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 22, 2016

10 a.m. to 12 noon

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

Please take the elevator to the 8th floor to access the meeting room.

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

AGENDA HIGHLIGHTS

- NATIONAL CITY (SEGMENTS 4B & 5) PROJECT STATUS REPORT
- BARRIO LOGAN (SEGMENTS 2 & 3) PROJECT STATUS REPORT
- SEGMENT 8B (PALOMAR STREET TO MAIN STREET) 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.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list at either the SANDAG website or by sending an email request to webmaster@sandag.org.

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To access the meeting room please arrive on the 8th floor.
BAYSHORE BIKEWAY WORKING GROUP  
Thursday, September 22, 2016

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
   +3A. September 29, 2015, Meeting Minutes
   +3B. March 3, 2016, Meeting Minutes

REPORTS

4. NATIONAL CITY (SEGMENTS 4B & 5) PROJECT STATUS REPORT  
   (Stephan Vance)  
   DISCUSSION

The National City section of the Bayshore Bikeway north of Marina 32 has been advertised for construction. The southern portion of this project, from Tidelands Avenue south of Civic Center Drive to Marina Way and West 32nd Street, will be constructed as an interim Class II and Class III facility. Staff will report on the construction schedule and the Working Group will discuss the groundbreaking ceremony.

+5. NATIONAL CITY ULTIMATE ALIGNMENT FEASIBILITY AND ENVIRONMENTAL CONSTRAINTS STUDY (Stephan Vance)  
   INFORMATION

The San Diego Unified Port District has completed an initial feasibility and environmental constraints study to help identify an ultimate alignment for the Bayshore Bikeway between Civic Center Drive and West 32nd Street. This work will inform the Environmental Impact Report that the Port District will prepare for the National City Marine Terminal and related redevelopment.
+6. BARRIO LOGAN (SEGMENTS 2 & 3) PROJECT STATUS REPORT (Stephan Vance) INFORMATION

Preliminary engineering and environmental studies are underway for this project. This report describes work completed to date and identifies issues which will need to be addressed.

7. SEGMENT 8B (PALOMAR STREET TO MAIN STREET) STATUS REPORT (Stephan Vance) INFORMATION

This segment will be completed in two increments. For the northern quarter mile of the segment, the design is 65 percent complete, and the environmental document (a Mitigated Negative Declaration under the California Environmental Quality Act) is scheduled to be adopted by the SANDAG Board of Directors in November. Completing the southern portion of the segment remains contingent upon a pending development proposal for the salt ponds along Bay Boulevard.

8. BORDER TO BAYSHORE REGIONAL CORRIDOR (Alison Moss) INFORMATION

The next regional bike corridor project to begin development will be the Border to Bayshore corridor connecting San Ysidro to the Bayshore Bikeway in Imperial Beach. Staff will provide an overview of the work to be performed and the project schedule.

9. CORONADO CAYS INTERSECTION IMPROVEMENTS (Allie Scrivener, City of Coronado) INFORMATION

The City of Coronado is modifying the intersection of the Bayshore Bikeway with the entrance to the Coronado Cays to improve safety. Staff from the City of Coronado will report on the status of this work.

10. UPDATES ON PROJECTS RELATED TO THE BAYSHORE BIKEWAY INFORMATION

Members of the Working Group will have an opportunity to provide information on local projects related to the Bayshore Bikeway.

11. ADJOURNMENT

+ next to an agenda item indicates an attachment
SEPTEMBER 24, 2015, MEETING MINUTES

The meeting of the Bayshore Bikeway Working Group (Working Group) was called to order by Chair Greg Cox (County of San Diego) at 2:10 p.m.

1. INTRODUCTIONS

Self-introductions were conducted.

2. PUBLIC COMMENTS

Ed Clancy introduced to the members of the Working Group the opportunity to bring the Tour of California to San Diego in 2016. The race date would be May 15th and the city would host the racers and their teams for the week leading up to the race. Mr. Clancy noted there would be a cost for the city, but the organizational team is looking at a multi-year deal and the tour would bring visitors and national and international media coverage to the San Diego region.

Chair Cox reported on efforts to improve safety on the Bayshore Bikeway in the City of Imperial Beach by increasing clearance between the path and the existing post and cable fence near the wildlife refuge. One recommendation was to move the fence five feet to the north to provide a larger buffer from the bike path. Chair Cox noted that this change would have to be approved by Andy Yuen from the U.S. Fish and Wildlife Service as well as the City of Imperial Beach.

3. APPROVAL OF MEETING MINUTES (APPROVE)

Members were asked to review and approve meeting summaries for the June 4, 2015, meeting.

Action: Upon a motion by Councilmember Mike Woiwode (City of Coronado) and a second by Councilmember Patricia Aguilar (City of Chula Vista), the June 4, 2015, meeting minutes were approved unanimously. Yes – Chair Cox (County of San Diego), Ms. Aguilar, Mr. Woiwode, Vice Mayor Jerry Cano (City of National City), Councilmember David Alvarez (City of San Diego), Commissioner Rafael Castellanos (Port of San Diego), and Andy Hanshaw (San Diego County Bicycle Coalition [SDCBC]). No – None. Abstain – None. Absent – City of Imperial Beach.
REPORTS

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

Stephan Vance (SANDAG) reviewed what was reported on at the last meeting with regards to the completion of Segment 4, between 32nd Street and the boundary of San Diego and National City. At its meeting on September 23, 2015, the Board of Port Commissioners resolved a number of issues related to the remaining portion of this segment by authorizing construction of an interim facility on Tidelands Avenue south of Bay Marina Drive until the proposed closure of Tidelands occurs, and directed Port staff to begin an alignment study to identify a permanent alignment for the bikeway. SANDAG staff proposed implementing the interim facility as Class II bike lanes. This would be less costly than the originally planned Class I facility, and it would avoid the necessity of obtaining an additional rail crossing agreement with the California Public Utilities Commission and Burlington Northern Santa Fe at Tidelands Avenue near West 32nd Street in National City.

The Port Commissioner’s action was facilitated by a proposal from National City that allowed for marine terminal optimization, provided additional commercial development opportunities and access to the Bay for National City and included a proposed ultimate alignment for the bikeway that would be outside the marine terminal. The proposed alignment brings the route along Harbor Drive onto Civic Center Drive, then to Cleveland Avenue, 14th Street, and McKinley Avenue to Bay Marina Drive. Across Bay Marina Drive, then utilized right-of-way on or adjacent to the old Coronado Belt Line to connect to the existing bike path at the Sweetwater River. Based on the Port Commissions actions, alternative routes will be evaluated to see what is most feasible. Part of the action from the Port also was to move ahead with the interim alignment along Tidelands Avenue.

Mr. Alvarez asked if there were contingencies if the Coronado Belt Line was not able to be used. Mr. Castellanos responded that part of the Port’s action was to identify and construct the ultimate alignment before the interim alignment is closed or another interim alignment would be chosen. Mr. Alvarez responded that McKinley Avenue is not the problem but instead, Marina Way poses a problem since the road is already constrained between existing rail lines and Paradise Marsh, which is part of the wildlife refuge. Mr. Castellanos noted that the new land use would take into account potential re-engineering of Marina Way for better emergency and overall access, allowing it to be a potential alternative. Brad Raulston noted that the pinch point is still going to be a problem even with re-engineering. Mr. Vance said he was fairly confident that an alignment could be identified that stayed out of the marsh. Chairman Cox noted that it all comes down to the U.S. Fish and Wildlife and that the interim alignment may have some cost savings that could be put toward the ultimate alignment.

Mr. Woiwode asked why the alternative route was using McKinley Avenue and not Cleveland Avenue. Mr. Vance replied that the bikeway will be situated on the east side of McKinley where there are no driveways and only two street crossings. He also noted that there is parking on McKinley Avenue but there are options for fitting the bike path in that would have minimal impact on parking.

Ya-Chi Huang (Naval Station San Diego) looked to clarify if the navy fence line would have to be relocated. Mr. Vance and Mrs. Humphreys responded that the relocation of the fence would be expensive and would be avoided if the Civic Center Drive to McKinley Avenue alignment is used. If it is not approved, the project will continue along the navy fence line since the funds need to be
spent within a certain time frame. Mr. Vance wrapped up discussion on the bikeway alignment by noting that there are bikes already out there and people are already using Tidelands Avenue.

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

Mr. Vance informed the working group that the Barrio Logan Segment has been recommended to receive $4.9 million in funds from the State Active Transportation Program. Mr. Vance noted that the current project budget is $3.7 million, and with the new state money and $4.9 million in matching TransNet funds, the project is fully funded through construction at $13.5 million. Mr. Vance noted that the project is currently around $5 million under the Early Action Program estimate.

Mr. Vance continued that the next phase of work is preliminary engineering and preparation of the environmental document. This phase will incorporate stakeholder coordination that will focus on coordinating with the City of San Diego and the entities along the waterfront. The primary issue that was resolved in the alignment study was the impact on parking. If the assumptions in that study are correct, the biggest challenge for the preliminary engineering phase will be traffic controls at the intersections to ensure safe crossings for people biking while minimizing impacts on vehicle traffic, which can be significant at times.

For the environmental phase, Mr. Vance noted that the project should be considered a categorical exemption under the California Environmental Quality Act, but the project also will need to go through the National Environmental Policy Act process due to federal funds on the project. Mr. Vance said that there are no real environmental issues with the project unless the Chollas Creek crossing requires a new bridge that touches the water, which is not in the plans. Mr. Vance estimated that preliminary engineering and environmental will take about 12 months.

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. Mr. Alvarez asked if the signals for bike users would be thoroughly looked into, and Mr. Vance responded affirmatively. Chair Cox concluded the item by informing the working group that the hope is to have construction break ground in January 2018.

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

Mr. Vance spoke on behalf of Bruce Schmith, SANDAG project manager for the segment from Palomar to Main Street. Mr. Vance shared that talks with the Charles Company have continued regarding an easement for the bikeway on the east side of the salt ponds they plan to develop. A meeting is to be scheduled within the next month to get an update on the Charles Company’s project. If a development is approved on the Charles Company property, Mr. Vance noted that it may be more appropriate to place the bikeway on the western side of the salt ponds. Chair Cox added that the Charles Company has been supportive of the Bayshore Bikeway and noted that an existing part of the bikeway is on their property.

Mr. Alvarez commented that the project has significant challenges because it is within the City of San Diego Multiple Habitat Planning Area.
7. SIGNAGE AND WAYFINDING (INFORMATION)

Mr. Vance shared the new regional signage and wayfinding program with the working group. The new program incorporates the GObyBIKE brand into the regional bike network signage. The program includes specialized signs for San Diego River Trail, Inland Rail Trail, Bayshore Bikeway, and the Coastal Rail Trail. The signage also is accompanied by guidelines on how to use them on projects for local jurisdictions. A final draft of the signage and wayfinding program will circulate next month. These signs will be placed around the region as projects are developed and will replace any existing signs on bikeways.

Mr. Woiwode noted that Coronado already has wayfinding signage and asked if coordination has occurred with the city on where these additional signs will be placed. Mr. Vance affirmed that these discussions will occur.

8. UPCOMING MEETINGS (INFORMATION)

The next meeting of the Working Group is expected to occur at the start of the 2016 calendar year.

9. ADJOURNMENT

Chair Cox adjourned the meeting at 3:15 p.m.
### BAYSHORE BIKEWAY WORKING GROUP
#### MEETING ATTENDANCE FOR September 24, 2015

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<td>San Diego Bicycle Coalition</td>
<td>Andy Hanshaw</td>
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**OTHER ATTENDEES**

- Ya-Chi Huang, Naval Station San Diego
- Dennis DuBard, GD NASSCO
- Ed Clancy
- Bryan Jones, Alta Planning
- Greg Murphy, County of San Diego
- Larry Hofstetter, City of Coronado
- Lisa Schmidt, City of San Diego
- Terry Buis, BAE Systems
- Staci Ignell, General Dynamics NASSCO
- John Holder, Wild Coast
- Andrew Yuen, U.S. Fish and Wildlife
- Stephen Manganiella, City of National City
- Ronald Powell, Port of San Diego
- Elena Quintanar, County of San Diego
- Anna Buzaitia, Port of San Diego
- Dre Sparks, Bike SD
- Kirk Bradbury, QIC

**SANDAG STAFF MEMBERS LISTED BELOW**

- Stephan Vance
- Linda Culp
- Sharon Humphreys
- Clare Kane
The meeting of the Bayshore Bikeway Working Group (Working Group) was called to order by Chair Greg Cox (County of San Diego) at 2:09 p.m.

1. WELCOME AND INTRODUCTIONS

Self-Introductions were conducted.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Stephan Vance (SANDAG) made an announcement regarding a memorial bike ride for Gordy Shields, a former member of the Working Group on April 24, 2016.

3. SEPTEMBER 24, 2015, MEETING MINUTES (APPROVE)

This item was deferred to the meeting due to lack of a quorum.

REPORTS

4. FORM 700 STATEMENT OF ECONOMIC INTERESTS (INFORMATION)

All Working Group members and alternates are required to submit an Annual Form 700 - Statement of Economic Interest for calendar year 2015. Mr. Vance reminded the Working Group of this responsibility and offered assistance from SANDAG.

Action: This item was presented for information.

5. NATIONAL CITY SEGMENT PROGRESS AND ALTERNATIVES (INFORMATION)

Progress has been made to identify a constructible interim alignment for the bikeway on Tidelands Avenue within National City. SANDAG and Port staff are developing a maintenance and operating agreement/memorandum of understanding (MOU) for the project that also will describe the process for developing the ultimate alignment. The Board of Port Commissioners is tentatively scheduled to consider this MOU on April 14, 2016. With this agreement SANDAG can advertise the construction contract for the interim alignment this spring, with work potentially beginning this summer.
Mr. Vance reviewed the status of the project and planned approach to construction. Anna Buzaitis (Port of San Diego) described the work being undertaken by the Port and the actions necessary to authorize the SANDAG project on Port tidelands.

**Action**: This item was presented for information.

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

Mr. Vance discussed the status of this project and the approach to implementation. The project has been split into two parts to allow time for the development project by the Charles Company to proceed through the approval process. SANDAG now plans to construct the northern portion of the project and anticipates the southern portion will be constructed as part of the development project.

**Action**: This item was presented for information.

7. **IMPERIAL BEACH BIKEWAY VILLAGE (INFORMATION)**

Terry McCaleb (Bikeway Village) presented an overview of this unique project at the northern end of 13th Street recently broke ground. He stated that the development team chose this site because of the setting and its proximity to the bikeway, and that a key objective is to serve bikeway users.

**Action**: This item was presented for information.

8. **BARRIO LOGAN PROJECT (SEGMENTS 2 & 3) UPDATE (INFORMATION)**

The preliminary engineering and preparation of the environmental document are underway. Mr. Vance discussed the status of this project and the schedule for completion.

**Action**: This item was presented for information.

9. **UPCOMING MEETINGS (INFORMATION)**

The next meeting of the Working Group is not yet scheduled.

10. **ADJOURNMENT**

Chair Cox adjourned the meeting at 3 p.m.
**BAYSHORE BIKEWAY WORKING GROUP**  
**MEETING ATTENDANCE FOR MARCH 3, 2016**

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**OTHER ATTENDEES**

- Ron Powell, Port of San Diego
- Connery Cepeda, ALTA Planning and Design
- Anna Buzaitis, Port of San Diego
- Victor Avina, County of San Diego
- Christie Coats, Port of San Diego
- Kirk Bradbury, QIC
- Les Hopped, RP Engineering
- Irene McCormade, Working Waterfront Group
- Sharon Cloward, SDPTA
- Dennis Dubard, NASSCO
- James Nakagawa, City of Imperial Beach
- Annelise Wilding, Naval Base San Diego
- Elena Quintanar, County of San Diego HHSA So. Region
- Frank Rivera, City of Chula Vista
- Terry McCaleb, Bikeway Village

**SANDAG STAFF MEMBERS LISTED BELOW**

- Stephan Vance
- Clare Kane
- Omar Atayee
- Linda Culp
- Lindsey Bircher
NATIONAL CITY ULTIMATE ALIGNMENT FEASIBILITY AND ENVIRONMENTAL CONSTRAINTS STUDY

Introduction

Segment 5 of the Bayshore Bikeway extends from Civic Center Drive to Marina 32 at West 32nd Street and Marina Way in the City of National City. SANDAG is developing Segment 5 primarily as Class II bike lanes along Tidelands Avenue due to a pending proposed expansion of the National City Marine Terminal that would close Tidelands Avenue south of Bay Marina Drive. The closing of Tidelands Avenue will require identification of a new alignment, and that work has begun with a feasibility and environmental constraints study conducted by consultants for the Port of San Diego (Port). This report describes the process for establishing the ultimate alignment for the bikeway and the status of that effort.

Discussion

Developing an ultimate alignment for the Bayshore Bikeway through the National City Marine Terminal area is part of a much larger collaborative planning effort between the Port and the City of National City to revise the land use plan for the National City Bayfront south of Bay Marina Drive. The objective of this effort, known as the National City Marina District Balanced Land Use Plan, is to expand public access by adding park space to the Marina District, optimize maritime operations, and maximize commercial redevelopment opportunities. Planning efforts have been underway since last fall and a Proposed Preferred Land Use Alternative will be presented at the Board of Port Commissioners meeting on April 14, 2016. If the Board gives direction to move forward with implementation of the proposed land use changes, next steps include California Environmental Quality Act (CEQA) review of any changes to existing land use designations and an amendment to the Port Master Plan.

While the ultimate location of the Bayshore Bikeway has been a consideration in the development of the Balanced Land Use Plan, the Port has also conducted a more focused feasibility and environmental constraints study of alignment alternatives for the bike path. Three alignment alternatives, shown in Attachment 1, are under consideration.

- **Route 1** extends the bike path along Harbor Drive to Civic Center Drive, crosses Civic Center Drive at Cleveland Avenue, turns east at 14th Street, south at McKinley Avenue, west at 23rd Street, then south at Marina Way. Once the alignment crosses Bay Marina Drive, this alternative proposes an alignment east of Marina Way along the Coronado Branch of the San Diego & Arizona Eastern Railway, but stays upland of the
railroad where it goes into Paradise Marsh. The alignment ends at the existing bike path on the east side of Marina 32.

- **Route 2** continues the bikeway along Tidelands Avenue, then turns east at 19th Street, south along Cleveland Avenue, across Bay Marina Drive and around the Marina Gateway Hotel through its parking lot to Marina Way where the path would follow a widened sidewalk to West 32nd Street.

- **Route 3** is similar to Route 1 except it would begin at Civic Center Drive from the new section (Segment 5A) to be constructed this winter. The alignment would cross Civic Center Drive at Cleveland Avenue, and then follow the same alignment as Route 1 but with a more westerly alignment at its southern end.

Variations on each of these alignments are possible by choosing among the alternatives at the north and south ends. Key considerations at the north end focus on how best to cross Civic Center Drive. This decision is complicated by the complex nature of the intersection at Harbor Drive and the presence of the railroad crossing. At the south end, the need to avoid of biological resources and the constrained width of Marina Way will be important considerations.

Consultants for the Port have completed an initial draft of the alignment study, which is under review by Port and SANDAG staff. If a final version has been completed in time, copies will be available at the meeting.

**Next Steps**

The Port will include an analysis of the permanent alignment for Segment 5 in the CEQA analysis for the National City Marina District Balanced Land Use Plan. Authorization for the work is likely to take place at the October or November meeting of the Port Commissioners. Once underway, that process is expected to take 18 to 24 months.

Attachment: 1. Bayshore Bikeway Segment 5 Alignment Alternatives

Key Staff Contact: Stephan Vance, (619) 699-1924, stephan.vance@sandag.org
Bayshore Bikeway Segment 5 Alignment Alternatives
BARRIO LOGAN (SEGMENTS 2 & 3) PROJECT STATUS REPORT

Introduction

The Barrio Logan segment of the Bayshore Bikeway will extend the bike path along the northeast side of Harbor Drive from 32nd Street to Park Boulevard and connect to the bayfront promenade at the convention center. Preliminary engineering for this project began in May. Initial field work and mapping have been completed, and the processes for obtaining the project’s environmental clearance under the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) have begun.

This report describes the tasks ahead for the engineering and environmental process, identifies key issues the project will face, and provides an update on the project schedule.

Discussion

Design Issues

There are three key design considerations for this project: the redesign of two bridges, on-street parking configuration, and intersection design and traffic control.

Bridge Design. Changes to two bridges are required for the project, one crossing Chollas Creek and the other spanning the rail yard at the Tenth Avenue Marine Terminal. In both cases, there are two options for how to add the bike path: accommodate it within the width of the existing bridge, or cantilever a structure off the bridge on one side. A separate bike path bridge could be constructed at Chollas Creek, but that would result in impacts to the creek that would significantly delay the project and increase its cost.

Initial analysis by the engineering team indicates both alternatives are technically feasible. Reconfiguring the existing bridge deck is more cost-effective, but it would require dropping the northbound bike lane on the bridge. (The project alignment study recommended preserving the existing bike lanes on Harbor Drive for the faster, more experienced bike riders that commonly use the corridor.) This would create a potential conflict point where a bike rider in the northbound bike lane would have to transition onto the bike path and across the path of southbound path users. This alternative also will require removal of the center divider on the Chollas Creek bridge, which is not consistent with City of San Diego design standards for a roadway of this classification. Reconfiguring the bridge deck at the Tenth Avenue Marine Terminal presents other challenges as the center median divider, which supports seven streetlight standards, would have to be relocated.
The table below shows the cost differences of these alternatives based on preliminary plans and cost estimates.

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<th>Bayshore Bikeway Barrio Logan Segment Estimated Bridge Costs</th>
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<td><strong>Option A:</strong> Existing Bridge Deck</td>
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<td>Chollas Creek Bridge</td>
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<td>10th Avenue Marine Terminal</td>
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The project construction budget, which is based on the planning level cost estimates developed in alignment study, allots $1.3 million for the two bridges. That means the cantilevered option for the Tenth Avenue Marine Terminal bridge would result in a significant budget increase, but the other options would be within budget.

**Parking.** The project alignment study estimated that the impact to parking in the project area could range between a loss of 22 spaces to a gain of 10 spaces. That estimate was based on a preliminary layout of the bikeway, and assumptions about how some parking could be relocated within the project corridor. As the project goes through preliminary engineering, right-of-way and property lines will be more precisely delineated, and a more detailed design may identify project features that will affect the amount of available impacted by the project. Based on the current project schedule, an analysis of the parking impacts will be completed shortly after the first of the year.

**Intersection Design.** Providing a separate bike path along Harbor Drive will be a significant safety improvement for the corridor, but it will not completely eliminate interaction between people driving and people walking or riding bikes. That is because there are eight intersections and ten driveway entrances or exits within the project limits. Complicating the intersection control issue is the proximity of the adjacent railroad crossing controls. The design team is exploring design and traffic control approaches to managing traffic flows at the intersection. A leading pedestrian interval, where bike path users are allowed to enter the intersection before parallel roadway traffic gets a green light, is the preferred approach under consideration. A major design criterion is to develop intersection controls that can be implementable without requiring changes to the railroad crossing controls.

**Environmental Process**

The Barrio Logan project will require environmental clearance under both CEQA and NEPA. The SANDAG Board of Directors is responsible for CEQA approval and Caltrans will provide the NEPA clearance. Initial evaluations indicate there are no consequential environmental impacts under CEQA assuming the Chollas Creek bridge work can be accomplished without an impact to the creek. If so, the project could be cleared by a CEQA categorical exemption and a NEPA categorical exclusion (CE).

**Right-of-Way Issues**

The alignment study proposed constructing the project entirely with public right-of-way, and based on the design work completed to date, it appears the project can be constructed without acquiring additional right-of-way. The project will need to obtain approval from the California Public Utilities
Commission (CPUC) and BNSF Railway to modify the rail crossing between Schley Street and 28th Street. That crossing will need to be modified because the bike path will be introducing two-way bike traffic on the north side of the street where the crossing gate currently only stops traffic from the east. A CPUC permit (General Order 88B) and an encroachment agreement from BNSF will need to be acquired before construction can begin.

**Project Schedule**

The schedule in the FY 2017 Capital Improvement Program indicates the project will complete the environmental process in February 2017. Based on progress made to date, that schedule can be met only if the project is able to proceed under a CEQA and NEPA CE. If a CEQA MND is required, it is likely to be adopted in May or June 2017. Preliminary engineering is scheduled to be complete in April 2017, after which final design can begin provided the project has its environmental clearances. Under this schedule, final design would be complete and the project under construction by May 2018. Construction would be completed in February 2019.

Attachment: 1. Bayshore Bikeway Map

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Barrio Logan Segments 2 & 3