MEETING NOTICE
AND AGENDA

BAYSHORE BIKEWAY WORKING GROUP

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

Thursday, September 24, 2015

2 to 4 p.m.

SANDAG, 8A Conference Room
401 B Street, Suite 800
San Diego, CA 92101

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

AGENDA HIGHLIGHTS

• SEGMENTS 4 AND 5 (32ND STREET TO MARINA WAY) STATUS REPORT
• BARRIO LOGAN SEGMENT STATUS REPORT

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Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the meeting. Any handouts, presentations, or other materials from the public intended for distribution at the meeting should be received by the Clerk of the Working Group no later than 12 noon, two working days prior to the meeting.

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BAYSHORE BIKEWAY WORKING GROUP
Thursday, September 24, 2015

ITEM NO.

1.  INTRODUCTIONS

2.  PUBLIC COMMENT AND COMMUNICATIONS

Members of the public shall have the opportunity to address the Bayshore Bikeway 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

APPROVE

The Bayshore Bikeway Working Group should review and approve the minutes from its June 4, 2015, meeting.

REPORTS

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

DISCUSSION

This item will discuss the status of design and construction of the Bayshore Bikeway on Tidelands Avenue south of Bay Marina Drive as an interim facility, and a proposal for the ultimate alignment of the bikeway once the National City Marine Terminal is redeveloped.

+5.  BARRIO LOGAN SEGMENT STATUS REPORT (Stephan Vance)

INFORMATION

The alignment study for the Barrio Logan segment is finished and preliminary engineering work is about to get underway. The project also is recommended by the California Transpiration Commission staff for construction funding from the Active Transportation Program. Staff will review the results of the alignment study and discuss the schedule and process for the work ahead.

6.  SEGMENT 8B (PALOMAR STREET TO MAIN STREET) STATUS REPORT (Bruce Schmith)

INFORMATION

Discussions continue with representatives of the Charles Company about coordinating development of the Bayshore Bikeway with their proposed development. Staff will provide an update.
<table>
<thead>
<tr>
<th>+7. SIGNAGE AND WAYFINDING (Briget Enderle)</th>
<th>DISCUSSION</th>
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<tbody>
<tr>
<td>The Regional Bike Program wayfinding strategy is in final draft form. It includes a new sign for the Bayshore Bikeway and guidelines for sign placement. Staff will review the strategy, and the Working Group will be asked to discuss local agency collaboration with implementation.</td>
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<tr>
<th>8. UPDATES ON PROJECTS RELATED TO THE BAYSHORE BIKEWAY</th>
<th>INFORMATION</th>
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<tr>
<td>Members of the Working Group will have an opportunity to provide updates on any local projects related to the Bayshore Bikeway.</td>
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SAN DIEGO ASSOCIATION OF GOVERNMENTS

BAYSHORE BIKEWAY WORKING GROUP

September 24, 2015

AGENDA ITEM NO.: 3

Action Requested: APPROVE

JUNE 4, 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)

Stephan Vance (SANDAG) showed members of the working group the online portal to the regional bike and pedestrian counter network. Mr. Vance also reported that pavement repair work on Segments 7 and 8A of the Bayshore Bikeway will commence later this month and will be completed before the “Bike the Bay” event that is scheduled to take place on Sunday, August 23, 2015.

3. APPROVAL OF MEETING MINUTES (APPROVE)

Members were asked to review and approve the minutes from the October 30, 2014, and the March 6, 2015, meetings.

ACTION: Upon a motion by Councilmember David Alvarez (City of San Diego) and a second by Councilmember Patricia Aguilar (City of Chula Vista), the October 30, 2014, and March 6, 2015, meeting minutes were approved unanimously. Yes – Chair Cox, Councilmember Aguilar, Councilmember Alvarez, Commissioner Rafael Castellanos (Port of San Diego), and Andy Hanshaw (San Diego County Bicycle Coalition [SDCBC]). No – none. Abstain – none. Absent – City of Coronado, City of Imperial Beach, and City of National City.

REPORTS

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

Mr. Vance reported that construction is complete on a portion of Segment 4 between 32nd Street and the boundary between San Diego and National City. However, two important actions are necessary to complete the rest of this segment. First, the Port must approve an interim alignment on Tidelands Avenue south of Bay Marina Drive. Second, an additional rail crossing approval with the California Public Utilities Commission (CPUC) and Burlington Northern Santa Fe (BNSF) must be secured for the new at-grade crossing that would be created at Tidelands Avenue near
West 32nd Street in National City. The Port action includes a Master Plan amendment, approval of a coastal development permit by the California Coastal Commission, and approval of the plans and maintenance and operating agreement by the Port.

A rail crossing diagnostic meeting was held with SANDAG, BNSF and the Port to discuss what would be required for the Tidelands Avenue crossing near West 32nd Street. BNSF staff indicated that signal modifications and a new signal control box will be needed. BNSF must do the work under their labor contract and agreed to provide an estimate of the cost. BNSF also wanted to reopen discussions on the crossings at Tidelands and 19th Street as well as at Harbor Drive and 8th Street. SANDAG is not legally required to renegotiate those agreements, but needs a right of entry permit from BNSF for construction at all grade rail crossings. The CPUC can enforce existing agreements.

Councilmember Alvarez asked what the interim alignment would look like. Mr. Vance stated that a new “pin-on” curb would be placed on the west side of Tidelands Avenue 12 feet from the existing curb to create the bike path on the west side of the street. Parking would move out to the outside of the new curb. The existing sidewalk would remain.

Councilmember Alvarez also inquired about the Port staff recommendation. Commissioner Castellanos mentioned that Port staff recommend processing the amendment, however, they also plan to aggressively pursue a permanent alignment for the bike path that could potentially involve using the Metropolitan Transit System-owned right-of-way east of Marina Way.

5.  BARRIO LOGAN (SEGMENTS 2 & 3) STATUS REPORT (INFORMATION)

The final community meeting for Segments 2 and 3 was held on May 5, 2015. Mr. Vance reported that an alignment has been identified and the planning phase is nearing completion. Preliminary engineering should begin later this summer and may take six to eight months to complete, followed by another six to eight months for final design. Mr. Vance noted that the project is fully funded through design with a combination of TransNet and state Active Transportation Program (ATP) funds. In addition, SANDAG recently submitted another ATP grant application for construction funds. If the schedule proceeds as planned, construction will begin in 2018.

Councilmember Alvarez asked for clarification on the bridge structure that spans the railroad tracks near the 10th Avenue Marine Terminal. Mr. Vance noted that two options are being considered. Option A would move the center barrier and street lights, and widen the east side sidewalk to create the bike path. Option B proposes a 10-foot wide cantilevered bike path off of the east side of the existing bridge structure. From an operational perspective, Option B is preferable but may prove to be cost prohibitive to construct. Mr. Vance noted that both options will be further evaluated in the preliminary engineering phase of the project. Councilmember Alvarez asked if approval would be needed from the CPUC for either option. Mr. Vance stated that neither option would require approval from the CPUC.

Chair Cox thanked working group members for their help on the project. Dennis DuBard (General Dynamics NASSCO) reiterated that NASSCO is supportive of the project and appreciates the effort that staff and consultants have put into this segment.
6. **UPDATES ON PROJECTS RELATED TO THE BAYSHORE BIKEWAY (INFORMATION)**

Andrew Yuen (U.S. Fish and Wildlife Service [FWS]) reported a problem with crime on the salt works section of the bike path between Imperial Beach and Chula Vista. The area is difficult to patrol since it straddles jurisdictions. Councilmember Alvarez asked if the Sheriff’s Department in Imperial Beach has a bike patrol unit. He said the City of San Diego just bought bikes for their southern division, so there may be an opportunity to coordinate with them. Chair Cox said he would check with the Sheriff’s office.

Chair Cox noted a recent meeting he had with Mr. Yuen and Imperial Beach officials regarding a fence along the bike path in Imperial Beach that is too close to the pavement and should be moved to provide additional shoulder space. The cost of moving the fence could be about $30,000, and the County is considering funding the improvement with Neighborhood Reinvestment funds pending approval from the FWS.

Chair Cox also inquired about the status of Bay Boulevard section of the Bayshore Bikeway (Segment 8B). Mr. Vance reported that there has been no progress in resolving the alignment of Segment 8B with the Charles Company because SANDAG is still waiting to see if Charles Company will be able to remove the Multiple Habitat Planning Area designation from their property.

7. **ADJOURNMENT**

Chair Greg Cox adjourned the meeting at 4:10 p.m. The next working group meeting is expected to take place in the fall time frame.
# BAYSHORE BIKEWAY WORKING GROUP

## MEETING ATTENDANCE FOR June 4, 2015

<table>
<thead>
<tr>
<th>JURISDICTION/ORGANIZATION</th>
<th>NAME</th>
<th>ATTENDING</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>
<td>Yes</td>
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<tr>
<td>City of Coronado</td>
<td>Mike Woiwode</td>
<td>No</td>
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<tr>
<td>City of Imperial Beach</td>
<td>Brian P. Bilbray</td>
<td>No</td>
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<td>City of National City</td>
<td>Mona Rios</td>
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<tr>
<td>City of San Diego</td>
<td>David Alvarez</td>
<td>Yes</td>
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<tr>
<td>Port of San Diego</td>
<td>Rafael Castellanos</td>
<td>Yes</td>
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<td>San Diego Bicycle Coalition</td>
<td>Andy Hanshaw</td>
<td>Yes</td>
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### OTHER ATTENDEES

Andy Yuen, U.S Fish and Wildlife Service  
Jovita Juarez, Institute for Public Strategies  
Dennis DuBard, General Dynamics/NASSCO  
Greg Murphy, County of San Diego  
Ya-Chi Huang, Naval Station San Diego  
Aindrea Sparks, Bike SD  
John Hoegemier  
Gabriela Dominguez, City of San Diego  
Frank Rivera, City of Chula Vista  
Ron Powell, Port of San Diego  
Kirk Bradbury, Quality Infrastructure Corporation

### SANDAG STAFF MEMBERS LISTED BELOW

Stephan Vance  
Linda Culp  
Sharon Humphreys
SEGMENTS 4 AND 5 (32ND STREET TO MARINA WAY) STATUS REPORT

Introduction

Since the last Bayshore Bikeway Working Group meeting, work on the remaining portion of Segment 4 and Segment 5 has focused on coordinating with the Port District for the Port Master Plan amendment necessary to enable construction of the SANDAG approved alignment on Port tidelands in National City. The Master Plan amendment would approve the project as an interim alignment that would have to be relocated once redevelopment of the National City Marine Terminal (NCMT) resulted in the closing of Tidelands Avenue. Efforts also continued to establish a consensus on the rail crossing improvements that would be required at Tidelands Avenue near West 32nd Street. At the same time, the Port District has been engaged in responding to a proposal for the optimization of the NCMT to increase its capacity to move freight. Because the current SANDAG bikeway alignment conflicts with the NCMT proposal, both projects would benefit if a viable ultimate alignment for the bikeway could be identified. Recently, the City of National City has developed a concept for National City bayfront redevelopment that includes what appears to be a viable ultimate alignment.

Discussion

Port Master Plan Amendment

The Board of Port Commissioners has authorized its staff to prepare a Master Plan Amendment that shows the current SANDAG alignment for the Bayshore Bikeway between Bay Marina Drive and Marina Way as an interim bikeway. The Commissioners adopted a resolution approving the amendment and authorized the Port staff to submit the amendment to the California Coastal Commission for certification. The amendment is now in the hands of the Coastal Commission staff, and the item is expected to be heard by the Coastal Commission in November or December of this year.

Assuming the Coastal Commission certifies the amendment, the project would come back to the Board of Port Commissioners after the first of the year. At that point, the Port Commissioners would be asked to accept the final design and approve a maintenance and operating agreement with SANDAG, allowing SANDAG to construct the portion of Segment 5 south of Bay Marina Drive.
The state Coastal Conservancy grant that is providing $2.5 million toward the construction of this project requires that all the funds be expended by February 2017. To meet that deadline, SANDAG plans to advertise the construction contract in two parts. The first part would construct the bike path from the National City border to Bay Marina Drive. The portion south of Bay Marina Drive would be awarded as an added alternative, subject to the approvals from the Coastal Commission and the Board of Port Commissioners. Advertising the project for construction is dependent on obtaining approval from the California Public Utilizes Commission (CPUC) for the railway crossing on Tidelands Avenue just north of West 32nd Street and a right of entry permit from Burlington Norther Santa Fe (BNSF) Railway.

**Rail Crossing Agreements**

The planned bikeway segment along Tidelands Avenue and West 32nd Street introduces another rail crossing just north of West 32nd Street. This new crossing requires approval by the CPUC (known as a Form General Order or GO-88-B). Toward that end, SANDAG met with CPUC, BNSF, and Port staff at the site last May. The meeting resulted in a general understanding of the modifications that will be necessary for this crossing. BNSF staff agreed to provide a list of the changes to be made along with a cost estimate for that work.

A follow up meeting to discuss this crossing, as well as the right of entry permit that will be necessary to construct the bike path across the tracks currently is scheduled for October 21, 2015.

**Identifying an Ultimate Bikeway Alignment**

The future of the Bayshore Bikeway in National City is directly tied to the proposed optimization of the NCMT to better move freight by both truck and rail. Based on a report received by the Port Commissioners in July of this year, a key component of that optimization is the closing of Tidelands Avenue south of Bay Marina Drive. Ultimately, Tidelands Avenue could be closed to general traffic from 19th Street south. One of the main obstacles to achieving consensus on implementing the interim alignment for the Bayshore Bikeway is the uncertainty regarding the ultimate alignment for the bikeway.

Recently, the City of National City has developed a proposal to resolve this issue and others called the Balanced Plan with Mitigation and Enhancements for National City. This proposal suggests how the area could redevelop in a way that balances an increase in maritime industrial uses with commercial and public uses, including a potential permanent alignment for the bikeway. The potential alignment is shown in Attachment 1 to this report. SANDAG staff has reviewed the proposal ultimate alignment to determine if it would be consistent with the Bayshore Bikeway plan and the Regional Bike Plan. While there are design and permitting issues to resolve, there do not appear to be any fatal flaws in the proposal. Among the issues to resolve are a new rail crossing on Harbor Drive approximately 500 feet north of Civic Center Drive, creating a safe way through the intersections at Civic Center Drive and Cleveland, potential lane and/or parking reductions on McKinley Avenue, and permitting and mitigation requirements for the path where it would be adjacent to Paradise Marsh. Among the benefits of the alignment is that it takes the project out of the NCMT entirely and provides a more scenic route along the marsh.
A special meeting of the Board of Port Commissions is scheduled for September 23, 2015, to discuss the National City bayfront, including the marine terminal redevelopment and the bikeway. Among the outcomes of that meeting should be direction from the Port Commissioners on how they would like to proceed with regard to the bikeway.

Attachment: 1. Bayshore Bikeway Segment 5 National City Interim and Proposed Ultimate Alignment

Key Staff Contact: Stephan Vance, (619) 699-1924, stephan.vance@sandag.org
BAYSHORE BIKEWAY SEGMENT 5
NATIONAL CITY INTERIM AND PROPOSED ULTIMATE ALIGNMENTS

Source: Google Earth

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<td>Proposed Ultimate Alignment</td>
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Existing Bike Path

© 2016 Google
BARRIO LOGAN SEGMENT STATUS REPORT File Number 1223055

Introduction

The existing conditions report and preferred alignment study for the project between 32nd Street and Park Boulevard in the City of San Diego have been completed and published as a single document on keepsandiegomoving.com/bayshorebikeway. The next step in the project development process is preliminary engineering and environmental document preparation. This report summarizes that process by presenting the draft scope of work for these processes. The environmental work needed will be determined, in part, by the funding sources used to support the project, so the report provides an update on the potential revenue sources for the project.

Discussion

Scope of Work

The next phase of work for the Barrio Logan Segment of the Bayshore Bikeway will prepare 30 percent design plans, complete necessary environmental analysis, and prepare and approve the appropriate environmental document. The preliminary scope of work for this phase is summarized below.

1. Project Management. This task includes project oversight, schedule and budget oversight, and consultant reporting requirements.

2. Stakeholder Coordination. Much of the work with community stakeholders occurred in the planning phase of work, but additional coordination will be required if any key elements of the project change significantly from what was presented from the community. The majority of this work will involve coordination between SANDAG and City of San Diego departments to ensure the city can accept the completed project. Other stakeholders include the Metropolitan Transit System, BNSF Railway, and the owners of the parking lots along Harbor Drive where modifications to the entryways may be necessary.

3. Design Surveys and Mapping. Some initial survey and mapping work was done during the planning phase of the project. In this phase, more detailed information will be necessary to clearly identify right-of-way lines and ownership of property outside the public right-of-way.

4. Preliminary Engineering. This task produces the base mapping, plan and profile sheets, and typical cross sections. This task will include a value engineering exercise to help determine which design approach to take for the two bridges in the project.
5. Engineering Studies and Estimates. In addition to producing a preliminary cost estimate, this task includes numerous technical studies and related reports. Key issues to be addressed include potential utility relocations, soil conditions, presence of hazardous materials, and a multimodal analysis of traffic. The intersections along the route are complex because of the nearby train tracks and adding the bikeway will add to this complexity of the traffic control signals. It will be important to develop traffic control plans that serve all modes as safely and conveniently as possible.

6. Environmental Document Preparation. The environmental process will be determined in part by the type of funding used to develop the project. Currently, the project is funded entirely with local TransNet sales tax funds, which would require environmental clearance under the California Environmental Quality Act (CEQA) only. However, SANDAG has applied to the state for Active Transportation Program (ATP) funds, which are likely to include federal transportation dollars, and that would require a National Environmental Policy Act (NEPA) process as well. A categorical exemption under CEQA and categorical exclusion under NEPA are the assumed environmental processes.

Revenue Sources

The current budget for the Barrio Logan Segment totals $3.683 million from the TransNet ATP. SANDAG submitted an application to the state ATP for $4.944. This represents 50 percent of the estimated construction phase costs with the remainder to come from TransNet active transportation funds. On September 15, 2015, the California Transportation Commission (CTC) announced staff recommendations for ATP funding, including our request for the Barrio Logan Segment. The program of projects will not be final until the CTC adopts the program at their October 21-22, 2015, meeting.

Next Steps

The preliminary engineering/environmental phase of the project will begin within the next two months. This phase will take up to one year, followed by another 12 months for final design. Once final design is complete, the project will be advertised for construction, a process that takes approximately five months. That means construction could start by January of 2018.

Attachment: 1. Bayshore Bikeway Barrio Logan Segment

Key Staff Contact: Stephan Vance, (619) 699-1924, stephan.vance@sandag.org
Bayshore Bikeway Barrio Logan Segment

Source: Google Earth
Introduction

As part of regional bike program implementation, SANDAG has been developing a unified approach to signing the regional bikeways and providing wayfinding information. The signage program developed unique logos for the four branded regional corridors including the Bayshore Bikeway, Coastal Rail Trail, Inland Rail Trail, and San Diego River Trail. In developing the program, SANDAG coordinated with local agency staff through the SANDAG Active Transportation Working Group, Cities/County Transportation Advisory Group, Regional Planning Technical Working Group, and San Diego Traffic Engineers Council. Examples of the logos and how the signs will be used are shown below.
Key Staff Contact: Bridget Enderle, (619) 595-5612, bridget.enderle@sandag.org