MEETING NOTICE
AND AGENDA

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

Thursday, February 27, 2014
2 to 4 p.m.
SANDAG, Conference Room 7
401 B Street, Suite 800
San Diego, CA 92101-4231

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

AGENDA HIGHLIGHTS

• PROJECT STATUS REPORTS (SEGMENTS 4 AND 5, AND 8B)
• BARRIO LOGAN (SEGMENTS 2 AND 3) SCOPE OF WORK
• CHOLLAS CREEK TRAIL

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<table>
<thead>
<tr>
<th>ITEM #</th>
<th>INTRODUCTIONS</th>
<th>REPORTS (4 through 9)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>INTRODUCTIONS</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>APPROVAL OF MEETING MINUTES</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>PUBLIC COMMENT AND COMMUNICATIONS</td>
<td></td>
</tr>
</tbody>
</table>

### APPROVAL OF MEETING MINUTES

- **APPROVE**

  +A The Working Group is asked to approve the July 24, 2013, meeting minutes.
  +B The Working Group is asked to approve the October 25, 2013, meeting minutes.

### PUBLIC COMMENT AND COMMUNICATIONS

Members of the public shall have the opportunity to address the Bayshore Bikeway Working Group (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.

### REGIONAL BIKE AND PEDESTRIAN MONITORING PROGRAM

Staff will provide a demonstration of the automatic bike and pedestrian counting system that is monitoring activity on the Bayshore Bikeway and at other locations around the region.

### BIKEWAY FENCING IN IMPERIAL BEACH

The bikeway in Imperial Beach includes post and cable fencing that was installed to discourage bikeway users from entering the wildlife refuge. Recently, bicyclists have expressed concern that the fencing constrains bike riders from taking evasive action to avoid on-coming traffic. Staff from Imperial Beach will discuss what will be involved to address this concern.

### PROJECT STATUS REPORTS (SEGMENTS 4 AND 5, AND 8B)

Progress had been made toward obtaining railroad crossing permits for Segments 4 and 5 from National City to 32nd Street in San Diego, but this process has had an impact on the project schedule and remains a critical issue. The feasibility study for the Segment 8B between Palomar Street and Main Street is progressing, but communication with the property owner of the access road proposed for a portion of the alignment has been difficult. Staff will provide an update on the status of these projects.
7. **BARRIO LOGAN (SEGMENTS 2 AND 3) SCOPE OF WORK**

**DISCUSSION**

The Scope of Work for the planning phase of this project is under development, and should be finalized in time to start the work in March. Stakeholder involvement will be an important part of the process, so staff will solicit input from the Working Group on how that process should be structured.

8. **CHOLLAS CREEK TRAIL (Leslie Reynolds)**

**INFORMATION**

Leslie Reynolds, Executive Director of Groundworks San Diego, will provide a report on plans to develop a trail along Chollas Creek that would connect to the Bayshore Bikeway at Harbor Drive.

9. **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 Bayshore Bikeway.

10. **ANNOUNCEMENTS**

+ next to an agenda item indicates an attachment
JULY 24, 2013, MEETING MINUTES

Item 1. Introductions

Supervisor Greg Cox (San Diego County) called the meeting to order and asked for a moment of silence in remembrance of Bayshore Bikeway Working Group (Working Group) member Gordy Shields, who passed away recently.

Item 2. Public Comments and Communications

None.

Item 3. Approval of November 15, 2012, Meeting Summary

Approved. Motion by Supervisor Cox, with a second by Councilmember Mona Rios (National City).

Item 4. Regional Bike Plan Early Action Program

Stephan Vance (SANDAG) reviewed the alternatives for funding the Regional Bike Plan Early Action Program (EAP) that were presented to the Transportation Committee for discussion on July 19, 2013. The alternative financing scenarios would borrow money against the revenues in the SANDAG Active Transportation Program to provide between $170 million and $220 million over 10 years to implement the top priority regional bike projects. Revenues from the Active Transportation Program currently are used to fund local bicycle and pedestrian projects through a competitive grant program. The financing scenarios differ with respect to the impact they would have on that grant program. All of the major remaining segments of the Bayshore Bikeway (Segments 2, 3, and 8B) and additional funding for Segments 4 and 5 would be fully funded through the EAP, though construction funding for Segments 2 and 3 (Barrio Logan to Downtown San Diego) would not be available until 2019. A recommendation on the EAP from the Transportation Committee, and action by the Board of Directors, is scheduled for September 2013.

Members of the Working Group asked about several sections of the bikeway that are not in the EAP, including the portion of Segment 7 that would serve the Chula Vista marina, and Segment 1 by the old police headquarters and Seaport Village. The Chula Vista segment was not included because it is proposed to be constructed by the developer of the planned Chula Vista bayfront redevelopment. The Port District staff has indicated that the leaseholder of the Seaport Village project would be required to expand the bayfront promenade to accommodate bicycle traffic when that lease agreement is renegotiated. The Working Group requested a report on the Seaport Village segment at a future meeting.
Item 5. Connecting the Bayshore Bikeway to the Border

At the previous meeting the Working Group received a request from Josie Calderon from the San Ysidro community to address how San Ysidro and the border could be connected with good bike access to the Bayshore Bikeway. Mr. Vance reported that the Regional Bike Plan EAP includes plans for a regional bike corridor, referred to as the Border Access Corridor, which would make that connection. In addition, the Border Access Corridor and the Imperial Beach Connector Corridor are included among the top priority projects in the EAP. The EAP proposed a schedule that would develop the corridor for construction as early as 2018. Councilmember David Alvarez (City of San Diego) asked about bicycle access through the border, and requested that the United States General Services Administration be invited to a future meeting to discuss this issue.

Item 6. City of San Diego Bikeshare Program

Councilmember Alvarez reported that the San Diego city council recently approved a corporate partnership with Deco Bikes to initiate a bike-sharing program in the City of San Diego. Deco Bikes will invest $7.5 million to provide 1,800 bikes at 180 bike-sharing stations around the city. Efforts are underway to obtain public input on where the stations should be located. Councilmember Alvarez suggested that a successful program could be expanded to other cities in the region.

Item 7. Marina Way/32nd Street to Harbor Drive (Segments 4 and 5)

Two issues were discussed under this item: the status of the railroad crossing agreements, and the process for closing the gap that will be left in the National City port redevelopment area. Staff reported that SANDAG has been able to initiate discussions with Burlington Northern Santa Fe (BNSF) about the crossing at 19th Street and Tidelands Avenue in National City. Initial indications are that the modifications that BNSF will require for the signaling will not have a significant impact on the budget. For the railroad crossing at 8th Street and Harbor Drive, the Navy has raised a concern about the impact of the proposed design, which will remove the right-turn slip lane on the northeast corner of the intersection. This intersection experiences considerable backup on 8th Street as cars queue up to pass through the Navy inspection station at Gate 9. SANDAG staff and consultants will meet with the Navy and National City staff to discuss the issue. The traffic analysis indicates that the slip lane does nothing to reduce the backup, so removing it should not be an issue. After the Navy and SANDAG concur on the design, the next step is to get comments from BNSF, then submit the crossing permit to the California Public Utilities Commission. Supervisor Cox reported that he had an opportunity to discuss the need to get agreements for the crossings with BNSF CEO Matt Rose. Mr. Rose provided the name of a person to contact locally, LaDonna DiCamillo, if assistance is needed to complete the crossing discussion.

The staff continues to plan for a construction start in spring 2014. The key funding deadline is that the California Transportation Commission must obligate the federal Transportation Enhancement funds in the project by August 2014.

Staff reported that identifying an alignment for the gap in the bike path that will be left south of Bay Marina Drive likely will be dependent on the Port District, its tenants, and the City of National City coming to an agreement on how the proposed redevelopment will change the area. SANDAG and the Port are prepared to work together on this, but there currently are no funds identified to complete this work. Commissioner Rafael Castellanos (Port of San Diego) suggested that a key
consideration should be to have the alignment east of the balloon track that goes through the area. Councilmember Patricia Aguilar (Chula Vista) expressed concern that there was no funding programmed to do the alignment feasibility study. Staff suggested that if the cost of the railroad crossings comes in lower than anticipated, as it appears it might, funding in the construction budget for Segments 4 and 5 could be reprogrammed to support this study.

Item 8. Main Street to Palomar Street (Segment 8B)

Staff reported that meetings had been held with the Army Corps of Engineers and the Regional Water Quality Control Board staff about the proposed alignment for this project that would construct the bike path atop a box culvert constructed in a drainage ditch just west of Bay Boulevard. While there would be impacts to wetlands from this alignment, other possible alignments would have impacts to cultural resources and would not avoid the wetland impacts. Neither agency suggested the project in the drainage ditch could not be permitted, provided the necessary mitigation was provided. The next step is to meet with Caltrans staff, who will be responsible for the National Environmental Policy Act certification to determine if they concur with making the alignment in the drainage ditch the preferred alignment. With the concurrence from Caltrans, the alignment study could be concluded this fall. Preliminary engineering and environmental analysis would follow. Final design and construction could be completed within two years.

Item 9. Coronado Cays Intersection Study

Dave Johnson (City of Coronado) provided information on a study of potential safety improvements for the Bayshore Bikeway crossing at the entrance to The Cays in Coronado. The City of Coronado has held public meeting with the residents of The Cays and users of the bike path to receive public input. The area residents have requested consideration of putting the bike path in a tunnel under the roadway and photo simulations of what the at-grade alternatives would look like.

Mr. Johnson also reported that as part of the proposed Scenic Loop bikeway, the City of Coronado is proposing to install bike lanes with a painted buffer between the bike lanes and motor vehicle travel way on Glorietta Boulevard. An open house will be held on July 31, 2013, and SANDAG staff will be in attendance to provide information on the Bayshore Bikeway.

Item 10. Announcements

Frank Rivera (City of Chula Vista) gave a brief update on work to identify an alignment for a bike path north of H Street, generally along Bay Boulevard to E Street.

Andy Hanshaw (San Diego County Bicycle Coalition) reminded the Working Group that the annual Bike the Bay event will be August 25. Also, a memorial for former Working Group member Gordy Shields will be held on July 13 at Pepper Park in National City.
Item 11. Adjourn

Meeting adjourned at 4 p.m. Next meeting is scheduled for October 2013. Potential agenda items will include:

- A report from the Port District on how the bikeway can be accommodated in the proposed expansion of the Convention Center, the Hilton Hotel, and past Seaport Village
- A report from the City of Chula Vista on studies to extend the bikeway along Bay Boulevard north of H Street
- A discussion with the General Services Administration about bike access at the international border

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

**July 24, 2013**

<table>
<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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<tr>
<td>Councilmember Patricia Aguilar</td>
<td>City of Chula Vista</td>
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<td>Commissioner Rafael Castellanos</td>
<td>Port of San Diego</td>
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<td>Councilmember Mona Rios</td>
<td>City of National City</td>
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<td>Councilmember Brian Bilbray</td>
<td>City of Imperial Beach</td>
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<td>Andy Hanshaw</td>
<td>San Diego County Bicycle Coalition</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>Dean Hiatt</td>
<td>SANDAG</td>
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<tr>
<td>Emilio Rodriguez</td>
<td>SANDAG</td>
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<td>Andrew Martin</td>
<td>SANDAG</td>
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<td>Greg Murphy</td>
<td>County of San Diego (District 1)</td>
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<tr>
<td>Lisa Schmidt</td>
<td>City of San Diego (Council District 8)</td>
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<tr>
<td>Dave Johnson</td>
<td>City of Coronado</td>
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<tr>
<td>Andy Yuen</td>
<td>United States Fish and Wildlife Service</td>
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<td>Shahriar Afshar</td>
<td>Port of San Diego</td>
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<td>John Holloway</td>
<td>KTU+A</td>
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<td>Jim King</td>
<td>Imperial Beach resident</td>
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<td>Larry Hofstetter</td>
<td>Coronado Bicycle Advisory Committee</td>
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<td>Bethany Dawa</td>
<td>TY Lin International</td>
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<td>Chris Lezarda</td>
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<td>Frank Rivera</td>
<td>City of Chula Vista</td>
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<td>Chris Wahl</td>
<td>Southwest Strategies</td>
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<td>Leilani Navarro</td>
<td>NBSD - CPLO</td>
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<td>Josie Calderon</td>
<td>JLC Consultants/San Ysidro</td>
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OCTOBER 25, 2013, MEETING MINUTES

Item 1. Introductions

Item 2. July 24, 2013, Meeting Minutes

Deferred due to lack of a quorum.

Item 3. Public Comment and Communication

None

Item 4. Regional Bike Plan Early Action Program

Chris Kluth (SANDAG) thanked Supervisor Greg Cox (San Diego County) for his support of the program, which was approved by the SANDAG Board of Directors in September. On November 8, 2013, the Transportation Committee will be reviewing budget amendments for the program. Funding for the Barrio Logan segment will be included in these amendments. Upcoming projects for FY 2015 include a Border to Bayshore connection.

Supervisor Cox confirmed that not all proposed Bayshore Bikeway projects made it into the initial budget for the Early Action Program. The 24th Street to 32nd Street section is fully funded. The design for 32nd Street to the Convention Center is included in the funded projects; however, the construction is not included. Having funding to complete the environmental report and design will be helpful for getting future funding. Other sections to be addressed in the future include Chula Vista through the planned bayfront redevelopment and Glorietta Boulevard in Coronado.

Stephan Vance (SANDAG) reported that additional funding in the amount of $18 million from federal sources was programmed at the Transportation Committee meeting on October 18. This money will be used for the Inland Rail Trail.

Mr. Kluth feels there will be other opportunities for future funding from state and federal sources through the state’s new Active Transportation Program. There is a strong possibility the $200 million for the Early Action Program (EAP) could grow into $250 million. There is some flexibility with the EAP project order, so that projects can be constructed as they become ready. The EAP will be going back to the Transportation Committee every year for re-evaluation.
Item 5. Barrio Logan (Segments 2 and 3) Scope of Work

Mr. Vance stated that he anticipates starting the planning phase of this project by the first of the year. He is currently working on the Task Order Scope of Work for the planning and environmental phase, which should be completed in 19 months. There are no significant habitat or environmental issues. The main issue for this project is parking and the need to take space from Harbor Drive. SANDAG will conduct a collaborative process with community partners such as the City of San Diego, Port District, local communities, railroad, the Working Waterfront Group, bayfront employers, and other identified stakeholders.

Lisa Schmidt (Councilmember David Alvarez’ office) would like to be involved in the outreach for this project. Ms. Schmidt asked if alignment alternatives will be studied. Mr. Vance replied yes. Ms. Schmidt said her office can help with outreach to the community.

The Bayshore Bikeway Working Group (Working Group) recommended including a wide range of community groups in the process including the Community College and bike groups. Andy Hanshaw (San Diego County Bicycle Coalition [Coalition]) stated the Coalition will be engaged in this project.

Shahriar Afshar (Port District) recommended first developing a joint list with everyone in the Working Group. Second, he recommended attending existing community meetings.

Mr. Vance will create a project advisory committee and be available to talk to different civic organizations beginning in the spring of 2014.

Item 6. Accommodating the Bayshore Bikeway at Seaport Village and the Convention Center

Commissioner Rafael Castellanos (Port of San Diego) introduced this item, which was presented by Mr. Afshar. Mr. Afshar described the existing bicycle access past the convention center and Seaport Village, and how improved access may be provided in the future as part of the convention center expansion, redevelopment of Seaport Village, the development of the old police headquarters, and the North Embarcadero Vision Plan (NEVP). The City of San Diego will accommodate the Bayshore Bikeway in its realignment of the Park Boulevard to connect the bikeway from Harbor Drive to the bayside promenade at the convention center. Two potential access routes will be pursued past Seaport Village, one connecting to Harbor Drive at Kettner Boulevard by a route behind the Hyatt hotel, and another along the bayside walkway, which would be expanded to accommodate bike traffic. Access to the Bay would also be provided by converting a driveway between the Hyatt and Marriott hotels to non-motorized access. Finally, the NEVP will create a 100-foot wide esplanade with a 30-foot bayside promenade along Harbor Drive past Broadway.

Supervisor Cox asked if Seaport Village could accommodate bike traffic along the bayfront once it is redeveloped. Mr. Afshar confirmed that this is what the Port District will ask the developer to do.

Mr. Hanshaw commented on the economic benefits for local businesses from this type of accommodation. He also recommended placing a bike share station near the facility.

Mr. Kluth recommended changing existing bicycle speed limit along the promenade from five miles per hour (mph) to eight mph.
Item 7. Project Status Reports (Segments 4 and 5, and 8B)

Mr. Vance reported that there are three major tasks that need to be completed to wrap up the design of Segments 4 and 5: 1) obtain approval from the California Public Utilities Commission for two rail grade crossings, establish a memorandum of understanding with the City of National City for the operation and maintenance of the bikeway, and obtain a right-of-way agreement with the Burlington Northern Santa Fe railroad. SANDAG hopes to start construction in May or June of 2014, but must award a contract by August 2014 at the latest to avoid losing the federal transportation funds that are in the project budget. As part of the environmental requirements, SANDAG needs to find a location to replace trees taken off of Harbor Drive and will be discussing this with the City of National City. Construction is expected to take six to eight months.

For Segment 8B, Emilio Rodriguez (SANDAG) stated that Caltrans has concurred with pursuing the alignment on a box culvert next to Bay Boulevard, which is the Working Group’s preferred alignment. The environmental phase will be completed by summer 2014 as well as the design. It will take six to twelve months for permits, and this will be the most significant determinant of the project schedule. Construction could be completed by summer 2015.

Supervisor Cox recommended shooting for construction completion in time for Bike the Bay 2015.

Mr. Rodriguez requested support with contacting the Gabbay family, owners of the salt ponds adjacent to the proposed bike path, SANDAG has not been able to communicate with this person. Supervisor Cox (San Diego County) will follow up on this request.

Andrew Yuen (Fish and Wildlife Service) stated South Bay Salt Works will be concerned about preventing access to its evaporation ponds as they have had problems with trespassing in the past.

Item 8. Chula Vista Bay Boulevard Alignment Study Update

Frank Rivera (City of Chula Vista) presented the results of the initial alignment studies for this section of the bikeway. The proposed alignment would use Metropolitan Transit System (MTS) right-of-way between E Street and F Street/Lagoon Drive. From Lagoon Drive to G Street the alignment would require relocating power poles and may require right-of-way from property owned by Rohr Enterprises. From G Street to H Street is the challenging segment because of the need to cross six lanes of H Street and a difference in grade. Mr. Rivera described options that included a bridge and undercrossing, and several at grade crossing alternatives.

Supervisor Cox recommended discussing with MTS the option of paving over the existing railroad tracks between E Street and F Street because the path otherwise might not fit within the railroad right-of-way.

The Working Group felt that the best option for crossing H Street is an at grade crossing on the north side of H Street. This is the least expensive option.

Supervisor Cox recommended speaking with United Technologies about how they might be able to help with the project since Chula Vista is not proposing an alignment that goes through their campus.
Mr. Vance stated that this alignment is in Chula Vista’s Bicycle Master Plan, but not the Regional Bike Plan, which means SANDAG and Chula Vista will have to discuss how this project gets funded.

**Item 9. Updates on Projects Related to the Bayshore Bikeway**

Supervisor Cox discussed the recent ribbon cutting ceremony for the new staging area at Swiss Park that will providing parking for users of the Otay Valley Regional Park trail and the Bayshore Bikeway.

Mr. Hanshaw announced Bike the Bay had a record attendance of 3,500 people. The Coalition raised over $60,000. He also reported that the City of Coronado was designated a silver level Bike Friendly City by the League of American Bicyclists.

Larry Hofstetter (City of Coronado) announced that the City of Coronado will be striping bike lanes on Glorietta Boulevard this November.

Mr. Yuen announced the post and cable fencing on the path in Imperial Beach can be moved slightly onto the refuge to provide more room for bicyclists on the path. The challenge will be to identify who will do the work.

**Item 10. Announcements**

Josie Calderon (San Ysidro) thanked the Working Group for all its support of Barrio to Barrio connection in the Regional Bike Plan EAP. It will connect the communities of San Ysidro, Chula Vista, National City, and Barrio Logan. She offered to help with outreach and community engagement in these neighborhoods once the project gets underway. Marisa Quiroz from the San Diego Foundation would be a good resource for outreach in this area.

**Item 11. Adjournment**

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