

Infrastructure Projects:

- ▲ Airports
- ▲ Bikeways
- ▲ Bridges
- ▲ Drainage Control Facilities
- ▲ Flood Control Facilities
- ▲ Libraries
- ▲ Parks
- ▲ Recreation Centers
- ▲ Police Stations
- ▲ Fire Stations
- ▲ Lifeguard Stations
- ▲ Street Improvements
- ▲ Street Lights
- ▲ Traffic Signals
- ▲ Utilities Undergrounding
- ▲ Water Facilities
- ▲ Sewer Facilities
- ▲ Water Pipelines
- ▲ Sewer Pipelines

# Coastal Rail Trail Project Working Group

Meeting #4  
October 23, 2013



# Agenda

- Review Project Goals/Benefits
- Review Potential Alignments
  - Facility Types
- Review Evaluation Matrix
- Discuss Alternatives to Move Forward
- Public Comment
- Next Steps

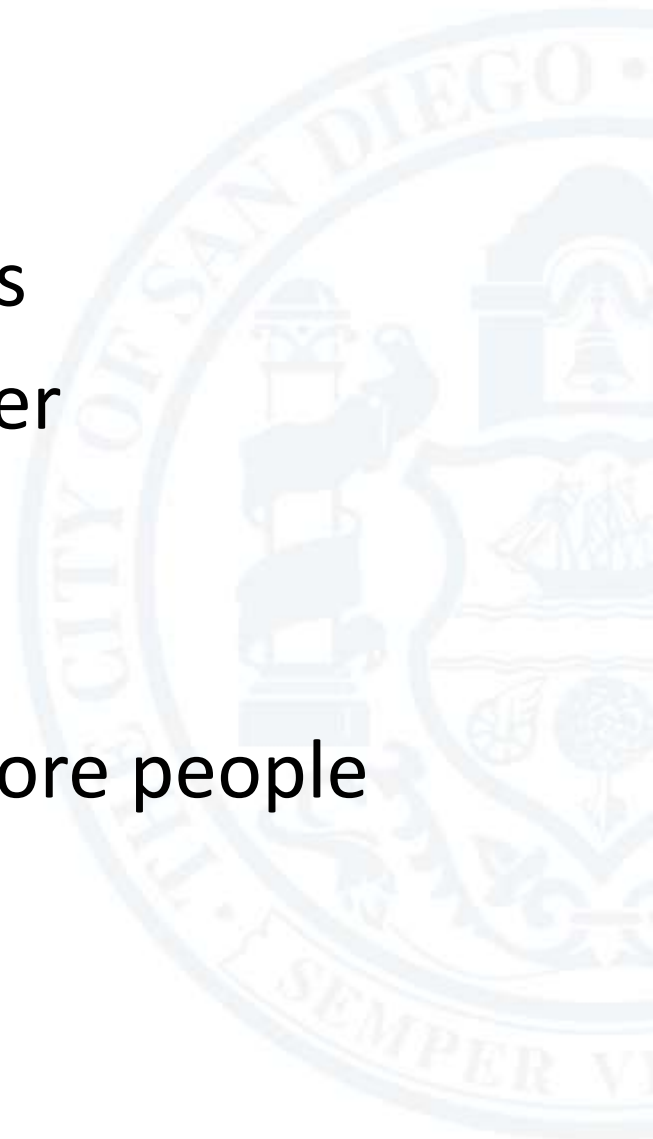


# Project Goals/Benefits



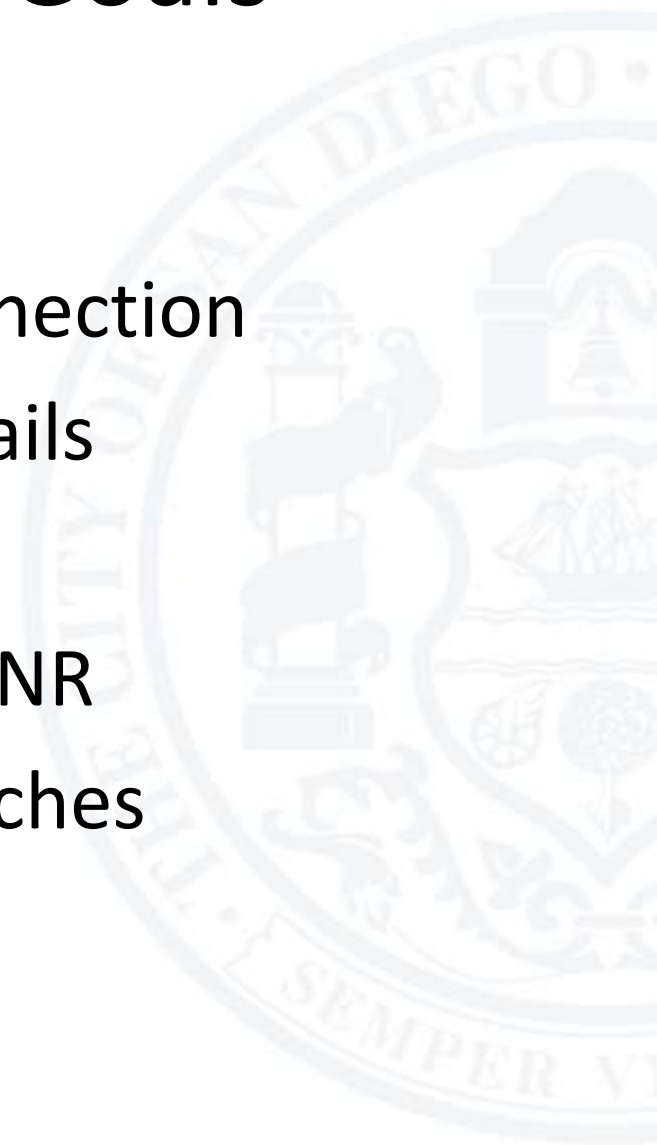
# Guiding Principles for Bike Plan

- Safety and convenience
- Connect neighborhoods/regions
- Enhance neighborhood character
- Economic development
- Quality of life and public health
- Transportation choices – and more people choosing to ride



# Coastal Rail Trail – Goals

- Locate within railroad ROW
- Provide direct north-south connection
- Connect to existing/planned trails
- Maximize safety
- Preserve primary use of the SDNR
- Preserve existing access to beaches



# Coastal Rail Trail – Goals

- Protect wetlands and environmentally sensitive habitats
- Meet state and federal standards and intent of ADA
- Provide separate treadways for pedestrians and wheeled users
- Design road crossings to maximize safety and convenience

# Everyday People, Everyday Trips

No Way

Interested,  
but Concerned  
*(potential bikeway users)*

Anywhere, Anytime



# Potential Alignments





# Average Daily Traffic of Major Roadways

<b>Street</b>	<b>ADT</b>
Gilman Drive	15900
N Torrey Pines Road	23200
Genesee Avenue	34900
Gilman Drive	15900
La Jolla Colony Drive	8500
Palmilla Drive	20000
Lebon Drive	10700
La Jolla Village Drive	40200
Eastgate Mall	5200
Regents Road	10000-13600

Source: City of SD ADT Counts, 2010

Baseline  
Alternative:  
URS



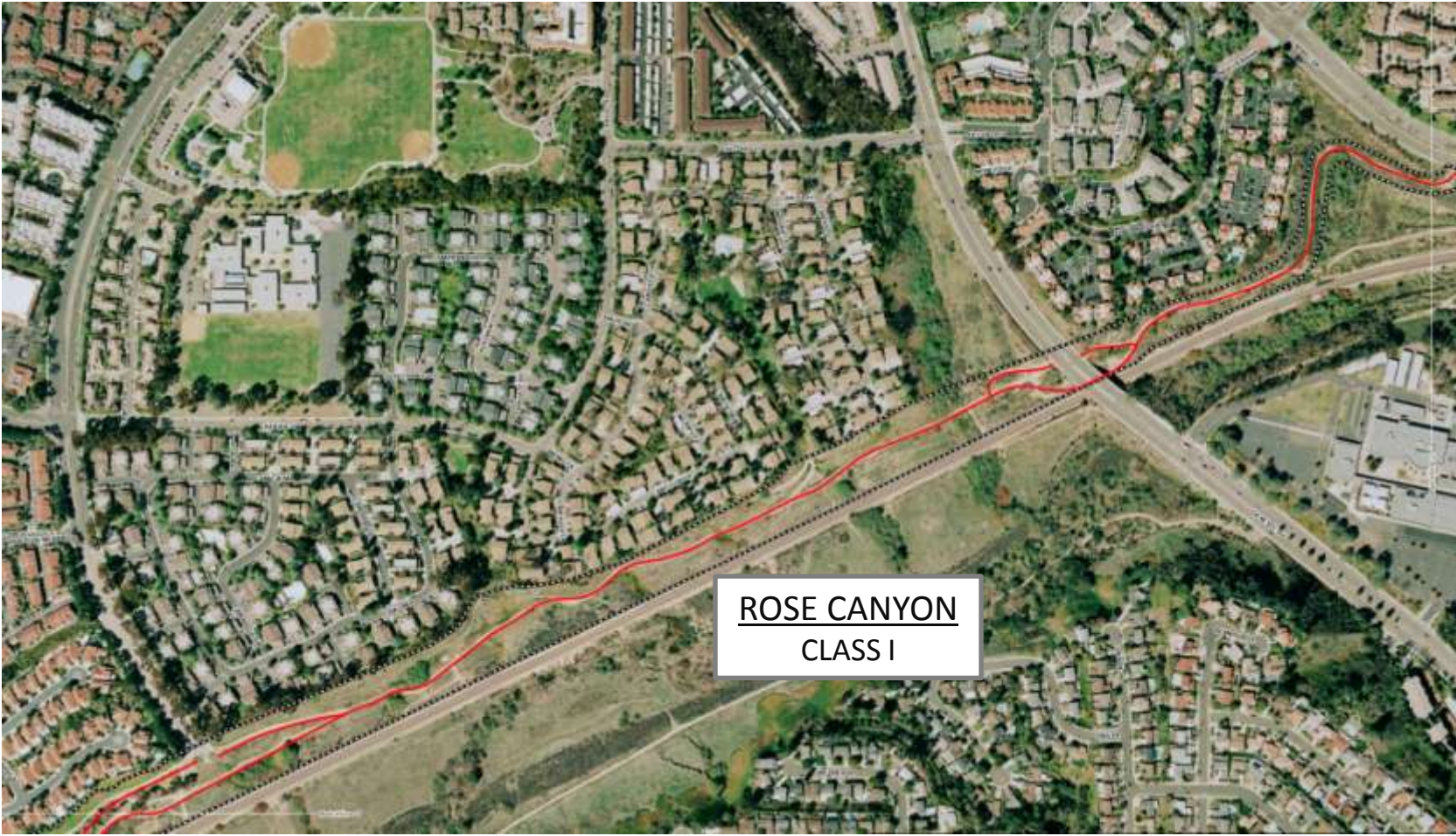


# Baseline: Rose Canyon West Segment





# Baseline: Rose Canyon East Segment



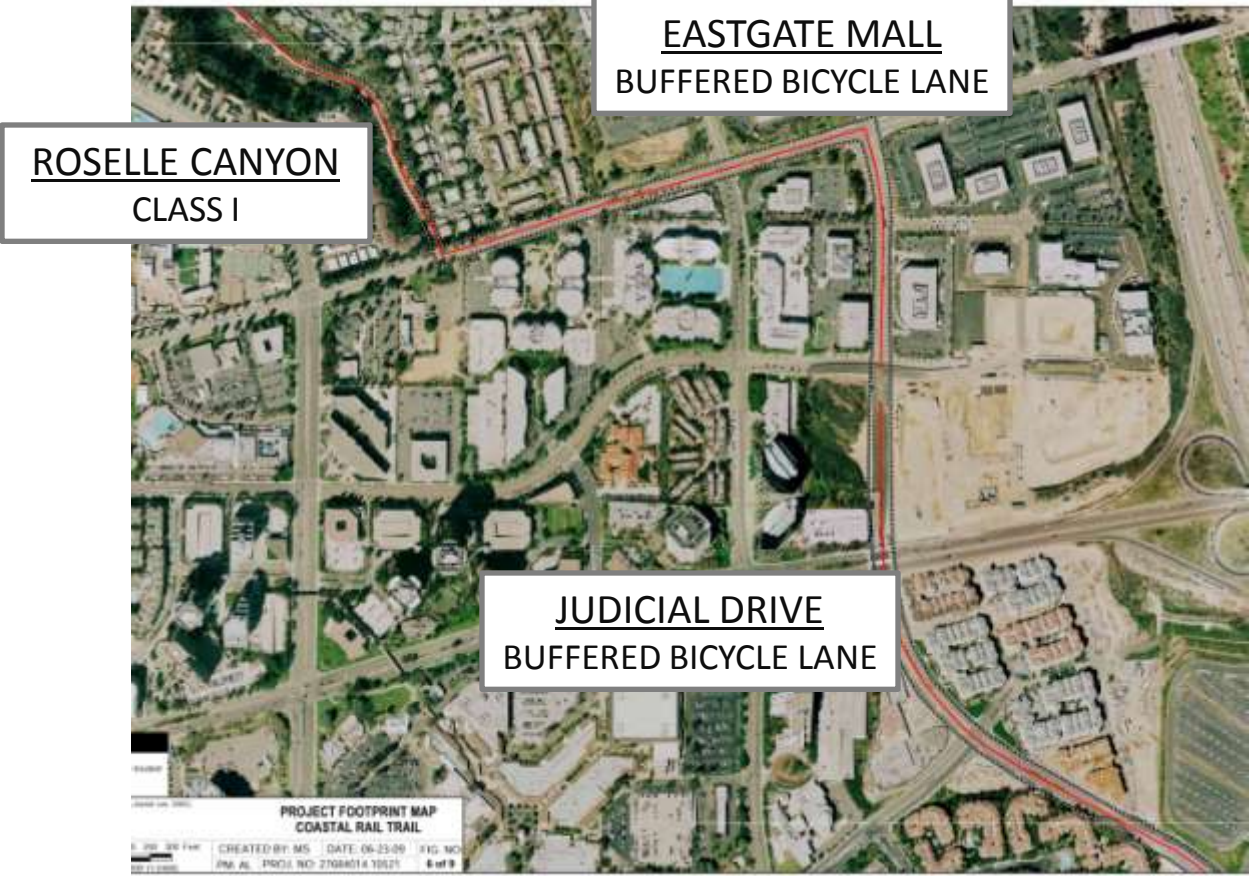
ROSE CANYON  
CLASS I



# Baseline: Nobel Dr. & Judicial Dr.



# Baseline: Judicial Dr. & Eastgate Mall





# Baseline: Roselle Canyon



# Baseline: Roselle Street





# Baseline: Sorrento Valley Rd. South



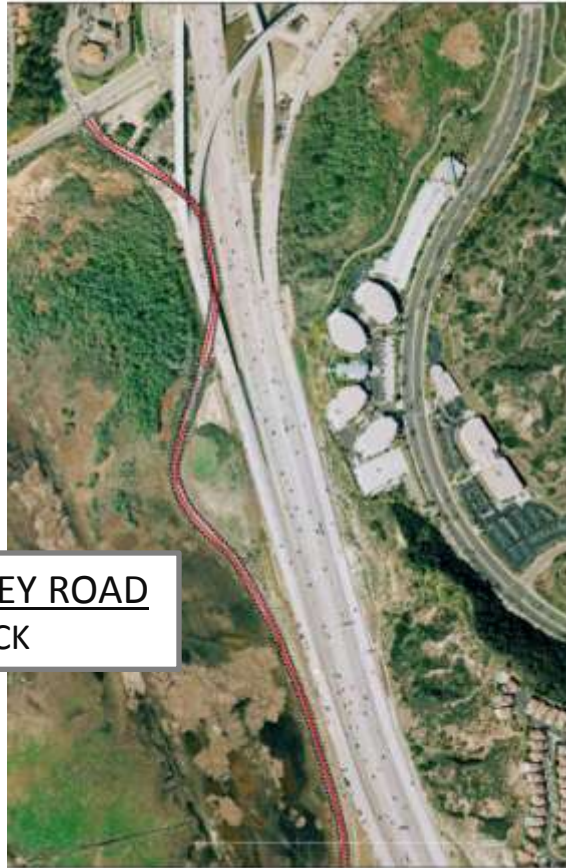
SORRENTO VALLEY ROAD  
CLASS I



# Baseline: Sorrento Valley Rd. Mid



# Baseline: Sorrento Valley Rd. North



SORRENTO VALLEY ROAD  
CYCLE TRACK





# Alternative 1





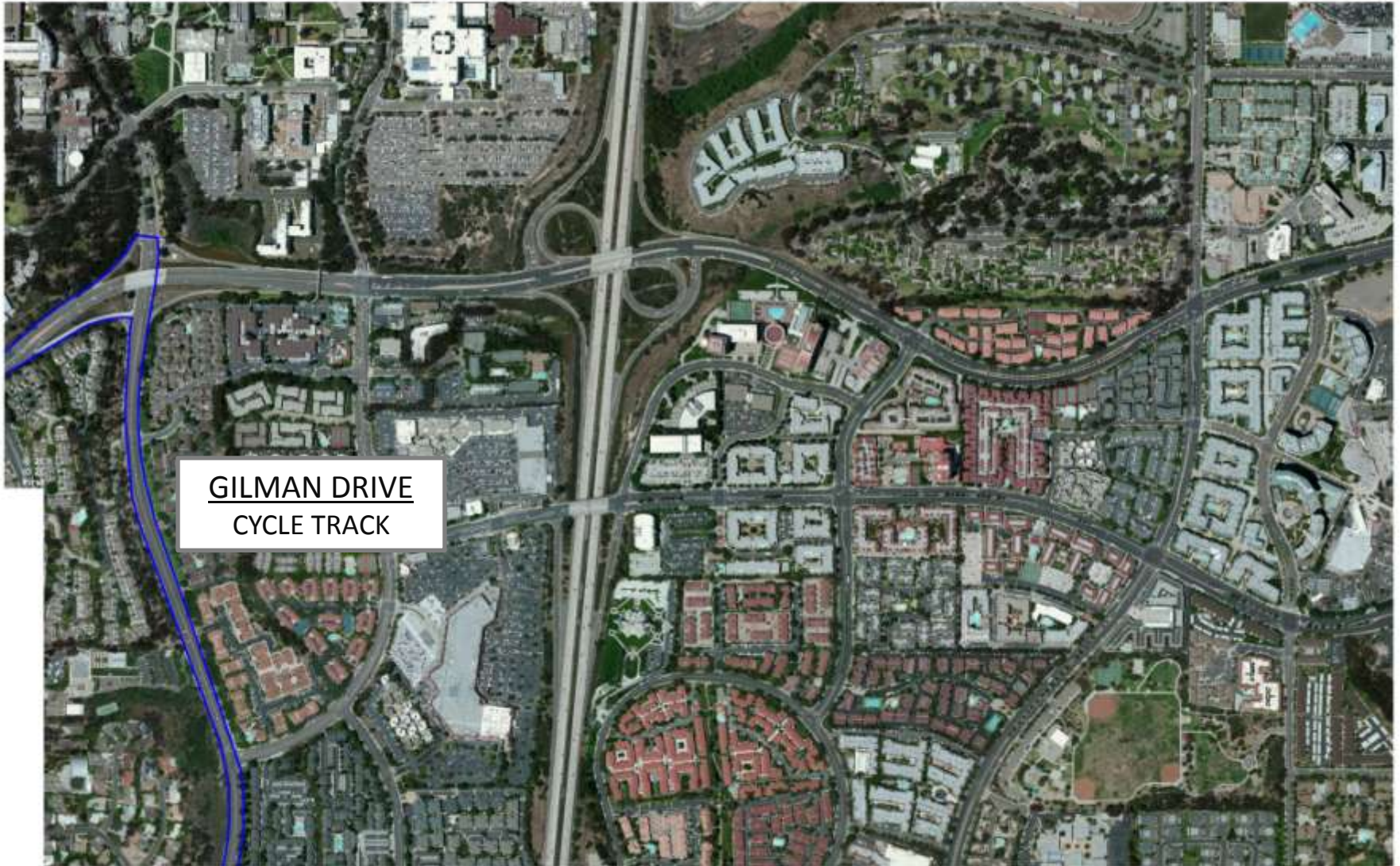
# Alternative 1: Gilman Drive



GILMAN DRIVE  
CYCLE TRACK



# Alternative 1: Gilman Dr. & La Jolla Village Dr.



GILMAN DRIVE  
CYCLE TRACK



# Alternative 1: North Torrey Pines Rd.



NORTH TORREY PINES ROAD  
CYCLE TRACK



# Alternative 1: John Hopkins Dr. & Tower Rd.





# Alternative 1: Sorrento Valley Rd.



OPTIONAL ROUTE  
CLASS I

ROSELLE STREET  
CLASS II



# Alternative 2





# Alternative 2: Gilman Drive South



GILMAN DRIVE  
CYCLE TRACK



# Alternative 2: Gilman Drive North





# Alternative 2: Gilman Drive East



INTERSTATE 5  
CLASS I

GILMAN DRIVE (UCSD)  
CLASS II

GILMAN DRIVE (UCSD)  
CLASS I



# Alternative 2: Caltrans I-5 segment



INTERSTATE 5  
CLASS I



# Alternative 2: Sorrento Valley Rd.





# Alternative 4





# Alternative 4: La Jolla Colony Dr.





# Alternative 4: Palmilla Dr., Lebon Dr. & La Jolla Village Dr.



MULTI USE BRIDGE  
CYCLE TRACK

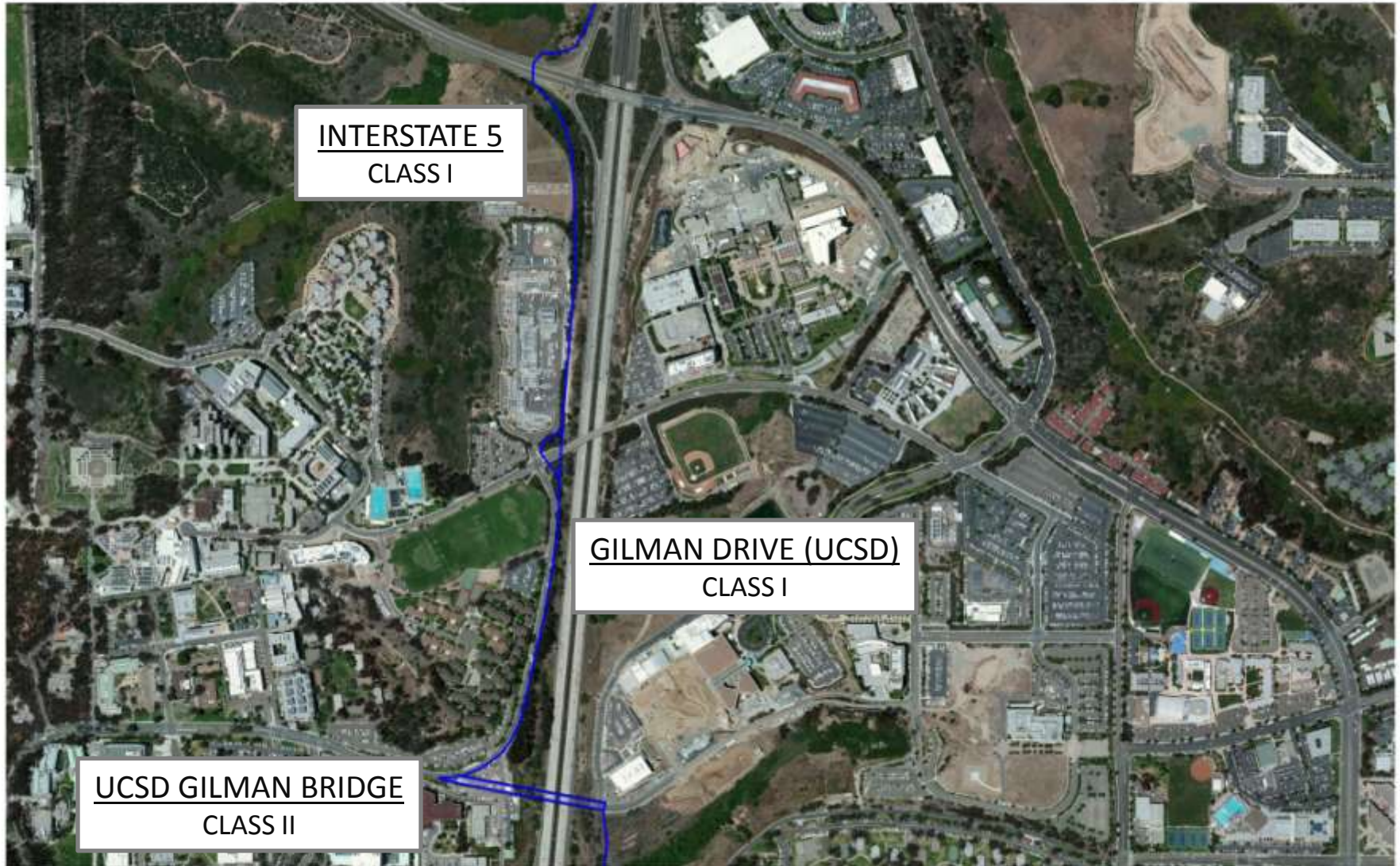
LA JOLLA VILLAGE DRIVE  
CLASS I

LEBON DRIVE  
CYCLE TRACK

PALMILLA DRIVE  
CYCLE TRACK



# Alternative 4: Gilman Dr. East & Caltrans I-5 segment





# Alternative 4: Caltrans I-5 segment (cont.)





# Alternative 4: Sorrento Valley Rd.



OPTIONAL ROUTE  
CLASS I

SORRENTO VALLEY ROAD  
CYCLE TRACK

ROSELLE STREET  
CLASS II



# Alternative 5





# Alternative 5: La Jolla Colony Dr.





# Alternative 5: Palmilla Dr., Lebon Dr. & La Jolla Village Dr.





# Alternative 5: Medical Center, Eastgate Mall and Roselle Canyon





# Alternative 5: Roselle St.



SORRENTO VALLEY ROAD  
CLASS I

ROSELLE STREET  
CLASS II

ROSELLE CANYON  
CLASS I



# Alternative 5: Sorrento Valley Rd.



SORRENTO VALLEY ROAD  
CYCLE TRACK

OPTIONAL ROUTE  
CLASS I

ROSELLE STREET  
CLASS II



# Alternative 6



"Working together to engineer a better tomorrow."



# Alternative 6: Rose Canyon South & Regents Rd.



REGENTS ROAD  
CYCLE TRACK

ROSE CANYON  
CLASS I

© 2013 Aerial  
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First America



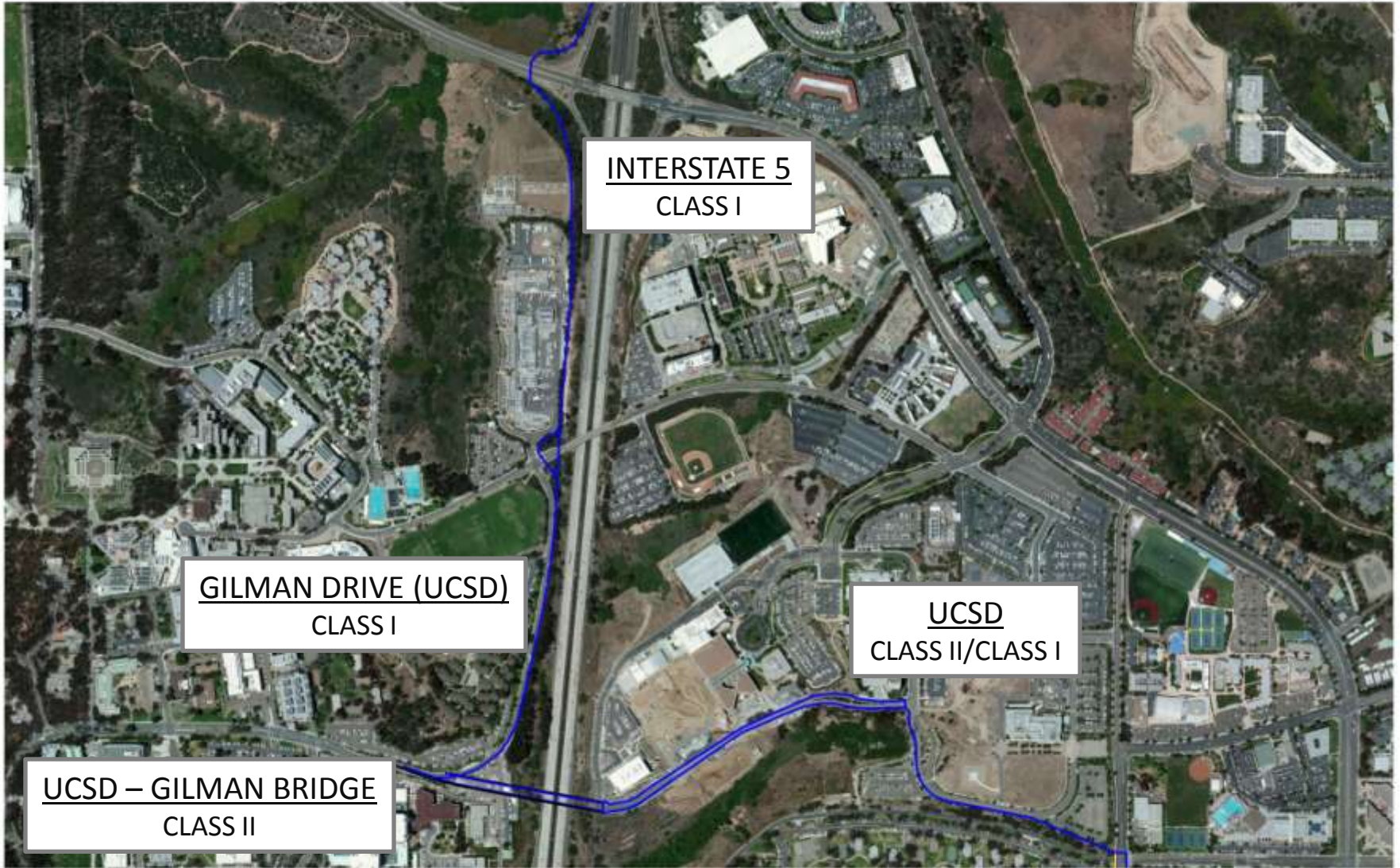
# Alternative 6: Regents Rd.



REGENTS ROAD  
CYCLE TRACK



# Alternative 6: Medical Center & Gilman Dr. East



INTERSTATE 5  
CLASS I

GILMAN DRIVE (UCSD)  
CLASS I

UCSD  
CLASS II/CLASS I

UCSD - GILMAN BRIDGE  
CLASS II



# Alternative 6: Caltrans I-5 segment



INTERSTATE 5  
CLASS I



# Alternative 6: Sorrento Valley Rd.





# Alternative 7



"Working together to engineer a better tomorrow."



# Alternative 7: Rose Canyon South & Regents Rd.





# Alternative 7: Regents Rd.



REGENTS ROAD  
CYCLE TRACK



# Alternative 7: Regents Rd., Eastgate Mall & Roselle Canyon



ROSELLE CANYON  
CLASS I

EASTGATE MALL  
BUFFERED BIKE LANES

REGENTS ROAD  
CYCLE TRACK



# Alternative 7: Roselle St.



SORRENTO VALLEY  
CLASS I

ROSELLE STREET  
CLASS II

ROSELLE CANYON  
CLASS I



# Alternative 7: Sorrento Valley Rd.



# Evaluation Matrix





# User Experience

Route ID			% of total miles		Mileage on Class 1 Multi-use path				% of total miles		Mileage on a separated path with bikes only allowed, or a cycle track along the edge of a street that has vertical or horizontal separation from traffic				% of total miles		Mileage on an enhanced buffered bike lane or bike boulevard on a low volume street				% of total miles		Mileage on a standard Class 2 bike lane on roadways				% of total miles		Mileage on a Class 3 bike route (signage or sharrow)				Estimated % of total miles <8% pathway slope		Mileage of total route less than 8% slope				% of total miles with views		Routes that include overlooks, broad views of canyons or urban areas				% of total miles shared with existing trail users		Avoids impacts to current canyon users (hikers, joggers & walkers) directly using the proposed alignment		UE Sum		UE Ave	
Weight	Total Mi	Mi	1		Mi	0.75		Mi	0.5		Mi	0.5		Mi	-1		Mi	1		Mi	0.5		Mi	-0.5		Mi	-0.5																									
1	4.96	0.00	0%	0.00	3.88	78%	0.88	0.18	4%	0.03	0.90	18%	0.09	0.00	0%	0.00	2.50	50%	0.76	1.53	31%	0.15	0.0	0%	0.00	0%	0.00	1.91	0.48																							
2	4.32	0.41	9%	0.19	3.12	72%	0.81	0.00	0%	0.00	0.80	19%	0.09	0.00	0%	0.00	1.48	34%	0.51	0.85	20%	0.10	0.0	0%	0.00	0%	0.00	1.70	0.43																							
4	4.35	0.80	19%	0.37	3.45	79%	0.89	0.00	0%	0.00	0.09	2%	0.01	0.00	0%	0.00	1.10	25%	0.38	0.47	11%	0.05	0.0	0%	0.00	0%	0.00	1.71	0.43																							
5	6.27	2.17	35%	0.69	2.46	39%	0.44	0.39	6%	0.05	1.26	20%	0.10	0.00	0%	0.00	1.49	24%	0.36	1.23	20%	0.10	1.3	21%	-0.16	1.58	0.39																									
6	5.23	1.83	35%	0.70	2.84	54%	0.61	0.00	0%	0.00	0.56	11%	0.05	0.00	0%	0.00	1.55	30%	0.44	1.00	19%	0.10	1.1	21%	-0.16	1.75	0.44																									
7	5.14	2.52	49%	0.98	1.43	28%	0.31	0.39	8%	0.06	0.80	15%	0.08	0.00	0%	0.00	1.74	34%	0.51	1.76	34%	0.17	2.4	47%	-0.35	1.76	0.44																									
BASE	6.64	4.37	66%	1.32	0.00	0%	0.00	1.48	22%	0.17	0.80	12%	0.06	0.00	0%	0.00	1.37	21%	0.31	4.62	70%	0.35	3.4	52%	-0.39	1.81	0.45																									
CROW	3.98																																																			



# Connectivity

Route ID	Distance of regional commuter route from north to south through the study area															
	As the crow flies / Alt miles	Co1	# of destinations within 1/8 mile of route centerline		Co2	# of destinations within 1/2 mile of route centerline		Co3	# of connections along the route within 1/8 mile		Co4	# of potential riders utilizing transit stops within 1/4 mile of centerline		Co5	Co Sum	Co Ave
Weight	2.00		2.00		1.00		1.50		1.00							
Value	Total Mi	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1	4.96	0.80	1.60	149	2.25	415	0.89	9	1.21	3550	0.60	6.56	1.31			
2	4.32	0.92	1.84	146	2.21	534	1.15	9	1.21	11589	1.96	8.37	1.67			
4	4.35	0.91	1.83	122	1.84	496	1.07	10	1.35	6551	1.11	7.20	1.44			
5	6.27	0.63	1.27	154	2.33	547	1.18	13	1.75	3950	0.67	7.19	1.44			
6	5.23	0.76	1.52	165	2.49	546	1.18	12	1.62	8494	1.44	8.25	1.65			
7	5.14	0.77	1.55	110	1.66	410	0.88	12	1.62	4946	0.84	6.55	1.31			
BASE	6.64	0.60	1.20	80	1.21	303	0.65	13	1.75	2257	0.38	5.19	1.04			
CROW	3.98		Ave	132		464		11		5905						





# Safety

Route ID	# of Int	SF1	# of Int	SF2	# of driveways	SF3	% of total miles separated	SF4	% of high demand miles w/o separated users	SF5	Mi	% of total miles with access w/in 0.5 miles	SF6	# of Existing Street Lights	% of Ex St Lights compared to 1 every 200ft	SF7	% of Miles of Utility Maintenance Usage	SF8	Mi	% of total miles that are easily serviced by maint. vehicles	SF9	SF Sum	SF Ave
Weight	2.00		1.50		1.00		2.00		1.00			0.50			0.50		0.50			0.50			
Value	-0.5		-0.5		1		1					1			1					1			
1	5	-5.00	4	-0.81	43	0.82	78%	1.56			4.78	96%	0.48	91	69%	0.35			4.73	95%	0.48	-2.12	-0.30
2	2	-2.00	1	-0.20	31	0.59	82%	1.63			4.05	94%	0.47	44	39%	0.19			3.86	89%	0.45	1.13	0.16
4	0	0.00	3	-0.61	31	0.59	98%	1.96			3.86	89%	0.44	49	43%	0.21			3.67	84%	0.42	3.02	0.43
5	0	0.00	5	-1.01	84	1.60	74%	1.47			5.44	87%	0.43	77	47%	0.23			5.44	87%	0.43	3.17	0.45
6	0	0.00	3	-0.61	38	0.72	89%	1.79			4.37	84%	0.42	61	44%	0.22			4.12	79%	0.39	2.94	0.42
7	0	0.00	5	-1.01	75	1.43	77%	1.54			4.48	87%	0.44	86	63%	0.32			4.42	86%	0.43	3.14	0.45
BASE	0	0.00	5	-1.01	65	1.24	66%	1.32			5.48	83%	0.41	140	80%	0.40			5.24	79%	0.39	2.75	0.39
	1.00		3.71		52.43																		



# Environmental

Route ID		Avoids direct biological impacts of sensitive habitat		Avoids indirect biological impacts resulting from noise, proximity, shading, etc		Improves or lessens water quality issues or sedimentation issues		Opportunities for environmental education		Limited amounts of new impervious surfaces that avoid runoff		Ability to visually buffer adjacent uses or restricts uses to the pathway		Avoidance of light spill over into natural areas		E Sum	E Ave	
Weight		2.00		1.00		1.00		1.00		0.50		0.50		0.50				
Value	Total Mi	-1		-0.50		0.50		0.50		-1				-1.00				
1	4.96	1.2	-0.60	43.7	-0.35	0.0	0.00	2	0.50	0.18	4%	-0.02		0.10	2%	-0.01	-0.47	-0.08
2	4.32	0.8	-0.40	46.8	-0.37	0.0	0.00	2	0.50	0.48	11%	-0.06		1.39	32%	-0.16	-0.49	-0.08
4	4.35	2.6	-1.30	52.0	-0.41	0.0	0.00	1	0.25	1.10	25%	-0.13		1.39	32%	-0.16	-1.75	-0.29
5	6.27	5.0	-2.49	72.6	-0.58	1.3	0.55	2	0.50	2.27	36%	-0.18		1.30	21%	-0.10	-2.30	-0.38
6	5.23	4.9	-2.42	65.1	-0.52	1.1	0.47	2	0.50	1.50	29%	-0.14		2.42	46%	-0.23	-2.34	-0.39
7	5.14	4.6	-2.27	63.3	-0.50	2.4	1.02	2	0.50	2.66	52%	-0.26		2.33	45%	-0.23	-1.73	-0.29
BASE	6.64	9.2	-4.54	96.2	-0.77	3.4	1.45	3	0.75	3.76	57%	-0.28		4.27	64%	-0.32	-3.71	-0.62
CROW	3.98	4.0		62.8		1.2		2.0										





# Community

Route ID	# of parking spaces lost	Retains on-street parking resources	ROW/Easement AC needed	Does not require ROW/Easement acquisition	Opportunities to support trail-based community events & group activities	Keeps open space, natural, community, visual and landform character intact	Balances regional uses with local concerns, users and residential interests	Public visibility or prominence of the pathway to non-users to encourage use and to improve overall security	Cm Sum	Cm Ave			
Weight	1.00	Cm1	1.50	Cm2	0.50	Mi	2.00	1.50	Mi	0.50			
Value	-1.00		-1.00			-0.50			0.50				
1	49	-0.78	1	-1.83		0.10	2%	-0.02	3.97	80%	0.20	-2.43	-0.61
2	19	-0.30	0.25	-0.46		0.38	9%	-0.09	2.96	69%	0.17	-0.68	-0.17
4	72	-1.15	0.75	-1.37		0.38	9%	-0.09	2.91	67%	0.17	-2.44	-0.61
5	72	-1.15	0.75	-1.37		1.30	21%	-0.21	4.75	76%	0.19	-2.54	-0.63
6	82	-1.31	0.5	-0.91		0.45	9%	-0.09	2.92	56%	0.14	-2.17	-0.54
7	82	-1.31	0.5	-0.91		1.37	27%	-0.27	4.02	78%	0.20	-2.29	-0.57
BASE	63	-1.00	2	-3.65		2.00	30%	-0.30	4.86	73%	0.18	-4.77	-1.19
	63		0.82										



# Costs & Total Score

Route ID	Alternative \$ / BASE \$	Cs1	Std \$/mi/Alt \$/mi	Cs2	% of Trail w/ Street ROW	Cs3	% of project total costs from grants	Cs4	Cs Sum	Cs Ave	Sum Total	Ave Total		
Weight	1.50		\$ 2,640,000	1.25	Mi	2.00	1.00							
Value	1.00		1.00		1.00									
1	4.96	\$ 12,957,447	82%	0.27	\$ 2,612,389	101%	1.26	4.78	96%	1.93	3.47	1.16	6.92	1.96
2	4.32	\$ 12,796,880	81%	0.29	\$ 2,962,241	89%	1.11	3.84	89%	1.78	3.18	1.06	13.23	3.07
4	4.35	\$ 15,791,814	100%	0.01	\$ 3,630,302	73%	0.91	3.25	75%	1.49	2.41	0.80	10.15	2.20
5	6.27	\$ 11,194,436	71%	0.44	\$ 1,785,396	148%	1.85	4.00	64%	1.28	3.57	1.19	10.67	2.46
6	5.23	\$ 17,604,482	111%	-0.16	\$ 3,366,058	78%	0.98	3.73	71%	1.43	2.24	0.75	10.66	2.32
7	5.14	\$ 9,883,789	62%	0.57	\$ 1,922,916	137%	1.72	2.48	48%	0.96	3.25	1.08	10.67	2.42
BASE	6.64	\$ 15,860,645	100%	0.00	\$ 2,388,651	111%	1.38	2.88	43%	0.87	2.25	0.75	3.52	0.82
CROW	3.98													



1  
2  
3  
4



# Recommendation

- Move alternatives 2, 5, and 7 forward for further review
- Eliminate alternatives 1, 4, 6 and base alternative from further consideration



# Next Steps

MEETING	TOPIC	DATE
PWG Meeting #1	Evaluation Criteria	February 27, 2013
PWG Meeting #2	Finalize Evaluation Criteria Review Draft Alternatives	April 10, 2013
Public Workshop #1	Present/Seek Input on Draft Alternatives	May 29, 2013
PWG Meeting #3	Discuss Workshop #1 Results Refine Draft Alternatives	July 31, 2013
PWG Meeting #4	Refine Draft Alternatives	October 23, 2013
Public Workshop #2	Present/Seek Input on Draft Alternatives	December 2013 (tent.)
PWG Meeting #5	Discuss and Provide Input on Preferred Alternative	Early 2014



# Public Comment

