MEETING NOTICE AND AGENDA

BAYSHORE BIKEWAY WORKING GROUP

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

Thursday, June 4, 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

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

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

• BARRIO LOGAN (SEGMENTS 2 & 3) STATUS REPORT

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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.
BAYSHORE BIKEWAY WORKING GROUP
Thursday, June 4, 2015

ITEM NO.       RECOMMENDATION

1. INTRODUCTIONS

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 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. Working Group members also may provide information and announcements under this agenda item.

+3. APPROVAL OF MEETING MINUTES

   +3A  The Working Group should review and approve the minutes from its October 30, 2014, meeting.
   +3B. The Working Group should review and approve the minutes from its March 6, 2015, meeting.

REPORTS

4. 32ND STREET TO MARINA WAY (SEGMENTS 4 & 5) STATUS REPORT
Two key actions will determine the schedule for this segment of the bikeway. First, on June 11, 2015, the Board of Port Commissioners will consider the Port Master Plan amendment required to allow construction of the interim alignment in Segment 5 on Tidelands Avenue and West 32nd Street. Second, SANDAG staff has met with staff from the California Public Utilities Commission and with Burlington Northern Santa Fe to discuss the additional rail crossing agreement needed for this portion of the project. This agreement must be finalized before the project can be constructed. SANDAG staff will provide a status report.

5. BARRIO LOGAN (SEGMENTS 2 & 3) STATUS REPORT
The planning phase for this segment concluded following a final community meeting in Barrio Logan. The consultant team is finalizing the existing conditions report and preparing a report on the proposed alignment that will be carried into the preliminary engineering phase. Staff will review the preferred alignment and describe next steps.

6. UPDATES ON PROJECTS RELATED TO THE BAYSHORE BIKEWAY
Members of the Working Group will have an opportunity to provide updates on any local projects related to the Bayshore Bikeway.

7. ADJOURN

+ next to an agenda item indicates an attachment
OCTOBER 30, 2014, MEETING MINUTES

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. Yes – Chair Cox, Patricia Aguilar (City of Chula Vista), Councilmember Rios, Councilmember Alvarez, and Andy Hanshaw (San Diego Bicycle Coalition). No – None. Abstain – None. Absent – City of Coronado, City of Imperial Beach, Port of San Diego.

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.

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.
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<th>NAME</th>
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<tr>
<td>County of San Diego</td>
<td>Greg Cox</td>
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<td>City of Chula Vista</td>
<td>Patricia Aguilar</td>
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<td>City of Coronado</td>
<td>Mike Woiwode</td>
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<td>Brian P. Bilbray</td>
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<td>Mona Rios</td>
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<td>David Alvarez</td>
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<td>Port of San Diego</td>
<td>Rafael Castellanos</td>
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<td>San Diego Bicycle Coalition</td>
<td>Andy Hanshaw</td>
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**OTHER ATTENDEES**

- 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 Hoftetter, 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

**SANDAG STAFF MEMBERS LISTED BELOW**

- Stephan Vance
- Linda Culp
MARCH 6, 2015, MEETING MINUTES

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

Self-introductions were conducted.

2. PUBLIC COMMENT AND COMMUNICATION (INFORMATION)

Larry Hofstetter, a resident of Coronado, praised cleanup efforts by SANDAG and the City of Chula Vista for cutting back vegetation and overgrowth between Marina Parkway and Palomar Street.

3. APPROVAL OF MEETING MINUTES (APPROVE)

Members were asked to review and approve the meeting summary for the October 30, 2014, meeting. This action was deferred due to lack of a quorum.

REPORTS

4. BARRIO LOGAN PROJECT (SEGMENTS 2 & 3) STATUS REPORT (DISCUSSION)

Stephan Vance (SANDAG) and Craig Williams (Alta Planning + Design) reported on the status of these segments. Mr. Williams mentioned that the consultant team has come up with several potential alignments for the bikeway that can be fit into the corridor without having a significant impact on parking. Mr. Vance suggested that the impact will likely range between a loss of under 30 on-street parking spaces to a possible net gain of a few spaces—though it is not possible to precisely quantify the impact on parking until detailed engineering work is completed.

Mr. Vance and Mr. Williams also addressed the bridge structures that cross Chollas Creek and the railroad tracks by the 10th Avenue Marine Terminal since they have been identified as major constraints within the corridor. Mr. Williams mentioned that one approach that is feasible for both bridge structures is to narrow existing travel lanes, move the center median and expand the existing walkway to accommodate two-way bicycle traffic on one side of the bridge. Another approach involves the construction of a new pedestrian bridge just upstream of the existing Chollas Creek Bridge as well as a cantilevered bike path off of the existing bridge over the railroad tracks.
Mr. Vance noted that the separate pedestrian bridge and cantilevered bike path are preferable from an operational perspective, but may prove to be cost prohibitive to construct. Both alternatives will be further analyzed in the next design stage.

Mr. Vance added that he received positive feedback at stakeholder meetings that took place on December 1, 2014, and February 2, 2015. He also noted that the planning phase for this project will conclude with a community open house in Barrio Logan that will take place in late March or early April.

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

Sharon Humphreys (SANDAG) reported on the status of these segments. Construction is underway between 32nd Street and Vesta Way in the City of San Diego. Construction between Vesta Way and Bay Marina Drive could commence within six to seven months after agreements are reached with Burlington Northern Santa Fe (BNSF) railway for the rail crossing modifications that will need to be made as part of the project. With action by the Board of Port Commissioners to support construction of the bikeway along Tidelands Avenue and West 32nd Street as an interim Class I bikeway, construction could be extended all the way to the end of the existing bike path at Marina Way. A Port Master Plan amendment is necessary for this last section to go forward. It would be an interim alignment because Pasha Automotive has expressed interest in expanding their operations and will pursue a Port Master Plan amendment which could modify the balloon track and could close this section of Tidelands Avenue.

Chair Cox inquired about whether or not there has been coordination between SANDAG and the Port of San Diego regarding the Port Master Plan amendment. Mr. Vance confirmed that the two agencies have been in communication throughout the amendment process.

Mr. Vance stated that there are times where a BNSF trains block the tracks at the Tidelands Avenue crossing while train sets are put together. He recommended signage to alert bikeway users of the possibility so they can choose an alternate route.

Linda Culp (SANDAG) mentioned that an additional $1.7 million in TransNet funds may be allocated to the project for the construction phase pending SANDAG board member approval.

6. BAY BOULEVARD (SEGMENT 8B) STATUS REPORT (INFORMATION)

Bruce Schmith (SANDAG) reported on the status of this segment. He mentioned that the currently planned alignment for the bike path could be impacted by a development project proposed by Charles Company and that the design work cannot be completed until an alignment is finalized.

Stacey Brenner (Charles Company) informed the group that Charles Company is seeking an adjustment to the Multi-Habitat Planning Area (MHPA) boundary that would allow them to develop 100 percent of the property rather than the 25 percent that is presently allowable. Ms. Brenner stated that Charles Company expects a response from resource agencies within the next few months. Ms. Brenner stated Charles Company is willing to attend meetings in future to update the working group as to the status of their redevelopment project.
Andrew Yuen (U.S. Fish and Wildlife Service) mentioned that it can be difficult MHPA designations. He suggested that a portion of the development project could be shifted from the magnesium chloride ponds up to the highlands east of Bay Boulevard. Ms. Brenner noted that Charles Company is willing to adjust their development plan, but suggested that there is not enough property east of Bay Boulevard to handle the proposed level of development associated with the project.

Mr. Schmith suggested an alternative alignment for Segment 8 that could cross over from Bay Boulevard to Pacific Avenue just south of Ada Street and reconnect to Bay Boulevard past Charles Company’s proposed development site. Mr. Schmith noted that there would be increased construction costs associated with this alignment. Chair Cox as well as Mr. Yuen suggested that there would be environmental issues associated with this alignment as well, particularly where the alignment would connect with the existing Bayshore Bikeway.

Mr. Vance reiterated that the project team needs to establish an alignment before the project can move forward.

7. SAN DIEGO-CORONADO BAY BRIDGE BIKEWAY TUBE (INFORMATION)

Richard Chavez (SANDAG) stated that, while work is underway on this study, there are no results to report at this time. Mr. Chavez mentioned that the will be meeting with a Navy Admiral to discuss the project within a month or two. He also mentioned that the project team needs to address emergency access needs, vertical positioning of the bikeway, as well as other factors in the project study.

8. CHULA VISTA BIKE PATH MAINTENANCE AND REPAIR (INFORMATION)

Danny Veeh (SANDAG) stated that SANDAG and the City of Chula Vista recently completed a maintenance project to clear vegetation from the bike path along Segments 7 & 8A of the Bayshore Bikeway. In addition, work to repair cracked pavement along these segments is scheduled to occur this spring. Andy Hanshaw (San Diego County Bicycle Coalition) inquired as to whether or not crack repair would be completed prior to the “Bike the Bay” event that is scheduled to occur on August 23, 2015. Mr. Veeh suggested that all work should be completed by this date so long as no major issues arise during the crack repair process.

9. REGIONAL BIKE PROGRAM BRANDING AND BAYSHORE BIKEWAY SIGNAGE (DISCUSSION)

Beth Robrahn (SANDAG) and Elizabeth Cox (SANDAG) introduced the SANDAG new regional bike program branding effort known as GO by BIKE. The unique brand identity is intended to promote the regional bike network and bicycling as a practical form of transportation and recreation. The campaign is also intended to attract new riders and influence a positive attitude on cycling with non-riders. Ms. Cox mentioned that the new GO by BIKE webpage is active (gobybikesd.com) and encouraged members of the working group to provide feedback on the layout and functionality of the site.

Ms. Robrahn then led a brief discussion on branded wayfinding signage that will be used on the regional bike projects to help riders safely and conveniently navigate the regional bike network. She asked the group for feedback on sign layouts, design, and content—particularly for the Bayshore Bikeway route—that could be passed on to Bridget Enderle (SANDAG) who is leading the bike wayfinding effort.
Chair Cox suggested that it may be beneficial to include maps at key entry points of the regional bicycle network to help orient users. Members of the working group also suggested that a different color scheme and icon be pursued for the Bayshore Bikeway wayfinding sign. Presently, the sign is orange and yellow and features an image of a bird. Members suggested that including a rendering of the Coronado Bridge and/or a pelican is more identifiable with the project location than the present image. In addition, members believed that a blue and green color scheme may be more aesthetically pleasing.

Mike Woiwode (City of Coronado) asked whether or not there has been coordination between SANDAG and Coronado on the bike wayfinding effort. Ms. Robrahn noted that Ms. Enderle is in the process of coordinating with municipalities about developing a set of wayfinding guidelines to ensure that bikeway signage is consistent. Mr. Woiwode suggested that a meeting be arranged so that Coronado can coordinate their local wayfinding effort with the SANDAGS regional wayfinding effort.

Other members of the working group also applauded the SANDAG effort at branding the bike network and were supportive of the logo design and tagline.

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

Chair Cox reported discussion he participated in discussions between Mayor Serge Dedina of Imperial Beach and Mr. Yuen about adjusting the location of the fence along the bikeway in Imperial Beach, and on the status of a planned property transfer of the Salt Works processing plant from the Airport Authority to the U.S. Fish & Wildlife Service.

11. ADJOURN

Chair Cox adjourned the meeting at 2:07 p.m.