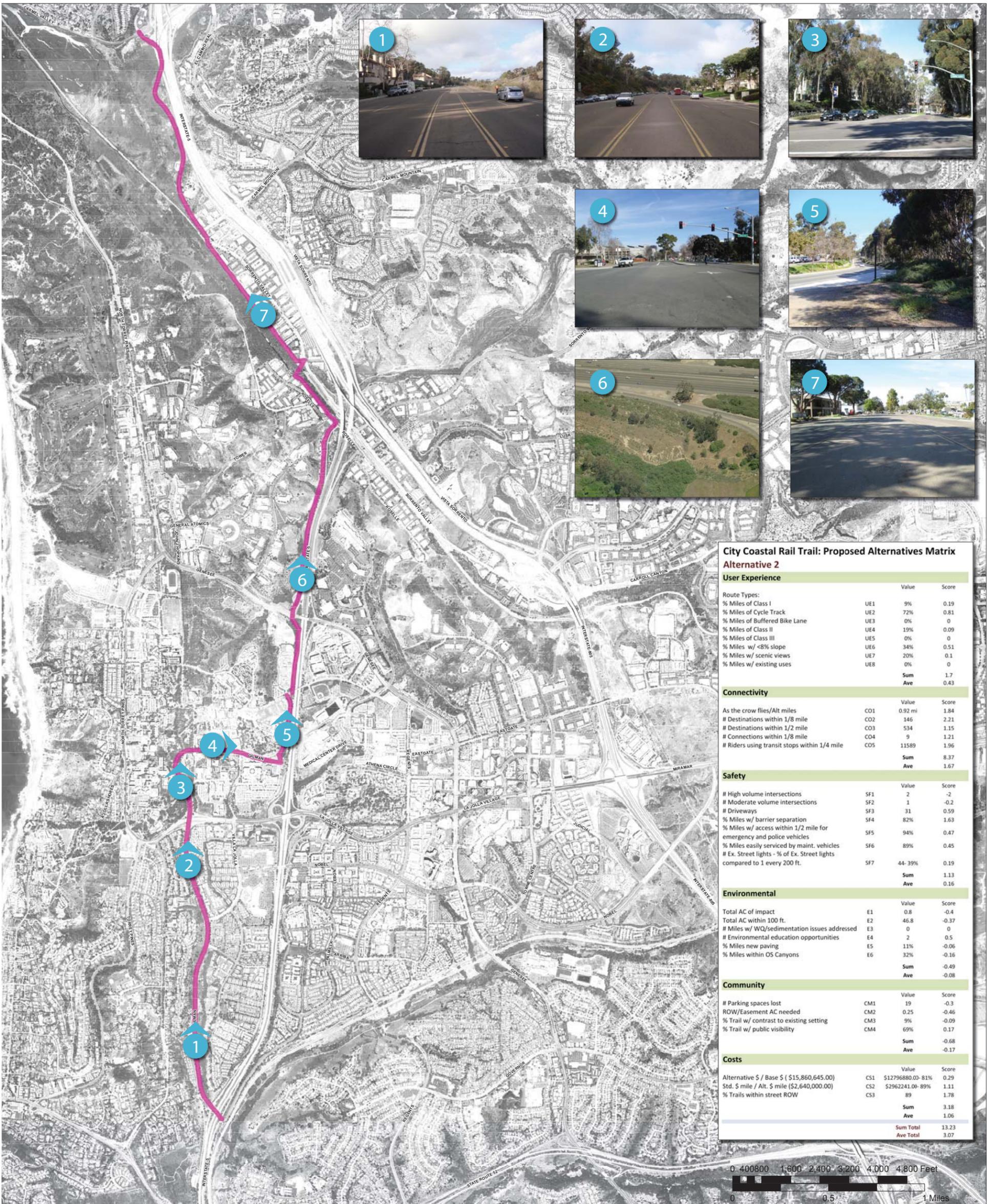


# ALTERNATIVE 2



**City Coastal Rail Trail: Proposed Alternatives Matrix**  
**Alternative 2**

User Experience		
	Value	Score
<b>Route Types:</b>		
% Miles of Class I	UE1 9%	0.19
% Miles of Cycle Track	UE2 72%	0.81
% Miles of Buffered Bike Lane	UE3 0%	0
% Miles of Class II	UE4 19%	0.09
% Miles of Class III	UE5 0%	0
% Miles w/ <8% slope	UE6 34%	0.51
% Miles w/ scenic views	UE7 20%	0.1
% Miles w/ existing uses	UE8 0%	0
<b>Sum</b>	<b>0%</b>	<b>1.7</b>
<b>Ave</b>	<b>0%</b>	<b>0.43</b>
<b>Connectivity</b>		
	Value	Score
As the crow flies/Alt miles	CO1 0.92 mi	1.84
# Destinations within 1/8 mile	CO2 146	2.21
# Destinations within 1/2 mile	CO3 534	1.15
# Connections within 1/8 mile	CO4 9	1.21
# Riders using transit stops within 1/4 mile	CO5 11589	1.96
<b>Sum</b>	<b>12273</b>	<b>8.37</b>
<b>Ave</b>	<b>12273</b>	<b>1.67</b>
<b>Safety</b>		
	Value	Score
# High volume intersections	SF1 2	-2
# Moderate volume intersections	SF2 1	-0.2
# Driveways	SF3 31	0.59
% Miles w/ barrier separation	SF4 82%	1.63
% Miles w/ access within 1/2 mile for emergency and police vehicles	SF5 94%	0.47
% Miles easily serviced by maint. vehicles	SF6 89%	0.45
# Ex. Street lights - % of Ex. Street lights compared to 1 every 200 ft.	SF7 44-39%	0.19
<b>Sum</b>	<b>133</b>	<b>1.13</b>
<b>Ave</b>	<b>133</b>	<b>0.16</b>
<b>Environmental</b>		
	Value	Score
Total AC of impact	E1 0.8	-0.4
Total AC within 100 ft.	E2 46.8	-0.37
# Miles w/ WQ/sedimentation issues addressed	E3 0	0
# Environmental education opportunities	E4 2	0.5
% Miles new paving	E5 11%	-0.06
% Miles within OS Canyons	E6 32%	-0.16
<b>Sum</b>	<b>52.6</b>	<b>-0.49</b>
<b>Ave</b>	<b>52.6</b>	<b>-0.08</b>
<b>Community</b>		
	Value	Score
# Parking spaces lost	CM1 19	-0.3
ROW/Easement AC	CM2 0.25	-0.46
% Trail w/ contrast to existing setting	CM3 9%	-0.09
% Trail w/ public visibility	CM4 69%	0.17
<b>Sum</b>	<b>88</b>	<b>-0.68</b>
<b>Ave</b>	<b>88</b>	<b>-0.17</b>
<b>Costs</b>		
	Value	Score
Alternative \$ / Base \$ (\$15,860,645.00)	CS1 \$12796880.00- 81%	0.29
Std. \$ mile / Alt. \$ mile (\$2,640,000.00)	CS2 \$2962241.00- 89%	1.11
% Trails within street ROW	CS3 89	1.78
<b>Sum</b>	<b>178</b>	<b>3.18</b>
<b>Ave</b>	<b>178</b>	<b>1.06</b>
<b>Sum Total</b>		<b>13.23</b>
<b>Ave Total</b>		<b>3.07</b>



- PROS:**
- Uses Caltrans Proposed I-5 Bikeway(Caltrans funded project)
  - Direct north-south route
  - Provides direct connection through UCSD

- Highest overall in score using the PWG Criteria
- University City Planning Group preferred route
- Consistent with City's Bicycle Master Plan guidelines for avoiding canyons

- CONS:**
- Does not provide connection to UTC area employment/residential centers
  - Alternate most westerly from original Coastal Rail Trail
  - Route predominately along higher speed roadways

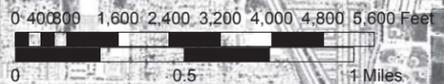
1. Lower rider experience ( noise, air quality, visual, safety)
  2. Lower ranking in safety using the PWG Criteria
- Caltrans I-5 Bikeway funding is not assured

# ALTERNATIVE 4



**City Coastal Rail Trail: Proposed Alternatives Matrix**  
**Alternative 4**

User Experience		
	Value	Score
<b>Route Types:</b>		
% Miles of Class I	UE1 19%	0.37
% Miles of Cycle Track	UE2 79%	0.89
% Miles of Buffered Bike Lane	UE3 0%	0
% Miles of Class II	UE4 2%	0.01
% Miles of Class III	UE5 0%	0
% Miles w/ <8% slope	UE6 25%	0.38
% Miles w/ scenic views	UE7 11%	0.05
% Miles w/ existing uses	UE8 0%	0
<b>Sum</b>		1.71
<b>Ave</b>		0.43
<b>Connectivity</b>		
	Value	Score
As the crow flies/Alt miles	CO1 0.91 mi	1.83
# Destinations within 1/8 mile	CO2 122	1.84
# Destinations within 1/2 mile	CO3 496	1.07
# Connections within 1/8 mile	CO4 10	1.35
# Riders using transit stops within 1/4 mile	CO5 6551	1.11
<b>Sum</b>		7.2
<b>Ave</b>		1.44
<b>Safety</b>		
	Value	Score
# High volume intersections	SF1 0	0
# Moderate volume intersections	SF2 3	-0.61
# Driveways	SF3 31	0.59
% Miles w/ barrier separation	SF4 98%	1.96
% Miles w/ access within 1/2 mile for emergency and police vehicles	SF5 89%	0.44
% Miles easily serviced by maint. vehicles	SF6 84%	0.42
# Ex. Street lights - % of Ex. Street lights compared to 1 every 200 ft.	SF7 49-43%	0.21
<b>Sum</b>		3.02
<b>Ave</b>		0.43
<b>Environmental</b>		
	Value	Score
Total AC of impact	E1 2.6	-1.3
Total AC within 100 ft.	E2 52	-0.41
# Miles w/ WQ/sedimentation issues addressed	E3 0	0
# Environmental education opportunities	E4 1	0.25
% Miles new paving	E5 25	-0.13
% Miles within OS Canyons	E6 32	-0.16
<b>Sum</b>		-1.75
<b>Ave</b>		-0.29
<b>Community</b>		
	Value	Score
# Parking spaces lost	CM1 72	-1.15
ROW/Easement AC needed	CM2 0.75	-1.37
% Trail w/ contrast to existing setting	CM3 9	-0.09
% Trail w/ public visibility	CM4 67	0.17
<b>Sum</b>		-2.44
<b>Ave</b>		-0.61
<b>Costs</b>		
	Value	Score
Alternative \$ / Base \$ (\$15,860,645.00)	CS1 \$15791814.00- 100%	0.01
Std. \$ mile / Alt. \$ mile (\$2,640,000.00)	CS2 \$3630302.00- 73%	0.91
% Trails within street ROW	CS3 75	1.49
<b>Sum</b>		2.41
<b>Ave</b>		0.8
<b>Sum Total</b>		10.15
<b>Ave Total</b>		2.2



**PROS:**

- Uses Caltrans Proposed I-5 Bikeway(Caltrans funded project)
- Provides connection through UCSD

- University City Planning Group supported as alternative route to be studied
- Consistent with City's Bicycle Master Plan guidelines for avoiding canyons

**CONS:**

- Bridge required across UCSD East Campus Canyon
- Does not provide connection to UTC area employment centers
- Potential impact to existing parking on Lebon Street
- Route predominately along higher speed roadways

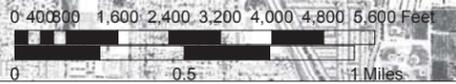
1. Lower rider experience ( noise, air quality, visual, safety)
- Lower ranking using the PWG Criteria
  - Caltrans I-5 Bikeway funding is not assured.

# ALTERNATIVE 5



**City Coastal Rail Trail: Proposed Alternatives Matrix**  
**Alternative 5**

User Experience		
	Value	Score
<b>Route Types:</b>		
% Miles of Class I	UE1 35%	0.69
% Miles of Cycle Track	UE2 39%	0.44
% Miles of Buffered Bike Lane	UE3 6%	0.05
% Miles of Class II	UE4 20%	0.1
% Miles of Class III	UE5 0%	0
% Miles w/ <8% slope	UE6 24%	0.36
% Miles w/ scenic views	UE7 20%	0.1
% Miles w/ existing uses	UE8 21%	-0.16
<b>Sum</b>		1.58
<b>Ave</b>		0.39
<b>Connectivity</b>		
	Value	Score
As the crow flies/Alt miles	CO1 0.63 mi	1.27
# Destinations within 1/8 mile	CO2 154	2.33
# Destinations within 1/2 mile	CO3 547	1.18
# Connections within 1/8 mile	CO4 13	1.75
# Riders using transit stops within 1/4 mile	CO5 3950	0.67
<b>Sum</b>		7.19
<b>Ave</b>		1.44
<b>Safety</b>		
	Value	Score
# High volume intersections	SF1 0	0
# Moderate volume intersections	SF2 5	-1.01
# Driveways	SF3 84	1.6
% Miles w/ barrier separation	SF4 74%	1.47
% Miles w/ access within 1/2 mile for emergency and police vehicles	SF5 87%	0.43
% Miles easily serviced by maint. vehicles	SF6 87%	0.43
# Ex. Street lights - % of Ex. Street lights compared to 1 every 200 ft.	SF7 77-47%	0.23
<b>Sum</b>		3.17
<b>Ave</b>		0.45
<b>Environmental</b>		
	Value	Score
Total AC of impact	E1 5	-2.49
Total AC within 100 ft.	E2 72.6	-0.58
# Miles w/ WQ/sedimentation issues addressed	E3 1.3	0.55
# Environmental education opportunities	E4 2	0.5
% Miles new paving	E5 36	-0.18
% Miles within OS Canyons	E6 21	-0.1
<b>Sum</b>		-2.3
<b>Ave</b>		-0.38
<b>Community</b>		
	Value	Score
# Parking spaces lost	CM1 72	-1.15
ROW/Easement AC needed	CM2 0.75	-1.37
% Trail w/ contrast to existing setting	CM3 21	-0.21
% Trail w/ public visibility	CM4 76	0.19
<b>Sum</b>		-2.54
<b>Ave</b>		-0.63
<b>Costs</b>		
	Value	Score
Alternative \$ / Base \$ (\$15,860,645.00)	CS1 \$11194436-71%	0.44
Std. \$ mile / Alt. \$ mile (\$2,640,000.00)	CS2 \$1785396.00-148%	1.85
% Trails within street ROW	CS3 64	1.28
<b>Sum</b>		3.57
<b>Ave</b>		1.19
<b>Sum Total</b>		10.67
<b>Ave Total</b>		2.46



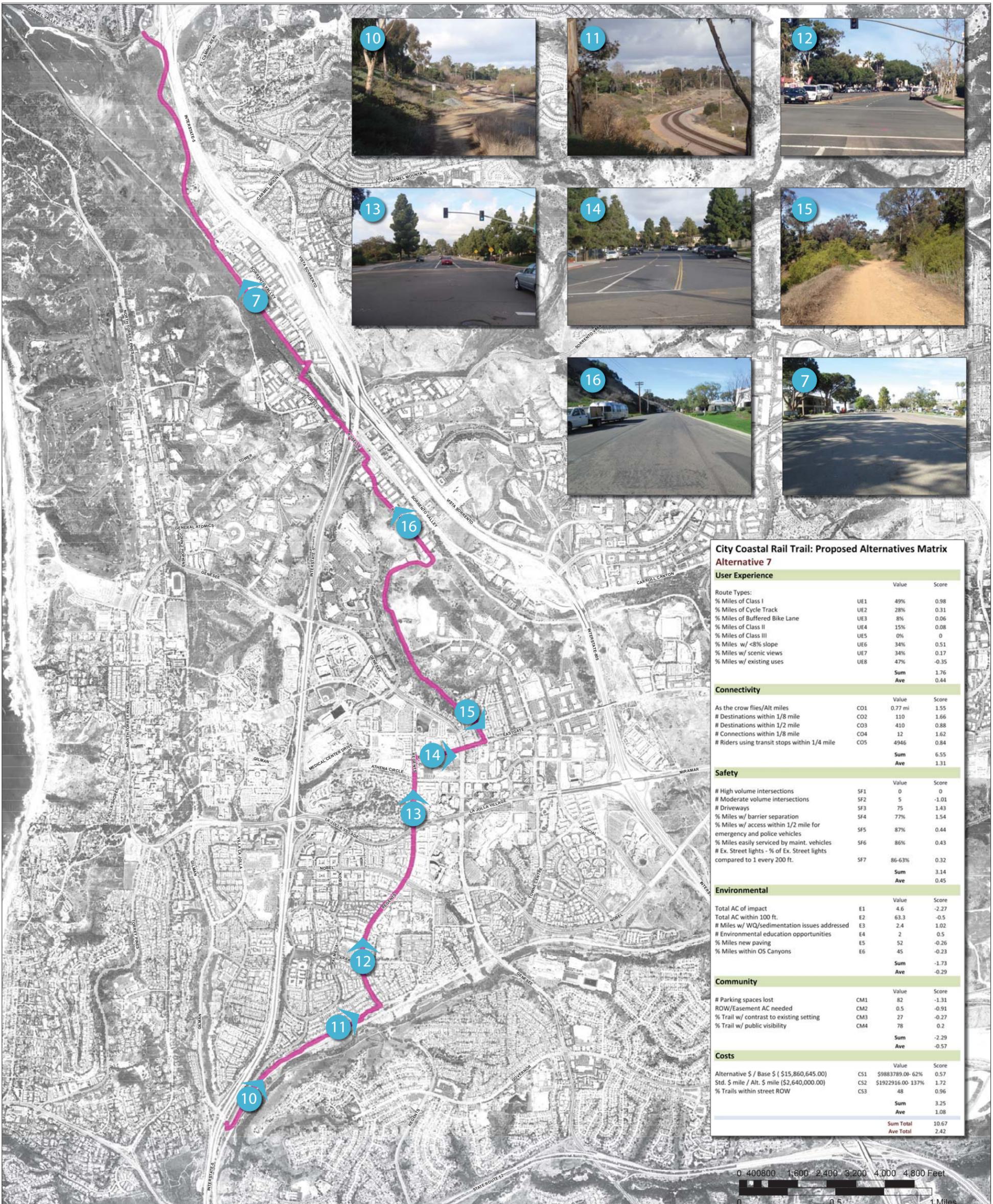
**PROS:**

- Provides more easterly connection to UTC area employment/residential centers
- Provides alternative to bikeway along I-5
- 1. In the event 1-5 bikeway is not constructed
- 2. Roselle Canyon segment provides superior riding/pedestrian experience to I-5 bikeway
- Highest safety ranking using the PWG Criteria

**CONS:**

- Bridge required across UCSD East Campus Canyon
- Longer north-south route
- Potential impact to existing parking on Lebon Street
- Would require amendment to City's Bicycle Master Plan for portion in Roselle Canyon

# ALTERNATIVE 7



**City Coastal Rail Trail: Proposed Alternatives Matrix**  
Alternative 7

User Experience			
		Value	Score
<b>Route Types:</b>			
% Miles of Class I	UE1	49%	0.98
% Miles of Cycle Track	UE2	28%	0.31
% Miles of Buffered Bike Lane	UE3	8%	0.06
% Miles of Class II	UE4	15%	0.08
% Miles of Class III	UE5	0%	0
% Miles w/ <8% slope	UE6	34%	0.51
% Miles w/ scenic views	UE7	34%	0.17
% Miles w/ existing uses	UE8	47%	-0.35
	<b>Sum</b>		1.76
	<b>Ave</b>		0.44
Connectivity			
		Value	Score
As the crow flies/Alt miles	CO1	0.77 mi	1.55
# Destinations within 1/8 mile	CO2	110	1.66
# Destinations within 1/2 mile	CO3	410	0.88
# Connections within 1/8 mile	CO4	12	1.62
# Riders using transit stops within 1/4 mile	CO5	4946	0.84
	<b>Sum</b>		6.55
	<b>Ave</b>		1.31
Safety			
		Value	Score
# High volume intersections	SF1	0	0
# Moderate volume intersections	SF2	5	-1.01
# Driveways	SF3	75	1.43
% Miles w/ barrier separation	SF4	77%	1.54
% Miles w/ access within 1/2 mile for emergency and police vehicles	SF5	87%	0.44
% Miles easily serviced by maint. vehicles	SF6	86%	0.43
# Ex. Street lights - % of Ex. Street lights compared to 1 every 200 ft.	SF7	86-63%	0.32
	<b>Sum</b>		3.14
	<b>Ave</b>		0.45
Environmental			
		Value	Score
Total AC of impact	E1	4.6	-2.27
Total AC within 100 ft.	E2	63.3	-0.5
# Miles w/ WQ/sedimentation issues addressed	E3	2.4	1.02
# Environmental education opportunities	E4	2	0.5
% Miles new paving	E5	52	-0.26
% Miles within OS Canyons	E6	45	-0.23
	<b>Sum</b>		-1.73
	<b>Ave</b>		-0.29
Community			
		Value	Score
# Parking spaces lost	CM1	82	-1.31
ROW/Easement AC needed	CM2	0.5	-0.91
% Trail w/ contrast to existing setting	CM3	27	-0.27
% Trail w/ public visibility	CM4	78	0.2
	<b>Sum</b>		-2.29
	<b>Ave</b>		-0.57
Costs			
		Value	Score
Alternative \$ / Base \$ (\$15,860,645.00)	CS1	\$9883789.00-62%	0.57
Std. \$ mile / Alt. \$ mile (\$2,640,000.00)	CS2	\$1922916.00-137%	1.72
% Trails within street ROW	CS3	48	0.96
	<b>Sum</b>		3.25
	<b>Ave</b>		1.08
	<b>Sum Total</b>		10.67
	<b>Ave Total</b>		2.42



- PROS:**
- Provides more easterly connection to UTC job centers/residential
  - Provides alternative to bikeway along I-5

- In the event 1-5 bikeway is not constructed
  - Roselle Canyon segment provides superior riding/pedestrian experience to I-5 bikeway
- Highest user experience and second highest safety ranking using the PWG Criteria

- CONS:**
- Potential impact to existing parking on Regents Road
  - Longer north-south route
  - Would require amendment to City's Bicycle Master Plan for portion in Roselle and Rose Canyon