



401 B Street, Suite 800
 San Diego, CA 92101-4231
 (619) 699-1900
 Fax (619) 699-1905
 www.sandag.org

MEETING NOTICE AND AGENDA

MEMBER AGENCIES

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

BAYSHORE BIKEWAY WORKING GROUP

The Bayshore Bikeway Working Group may take action on any item appearing on this agenda.

Friday, April 23, 2010

2:30 to 4:30 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

- **PALOMAR STREET TO 32ND STREET PROJECT STATUS REPORT**

*SANDAG offices are accessible by public transit.
 Phone 1-800-COMMUTE or see www.sdcommute.com for route information.*

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting.

To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

BAYSHORE BIKEWAY WORKING GROUP

Friday, April 23, 2010

ITEM #	RECOMMENDATION
1. INTRODUCTIONS	
2. PUBLIC COMMENT AND COMMUNICATIONS	
+3. MINUTES OF THE JANUARY 21, 2010, MEETING	APPROVE
<p>The Bayshore Bikeway Working Group is asked to approve the attached minutes from the January 21, 2010, meeting.</p>	
4. PALOMAR STREET TO 32ND STREET PROJECT STATUS REPORT	INFORMATION
<p>As work continues to complete final design for this project, several alignment changes have been necessary, resulting in increased design costs, but with some anticipated construction cost savings. Overall, the cost has increased, and additional funding has been obtained through the federal Transportation Enhancements program to fully fund the project. In addition, funding from the State Coastal Conservancy may soon be available. Staff will provide an update on these matters and their impact on the project's cost and schedule.</p>	
5. MAIN STREET TO STELLA STREET FEASIBILITY STUDY	INFORMATION
<p>Work has continued to identify an alignment for the bikeway past the salt works. Staff will present a report on the outcome of discussions with the property owner.</p>	
6. REGIONAL BICYCLE PLAN UPDATE	INFORMATION
<p>The Draft Regional Bicycle Plan and Mitigated Negative Declaration is out for public review. The Transportation Committee is scheduled to make a recommendation on the plan at its May 21, 2010, meeting. The plan will be presented to the Board of Directors the following week on May 28. Staff will provide an overview of the plan and discuss how it will support future Bayshore Bikeway implementation efforts.</p>	
7. CALIFORNIA COASTAL TRAIL SIGNAGE	INFORMATION
<p>Staff will provide an update on efforts to coordinate with Coastwalk and the California Coastal Conservancy to sign the bikeway as the California Coastal Trail.</p>	

ITEM #

RECOMMENDATION

8. ANNOUNCEMENTS

INFORMATION

9. ADJOURN

+ next to an item indicates an attachment

San Diego Association of Governments
BAYSHORE BIKEWAY WORKING GROUP

April 23, 2010

AGENDA ITEM NO.: **3**

Action Requested: APPROVE

MINUTES OF THE JANUARY 21, 2010, MEETING

File Number 1500600

1. INTRODUCTIONS

See attached list of attendees.

2. PUBLIC COMMENTS AND COMMUNICATION

None.

3. APPROVAL OF SEPTEMBER 24, 2009, MEETING MINUTES

Approved. (Motion Councilmember Rosalie Zarate [City of National City], second Commissioner Scott Peters [San Diego Unified Port District])

4. MARINE TERMINAL ACCESS STUDY COORDINATION

Mario Orso (Caltrans) and Michael Webster (Caltrans) presented this item for Caltrans. They emphasized that the schedule for the proposed projects is very much contingent upon obtaining funding from the federal American Recovery and Reinvestment Act, state Proposition 1B bond funds, or other sources. Proposed marine terminal access projects at Harbor Drive and Cesar Chavez Parkway, Vesta Street, Civic Center Drive, or Bay Marina Drive would not have an impact on the bikeway. However, the proposed Vesta Street overcrossing is necessary in order to make the proposed project at 32nd Street feasible in terms of the traffic impacts.

The original proposal for direct access ramps at 32nd Street to Interstate 15 was rejected due to the high cost and impacts. The current most likely project would create a pair of direct access ramps (DARs) from Harbor Drive north of 32nd Street to Interstate 15. The location of the ramps on Harbor Drive would impact the alignment of the proposed bike path on the east side of Harbor Drive, as well as the existing bike lane on the west side. In response, Caltrans is proposing to construct a bicycle/pedestrian bridge over the northbound off ramp to accommodate the proposed bike path. On the southbound side of Harbor Drive, Caltrans proposes to maintain the existing bike lane to the outside (west) of the on ramp. This will require widening the bridge over Chollas Creek. These bikeway facilities would be included in the DAR project as mitigation for the impact of the DARs on the existing and planned bikeways. A significant issue related to this proposal is impact to Burlington Northern Santa Fe Right-of-Way on the east side of Harbor Drive that currently is used for parking.

The preliminary cost estimate for the 32nd Street and Vesta Street projects is \$160 million, including the bikeway components. The earliest these projects could be built is 2013, which could be consistent with the likely timing for constructing the bike path in that segment.

5. PALOMAR STREET TO 32ND STREET PROJECT STATUS REPORT

Dean Hiatt (SANDAG) reported that the south segment of the current design effort (Stella Street to H Street in Chula Vista) is at 90 percent design. The project is on schedule to complete design by April and to be under construction by July. The next significant issue to be addressed is the Right-of-Way agreements with the Port District, San Diego Gas and Electric, and Dynegy, the operators of the South Bay power plant. Meetings are being scheduled to get those agreements in place. Of particular concern is a request from Dynegy for a permanent security fence along the bikeway to protect them from liability exposure in the event a bikeway user came on to their property and was injured. Staff believes a temporary construction fence would be appropriate during the time the power plant is being decommissioned, but that a permanent fence would create a visual impact. In addition, the expense would not be justified given that state statutes shield property owners who provide access for trails from liability. The current estimate to construct this section of the bikeway is \$1.184 million, which is nine percent over the current funding level of \$1.078 million. The design team is looking for ways to trim that cost to get it back within budget.

The north segment of the design effort (32nd Street in National City to 32nd Street in San Diego) is at 60 percent design. Staff is working to complete the design in time to be ready for the next available funding cycle under the *TransNet* Active Transportation Program. The current planning level estimate for this portion of the bikeway is \$2.90 million (2008 dollars). A major issue for this project is how to provide access to the bike path, which will end on the east side of Harbor Drive at 32nd Street, for southbound cyclists who will be approaching from the opposite corner of the intersection. The proposed solution is to provide a crosswalks and pedestrian signal phases for the west side crossing of 32nd Street, and the south side crossing of Harbor Drive. The Navy has raised concerns about a crosswalk across the entrance to the base, so a meeting has been arranged to work through the issue.

The Bayshore Bikeway may be in a position to obtain funding from a future federal economic stimulus bill. Staff are working to get the design of both projects complete in time to take advantage of these funds should they become available. The current guidance from the California Transportation Commission (CTC) is that projects would have to award a construction contract by June 1 to be eligible.

6. FUNDING NEEDS AND OPTIONS

Stephan Vance (SANDAG) reported that the future funding picture is a little uncertain. The California Coastal Conservancy staff had indicated that they are prepared to recommend \$1 million in state Proposition 84 funds for the bikeway, but even though the funds are in their budget, they cannot award any grants until the state is able to sell bonds under the program.

Another option for the bikeway is the proposed second federal economic stimulus program. Because the next phases of the bikeway are nearly designed, they would be excellent candidates for this program, provided the project can obtain environmental clearance under the federal National Environmental Protection Act. Under current guidelines issued by the CTC, a construction contract would have to be awarded by June 1.

The original plan for the next phase of the bikeway was to seek funding through the competitive *TransNet* Active Transportation Program. However, SANDAG staff has received a legal opinion that it would be a conflict of interest for SANDAG to compete for these funds. A couple of alternatives are possible. A local agency could seek the funds and develop the project or ask SANDAG to develop it. It also might be possible to set aside a portion of the funds for regional projects like the Bayshore Bikeway, and then have a competitive program to award the remaining funds. In any case, SANDAG staff is putting a priority right now on finishing the Regional Bike Plan. Resolving how to program the *TransNet* funds will be delayed until that work can be completed. That would delay the next call for projects until the summer. This delay would not have a significant impact on the bikeway's development.

7. BICYCLE/VEHICLE CONFLICTS ON THE BIKEWAY AT THE CORONADO CAYS

Councilmember Mike Woiwode (City of Coronado) introduced the item by saying there has been increasing concern about conflicts between people on the bikeway and cars entering and exiting the Coronado Cays. Ed Walton (City of Coronado) described the problems associated with cyclists not complying with the stop signs on the bikeway, uncertainty about who has the right of way because of the complexity of the intersection, and poor sight lines due to a fence on the north side of the intersection. The entrance and exit ramps from State Route 75 encourage motorists to accelerate past the bikeway crossing. The City of Coronado expects a capital project will be required to address the issue and will be looking for the upcoming Coronado Bicycle Master Plan to address the problem. City of San Diego Bicycle Coordinator Jim Lundquist suggested that the exit and entrance ramp be eliminated so that motorists are making the turn at the signal-controlled portion of the intersection. Chula Vista engineer Frank Rivera suggested bringing the bike path crossing up to that signal, as well.

8. MAIN STREET TO STELLA STREET FEASIBILITY STUDY

Mr. Hiatt distributed an exhibit that showed potential alignments and cross sections for the bikeway between Stella Street and the end of the existing bike path at Main Street. He and Les Hopper (TY Lin) described the alternatives, which include several alignments on the east side of Bay Boulevard and the three ponds in the Gabee property and one on the current Salt Works haul road along the San Diego and Arizona Eastern Railway Right-of-Way. The rail alignment was suggested by the Gabee Company, but South Bay Salt Works wants the bike path as far from their operations as possible to avoid contamination of their evaporation ponds by people on the bikeway. Supervisor Greg Cox (County of San Diego) pointed out that the rail alignment would become available once the salt extraction operations stopped, but the three ponds east of the rail Right-of-Way could go out of service much sooner. As the United States Fish and Wildlife Service begins converting evaporation ponds on west side of the bay to natural habit, these finishing ponds will no longer be needed. This would mean a bike path alignment on the east side of the ponds would no longer be immediately adjacent to salt extraction operations.

The current barrier to resolving the alignment issue has been difficulty in communicating with the stakeholders. Supervisor Cox offered to help set up the meetings necessary to work through these issues.

9. CALIFORNIA COASTAL TRAIL SIGNS

Mr. Vance reported that coordination between Coastwalk and the Bayshore Bikeway cities has been underway, so the completed portions of the Bayshore Bikeway can be signed as the California Coastal Trail. Local agency staff present agreed that coordination has taken place. Volunteers from Coastwalk will install the signs.

10. ANNOUNCEMENTS

Mr. Vance announced that he has received the first notice about the 2010 Bike the Bay event. He will send the date to the working group members.

Mr. Vance also read a note from San Diego National Wildlife Refuge Complex Project Leader Andy Yuen on the progress made securing the refuge where the new section bikeway passes through the South San Diego Bay refuge. He reported that:

1. The City of San Diego and HAR Construction completed the remaining punch list items regarding the South San Diego Bay Unit. We are satisfied with the completion of their work.
2. He is meeting with the City of San Diego to finalize the remaining coastal development permit condition to provide two acres of coastal sage scrub habitat related to the construction of the bikeway. We agreed to provide the City of San Diego with two acres of land within the South San Diego Bay Unit for this mitigation. He is meeting this Friday afternoon to discuss location and timeline.
3. He received an e-mail from Coastwalk/California Coastal Trail to install insignias and will review and respond.
4. They will need to alert the Bayshore Bikeway community because they will need to cross the Bayshore Bikeway during the restoration of Ponds 10 and 11 (western-most ponds). They anticipate that sometime in September 2010 they will need to cross the bikeway to mobilize equipment at Ponds 10 and 11. They will demobilize during January–February 2011.

11. ADJOURN

Attachment: 1. Bayshore Bikeway Working Group Attendance

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

BAYSHORE BIKEWAY WORKING GROUP ATTENDANCE

Date: May 29 2009

<i>NAME</i>	<i>AGENCY</i>
Members	
Supervisor Greg Cox	County of San Diego
Councilmember Mike Woiwode	City of Coronado
Gordy Shields (via telephone)	Bicycling Community
Commissioner Scott Peters	San Diego Unified Port District
Councilmember Rosalie Zarate	City of National City
Mayor Pro Tem Jim King	City of Imperial Beach
Commissioner Scott Peters	Port of San Diego
Staff and Others	
Stephan Vance	SANDAG
Dean Hiatt	SANDAG
Robert Ripley	Naval Base San Diego Planning
Les Hopper	TY Lin
Ed Walton	City of Coronado
Jim Lundquist	City of San Diego
Paul H. Brown	Port of San Diego
Luis Monteagudo	County of San Diego District 1
Frank Rivera	City of Chula Vista
Mario Orso	Caltrans
Michael Webster	Caltrans
Steve Manganiello	City of National City
Bethany Garrison	SANDAG/Bureau Veritas
Lara Gates	City of San Diego