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# MEETING NOTICE AND AGENDA

## BAYSHORE BIKEWAY WORKING GROUP

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

Friday, March 6, 2015

2 to 4 p.m.

SANDAG, 7th Floor Conference Room  
 401 B Street, Suite 800  
 San Diego, CA 92101

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

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## AGENDA HIGHLIGHTS

- **BARRIO LOGAN PROJECT (SEGMENTS 2 & 3) STATUS REPORT**
- **32ND STREET TO MARINA WAY (SEGMENTS 4 & 5) STATUS REPORT**

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### 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  
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 San Diego  
 Unified Port District  
 San Diego County  
 Water Authority  
 Southern California  
 Tribal Chairmen's Association  
 Mexico

# **BAYSHORE BIKEWAY WORKING GROUP**

Friday, March 6, 2015

## **ITEM NO.**

## **RECOMMENDATION**

1. INTRODUCTION

2. 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. Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the meeting coordinator prior to speaking. Public Speakers should notify the meeting 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.

+3. APPROVAL OF MEETING MINUTES

APPROVE

The Working Group is asked to review and approve the minutes from its October 30, 2014, meeting.

## **REPORTS**

+4. BARRIO LOGAN PROJECT (SEGMENTS 2 & 3) STATUS REPORT  
(Stephan Vance)

DISCUSSION

Work is well underway to identify a preferred alignment and design concepts for this section of the bikeway, and two stakeholder group meetings have been held to receive feedback. Staff will present the alignment concept and how it addresses the parking issue. The Working Group will discuss the upcoming community open house event that will conclude the planning phase for this Project.

+5. 32ND STREET TO MARINA WAY (SEGMENTS 4 & 5) STATUS REPORT  
(Sharon Humphreys)

INFORMATION

Significant progress has been made on this portion of the bikeway. Construction is underway between 32nd Street and Vesta Way in the City of San Diego, and the Board of Port Commissioners have directed their staff to prepare a Port Master Plan amendment to enable construction of the bikeway as an interim Class 1 facility between Bay Marina Drive and Marina Way. Discussions with Burlington Northern continue on the railroad crossing at 8th Street in National City, and approval for another crossing on Tidelands Avenue will need to be obtained as a result of the Port Commissioner's action. Staff will provide updates on these items.

- |     |  |                    |
|-----|--|--------------------|
| 6.  | <b>BAY BOULEVARD (SEGMENT 8B) STATUS REPORT (Bruce Schmith)</b>  | <b>INFORMATION</b> |
|     | Design work has reached the 30 percent milestone, and work continues to prepare the environmental documents. Staff will provide an update on the project schedule.   |                    |
| 7.  | <b>SAN DIEGO-CORONADO BAY BRIDGE BIKEWAY TUBE (Stephan Vance)</b>  | <b>INFORMATION</b> |
|     | An analysis of the bridge bikeway tube is underway to identify constraints and determine if there are any fatal flaws in the concept. A preliminary report has determined that the project is feasible with some modifications to the original design concept.   |                    |
| 8.  | <b>CHULA VISTA BIKE PATH MAINTENANCE AND REPAIR (Danny Veeh)</b>   | <b>INFORMATION</b> |
|     | SANDAG and the City of Chula Vista have recently completed maintenance projects to clear vegetation from the bike path within the City of Chula Vista. Work to repair cracked pavement is also scheduled to begin this spring.   |                    |
| 9.  | <b>REGIONAL BIKE PROGRAM BRANDING AND BAYSHORE BIKEWAY SIGNAGE (Beth Robrahn)</b>  | <b>DISCUSSION</b>  |
|     | SANDAG has developed a unique brand identity for the Regional Bike Program that will help promote the regional bike network and bicycling as a form of transportation and recreation. As part of that effort, the unique signs for the major bikeway corridors like the Bayshore Bikeway should be updated to be consistent with the look of this new brand. The Working Group will be asked for input on the new Bayshore Bikeway sign. |                    |
| 10. | <b>UPDATES ON PROJECTS RELATED TO THE BAYSHORE BIKEWAY</b>   | <b>INFORMATION</b> |
|     | Members of the Working Group will have an opportunity to provide updates on any local projects related to the Bayshore Bikeway.  |                    |
| 11. | <b>ADJOURN</b>   |                    |

+ next to an agenda item indicates an attachment

**San Diego Association of Governments**  
**BAYSHORE BIKEWAY WORKING GROUP**

March 6, 2015

AGENDA ITEM NO.: **3**

**Action Requested: APPROVE**

OCTOBER 30, 2014, MEETING MINUTES

File Number 3300200

The meeting of the Bayshore Bikeway Working Group was called to order by Chair Greg Cox (County of San Diego) at 2 p.m.

1. INTRODUCTIONS (RECOMMENDATION)

Self-introductions were conducted.

2. APPROVAL OF MEETING MINUTES (APPROVE)

Members were asked to review and approve the meeting summary for the February 27, 2014, meeting.

Action: Upon a motion by Councilmember David Alvarez (City of San Diego) and a second by Councilmember Mona Rios (City of National City), the February 27, 2014, Bayshore Bikeway Working Group summary was approved unanimously.

3. PUBLIC COMMENTS AND COMMUNICATIONS (INFORMATION)

Larry Hoffstetter commented on maintenance needs on the Bayshore Bikeway in Chula Vista, including vegetation growing over the bikeway in the section between Marina Parkway and Palomar Street, and invasive roots on the bike path south of the Gordy Shields Bridge.

Phil Monroe reported that vegetation is growing into the shoulders of the bike path in Coronado as well. Stephan Vance (SANDAG) stated that state bikeway design standards specify there should be two-foot graded shoulders on each side of the pavement on Class 1 Bikeway. Chair Cox suggested a reminder be sent to the cities about their responsibility to maintain the bikeway.

**REPORTS**

4. BAYSHORE BIKEWAY SEGMENTS 4 AND 5 STATUS REPORT (INFORMATION)

Mr. Vance reported on the status of these segments. The northern 0.6 miles of Segment 4 will begin construction the week of November 3 provided the traffic control plans are approved by the City of San Diego. This will construct the bike path between 32nd Street and Vesta Street on the east side of Harbor Drive. Awarding this contract was necessary to meet the funding deadline imposed by the

\$995,000 in federal Transportation Enhancement funds on the project. Construction will take five to six months.

Construction of the southern portion of Segment 4 (from Vesta Street to Civic Center Drive) and the portion of Segment 5 from Civic Center Drive to Bay Marina Drive is still dependent on reaching agreement with the Burlington Northern Santa Fe (BNSF) on the two railroad crossings affected by the project at 8th Street and Harbor Drive and 19th Street and Tidelands Avenue. SANDAG staff met with BNSF staff on October 17 and was able to agree on some improvements that SANDAG would be responsible to provide, but other issues remain. The primary issue is if improvements will need to be made to the signal pre-emption that controls the crossing gates and ensures the tracks are cleared before a train arrives. Staff are allowing up to seven months to negotiate an agreement, which would mean SANDAG could advertise the construction contract by June 2015. On that schedule, construction would start in the fall of 2015.

The remaining portion of Segment 5 (Bay Marina Drive to Marina Way and West 32nd Street) was the subject of a meeting between the City of National City, Port staff and SANDAG staff in September. The outcome of that meeting was a consensus to bring an item to the Board of Port Commissioners in December asking them to approve construction of the bikeway on Tidelands Avenue and West 32nd Street as originally planned, but as an interim alignment with the understanding that, when future redevelopment occurs in the area, the Port or the developer would relocate the bikeway to fit within the new development. This action would allow SANDAG to complete Segments 4 and 5 as originally designed. However, it would include an additional railroad crossing at West 32nd Street, and this would require another permit from the California Public Utilities Commission and the crossing would have to be added to the BNSF agreement.

John Pasha of Pasha Automotive spoke in favor of an alignment using the Cleveland Avenue and Marina Way or using the Coronado Belt Line right-of-way, which would avoid all rail crossings and any potential impacts to operations at the marine terminal and to railroad operations. Steve Manganiello, City Engineer from National City, said this alignment would be inconsistent with the city's bike plan. The proposal could place the bikeway in the median of Cleveland Avenue, and he thought that would be unacceptable because it would cut off left turn access to businesses along the street. He also encouraged the Port staff to ask the Commissioners to take action in December to approve the original plan for the bikeway.

Shahriar Afshar from the Port conveyed that, because this issue would be new to some Port Commissioners, they thought it would be best to take the issue to them as an information item first, and then bring it back a month or two later for a decision. The Working Group discussed the options and the Port action, and expressed a consensus for going forward with the current project design and for timely approval by the Port.

#### 5. BAYSHORE BIKEWAY SEGMENTS 2 AND 3, BARRIO LOGAN (INFORMATION)

Mr. Vance reported that work is underway on this project, including formation of a stakeholders group that will be a forum for public input into the project during the planning phase. In addition, consultants are working on an existing conditions report and developing design concepts for the project.

Craig Williams from Alta Planning + Design gave a presentation on the existing conditions in the corridor and showed typical cross sections that the design team is using to evaluate alignment options. He showed an ideal cross section that included 5-foot sidewalk, a 14-foot bike path, two 5-foot travel lanes and two 2-foot shoulders, a minimum 2-foot raised buffer and a 3-foot shoulder next to the roadway outside travel lane. A significant consideration, especially in the southern half of the corridor, is the desire to minimize the impact to on-street parking. Mr. Alvarez emphasized that there is an existing parking problem that is not caused by the proposed bike path, which needs to be addressed separately.

Mr. Vance added that this project was awarded \$1.47 million for final design through the regional component of the state Active Transportation Program.

#### 6. BAYSHORE BIKEWAY SEGMENT 8B, PALOMAR STREET TO MAIN STREET (INFORMATION)

Staff reported that work on this segment has progressed to the point of producing 30 percent design plans. Coordination with the Charles Company is on-going. One option proposed by their agent is to place the bike path along the western edge of the railroad track alignment through the salt ponds. This would avoid conflicts with driveways that are likely to be proposed for the east side of their project area. However, future development of these ponds may be predicated on the City of San Diego removing the ponds from their Multiple Habit Planning Area. SANDAG staff is proceeding with plans for the alignment on the east side of the salt ponds.

Next steps are to review the 30 percent plans with the salt works operators to ensure the alignment would not have a significant impact on their operations. Then environmental technical studies can begin. The current schedule would complete the environmental work in March 2015, design in December 2015, allowing construction to start in January 2015 and be completed in August 2016.

#### 7. REBRANDING THE BAYSHORE BIKEWAY (DISCUSSION)

SANDAG was approached by the City of National City with an opportunity to work with a graphic arts student at San Diego State University on a project to rebrand the Bayshore Bikeway. Staff met with the student, and he provided several concepts for a new sign or bikeway logo that were shown to the working group as way of stimulating thought on developing a new sign for the bikeway. SANDAG is also developing a branding for the regional bike program that presents another reason to evaluate the Bayshore Bikeway sign.

#### 8. BAYSHORE BIKEWAY STORY MAP (DISCUSSION)

Staff presented an online "story map" developed by the SANDAG Technical Services Department. The map links points of interest along the bikeway with pictures and descriptive text. The working group made suggestions for additional or different sites that could be include, which will be incorporated before the map is published to the SANDAG website.

#### 9. UPDATES ON PROJECTS RELATED TO THE BAYSHORE BIKEWAY (INFORMATION)

Chair Cox reported that he has been working with the San Diego Foundation as a potential partner that could facilitate the transfer of the South Bay Salt Works processing plant site from the Regional

Airport Authority to make it available for use by the U.S. Fish and Wildlife Service in conjunction with the refuge.

Andy Yuen (U.S. Fish and Wildlife Service) introduced Jacob Connor who is an intern working on a refuge access project. Jacob distributed copies of a brochure that provides information about how to get to refuges in San Diego County by bus, bike, or means other than driving a car.

10. ANNOUNCEMENTS/UPCOMING MEETINGS (INFORMATION)

The next meeting of the Bayshore Bikeway Working Group will be scheduled for January 2015.

11. ADJOURNMENT

Chair Cox adjourned the meeting at 2:33 p.m.

**BAYSHORE BIKEWAY WORKING GROUP  
 MEETING ATTENDANCE FOR OCTOBER 30, 2014**

JURISDICTION/ORGANIZATION	NAME	ATTENDING	COMMENTS
County of San Diego	Greg Cox	Yes	
City of Chula Vista	Patricia Aguilar	Yes	
City of Coronado	Mike Woiwode	No	
City of Imperial Beach	Brian P. Bilbray	No	
City of National City	Mona Rios	Yes	
City of San Diego	David Alvarez	Yes	
Port of San Diego	Rafael Castellanos	No	
San Diego Bicycle Coalition	Andy Hanshaw	Yes	
OTHER ATTENDEES		SANDAG STAFF MEMBERS LISTED BELOW	
Staci Ignell, General Dynamics NASSCO Lara Gates, City of San Diego Pedro Anaya Lisa Schmidt, City of San Diego (Council District 8) Mariah Van Zerr, City of Coronado Andy Yuen, U.S. Fish and Wildlife Service Jacob Connor, U.S. Fish and Wildlife Service Shahriar Afshar, Port of San Diego John Holloway, KTU+A John Pasha, Pasha Automotive Larry Hofstetter, Coronado Bicycle Advisory Committee Steve Manganiello, City of National City Kirk Bradbury, QIC Engineering Phil Monroe Craig Williams, Alta Planning + Design Brett Hondorp, Alta Planning + Design Leilani Navarro, NBSD – CPLO Ya-Chi Huang, NBSD - CPLO		Stephan Vance Linda Culp	

**San Diego Association of Governments**  
**BAYSHORE BIKEWAY WORKING GROUP**

March 6, 2015

AGENDA ITEM NO.: **4**

**Action Requested: DISCUSSION**

BARRIO LOGAN PROJECT (SEGMENTS 2 & 3) STATUS REPORT

File Number 1223055

**Introduction**

At the last meeting of the Bayshore Bikeway Working Group, staff reported that work on the planning phase of this project had begun. The project consultant presented information on the design concepts that will be used to develop a feasible alignment and on existing conditions in the project corridor. This report provides an update on the project progress to date including the results of two project area stakeholder meetings.

**Discussion**

A considerable amount of work has been completed to develop a preferred alignment and design concepts for this segment of the bikeway. The consultant team has surveyed the corridor and used this data to determine how the bikeway can be fitted into the corridor without having a significant impact on parking, which already is in short supply in the area. While preserving parking is a constraint, the consultant team has been able to identify opportunities within the corridor to relocate most if not all of the parking that would be displaced by the bikeway. Several options for addressing displaced parking have been identified, and while it is not possible to precisely quantify the impact on parking until more detailed engineering work is complete, it is reasonable to assume at this point that the impact will likely range between a loss of under 30 on-street parking spaces to perhaps even a small net gain in parking. This assumes some enhancements to off-street parking can be realized.

The other major constraints in the corridor are the bridges at Chollas Creek and over the railroad tracks by the 10th Avenue Marine Terminal. Two options have been developed for each bridge. One approach, which could work for both bridges, is to narrow the existing travel lanes, move the center median and expand the existing walkway to accommodate two-way bicycle traffic on one side of the bridge. The other approach is to construct a new bridge over Chollas Creek just upstream of the existing bridge, and to cantilever a separate bike path off the existing bridge over the railroad tracks. The advantage of the latter approach is that existing access on the bridges for auto traffic, on-street bike riders and pedestrians would be preserved, but the cost almost certainly would be higher.

As part of the project development process, a stakeholders group consisting of local and regional organizations with an interest in the project has been formed, and this group has met twice in the last four months. At the first meeting, they were introduced to the project and its objectives, heard about the project design principles, and about the opportunities and constraints in the corridor. In

addition, they were asked to discuss the kinds of amenities they would like to see included in the project. Wayfinding signage received the most support, but pedestrian access improvements, lighting, bike parking, and art work also receiving some support.

At the second stakeholders meeting the project team reviewed the outcomes from the first meeting and then presented the proposed alignment and design concepts. The discussion focused on the more constrained areas like the bridges and where changes in parking would be required. The overall response to the presentation was positive. In particular, the stakeholders seemed pleased that parking impacts could be minimized.

### ***Next Steps***

Two more community outreach efforts are planned. A presentation about the project is planned for the March 18, 2015, meeting of the new Barrio Logan Community Planning Group. Then, in late March or early April, a community open house will be staged in Barrio Logan to provide members of the public who have not previously been engaged to learn about the project, ask questions, and express their opinions about how they would like the project to fit into the community. The consultant will develop photo simulations of the project for the workshop that will show what the bikeway might look like once constructed. Following the open house, the project team will assemble all the comments received, make revisions to the alignment and design concepts as needed and produce a final report. That report will guide the next phase of the work, which will complete preliminary engineering and preparation of the environmental documents. That work should begin this summer and be completed in about one year.

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

**San Diego Association of Governments**  
**BAYSHORE BIKEWAY WORKING GROUP**

March 6, 2015

AGENDA ITEM NO.: **5**

**Action Requested: INFORMATION**

32ND STREET TO MARINA WAY (SEGMENTS 4 & 5) STATUS REPORT

File Number 1143700

**Introduction**

Since the last meeting of the Bayshore Bikeway Working Group, construction on the first portion of Segment 4 (32nd Street to Vesta Way) has continued and discussions with Burlington Northern Santa Fe (BNSF) regarding the railroad crossing at 8th Street have continued. In addition, work has continued on resolving the issues with the alignment of the bikeway in National City south of Bay Marina Drive. This report provides an update on the status of that work.

**Discussion**

Construction on the northern portion of Segment 4 continues on schedule, but contaminated soils have been found in the project area. Mitigating for this by removing required soils will have an impact on the project budget of approximately \$200,000. These costs can be accommodated within the existing funding budget for the project, but an adjustment will need to be made to the FY 2016 project budget to ensure adequate funding is available for Segment 5.

Work continues to resolve what level of improvements might be necessary to the railroad crossings at 8th Street. The bikeway does not cross the tracks at this location, but the presence of the additional people walking or riding bikes may affect the amount of time needed to clear the intersection when a train is approaching. Work to complete those calculations is underway with the hope of coming to an agreement on any modifications necessary by the end of spring. Similar work is occurring to determine what additional improvements might be required at 19th Street. That would enable the remainder of Segment 4 and Segment 5 to be advertised for construction this summer and for actual construction to begin in the fall.

***Segment 5 South of Bay Marina Drive***

In December, the Board of Port Commissioners received a report on the status of the project and potential interim solutions to the alignment for the bikeway from Tidelands Avenue and Bay Marina Drive to West 32nd Street and Marina Way. After considerable public testimony and discussion, the Board determined that the way forward was to construct a Class 1 facility on Tidelands Avenue and West 32nd Street as an interim facility, with the understanding that the alignment could be moved as necessary to accommodate any future reconfiguration of the National City marine terminal. Approving this interim alignment will require an amendment to the Port Master Plan, so the action included direction to the Port staff to prepare that amendment and the associated Coastal Development permit application.

Since that action by the Port Commissioners, SANDAG staff have met with area stakeholders to discuss how the bikeway design, as an interim facility, will be incorporated into the existing street, and to discuss how the project design accounts for the operational needs of the marine terminal operator and the railroad. SANDAG is also working with Port District staff to support preparation of the Master Plan amendment.

Adding this portion of Segment 5 also adds an additional railroad crossing into the project at Tidelands Avenue just north of West 32nd Street. This will require an additional permit from the California Public Utilities Commission and discussions with BNSF about modifications that might be necessary to that crossing.

### ***Next Steps***

At this point there are two important tasks that will determine the rate of progress on Segment 4 south of Vesta Way and Segment 5: reaching consensus with BNSF about the necessary improvements at the railroad crossings, developing an agreement with BNSF to allow right of entry onto BNSF property to complete the proposed improvements and preparation of the Port Master Plan amendment. Most of the design work is complete, with the exception of any changes required for the railroad crossings. Once those changes are known, the design can be completed, a bid package can be prepared, and any necessary budget amendment requested. The project could then be advertised for construction.

Attachment(s): 1. Bayshore Bikeway Weekly Update Report

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

CIP - 1143700 / CONTRACT No 5001915

*Bayshore Bikeway Segment 4**Weekly Update Report 020 & Photos - WE 2/20/2015*

## Work This Period

- Rough grading along bikeway – Begin water and compaction efforts.
- Removal of City fiber optic concrete cap along bikeway as per meeting with City.
- Complete Orange Zone (Cal Haz) soil excavation and haul to Copper Mountain, AZ.
- Placed AC Cap on PCC pavement along Harbor Dr North & South Medians
- Backfill & compact pour storm drain cleanout at S Median Sta 10+00 left turn pocket.

## Meetings

- Weekly Project Meeting.
- Site meeting with City to review Fiber Optic line along bikeway.
- Site meeting with SDG&E to review, coordinate and prep for Gas vent relocation.

## Change Orders

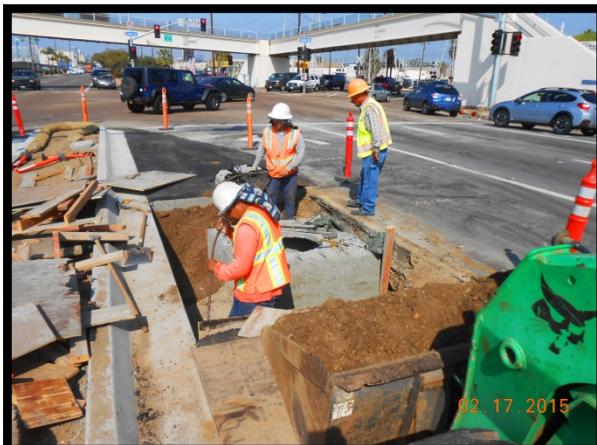
- CCO #2.1 Manmade Buried Objects – Prep for contractor's signature – In Process.
- CCO #7 Construct New Cleanout at South Median – Prep for contractor's signature - In Process.
- CCO #8 Electrical & Communications Related Add'l Work – Preparing ICE's - In Process.



Rough Grading and Remove City FO Cap



AC Cap over PCC Pavement at N &amp; S Medians



Backfill/ Compact New Storm Drain Cleanout



Sawcut AC/ Demo Curb &amp; Gutter 10+00 to 12+80