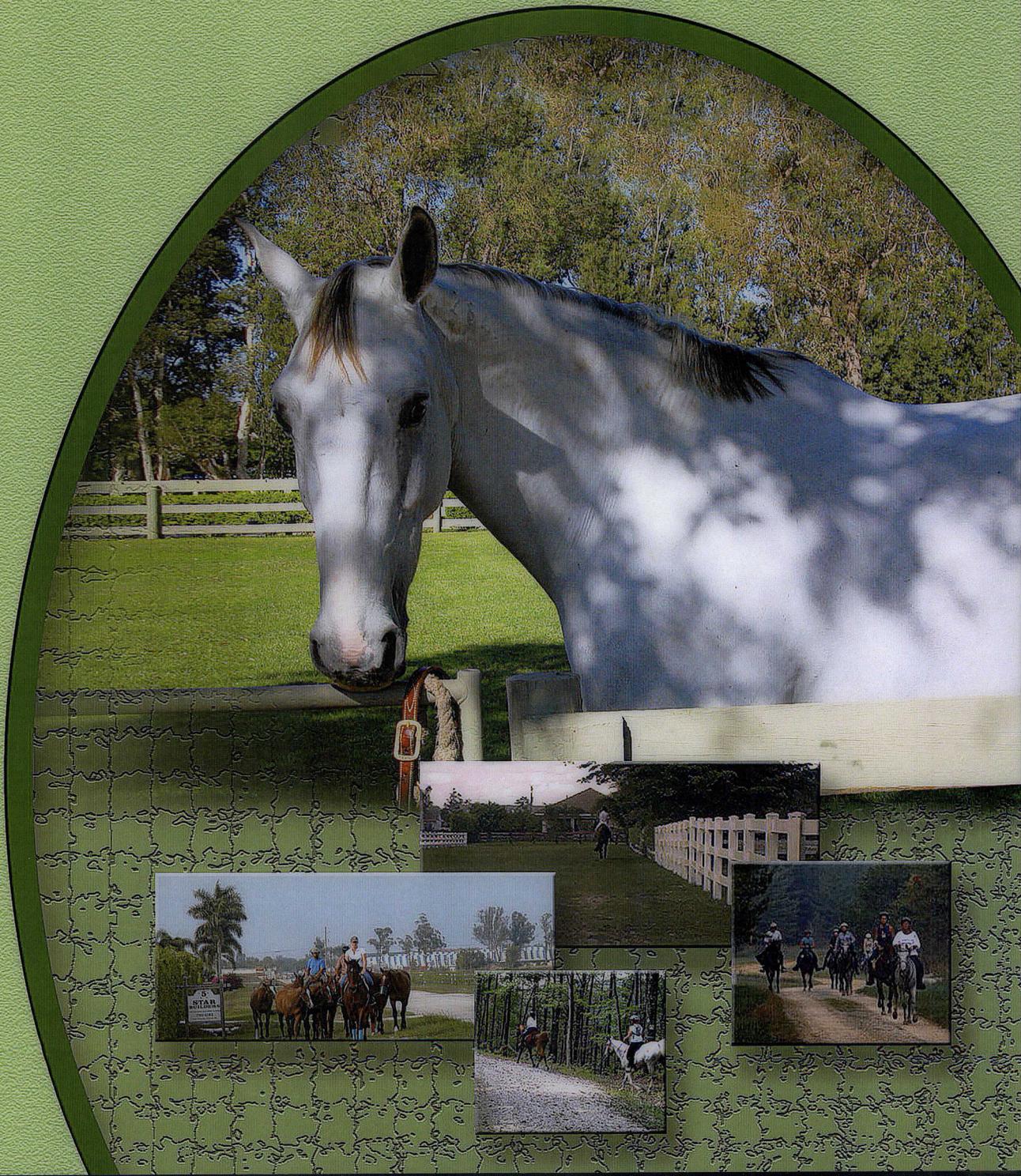


# VILLAGE OF WELLINGTON

## EQUESTRIAN TRAILS CIRCULATION MASTER PLAN

January 2004



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Equestrian Trails Circulation Master Plan  
Wellington, Florida**

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# Contents

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<b>Contents .....</b>	<b>iii</b>
<b>Executive Summary .....</b>	<b>1</b>
Methodology: Approach to Trail Redevelopment .....	2
Summary of Findings .....	3
Site Description and Trail Area .....	3
Trail System Redevelopment.....	4
<b>1.0 Introduction.....</b>	<b>1-1</b>
1.1 Purpose of the Trail Master Plan .....	1-4
1.2 Implementation of the Planning Process .....	1-4
1.3 Master Plan Inventory and Documentation.....	1-5
<b>2.0 Current Conditions .....</b>	<b>2-1</b>
2.1 Documenting the Trail System.....	2-1
2.2 Site Description .....	2-1
2.2.1 Trail System Layout.....	2-2
2.2.2 Trail Ownership, Legal Entitlements and Adjacent Properties.....	2-2
2.3 Relevant Trail Infrastructure .....	2-3
2.4 Current and Future Development Availability .....	2-3
2.4.1 Key Local Economic Factors.....	2-3
2.4.2 Potential Future Trail Development Interest and Timing.....	2-4
2.5 Environmental Conditions .....	2-4
<b>3.0 Planning and Zoning Considerations .....</b>	<b>3-1</b>
3.1 Future Land Development.....	3-1
3.2 Legal Entitlement Research .....	3-1
3.3 Planning Flexibility .....	3-1
3.3.1 Impact to Adjacent and Nearby Properties.....	3-2
3.3.2 Trail Development Issues and Opportunities.....	3-2
<b>4.0 Stakeholder and Community Input .....</b>	<b>4-1</b>
4.1 Summary of Stakeholder Process .....	4-1
4.2 Achieving Community Support.....	4-1
4.2.1 Equestrian Committee.....	4-1
4.2.2 Public Workshops .....	4-2
4.2.3 Interviews.....	4-2
4.2.4 Local Press.....	4-2
4.2.5 Issues and Concerns .....	4-3
<b>5.0 Trail System Redevelopment Plan .....</b>	<b>5-1</b>
5.1 Trail Upgrade Integration.....	5-1
5.2 Trail System Development .....	5-1
5.2.1 Exhibit 1: Existing Trail Conditions.....	5-1
5.2.2 Exhibit 2: Existing Trail Type Inventory .....	5-1
5.2.3 Exhibit 3: Primary Safety Concerns .....	5-2
5.2.4 Exhibit 4: Secondary Safety Concerns.....	5-2
5.2.5 Exhibit 5: Future Trail Development.....	5-2
5.2.6 Exhibit 6: Proposed Trail Amenities.....	5-2

<b>6.0 Trail System Implementation Plan.....</b>	<b>6-1</b>
6.1 Implementation .....	6-1
6.1.1 Education Schools / Public.....	6-1
6.1.2 Timely Development Integrated with Addressing Safety Issues.....	6-1
6.1.3 Compatibility with Community and Stakeholder Objectives .....	6-2
6.1.4 Legal Entitlements .....	6-2
6.1.5 Equestrian Trail District .....	6-2
6.1.6 Equestrian Trail Maintenance .....	6-2
6.1.7 Equestrian Trail Footing Improvements.....	6-2
6.1.8 Infrastructure Safety Improvements/Street Crossings .....	6-3
6.1.9 Acquiring Property in the Area .....	6-3
6.1.10 Legal Liabilities / State Laws and Regulations .....	6-4
6.2 Plan Endorsement.....	6-4
<b>7.0 Funding and Cost.....</b>	<b>7-1</b>
7.1 Opinion of Probable Costs .....	7-1
7.2 Federal Funding Sources.....	7-3
7.2.1 Transportation Equity Act .....	7-3
7.2.2 Urban Park and Recreation Recovery (UPARR) Program .....	7-3
7.2.3 Transportation Enhancement Program (TEP).....	7-3
7.2.4 Urban and Community Forestry Assistance Program .....	7-4
7.2.5 Small Business Tree-Planting Program.....	7-4
7.2.6 Economic Development Grants for Public Works and Development of Facilities .....	7-4
7.2.7 National Recreational Trails Program.....	7-4
7.2.8 Other Federal Agencies .....	7-5
7.3 State Funding Sources .....	7-5
7.3.1 Enterprise Florida.....	7-5
7.3.2 State Community Development Block Grant.....	7-6
7.3.3 Florida Communities Trust Land Acquisition Grants, Loans and Matching Grants.....	7-7
7.3.4 Florida Highway Beautification Council/Highway Beautification Grants... 7-7	
7.3.5 Land and Water Conservation Fund (LWCF) Program .....	7-7
7.3.6 Florida Recreational Development Assistance Program.....	7-7
7.3.7 Economic Development Transportation Fund .....	7-8
7.3.8 Not-for-Profit Organization Grants and Loans .....	7-8
7.3.9 Other State Agencies.....	7-9
7.4 Local Funding Sources .....	7-9
7.4.1 Local Option Taxes .....	7-9
7.4.2 Economic Ad Valorem Tax Exemption.....	7-9
7.5 Trail Development Cost Estimate Form .....	7-9
<b>8.0 References.....</b>	<b>8-1</b>
<b>Attachment A – Exhibit 1 (with trail data)</b>	
<b>Attachment B – Exhibit 2</b>	
<b>Attachment C – Exhibit 3</b>	
<b>Attachment D – Exhibit 4</b>	
<b>Attachment E – Exhibit 5</b>	
<b>Attachment F – Exhibit 6</b>	

**Attachment G – Trail Cross Sections**  
**Appendix C - Trail Maintenance Program**  
**Appendix D - Utility Company Response**  
**Appendix E - Roadway Crossing Options**  
**Appendix F - Input Questionnaire**  
**Appendix G – Florida Statutes**

# Acronyms and Abbreviations

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AID	Acme Improvement District
BMP	Best Management Practices
FDOT	Florida Department of Transportation
FRDAP	Florida Recreational Development Assistance Program
LWCA	Land and Water Conservation Fund
NPS	National Park Service
TEA	Transportation Equity Act
TEP	Transportation Enhancement Program
WEC	Wellington Equestrian Committee

# Executive Summary

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In the spring of 2003, The Village Council passed a Resolution to develop a Master Plan as a guide to future equestrian trail development. This plan is to incorporate existing public and private equestrian trails, address issues such as to legal entitlement, improved trail circulation, improved trail safety, the elimination of trail conflicts, the preparation of standard construction details and maintenance programming as well as recommend funding possibilities. In June 2003, The design team of CH2M HILL, Glatting Jackson & Equestrian Design International was awarded the contract to produce this Equestrian Trails Circulation Master Plan for review and adoption by the Wellington Village Council in January of 2004.

The goals and objectives identified by the Scope of Professional Services for the project were to:

- Develop an Equestrian Trail Master Plan to be consistent with the current Village Comprehensive Plan, laws, rules, regulations, and the policies of the Village of Wellington
- Inventory data collected from stakeholder interviews, field surveys and the Village's files. Chart existing trails and document the influence of professional studies completed to date
- Perform a trail assessment to evaluate what future upgrades or additions of the system would be most feasible and in the best interest of the surrounding area and the residents of the Equestrian Preserve area
- Conduct a series of public workshops to gain intimate input as the basis for trail upgrade initiatives and identify and engage the community and interested stakeholders in drafting a master plan for trail upgrades
- Prepare a trail circulation master plan incorporating input from the design team, village and general public which is consistent with the:
  1. Equestrian Element of the Village of Wellington Comprehensive Plan
  2. Village Resolution No. R2003-70
  3. State of Florida Statutes, Rules and Regulations
- Assist in securing endorsement of the Wellington Equestrian Committee (WEC)
- Coordinate the preparation and conduct the presentation of the Final Master Trail Plan to the Village Council for approval and adoption

This Trail Circulation Master Plan incorporates the entire existing public equestrian trail system and is the result of a 6-month trail system assessment conducted for all 57-miles of trail located within the village's Equestrian Preserve Area. Public trails have been incorporated in the plan as a reference element only. Any proposed trail upgrade elements in this master plan apply to the public trail system only.

These Master Plan upgrade elements are site-specific and tailored to the complexity of the canal and roadway right-of-way system. The extent of the trail system and the level of redevelopment potential, intensity of use and amount of available land to develop has determined the complexity of the redevelopment. The Master Plan relies on all readily available information and results in a conceptual design for the Trail System upgrades.

This Master Plan supports the likelihood that the Trail System can be proactively redeveloped according to the attached Master Strategic Financial Plan and schedule. Several solutions can be determined for the Trail System's future redevelopment:

- The existing trail and strategic location support future improvements.
- Community planners and stakeholders strongly support the trail redevelopment as opposed to it remaining a mismanaged system, subject to future blight.
- Use alternatives that are preferred and supported by interested stakeholders.
- Redevelopment of the trail system would have little additional significant negative impact to either adjacent properties or the nearby land uses.
- The preferred trail alternatives can be coordinated with environmental remedies on the trail system to support redevelopment.

This Master Plan considers the trail system's alternatives for future upgrades within the context of current land areas, immediately adjacent properties, and nearby impacted properties as a positive use of existing popular routes. As shown on the Village's Future Land Use Map, much of the trail system runs adjacent to or within land areas classified as Agricultural/Residential or Commercial.

## **Methodology: Approach to Trail Redevelopment**

A number of key issues were evaluated prior to arriving at assumptions about future equestrian trail upgrades. The guideline information considered in the redevelopment plan is presented below. The Future Trail Development Plan (Exhibit 5) was created by incorporating the unique existing trail conditions, estimated available funds and scope of the effort required to properly maintain the future trail system. This information includes the following:

- History of the trail system locations, ownership and maintenance program
- Current uses and indications of change: property and neighborhood uses, neighborhood character, land use trends, and local development activity
- Factors favoring or limiting future improvements: zoning and ordinances, easement rights, property use restrictions, property boundaries, property access, and rights-of-way infrastructure requirements
- Key stakeholders and their views regarding trail system improvements and expectations
- Community involvement in the trail planning efforts: community influence to planning officials, expectations of trail redevelopment considerations.

In order to foster stakeholder and community input, the Village asked CH2M Hill to initiate several public presentations which involved holding a series of public meetings, and establishing a link between the Equestrian Committee, the Preserve Area residents and the Village officials. The Equestrian Committee was invited to act as a technical advisory board throughout the planning process. These public workshops were held in order to keep the public involved and aware of planning efforts as well as to help the Planning Consultants understand the needs and desires of the community. The interested stakeholders, along with the Equestrian Committee, were able to openly discuss their concerns at each meeting, and this input is what solidified the final trail redevelopment concept. The outcome is a well-rounded final Trail Master Plan that addresses a combination of important issues that could hinder future trail upgrades.

## **Summary of Findings**

The Current Trail System has been developed in areas not originally planned or intended to support a public equestrian trail system. Over time Wellington has grown to become a very influential equestrian society with the incorporation of a number of Polo facilities and the horse show grounds, the need for a connecting trail system has grown faster than land availability. Over time the current trail system filled in excess public right of way land area as well as underutilized private property. The trails tend to be substandard in width with no hierarchy, identification system, decent footing and are most locations dangerously close to high traffic vehicular corridors. As stated earlier, the trail system is located in the Village of Wellington, with a majority of the trail falling within the Equestrian Preserve area. There has been a great deal of interest lately in establishing the trail system as an integral amenity to commercial equestrian interests. Redevelopment of a significant trail system could serve as a catalyst in securing a financial future and support of current equestrian competitions and most users see this as a significant development objective. Serious focus toward trail development will enhance the opportunity for sporting event support (i.e., Horse Show, Polo, etc.) and increase its ability to be an economic contributor to both the local community and the Village overall.

## **Site Description and Trail Area**

The existing public trail system occupies 57 miles of public road and canal rights-of-way. Major equine destinations are what generate the need for these improved equestrian trail connections. The trail inventory and assessment phase generally identified the land areas designated as bridle paths to be in a deteriorated state with no clear evidence that a trail maintenance program exists. The trail system has an irregular configuration of multiple widths and locations on somewhat level land segments totaling approximately 57 miles of road and canal frontage and averaging approximately 8-10 feet in width.

The trail is in fair to poor condition, primarily made up of deep sugar sand partially covered with vegetation. A small portion of the trail system actually utilizes area within the standard roadway cross section on the smaller dirt neighborhood roadways. The best sections of trail are within the major canal rights-of-way.

Overall the trail system has a good base for redevelopment. Although the trail segments dead end in some instances there seem to be a series of well-used circulation paths connecting the key areas of equestrian activity. There is opportunity for connection of dead end trails and creation of complete trail circulation while increasing safety and sense of place.

## **Trail System Redevelopment**

Based upon location, adjacent land uses, and overall accessibility, there is some potential for expansion, but it is significantly limited by the confined accessibility of the existing rights-of-way and easements. It may be possible to include some new easement dedications within the context of the existing trail system. Exhibit 5 (Future Trail Development) illustrates the selected Master Plan for trail types and footing upgrades for the proposed trail system. This recommended future trail system would provide additional opportunities for access and the development of use corridors that will provide the appropriate useable area for each trail user type. Three major trail user type corridors are proposed to incorporate usable access trail widths for 2, 4 and 6 horses simultaneously. Trails could possibly incorporate decorative fencing, landscaping and trail identification sign program that will double as trail gateways at key entry points for access security. Other amenities could include information kiosks and rest area structures spaced evenly throughout the system. No vehicle parking areas will be provided as part of this Master Plan, but could be added at some of the trailheads during the construction development phase if the Village deems it necessary.

# 1.0 Introduction

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As part of the original village comprehensive planning process, the Wellington Village Council created a Comprehensive Plan task force to create and establish an Equestrian Subcommittee to address the growing interest in equestrian based activities within the Village. This was the first committee of equestrian-based interest in Wellington, the predecessor to today's established and successful Wellington Equestrian Committee. The subcommittee consisted of 9 members and was an outgrowth of the "Visioning 2016" effort, which was conducted on October 19, 1996. As number one action goal under the newly established Equestrian Element of the Comprehensive Plan, that visioning process identified areas in need of preservation in order to maintain and support the equestrian community. In August of 1997, the Village Council, at the request of the first Equestrian Committee, contracted with Thalheimer Research Associates of Lexington, Kentucky to provide a study, which resulted in the document entitled "The Economic Impact of the Equine Industry on the Village of Wellington". This study documented the fiscal impact of the equestrian industry in Wellington as well as Palm Beach County. On September 24, 1997, the Village Council contracted with International Equestrian Design, of Montreal, Canada to generate an additional study entitled "The Evaluation of Equestrian Circulation in the Village of Wellington". This document is also known as the "Jolicoeur Study" and provides an equestrian traffic survey, a circulation map with roadway crossing upgrade recommendations for South Shore Boulevard in the event that the roadway is ever upgraded to a four-lane highway. These documents in conjunction with the work of the first Equestrian Committee form the basis of the Equestrian Element of the Comprehensive Plan. This optional element is unique to the Wellington community and is one of the few such planning efforts exercised in the country.

Due to continuous development and increased activity within the "Equestrian Preserve Area", the Village of Wellington has taken the next logical step as outlined in the Comprehensive Plan. On June 10, 2003 the Village of Wellington Council approved Resolution No. R2003-70 allowing the expenditure of Village funds and the selection of CH2M HILL as the prime consultant to prepare an Equestrian Trail Circulation Master Plan as a guideline for the Village to follow when improving and/or expanding the equestrian trail system. The Village of Wellington, Director of Engineering, and CH2M HILL conducted an initial meeting on July 14, 2003, at the Engineering Building to discuss this Work Plan. The meeting focused on the Village's project objectives and intent of the Resolution, how and where to conduct public workshop proceedings, obtain the list of interested stakeholders, discuss presentation details and product delivery dates and to obtain the official Notice to Proceed.

The approved Scope of Work included the following 10 task planning effort over a 6-month period:

## Task I. Selective Interviews

The purpose of this initial task of work is to solicit project specific input and knowledge from individual stakeholders relevant to the Trails Master Plan assignment. Consultant will

interview up to 6-individuals as identified by the Client Project Manager and prepare follow-up memoranda as to input received.

### **Task II. Inventory**

The purpose of this task is to inventory current trails as needed to prepare a Village-wide base map that will be used to show existing trails and future trail improvements. Maps will be provided at a scale of 1:500 or better, consistent with Village Air Map scales. For existing trails, Consultant will show centerlines if trail alignments are well defined. Consultant will indicate the trail base material used, and any structures, which may be present to control, trail locations (Low fences, Property Fences, Signage, Gates, Low Rails, or Bollards). The product of mapping will be annotated on Village Air maps at a scale of up to 1:500 or better, showing property lines, easements and the physical structures indicated above. Microstation ver. 8 will be used in order to remain consistent with Village data systems.

It has been determined that the large majority of trails are visible on existing Village aerials. Property line and right of way line data are also available as an accurate data resource to +/- one-foot horizontal. Consultant will utilize these resources to create an Existing Trails Map. In addition, Consultant will retain undefined surveying services as may be required in order to spot-check information derived from Village mapping (Air Photos and Plats) to the reimbursable fee limits. Should Client and Consultant mutually determine that additional survey work is required, this agreement shall be amended to incorporate the change in scope and compensation needed.

### **Task III. Public Workshop #1**

Consultant will conduct one 2-hour public workshop for purposes of explaining scope of project work, and exhibiting mapping of existing trails network for solicitation of public comment. This information will be used to determine public qualitative input required to 1) upgrade existing trails, 2) recommend locations of future trails, and 3.) physical attributes desired for all trails: existing and proposed. Products of this task include a narrative description of input received, keyed to base maps for locations of future trails as required.

### **Task IV: Schematic Trail Plan**

Based upon public comment, staff input, Equestrian Committee input, existing and forecasted arrival and destination locations, land access availability, legal constraints, traffic conflicts, and the like, Consultant will prepare a schematic layout of future extensions of the existing mapped trail network and preliminary recommended improvements to the existing network. Products of this phase of work include an overlay to existing trails map, indication of type and location for urban, suburban and rural/natural trails, narrative explanation of trail character, signage requirements, and construction materials. One staff meeting is included, prior to the next public workshop.

#### **Task V. Public Workshop #2**

The purpose of the second workshop is to solicit input to the proposed trail system so that modifications may be made to create a Preliminary Master Plan. Products of this task include administration of the workshop, annotated maps showing locations of input received, and a narrative (memorandum) description of results.

#### **Task VI. Preliminary Master Plan**

The purpose of this task is to prepare a consensus plan for trail development for submittal to staff and the Equestrian Committee for final input before proceeding with the Final Master Plan.

Products of this task include:

1. G.I.S./Microstation map of existing trail network
2. G.I.S./Microstation map of proposed trail network
3. Narrative description of improvements to existing network and additions to the network over time.
4. Proposed 2 and 5-year implementation map and schedule.
5. Construction materials and schematic details for each of 3 types of trails: urban, suburban, rural/natural. Up to 3-sub-types are included under the rural/natural classification.
6. Order-of-magnitude costs by trail type per linear mile.
7. Legal requirements – memo (See Task III.)
8. Meeting with staff to review products prior to meeting with Equestrian Committee.

#### **Task VII. Equestrian Committee Review**

The purpose of this task is to present the Preliminary Master Plan exclusively to the Wellington Equestrian Committee for their specific input prior to proceeding with a consensus plan for Village Council review.

#### **Task VIII. Final Trail Plan**

The purpose of this task is to update the Preliminary Master Plan with input received from staff and members of the Equestrian Committee prior to meeting with Wellington Village Council. A PowerPoint presentation and 2-laminated plan drawings are included for presentation purposes.

#### **Task IX. Village Council Hearing #1**

Consultant will prepare for and deliver a presentation of the proposed Equestrian Trails Master Plan to Village Council in accordance with procedures for Village adoption of the plan.

## Task X. Village Council Hearing #2

Consultant will present the master plan a second time as directed by Client. In the event that input by the Village Council would require additional modifications to the Master Plan documents, these services will be considered Additional Services and compensation shall be amended as may be mutually determined by Client and Consultant.

### **1.1 Purpose of the Trail Master Plan**

After the Master Trail Circulation Plan is implemented, it is reasonable to assume that the improved trail system may result in increased land values to the adjacent property owners, increased tax base and economic stimulus to the Village and increased income to the local commercial community. If implemented correctly and in a timely fashion the Master Plan will remedy safety concerns, accommodate more horses and could be marketed as a key element of the Village's equestrian amenity package.

### **1.2 Implementation of the Planning Process**

The planning design team has developed this Master Trail Plan as a guideline to future trail development by the Village of Wellington. This plan incorporates all existing public equestrian trails, references public trails, provides recommendations regarding legal entitlement, trail circulation, trail safety, trail/vehicular conflicts, construction methodology, maintenance programming and funding possibilities.

The Equestrian Trails Master Plan will be consistent with the:

- Equestrian Element of the Village of Wellington Comprehensive Plan
- Village Resolution No. R2003-70
- State of Florida Statutes, Rules and Regulations Equestrian

The Village of Wellington, Director of Engineering, and CH2M HILL conducted an initial meeting on July 14, 2003, at the Engineering Building to discuss this Work Plan. Overall discussions focused on the village's project objectives and intent of the scope of the work, public workshop proceedings, presentation details, and product delivery dates.

Soon after receipt of the Notice to Proceed CH2M HILL submitted the proposed work schedule for approval and within a week started Task Item #2, the inventory and collection of all known documentation relating to the equestrian trail, Comprehensive Plan, and existing trail data. The stakeholder interview process started with a list of 6 interested participants. Three months into the planning phase, the collected data was presented at the first public workshop. This meeting was conducted to introduce the planning design team to the Wellington Equestrian Committee, the master planning process, schedule and trail data inventory for comment and feedback. This information was utilized to produce the Schematic Master Plan. One month later, a few more stakeholder names were added to the interview list and the Schematic Master plan was introduced to the Equestrian Committee for the first major plan review. As a result of this meeting an additional Public Charette

meeting was added to the task list in order to incorporate a broader range of "hands-on" user input into the design process. With addition of the final stakeholder interviews and Charette meeting input, the Preliminary Master Plan was prepared and reviewed by the Equestrian Committee. Final input was provided by the Committee and was incorporated into the final Master Plan and presentation to the Village Council for final approval and adoption.

### **1.3 Master Plan Inventory and Documentation**

The six-month master planning process utilized a successful multi faceted approach of gaining information and input. At points during the plan development phase the planning team was required to modify standard methods of obtaining the level of information needed. The large number of interested residents, equestrian activists, utility agencies and commercial interests made it difficult to schedule telephone interviews, meetings and site visits and to gather as much of the needed detail and information as possible from the multitude of interested parties.

## 2.0 Current Conditions

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### 2.1 Documenting the Trail System

CH2M HILL conducted an assessment of the Existing Trail System, connections, condition and capabilities. The current and future development possibilities were also evaluated, as well as other key elements including safety and security. The results of this assessment are described below. The information gathered and the recommendations developed for the Trail System have been summarized in this Master Plan, which will be used by Village when conducting the final plan implementation. Lands restricted by easement limitations will be coordinated between landowners, local governmental and community officials and utility providers to ensure legal entitlements.

### 2.2 Site Description

The majority of the existing trail system falls within the Equestrian Preserve Area, which is located in the southern half of the Village of Wellington. The existing public trail system occupies 57 miles of public road and canal rights-of-way. Major equine destinations are what generate the need for these improved equestrian trail connections. The trail inventory and assessment phase generally identified the land areas designated as bridle paths to be in a deteriorated state with no clear evidence that a trail maintenance program exists. The trail system has an irregular configuration of multiple widths and locations on somewhat level land segments totaling approximately 57 miles of road and canal frontage and averaging approximately 10 feet in width.

The trail is in fair to poor condition, primarily made up of deep sugar sand partially covered with vegetation. A small portion of the trail system actually utilizes area within the standard roadway cross section on the smaller dirt neighborhood roadways. The best sections of trail are within the major canal rights-of-way.

Overall the trail system has a good base for redevelopment. Although the trail segments dead end in some instances there seem to be a series of well-used circulation paths connecting the key areas of equestrian activity. There is opportunity for connection of dead end trails and creation of complete trail circulation while increasing safety and sense of place.

The existing trail system is currently underutilized due to their poor condition and safety issues. Permanent replacement trails need to be constructed and safety issues addressed immediately as well as other amenity elements added for security and comfort.

The trails are currently secured with partial fencing with accessible entrances through bollard gates located at trailheads and roadway and canal crossings. Based on data collected from the Village, the current trail system is currently undergoing active maintenance including tree planting program, grass cutting and roadway grooming. Trail

locations within roadway right-of-ways front commercial and residential land uses as well as service the large number of commercial and private stable complexes.

### **2.2.1 Trail System Layout**

The Existing Trail System is approximately 57 miles in length, which includes the trail connections to the Palm Beach Little Ranches and is primarily comprised of the following six typical interconnected trail types developed in a mixed length configuration due to land availability (Attachment B):

- Canal Trail
- Drainage Easement Trail
- Canal / Roadway Trail
- Collector Road Trail
- Neighborhood Road Trail
- Private Property / Power line Trail

Overall, the trail has irregular width dimensions that reasonably support the use but tend to be made up of undesirable tread materials, contain random hazards and occasional dead ends. Each trail proves to be in an appropriate location for an upgrade to one of three specific proposed trail upgrade types (Attachment E).

### **2.2.2 Trail Ownership, Legal Entitlements and Adjacent Properties**

The inventory and data collection phase of the planning efforts revealed that the segments of the trail system exist on portions of adjacent properties without legal entitlement. Most of the property owners have allowed horses to cross their property for number of years without serious thought, but are now becoming more aware of their legally liability for injury to trail users on their property. Liability concerns have always been an issue, but it has been reported that over the past few years there has been a significant increase in equestrian traffic. As in the past, the constant familiar faces and friendly locals have yielded to seasonal trail users and have tolerated the increased trail activity. But as Wellington markets it's equestrian activities along with the development of new service and activity facilities, the trail population will increase along with the chance of accidents. Developing and marketing the improved trail system, as an amenity will encourage trail traffic, which puts private property owners at risk. This reinforces the fact that implementation of the trail master plan should support an effort by the Village to promote future planning efforts towards obtaining legal entitlement for the entire public equestrian trail system.

The trail segments outside of public rights of way are predominately in residentially zoned districts. Small areas have actually been developed on Bridle Easements. Not enough plat information is available to determine how many miles of trail is on Bridal Easements or how many trails could be redeveloped without legal entitlement.

During the field data collection and through a number of interviews it was found that open land areas existed on adjacent private property that was suitable for proposed trail

locations. The landowners are in support of trail upgrades on their property as long as there is an honest effort by the Village to obtain legal entitlement.

## 2.3 Relevant Trail Infrastructure

As stated in section 2.2 the trail system has an irregular configuration of multiple widths and locations on somewhat level land segments totaling approximately 57 miles of road and canal frontage and averaging approximately 10 feet in width. This trail exists on five landuse types:

- Street Rights of Way
- Canal Rights of Way
- Bridal Easements
- Public Utility Easements
- Private Property

## 2.4 Current and Future Development Availability

### 2.4.1 Key Local Economic Factors

In the recent past there has been constant development activity within the equestrian preserve area. Both commercial and residential developments in the southern portion of Wellington will continue into the future. It is unclear how the trail upgrades will affect the course of development, but we know through past experience that trail upgrades will influence land value and community sense of place. Some of the key development activities currently occurring within the Equestrian Preserve Area are described below:

- **Section 34**, a new equestrian neighborhood development, located on a 640-acre canal front site in southeast Wellington is within hacking distance of the polo fields and show grounds. The preliminary development plan depicts 5-acre residential lots, and several neighborhood equestrian trails. Build-out of the project anticipated to occur within two to three years. This development is the cornerstone of the Wellington equestrian trail system and should be evaluated by zoning officials with the future trail master plan mind.
- **The Equestrian Club**, a new equestrian neighborhood development, located on the north side of Lake Worth Road and east of 130th Avenue has been developed to include interior Bridle easements with public trail connections along the canal system at the neighborhood's western boundary.
- **Outback Polo Grounds**, one of the latest Polo developments adjacent to the north of The Equestrian Club development, located on the north side of Lake Worth Road and east of 130th Avenue has been developed to provide Wellington with the ability to support an increase Polo activity.

- **The Future Feed Store and Tackeria**, is currently under construction on the north west corner of Pierson Road and South Shore Boulevard. Is the latest of multiple equestrian supply facilities in the Equestrian Preserve Area. With its central location between the Horse Show Grounds on Pierson Road and Palm Beach Polo on South Shore Boulevard it should prove to be a successful endeavor.

#### **2.4.2 Potential Future Trail Development Interest and Timing**

Within the preserve area, the potential future trail development appears to be on existing trails, with possible utilization of newly obtained bridle easements and unused right-of-ways. The time of trail development/redevelopment will depend on a couple of factors. The first relates to funding, the second factor is land availability, the third issue is the timelines and ability in obtaining legal entitlements. Wellington has the capability of utilizing the Zoning Regulations and Comprehensive Plan to govern new developments to incorporate public trail systems into their site plans for the purpose of trail expansion for promotion and support of equestrian interests in the preserve.

### **2.5 Environmental Conditions**

The primary focus for this Trail Master Plan was to establish the most likely future trail circulation and upgrade limits of the entire circulation route. Its relation to environmental conditions is important so the trail system upgrades must be integrated with the two primary environmental conditions, canal and preserve area. As such, this trail redevelopment plan does focus in depth on the current environmental conditions and potential future remedies. Consideration of the environmental conditions and the likelihood of integration with the future trail developments were utilized.

## **3.0 Planning and Zoning Considerations**

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As part of the research conducted for this Master Plan, CH2M HILL examined the future planning and zoning of the lands on which the trails are situated. The results are summarized in the following sections:

### **3.1 Future Land Development**

The four primary governmental agencies with regulatory jurisdiction are:

- Village of Wellington
- ACME Improvement District
- South Florida Water Management District
- Florida Department of Transportation

The Village of Wellington has the planning and land development regulatory responsibility for the Majority of the public trail system. The Village shall maximize the use of land both from an economic standpoint and from the standpoint of minimizing threats to the health, safety and welfare of residents and to the continued well being of the natural environment. Through the guidance of the Master Plan, the Village shall specify the desired development pattern of the equestrian trail system that provides for the location, type, density and intensity of development and redevelopment based on natural conditions and dependent on the availability of land as shown on the right-of-way maps, plats and physical elements controlled by Village regulations.

### **3.2 Legal Entitlement Research**

Other than a series of platted Bridle Easements along Pierson Road, there have been no records discovered regarding legal entitlements for any currently designated public trail on private property. At a minimum there will be a three step process that must be accomplished in order process legal entitlements for affected public and private lands. The first is to survey all trail locations on unplatted property for boundary limitations & easements. Second is to contact applicable property owners and controllers and establish liability documentation, and third, verify trail upgrade plans for accuracy and revise construction documents to accommodate land availability.

### **3.3 Planning Flexibility**

The existing comprehensive plan provides the required planning flexibility for the trail system and the flexibility in terms of growth management. Due to the limited range of land uses allowed by the current Future Land Use Map, it is standard to administer zoning regulations ensuring trail compatibility with all proposed land uses. This Master Plan addresses many growth management objectives related to existing trail upgrades, but may not foster all that the Village or community may have.

### **3.3.1 Impact to Adjacent and Nearby Properties**

Implementing the proposed trail upgrades on the existing 57 miles will have no major negative impact on the adjacent properties. Construction of the additional 9 miles of future trails would require acquisition of easements or land dedications. The majority of the trail system is currently located in road or canal rights of way. The remaining portions of the trails are located outside of public property. If the issue of legal entitlement is not dealt with thoroughly, the mixture of boundary constraints and liability limits the ability to promote the development of the trail system in a cohesive fashion. Even though there appears to be sufficient dimensional land area along existing trail for improvements, some adjacent landowners might be reluctant to dedicate a portion of their property without personal gain. Success of the future development of the trail system relies on a uniform development pattern, but without legal entitlement of the entire trail, a cohesive system would be difficult to achieve.

### **3.3.2 Trail Development Issues and Opportunities**

The following summarizes the most significant trail upgrade issues and opportunities facing this trail system improvement plan. Aside from budgetary, scheduling, or political concerns each of the following items face any land development project and if dealt with diligently will only benefit the outcome of the equestrian trail system.

#### **Issues**

- The need to survey right-of-ways and locate all roadway and canal boundary's to designate legal limits.
- Need to survey legal entitlements for existing trail locations on private property and in public easements.
- Obtain an equestrian traffic survey to show key locations of increased traffic for establishing and construction phasing and maintenance plan.
- Undesirable trail conditions due to footing, fencing, maintenance and obstructions.
- Inadequate transition at traffic conflict points.

#### **Opportunities**

- Lake Worth Road right-of-way extension
- Land area available for improved trail/roadway intersection crossings and an intersection reconfiguration study on Pierson Road currently in the planning process
- 57 miles of existing trails with the ability of an additional 9 miles with minimal easement acquisition
- Active local governmental support for efforts to preserve and rehabilitate existing trails
- New trail system contributes increased property values and a key support element to the equestrian preserve

## **4.0 Stakeholder and Community Input**

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One of the key elements of the development of the Equestrian Trails Circulation Master Plan was stakeholder and community recommendations and responses to potential trail options. A comprehensive and proactive stakeholder and community input plan supporting timely interaction with and feedback from all identified stakeholders and community representatives was utilized in this trail redevelopment plan.

Interviews were held with 14 key stakeholders with equestrian interests such as local government and planning officials; adjacent property owners; neighborhood organizations, developers and real estate brokers, as well as individual members of the Wellington Equestrian Committee.

### **4.1 Summary of Stakeholder Process**

The stakeholder and community input process for the project consisted of 14 individual interviews, three public workshops and one public charette meeting involving participation from governmental officials, community representatives and residents. Understanding the current issues regarding the existing trail system was the first step in the assessment process. Utilization of these preliminary ideas in planning future trail development in follow-up plan review meetings with community representatives resulted in proactive discussions, which yielded a better final product.

### **4.2 Achieving Community Support**

In order to foster stakeholder and community input, the Village initiated several activities. These included a requirement for CH2MHILL to present progress plans at three Wellington Equestrian Committee (W.E.C.) meetings, interview 14 stakeholders, and distribute meeting date information to the public. During the planning inventory it was decided to include 1 public charette to establish a link between the equestrian community and local officials that may not be able to attend the W.E.C. meetings.

#### **4.2.1 Equestrian Committee**

The village as a presentation vehicle for planning progress review chose the Wellington Equestrian Committee meeting forum. The committee was included to provide expert input during the development process and act as a sounding board for ideas as the plan progressed. The committee's input was integral in the visual & technical development of the Master Plan by providing a laymen's view to the master planning process and graphic development. Their input was a guide to the creation of the graphic presentation of this Master Plan.

During the course of the Conceptual Plan development, CH2MHILL presented the Master Plan, a three interim level of completeness, to the Equestrian Committee.

- The first meeting was a W.E.C. meeting held on October 8, 2003. The members discussed the objectives and time line of the Master Plan as well as the safety issues and history of the site.
- At the request of the W.E.C., an additional meeting was held on October 27, 2003, conducted as a public charette to obtain written and graphic from attendees that was not able to attend the regular W.E.C. meetings.
- The second W.E.C. meeting was held on November 12, 2003. At this meeting the team reviewed the trail inventory and stakeholders interviews and the anticipated timeline for the remaining project elements. The team also identified and reviewed the proposed agenda for the upcoming public workshop as well as the schematic master plan graphics.
- The third W.E.C. meeting was held on December 10, 2003, this meeting was held to discuss and review the Preliminary Master Plan. The preliminary plan and conceptual graphic designs were presented, and future action recommendations were made. The W.E.C. asked for the ability to review the Final Master Plan prior to the final presentation to the village council on January 27, 2004.

#### **4.2.2 Public Workshops**

A list of 14 names was gathered from the W.E.C. members and village as well as from the interested parties gathered at the public charette meeting. An input questionnaire was developed and distributed at the public charette meeting (**Appendix F**). The following sections provide a brief summary of the public workshops held regarding trail redevelopment.

#### **4.2.3 Interviews**

As part of the Trail Inventory Phase, several individuals were interviewed. The interviewees included local commercial realtors, nearby property owners, City officials and interested equestrian trail users. A total of 14 interviews were conducted and input was documented and can be found in Appendix A. This information proved to be vital to the final trail plan.

#### **4.2.4 Local Press**

The local newspapers, the *Wellington Forum*, *Wellington Neighborhood Post*, *Wellington Town Crier*, also played a major role in disseminating information to the public. Public meetings were announced and follow-up articles were published regarding the outcome of the meetings and the current status of the trail master plan. Copies of several key articles are included in Appendix B.

## 4.2.5 Issues and Concerns

The primary findings of the stakeholder meetings and interviews for the existing trail system are:

- Trail Access
- Trail disrepair
- Trail safety and conflicts
- Trail maintenance
- Trail additions and connections
- Trail security and enforcement
- Vehicle traffic count and speed reduction
- Lack of trail amenities and signage system
- Legal entitlements

## **5.0 Trail System Redevelopment Plan**

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Trail redevelopment focuses upon land availability/development alternatives, stakeholder input, safety concerns, property configuration, and environmental integration. Successful redevelopment of the trail system will depend upon the proactive integration of these factors and the overall budget and schedule conditions for the area at the time of redevelopment.

### **5.1 Trail Upgrade Integration**

The potential trail system upgrades outlined in this Master Plan is a result of careful consideration and integration of all information gathered in researching the trail use trends of the area, the goals and objectives of planning officials, and feedback from a variety of stakeholders. Additional consideration was given to the potential to integrate the Trails Site's environmental conditions with its future reuse.

### **5.2 Trail System Development**

The Equestrian Trail Circulation Master Plan consists of 6 major graphic exhibits, each depicting a potential phased portion of a conceptual construction implementation plan. The contents of each exhibit and how each plan element applies to a conceptual phased construction plan is explained in the following:

#### **5.2.1 Exhibit 1: Existing Trail Conditions**

Exhibit 1 (Attachment A) is a graphic depiction of the existing trail conditions found during the trail inventory and data collection phase of the planning effort. While documenting existing trail conditions, tread materials, vegetation etc., it was recognized that there were multiple conditions within each trail in typical segmented increments as little as ½ mile. It was decided at that point that the existing conditions map must describe these details and distances in order to be accurate in determining the order of magnitude of cost for trail upgrades. The map identifies the public trail system and breaks down them down into ½ mile trail segments and applies an identifier and text description for each.

#### **5.2.2 Exhibit 2: Existing Trail Type Inventory**

Exhibit 2 (Attachment B) is a graphic depiction of the existing trail conditions found during the trail inventory and data collection phase of the planning effort. While documenting existing trail conditions, tread materials, vegetation etc., it was recognized that there were multiple trail cross section throughout the trail system. Six trail types were evident and this location map was generated to identify the trail types and their locations. Color rendered graphic depictions of the six typical cross-sections are included and keyed on the map.

### **5.2.3 Exhibit 3: Primary Safety Concerns**

Exhibit 3 (Attachment C) is a graphic depiction relating to public input and field verified primary trail safety concerns that are in need of immediate attention. The items highlight on this map and are considered hazardous to the health, safety and welfare of trail users. The issues are outlined in the map legend and keyed to their specific locations. This plan, as well as Exhibit 4 was prepared for the purpose of identifying trail upgrade priority. These two plans were specialized for the purpose of administering a phased construction effort. The intent of the master plan is to include the safety concerns on this map as the first phase of work to be addressed.

### **5.2.4 Exhibit 4: Secondary Safety Concerns**

Exhibit 4 (Attachment D) is a graphic depiction relating to public input and field verified secondary trail safety concerns that are in need of attention but not life threatening. The items highlight on this map and are considered a nuisance for trail users. The issues are outlined in the map legend and keyed to their specific locations. This plan, as well as Exhibit 3 was prepared for the purpose of identifying trail upgrade priority. These two plans were specialized for the purpose of administering a phased construction effort. The intent of the master plan is to include the safety concerns on this map as the second phase of work to be addressed.

### **5.2.5 Exhibit 5: Future Trail Development**

Exhibit 5 (Attachment E) is a graphic depiction of the trail master plan. This master plan map locates the proposed and future trail locations, types, tread and width. It also depicts trail circulation use patterns as well as proposed trail type distances and potential canal crossing areas. This map includes all possible trail locations with recommended trail width upgrades. This plan does not represent construction phasing as exhibit 3 and 4 do, but can be adapted into a phasing program by applying it to whole trail loops or segments.

### **5.2.6 Exhibit 6: Proposed Trail Amenities**

Exhibit 6 (Attachment F) is a graphic depiction of the proposed trail amenity package that supports the equestrian sense of place and character of the area. This plan was developed in the response to public input and field verification regarding the lack of trail amenities, and the desire to include them. The following amenities have been identified:

#### **5.2.6.1 Shade Trees**

Trail upgrades are shown to include native shade trees or palm groupings spaced at 100-foot intervals throughout the length of all trails. Double rows of trees are recommended on certain trail sections only. Trail cross section graphics (Attachment F) depict the single or double row tree locations.

#### **5.2.6.2 Three Rail Fence**

As an option trail upgrades are shown to include three-rail fencing throughout the length of all trails. Double rows of fence are recommended on certain trail sections only. Trail cross section graphics (Attachment F) depict the single or double row fencing locations.

### **5.2.6.3 Shelters / Kiosk / Bench**

At the request of a few stakeholders this item was included as a possible trail amenity. On the trail there is few places for shelter from the sun, rain or just for rest or trail information for both rider and horse. These could be placed a few miles from each other in evenly spaced locations for ease of access within a galloping distance.

### **5.2.6.4 Trail Head Signs / Fence / Gate**

At the request of a few stakeholders this item was included as a possible trail amenity to replace existing structures at trail /roadway intersections. These structures are present to block the trail from motor vehicle access. These are currently constructed of a mix of old wood fencing, yellow bollards, steel guardrail, or nothing at all. The planning team looked at these trail head features as an opportunity and came up with a few ideas pertaining to a sign program / trail I.D. system that could be linked to a Village wide trail map found at trail shelters. The stone and three rail white vinyl fence features support the sense of place, enhance area character and still meet the purpose of securing the trail.

### **5.2.6.5 Trail Marker Signs**

The planning team found another opportunity with the Existing Trail Conditions Map. The trail segment identifier numbers could be placed on mile marker type trail signs. As part of the trail sign program, number coding or color coding the trail markers would aid users in locating them selves on a map or for providing locations to emergency services providers that could pin point there location on a particular trail. These markers could also be linked to a Village wide trail map found at trail shelters. The 6"x6"x 3' tall wooden architectural post features could match construction elements of the shelters or trail head sign graphics supporting the sign program image.

## **6.0 Trail System Implementation Plan**

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Through the public involvement process, a series of alternative conceptual plans were developed based on the input from public interviews and Public Workshop meetings. Each level of concept development continually yielding a refinement of previous concepts adding features that the community wanted or deleting those they did not want. The final concept represents an opportunity to meet the most of the original objectives identified by the public and to provide for the redevelopment of the surrounding area. During the refinement phase the planning team developed a graphic method of relaying information into a Master Plan graphic concept that would not only contain all input received but aid the Village in developing a phased implementation plan for construction of trail enhancements.

### **6.1 Implementation**

The recommended Equestrian Trail Circulation Master Plan represents a compromise between the desire by the community for an improved trail system, land owners desire to establish a viable use of their property, and the Village's vision as set forth in the Comprehensive plan. The following is a point by point description of the recommended method of trail redevelopment plan implementation. Once this Master Plan receives Village Council approval, the concept must first be implemented into the Village's Comprehensive Plan prior to activation of the phased construction schedule and implementation strategies that are provided in the following sections.

#### **6.1.1 Education Schools / Public**

Educating school children has been a proven method of getting information out to the general public by word of mouth. There are multiple programs currently administered in public schools for educating students about their health, safety, welfare and how we affect the natural environment around us. Through seminars or class room discussion teachers can plant a seed of thought into a students mind which can be carried home with them to the parents in turn making them more aware.

Public awareness is a driving force of the local government. Roadside "sandwich boards", public notifications in local news papers, kiosks and pamphlets are a few of the vehicles governmental agencies use in the attempt to train the general public.

Any or all of these methods should be used to educate the residents of Wellington about traffic, noise and pollution impacts on our equestrian trail users. Fencing, security and lighted crossings are only pieces of the puzzle need to complete the safety picture. Education will always make a large impact on the communities health, safety, welfare.

#### **6.1.2 Timely Development Integrated with Addressing Safety Issues**

Within the preserve area, the potential future trail development appears to be on existing trails, with possible utilization of newly obtained bridle easements and unused right-of-ways. The time of trail development/redevelopment will depend on a couple of factors. The first relates to funding, the second factor is land availability, the third issue is the

timelines and ability in obtaining legal entitlements. The implementation of the recommended trail upgrades can be phased and does support the requirements of a timely schedule by the residents and trail users. Trail reconstruction can be started at any point in the system the implementation legal entitlement process.

### **6.1.3 Compatibility with Community and Stakeholder Objectives**

The recommended Equestrian Trail Circulation Master Plan is compatible with the Village's Comprehensive Plan, equestrian community and stakeholders' objectives. This trail redevelopment plan provides for a balance between trail user types, location of trail use intensity and equestrian interests.

### **6.1.4 Legal Entitlements**

Other than a series of platted Bridle Easements along Pierson Road, there have been no records discovered regarding legal entitlements for any currently designated public trail on private property. At a minimum there will be a three-step process that must be accomplished in order process legal entitlements for affected public and private lands. The first is to survey all trail locations on unplatted property for boundary limitations & easements. Second is to contact applicable property owners and controllers and establish liability documentation, and third, verify trail upgrade plans for accuracy and revise construction documents to accommodate land availability.

### **6.1.5 Equestrian Trail District**

One of the common questions that came up during stakeholder interviews was who is in control of the equestrian trail maintenance? The answer is the Village's Public Works Department has a once a month grass cutting program in the canal right of way and drainage easement areas and a roadway dragging program once a week on the dirt roads of the southern Village area. With the ever increasing trail use and this master plan to expand and improve the entire system, the maintenance program will need to be upgraded as well. The program may even call for a maintenance district to be created. It has been reported that the Village will review the option and study the pros and cons of a future district and funding dedicated to trail maintenance.

### **6.1.6 Equestrian Trail Maintenance**

The planners at International Equestrian Design have prepared trail maintenance program utilizing standard practices for the two typical tread designs graphically depicted in Attachment G along with tread width standards for each proposed trail type shown in Attachment E.

### **6.1.7 Equestrian Trail Footing Improvements**

The planners at International Equestrian Design (IED) have prepared trail foot design options utilizing standard trail development practices and materials indigenous to the area. IED developed four typical tread design options graphically depicted in Attachment G along with tread width standards for each proposed trail type shown in Attachment E.

## **6.1.8 Infrastructure Safety Improvements/Street Crossings**

Engineers with CH2MHILL evaluated roadway cross sections, level of service, current trail crossing safety equipment and actual crossing safety conditions. It was found that due to traffic speeds roadway configuration, trail location and construction each crossing situation had unique qualities. The main issue discovered in field observations was traffic speed and crossing length /median configurations. Although speed limits are posted most vehicles were traveling at higher rates. Each crossing of concern as shown in Attachment A is has been reviewed and recommendations provided.

### **6.1.8.1 Lake Worth and South Shore Boulevard Intersection**

A signal light is in the planning stages for this intersection. A 4-way push button crosswalk with a timed light delay may be feasible.

### **6.1.8.2 Pierson Road and South Shore Boulevard Intersection**

A signal light exists at this intersection. A 4-way push button crosswalk with a timed light delay may be feasible. A study is being conducted by the Village for relocating the east-west trail crossing to an area firehouse adjacent to the firehouse and possibly adding a dual purpose crossing light for the emergency vehicles and horses.

### **6.1.8.3 Other Roadway Crossings**

There are a large number of very active roadway crossings at points between intersections. Forest Hill Boulevard, Big Blue Trace, Greenview Shores Boulevard, Lake Worth Road @ 120<sup>th</sup> Avenue and Fairlane Farms Road contain large multi-lane expanses of pavement and large medians to overcome. The poor safety characteristics of these crossings keep trail users from passing and isolating the trails to the north. Without an intense roadway reconstruction or invasive signal light installations, these crossings will be a difficult element to improve.

Other smaller two-way roadway crossings on roads like Ousley farms Road, Pierson Road & Greenbriar Boulevard are easier to improve. In the Village there are three crossing conditions are currently in use on these types of roadways. The yellow flashing lighted crossing with roadway stripes and signs, roadway stripes with signs, and crossings with no markings and signs not necessarily adjacent to the unmarked trail. The yellow signs and flashing light is the most successful of the crossings, and trail users are satisfied with that crossing condition but would like to see improvements at all other crossings as well as a push button control on the lighting. Engineers suggest consistency in crossing controls for familiarity purposes but other options are available and can be applied for roughly the same cost as the lighted example currently in operation. Florida Department of Transportation Roadway Design Standards Index 17344, No.3,7 & 8, or other products such as a lighting system by Traffic Safe shown in Appendix E could be just as successful.

## **6.1.9 Acquiring Property in the Area**

As the trail system redevelops, parking issues may develop as well. It may be necessary for the Village to acquire some additional land to promote the redevelopment of the area. For example, rather than having a series of small trailheads, one regional parking area with good trail connections may be more efficient and cost effective. The Village could lease or acquire

a parcel of land, such as the Fairlane Farms Road power line easement to locate such a facility.

One issue that often is raised when land acquisition is discussed for these purposes is why should public money be used to solve equestrian use problems. Optional methods for obtaining funding for this purpose can be found in Chapter 7 of this Master Plan to pay for those improvements.

### **6.1.10 Legal Liabilities / State Laws and Regulations**

Most of the property owners have allowed horses to cross their property throughout the 20+-year development of the trail system with out much thought. With increased trail traffic and seasonal trail users, landowners are recently becoming concerned of their legal liable for injury to the trail users on their private property. Personal layers or the Village legal department may be able to aid in determination of liability. Florida Statutes 773.03, .04 & .05 can be reviewed in Appendix G.

## **6.2 Plan Endorsement**

Through a series of workshops and presentations to area interest groups, the Village has received overwhelming support for the Equestrian Trails Circulation Master Plan. To date, the plan has been endorsed by the Wellington Equestrian Committee as the Village's Planning, Zoning & Building Department.

# 7.0 Funding and Cost

## 7.1 Opinion of Probable Costs

For every trail project, certain design development considerations must receive careful and thorough attention. Within this section of these guidelines, an overview of trail construction cost estimates and federal, state and local agencies and national organizations that typically provide funding support for trail development is provided.

It is incumbent upon the designer or developer of a proposed trail to thoroughly research funding sources and defines funding costs for each and every recreational trail project. The following provides typical development costs for recreational trails based on national industry standards. The State of Florida Department of Transportation or Recreational Trails Division should be able to assist in the verifying these cost estimates for each local trail project.

The following trail development costs are based on national industry averages for trail development. They account for the installation of only basic facilities and do not include costs for design, permitting, and conformance with environmental protection, contingencies, or other local regulatory considerations.

Category/Description of Facility	Unit	Unit Cost
<b>Trail Treads</b>		
4-6-foot Bare Earth Equestrian Trail	Linear feet	\$7.50
8-10 foot Bare Earth Equestrian Trail	Linear feet	\$10.00
16-foot Bare Earth Equestrian Trail	Linear feet	\$20.00
<b>Signage</b>		
Trail Head Sign / Fence	Each	\$4,500.00
Trail Marker Signs	Each	\$125.00

<b>Furniture/Furnishings</b>		
Shelter / Kiosk / Bench Combination	Each	\$15,000.00
Security Bollards (Optional)	Each	\$50.00
Fencing (Optional)	Linear feet	\$50.00
Gates	Each	\$750.00

Typical Maintenance Costs (for a 1-mile trail)	
Drainage and storm damage maintenance (4 x/year)	\$700.00
Dragging Trails (24 x/year)	\$1,600.00
Pick-up and removal of trash (24 x/year)	\$1,600.00
Weed control and vegetation management (10 x/year)	\$1,350.00
Mowing of 3-ft. grass safe zone along trail (24 x/year)	\$1,750.00
Minor repairs to trail furniture/safety features	\$500.00
Maintenance supplies for work crews	\$300.00
Equipment fuel and repairs	\$800.00

This next table represents an optional 16-year financial schedule and summary of probable development costs the Village may incur during trail system redevelopment.

Master Strategic Financial Plan								
Project	Construction Values (2004 Dollars)							
	2004-2005		2005-2010		2010-2015		2015-2020	
	Const	Qty	Const	Qty	Const	Qty	Const	Qty
Address Primary Safety Concerns	90,000	All	0	0	0	0	0	0
Address Secondary Safety Concerns	5,000	All	0	0	0	0	0	0
Trail Head Signs (41 Sign Pairs)	27,000	6	99,000	22	58,500	13	0	9
Trail Markers ID Signs (100 Total)	7,200	60	4,800	40	0	0	0	0
Trail Upgrade Type 'A' (31 Miles)	0	0	0	0	1,056,000	20 Mi.	580,800	11 Mi.
Trail Upgrade Type 'B' (11 Miles)	0	0	1,161,600	11 Mi.	0	0	0	0
Trail Upgrade Type 'C' (14 Miles)	0	0	0	0	0	0	554,400	14 Mi.
Future Trail Type 'A' (6 Miles)	0	0	0	0	0	0	316,800	6 Mi.
Future Trail Type 'B' (3 Miles)	0	0	0	0	316,800	3 Mi.	0	0
Trail Shelter/Kiosk & Bench (11)	0	0	75,000	5	60,000	4	30,000	2
O & M (Man Hours)	0	1040	0	8,400	0	8,400	0	8,400
<b>TOTALS/PERIOD</b>	<b>\$129,200</b>	<b>20,800</b>	<b>\$1,340,400</b>	<b>168,000</b>	<b>\$1,491,300</b>	<b>168,000</b>	<b>\$1,482,000</b>	<b>168,000</b>

## **7.2 Federal Funding Sources**

Trail designers and developers have many potential sources of funding available at the national, state and local levels for recreational trails. The following provides a listing of sources, address and telephone number.

The following sections present potential funding sources that may be available for the equestrian trail system improvements.

### **7.2.1 Transportation Equity Act**

U.S. Department of Transportation: Transportation Equity Act for the 21st Century (TEA-21) was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorizes the federal surface transportation programs for highways, highway safety, and transit for the 6-year period of 1998-2003. In 2001, Florida received over \$27 million in grant money. Cost sharing is generally 80/20. This program will end September 30, 2003. The replacement program has not been approved at this time.

This source might be used to fund the roadway improvements that are included in this Master Plan.

### **7.2.2 Urban Park and Recreation Recovery (UPARR) Program**

U.S. Department of the Interior/National Park Service (NPS) established the UPARR program to provide federal grants to local governments for the rehabilitation of critically needed recreation areas and facilities, demonstration of innovative approaches to improve park system management and recreation opportunities, and development of improved recreation planning.

Rehabilitation grants are made for close-to-home urban recreation sites that have deteriorated or where the quality of recreation services is impaired. Innovation grants cover the cost of personnel, facilities, equipment, supplies, or services associated with the development of responsive and cost-effective programs, partnerships and other approaches to improved facility design, operations or access to critical recreation services. Planning grants are made to develop Recovery Action Programs (RAP) including assessments of needs and problems, and action plans that address a system's overall priorities for revitalization.

Rehabilitation and Innovation grants are matching capital grants: 70 percent Federal and 30 percent local funds; Planning grants are matching 50 percent federal and 50 percent local funds. This source might be used to fund the park and open space improvements that are included in this Master Plan.

### **7.2.3 Transportation Enhancement Program (TEP)**

The TEP is a federal program administered by the Florida Department of Transportation (FDOT). TEP guidance and direction are provided by the FDOT Environmental Management Office, whereas the selection and implementation of most enhancement projects are handled by the FDOT District Offices with input from Metropolitan Planning Organizations or County Commissions.

Funding for transportation enhancement projects is provided by the Federal Highway Administration (FHWA) through the Federal TEA-21. This funding is intended for projects or features that go beyond what has been customarily provided with transportation improvements. This program is for projects that are related to the transportation system, but are beyond what is required through normal mitigation or routinely provided features in transportation improvements. TEP is not a grant program, rather projects are undertaken by project sponsors, and eligible costs are reimbursed. This program will end September 30, 2003. The replacement program has not been approved at this time.

#### **7.2.4 Urban and Community Forestry Assistance Program**

The USDA provides small grants of up to \$10,000 to communities for the purchase of trees to plant along city streets and for greenways and parks. To qualify for this program, a community must pledge to develop a street-tree inventory, a municipal tree ordinance, a tree commission, committee or department, and an urban forestry-management plan. This source might be used to fund the landscape improvements that are included in the Trail Amenities Plan.

#### **7.2.5 Small Business Tree-Planting Program**

The Small Business Administration provides small grants of up to \$10,000 to purchase trees for planting along streets and within parks or greenways. Grants are used to develop contracts with local businesses for the plantings. This source might be used to fund the landscape improvements that are included in the Trail Amenities Plan.

#### **7.2.6 Economic Development Grants for Public Works and Development of Facilities**

The U. S. Department of Commerce, Economic Development Administration (EDA), provides grants to states, counties and cities designated as redevelopment areas by EDA for public works projects that can include developing trails and greenway facilities. There is a 30 percent local match required, except in severely distressed areas where federal contribution can reach 80 percent. This source might be used to fund the canal crossing infrastructure improvements and maintenance program that are included in this Master Plan.

#### **7.2.7 National Recreational Trails Program**

Grants are made available to government and non-profit agencies, for amounts ranging from \$5,000 to \$50,000, for the building of a trail or piece of a trail. It is a reimbursement grant program (sponsor must fund 100 percent of the project up front) and requires a 20 percent local match. This is an annual program, with an application deadline at the end of January. The available funds are split such that 30 percent goes towards motorized trails, 30 percent to non-motorized trails, and 40 percent is discretionary for trail construction.

This source might be used to fund the trails improvements that are included in this Master Plan.

## **7.2.8 Other Federal Agencies**

Bicycle and Pedestrian Program – HEP 23  
US Department of Transportation  
Federal Highway Administration  
400 Seventh Street, SW  
Washington, DC 20590  
(202) 366-5007  
*(Intermodal Surface Transportation Efficiency Act Funds)*

Rivers and Trails Technical Assistance Program  
US Department of the Interior  
National Park Service  
Post Office Box 37127  
Washington, DC 20013-7127  
(202) 343-9578  
*(Planning and Design Assistance only)*

## **7.3 State Funding Sources**

### **7.3.1 Enterprise Florida**

Enterprise Florida, Inc. is the principal economic development organization for the state of Florida. It is a partnership between Florida's business community and government leaders, and the organization's mission is to increase economic opportunities for all Floridians by supporting the creation of quality jobs, a well-trained workforce and globally competitive businesses. It pursues its mission in cooperation with its statewide network of economic development partners.

#### **7.3.1.1 Economic Development Transportation Fund (Road Fund)**

In order to provide the necessary transportation infrastructure that will support new and/or expanding companies, the Road Fund has been established. New and/or expanding companies are eligible for up to \$2,000,000 in assistance in grants from Enterprise Florida when a project demands improvements in transportation infrastructure.

Improvements may include, but are not limited to turn lanes, intersection improvements, widening of a roads, and other related transportation needs. A local government is the applicant for the grant and the Florida Department of Transportation must approve the project. The number of new jobs created by the project determines the dollar amount of the grant awarded.

Job creation criteria may be waived if two of the following five criteria are met:

- Unemployment rate exceeds the state's by three percentage points;
- Project is located in a rural county, an enterprise zone or in a targeted area of a community development corporation;
- Poverty rate exceeds the state's by three percentage points or per capita income level is three percentage points below the state's average;

- Capital investment is greater than \$10 million;
- Project is a recycling project or the local area's comprehensive plan contains an economic development element.

This source might be used to fund the roadway improvements that are included in this Conceptual Reuse Plan.

### **7.3.1.2 Total Project Participation Grant**

To actualize real hard cost in the development of a project, the Total Project Participation Grant funds activities including but not limited to:

- Construction
- Land acquisition
- Project management
- Feasibility studies
- Engineering
- Equipment

The grant amount is 25 percent of appropriated funds or \$1,000,000. This source might be used to fund the development costs that are included in this Master Plan.

### **7.3.1.3 Small Bond Program**

The Small Bond Program finances smaller projects (up to \$2,000,000). The financing is pooled with other projects within the state allowing projects to share in the cost of the issue. This sharing provides substantial savings to entities wishing to expand using revenue bonds. This source might be used to fund the trail infrastructure improvements that are included in this Master Plan.

## **7.3.2 State Community Development Block Grant**

The State Community Development Block Grant Program provides states with annual direct grants which they in turn award to smaller communities and rural areas for use in revitalizing neighborhoods, expanding affordable housing and economic opportunities, and/or improving community facilities and services.

Since 1974, Community Development Block Grant has been the backbone of improvement efforts in many communities, providing a flexible source of annual grant funds for local governments nationwide. Communities can apply Community Development Block Grant funds to a variety of activities that best serve their own particular development priorities, provided that these projects (1) benefit low- and moderate-income families; (2) prevent or eliminate slums or blight; or (3) meet other urgent community development needs.

Under the State Community Development Block Grant program, HUD makes annual grants to states which in turn use the funds to provide grants to smaller communities. Florida administers the Community Development Block Grant program through the Department of Community Affairs (DCA), which for fiscal 2001 had \$32,000,000 available for distribution. DCA awards grants to smaller local governments through an annual competitive

application process. The state can prioritize funds for specific activities (e.g., economic development).

### **7.3.3 Florida Communities Trust Land Acquisition Grants, Loans and Matching Grants**

The Florida Department of Community Affairs manages these funds to extend incentives to local governments to protect resources identified in their local government comprehensive plans, including the conservation of natural resources. Approximately \$66 million in funds is available with a maximum award of 10 percent of the program's allocation (e.g. \$6.6 million).

- Emphasis is placed on funding economically challenged communities
- 30 percent of funding is directed toward funding in Metropolitan Areas
- 5 percent of funds are used to acquire lands for recreational trails

This source might be used to fund trail improvements and will protect the Village's natural environment.

### **7.3.4 Florida Highway Beautification Council/Highway Beautification Grants**

The Florida Highway Beautification Council was created within the Department of Transportation the Florida Highway Beautification Council to review, score, and rank submitted Highway Beautification Grant Applications. Based on the results of this annual review process, the Secretary of the Department of Transportation may award up to a total of \$3 million in matching grants to submitting City and County Governments.

Grant Applicants are required to submit construction-ready landscape plans, and if awarded a grant, agree to maintain the completed landscaped area in perpetuity. This source might be used to fund trail improvements associated with the State roadway crossings recommended in this Master Plan.

### **7.3.5 Land and Water Conservation Fund (LWCF) Program**

The LWCF is a federal cooperative competitive matching grant program (one-for-one) providing financial assistance to local governments to assist with the acquisition of land for outdoor recreational activities and development of park facilities. For FY 00-01, \$3.8 million was available with a maximum grant request of \$150,000. The maximum request requires a 50/50 match ratio, and the application period for 2001-2002 is June – July. Each agency is allowed two active grants. This source might be used to fund canal trail improvements that are included in this Master Plan.

### **7.3.6 Florida Recreational Development Assistance Program**

FRDAP is a competitive program that provides grants for the acquisition or development of land for public outdoor recreation use and is administered by FDEP. Eligible applicants are municipal or county governments or other legally constituted entities with the legal responsibility to provide public outdoor recreation. The maximum grant amount for fiscal year 2000-01 was \$200,000. A match is required for all applications requesting more than

\$50,000. The match amount increases as the amount requested increases. This source might be used to fund the trail improvements that are included in this Master Plan.

### **7.3.7 Economic Development Transportation Fund**

The Economic Development Transportation Fund provides funding to local governments for transportation projects that serve as an inducement for business retention, location or expansion in the state of Florida. Up to \$2 million per grant may be awarded for local governments that exercise maintenance jurisdiction over the proposed transportation project. This source might be used to fund the trail improvements that are included in this Master Plan as alternative modes of transportation.

### **7.3.8 Not-for-Profit Organization Grants and Loans**

#### **7.3.8.1 Kodak American Greenways Awards**

The Eastman Kodak American Greenways Awards is a partnership project of Kodak, the Conservation Fund, and the National Geographic Society. This program awards small grants (\$2,500) to stimulate the planning and design of greenways in communities throughout America. The annual awards program was instituted in response to the President's Commission on Americans Outdoors' recommendation to establish a national network of greenways.

The regional 2001 project winner was Broward Urban River Trails, in Ft. Lauderdale, to develop a linear park along an abandoned railroad corridor linking Broward Urban River Trails to the corridor and neighborhoods. This source might be used to fund the trails' improvements that are included in this Master Plan.

#### **7.3.8.2 Beneficia Foundation**

Beneficia Foundation's mission is to enhance the quality of life through the conservation of the environment and promotion of the arts. Beneficia favors programs that are innovative, catalytic, address unmet needs, and strive for self-sustainability, and supports social issues and arts among their various programs. Specialty areas include the environment, general water resources, wildlife, fisheries and habitat.

#### **7.3.8.3 National Fish and Wildlife Foundation**

The General Challenge Grant program awards challenge grants, on a competitive basis, to eligible grant recipients, including federal, tribal, state, and local governments, educational institutions, and non-profit conservation organizations. Project proposals are received on a year-round, revolving basis with two decision cycles per year. Grants typically range from \$10,000-\$150,000, based upon need. Organizations may also apply for a small grant of \$5,000 or less at any time throughout the year.

The National Fish and Wildlife Foundation is a private, non-profit, 501(c)(3) tax-exempt organization established by Congress in 1984. The Foundation fosters cooperative partnerships to conserve fish, wildlife, plants, and the habitats on which they depend. The Foundation works with its grantees and conservation partners to stimulate private, state, and local funding for conservation through challenge grants.

Challenge grants are awarded to projects that:

- Address priority actions promoting fish and wildlife conservation and the habitats on which they depend
- Work proactively to involve other conservation and community interests
- Leverage available funding
- Evaluate project outcomes

This source might be used to fund the canal trail improvements that are included in this Master Plan.

### **7.3.9 Other State Agencies**

*(Trail Design Development)*

Florida Department of Natural Resources  
 Recreational trails Division  
 3900 Commonwealth Boulevard MS 525  
 Tallahassee, Florida 32303  
 (904) 487-4784

## **7.4 Local Funding Sources**

### **7.4.1 Local Option Taxes**

The Local Option Sales Tax (LOST), provides funding for capital projects and can also be used for the purchase of public safety capital equipment. The citizens of Wellington can authorize a LOST Program in a referendum. Collections, however, will be received for the duration of the program's approved time frame. LOST funds are used for the construction of various infrastructure improvements not financed by proprietary funds, including port improvements, parks and recreation improvements, street resurfacing and reconstruction, fire station renovations and similar capital projects.

### **7.4.2 Economic Ad Valorem Tax Exemption**

Municipalities typically offer several ad valorem tax exemptions, including the economic development exemption. Numerous factors, such as the size of the business and number of employees, influence the amount and length of the exemption granted by the Village Council.

## **7.5 Trail Development Cost Estimate Form**

The following cost estimate form provides a sample worksheet to calculate the approximate costs of trail planning, design, construction and maintenance.

# Trail Development Cost Estimate Form

Name of Project \_\_\_\_\_

The following cost estimate form should be filled in using the most up-to-date and accurate cost data available. Upon completing this form, evaluate the total costs against the available budget and determine if the project can be developed in one or several phases.

## Phase I: Trail Planning

Administrative Costs	\$ _____
Publicity Materials (brochures, newsletters, advertising)	\$ _____
Information, Data and Materials (documents, maps, aerial photos, etc.)	\$ _____
Planning Consultant's fees	\$ _____
Public meeting costs (rental fees, duplications costs)	\$ _____
Utility investigative fees (Electric, gas, fiber optic, cable TV, other)	\$ _____
<b>Total Cost for Planning Phase</b>	<b>\$ _____</b>

## Phase II: Trail Design

Land Surveyor Fees	\$ _____
Testing Fees (Soils, groundwater, vegetation, etc.)	\$ _____
Design Consultant fees (landscape architect, engineer, other).	\$ _____
<b>Total Costs for Design Phase</b>	<b>\$ _____</b>

## Phase III: Trail Construction

### A. Administration

Permit Fees (USACE 404, Water Mngmt. District, other)	\$ _____
Testing fees (concrete, other)	\$ _____

Construction Management fees (landscape architect, engineer, other)

\$ \_\_\_\_\_

**B. Site Preparation**

Tool/equipment

\$ \_\_\_\_\_

Staking trial layout

\$ \_\_\_\_\_

Clearing and grubbing vegetation

\$ \_\_\_\_\_

Stripping/stockpiling topsoil

\$ \_\_\_\_\_

Excavation and rough grading

\$ \_\_\_\_\_

**C. Drainage Structures**

\$ \_\_\_\_\_

Waterbars

\$ \_\_\_\_\_

French Drains

\$ \_\_\_\_\_

Culverts

\$ \_\_\_\_\_

Diversions

\$ \_\_\_\_\_

**D. Erosion Control Structures**

Silt fence

\$ \_\_\_\_\_

Sediment basin

\$ \_\_\_\_\_

Retaining walls

\$ \_\_\_\_\_

**F. Trail Tread Development**

Subgrade preparation (subbase, geotextile fabric, other)

\$ \_\_\_\_\_

Woodchip surface

\$ \_\_\_\_\_

Gravel, limestone, shell rock surface

\$ \_\_\_\_\_

Sand surface

\$ \_\_\_\_\_

Soil cement surface

\$ \_\_\_\_\_

Roadway crossing surface \$ \_\_\_\_\_

**G. Trail Head Development**

Entry/Access gates \$ \_\_\_\_\_

Signs \$ \_\_\_\_\_

Connector trail \$ \_\_\_\_\_

Landscaping \$ \_\_\_\_\_

**H. Landscape Restoration**

Topsoil \$ \_\_\_\_\_

Permanent seeding/sodding \$ \_\_\_\_\_

Fertilizer \$ \_\_\_\_\_

Landscape Plants (Trees, shrubs, groundcover) \$ \_\_\_\_\_

**I. Site Furnishings**

Trail Marker Signs \$ \_\_\_\_\_

Safety and Security structures (bollards, gates, sitles, other) \$ \_\_\_\_\_

Fencing \$ \_\_\_\_\_

Shelters \$ \_\_\_\_\_

Other \$ \_\_\_\_\_

**Total Costs for Construction Phase** \$ \_\_\_\_\_

**Phase IV: Maintenance and Management**

Drainage and storm damage maintenance \$ \_\_\_\_\_

Dragging trail tread \$ \_\_\_\_\_

Pick-up and removal of trash \$ \_\_\_\_\_

Weed control and vegetation management \$ \_\_\_\_\_

Mowing of 3-ft. grass safe zone	\$	_____
Minor repairs	\$	_____
Maintenance supplies	\$	_____
Equipment fuel and repairs	\$	_____
<b>Total Costs for Maintenance Phase</b>	<b>\$</b>	<b>_____</b>
<b>Grand Total for Trail Development</b>	<b>\$</b>	<b>_____</b>

## 8.0 References

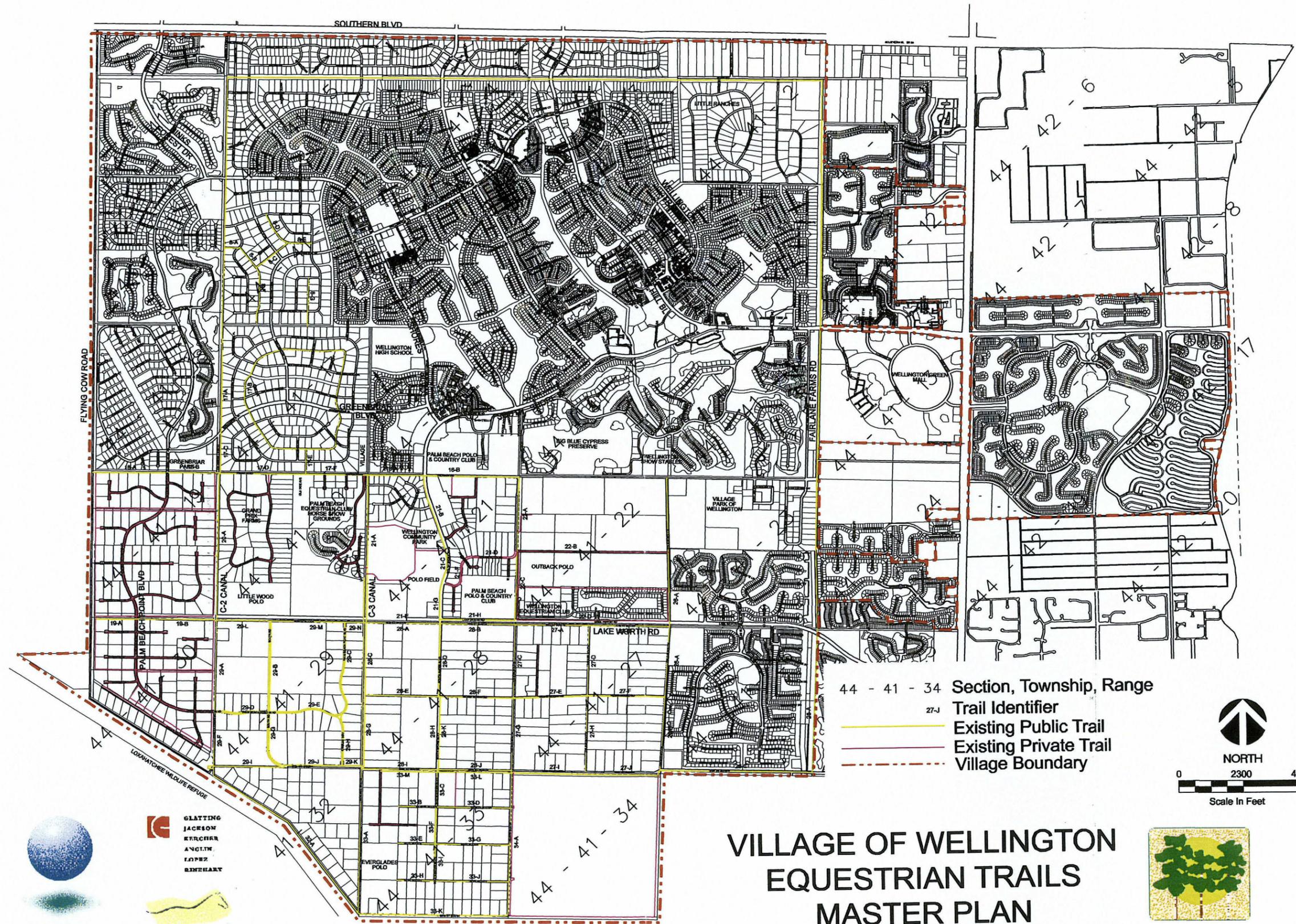
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- Village of Wellington Comprehensive Land Use Plan Equestrian Element, February 2001.
- Thalheimer Research Associates, The Economic Impact of the Equine Industry on the Village of Wellington, August 1997
- Equestrian Traffic Survey, March 1997
- Village of Wellington Neighborhood Plan for Palm Beach Little Ranches, May 2003
- International Equestrian Design, Evaluation of Equestrian Circulation Future Equestrian Circulation Map, May, September 1997
- Recorded Plats obtained from the Village of Wellington

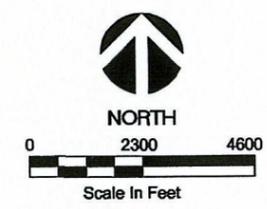


**Attachment A – Exhibit 1 (with trail data)**

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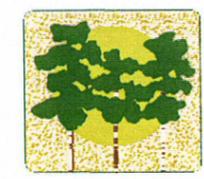


- 44 - 41 - 34 Section, Township, Range
- 27-J Trail Identifier
- Existing Public Trail
- Existing Private Trail
- Village Boundary



# VILLAGE OF WELLINGTON EQUESTRIAN TRAILS MASTER PLAN

EXHIBIT 1 - EXISTING TRAIL SURVEY



# EXISTING EQUESTRIAN TRAIL CONDITIONS

## Acronyms and Abbreviations

BE	Bridle Easement
DE	Drainage Easement
LAE	Lake Access Easement
LME	Lake Maintenance Easement
R/W	Right of Way
TE	Telephone Easement
UE	Utility Easement
W&SE	Water and Sewer Easement
WME	Water Main Easement

## EXISTING EQUESTRIAN TRAIL CONDITIONS

Section	Trail	Condition	Structure	Width	Comments	Category	R/W & Easement Width
44-41-4	A (C-9 Canal)	Good	Sand	18 ft.	Well established trail, running east and west, adjacent to the south side of the C-9 Canal.	Canal Trail	
44-41-8	G	Excellent	Grass	50 ft.	Well established equestrian trail; runs north and south.	Drainage/UE Trail	50 ft. Bridle Path
44-41-8	E	Excellent	Grass	50 – 80 ft.	Well established equestrian trail.	Drainage/UE Trail	50 ft. Bridle Path
44-41-8	D	Excellent	Grass / Sand	50 – 80 ft.	Well established equestrian trail.	Drainage/UE Trail	50 ft. Bridle Path
44-41-8	C	Excellent	Grass / Sand	50 – 80 ft.	Well established equestrian trail.	Drainage/UE Trail	50 ft. Bridle Path
44-41-8	A	Excellent	Grass / Sand	50 – 80 ft.	Well established equestrian trail.	Drainage/UE Trail	50 ft. Bridle Path
44-41-8	B	Excellent	Grass / Sand	50 – 80 ft.	Well established equestrian trail.	Drainage/UE Trail	50 ft. Bridle Path
44-41-8	F	Excellent	Grass / Sand	50 – 80 ft.	Well established equestrian trail.	Drainage/UE Trail	50 ft. Bridle Path

## EXISTING EQUESTRIAN TRAIL CONDITIONS

Section	Trail	Condition	Structure	Width	Comments	Category	R/W & Easement Width
44-41-16	B (Pierson Rd.)	Excellent	Sand / Grass	20 – 6 ft.	Trail runs east and west on the south side of Pierson Rd.	Neighborhood Trail	100 ft. C-23 R/W (Plat) 20 ft. from the property line to the road. 10 ft. from the property to the existing fence and 10 ft. from the fence to the road. (Observed) Note: The width decreases at the corner of Pierson Rd. and Southfields Rd. where there is approximately 6 ft. from the road to the fence and 6 ft. from the fence to some trees. A 20 ft. wide dirt road exists which runs parallel to Pierson Rd. on the north side of the road. The north side of the intersection at
44-41-16	A (Pierson Rd)	Excellent	Grass	8 – 10 ft.	Well defined trail, runs east and west on the south side of Pierson Rd.	Neighborhood Trail	100 ft. C-23 R/W (Plat)
44-41-17	D (Pierson Rd.)	Good	Grass	10 ft.	Grass swale on the south side of Pierson Rd.	Neighborhood Trail	50 ft. DE & R/W 10 ft. UE 10 ft. LAE 35–55 ft. BE
44-41-17	F (Pierson Rd.)	Good	Grass	10 ft	Grass swale on the south side of Pierson Rd.	Neighborhood Trail	100 ft C-23 R/W 7 ft W&SE 20 ft. BE 25 ft. Buffer Easement 8 ft. LAE & UE - All on south side of Pierson Rd.

## EXISTING EQUESTRIAN TRAIL CONDITIONS

Section	Trail	Condition	Structure	Width	Comments	Category	R/W & Easement Width
44-41-17	C (Ousley Farms Rd.)	Fair	Sand / Grass	20 ft.	Trail runs north and south along the east side of Ousley Farms Rd.	Neighborhood Trail	80 ft. C-2 R/W 50 ft. DE & R/W
44-41-17	E	Excellent	Sand / Grass	10 ft.	Well established trail running north and south over a small bridge.	Neighborhood Trail	50 ft. DE / Bridle Path
44-41-17	A (C-2 Canal)	Good	Grass	40 - 50 ft.	Well defined trail adjacent to the east side of the C-2 Canal.	Canal Trail	80 ft. C-2 R/W 50 ft. DE & R/W
44-41-17	B	Excellent	Grass	40 ft.	Well established equestrian trail.		50 ft. DE / Bridle Path
44-41-18	A	Excellent	Grass / Sand	50 - 80 ft.	Well established equestrian trail.	Canal Trail	50 ft. Bridle Path
44-41-18	B	Excellent	Grass / Sand	50 - 80 ft.	Well established equestrian trail.	Canal Trail	51 ft. Bridle Path
44-41-19	A	Excellent	Grass / Sand	50 - 80 ft.	Well established equestrian trail.	Canal Trail	52 ft. Bridle Path
44-41-19	A	Excellent	Grass / Sand	50 - 80 ft.	Well established equestrian trail.	Canal Trail	53 ft. Bridle Path
44-41-20	A (C-2 Canal)	Fair	Grass	20 - 50ft.	Trail is adjacent to the east side of the C-2 Canal	Canal Trail	80 ft. C-2 R/W 50 ft. DE & R/W 12 ft. UE 12 ft. LAE 126.29 ft. - 157.66 ft. WME & LME
44-41-21	H (Lake Worth Rd.)	Good	Grass	30 - 50 ft.	Grass swale on the north side of the C-24 Canal, south side of Lake Worth Rd.	Canal Trail	80 ft. R/W (Lake Worth Rd.) 50 ft. C-24 R/W

## EXISTING EQUESTRIAN TRAIL CONDITIONS

Section	Trail	Condition	Structure	Width	Comments	Category	R/W & Easement Width
44-41-21	E (North side of 40 St. South)	Good	Grass	30 ft.	Grass swale on the north side of the C-24 Canal.	Canal Trail	Trail narrows to 5-6 ft. heading west where a drainage pipe protrudes from the ground into the C-24 Canal. The trail is also blocked further west by a bridge connecting 40th St. South to private property. The bridge features a fence blocking the trail crossing.
44-41-21	G (South Shore Blvd.)	Excellent	Sand	10 – 12 ft.	Well established trail on the west side South Shore Blvd.	Neighborhood Trail	120 ft. R/W
44-41-21	F (Southfields Rd.)	Good	Grass	15 – 25 ft.	Trail is not clearly defined. 15 – 25 ft. a grass swale exists on either side of the road.	Neighborhood Trail	60 ft. R/W 12 ft. UE 5 ft. LAE
44-41-21	D (Southfields Rd.)	Good	Grass	15 – 25 ft.	Trail is not clearly defined. 15 – 25 ft. grass swales exists on either sides of the road.	Neighborhood Trail	60 ft. R/W 12 ft. UE 20 ft. DE
44-41-21	C (South Shore Blvd.)	Excellent	Sand	12 ft.	Well established trail on the west side of South Shore Blvd.	Neighborhood Trail	120 ft R/W
44-41-21	A (C-4 Canal)	Good	Grass	30 ft.	Trail is not clearly defined. Grass exists on both the east and west side of the canal.	Canal Trail	100 ft. C-4 R/W

## EXISTING EQUESTRIAN TRAIL CONDITIONS

Section	Trail	Condition	Structure	Width	Comments	Category	R/W & Easement Width
44-41-21	B (South Shore Blvd.)	Excellent	Sand	12 ft.	Well established trail on the east side of South Shore Blvd. Note: Trail narrows and turns to grass approaching Pierson Rd.	Neighborhood Trail	120 ft. R/W
44-41-22	C (C-6 Canal)	Good	Sand	15 - 20 ft.	Well established trail, running north and south, adjacent to the west side of the C-6 Canal.	Canal Roadway Trail	
44-41-22	A	Fair	Sand / Grass	20 ft - 6 ft.	Trail runs north and south adjacent to the west side of the C-6 Canal. Note Trail narrows to 6 ft. at Pierson Rd.	Canal Roadway Trail	50 ft. C-6 R/W
44-41-22	B (35 St. South)	Excellent	Sand / Road Base	25 ft.	Trail runs east and west on the road; on private property.	Private Property/ Roadway Trail	
44-41-22	D (Lake Worth Rd/ Equestrian Club)	Excellent	Grass	10 ft.	Trail runs east and west on the north side of Lake Worth Rd., inside the Equestrian Club.	Private Property / Limited Access Easement Trail	5 ft. LAE, 10 ft. UE, 10 ft. TE-(If trail runs through Equestrian Club) 80 ft. R/W-(If trail runs on Lake Worth Rd.)
44-41-25	A	Good	Sand / Grass / Road Base	30-40 ft.	Trail runs north and south adjacent to the east side of the C-8 canal.	Canal Roadway Trail	
44-41-26	A (120 Ave. South)	Excellent	Sand / Road Base	22 ft.	Trail is on the road; west side of canal.	Canal Roadway Trail	

## EXISTING EQUESTRIAN TRAIL CONDITIONS

Section	Trail	Condition	Structure	Width	Comments	Category	R/W & Easement Width
44-41-26	B (120 Ave South)	Excellent	Sand / Road Base	22 ft.	Trail is on the road which runs north and south; west side of canal	Canal Roadway Trail	
44-41-26	C (50th St. South)	Excellent	Sand / Road Base	25 ft.	Trail is on the north side of the C-25 canal	Canal Roadway Trail	
44-41-26	A (C-8 Canal)	Fair	Sand / Road Base / Grass	30 – 40 ft.	Trail runs north and south adjacent to the east side of the C-8 Canal.		
44-41-27	F (Indian Mound Rd.)	Excellent	Sand / Road Base	25 ft.	Trail is on the road, running east and west.	Neighborhood Trail	
44-41-27	B (40 St. South)	Excellent	Sand / Road base	22 ft.	Trail runs east and west on the road, adjacent to the south side of the C-24 Canal	Canal Roadway Trail	
44-41-27	D (125 Ave South)	Excellent	Sand / Road Base	20 ft.	Trail runs north and south on the road.	Neighborhood Trail	
44-41-27	H (125 Ave. South)	Excellent	Sand / Road Base	20 ft.	Trail is on the road running north and south.	Neighborhood Trail	
44-41-27	J (50 St. South)	Excellent	Sand / Road Base	30 ft.	Trail runs east and west on the road adjacent to C-25 Canal	Canal Roadway Trail	
44-41-27	E (Indian Mound Rd.)	Excellent	Sand / Road Base	25 ft.	Note: A 16 ft. grass swale also exists on the north side of the road.	Neighborhood Trail	
44-41-27	A (40 St. South)	Good	Sand / Road Base	22 ft.	Trail runs east and west adjacent to the south side of the C-24 Canal. Note: A 12-15 ft. grass swale also exists on the south side of the trail.	Canal Roadway Trail	

## EXISTING EQUESTRIAN TRAIL CONDITIONS

Section	Trail	Condition	Structure	Width	Comments	Category	R/W & Easement Width
44-41-27	C (130 Ave. South)	Excellent	Sand / Road Base	20 ft.	Trail is adjacent to the west side of the C-6 Canal.	Canal Roadway Trail	
44-41-27	G (130 Ave South)	Excellent	Sand / Road Base	20 ft.	Trail is on the road adjacent to the west side of the C-6 Canal.	Canal Roadway Trail	
44-41-27	I (50 St. South)	Excellent	Sand / Road Base	30 ft.	Trail is on the road adjacent to the north side of the C-25 Canal.	Canal Roadway Trail	
44-41-28	J (50 St. South)	Excellent	Sand / Road Base	30 ft.	Trail runs east and west on the road. Note: A 20 ft. grass swale is located on the north side of the road.	Neighborhood Trail	
44-41-28	I (50 St. South)	Fair	Grass / Sand	18 ft.	Trail is on the north side of 50 St. South.	Neighborhood Trail	
44-41-28	H (South Shore Blvd.)	Poor	Grass / Sand	6 ft.	Trail is on the west side of South Shore Blvd., adjacent to the east side of a drainage ditch / canal.	Neighborhood Canal Trail	
44-41-28	F (Indian Mound Rd.)	Excellent	Sand / Road Base	30 ft.	Trail is on the road, running east and west.	Neighborhood Trail	
44-41-28	E (Indian Mound Rd.)	Excellent	Sand / Road Base	30 ft. – narrows to 20 ft.	Trail is on the road, running east and west.	Neighborhood Trail	
44-41-28	C (Private Property)	Poor	Grass / Sand	10 ft.	Trail is on private property running north and south adjacent to the east side of the C-4 Canal.	Canal Trail	
44-41-28	G (C-4 Canal)	Poor	Grass / Sand	10 ft.	Trail runs north and south adjacent to the east side of the C-4 Canal.	Canal Trail	

## EXISTING EQUESTRIAN TRAIL CONDITIONS

Section	Trail	Condition	Structure	Width	Comments	Category	R/W & Easement Width
44-41-28	K (South Shore Blvd.)	Good	Grass	20 ft.	Trail is on grass swale adjacent to the east side of the road.	Neighborhood Trail	
44-41-28	B (40 St. South)	Excellent	Sand / Road Base	15 ft.	Trail is on the road, running east and west, adjacent to the south side of the C-24 Canal.	Canal Roadway Trail	
44-41-28	D (South Shore Rd.)	Good	Grass	10 ft.	Well defined trail, running north and south on the west side of South Shore Blvd.	Neighborhood Trail	
44-41-28	A (40 St. South)	Excellent	Sand / Road Base	20 - 25 ft.	Trail is on the road, running east and west, adjacent to the south side of the C-24 Canal.	Canal Roadway Trail	
44-41-29	K (50 St. South)	Good	Grass	N/A	Trail runs east and west along 50 St. The north side of the street features a 20-30 ft. grass swale / drainage ditch and the south side features a 50 ft. grass swale and is adjacent to the C-25 Canal.	Neighborhood Canal Trail	
44-41-29	I (50 St. South)	Good	Sand / Road Base / Grass	N/A	Trail is not clearly defined.	Neighborhood Trail	

## EXISTING EQUESTRIAN TRAIL CONDITIONS

Section	Trail	Condition	Structure	Width	Comments	Category	R/W & Easement Width
44-41-29	J (50 St. South)	Good	Grass	N/A	Trail is not clearly defined. The trail could be on either side of the road. The north side features a 30 ft. grass swale and the south side features a 50 ft. grass swale adjacent to the north side of the C-25 Canal.	Neighborhood Canal Trail	
44-41-29	H (Stables Way)	Good	Grass	N/A	Trail is not clearly defined. The trail could be on either the east or west side of Stables Way. Both sides feature 15 ft. grass swales.	Neighborhood Trail	
44-41-29	E (Palm Beach Point Blvd.)	Good	Grass / Sand	N/A	Trail is not clearly defined and could be on either side of the road. The north side features a 12 ft. grass swale and the south side features a 15 ft. grass swale.	Neighborhood Trail	
44-41-29	B (South Rd.)	Good	Grass	N/A	Trail is not clearly defined and could be on the east or west side of the South Rd. Both sides feature a 258 – 30 ft. grass swale.	Neighborhood Trail	

## EXISTING EQUESTRIAN TRAIL CONDITIONS

Section	Trail	Condition	Structure	Width	Comments	Category	R/W & Easement Width
44-41-29	G (South Rd.)	Good	Grass / Sand	N/A	Trail is not clearly defined and could be on either the east or west side of the road. Both feature a 25 – 30 ft. grass / sand swale.	Neighborhood Trail	
44-41-29	D (Palm Beach Point Blvd.)	Good	Grass / Sand	N/A	Trail runs on both north and south side of Palm Beach Point Blvd. Both sides feature 30 ft. grass / sand swales.	Neighborhood Trail	
44-41-29	L (C-24 Canal)	Fair	Grass	30 ft.	Grass swale on the south side of the C-24 Canal.	Canal Trail	
44-41-29	A (C-2 Canal)	Good	Grass / Sand	50 ft.	Trail runs north and south adjacent to the east side of the C-2 Canal.	Canal Roadway Trail	80 ft. C-2 R/W 50 ft. Road R/W
44-41-29	F (Ousley Farms Rd.)	Good	Sand	15-20 ft.	Trail runs north and south on Ousley Farms Rd.	Canal Roadway Trail	80 ft. C-2 R/W 50 ft. Road R/W
44-41-29	C (Palm Beach Point Blvd.)	Good	Grass	N/A	Trail is not clearly defined. The trail could be on either the east or west side of the road. Both sides feature 15 ft. grass swales	Neighborhood Trail	
44-41-29	N (40 St. South)	Excellent	Sand / Road Base	30 ft.	Trail runs east and west, adjacent to the south side of the C-24 Canal.	Canal Roadway Trail	
44-41-29	M (40 St. South)	Excellent	Sand / Road Base	25 – 30 ft.	Trail runs east and west, adjacent to the C-24 Canal.	Canal Roadway Trail	

## EXISTING EQUESTRIAN TRAIL CONDITIONS

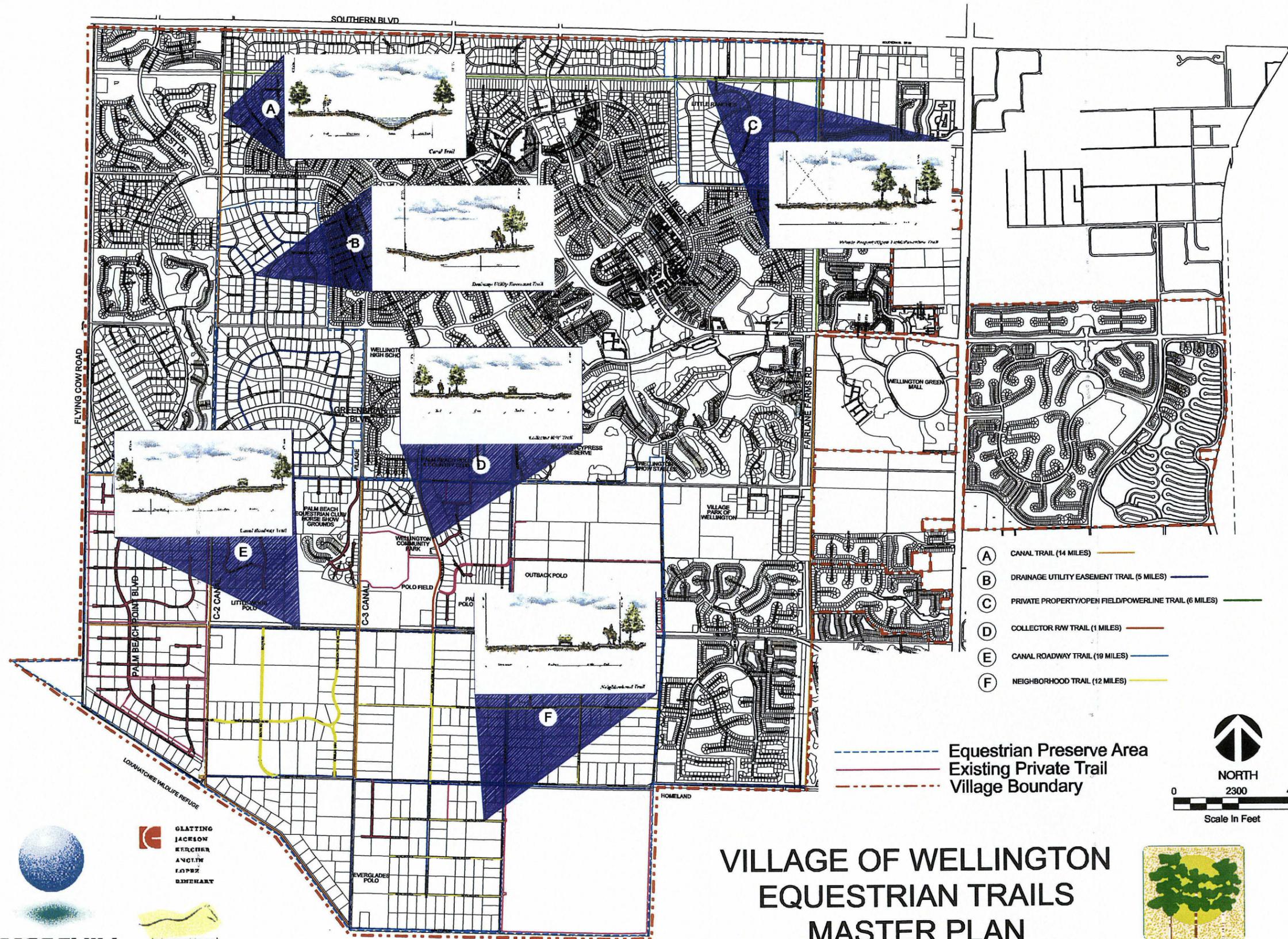
Section	Trail	Condition	Structure	Width	Comments	Category	R/W & Easement Width
44-41-32	A	Fair	Grass / Sand	30 ft.	Trail runs just north of the C-27 Canal.	Canal Trail	
44-41-33	K (60 St. South)	Excellent	Sand / Road Base	20 ft.	Trail runs east and west adjacent to the north side of the C-27 Canal.	Canal Roadway Trail	
44-41-33	J (57 Pl. South)	Excellent	Sand / Road Base	20 ft..	Trail runs east and west on the road.	Neighborhood Trail	
44-41-33	H (57 Pl. South)	Excellent	Sand / Road Base	20 ft.	Trail runs east and west on the road.	Neighborhood Trail	
44-41-33	I (South Shore Blvd.)	Good	Grass / Sod	20 ft.	Grass swale adjacent to the west side of South Shore Blvd.	Neighborhood Trail	
44-41-33	E (55 Pl. South)	Excellent	Sand / Road Base	25 ft.	Trail runs east and west on the road.	Neighborhood Trail	
44-41-33	G (55 Pl. South)	Excellent	Sand / Road Base	25 ft.	Trail runs east and west on the road.	Neighborhood Trail	
44-41-33	F (South Shore Blvd.)	Good	Sand	20 ft.	Trail is on a swale adjacent to the west side of South Shore Blvd.	Neighborhood Trail	
44-41-33	B (52 Pl. South)	Excellent	Sand / Road Base	20 ft.	Trail runs east and west on the road.	Neighborhood Trail	
44-41-33	D (52 St. South)	Excellent	Sand / Road Base	20 ft.	Trail runs east and west on the road.	Neighborhood Trail	
44-41-33	C (South Shore Blvd.)	Excellent	Sand / Grass	8 ft.	Well established trail on the west side of South Shore Blvd. Note: 18 ft. grass swale also exists on the east side of the road.	Neighborhood Trail	

## EXISTING EQUESTRIAN TRAIL CONDITIONS

Section	Trail	Condition	Structure	Width	Comments	Category	R/W & Easement Width
44-41-33	L (50 St. South)	Excellent	Sand	10 ft.	Well established trail adjacent to canal / drainage ditch on the south side of 50 St. South.	Canal Trail	
44-41-33	A (140 Ave South)	Excellent	Sand / Road Base	30 ft.	Trail is on the road adjacent to the west side of the C-4 Canal.	Canal Roadway Trail	
44-41-33	M (50 St. South)	Excellent	Sand / Grass	15 ft.	Trail runs east and west, adjacent to the south side of the C-25 Canal.	Canal Trail	
44-41-34	A (130 Ave South)	Excellent	Sand / Road Base	30 ft. - 20 ft.	Trail runs north and south on the road adjacent to the west side of the C-6 Canal. Note: The trail narrows from 30 ft. to 20 ft. towards 60 St. South.	Canal Roadway Trail	

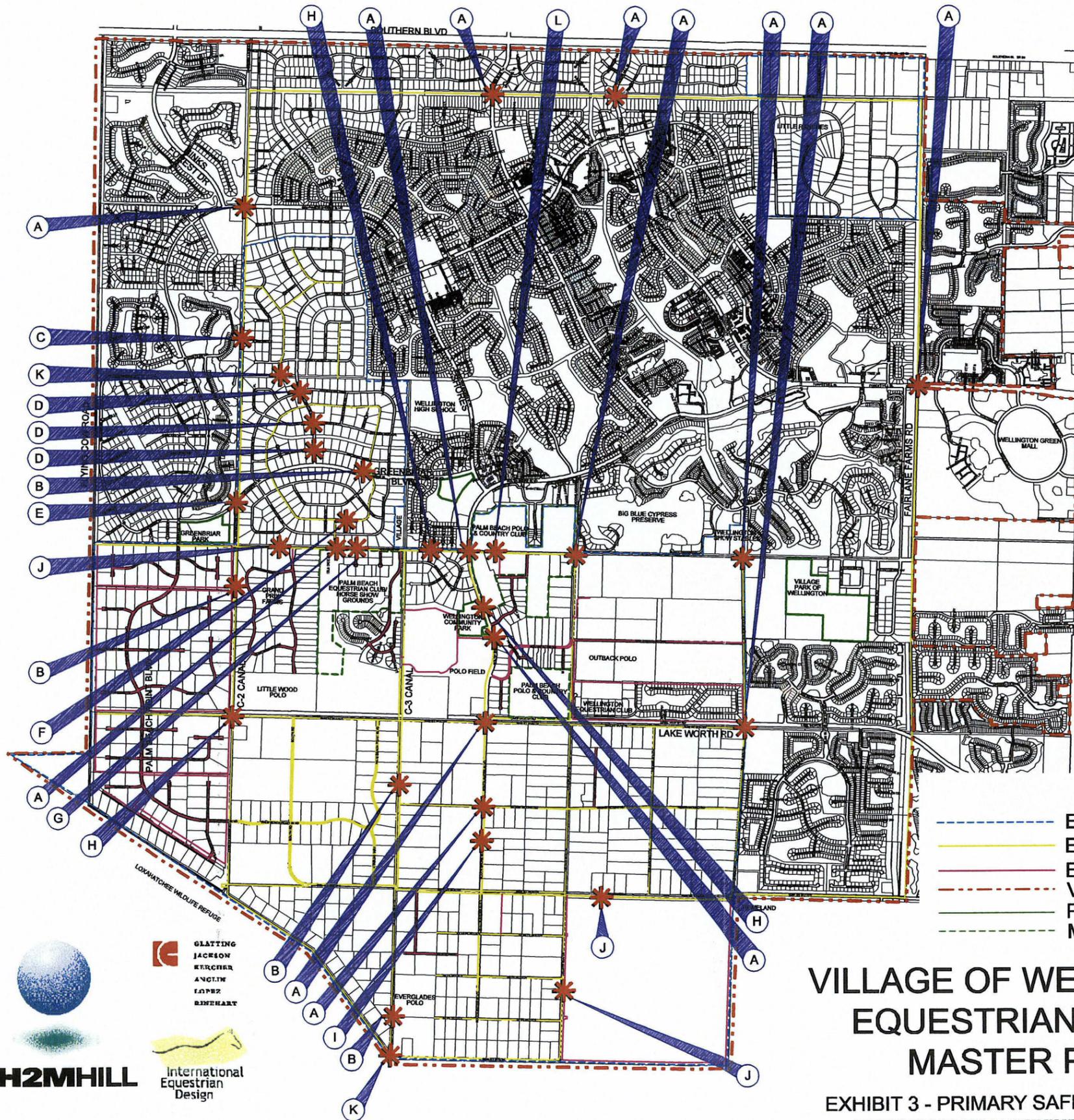
# Attachment B – Exhibit 2

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# Attachment C – Exhibit 3

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- (A) DANGEROUS CROSSING / MAJOR CONFLICT AREA
- (B) FENCE TO WATERS EDGE
- (C) UNMARKED DEEP SWALES AND NO RE-SEEDING AFTER DIGGING
- (D) TRAILING CROSSING ON WELLINGTON TRACE NEEDS SPEED HUMP AT:  
1. APPALOOSA 2. ROLLING ROCK 3. BELMONT TR
- (E) CROSSOVER LIGHT AT GREEN BRIAR NEEDED
- (F) DRAINAGE GRATES HIDDEN BY OVERGROWN GRASS
- (G) STADIUM JUMPING SIGN BLOCKING TRAIL
- (H) ADD SAFETY FENCING ON SOUTHSHORE BLVD. & PIERSON ROAD
- (I) INSTALL THREE RAIL FENCES IN PLACE OF EXISTING TWO RAIL FENCES
- (J) REDUCE TRAFFIC SPEED & VOLUME
- (K) BLOCKED TRAIL ACCESS
- (L) ADD TRAIL FENCING

- ADDITIONAL CONCERNS:
1. YELLOW BOLLARDS TOO CLOSE AT ALL LOCATIONS / ANGLE THEM
  2. PLACE TELEPHONE POLE HORIZONTALLY AT BASE OF BOLLARDS TO DETER MOTOR VEHICLES
  3. METAL SIGNS AT DANGEROUS HEIGHT
  4. FLASHING RED LIGHTS AT CROSSINGS IN PLACE OF YELLOW LIGHTS
  5. INITIATE A TRAIL MAINTENANCE PROGRAM
  6. REMOVE SHELLROCK DRIVEWAYS FROM BRIDLE EASEMENTS
  7. CONTROL OF LAND OWNERS CREATING PILES OF DEBRIS ON ROAD SIDES

- Equestrian Preserve Area
- Existing Public Trail
- Existing Private Trail
- Village Boundary
- Park / Natural Preserve
- Major Equine Destination



# VILLAGE OF WELLINGTON EQUESTRIAN TRAILS MASTER PLAN

## EXHIBIT 3 - PRIMARY SAFETY CONCERNS\*

\* AS IDENTIFIED BY RESIDENTS AS PRIMARY PRIORITIES FOR IMPROVEMENT

**CH2MHILL**

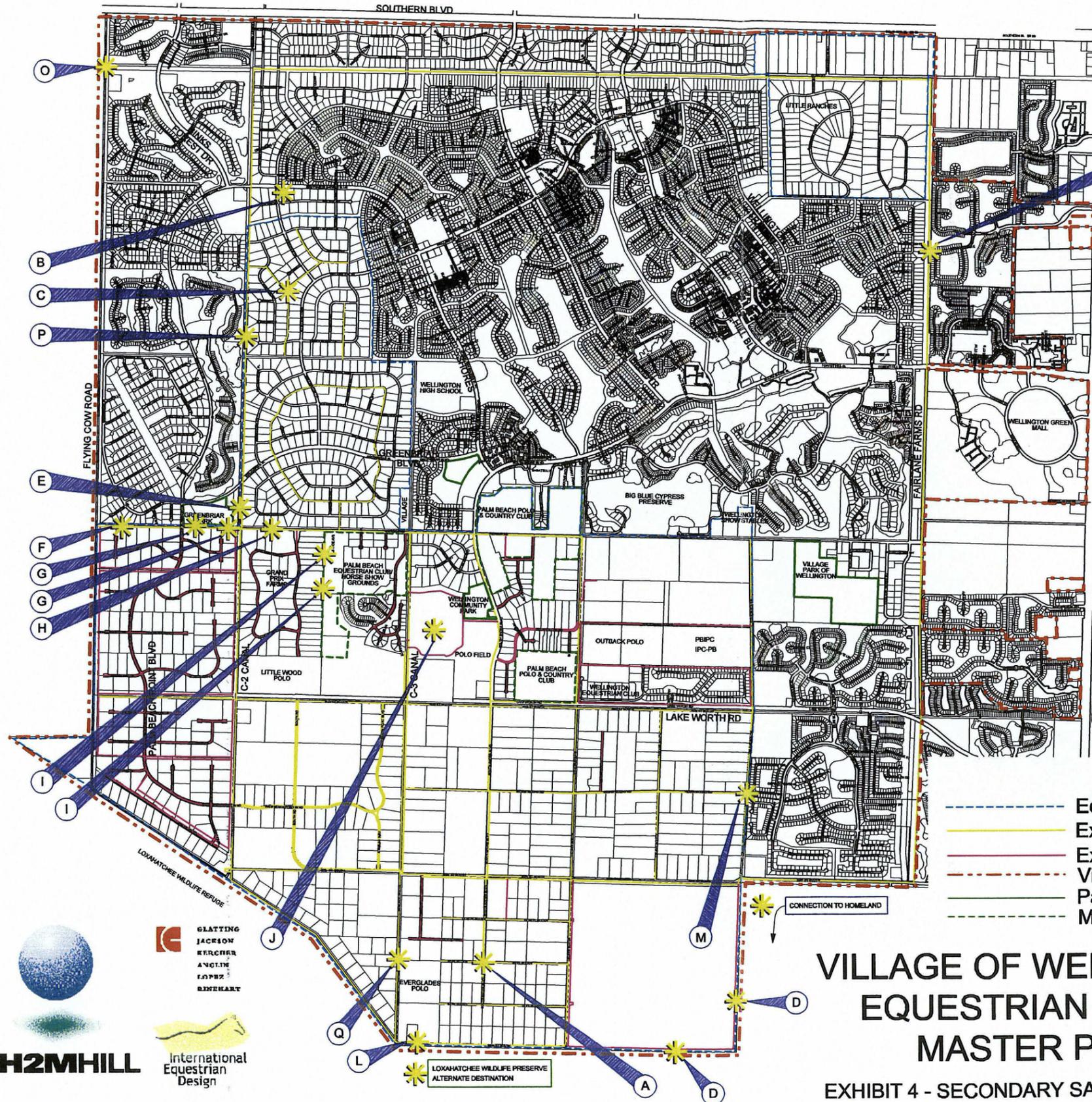
International Equestrian Design

GLATTING  
JACKSON  
KERCHER  
ANGLIM  
LIPPZ  
BENHART



# Attachment D – Exhibit 4

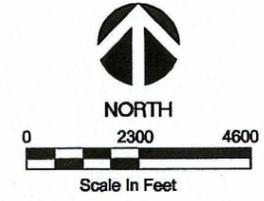
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- A DUST CONTROL / ALL DIRT ROADS
- B INCLUDE HALTER ROAD IN EQUESTRIAN AREA
- C WET SPOT
- D CONVERT PRIVATE TRAIL TO PUBLIC CANAL TRAIL
- E 1. REDUCE SPEED ON OUSLEY FARMS ROAD  
2. INSTALL TRAIL AT SIDE OF ROAD
- F IDENTIFY AS PUBLIC TRAIL
- G BLOCKED OR VERY NARROW ACCESS
- H 1. NEED TRAIL TO SHOW GROUNDS FROM PALM BEACH POINT ALONG PIERSON RD  
2. REDUCE TRAFFIC & SPEEDING
- I TWO CONNECTOR PATHS FROM GRAND PRIX VILLAGE TO THE SHOW GROUNDS
- J PEACOCK POND MOWING
- K CLEAN UP LAND
- L ACCESS THROUGH EVERGLADES POLO AT END OF 60TH ST.
- M REDUCE NUMBER OF LARGE TRUCKS
- N CONSTRUCTION INTERVENTION
- O ACCESS FROM VILLAGE TO THE ACREAGE
- P TREES ON C-2 CANAL NOT MAINTAINED
- Q BRIDGE FOR HORSES AT WEST END OF 55TH ST. SOUTH

ADDITIONAL CONCERNS:  
 1. REDUCE SPEED LIMIT ON ALL DIRT ROADS  
 2. DO NOT PAVE DIRT ROADS  
 3. INSTITUTE EDUCATIONAL PROGRAM FOR WELLINGTON RESIDENTS  
 4. TRAIL NEEDS A CONSISTENT SIGN PROGRAM

- Equestrian Preserve Area
- Existing Public Trail
- Existing Private Trail
- Village Boundary
- Park / Natural Preserve
- Major Equine Destination

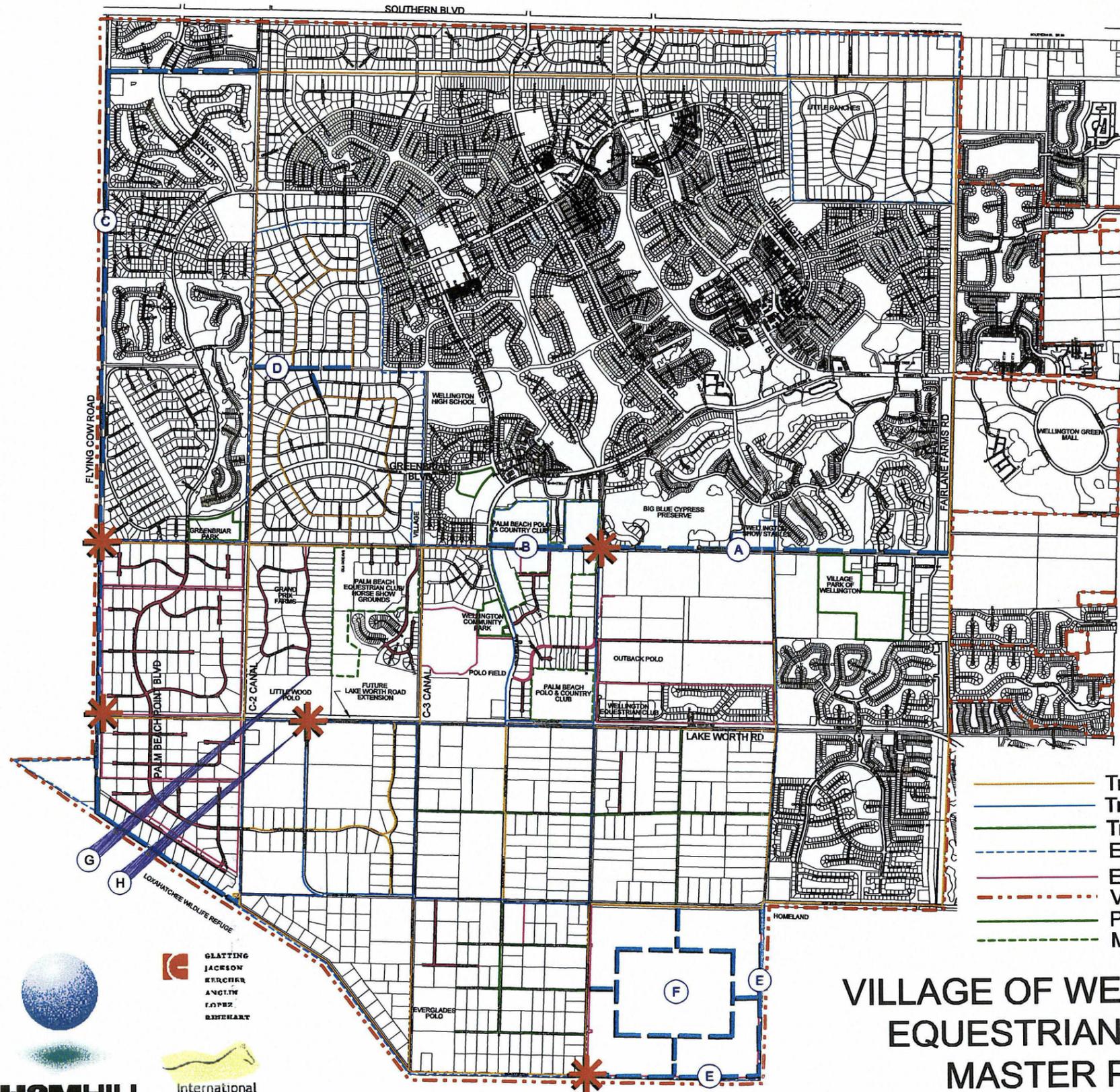


# VILLAGE OF WELLINGTON EQUESTRIAN TRAILS MASTER PLAN

EXHIBIT 4 - SECONDARY SAFETY CONCERNS\*  
 \*AS IDENTIFIED BY RESIDENTS AS SECONDARY PRIORITIES FOR IMPROVEMENT

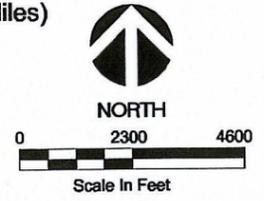
# Attachment E – Exhibit 5

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- Future Trail Expansion (Total 9 Miles)**
- (A) NORTH SIDE OF CANAL TRAIL TYPE "A"
  - (B) NORTH SIDE OF CANAL TRAIL TYPE "B"
  - (C) WEST SIDE OF CANAL EAST SIDE FLYING COW RD & FPL EASEMENT TRAIL TYPE "A"
  - (D) ALONG SOUTHSIDE CANAL & EAST SIDE WELLINGTON TRACE TRAIL TYPE "A"
  - (E) NORTH & WEST SIDE OF CANAL TRAIL TYPE "A"
  - (F) NEIGHBORHOOD TRAIL TRAIL TYPE "A"
  - (G) LITTLE WOOD ACCESS TRAIL TYPE "A"
  - (H) CROSSING INTO SHOW GROUNDS FROM SOUTH ACROSS CANAL TRAIL TYPE "A"
- \* Canal Crossing**

- Trail Type "A" (8' - 10' Trail, 31 Miles)
- Trail Type "B" (16' Trail, 14 Miles)
- Trail Type "C" (4' - 6' Trail, 12 Miles)
- - - Equestrian Preserve Area
- Existing Private Trail
- - - Village Boundary
- Park / Natural Preserve
- - - Major Equine Destination



# VILLAGE OF WELLINGTON EQUESTRIAN TRAILS MASTER PLAN

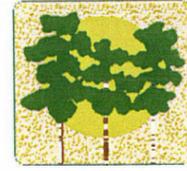
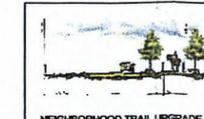
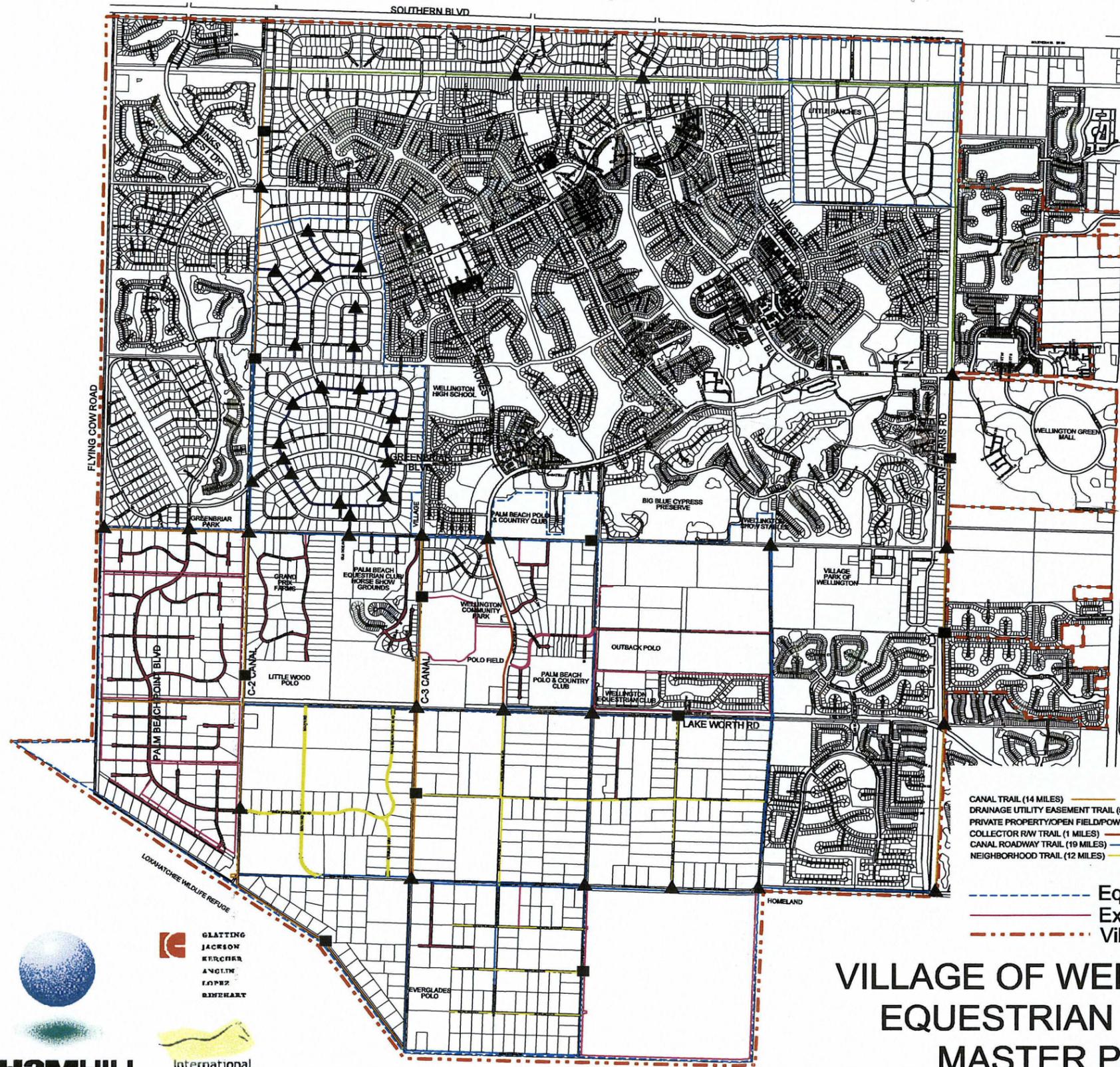


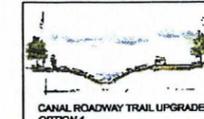
EXHIBIT 5 - FUTURE TRAIL DEVELOPMENT

**Attachment F – Exhibit 6**

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**NEIGHBORHOOD TRAIL UPGRADE**  
12 MILES  
1288 TREES @ 100' ON CENTER  
FENCE AT KEY LOCATIONS  
4' - 8' FOOTING UPGRADE



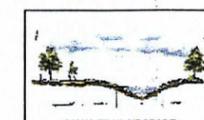
**CANAL ROADWAY TRAIL UPGRADE OPTION 1**  
3 MILES  
159 TREES @ 100' ON CENTER  
FENCE AT EASEMENT BOUNDARY  
8' - 10' & 16' FOOTING UPGRADE



**DRAINAGE UTILITY EASEMENT TRAIL UPGRADE**  
5 MILES  
526 TREES @ 100' ON CENTER  
FENCE AT EDGE OF EASEMENT  
8' - 10' FOOTING UPGRADE



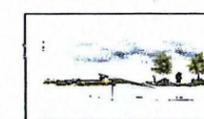
**CANAL ROADWAY TRAIL UPGRADE OPTION 2**  
16 MILES  
845 TREES @ 100' ON CENTER  
FENCE BOTH SIDES OF TRAIL  
8' - 10' & 16' FOOTING UPGRADE



**CANAL TRAIL UPGRADE**  
14 MILES  
740 TREES @ 100' ON CENTER  
FENCE AT EDGE OF EASEMENT  
8' - 10' FOOTING UPGRADE



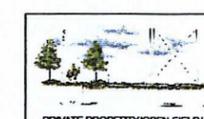
**TRAIL SHELTER**  
11 SHELTERS AT KEY LOCATIONS ON TRAIL



**COLLECTOR RW TRAIL UPGRADE**  
1 MILE  
106 TREES @ 100' ON CENTER  
FENCE BOTH SIDES OF TRAIL  
16' FOOTING UPGRADE



**TRAIL SIGN PROGRAM**  
43 TRAIL SIGNS @ TRAIL HEAD LOCATIONS



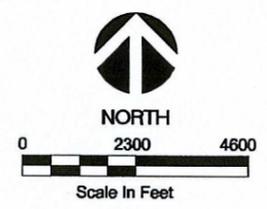
**PRIVATE PROPERTY/OPEN FIELD/POWERLINE TRAIL UPGRADE**  
6 MILES  
634 TREES @ 100' ON CENTER  
FENCE AT PROPERTY BOUNDARY  
FENCE AT KEY LOCATIONS  
8' - 10' FOOTING UPGRADE



**TRAIL MARKER**  
100 MARKERS @ 1/2 MILE INCREMENTS  
BETWEEN TRAIL HEAD MARKER SIGNS

- CANAL TRAIL (14 MILES) ———
- DRAINAGE UTILITY EASEMENT TRAIL (5 MILES) ———
- PRIVATE PROPERTY/OPEN FIELD/POWERLINE TRAIL (6 MILES) ———
- COLLECTOR RW TRAIL (1 MILES) ———
- CANAL ROADWAY TRAIL (19 MILES) ———
- NEIGHBORHOOD TRAIL (12 MILES) ———

- Equestrian Preserve Area
- Existing Private Trail
- Village Boundary



# VILLAGE OF WELLINGTON EQUESTRIAN TRAILS MASTER PLAN

EXHIBIT 6 - PROPOSED TRAIL AMENITIES

**Attachment G – Trail Cross Sections**

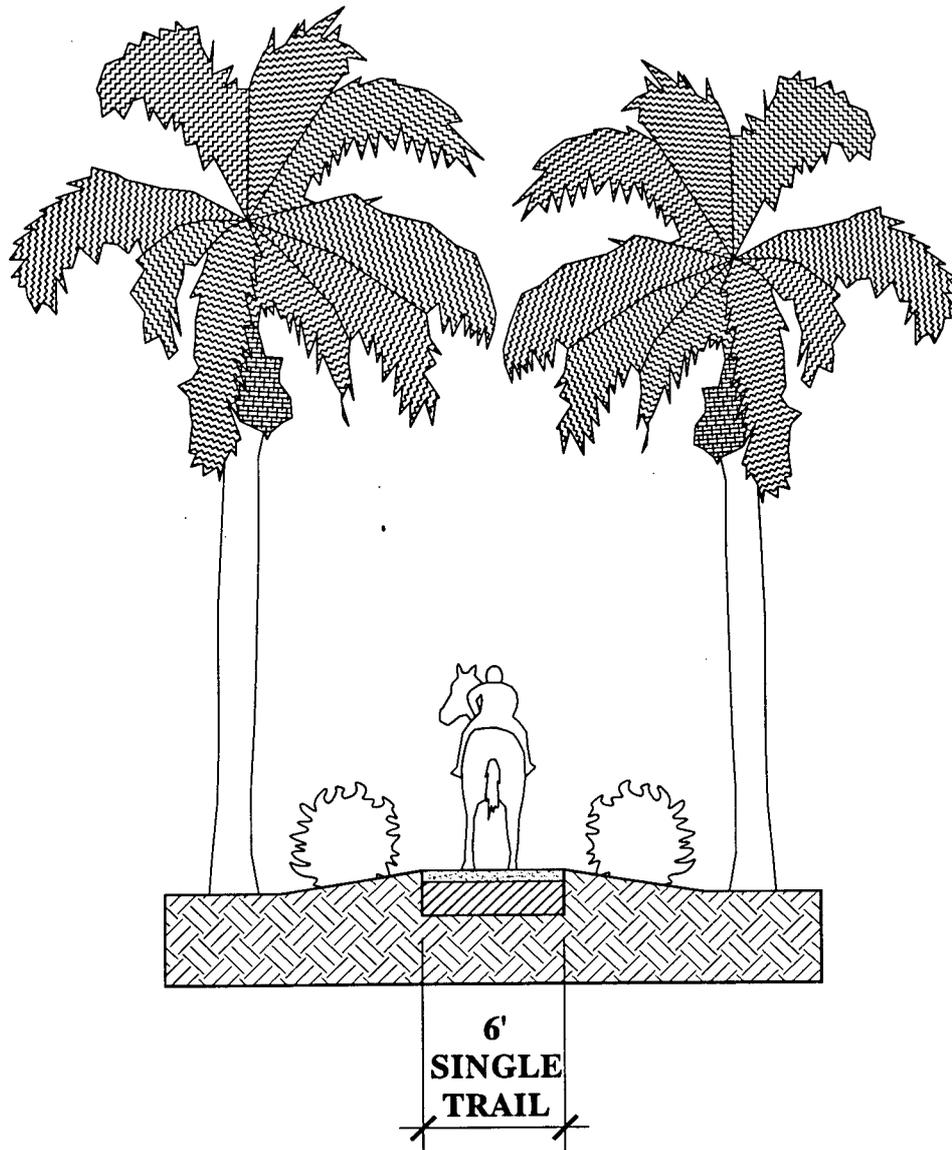
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**INTERNATIONAL EQUESTRIAN DESIGN**

5130 ST-LAURENT BLVD., SUITE 302  
MONTREAL, QUEBEC  
H2T 1R8 CANADA

TEL: 514.277.6772 FAX: 514.277.6774  
info@iedsopra.com  
www.iedsopra.com



**SINGLE TRAIL CROSS SECTION**

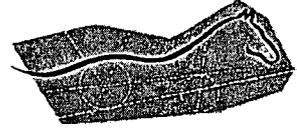
SCALE: 1/8" = 1'-0"

**WELLINGTON TRAIL SYSTEM  
TRAIL CROSS-SECTIONS**

SCALE N.T.S. - I.E.D. / 09-12-2003

**REUSE OF DOCUMENTS:**

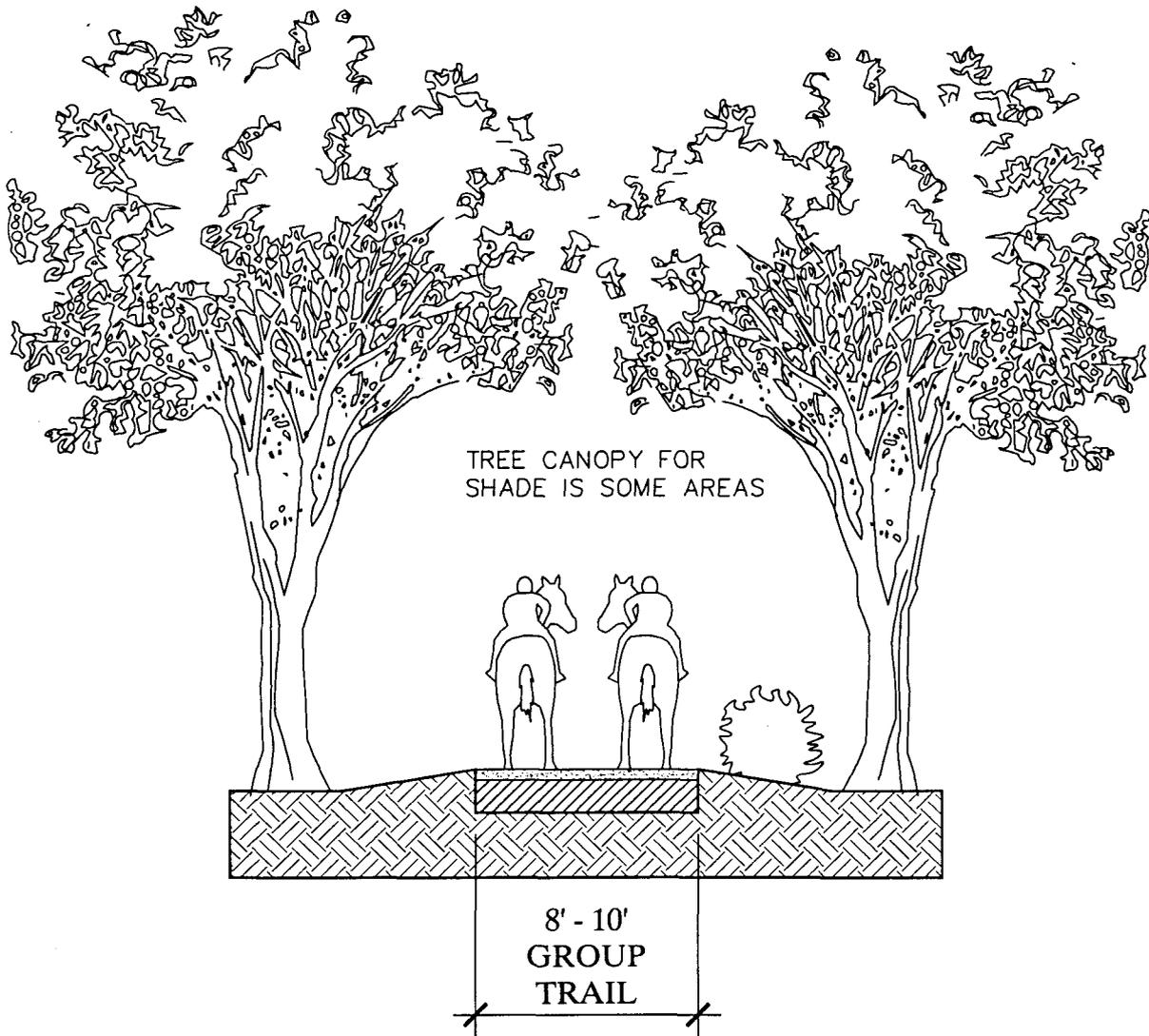
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**GROUP TRAIL CROSS SECTION**

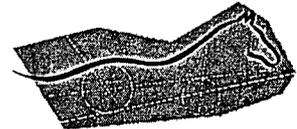
SCALE: 1/8" = 1'-0"

REUSE OF DOCUMENTS:

**WELLINGTON TRAIL SYSTEM  
TRAIL CROSS-SECTIONS**

SCALE N.T.S. - I.E.D. / 09-12-2003

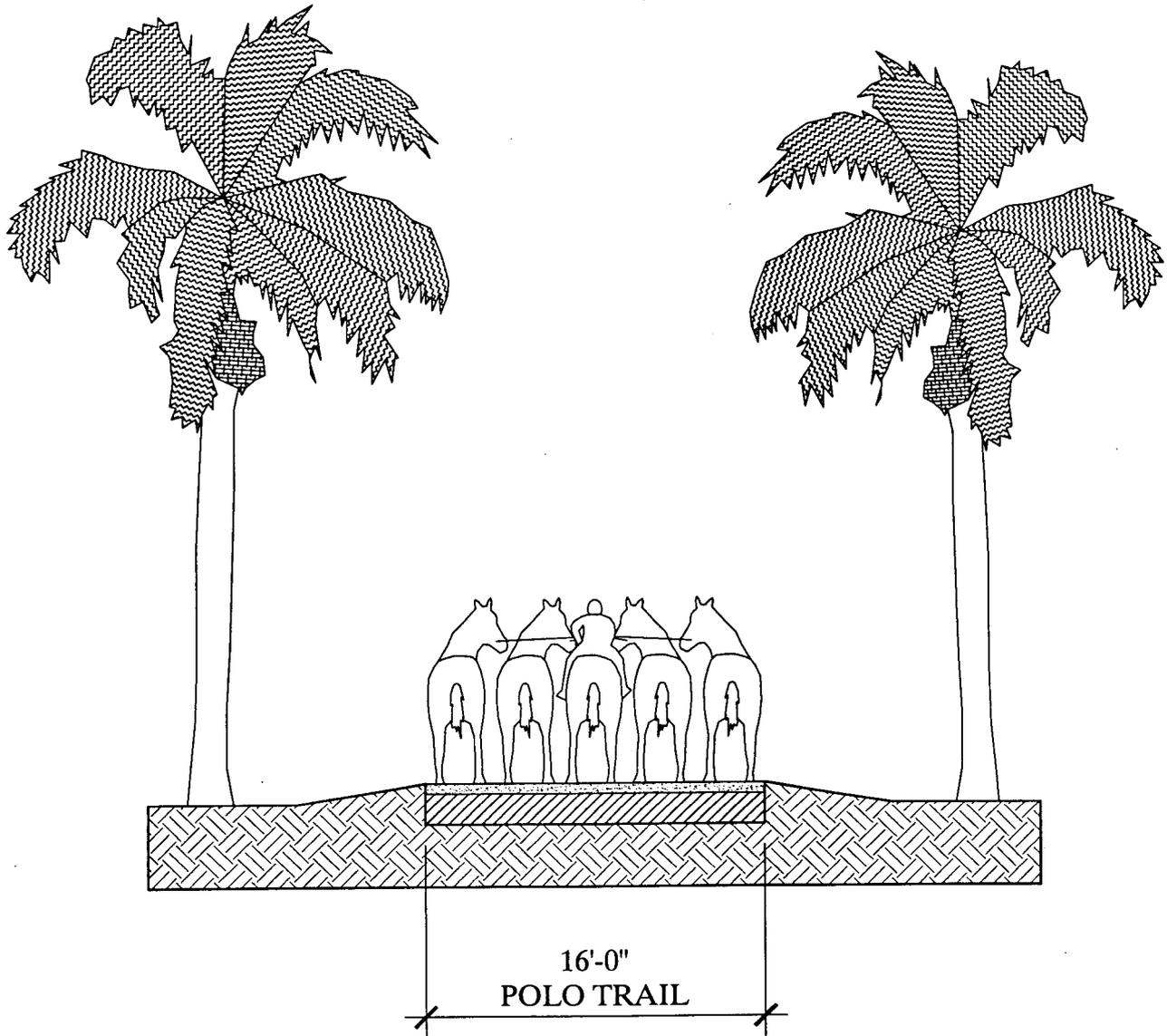
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**POLO TRAIL CROSS SECTION —**

SCALE: 1/8" = 1'-0"

**WELLINGTON TRAIL SYSTEM  
TRAIL CROSS-SECTIONS**

SCALE N.T.S. - I.E.D. / 09-12-2003

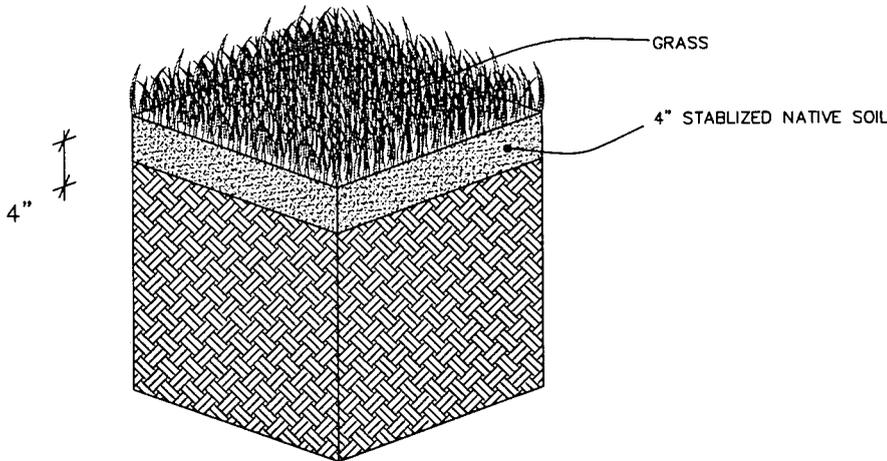
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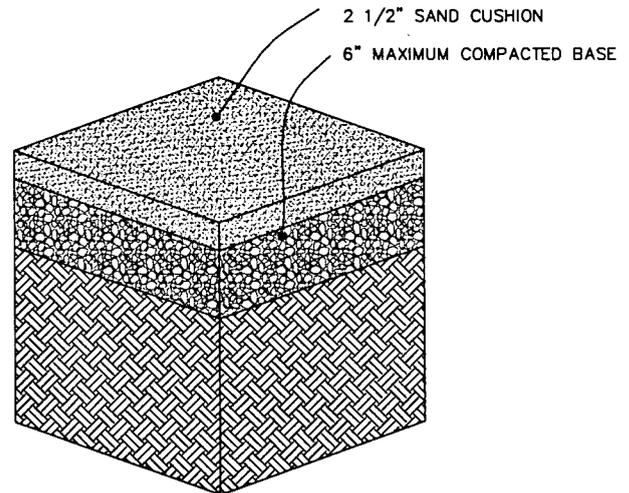
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**GRASS WITH STABILIZED SOIL**

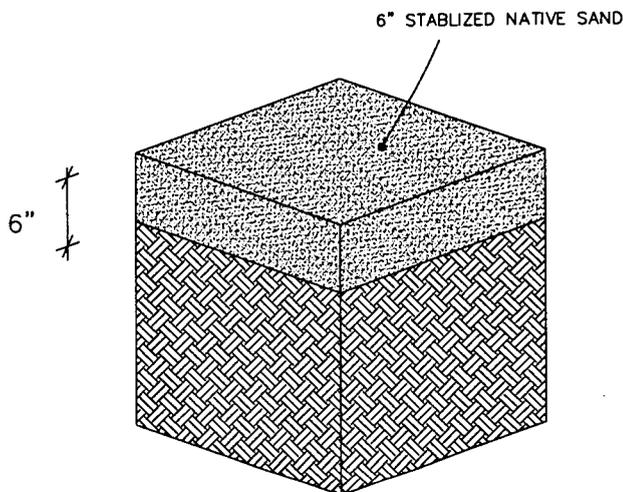
- GOOD FOR WALK / TROT / GALLOP
- HIGH MAINTENANCE REQUIREMENTS
- LESS SECURE

2 1/2" ±  
 MAX 6" ±



**SOFT FOOTING WITH HARD BASE**

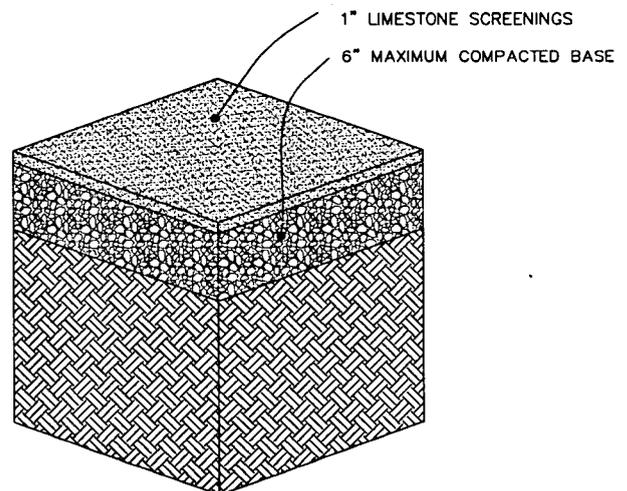
- GOOD FOR WALK / TROT / CANTER
- MEDIUM MAINTENANCE REQUIREMENTS
- HIGH EXPENSE



**STABILIZED NATIVE SAND**

- GOOD FOR WALK / TROT / GALLOP
- MOST ECONOMICAL
- LOW MAINTENANCE REQUIREMENTS
- NOT SUITED FOR ALL USERS

1" ±  
 MAX 6" ±



**FIRM FOOTING WITH HARD BASE**

- GOOD FOR WALK / TROT
- CARRIAGE DRIVING
- LOW MAINTENANCE REQUIREMENTS
- HIGH EXPENSE

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**WELLINGTON TRAIL SYSTEM  
 FOOTING CROSS-SECTIONS**

SCALE N.T.S. - I.E.D. / 09-12-2003

# Appendix A - Stakeholder Interview Input

---

## Wellington Equestrian Trails Master Plan

ATTENDEES: Richard Schechter  
Scott Barber  
David Barth

FROM: Scott Barber

DATE: September 16, 2003

This stakeholder interview #1 was held at the offices of The Baimbridge Group, 12765 W. Forest Hill Blvd. Suite 1307 at 9:00 am to discuss the project, scope or work, schedule & stakeholder input. A series of standard questions (interview questionnaire) were addressed as well as other recommendations as follows:

1. Most riders need a place to ride with secure footing, on stable vegetation with no roots or holes in order to ensure no injuries to the horses and riders.
2. It is not necessary for all trails to be manicured, but it would be a good idea to provide small areas of manicured trails adjacent to high use activity areas.
3. There is no personal desire for additional trees/shade along the trail system.
4. Trail maintenance has always been a major issue with riders. No one seems to know who is in control of the bridal path system management. Forming a maintenance district is needed but would be difficult.
5. He rides 6 mornings a week for 2 hours each.
6. Due to general bridal path condition, most people work their horses on more stable surfaces like the dirt roads.
7. October through May is the high season trail use period supporting 8,000 to 15,000 horses. All of these horses need trails for exercise and the bridal path is use for this. In a sense, the bridal path system promotes the horse shows. Without it the people would not come to the show.
8. The key area of equestrian activity is the horse show grounds.
9. Roadway speed limits limit the desire for riders to use large right of way trails. Riders are uncomfortable riding on roads like Pierson and South Shore.
10. The canal system Illegal fencing along canal right of way trails.
11. SFWMD interviews needed to get permission and control fencing issues.

## Wellington Equestrian Trails Master Plan

ATTENDEES: Dean Tierny  
Scott Barber

FROM: Scott Barber

DATE: September 17, 2003

This stakeholder interview #2 was held at the offices of Glatting Jackson, 222 Clematis Street, Suite 200 on September 17, 2003 at 11:00 am to discuss the project, scope or work, schedule & stakeholder input. A series of standard questions (interview questionnaire) were addressed as well as other recommendations as follows:

1. Polo and surrounding trails – key segment of trail.
2. Security issues (large scale).
3. Easement vs. security issues.
4. Improved trail wanted – system should be expanded.
5. Polo facility and show grounds key to land values.
6. Recreational rider – lives in Jupiter (2 hrs.)
7. Wellington Equestrian Alliance w/Gene Misch
8. Winter Equestrian Festival - biggest in County
  - National horse show – Wed. thru Sun. Thanksgiving week
  - January – March : 4000+ horses
9. First weekend of April: AGA Championship
10. Spectator access to ride horses to shows – competitors bring horses also.
11. Legal access issues are the most important.
12. Trail surface is an issue – what is the surface preference?

## Wellington Equestrian Trails Master Plan

ATTENDEES: Martin Cherry  
Scott Barber

FROM: Scott Barber

DATE: October 17, 2003

This stakeholder interview #3 was at their residence October 17, 2003 at 5:00 pm to discuss the project, scope or work, schedule & stakeholder input. A series of standard questions (interview questionnaire) were addressed as well as other recommendations as follows:

1. Signage blocking trail on Pierson at West (spectator) entrance to Equestrian Stadium. Riders must go onto Pierson to get around.
2. Conflict crossing exists at corner of Ousley Farms and Greenbriar. Trail very specifically goes straight down Ousley Farms Road including where it crosses Greenbriar.
3. Maps of Trails/Culverts has few errors:
  - Along C-2 canal in SE corner of map (map entitled "Trail Conflicts"): the arrows depicted in the Culvert at intersection of C-2 and C-24 should have arrows going both N-S and E-W. The culvert to north of that one at C-2 and C23-A (not sure of the cross canal) should only show arrows going E-W, as should the one just north of that one.
  - Also, I believe that the trail goes down Pierson goes West past Palm Beach Point Blvd. up to Flying Cow Road. The map shows that it stops at the corner of Pierson and Ousley Farms Road.
4. Extra charette meeting for update.
5. Roadway easement owned by Wellington R-O-Ws through Palm Beach Point along canals, mark as public trails.
6. Additional stakeholder names for better rounded data - 3-4 user types.
7. Wood fences going away - angled yellow poles in to show some progress.
8. No motor vehicles W/ enforcement is needed - make recommendations.
9. Clarify master plan objectives in the first public workshop
10. Buffer the easements to separate drivers from trails.
11. Section 34 controlled by 5 star builders - Greg Isibel in for permitting.

12. Dirt roads need reduction of traffic and speed.
13. Loxahatchee Wildlife Preserve as an alternate destination.
14. Pierson is a bad connection for trail system.
15. Development order for trails in new development on Lake Worth Trail around development.
16. All Trails:
  - Posts where horses cross through should be "softer" than metal or plastic pipes filled with concrete.
  - Posts should be in a "V" shape so that riders' legs are less susceptible to injury.
  - Area of horse travel should NOT be designed to be at bottom of swale where water/mud accumulates.
17. Road crossings of concern:
  - South Shore and Pierson / South Shore south of fire station.
  - Greenbriar – 2 places where Trail crosses Greenbriar – flashing red light recommended.
18. Trails and Property Easements:
  - Prevent fences from intruding into trails.
  - Prevent "setup" from making trail an "accident waiting to happen"  
E.g., Narrow trail – with property fence up to trails leaving no buffer zone if a horse charges the fence.
  - Prevent people from using easements as driveways (some lay shellrock).
  - What, if any, trails set up south of 50<sup>th</sup> along side roads of South Shore Blvd.
19. Education brochures (may not be part of scope of work) : A master plan recommendation:
  - For pedestrians
  - For vehicles
  - For cyclists – **Very important – constant clash – a lot of ignorance (and arrogance) of horses by cyclists.**

## Wellington Equestrian Trails Master Plan

**ATTENDEES:** Mike Nelson for Glen Straub  
Scott Barber  
David Barth

**FROM:** Scott Barber

**DATE:** September 19, 2003 & November 10, 2003

This stakeholder interview #4 (first meeting) was held at the offices of Glattig Jackson, 222 Clematis Street, Suite 200 on September 19, 2003 at 9:00 am, and the second meeting was held at his office on November 10, 2003 to discuss the project, scope or work, schedule & stakeholder input. A series of standard questions (interview questionnaire) were addressed as well as other recommendations as follows:

1. An 18± mile multi-purpose trail was agreed to by the village in the 70's or early 80's by the planning department. Equestrian trail could incorporate this type of system.
2. Legal entitlement for 20' bridle easement on plat for ORB 60 143-144. (Wellington Country Place POA)
3. Possibly move 40<sup>th</sup> street trail to the Lake Worth ROW extension on the north side of the canal. Install a culvert crossing along 40<sup>th</sup> from south road for access to the horse show grounds and ROW extension trail.
4. Possibly provide new trail along Pierson Road on north side of the canal. Establish a Bridle easement within Palm Beach Polo + a couple of canal crossings.

## Wellington Equestrian Trails Master Plan

ATTENDEES: Emily Marshak  
Scott Barber

FROM: Scott Barber

DATE: October 20, 2003

This stakeholder interview #5 was held at their residence on October 20, 2003 at 10:00 am to discuss the project, scope or work, schedule & stakeholder input. A series of standard questions (interview questionnaire) were addressed as well as other recommendations as follows:

1. Training – break-in for riding - Use trails: Polo, Hunter, Jumper  
Riding: Western, English
  - Recreational: South Shore to C2, south to 40<sup>th</sup> Street and back to Farm.
2. South Shore is a bad place to ride due to traffic.
3. 50<sup>th</sup> is bad due to traffic speeds and volume.
4. Park connections will not be used if incorporated...to<sup>o</sup><sub>1</sub> many kids and noise
5. Southfield, 130<sup>th</sup> Ave., Pierson Road loop is good
6. Pierson Road trail is good, but the intersection at South Shore is bad
7. Need traffic awareness.
8. Need a sign program.
9. Maintain roadways as trails.
10. Dust control – water roads daily.

## Wellington Equestrian Trails Master Plan

ATTENDEES: Sandy Van Dyk  
Scott Barber

FROM: Scott Barber

DATE: October 21, 2003

This stakeholder interview #6 was held at their residence on October 21, 2003 at 2:45 pm to discuss the project, scope or work, schedule & stakeholder input. A series of standard questions (interview questionnaire) were addressed as well as other recommendations as follows:

1. Ride & train - Grand Prix horses.
2. Higher fences (three rail) – a fence better than no fence.
3. #1 concern is traffic.
4. #2 concern is footing.
5. 50<sup>th</sup> south has many riders.
6. Additional private trails would be nice.
7. Upgrade 130<sup>th</sup>, 60<sup>th</sup>, and 140<sup>th</sup> Avenues.
8. #1 Trail use of canal trail at 50<sup>th</sup> to 130<sup>th</sup> to 55<sup>th</sup> up South Shore (1/2 hour walk)
9. #2 Trail - 130<sup>th</sup>, Indian Mound, South Shore.
10. Improving 50<sup>th</sup> would be good.
11. Screenings for trails between trails and roads.
12. Recommend 3-horse width to trail.
13. Florida Statute 773.04 is supposed to protect people against liability

## Wellington Equestrian Trails Master Plan

ATTENDEES: Elizabeth Plummer  
Scott Barber

FROM: Scott Barber

DATE: October 23, 2003

This stakeholder interview #7 was held at their residence on October 23, 2003 at 9:00 am, to discuss the project, scope or work, schedule & stakeholder input. A series of standard questions (interview questionnaire) were addressed as well as other recommendations as follows:

1. Reduce truck traffic on neighborhood roads.
2. Reduce speed of all traffic.
3. Canal trail block by Coca-Cola polo grounds.
4. Add Canal crossing at 50<sup>th</sup> and C2, also at Section 34 and 60<sup>th</sup> Street.
5. Upgrade all street trails with separator fencing and trail base.

## Wellington Equestrian Trails Master Plan

ATTENDEES: Pete Granata  
Scott Barber

FROM: Scott Barber

DATE: October 23, 2003

This stakeholder interview #8 was held at their residence on October 23, 2003 at 10:00 am to discuss the project, scope or work, schedule & stakeholder input. A series of standard questions (interview questionnaire) were addressed as well as other recommendations as follows:

1. Western trails – used 5 x week for 2 hours each.
2. Added trails to saddle trail and horse show grounds.
3. Yellow poles too loose and too hard.

## Wellington Equestrian Trails Master Plan

ATTENDEES: Michael Whitlow  
Scott Barber

FROM: Scott Barber

DATE: October 27, 2003

This stakeholder interview #9 was held at the Public Charette meeting on October 27, 2003 at 7:00 pm by answering a series of standard questions (interview questionnaire) that resembled the questioning process used for other interviews. Comments included recommendations as follows:

As a personal horse owner and owner of an insurance agency that insures show horses, I have the following concerns:

1. The main thing that I like about the existing trails is that they exist at all.
2. What I don't like about the existing trails is the poor maintenance, poor interconnections and very bad footing in many areas.
3. I am not aware of any other existing community trails systems that work well.
4. Improvements I would like to see in future trail development:
  - a. No motorized vehicles
  - b. A better connection between systems.
5. My personal style of riding is jumpers and I frequently use the trail system.
6. The trail system I use the most is Saddle Trail Park and the Show grounds. My typical rides are between 25 and 45 minutes.
7. The following are what I recommend would be helpful to the outcome of the master plan:
  - Continue with efforts to keep motorized vehicles away from the horse bridle paths.
  - More connecting trails.

## Wellington Equestrian Trails Master Plan

ATTENDEES: Chris Curiger  
Scott Barber

FROM: Scott Barber

DATE: October 28, 2003

This stakeholder interview #10 was held by E-mail on October 28, 2003 at 1:00 pm to discuss the project, scope or work, schedule & stakeholder input. A series of standard questions (interview questionnaire) were addressed as well as other recommendations as follows:

1. This summer, the Village dug up large holes from Greenbriar up along the opposite side of the golf course and planted trees. While the idea was probably commendable, with the summer these dug-outs started to have large run-ins into the bridle path and now some of these "little canals" that formed are rather deep and treacherous.

## Wellington Equestrian Trails Master Plan

**ATTENDEES:** Dave Tonneson - Saddle Trail  
Scott Barber

**FROM:** Scott Barber

**DATE:** October 28, 2003

This stakeholder interview #11 was held on the telephone on October 28, 2003 at 3:00 pm to discuss the project, scope or work, schedule & stakeholder input. A series of standard questions (interview questionnaire) were addressed as well as other recommendations as follows:

1. Big Blue Trail – very nice but bad access.
2. Preservation property.
3. Canal at Pierson to back of Polo Stadium.
4. Southfields Stables cross Pierson to Polo Practice Field, Palm Beach Polo Club along canal to sign (Big Blue), a 45-minute ride, around Bypass, head back to canal. This is one of the best trails.

## Wellington Equestrian Trails Master Plan

ATTENDEES:        Anonymous  
                     Scott Barber

FROM:             Scott Barber

DATE:             November 3, 2003

This stakeholder interview #12 was a letter sent to CH2M Hill on November 3, 2003 which answered the standard questions (interview questionnaire) about the project, scope or work, schedule & stakeholder input as well as other recommendations as follows:

1.     Own a horse and board it in Wellington (for the past 10 years).
2.     Like the fact that there are so many unpaved roads to ride on.
3.     For those of us in the furthest part south (57<sup>th</sup> Ave.), our only options are the roads or agricultural areas east of 120<sup>th</sup> Street that have a paths along the borders of planted areas.
4.     I have heard that the trails in communities near the show grounds are very nice - ie. Appaloosa trail areas.
- ✓ 5.     Perhaps the installations of a system of land bridges that would give those of us in south Wellington more southern and western access if possible.
6.     Fencing and swales due to development to the west have closed off some trails once open to us in south. Are there public easements in these areas that would permit us to ride through again?
- ✓ 7.     I ride a <sup>7</sup> hunter and am out on the roads an average of 5 days a week.
8.     I use what is currently available in south Wellington...roads. I am typically out for 30-90 minutes per ride.
9.     I have observed that speeding motorists are becoming a prevalent hazard, particularly on the straight aways of Southshore (south of Lake Worth Road), 120<sup>th</sup> street and 50<sup>th</sup> street. In south Wellington, it is very hard to take a trail ride without being along on of these roads at some point – and difficult to avoid these roads, as we have no trails for horses in our area.

## Wellington Equestrian Trails Master Plan

ATTENDEES: Theresa Farrel  
Lyn Slygh  
Scott Barber

FROM: Scott Barber

DATE: November 14, 2003

This stakeholder interview #13 was held at their boarding stable on November 14, 2003 at 9:00 am to discuss the project, scope or work, schedule & stakeholder input. A series of standard questions (interview questionnaire) were addressed as well as other recommendations as follows:

1. Ride every weekend 3-4 horses at a time for ½ - 4 hours.
2. Rick Sapier of Palm Beach Hounds rides with 8-10 people and 12 hounds.
3. Train Hunter Jumper & Dressage.
4. Colussa & Homeland, FL are good existing equestrian trail systems.
5. Frequently ride 140<sup>th</sup> to the wetlands then south to Section 34 and back.
6. Trees along the trails would be nice but no irrigation along trails-it spooks the horses.
7. There are piles of debris between 50<sup>th</sup> Street and Lake Worth Road on the east side.
8. There needs to be an effort to reduce the traffic speed on 50<sup>th</sup> Street.
9. Install a fence on 50<sup>th</sup> Street.
10. Control of loose dogs is a concern in the south portion of the trail system.
11. Incorporate some kind of trail competition and include the trail as an attraction.
12. Push button signal crossings at intersection conflict points.
13. Do not use concrete pavers for driveways crossing trails.
14. Mixed-use trails would be nice.
15. There is a trail that connects to Lake Okeechobee.
16. Trail footing such as water treatment sludge, recycled tires or hard dirt is used on most of the farms in town.
17. The existing steel signs are too high and sharp.

18. Introduction of over head structures for environmental protection for horses and riders.
19. There need to be a reduction of construction vehicles and speeding in general.
20. Victor Connor (561) 385-9459 @ Palm Beach County Horse Industry Council.
21. The barn book .com for The Tackeria (13889 Wellington Trace – 793-2012).
22. The Polo Tackeria (13086 Pierson Road - 793-6422).

## Wellington Equestrian Trails Master Plan

ATTENDEES: Jim Barnes  
Caryn Gardner-Young  
Scott Barber

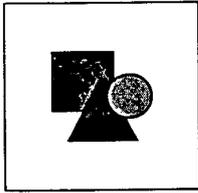
FROM: Scott Barber

DATE: December 5, 2003

This stakeholder interview #14 was held at the Wellington Planning and Zoning Department on December 5, 2003 at 9:15 am to discuss the project, scope or work, schedule & stakeholder input. A series of standard questions (interview questionnaire) were addressed as well as other recommendations as follows:

1. Incorporate proposed trails that can be used as a guide for future development.
2. Take the equestrian comprehensive into consideration when preparing the final master plan.
3. Legal entitlements are important and should be looked at as soon as possible.
4. The Equestrian Club has an approved trail system that is supposed to be public and have a connection to the existing trail system at the west end of the development.
5. Development on Section 34 has been submitted for review and incorporates a trail system but whether it will be considered a public trail is unknown at this time. The master plan should have future interior trails marked in Section 34.
6. Trail expansion onto private property requiring new easements is unlikely, but is worth looking into.
7. The use of the Lake Worth Road ROW extension for trail expansion may be difficult due to mixed land ownership.

## Appendix B - Related Newspaper Articles



**THE TOWN-CRIER**  
November 21, 2003 – November 27, 2003

**Committee Reviewing Equestrian Trail System Master Plan**

The Wellington Equestrian Committee met last Wednesday to discuss a proposed master plan for an equestrian trail system in Wellington.

Consultants Scott Barber of CH2MHill and David Barth of Glatting-Jackson, who have been hired by the village to create the master plan, were on hand to present their findings so far. Barber said the purpose of the meeting was to gather more information and solicit input for the preliminary master plan which the consultants hoped the committee would OK in December. The proposed equestrian trails master plan is scheduled to go before the Wellington Village Council for a first reading on Jan. 6. The consultants anticipate that they will have the master plan 90 percent completed by the beginning of the year. The map they are putting together shows 56 miles of established trails.

Barber and Barth began by showing maps, schematics and other information, which had been collected from various sources including meetings with the committee and members of the public in October. Barber said he also wanted to get further input from the committee about issues or concerns that they felt had been left out.

So far, Barber said, the consultants had assembled about ten issues of concern, including trail access, trail description, trail connections, trail count and speed reduction. He noted that signage seemed to be a big issue with area equestrians. Another issue brought to his attention was upgrades to existing trails, perhaps adding fences or trees.

Barber said that the recommendations the consultants had gathered were solely related to public trails, and the consultants would not address private trails unless there were agreements between the property owners and the village to upgrade them. That process would require easements from the property owners, he said. The final equestrian trails master plan could be used as a guideline or support structure for the Village of Wellington, equestrians from the community and from out of town.

Barber also said the consultants wanted to consider mile markers for the trails. Markers would be a good thing, he said, because if a rider fell off a horse and wanted to call for help, he would know where he was when he reached someone. The markers also would be a way for riders to follow the trail and get to know their way around the system. Barber added that the trail system could even have designations of being strictly for certain activities, such as a polo exercise loop or for cross country trail riding.

Barth said improvements like trees and fences could be added to the trails. However, it was important that the trail system not be overloaded with signage, he said. Barth emphasized that once the consultants got going, it would be pretty easy to make improvements and do what the equestrians wanted them to do.

"This is not rocket science," Barth said. "It's pretty easy to implement over time. We can do it section by section and create priorities, such as which trail segments need to be done and match them with available funding, making improvements over time."

Equestrian Committee Chair Martin Cherry said he liked the idea, but money was always a problem. He suggested the equestrians could perhaps get sponsorships from the community to

name the trails. Committee Member Cynthia Gardner asked if a copy of the maps and information could be posted in the lobby for equestrians to review.

Public Works Director Ken Roundtree read a memo from Palm Beach Polo consultant Mike Nelson about the proposed trail system and the rights of way in and around Palm Beach Polo. Nelson wrote that he had driven with the consultants through Palm Beach Polo and had supplied them information regarding the location of several of the existing trails operated by the village which were on private land with no dedication to the village. Nelson said he felt the issues of public use of private lands must be addressed as part of the equestrian trails master plan.

"I have made the village aware of this issue and gave them the simple solution of the village entering into an agreement that would allow the trail to remain in the location, but would protect the property owner," Nelson wrote. "The existence of public use of private lands must be addressed."

Nelson also noted the concerns of Basin A (northern Wellington) taxpayers spending money for improvements in Basin B (southern Wellington), and wrote that if tax dollars were spent in Basin B for a trail system, a multi-use trail would be more appropriate than one just for horses. In his letter, Nelson noted that as the village grows, the impact and appreciation of the equestrian community is diminishing. Nelson feels that many newcomers to Wellington have interests that have nothing to do with horses. Convincing them that village tax dollars should be spent on trails through parts of Wellington that no one but a person on a horse could use would be a "tough sell," he wrote.

Roundtree said that he would report back to the committee on discussions with Nelson and Palm Beach Polo about those issues.

# Equestrians Help Plan Trail System for Wellington

By Ron Bukley  
Editor

Blocked access to public horse trails, cars parked in trails, fast cars and steep canal banks were some of the concerns listed at an Equestrian Trails workshop in Wellington Monday night.

Scott Barber, project manager for CH2MHill, led the exercise attended by about 30 residents, Village Engineer Gary Clough, Public Works Director Ken Roundtree and other members of a consulting team putting together a unified plan for Wellington's horse trails.

Other issues included the hodgepodge of public and private trails and interconnectivity to trails outside Wellington.

Part of the team's duty is to make an inventory of existing equestrian trails, for which they asked resident input for trails not on the maps supplied at the meet-

ing.

Existing private trails might be purchased to promote an active trail circulation, as well as access to major equestrian features.

Some participants suggested amenities such as watering troughs and more trees along some of the trails.

The workshop process has been going on for about six months and the information gathering is about halfway done, Barber said.

"We will be collecting in-

formation through the entire process," he said.

They expect to have a master plan review at 7 p.m. Nov. 12. The final review is Jan. 6.

Other concerns raised at the meeting included paths in disrepair, soft sugar sand on some paths that horses have trouble walking through, maintenance and traffic conflicts.

Stumps, rocks and holes in the trails are also a problem in some areas, they said.

One of the biggest safety

concerns is speeders, some of whom seem oblivious or unconcerned about the safety of riders and their animals.

Funding sources have not been found yet, Barber said. For purposes of the exercise last Monday, participants were asked not to be concerned about that yet, just what they would like in a perfect equestrian trail system.

Funding sources will be found after a plan is devised, he said.

## NEWS

# Wellington, Horse Owners Meet To Plan Equestrian Trail System

By Jason Budjinski  
*Town-Crier Staff Report*

The Village of Wellington is almost ready to begin improvements to its large and fragmented equestrian trails system and has invited its equestrian community to steer it in the right direction.

At a special workshop Monday night, more than two dozen local equestrians gathered at the Wellington Community Center to discuss creating a master plan for the meandering system of trails — a system which never had such planning when it began developing on its own decades ago.

To help devise the new plan, the village has brought in a team of professionals consisting of Scott Barber, project manager of environmental services firm CH2M Hill; David Barth, vice president of public planning and design group Glatting-Jackson; and Robert Jolicoeur, president of International Equestrian Design.

Barber explained that the purpose of the workshop is to have the equestrians involved in the planning process.

"The village brought David and I together to produce a master plan to serve as a guide for the village to produce an equestrian trails system," Barber said.

After Barber and Barth explained the planning process, the floor was opened up for equestrians to make their recommendations.

Giant notepads were handed out to each table for equestrians to mark down their concerns and suggestions, which mostly regarded safety issues (traffic calming, motorized vehicles on trails, better grading and harder sand), increased connectivity among the different trails, culvert drainage, larger horse

and buggy access, and fencing to separate the trails.

Equestrian Kathy Nitabach said safety was the main issue which should be addressed when developing the master plan.

"The [vehicles'] speed on Greenbriar and Wellington Trace at South Shore is too high," Nitabach commented. "It's frightening our horses. Any vehicles in that area should be monitored much more closely by the village. We should be providing a safe environment for the rider and the horse... and the driver."

William Stitt, who lives near the intersection of 50th Street and Flying Cow Ranch Road, said there is an ongoing problem with trucks and ATVs tearing up the pathways behind his home.

"They come down Flying Cow where it meets 50th Street, tearing the whole

thing up every time it rains," Stitt said.

Regarding the yellow bollards that are installed throughout the trails, Wellington Equestrian Committee Chair Martin Cherry suggested installing bollards that are more rider friendly.

Palm Beach County Horse Industry Council President Victor Connor said that it would be nice to have public water troughs around the trails system.

Barth added that the water would have to be recirculating, to avoid becoming a mosquito magnet.

Jennifer Aurilio said the trail conditions are not always safe to ride on. "The deep sugar sand can be treacherous for both the horse and the rider," she noted, adding that linking the separate trails together is imperative. "A couple of additions would make it flow into a nice system."

Wellington Equestrian Committee

Member Michael Whitlow agreed that a major focus of the improvements should be to connect all of Wellington's trails into a single system. "I'd like to see a real effort made to find out a way to connect trails in the south area so they could be connected to Saddle Trail and along Loxahatchee," Whitlow said. "There's a cohesiveness and collective aspect to this, as opposed to what we have now, which is about six different trail systems."

Barber said an updated master plan — including equestrian recommendations — will be brought back to the next workshop meeting on Wednesday, Nov. 12.

"We'll bring in the next stage of the map after all this stuff has been looked at," Barber noted. "We'll take public input all the way to the beginning of December."

# Appendix C - Trail Maintenance Program

# VILLAGE OF WELLINGTON EQUESTRIAN TRAIL SYSTEM MAINTENANCE PROGRAM

Prepared by: International Equestrian Design  
For: CH2M Hill and The Village of Wellington

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ANY OF THE INFORMATION.



## INTRODUCTION:

This maintenance program has been prepared to serve as a resource for the Village of Wellington's Public Works Department for implementing a maintenance program for the Equestrian Trail System.

Trail maintenance is an ongoing process requiring monitoring and evaluation. Many of the recommendations in this program may require further fine-tuning and does not have to be rigidly applied; flexibility is key. Furthermore, methods other than those listed herein may exist or those yet to be developed, that may offer better or more cost-effective ways to achieve the objectives of the program. This program is intended to be a guideline: to be changed and added to as more knowledge and experience is gained from the process of maintaining the trail system.

Staffing requirements - The Village of Wellington will require 140 man-hours per month for trail maintenance, with the help from the Public Works Department, for specific tasks. An alternate<sup>with the</sup> trained to use dragging equipment, to cover vacations as well as short- and long-term disability. There should be a Public Works Department superintendent for overall management staff would report to directly. Qualified staff, on-going training and skills development and proper work supervision will be critical to the success this maintenance program. The staff is responsible for the general care and repair on the trails<sup>y</sup> should be well qualified and receive training as needed to guarantee that the standards established for the trail system are achieved and maintained. Staff responsibilities are: general care and repair of trails; dragging or harrowing trails, clearing leaf litter and other debris from the trails, report to superiors any drainage or erosion problems that might require further attention. For the purpose of reviewing and revising the maintenance schedule and program, a logbook of activities must be maintained.

The final maintenance program will depend upon the chosen footing formulation. The choices for the equestrian trail footing are: stabilized native sand, or hard base with either a soft footing or firm topping. The stabilized native sand is<sup>the</sup> most economical choice, costing 20% to 25% less than the cost of a trail with a hard base. Stabilized native sand is also low maintenance. A cocktail of footing types could be employed depending on equestrian traffic density.

The use of mechanical equipment for trail maintenance should be used with considerable care. Machines can save significant time and labor, but can often cut or deepen the surface levels. On steep terrain machinery can often worsen rather than improve conditions. At no time should footing created with a hard base be harrowed or dragged with equipment with tines that would scarify the base; this would destroy the base (see Recommended Equipment).

A maintenance program is a proactive management action that works to find and correct problems before they become costly to repair. Repairs to all trails have to be performed routinely. A schedule should be developed for all trails; the schedule should make allowances for special weather events; the program should also provide for the maintenance of water control and drainage structures. The budget should allow for contingencies for atypical weather events characteristic of the region, even if these weather events do not occur on a regular basis. Conditions on the trail should be assessed or evaluated yearly to identify major trail repair needs, beyond the normal requirements. Repairs should be prioritized and factored into the following year's budget. The cost of maintaining equestrian trails are typically higher than the cost of maintaining pedestrian trails, thus it is important that a program and schedule be properly developed.

## SCHEDULE:

### WEEKLY MAINTENANCE

To avoid migration of larger aggregate into the topping layer, do not harrow or drag if base is hard packed. Weekly, using the blade only, or a flat chain link fence, the trails will need a light dragging. In the areas of major equestrian destinations, where equestrian traffic is high dragging maybe have to occur more frequently as needed. After storms and twice monthly, whether a storm has occurred or not, drainage structures should be inspected and repairs made as necessary.

### QUARTERLY MAINTENANCE

Depending on the final footing formulation, once every three months, verify the depth of the topping, one to two and half inches maximum depth in accordance with specifications.

### ANNUAL MAINTENANCE

In the fall a yearly adjustment to the depth of the topping will have to be made for the following reasons. The topping breaks down with use, creating new fines. Heavy rains will reduce the depth of the topping. A stock pile of the hard base and topping materials will have to be maintained for replacing the topping lost through wind and water erosion, and for general repairs to problem areas of the hard base or topping.

## VARIA:

### DUST CONTROL

To bind the sand and to reduce the amount of dust you can spread a suppressant. Use dust suppressant as directed by the manufacturer. Calcium or magnesium chloride is recommended.

### FENCING

Staff would be required to monitor safety fencing, and possibly do minor repairs as necessary.

### BRIDGES

Staff would be required to monitor for loose boards on equestrian bridges.

### VEGETATION MANAGEMENT

Public Works Department— Responsible for management of shrubs, native and non-native trees, mowing, and revegetation as required.

### TOXIC PLANTS

A program to identify and control vegetation that is toxic to horses.

## EQUIPMENT:

4 Wheel Drive 65 HP Tractor with front-loader - Optional enclosed air-conditioned cabin.

8' Reveal Drag

4' Reveal Drag – (Equipment suggested for the 4' trails but is not recommended. IED recommends the widening of all trails to 6' minimum for ease of maintenance)

Pick-up Truck (Village of Wellington)

Gator with Trailer

## MATERIAL MANAGEMENT:

- ✓ Depending of final footing formulation a stock pile of materials will be required for major and minor repairs. The materials will be required to be stored on a concrete or asphalt surface to avoid contamination. Assuming a footing of a hard base with either a soft or firm footing
- ✓ topping the stock pile should be 50 c.y. of hard base material and 50 c.y. of topping material.

## NOTES:

Items requiring some thought

- Manure maintenance
- Paddocks
- Shelters for riders and horses
- Restrooms & waste management
- Volunteer Programs

## Appendix D - Utility Company Response

CH2M HILL  
One Harvard Circle  
West Palm Beach, FL 33409-1923  
Tel 561.515.6500  
Fax 561.515.6502



**CH2MHILL**

September 10, 2003

Southern Bell  
2021 S. Military Trail – Rm. 107  
West Palm Beach, FL 33401

**Re: Verification of Existing Easements**

Mr. Robert Lowen:

Our company is working on a project for the Village of Wellington mapping their equestrian trails system. The majority of the trails exist within right of ways or easements adjacent to roadways or canals. Enclosed you will find a map of existing trails throughout the Village.

One of our tasks over the next few months is to provide the village with information regarding the location and ownership of easements that may exist in these specified areas, and if so, obtain copies, update or secure the proper agreements to continue use.

We respectfully request any information or contacts that you may have that will support our efforts. If you should have any questions regarding this request you can contact me at (561) 515-6641.

Sincerely,

CH2M HILL

Scott J. Barber, RLA  
LA-0001660  
Project Manager

CH2M HILL

One Harvard Circle

West Palm Beach, FL 33409-1923

Tel 561.515.6500

Fax 561.515.6502



**CH2MHILL**

September 10, 2003

Florida Public Utilities  
401 South Dixie Highway  
West Palm Beach, FL 33402

**Re: Verification of Existing Easements**

Mr. Frank Studenski:

Our company is working on a project for the Village of Wellington mapping their equestrian trails system. The majority of the trails exist within right of ways or easements adjacent to roadways or canals. Enclosed you will find a map of existing trails throughout the Village.

One of our tasks over the next few months is to provide the village with information regarding the location and ownership of easements that may exist in these specified areas, and if so, obtain copies, update or secure the proper agreements to continue use.

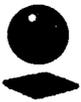
We respectfully request any information or contacts that you may have that will support our efforts. If you should have any questions regarding this request you can contact me at (561) 515-6641.

Sincerely,

CH2M HILL

Scott J. Barber, RLA  
LA-0001660  
Project Manager

CH2M HILL  
One Harvard Circle  
West Palm Beach, FL 33409-1923  
Tel 561.515.6500  
Fax 561.515.6502



**CH2MHILL**

September 10, 2003

Florida Power & Light  
810 Charlotte Avenue  
West Palm Beach, FL 33401

**Re: Verification of Existing Easements**

Ms. Janis Kang:

Our company is working on a project for the Village of Wellington mapping their equestrian trails system. The majority of the trails exist within right of ways or easements adjacent to roadways or canals. Enclosed you will find a map of existing trails throughout the Village.

One of our tasks over the next few months is to provide the village with information regarding the location and ownership of easements that may exist in these specified areas, and if so, obtain copies, update or secure the proper agreements to continue use.

We respectfully request any information or contacts that you may have that will support our efforts. If you should have any questions regarding this request you can contact me at (561) 515-6641.

Sincerely,

CH2M HILL

Scott J. Barber, RLA  
LA-0001660  
Project Marlager

CH2M HILL  
One Harvard Circle  
West Palm Beach, FL 33409-1923  
Tel 561.515.6500  
Fax 561.515.6502



September 9, 2003

Adelphia  
104035 Ironwood Road  
Palm Beach Gardens, FL 33410

**Re: Verification of Existing Easements**

Mr. Archie Grigg:

Our company is working on a project for the Village of Wellington mapping their equestrian trails system. The majority of the trails exist within right of ways or easements adjacent to roadways or canals. Enclosed you will find a map of existing trails throughout the Village.

One of our tasks over the next few months is to provide the village with information regarding the location and ownership of easements that may exist in these specified areas, and if so, obtain copies, update or secure the proper agreements to continue use.

We respectfully request any information or contacts that you may have that will support our efforts. If you should have any questions regarding this request you can contact me at (561) 515-6641.

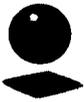
Sincerely,

CH2M HILL

A handwritten signature in black ink, appearing to read "Scott J. Barber", written over the printed name.

Scott J. Barber, RLA  
LA-0001660  
Project Manager

CH2M HILL  
One Harvard Circle  
West Palm Beach, FL 33409-1923  
Tel 561.515.6500  
Fax 561.515.6502



**CH2MHILL**

September 10, 2003

Village of Wellington  
Engineering Department  
14000 Greenbriar Blvd.  
Wellington, FL 33414

**Re: Verification of Existing Easements**

Dear Engineering Department:

Our company is working on a project for the Village of Wellington mapping their equestrian trails system. The majority of the trails exist within right of ways or easements adjacent to roadways or canals. Enclosed you will find a map of existing trails throughout the Village.

One of our tasks over the next few months is to provide the village with information regarding the location and ownership of easements that may exist in these specified areas, and if so, obtain copies, update or secure the proper agreements to continue use.

We respectfully request any information or contacts that you may have that will support our efforts. If you should have any questions regarding this request you can contact me at (561) 515-6641.

Sincerely,

CH2M HILL

Scott J. Barber, RLA  
LA-0001660  
Project Manager

## UTILITY PROVIDER RESPONSES

The following information is a collation of verbal and telephone responses to a written request for utility providers within the Wellington Village boundary to provide easement and right of way location information as well as any legal entitlement documentation allowing the public trail system to utilize said lands.

### South Florida Water Management District (SFWMD):

**Contact Reference:** Henry Newmon, 561/682-6464, Tom Fratz, 561/682-6968

**Comments :** 09/26/2003; Mr. Henry Newmon stated that the South Florida Water Management District (SFWMD) does not own or maintain anything in the Wellington area. The C-51 canal is the closest canal SFWMD owns, which runs east and west along side of State Road 80, and has no impact upon the equestrian trails.

### Palm Beach County: ( Intersections of Forest Hill Boulevard and Acme Road, Forest Hill Boulevard & Fairlain Farms Road)

**Contact Reference:** Maroun Azzi, Engineer, 561/684-4150, Laura Powell, Palm Beach County Land Development, 561/684-4116, Ed Handy, R/W Specialist, 561/684-4048

**Comments:** 10/01/2003; Laura Powell from Palm Beach County Land Development stated that the County does maintain Forest Hill Boulevard and currently has no riding agreements in place with the equestrian community. She further added that Forest Hill Boulevard was recently widened and would not be safe for horse crossings. Mrs. Powell also stated that the County is currently unaware of any horse crossings on Forest Hill Boulevard and none should exist, as it would not be safe.

Lake Worth Road is owned and maintained by the County 6000 feet west of 441. The remainder of Lake Worth Road that runs through the Village of Wellington is controlled by the Village.

Mr. Maroun Azzi and Mr. Ed Handy both stated that the widths of Forest Hill Boulevard and Lake Worth Road are each approximately 120 feet. If a turn lane is present at the intersection, the road should widen to approximately 135 feet. Both recommended a survey be done by the Florida Department of Transportation (FDOT) for exact measurements.

### Florida Public Utilities:

**Contact Reference:** Frank Studenski, Engineering Technician, 561/838-1768

**Comments:** 09/18/2003; Mr. Studenski stated in a letter to CH2M HILL that Florida Public Utilities (FPU) has no natural gas facilities within the areas utilized by the equestrian trails, nor do they hold any FPUC easements of record.

**Teco Gas:**

**Contact Reference:** Jeff Varney, 561/741-4702, 561/791-4704

**Comments:** 09/29/2003; Mr. Varney stated that Teco Gas has no gas utilities within in the Village boundary.

**Adelphia :**

**Contact Reference:** Mike West, Construction Coordinator, 561/656-8931, mike.west@adelphia.com

**Comments:** Mr. West responded to CH2M HILL's request to mark any existing easements on an aerial map of the Village of Wellington (see map and letter). Adelphia has existing aerial and/or underground cables that share or cross equestrian trails on the following:

- Acme Road – (Aerial)
- Fairlane Farms Road – (Aerial)
- Pierson Road – (Aerial)
- 120<sup>th</sup> Avenue South
- Lake Worth Road – (Underground)

\*Note- Other areas in the Village were marked by Mr. West, but have not yet been verified by survey.

**Florida Power and Light:** (FP&L easement running east and west at the north end of the Village, just south of Acme Road)

**Contact Reference:** Janis King, 561/790-5045

**Comments:** Mrs. King advised CH2M HILL that the best way to proceed was to research the data at the courthouse for FP&L easements, or retain the services of Sunshine Co. to provide data showing utility locations.

**Bell South:**

**Contact Reference:** Robert Lowen, Engineering Department of Palm Beach Bell South, 561/439-9118, [Robert.Lowen@Bellsouth.com](mailto:Robert.Lowen@Bellsouth.com), Charlie Adams, Area Manager, 561/439-9118, Kevin McKinney, Area Engineer, 561/439-9208

**Comments:** Mr. Lowen advised CH2M HILL that Bell South has a large amount of easements throughout the village and that a number of them are within trail limits. They do not provide the information we requested. He recommended that the landowners contact Sunshine Services and request a Level B Design Ticket, which will locate all easements either by document or in the field. As a reminder, there are fee and scheduling issues to contend with and if field location are used the limits must be surveyed for legal entitlement.

**Appendix E - Roadway Crossing Options**

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**TRAFFIC SAFE**

## TS600 Fully Flush Inpavement Warnin

Home

PowerPoint Presentation

What's New

Advocacy Toolbox

Roadway Applications

Layouts & Installations

Data Sheets & Installation Drawings

Studies

Quotes

Questions/Info

Links

### Application

Our TS600 inpavement lights warn motorists that pedestrians are in the crosswalk. They are activated by a push-button at either curb and emit a rapidly flashing yellow (or red) light.

### Typical Installation

A two-lane road, 24 feet wide, would have three TS600 fixtures embedded on each side of the crosswalk to alert drivers and silhouette pedestrians. The pedestrian triggers the lights using a push button. Each fixture projects a beam of light that is clearly visible in daylight and under the worst weather conditions.

### Fully Flush Fixture

The TS600 mounts flush with the road surface. This reduces damage caused by traffic wear and snowplows. The corrosion resistant cast aluminum body is designed to withstand heavy loads.

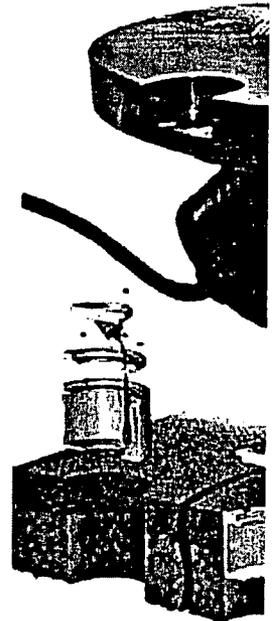
### LED Option

An optional long-lasting, energy efficient LED light source (60,000 candela) is available for installations where low power consumption is required (e.g., solar powered installations).

### Why Our TS600 is Better

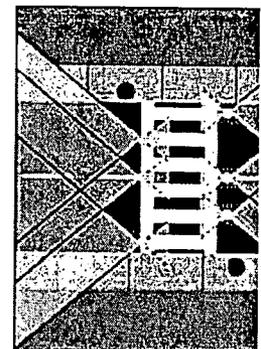
- Fully flush fixture has no parts above ground level - ideal for areas with heavy snowplow use.
- No buildup of snow or dirt in front of the lens.
- 200 times brighter than the Caltrans minimum.
- Visible at 200 yards or more - day, night or fog.
- Tough cast aluminum construction is resistant to the weather and traffic wear.
- Easy to install, easy to maintain (cleaning with standard road sweeper).

**Installation at the University of Alaska-Fairbanks**  
Fully flush fixture specified due to heavy snowplow use.

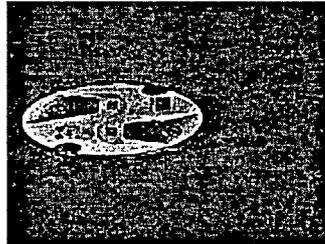
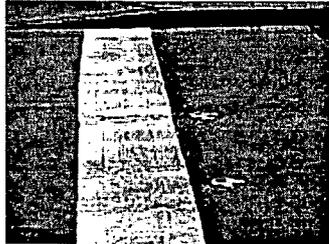
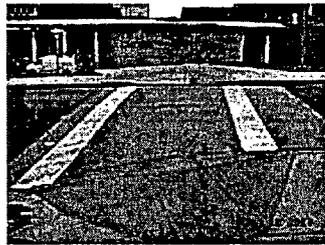


### Specifications

- Fixture dimension
- Lamp: 50W halog
- Color filter: yello
- Body casting: cas
- Base options: one part regular, one-pa two-part snowplow



Six-unit installation drawings for 2 and [www.xwalk.com](http://www.xwalk.com) (1



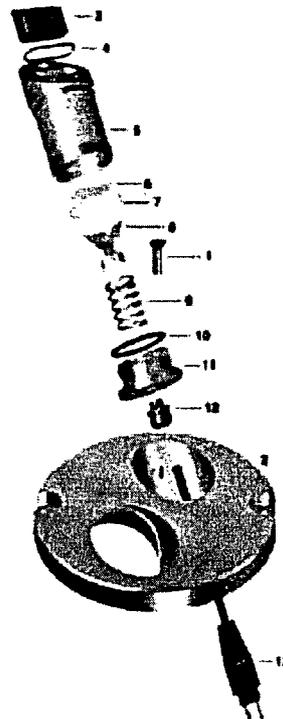
available).

Additional roadway system, railroad crossing for bridges and tunnels and toll booths/toll

(Click photos to enlarge)

### Components

Part	P/N	Amt.	Name
1	AL-852MB	2	MBX20 DIN 963 SS screw
2	AL-852CXFL2	1	8" flange straight
	AL-852CXFL3	1	5" flange straight
3	N/A†	2	Laminated lens
4	N/A†	2	O-ring R3162
5††	Y=AL-852CLHY	2	Lamp holder
	R=AL-852CLHR	2	Lamp holder
	G=AL-852CLHG	2	Lamp holder
	X=AL-852CLHX†††	2	Lamp holder
6	Y=AL-852CFY	2	Color filter
	R=AL-852CFR	2	Color filter
	G=AL-852CFG	2	Color filter
7	AL-852-FS	2	Fixing spring
8	LA-Q50MR16FL	2	Lamp (120V)
9	AL-852SS	2	Cylinder spring
10	AL-8520147	2	O-ring R147
11	AL-852EC	2	End closure
12	AL-852CG	2	Cable gland
13	AL-852FC	2	Plug lead



† Component of Part 5, not sold separately.

†† Includes items 3-12.

††† No lamp or filter.

[| XWalk Home](#) | [| PowerPoint Presentation](#) |  
[| What's New](#) | [| Advocacy Toolbox](#) | [| Roadway Applications](#) | [| Layouts & Inst](#)  
[| Data Sheets](#) | [| Studies](#) | [| Quotes](#) | [| Questions/Info](#) | [| Links](#) |

Toll Free: 1-888-446-9255 • Phone: (916) 394-9884  
 Fax: (916) 394-2809 • [sales@xwalk.com](mailto:sales@xwalk.com)

Traffic Safety Corp. • 3513 La Grande Blvd. • Sacramento, CA 95823-10  
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# CROSSWALK PHYSICAL INSPECTION CHECKLIST

**CAUTION! This is a list of suggested activities that the participant undertakes at his or her own risk. It may be too dangerous at some crosswalks to complete this inspection.**

Location: \_\_\_\_\_  
Speed limit at site: \_\_\_\_\_  
Name of inspector: \_\_\_\_\_  
Date of visit: \_\_\_\_\_

## SITE DESCRIPTION

1. Describe the location. Note nearby facilities (school, hospital, etc.)  
\_\_\_\_\_  
\_\_\_\_\_
2. Describe the amount of use the site gets. (If usage is low, are people choosing not to walk here because they feel unsafe?) \_\_\_\_\_  
\_\_\_\_\_
3. List the times of peak use for the site. \_\_\_\_\_
4. Note any vulnerable populations (such as children or seniors) that use the crosswalk.  
\_\_\_\_\_
5. Other important factors to note about the site. \_\_\_\_\_  
\_\_\_\_\_

## OBSERVE SITE AS A PEDESTRIAN

A. Study driver reactions to crosswalks for 10-15 minutes — both when pedestrians are present and when they're not. Compare your results. Drivers should have approached more slowly and stopped for pedestrians waiting to cross the street.

### No pedestrians at crosswalk

- |  |                   |             |
|--|-------------------|-------------|
| 1. Car tally (check a box for each car you observe.) | Tally here: _____ | Total _____ |
| 2. Drivers who slowed down as they approached.       | Tally here: _____ | Total _____ |
| 3. Drivers who checked for pedestrians.              | Tally here: _____ | Total _____ |
| 4. Average speed of cars (estimate).                 | _____             |             |
| 5. Other comments                                    | _____             |             |

### Pedestrian waiting at crosswalk

- |  |                   |             |
|--|-------------------|-------------|
| 1. Car tally (check a box for each car you observe.) | Tally here: _____ | Total _____ |
| 2. Drivers who slowed down as they approached.       | Tally here: _____ | Total _____ |
| 3. Drivers who stopped.                              | Tally here: _____ | Total _____ |

4. Average speed of cars (estimate). \_\_\_\_\_
5. Average amount of time people wait to cross the street (estimate) \_\_\_\_\_
6. Other comments \_\_\_\_\_

B. If you can do so safely, cross the street. *CAUTION! Do not cross until cars have stopped.*

1. How safe do you feel while you're in the crosswalk? Unsafe 1 2 3 4 5 Safe
2. If a car were to approach while you're in the crosswalk, how confident are you that the driver be able to see you and stop in time? Not Confident 1 2 3 4 5 Confident

C. Observe the surrounding area.

1. List factors that make it difficult to see oncoming cars.
- Parked vehicles
  - A curve in the road
  - Weather conditions (List: \_\_\_\_\_)
  - Other obstructions (List: \_\_\_\_\_)
2. Count the numbers of different kinds of people who use the site in a 10-15 minute period. Studies show that children and seniors are the most vulnerable pedestrians.
- a. Number of people you observe using the crosswalk. \_\_\_\_\_
  - b. Number of children. \_\_\_\_\_
  - c. Number of seniors. \_\_\_\_\_

**OBSERVE THE SITE AS A DRIVER**

Make mental notes about your reactions and observations as you approach and drive past the site. Please wait until you have safely parked your car before filling out this section.

1. How fast were you going as you approached the site? \_\_\_\_\_ mph
2. Rate the your ability to notice someone waiting to cross. Difficult 1 2 3 4 5 Easy
3. Rate your ability to see someone using the crosswalk. Difficult 1 2 3 4 5 Easy
4. List factors that impaired your ability to see pedestrians in time to stop.
- Parked vehicles
  - A curve in the road
  - A long, straight, wide road (Drivers usually drive faster and have slower reaction times on roads like these)
  - Weather conditions (List: \_\_\_\_\_)
  - Poor road lighting
  - Poor crosswalk indicators (faded paint, obstructed warning signs, etc.)
  - Other obstructions (List: \_\_\_\_\_)



## ZA230 Fixture

### How to Specify ZA230 Fixture

Home

PowerPoint Presentation

What's New

Advocacy Toolbox

Roadway Applications

Layouts & Installations

Data Sheets & Installation Drawings

Studies

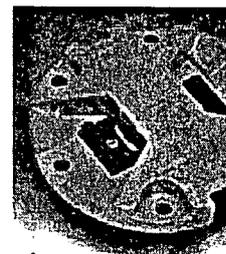
Quotes

Questions/Info

Links

### Application

These high intensity, bi-directional inset lights alert motorists that pedestrians are in the crosswalk. They are activated by a push-button at either curb and flash yellow (or red, green or clear) once per second for a preset duration.



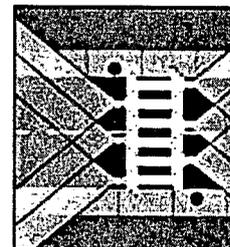
### Features

- Low profile (0.5")
- 45 W off-the-shelf lamps
- Lamp life of 10,000 to 100,000 hours
- Body of spheroidal graphite iron for strength and durability.
- Fixtures withstand a static load of 44,000 lb. and a dynamic load of 22,000 lb.



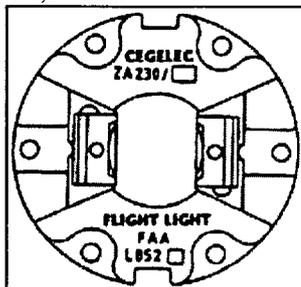
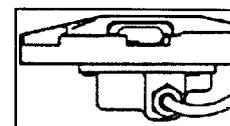
### Typical Installation

This two-lane road, 24 feet wide, has six ZA230 fixtures embedded in the pavement. Each lane has two fixtures on the side nearest oncoming traffic and one on the far side of the crosswalk. All lights flash in both directions. The pedestrian activates the lights using a push button at the curb (blue dots). The lamps project a 500,000 candela per meter sq. wide angle beam that is clearly visible in daylight and under the worst weather conditions.



### Low-profile Fixture

The ZA230 is 8" in diameter and rises only 12mm (0.5") above the roadway. This low profile, and the ZA230's smooth surface, allows snow plows to pass over without damaging the fixture (Snow plow blades must be set 1/4 inch or higher above grade. If snow plow blades are operated at grade, the fully flush TS600 fixture should be used.) The fixture withstands a dynamic load of 22,000 lb. and a static load of 44,000 lb.



### Specifications

- Dimensions:  
Fixture - 8" diameter, 3.23" deep  
Base can - 9.25" diameter, 4.5" deep
- Lamp: 45W 50-J1/57
- Lenses: Bi-directional in yellow, green, red or clear
- Body casting: High strength spheroidal graphite iron finished in golden yellow
- Stress bearing: 11 tons dynamic load and 22 tons static

load.

• Installation and operation handbook provided

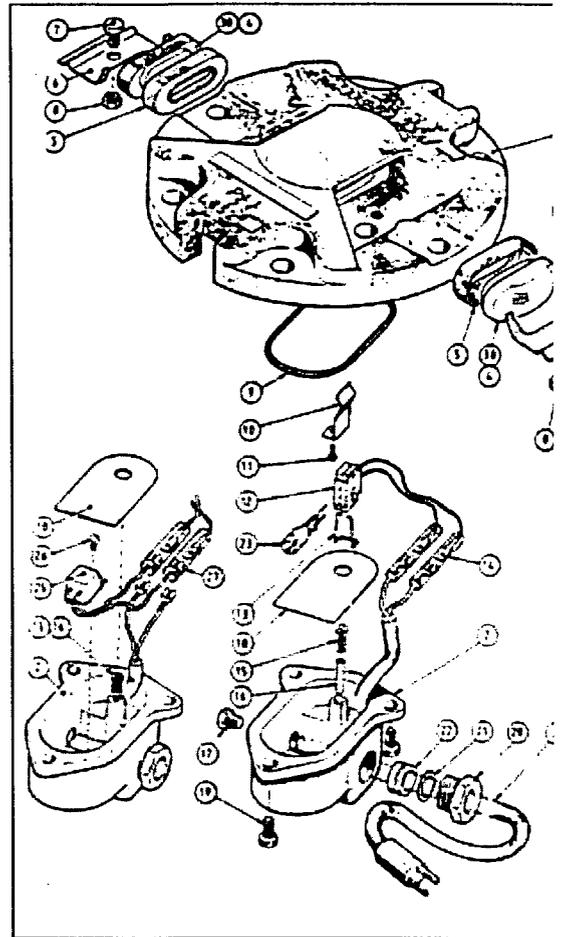
Lamps	
50- J1/75	36W Lamp
50- J1/57	45W lamp
80- 015048	Lampholder
80- 031025	Bypass

Lenses	
80-019032	Green (2 Pip)
80-019073	Red (2 Pip)
80-019106	Yellow (1 Pip)
80-016058	Clear (2 Pip)
80-019128	Blue (2 Pip)
80-040035	Blank

Other Parts	
80- 033045	Window seal gasket
80- 032021	Lens retainer spring
80- 021256	Pressure test plug
80- 033067	Bottom seal gasket
80- 040094	Bottom cover subassy
80- 032022	Leaf spring
80- 013001	Type B (L823) pwr lead



**Ordering Code**

**ZA230 Y Y**

Fitting type ————|———|———|

Prism color ————|———|———|

Y=yellow G=green B=blue  
R=red C=clear X=blank\*

\* Blanking lens available



**TRAFFIC SAFE**

## How to Specify ZA230 Pedestrian Crosswalk Fixture

[Home](#)

[PowerPoint  
Presentation](#)

[What's New](#)

[Advocacy  
Toolbox](#)

[Roadway  
Applications](#)

[Layouts &  
Installations](#)

[Data Sheets  
& Installation  
Drawings](#)

[Studies](#)

[Quotes](#)

[Questions/Info](#)

[Links](#)

[ZA230 Data Sheet.](#)

### Crosswalk Fixture

**Photometric Performance** - Fixture shall produce a brightness level of more 600,000 candela per meter squared with yellow lighting at 6.0 amps at +/- 3.5 Certified Test Report issued by an Independent Lighting Test Laboratory will prior to bidding to verify fixtures meet photometric requirements.

**Lamp/Light Cavity** - Shall be molded and formed to provide a sealed fit with cavity and shall have yellow, red, blue, green and clear color options. The lam non-proprietary, 45 Watt quartz 6.6 amp series. It shall rest in the grooved larr fixture casting. The lens assembly gasketing system will be made from high d silicone rubber. **VERIFICATION THAT ENTIRE ASSEMBLY IS SEALED PREVENT MOISTURE INTRUSION SHALL BE ACCOMPLISHED BY M PRESSURE TEST PLUG.** There will be two (2) lenses per fixture, one aimed and the other aimed at 180 degrees, to be installed parallel to roadway center l

**Durability** - Fixture shall withstand static load of 44,000 lb. without sustainin deformation or cracking of materials. A Certified Test Report by an Independe Laboratory will be required prior to bidding to verify that fixture meets load re

**Construction** - Inpavement lights shall be bi-directional and of modular desig of six (6) major parts with the main casting manufactured of high strength sph graphite iron. Fixture shall have smooth shaped face projecting not more than inch) above grade when installed in factory provided mounting base. Diameter exceed 8". All mounting hardware shall be stainless steel. All surface mountin shall have tamperproof heads.

**Finish** - All exposed surfaces except bottom cover shall be powder fuse coat yellow; bottom cover shall be aluminum alloy. Powder paint to be formulated applications.

### Crosswalk Mounting Base

Mounting base to be circular in shape and manufactured from high strength st be fabricated with three (3) anti-rotation fins welded 120 degrees apart. It shal maximum height of 4" and an overall diameter not to exceed 10". The base wi (2) neoprene grommeted wire access holes 180 degrees from each grommet. I withstand a vertical load of 40,000 lb. The base will be hot dipped galvanized fabrication per ASTM-153 specifications to prevent oxidation and rust. The b supplied with a plywood cover to protect the mounting flange during installati

| [XWalk Home](#) | | [PowerPoint Presentation](#) |



## ZA280 Fixture

### How to Specify ZA280 Fixture

Home

PowerPoint Presentation

What's New

Advocacy Toolbox

Roadway Applications

Layouts & Installations

Data Sheets & Installation Drawings

Studies

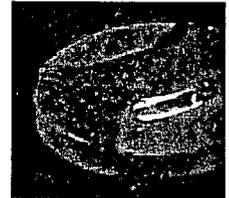
Quotes

Questions/Info

Links

### Application

These high intensity, bi-directional inset lights alert motorists that pedestrians are in the crosswalk. They are activated by a push-button at either curb and flash yellow (or red, green or clear) once per second for a preset duration.



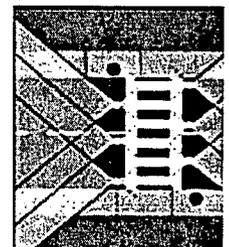
### Features

- Low profile (0.39")
- 49 W off-the-shelf lamps
- In a technological break through, our optional LED light source is brighter than our halogen lamps!
- Pressurized light cavity keeps moisture out and extends light source life.
- Lamp life of 10,000 to 100,000 hours
- LED light source use life estimated at 10 years or longer.
- Body of high tensile cast aluminum for strength and durability.
- Fixtures withstand a static load of 44,000 lb. and a dynamic load of 22,000 lb.



### Typical Installation

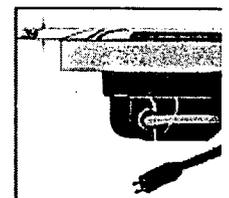
This two-lane road, 24 feet wide, has six ZA280 fixtures embedded in the pavement. Each lane has two fixtures on the side nearest oncoming traffic and one on the far side of the crosswalk. All lights flash in both directions. The pedestrian activates the lights using a push button at the curb (blue dots). The lamps project a 500,000 candela per meter sq. wide angle beam that is clearly visible in daylight and under the worst weather conditions.



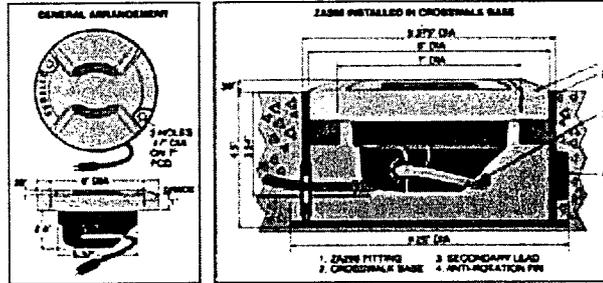
An optional long-lasting, energy efficient LED light source (600,000 candela) is available for all installations, but is especially useful for solar powered projects.

### Low-profile Fixture

The ZA280 is 8" in diameter and rises only 10mm (0.39") above the roadway. This low profile, and the ZA280's smooth surface, allows snow plows to pass over without damaging the fixture. (Snow plow blades must be set 1/4 inch or higher above grade. If snow plow blades are operated at grade, the fully flush TS600 fixture should be used.) The fixture



withstands a dynamic load of 22,000 lb. and a static load of 44,000 lb.



Click image to enlarge

### Specifications

- Dimensions:  
Fixture - 8" diameter, 3.54" dee  
Base can - 9.25" diameter, 4.5"
- Lamp: 49W 6.6A MR16  
LED 12V Cluster or LED 120V Cluster.
- Prism: Bi-directional in yellow green, or clear. LED in red or yellow
- Body casting: High tensile aluminum alloy finished in gold yellow
- Stress bearing: 11 tons dynamic and 22 tons static load.
- Installation and operation hand provided

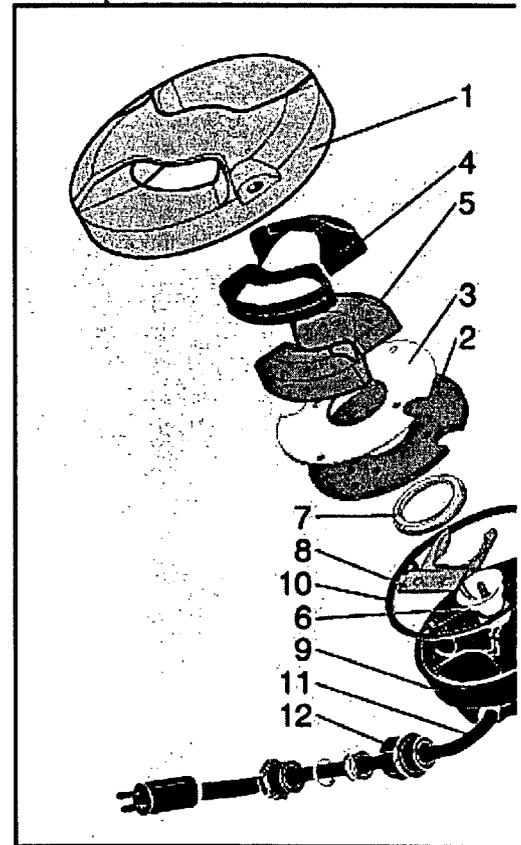
### Components

1. Body casting
2. Prism clamp 80-21268
3. Prism clamp gasket 80-33072
4. Prism gasket (2) 80-33071
5. Glass prisms (1 or 2) 80-29016  
green 80-19149  
yellow 80-19150  
red 80-19151
6. 49W 6.6A MR16 lamp 50-08065  
LED 12V Cluster 50-27LED12V  
LED 120V Cluster 50-27LED120V
7. Lamp gasket 80-33064
8. Lamp retaining spring 80-32039
9. Bottom cover
10. Bottom cover gasket 80-33073
11. 'B' type plug lead 80-13001
12. Cable gland assembly 80-21114/5/6

### ZA280 Ordering Code

Fixture	Lamp	Color/Color	Base Type
FI-ZA280	3: 36W halogen 4: 49W halogen L1: 12V LED	C: Clear B: Blue G: Green R: Red Y: Yellow X: Blank	1: One piece 2: Two piece

Color/Color			
FI-ZA280			





**TRAFFIC SAFE**

## TS500 Stainless Steel Fixture

Our high intensity, bidirectional in pavement lights warn motorists that pedestrians are in the crosswalk. They are activated by a push-button at either curb and emit a rapidly flashing yellow (or blue, clear, green, or red) light.

### Why Our Fixture is Better

#### DURABLE:

- Corrosion resistant stainless steel fixture withstands salt, chemicals and responsibly operated snowplows and loads up to 44,000 lbs.

#### BRIGHT:

- More than 250 times brighter than the Caltrans minimum.
- In a technological break through, our optional LED light source is brighter than our halogen lamps!

#### EASY TO MAINTAIN:

- Outward sloping light channel promotes drainage and facilitates maintenance.
- Pressurized light cavity keeps moisture out and extends light source life.
- LED light source use life estimated at 10 years or longer.
- Low cost, off-the-shelf lamps; 3-5 years between replacement.
- Optional spacers allow easy adjustment to grade after resurfacing.
- One year warranty.

### Typical Installation

This two-lane road, 24 feet wide, has three TS500 fixtures embedded on each side of the crosswalk to alert drivers and silhouette pedestrians. The pedestrian triggers the lights using a push button. Each fixture projects a 600,000 candela per meter squared wide-angle beam that is clearly visible in daylight and under the worst weather conditions.

An optional long-lasting, energy efficient LED light source (600,000 candela) is available for all installations, but is especially useful for solar powered projects.

### Low-profile Fixture

The TS500 is 8" in diameter and projects only 0.5" above the road surface (.25" with snowplow base). The corrosion resistant stainless steel body is designed to withstand responsibly operated snowplows and loads up to 44,000 lbs. The outward sloping light channel promotes drainage and facilitates maintenance.

### Specifications

- Fixture dimensions: 8" diameter, 3.75" deep
- Lamp: 49W 6.6A MR16, 105W 6.6A MR16, LED 12V Cluster or LED 120V

Home

PowerPoint  
Presentation

What's New

Advocacy  
Toolbox

Roadway  
Applications

Layouts &  
Installations

Data Sheets  
& Installation  
Drawings

Studies

Quotes

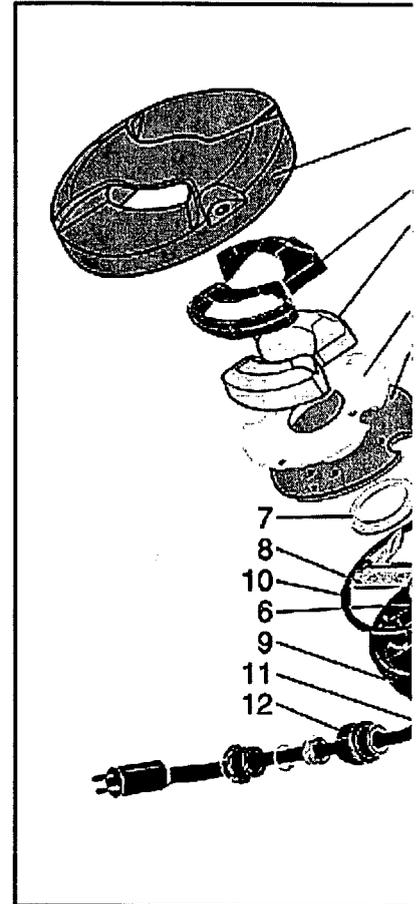
Questions/Info

Links



## Components

- |                                 |              |
|---------------------------------|--------------|
| 1. Body casting                 | 80-40155     |
| 2. Prism clamp                  | 80-21268     |
| 3. Prism clamp gasket           | 80-33072     |
| 4. Prism gasket (2)             | 80-33071     |
| 5. Glass prisms (wide) (1 or 2) | 80-16072     |
| Glass prisms (narrow) (1 or 2)  | 80-16078     |
| Blanking prism (optional)       | 80-40102     |
| Color filters (not shown)       |              |
| blue                            | 80-19201     |
| green                           | 80-19156     |
| red                             | 80-19155     |
| yellow                          | 80-19157     |
| 6. 49W 6.6A MR16 lamp           | 50-008065    |
| 105W 6.6A MR16 lamp             | 50-008072    |
| LED 12V Cluster                 | 50-27LED12V  |
| LED 120V Cluster                | 50-27LED120V |
| 7. Lamp gasket                  | 80-33064     |
| 8. Lamp retaining spring        | 80-32039     |
| 9. Bottom cover                 | 80-40101     |
| 10. Bottom cover gasket         | 80-33073     |
| 11. 'B' type plug lead          | 80-13001     |
| 12. Cable gland assembly        | 80-21114/5/6 |
| 13. Schrader (bicycle) valve    | 80-21327     |



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[What's New](#) | [Advocacy Toolbox](#) | [Roadway Applications](#) | [Layouts & Installations](#) |  
[Data Sheets](#) | [Studies](#) | [Quotes](#) | [Questions/Info](#) | [Links](#) |

Toll Free: 1-888-446-9255 • Phone: (916) 394-9884  
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# Appendix F - Input Questionnaire

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CH2M HILL  
One Harvard Circle  
West Palm Beach, FL 33409-1923  
Tel 561.515.6500  
Fax 561.515.6502



**CH2MHILL**

**EQUESTRIAN TRAILS MASTER PLAN  
PUBLIC MEETING QUESTIONNAIRE**

10/27/03

Please complete the following questionnaire and review the attached trail map for accuracy. If you should have any map corrections mark it up and return it at the end of the meeting or contact Scott Barber at (561) 515-6641 or sbarber@ch2m.com.

What is your association with the Equestrian Community?

What do you like about the existing trails?

What don't you like about the existing trails?

Do you know of any other existing community trail systems that work well?

What improvements would you like to see in future trail development?

What issues do you feel should be resolved by this master plan?

What is your style of riding and how often do you use the trail system?

What part of the trail system do you use the most and how long are your typical rides?

List below any other information that you feel will be helpful to the outcome of this master plan?

# Appendix G – Florida Statutes

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**2003 Florida Statutes**  
**Title XLV/ TORTS/ Chapter 773**

**773.03 Limitation on liability for equine activity; exceptions.--**

- (1) This section applies to the horseracing industry as defined in chapter 550.
- (2) Nothing in s. 773.02 shall prevent or limit the liability of an equine activity sponsor, an equine professional, or any other person if the equine activity sponsor, equine professional, or person:
  - (a) Provided the equipment or tack, and knew or should have known that the equipment or tack was faulty, and it was so faulty as to be totally or partially responsible for the injury;
  - (b) Provided the equine and failed to make reasonable and prudent efforts to determine the ability of the participant to engage safely in the equine activity, or to determine the ability of the participant to safely manage the particular equine based on the participant's representation of his or her ability;
  - (c) Owns, leases, rents, has authorized use of, or is otherwise in lawful possession and control of the land or facilities upon which the participant was injured, and the injury was due totally or in part, to a dangerous latent condition which was known to the equine activity sponsor, equine professional, or person and failed to post warning signs;
  - (d) Commits an act or omission that a reasonably prudent person would not have done or omitted under the same or similar circumstances or that constitutes willful or wanton disregard for the safety of the participant, which act or omission was a proximate cause of the injury; or
  - (e) Intentionally injures the participant.

**773.04 Posting and notification.--**

- (1) Every equine activity sponsor and equine professional shall:
  - (a) Post and maintain one or more signs which contain the warning notice specified in subsection (2). These signs shall be placed in a clearly visible location near to where the equine activity begins. The warning notice specified in subsection (2) shall appear on the sign in black letters, with each letter to be a minimum of 1 inch in height, with sufficient color contrast to be clearly distinguishable.
  - (b) Give the participant a written document which the participant shall sign with the warning notice specified in subsection (2) clearly printed on it. Said written document may be used in lieu of posting the warning on the site of the equine activity sponsor's or equine professional's facility, and shall be given to any participant in an equine event not on the location of the equine activity sponsor's or equine professional's facility.

(2) The signs and document described in subsection (1) shall contain the following warning notice:

**WARNING**

Under Florida law, an equine activity sponsor or equine professional is not liable for an injury to, or the death of, a participant in equine activities resulting from the inherent risks of equine activities.

**773.05 Limitation on liability of persons making land available to public for recreational purposes.--**Nothing in ss. 773.01-773.05 shall be construed to limit in any way the limitation of liability granted to private citizens who allow the public to use their land for recreational purposes, as provided in s. 375.251.