



2026 Update EQUESTRIAN TRAILS CIRCULATION MASTER PLAN

April 2026

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List of Exhibits

- A – Wellington Equestrian Preserve Area/Equestrian Overlay Zoning District Boundary Map**
- B – Adopted Bridle Path System Map**
- C-1 – Bridle Path Trip Count, 2024 Peak Season**
- C-2 – Bridle Path Trip Count, 2024 Off-Peak Season**
- D – 2025 Horse Stall Count**
- E – Capital Project Recommendations 2026-2029 (map of Exhibit H)**
- F – Typical Canal Crossing**
- G – Typical Trail Crossing Standards**
- H – Bridle Trail Recommended Projects**

Introduction

The Equestrian Preservation Element in Wellington's Comprehensive Plan establishes the Equestrian Preserve Area (EPA) with specific goals and objectives to preserve and protect the equestrian lifestyle and the equestrian industry. The Element also identifies an equestrian trails circulation plan as a key component within the EPA to improve the safety of both motorists and equestrians and provide a connected bridle trails system. The Element's policies require regular review and updating of the circulation plan to guide capital improvements programming.

The Village of Wellington first adopted the plan identified as the "*Equestrian Circulation Plan – Existing & Currently Planned Elements*" in Ordinance No. 2014-26. This ordinance established a formal "circulation plan" with a focus on bridle trails. This 2026 update serves as the required review and update of the plan to guide bridle trail projects for the upcoming Fiscal Year (FY) 2026-2027 capital improvements budget.

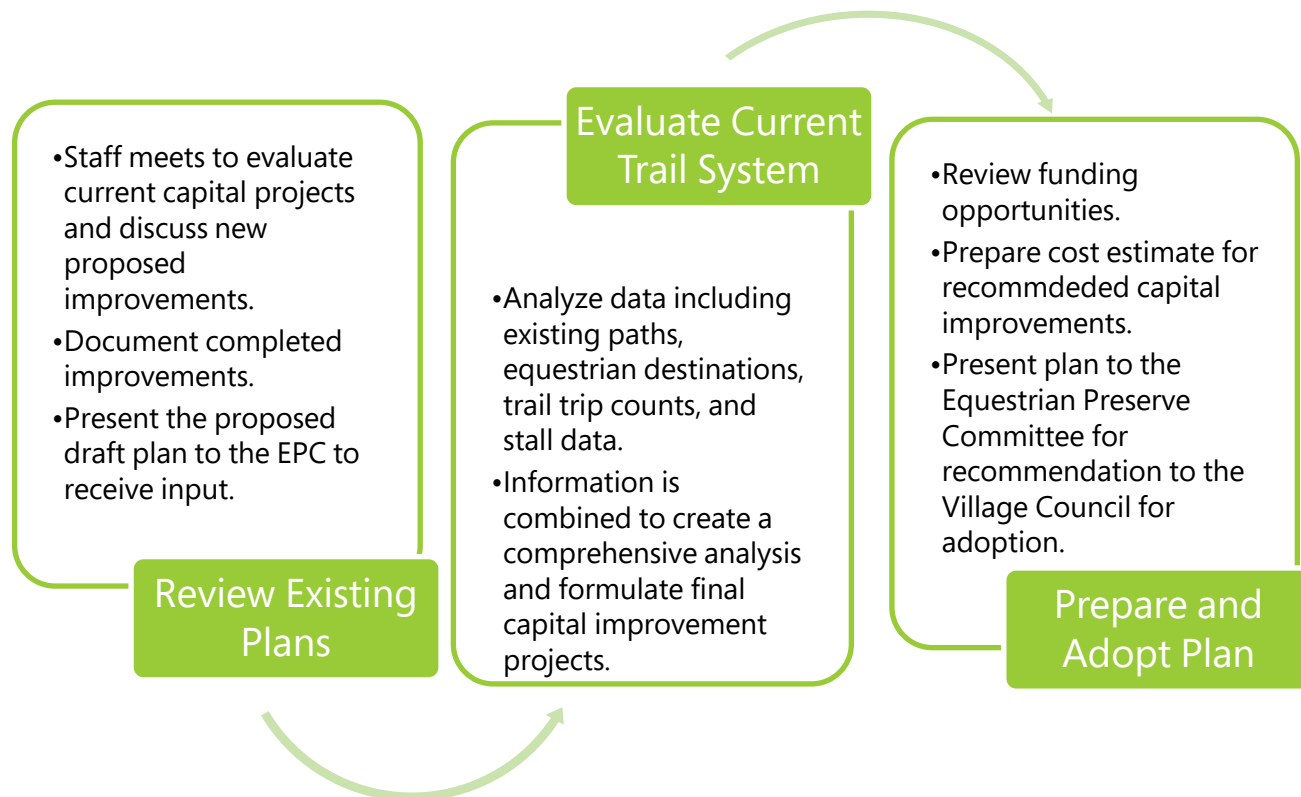
Background

Since its incorporation, equestrian circulation and the bridle trails have been a Wellington priority. In September 1997, an *Evaluation of Equestrian Circulation* was prepared by International Equestrian Design. CH2M Hill expanded upon this evaluation in March 2004 in the *Equestrian Trails Circulation Master Plan*. The 2004 *Equestrian Trails Circulation Master Plan* served as the basis for trails implementation and was utilized for 10 years. Trail maintenance and capital improvements were primarily funded based on this 2004 plan. The *Equestrian Trails Circulation Master Plan* has now served the community for more than 20 years. Many of the trail standards in the plan were implemented, including the adoption of the original colors for the trails.

This implementation strategy was scheduled to sunset in 2015. Instead of sunsetting the strategy, the overall trail system was reevaluated and inventoried. The result of the reevaluation and inventory was the 2024 Equestrian Trails Circulation Plan. This plan was updated in 2025. This latest review of the overall circulation plan updates the 2026 Plan and provides the Equestrian Preserve Committee recommendations for projects for FY2026-27.

Process

The Equestrian Trails Circulation Master Plan (2026 Update) follows a multi-step process to fulfill the vision of Wellington's equestrian community.



Wellington continues to evaluate the trail network, pathway conditions, and use, to develop a list of capital projects with estimated costs and implementation timeframes. This latest update of the circulation plan presents the Equestrian Preserve Committee's recommendations for the FY2026-27 capital projects budget.

Projects Completed Since 2016

Bridle trail projects that have been implemented since 2016 consist of the following:

Project - Trail	Description
Brown Trail	Improved the footing for approximately 2,000 ft. of overall bridle trail.
Blue Trail Crossing	Extended the existing culvert in the C-23 canal crossing, widening this link from the Blue Trail (Saddle Trail Park) to the Yellow Trail (Pierson Rd). Improved the Pierson Road crossing into the showgrounds.

Project - Trail	Description
Red Trail / C-2 Canal Right-of-Way	Installation of asphalt millings from Greenview Shores Blvd. to 40th Street (C-24 Canal), asphalt millings to stabilize soils due to increased use.
Greenbrier Blvd / Ousley Farms Roadway crossing	Installation of an equestrian crossing with a flashing light and striping for the red trail along the C-2 canal.
Greenbrier Boulevard Trail Improvements	Removed the existing two-rail fence and installed three-rail fences along the north side of Greenbrier Boulevard to widen the trail.
Yellow Trail Improvements (South Shore Boulevard to South Fields Road)	Improved footing, 3-rail fencing along Pierson Road, installation of "F" type curbing, and roadway signage.
Brown Trail Improvement	Installed asphalt millings to improve footing along the west side of Paddock Park II from the C-2 Canal to the C-15 Canal.
Ousley Farms Road	Paved alternative vehicle pathway along the west side (east side of the C-2 Canal), from Greenbrier to Pierson Road.
North of Pierson Road, across from Wellington International	Improved approximately 3,000 ft. of trail between South Shore Blvd. and the C-6.
Bridle Trail Horse Count Study (2024 Update)	Conducted and collected trail use counts.

Evaluation of the Current Trail System

Wellington established the Equestrian Overlay Zoning District (EOZD) to define geographically those areas where a higher concentration of the equestrian residential lifestyle, regional equestrian venues, and related supportive land uses and businesses occur. Exhibit 'A' – Wellington EOZD shows the areas that comprise the EOZD.

The existing bridle path system has been inventoried and is shown on Exhibit 'B' – Existing Bridle Path System. The existing bridle trail system in the Village consists of various trails, typically in ACME rights-of-way. There are also trails within neighborhoods that connect the trail system to the equestrian destinations.



Trail Counts

Over 7 days in March and April 2024, 30 cameras were stationed throughout the EPA to study trail use. Exhibit C-1 reflects the range of peak season trips* at each location. Exhibit C-2 reflects the off-peak season trip counts. As expected, trails closest to venues such as Wellington International and major thoroughfares (Pierson and Lake Worth) see higher use. Highest usage was on the Yellow Trail between the Blue and Pink Trails, as well as on the Blue Trail Loop.

**A trip is a horse and rider traveling in any direction. The counts are of horse and rider only; motorized vehicles were counted separately.*

Stall Data

Exhibit D – Stall Count is a graphic representation of the inventoried stalls** occurring within each of the sections as shown on the exhibit. Maroon-colored blocks represent the highest concentration of stalls between 1,501 and 3,000 stalls, and yellow blocks contain the fewest stalls at fewer than 100. The number of stalls and the trip counts match closely. Most of the activity and stalls occur north and south of Pierson Road near the equestrian centers, with a slight decrease (orange blocks) towards the southeast. The number of stalls and intensity of trail use decrease rapidly from the maroon and yellow blocks in all directions away from the equestrian centers.

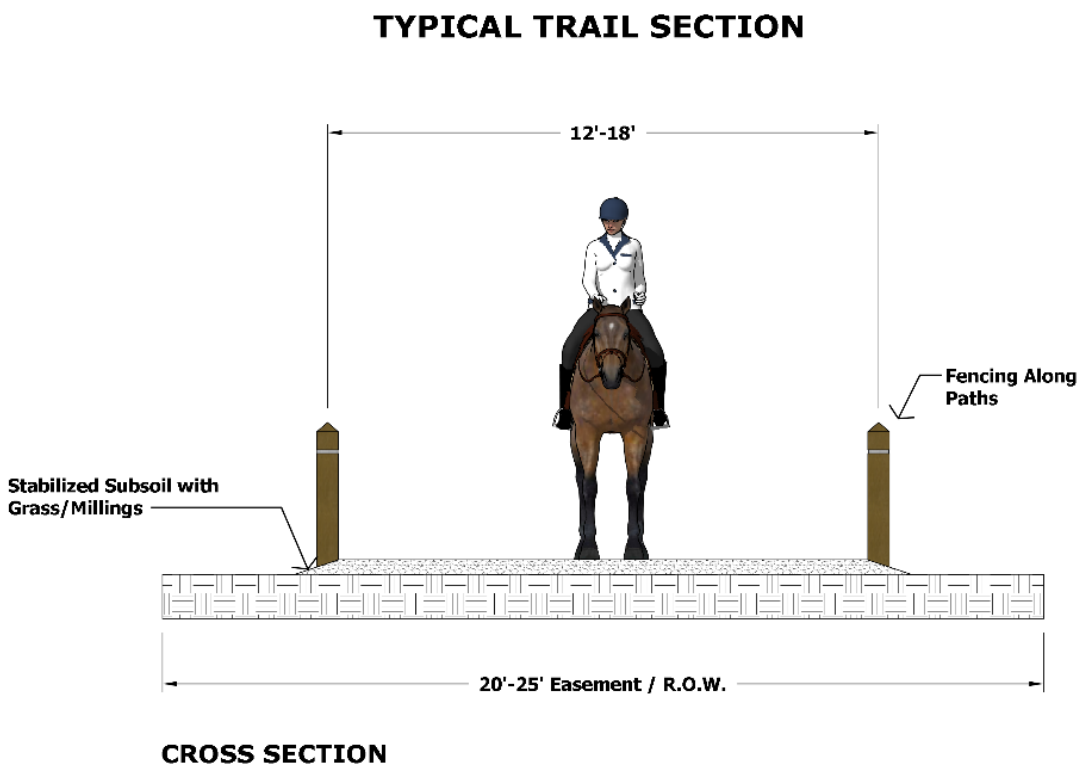
*** It is assumed that one stall is equivalent to one horse when used to estimate Wellington's horse population.*

Bridle Trail – List of Priorities

In 2024, the EPC established the following priorities for bridle trails. These priorities guide the Engineering and Public Works staff on trail maintenance, safety, and related design considerations.

1. Trail Maintenance and Design

- a. Maintain existing trails: mowing, milling, fence repair, and grading, as necessary.
- b. Add asphalt millings to high-traffic bridle paths as necessary.
- c. Establish typical bridle path design standards:
 - i. 12 to 18 feet in width with stabilized Bahia grass as the footing
 - ii. The easement or right-of-way width required is 20-25 feet.
 - iii. For high-volume trails, a bridle path width of 8 to 10 feet is recommended with asphalt millings for footing and grass shoulders, where possible.



2. Traffic and Driver Safety Issues

- a. Slow vehicles traveling on roadways in the EPA by utilizing traffic calming measures or other methods as appropriate.
- b. Install physical barriers when bridle trails are in proximity to vehicles (3-rail fences, etc.).

3. Bridle Trail Safety Priorities

a. Horse crossings

- i. Provide additional roadway and canal crossings. Exhibit E – Recommended Capital Projects 2026-2029 shows the locations for each of the recommended capital projects. Exhibit F – Typical Canal Crossings and Exhibit G – Proposed Trail Crossing Standards show the typical design for each crossing.
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b. Fencing

- i. Use three-rail fencing as a safety barrier, where appropriate.

c. Trail signs

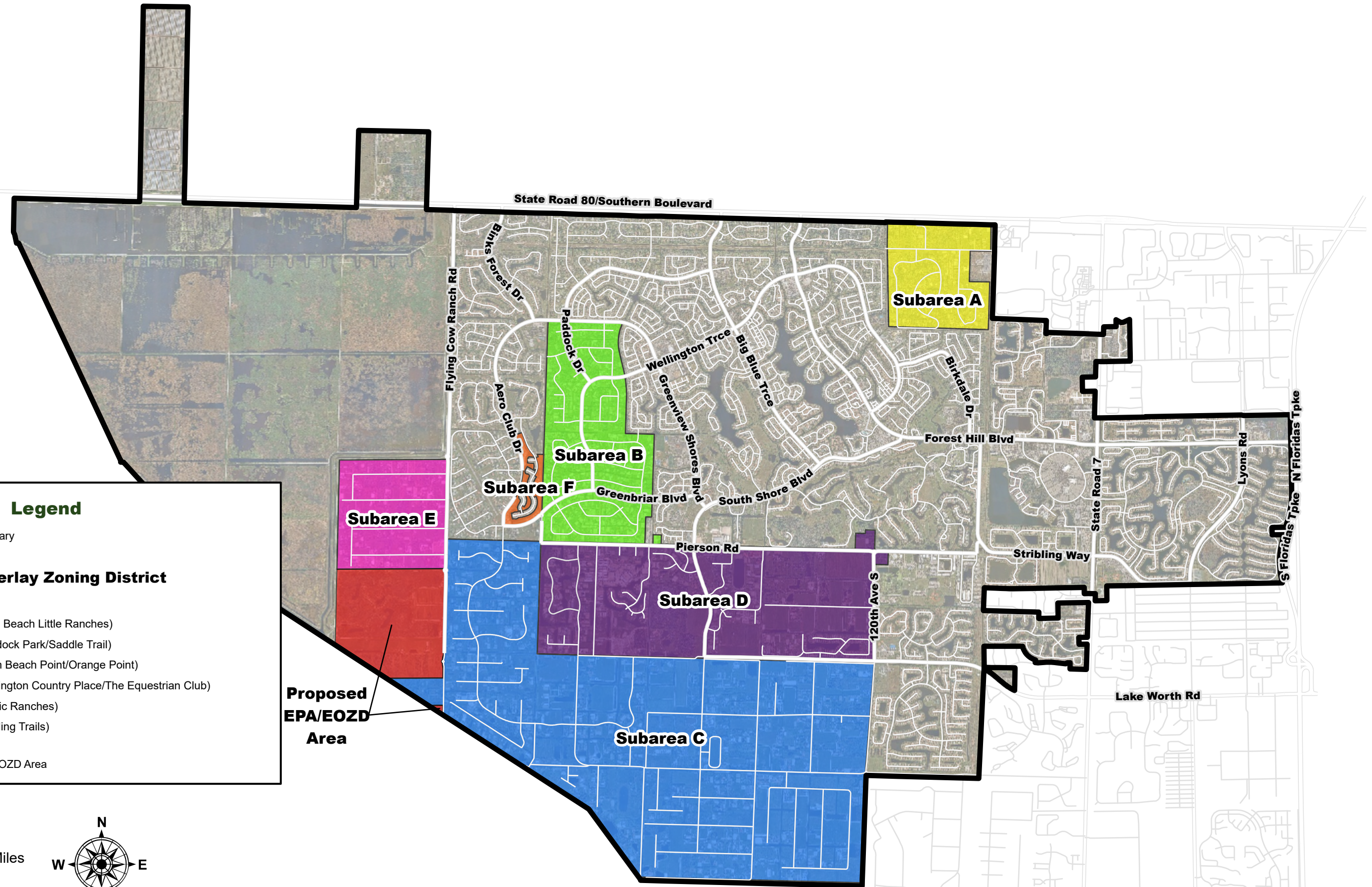
- i. Develop or implement a mobile application for bridle trail wayfinding, maintenance requests, social outreach, and education. This may include a QR code displayed on bridle trail signs.

Bridle Trail Recommended Projects – FY2026-2029

Exhibit H is the list of bridle trail recommended projects for the next three fiscal years, 2026-2029. The list includes cost estimates for each project. The estimates are for budget purposes and subject to change based on actual construction costs. The recommended project list for the current fiscal year will be presented to the Council for incorporation into the capital budget. The full list will be incorporated into the 5-year capital plan.

Annual Maintenance

In addition to the capital projects approved for the bridle trail network, Wellington budgets approximately \$165,000 annually on bridle trail and crossing maintenance. The maintenance includes tasks such as fencing, sodding, drainage improvements, footing stabilization, and grading. The maintenance prioritizes the high-traffic bridle trails.



Legend

Municipal Boundary

Equestrian Overlay Zoning District

Subareas

- Subarea A (Palm Beach Little Ranches)
- Subarea B (Paddock Park/Saddle Trail)
- Subarea C (Palm Beach Point/Orange Point)
- Subarea D (Wellington Country Place/The Equestrian Club)
- Subarea E (Rustic Ranches)
- Subarea F (Winding Trails)

Proposed EPA/EOZD Area

**Proposed
EPA/EOZD
Area**

0 0.5 1 Miles

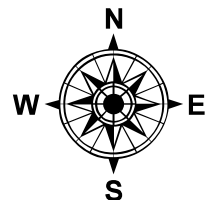


Exhibit 'A'


Adopted Bridle Path System



Legend

Bridle Paths

-  Black Trail
-  Blue Trail
-  Brown Trail
-  Dark Green Trail
-  Gray Trail
-  Green Trail
-  Light Blue Trail
-  Orange Trail
-  Pink Trail
-  Red Trail
-  White Trail
-  Yellow Trail
-  Pine Tree Water Control District Public Trail
-  Public Trail

 Major Equine Destinations

 Equestrian Preserve Area

 Municipal Boundaries

0 0.5 1 Miles

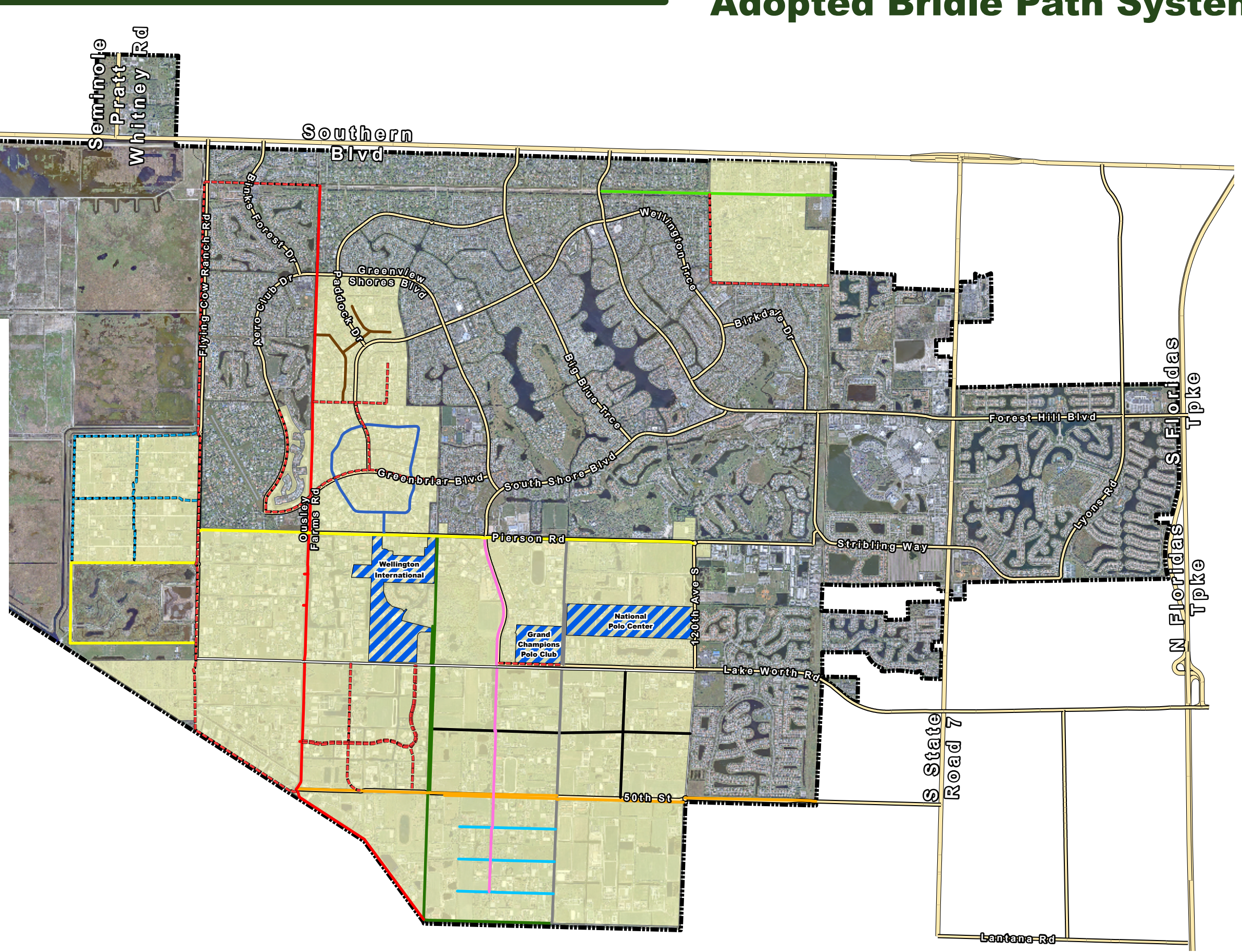
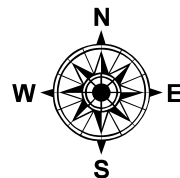


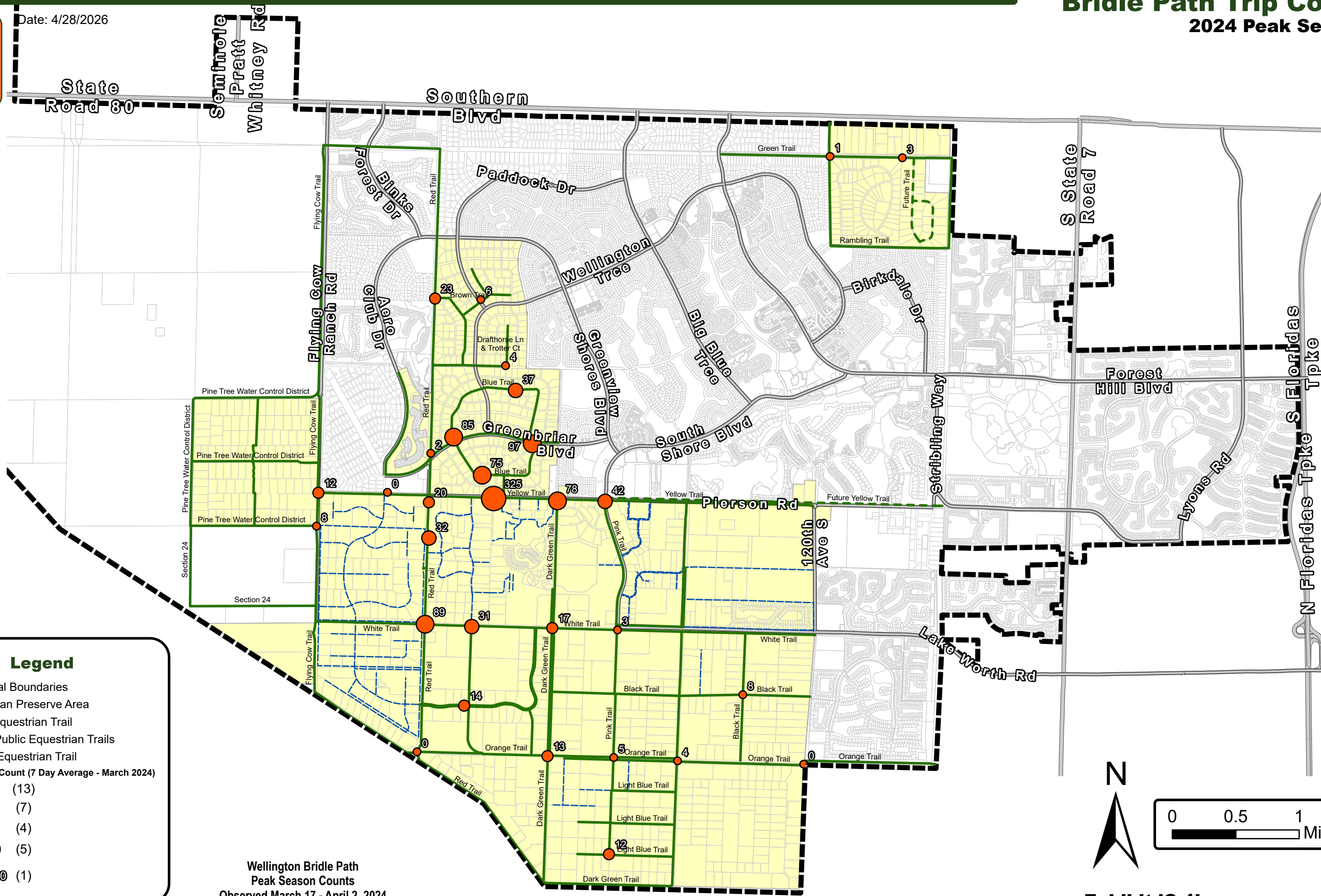
Exhibit 'B'

Bridle Path Trip Count

2024 Peak Season



Date: 4/28/2026



Legend

- Municipal Boundaries
- Equestrian Preserve Area
- Public Equestrian Trail
- Future Public Equestrian Trails
- Private Equestrian Trail

Bridle Path Trip Count (7 Day Average - March 2024)

- 0-10 (13)
- 11-25 (7)
- 26-50 (4)
- 51-150 (5)
- 151-350 (1)

Wellington Bridle Path
Peak Season Counts
Observed March 17 - April 2, 2024

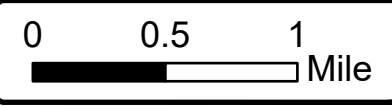


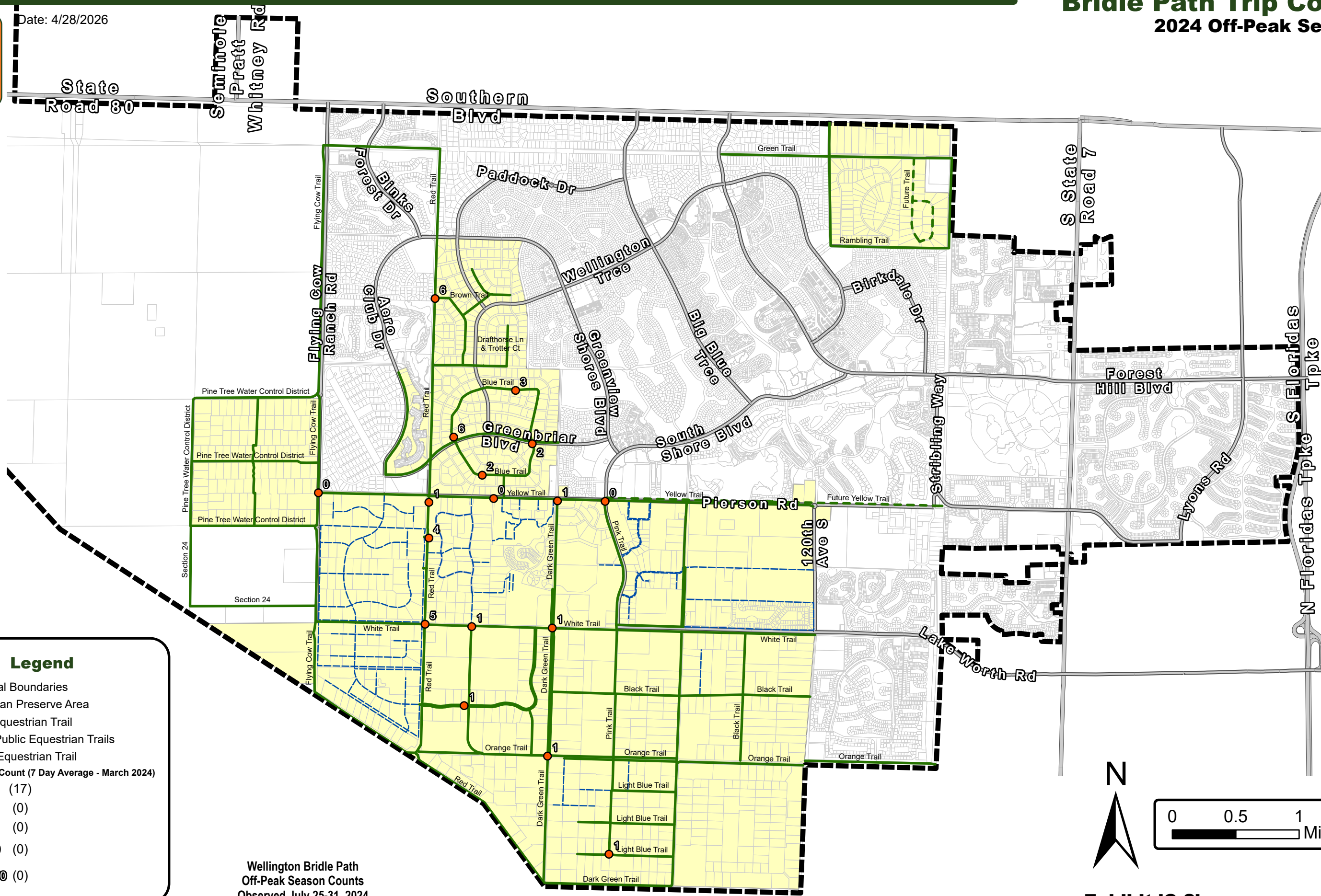
Exhibit 'C-1'

Bridle Path Trip Count

2024 Off-Peak Season



Date: 4/28/2026



Legend

- Municipal Boundaries
- Equestrian Preserve Area
- Public Equestrian Trail
- Future Public Equestrian Trails
- Private Equestrian Trail

Bridle Path Trip Count (7 Day Average - March 2024)

- 0-10 (17)
- 11-25 (0)
- 26-50 (0)
- 51-150 (0)
- 151-350 (0)

Wellington Bridle Path
Off-Peak Season Counts
Observed July 25-31, 2024

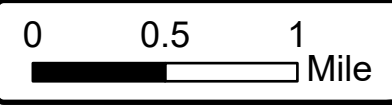
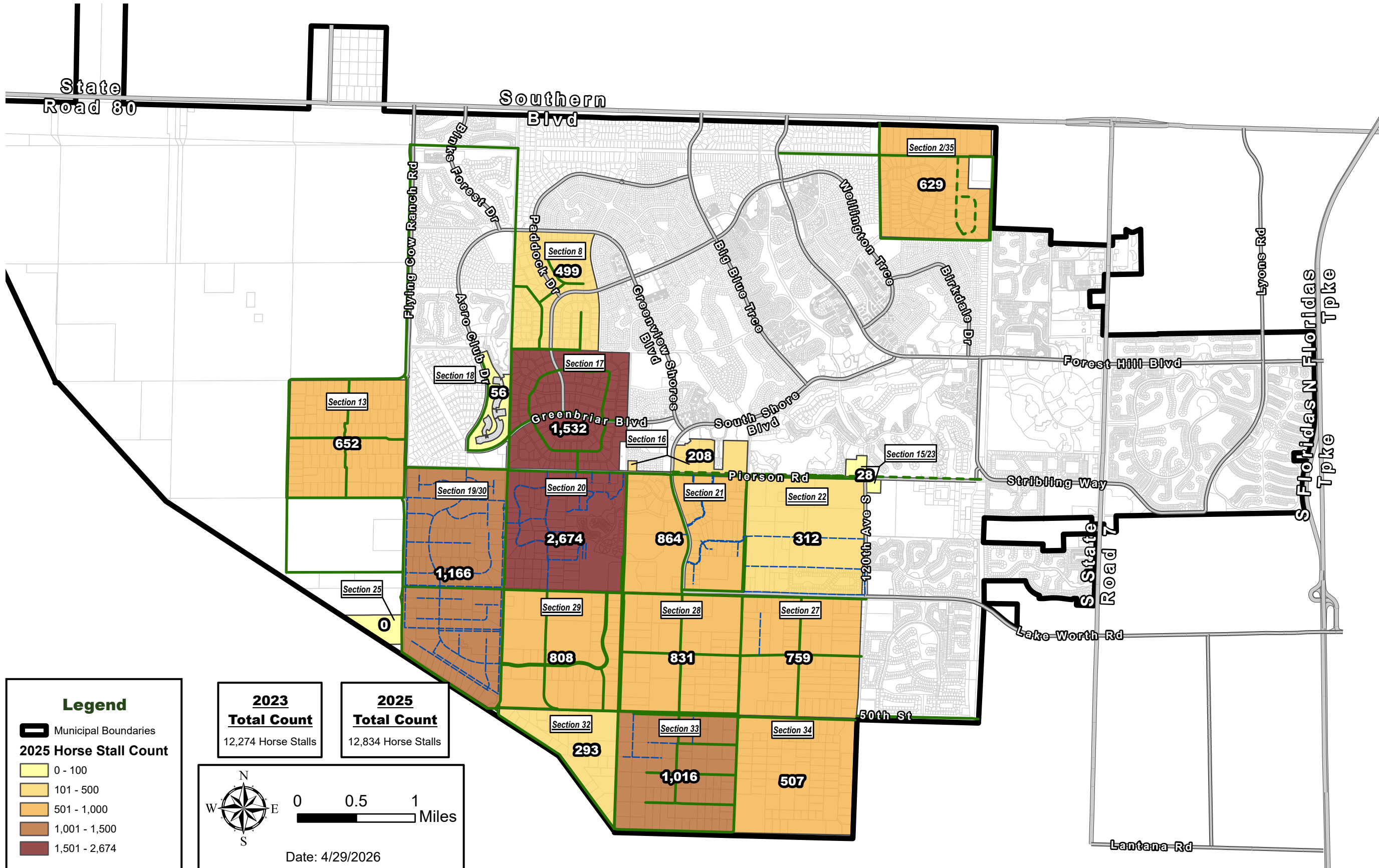


Exhibit 'C-2'



Legend

- Municipal Boundaries

2025 Horse Stall Count

- 0 - 100
- 101 - 500
- 501 - 1,000
- 1,001 - 1,500
- 1,501 - 2,674

2023 Total Count 12,274 Horse Stalls	2025 Total Count 12,834 Horse Stalls
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0 0.5 1 Miles

Date: 4/29/2026

Equestrian Trails Circulation Master Plan

Capital Project Recommendations 2026-2029



Recommendations

Year One 2026-2027

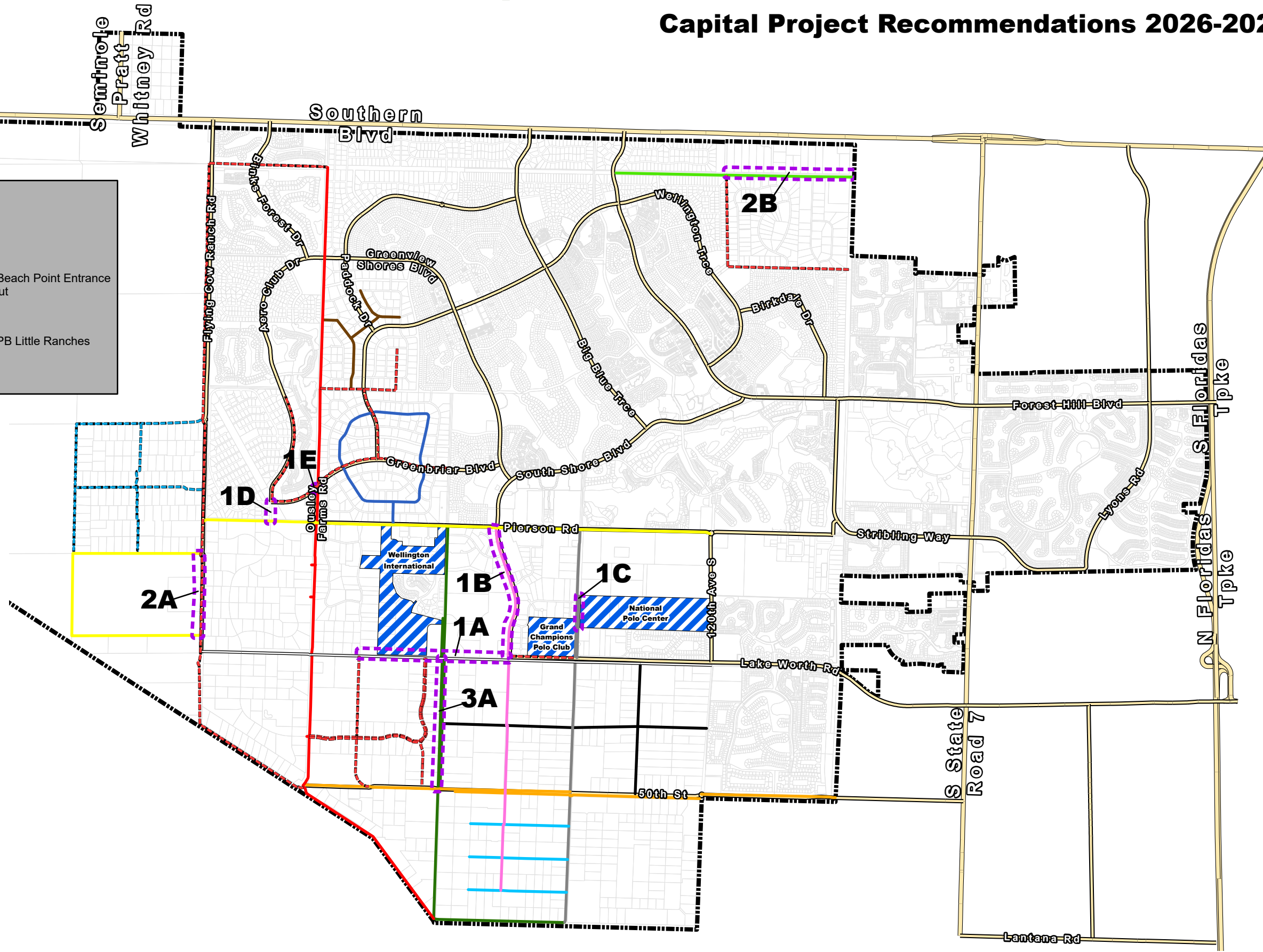
- 1A. White Trail Improvement
- 1B. Installation of Fencing along the Pink Trail
- 1C. Installation of Fencing along the Gray Trail
- 1D. Extend the equestrian trail from Greenbrier Blvd. to Palm Beach Point Entrance
- 1E. Relocate the equestrian trail at Greenbrier Blvd. roundabout

Year Two 2027-2028

- 2A. Water and Shelter Location
- 2B. Drainage and Bridle Trail Improvement on Acme Road in PB Little Ranches

Year Three 2028-2029

- 3A. Dark Green Trail Installation



Legend

- Recommendation Area
- Major Equine Destinations
- Municipal Boundaries

0 0.5 1 Miles

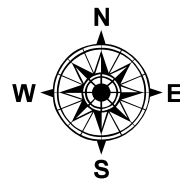


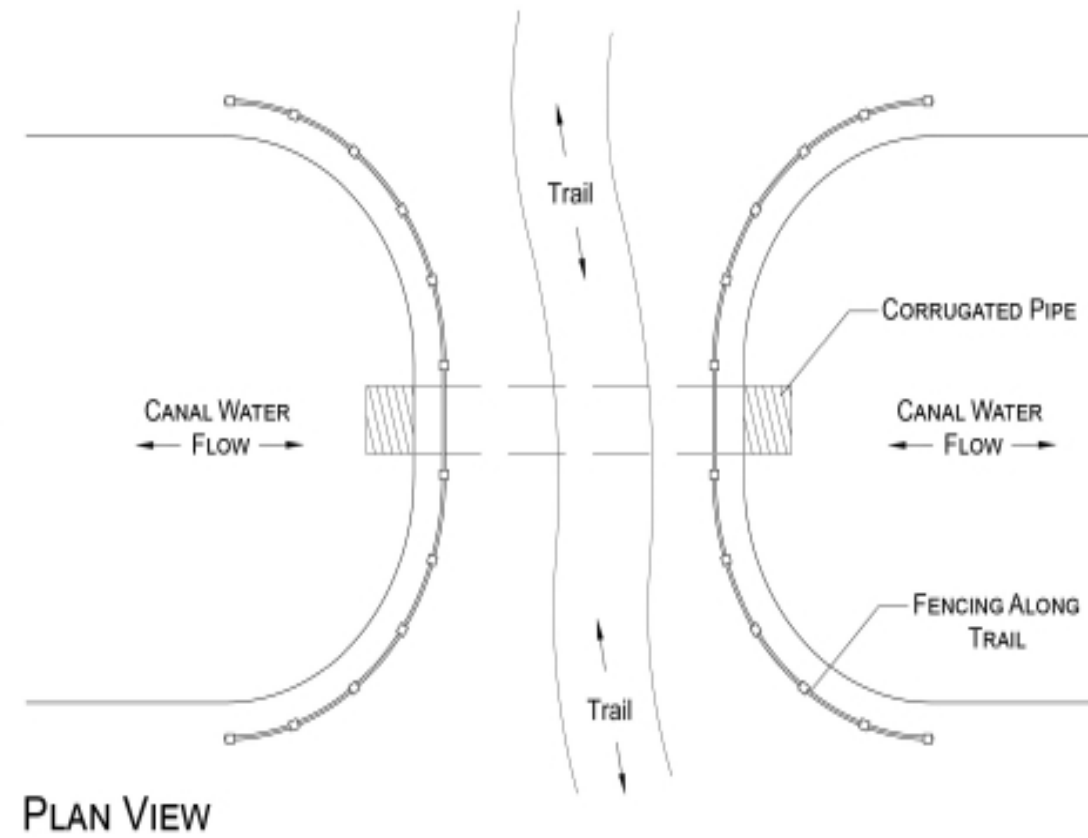
Exhibit 'E'



Equestrian Trails Circulation Master Plan Typical Canal Crossings Exhibit F

CULVERT CROSSING

A CULVERT CANAL CROSSING IS THE MOST COMMON WAY TO BRIDGE THE GAP ACROSS AN EXISTING CANAL. THIS METHOD IS CURRENTLY USED IN NUMEROUS AREAS THROUGHOUT THE VILLAGE OF WELLINGTON.



Note: Culvert size determined by Village Engineer.



CROSSING FROM FLYING COW TRAIL TO YELLOW TRAIL



CROSSING INTO PRIVATE RESIDENCE



CROSSING ONTO ORANGE TRAIL



BLUE TRAIL CROSSING



Equestrian Trails Circulation Master Plan

Typical Trail Crossing Standards

Exhibit G

EQUESTRIAN/PEDESTRIAN CROSSING ADVANCE WARNING FLASHER ASSEMBLY SPECIFICATIONS

COMPLETE 15-FT SPUN POLE KIT TO INCLUDE ALL MOUNTING HARDWARE TO INCLUDE 15-FT CRASH TESTED 4" ROUND ALUMINUM SPUN POLE WITH PEDESTAL BASE, TOP CAP, ANCHOR BOLTS, SIGNAL HEAD MOUNT ARM, CONTROL BOX MOUNT.

PUSH BUTTON/CROSSWALK SYSTEM TO INCLUDE DOUBLE 12" YELLOW/AMBER LED'S INSTALLED IN 12" LIGHT HOUSING PLASTIC INJECTED MOLDED POLYSTYRENE TUFEN U.V. IMPREGNATED MATERIAL FOR ULTRA VIOLET RAYS, POLYCARBONATE HEADS, 20-WATT SOLAR PANEL WITH MOUNTING BRACKET, PROGRAMMABLE TIMER MODULE, ALUMINUM BATTERY BOX, CONTROLLER SOLAR POWER PACKAGE INCLUDING 2-18 AMP BATTERIES (12V-DC, 18 AMP) MOUNTING HARDWARE TO MOUNT TO EXISTING POLE AND RADIO. CONTROL CABINET IS 7-1/2" X 11-1/4" X 4", .063 ALUMINUM, LOCATED BELOW SOLAR PANEL.

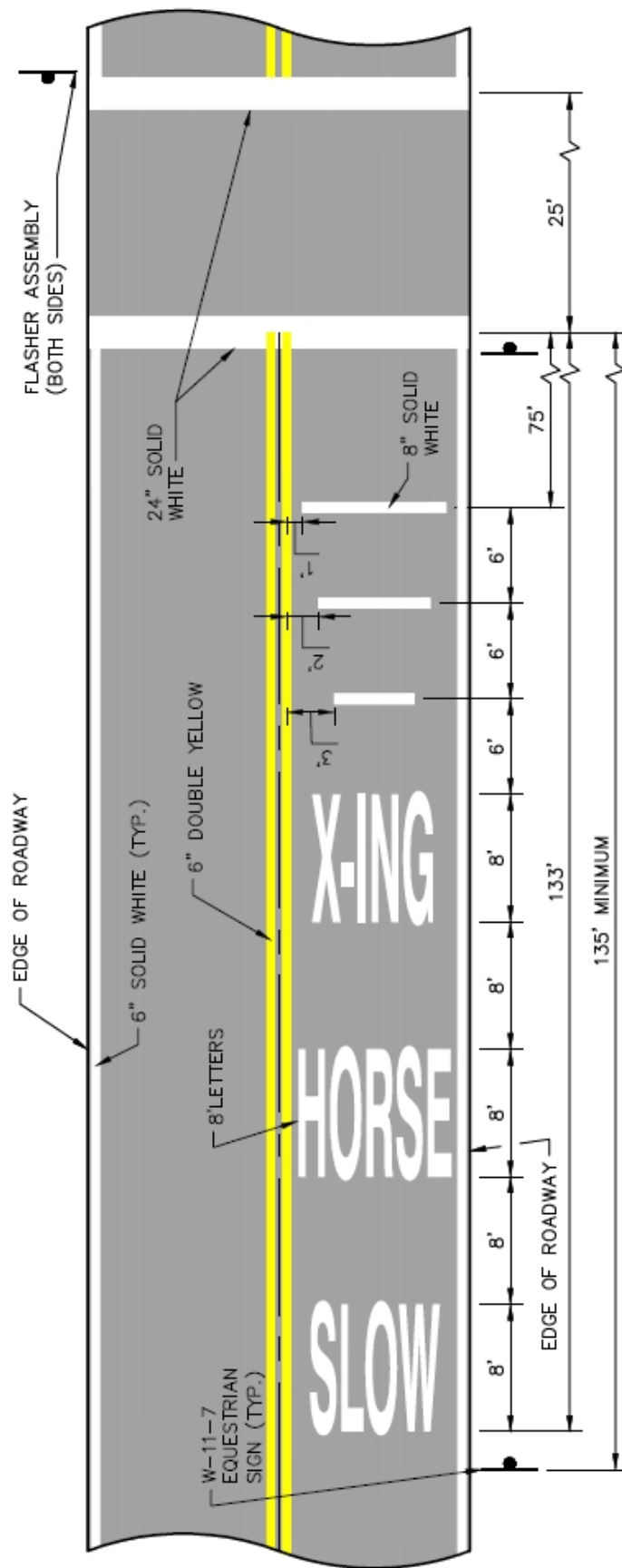
CROSSWALK PUSH BUTTON SYSTEM CONSISTING OF 2" BUTTON WITH MOMENTARY SWITCH RATED AT 36VDC AND 5"LX7" BUTTON FIXTURE WITH CROSSING SIGN INSERTED; HEAVY DUTY LONG LIFE SWITCH. SUBASSEMBLY (FOR CrossTalk OR SPLasher). 4 PUSH BUTTONS REQUIRED, 2 PER POLE. ON EACH POLE, ONE PUSH BUTTON SHALL BE INSTALLED AT 40" ABOVE GRADE FOR PEDESTRIAN USAGE AND ONE PUSH BUTTON SHALL BE INSTALLED AT 70" ABOVE GRADE FOR HORSE RIDER USAGE.

30"X30" INTERNATIONAL (PICTURE) HORSE CROSSING SIGN WITH HIGH INTENSITY REFLECTIVITY.

ASSEMBLY SHALL BE AS MANUFACTURED BY K&K INC. MODEL NO. ECO-132-12, OR EQUAL.



W-11-07 EQUESTRIAN CROSSING SIGN
N.T.S.



EQUESTRIAN CROSSING WITH SOLAR FLASHERS (TYPE 2)

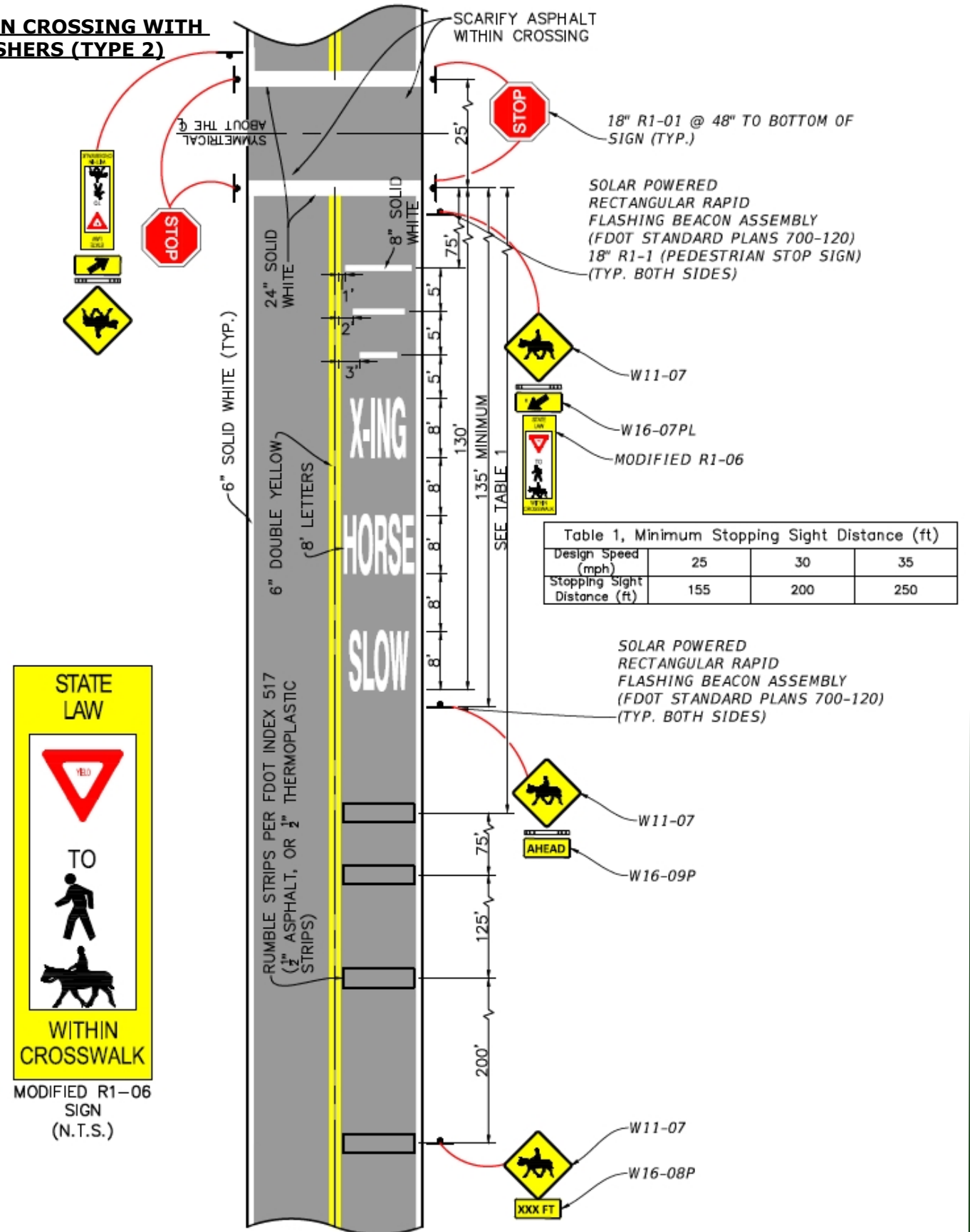


Table 1, Minimum Stopping Sight Distance (ft)

Design Speed (mph)	25	30	35
Stopping Sight Distance (ft)	155	200	250

Note: Refer to Engineering Standards Manual for specific signage and marking requirements.

Year One 2026-2027

Project	Estimated Costs
<p>1A. White Trail Improvement – North of the C-24 Canal between South Shore and South Rd. and south of the canal from South Rd. to Palm Beach Point Blvd. install asphalt millings to improve footing.</p>	<p>\$100,000</p>
<p>1B. Installation of Fencing along the Pink Trail (Southshore Blvd)- install approximately 4,000 ft. of fencing along the west side of Southshore Blvd.</p>	<p>\$100,000</p>
<p>1C. Installation of Fencing along the Gray Trail (West of NPC at C-6 Canal) – install approximately 1,300 ft. of fencing along the C-6 Canal west of NPC, for a minimum of 10 feet width for the Gray Trail.</p>	<p>\$100,000</p>
<p>1D. Extend the equestrian trail from Greenbrier Boulevard to the Palm Beach Point entrance – This will include the drainage improvements, tree removal, and trail construction. *This is a preliminary Estimate only. EPOC to be provided once design plans are obtained.</p>	<p>\$75,000</p>
<p>1E. Relocate the equestrian trail at the Greenbrier Boulevard roundabout – installation of culvert extension and riprap end treatment to allow trail separation from the Lift Station. * Project includes additional costs that may be funded by ACME and/or Multimodal Impact Fee revenues; Estimated cost is for equestrian trail and culvert extension only. EPOC to be provided once design plans are obtained.</p>	<p>\$350,000</p>

Total Cost Estimates Year 1: \$750,000

Year Two 2027-2028

Project	Estimated Costs
2A. Water and Shelter Location – propose one (1), 10' x 20' shelter location on Flying Cow Trail adjacent to the Environmental Preserve (Section 24 or Moncada) to provide water and shade for horses and riders. Location to be determined.	\$200,000
2B. Drainage and Bridle Trail Improvement on Acme Road in PB Little Ranches – Fill existing roadside swale and pipe drainage to conveyances. Install an equestrian trail with suitable footing material, fence along the roadway, and other related trail elements.	\$750,000

Total Cost Estimates Year 2: \$950,000

Year Three 2028-2029

Project	Estimated Costs
3A. Dark Green Trail Installation – Add an equestrian trail on the west side of the C-4 Canal from 50th Street South to Gracida St., install asphalt millings to improve footing.	\$400,000

Total Cost Estimates Year 3: \$400,000