MEETING NOTICE
AND AGENDA

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

Friday, April 12, 2013
2 to 4 p.m.
SANDAG, Conference Room 8A
401 B Street, Suite 800
San Diego, CA 92101-4231

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

AGENDA HIGHLIGHTS

• MARINA WAY/WEST 32ND STREET TO HARBOR DRIVE AND 32ND STREET (SEGMENTS 4 AND 5)
• MAIN STREET TO PALOMAR STREET (SEGMENT 8B)
• SAN DIEGO-CORONADO BAY BRIDGE BIKE AND PEDESTRIAN FACILITY

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The Bayshore Bikeway Working Group should review and approve the meeting summary from its November 15, 2012, meeting.

Members of the public shall have the opportunity to address the working group on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the working group coordinator prior to speaking. Public speakers should notify the working group coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. Working group members also may provide information and announcements under this agenda item.

**REPORT ITEMS (4 through 9)**

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

The working group will receive an update on the status of this project. The focus of the work continues to be obtaining permits for the railroad crossings at 8th Street and 19th Street, and coordination with Port District marine terminal redevelopment plan.

5. **MAIN STREET TO PALOMAR STREET (SEGMENT 8B)** DISCUSSION

The alignment alternatives that have been identified for this segment of the Bikeway all have either natural or cultural resources impacts, or significant right-of-way constraints. The working group will discuss the alternatives and provide feedback to staff on their merits and constraints.

6. **H STREET TO E STREET IN CHULA VISTA** INFORMATION

City of Chula Vista staff have been working on an alignment for a bike path along Bay Boulevard that could be implemented in advance of the alignment that is dependent on bayfront redevelopment. Staff from Chula Vista will report on the status of this work.

7. **SAN DIEGO-CORONADO BAY BRIDGE BIKE AND PEDESTRIAN FACILITY** INFORMATION

Architect Lew Dominy has proposed a bike and pedestrian facility suspended in a tube underneath the San Diego-Coronado Bay Bridge. Mr. Dominy will present his idea.
8. BARRIO LOGAN (SEGMENTS 2 AND 3)  

Progress on this segment is dependent on the approval of funds for the Regional Bike Plan Early Action Program, which is still pending. SANDAG has received several letters on this future project that are provided to the Bayshore Bikeway Working Group for information.

9. 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 Bikeway.

10. ANNOUNCEMENTS

+ next to an agenda item indicates an attachment
NOVEMBER 15, 2012, MEETING SUMMARY

1. Introductions

Supervisor Cox called the meeting to order at 1:42 p.m. Self-introductions were conducted.

2. Public Comments and Communications

None.

3. Approval of July 19, 2012, Meeting Summary

Approval of the meeting summary of July 19, 2012, was deferred due to lack of quorum.

4. BARRIO LOGAN (SEGMENTS 2 AND 3)

On-going discussions with key stakeholders along this section of the Bikeway are leading to a consensus on how to proceed with the project once funding is identified for the first phase of project development. Jim Gill from General Dynamics NASSCO was present to discuss the work they have been doing toward this end.

Mr. Gill stated that the main objectives were to complete the Bikeway and preserve the on-street public parking spaces. He presented the working group with the proposed alternatives that had been discussed at the last meeting of the Bayshore Bikeway Working Group and presented the pros and cons of each alternative.

- A three-lane alignment alternative: This option would preserve the elements of the Bikeway, allow 11-12 feet wide Class II bike lanes, and preserve most of the public street parking. However, the northbound vehicle lane would be reduced from two lanes into one lane, which raised concerns about future traffic.

- A four-lane alignment alternative: This option allowed public street parking and the bike path to be maintained. It was expected to cause a loss of approximately 15-20 public parking spaces along Harbor Drive, most of which are used by NASSCO employees. There was also an expected loss for part of the median and a half-mile of the Class II bike lane on one side of the street.
Discussion:

Stephan Vance (SANDAG) presented the working group with two letters from the City of San Diego and the Working Waterfront Group. The Waterfront Group was in favor of the four-lane alternative that NASSCO had presented while the City of San Diego's letter supported keeping various options open during the environmental review process.

Lara Gates (City of San Diego) remarked that all the stakeholders had come together cooperatively, and that a range of alternatives were available to move forward with. She asked when the funding would be allocated. Mr. Vance answered that the Regional Bicycle Plan early action program (EAP) was undergoing cost estimate revisions, postponing the schedule for a Board of Directors action that had originally been scheduled for February 2013 until April 2013. Gordy Shields asked if there was a way to improve bicycle lanes during the interim, while approval of the EAP budget was pending. Supervisor Cox recommended holding discussion with staff about interim improvements.

Supervisor Cox suggested having NASSCO approach the adjoining property owners to discuss the possibility of working with them to get encroachment permits to expand the areas along the Barrio Logan segments that were lacking space.

Mr. Gill said that the two main property owners along the segments were the Navy and Burlington Northern. The Navy's side already has two Class-II lanes and a Class I bike lane. Burlington Northern's property along the segment is an empty dirt lot that could possibly be converted into public parking spaces should the property owners agree.

Supervisor Cox recommended putting the alternatives on the next meeting agenda when there would be quorum.

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

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 discussed issues associated with the gap that will be left once this portion of the Bikeway is constructed.

Discussion:

Mr. Vance stated that there were two rail crossings intersecting through the project area, and that lights and bells were the best solution at this time.

Dean Hiatt (SANDAG) explained that the intersection had to be connected with existing traffic signals, which was complicated due to the skewed shape of the intersection. A specialist had recently been hired to guarantee safety of the public through that intersection, following California Public Utilities Commission (CPUC) requirements. There would have to be staff-level approval from the CPUC and then it could take up to three months for final CPUC approval. The Burlington Northern Santa Fe (BNSF) would then start to entertain railroad agreements. Since the
railroad has priority, the railroad designs and features will take place and then the bike path can be determined.

Supervisor Cox asked if the bike path crossed over the railroad tracks. Mr. Hiatt said that the bike path ran parallel to the tracks, but that it would eliminate a free right hand turn lane from west 8th Street to Harbor Drive, changing the intersection with the railroad crossing, which required CPUC and BNSF approval.

Mr. Vance added that as a result of the process mentioned above, the project would no longer be starting at the beginning of 2013. The finalized project would instead be advertised tentatively at the start of summer 2013. Staff would apply to the California Coastal Commission and the California Transportation Commission for an extension of their funding sources. Staff did not foresee any changes in funding, only the project schedule.

Shahriar Afshar (Port of San Diego) expressed his appreciation for the efforts of SANDAG staff on the project.

Mr. Hiatt proposed an alternative solution of breaking the project into two halves, with a separate contract for the segment that contained the intersection at the railroad crossing.

Supervisor Cox supported splitting the current project into two projects and having staff consider that as a viable option.

6. MAIN STREET TO PALOMAR STREET (SEGMENT 8B)

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 was provided by Mr. Vance.

The project is considering alignment alternatives through an on-going feasibility study. Alternatives include an alignment along Frontage Road, and two alignments parallel to Bay Boulevard. The Bay Boulevard alternatives will impact either the designated wetlands in the drainage channel next to the road or the railroad tracks to the immediate west, which have been designated an historic resource by the City of San Diego. Caltrans prefers an alternative that avoids the wetlands and has recommended that the Frontage Road, but SANDAG staff felt that Frontage Road was not a viable option due to the potential need to encroach on Caltrans right-of-way. A meeting is planned in December with Caltrans and the natural resource agencies to discuss the alternatives.

Discussion:

Councilmember Woiwode (City of Coronado) asked which part of the railroad was considered historic. Mr. Vance stated that both the infrastructure and the right-of-way were historic resources.

Mr. Shields asked about the project timeframe. Mr. Vance said that the alignment issues were to be resolved over the next few months, and then the consultants would finish their reports. The project would have funding for the preliminary engineering and environmental phases after the EAP budget finalization in March.
7. UPDATES ON PROJECTS RELATED TO THE BAYSHORE BIKEWAY

Members of the working group had an opportunity to provide updates on any local projects related to the Bikeway.

Supervisor Cox announced the dedication of an environmental educational facility on November 16, 2012, by Florence Street and Silver Strand. He also announced that the San Diego Regional Airport Authority had announced its sale of property along the Bay Boulevard. His final announcement was that the last section of the Sweetwater Bikeway would be constructed starting in the spring of 2013.

Councilmember Woiwode stated that the City of Coronado had unsuccessfully applied for a SANDAG Active Transportation Grant for the Coronado Cays Entrance, and so the City would pursue alternative solutions to the problems presented by the entrance.

Mr. Vance told the working group that SANDAG had been able to obtain advanced in-pavement bicycle monitoring devices through grant funding from the County of San Diego Health and Human Services Agency. The monitoring devices are currently in place and a press event was scheduled for December 14, 2012. The devices are expected to provide more data on bicycling traffic than ever before.

Mr. Yuen announced that the U.S. Fish and Wildlife Service had successfully repaired a culvert on the Bayshore Bikeway on the west side of Seventh Avenue.

8. ANNOUNCEMENTS

Supervisor Cox announced that he would be meeting with Lew Dominyi, the architect of the Coronado Bay Bridge, to discuss the inclusion of a bike and pedestrian path along the bridge.

9. ADJOURN

Meeting adjourned at 3:18 p.m.

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

Date: November 15, 2012

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<th>NAME</th>
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<tr>
<td><strong>Members</strong></td>
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<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>Gordy Shields</td>
<td>Bicycling Community</td>
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<td><strong>Staff and Others</strong></td>
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<td>Stephan Vance</td>
<td>SANDAG</td>
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<td>Dean Hiatt</td>
<td>SANDAG</td>
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<td>Thyme Curtis</td>
<td>City of San Diego</td>
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<td>Lara Gates</td>
<td>City of San Diego</td>
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<td>Lisa Schmidt</td>
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<td>Greg Murphy</td>
<td>County of San Diego</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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<td>John Holloway</td>
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<td>Les Hopper</td>
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<td>Jim Gill</td>
<td>General Dynamics/NASSCO</td>
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<td>Greg Murphy</td>
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<td>Greg Parks</td>
<td>Katz and Associates</td>
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<td>Pedro Anaya</td>
<td>Southwest Strategies</td>
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<td>Chris Wahl</td>
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BAYSHORE BIKEWAY SEGMENT 8B
MAIN STREET TO PALOMAR STREET
March 7, 2013

Stephan Vance
Senior Regional Planner, SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Dear Mr. Vance:

RE: SANDAG Bayshore Bikeway Project San Diego Segments 2&3

The San Diego Unified Port District is actively engaged with our maritime and community stakeholders regarding the SANDAG Bayshore Bikeway project and we are encouraged by our ongoing discussions to ensure that all stakeholders' concerns are being considered.

On November 15, 2012 the SANDAG Bayshore Bikeway Working Group met to discuss the progress of the SANDAG Bayshore Bikeway. District staff was present to hear General Dynamic NASSCO's conceptual four lane realignment proposal of Harbor Drive in Barrio Logan (attached), which includes a route for the Bayshore Bikeway. At the same meeting, the City of San Diego presented a letter recommending consideration of a wide range of alternatives, including the NASSCO conceptual proposal to be studied during SANDAG's environmental review process (attached).

As you may also know, the District is committed to pursue the 32nd Street Direct Access Ramp project that will connect truck traffic directly to nearby freeways, in support of our maritime business and operations at Tenth Avenue Marine Terminal. It is critical that any final design for the SANDAG Bayshore Bikeway project remain consistent with our maritime access, preservation and expansion plans to and from Tenth Avenue Marine Terminal. Upon review of the City of San Diego's letter, the District recommends that SANDAG consider a range of alternatives, including NASSCO's conceptual proposal during your environmental review process.

District staff will present an update to the Board of Port Commissioners on the SANDAG Bayshore Bikeway in the coming months. If you have any questions, please feel free to contact me.

Sincerely,

Shahrir Afshar
Manager, Real Estate Special Projects

Attachment: City of San Diego Letter to SANDAG 11/13/12
Attachment: Bayshore Bikeway Harbor Drive Alternate 4 Lane Alignment
cc: R. Coniglio, SDUPD       J. Valenzuela, SDUPD
    K. Weymann, SDUPD        C. Dennis, SDUPD
    D. Morales, SDUPD

SDUPD Docs No. 558564

San Diego Unified Port District
March 27, 2013

Mr. Shahriar Afshar
San Diego Unified Port District
P.O. Box 120488
San Diego, CA 92112-0488

Dear Mr. Afshar:

SUBJECT: SANDAG Bayshore Bikeway Project Segments 2 and 3

I received your letter regarding SANDAG’s future planning efforts for Segments 2 and 3 of the Bayshore Bikeway (32nd Street to Park Boulevard) in the City of San Diego. With regard to the proposal presented by General Dynamics NASSCO, I can confirm that this will be among the alternatives that SANDAG will study once we have funding for and begin the preliminary engineering phase of this project. I also want to make sure you are aware of what we know about the compatibility of the Bayshore Bikeway plans with the potential marine terminal access work on Harbor Drive, and the direct access ramps at 32nd Street in particular.

You may recall that several years ago Caltrans was actively studying the marine terminal access project in collaboration with the Port District and SANDAG and commissioned a Project Study Report (PSR). At the time, there was some hope that the project could receive funding from the State of California Trade Corridor Improvement Fund, which would have accelerated the development of the project, perhaps even in advance of the bikeway project. The PSR indicated that the bike path project would not present a conflict with the 32nd Street access project as envisioned at the time of the PSR.

The 32nd Street marine terminal access project is included in SANDAG’s current Regional Transportation Plan, but only in the unconstrained network. This means no funding has been identified for the project at this time. Should funding become available and the opportunity to advance the project present itself as we are developing Segments 2 and 3 of the bikeway, we will of course work closely with Caltrans and the Port to collaborate on the design of each. In the meantime, SANDAG is confident we can proceed with the development of the bikeway knowing that there are no insurmountable obstacles to the future access improvements at 32nd Street.

Sincerely,

STEPHAN M. VANCE
Senior Regional Planner
SVA/als

cc: Mario Orso, Caltrans
   Christina Casgar, SANDAG
February 6, 2012

Stephan Vance
Senior Regional Planner, SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Dear Mr. Vance,

The Barrio Logan Revitalization Committee was formed to continue to provide oversight and guidance for the current and future development of Barrio Logan. We are made up of residents, business leaders and community agencies working together for the preservation and empowerment of the Barrio Logan community of which they are a part. Over the last few months, we have been very interested in the progress of the Bayshore Bikeway and its potential impacts on our community, specifically parking.

With the potential elimination of already scarce parking, we worried that previous frustrations between waterfront employees and local residents would be reignited. However, we have been pleased with our neighbor General Dynamics NAASCCO that has taken a proactive approach to provide a possible solution to benefit both our community and those who look forward to the completion of the Bikeway. They have proposed a solution that not only will ensure the Bayshore Bikeway is completed but will preserve the much needed parking in our community. We support their efforts and encourage SANDAG to include the NAASCO four lane alternatives so that it can be fully vetted during the Environmental Impact Review process and potentially adopted as a project.

The efforts of NAASCO executives to both think outside the box and invest their own resources are to be commended. They have provided not only a model for the Bikeway but have provided a template to how local industry can be a leader when dealing with tough community issues. We look forward to working with SANDAG and Barrio Logan stakeholders to develop the Bayshore Bikeway as a regional asset that can be enjoyed by members of our community and our neighbors.

If you have any questions or would like to discuss this further please feel free to reach me by phone.

Respectfully,

Rachael Ortiz
Chairperson

CC: Pedro Anaya, Senior Account Executive - Southwest Strategies
    Lara Gates, Project Manager City Planning Department