MEETING NOTICE
AND AGENDA

BAYSHORE BIKEWAY WORKING GROUP
The Bayshore Bikeway Working Group may take action on any item appearing on this agenda.

Thursday, August 16, 2007
2:00 p.m.

SANDAG, Conference Room 8A
401 B Street, Suite 800
San Diego, CA 92101-4231

Staff Contact: Stephan Vance
(619) 699-1924
sva@sandag.org

AGENDA HIGHLIGHTS

• WESTERN SALT PROJECT STATUS REPORT
• SANDAG PRELIMINARY ENGINEERING STUDY
• RAILS TO TRAILS CONSERVANCY ACTIVE TRANSPORTATION CAMPAIGN

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ITEM # | RECOMMENDATION
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1. | INTRODUCTIONS
2. | PUBLIC COMMENT AND COMMUNICATIONS
+3. | MINUTES OF THE APRIL 5, 2007, MEETING
4. | WESTERN SALT PROJECT STATUS REPORT

Significant progress has been made on this project since the Working Group met in April. The Environmental Impact Report has been completed and circulated for comments. SANDAG has reprogrammed funds and increased funding to cover the current cost estimate. The project has been advertised for construction, and bid results should be known by the time of the meeting. Staff from SANDAG and the City of San Diego will provide a report.

5. | SANDAG PRELIMINARY ENGINEERING STUDY

The County of San Diego has awarded grants totaling $240,000 to begin preliminary engineering and environmental studies for the Bayshore Bikeway improvements identified in the bikeway plan between Main Street in Chula Vista and Eighth Street in National City. Chula Vista is contributing $20,000, and National City is contributing $17,000. The work will be completed through SANDAG’s service bureau. SANDAG staff will provide an update on the project schedule and the consultant procurement process.

+6. | RAILS TO TRAILS CONSERVANCY ACTIVE TRANSPORTATION CAMPAIGN

Supervisor Cox, Councilmember Monroe, Kathy Keehan from the San Diego County Bicycle Coalition, and Stephan Vance from SANDAG will attend the Rails to Trails Conservancy TrailLink 2007 conference in Portland, Oregon, August 9th and 10th. A major focus of the conference is a campaign to include funding in the next federal transportation reauthorization for major investments in “active transportation” (bicycling and walking) at selected sites around the country. The Rails to Trails Conservancy has identified San Diego as a candidate site for these funds. The attendees will report.

7. | ADJOURN

+ next to an item indicates an attachment
MINUTES OF THE APRIL 5, 2007, MEETING

1. Introductions

See attached list of attendees.

2. Public Comments and Communication

Staff reported on a campaign by the Rails to Trails Conservancy to continue the Nonmotorized Demonstration Pilot Program from SAFTEA-LU in the next federal transportation reauthorization. They hope to extend the pilot programs to 40 to 50 communities and increase the funding level from the current $25 million per site to up to $50 million per site. Staff handed out notices of the Trail Link 2007 conference to be staged by the Rails to Trails Conservancy in Portland, OR, next August.

6. Western Salt Project Status Report

Item 6 was taken out of turn to accommodate the schedule of Councilmember Faulconer.

Staff reported that the consultant team for this project recently reported a significant change in the project schedule. Frank Gaines, Project Manager for the City of San Diego, described the changes. He said there was a delay in delivering some of the biological analysis for review by Development Services at the City of San Diego because new biological surveys were required. In addition, this submittal did not resolve all the issues, leading to a fourth screencheck of the Environmental Impact Report (EIR). This will delay the completion of the EIR, pushing the entire schedule back such that the City of San Diego could not advertise the project for construction until October 2007. With the limited amount of time available for construction, this schedule would not permit the project to be completed in one winter construction season.

Kathy Keehan asked if there were penalties assessed against the consultants for lack of performance. Mr. Gaines said there were no provisions for this in the contract.

Councilmember Faulconer asked what could be done to shorten the schedule. Mr. Gaines replied that there may be some opportunities to shorten the City of San Diego’s review process if, for instance, the Historic Resources Board review could be expedited. He did not think that enough time could be saved, however, to enable construction to begin in October.
Councilmember Monroe expressed his extreme disappointment with the failure to have the project ready for construction this winter. Councilmember Faulconer apologized on behalf of the City of San Diego and offered to work with the Mayor’s office to determine how the project approval process could be expedited. Tim Gnibus suggested that early review by the Coastal Commission staff would help. Whitney Benzian offered to discuss this possibility with Councilmember Hueso since he is now on the California Coastal Commission. Councilmember Ramirez suggested an option to advertise the job with a bid option to remobilize if the project could not be finished in one season. Supervisor Cox stated that he would not like give up on getting the project ready for construction in the fall of 2007 until all options for recovering the lost time have been explored.

Councilmember Faulconer said he would meet with City of San Diego and SANDAG staff to discuss the possibilities for accelerating the remaining tasks. The Working Group agreed to meet in about four weeks once more information was available on if the schedule could be salvaged and what would need to happen to accomplish that.

3. Approval of April 7, 2006, Meeting Minutes

The minutes were approved as amended (Motion Monroe, second McLean, Ramirez abstaining).

4. Bayshore Bikeway Sign and Pavement Marker Projects

Staff reported that Supervisor Cox has provided a grant for $2,000 to SANDAG to purchase additional Bayshore Bikeway signs and pavement markers. The cost to acquire 50 new signs would be about $1,300, and 200 pavement markers would cost about $555 plus the adhesive. Staff will contact the agencies around the Bay to arrange to have the signs posted in appropriate locations, and about using volunteers to place the pavement markers. The markers would be place on curbs all around the Bay where to provide guidance to bicyclists.

5. Chula Vista Segment Implementation

Scott Tulloch reported that the City of Chula Vista submitted an application for $300,000 to SANDAG to begin preliminary engineering on an extension of the bike path from Stella Street north to J Street, but the project did not score well enough to be recommended for funding. As an alternative, Chula Vista staff have developed a scope and cost estimate to begin engineering and complete the environmental process for the project. The cost estimate for that work is $100,000.

Supervisor Cox stated that he would be able to provide $50,000 in funding from the County if either Chula Vista or the Port District could provide the additional $50,000 required. Councilmember Ramirez and Commissioner Najera agreed to look into the matter. Councilmember Najera suggested that they might be able to leverage funds from the Chula Vista Bayfront redevelopment project for these improvements. Commissioner Najera asked when Chula Vista would be able to begin work on this project. Mr. Tulloch replied that they should begin by July.

Other Matters

Staff will set up a meeting with Councilmember Ramirez and Commissioner Najera to brief them on the Bayshore Bikeway and the plan for future improvements.
Staff reported that SANDAG has received a grant from the California Coastal Conservancy to study the reuse potential for the property where the Western Salt processing plant is located. Supervisor Cox explained that, as the South Bay unit of the San Diego Bay Wildlife Refuge is developed, the salt extraction operation will eventually cease and the building will be available for other uses. The SANDAG study will determine what the potential uses of the building would be and what it would take to implement that change. A report on the project will be provided at a future meeting.

7. Adjourn
## BAYSHORE BIKEWAY WORKING GROUP ATTENDANCE

**Date:** April 5, 2007

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<tr>
<th>NAME</th>
<th>AGENCY</th>
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<tr>
<td><strong>Members</strong></td>
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<tr>
<td>Supervisor Greg Cox</td>
<td>County of San Diego</td>
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<td>Kathy Keehan (for Gordy Shields)</td>
<td>Bicycle Activist</td>
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<td>Councilmember Phil Monroe</td>
<td>City of Coronado</td>
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<td>Councilmember Fred McLean</td>
<td>City of Imperial Beach</td>
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<td>Councilmember Kevin Faulconer</td>
<td>City of San Diego</td>
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<td>Councilmember Rudy Ramirez</td>
<td>City of Chula Vista</td>
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<td>Commissioner Mike Najera</td>
<td>Unified Port District</td>
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<td><strong>Staff and Others</strong></td>
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<tr>
<td>Mat Awbrey</td>
<td>City of San Diego District 2</td>
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<td>Michael De La Rosa</td>
<td>County of San Diego, District 1</td>
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<td>Whitney Benzian</td>
<td>City of San Diego, District 8</td>
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<td>Stephan Vance</td>
<td>SANDAG</td>
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<tr>
<td>Dennis Landaal</td>
<td>Kimley-Horn &amp; Associates</td>
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<tr>
<td>Frank Gaines</td>
<td>City of San Diego, Engineering</td>
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<td>Scott Tulloch</td>
<td>City of Chula Vista</td>
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<td>Victoria Touchstone</td>
<td>US Fish and Wildlife Service</td>
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<td>Albert Griego</td>
<td>City of National City</td>
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<td>Tim Gnibus</td>
<td>BRG Consulting</td>
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Introduction

The current federal transportation authorization includes a Nonmotorized Transportation Pilot Program that awarded $25 million to each of four communities of the country to demonstrate how a comprehensive effort to encourage nonmotorized travel can result in significant increase in bicycling and walking. The Rails-to-Trails Conservancy was a partner in the campaign in support of that program, and has begun working to build upon that program in the next federal transportation reauthorization. They envision a program serving at least 40 communities, with $50 million per community over six years, to promote active transportation (trails, biking and walking) for urban mobility. To accomplish this, they are organizing communities to lead this effort by encouraging them to elevate their bicycle and pedestrian plans, and to develop their abilities to make a compelling case for inclusion in such a program. Because SANDAG already has an active program of regional bikeway development, a dedicated source of funds for bicycle and pedestrian facilities, and is developing a regional bikeway plan, the Rails-to-Trails Conservancy sees the San Diego region as an excellent candidate to receive these funds. The following discussion was adapted from the Conservancy’s Web site.

Discussion

What is Active Transportation?

Active transportation is travel powered by human energy, and walking and biking are the most common means of active transportation. It is a concept that grew out of the public health concerns raised by the national obesity epidemic, and the realization that community design has a significant impact on physical activity levels. Moreover, short trips for transportation provide an excellent opportunity to incorporate physical activity into our daily lives. Communities can encourage more walking and biking by creating active transportation systems—seamless networks of accessible trails, sidewalks and on-road bike facilities.

Forty percent of trips made in America are two miles or less, and the vast majority of these short trips are taken by automobile. This statistic indicates the opportunity and practicality of making biking and walking mainstream transportation options. Especially when connected with mass transit, a new host of mobility choices are opened up to Americans. Encouraging these mobility choices also supports SANDAG’s policies for promoting smart growth development in the region.
Increased mobility, improved public health, economic development, cleaner environment and enhanced community are benefits of active transportation systems. Engaging people from across the country to champion integrated networks to achieve these benefits for their communities is the spirit of the active transportation movement.

**How is Rails-to-Trails Conservancy Promoting Active Transportation?**

Rails-to-Trails Conservancy is campaigning to make trails, biking and walking mainstream transportation options by organizing a local grassroots movement and advocating policies to ensure the creation of adequate infrastructure and programs to support active transportation. Rail-trails often serve as the spine of active transportation systems, and the San Diego region provides an excellent example of how that can be realized. The Bayshore Bikeway is built on old rail right of way, and both the Inland Rail Trail and the Coastal Rail Trail are being developed in rail rights of way. Rails-to-Trails Conservancy is working to develop trail systems across the country, and to make active transportation routine in communities throughout America. If the San Diego region can participate in this campaign, it could benefit from a significant investment of federal funds in the coming years.

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