

# Chapter 1 - Introduction and Project Background

## Overview

The City of Carlsbad is an affluent seaside resort community occupying a 7-mile stretch of Pacific coastline in North San Diego County, located approximately 35-miles north of downtown San Diego. Carlsbad's Mediterranean climate attracts visitors year-round and supports an active community where numerous world class athletes train and live. The many healthy, active life style opportunities in the City of Carlsbad attract families and businesses to this vibrant seaside community.

The community is proud and protective of a quality of life that is connected to its environment. A way of life that is focused on the beaches, lagoons and hillsides and how the community utilizes these places.

Trails connect residents and visitors to its beaches, coastal resources and activities as well as to the city's three unique lagoons: Buena Vista; Agua Hedionda; and Batiquitos. The trails provide access to the open space and public education of the diverse natural resources and result in an increased sensitivity and respect for nature and wildlife.

**Trails connect people to nature.**

Trails support physical activity for residents and visitors alike. Some of the best forms of exercise are walking, hiking, jogging, running or cycling.

**Trails connect people with their physical well being.**

Healthy forms of activity not only provide exercise, but also provide opportunities for residents and visitors to connect to various destinations throughout the city.

**Trails connect people to their community.**

Trails encourage social interaction and improve opportunities for community connectivity.

**Trails help connect people with people.**

## 1.1 Project Study Area

The study area includes all of the City of Carlsbad and focuses on the open space, parks, beaches and the recreation and active transportation trail systems that connect them (see Figure 1.1: "Vicinity Map").

## 1.2 Trails and Active Transportation Strategies

Trails often serve as a transportation function by providing non-vehicular modes of moving about the city. Carlsbad Active Transportation Strategy (CATS), dated June 5, 2015 was coordinated with this Trails Master Plan Update. Certain trail segments provide a link to important destinations in the City of Carlsbad such as beaches, golf courses, the Flower Fields, Legoland, nature centers, nature preserves, schools, work, shopping areas, restaurants, and parks.

**Trails connect people with destinations via non-motorized transportation options to local attractive destinations and activities.**

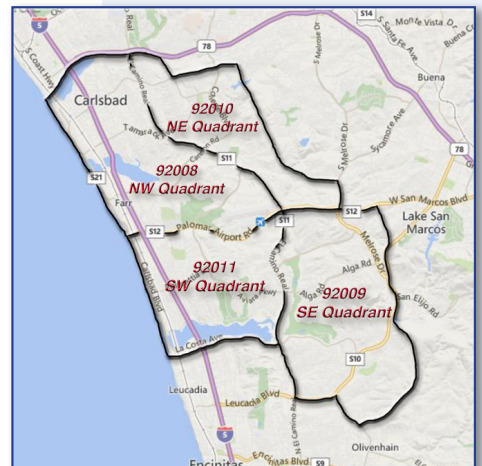
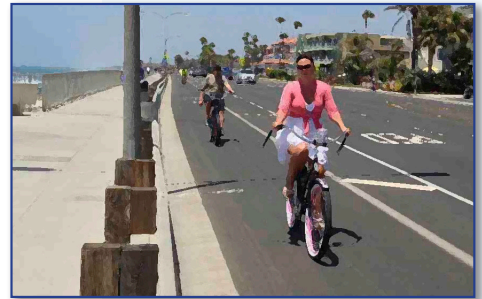


Figure 1.1: Vicinity Map

### 1.3 Citywide Trails Program Mission Statement

The primary purpose of the Carlsbad Citywide Trails Program is provided in the mission statement below:



### 1.4 Trails Master Plan Purpose

The Trails Master Plan (TMP) builds on the previous efforts completed by staff, volunteers and partners over the past two decades for the City of Carlsbad’s vibrant citywide trails program. This update for the trails planning in the city provides a comprehensive planning document to reference for developing and maintaining the city’s trail system into the future. It also takes into consideration both the larger public and private projects more recently underway in the coastal corridor and opportunities to see some of the trails developed along with the CATS program. The TMP identifies important east/west and north/south connections around the city’s major lagoons and the Pacific Coast.

The City of Carlsbad has been working for many years to develop and implement a comprehensive trails system. During the early 1990s, residents recognized the natural beauty of the many open space areas and the city’s three large lagoons as desirable recreational and outdoor education opportunities. Over the years, several important planning documents consistently provided guidance during the growth of the city to ensure that these unique natural resources were protected and yet available for enjoyment by residents and visitors to the City.

### 1.5 Local Planning Efforts

Several important planning documents that have provided guidance for the trail development are presented below to provide context on how the trails system has developed to date.

#### Trails Feasibility Study

Beginning in 1990, a Trails Feasibility Study laid the groundwork for planning trails within the city. The alignments came out of efforts provided by an Open Space Ad Hoc Committee (OSAHC) appointed by the City Council in 1990 to advise on the development of an open space trail system.

## Open Space and Conservation Resource Management Plan (OSCRMP)

The OSCRMP, adopted in 1992, expanded upon the study and provided the framework for the city's trail development, as the conceptual alignments laid out for the system were utilized as the city was rapidly developing in the 1990's up to present times. The conceptual layout of identified trail segments allowed for flexibility and fine tuning as private and public opportunities for development occurred. The plan was intended to protect the open space resources and landscape identity of the City while allowing for growth opportunities identified in the city's long-range plans. The plan defined a program for implementation of an integrated open space and trails system incorporating:

- Open space for the preservation of natural resources, such as wetlands and other valuable habitats;
- Open space for the managed production of resources, such as agricultural lands;
- Open space for outdoor recreation, including parks and other open space recreation areas;
- Open space for aesthetic, cultural and educational purposes, including key scenic and cultural resources;
- Open space for public health and safety, such as floodways; and
- Open space for the proposed City of Carlsbad Trail System.

The TMP refines the original trail alignments outlined in the OSCRMP as a backbone for the trail system and enhances it to provide a truly unique trail network.

The OSCRMP proposed 63 total miles of pedestrian, bicycle and joint use trails:

- Paved pedestrian and bike path: 2 miles
- Unpaved hiking and biking path: 61 miles

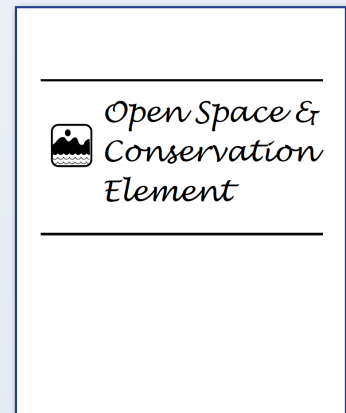
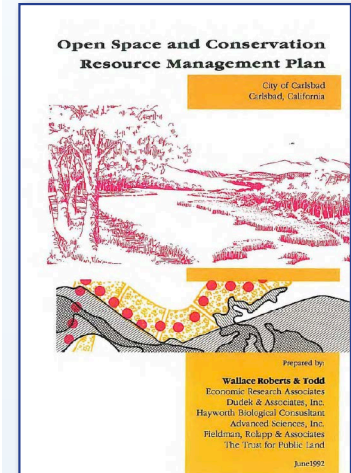
In addition, the OSCRMP anticipated 11 miles of sidewalks and bike lanes.

The primary objective of the OSCRMP was to provide connectivity to the various existing and proposed community parks:

- Hosp Grove Park
- Hidden Canyon Park (formerly known as Larwin Park)
- Calavera Park
- Future Veterans Park (formerly known as Macario Canyon Park)
- Poinsettia Park (formerly known as Alta Mira Park)
- Alga Norte Park
- Leo Carrillo Ranch Historic Park
- Stagecoach Park

Another major objective was to develop a system of trails in the Special Resource Areas of Hosp Grove and the Lake Calavera Preserve.

The 1994 General Plan Open Space and Conservation Element incorporated principal trails recommendations from the OSCRMP by establishing trails development as a top citywide open space priority; identifying trail linkages in the



Conceptual Open Space & Conservation Map; and providing policy direction for the creation of a comprehensive trail and greenway linkage system.

### **Citywide Trails Program Report**

In 2001, the City Council approved the Citywide Trails Program Report which outlined the future vision and immediate steps to be taken to implement what was commonly referred to as the Citywide Trails Plan. The report outlined ambitious steps to make more trails available to the public and offered a new classification of trails aligned with the Circulation Element of the General Plan (1994).

The program proposed a total of 145 miles of trails not including sidewalks:

- Paved pedestrian and bike path: 12 miles
- Unpaved hiking and biking path: 56 miles
- Circulation Element Trails: 77 miles

The report identified 14 miles of existing trails (12 miles in the category of unpaved hiking and biking paths) with the highest concentration of trails at Hosp Grove, Rancho Carrillo, and south of La Costa. In addition, 13 miles of existing sidewalks/bike paths were included in the trail network. The report also outlined next steps for the city to prepare and put in place policies for plan review, trail easement acceptance policies for trail Irrevocable Offer to Dedicate (IOD's), and maintenance and operations standards.

### **Citywide Trails 5 Year Implementation Plan**

In February of 2002 the City Council approved funding for the Citywide Trails Program to be allocated from the General Fund (AB 16,55). Staff initiated work on developing a 5-year work plan to identify city trail segments that would be accepted into the public trail network or that would be built during Fiscal Year (FY) 2008-09. Funding options and the implementation of a city trail volunteer program were also documented as goals for carrying out the 5-year work plan. The implementation schedule anticipated three phases for trail development:

- Phase 1 - inventory of existing trails.
- Phase 2 - projected 26.7 miles of future trail development within the 5-year period. These trails were concentrated at the Lake Calavera Preserve, Crossings Golf Course and Reach 1, 2, 4 and 5 of the Coastal Rail Trail. A large percentage of these future trails were associated with anticipated development at the master planned communities of Calavera Hills, Bressi Ranch, Villages of La Costa and Poinsettia Shores.
- Phase 3 - segments to be developed after FY 2008-09. This category included Reach 3 of the Coastal Rail Trail, Agua Hedionda Lagoon, the north shore of Batiquitos Lagoon, Villages of La Costa, Buena Vista Creek and trails associated with private development, including, Robertson Ranch, Cantarini/Holly Springs and Aviara.

The current Trails Master Plan continues the systematic process of analyzing existing conditions, assessing needs, identifying gaps and proposing future trail links. Major objectives of the OSCRMP have been accomplished. All listed park sites are incorporated into the fabric of the city through the system of sidewalks, open space and mobility trails. Hosp Grove and the Lake Calavera Preserve are major recreational destinations with publicly accessible trails designed to protect

natural resources while allowing for responsible trail use. Rancho Carrillo became one of the most popular hiking destinations, offering a complete loop of recreational trails through the open space and connecting local neighborhoods with the Leo Carrillo Ranch Historic Park. Likewise, the network of trails in La Costa is well developed, providing residents and visitors with a vast array of hiking and biking opportunities.

Previous planning documents identified an opportunity to condition private developers with trail construction. The city's dynamic growth - fueled by a significant number of developers interested in investing in Carlsbad - resulted in the successful trail network that we enjoy today. Trails in the master planned communities of Calavera Hills, Robertson Ranch, Bressi Ranch, Aviara, Poinsettia Shores and La Costa have been constructed utilizing this planning mechanism. Cantarini/Holly Springs is the last remaining major residential development that includes future trail connections.

Today, private development is phasing out with the city reaching its built-out phase. Future trail development will require extensive collaboration with other public agencies that hold rights to the land. The best examples are trails within the Carlsbad Highlands and Buena Vista Creek Ecological Reserves. Opening these routes to the public will be contingent upon successful collaboration and approval from the California Department of Fish and Wildlife (CDFW). The TMP also recognizes an opportunity for future public access within San Diego Gas & Electric (SDG&E) utility roads. Acquisition of these links will require collaboration with SDG&E and authorization from the California Public Utilities Commission.

The existing Trails Master Plan identified a need for trail connectivity along the coastal corridor. Staff is currently working on a number of initiatives to improve safety and pedestrian circulation, and enhance the recreational benefit of the Carlsbad coast. A majority of the future trails in this area are part of larger transportation projects associated with the I-5 Freeway Widening Project, Carlsbad Boulevard improvements and Encina Power Station decommissioning. Development of the Coastal Rail Trail continues, with Reach 1 and 2 completed to date. The plan also recognizes important west-east corridors along city lagoons and proposes links to close gaps in the trail network that connect inland communities with the beach.

### Citywide Trails Maintenance Plan

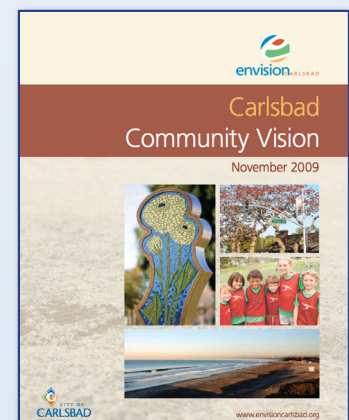
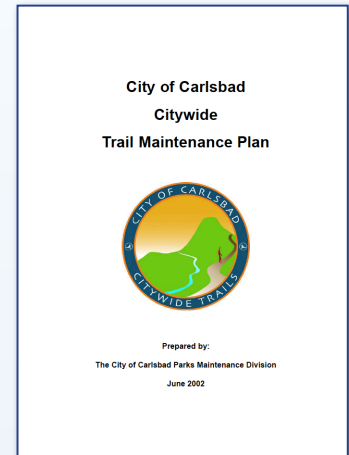
Staff developed the Citywide Trails Maintenance Plan to provide proper maintenance of the trails, to protect the financial investment community had made in developing trails, and to continue future recreational benefit to citizen and visitors of the city.

#### Objectives:

- Proper maintenance of citywide trails.

#### Policies:

- City will be responsible for signage and markers, fencing, dog waste receptacles, trail amenities and edging materials.
- City is not responsible for maintenance of landscape and/or irrigation off the trail or for drainage systems that are not part of or not serving the trail system



## **General Plan: Open Space & Conservation Element (2006)**

### Goals:

A.1 - An open space system of aesthetic value that maintain community identity, achieves a sense of natural spaciousness, and provides visual relief in the city scape.

A.2 - A city with a balance of programmed and unprogrammed open space with-in each of the four quadrants of the city.

A.3 - An open space system that improves the quality of life for the citizens of Carlsbad.

A.4 - A city with the adequate amount and variety of open space for outdoor recreation, including but not limited to: parks; beaches; areas for organized sports; connecting corridors containing trails; water recreation areas (beaches, lagoons, lakes); unique conservation areas for nature study; and, semi-developed areas for camping.

### Objectives related to trail system:

B.1 - To preserve, protect and enhance those areas of the City that provide unique and special open space functions including, but not limited to, cultural and visual amenities, active and passive recreational uses, landmarks, buffers between incompatible land uses, wildlife habitats and unique and desirable vegetation.

B.2 - To create more rural atmosphere in the urban environment, by identifying, acquiring, and protecting natural open space areas which are visible from public gathering places.

B.3 - To provide public access to all open space areas except where sensitive resources may be threatened or damaged, where the public health and safety may be compromised or where access would interfere with the managed production of resources, such as agriculture.

B.5 - To provide for parks and plazas and preserve natural areas within developments.

### Policies:

C.1 - Use open space to provide neighborhood, community, and city identity and to provide separations between conflicting land uses.

C.5 - Prepare citywide maps and diagrams showing the following:

- (1) Environmentally constrained open space;
- (2) Existing and approved open space;
- (3) Proposed future open space system concept;
- (4) Proposed Carlsbad Trail System

C.15 Preserve panoramic viewpoints, as identified in the Opens Space and Conservation Resource Management Plan, and where possible, provide public access.

C.16 Acquire, protect or negotiate for public access to those privately-held natural open space lands that could be used for unprogrammed recreational use.

C.17 Make accessible to the public, those open space areas designated for recreational use, and where feasible, provide them with essential utilities, public facilities and services.

**Bikeway Master Plan (2007)**

Policies:

- 1.1.3 - Coordinate the location of bicycle routes with the Parks and Recreation Element and the Open Space and Conservation Element.
- 1.1.4 - Extend bicycle routes to cultural, educational and recreational facilities.
- 1.1.6 - Improve bicycle access to beach areas.
- 1.1.7 - Encourage passive and active use of the railroad right of way as a trail linkage and bicycle pathway.
- 1.1.8 - Encourage development of the railroad right of way as trail linkage and bicycle pathway.
- 1.1.9 - Seek funding for bicycle transportation through regional, state and federal funding programs.
- 1.1.13 - Install trail systems within existing and new industrial developments.

**Pedestrian Master Plan (2008)**

Goals:

3.4.1.1 – A city with neighborhoods that have a sense of community where residents, including children, the disabled and the elderly, feel safe and comfortable traveling to daily destinations; where homes and trees line the streets; where central gathering places create focal points; and where recreation areas are provided for a variety of age groups.

Objectives:

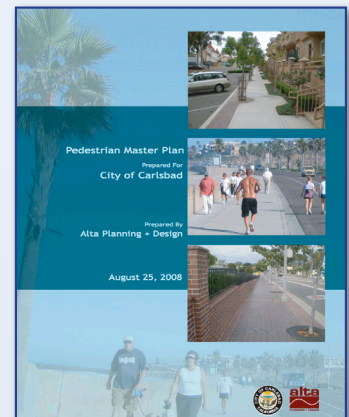
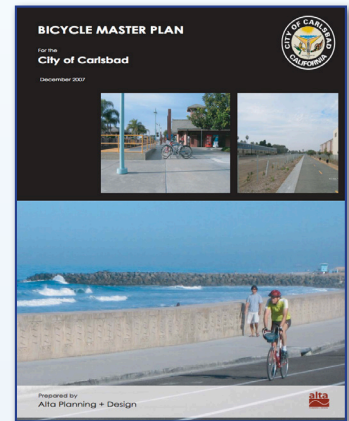
3.4.2.1 – To ensure that new development is designed with the focus on residents instead of the automobile by providing: pedestrian-friendly, tree-lined streets; walkways to common destinations such as schools, parks and stores; homes that exhibit visual diversity, pedestrian-scale and prominence to the street; and recreation amenities for a variety of age groups.

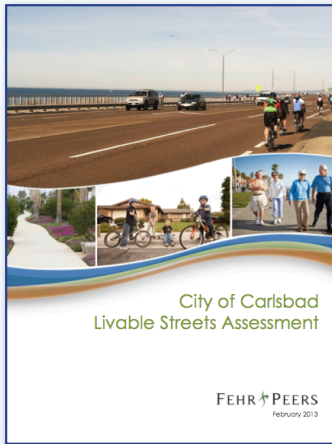
3.7.2.1 – To encourage the use of the excess railroad right-of-way for landscaping, parking facilities, recreation areas, trails and similar uses.

**Carlsbad General Plan (2015) Mobility Element**

Policies:

- 3.P.8 - Utilize transportation demand management strategies, non-automotive enhancements (bicycle, pedestrian, transit, train, trails, and connectivity), and traffic signal management techniques as long-term transportation solutions and traffic mitigation measures to carry out the Carlsbad Community Vision.
- 3.P.24 - Update the pedestrian, trails and bicycle master plans, as necessary, to reflect changes in needs, opportunities and priorities.
- 3.P.25 - Implement the projects recommended in the pedestrian, trails and bicycle master plans through the city’s capital improvement program, private development conditions and other appropriate mechanisms.
- 3.P.27 - Implement the Safe Routes to School and Safe Routes to Transit programs that focus on pedestrian and bicycle safety improvements near local schools and transit stations. Prioritize schools with access from arterial streets





for receiving Safe Routes to School projects.

3.P.32 - Require developers to improve pedestrian and bicycle connectivity consistent with the city's bicycle and pedestrian master plans and trails master planning efforts. In addition, new residential developments should demonstrate that a safe route to school and transit is provided to nearby schools and transit stations within a half mile walking distance.

The Carlsbad General Plan was updated and adopted on September 22, 2015. Prior to this date, the last comprehensive update was completed in 1994. The updated Mobility Element changes the typical circulation paradigm to focus on Livable Streets. The updated Mobility Element focuses on multi-modal transportation as a major tenet of the General Plan, with the majority of policies having a multi-modal focus. As such, the dialogue between alternative transportation and automobile travel are intertwined throughout the document.

### **Carlsbad General Plan (2015) Open Space, Conservation and Recreation Element**

#### Policies:

4.P.40 - Prepare a comprehensive Trails Master Plan update, that expands the existing and planned 61-mile trail system, with the following objectives:

- Connectivity between off-road trails and major on-road pedestrian and bicycle routes, such that future improvements in the trail system also contribute to linkages between important sites (beaches, lagoons, schools, commercial centers, master planned communities, and others)
- Design and designate trails as multi-use to be accessible for all user groups, including walkers, bicyclists, and equestrians (as land use policy allows). Ensure that the network provides an appropriate amount of resources for each trail type or user group
- Greenway and trail linkages from major recreational/open space areas to other land use areas or activities, including, but not limited to, residential neighborhoods, places of employment, parks, schools, libraries, and viewpoints
- Linkages/multi-use trails connecting businesses and residential neighborhoods to the beaches

4.P.42 - Locate multi-use trails and associated amenities and passive recreational features to minimize impacts to sensitive habitats and other sensitive surrounding land uses, such as residences.

4.P.43 - Obtain an irrevocable offer to dedicate or a permanent easement for multi-use trails on privately owned property where feasible, and where trails are proposed as part of the Carlsbad trail system.

Goals:

4.G.11 - Utilize greenways and trails to connect the city's open space network.

### **Climate Action Plan (2015) - Measure K: Promote Transportation Demand Management Strategies**

#### Goal:

K-1 - Adopt a citywide Transportation Demand Management (TDM) plan, as described in the General Plan Mobility Element, detailing a mix of strategies to reduce travel demand, specifically of single occupancy vehicles. SANDAG's



2012 “Integrating Transportation Demand Management Into the Planning and Development Process” provides a guide to designing and implementing a TDM plan and will be used as a reference document to develop the city’s TDM plan. TDM strategies evaluated in the plan include parking ordinances, subsidized or discounted transit programs, transit marketing and promotion, car sharing, bike sharing, parking pricing, and bike parking.

### **Sea Level Rise Vulnerability Assessment (Draft 2017)**

The vulnerability assessment presents a city-specific sea level rise analysis to support an update to the Local Coastal program. The assessment evaluates the degree to which important community assets, such as trails, are susceptible to adverse effects of projected sea level rise. The assessment includes a menu of potential adaptation strategies to provide a range of adjustments that could occur in response to already experienced or anticipated impacts of projected sea level rise. The adaptation strategies generally fall into four main categories, with a fifth category being a combination of two or more strategies:

- Do nothing
- Accommodate
- Retreat
- Protect
- Hybrid Approach

Sea Level Rise considerations in trail design are discussed in more detail in Chapter 6.

### **Local Coastal Program (LCP)**

The California Coastal Commission was established in 1972 with the passage of Proposition 20. The voter initiative laid the foundation for statewide preservation, protection, restoration and enhancement of California’s coastal environment. In 1976, the state legislature passed the California Coastal Act, which made permanent the policy and regulatory authorities of the Coastal Commission. Protection of coastal resources is a shared responsibility between the state and local governments. Coastal communities are delegated authority to carry out Coastal Act policies through certification of their Local Coastal Programs (LCP). As of 2017, Carlsbad has certified local permitting authority over much of its Coastal Zone, with the exception of the Agua Hedionda Lagoon area, scattered properties adjacent to the I-5 freeway, and areas retained as original permit jurisdiction by the Coastal Commission (e.g., tidelands and public trust lands). Land and water use of deferred certification and original permit jurisdiction areas are regulated by the Coastal Commission.

The California Coastal Act places a high priority on maximizing public access to and recreational opportunities along the coast. Implementation of Trails Master Plan projects in the Coastal Zone can go a long way toward realizing these twin goals. Although not a direct component of it, the Trails Master Plan has been developed to be consistent with and complementary to the city’s certified LCP. Within the Coastal Zone, should any conflict arise between the Trails Master Plan and certified provisions of the LCP, the provisions of the certified LCP shall prevail.

### **Habitat Management Plan (HMP)**

The Habitat Management Plan was developed by the city, in cooperation with federal and state wildlife agencies, to preserve and protect sensitive biological

resources within the city while allowing for continued economic growth and development. The HMP is part of a regional planning effort to create an interconnected system of open space lands that will function at the ecosystem level. The HMP constitutes the city's subarea (city-specific) plan within the Multiple Habitat Conservation Program Subregional Plan for north coastal San Diego County. It is also a certified component of the city's LCP, meaning that HMP provisions are enforceable policies and standards for development in the Coastal Zone.

Goals & Objectives:

The overall goal of the HMP is to contribute to regional biodiversity and the viability of rare, unique or sensitive biological resources throughout the City of Carlsbad and the larger region while allowing public and private development to occur consistent with the Carlsbad General Plan and Growth Management Plan.

The specific biological objectives of the Plan are to:

- Conserve the full range of vegetation types remaining in the city, with a focus on rare and sensitive habitats;
  - Conserve areas of habitat capable of supporting the HMP Species in perpetuity; and
  - Maintain functional wildlife corridors and habitat linkages within the city and to the region, including linkages that connect gnatcatcher populations and movement corridors for large mammals.
- The specific conservation objectives of the Plan are to:
- Maintain functional biological cores;
  - Maintain functional linkages and movement corridors;
  - Conserve rare vegetation communities;
  - Conserve narrow endemic species and maintain populations of target species; and
  - Apply a "no net loss" policy to the conservation of wetlands, riparian and oak woodland habitats.

The specific land use objectives of the Plan are to:

- Protect important wildlife habitats while allowing for orderly growth and development;
- Provide a menu of land use measures to protect and conserve habitat according to the Plan including standards relating to mitigation, open space dedications and density transfers;
- Provide a framework for coordinating and monitoring the protection and management of biological resources in natural open space; and
- Provide for the continued implementation of the Growth Management Plan, particularly the provision for ensuring adequate public facilities to serve new growth.

The specific economic objectives of the Plan are to:

- Minimize Endangered Species Act (ESA)-related mitigation costs to public and private projects;
- Allow continued economic growth and development in the city; and
- Minimize the overall cost of HMP implementation to the city and its residents.

## 1.6 Regional Transportation Plans with Trail Projects

### North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program (NCC PWP/TREP-2014)

Caltrans and SANDAG have prepared the NCC PWP/TREP to function as a single integrated document for comprehensively planning, reviewing, and authorizing the NCC's transportation, community, and resource enhancement projects within the NCC extending from La Jolla to Oceanside along the North San Diego County coastline. The NCC PWP/TREP creates a framework within which identified projects can be analyzed and implemented over the next 30 to 40 years under a coordinated plan. Altogether, the proposed NCC PWP/TREP is a multi-modal transportation program that would implement a variety of improvements (highway, rail, bicycle and pedestrian) to meet the NCC's different transit needs. The suite of projects included in the NCCPWP/TREP represents a mix of infrastructure improvements that would also enhance Carlsbad's trail system. The proposed bicycle and pedestrian improvements would create or substantially improve many trail connections, including highway over- and under-crossings that would be reconstructed with improved facilities, such as pedestrian bridges and enhanced sidewalks/bike lanes, which would provide safe, non-automobile-dependent routes to and within the Coastal Zone.

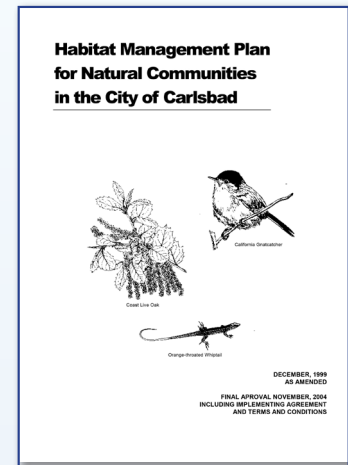
#### North Coast Bike Trail

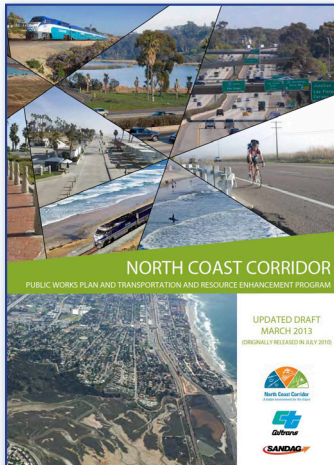
A key component of the NCC PWP/TREP is the proposed North Coast Bike Trail, a new facility that would run the entire 27 mile length of the NCC, roughly parallel to Interstate 5. It would consist of both separated and shared bicycle facilities, located partially in the I-5 right-of-way and partially on adjacent city streets. Caltrans is continuing to work with local jurisdictions to determine the preferred alignment for this shared facility. As part of the highway construction, Caltrans would complete those portions of the bikeway that fall within the I-5 right-of-way, and coordinate with local jurisdictions to ensure connectivity to trail segments outside of the highway right-of-way. As part of the Caltrans led I-5 NCC PWP, the North Coast Bike Trail will provide alignments of new bike facilities, primarily in or near the I-5 right-of-way, see Figure 1.2 "Composite of Regional Trail Projects". The north end of the trail will correspond with the Coastal Rail Trail.

#### Coastal Rail Trail

The Coastal Rail Trail (CRT) is a dedicated bicycle facility in the region's coastal corridor, with most segments in or adjacent to the LOSSAN rail right-of-way. Once fully completed, the CRT would provide a continuous north-south bicycle route mostly comprising of Class I facilities through the NCC with direct access to coastal resources and recreational facilities. Caltrans and SANDAG have identified opportunities to complete approximately seven miles of the CRT within the LOSSAN rail right-of-way as part of the NCC PWP/TREP improvements. These segments also will contribute to the completion of the California Coastal Trail (CCT), a planned 1,200-mile public right-of-way spanning the entire California coastline.

The CRT segments planned in the NCC PWP/TREP, all of which are immediately adjacent to the coast will support the development of the CCT in the NCC by providing additional options for non-motorized travel along the coast.

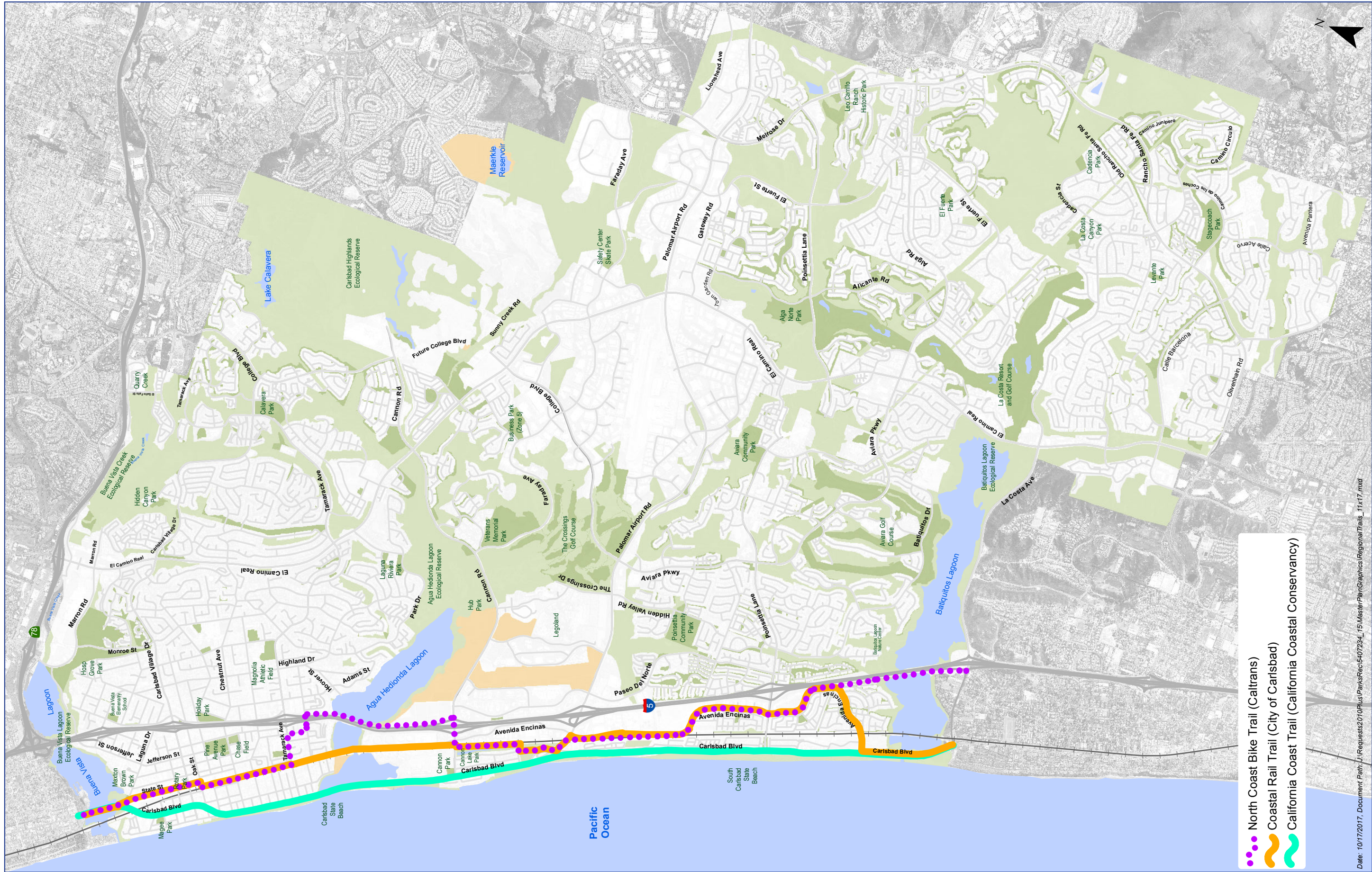




There is an approved alignment for the CRT. The planned alignment south of the Village is along the railroad right-of-way all the way to the Poinsettia Coaster Station. South of the Coaster Station the trail runs along Avenida Encinas and on Carlsbad Boulevard to the south border of the city, see Figure 1.2 “Composite of Regional Trail Projects”.

### California Coast Trail

The California Coastal Conservancy is championing a network of roads, walkways, trails and beaches as a 1,200 mile long mapped route for hikers, runners and cyclists. The segment that comes through Carlsbad is not well defined, but it is likely to follow parts of the CRT across Buena Vista Lagoon and then follow a series of streets through Carlsbad Village and potentially use the proposed Coastal Bluff trail, see Figure 1.2 “Composite of Regional Trail Projects”.



Date: March, 2017

Figure 1.2: Composite of Regional Trail Projects

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