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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 15, 2017

2 to 4 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
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 stephan.vance@sandag.org

AGENDA HIGHLIGHTS

- **RECOMMEND APPROVAL OF A PUBLIC MEMBER TO THE BAYSHORE BIKEWAY WORKING GROUP**
- **BARRIO LOGAN SEGMENT DESIGN OPTIONS**

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BAYSHORE BIKEWAY WORKING GROUP

Thursday, June 15, 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
+3A. January 27, 2017, Meeting Minutes		
+3B. March 30, 2017, Meeting Minutes		
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 DESIGN OPTIONS (Stephan Vance)	RECOMMEND
<p>At the April 21, 2017, Transportation Committee meeting, the Transportation Committee approved a Categorical Exemption for the project under the California Environmental Quality Act, but also asked staff to return with design options that address pedestrian access and safety. Staff will overview the report, which describes pedestrian needs in the project area and presents design options to be presented to the Transportation Committee. The Working Group is asked to recommend a preferred design.</p>		
6.	NATIONAL CITY (SEGMENTS 4B & 5) STATUS REPORT (Omar Atayee)	INFORMATION
<p>Staff will present a status update on construction activities for this project and discuss plans for a project ribbon cutting.</p>		

ITEM NO.**RECOMMENDATION**

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

INFORMATION

Staff will report on efforts to obtain a right-of-entry permit to conduct soil tests that are necessary to complete design of this project.

8. BAYSHORE BIKEWAY SIGN UPDATE PROGRAM (Stephan Vance)

INFORMATION

Staff will provide an update on the effort to update all signs on the Bayshore Bikeway using new branded signs and GO by BIKE wayfinding guidelines.

9. 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.

10. ADJOURNMENT

+ next to an item indicates an attachment

San Diego Association of Governments
BAYSHORE BIKEWAY WORKING GROUP

June 15, 2017

AGENDA ITEM NO.: **3A**

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

June 15, 2017

AGENDA ITEM NO.: **3B**

Action Requested: APPROVE

MARCH 30, 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 Diegp) at 2:30 p.m.

1. WELCOME AND INTRODUCTIONS

Self-Introductions were conducted.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

No public comments or communications were made.

3. APPROVAL OF MEETING MINUTES (APPROVE)

This item was deferred for lack of a quorum. Action: Yes - None; No - None; Abstain - None; Absent - San Diego County Bicycle Coalition, City of National City, City of Chula Vista, City of San Deigo.

REPORTS

4. RECOMMEND APPROVAL OF A PUPLIC MEMBER TO THE BAYSHORE BIKEWAY WORKING GROUP (RECOMMEND)

This item was deferred for lack of a quorum. Recommend: Yes - None; No - None; Abstain - None; Absent - San Diego County Bicycle Coalition, City of National City, City of Chula Vista, City of San Deigo.

5. BARRIO LOGAN SEGMENT ENVIRONMENTAL CLEARANCE AND PELIMINARY ENGINEERING (RECOMMEND)

Stephan Vance, Senior Regional Planner, described the pending decsion before the Transportaton Committee to approve a Categorical Exemption for the project under the California Environmental Quality Act. Dennis DuBard, General Dynamics/NASSCO, expressed his company's concern over the amount of parking that will be lost due to the project. No action was taken on this item due to a lack of a quorum. Recommend: Yes - None; No - None; Abstain - None; Absent - San Diego County Bicycle Coalition, City of National City, City of Chula Vista, City of San Deigo.

6. ADDRESSING USER CONFLICTS ON MULTIUSE PATHS (DISCUSSION/POSSIBLE ACTION)

Mr. Vance showed examples of how design and signage are used to reduce conflicts between people walking and people riding bikes on facilities like the Bayshore Bikeway. The Working Group made recommendations on how local jurisdictions could manage traffic on the bikeway.

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

Omar Atayee, Senior Engineer, presented a report on construction activities for this project.

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

Omar Atayee, Senior Engineer, reported on the effort to complete final design for this segment of the bikeway.

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

Mr. Vance shared that work is underway by the Port District on the National City Bayfront redevelopment Environmental Impact Report, including efforts to determine the ultimate alignment for the Bayshore Bikeway in National City.

10. SAN DIEGO-CORONADO BRIDGE BIKE AND PEDESTRIAN TUBE (INFORMATION)

Richard Chavez, Principle Project Manager, and Liz Young, HNTB, presented to the Working Group the results of the study SANDAG conducted to determine the feasibility of adding access across the San Diego-Coronado Bridge on a suspended structure for people walking and riding bikes.

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

Members of the Working Group provided information on local projects related to the Bayshore Bikeway.

12. ADJOURN

Supervisor Cox adjourned the meeting at 4 p.m.

**BAYSHORE BIKEWAY WORKING GROUP
 MEETING ATTENDANCE FOR March 30, 2017**

JURISDICTION/ORGANIZATION	NAME	ATTENDING	COMMENTS
County of San Diego	Greg Cox	Yes	
Port of San Diego	Dukie Valderrama	Yes	
San Diego County Bicycle Coalition	Andy Hanshaw	No	
City of National City	Jerry Cano	No	
City of Chula Vista	Patricia Aguilar	No	
City Of Coronado	Michael Donovan	Yes	
City of Imperial Beach	Mark West	Yes	
City of San Diego	David Alvarez	No	
OTHER ATTENDEES		SANDAG STAFF MEMBERS LISTED BELOW	
Dennis DuBard, General Dynamic/NASSCO Pedro Anaya Liz Young, HNTB Sophie Silvestri Victo Avina, County of San Diego Allie Scrivener, City of Coronado Stephane Cook, Chen-Ryan Kristen Blackson Lew Dominy, Domus Studio Brad Raulston, City of Nationa City Gabriela Dominguez, City of San Diego		Stephan Vance Linda Culp Rachel Grant Elizabeth Cox Omar Atayee Richard Chavez	

San Diego Association of Governments
BAYSHORE BIKEWAY WORKING GROUP

June 15, 2017

AGENDA ITEM NO.: **5**

Action Requested: RECOMMEND

BARRIO LOGAN SEGMENT DESIGN OPTIONS

File Number 1223055

Introduction

At its meeting on April 21, 2017, the SANDAG Transportation Committee approved the Categorical Exemption (CE) under the California Environmental Quality Act (CEQA) for the Barrio Logan segment of the Bayshore Bikeway. This approval clears the way to move forward with final design and right-of-way activities for the project. That work is getting underway now.

During the Transportation Committee discussion on the project, members of the committee raised concerns about how the project would accommodate people walking along the facility. This question reflects the concern raised at previous Bayshore Bikeway Working Group meetings about how to improve interactions between people riding bikes and people walking. The Transportation Committee asked staff to come back with design alternatives that address this concern. Staff have been working with the design team to identify viable alternatives, and this report presents the results of that work. This report also reflects continuing work to identify ways to encourage safe and courteous behavior on the bikeway.

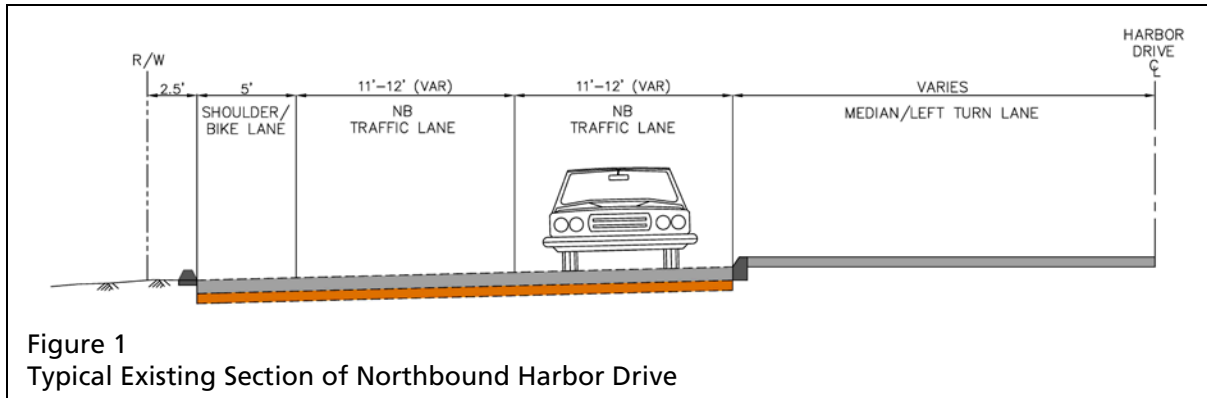
Discussion

Design Parameters

The Barrio Logan segment of the Bayshore Bikeway is being designed to meet state design standards for a Class I bikeway as codified in the Highway Design Manual. That standard calls for a minimum paved travel way width of eight feet, with ten feet preferred, and it requires a minimum two-foot wide shoulder on each side of the travel way. The manual illustrates the basic layout of a typical Class 1 bike path, shown in Attachment 1. In addition, the manual states, "Where heavy bicycle volumes are anticipated and/or significant pedestrian traffic is expected, the paved width of the two-way bike path should be greater than 10 feet, preferably 12 feet or more." In addition, the design guidance for a shared pedestrian/bikeway facility in the City of San Diego Street Design Manual recommends a 12-foot travel way. These wider widths are recommendations that allow for engineering judgment. Designing any transportation facility is always an exercise in balancing the desire for additional capacity with the constraints of budget and available right-of-way.

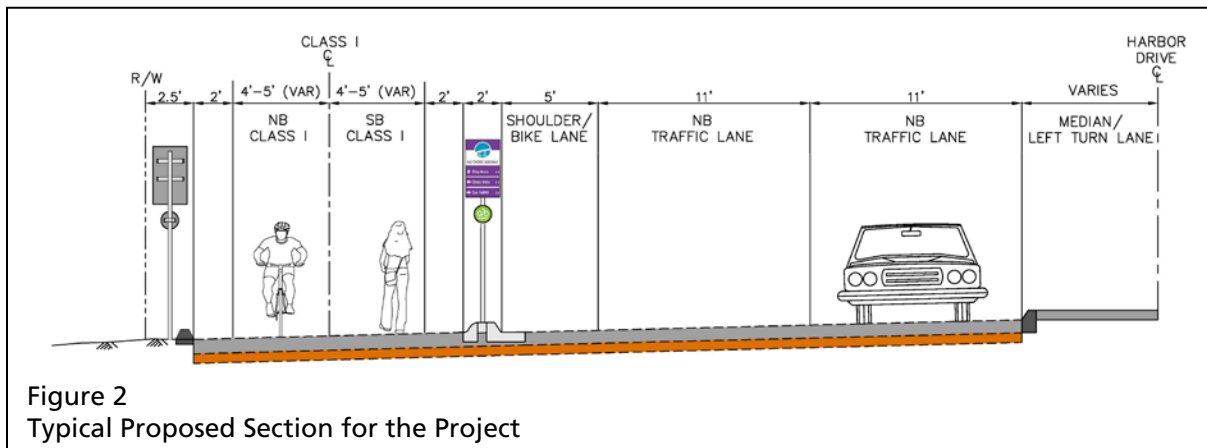
In the case of the Barrio Logan segment, the existing right-of-way includes unutilized median space and extra travel lane widths in some places that can be reduced to make room for the bikeway. Figure 1 shows a typical cross section of the northbound side of Harbor Drive where the bike path is proposed to be constructed. While this section is "typical," the available median width along the project length varies considerably from as much as 30 feet to as little as 4 feet. Despite the available

space, shifting the northbound portion of the roadway to the west to make room for the bike path represents a significant portion of the project cost, so the design team has endeavored to minimize that expense where feasible and to leave the southbound side of the road unchanged as much as possible.



Current Design

Figure 2 is the current project design developed during preliminary engineering that was used as the basis for the CEQA CE. Table 1 discusses the advantages and disadvantages of this design. In general, the current project design of a Class 1 shared-used path is consistent with state design standards and with other segments of the Bayshore Bikeway that are either open or under construction south of the project area. The project design does not include a designated space for people walking, but it does maintain the shoulder space in the roadway that can be used as a bike lane for more experienced riders who may want to travel faster than would be appropriate if there were many pedestrians on the Class 1 facility. Maintaining the shoulder also improves the operation of motor vehicles on the roadway. The design includes signage to remind people who are walking and riding bikes of sharing etiquette, which should help to reduce conflicts.



Design Alternative

In developing a design alternative that could better accommodate people walking, the design team was held to several constraints. First, the CEQA CE was based in part on the project not changing

the number of travel lanes to maintain the road's existing capacity to convey motor vehicles. Related to this issue, a decision also was made to maintain a shoulder of five feet to facilitate emergency vehicle access, provide space for disabled vehicles, provide a wider effective turning radius at intersections for the large trucks that are common on Harbor Drive, and other benefits. The shoulder also provides space for a bike lane to accommodate the more experienced bike riders who would prefer to avoid the slower traffic in the bike path where their higher speed could be incompatible with people walking. In addition, though not a CEQA constraint, an important project objective is to minimize the impact to both on-street public parking and private off-street parking. For that reason, the alternative design results in no additional parking loss.

The design alternative shown in Figure 3 converts the bike path to three travel lanes: one lane each for northbound and southbound bike traffic, and one lane for pedestrian traffic. Where feasible, this alternative provides an additional foot of width for a 15-foot path. However, in order to avoid additional parking loss in one 400-foot section, only 12 feet is available, resulting in three 4-foot lanes. Space for the extra lane is made available in part by eliminating the 2-foot shoulders that are part of the standard bike path design. This would complicate the placement of signs and street trees because it eliminates the required horizontal clearance from obstruction that is required by the state design guidelines. It also is inconsistent with a requirement in the guidelines for a physical separation between a Class 1 bikeway and a parallel pedestrian walkway. This alternative also includes signs to regulate the behavior and would add pavement markings that indicate which space is for bike riders and which space is for people walking. However, it would not eliminate the possibility of bike/pedestrian conflicts, because without physical separation, both groups are likely to use the entire pavement.

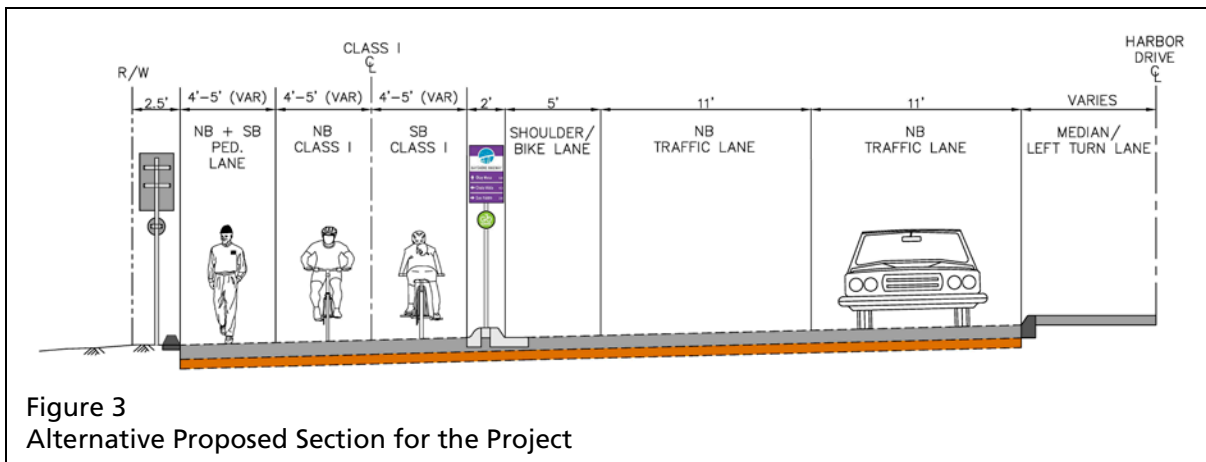


Figure 3
Alternative Proposed Section for the Project

Encouraging Safer Bikeway Interactions

Regardless of the level of pedestrian traffic on the bikeway, anecdotal feedback from bikeway users suggests an effort to encourage safe and courteous behavior on the bikeway is warranted. Toward that end, SANDAG staff are exploring ways to incorporate regulatory or advisory signage into bikeway projects. Based on a review of examples from trails and bikeways around the country, the key messages to convey are: keep to the right, yield to pedestrians, and warn when passing. The standard set of traffic control devices for bikeways includes a "Yield To Ped" sign that is already in use on the bikeway just south of the project area (Figure 4).



In addition, work is beginning on a sign with the key safety and courtesy messages that can be used on regional Class I bikeways. The design team will work with stakeholders to finalize the design and placement of the signs as part of the project.

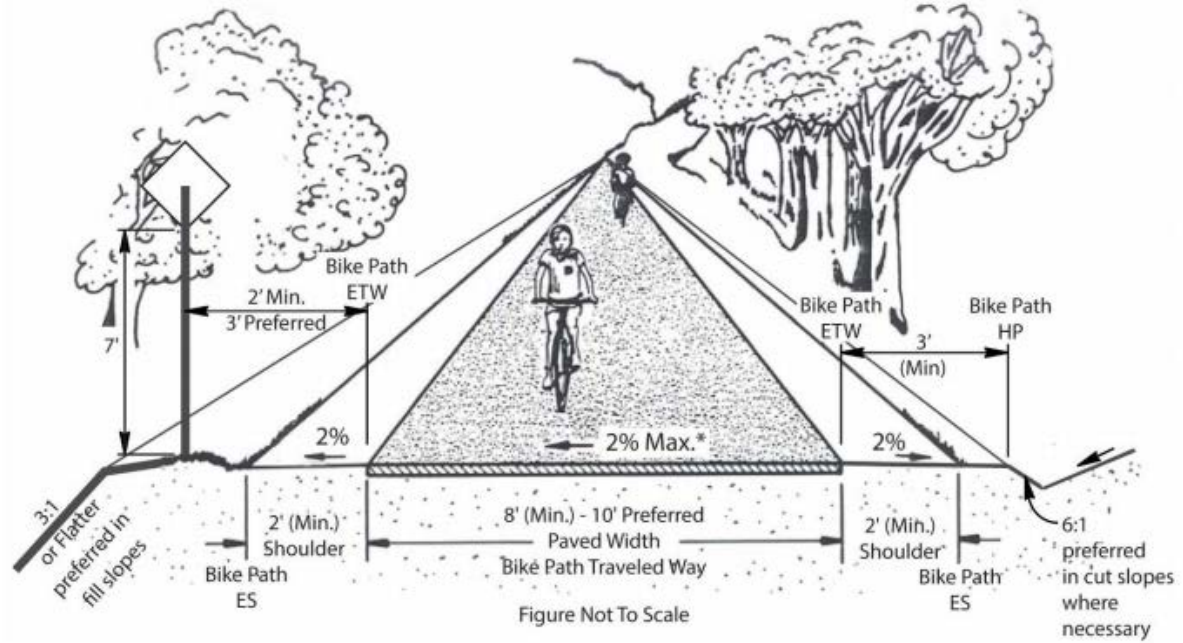
Recommendation and Next Steps

Based on the engineering analysis completed to date and an assessment of the demand and likely use of the bikeway, the Bayshore Bikeway Working Group is asked to recommend to the Transportation Committee the current two-lane design as the appropriate design for the bikeway through Barrio Logan. SANDAG will continue pursue strategies to increase safety and the comfort of all Bayshore Bikeway users through the final design phase.

Attachment: 1. California Highway Design Manual, Chapter 1000 Figure 1003.1A

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

Figure 1003.1A
Two-Way Class I Bikeway (Bike Path)



Highway Design Manual, chapter 1000, page 1000-6: dot.ca.gov/hq/opd/hdm/hdmtoc.htm