



# CITY COUNCIL AGENDA STATEMENT



March 23, 2021

File ID: 21-0060

## **TITLE**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA SUPPORTING THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) BOARD OF DIRECTORS TO RENAME THE SAN DIEGO BAYSHORE BIKEWAY TO THE GREG COX SAN DIEGO BAYSHORE BIKEWAY

## **RECOMMENDED ACTION**

Council adopt the resolution.

## **SUMMARY**

County Supervisor Greg Cox (Retired) served as Chairman for the SANDAG Bayshore Bikeway Working Group for many years and continued to pursue completion of a dedicated Class I Bike Path around San Diego Bay. He served honorably for 21 years as County Supervisor for District 1 from January 1995 through January 4, 2021 and served honorably, first as a Councilmember for the City of Chula Vista representing Council Seat 2 from 1976 through 1981 and as Mayor from 1981 through December 1990. Under his leadership in the region, he has promoted and been a strong influence on completing many Bayshore Bikeway segments, other bicycle parks and recreational facilities in the Otay River Valley and elsewhere in San Diego County. Due to his significant influence on supporting outdoor recreation through public service within the County, the City Council supports regional efforts to rename the San Diego Bayshore Bikeway to the Greg Cox San Diego Bayshore Bikeway.

## **ENVIRONMENTAL REVIEW**

The Development Services Director has reviewed the proposed activity for compliance with the California Environmental Quality Act (CEQA) and has determined that the activity is not a "Project" as defined under Section 15378 of the State CEQA Guidelines because it will not result in a physical change in the environment; therefore, pursuant to Section 15060(c)(3) of the State CEQA Guidelines, the activity is not subject to CEQA. Thus, no environmental review is required.

## **BOARD/COMMISSION/COMMITTEE RECOMMENDATION**

Not applicable

## **DISCUSSION**

The San Diego Bayshore Bikeway is a designated 24-mile Class I Bike Path facility enjoyed by hundreds, such as bicyclists, joggers, walkers and other non-motorized users who enjoy the facility and scenic vistas of the

San Diego Bay, the Pacific Ocean, the San Miguel Mountains and diverse communities around San Diego Bay. The bike path has been planned since 1975 and a final study for the facility was completed in 1976.

Many key bike segments around San Diego Bay through the Coronado Silver Strand and into Imperial Beach, the Chula Vista Bayfront, the National City Waterfront and City of San Diego Harbor Drive are complete. Per the SANDAG Fact Sheet (Attachment 1) *“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.”* Today, planning and design work have progressed through the Barrio Logan area and the City of San Diego portion along the Western Salt Works area south of Palomar Street to Main Street.

Within Chula Vista, the Bayfront recently opened one portion of the facility in late December 2020 from the westerly leg of the intersection of E Street/Bay Blvd. then southwesterly within the Chula Vista Bayfront area towards its terminus on G Street near Bayside Park. Where bike paths are not yet completed, bike lanes provide for a designated route for users. In addition, an agreement between the City of Chula Vista and San Diego Metropolitan Transit District for use of the Coronado Branch Line Railroad corridor that parallels to the west of Bay Blvd. has recently been executed which facilitates completion of the Chula Vista bike path gap from E Street to H Street. Chula Vista also submitted an Active Transportation Grant last year to fund the design and construction phases of this highly regionally ranked gap segment.

In 1989, SANDAG established the Bayshore Bikeway Policy Advisory Committee, now known as the Bayshore Bikeway Working Group, which consists of an elected official from the County, the cities of Coronado, Chula Vista, Imperial Beach, National City and San Diego as well as Advisory Members from the San Diego Metropolitan Transit System and the San Diego Unified Port District, and representative of the region’s bicycling community (See Attachment 2).

Throughout the history of the bikeway, cooperation among jurisdictions along the route, including the San Diego Association of Governments (SANDAG), San Diego Unified Port District, the U.S Fish & Wildlife Service and the U.S. Navy has been critical to obtaining funding, permitting and getting bike path segments implemented. Through the efforts of Supervisor Cox (retired) while he was chair of the SANDAG Bayshore Bikeway Working Group from 1990 to December 2020, he was always advocating for the remaining unfinished Class I bike path segments around San Diego Bay. On June 11, 2009, he attended the Chula Vista Safety Commission to advocate for the Bayshore Bikeway segment from H Street to Palomar Street. Among other segments in the region, he tirelessly encouraged completion of the Bayshore Bikeway with the other cities and helped negotiate a very difficult segment along the U.S. Navy Base frontage along Harbor Drive.

Under Mr. Cox’s regional leadership, he has promoted and been a strong influence on completing many other bicycle parks and recreational facilities in the Sweetwater Valley, Otay Valley Regional Park and elsewhere in San Diego County. Based on his decades of dedication and support for outdoor recreation and contributions to implementing many recreational facilities locally in the South Bay and regionally throughout

San Diego County, support from the local agencies around San Diego Bay for renaming of the San Diego Bayshore Bikeway to the Greg Cox San Diego Bayshore Bikeway should be made to the SANDAG Board of Directors to recognize his four decades of public service contributions to the region and this facility.

#### **DECISION-MAKER CONFLICT**

Staff has reviewed the property holdings of the City Council members and has found no property holdings within 1,000 feet of the boundaries of the property which is the subject of this action. Consequently, this item does not present a disqualifying real property-related financial conflict of interest under California Code of Regulations Title 2, section 18702.2(a)(7) or (8), for purposes of the Political Reform Act (Cal. Gov't Code §87100, *et seq.*).

Staff is not independently aware, and has not been informed by any City Council member, of any other fact that may constitute a basis for a decision-maker conflict of interest in this matter.

#### **CURRENT-YEAR FISCAL IMPACT**

There is no current year fiscal impact.

#### **ONGOING FISCAL IMPACT**

There is no on-going fiscal impact. Bayshore Bikeway Identification Signage will be replaced through typical maintenance cycles by SANDAG. Typical bike path signage is replaced every five years or so as maintenance is required through bicycle maintenance funds (STM-0369).

#### **ATTACHMENTS**

1. SANDAG Bayshore Bikeway Fact Sheet
2. SANDAG Bayshore Bikeway Working Group Membership List

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