



401 B Street, Suite 800
 San Diego, CA 92101-4231
 (619) 699-1900
 Fax (619) 699-1905
 sandag.org

MEETING NOTICE AND AGENDA

MEMBER AGENCIES

Cities of
 Carlsbad
 Chula Vista
 Coronado
 Del Mar
 El Cajon
 Encinitas
 Escondido
 Imperial Beach
 La Mesa
 Lemon Grove
 National City
 Oceanside
 Poway
 San Diego
 San Marcos
 Santee
 Solana Beach
 Vista
 and
 County of San Diego

ADVISORY MEMBERS

Imperial County
 California Department
 of Transportation
 Metropolitan
 Transit System
 North County
 Transit District
 United States
 Department of Defense
 San Diego
 Unified Port District
 San Diego County
 Water Authority
 Southern California
 Tribal Chairmen's Association
 Mexico

BAYSHORE BIKEWAY WORKING GROUP

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

Thursday, March 30, 2017

2:30 to 4:30 p.m.

SANDAG, 7th Floor Conference 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

- **BARRIO LOGAN SEGMENT: STATUS OF ENVIRONMENTAL CLEARANCE AND PRELIMINARY ENGINEERING**
- **ADDRESSING USER CONFLICTS ON MULTIUSE PATHS**
- **SAN DIEGO-CORONADO BRIDGE BIKE AND PEDESTRIAN TUBE**

SANDAG offices are accessible by public transit. Phone 511 or visit 511sd.com for route information. Secure bicycle parking is available in the building garage off Fourth Avenue.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting.

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.



Welcome to SANDAG. Members of the public may speak to the Working Group on any item at the time the Working Group is considering the item. Please complete a Speaker's Slip, and then present the slip to the Clerk of the Working Group. Members of the public may address the Working Group on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person unless otherwise directed by the Chair. The Working Group may take action on any item appearing on the agenda.

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.

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to SANDAG General Counsel, John Kirk, at (619) 699-1997 or john.kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. 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.

SANDAG agenda materials can be made available in alternative languages. To make a request call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

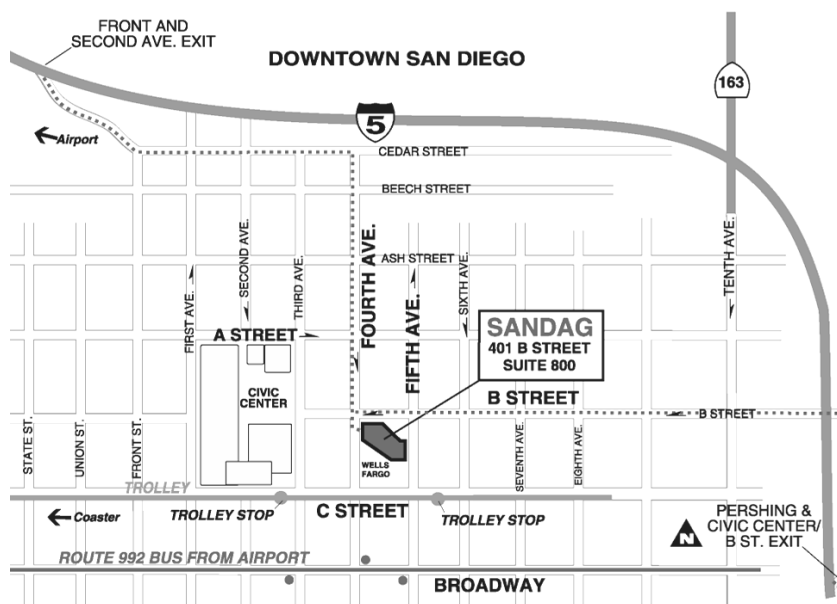
如有需要, 我们可以把SANDAG议程材料翻译成其他语言.

请在会议前至少 72 小时打电话 (619) 699-1900 提出请求.

SANDAG offices are accessible by public transit.

Phone 511 or visit 511sd.com for route information. Bicycle parking is available in the parking garage of the SANDAG offices.

To access the meeting room please arrive on the 8th floor.



BAYSHORE BIKEWAY WORKING GROUP

Thursday, March 30, 2017

ITEM NO.	RECOMMENDATION
1. INTRODUCTIONS	
2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS	
<p>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 working group coordinator prior to speaking. Public speakers should notify the working group 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.</p>	
+3. APPROVAL OF MEETING MINUTES	APPROVE
<p>The Working Group is asked to review and approve the minutes from its January 27, 2017, meeting.</p>	
REPORTS	
4. RECOMMEND APPROVAL OF A PUBLIC MEMBER TO THE BAYSHORE BIKEWAY WORKING GROUP (Chairman Greg Cox, County of San Diego)	RECOMMEND
<p>At the January 2017 meeting of the Working Group, there was a motion to recommend changes to the Working Group's charter to add a member of the public to the group. The Working Group will take nominations for this member and recommend them to the Transportation Committee.</p>	
+5. BARRIO LOGAN SEGMENT: STATUS OF ENVIRONMENTAL CLEARANCE AND PRELIMINARY ENGINEERING (Stephan Vance)	RECOMMEND
<p>The Transportation Committee is scheduled to certify a California Environmental Quality Act categorical exemption (CE) on April 7, 2017. This item discusses the environmental assessment undertaken for the project and asks the Working Group to recommend approval of the CE.</p>	
6. ADDRESSING USER CONFLICTS ON MULTIUSE PATHS (Stephan Vance)	DISCUSSION/ POSSIBLE ACTION
<p>This report addresses recent reports of conflicts between people walking and people riding bikes on the Bayshore Bikeway. Traffic volumes, reported crashes and complaints, and best practices for managing conflicts are addressed. The Working Group may wish to make recommendations on how local jurisdictions could manage traffic on the bikeway.</p>	

ITEM NO.		RECOMMENDATION
7.	NATIONAL CITY (SEGMENTS 4B & 5) STATUS REPORT (Omar Atayee) The Working Group will receive a report on construction activities for this project.	INFORMATION
8.	PALOMAR STREET TO MAIN STREET (SEGMENT 8B) STATUS REPORT (Omar Atayee) Staff will report on the effort to complete the final design for this segment of the bikeway, and on the ongoing coordination efforts with the proposed private development in the project area.	INFORMATION
9.	ULTIMATE ALIGNMENT OF SEGMENT 5 AND NATIONAL CITY MARINE TERMINAL REDEVELOPMENT (Stephan Vance) Work is underway by the San Diego Unified Port District on the National City Bayfront Project Environmental Impact Report, including efforts to determine the ultimate alignment for the Bayshore Bikeway in National City south of Civic Center Drive. Staff will report on the initial activities related to the bikeway.	INFORMATION
10.	SAN DIEGO-CORONADO BRIDGE BIKE AND PEDESTRIAN TUBE (Richard Chavez) SANDAG conducted a study to determine the feasibility of adding access across the San Diego-Coronado Bridge on a suspended structure for people walking and riding bikes. The results of that study will be presented to the Working Group.	INFORMATION
11.	UPDATES ON PROJECTS RELATED TO THE BAYSHORE BIKEWAY Members of the Working Group will have an opportunity to provide information on local projects related to the Bayshore Bikeway.	INFORMATION
12.	ADJOURNMENT	

+ next to an item indicates an attachment

San Diego Association of Governments
BAYSHORE BIKEWAY WORKING GROUP

March 30, 2017

AGENDA ITEM NO.: **3**

Action Requested: APPROVE

JANUARY 27, 2017, MEETING MINUTES

File Number 3300200

The meeting of the Bayshore Bikeway Working Group (Working Group) was called to order by Chair Greg Cox (County of San Diego) at 2:30 p.m.

1. WELCOME AND INTRODUCTIONS

Self-introductions were conducted.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Phil Monroe (former member of the Working Group and former Councilmember of Coronado) gave a presentation on his visit to Bayside Birding and Walking Trail and other different changes that are occurring in the area.

3. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by David Alvarez (City of San Diego) and a second by Andy Hanshaw (San Diego County Bicycle Coalition), the Working Group approved the minutes from the September 22, 2016, meeting. Yes – Chair Cox, Michael Donovan (City of Coronado), Mark West (City of Imperial Beach), Mr. Alvarez, Mr. Hanshaw, and Dukie Valderrama (San Diego Unified Port District). No – None. Abstain – None. Absent – City of Chula Vista and City of National City.

4. AMENDMENT TO THE BAYSHORE BIKEWAY WORKING GROUP CHARTER (RECOMMEND)

Action: Upon a motion by Mr. Alvarez and a second by Mr. Valderrama, the Working Group recommended an amendment to the Working Group Charter to add a member of the public to the Working Group. Yes – Chair Cox, Mr. Donovan, Mr. West, Mr. Alvarez, Mr. Hanshaw, and Mr. Valderrama. No – None. Abstain – None. Absent – City of Chula Vista and City of National City.

REPORTS

5. IMPERIAL BEACH BIKEWAY VILLAGE (INFORMATION)

Stephan Vance, Senior Regional Planner, updated the Working Group on the progress toward completing the project by presenting pictures of the Imperial Beach Bikeway Village. He clarified that the bike paths to the Bayshore Bikeway at this area are functional and ready for use.

6. NATIONAL CITY (SEGMENTS 4B & 5) STATUS REPORT (INFORMATION)

Mr. Vance informed the Working Group that construction on Segments 4B & 5 of the Bayshore Bikeway will be underway in February and finished in July.

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

In November 2016, the Board of Directors adopted the Mitigated Negative Declaration for this project under the California Environmental Quality Act. Linda Culp, Principal Regional Planner, provided an update on the ongoing project design work.

8. PROGRESS REPORT ON THE BARRIO LOGAN PROJECT (INFORMATION)

Mr. Vance reported that the environmental clearance for the Barrio Logan Project is scheduled to go to the Transportation Committee in April 2017.

9. ULTIMATE ALIGNMENT OF SEGMENT 5 AND NATIONAL CITY MARINE TERMINAL REDEVELOPMENT (INFORMATION)

Mr. Vance and staff provided a brief status report on the work about to begin for the National City Bayfront Project Environmental Impact Report. This will address the ultimate alignment for the Bayshore Bikeway.

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

Mr. Vance updated the Working Group on the Bayshore Bikeway signs and how the signs should be presented throughout the bikeway. Chair Cox mentioned public concerns about safety between people walking and riding in Imperial Beach. The Working Group discussed adding signs to reduce bicycle speeds and yielding to pedestrians.

11. ADJOURNMENT

Chair Cox adjourned the meeting at 4 p.m.

**BAYSHORE BIKEWAY WORKING GROUP
 MEETING ATTENDANCE FOR JANUARY 27, 2017**

JURISDICTION/ORGANIZATION	NAME	ATTENDING	COMMENTS
County of San Diego	Greg Cox, Chair	Yes	
City of Chula Vista	Patricia Aguilar	No	
City of Coronado	Michael Donovan	Yes	
City of Imperial Beach	Mark West	Yes	
City of National City	Jerry Cano	No	
City of San Diego	David Alvarez	Yes	
San Diego County Bicycle Coalition	Andy Hanshaw	Yes	
San Diego Unified Port District	Dukie Valderrama	Yes	
OTHER ATTENDEES		SANDAG STAFF MEMBERS LISTED BELOW	
Joshua Clark, Alta Planning + Design Allie Scrivener, City of Coronado Brad Raulston, City of National City Steve Celniker, City of San Diego Lisa Schmidt, City of San Diego Victor Avina, County of San Diego Stacy Ignel, General Dynamics/NASSCO Kirk Bradbury, Quality Infrastructure Corporation Bethany Dawa, T.Y. Lin Southwest Strategies Andrew Yuen, U.S. Fish & Wildlife		Elizabeth Cox Linda Culp Rachel Grant Stephan Vance	

San Diego Association of Governments
BAYSHORE BIKEWAY WORKING GROUP

March 30, 2017

AGENDA ITEM NO.: **5**

Action Requested: RECOMMEND

BARRIO LOGAN SEGMENT: STATUS OF ENVIRONMENTAL CLEARANCE
AND PRELIMINARY ENGINEERING

File Number 1223055

Introduction

Progress continues on the preliminary engineering and environmental studies for the Barrio Logan segment of the Bayshore Bikeway (Project). Because the Project is funded with a combination of federal, state, and local funds, it must acquire environmental clearances under both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The NEPA lead agency for the Project is Caltrans, which has been assigned the NEPA responsibilities of the Federal Highway Administration in California. CEQA clearance is the responsibility of SANDAG as the lead agency for the Project. The Transportation Committee (TC) will consider approving the Project as exempt from CEQA at its April 21, 2017, meeting. Staff continues to coordinate with Caltrans staff on the preparation of technical studies required for the NEPA clearance.

This report provides an update on the project development process, describes the status of CEQA and NEPA compliance, and requests that the Bayshore Bikeway Working Group (Working Group) recommend that the TC approve the Project as exempt from CEQA.

Discussion

Preliminary Engineering

Work is progressing on schedule toward completion of the preliminary engineering (30% design) of the Barrio Logan segment. The initial survey work is complete, and SANDAG has received preliminary design details for the project layout and key features like intersection design. The design consultant also has delivered conceptual plans for the two bridges that will be modified by the Project at Chollas Creek and over the Tenth Avenue Marine Terminal.

The engineering studies have established how the Project can be constructed within the public right-of-way without a reduction in motor vehicle roadway capacity on Harbor Drive, primarily by reducing the width of the median and shifting the northbound lanes of Harbor Drive to the west. It also has identified several issues that must be resolved as the Project moves into final design.

First, while the Project can be built within public right-of-way, the survey work determined that there are a combination of public improvements that encroach on private parcels and private improvements encroaching into the public right-of-way. As a result, it is likely that the Project will be required to address these discrepancies. For that reason, the draft FY 2018 SANDAG Capital Improvement Program (CIP) budget for the Project proposes \$153,000 for right-of-way acquisition.

Next, to improve the safety of bikeway users at intersections, the Project proposes the installation of leading pedestrian intervals that will allow bikeway users to start across the intersection before motor vehicle traffic. At the intersection of Harbor Drive and 32nd Street, the installation of a leading pedestrian interval will change how the intersection operates because there currently are no at-grade pedestrian crossings at this intersection. By introducing a pedestrian crossing across 32nd Street, the Project would likely result in signal timing changes that also will affect how the adjacent railroad crossing protections interact with the street traffic signals. Changing this process, known as signal preemption, would require a permit from the California Public Utilities Commission (CPUC) and the cooperation of the Burlington Northern railroad. This introduces risks to both the Project schedule and the budget, due to uncertainty over what changes would be required and how long it will take to process the required permit.

The other critical intersection in the Project is at Park Boulevard and Harbor Drive. Currently, Park Boulevard does not cross the railroad track to Harbor Drive. The crossing was closed by the CPUC due to concerns about pedestrian safety. The pedestrian bridge over the railroad tracks and Harbor Drive was built to address this issue, and now the City of San Diego wants to once again extend Park Boulevard to Harbor Drive via an at-grade railroad crossing. However, the CPUC permit obtained by the City of San Diego that will allow that crossing includes requirements that are meant to discourage pedestrians from crossing the tracks at grade. The Project will need to reintroduce a crosswalk at the southern crossing of Harbor Drive to enable people walking and biking to get to the bayfront promenade that serves as the Bayshore Bikeway past the convention center. This is likely to require an amendment to the City of San Diego's current CPUC permit. At this point, the timeline for obtaining that amendment is not known.

Project Cost

At the 15 percent design stage, the design team has produced an updated estimate of the Project cost. The alignment study produced a planning-level cost estimate for construction of approximately \$9.9 million, and the current estimate increases the cost to approximately \$12.3 million. The cost increase is primarily due to the amount of roadway reconstruction necessary to accommodate the Project that was not included in the alignment study budget, related modifications to storm drains and traffic signals, and the addition of a retaining wall south of 28th Street to the design. The overall Project cost, including administrative costs, right-of-way, construction support, and contingencies increases from approximately \$13.6 million to approximately \$17.4 million. The draft FY 2018 SANDAG CIP budget proposes to fund this \$3.8 million increase with additional funding from *TransNet* active transportation funds.

CEQA Compliance

CEQA Guidelines for Implementation identify classes of projects that do not have a significant effect on the environment and declare these classes of projects to be categorically exempt from CEQA requirements to prepare environmental documents. Staff has reviewed the CEQA provisions for these classes of exempt projects and concluded that the Project falls within the Class 1 and Class 4 exemptions. The Class 1 and Class 4 exemptions apply to the types of physical improvements included in the Project because it creates a new bikeway within existing rights-of-way, and it makes minor alterations to existing city streets that result in negligible or no expansion of existing uses.

On April 21, 2017, the TC is anticipated to consider approving the Project as exempt from CEQA. Staff recommends that the Working Group convey a recommendation to approve this exemption to the TC.

NEPA Compliance

The Project team has been working with the local Caltrans district office to provide the technical studies required for the NEPA clearance. Issues addressed in the technical studies include the potential presence of hazardous materials in the soil due to its proximity to railroad tracks and industrial land uses and potential community impacts from the loss of parking as a result of the Project.

To address the hazardous materials issue, Caltrans is requiring an environmental site assessment that includes the collecting and testing of soil samples along the project corridor. This work was not included in the original consultant scope of work, so an amended scope has been developed, and this work should be underway within the next month or two. The additional work should have no impact on the overall Project schedule, but it will likely delay the NEPA clearance until this coming summer. In the meantime, work can continue toward the final design.

In response to the concern about community impacts due to parking loss, a parking study is being prepared. The draft study focuses on the parking associated with the waterfront businesses between Chollas Creek and Sampson Street where the Project will result in a reduction in the number of parking spaces. The draft study's parking inventory identified 275 on-street parking spaces, and 2,379 off-street spaces in private parking lots that provide parking for workers at General Dynamics/NASSCO (NASSCO) and BAE Systems San Diego Ship Repair (BAE Systems). In September 2016, a parking demand survey was conducted during weekday peak usage times in the morning and afternoon. The on-street parking spaces closest to employee entrances were about 93 percent occupied in the morning peak period when the largest shifts are working. However, the off-street parking lots were occupied at 77 percent of capacity: 83 percent for the NASSCO lots, and 65 percent for the BAE Systems lot. A total of 577 parking spaces in the Project area were unoccupied during the peak usage times: 19 on-street spaces, 275 in NASSCO-controlled lots, and 283 in the BAE Systems lot.

The preliminary design for the bikeway would result in a net loss of approximately 88 spaces, 76 on-street spaces and 12 off-street spaces, in the southernmost NASSCO parking lot to accommodate the abutment for the Chollas Creek bridge widening. The parking demand analysis shows that this level of parking loss can be accommodated within the existing NASSCO and BAE Systems off-street parking lots. Attachment 1 identifies the location and amount of parking once the Project is implemented, with an analysis of how parking demand would be redistributed to available spaces. The analysis assumes that employees utilizing the free on-street parking that is closest to their workplace, will relocate to the nearest available off-street parking lot.

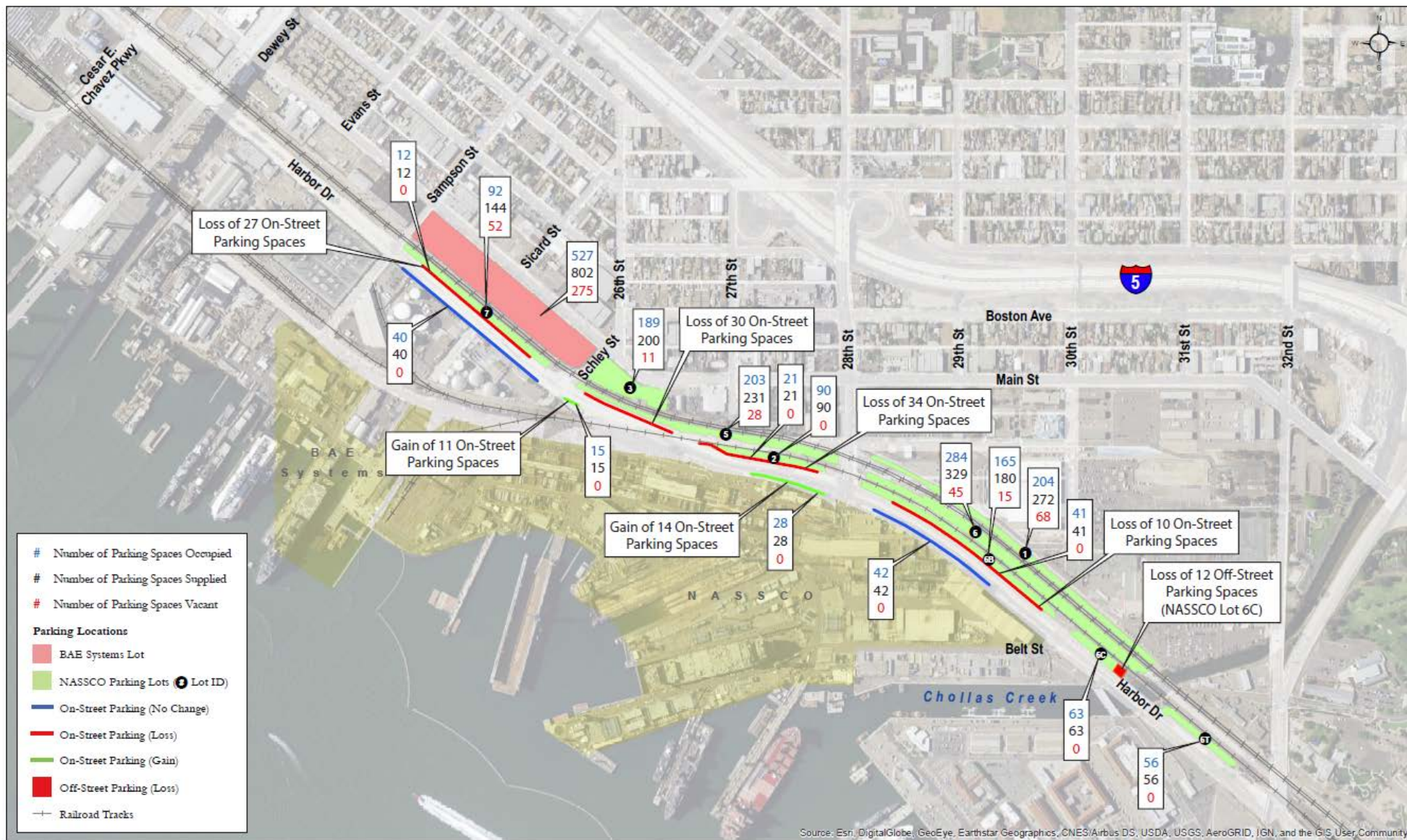
The draft parking analysis also addresses parking loss during construction of the proposed Project, and identifies how the phasing of construction and the implementation of transportation demand management measures and employer outreach programs through iCommute Program (created by SANDAG) can minimize the impacts associated with temporary loss of parking during construction.

Next Steps

If the TC approves the Project as exempt from CEQA, the project development team would proceed with final design of the Project, continue work with Caltrans to obtain NEPA clearance, and obtain resource agency permit approvals. Under the current schedule, the Project would be ready to advertise for construction by February 2018, under construction in May 2018, and open to the public by February 2019.

Attachment: 1. Bayshore Bikeway Barrio Logan Segment Preliminary Engineering — Parking Analysis: AM Parking Occupancy Rates with Implementation of the Project

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



Bayshore Bikeway Barrio Logan Segment Preliminary Engineering - Parking Analysis, Federal Project No. ATPL-6066 (129)

Figure 3
AM Parking Occupancy Rates with Implementation of the Project