MEETING NOTICE
AND AGENDA

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

Thursday, October 20, 2011
2:00 to 4:00 p.m.
SANDAG, Conference Room 7
401 B Street, Suite 800
San Diego, CA 92101-4231

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

AGENDA HIGHLIGHTS

• BARRIO LOGAN PRELIMINARY PLANNING
• PROJECT STATUS UPDATES

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ITEM # | RECOMMENDATION
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1. | INTRODUCTIONS
2. | PUBLIC COMMENT AND COMMUNICATIONS
   Members of the public shall have the opportunity to address the Bayshore Bikeway Working Group on any issue within the jurisdiction of the Working Group that is not on this agenda. Public speakers are limited to three minutes or less per person. Working Group members also may provide information and announcements under this agenda item.
3. | MEETING SUMMARY OF JULY 14, 2011  APPROVE
4. | BARRIO LOGAN PRELIMINARY PLANNING  INFORMATION/DISCUSSION
   Work by the Port District (Port) continues on preliminary planning for Harbor Drive improvements, including the Bayshore Bikeway, through Barrio Logan to downtown San Diego. The Port’s consultants are identifying potential parking impacts and engineering issues that will need to be addressed in the design phase. In addition, active planning for the development of a parking structure that could meet the needs of area employees is underway. Perry Dealy of Dealy Development, Inc., will brief the Working Group on this project and how it relates to the Bayshore Bikeway.
5. | SEAPORT VILLAGE ALIGNMENT
   No clear alignment currently exists for the Bayshore Bikeway between Harbor Drive at Kettner Boulevard and the promenade behind the convention center. Bicyclists are either using Harbor Drive and cutting through the parking lots, or riding illegally along the Bayfront walkway past Seaport Village. Planning for the redevelopment of the Old Police Headquarters and the lease renewal for Seaport Village provides an opportunity to identify an alignment for the Bayshore Bikeway through this area. Port staff will provide information on current planning efforts.
+6.  **PROJECT STATUS UPDATES**

Staff will update the Working Group on the status of the following projects:

**A.** Main Street to Palomar Street (Segment 8A). Work on this segment over the last three months has focused on resolving the potential environmental and historic resource impacts from the project.

**B.** Palomar Street to H Street (Segments 7 and 8B). After a successful groundbreaking ceremony in August, construction activity on this project is well underway. A status report from the construction manager is attached.

**C.** National City Marina to 32nd Street (Segments 4 and 5). The focus of work on this segment has been to program funding to complete the National Environmental Policy Act (NEPA) certifications that are necessary with the addition of federal Transportation Enhancement funds to this project. The time needed to program these funds has shifted the projected construction start date to January 2013.

7.  **UPDATES ON PROJECTS RELATED TO THE BAYSHORE BIKEWAY**

Members of the Working Group will have an opportunity to provide updates on any local projects related to the Bayshore Bikeway.

8.  **ANNOUNCEMENTS**

9.  **ADJOURN**

   Next meeting date to be determined.

+ next to an item indicates an attachment
MEETING SUMMARY OF JULY 14, 2011

1. Introductions

See attached list of attendees.

2. Public Comments and Communication

None.

3. Approval of April 23, 2010, Meeting Minutes

Approved. Motion Councilmember David Alvarez, second Councilmember Mike Woiwode

4. Segment 8A Status Report

Stephan Vance SANDAG, reported that, because this project is funded for preliminary engineering, it will need to obtain National Environmental Policy Act (NEPA) environmental clearance through Caltrans. Since the last Working Group meeting, a field review was conducted with staff from all the interested agencies. This review identified designated wetlands in the preliminary project alignment between Stella Street and Palomar Street. According to Caltrans staff, under NEPA, this means an alignment must be identified as well as any feasible alignment alternatives that avoid this impact. Such an alignment appears to exist by routing the bikeway east on Main Street, north on Frontage Road, and west on Stella Street to Bay Boulevard. Mr. Vance said SANDAG will propose another alternative that would put the bike path on fill over the railroad tracks to the west of the wetland area. This approach would be consistent with long-term plans to develop the Bayshore Bikeway on the railroad alignment to the south once the salt works ceases to operate. However, the railroad right-of-way is a designated historic resource, which may trigger the need to mitigate for impacts to the resource. An alignment west of the railroad tracks also was suggested. According to Supervisor Greg Cox, the parcel on which the salt works operation sits is owned by the Airport Authority, but it may be acquired for mitigation of a freeway project. If so, it may be possible to utilize some of that land for the bikeway. Staff suggested that the environmental issues could be resolved by this fall, at which point sufficient engineering could be completed to provide a reliable cost estimate. At that point, staff would be able to identify funding for final design and construction through the regional bike plan financing strategy.

Mr. Vance added that work is about to begin on the section of the Bayshore Bikeway between Palomar Street and H Street in Chula Vista. A groundbreaking ceremony is planned for Friday, August 5th, at 10 a.m. The site of the ceremony will be at the corner of Bay Boulevard and Marina
Parkway. All members of the Working Group will receive formal invitations, along with other interested parties, including appropriate members of the San Diego congressional delegation.

5. Segments 4 and 5 Project Status Report

Mr. Vance reported that this project is 75 percent designed, but because the project now has federal Transportation Enhancement (TE) funds, a NEPA environmental certification will be required. That work will begin in September, once the TE funds become available. Funds for construction are now secured. The current schedule will enable the design to be completed and the construction begin by the summer of 2012.

6. Implementation of Segments 2 and 3 in Barrio Logan

Paul Brown from the Port District (Port) provided an overview of work the Port is doing related to Harbor Drive enhancements and an analysis of parking demand for Port tenants. The enhancement work includes an analysis of how proposed Bayshore Bikeway improvements could be incorporated into the future project. The parking analysis includes surveillance to determine parking demand, a planned survey of workers in the area, and an analysis of parking structure concepts. Councilmember Alvarez asked if a public/private partnership was a possibility for the development of a parking structure, and Mr. Brown confirmed that it was. A report on this work is scheduled to be presented to the Board of Port Commissioners on Tuesday, September 13, 2011.

Mike Singleton of KTU+A briefed the Working Group on their initial analysis about the Bayshore Bikeway and parking. Currently there are about 2,600 off-street parking spaces in the area and 263 on-street spaces. He reported that the Bayshore Bikeway can be accommodated entirely within the public right-of-way on Harbor Drive, but that would mean the elimination of 160 on-street parking spaces. Reconfiguration of off-street parking spaces that would be necessary to meet current parking standards also could result in the loss of some parking. They will not know precisely how many spaces until more work is done. Aimee Heim and Jim Gill of General Dynamics/NASSCO expressed concern that the parking loss could actually be higher, and that currently there is not enough parking to accommodate all their employees.

Fitting the Bayshore Bikeway into the existing right-of-way, while maintaining existing on-street bike lanes, will require reducing the width of the median in some places. It also may require reducing the width of the motor vehicle travel lanes in spots. This raised questions about why the bike lanes would still be necessary with the separate bike path. Accommodating higher speed cyclists when the bike path will also be utilized by pedestrians—especially by off-street parkers—was given as the main reason. Some members felt bike lanes alone would be adequate for this section of the Bayshore Bikeway, but Supervisor Cox reminded the Working Group that the goal has been for a continuous separated bike path all the way around the Bay.
7. Updates on Projects Related to the Bayshore Bikeway

Planning work continues on the Bayshore Bikeway Village at 13th Street and the Bayshore Bikeway in Imperial Beach, and there is an effort underway to develop an additional access point at 10th Street in Imperial Beach.

8. Announcements

The next meeting will be scheduled for October 2011.

9. Adjourn
# BAYSHORE BIKEWAY WORKING GROUP ATTENDANCE

**Date:** July 14, 2011

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<thead>
<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>Councilmember Mike Woiwode</td>
<td>City of Coronado</td>
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<td>Councilmember Rosalie Zarate</td>
<td>City of National City</td>
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<td>Councilmember Jim King</td>
<td>City of Imperial Beach</td>
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<td>Councilmember David Alvarez</td>
<td>City of San Diego</td>
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<td>Gordy Shields</td>
<td>Bicycling Community</td>
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<tr>
<td>Councilmember Patricia Aguilar</td>
<td>City of Chula Vista</td>
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<td><strong>Staff and Others</strong></td>
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<tr>
<td>Stephan Vance</td>
<td>SANDAG</td>
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<td>Jim Baross</td>
<td>San Diego County Bicycle Coalition</td>
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<tr>
<td>Lisa Schmidt</td>
<td>City of San Diego, Council District 8</td>
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<td>Paul Brown</td>
<td>San Diego Port District</td>
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<td>Robert Ripley</td>
<td>Naval Base San Diego - Public Works</td>
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<td>Lara Gates</td>
<td>City of San Diego Planning</td>
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<td>Les Hopper</td>
<td>TY Lin</td>
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<td>Bethany Garretson</td>
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<td>Mike Singleton</td>
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<td>John Holloway</td>
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<td>Tim Henderson</td>
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<tr>
<td>Aimee Heim</td>
<td>General Dynamics/NASSCO</td>
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<td>Jim Gill</td>
<td>General Dynamics/NASSCO</td>
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Bayshore Bikeway – Segments 7 & 8A

Project Update – 10.07.2011

The contractor had broken the project into 3 segments:

- H St. to J St. – Port Property – Sta 200+00 to 229+00
- J St. to L St. – MTS right-of-way – Sta 229+00 to 262+00
- L St. to Palomar – Sta 262+00 to 292+00

Overall Site – Survey has been completed (stationing, bike path offsets and cut/fill) as well as utility markouts & SWPPP BMP’s in place in all working areas. SMP/CH&SP soil sampling along entire bikeway has been done as well.

Port - Removal of asphalt from 200+00 to 225+00 is complete and scarification/re-compaction efforts are currently underway. Fence is being removed at both H St and J St., bollards removed and sawcut of curb/island at H St has been completed.

MTS ROW – Clearing & Grubbing, scarification and rough grading are currently underway from 229+00 to 262+00. Contractor is making ramp at 229+00 from Bay to MWT alignment and cutting his 2:1 slopes through this area.

L St. to Palomar – No work in this area at this time. Contractor has chosen to focus on areas which would be most affected by rain events.
Contractor mobilization – 50’x 60’ Fenced Laydown Yard being installed

SWPPP – Placing BMP’s along Bay Blvd. near power plant – Sta 268+50
Contractors Equipment arriving on-site – Sta 2062+50

Removing trees along MTS Right-of-Way – Sta 250+00
Clearing brush along retaining wall at Sta 261+00

Clearing trees along MTS ROW – Sta 246+00
Demo lines along Port of SD property Sta. 200+00 to 225+00

AC Grinding at Port Property – Sta 200+00 to 225+00
Rough grade/Form Ramp – Sta 230+00 (groundbreaking ceremony area)

Rough grading along Port Property – Sta 200+00 to 225+00
Sawcut existing AC and Curb – Sta 200+00 (H Street)

Scarify/remove organics – Sta 242+00