousands of dollars. The costs include City staff time or consultant time spent researching ownership, safety, environmental constraints, and design standards. In 1989 the City completed a comprehensive Bike and Trail Study Engineering Report which included detailed design standards and cost estimates for the City's trail system. The City should periodically update the study to reflect changes in the planned trail system and to update cost estimates to maintain its value as an implementation tool.

Implementation Costs - Some of the trails have been designated on privately owned vacant land. In these areas, the City would not normally need to acquire the land. The construction costs would be assumed by the property owner or the developer as a condition of development of the property.

The City would need to pay for implementation costs where trails are designated on: 1) public property or utility and drainage easements, 2) private property which is already developed, 3) undeveloped private property which is unlikely to ever be developed, and 4) undeveloped private property which is unlikely to be developed within the time frame the City wishes to implement a specific trail.

There are two basic ways for the City to attain trail rights-of-way. First, and most preferably, the City may require, as a condition of development, easements or dedications for trails. Secondly, the City may purchase fee title land for trails from private property owners. The first alternative is preferable because the City can attain right-of-way without cost and can even require the private developer to improve and maintain the portion of the trail system on his property.





Maintenance Costs - Maintenance costs will vary depending on the location and type of trail. Maintenance includes clean up, resurfacing, and structural repairs. The costs of clean up may be kept to a minimum by using available manpower such as youth organizations, service clubs, school groups, California Conversation Corps, and court referrals.

While man power may be available at a low cost, costs are also attached to the supervision of the work. The maintenance of the trails will normally be the responsibility of the City. The costs will be paid for by the City and possibly partially covered by maintenance assessment districts.

The City may also require private entities to maintain portions of trails that are dedicated on their property. Typically, this option would only be feasible if the trail passes through an area that will be maintained as open space by a private land management entity. In such a situation, maintenance of the trail could be required of the landowner as a condition of development.

### 8.3 Funding

Apart from requiring property owners to construct trails at the time of development of their property, there are a number of sources of possible funding available for bicycle trails and for hiking and riding trails. The City should actively pursue all these funding sources for the timely implementation of a City-wide trails system.

#### Bicycle Trails

##### The Design and Construction of Regional Trails

- Transportation Development Act (TDA) - Funds coordinated through San Diego Association of Governments
- Federal Aid Urban and Bike Lane Accounts - Funds through CALTRANS

##### The Design and Construction of Commuter Oriented Trails

- The Federal Highways Program
- The Department of Housing and Urban Development
- The Department of Energy

##### Safety

- The Department of Health, Education, and Welfare
- The National Highway Traffic Safety Administration

##### Recreational Bikeways

- The Department of Interior's Lands and Water Conservation Program
- Department of Agriculture's Resources Conservation and Development Program





## TRAILS ELEMENT

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### Horse Trails

- Land and Water Conservation Funds
- Park land Dedication Fees
- Head Tax on Pleasure Horses
- Maintenance Assessment Districts
- Grants
- Volunteer Labor Parties

In addition to these sources of funding, tax increment monies from the City's Redevelopment Agency may also be available for use.

### **8.4 Public Information**

As a comprehensive trails system is developed in Santee, providing the public with information about the system is of prime importance in insuring the most effective use of the system. The following are guidelines to implement a public information program:

1. Use of the City Newsletter and website to publicize the trails system.
2. Post information regarding the system (maps, etc.) at schools, parks and other points of congregation throughout the City.
3. Encourage the local media to spotlight the developing trails system within Santee.
4. Sponsor or coordinate bike rallies, mini-marathons, and equestrian events throughout the City using the trails system.

