

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 #3
July 31, 2013



Agenda

- Review Project Goals/Benefits
- Summary of Public Workshop
- Quantitative Segment Analysis
- Identify/Discuss Potential Alignments
- Next Steps
- Public Comment

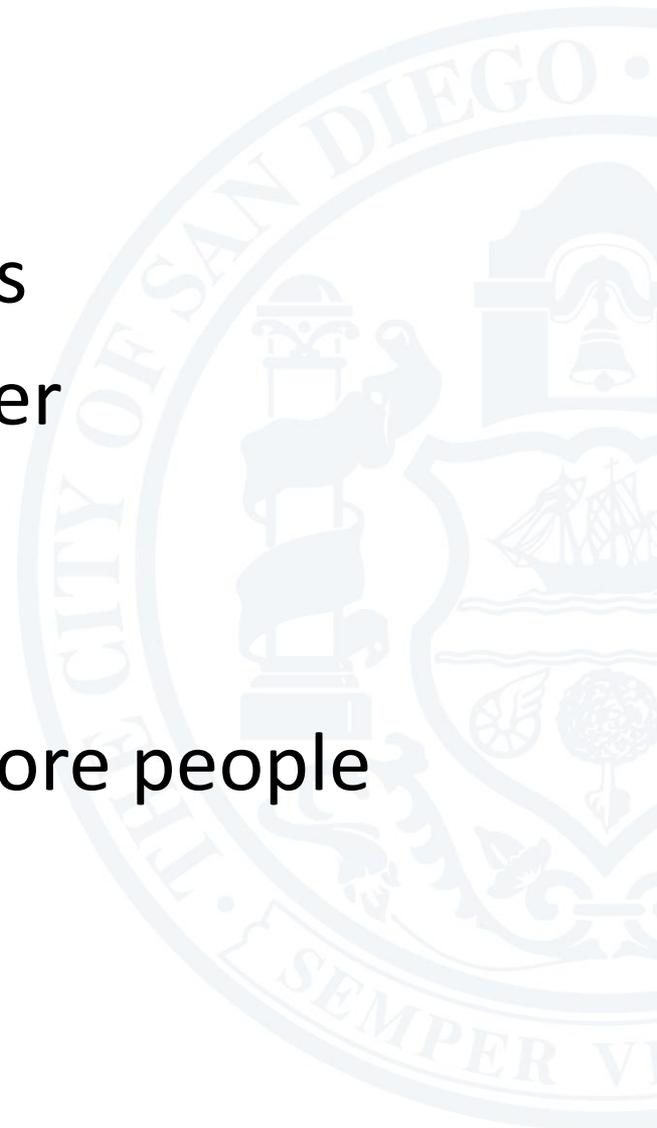


Project Goals/Benefits



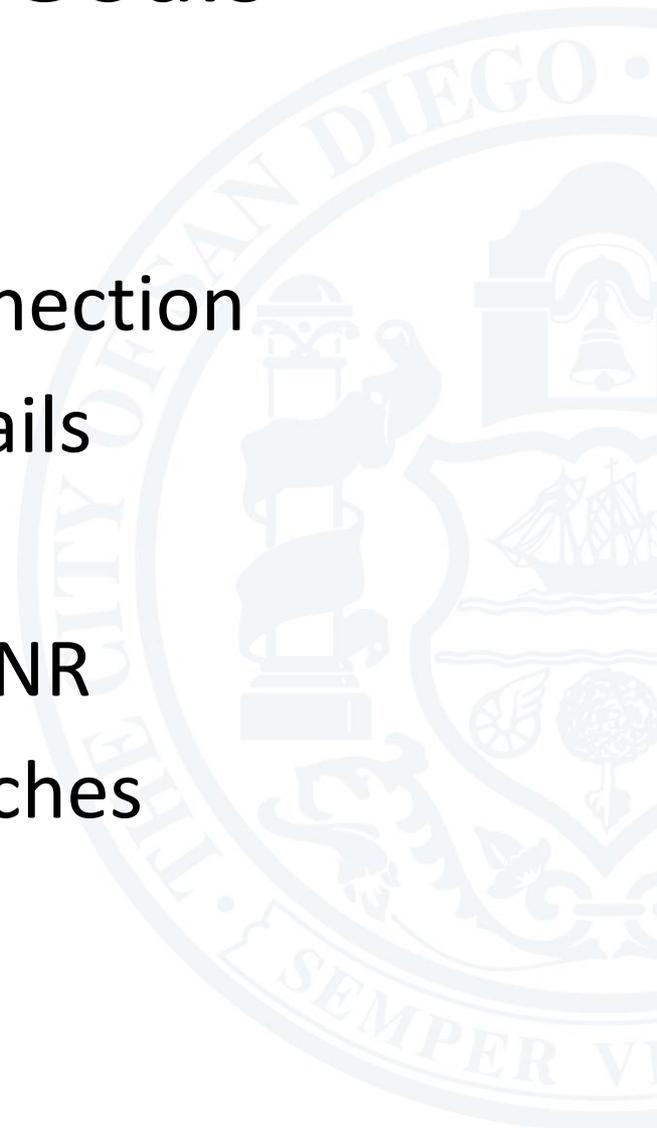
Guiding Principles for Bike Plan

- 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

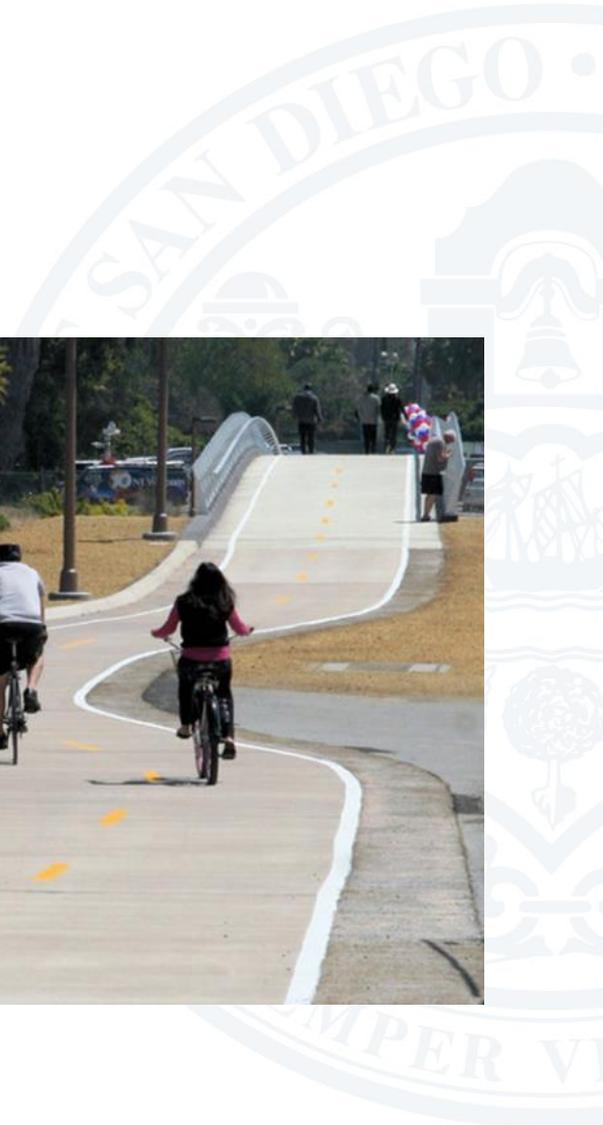
- Protect wetlands and environmentally sensitive habitats
- Meet state and federal standards and intent of ADA
- Provide separate treadways for pedestrians and wheeled users
- Design road crossings to maximize safety and convenience

Everyday People, Everyday Trips

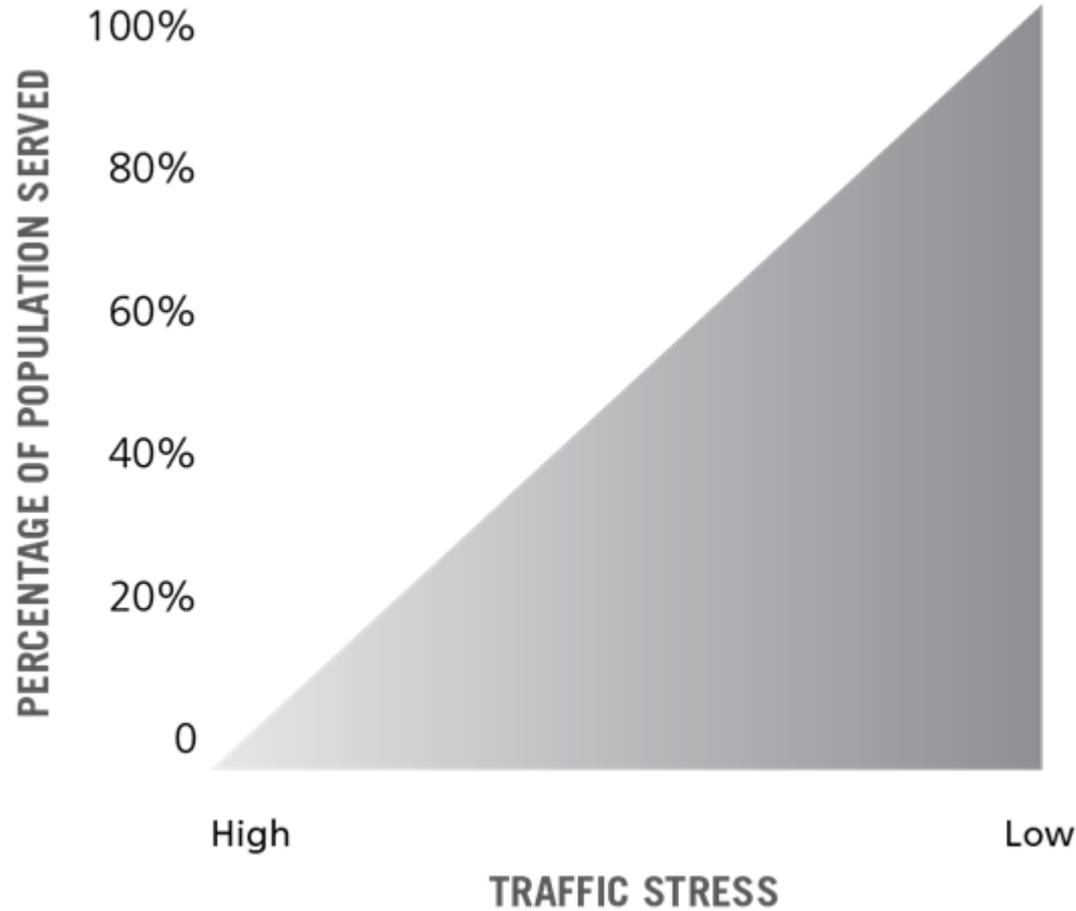
No Way

Interested,
but Concerned
(potential bikeway users)

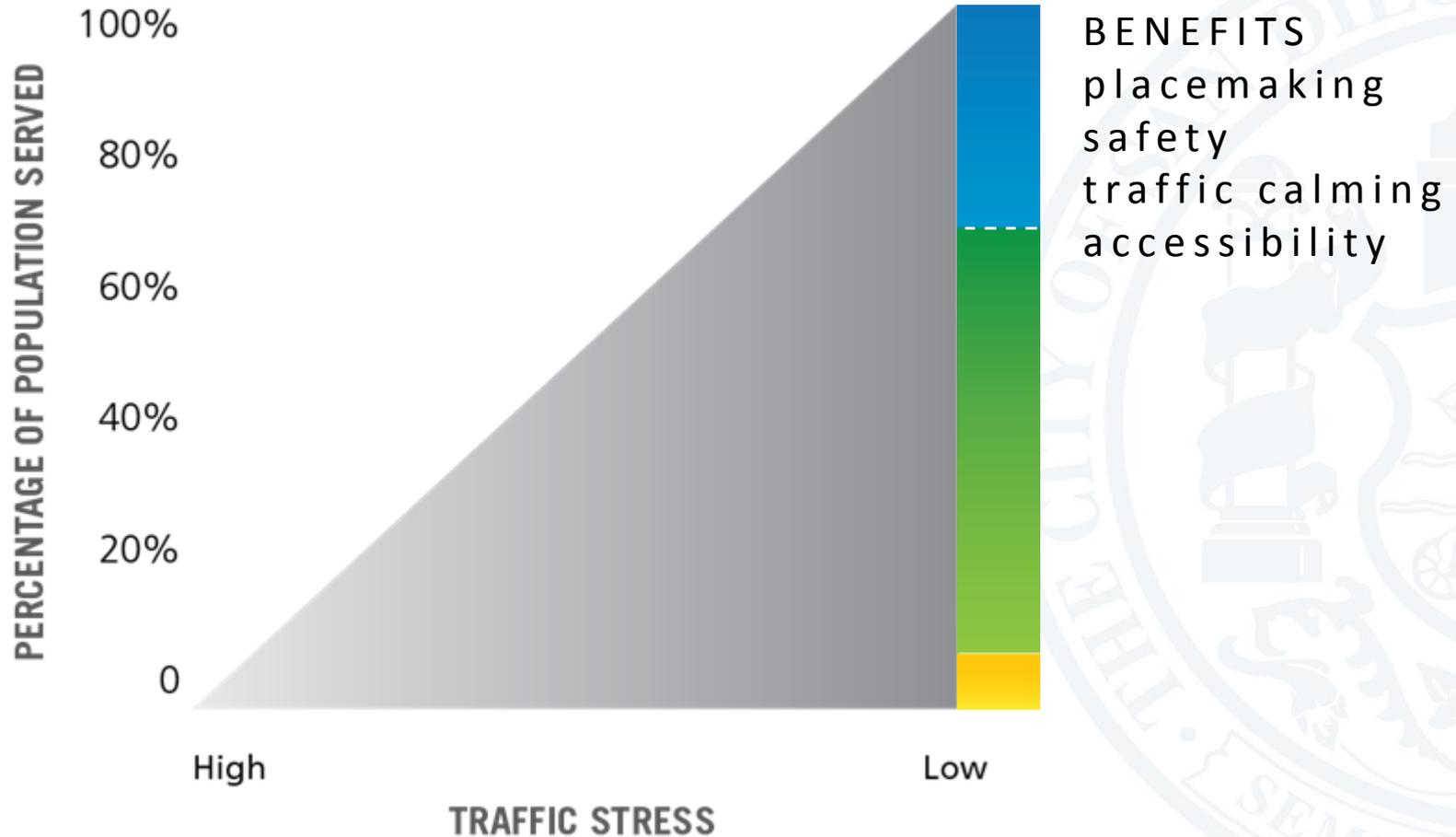
Anywhere, Anytime



Level of Traffic Stress



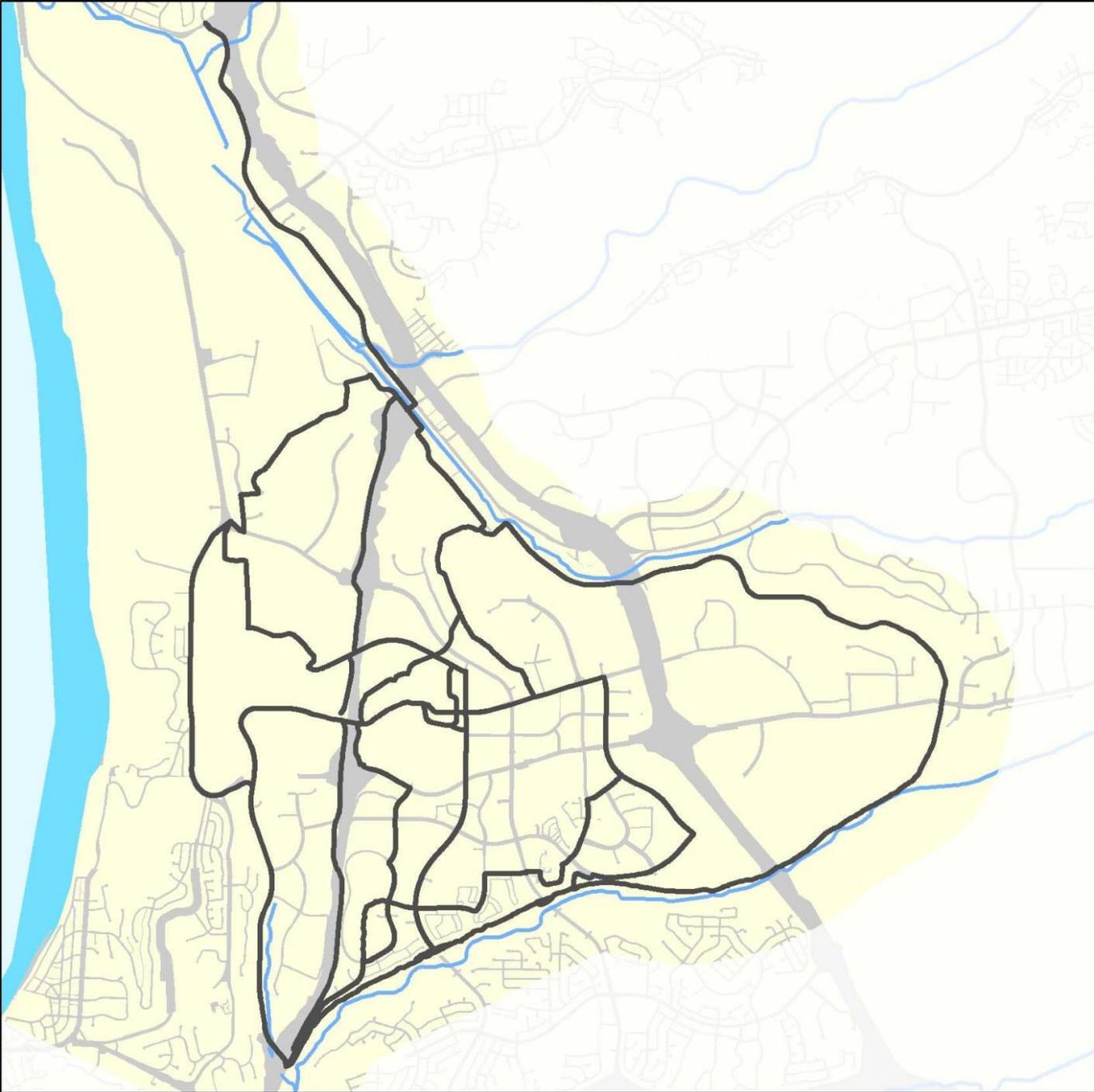
Low Stress Streets Benefit All Users



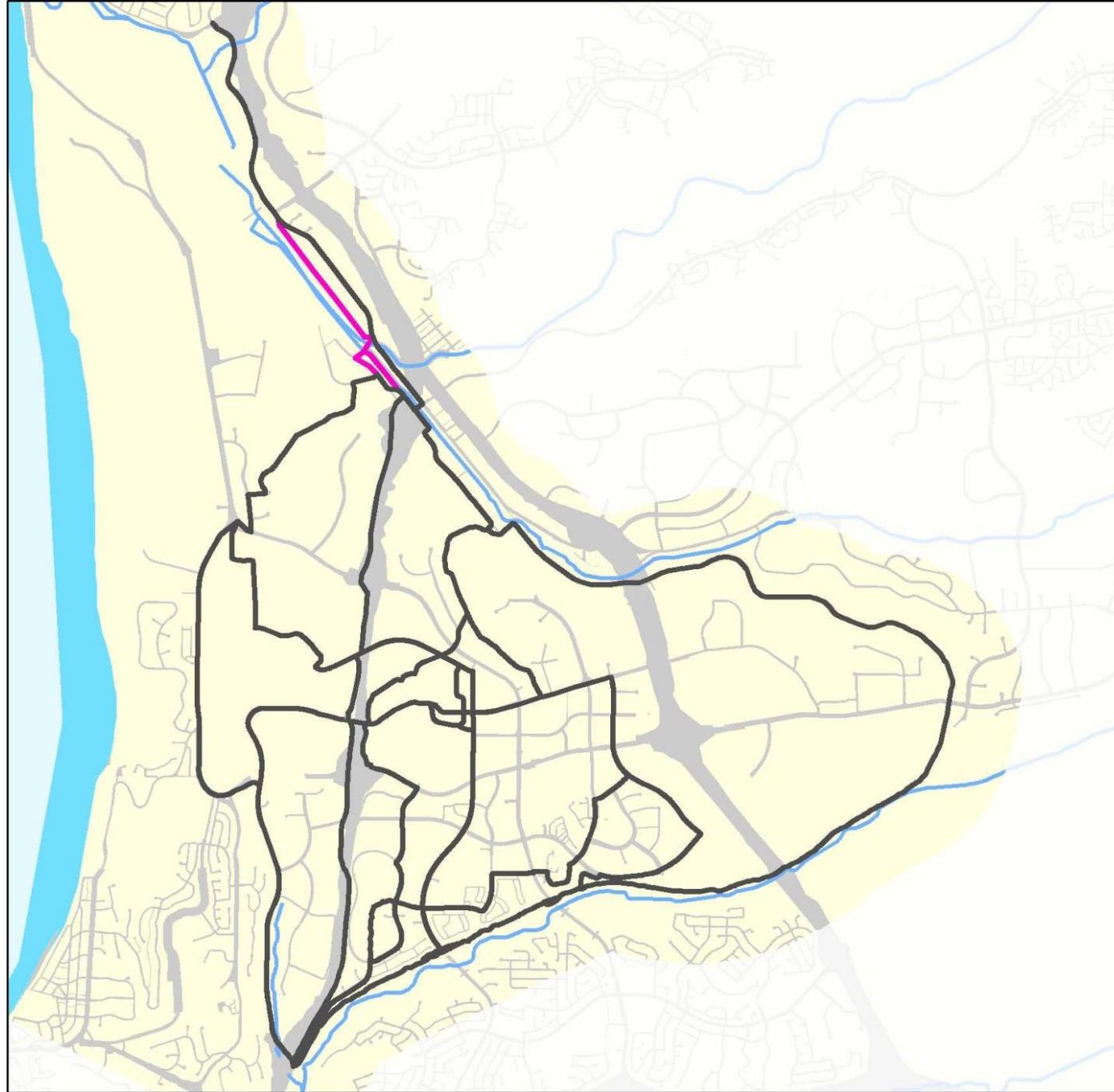
Summary of Public Workshop



Segments Presented at Workshop



Segments Added at Workshop

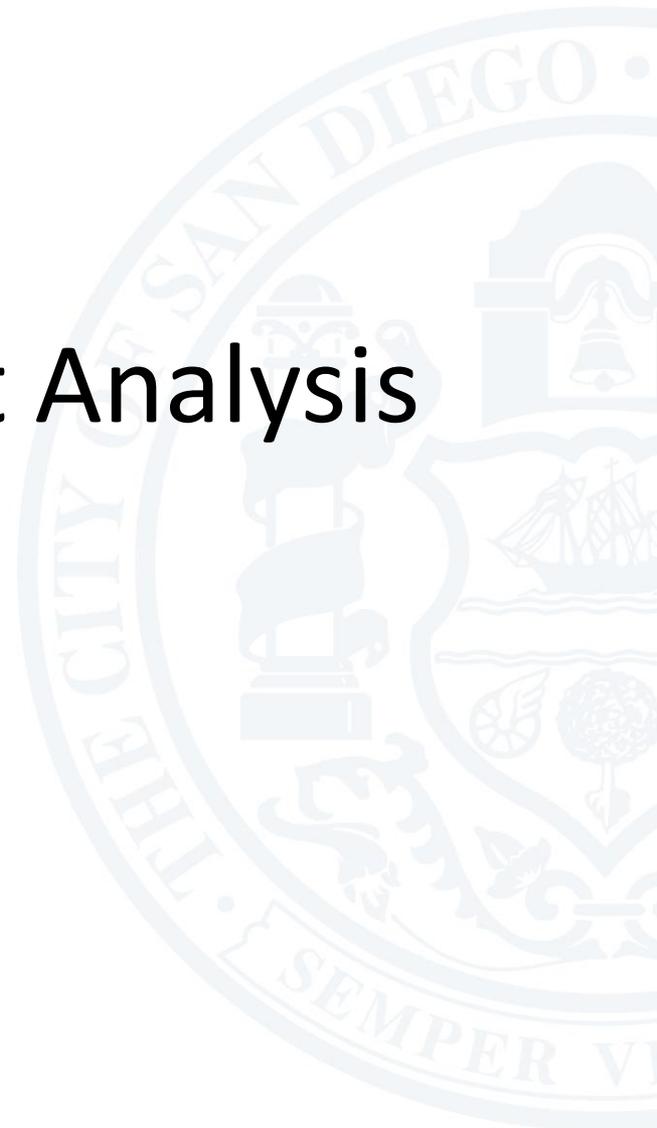


Workshop Comments

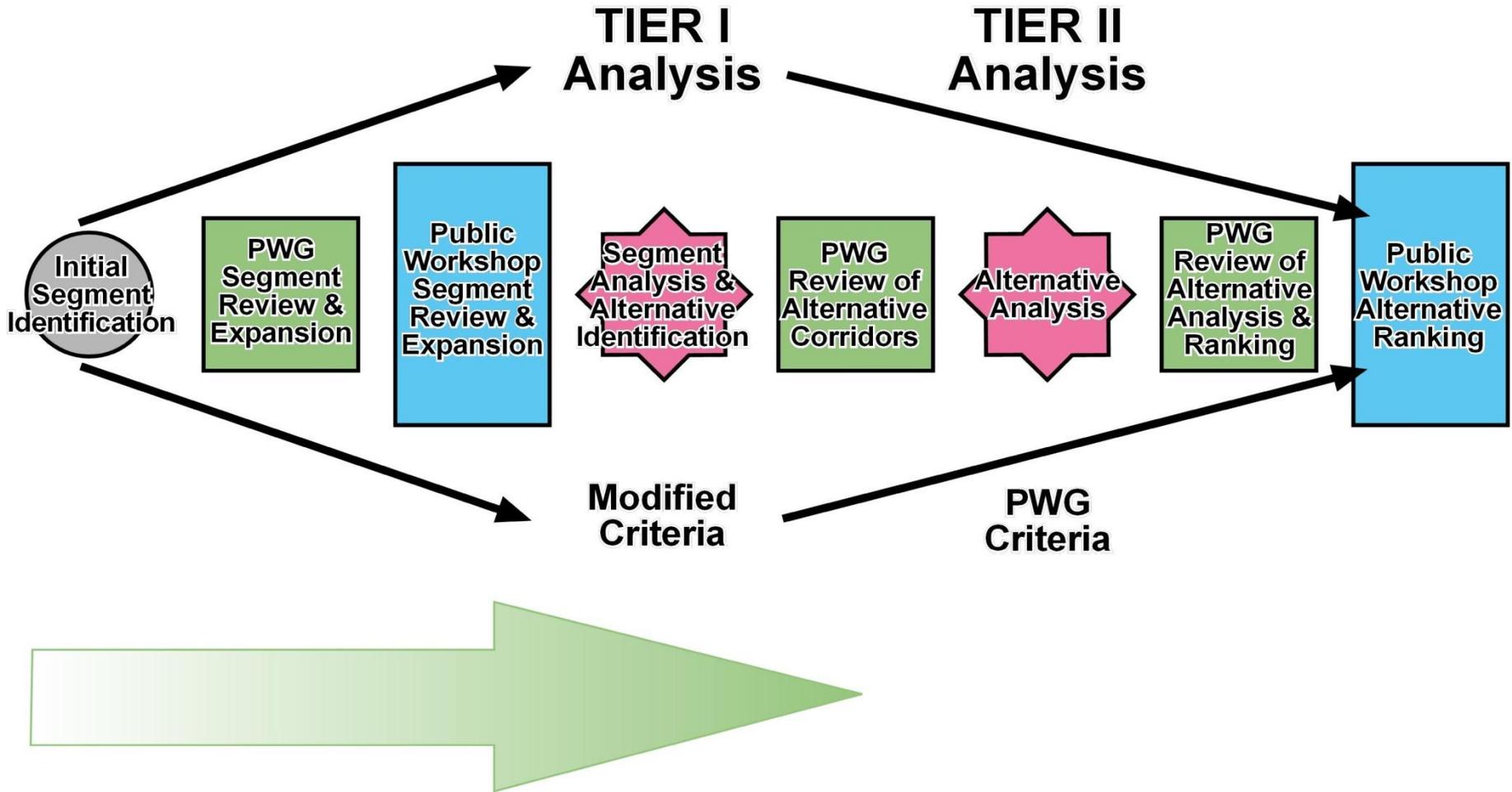
- Support expressed for:
 - Direct route along I-5
 - I-5 to Gilman Drive to UCSD
 - Alignment along Regents Rd.
 - Alignment along Torrey Pines Rd.
 - Alignment from Sorrento Valley north
 - Avoiding Rose Canyon
- Alignment should provide access to employment, schools, parks, etc.



Quantitative Segment Analysis



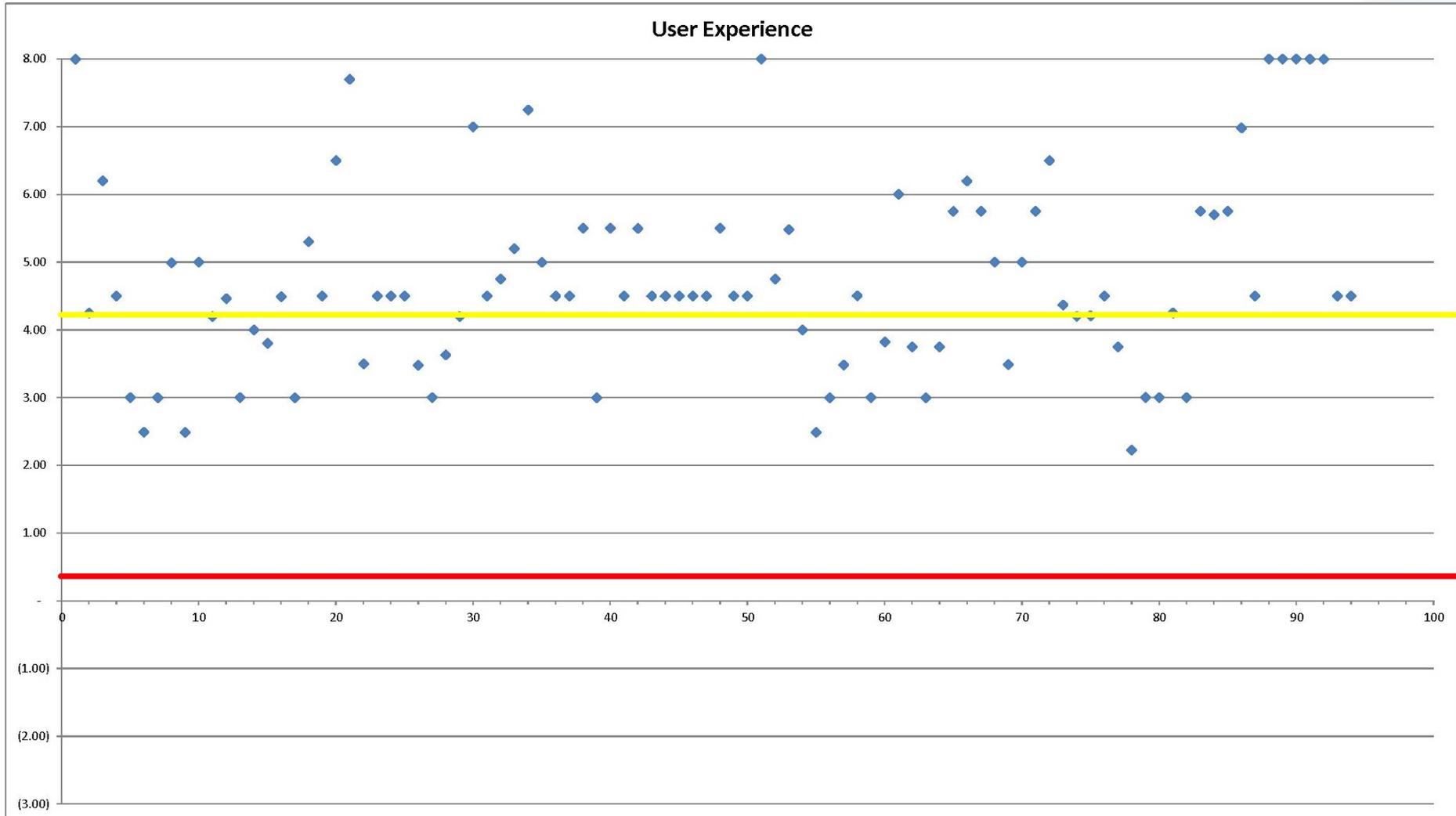
Evaluation Approach



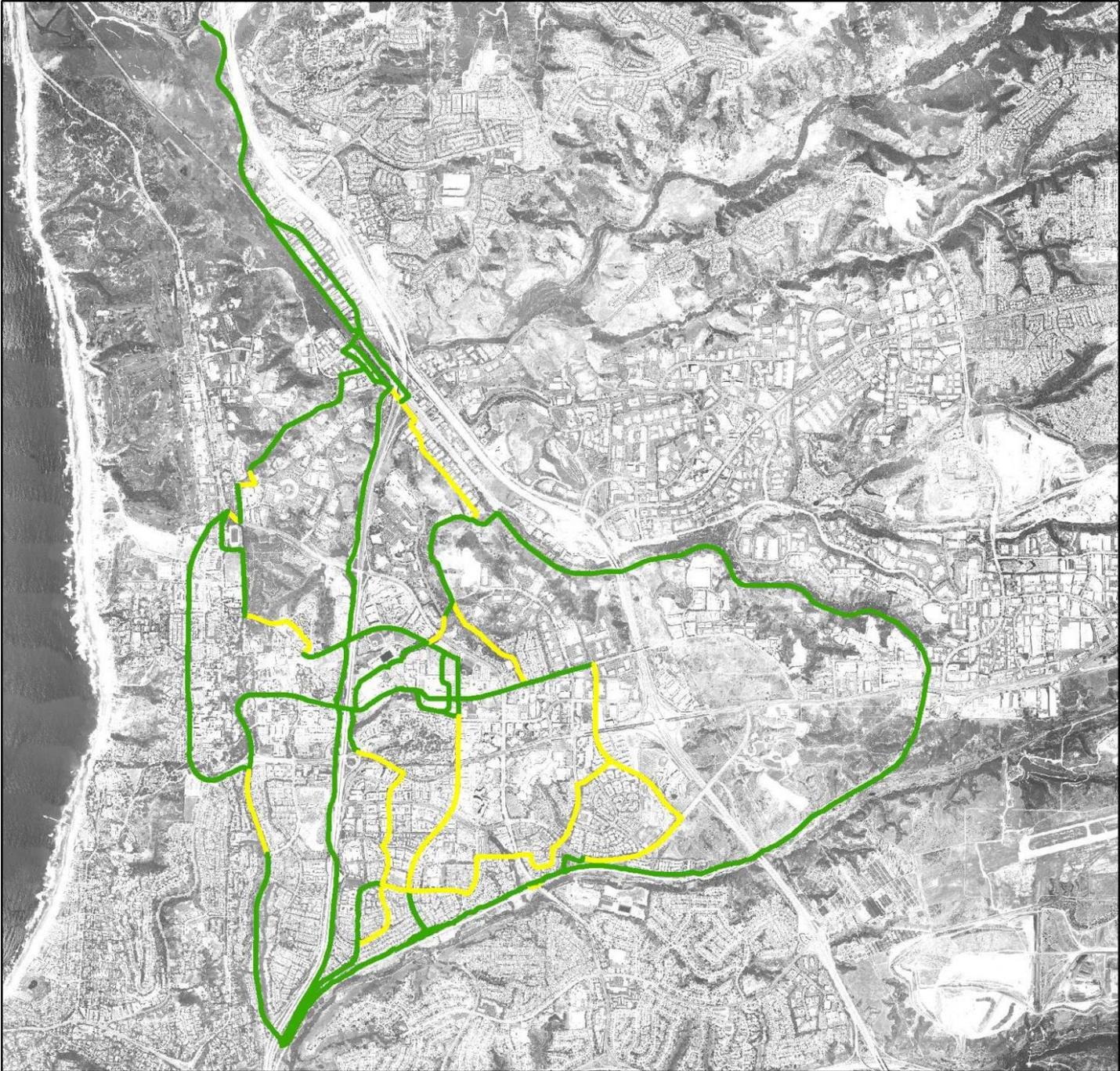
User Experience

PWG Criteria	Method of Measurement	Weight
Facility Type	% of Segment * Value	Class I (Weight 2) = 4 Cycle Track (Weight 1.5) = 1.5 Buffered Bike Lane (Weight 1.5) = 1.5 Class II (Weight 1) = 1 Class III (Weight 2) = -2
Slope < 8%	% of Segment * Value	Weight 1.5
Routes w/Overlooks	Professional Judgment	Weight 1 (Segments given values of 1, 0.5 or 0)
Impacts to Current Canyon Users	Location of Segment	Weight 1.5 (Canyon segments given value of -1.5)

User Experience



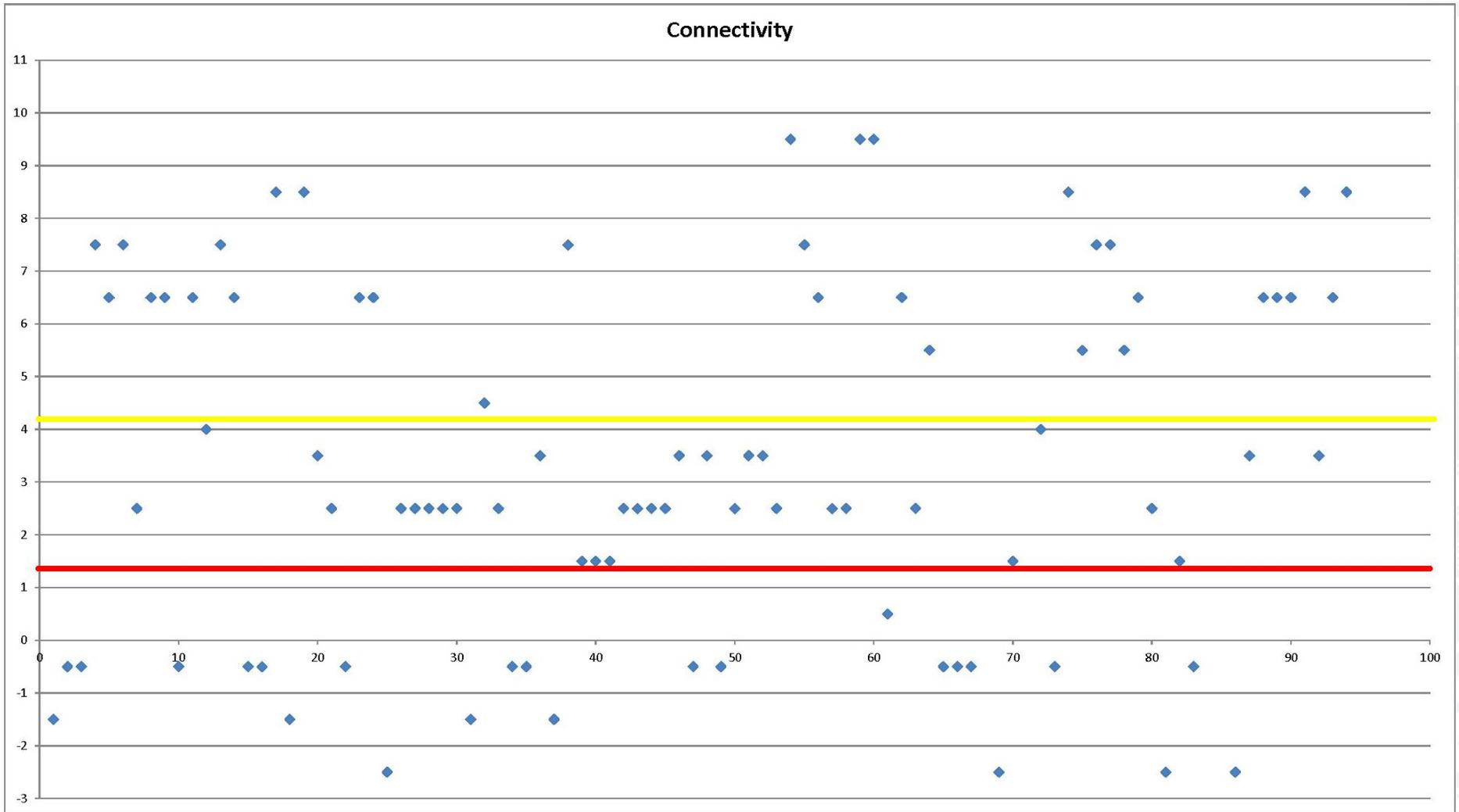
User Experience



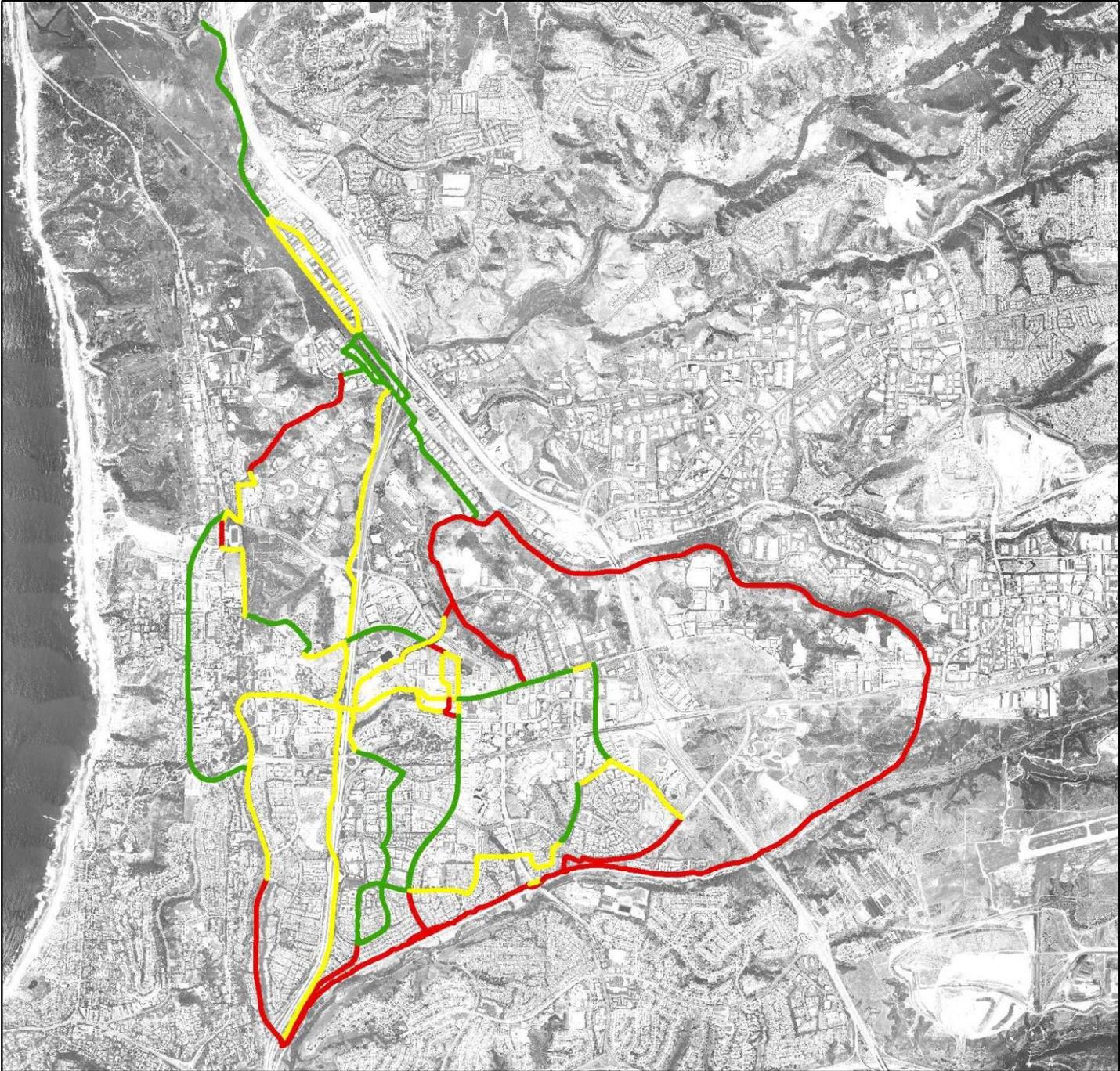
Connectivity

PWG Criteria	Method of Measurement	Weight
N/S Commuter Distance	Not Used	N/A
Connections to Parks, Schools, Work	1/8 Mile Buffer	Weight 2 >50 = 4; 20-50 = 2; <20 = -2
Proximity to Parks, Schools, Work	1/2 Mile Buffer	Weight 1 >500 = 2; 50-500 = 1; <50 = 0
Connects w/Existing-Programmed Trails	City BMP	Weight 1.5 >3 = 3; 1-3 = 1.5; 0 = -1.5
Connectivity to Transit	Existing Stop Ridership	Weight 1 >500 = 2; 100-500 = 1; <100 = 0

Connectivity



Connectivity



"Working together to engineer a better tomorrow."

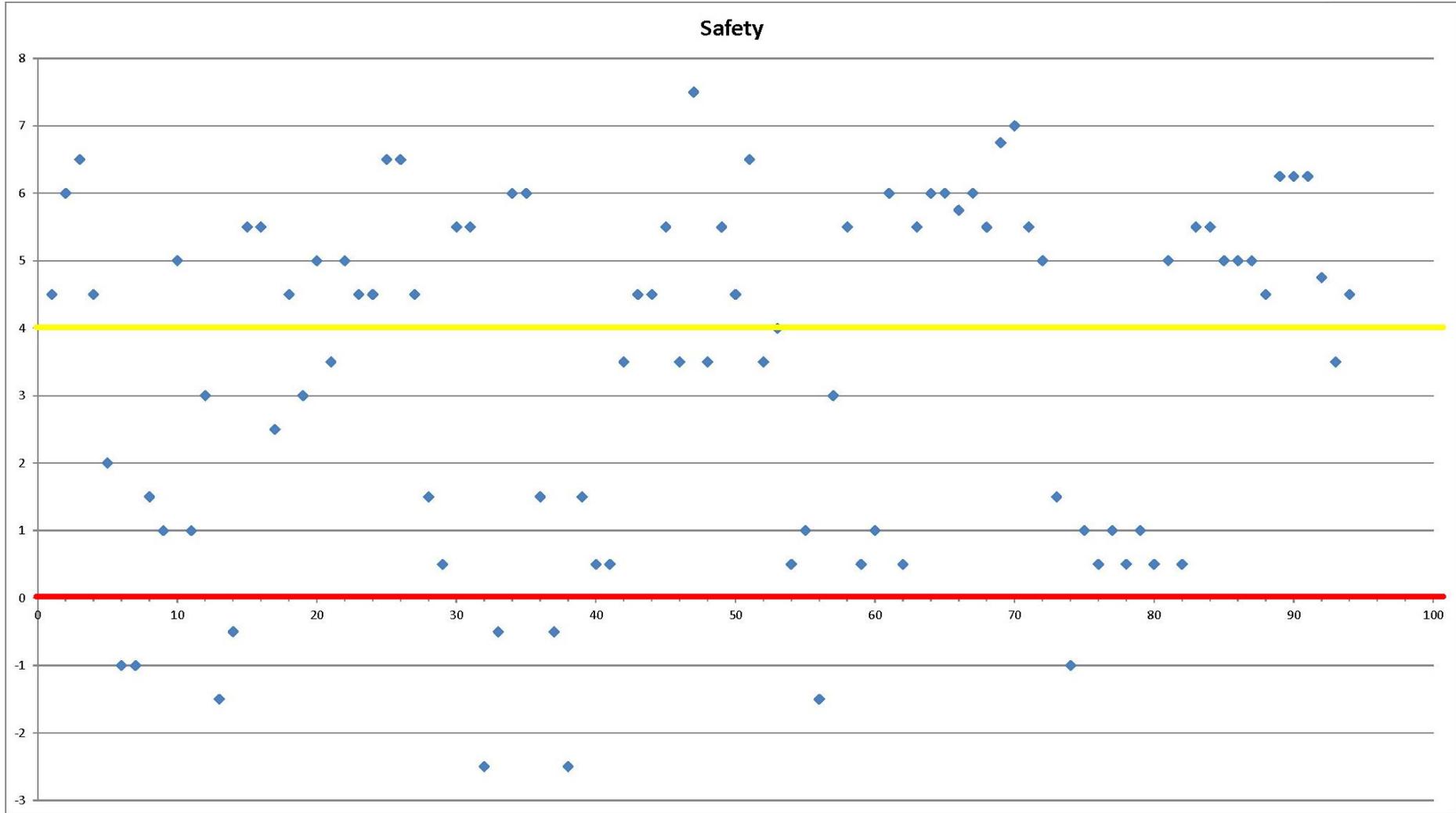
Safety

PWG Criteria	Method of Measurement	Weight
# of High Volume Intersections	Professional Judgment	Weight 2 0 = 4; 1 = 2; 2 = -2
# of Medium Volume Intersections	NOT USED	N/A
# of Driveways	Visual Estimate	Weight 1 0 = 2; 1-5 = 1; >5 = -1
Low Miles Next to Active Traffic	NOT USED	N/A
Separate Bike/Ped on High Demand Segments	NOT USED	N/A

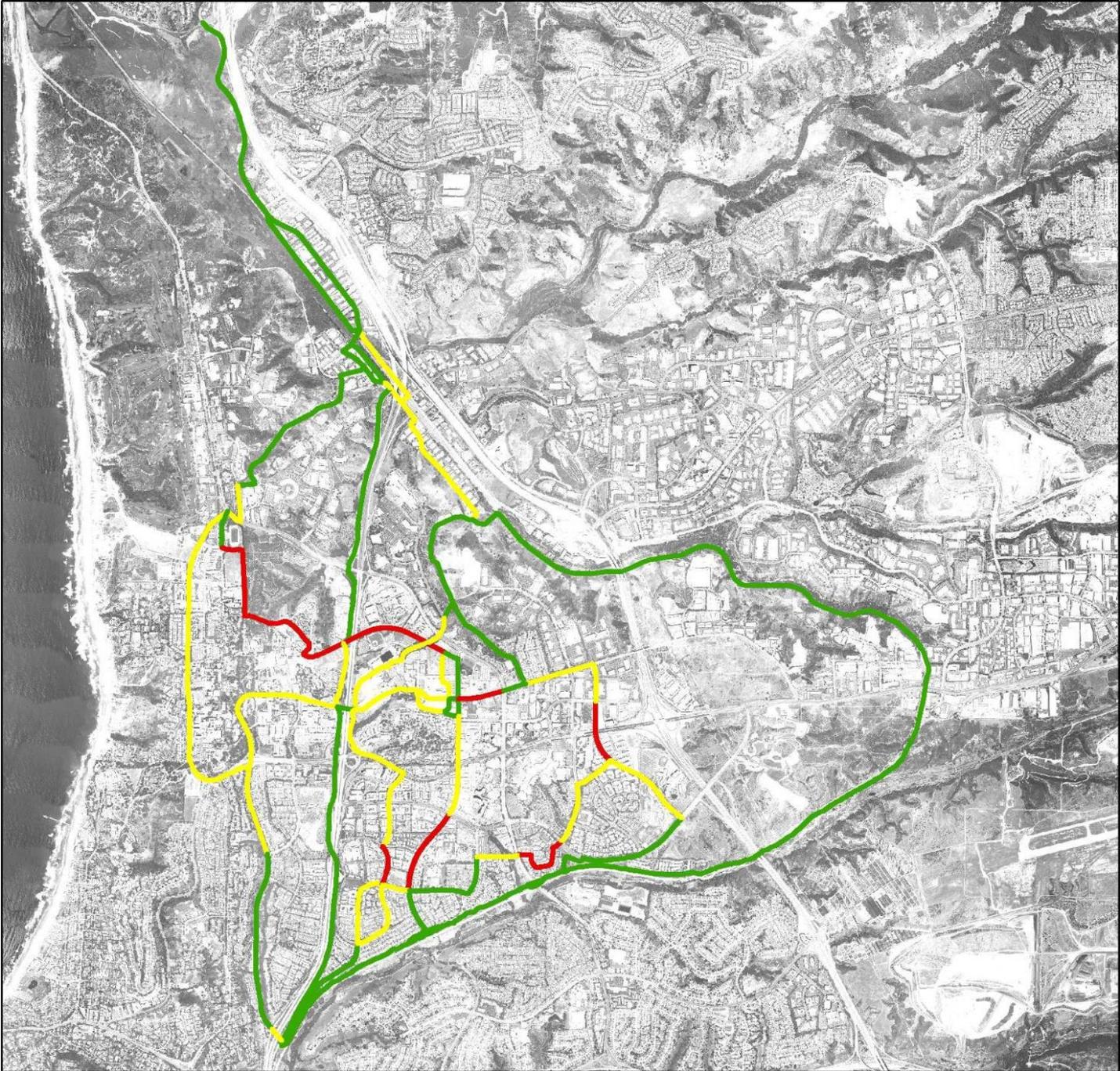
Safety (cont.)

PWG Criteria	Method of Measurement	Weight
Emergency Access	Professional Judgment	Weight 0.5 On Road = 0.5; Near Road = 0.25; Away from Road = 0
Visible, Well-lit, Safe	# of Street Lights	Weight 0.5 >500 = 2; 50-500 = 1; <50 = 0
Conflicts w/Rail-Utility Maintenance	Yes/No	Weight 0.5 Yes = -0.5; No = 0
Easily Maintained	Professional Judgment	Weight 0.5 On Road = 0.5; Near Road = 0.25; Away from Road = 0

Safety



Safety

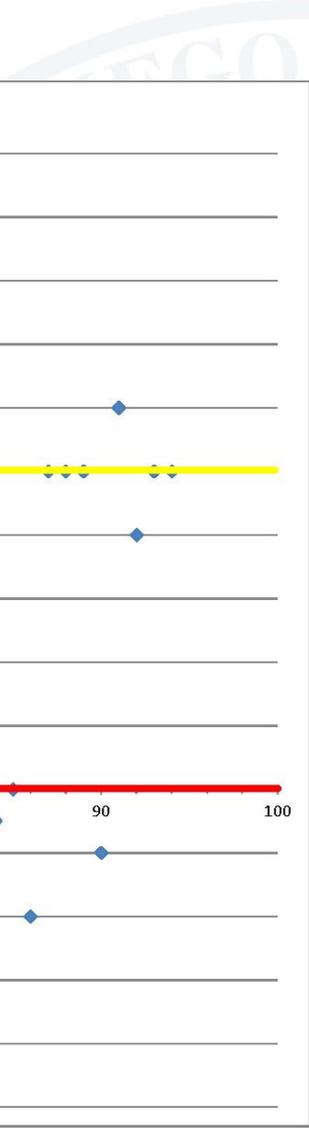
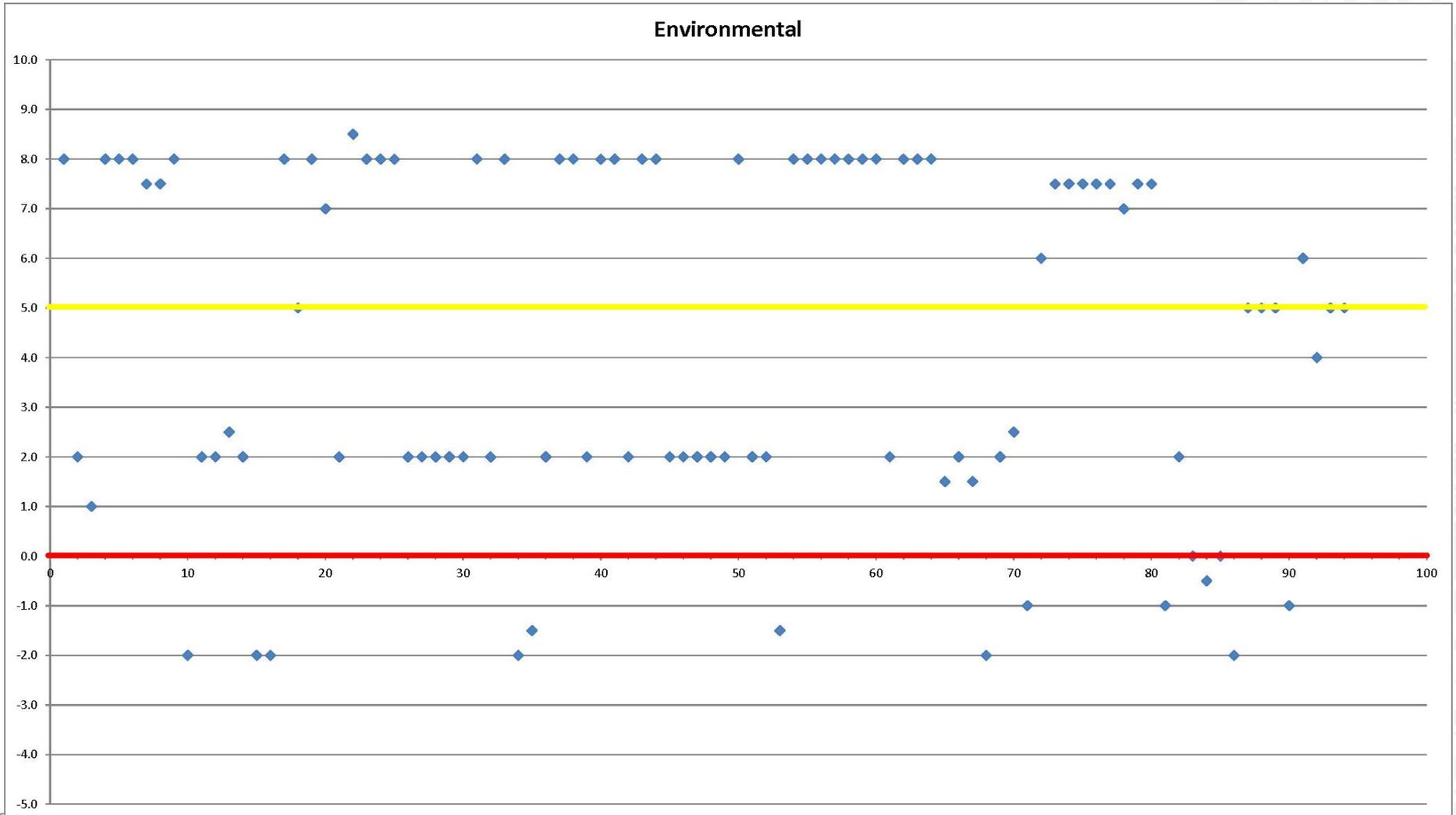


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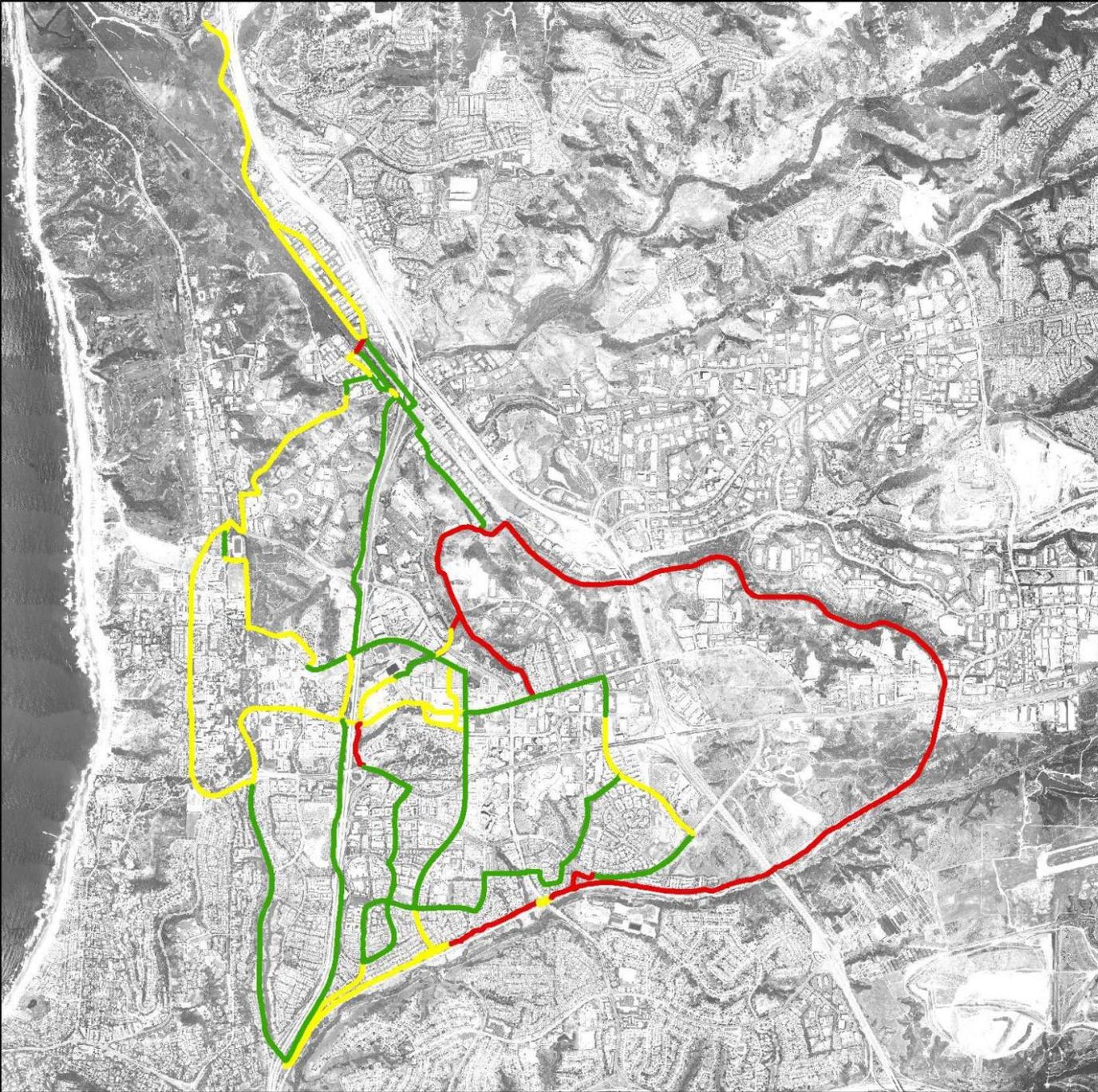
Environmental

PWG Criteria	Method of Measurement	Weight
Direct Biological Impacts	Professional Judgment	Weight 2 No = 4; Yes = -2
Indirect Biological Impacts	Professional Judgment	Weight 1 No = 2; Yes = -1
Water Quality Benefits	Professional Judgment	Weight 1 Yes = 1; No = 0
Environmental Education Opps.	Professional Judgment	Weight 1 Yes = 1; No = 0
Limit New Paving	Miles of New Paving	Weight 0.5 0 = 1; 0-0.5 = 0.5; >0.5 = -0.5
Keep Users on Trail	Professional Judgment	Weight 0.5 Yes = 0; No = -1
Avoid Spill-Over Lighting	Miles in Open Space	Weight 0.5 0 = 1; 0-0.5 = 0.5; >0.5 = -0.5

Environmental



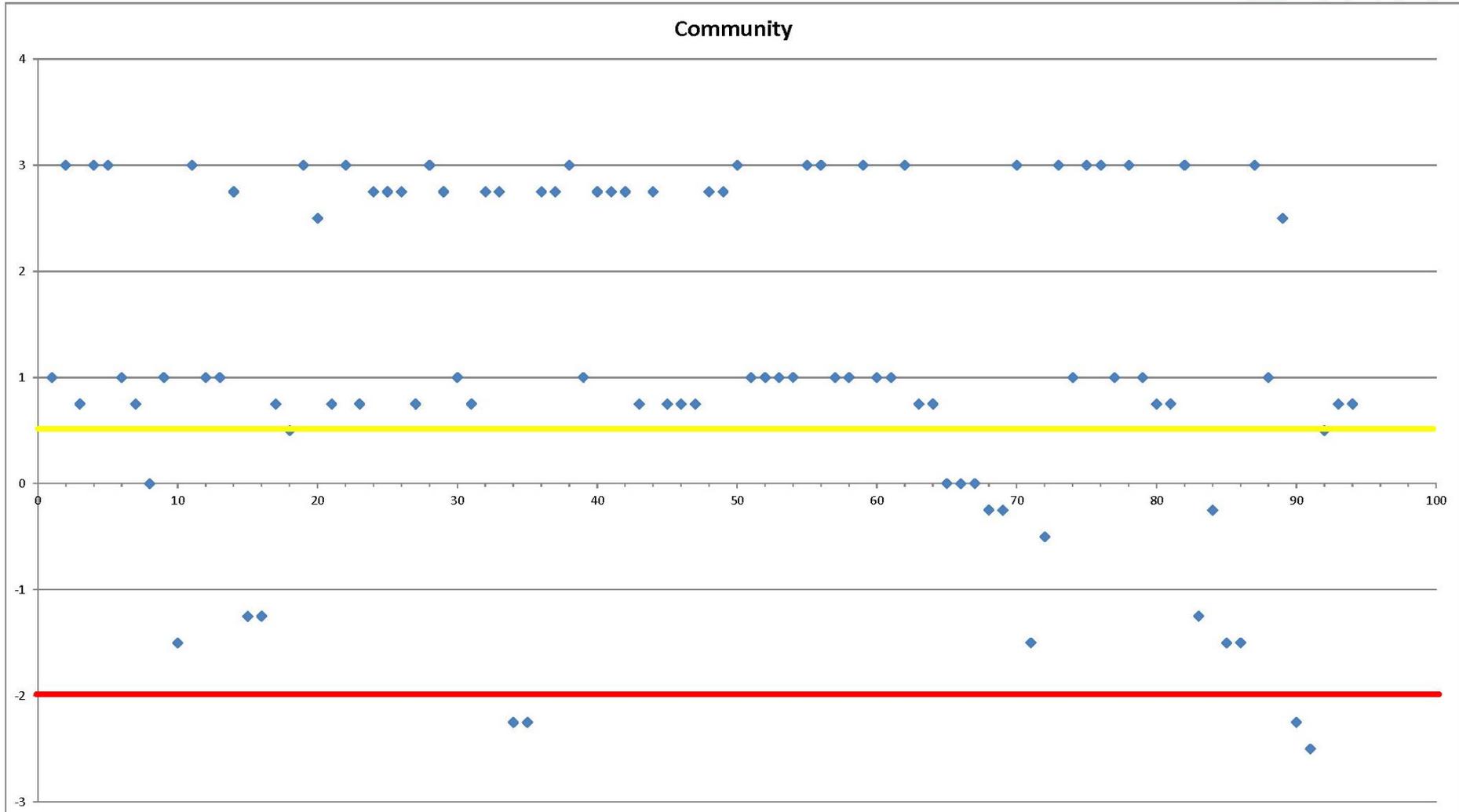
Environmental



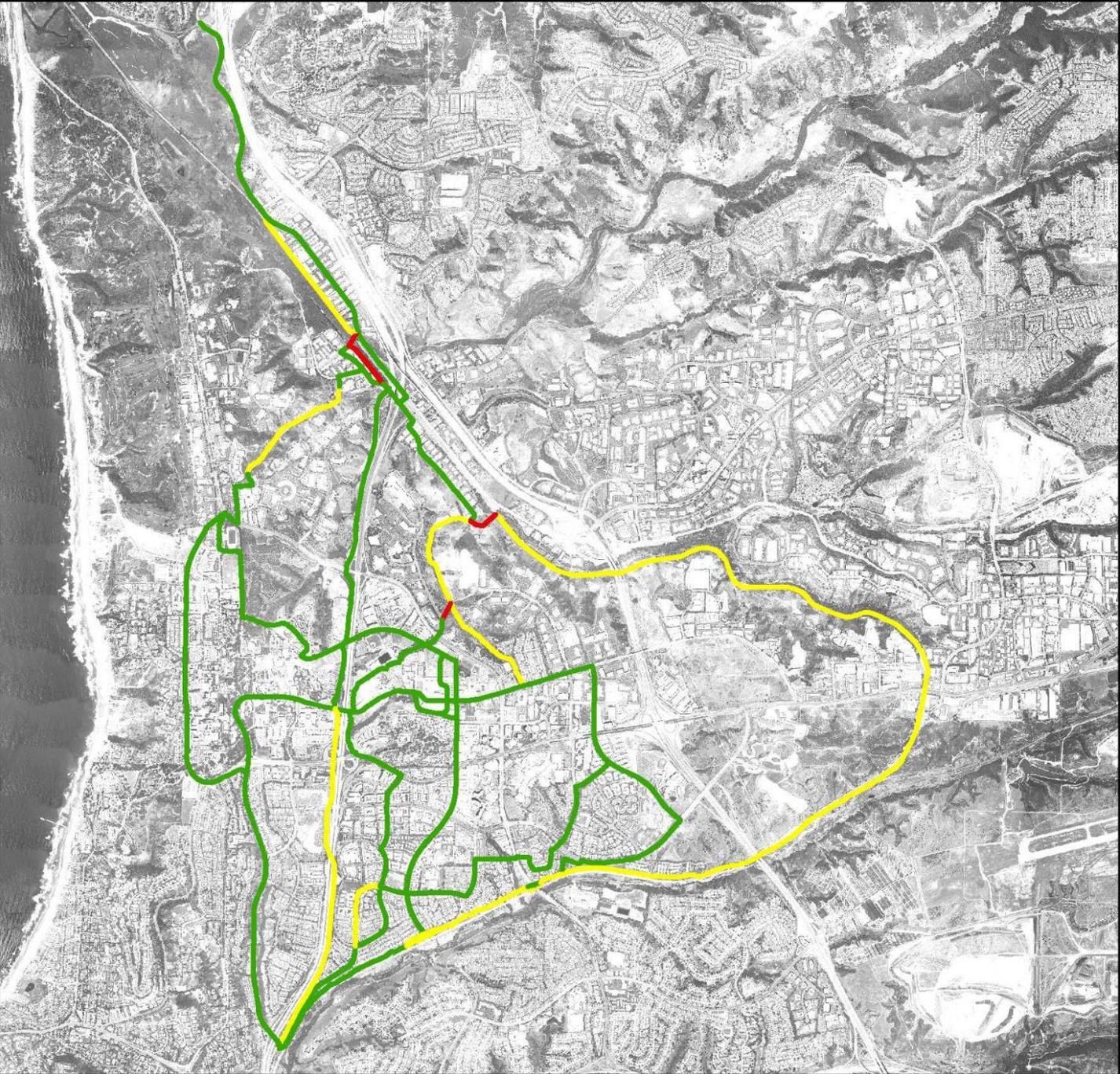
Community

PWG Criteria	Method of Measurement	Weight
Retains On-Street Parking	Visual Estimate	Weight 1 Yes = 1; No = -1
Requires ROW/Easement	Professional Judgment	Weight 1.5 No = 1.5; Utility = -0.5; Private = -1.5
Community Event Opps.	NOT USED	N/A
Maintains Visual Character	Professional Judgment	Weight 2 Yes = 0; Partially = -0.5; No = -2
Balances Regional/Local Interests	NOT USED	N/A
Public Visibility of Trail	Professional Judgment	Weight 0.5 Yes = 0.5; Partial = -0.25; No = -0.5

Community



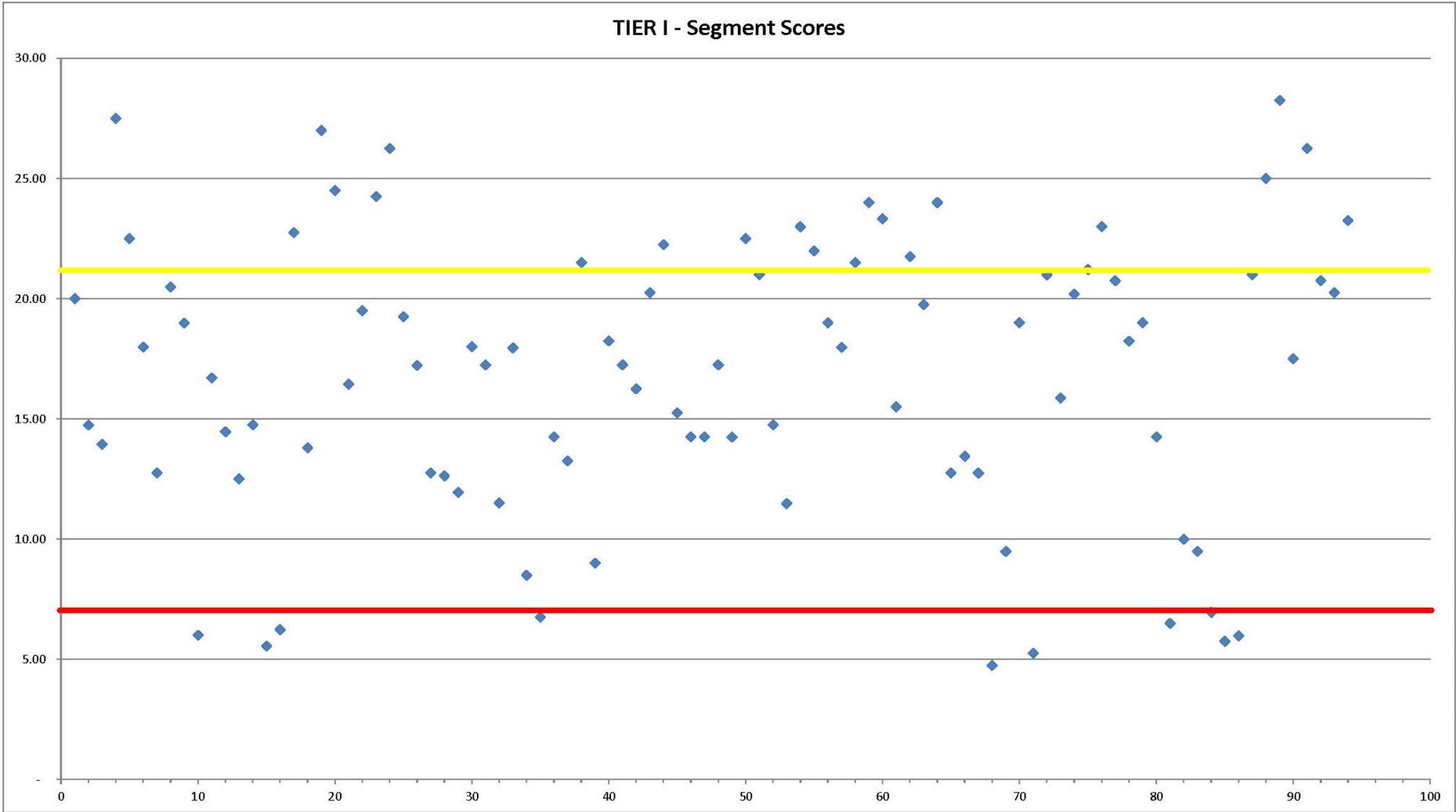
Community



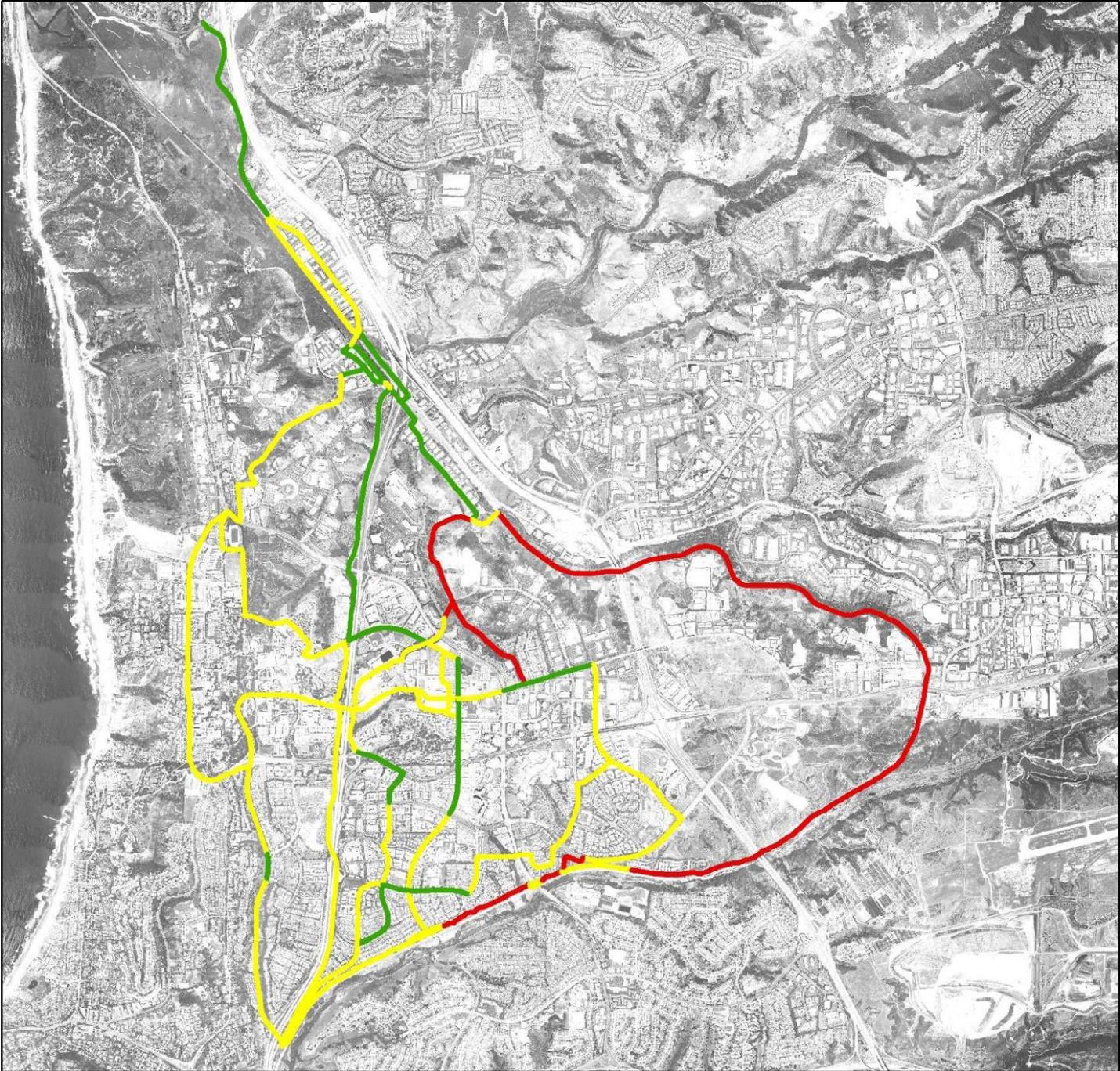
Costs

PWG Criteria	Method of Measurement	Weight
Low Project Costs Compared to URS Alternative	NOT USED	Weight 1.5
Low Cost per Mile	NOT USED	Weight 1.25
Low Maintenance & Repair Cost	NOT USED	Weight 2
Low Costs to City & Funding Partners	NOT USED	Weight 1

Composite



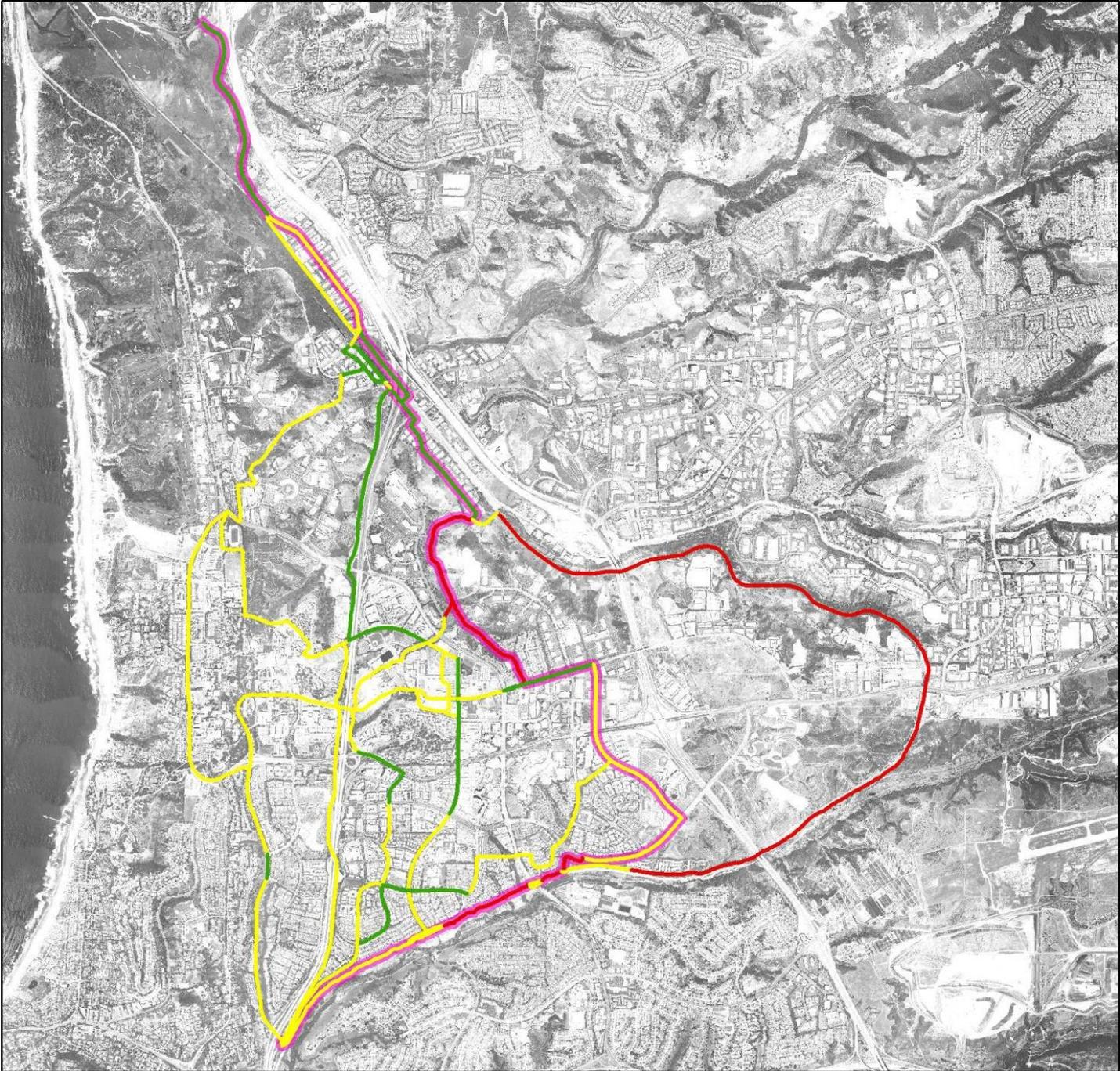
Composite



Potential Alignments

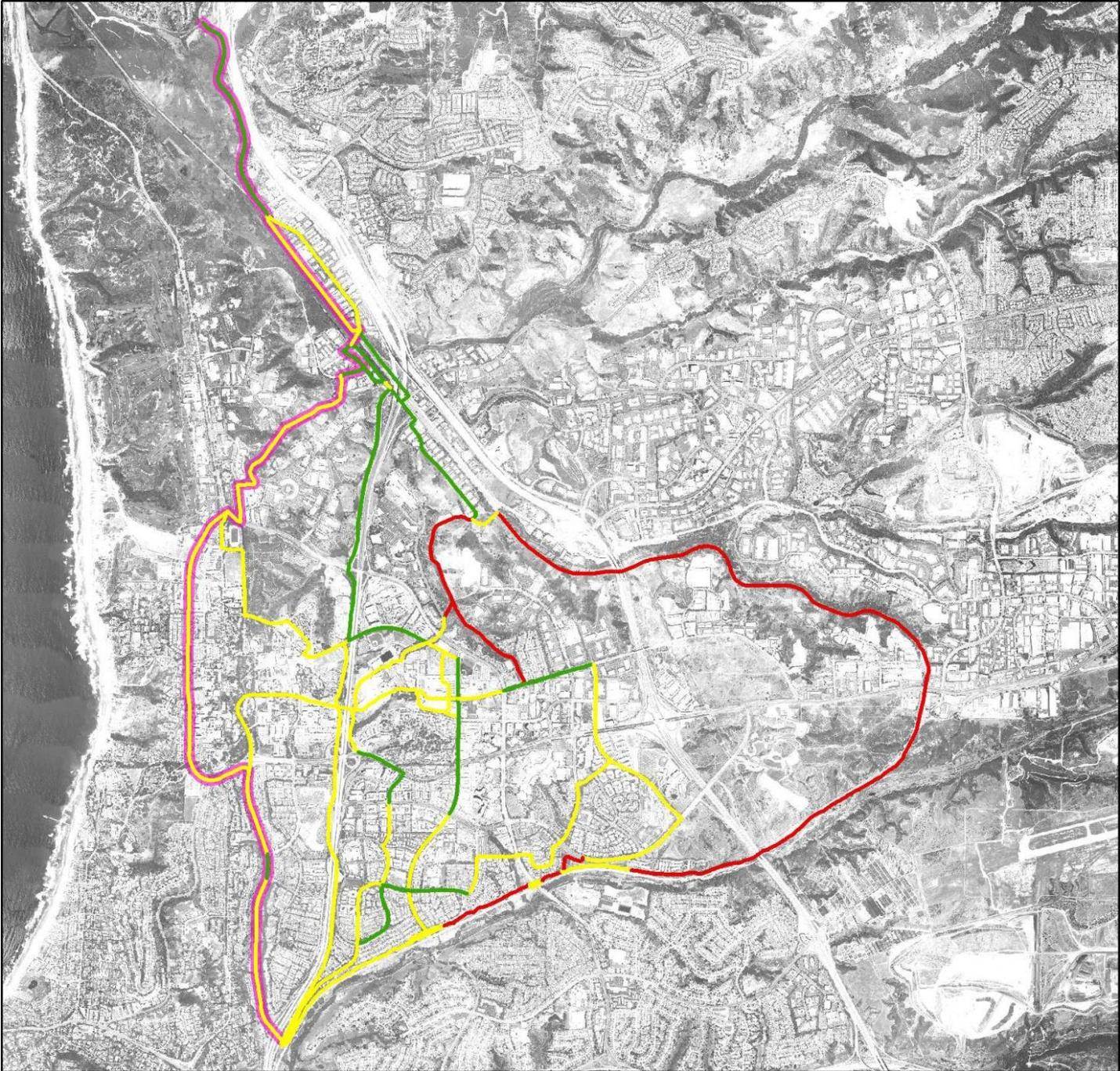


Baseline Comparison: URS

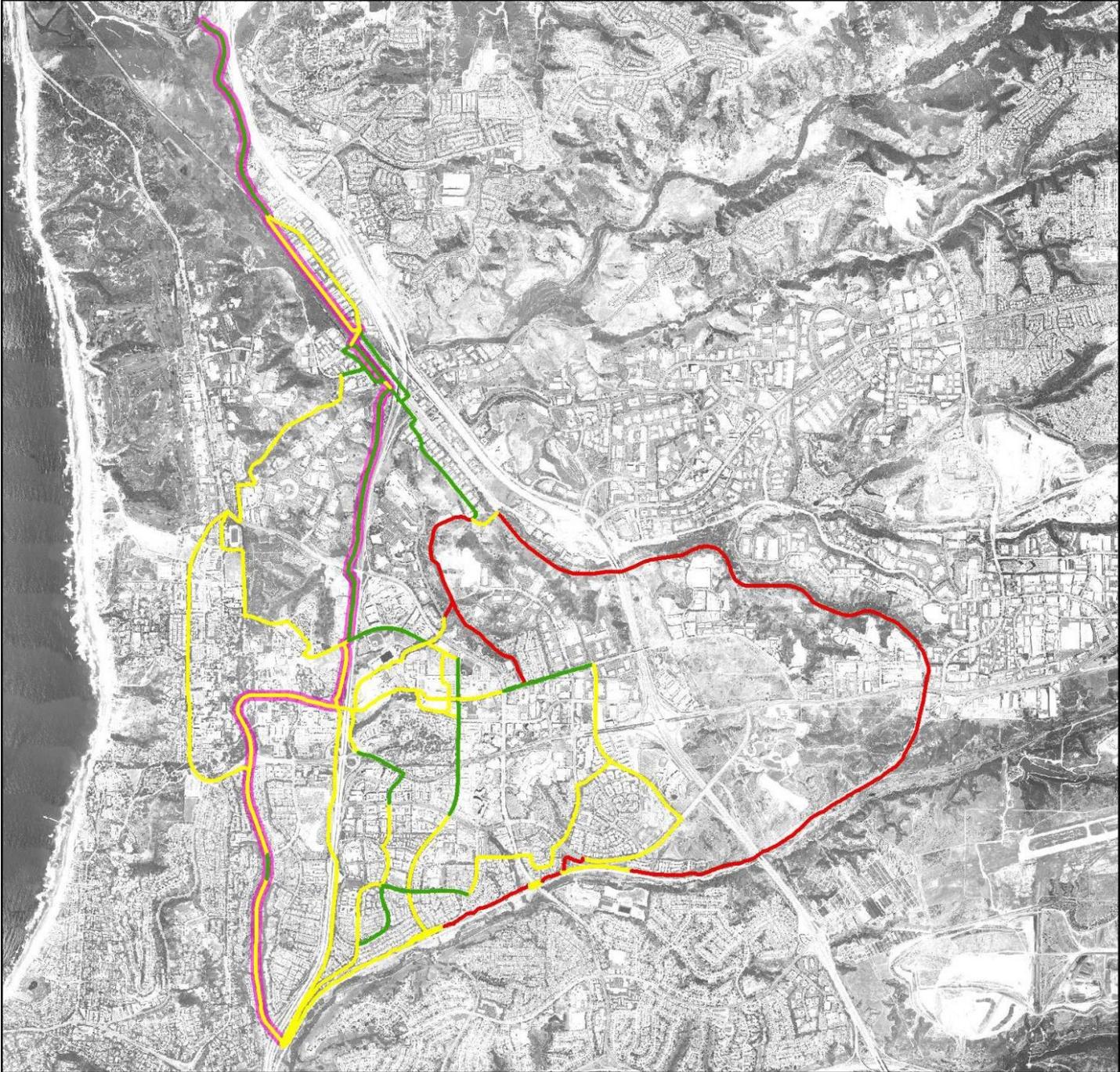


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Proposed Alt 1

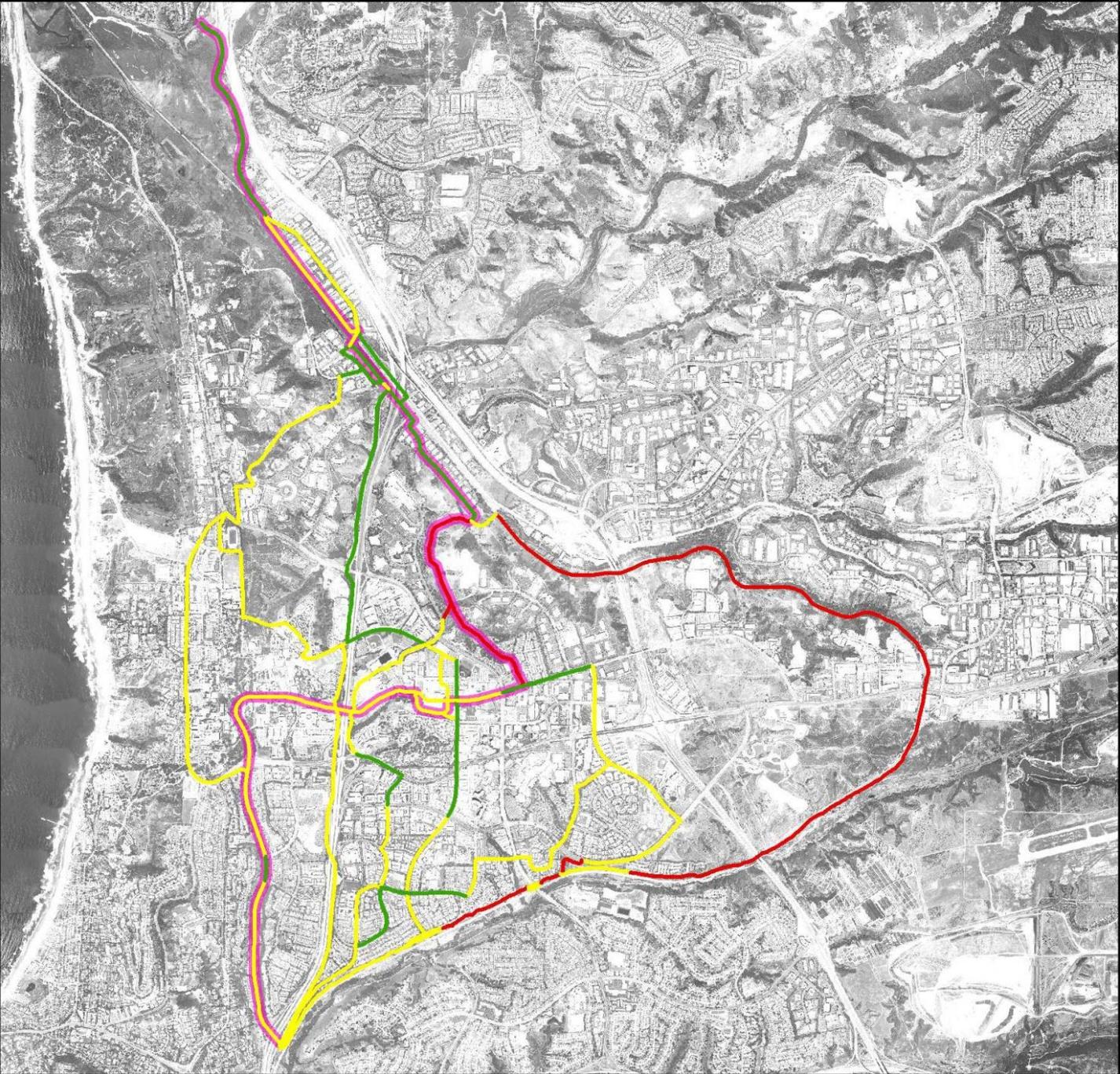


Proposed Alt 2

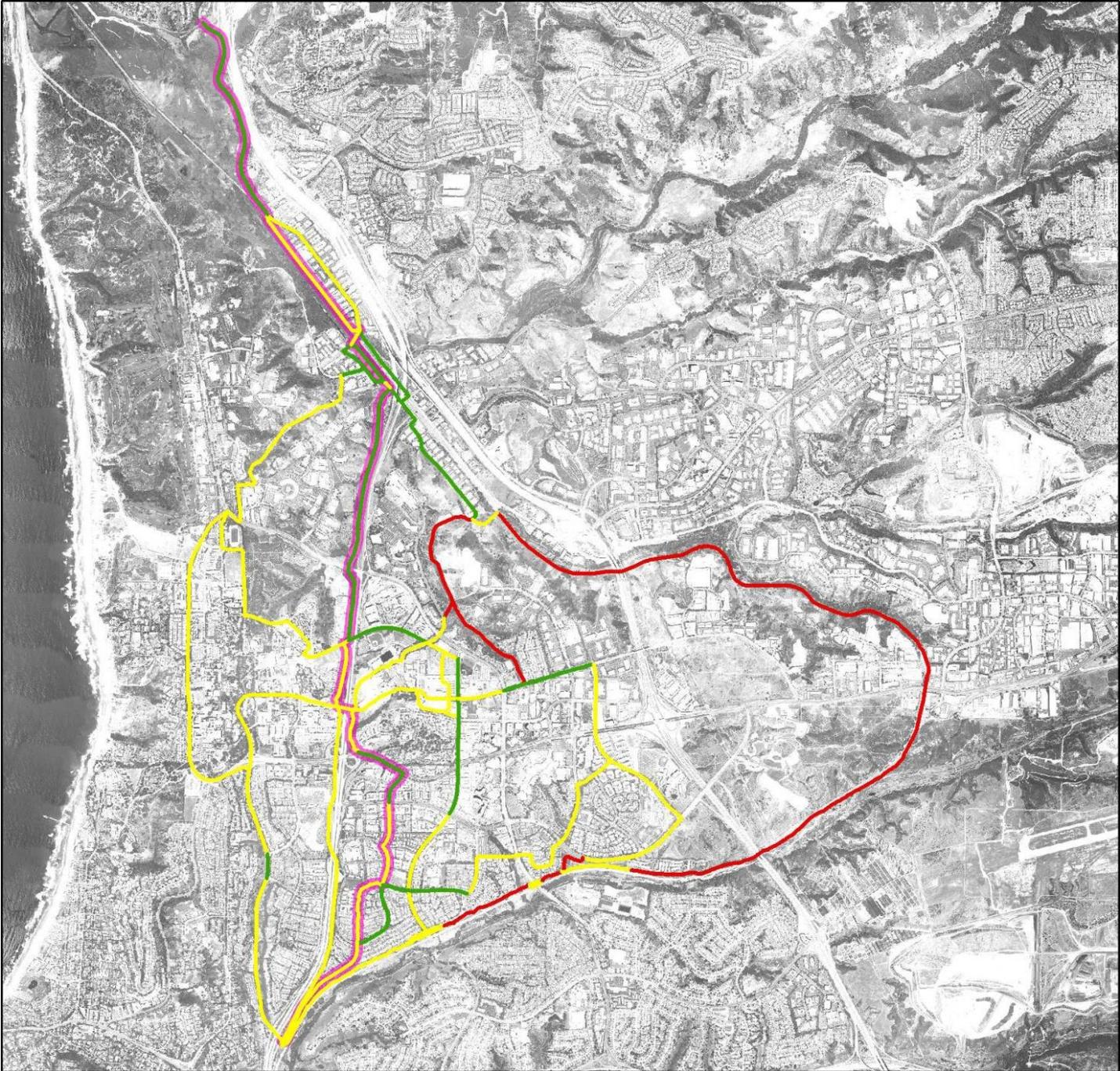


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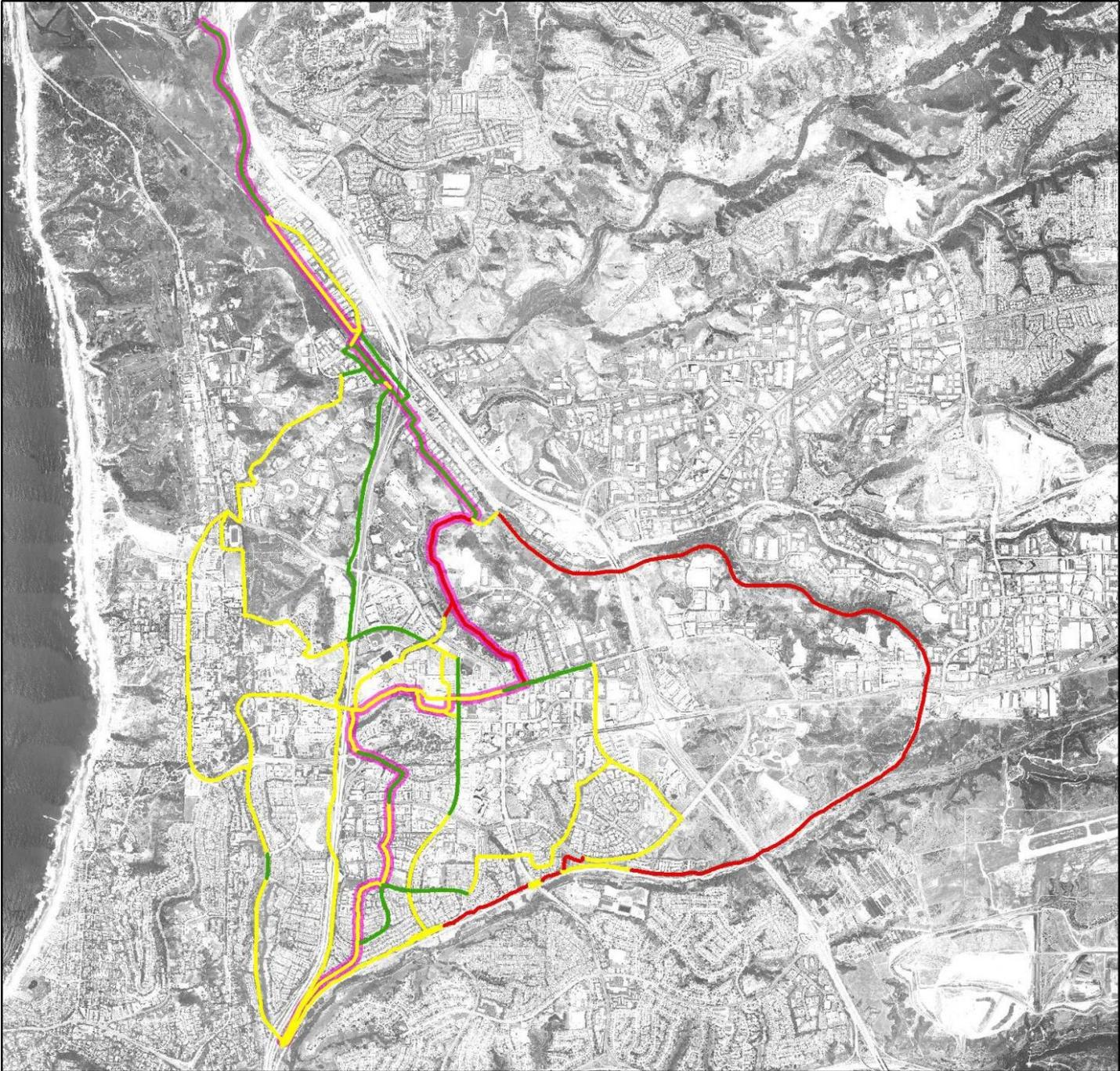
Proposed Alt 3



Proposed Alt 4

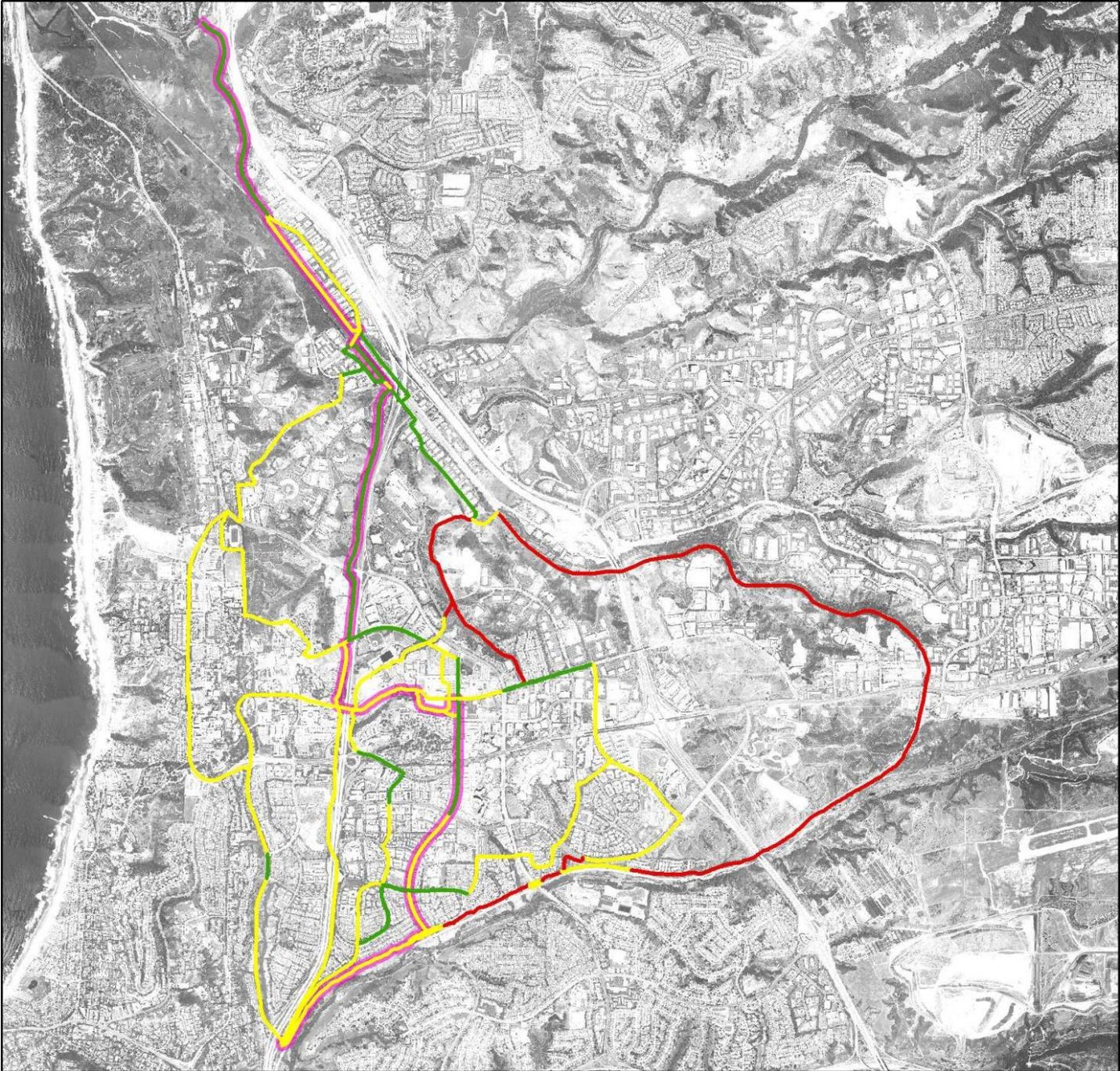


Proposed Alt 5

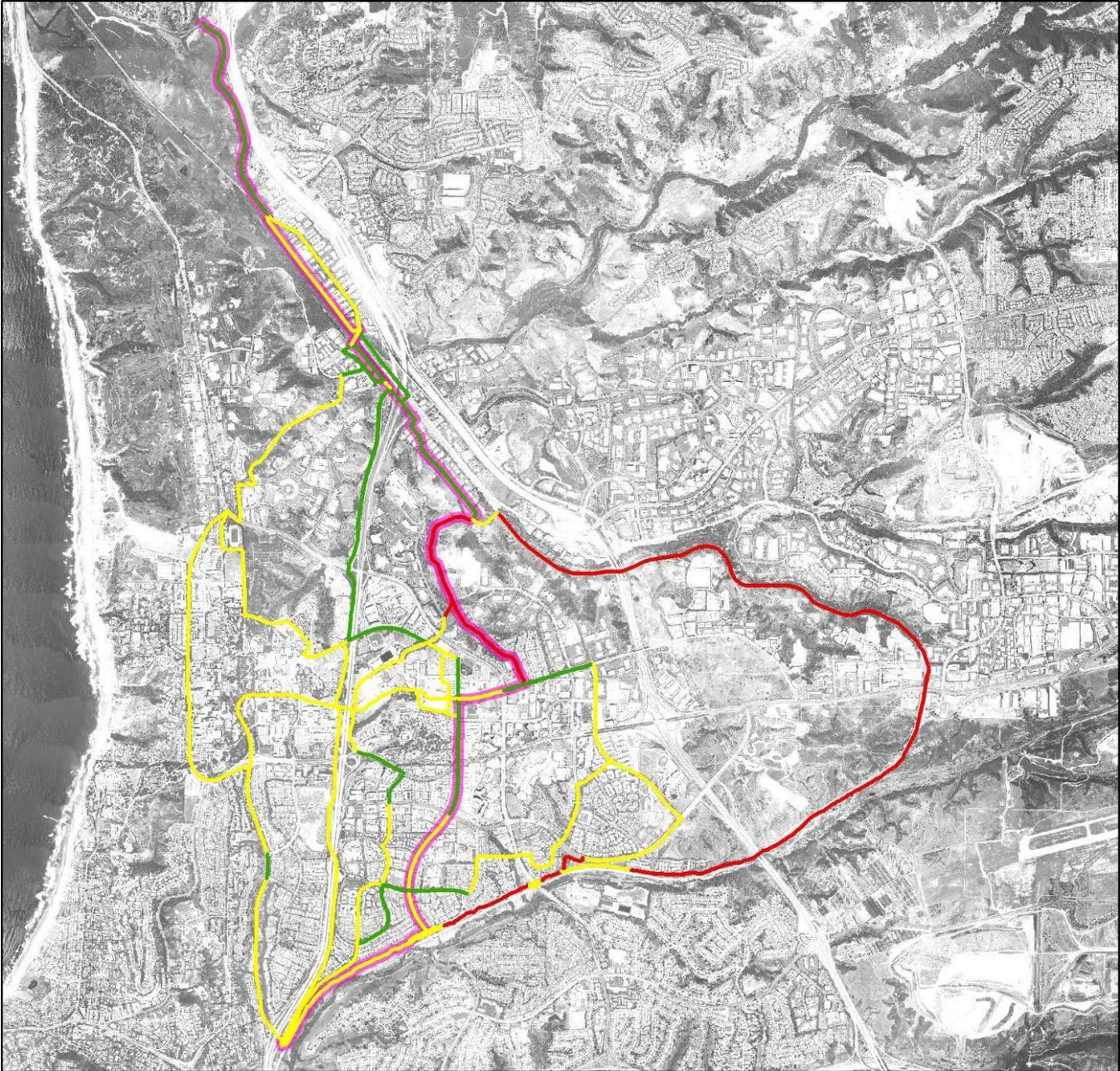


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Proposed Alt 6

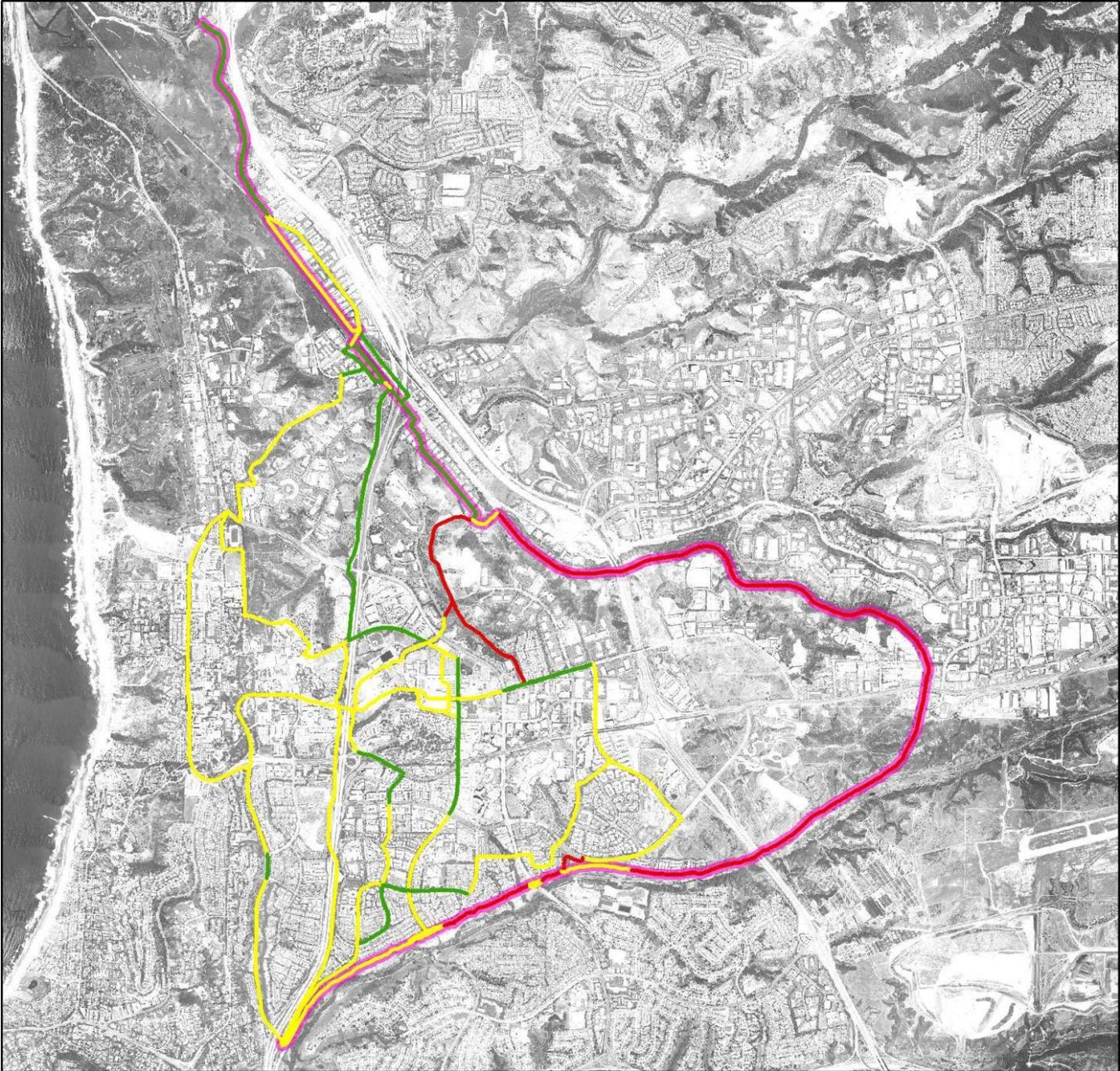


Proposed Alt 7



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Proposed Alt 8



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	August 28, 2013
Public Workshop #2	Present/Seek Input on Draft Alternatives	Fall 2013
PWG Meeting #5	Discuss and Provide Input on Preferred Alternative	TBD

Public Comment

