



BAYSHORE BIKEWAY FACT SHEET



Overview

The Bayshore Bikeway is envisioned as a separate bike path that will extend for 24 miles around San Diego Bay. Planning for the bikeway began in the 1970s. In 2006, SANDAG updated the Bayshore Bikeway Plan and identified an alignment that uses railroad, utility, and other public rights-of-way. About 16 miles of the bikeway have been built to date.

Construction of the bikeway is paid for by federal, state, and local funds, including the regional *TransNet* half-cent sales tax for transportation, administered by SANDAG.

The Bayshore Bikeway is a regional asset that also is part of the California Coastal Trail, an initiative of the State Coastal Conservancy to create a 1,200-mile network of public trails from Oregon to Mexico. The bikeway takes riders through some of the most scenic areas in San Diego County, as well as to employment centers around San Diego Bay.

Recent Accomplishments

Construction of segments 4 and 5 — between Harbor Drive at 32nd Street and the National City Marina — was completed in phases. The first phase, along Harbor Drive between 32nd and Vesta streets, was completed in April 2015. Construction between Vesta Street and Civic Center Drive was completed in February 2018. Segments 4 and 5 were funded by a \$2.5 million grant from the State Coastal Conservancy, federal Transportation Enhancement funds, and *TransNet*.

Future Construction

A total of \$3,023,000 from federal and state government, *TransNet* sales tax, and the County of San Diego is programmed to

plan, design, and construct an extension of the bike path that currently ends at Palomar Street in Chula Vista; this segment is expected to begin construction in December 2019. The remaining gap that continues to Main Street will be completed pending the outcome of a proposed private development in the area. The rest of the planned bikeway in Chula Vista will be finished in conjunction with future redevelopment of the city's bayfront. As a condition of the redevelopment, the Bayshore Bikeway will be extended from J Street to the Chula Vista Marina and north to the existing bike path at E Street.

The planned Barrio Logan segment of the bikeway extends from 32nd Street north to the Convention Center. When finished, it will complete a major portion of the loop along the east side of San Diego Bay. This project is fully funded with a combination of funds from *TransNet* and the state Active Transportation Program. Final design is underway and construction is scheduled to be completed in May 2020.

Bikeway Milestones

The first leg of the bikeway was built in 1976 when National City received \$50,000 from SANDAG to widen the Chollas Creek Bridge on Harbor Drive. The following year, the Bay Route Bikeway Steering Committee was formed by the County of San Diego and the cities of Coronado, Imperial Beach, Chula Vista, National City, and San Diego. As a result of their efforts, the state Legislature passed Senate Bill 283, which provided about \$1 million for bikeway construction. By 1983, nearly \$1.5 million had been spent to build the bikeway on unused railroad right-of-way along the Silver Strand in Coronado and on Harbor Drive in the City of San Diego.

(Continued on reverse)



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Development of the bikeway gained further momentum when the Bayshore Bikeway Working Group was formed in 1989. The group consists of an elected official from the County of San Diego and each of the five cities around the bay, as well as representatives from the San Diego Unified Port District and the biking community. The group's leadership has helped to complete the following projects, totaling more than \$13 million in improvements:

- » In 1993, the San Diego Unified Port District extended the Tidelands Park section of the path to the ferry landing in Coronado.
- » In 1997, the City of Imperial Beach created the section of the bike path along the bayfront, from 7th Street to 13th Street. This 1.2-mile project was constructed primarily within the old Coronado Branch Line of the San Diego & Arizona Eastern Railway right-of-way.
- » In 1998, Caltrans built a half-mile connection between Marina Way in National City and the Sweetwater River Bikeway. This path passes under Interstate 5 and the San Diego Trolley line at State Route 54, and provides a connection for people to ride east to Plaza Bonita.
- » In 2004, a 1-mile bridge and bike path opened at the SR 54/I-5 interchange, which enables bike riders to cross the Sweetwater River and connect to National City and Chula Vista. The bridge was named in honor of long-time Bayshore Bikeway advocate and senior cycling champion Gordy Shields. Before the project was completed by Caltrans, riders had to travel east from the bayfront to cross the river on National City Boulevard. Now, they can reduce their travel distance by more than 2 miles and ride along the bay within a right-of-way reserved for people walking and biking.

- » In 2009, a 1.1-mile extension of the bikeway through the San Diego Bay National Wildlife Refuge opened. Built by the City of San Diego, this segment provides a more direct route between Imperial Beach and Chula Vista and replaced the old route along Palm Avenue. The project extended the Imperial Beach section of the path at 13th Street to Main Street in Chula Vista, using a combination of former railroad right-of-way and berms along the Otay River. Two new bridges were built to span the Otay River channel and preserve existing historic railroad bridges.
- » In March 2012, SANDAG completed a 1.8-mile segment of the bikeway between Palomar Street and H Street in Chula Vista.

Regional Collaboration

Construction of the Bayshore Bikeway requires collaboration between local, regional, state, and federal agencies, as well as public and private property owners. The bikeway crosses through land or easements owned by the U.S. Navy, Port District, Metropolitan Transit System, and others.

For More Information

Visit KeepSanDiegoMoving.com/BayshoreBikeway or contact Senior Public Outreach Officer, Brandy Sweitzer at brandy.sweitzer@sandag.org or (619) 595-5610.