MEETING NOTICE
AND AGENDA

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

Thursday, November 15, 2012
1:30 to 3:30 p.m.
SANDAG, Conference Room 8A
401 B Street, Suite 800
San Diego, CA 92101-4231

Staff Contact: Stephan Vance
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Stephan.Vance@sandag.org

AGENDA HIGHLIGHTS

• PROJECT STATUS REPORTS

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ITEM # ACTION

1. INTRODUCTIONS

+2. MEETING SUMMARY OF JULY 19, 2012
   The Bayshore Bikeway Working Group should review and approve the
   Meeting Summary from its July 19, 2012, meeting.

3. 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.

REPORTS

4. BARRIO LOGAN (SEGMENTS 2 AND 3) PROJECT DEVELOPMENT
   DISCUSSION
   On-going discussions with key stakeholders along this section of the
   Bikeway are leading to a consensus on how to proceed with project
   development once funding is identified for the first phase of project
   development. Representatives from General Dynamics/NASSCO will be
   present to discuss the work they have been doing toward this end.

5. MARINA WAY/WEST 32ND STREET TO HARBOR DRIVE AND
   32ND STREET (SEGMENTS 4 AND 5)
   DISCUSSION
   The potential for significant redevelopment of Port Tidelands south of Bay
   Marina Drive in National City, combined with project cost increases have
   led to a decision to terminate this project at Bay Marina Drive on the
   south end. The project is otherwise moving toward the completion of the
   design phase, but administrative steps necessary to obtain construction
   funds will now push the start of construction back to summer, 2013. The
   Working Group will discuss issues associated with the gap that will be left
   once this portion of the Bikeway is constructed.

6. MAIN STREET TO PALOMAR STREET (SEGMENT 8B)
   INFORMATION
   Work continues to identify a functional alignment alternative with the
   least amount of impact to natural and cultural resources along Bay
   Boulevard. A status report will be provided by SANDAG staff.
7. **UPDATES ON PROJECTS RELATED TO THE BAYSHORE BIKEWAY INFORMATION**

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

8. **ANNOUNCEMENTS INFORMATION**

9. **ADJOURN**

+ next to an item indicates an attachment
Thursday, November 15, 2012

AGENDA ITEM NO.: 2

Action Requested: APPROVE

JULY 19, 2012, MEETING SUMMARY

1. Introductions

Supervisor Cox called the meeting to order at 2:05 p.m. Self-introductions were conducted.

2. Public Comments and Communications

None.

3. Approval of March 2, 2012, Meeting Summary

Supervisor Cox made a correction to page 5 of the summary: Councilmember Peters corrected to Commissioner Peters.

Approved. Motion by Councilmember Woiwode, with a second by Councilmember King.

4. 32ND STREET TO PARK BOULEVARD (SEGMENTS 2 AND 3)

City of San Diego and SANDAG staff provided a report to the Board of Port Commissioners about plans for the Bayshore Bikeway through Barrio Logan and related parking supply issues. The Commissioners encouraged SANDAG to collaborate with Port tenants and other stakeholders in developing the bikeway, and to consider alternatives to the currently proposed alignment. Stephan Vance (SANDAG) and Lara Gates (City of San Diego) reported on the meeting and provided information about scheduling this work as part of the Regional Bike Plan Early Action Program (EAP). The Working Group was also asked to discuss alignment alternatives through Barrio Logan.

Mr. Vance stated that a financing strategy and schedule would be developed and presented to the SANDAG Transportation Committee and Board of Directors in January to propose how to finance the regional bike implementation. The 32nd Street to Park Boulevard project will be part of that proposal.

Ms. Gates provided an overview of results from the KTU+A Bayshore Bikeway study, which included a parking structure study for the City of San Diego. KTU+A also conducted a maintenance assessment study to see how the city could finance the maintenance of the segment along Harbor Drive.

As a result of the Board of Port Commissioners direction, six meetings with all the primary stakeholders will be held to discuss desirable outcomes. The stakeholders are scheduled to meet every other week. The meetings will examine parking issues along Harbor Drive in Barrio Logan. Ms. Gates stated that the purpose of the meeting was to come to a conceptual agreement on parking and find parking alternatives, and that they would aim to have a mutual agreement by September.
Mr. Vance added that alternative alignments were also being discussed and that there were opportunities and constraints for each alternative, but that staff was committed to finish this last major segments of the bikeway.

Discussion:

Jim Gill (General Dynamics/NASSC) stated that there was potentially enough room to put in this segment of the bikeway without impacting public or private parking but that more detailed engineering was necessary to confirm this.

Gordy Shields asked if there was enough funding to complete the segment immediately. Mr. Vance replied that there was still a need to do preliminary engineering and funding for construction would be identified after that.

The working group discussed some of the design options that might be available if the on-street parking was retained. Councilmember Faulconer commented that it seemed like a hugely cost-effective short term solution. Mr. Shields added that such a solution would be worth the effort. Supervisor Cox expressed his confidence that there would be sufficient funding available to complete the segment. Ms. Gates commented that the important question concerned maintenance. They would need to work with stakeholders to find a way to fund long term maintenance. Councilmember King asked if placing the bikeway in the median had been considered as a viable option. Mr. Vance stated that an initial Harbor Drive study had been done approximately ten years ago. The consultant found that median could be used for a bike path, but the option was rejected because it isolated users in the middle of the road. Furthermore, the design manual recommendations at the time were against doing so. However, staff will take a look at all these alternatives during the engineering phase.

Councilmember Alvarez asked if anything had been decided about parking at present. Ms. Gates replied no, stating that the first meeting had taken place just the day before. She added that the City of San Diego’s traffic engineers would attend future meetings. Councilmember Alvarez asked if the meetings included discussions on moving the median. Ms. Gates stated that staff would need to comply with city design standards and discuss it with the traffic engineers.

Supervisor Cox commended the KTU+A study as a job well done. He also commented that the bike path was not necessarily the main barrier to parking. Barrio Logan has an existing parking problem with or without the bike path.

Councilmember Woiwode asked if City of San Diego staff were going to form an assessment district this summer. Ms. Gates said that as a next step, they would begin discussion of an assessment district. There was also a preliminary discussion of making an assessment district in Barrio Logan proper.

5. MARINA WAY/WEST 32ND STREET TO HARBOR DRIVE AND 32ND STREET (SEGMENTS 4 AND 5)

Design work on this project is nearly complete and the project recently received necessary authorization from the California Transportation Commission for a portion of the project funding, bring the project closer to its projected January 2013 construction start date. Two issues need to be resolved. Recently identified requirements for rail grade crossing improvements have resulted in a cost increase that will require a project budget increase. In addition, potential redevelopment along
Tidelands Avenue in National City could result in the need to relocate the bikeway at some point in the future. Mr. Vance provided a report that addressed these issues.

Staff will be required to make some signal improvements for the rail grade crossing improvement requirements, and while those costs are uncertain, they are expected to exceed the planned budget. Staff will also need to acquire permits from BNSF Railway, and are uncertain how long the permitting process will take. There is a chance that those issues could cause a delay and postpone the January start-date. Cost increases will require SANDAG staff to go to its Board of Directors to request more funds. The current cost estimate for the total project is $3.5 million.

Mr. Vance then discussed the potential redevelopment along Tidelands Avenue in National City. If it were to happen, the bike path would have to be relocated. The questions would be where to relocate the bike path, and if there is even room for a bike path to go elsewhere.

Councilmember Zarate asked if SANDAG staff had been in contact with National City’s engineers. Mr. Vance replied that they had been meeting with her staff as well as the Mayor of National City. Staff had also discussed these issues with the Waterfront Working Group. SANDAG staff was ready to tackle the issues but would need more detail about as the restraints redevelopment would impose a source funding to do the necessary work.

Shahriar Afshar (Port District) updated the Working Group on the June 12, 2012 Port Board of Commissioners meeting:

- The Port would work with SANDAG and stakeholders to work out their growth plans, so they are not impeded.

- Staff would identify scheduling and funding for the Barrio Logan segment.

Mr. Vance commented that the bike path might have to move if Tidelands gets vacated. He stated that staff was not inclined to recommend leaving a gap. If alignment has to be radically altered, then they would need to seriously reassess what should be done. Issues with design have been largely resolved. It is the costs and timing estimates that need to be updated. These changes have come late in the process, posing problems for staff.

Mr. Vance also discussed some of the constraints for Marina Way, including a narrow street constrained by wildlife refuge on one side a railroad tracks on the other. It would not qualify as a standard-width bike path. He discussed some other alternative paths using Google Earth to demonstrate.

Councilmember Woiwoide commented that both ends of Tidelands Avenue are heavily traveled. Mr. Vance replied that it had episodic volumes of traffic, with a volume of fewer than 10,000 vehicles a day. Tidelands Avenue works well for that reason compared to the other streets in the area. Mr. Vance concluded by stating that SANDAG staff would have to meet with Port staff the following week to make a decision about the best way forward.
6. MAIN STREET TO PALOMAR STREET (SEGMENT 8B)

Work on developing a recommendation for a preferred alignment for this section of the bikeway will be completed by the end of the calendar year. Emilio Rodriguez (SANDAG) reported on the status of the project and the preliminary schedule for future phases.

Caltrans had asked SANDAG to review three alternatives. However, staff found problems with all alternatives.

- 1st alternative: Bay Blvd. – Trying to stay in right-of-way can potentially impact wetlands.
- 2nd alternative: Going over the railroad tracks (west) – They found high levels of erosion in the soil underneath the railroad, which calls for excavation to remedy the problem. Excavation, however, would cause damage to the historic railroad.
- 3rd alternative: Frontage Road – Right-of-way issues have been encountered. The bike path would need more right-of-way and an 8 ft. wall would have to be built on Caltrans property. There were also safety issues on Main Street and Frontage Road. Routing the path on the eastern side would impact twenty residential and commercial sites, while the other side would affect wetlands.

SANDAG staff will meet with Caltrans staff to show them the pros and cons of each alternative. It seems like the Bay Blvd. alternative is the best option so far.

Questions and Comments:

Mr. Vance commented that SANDAG staff would be aiming to provide funding for final design and preliminary engineering through the Regional Bike Plan EAP. Staff would be ready to identify the fund needs by the time the EAP is developed.

Mr. Shields asked why Caltrans was involved. Mr. Vance said that Caltrans was involved because the agency is funding the NEPA process for the project. Andrew Yuen (U.S. Fish and Wildlife Service) added that wetlands are regulated by the Army Corps of Engineers.

Supervisor Cox added that there was another issue that might be related to this situation. San Diego Gas and Electric (SDG&E) needs to relocate a sub-station and is currently doing their EIR process to assess relocation impacts. Addressing those impacts could mean the Salt Works processing plant site could be transferred to the U.S. Fish and Wildlife Service, and that might result in an opportunity to build the bike path to the west of the railroad tracks. He asked if there was some way to work with the Fish and Wildlife Service if the bike path alignment encroached upon wetlands.

Mr. Yuen an alternative alignment that did not impact the wetlands would help move the project forward. The EIS for the substation is due in August. Mr. Vance added that the bike path design would be 30 percent completed by that date.

Supervisor Cox commented that a better solution might come about if all the parties involved – such as the Airport Authority, which currently owns the processing plant site, Fish and Wildlife Service, and SDG&E – came together to discuss solutions.
7. CONVENTION CENTER TO SEAPORT VILLAGE (SEGMENT 1)

SANDAG recently provided comments to the Port District on the Environmental Impact Report for the Convention Center and Hilton Hotel expansion projects regarding the need to accommodate the Bikeway through this project area. Mr. Vance gave the Working Group an update. The EIR comment period has closed. SANDAG staff submitted a comment that there was no provision for the bike path to cross between the Convention Center and the Hyatt Hotel.

Questions:

Councilmember Faulconer asked if the long-term plan envisioned having the bike path along the waterfront. Mr. Vance said that would be the ideal scenario. Staff had also suggested an alignment going through the former headquarters of the San Diego Police Department. This alternative alignment was rejected during the permitting process due to the California Coastal Commission’s parking requirements. This meant that the only other available path from the Convention Center Promenade will be along the bayfront in front of Seaport Village.

Councilmember Faulconer commented that the Promenade attracted high pedestrian traffic, which might not mix well with bicyclists. He asked where the bike path could be located if not by the waterfront. Mr. Vance said the only alternative would be Market Street.

8. CHULA VISTA BAYFRONT DEVELOPMENT (SEGMENT 6)

City of Chula Vista staff briefed the Working Group on work about to begin on developing Bayshore Bikeway improvements as part of the Chula Vista Bayfront redevelopment. Frank Rivera (City of Chula Vista) provided the update. Their consultant KOA Corp. was in the process of doing an opportunities and constraints study from E Street to H Street along Bay Boulevard. A direct extension of the existing path at H Street is not possible because of the Goodrich plant that straddles both sides of the railroad tracks.

Questions:

Supervisor Cox asked if the City of Chula Vista owned the plot of land from E Street to F Street. Mr. Rivera replied that it used to belong to the City’s redevelopment agency, which has now been dissolved. The land title transfers are currently being researched. Supervisor Cox also asked if there was a possibility of the path going through the railroad track. Mr. Rivera stated that staff would know more after the California Coastal Commission reviewed the Chula Vista Bayfront Plan in August.

Councilmember King asked if it was an interim route. Mr. Rivera answered in the negative, adding that it was included in the Chula Vista Master Plan.

Supervisor Cox asked if the City of Chula Vista was independently exploring alternatives with consultants. Mr. Rivera said that they were doing so.

9. UPDATES ON PROJECTS RELATED TO THE BAYSHORE BIKEWAY

Mr. Vance announced that the Active Transportation grant applicants had presented their projects at the most recent Bicycle-Pedestrian Working Group. Some of the applicants included cities (Imperial Beach, Coronado, and San Diego) represented on the Bayshore Bikeway Working Group.
Mr. Vance told the Working Group about the projects and funding requests that were related to the Bayshore Bikeway from those cities.

Councilmember King updated the Working Group that Imperial Beach would be changing the bike lanes along Palm Avenue. Recommendations for the changes would be likely be ready by September.

Mr. Vance made an announcement on behalf of Andy Hanshaw from the San Diego County Bicycle Coalition (SDCBC), who was unable to attend the meeting. The SDCBC’s “Bike the Bay” event has been set for August 26, 2012. It is expected to sell out. Contact Mr. Hanshaw for more information about registration.

10. ANNOUNCEMENTS

None.

11. ADJOURN

Meeting adjourned at 4 p.m. Next meeting scheduled for October.

Key Staff Contact: Stephan Vance, (619) 699-1924, Stephan.Vance@sandag.org
**BAYSHORE BIKEWAY WORKING GROUP ATTENDANCE**

Date: July 19, 2012

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<td><strong>Members</strong></td>
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<td>Councilmember Jim King</td>
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<td>Gordy Shields</td>
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<td><strong>Staff and Others</strong></td>
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<td>Andy Yuen</td>
<td>US Fish and Wildlife Service</td>
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<td>Shahriar Afshar</td>
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