

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 Public Workshop

May 29, 2013



Agenda

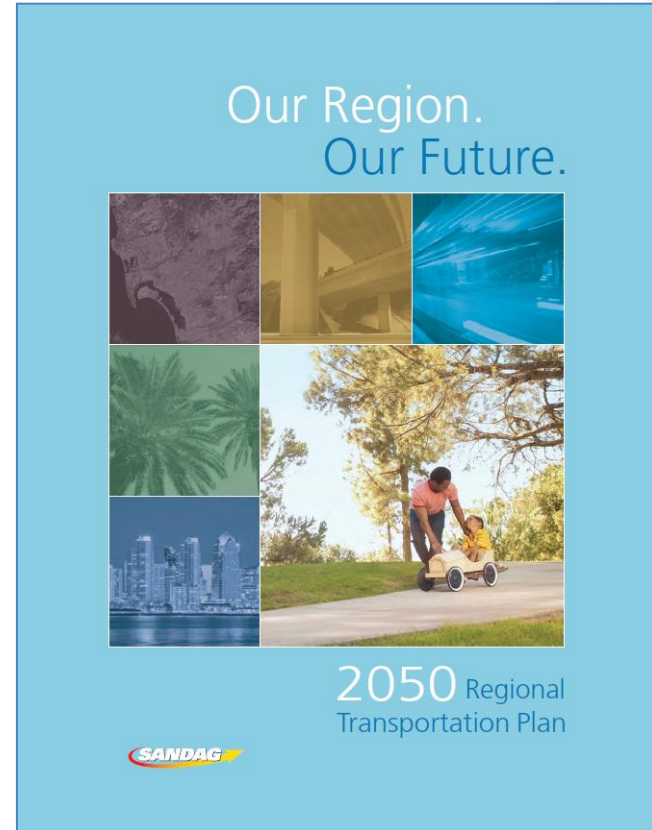
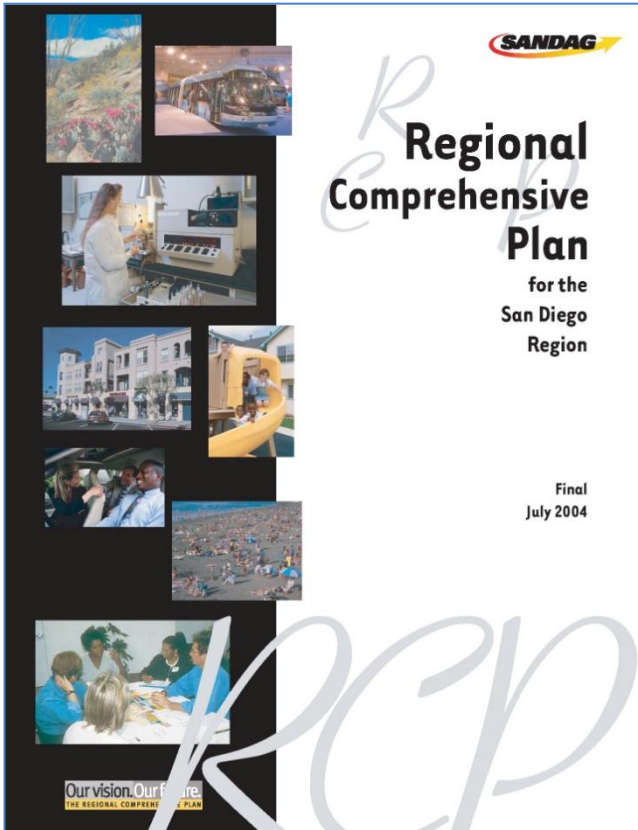
- Regional bike plans
- City of San Diego Coastal Rail Trail segment
- Bike Facility Types
- Project Area Opportunities and Constraints
- Corridors and Segments
- Evaluation Criteria
- Open House
- Next Steps



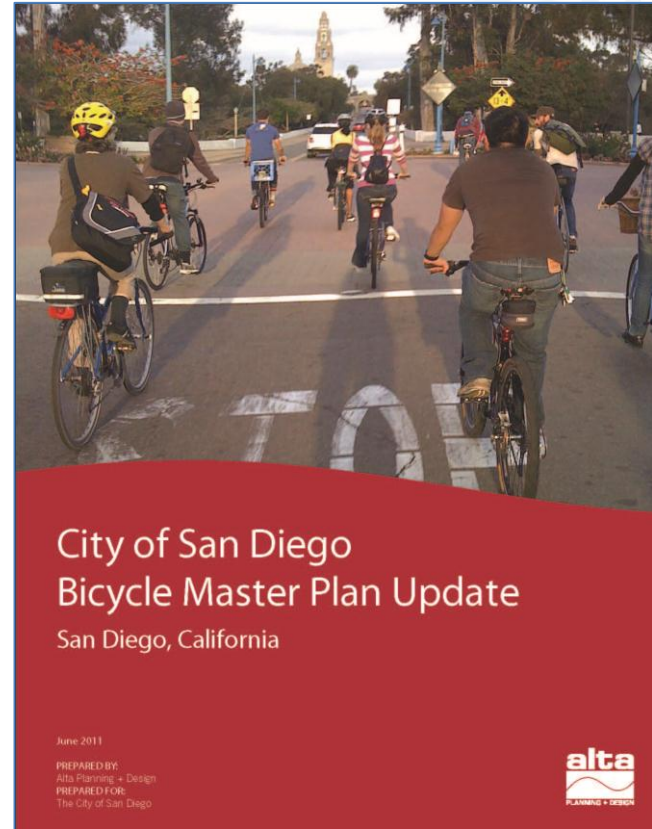
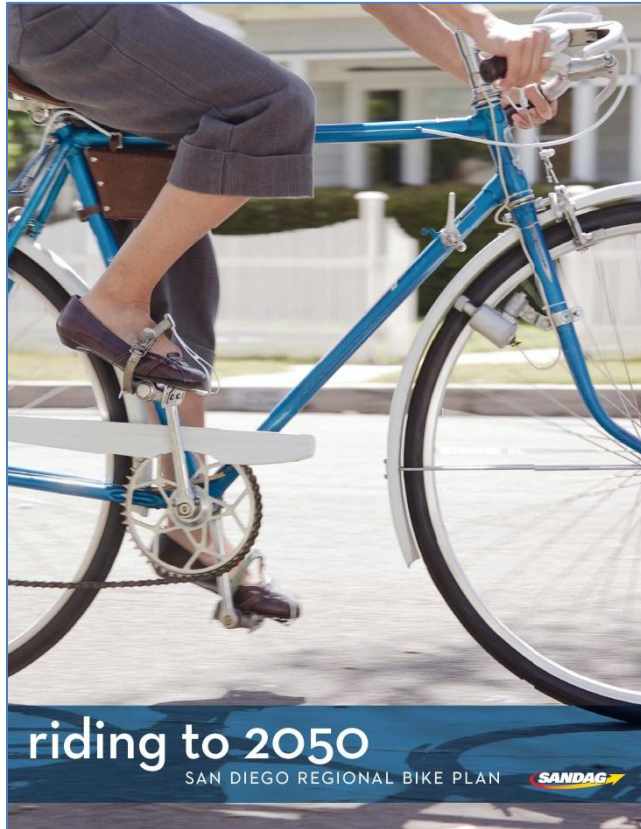
Regional Bike Plan



Regional Planning Background

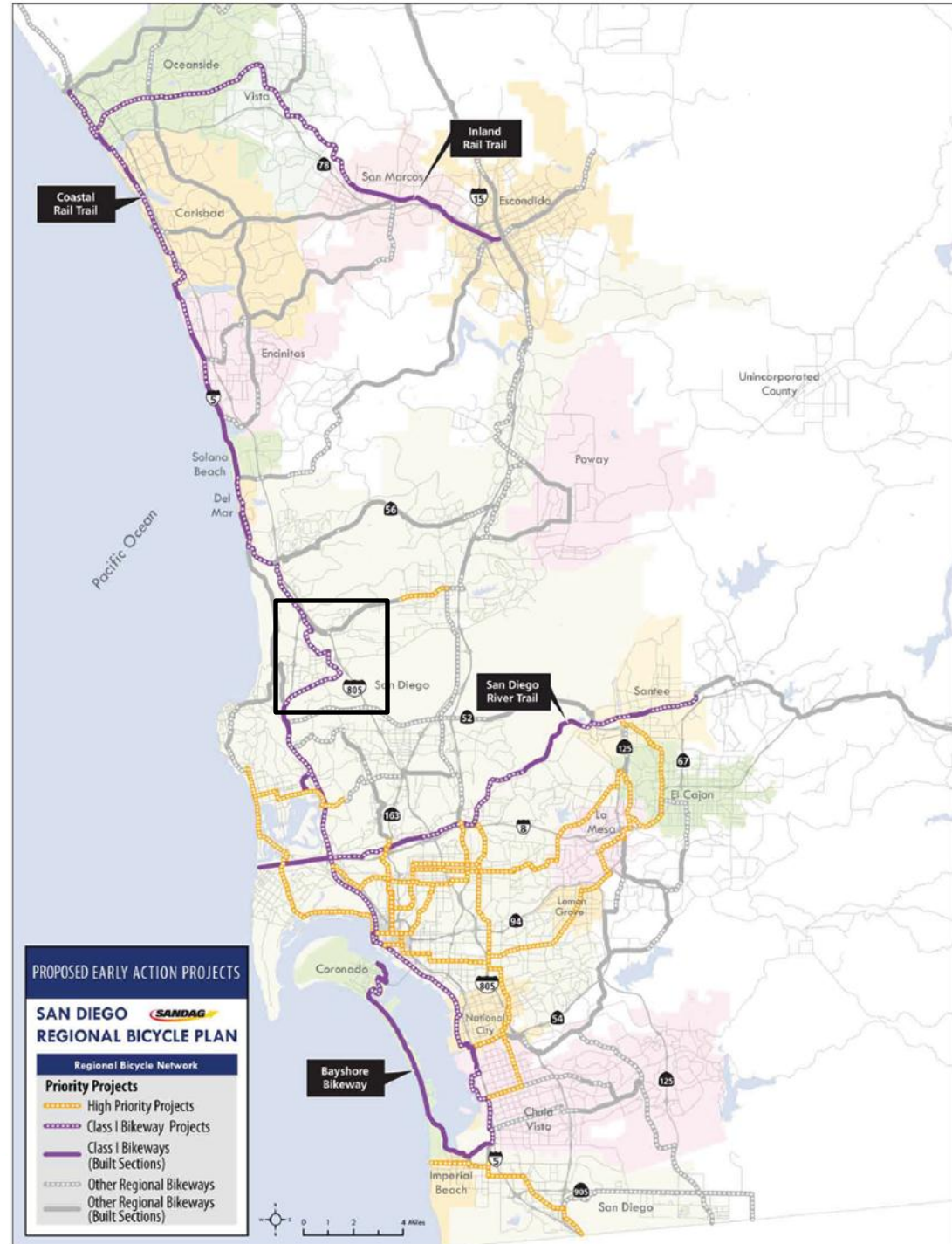


Regional and Local Coordination



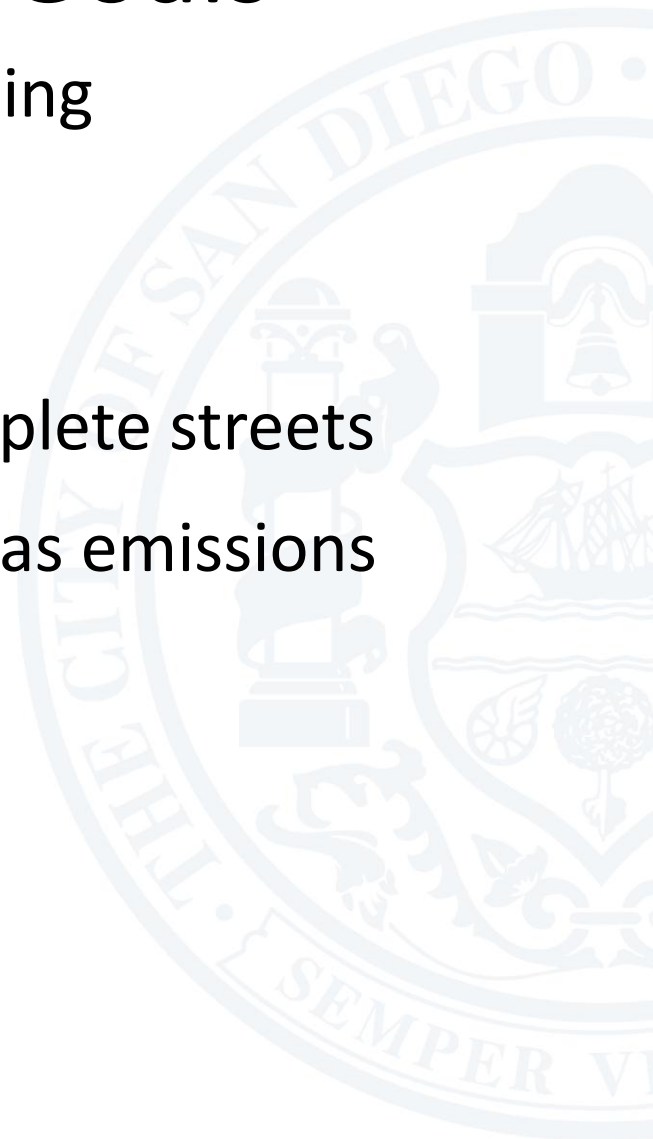
Regional Bike Plan

Early Action Program



Regional Bike Plan Goals

- Significantly increase levels of bicycling throughout the San Diego region
- Improve bicycling safety
- Encourage the development of complete streets
- Support reductions in greenhouse gas emissions
- Increase community support for bicycling



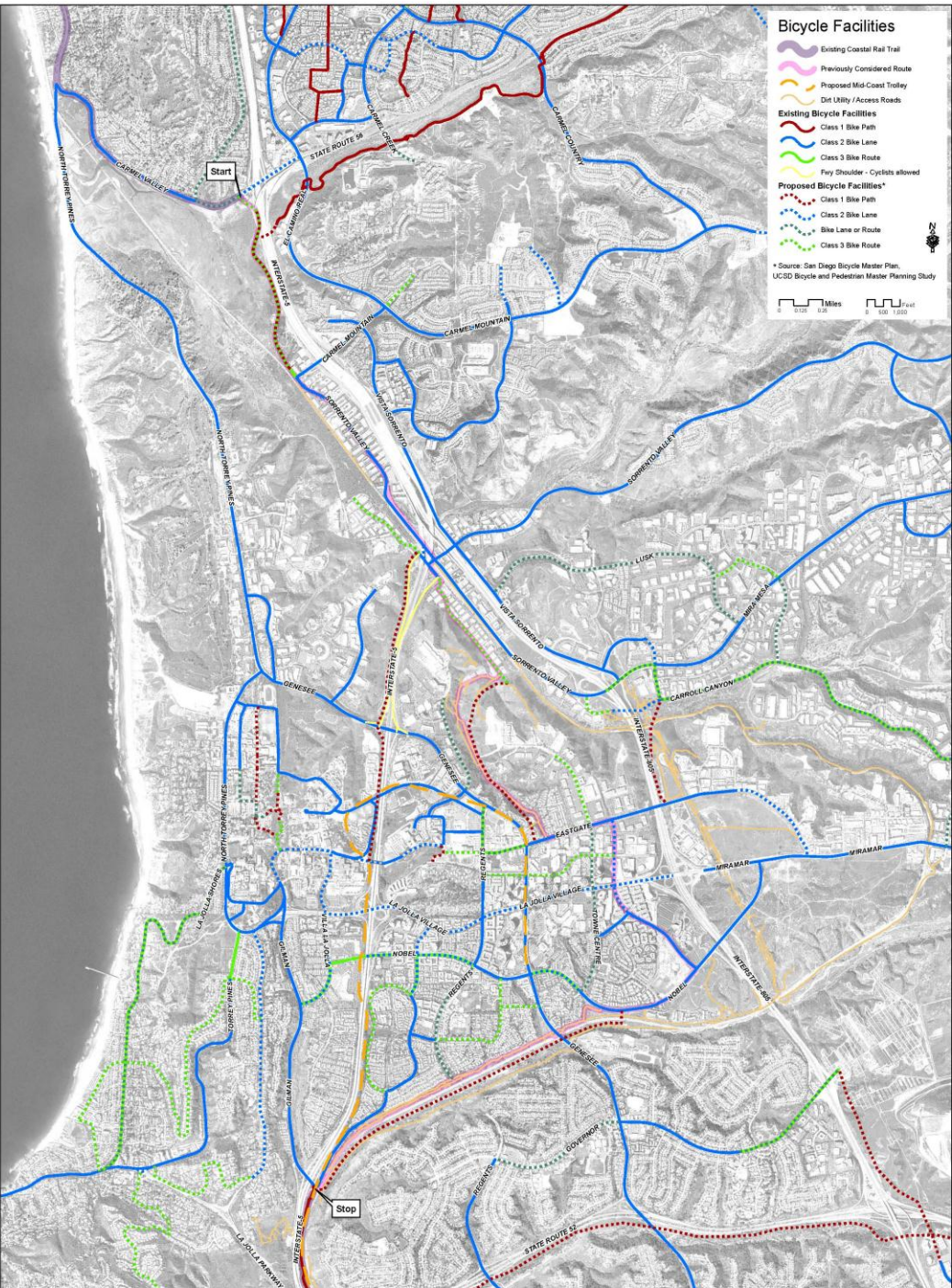
Coastal Rail Trail

San Diego Segment



Project Study Area

Existing & Proposed Bicycle Facilities



Project 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



Project Goals (cont.)



- 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

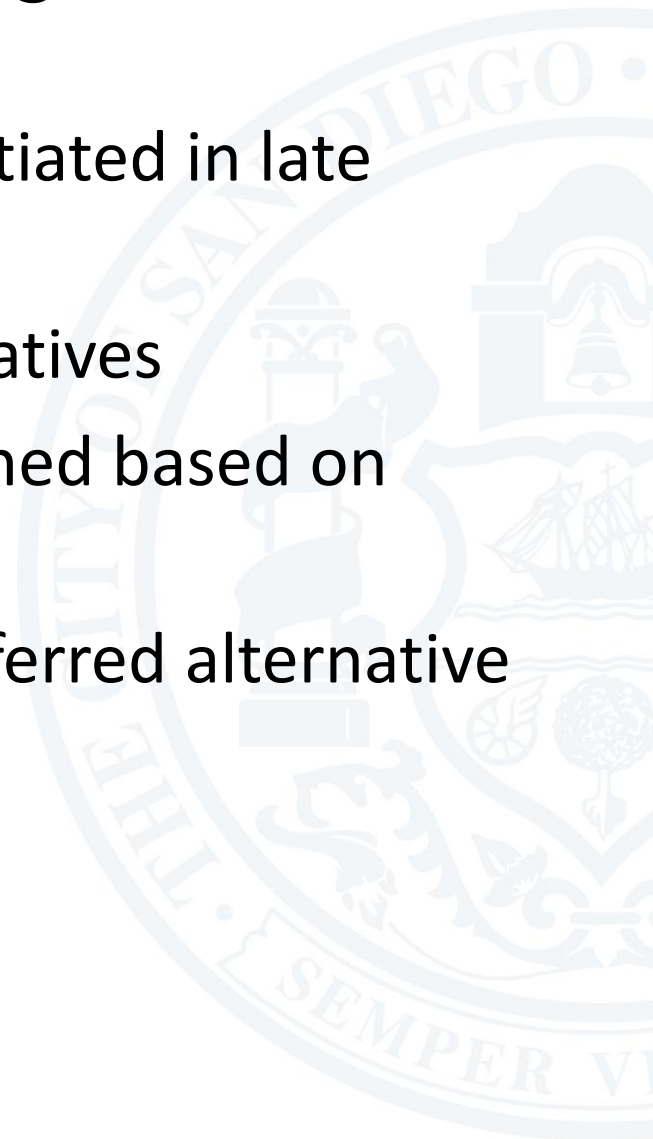
Project History

- Project Study Report completed in 2000
- Initial alternatives analysis
- Identified need for additional public input on alternatives



Review Process

- Phase 1 of development process initiated in late 2012
- Working with public to study alternatives
- Preferred alternative to be determined based on public input and technical review
- Environmental review to follow preferred alternative selection



Project Schedule

- Fall 2012 – Initiate public involvement
- Fall 2013 Anticipated Phase 1 completion
- Spring 2014 - Anticipated beginning of design
- Construction start date TBD



Public Involvement

- Project Working Group
 - Representatives from project area stakeholder groups
 - Provide input throughout development process
 - Communicate information back to stakeholder groups
- Public Workshops
- Presentations to community organizations upon request

Bike Facility Types



Traditional Bike Facility Classification

Multi-use Path (Class 1)

- 8' Paved + 2' graded edge min. each side
- More width recommended where high bicycle or mixed use volumes occur



Bicycle Lane (Class 2)

- Minimum 5' where curb occurs (4' without curb)
- Maximum 6' to avoid appearance of driving lane
- Wider lane recommended with high bike volumes



Bicycle Route (Class 3)

- Signed only or can include “Sharrows”
- Wider than standard outside lane recommended



Modified Bike Facility Classification

Protected Bike Lane (Cycle Track) 1.5

- 5' Paved per direction
- Separated from traffic with barrier



Painted Lane (Green Lane) 2.5

- Located in travel lane
- Shared resource, originally used against parking lane

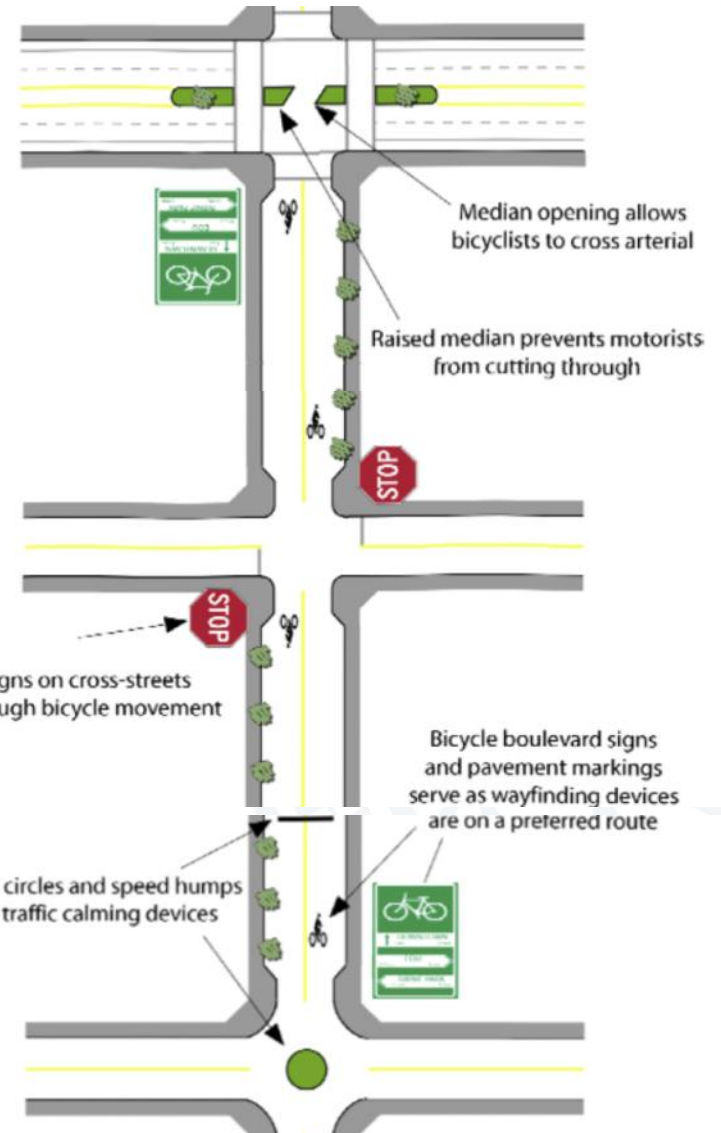


Buffered Lane (Wide Bike Lane) 2.75

- 6+ feet wide
- Buffered on left or right side (or both)



Bike Boulevards (Class 3.5)



Multi-way Boulevards (Class 3.75)



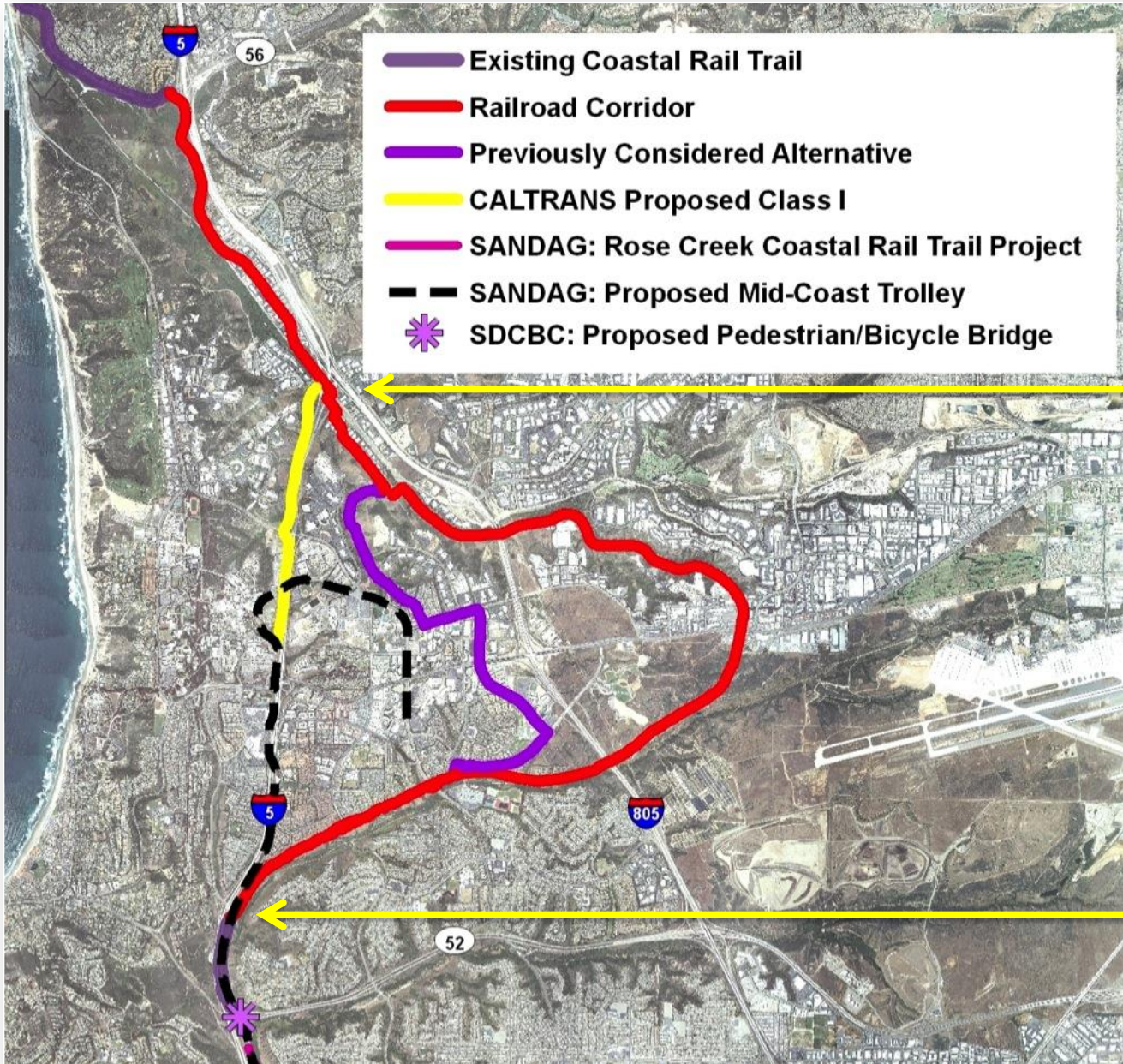
Special Treatments



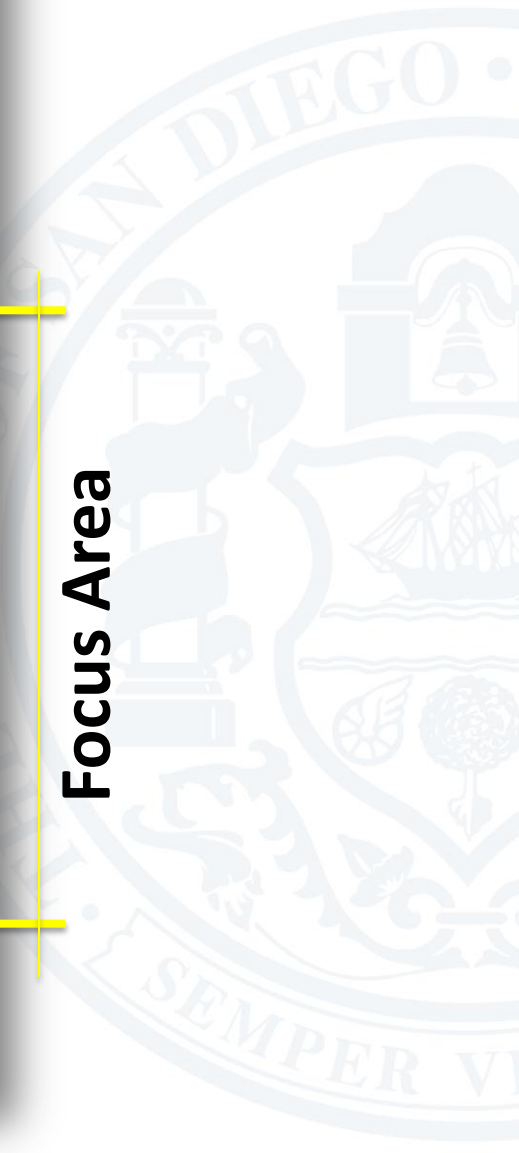
Project Area Opportunities/Constraints



Project Area



Focus Area





Start

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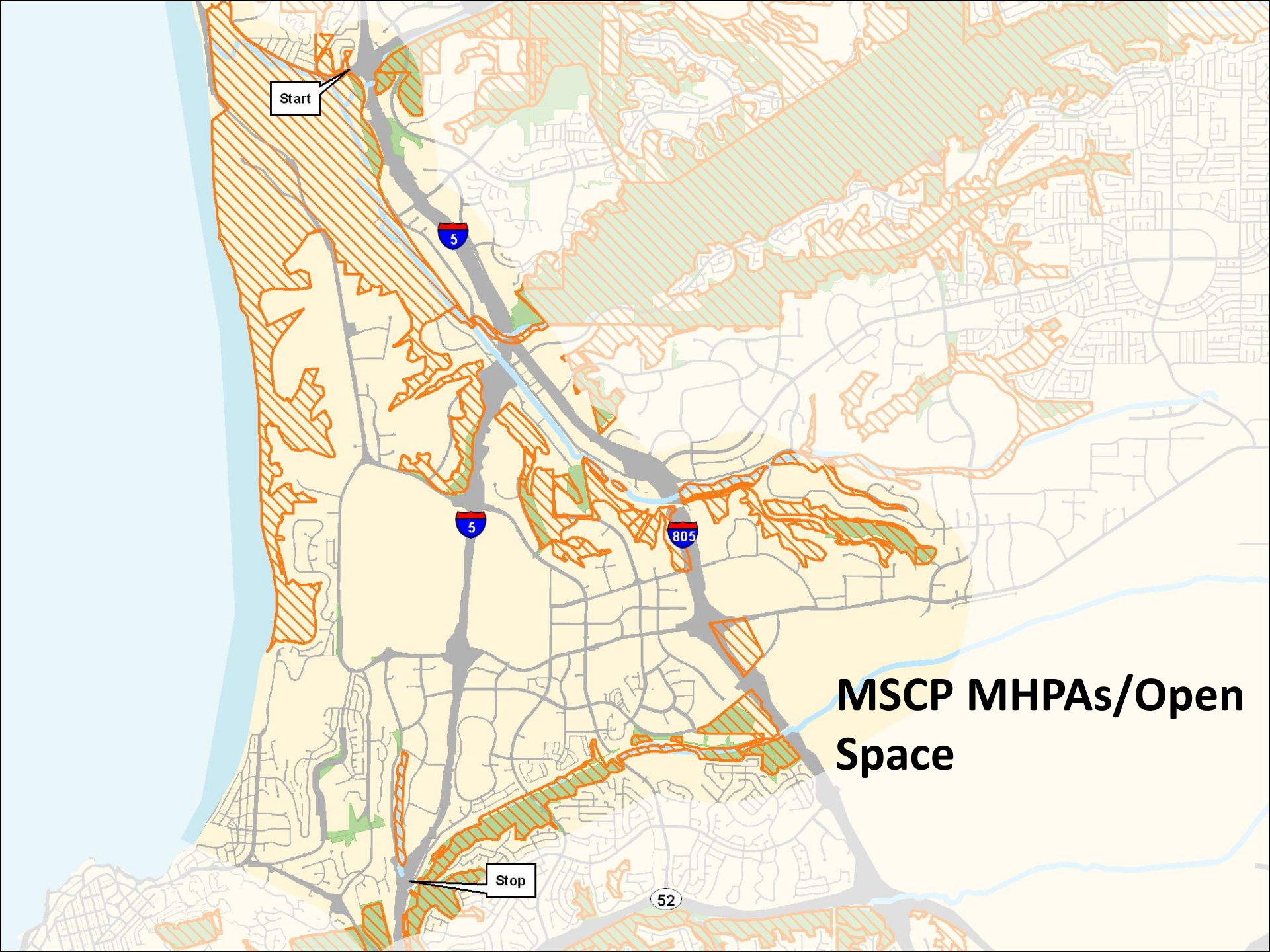
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Stop

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Slopes > 25%



Start

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Stop

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**MSCP MHPAs/Open
Space**



Start

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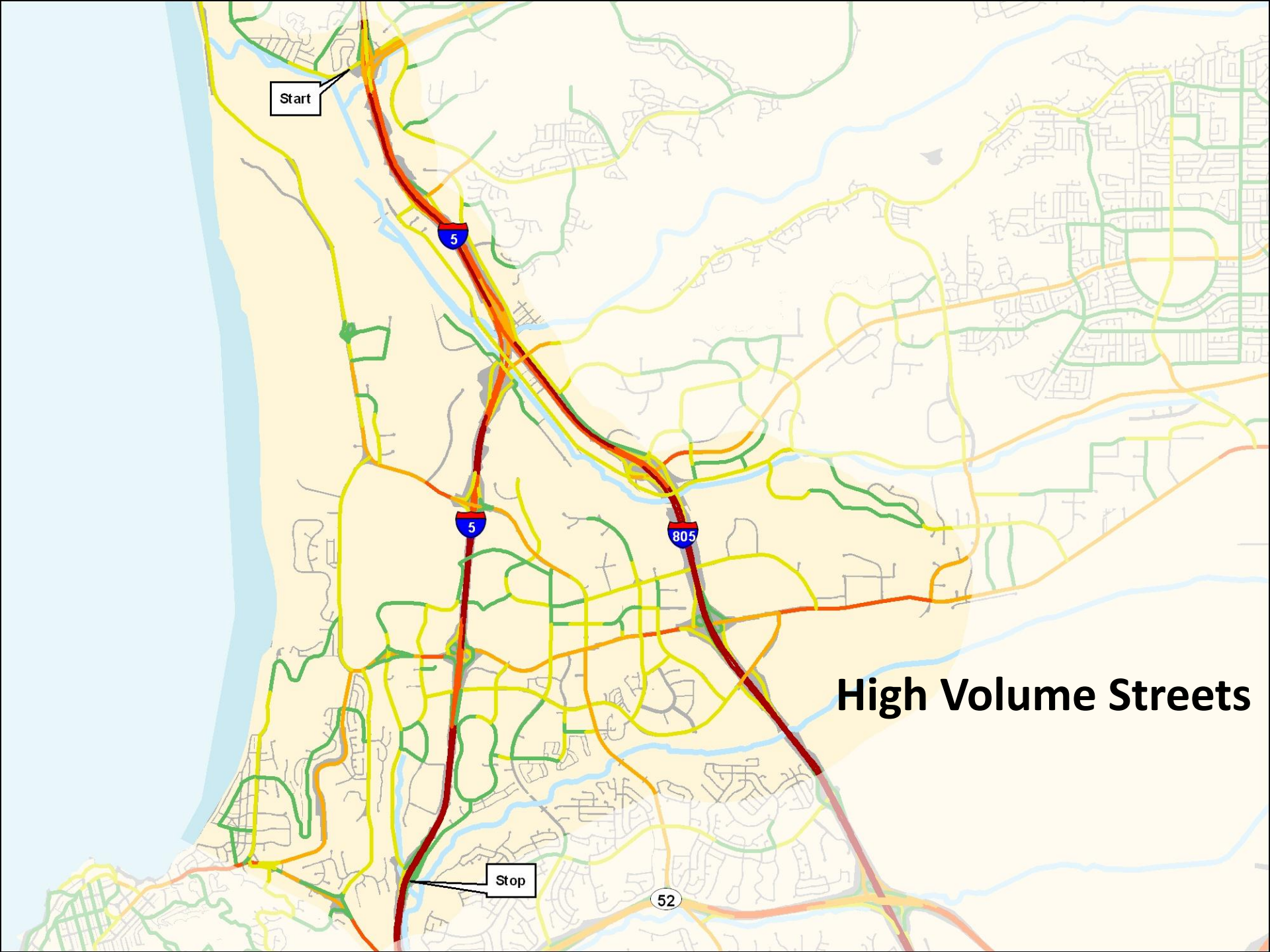
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Stop

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Environmentally Sensitive Areas



Start

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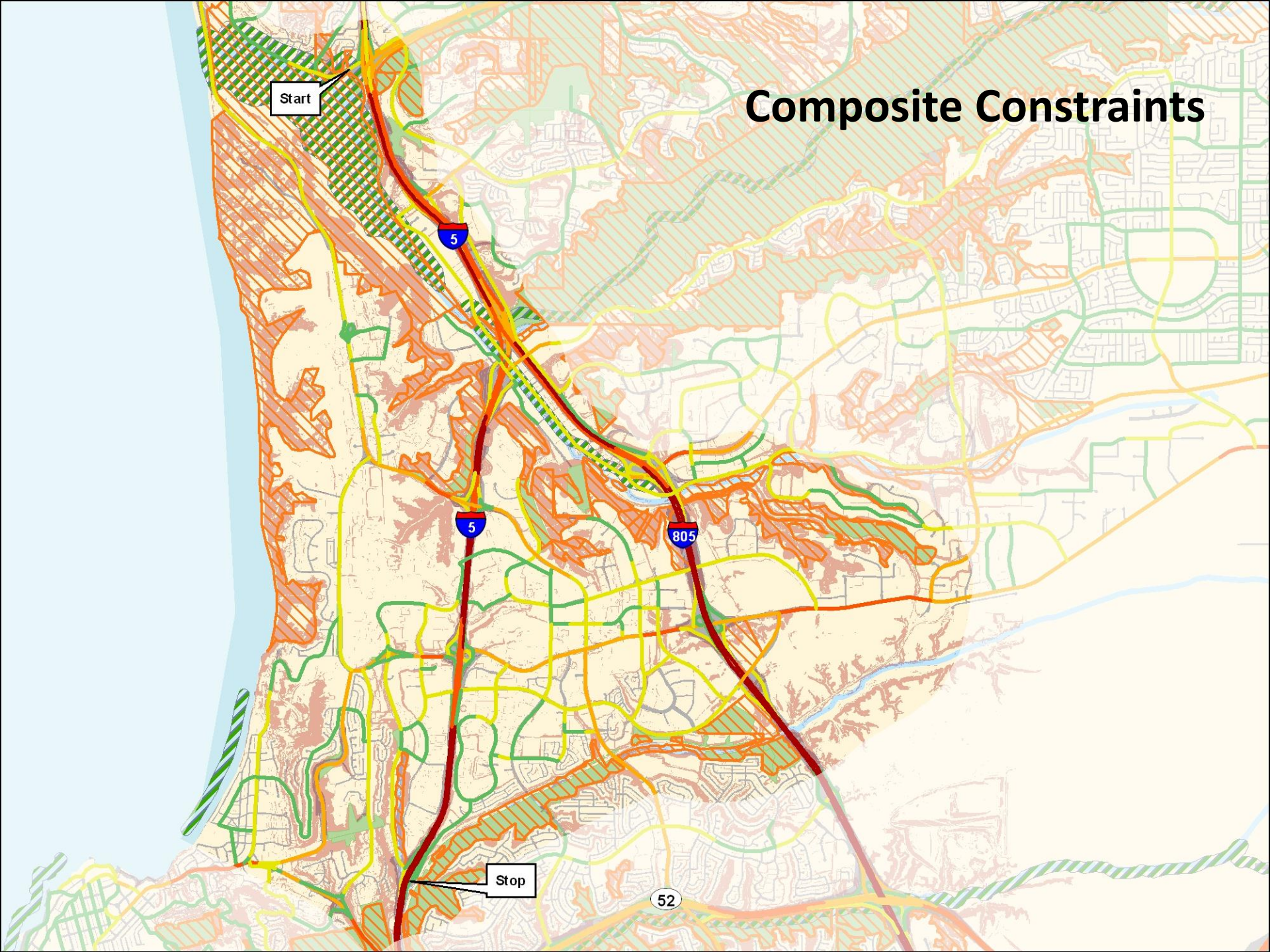
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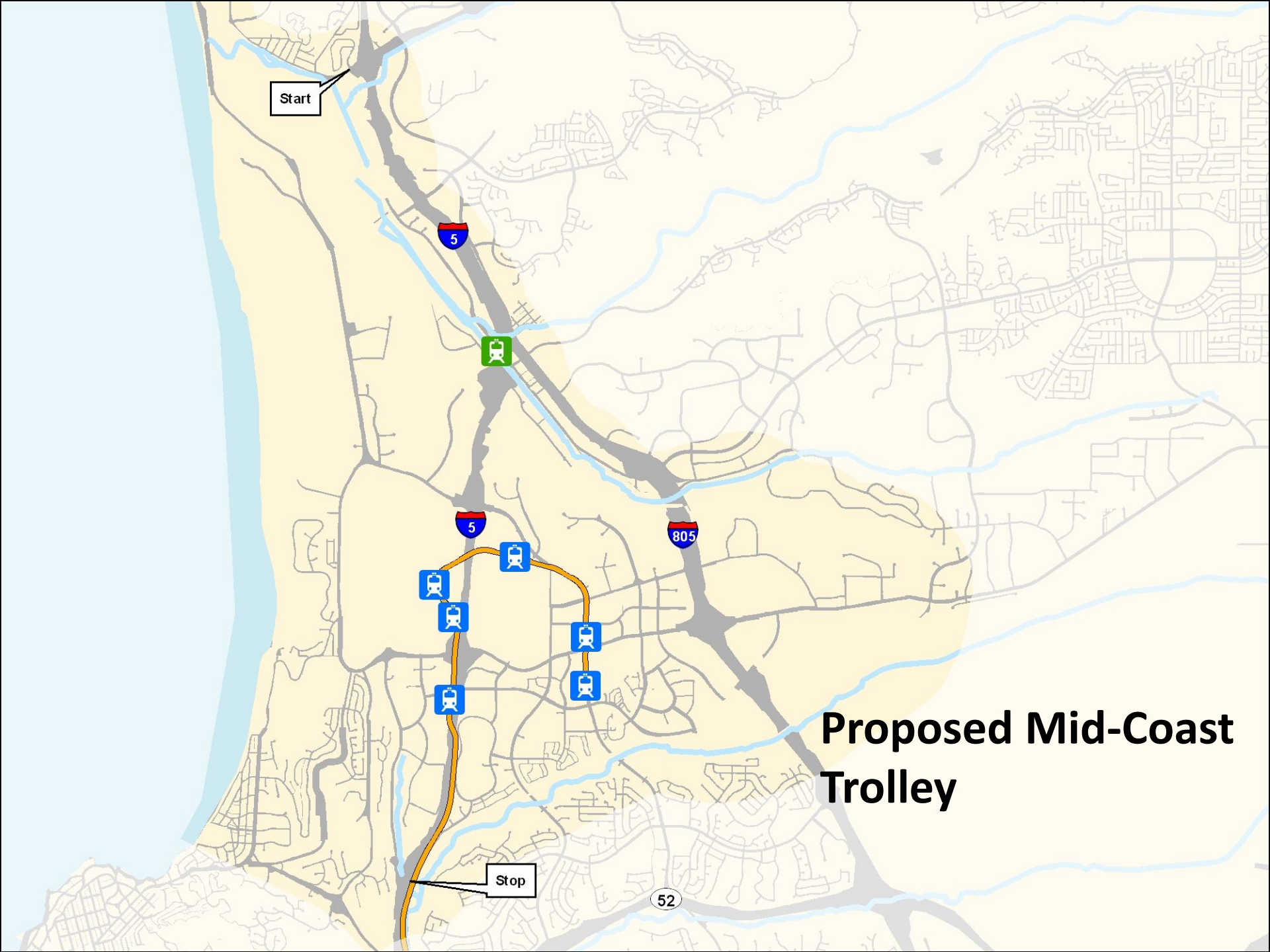
High Volume Streets

Stop

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Composite Constraints





Start

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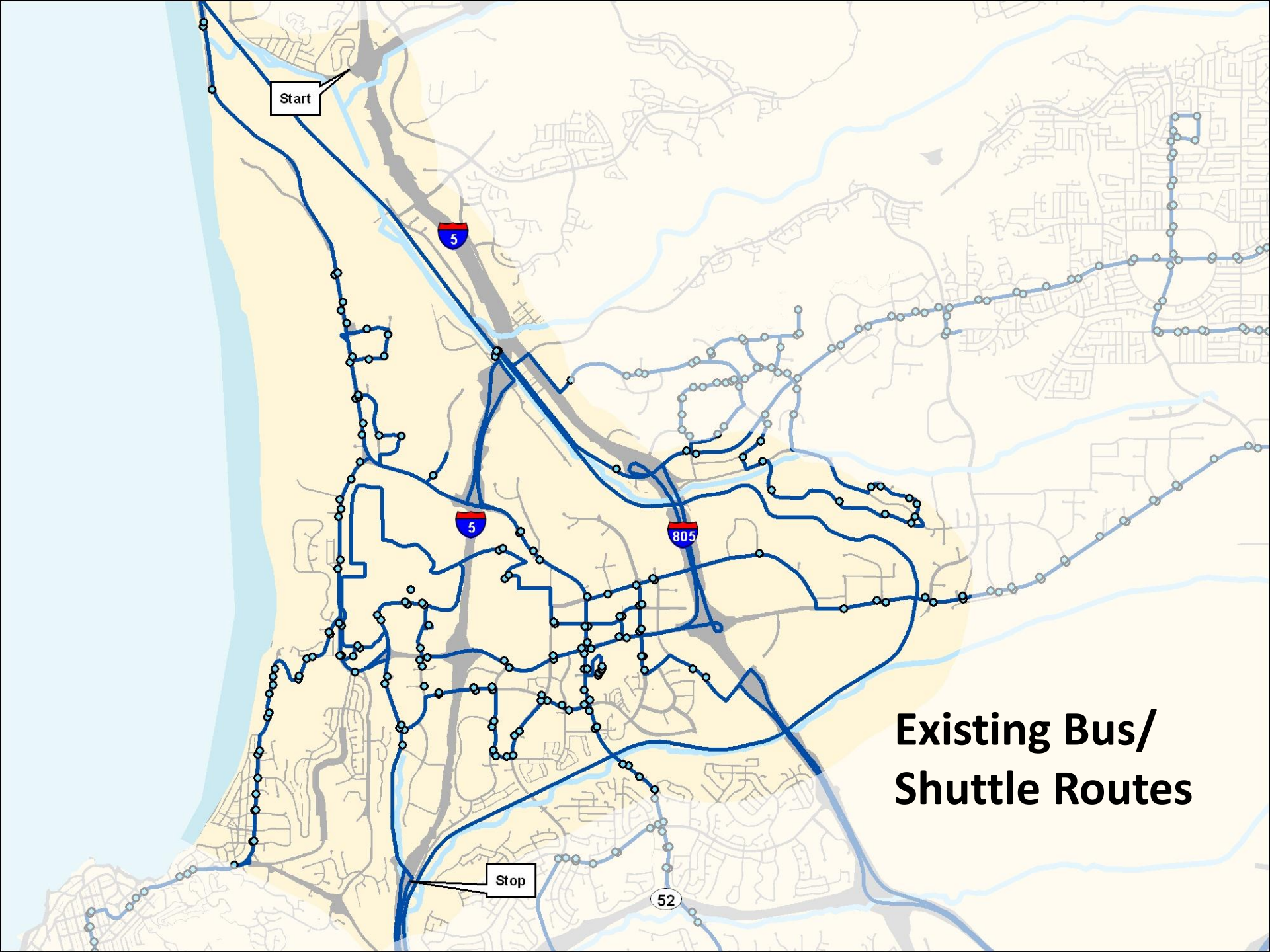
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Stop

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Proposed Mid-Coast Trolley

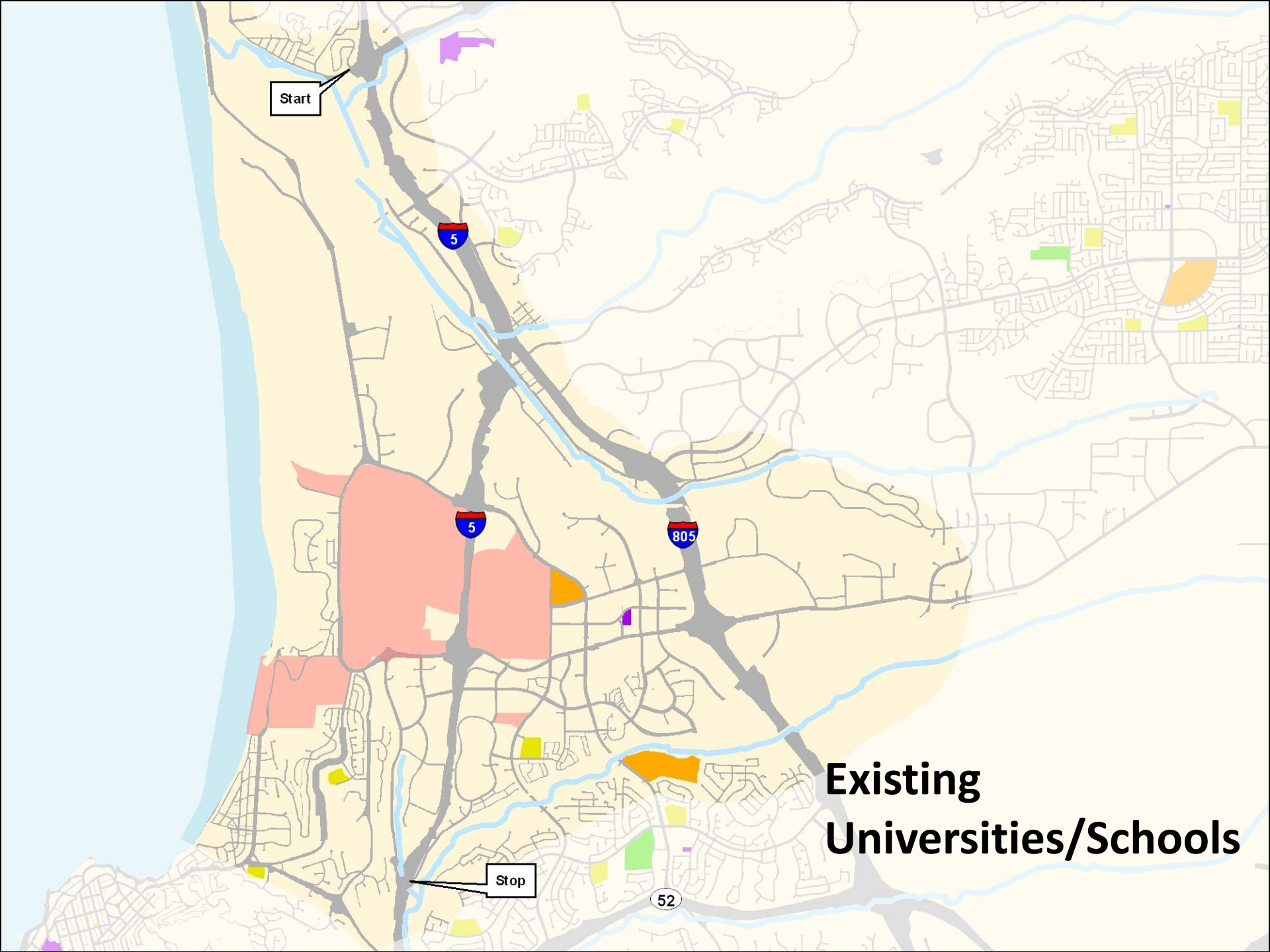


Start



Stop

**Existing Bus/
Shuttle Routes**



Start

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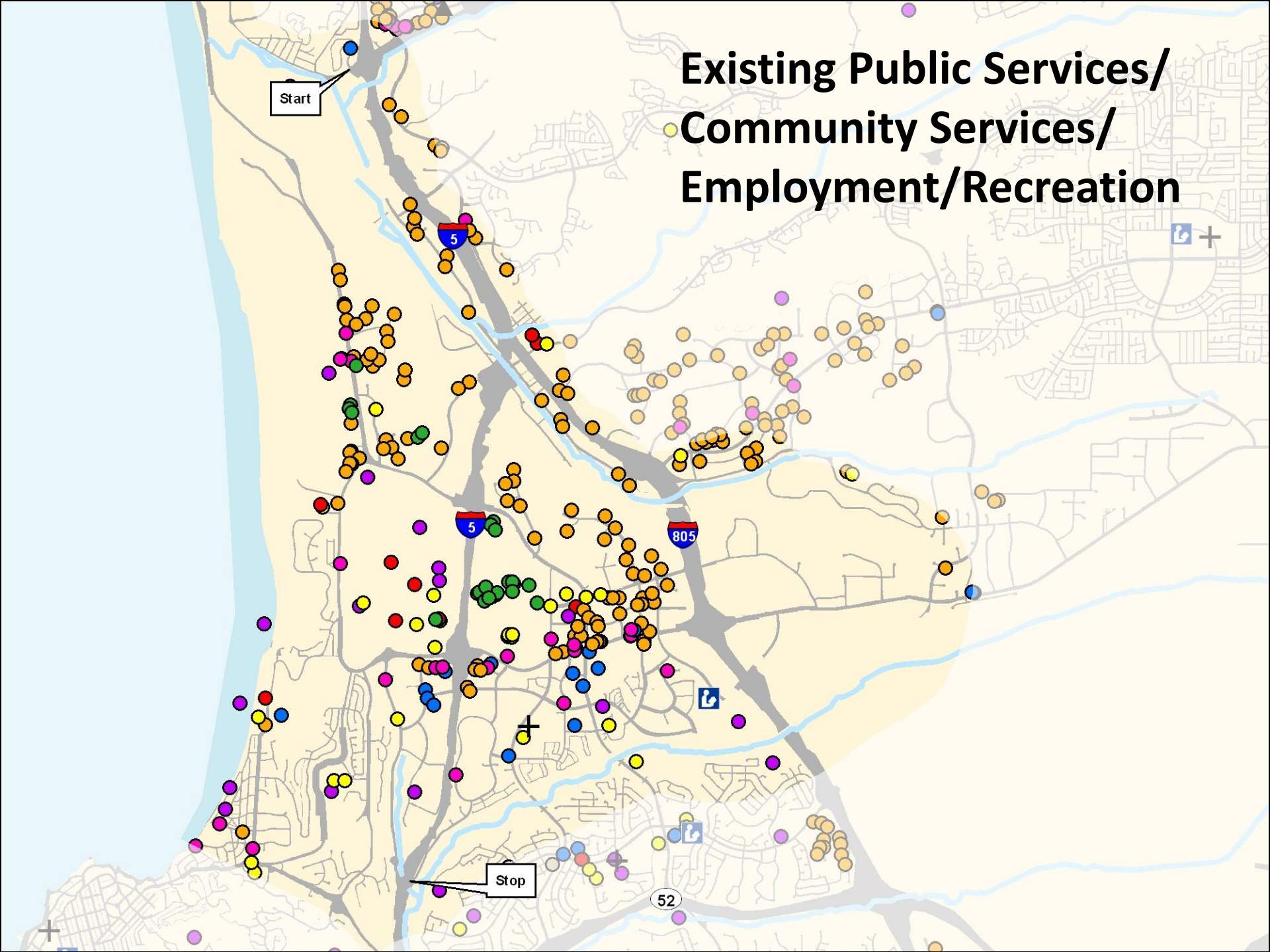
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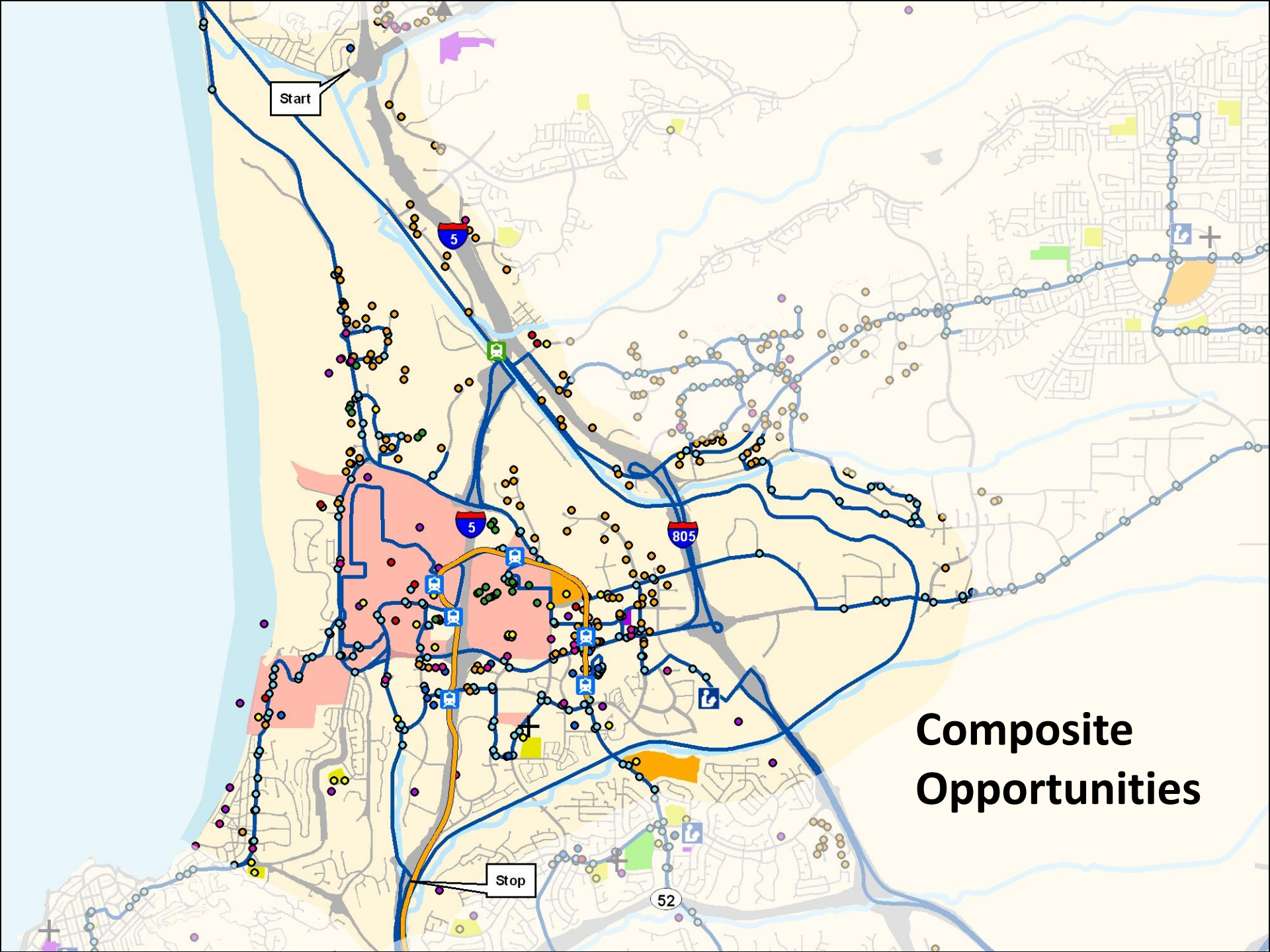
Stop

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**Existing
Universities/Schools**

Existing Public Services/ Community Services/ Employment/Recreation





Start

Stop

Composite Opportunities

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Corridors & Segments



Connection to North County CRT

DRAFT

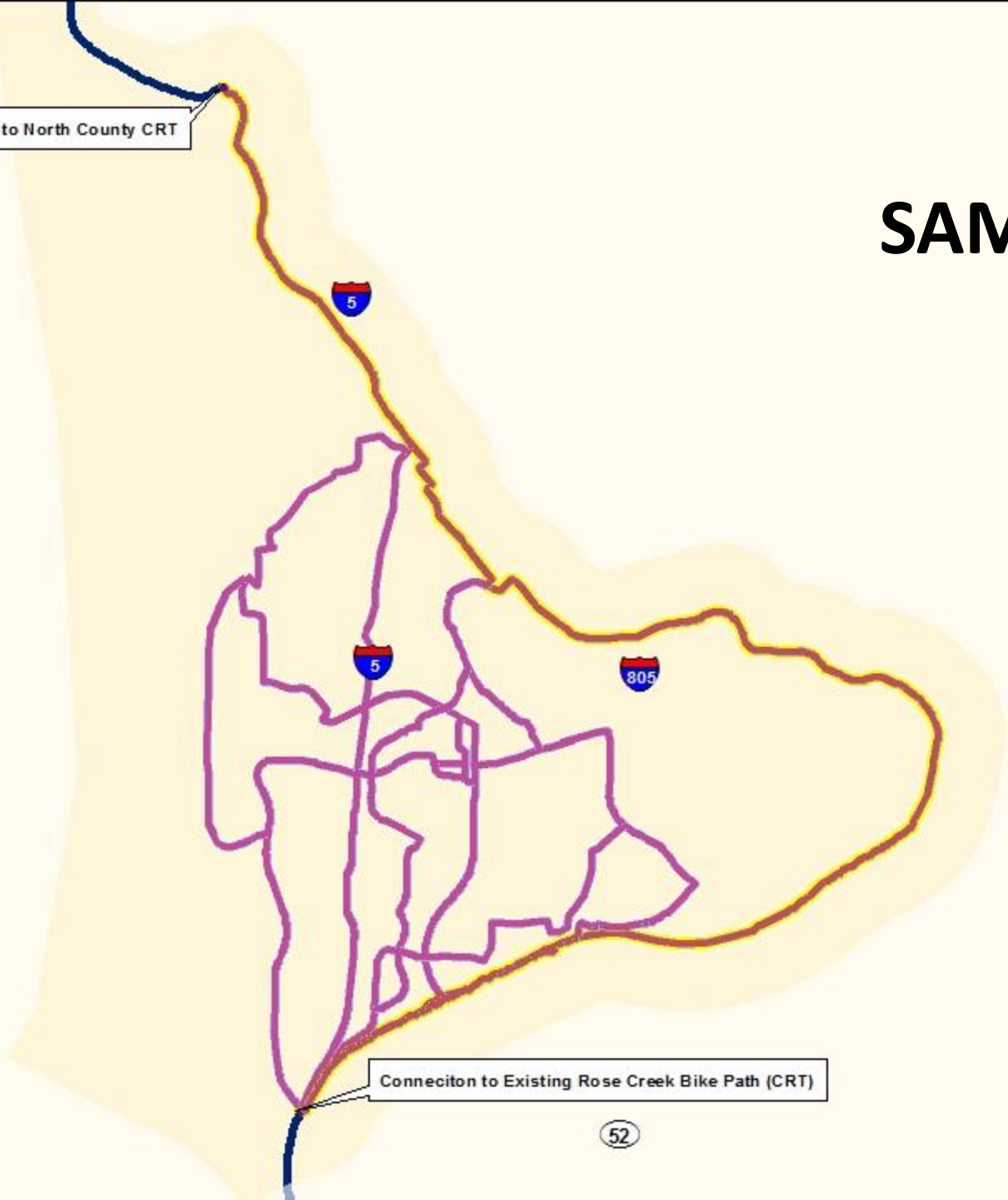
Connection to Existing Rose Creek Bike Path (CRT)

52



SAMPLE 1

Connection to North County CRT

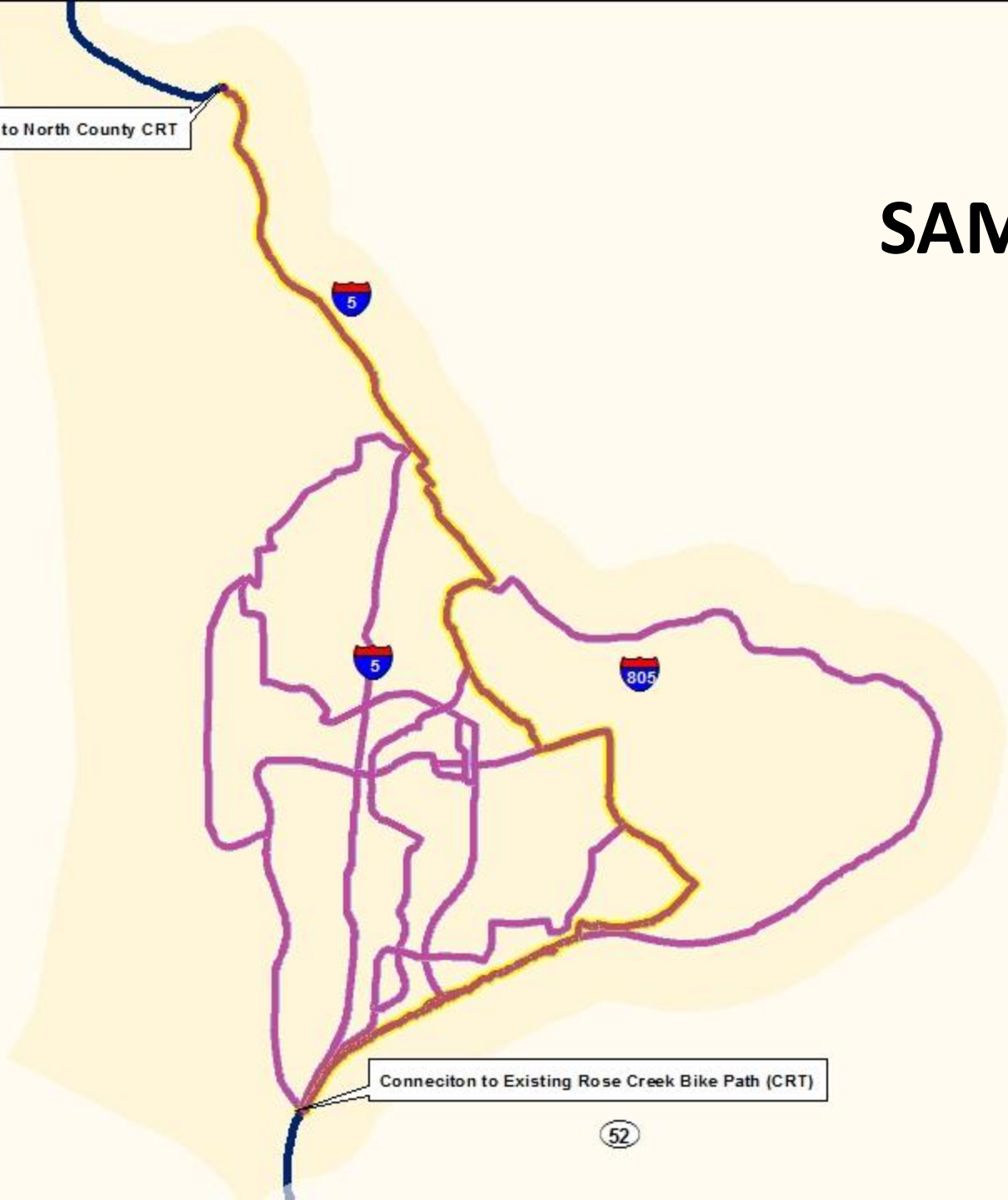


Connection to Existing Rose Creek Bike Path (CRT)

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SAMPLE 2

Connection to North County CRT

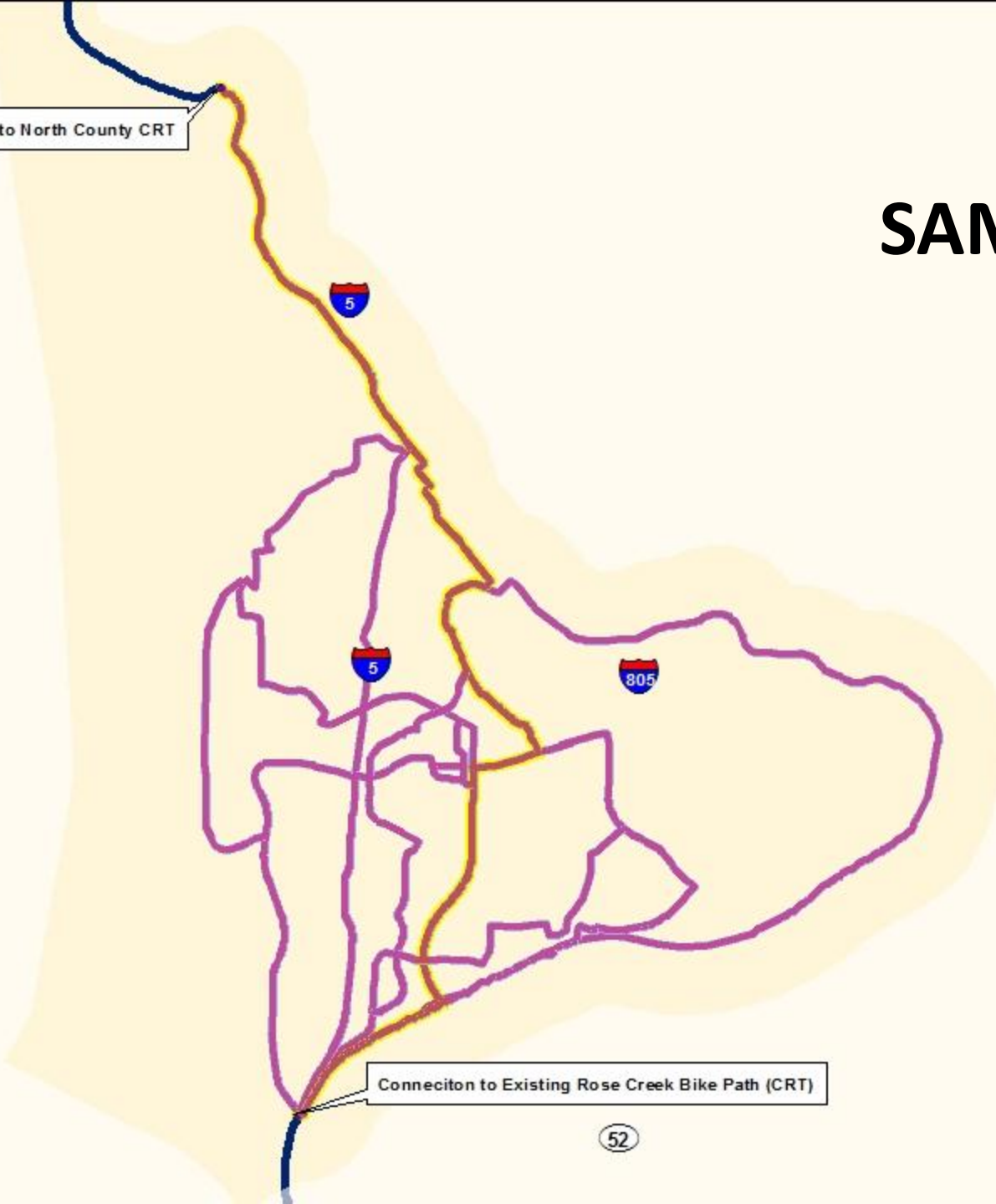


Connection to Existing Rose Creek Bike Path (CRT)

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SAMPLE 3

Connection to North County CRT

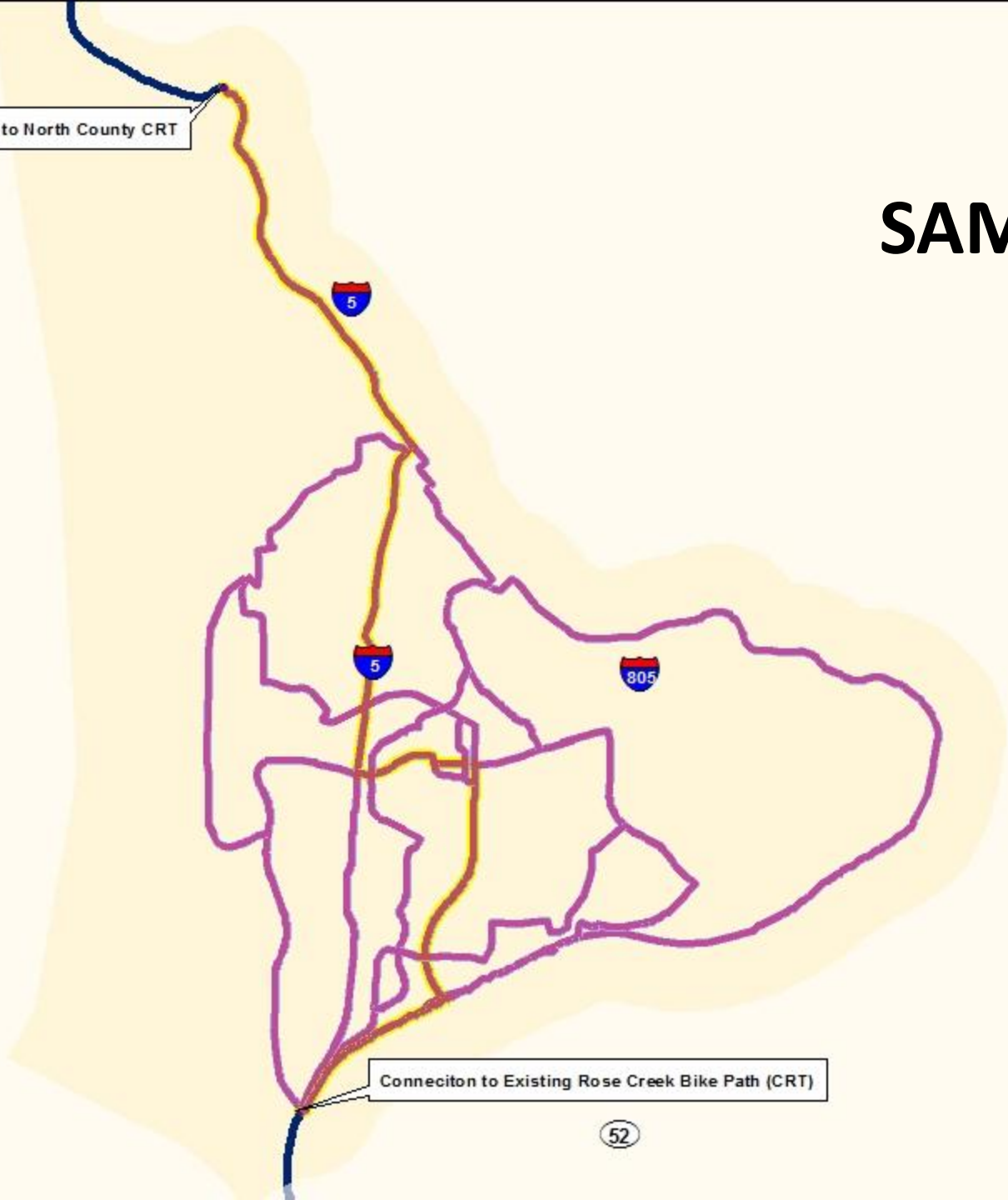


Connection to Existing Rose Creek Bike Path (CRT)

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SAMPLE 4

Connection to North County CRT

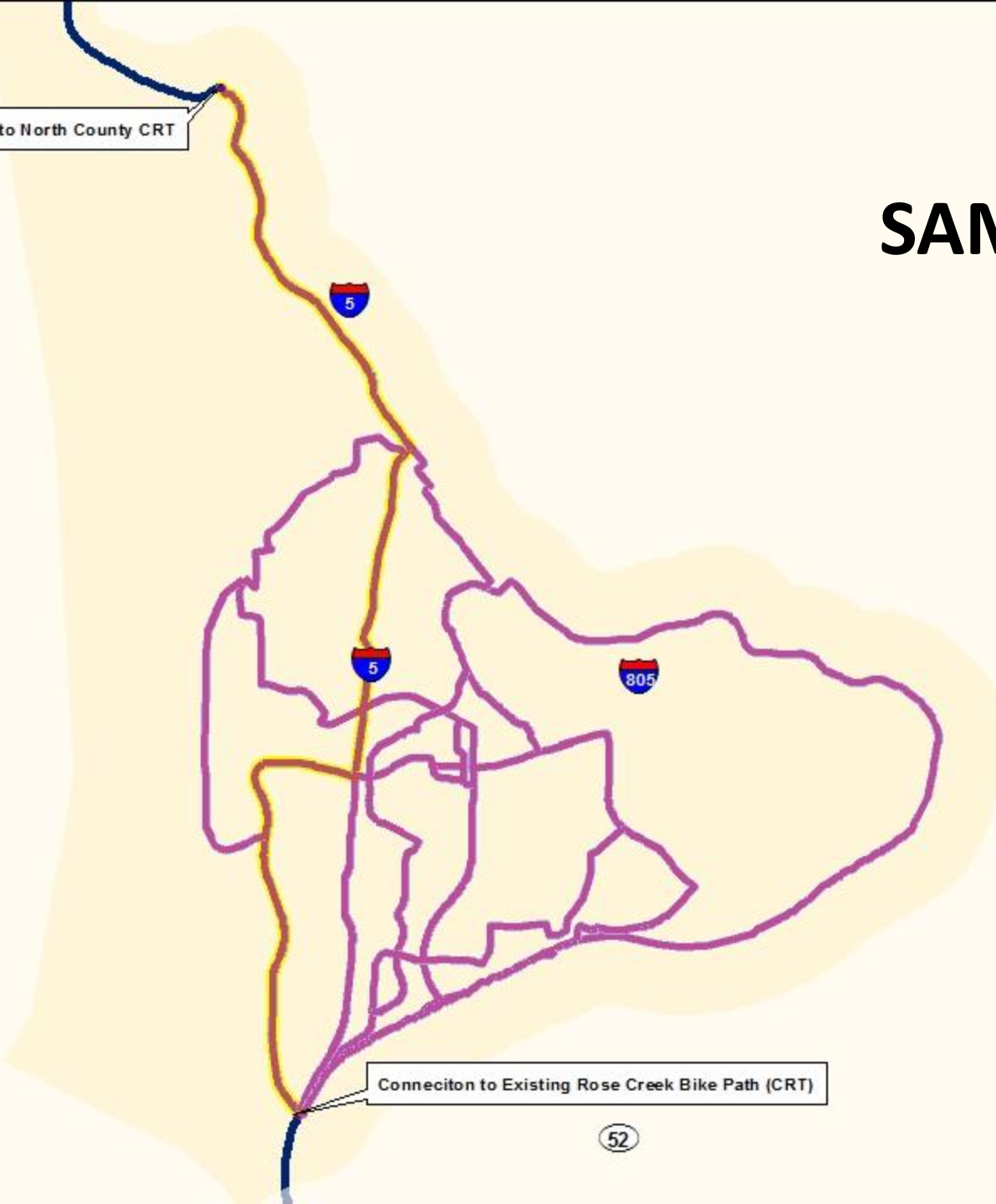


Connection to Existing Rose Creek Bike Path (CRT)

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SAMPLE 5

Connection to North County CRT

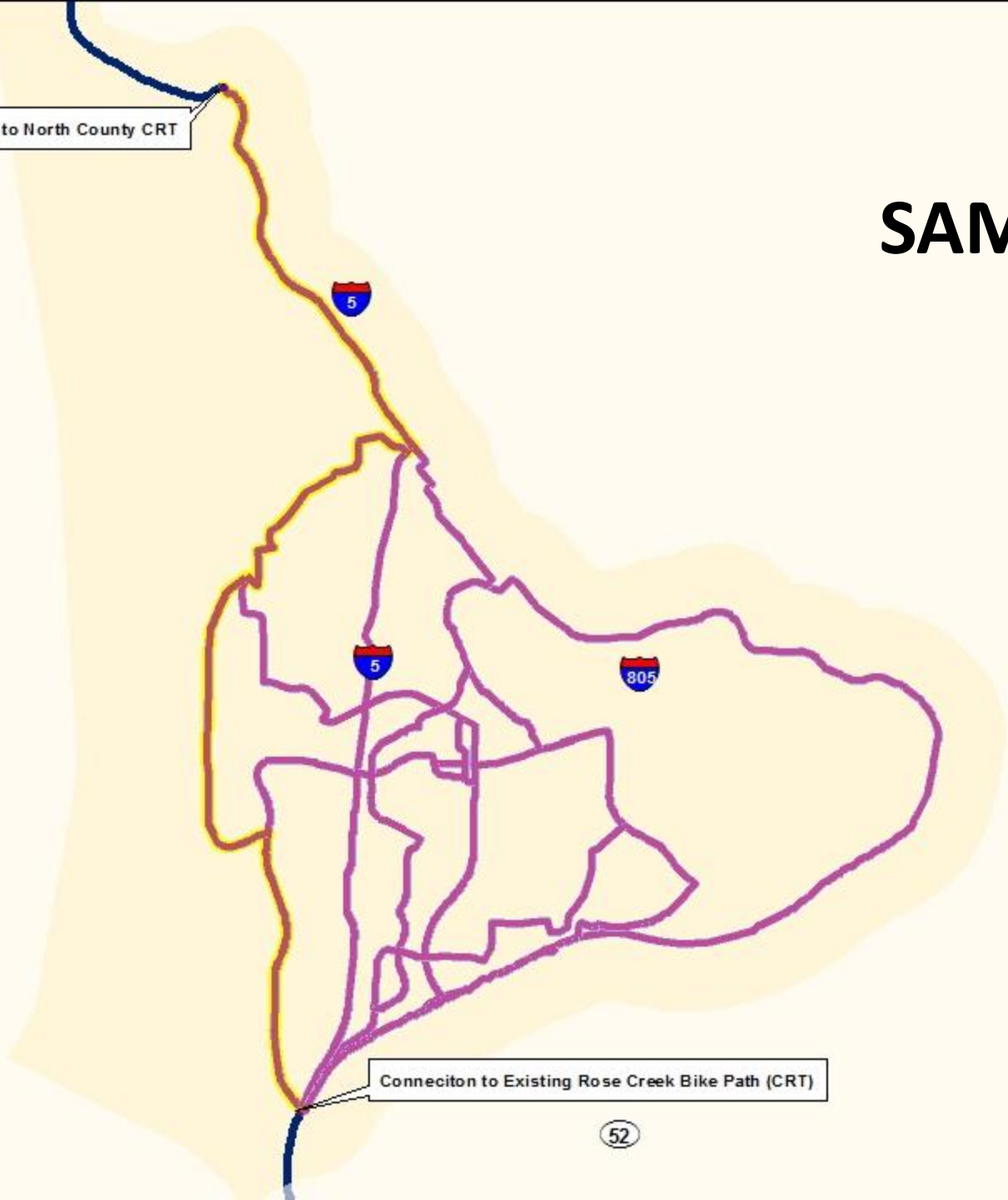


Connecton to Existing Rose Creek Bike Path (CRT)

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SAMPLE 6

Connection to North County CRT



Connection to Existing Rose Creek Bike Path (CRT)

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Evaluation Criteria



Evaluation Criteria Categories

- User Experience
- Connectivity
- Safety Factors
- Environmental
- Community Impact
- Costs



Open House Stations

- Bicycle Facility Types – Information/comments
- Evaluation Matrix – Information/comments
- Corridors & Segments – Identify additional segments
- Comments



Next Steps

STEPS	TIMELINE
Add segments based on public input and perform Corridor & Segment Analysis	June 2013
Project Working Group <ul style="list-style-type: none">- Review Corridor & Segment Analysis- Preliminary identification of alternatives	July 2013
Project Working Group <ul style="list-style-type: none">- Identify final draft alternatives	August-September 2013
Public Workshop #2 <ul style="list-style-type: none">- Present/Seek Input on final draft alternatives	Fall 2013
Alternatives Analysis	Fall- Winter 2013
Project Working Group <ul style="list-style-type: none">- Determine preferred alternative	Winter 2013
Environmental Review	2014