MEETING NOTICE
AND AGENDA

BAYSHORE BIKEWAY WORKING GROUP
The Bayshore Bikeway Working Group may take action on any item appearing on this agenda.

Friday, July 9, 2003
2 p.m. to 4 p.m.

SANDAG, Conference Room 8A
401 B Street, Suite 800
San Diego, CA 92101-4231

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ITEM # ACTION

1. Introductions

2. Sweetwater River Bridge Opening
   Staff will report on the ribbon cutting ceremonies for the opening of the Sweetwater River Bridge. In addition, Supervisor Cox will report on his recommendation to have the bridge named for Working Group Member Gordy Shields.

3. Western Salt Project Update
   Staff will provide a status report on this future project through the salt ponds at the south end of San Diego Bay. The key issue to be addressed is the historic resources designation recommended by the City of San Diego Historic Resources Board that will be before the San Diego city council on July 27, 2003. Supervisor Cox will request letters of support from Working Group members to overturn the Board designation.

4. Bayshore Bikeway Plan Update
   The SANDAG Board of Directors has approved $75,000 in funding for an update to the original Bayshore Bikeway plan. A draft scope of for a consultant-supported plan update will be presented to receive input from the Working Group.

5. Chula Vista Bike Path Extension Status Report
   SANDAG has allocated $63,939 to the City of Chula Vista to extend the recently completed bridge and bike path that ends at E Street. The Chula Vista project will extend the path south to F Street. City of Chula Vista staff will provide a report on the status of the project.

6. Public Comments and Communications

7. Adjourn

+ next to an agenda item indicates an attachment
WESTERN SALT PROJECT UPDATE

Introduction

The Western Salt project is a City of San Diego project to construct an extension of the bike path from 13th Street in Imperial Beach to Main Street in Chula Vista (see attached map). Work by the City currently focuses on preparation of the environmental document. This 1.5 mile project is planned to be constructed on existing dikes created for the salt extraction operations of the Western Salt Company and for the Coronado Belt Line railroad tracks.

At this point, the remaining critical issue for the environmental document is the status of the old railroad right of way as an historic resource. In December 2003, the City of San Diego Historic Resources Board designated the San Diego portion of this right of way as historic. The owner of the right of way, the Metropolitan Transit System (MTS), has appealed this decision to the San Diego City Council. The issue is currently scheduled to be heard by the council on the afternoon of July 27, 2004. The historic status of the line is important to the bikeway development because it will affect the amount of work and cost needed to complete the environmental impact report. If the right of way is designated historic, the additional mitigation required would likely costs to the projects that are currently not budgeted.

Recommendation:

Supervisor Cox has requested support from jurisdictions along the Bayshore Bikeway for the MTS appeal.

Discussion

The Coronado Belt Line is a 7½-mile portion of the San Diego and Arizona Eastern Railway running on the west side of Interstate 5 from National City southward through Chula Vista and then through a portion of the City of San Diego to Imperial Beach. From there, the railroad right of way extends through Imperial Beach and up the Silver Strand to Glorietta Bay east of, and parallel to State Route 75. The Silver Strand portion of the railroad was abandoned before it was acquired by the Metropolitan Transit Development Board (MTDB, now MTS). It was subsequently leased to Caltrans and the City of Coronado for the development of the Bayshore Bikeway. In 1997, the City of Imperial Beach extended the bike path eastward along the railroad right of way to 13th Street under a revocable lease from MTDB. An additional extension was approved by MTDB in 1999, allowing an extension of the bike path through the southern portion of the City of San Diego from 13th Street through the Western Salt Works to Main Street.
As the City of San Diego worked to develop the Western Salt project, the issue of the rail line’s status as an historic resource has been raised at both the state and local levels. In 2002, the California Historic Resource Commission found the entire Coronado Line eligible for registration as an historical site. In taking this action, the Commission disagreed with the staff recommendation that the railway was not historic, and this resulted in a subsequent hearing required to make certain findings. At that subsequent hearing, the Commission reversed its earlier decision by declining to make the required findings. The cities of Chula Vista and San Diego, along with the Port District opposed the designation at the hearing. The City of National City did not send a representative to the hearing.

In December 2003, the matter of the line’s historic resource value was brought before the City of San Diego Historic Resources Board (HRB) at the request of the Save Our Heritage Organization. The staff recommendation to the HRB was that the 1.5 mile portion of the line within the City of San Diego did not merit historic designation. However, after hearing substantial testimony on both sides of the issue, the HRB designated the San Diego portion of the line as historic. MTS filed an appeal with City of San Diego requesting that the designation be removed. The matter is now scheduled to come before the San Diego City Council on July 29, 2004.

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San Diego BAYSHORE BIKEWAY

- **BIKE PATH**
- **ON-STREET LANE/ROUTE**
- **PROPOSED IMPROVEMENTS**

June 2004
BAYSHORE BIKEWAY PLAN UPDATE

Introduction

The original plan for the Bayshore Bikeway was drafted by Caltrans in 1976. Over the years, substantial portions of the bikeway have been completed, primarily on the western and southern sides of the San Diego Bay. With the recent completion of the Gordy Shields Bridge at the Sweetwater River, a major improvement on the east side of the bikeway has been accomplished. This is just one of the many changes that have occurred on the east side of the bay since the original bikeway plan was developed, bringing new opportunities and constraints for future bikeway improvements.

At a previous Bayshore Bikeway Working Group meeting, Councilmember Monroe asked SANDAG to undertake an update to the original bikeway. In response, staff submitted the project as a potential element in SANDAG’s Overall Work Program, but due to budget constraints, funding for the consultant assistance necessary to complete the plan update was not approved. The project was retained in the work program however, subject to the availability of grant funding.

The plan update was submitted as a candidate for funding under the TransNet Bicycle Program for 2005. The Bicycle-Pedestrian Working Group recommended allocation of $75,000 for the plan, and this recommendation was subsequently approved by the SANDAG Transportation Committee and Board of Directors.

Staff has begun preparing a scope of work for the plan update, and requests comments for the Working Group on the draft scope presented below. With the start of the new fiscal year, SANDAG staff will be able to begin the process of updating the plan for the Bayshore Bikeway.

Recommendation:

The Working Group should discuss and approve the scope of work for the plan update.

Discussion

The plan should include a range of topics, from potential capital improvements to operational and maintenance issues. Listed below is potential tasks that could be included in the plan and a preliminary schedule for the project. This list of tasks may be beyond the scope of what can be accomplished within the available budget, so the Working Group will be asked to prioritize the work elements.

Preliminary Scope of Work Elements

- Review prior plans and on-going improvement projects.
- Survey and document existing conditions on the bikeway.
• Identify opportunities and constraints for additional capital improvements. This task would focus primarily on the potential for improvements on the east side of the bay (primarily the Naval Station San Diego frontage, and the Metropolitan Transit System rail right of way through Chula Vista), and north bay improvements.

• Identify any short-term operational improvements needed to improve bikeway safety and operations such as signing, striping, and crossing improvements.

• Develop a bikeway maintenance guide, including recommended maintenance tasks and intervals to encourage consistent maintenance standards for all jurisdictions.

• Develop a regulatory and informational signage program.

• Develop a landscaping and beautification plan for the bikeway, including trailhead or gateway prototypes, and possibly a public art program. This task could include development of a new trail logo.

• Develop a public outreach program to inform interested and affected parties around the bay about the Bayshore Bikeway and potential improvements and benefits.

**Preliminary Project Schedule**

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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<tbody>
<tr>
<td>Issue Request for Proposals</td>
<td>August 27, 2004</td>
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<tr>
<td>Consultant selection and Notice to Proceed</td>
<td>October 22, 2004</td>
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<tr>
<td>Project Kick-off meeting</td>
<td>November 4, 2004*</td>
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<tr>
<td>Draft Plan</td>
<td>January 14, 2005</td>
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<tr>
<td>Final Plan</td>
<td>February 24, 2005*</td>
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<tr>
<td>Report to Transportation Committee</td>
<td>March 18, 2005</td>
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*Bayshore Bikeway Working Group Meetings

If this schedule can be met, it would complete the plan in time to identify one or two minor capital projects that could be submitted for funding in the FY 2006 cycle for bicycle and pedestrian projects funds. Any major capital improvements identified by the plan would require a more detailed feasibility study or project study report, which also could be submitted for funding in the FY 2006 funding cycle.

If the plan update for the Bayshore Bikeway is to be successful at fostering additional improvements to the bikeway, it will need the support of all of the jurisdictions and public agencies that have an interest in San Diego Bay, as well as non-governmental organizations that would have an interest in the outcome of the plan. Toward that end, staff recommends formation of a technical project working group consisting of staff from the following agencies:

- City of Chula Vista
- City of Coronado
- City of Imperial Beach
- City of National City
- City of San Diego
- County of San Diego
- Caltrans
- Metropolitan Transit System
- San Diego Unified Port District
- U.S. Navy/Department of Defense
- U.S. Fish and Wildlife Service
- SANDAG
The Technical Working Group would meet monthly during the development process monitor the plan development and to provide feedback to the consultants.

With the approval of the scope of work and schedule by the Working Group, staff will begin the process of developing a request for proposals with the goal of having a consultant under contract in time for a November 2004 Bayshore Bikeway Working Group meeting.

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