MEETING NOTICE
AND AGENDA

ACTIVE TRANSPORTATION WORKING GROUP

The Active Transportation Working Group may take action on any item appearing on this agenda.

Thursday, May 14, 2015

10 a.m. to 12 noon

SANDAG, Board Room
401 B Street, 7th Floor
San Diego, CA 92101

Staff Contact: Chris Kluth
(619) 699-1952
chris.kluth@sandag.org

Beginning in February, the parking garage elevators at Wells Fargo Plaza will undergo a six month mechanical modernization. During this period, only one garage elevator will be in service. Please allow yourself extra time to make your way up from the garage to the SANDAG offices and Board Room. For those requiring special assistance, please call the SANDAG front desk in advance of any meetings at (619) 699-1900.

AGENDA HIGHLIGHTS

• DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN
• STATE AND FEDERAL ACTIVE TRANSPORTATION PROGRAM

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To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
## ACTIVE TRANSPORTATION WORKING GROUP
Thursday, May 14, 2015

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<th>ITEM NO.</th>
<th>RECOMMENDATION</th>
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<td>1.</td>
<td>INTRODUCTIONS</td>
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<td>2.</td>
<td>PUBLIC COMMENTS AND COMMUNICATIONS</td>
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<td></td>
<td>Members of the public shall have the opportunity to address the Active Transportation Working Group (ATWG) 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 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. ATWG members also may provide information and announcements under this agenda item.</td>
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<td>3.</td>
<td>APPROVAL OF MEETING MINUTES</td>
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<td>The ATWG is asked to review and approve the minutes from its February 12, 2015, meeting.</td>
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<td>4.</td>
<td>CALTRANS DISTRICT 11 UPDATE (Seth Cutter, Caltrans)</td>
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<td>Caltrans staff will provide the ATWG with a synopsis of recent bicycle and pedestrian planning efforts. Estimated Start Time: 10:10 a.m.</td>
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<td>5.</td>
<td>iCOMMUTE UPDATE (Antoinette Meier and Elizabeth Cox)</td>
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<td>iCommute is the Transportation Demand Management division of SANDAG. This update will include an overview of Bike Month activities, Bike to Work Day, and the new Walk, Ride, and Roll to School Mini-Grant program. Estimated Start Time: 10:20 a.m.</td>
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<td>6.</td>
<td>NOMINATION OF CHAIR/VICE CHAIR (Chris Kluth)</td>
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<td>The ATWG Charter directs the members of the group to select a Chair and Vice Chair on an annual basis. The former Chair recently took a position outside of the region, leaving a vacancy that must be filled immediately. The ATWG is asked to make nominations for Chair, which may be filled by any member of the working group. Should the Vice-Chair be selected at Chair by the ATWG then the group will be asked to make nominations for Vice-Chair, which may be filled by any member of the working group. Estimated Start Time: 10:30 a.m.</td>
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The SANDAG Board of Directors released the Draft San Diego Forward: The Regional Plan for public review on April 24, 2015. The Regional Plan combines the Regional Transportation Plan and its Sustainable Communities Strategy with the Regional Comprehensive Plan into one planning document that provides a vision for the region’s future growth and development. The Regional Plan proposes a strategy for a more sustainable future which includes investing in a transportation network that will provide residents more travel choices, protects the environments, creates healthy communities, and stimulates economic growth. SANDAG is currently soliciting comments on the Draft Regional Plan. The attached April 24th Board item discusses the release of the Draft Regional Plan and we invite your comments and feedback.

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The Cycle 2 ATP will divide approximately $360 million for active transportation projects between the state and regions subject to guidelines that will be adopted by the California Transportation Commission. This item will provide a summary of the ATP and provide a forum to discuss what projects and programs member agencies and regional stakeholders are interested potentially submitting grant applications for.

Staff will provide an update on the Interstate 8 Corridor Study and its active transportation analysis component. Staff will present the list of active transportation improvements recommended for the corridor and discuss next steps.

Staff will provide an update on the Regional Bicycle Wayfinding Signage Design Guidelines project. Staff will provide an overview of the guidelines, summarize existing conditions and best practices findings, and will present preliminary sign system designs.

The next meeting date for the ATWG has not yet been determined.

+ next to an agenda item indicates an attachment
FEBRUARY 12, 2015, MEETING MINUTES

The meeting of the Active Transportation Working Group (ATWG) was called to order by Vice Chair Everett Hauser at 10:06 a.m.

1. INTRODUCTIONS

Self-introductions were conducted.

2. PUBLIC COMMENTS AND COMMUNICATIONS (INFORMATION)

Jim Baross (San Diego County Bicycle Coalition [SDCBC]) discussed California's Strategic Highway Safety Plan (SHSP) and brought to attention challenge areas. Mr. Baross listed bicycle related targets, encompassing issues around safety legislative and programs, safety and enforcement. He encouraged all interested in the SHSP to become involved. The plan will be distributed to the ATWG.

Carolina Gregor (SANDAG) announced that the application deadline for the Active Transportation Grant Program and the Smart Growth Incentive Program is March 20, 2015. Ms. Gregor asked ATWG members to notify her if interested in participating as an evaluation committee member on the week of April 6th for these two grant programs. Those who wish to sit on the evaluation committee cannot submit an application.

Andy Hanshaw (SDCBC) continued discussion from the previous meeting about the Bike Life magazine. Mr. Hanshaw asked the members to compile short statements about bicycling in their respective jurisdictions. The submissions were to be completed by the week of February 16th. The magazine will be published in late April.

CONSENT

3. DECEMBER 11, 2014, MEETING MINUTES (APPROVE)

ATWG members were asked to review and approve the minutes for the December 11, 2014, meeting.

Action: Upon a motion by Howard LaGrange (City of Oceanside) and a second by Jeff Morgan (City of Santee) the December 11, 2014, ATWG meeting minutes were approved unanimously.

Yes: Mr. Hauser, Seth Cutter (Caltrans), Frank Rivera (City of Chula Vista), Mariah VanZerr (City of Coronado), Jon Terwilliger (City of Del Mar), Hank Levien (City of Imperial Beach), Misty Thompson
(City of La Mesa – San Diego Safe Routes to School Coalition), Esmerelda White (City of San Diego), Mr. LaGrange, Mr. Morgan, and Mr. Hanshaw.

No: None.

Abstain: None.

Absent: Bike SD, City of Carlsbad, City of El Cajon, City of Encinitas, City of Escondido, City of Lemon Grove, City of National City, City of Poway, City of San Marcos, City of Solana Beach, City of Vista, Civic San Diego, Metropolitan Transit System, North County Transit District, Public Health Stakeholders Working Group, and San Diego County Department of Education.

**REPORTS**

4. **CALTRANS DISTRICT 11 UPDATE (INFORMATION)**

Mr. Cutter provided an update on three projects in the Interstate 5 (I-5) Right-of-Way: Santa Fe Drive, Oceanview, and Genesee Avenue.

Mr. Cutter announced that at the I-5 off ramp at Santa Fe Drive, bikelanes will be restriped for short-term use and Caltrans will improve bicycling on this street by adding bikes lanes and Share the Road signs.

In regards to the Oceanview project, he stated that the project is occurring on the portion of the I-5 in Camp Pendleton between Oceanside and San Clemente and will close the I-5 shoulder to bicycle access during night hours. The project will be completed over a two-year period. Mr. Cutter explained that during construction, Caltrans will provide an on-call shuttle for bicyclists when the I-5 shoulders and Camp Pendleton bicycle paths are closed. The ATWG inquired about the possibility of the installation of a call box. Mr. Cutter responded that the installation may be too costly.

Mr. Cutter discussed the new bicycle project on Genesee Avenue that features six foot bike lanes, barrier protected sidewalks, a bridge over Genesee Avenue and a one-way bike path separate from vehicular traffic that allows bicyclists to turn and cross Genesee to bike towards UC San Diego. The project will be in construction for three years and will provide a connection from the Sorrento Valley train station to Voight Drive.

5. **iCOMMUTE UPDATE (INFORMATION)**

Maria Filippelli (SANDAG) announced that the iCommute site has a new look and feel that is more user friendly and mobile responsive. The site also boasts a new feature that allows users to plan multi-modal trips and see carbon dioxide saved and calories burned.

Ms. Filippelli also announced that the Bike Month Mini Grant recipients have been chosen. All $33,000 available funds were awarded. The SDCBC was one of the recipients and received funds to finance the Bike Life magazine project, mentioned by Mr. Hanshaw in public comments. More information about the recipients is available on the iCommute website, icommutesd.com.
Ms. Filippelli discussed the new Shift San Diego website which will launch February 13. The site was made in order to provide information to the public about construction projects, specifically the I-5 Genessee Avenue project that Mr. Cutter discussed previously. Ms. Filippelli stated that the site includes an interactive map which allows users to see all information about transportation choices and construction projects in one place. This map is available at shiftsandiego.com.

6. REGIONAL BIKE NETWORK BRAND (INFORMATION)

Beth Robrahn and Elizabeth Cox (SANDAG) provided an overview of the Regional Bike Network Brand – GO by BIKE. Ms. Robrahn discussed that the purpose of the brand is to symbolize regional bikeway infrastructure in the San Diego region and present biking as a reasonable and viable choice for everyday activities. The target audience of the brand includes current and future riders, placemakers, and drivers. Ms. Robrahn stated that a survey on the GO by BIKE logo was conducted and found that there is support for the brand and that 52 percent ride bikes to access services, 63 percent are over the age of 50 and ride a bike, 76 percent are interested in bike related events and activities.

Elizabeth Cox (SANDAG) discussed how the brand will be applied and presented a variety of logos that will be included in different materials. Ms. Cox stated that the brand is being applied to transit signs, billboards, social media, and bike parking facilities and will be included on regional wayfinding signage. She announced that the regional bike map will be ready in March in time for bike month and that bike month will be represented by the GO by BIKE logo. The GO by BIKE website (GObyBIKEsd.com) will be available in the next few weeks and will provide links to the regional bike plan, bike map, and other information.

Ms. Cox stated that the brand will be presented to the Regional Planning Technical Working Group and various other committees. The GO by BIKE brand will be included in materials for the Bike Month Mini Grant Grantees. Future opportunities for the brand include use by communities and jurisdictions and suggestions for these uses will help to shape criteria and guidelines.

The ATWG expressed surprise that “Go by Bike” hasn’t been used before. Ms. Robrahn mentioned that it is trademarked by Trek Bicycle Company and SANDAG was granted permission to use the slogan.

The ATWG asked if there will be links to multimodal trips on the GO by BIKE website. Ms. Cox responded that the website is currently in construction and Ms. Robrahn mentioned that information about the Bike Plan, bike projects, tips, and other information will be available on the site.

The ATWG also inquired about the twitter hashtag, #gobybike, and the possibility of a contest. Ms. Cox stated that the hashtag #gobybikesd is being utilized currently. It was also asked by the ATWG how the brand was being regionalized. Ms. Cox responded that the team is looking to facilities that have their own brands as an opportunity to incorporate the GO by BIKE brand and that the colors used in the brand are indicative of the San Diego region’s scenery.

The ATWG asked about the use of the brand on new signage along designated corridors. Ms. Cox stated that wayfinding signage will be present in these areas. Chris Kluth (SANDAG) added that similar signage will be applied and, when criteria have been created, cities will have the option to
use the GO by BIKE brand on their local routes. Permission will be needed in order to use the brand in this way. Ms. Cox mentioned that a toolkit will be shared that includes information to introduce to the public.

7. ACTIVE TRANSPORTATION PROGRAM DATA (INFORMATION)

Christine Eary (SANDAG) discussed the use of active transportation data in the SANDAG Regional Bike Plan in preparation for a presentation to the Transportation Committee in April. She stated that this data is used to understand the benefits gained from capital investments, predict who a certain improvement may benefit, and learn more about bike and pedestrian activity in the region. Useful pieces of data for this purpose include bike and pedestrian volumes, mode share, changes in safety, and attitudes. Ms. Eary stated that the currently used ABM modeling system has been enhanced with Active Transportation models borrowed from Portland, San Francisco, and Monterey Bay and is currently being regionalized. Ms. Eary is hoping to include an Active Transportation section in the June 2016 State of the Commute which has traditionally only discussed transit and highway modes.

The ATWG asked when the follow up data is taken after a project is complete. Ms. Eary responded that this data is normally collected a year after construction. The data that is collected is shared with the cities.

The ATWG stated that counters are essential to this effort. Ms. Eary agreed and stated that data from the bike counters will be included in the State of the Commute.

The ATWG asked about how data could be collected using video at all intersections with those capabilities. Ms. Eary said that this data should be collected and coordination with each city would be necessary. The first few years of data collection was funded by a grant for the 54 counters located throughout the county. Mr. Kluth stated that different options for funding are currently under development and have yet to be approved.

8. REGIONAL ACTIVE TRANSPORTATION CALL FOR PROJECTS (INFORMATION)

Jenny Russo (SANDAG) discussed the Regional Active Transportation Program (ATP). She asked the working group for feedback on the guidelines (included in the agenda) and application process.

The ATP is broken into three components: the small urban or regional competition for 10 percent of the funding, the state wide competition for 50 percent of the funding, and the regional competition for 40 percent of the funding. The money for this grant program is provided by Caltrans through a mix of state and federal funding. Ms. Russo stated that all projects should ensure that they are federal-aid eligible. A minimum of 25 percent of the funding must support a disadvantaged community. Cities, counties, Metropolitan Planning Organizations, Caltrans, transit agencies, public schools, tribal and private non-profits are eligible to apply, as well as, those partnering with eligible organizations. There are four types of eligible projects: infrastructure capital (includes safe routes to school and recreational trails), non-infrastructure (includes education encouragement enforcement), combination of infrastructure and non-infrastructure projects, and active transportation plans (must include the entire community). Ms. Russo presented the application for state-wide and regional competitions. The evaluation process includes an eligibility screen, a quantitative and qualitative evaluation, an initial ranking, and an adjustment for the
disadvantaged community percentage if needed. Once applications are chosen they are presented to the SANDAG Board of Directors, recommended, and sent to the California Transportation Commission (CTC) for funding. Those who are interested in participating on the scoring panel are encouraged to reach out to Ms. Russo. The statewide call for applications opens on March 26th and closes on June 1st. The regional call for applications opens on June 1st and closes on July 14th. The state-wide ranking will be recommended by the CTC on September 15th and adopt the results on October 21st. The regional evaluations will occur in July and August and will be sent to the CTC on November 15th. The CTC will adopt the regional results on December 10th.

The ATWG asked if SANDAG would be doing funding swaps. Ms. Russo stated that it is possible for that to occur again this round.

The ATWG clarified the $4.36 million was the regional funding. Ms. Russo confirmed and added that the state funding is $58 million.

9. TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM – INTERACTIVE STORY MAP (INFORMATION)

Suchi Mukherjee (SANDAG) presented an interactive map that highlights the statuses of projects funded through the TransNet Smart Growth Incentive Program and Active Transportation Grant Program. She stated that the two grant programs had a call for projects in December 2014. There is $12 million to be awarded in Smart Growth Grants and $3 million awarded in Active Transportation Grants and there was a pre-application workshop in January. Ms. Mukherjee presented a story map that includes information about projects that have been completed with funds from these grants. These two maps can be found at keepsandiegomoving.com/grants. Applications for these two grants are due March 20th.

10. REGIONAL BICYCLE PLAN EARLY ACTION PROGRAM: STATUS UPDATE

Mr. Kluth provided an update for the Rose Creek Bikeway, a segment of the Coastal Rail Trail in San Diego. This bikeway is a critical connector between the Rose Canyon trail to UC San Diego and the northern terminus of Santa Fe. The original plan for the trail was that it would be constructed in rail right-of-way. However, due to constraints and current projects, including the Mid-Coast Rail Project, other alternatives for the siting were investigated. Community workshops and presentations were conducted, the technical studies and preliminary engineering are complete and the final design is underway. The draft environmental document will be issued this spring. Currently, the project team is coordinating with the Mid-Coast design team to work together on design and construction modifications for both projects. Mr. Kluth stated that two important pieces of this project are the crossing under Mission Bay Drive and the bridge over Rose Creek. The project is expected to enter construction in December 2016.

The ATWG inquired about the duration of construction. Mr. Kluth responded that it is most likely between 16 and 18 months.

The ATWG asked when it is anticipated that ground is broken on the Mid-Coast Rail project. Mr. Kluth responded that grading will begin in 2017.
The ATWG asked if the Rose Creek Bikeway changed the street section on Sante Fe Drive. Mr. Kluth stated that the street will be widened slightly to the east and street parking will be removed on the west side.

The ATWG inquired about possible improvements to the northern section of the path. Mr. Kluth responded that these improvements will be completed by the city. The new construction will be well lit and open. The northern section of the Rose Creek Bikeway will be rebuilt as part of the Mid-Coast Rail Line construction. The current trail is planned to standards.

11. ADJOURNMENT

Mr. Hauser adjourned the meeting at 11:37 a.m. The next ATWG will be held on April 9, 2014 at 10 a.m.
Introduction

The Draft San Diego Forward: The Regional Plan (Regional Plan) combines the big-picture vision for how our region will grow over the next 35 years with an implementation program to help make that vision a reality. The Regional Plan, including its Sustainable Communities Strategy (SCS), is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so that it meets the diverse needs of the San Diego region through 2050.

Discussion

The following sections present a brief overview of the Regional Plan, which is followed by a discussion of the public input process as well as the major milestones leading to the anticipated adoption of the Regional Plan in fall 2015.

A Vision of Healthy and Thriving Communities

The San Diego region’s changing patterns of land use – where we live, work, and play – give us an exciting opportunity to build a smarter transportation system that reflects these changes and serves people’s evolving needs and desires. The Regional Plan is designed to strike a balance among competing interests and champions a sustainable San Diego region for generations to come. Central to the Regional Plan is its vision:

“To provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.”

The path toward achieving these goals includes several objectives: Habitat and Open Space Preservation; Regional Economic Prosperity; Environmental Stewardship; Mobility Choices; Partnerships and Collaboration; and Healthy and Complete Communities.

Recommendation

The Board of Directors is asked to: (1) accept the Draft San Diego Forward: The Regional Plan (Regional Plan) for distribution; (2) authorize staff to distribute the Draft Environmental Impact Report (EIR) under development for the Regional Plan as soon as it is available in May 2015; (3) schedule various public hearings and workshops on the Draft Regional Plan, including its Sustainable Communities Strategy (SCS) and Draft EIR; and (4) set the closing date for public comments to 55-days after distribution of the Draft EIR for the Draft Regional Plan and its SCS and the Draft EIR.
The Sustainable Communities Strategy

The updated general plans for San Diego’s local jurisdictions call for a region that grows more strategically than in the past, concentrating new housing and jobs in existing urban areas while preserving open space. To accomplish this, the Regional Plan’s SCS demonstrates how the regional development pattern, transportation network, policies, and programs can work together to achieve greenhouse gas (GHG) emission targets for cars and light trucks. The California Air Resources Board has set a target for the San Diego region to lower GHG emissions by 7 percent per capita by 2020, and by 13 percent per capita by 2035, compared with a 2005 baseline. The Regional Plan’s SCS will result in lowered GHG emissions that will exceed the state’s targets, reaching per capita reductions of 18 percent by 2020 and 24 percent by 2035.

The SCS includes the following five building blocks:

1. A land use pattern that accommodates the San Diego region’s future employment and housing needs, and protects sensitive habitats and resource areas.

2. A transportation network of public transit, Express Lanes and highways, local streets, bikeways, and walkways built and maintained with reasonably expected funding.

3. Managing demands on our transportation system (also known as Transportation Demand Management) in ways that reduce or eliminate traffic congestion during peak periods of demand.

4. Managing our transportation system (also known as Transportation System Management) through measures that maximize the overall efficiency of the transportation network.

5. Innovative pricing policies and other measures designed to reduce the number of miles people travel in their vehicles as well as traffic congestion during peak periods of demand.

Investing in Mobility for a Changing Region

The Regional Plan outlines nearly $204 billion in transportation investments, paid for by local, state, and federal tax dollars. Projects will be phased in as funds become available, but the goal is to complete these projects as early as possible to provide more travel choices. The Regional Plan’s investment strategy focuses heavily on expanding public transit and active transportation (biking and walking), while also reconfiguring existing highways to promote carpooling, public transit, and other alternatives to driving alone.

The Regional Plan’s public transit improvements include: double-tracking of the Amtrak and COASTER corridor and improved stations; SPRINTER double-tracking, which will enable services every 10 minutes; new Trolley lines from San Ysidro to Carmel Valley, Pacific Beach to El Cajon, Downtown San Diego to San Diego State University via Mid-City, and University City to Sorrento Valley; expanded Rapid bus services; streetcars; and local bus enhancements. Additionally, the Regional Plan includes full implementation of the regional bike network, plus safety improvements near public transit projects, highway interchanges, and schools to promote walking and biking.

The Regional Plan also includes more Express Lanes to encourage carpooling and better accommodate expanded public transit services. Features will include dynamic pricing, multiple
access points to regular highway lanes, and direct access ramps for carpools and toll-paying customers. Net revenues generated on those lanes will be used to support public transit operations.

**Using the Latest Technology to Build a 21st Century Transportation System**

To make our transportation system as efficient and user-friendly as possible, the Regional Plan envisions a network of cost-effective, high-tech tools to help transportation managers keep the system running smoothly, and to help travelers make their trips faster, more efficient, and trouble-free. These enhancements are included as Transportation Demand Management and Transportation System Management solutions in the Regional Plan. Technology embedded into the transportation system will grow even more useful when it is linked to smart phones, tablets, and other devices. In addition, future vehicle automation technology will provide additional opportunities to optimize use of San Diego’s corridors.

**A Regional Plan that Promotes Sustainability and Health**

All the transportation improvements outlined in the Regional Plan are designed to serve new patterns of land use – a future with increasingly compact communities that demand a mix of easy-to-use and efficient public transit, more opportunities to walk and bike, and more efficient roadways.

Meeting these demands will support healthier communities, while protecting the environment and preserving more open space. Air quality has improved significantly over the past four decades, and the transportation investments detailed in the Regional Plan, coupled with improvements in fuel and vehicle technologies, will continue to help improve air quality throughout the San Diego region while lowering GHG emissions.

**Financing Our Future**

The Regional Plan is based on current and reasonably available financial resources that are applied to the estimated capital, operating, maintenance, and rehabilitation costs of the region’s transportation system phased through 2050.

Total revenues estimated to come into the region over the 35-year span of the Regional Plan are estimated at $204 billion. All revenues have been escalated to the year that the money will be spent. The investment plan is funded by a combination of local, state, and federal revenues. Local funds make up 48 percent of the projected revenue, state funds make up 34 percent, and federal funds amount to 18 percent, with revenues phased by decade.

**Economic Analysis**

The Regional Plan’s economic analysis shows that the benefits of the Regional Plan outweigh the costs by a factor of almost two-to-one, meaning that for every dollar invested in the Regional Plan, San Diegans will receive almost two dollars of benefit. Among the tangible economic benefits of implementing the Regional Plan over the next 35 years are an average of roughly 53,000 new jobs per year, an annual increase of $13 billion in gross regional product, and an annual increase of nearly $6 billion in income.
Public Input and the Adoption Process

SANDAG implemented a comprehensive public outreach and involvement program to support the development of the Regional Plan and its SCS. The Regional Plan Public Involvement Program is based on the SANDAG Public Participation Plan, which was adopted by the Board of Directors in 2012. Efforts to involve the public in the development of the Regional Plan have been tracked and recorded to chronicle the large number and wide range of activities organized and held by SANDAG beginning in 2012.

The next step will be to obtain public input on the Draft Regional Plan. To do this, a broad range of media and communication avenues are being utilized to provide information, solicit participation and input, and allow for ongoing feedback and updates. A major goal of this public involvement effort is to reach out to both nontraditional and traditional audiences to include them in the transportation planning process. To support this goal, Community Based Organizations working with SANDAG to engage lower-income and minority communities as well as seniors, disabled, and other stakeholder groups, have been conducting ongoing outreach throughout the development of the Draft Regional Plan and will continue these efforts through the public review period. The closing date for public comments on the Draft Regional Plan and its SCS is proposed for 55-days after distribution of the Draft EIR.

SANDAG will hold various subregional workshops and public hearings in May 2015 to allow for public comment on the Draft Regional Plan and its SCS and the Draft EIR. The schedule and format of the workshops will provide opportunities for questions and answers with technical staff, public comments to be submitted, and information to be shared. The public workshops have been scheduled at times and locations that will provide the best options for public participation.

Upon action by the Board of Directors, the Draft Regional Plan and its SCS will be distributed to local jurisdictions, the Metropolitan Transit System, the North County Transit District, Caltrans, and other interested parties, and will be available on the SANDAG website and on the San Diego Forward: The Regional Plan website. The Draft EIR will be released as soon as it is available in May 2015, and a deadline for public comment on the Draft EIR will be 55-days after distribution. Anticipated major milestones include:

- April 24, 2015: Release of the Draft Regional Plan and its SCS
- May 2015: Release of the Draft EIR
- May 12-28, 2015: Subregional Workshops on the Draft Regional Plan/SCS/EIR
- June 12, 2015: Public hearing at the Board of Directors Policy meeting (note that a second public hearing will be scheduled at another location before the close of the public comment period and will be widely publicized)
- July 2015: Close of public comment period for the Draft Regional Plan and its SCS and the Draft EIR (date to be determined based on release of Draft EIR)
• July 2015: Transportation Committee, Regional Planning Committee, and Board of Directors review of Draft Regional Plan/SCS/EIR public comments

• September 25, 2015: Board of Directors certifies Final EIR, approves air quality conformity finding, and adopts Final Regional Plan and its SCS

Note: The Draft Regional Plan, SCS and Appendices may be obtained from the SANDAG website at www.sandag.org or from the San Diego Forward: The Regional Plan website at www.sdforward.com. CDs of the entire document will be available upon acceptance of the release by the Board of Directors free of charge by contacting the SANDAG Public Information Office at (619) 699-1950. Copies of the Draft Regional Plan in printed format may be purchased for the cost of reproduction.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Phil Trom, (619) 699-7330, phil.trom@sandag.org
Provide Your Opinion on the Plan for our Region’s Future

San Diego Forward: The Regional Plan – Draft Released

For almost three years now, you — community members, stakeholders, and local agencies — have helped the San Diego Association of Governments (SANDAG) develop San Diego Forward: The Regional Plan.

Your input helped shape the Draft Plan’s vision, goals, and policy objectives as well as the transportation investments that will serve the region for many years to come.

The Draft Plan proposes a strategy for a more sustainable future which includes investing in transportation projects that will provide people more travel choices, protecting the environment, creating healthy communities, and stimulating the economy.

The SANDAG Board released the Draft Plan on April 24, 2015. Take part in a series of workshops that will be held throughout the region in May.

Come to a workshop or participate online. Learn about the Draft Plan and give us your feedback!

View and comment on the Draft Plan at SDForward.com

Seven Community Workshops
- Presentation followed by panel discussion
- Open house
- Interactive activities
- Offer your comments on the record
- Complimentary cookies and beverages
- Live-streaming of three workshops (*)

* To participate in the live-streaming sessions, visit SDForward.com at the time of the event.

Workshops

North County Inland
May 12, 6 to 8:30 p.m.
Escondido City Hall, Mitchell Room
201 North Broadway, Escondido, 92025

East County
May 13, 6 to 8:30 p.m.
La Mesa Community Center, Arbor View Room
4975 Memorial Drive, La Mesa, 91942

Central
May 14, 1 to 3:30 p.m.
Caltrans, District 11, Garcia Room
4050 Taylor Street, San Diego, 92110
Live-streaming on the Internet*

North County Coastal
May 20, 6 to 8:30 p.m.
Oceanside City Hall Community Rooms
300 N. Coast Highway, Oceanside, 92054

South County
May 21, 6 to 8:30 p.m.
Casa Familiar Civic Center
212 W. Park Avenue, San Ysidro, 92173
Live-streaming on the Internet*

Mid-City/Southeast San Diego
May 27, 6 to 8:30 p.m.
Jacobs Center Community Room
404 Euclid Avenue, San Diego, 92114
Live-streaming on the Internet*

University Town Centre
May 28, 6 to 8:30 p.m.
UTC Forum Hall Community Room
4545 La Jolla Village Drive, Suite E-25
San Diego, 92122

Spanish-speaking staff members and translators will be available at all seven workshops. The workshop at Casa Familiar will be conducted in Spanish with English translation available.

All locations are transit accessible. Call 511 or visit 511sd.com/transit for route information.

If you require assistance in order to participate, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. TTY: (619) 699-1904
Durante casi tres años, usted — miembros de la comunidad, partes interesadas y agencias locales — ayudó a la Asociación de Gobiernos de San Diego (SANDAG) a desarrollar San Diego Forward: El Plan Regional.

Sus comentarios ayudaron a darle forma a la visión, las metas y los objetivos de las políticas del borrador del Plan, así como a las inversiones en transporte que ayudarán a la región por muchos años venideros.

El borrador del Plan propone una estrategia para un futuro más sustentable, que incluye inversiones en proyectos de transporte que le brindarán a la gente más opciones de viaje y, al mismo tiempo, protegerán el medio ambiente, crearán comunidades saludables y estimularán la economía.

La Mesa Directiva de SANDAG publicó el borrador del Plan el 24 de abril de 2015. Participe de una serie de talleres que se realizarán en mayo en toda la región.

Asista a un taller o participe en línea. Conozca el borrador del Plan y proporcione sus comentarios.

Consulte el borrador del Plan y proporcione su comentarios en SDForward.com.
### I-8 Corridor Study: Recommended Active Transportation Improvements

<table>
<thead>
<tr>
<th>ID</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>I-8 Western Terminus</td>
<td></td>
<td>This project is limited to a Class-III due to existing ROW and roadway width constraints.</td>
<td>✓</td>
</tr>
<tr>
<td>1.1</td>
<td>W Point Loma Blvd. west of Sunset Cliffs Blvd.: Improve Class-III signing and striping</td>
<td>• Connectivity with adjacent projects</td>
<td>Improvements may include enhanced crosswalk improvements at the intersections or reconfiguration of the interchange including a grade separated class-I multi-use trail (fly-over)</td>
<td>✓</td>
</tr>
<tr>
<td>2</td>
<td>W. Point Loma / Nimitz Blvd.: Install crosswalk improvements at the intersection including stop signs at free right turns</td>
<td>• Connectivity with adjacent projects</td>
<td>Improvements may include enhanced crosswalk improvements at the intersections or reconfiguration of the interchange including a grade separated class-I multi-use trail (fly-over)</td>
<td>✓</td>
</tr>
<tr>
<td>1.3</td>
<td>Sunset Cliffs Blvd. / Nimitz Blvd. / I-8: Reconfigure interchange</td>
<td>• Connectivity with adjacent projects</td>
<td>Improvements may include enhanced crosswalk improvements at the intersections or reconfiguration of the interchange including a grade separated class-I multi-use trail (fly-over)</td>
<td>✓</td>
</tr>
<tr>
<td>3.1</td>
<td>W Point Loma Blvd. &amp; Sports Arena Blvd.: Enhanced Class-II bike lanes between Sunset Cliffs Blvd. and Rosecrans St.</td>
<td>• Connectivity with adjacent projects</td>
<td>Improvements may include enhanced crosswalk improvements at the intersections or reconfiguration of the interchange including a grade separated class-I multi-use trail (fly-over)</td>
<td>✓</td>
</tr>
</tbody>
</table>

#### High Priority Projects

1. **W Point Loma Blvd. west of Sunset Cliffs Blvd.: Improve Class-III signing and striping**
   - Connectivity with adjacent projects
   - Ease of implementation, signing and striping within existing ROW
   - This project is limited to a Class-III due to existing ROW and roadway width constraints.

2. **W. Point Loma / Nimitz Blvd.: Install crosswalk improvements at the intersection including stop signs at free right turns**
   - Connectivity with adjacent projects
   - Improve access across Sunset Cliffs Blvd to Robb Field and Ocean Beach Bike paths

3. **Sunset Cliffs Blvd. / Nimitz Blvd. / I-8: Reconfigure interchange**
   - Connectivity with adjacent projects
   - Improve bicycle and pedestrian access to Ocean Beach Bike path and Robb Field
   - SANDAG EAP Project #25, 26A (exceeding $200m cap)
   - Improvements may include enhanced crosswalk improvements at the intersections or reconfiguration of the interchange including a grade separated class-I multi-use trail (fly-over)

4. **W Point Loma Blvd. & Sports Arena Blvd.: Enhanced Class-II bike lanes between Sunset Cliffs Blvd. and Rosecrans St.**
   - Connectivity with adjacent projects, provides connection from Old Town to Sunset Cliffs Blvd and the Ocean Beach Bike Path
   - Ease of implementation, signing and striping within existing ROW
   - This project could include a combination of enhanced Class-II or Class-IV depending on roadway width and ROW constraints

#### Old Town

1. **Congress St. Class-II bicycle facility between Taylor St. and San Diego Ave.**
   - Connectivity with adjacent projects including the Old Town transit center and the proposed Uptown Regional Bikeway project
   - SANDAG EAP project #3: Uptown Bikeway (within $200m cap)
   - Safe Routes to Transit Project
   - This project will establish a connection to the Uptown Regional Bikeways project with extended connections to Uptown, North Park, University Heights, Balboa Park and Downtown.

2. **Rosecrans St. enhanced Class-II bike lanes from Sports Arena Blvd. to Taylor St. (Old Town Transit Center)**
   - Connectivity with adjacent projects, provides westerly connection from Old Town Transit center to Sports Arena Blvd.
   - Ease of Implementation, signing and striping within existing ROW
   - Safe Routes to Transit Project
   - This project includes constrained ROW at the Taylor St. rail crossing and will require additional feasibility analysis to determine the appropriate facility type at this location.
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</table>
| 2.2 | Coastal Rail Trail: Cycle track facilities on Pacific Highway from Fiesta Island Rd. to Santa Fe Depot Station in Downtown San Diego | • Connectivity with adjacent projects and critical north/south regional active transportation corridor  
• SANDAG EAP project #48B, #48C (exceeding $200m cap)  
• Safe Routes to Transit Project | This project includes the southernmost segment of the 44-mile Coastal Rail Trail extending from Oceanside to downtown San Diego. This section of the trail would begin as two one-way cycle tracks at Fiesta Island Road and East Mission Bay Drive where it would extend east over I-5 and southward along Pacific Highway to West Broadway. There would be a Class-II bike lane for southbound users along Pacific Highway between Enterprise Street and Tripoli Avenue and along Barnett Avenue from Midway Drive to Pacific Highway. | ✓            |
| 2.3 | Taylor St. between Pacific Hwy. and Hotel Circle: Construct sidewalks and Class-II bike lanes (where gaps in facilities exists) with connection to Fashion Valley | • Connectivity with adjacent projects, provides connection from Old Town to the Fashion Valley focus area  
• Ease of Implementation, signing and striping within existing ROW  
• Safe Routes to Transit Project | This project will extend to Project 3.1 within the Fashion Valley Focus area. | ✓            |
| 2.4 | Morena Blvd. Class- II bike lanes between W Morena Blvd. and Taylor St. (Close gaps in existing discontinuous facility) | • Connectivity with adjacent projects, provides connection from Old Town across the San Diego River to the Morena / Linda Vista neighborhood  
• Improve access for bicyclist to the Linda Vista Transit Station  
• City of San Diego High Priority Bicycle Project #15  
• Safe Routes to Transit Project | | | |
| 2.5 | Gaines St. / Napa St. - new high visibility crosswalk | • Improve pedestrian access to the Morena/Linda Vista transit station  
• Safe Routes to Transit Project | | | |
| 2.6 | Old Town Transit Station Access Improvements | • Connectivity with adjacent projects and improved pedestrian and bicycle access to the Transit Station  
• Safe Routes to Transit Project | • Restripe / enhance existing crosswalks within 1/2 mile radius of the station  
• Additional bicycle amenities and storage  
• Additional pedestrian scale lighting and wayfinding directing patrons to transit connection, the SDRT, and USD  
• Install pedestrian crossing gates at the Taylor St. rail crossing | ✓ | |
| 2.7 | Morena / Linda Vista Transit Station Access Improvements | • Connectivity with adjacent projects and improved pedestrian and bicycle access to the Transit Station  
• Safe Routes to Transit Project | • Restripe / enhance existing crosswalks within 1/2 mile radius of the station  
• Add warning signage (for motorists and bicyclists) at parking lot driveways  
• Install sidewalks at existing informal paths connecting Morena / Linda Vista Station parking lot and Friars Rd. / Morena Blvd. | | |
### I-8 Corridor Study: Recommended Active Transportation Improvements

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<tr>
<td>3</td>
<td>Fashion Valley</td>
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<tr>
<td>3.A</td>
<td>Bachman Pl to Hotel Circle Dr.: Uptown Bikeway Project including connection via Bachman Pl. to Hotel Circle, SDRT, and Fashion Valley Transit Station</td>
<td>Connectivity between multiple destinations within the Fashion Valley Transit Station / Hotel Circle area to the proposed Uptown Bikeway project</td>
<td>This project will establish a connection from Mission Valley to the Uptown Regional Bike Corridor and provide extended access to Uptown, North Park, Balboa Park, and Downtown.</td>
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<tr>
<td>3.B</td>
<td>Mission Center Rd. – HAWK crossing at Mission Center Rd / SDRT (South)</td>
<td>Connectivity with adjacent projects, provides connection from SDRT to Mission Center Transit Station</td>
<td>Approved and fully funded project (SD CIP)</td>
<td>Safe Routes to Transit Project</td>
</tr>
<tr>
<td>3.1</td>
<td>Taylor St.: Sidewalks and Class-II bike lanes between the I-8 eastbound ramps and Hotel Circle</td>
<td>Connectivity with adjacent projects, provides link in gap in the existing active transportation network between Fashion Valley and Old Town (via Taylor St.)</td>
<td>This project will provide sidewalks and class-II bike lanes where gaps in these facilities exist. Improve the MTS bus stop at the south side of the intersection of Taylor St. and Hotel Circle to include amenities such as a bus stop shelter and seating.</td>
<td>Safe Routes to Transit Project</td>
</tr>
<tr>
<td>3.2</td>
<td>Hotel Circle North: Class-I bike path connection with SD River Trail through easement at Riverwalk Golf Course</td>
<td>Connectivity between Hotel Circle bike facility and San Diego River Trail</td>
<td>City of San Diego High Priority Bicycle Project #19</td>
<td>Safe Routes to Transit Project</td>
</tr>
<tr>
<td>3.3</td>
<td>Sefton Field to Friars Rd. Class-I path and bridge to connect Sefton Field and Hotel Circle to Mission Valley YMCA and Friars Rd.</td>
<td>Connectivity between multiple destinations that are currently separated by the San Diego River including the Sefton Field park, Mission Valley YMCA, and the Morena/Linda Vista transit station</td>
<td>SANDAG EAP Project #31H (exceeding $200m cap)</td>
<td>City of San Diego High Priority Bicycle Project #44</td>
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## I-8 Corridor Study: Recommended Active Transportation Improvements

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</table>
| 3.4 | San Diego River Trail: New Class-I Trail - Riverwalk and Fashion Valley Transit Station | • Critical east-west connection throughout the project study area  
• Class-I trail provides a low stress facility for pedestrians and bicyclists  
• Connectivity between Fashion Valley and Old Town focus areas  
• Connectivity between Fashion Valley and Old Town focus areas  
  • SANDAG Regional Bicycle Plan project  
  • Safe Routes to Transit Project | The improvements to the existing trail will include striping, signage, and fencing as needed in order to formalize the trail and discourage cars from parking on the trail near the shopping center/transit station. |                                                        |
| 3.5 | Hotel Circle North enhanced Class-II bike lanes (cycletrack) and improved bus stop amenities | • Connectivity with adjacent projects including the Fashion Valley Rd trail, Taylor St bike lanes  
  • City of San Diego High Priority Bicycle Project #19  
  • Safe Routes to Transit Project |                                                                                                                                   | ✓ |
| 3.6 | Fashion Valley Rd.: Add Class-I bike path in easement along edge of golf course      | • Implementation feasibility, project is within available ROW  
• Provides a low stress facility for pedestrians and bicyclists off of Fashion Valley Rd.  
  • City of San Diego High Priority Bicycle Project #19  
  • Safe Routes to Transit Project |                                                                                                                                   |                                                        |
| 3.7 | Friars Rd. cycletracks (option for one-way or two-way) between Napa St. and Fashion Valley Rd. | • Connectivity between residential, commercial, and retail destinations along Friars Rd.  
• Access from Morena / Linda Vista Station  
• Provides additional connection to the San Diego River Trail  
  • Safe Routes to Transit Project | This project may include one-way cycle tracks along both sides of Friars Rd. or a two-way cycle track along a single side depending upon available ROW. | ✓ |
| 3.8 | Friars Rd. enhanced class-II bike lanes between Fashion Valley Rd. and Avenida De Las Tiendas | • Connectivity with adjacent project on Friars Rd. and Fashion Valley Retail Center  
  • Safe Routes to Transit Project |                                                                                                                                   | ✓ |
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</table>
| 3.9 | Hazard Center Transit Station Access Improvements | • Connectivity with adjacent projects and improved pedestrian and bicycle access to the Transit Station  
• *Safe Routes to Transit Project* | • Restripe / enhance existing crosswalks within 1/2 mile radius of the station  
• Add pedestrian gates at rail crossing south of Hazard Center Dr. / Hazard Center Station Driveways  
• Additional pedestrian scale lighting  
• Provide enhanced bike/ped connectivity and improved wayfinding between the Hazard Center Transit Station and the SDRT | |
| 3.10 | Fashion Valley Transit Station Access Improvements | • Connectivity with adjacent projects and improved pedestrian and bicycle access to the Transit Station  
• *Safe Routes to Transit Project* | • Restripe / enhance existing crosswalks within 1/2 mile radius of the station  
• Provide additional bicycle amenities such as: lockers, showers, and changing rooms  
• Additional pedestrian scale lighting  
• Provide additional pedestrian wayfinding signs and complete the formal pathway connection to the Riverwalk (SDRT) | |
| 3.12 | Mission Valley Center Transit Station Access Improvements | • Connectivity with adjacent projects and improved pedestrian and bicycle access to the Transit Station  
• *Safe Routes to Transit Project* | • Restripe / enhance existing crosswalks within 1/2 mile radius of the station  
• Provide additional pedestrian scale lighting and pedestrian wayfinding signs around the Mission Valley transit station directing patrons to Mission Valley Mall and the San Diego River Trail | |
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<tbody>
<tr>
<td>4</td>
<td>Texas / Qualcomm</td>
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</tbody>
</table>
| 4.A| Camino del Este pedestrian signal (at-grade crossing)  
at north San Diego River Trail alignment | • Connectivity with San Diego River Trail  
• Improved safety for pedestrians and bicyclists across congested arterial roadways |                  |              |
| 4.B| Camino del Este pedestrian signal (at-grade crossing)  
at south San Diego River Trail alignment | • SANDAG EAP project #31D (within $200m cap)  
• Approved and fully funded project (SD CIP)  
• Safe Routes to Transit Project |                  |              |
| 4.C| Qualcomm Way pedestrian signal (at-grade crossing)  
at north San Diego River Trail alignment | • Connectivity with San Diego River Trail  
• Improved safety for pedestrians and bicyclists across congested arterial roadways |                  |              |
| 4.D| Qualcomm Way pedestrian signal (at-grade crossing)  
at south San Diego River Trail alignment | • SANDAG EAP project #31D (within $200m cap)  
• Safe Routes to Transit Project |                  |              |
| 4.E| San Diego River Trail (North Alignment): Close gaps  
in the existing class-I trail between I-805 and Fenton Pkwy. | • Connectivity with adjacent projects, address gap in the existing San Diego River trail, improved access to Fenton transit station  
• Provides low stress (Class-I) facility for pedestrians and bicyclists |                  |              |
| 4.F| San Diego River Trail (North) East of Fenton Pkwy.:  
Close gap in Class-I trail from Fenton Pkwy to I-15 via southern edge of Qualcomm Stadium parking lot | • Connectivity with adjacent projects, address gap in the existing San Diego River trail, improved access to Fenton Parkway transit station, Qualcomm Stadium and Transit Station  
• Provides low stress (Class-I) facility for pedestrians and bicyclists |                  |              |

SANDAG EAP Project #31C (within $200m cap)  
City of San Diego High Priority Bicycle Project #66  
Safe Routes to Transit Project  
Safe Routes to Transit Project
### I-8 Corridor Study: Recommended Active Transportation Improvements

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<tr>
<td>4</td>
<td>Texas / Qualcomm (cont.)</td>
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<td></td>
<td>High Priority Projects</td>
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</tbody>
</table>
| 4.1 | Qualcomm Way / Texas St.: enhanced class-II bike lanes, sidewalks, and pedestrian crossing improvements as needed between Camino Del Rio North and Camino Del Rio South (I-8 overpass) | • Connectivity with adjacent projects, provides between the San Diego River Trail, over I-8, to Camino Del Rio South  
• City of San Diego High Priority Bicycle Project #5  
• Safe Routes to Transit Project | | |
| 4.2 | San Diego River Trail (South): Close gaps in the existing Class-I trail east of Qualcomm Way and provide connection to Qualcomm Stadium at Mission City Pkwy. | • Connectivity with southern San Diego River Trail  
• Provides low stress (Class-I) facility for pedestrians and bicyclists  
• Safe Routes to Transit Project | | |
| 4.3 | Fenton Pkwy to Mission City Pkwy: Class-I ped/bike bridge over the San Diego River within Connection to Mission City Pkwy. | • Connectivity between Fenton Parkway transit station over the San Diego River to Mission City Pkwy.  
• Provide connection between Fenton Parkway transit station and surrounding residential / commercial uses to office / employment centers south of the San Diego River  
• Provides low stress (Class-I) facility for pedestrians and bicyclists  
• Safe Routes to Transit Project | | ✓ |
| 4.4 | Enhance Murphy Canyon Class-I path at the east side of Qualcomm Stadium parking lot | • Connectivity with adjacent projects, provides critical link between the San Diego River trail and the Murphy Canyon trail  
• Provides low stress (Class-I) facility for pedestrians and bicyclists  
• Ease of implementation, within existing ROW at Qualcomm Stadium parking  
• Safe Routes to Transit Project | | |
| 4.5 | Rio Vista Transit Station Access Improvements | • Connectivity with adjacent projects and improved pedestrian and bicycle access to the Transit Station  
• Safe Routes to Transit Project | • Restripe / enhance existing crosswalks within 1/2 mile radius of the station  
• Additional pedestrian scale lighting and wayfinding | |
| 4.6 | Fenton Parkway Transit Station Access Improvements | • Connectivity with adjacent projects and improved pedestrian and bicycle access to the Transit Station  
• Safe Routes to Transit Project | • Restripe / enhance existing crosswalks within 1/2 mile radius of the station  
• Additional pedestrian scale lighting and wayfinding directing patrons to Mission Valley Library, the town center, and Ikea.  
• Widen walkway between the station and the Mission Valley Apartments. | |
## I-8 Corridor Study: Recommended Active Transportation Improvements

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<tr>
<td>5</td>
<td>Grantville</td>
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<td><strong>Approved &amp; Fully Funded Projects</strong></td>
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</tbody>
</table>
| 5.A | I-15 Commuter Bike Facility - Class-I trail connection between Adams Ave to Camino Del Rio S | - Connectivity with adjacent projects and provides north/south connection between Texas/Qualcomm, Grantville, and Mid-City neighborhood  
- Approved and fully funded project  
- SANDAG EAP project #54 (within $200m cap)  
- City of San Diego High Priority Bicycle Project #49 | This project will provide a safe and direct bike route connecting the Mid-City area with Mission Valley. This facility will include a 12-ft wide paved and striped pathway with lighting. It will be separated from the freeway shoulder by a concrete barrier. There will be locations where wider paved sections will be provided to accommodate resting or passing cyclists. |
|    | **High Priority Projects** | | | |
| 5.1 | Qualcomm Stadium: Improve existing discontinuous Class-I bike facility between Qualcomm Stadium, under I-15 to Rancho Mission Rd and Camino Del Rio North. | - Connectivity with adjacent projects, addresses gap in San Diego River trail and provides key link between Texas/Qualcomm and Grantville focus area  
- Provides connection between the San Diego River Trail and Mission San Diego Transit Station  
- Ease of implementation, signing and striping within existing ROW  
- SANDAG EAP project #31E, #31F (exceeding $200m cap)  
- Safe Routes to Transit Project | |
| 5.2 | San Diego River Trail: Complete planned Class-I trail east of I-15 | - Connectivity with adjacent projects with links to Qualcomm Stadium, the Grantville transit station, and Kaiser medical facilities  
- Provides low stress (Class-I) facility for pedestrians and cyclists  
- Safe Routes to Transit Project | |
| 5.3 | I-8 Flyover between Camino Del Rio S and Camino Del Rio N: Class-I bicycle/pedestrian bridge connection over I-8 to the I-15 Bikeway and SDRT | - Connectivity with adjacent projects, addresses gap in San Diego River trail and the proposed I-15 Mid-City Bikeway Project  
- SANDAG EAP project #35 (exceeding $200m cap)  
- Safe Routes to Transit Project | This project will provide a connection between the San Diego River trail and the I-15 Commuter Bike path (#5A). |
| 5.4 | Twain Ave. Class-III bike route between Fairmont Ave. and Mission George Rd. | - Connectivity with adjacent projects including the San Diego River Trail to the west, Kaiser medical facilities, and residential neighborhoods to the east  
- Ease of implementation, signing and striping within existing ROW | |
| 5.5 | Fairmont Ave. Class-III bike route between Twain Ave. and Mission Gorge Rd. | - Connectivity between adjacent projects, provides link between San Diego River, the Grantville Transit Station, Montezuma Rd Class-I trail  
- Ease of implementation, signing and striping within existing ROW  
- Safe Routes to Transit Project | ✓ |
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<tr>
<td>5.5a</td>
<td>Mission Gorge Rd. enhanced Class-II bike lanes between Twain Ave. and Fairmount Ave.</td>
<td>• Connectivity between adjacent projects, provides link between San Diego River, the Grantville Transit Station, Montezuma Rd Class-I trail • Signing and striping within existing ROW • <strong>Safe Routes to Transit Project</strong></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>5.6</td>
<td>Grantville Transit Station to east leg of the intersection of Fairmount Ave. / Mission Gorge Rd.: Enhanced Class-II bike lanes along new roadway alignment</td>
<td>• Connectivity with adjacent projects, provides connection between from the Grantville Transit Station to the Fairmont Corridor and the San Diego River Trail • Project identified in the Navajo Community Plan • <strong>Safe Routes to Transit Project</strong></td>
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<tr>
<td>5.7</td>
<td>Fairmount Ave. / I-8 interchange: Add/Enhance crosswalks at intersections and provide Class-II bike lanes as needed to improve traffic &amp; bike/ped access through interchange</td>
<td>• Provides access to existing low stress (Class-I) facility for pedestrians and bicyclists • Connectivity with adjacent projects, provides connection between the Fairmont Corridor, Montezuma Trail, and the City Heights neighborhood • <strong>SANDAG EAP project #12A (exceeding $200m cap)</strong> • <strong>City of San Diego High Priority Bicycle Project #23</strong> • <strong>Safe Routes to Transit Project</strong></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>5.8</td>
<td>Montezuma Trail: enhanced Class-II bicycle facilities on Montezuma Rd., provide improved wayfinding, and sidewalk enhancements</td>
<td>• Connectivity with adjacent projects, provides link between Grantville and the SDSU focus area • Ease of implementation, signing and striping within existing ROW • <strong>City of San Diego High Priority Bicycle Project #23</strong></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>5.9</td>
<td>Mission San Diego Transit Station Access Improvements</td>
<td>• Connectivity with adjacent projects and improved pedestrian and bicycle access to the Transit Station • <strong>Safe Routes to Transit Project</strong></td>
<td>• Restripe / enhance existing crosswalks within 1/2 mile radius of the station • Additional pedestrian-scale lighting along Ward Rd/ Mission Diego Transit Station • Provide wayfinding directing transit patrons to Qualcomm Stadium, the San Diego River Trail, and the Murphy Canyon Trail • Install high visibility crossing (with curb extensions on the east side) at Rancho Mission Rd near the Ward Rd /Mission San Diego bus stop to allow bus stop patrons to access the other side of the street, the gym, and transit station</td>
<td></td>
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<tr>
<td>5.10</td>
<td>Grantville Transit Station Access Improvements</td>
<td>• Connectivity with adjacent projects and improved pedestrian and bicycle access to the Transit Station • <strong>Safe Routes to Transit Project</strong></td>
<td>• Restripe / enhance existing crosswalks within 1/2 mile radius of the station • Provide pedestrian scale lighting and wayfinding signs with directions to the San Diego River Trail, and Qualcomm Stadium.</td>
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<tr>
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<td>San Diego State University (SDSU)</td>
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<td><strong>High Priority Projects</strong></td>
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</table>
| 6.1 | Montezuma Trail: Class-II bike facility and sidewalk improvements on Montezuma Rd. from west focus area limits to El Cajon Blvd. | • Connectivity with adjacent projects, provides key link between Grantville and along SDSU frontage on Montezuma Rd.  
• Ease of implementation, signing and striping within existing ROW | | |
| 6.2 | 54th St. and Montezuma Rd.: New high visibility crosswalk at the intersection to provide access to Hardy Elementary School. | • Ease of implementation  
• Enhanced safety for students accessing the Hardy Elementary School  
• Safe Routes to School Project | | |
| 6.3 | College Ave. between Montezuma Rd. and the SDSU pedestrian bridge: Widen sidewalks, add street trees, constructed Class-II bike lanes with painted advance stop lines | • Connectivity with adjacent projects, provides link between Montezuma Rd bike lanes and SDSU with further connections north of College Ave.  
• Ease of implementation, project approved by SDSU | | |
| 6.4 | College Ave. between Montezuma Rd. and El Cajon Blvd.: Install Class-II bike lanes | • Connectivity with adjacent projects and connection between SDSU and the residential neighborhoods | | |
| 6.5 | SDSU connection to neighborhood north of I-8: Explore options for a pedestrian and bike connection to this neighborhood | • Connectivity with adjacent projects and connection north of I-8 to residential neighborhoods  
• Potential options may include ped/bike bridge over I-8, use of existing tunnels underneath I-8, or Class-II bike lanes on College Ave. / I-8 overcrossing | ✓ | |
| 6.6 | SDSU Transit Station Access Improvements | • Connectivity with adjacent projects and improved pedestrian and bicycle access to the Transit Station  
• Safe Routes to Transit Project | • Restripe / enhance existing crosswalks within 1/2 mile radius of the station  
• Additional wayfinding from College Ave / Montezuma Rd to the transit station | |
| 6.7 | Alvarado Medical Center Transit Station Access Improvements | • Connectivity with adjacent projects and improved pedestrian and bicycle access to the Transit Station  
• Safe Routes to Transit Project | • Restripe / enhance existing crosswalks within 1/2 mile radius of the station  
• Additional pedestrian-scale lighting along Alvarado Rd and Reservoir Dr  
• Pedestrian bridge across I-8 from the transit station to the north side of I-8 | ✓ |