

The San Diego River Trail Gaps Analysis FINAL



KTU+A
2010



Table of Contents

Executive Summary.....	ES-1
1. Introduction.....	1
1.1 Gaps Analysis.....	3
1.2 Access Goals.....	5
1.3 Trail Types.....	6
1.3.1 Class I Path.....	6
1.3.2 Class II Bike Lane.....	6
1.3.3 Class III Bike Route.....	6
1.3.4 Street.....	6
1.3.5 Crosswalk.....	6
1.3.6 Pedestrian Signal.....	7
1.3.7 Non-vehicular Bridge.....	7
1.3.8 Multi-use Path.....	7
1.3.9 Multi-use Trail.....	7
1.3.10 Hike/Bike Trail.....	7
1.3.11 Hiking Trail.....	7
1.4 Trail Status.....	8
1.4.1 Existing Trails.....	8
1.4.2 Planned Trails.....	8
1.4.3 Proposed Trails.....	8
2. SDRT Reaches and Priorities.....	9
3. SDRT Existing Conditions by Reach.....	11
3.1 Ocean to the El Capitan Reservoir.....	11
3.1.1 Gaps Analysis.....	17
3.2 El Capitan Reservoir to the San Diego River Gorge.....	19
3.3 San Diego River Gorge Trail to the Coast-to-Crest Trail.....	20
4.1 Ocean to the El Capitan Reservoir.....	31
4. SDRT Proposed Conditions by Reach.....	31
4.2 El Capitan Reservoir to the San Diego River Gorge Trail.....	35
4.3 San Diego River Gorge Trail to the Coast to Crest Trail.....	36

San Diego River Trail Gaps Analysis

List of Figures

Figure ES-1: SDRT Existing Trails - Ocean to the El Capitan Reservoir	ES-3
Figure ES-2: SDRT Existing Trails meeting goals- Ocean to the El Capitan Reservoir	ES-5
Figure ES-3: SDRT Planned Trails - Ocean to the El Capitan Reservoir	ES-7
Figure ES-4: SDRT Proposed Trails - Ocean to the El Capitan Reservoir	ES-9
Figure ES-5: SDRT Planned and Proposed Trails - Ocean to the El Capitan Reservoir	ES-11
Figure 1: SDRT Overview	4
Figure 2: SDRT Reaches	10
Figure 3: SDRT Existing Trails - Ocean to the El Capitan Reservoir	21
Figure 4: SDRT Existing Trails - Ocean to the El Capitan Reservoir	23
Figure 5: SDRT Existing Routes & Gaps - Ocean to the El Capitan Reservoir	25
Figure 6: SDRT Existing Trails - El Capitan Reservoir to the San Diego River Gorge	27
Figure 7: SDRT Existing Trails - San Diego River Gorge to the Coast-to-Crest Trail	29
Figure 8: SDRT Proposed Trails - Ocean to the El Capitan Reservoir	37
Figure 9: SDRT Proposed Trails - Ocean to the El Capitan Reservoir	39
Figure 10: SDRT Proposed Trails - El Capitan Reservoir to the San Diego River Gorge	41
Figure 11: SDRT Proposed Trails - San Diego River Gorge to the Coast-to-Crest Trail	43

List of Tables

Table ES-1: Summary of SDRT Trail Facilities by Reach	ES-1
Table ES-2: Preliminary High Priority Trail Segments	ES-2
Table 1: SDRT Intergovernmental Working Group Membership	3
Table 2: SDRT Existing Trail Facilities by Reach	11
Table 3: SDRT Proposed Trail Facilities by Reach	31
Table 4: Summary of Planned or Proposed SDRT Facilities within Reach 1	45
Table 4: Summary of Planned or Proposed SDRT Facilities within Reach 1 (cont.)	46
Table 4: Summary of Planned or Proposed SDRT Facilities within Reach 1 (cont.)	47
Table 4: Summary of Planned or Proposed SDRT Facilities within Reach 1 (cont.)	48



Executive Summary

The San Diego River Conservancy (SDRC) has made great strides towards the development of the San Diego River Trail (SDRT) since its inception in 2002 through leadership and collaborative efforts with local jurisdictions and other project partners. Accomplishments include the construction of the Ocean Beach Bike Path extension; committed funding toward the construction of the Hazard Center Drive extension; initial planning for the Flume Trail in the El Monte Valley; a preliminary route assessment for a trail from the flume to the El Capitan Reservoir boat ramp; and the planning, permitting, and construction of the San Diego River Gorge Trail. Additionally, the SDRC is in the process of acquiring two additional properties that contain additional segments of the SDRT, as well as valuable wetland resources.

Modeling other successful regional trail programs, the SDRC formed the Intergovernmental Working Group (IWG) as a technical working group that reports progress on the planning and implementation of the SDRT to the SDRC Board that functions as the policy group. The IWG is a key component to sustaining and improving the collaborative planning and implementation of the SDRT as it will provide an ongoing venue for the sharing of ideas and setting of funding priorities.

Three reaches have been identified to help with initial prioritization. The highest priority reach is from the ocean to the El Capitan Reservoir, followed by the El Capitan Reservoir to San Diego River Gorge, with the San Diego River Gorge to the Coast-to-Crest Trail having the lowest priority. Table ES-1 summarizes the miles of existing, planned, and proposed trail segments that are intended to function as elements of the SDRT upon its ultimate completion. Between trails on both sides of the river within the more urbanized areas and the rugged topography within Reaches 2 and 3, over 120 miles of trail are utilized along the 52-mile corridor of the SDRT.

Reach 1: Ocean to the El Capitan Reservoir not only has the highest priority, but also contains the majority of existing, planned and proposed trail segments. As shown in Figure ES-1, there are approximately 60 miles of existing trail segments within Reach 1, but only half of those miles are intended to remain in the long-term. The other half are Class II and III bike facilities and shared streets that do not meet the over arching goal of the SDRT in providing an off street recreational trail experience along the San Diego River. Figure ES-2 shows the gaps that are formed when the Class II, Class III and shared streets are removed from consideration. Of the 30 miles of river contained within Reach 1, only 11.5 miles have appropriate existing trail facilities that can be included as part of the SDRT. Figure ES-3 shows approximately 14 miles of planned trails and Figure ES-4 shows approximately 41 miles of proposed trails within Reach 1. Figure ES-5 shows the combination of existing, planned and proposed trail segments that are intended to form the SDRT from the Pacific Ocean to the El Capitan Reservoir.

With 74 planned and proposed trail segments identified, the next step is to develop prioritization for implementation to help focus where limited funding can be most beneficial to the SDRT system. As of Sept 2010, the IWG has

Table ES-1: Summary of SDRT Trail Facilities by Reach

Summary of SDRT Trail Facilities by Reach (miles)				
	Existing	Planned	Proposed	Totals
Reach 1: Ocean to the El Capitan Reservoir	35.88	14.03	41.51	91.42
Reach 2: El Capitan Reservoir to the San Diego River Gorge	4.80	0.00	14.23	19.03
Reach 3: San Diego River Gorge to the Coast-to-Crest Trail	1.23	0.00	14.14	15.37
Total	41.91	14.03	69.88	125.82

San Diego River Trail Gaps Analysis

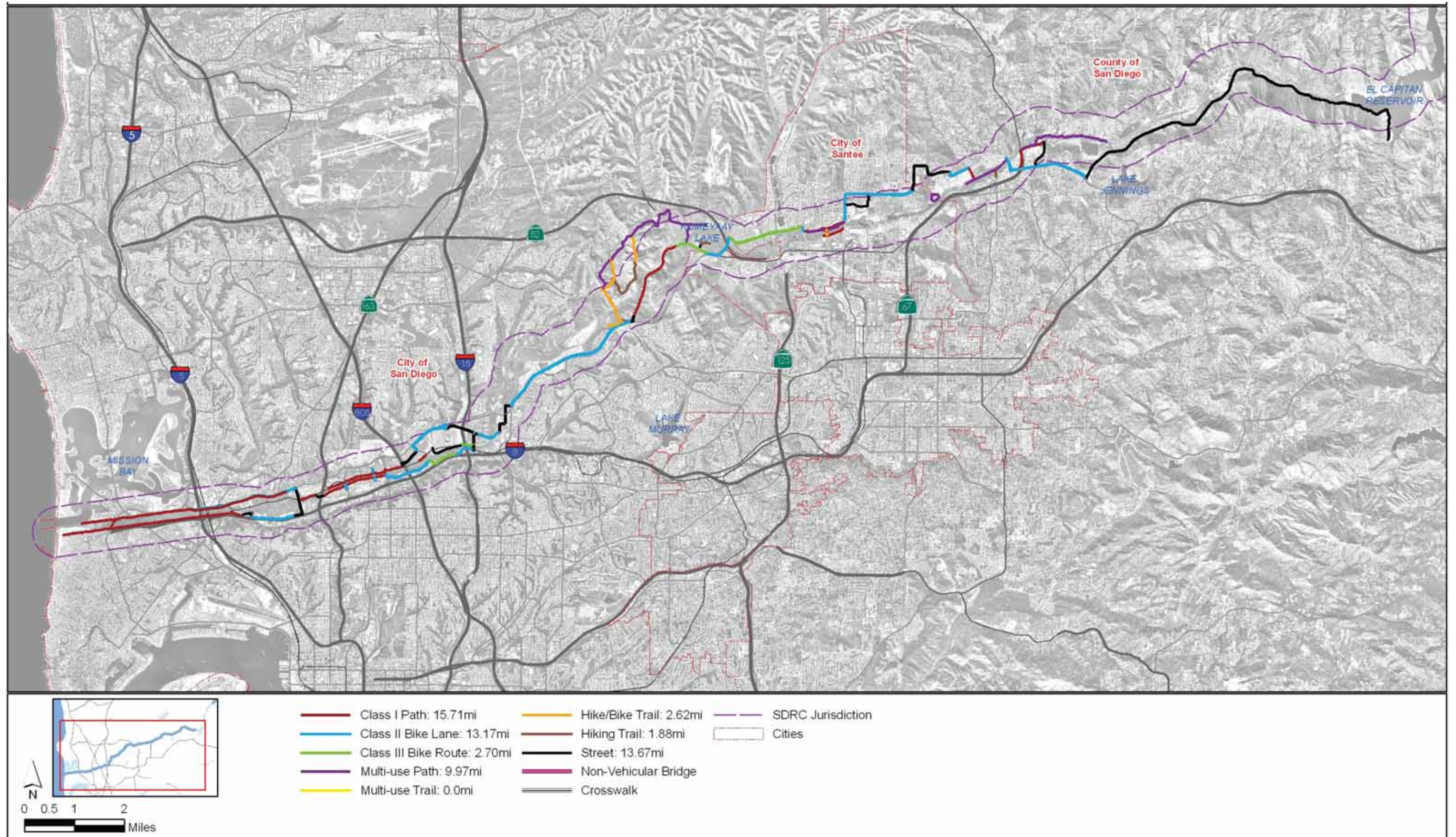
not fully collaborated in the setting of priorities. To initiate the discussion, KTU+A has categorized all of the segments into high, medium, or low priority based on the current project status, ease of project implementation, and the ability of the project to extend the current functionality of the SDRT. About half of the trail segments have been categorized as high priority and should be the focus of discussion by the IWG. These preliminary high priority trail segments are shown in Table ES-2.

Table ES-2: Preliminary High Priority Trail Segments

High Priority Planned or Proposed Trail Segments		
Segment ID	Name	Land Use Jurisdiction
SD-A	West Mission Bay Drive Class I Path	City of San Diego
SD-B	Hazard Center Drive Extension Class I Path	City of San Diego
1	Sefton Field to Friars Road Class I Path and Non-Vehicular	City of San Diego
2	YMCA to Fashion Valley Road Along Trolley Tracks	City of San Diego
11	Mission Center Road Bicycle/Pedestrian Bridge	City of San Diego
12	Camino Del Este Bicycle/Pedestrian Bridge	City of San Diego
13	Camino Del Este Pedestrian Signal	City of San Diego
16	Discovery Center Class I Path	City of San Diego
19	Fenton Parkway to I-15 Class I Path	City of San Diego
20	Qualcomm to Mission Center Parkway Class I Path and Bicycle/Pedestrian Bridge	City of San Diego
23	Rancho Mission Road/Ward Road	City of San Diego
33	MTRP Class I Path	City of San Diego
34	Tierrasanta Blvd to Calle De Vida	City of San Diego
42	West Carlton Oaks Golf Course Multi-Use Path	City of San Diego
43	Carlton Oaks Golf Course to Carlton Oaks Drive Class I Path	City of San Diego
45	Carlton Oaks Golf Course Class I Path and Multi-Use Trail	City of San Diego
SA-A	Environmental Trust/Mast Park Multi-Use Trail	City of Santee
SA-B	Town Center Community Park Multi-Use Trail	City of Santee
44	West Hills Parkway to Carlton Oaks Golf Course	City of Santee
46	East Carlton Oaks Golf Course Class I Path and Multi-Use Trail	City of Santee
47	Unused Row Class I Path and Multi-Use Trail	City of Santee
49	Mast Park to Town Center Community Park Class I Bike Path	City of Santee
50	County of San Diego Parcel Class I Path and Multi-Use Trail	City of Santee
51	RCP Brick & Block Class I Path and Multi-Use Trail	City of Santee
53	Santee Town Center to Town Center Park Non-Vehicular Bridge	City of Santee
54	RCP to Magnolia Ave South	City of Santee
55	Magnolia Ave. North to Hanlon Walker	City of Santee
56	Hanlon Walker Property Multi-Use Path	City of Santee
CNTY-A	Lakeside Baseball Park to Lakeside River Park Multi-Use Path	County of San Diego
CNTY-D	El Monte County Park to Flume Multi-Use Trail	County of San Diego
57	Channel Road to SR-67 Underpass	County of San Diego
60	Western Flume	County of San Diego
62	Eastern Flume	County of San Diego
63	Flume to El Monte Road	County of San Diego



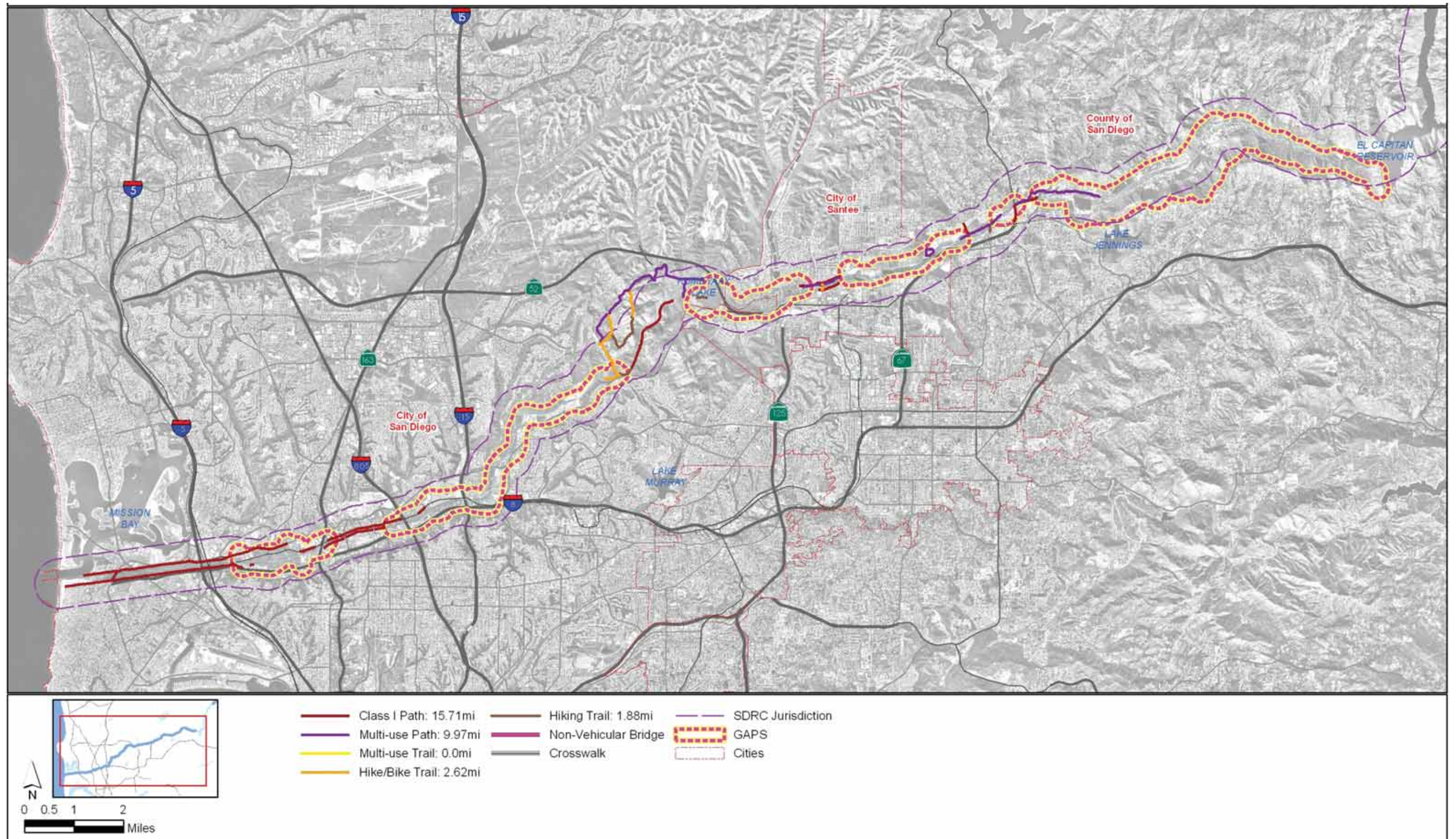
Figure ES-1: SDRT Existing Trails - Ocean to the El Capitan Reservoir



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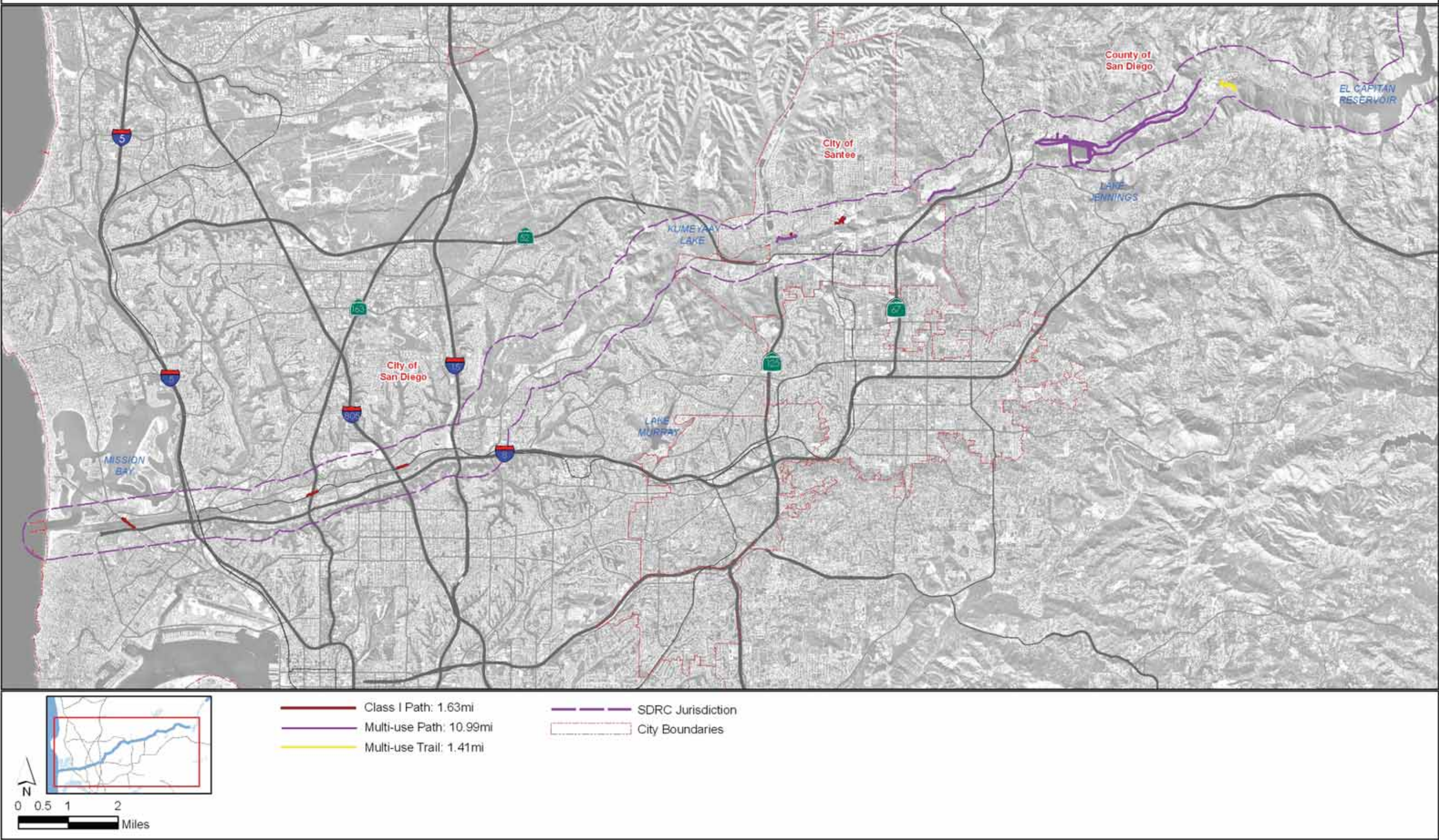
Figure ES-2: SDRT Existing Trails meeting goals- Ocean to the El Capitan Reservoir



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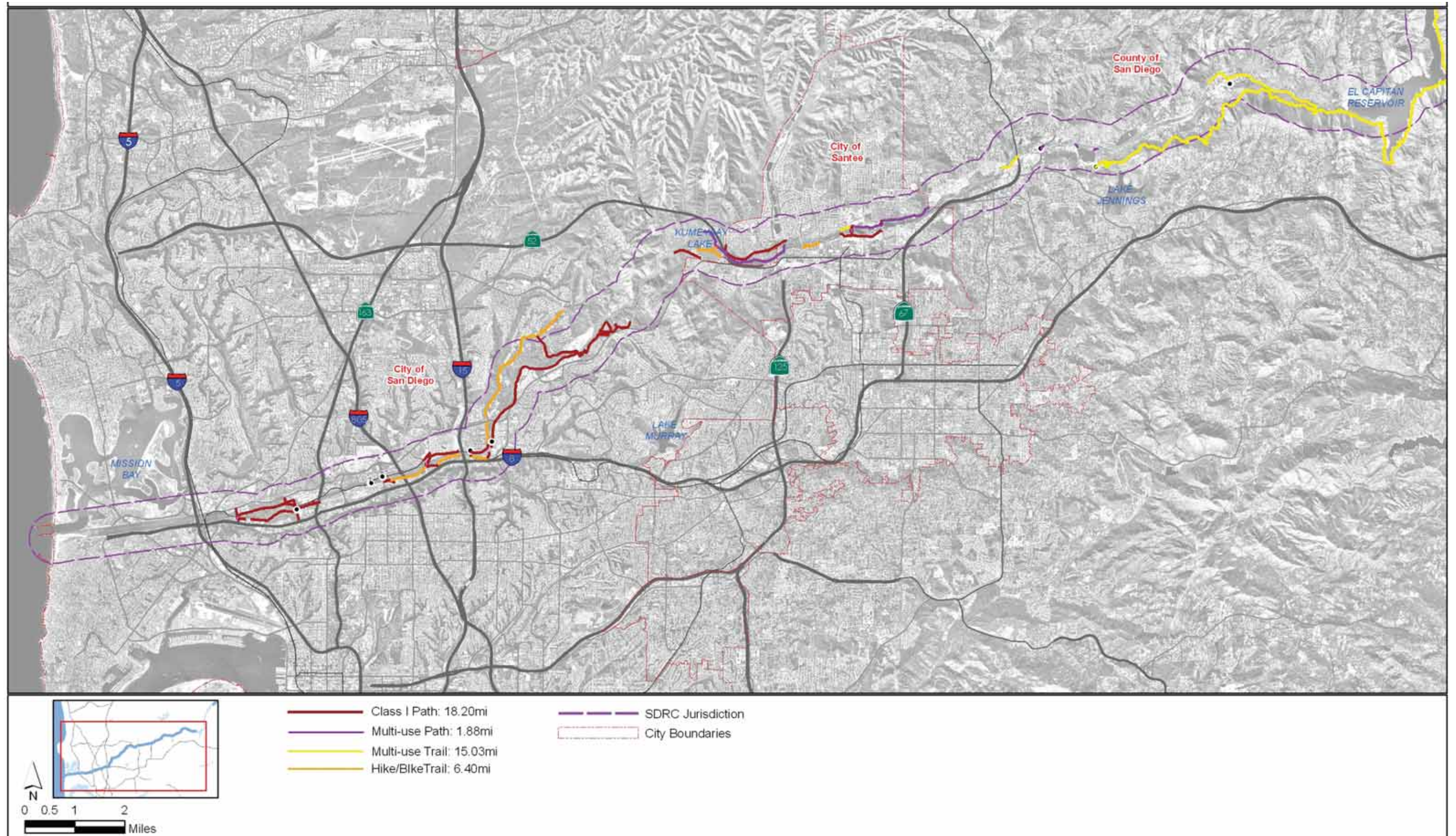
Figure ES-3: SDRT Planned Trails - Ocean to the El Capitan Reservoir



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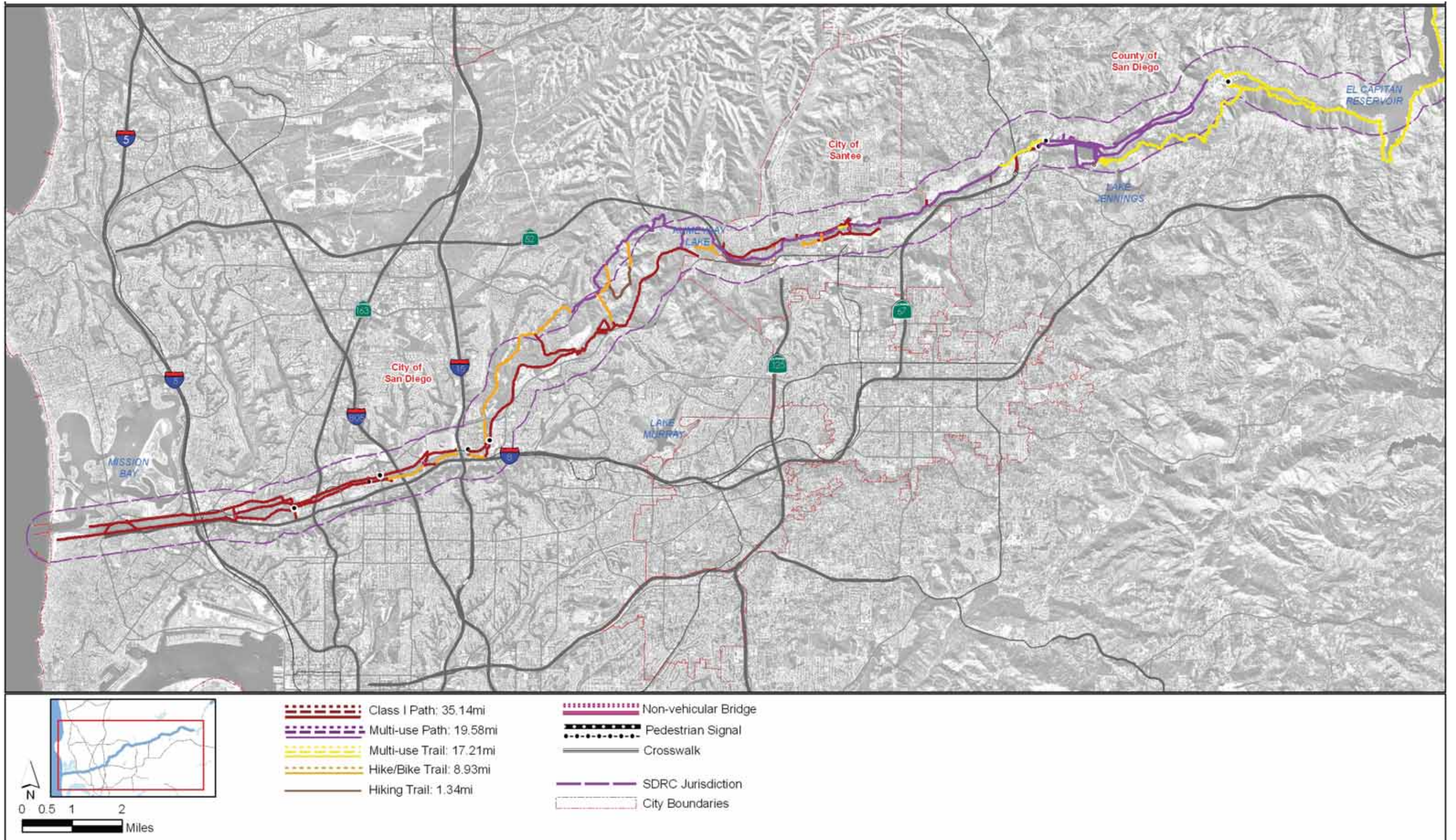
Figure ES-4: SDRT Proposed Trails - Ocean to the El Capitan Reservoir



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Figure ES-5: SDRT Planned and Proposed Trails - Ocean to the El Capitan Reservoir



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1. Introduction

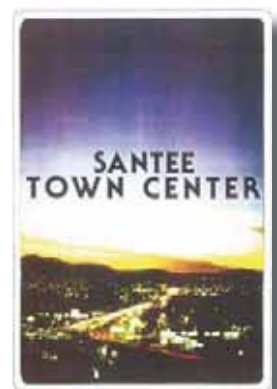
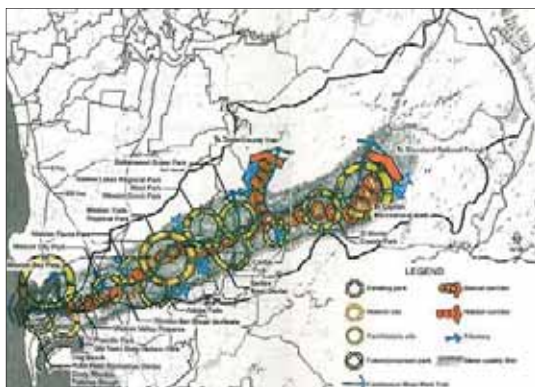
The San Diego River Conservancy (SDRC) was established by an act of the California State Legislature (AB 2156) in 2002 to acquire and manage public lands within the “San Diego River Area”. The SDRC Act defines the “San Diego River Area” as lands owned and/or operated by the SDRC “which are located within one-half mile on either side of the thread of the river and its tributaries including the historic flumes emanating from the river, from its headwaters near Julian to the Pacific Ocean at Dog Beach in San Diego.” Within these lands the act charges the SDRC with providing educational and recreational opportunities, as well as preserving and enhancing natural, historical and cultural resources. In addition, the SDRC Act maintains the SDRC shall conduct the planning efforts necessary to provide these services by establishing priorities to be given to projects that create or enhance opportunities to achieve the goals stated above.

The concept of providing recreational opportunities along the San Diego River can be traced back to the 1974 publication *Temporary Paradise* by Kevin Lynch and Donald Appleyard, where it was postulated that

“A complete trail system, for walking, cycling, and horseback riding, should be developed along these natural valleys. Since they penetrate the region at regular intervals and run from mountains to the sea on easy grades, they are ideal for recreational travel, and might even be a component in the movement of commuters. The trails will have their own rights-of-way, safe from cars and free of fumes, unlike those presently designed which flank the highways. Selected canyons could be developed as connectors between mesa communities and the valleys, while others will serve for strolling, exploration and local connectors.”

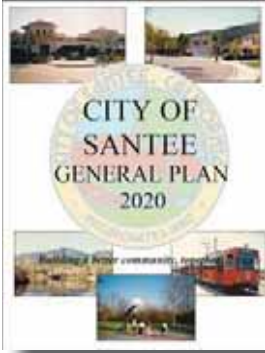


Over the years, various entities have implemented plans that have promoted the concept of the San Diego River as a greenbelt. In 1986, the City of Santee adopted the Town Center Specific Plan that covers 706 acres of land through the center of the City and straddling the San Diego River. The plan called for a mix of land uses, including park and open space lands along the river with recreational trails supporting equestrian, bicycle and pedestrian users.



The San Diego River Park Foundation / Cal Poly Pomona, Studio 606 San Diego River Park Conceptual Plan was completed in 2002 and established a vision for the San Diego River Park to function as a green ribbon that supports natural processes and recreational opportunities.

San Diego River Trail Gaps Analysis



The City of Santee adopted its 2020 General Plan in 2003, which reinforces a Santee River Park as an open space and recreation corridor through the City along the San Diego River covering over 300 acres of land as part of the Recreation Element. To date, four phases of planning and implementation have occurred, including the Mast Park Renovation in 1984, the Mission Creek expansion of Mast Park in the 1990s, the approval of the 113-acre RCP Block and Brick reclamation plan in 1990, and the approval of a 41-acre habitat preserve “Mast Park West” in 1999. The Trails Element identifies the San Diego River corridor as a high priority route for all user types.



The Lakeside River Park Conservancy / Cal Poly Pomona Studio 606 completed the Lakeside River Park Plan in 2004 that expanded upon the vision of the 2002 Conceptual Plan for a 375-acre site within the Lakeside community, from the County's Lakeside baseball park on the west to Ashwood Street on the east.



The City of San Diego completed a San Diego River Park Draft Master Plan in 2005, which is being implemented through Community Plan Implementation Overlay Zones and a Programmatic Environmental Impact Report, whose preparation was publicly noticed on April 6, 2009. The Master Plan establishes seven principles that guide the development of a range of short and long-term recommendations for the improvement and enhancement of hydrology, ecology, recreation, and education.

- 1) Clean up and restore hydrologic function to the river.
- 2) Reclaim the valley as a Common.
- 3) Unify fragmented lands.
- 4) Emphasize a continuum of experience.
- 5) Reveal the valley history.
- 6) Reorient development toward the river.
- 7) Create a synergy of people, water, and wildlife.



1.1 GAPS ANALYSIS

The goal of this San Diego River Trail (SDRT) Gaps Analysis (Plan) was two-fold. First was to integrate into one document the various plans, projects, ideas, and visions for the SDRT from the headwaters near the community of Julian to its terminus at Ocean Beach (Figure 1). To accomplish this, a wide variety of existing documents and plans were reviewed and integrated (Appendix A) to help identify planned projects and gaps in the existing SDRT system, as well as recommendations to fill identified gaps on both an interim and long-term basis.

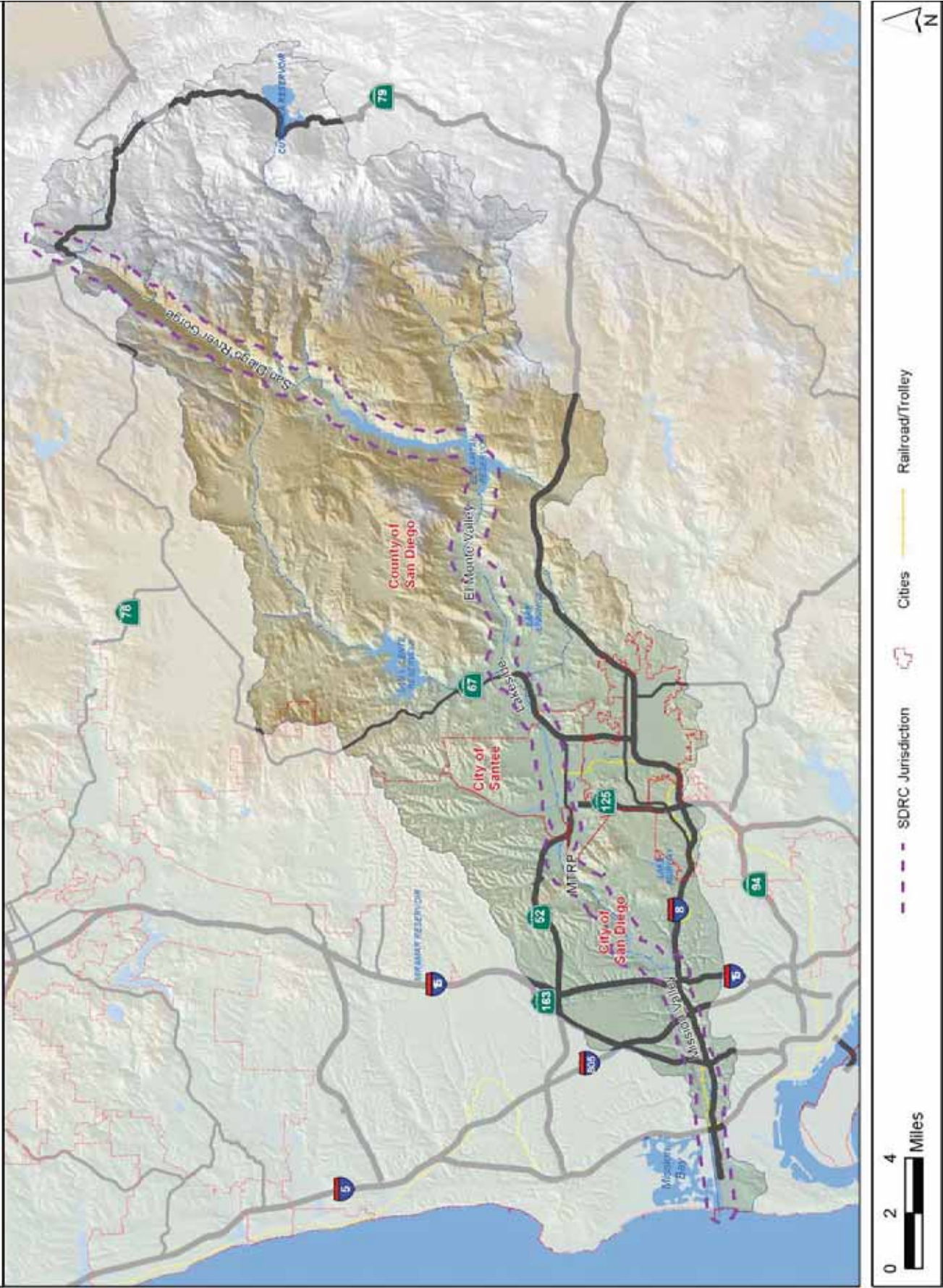
The second goal, and ultimately more critical to the successful implementation of the SDRT, was to assemble a technical working group comprised of key officials from jurisdictions and stakeholders along the river to prepare a work plan that could acknowledge the jurisdictions commitment to the SDRT, guide the construction, management and prioritization of new segments, as well as serve as a marketing prospectus to secure funding. An instrumental component of attaining this goal was the formation of the Intergovernmental Working Group (IWG) by the San Diego River Conservancy. The IWG is formally comprised of representatives from each of the land use jurisdictions along the San Diego River, along with several major land owners and representatives from the San Diego River Coalition that represents over 70 organizations along the length of the river. Additional stakeholder groups were invited to participate in meetings and workshops in an advisory capacity, as shown in Table 1.

Table 1: SDRT Intergovernmental Working Group Membership

SDRT Intergovernmental Working Group	
Member Organization	
San Diego River Conservancy	Collaborative Planning
City of San Diego	Land Use Jurisdiction and Land Owner
City of Santee	Land Use Jurisdiction and Land Owner
County of San Diego	Land Use Jurisdiction and Land Owner
Helix Water District	Land Owner
US Forest Service	Land Owner
San Diego River Coalition	Representative Stakeholder Group
Additional Stakeholder Participants	
California Coastal Conservancy	
SAR Trail & Parkway Partnership	
San Diego Foundation	
San Diego River Park Foundation	

San Diego River Trail
Gaps Analysis

Figure 1: SDRT Overview





Throughout this process, it was evident that this Plan needed to be more than just a collection of existing, planned and proposed projects, but the basis of a regional collaboration that must represent a priority for the jurisdictions along the river if the SDRT is to be completed. Three objectives for the Plan have been identified that help focus the overall goals. The Plan must be:

- 1) A regional project that represents an attractive candidate for local, state, federal and private investment.
- 2) A formal work plan and capital strategy.
- 3) A successful regional collaboration to achieve the active engagement of elected officials and stakeholders at a policy level and the participation of staff from each jurisdiction to address technical issues regarding priorities, construction and management.

Based on discussions within the IWG, a number of issues surfaced that required their input and guidance to develop a common understanding of and agreement with the direction and content of this Plan. The issues included:

- 1) The development of access goals for the various trail user types.
- 2) A common set of trail type definitions.
- 3) A common definition of planned versus proposed projects.

1.2 ACCESS GOALS

To help focus planning efforts associated with the SDRT, access goals were discussed for three major user groups:

Pedestrians - runners, hikers, fitness walkers, strollers, and leisure walkers

Cyclists - commuters, leisure riders, and mountain bikers

Equestrians

The desire for the SDRT to function as a recreational system separated from the vehicular system was the over arching goal for the IWG. It was generally agreed that each segment of the SDRT should be accessible to as many of the major user groups as possible, but that making a final determination regarding the type of trail and associated user groups would need to be handled on a project-by-project basis.



1.3 TRAIL TYPES

A range of eleven existing, planned, and proposed trail types comprise the SDRT. They are defined below to clearly detail the trail width and materials that would be used, as well as the permitted user types.

1.3.1 CLASS I PATH

A Class I path is a trail type defined by CALTRANS as a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized. A Class I path is a minimum eight foot wide paved path that can be as wide as twelve feet or more depending on the anticipated mix, volume, and speed of trail users. A typical design speed for bicycle use is 25 mph. If heavy use by pedestrians is anticipated, paved widths beyond the minimum are recommended, as well as wider adjacent soft surface trails. A two foot soft surface trail should be included directly adjacent to both sides of the paved path. Users of these paths include cyclists and pedestrians. Equestrians are not recommended for use on the soft surface trail immediately adjacent to the paved path. If equestrian use is desired, a separate parallel trail or path should be provided. Stabilized decomposed granite (DG) is being considered as an alternate paving material for use in areas where management goals preclude any new paved trails, such as within MTRP.



1.3.2 CLASS II BIKE LANE

A Class II bike lane is a minimum four-foot wide, but preferably a five-foot wide striped lane within a road right-of-way for the dedicated use of cyclists. Cyclists are the only user of this trail type. For the SDRT to be complete, an adjacent sidewalk or parallel pedestrian (or even equestrian) trail will need to be provided as well.

1.3.3 CLASS III BIKE ROUTE

A Class III bike route is a low volume street that has been signed as an officially recommended bicycle route. Cyclists are the only user of this trail type. For the SDRT to be complete, an adjacent sidewalk or parallel pedestrian (or even equestrian) trail will need to be provided as well.

1.3.4 STREET

A street is a vehicular route not identified for bicycle use, but currently required to make a connection for cyclists along the SDRT. Streets are not considered a long-term solution for the SDRT and should be removed from any maps as long-term SDRT facilities are implemented.

1.3.5 CROSSWALK

A crosswalk is a pedestrian/cyclist route at a vehicular intersection controlled by a stop light or stop sign. Grade separated crossings are preferred, however a few crosswalks may continue to be utilized due to low volume vehicular traffic or physical site constraints that make a non-vehicular bridge inappropriate or infeasible.



1.3.6 PEDESTRIAN SIGNAL

A pedestrian signal is a user activated crosswalk not located at a controlled vehicular intersection. There is one existing signal at Ashwood Street in Lakeside that is predominantly used by equestrians. Several additional signals are recommended as solutions to problematic at-grade street crossings to avoid illegal and unsafe jaywalking or cumbersome detours to the nearest controlled intersection. All trail user types may use these signals depending on the trail types that connect to them.



1.3.7 NON-VEHICULAR BRIDGE

A non-vehicular bridge is any type of bridge structure designed for non-vehicular use (emergency vehicles may be allowed) as a river crossing or a grade separated street crossing. A few non-vehicular bridges exist and several more are recommended. All trail user types may use these bridges depending on the trail types that connect to them.



1.3.8 MULTI-USE PATH

A multi-use path is an unpaved path four or more feet wide that is open to all trail user types. However, these paths are not recommended for regular use by bicycles with narrow street tires as they may be prone to tire slippage on the soil surface. This category is inclusive of San Diego County trail types A, B, and D as defined in the 2005 Community Trails Master Plan.



1.3.9 MULTI-USE TRAIL

A multi-use trail is an unpaved trail that is less than four feet wide and is often a single-track trail with a trail width of two feet. These trails are open to all trail user types, but are not recommended for bicycles with narrow street tires as they may be prone to tire slippage on the soil surface, or leisure walkers or walkers with strollers due to the narrow width and often more strenuous grades. This category is inclusive of San Diego County trail type C as defined in the 2005 Community Trails Master Plan.



1.3.10 HIKE/BIKE TRAIL

A hike/bike trail is identical to a multi-use trail except equestrians are prohibited from using it. Currently, this trail type only occurs within MTRP.

1.3.11 HIKING TRAIL

A hiking trail is identical to a multi-use trail except equestrians and cyclists are prohibited from using it. Currently, this trail type only occurs within MTRP.



1.4 TRAIL STATUS

All trail segments are given one of three status designations: existing, planned, or proposed.

1.4.1 EXISTING TRAILS

An existing segment is any trail that currently exists on the ground and is open to the public for use.

1.4.2 PLANNED TRAILS

A planned segment is a trail that is included in one of the jurisdiction's Capital Improvement Projects (CIP) list or has been designed and permitted by a third party.

1.4.3 PROPOSED TRAILS

A proposed segment is any trail that is not on a CIP list or has not been fully permitted. This includes a wide range of segments from those that have only had a cursory office and/or field review to those that have had preliminary designs completed but are not yet permitted.



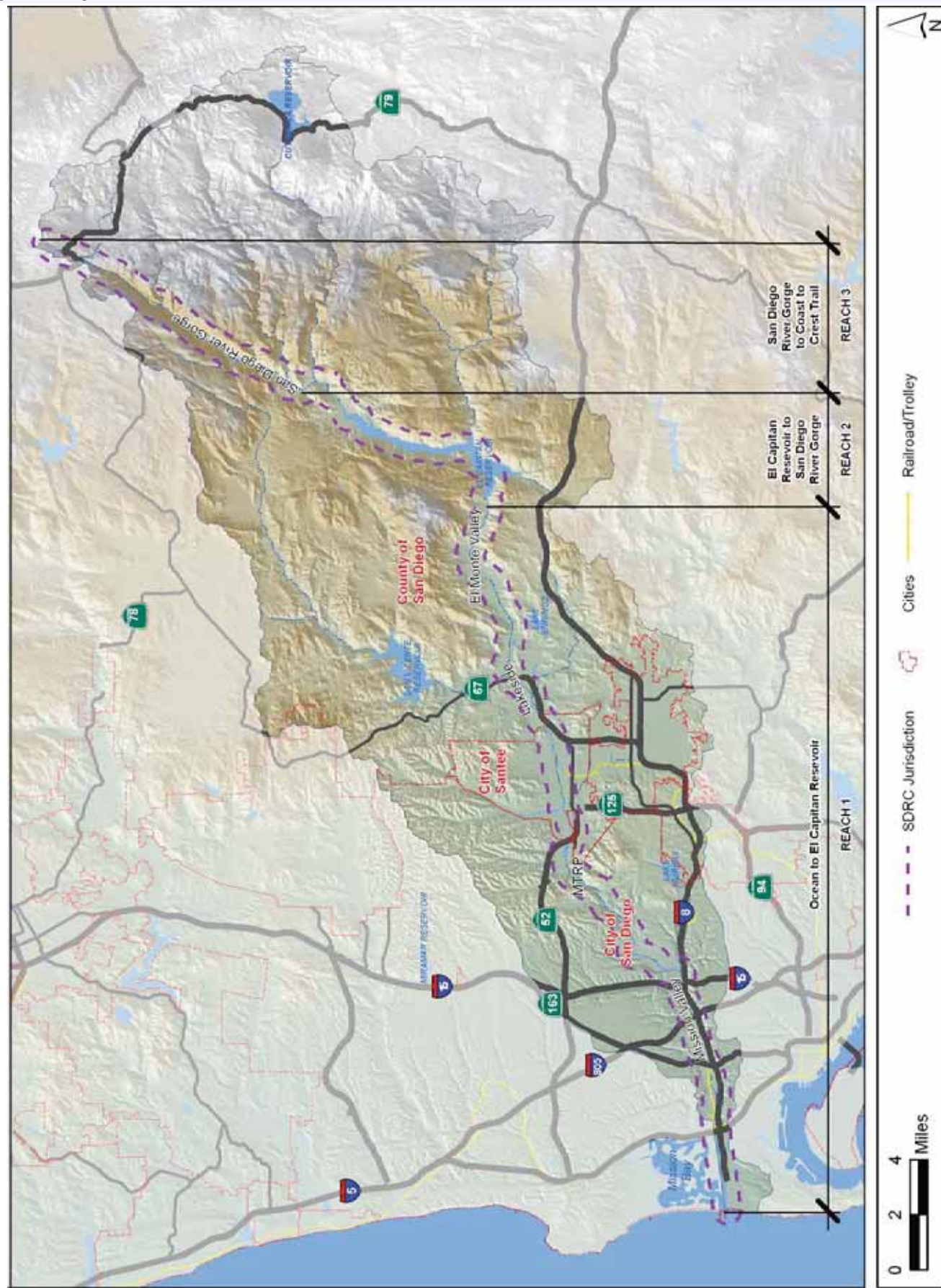
2. SDRT Reaches and Priorities

The entire SDRT system from the headwater to the ocean has been broken into three major reaches of diminishing priority: 1) Ocean to El Capitan Reservoir; 2) El Capitan Reservoir to San Diego River Gorge; and 3) San Diego River Gorge to the Coast to Crest Trail, as shown in Figure 2.

The Ocean to El Capitan Reservoir reach has the highest priority and is the focus of much of this plan. Opportunities within the other two reaches, while having lesser priority, should still be pursued on an opportunistic basis and should be incorporated into future planning efforts by the public land owners and the County of San Diego within these areas.

San Diego River Trail
Gaps Analysis

Figure 2: SDRT Reaches





3. SDRT Existing Conditions by Reach

The following descriptions and maps provide an overview of the existing conditions of the SDRT with each of the three reaches.

3.1 OCEAN TO THE EL CAPITAN RESERVOIR

As shown in Figures 3 and 4 and Table 2, there are approximately 60 miles of streets, sidewalks, and dedicated recreational trails and paths being utilized to transport SDRT users the 31 river miles from the Pacific Ocean to the El Capitan Reservoir. With 50 percent of the routes being street, Class II bike lanes, and Class III bike routes, the goal of providing a safe off-road recreational experience is not being met.

Table 2: SDRT Existing Trail Facilities by Reach

Summary of SDRT Existing Trail Facilities			
	Ocean to the El Capitan Reservoir	El Capitan Reservoir to the San Diego River Gorge	San Diego River Gorge to the Coast to Crest Trail
Trail Type	Reach 1	Reach 2	Reach 3
Class I Path	15.71		
Class II Bike Lane	13.17		
Class III Bike Route	2.70		
Multi-use Path	9.97	2.61	
Multi-use Trail		2.05	
Hike/Bike Trail	2.62		
Hiking Trail	1.88		1.23
Non-vehicular Bridge	0.05		
Street	13.67		
Crosswalk	0.65		
Total Miles by Reach	60.43	4.66	1.23



REACH 1: Ocean to the El Capitan Reservoir

San Diego River Trail Gaps Analysis

The SDRT will provide valuable community connections along the entire 52-mile length of the San Diego River for the residents and visitors of San Diego, Santee and Lakeside.

The SDRT begins where the river meets the Pacific Ocean, flanked by Mission Bay to the north and Ocean Beach to the south. The trailhead is located along the south side of the river mouth at Dog Beach, a 38-acre unleashed dog area - one of two dog parks in the City of San Diego that exists along a shoreline. Just north and east of Dog Beach are the Ocean Beach Dunes, which are comprised of 15 acres of coastal dune and salt marsh habitat with a small trail system and interpretive signage that provides a unique opportunity for visitors to catch a glimpse of rare dune plants and the endangered California Least Tern.



Continuing east the trail flanks the northern edge of Robb Field. Robb Field is part of Mission Bay Park and provides a variety of active recreation opportunities, including a skatepark, several softball and multipurpose fields, a fitness center, sand tot playground, basketball, tennis and handball courts, and a community meeting room. Robb Field is host to a number of sports tournaments each year, drawing visitors from around San Diego County and California.



Though not directly accessible from the trail, Famosa Slough is a noteworthy destination that would be an easy detour as it is just east of Robb Field and south of the trail and Interstate 8. Famosa Slough is a 37-acre wetland preserve located in Ocean Beach that connects



with the river and provides valuable food and rest to migrating birds, which in turn provides excellent birding opportunities along the walking trails for visitors.

From Ocean Beach and Robb Field to Interstate 5, about three miles inland, the trail is adjacent to the San Diego River Estuary, which changes daily as the ocean tides ebb and flow across the mudflats, sand spits, tidal channels, marsh plains, making it a dynamic backdrop for trail users and a wonderful opportunity for a wide variety of resident and migratory bird species and other plants and animals that visit or make the estuary their home.

As the trail continues east and transitions into Mission Valley, it crosses under a variety of transportation corridors, including Interstate 5, Pacific Highway, the





San Diego River Trail Gaps Analysis

railroad and trolley lines, and Morena Blvd. before reaching the southern edge of the 52-acre Mission Valley Preserve. The Mission Valley Preserve is managed by the City of San Diego Park and Recreation Department, who is working with local community groups to enhance the habitat of the preserve and provide trails.



As the trail enters the western end of Mission Valley, it runs alongside Sefton Field, the Mission Valley YMCA and the River Walk Golf Course. Sefton Field is a City of San Diego park with ball fields that provide access to the southern portion of the Mission Valley Preserve along the river. The Mission Valley YMCA not only provides a spectrum of recreational programs, but also provides access to the northern portion of the Mission Valley Preserve, including a native garden with informational placards. The nearby Morena/Linda Vista trolley station provides additional access to this area as well.



Hotel Circle, Fashion Valley Mall, and the Fashion Valley Transit Center create a hub of activity along the trail west of State Route 163 bringing additional users to the trail and providing diverse opportunities for trail users coming from other locations.

On the east side of State Route 163, the trail traverses the First San Diego River Improvement Project (FSDRIP), that was developed to provide both habitat and flood protection benefits. Scattered benches and openings in the riparian canopy provide rest stops and wildlife viewing opportunities. Easy access to the Hazard Center, Mission Valley, and Rio Vista trolley stations provide additional access to and from the trail, as well as access to nearby housing, shopping, dining, and recreational opportunities.



East of Qualcomm Way, the trail travels past the Marriott Hotel, office buildings, and housing complexes as it heads towards the Fenton Parkway trolley station and shopping center, and the Mission Valley Library. The Mission Valley Library provides views towards the San Diego River.

Qualcomm Stadium is the next major destination along the trail, though it currently cannot be directly accessed from the Mission

Valley Library. Qualcomm Stadium is host to numerous activities, including race car driving instruction, motocross racing, large sales events, special interest events (e.g. Scout Fair), flea markets and it is the home of the San Diego Charger football team. The existing trolley



San Diego River Trail Gaps Analysis

station and discussions of converting the approximately 30 of land between the trolley line and the river into parkland make this location a current and future hub of recreational activities.



As the trail continues east past the Mission San Diego trolley station, it winds its way east along the river out of Mission Valley and into Grantville. Future redevelopment within the area will provide improved access along the river as the trail currently winds its way along surface streets. The Navy's Admiral Baker Golf Course provides a scenic backdrop trail north of Friars Road, as well as potential connections into the Tierrasanta community. East of the golf course, the trail will eventually run along the river instead of Mission Gorge Road as a series of planned developments convert the existing industrial and mining operations into mixed use housing developments, such as the proposed RiverPark at the Superior Mine site.

Mission Trails Regional Park (MTRP) is a major regional park with over 40 miles of existing trails. Along the San Diego River corridor, MTRP also offers camping, horseback riding, and a visitor and interpretive center. Encompassing 5,800 acres, the park is one of the largest urban parks in the United States. It offers a predevelopment, and at times rugged, glimpse of the river, topography and vegetation of the San Diego region. The SDRT will utilize the Father Junipero Serra Class I path as the main route through the park while identifying additional trail routes through MTRP that provide users with views up and down the river from vantage points like Fortuna Mountain. Trail improvements are recommended at the east and west ends of the park to improve recreational connectivity.



As the trail leaves MTRP, it is planned to traverse the southern edge of the Carlton Oaks Golf Course and continue east into the City of Santee. The trail first enters Mast Park that provides a range of trail experiences and access to adjacent housing and shopping, as well as a potential linkage north with Santee Lakes. As the trail leaves Mast Park, it enters the recently completed Town Center Community Park that offers a range of active and



San Diego River Trail Gaps Analysis

passive recreational opportunities. The existing and planned alignments with the City of Santee provide connectivity between Mast Park, Santee Lakes, Town Center Community Park, the YMCA, Santee Town Center trolley station and associated shopping and make the SDRT a backbone of non-vehicular access.



The SDRC is working towards the acquisition of the Hanlon-Walker property that will provide an opportunity to extend the trail from Magnolia Avenue east through the remainder of the City of Santee and into the county by connecting to the Lakeside Baseball Park.



The Lakeside River Park Conservancy is working on completing the trail from the Lakeside Baseball Park under Riverford Road and eastward until it connects with the existing trail that passes by the Lakeside Golf Course and Hanson Aggregates. This segment ends at Channel Road where there is a Lakeside River Park monument created by artist James T. Hubbell. The Lakeside River Park area provides wonderful wildlife viewing opportunities due to the range of habitats that exist throughout the park, including open water, emergent marsh, and cottonwood and willow riparian woodlands.



The trail is planned to continue east past Channel Road along the river to State Route 67 where it will connect with an existing Class I path the goes under the highway and continues east into Cactus County Park to Ashwood Street. Cactus County Park offers baseball and softball fields, a BMX track, and a radio controlled model airplane air strip.



As the trail continues east past Ashwood Street, it enters the Helix Water District's El Monte Valley property, which is planned as a 10-year project that includes sand mining, riverbed restoration, and groundwater recharge with reclaimed water to provide a sustainable water source of around five million gallons per

San Diego River Trail Gaps Analysis

day. The project will provide multi-use trails and pathways along both sides of the river with numerous cross connections to provide variable length trail loops for the surrounding community and visitors.



Within the western portion of the El Monte Valley, the SDRC is working on acquiring the Hanson Pond property that will provide an additional trail loop and experience with the open water and emergent marsh fringe of the pond versus the planned riparian scrub and woodland habitats within the Helix project. The Hanson Pond property will also provide an opportunity to connect the main stem of the SDRT through the El Monte Valley with the planned Flume Trail that will

follow the historic flume alignment along the southern slope of the valley from the historic pump station near Hanson Pond to the dam at the El Capitan Reservoir.

Within the eastern portion of the El Monte Valley lies the El Monte County Park that provides both active and passive recreational opportunities, including a recently constructed equestrian staging area on the west side of El Monte Road and a connecting multi-use trail from the southwestern corner of the park up to the historic flume, where it connects to an existing trail that comes down the slope from Blossom Valley.



From El Monte County Park east towards the El Capitan Reservoir, the SDRT is planned to follow along the river towards the dam, while at the same time the flume trail is planned to continue east from the saddle above El Monte County Park

to its termination just west of the dam. A connecting trail is proposed from El Monte Road at the City of San Diego seasonal gate up the slope to the flume trail. All of these trail segments provide wonderful views of the towering El Cajon Mountain and its rocky crags to the north.





From the end of the flume, the trail is proposed to wind its way across the slope overlooking the reservoir, wrapping around the ridge to connect to the parking lot near the boat ramp.



3.1.1 GAPS ANALYSIS

As shown in Figure 5, there are a number of gaps in the SDRT from the Ocean to the El Capitan Reservoir. These gaps range from true physical gaps as well as functional gaps and unsafe conditions.

The first is approximately 1.25 miles long and begins in western Mission Valley (Sefton Field on the south and the end of the Friars Road Class I path on the north) and ends at the Fashion Valley Class I path. In this area there are only Class II bike lanes or shared streets for cyclists and at best sidewalks for pedestrians, but there are a number of sections with no sidewalks at all. Additionally, as the Friars Road Class I path ends, it does so in an unsafe manner mid-block, creating wrong way cycle traffic.



The second is a small gap at approximately 0.25 mile long between the Fashion Valley Class I path and the FSDRIP Class I paths. In this area there are only Class II bike lanes, shared streets, or unimproved dirt trails for cyclists and sidewalks, or unimproved dirt trails for pedestrians. The planned Hazard Center Road extension will provide a connection on the north side of the river, but additional improvements are still needed on the south side.



The third gap is about six miles long from the end of the FSDRIP Class I path on the south or the end of the Class I path along the trolley line on the north to MTRP. Within this section there are Class II bike lanes, Class III bike routes and shared streets for cyclists and some sidewalks for pedestrians. There are a number of sections with no sidewalks, some of which are adjacent to busy high-speed streets.

San Diego River Trail Gaps Analysis



The fourth gap is approximately 2.25 miles long from the eastern edge of MTRP to the Class I path in the City of Santee's Mast Park. Within this section there are Class II bike lanes and Class III bike routes for cyclists and some sidewalks for pedestrians. There are a number of sections with no sidewalks, some of which are adjacent to busy high-speed streets.

The fifth gap is approximately two miles long from the eastern end of Mast Park to the multi-use path along the edge of the County's recently completed Lakeside Baseball Park. Within this section there are Class II bike lanes and shared streets for cyclists and some sidewalks for pedestrians. There are a number of sections with no sidewalks, some of which are adjacent to busy high-speed streets.



The sixth gap is a short one at approximately 0.35 mile long from the eastern end the Lakeside River Park to the Class I path along State Route 67 to the County's Cactus Park. Within this section there are Class II bike lanes for cyclists and some sidewalks for pedestrians.



The seventh and final gap is approximately 7.9 miles long and begins at Cactus Park and continues to the El Capitan Reservoir boat ramp.





3.2 EL CAPITAN RESERVOIR TO THE SAN DIEGO RIVER GORGE

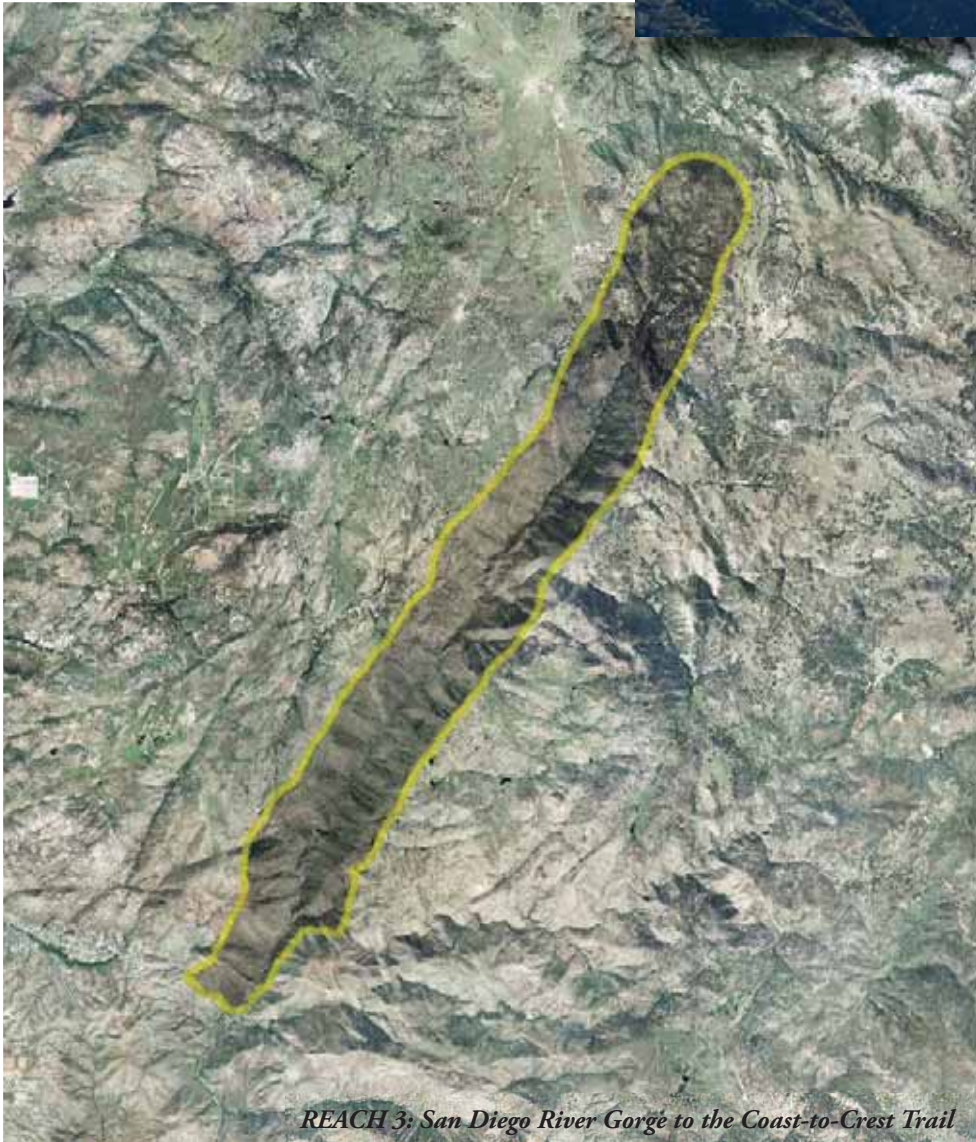
As shown in Figure 6 and Table 2, there are less than five miles of multi-use trails and paths being utilized to transport SDRT users from the San Diego Country Estates and Saddle Back down to the river and Cedar Creek Fall. No connectivity currently exists from the San Diego River Gorge Trail north towards the headwaters or south towards the El Capitan Reservoir.



REACH 2: El Capitan Reservoir to the San Diego River Gorge

3.3 SAN DIEGO RIVER GORGE TRAIL TO THE COAST-TO-CREST TRAIL

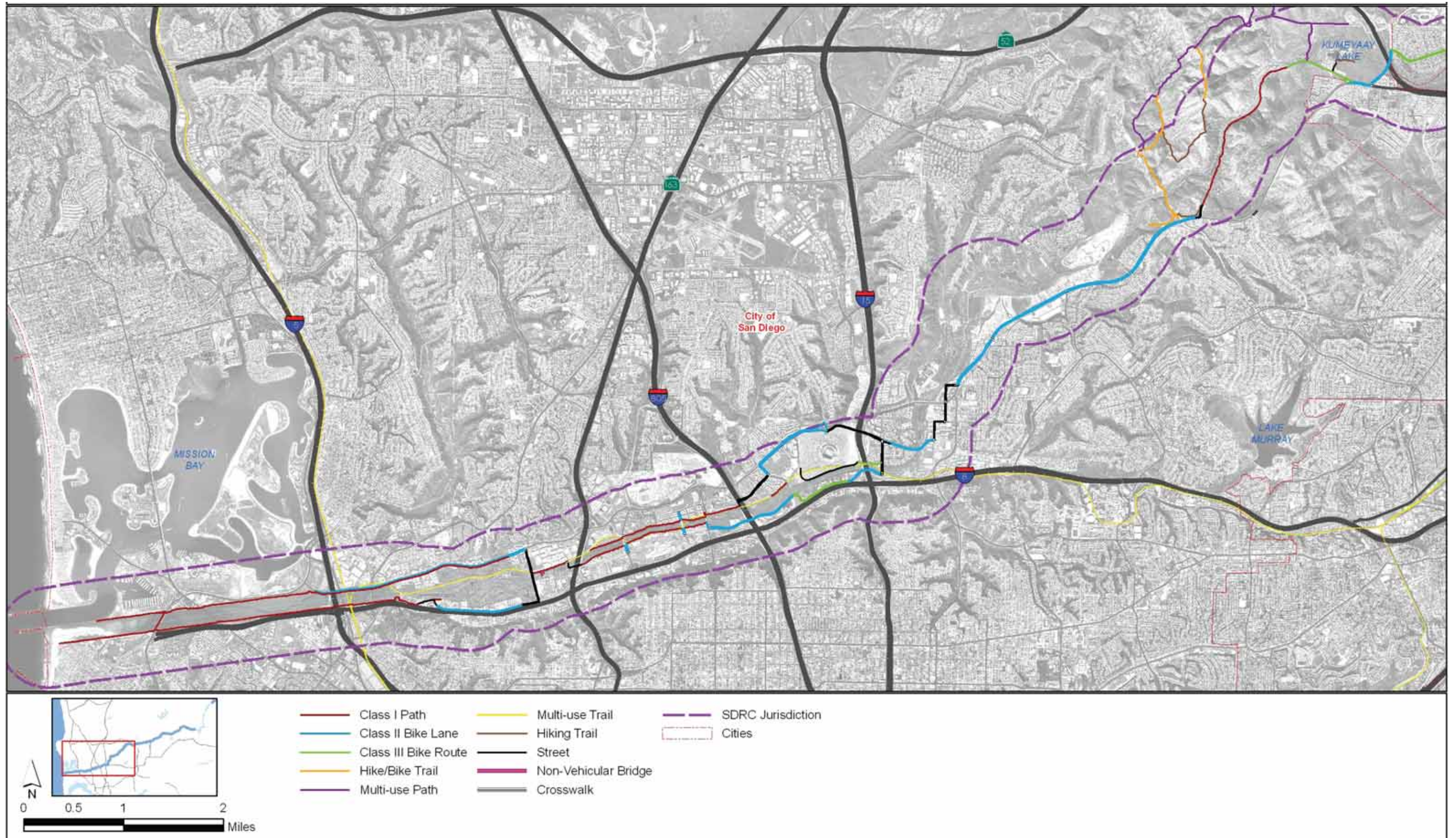
As shown in Figure 7 and Table 2, there is just over one mile of hiking trails being utilized to support SDRT users at the Inaja Memorial. No connectivity currently exists from the Inaja Memorial Trail north towards the headwaters and the Coast to Crest Trail or south towards the San Diego River Gorge Trail.



REACH 3: San Diego River Gorge to the Coast-to-Crest Trail



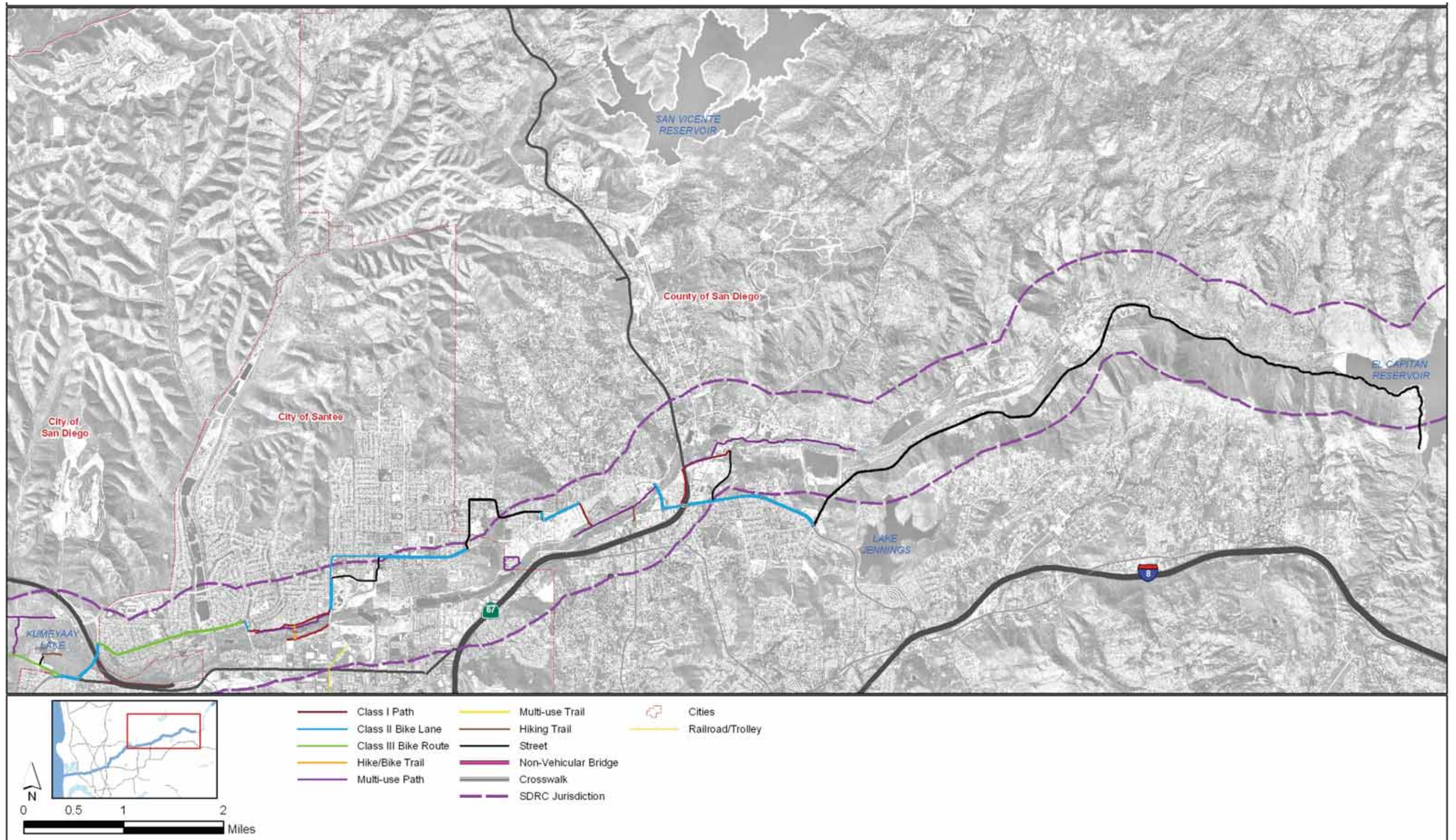
Figure 3: SDRT Existing Trails - Ocean to the El Capitan Reservoir



Back of Figure 3



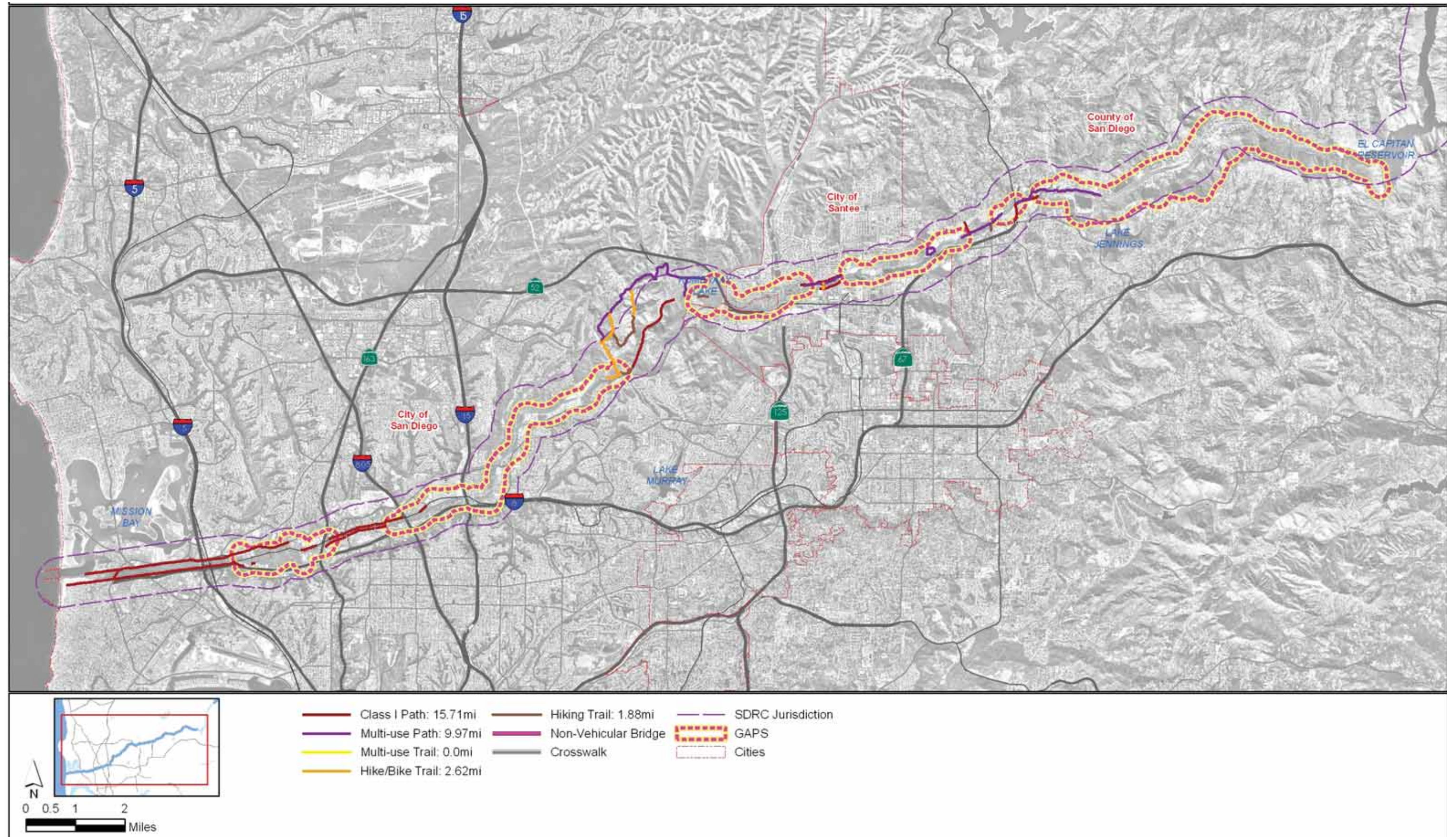
Figure 4: SDRT Existing Trails - Ocean to the El Capitan Reservoir



Back of Figure 4



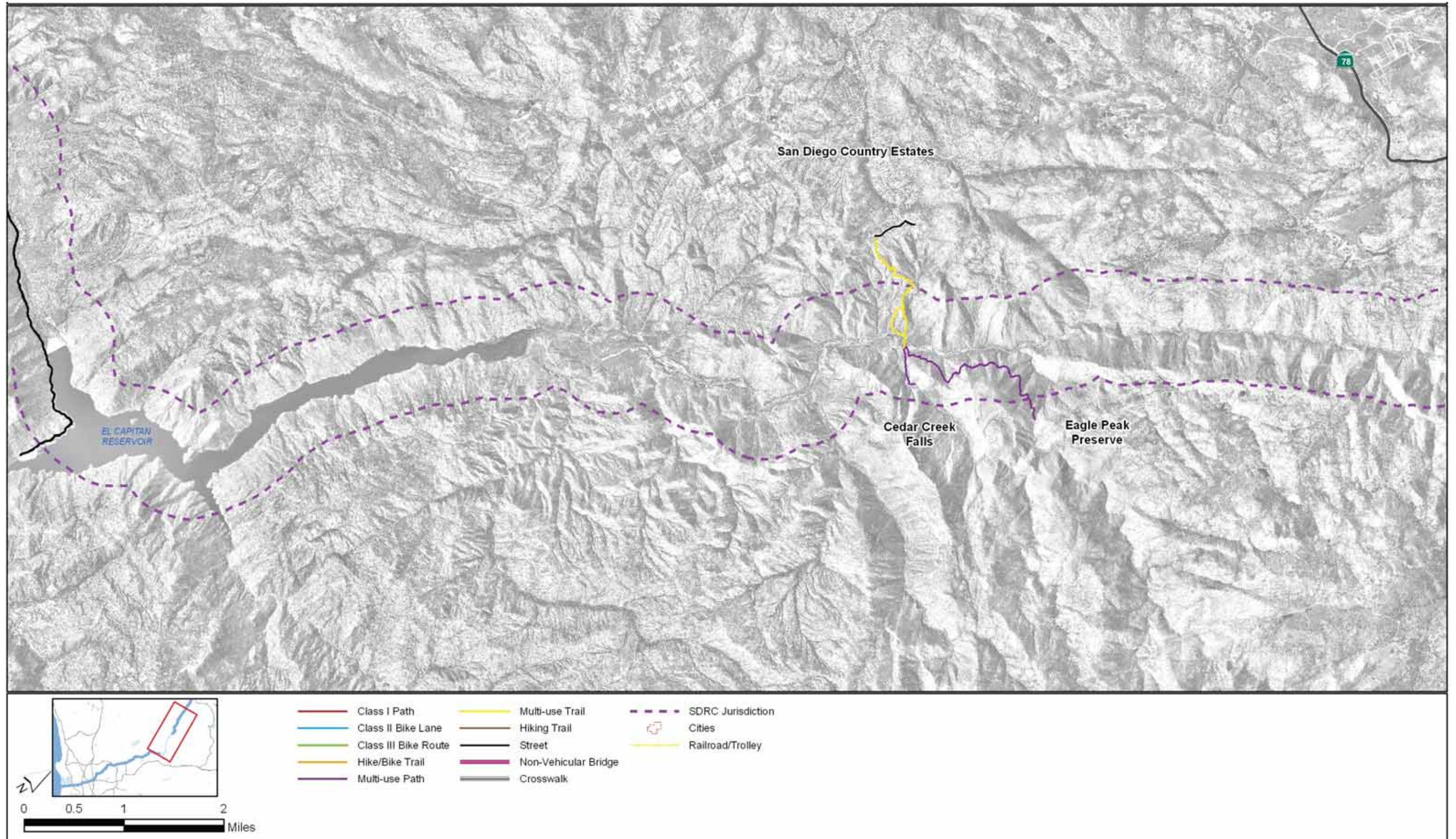
Figure 5: SDRT Existing Routes & Gaps - Ocean to the El Capitan Reservoir



Back of Figure 5



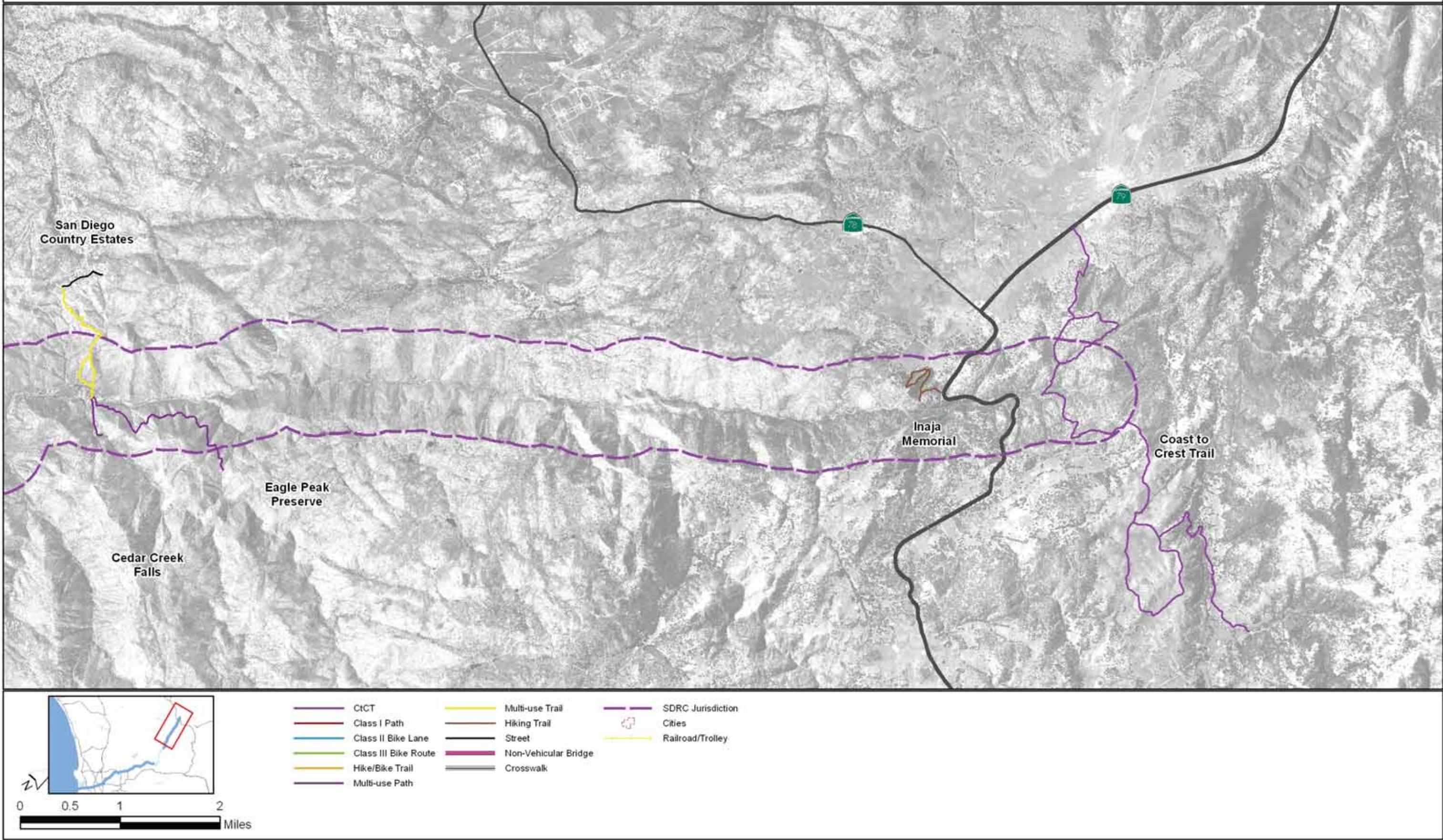
Figure 6: SDRT Existing Trails - El Capitan Reservoir to the San Diego River Gorge



Back of Figure 6



Figure 7: SDRT Existing Trails - San Diego River Gorge to the Coast-to-Crest Trail



Back of Figure 7



4. SDRT Proposed Conditions by Reach

The following descriptions and maps document the proposed conditions of the SDRT within each of the three reaches.

4.1 OCEAN TO THE EL CAPITAN RESERVOIR

There are approximately 89 miles of streets, sidewalks, and dedicated recreational trails and paths being proposed to transport SDRT users the 31 river miles from the Pacific Ocean to the El Capitan Reservoir (Figures 8 and 9). Of these, nearly 36 miles are already existing facilities, with nearly 13 miles being actively planned, and just over 40 miles in various stages of being proposed (Table 3). A few of the major transitions include the reduction of street use from nearly 14 miles down to less than one mile; Class II bike lanes reduced in half from 13 miles down to 6.5 miles; and Class III bike routes reduced from about three miles down to less than one mile.

At the end of this section Table 4 provides summary information about each of the planned or proposed trail segments within Reach 1. This table includes preliminary prioritization of each segment into low, medium, or high priority categories as identified, by KTU+A based on the segments current project status, ease of implementation, and ability to extend the current functionality of the SDRT. Jurisdictional priorities still need to be discussed and integrated by the IWG.

Appendix A provides more detailed maps of the trail segments within Reach I, an expanded summary table, as well as individual project cut-sheets for each planned or proposed trail segment.

Table 3: SDRT Proposed Trail Facilities by Reach

Summary of SDRT Proposed Trail Facilities by Reach				
Reach 1: Ocean to the El Capitan Reservoir				
Trail Type	Existing	Planned	Proposed	Sub-Totals
Class I Multi-use Path	15.54	1.02	17.39	33.95
Class II Bike Lane	6.56		0.12	6.68
Class III Bike Route	0.86		0.09	0.95
Crosswalk	0.17			0.17
Hike/Bike Trail	2.53		6.40	8.93
Hiking Trail	1.34			1.34
Multi-use Path	6.71	10.99	1.87	19.57
Multi-use Trail	0.77	0.62	14.40	15.79
Paved Path	0.55	0.28		0.83
Street	0.86		0.11	0.97
Sub-Totals	35.88	12.91	40.38	
Total			89.16	
Non-vehicular Bridge	3		7	
Pedestrian Signal	1		8	
Reach 2: El Capitan Reservoir to the San Diego River Gorge				
Trail Type	Existing	Planned	Proposed	Sub-Totals
Multi-use Path	2.61		1.23	3.84
Multi-use Trail	2.19		13.00	15.19
Sub-Totals	4.80	0	14.23	
Total			19.03	
Reach 3: San Diego River Gorge to the Coast-to-Crest Trail				
Trail Type	Existing	Planned	Proposed	Sub-Totals
Hiking Trail	1.23			1.23
Multi-use Trail			14.14	14.14
Sub-Totals	1.23	0.00	14.14	
Total			15.37	

San Diego River Trail Gaps Analysis



Beginning at the Pacific Ocean, the first proposed improvement is a new Class I path that is currently planned along the eastern edge of West Mission Bay Drive. This will provide a second river crossing over the estuary.

The next proposed improvement is a proposed Class I path and non-vehicular bridge that is being proposed to provide another important river crossing for recreational users between the Mission Valley YMCA and Sefton Field.



Between this crossing and Fashion Valley Road are four proposed Class I paths. Only two of the four are intended to be implemented in the long-term, the route along the trolley and the one through the golf course. The other two are considered interim solutions to provide safe continuous recreational access through this portion of Mission Valley.

From Fashion Valley Road to FSDRIP, improvements are focused on extending Hazard Center Drive under State Route 163 and providing a southern route behind the Town & Country Hotel and the Union Tribune, and then along Camino del Rio South to FSDRIP.



Within FSDRIP, the proposed improvements focus on creating safe crossings at Mission Center Road and Camino Del Este via a combination of non-vehicular bridges and pedestrian signals.



Between Qualcomm Way and Mission Center Road, proposed improvements include proposed non-vehicular bridges over Qualcomm Way and a tributary channel, a planned Class I path, and a proposed hike/bike trail along the edge of the river floodplain.



At Mission Center Parkway, a proposed non-vehicular bridge is proposed across the river, and Class I paths and hike/bike trails are proposed to improve connectivity to Ward Road.





San Diego River Trail Gaps Analysis

From Ward Road to Friars Road, proposed improvements include a Class I path and hike/bike trails behind existing developments.



Proposed improvements within Grantville and the Admiral Baker Golf Course include a series of proposed Class I paths to be implemented as part of the Grantville Redevelopment project and other developments as they move through the City of San Diego's permitting and approval process and a proposed hike/bike trail along the western edge of the Admiral Baker Golf Course to Tierrasanta Boulevard. From this point, the route is proposed to split with a proposed hike/bike trail continuing across Tierrasanta Boulevard and to the north along an SDG&E maintenance road to the edge of MTRP. The other fork is a proposed Class I path heading south and east to connect with the Class I path being proposed as part of the reclamation and development of the Superior Mine.



As the two routes enter MTRP, the northern hike/bike trail continues through MTRP on existing trails to the equestrian staging area. The southern Class I path is proposed to continue east and connect to the existing Class I path along Father Junipero Serra Road. The Class I path is proposed to use decomposed granite as an alternate paving material.

At the eastern end of MTRP, improvements focus on extending the existing Class I Path along Father Junipero Serra Road towards Mission Gorge Road and providing additional hike/bike/horse connectivity between MTRP and West Hills Parkway, as well as an additional river crossing.

From West Hills Parkway east, a proposed Class I path with an adjacent multi-use trail to accommodate all trail user groups continues east through the Carlton Oaks Golf Course and into the western expansion area of Mast Park.

Within Mast Park, an additional hike/bike trail is proposed and improvements to and under Cuyamaca Street to provide enhanced connectivity with Town Center Park are included.

From Cuyamaca Street to Magnolia Avenue, Class I paths are proposed on both sides of the river with a multi-use trail also proposed on the north side and a non-vehicular bridge to connect them all.



San Diego River Trail Gaps Analysis

At Magnolia Avenue, both the Class I paths and the multi-use trail combine into a multi-use path as the SDRT is proposed to continue east along an existing dirt road to the edge of the City of Santee and the County's Lakeside Baseball Park.



East of the Lakeside Baseball Park, a planned multi-use path will extend the existing Lakeside River Park multi-use path that continues all the way to Channel Road.

From Channel Road, a multi-use trail is proposed along the southern river bank to connect to the existing multi-use trail that runs parallel to the Class I path that goes under State Route 67 to Cactus County Park.



From Cactus County Park, equestrian users utilize a sandy multi-use trail and existing pedestrian signal to cross Ashwood Street. An additional pedestrian signal and multi-use trail is recommended to connect the existing Class I path west of Ashwood Street with the planned multi-use paths within the Helix Water District's El Monte Valley Mining, Reclamation, and Groundwater Recharge Project. This trail will continue for about four miles to the east as a series of loops and then transition to a proposed multi-use trail to continue east and connect to a planned staging area at El Monte County Park and then east up the slope on a planned multi-use trail to connect with the proposed flume trail.



Adjacent to the western portion of the Helix Water District project is the Hanson's Pond, which is being acquired and has a multi-use path loop planned around the property. This loop is proposed to be connected to the Helix Water District paths at the northwest and northeast corners. From the entrance to the Hanson's Pond property on El Monte Road, a pedestrian signal and multi-use trail is proposed along a short segment of El Monte Road before heading east up a slope behind the El Monte Pump Station to connect to a proposed multi-use trail along the historic flume alignment.

The flume trail is proposed to continue east until the flume intersects El Monte Road near the El Capitan Reservoir dam, nearly eight miles.

An additional section of the SDRT is proposed from El Monte County Park to the river crossing near the base of the El Capitan Reservoir Dam along the river.

From this point, an additional multi-use trail is proposed to connect to the parking lot for the El Capitan Reservoir boat ramp.





4.2 EL CAPITAN RESERVOIR TO THE SAN DIEGO RIVER GORGE TRAIL

There are approximately 19 miles of multi-use paths and trails being proposed to transport SDRT users the 10 river miles from the El Capitan Reservoir to the San Diego River Gorge trail and proposed Eagle Peak staging area (Figure 10). Of these, nearly 5 miles are already existing facilities, with nearly 14 miles in various stages of being proposed (Table 3). Of the existing 5 miles, approximately 2 miles were recently constructed as a cooperative effort between the San Diego River Conservancy and the USFS from the San Diego Country Estates down to the Helix Water District property along the San Diego River.

Beginning at the boat ramp parking lot for the El Capitan Reservoir, a multi-use trail is proposed to wrap around the reservoir and along the San Diego River for about 12.5 miles and then transition to a multi-use path for another 1.25 miles within the Helix Water District property. Within this reach are three segments of proposed trail that cross the Capitan Grande Reservation for a total of 0.63 mile, with the remainder of the trail occurring within City of San Diego owned lands. Coordination with the Capitan Grande Reservation is critical to the successful planning and implementation of this trail as there is no way to re-route the trail to avoid crossing the Reservation.

In addition to the proposed trail along the river, 0.48 mile of multi-use trail are proposed from the existing small staging area at Saddleback further north to a proposed staging area at the Eagle Peak Preserve that is owned by the San Diego River Park Foundation.

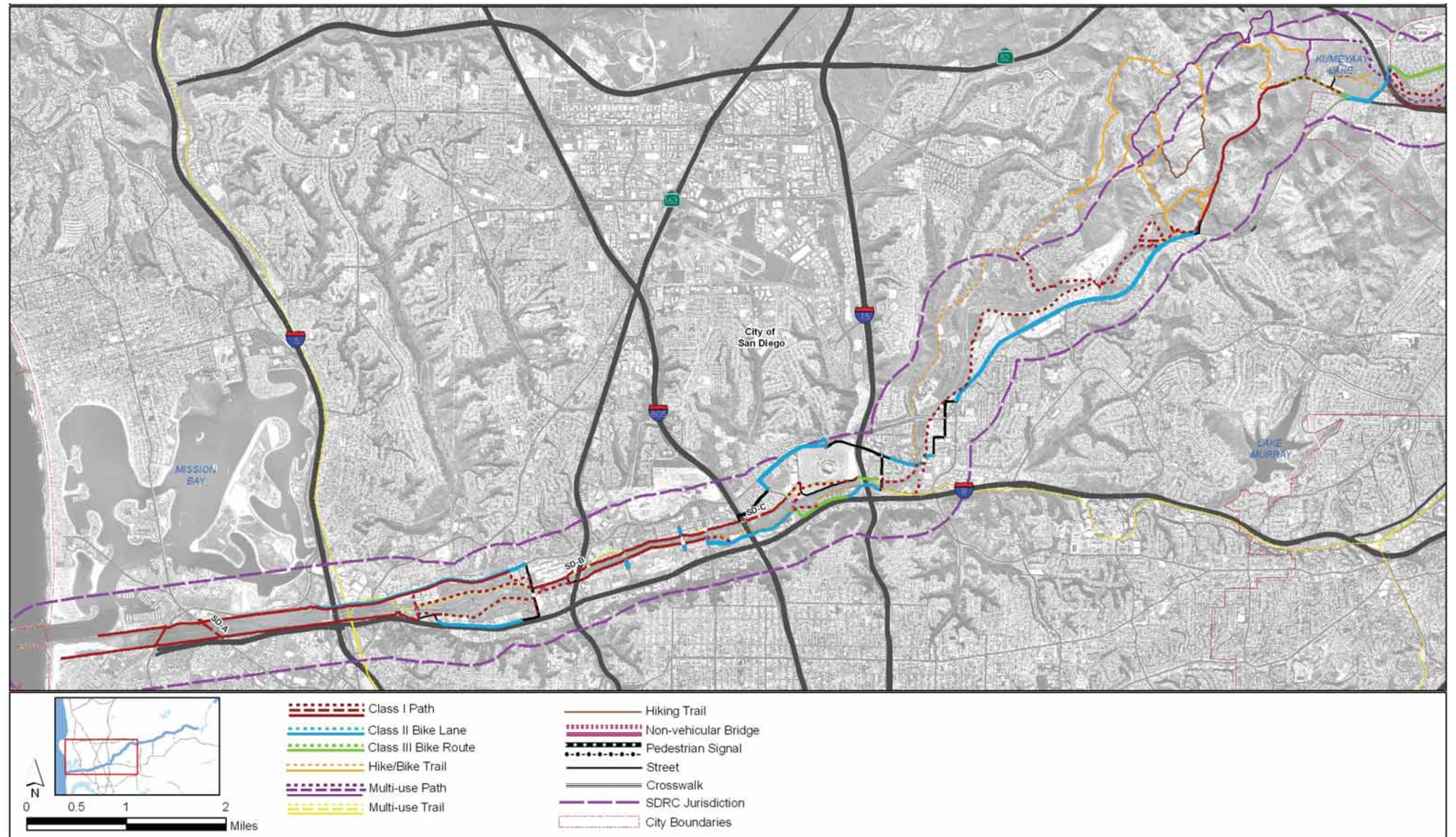
4.3 SAN DIEGO RIVER GORGE TRAIL TO THE COAST TO CREST TRAIL

There are approximately 15.5 miles of multi-use and hiking trails being proposed to transport SDRT users the 10 river miles from the San Diego River Gorge trail to the Coast to Crest Trail (Figure 11). Of these, only 1.23 miles are already existing facilities associated with the Inaja Memorial, with just over 14 miles in various stages of being proposed (Table 3).

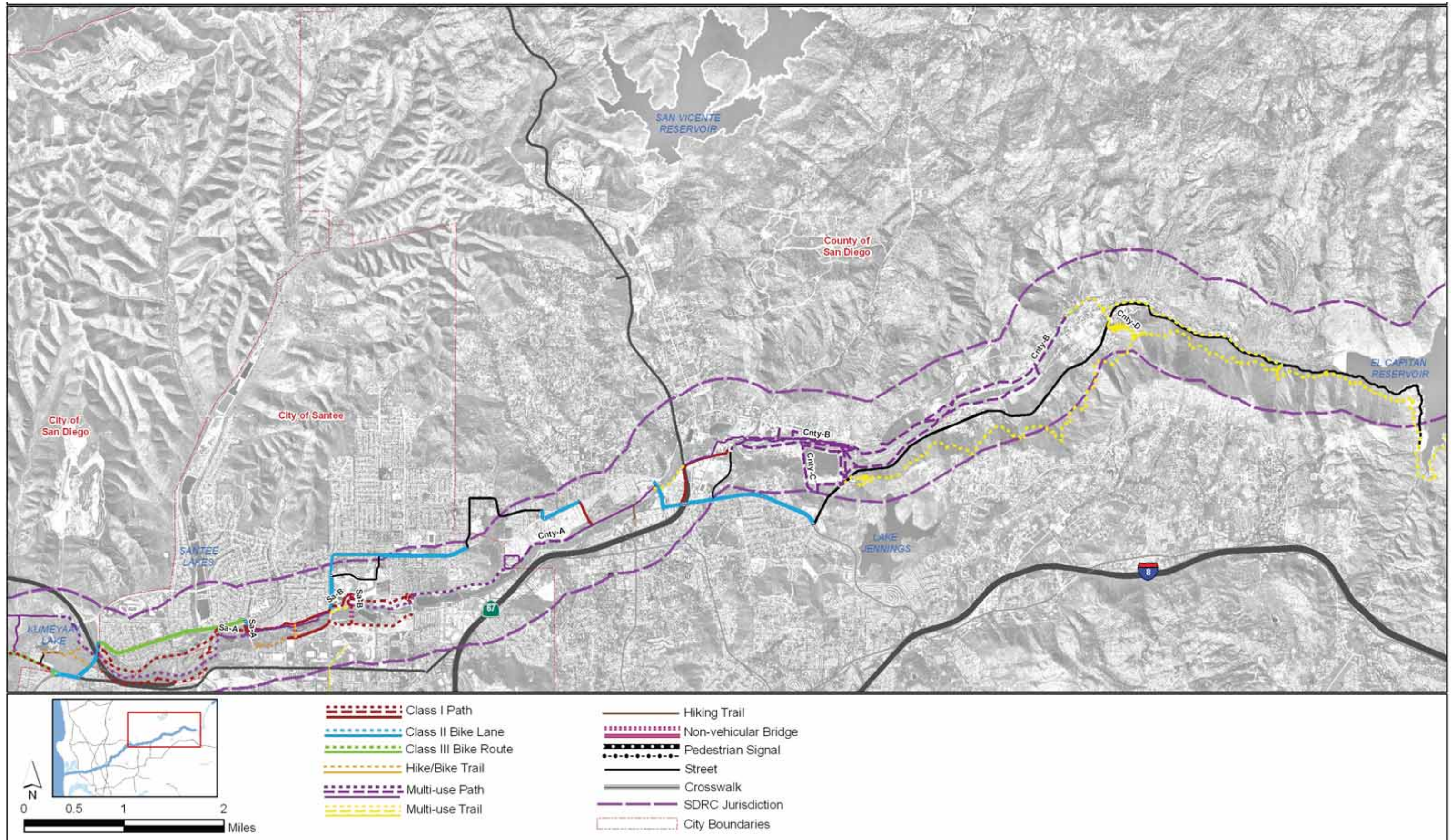
From the staging area for the San Diego River Gorge trail, the route continues north along Thornbush Road to Ramona Oaks Road and on to the old Eagle Peak Road, which is proposed as a multi-use trail through the USFS lands. As the proposed trail leaves the USFS lands, it is proposed to follow the Westside Road that is privately owned and then a variety of old roads and trails across parcels owned by six different land owners. Of the nearly 13 miles of proposed multi-use trail, about 10 miles would need to gain access to private lands. As such, coordination with the private landowners in this corridor is critical to the successful planning and implementation of this reach. As the proposed trails reach SR-78/79, there are two options proposed for connecting to the Coast to Crest Trail. One routes through Santa Ysabel and a combination of County of San Diego and Nature Conservancy owned land to make the connection. The other trail would be routed through the Inaja Memorial trail and then along SR-78/79 for about 0.8 miles before crossing under the highway and then continuing for another 0.33 mile across County of San Diego owned land to make the connection.



Figure 8: SDRT Proposed Trails - Ocean to the El Capitan Reservoir



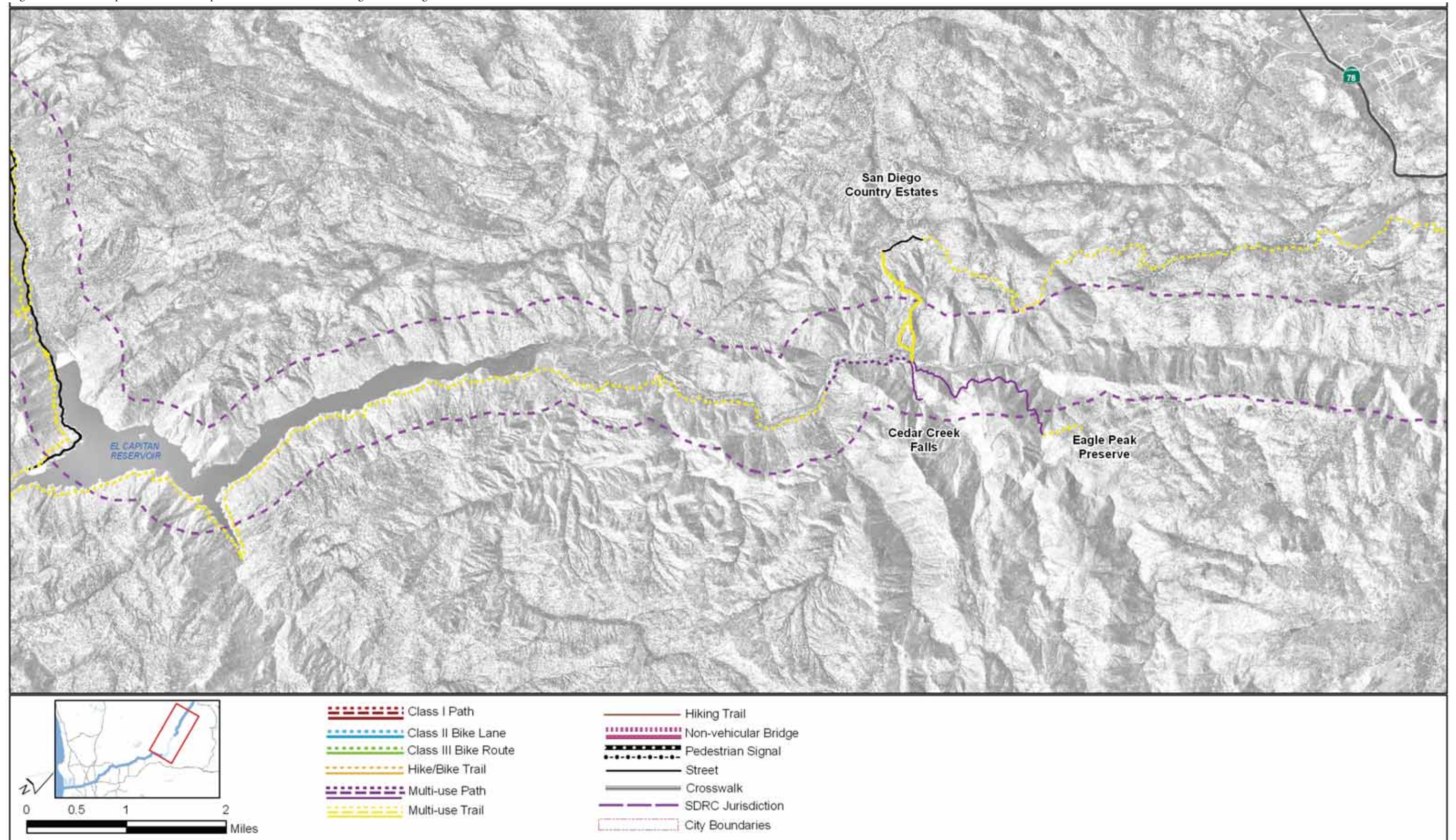
Back of Figure 8



Back of Figure 9



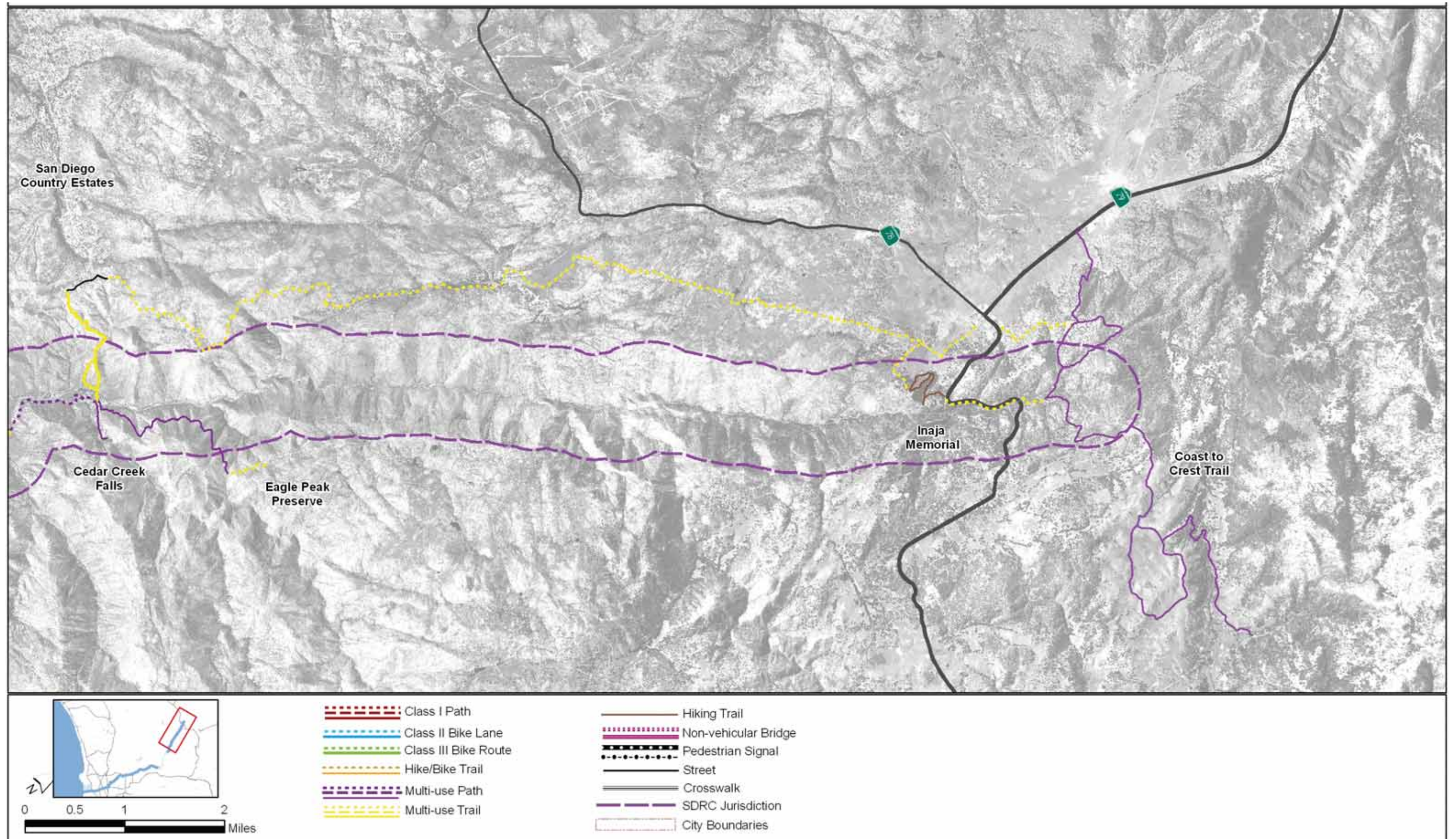
Figure 10: SDRT Proposed Trails - El Capitan Reservoir to the San Diego River Gorge



Back of Figure 10



Figure 11: SDRT Proposed Trails - San Diego River Gorge to the Coast-to-Crest Trail



Back of Figure 11



Table 4: Summary of Planned or Proposed SDRT Facilities within Reach 1

Summary Information on Planned and Proposed SDRT Facilities within Reach 1										
ID	Name	Land Use Jurisdiction	Project Proponent(s)	Project Status	Funding Needs	Point Lead (POC)	Implementation Method	KTUA Priority	Jurisdiction Priority	
SD-A	West Mission Bay Drive Class I Path	City of San Diego	City of San Diego	CIP# 526430 - 45% Design and Environmental Permit	FY10 Budget \$33,333 from TransNet Fund. Design Cost \$ 8.3 Mil, Construction Cost \$110 Mil.	City of SD/ECP/Right of Way Section	CIP	H		
SD-B	Hazard Center Drive Extension Class I Path	City of San Diego	City of San Diego/ Hazard Center Associates	95% Designed and Permits	The SDRC has committed \$1.2mil to the construction of this project.	City of SD/ECP/Right of Way Section (Brad Johnson)	CIP	H		
SD-C	River Run Class I Path	City of San Diego	River Run Apartments	Permit requirement for future redevelopment		Private Property	Private Development	M		
1	Sefton Field to Friars Road Class I Path and Non-Vehicular	City of San Diego	City of San Diego, SDRPF, SDRC	Feasibility Study completed, funding needed for design phase	\$470,000 to \$2.5 Million	City of SD/ECP/Bike Program Section	CIP	H		
2	YMCA to Fashion Valley Road Along Trolley Tracks	City of San Diego	SDRPF	Feasibility Study needed		Private Property and MTDB	Public/Private Partnership	H		
3	Sefton Field to AAA Class I Path	City of San Diego	City of San Diego	Feasibility Study needed		Private Property	Private Development	L		
4	AAA to Riverwalk Golf Club	City of San Diego		Feasibility Study needed		Private Property	Private Development	L		
5	Riverwalk Golf Club	City of San Diego		Development per the approved Specific Plan		Private Property	Private Development	L		
6	Friars Road to Fashion Valley Transit Center	City of San Diego		Feasibility Study needed		Private Property	Private Development	M		
7	Hotel Circle North to Fashion Valley Transit Center	City of San Diego	City of San Diego	Contained with the City of San Diego Bicycle Master Plan/Feasibility Study needed		City of SD/ECP/Bike Program Section	CIP	M		
8	Town & County Hotel to Avenida Del Rio	City of San Diego	City of San Diego, SDRPF, SDRC	Preliminary discussions have occurred with at least some of the land owners, but a feasibility study is needed		Private Property	Private Development	L		
9	Avenida Del Rio Class I Path	City of San Diego	City of San Diego	Feasibility Study needed		City of SD/ECP/Bike Program Section	CIP	L		
10	Camino De La Reina Class I Path	City of San Diego	City of San Diego	Feasibility Study needed		City of SD/ECP/Bike Program Section	CIP	M		
11	Mission Center Road Bicycle/Pedestrian Bridge	City of San Diego	City of San Diego	Feasibility Study complete, funding is needed for Design Phase	\$1,427,000	City of SD/ECP/Bike Program Section	CIP	H		
12	Camino Del Este Bicycle/Pedestrian Bridge	City of San Diego	City of San Diego	Feasibility Study complete, funding is needed for Design Phase	\$1,526,000	City of SD/ECP/Bike Program Section	CIP	H		
13	Camino Del Este Pedestrian Signal	City of San Diego	City of San Diego	Feasibility Study complete, funding is needed for Design Phase		City of SD/ECP/Bike Program Section	CIP	H		
14	Qualcomm Way Pedestrian Signal	City of San Diego	City of San Diego	Feasibility Study complete, funding is needed for Design Phase		City of SD/ECP/Bike Program Section	CIP	L		
15	Qualcomm Way Bicycle/Pedestrian Bridge	City of San Diego	City of San Diego, San Diego River Park Foundation	Feasibility Study complete, funding is needed for Design Phase	\$1,754,000	City of SD/ECP/Bike Program Section	CIP	M		
16	Discovery Center Class I Path	City of San Diego	San Diego River Park Foundation	Feasibility Study needed		Private Property	Private Development	H		
17	Interstate 805 to Mission Center Parkway Hike/Bike Trail	City of San Diego	City of San Diego	Feasibility Study needed		City of SD/ECP/Bike Program Section	CIP	M		
17A	Discovery Center to Interstate 805	City of San Diego	City of San Diego	Feasibility Study needed		Private Property	Private Development	M		

San Diego River Trail
Gaps Analysis

Table 4: Summary of Planned or Proposed SDRT Facilities within Reach 1 (cont.)

18	Rio San Diego Drainage Channel Non-Vehicular Bridge	City of San Diego		Feasibility Study needed		Cal Trans Property	Public Partnership	M	
19	Fenton Parkway to I-15 Class I Path	City of San Diego	City of San Diego, San Diego River Coalition	Feasibility Study needed		City of SD/ECP/Bike Program Section	CIP	H	
20	Qualcomm to Mission Center Parkway Class I Path and Bicycle/ Pedestrian Bridge	City of San Diego	City of San Diego, SDRC	Ready to move forward to preliminary design and permitting		City of SD/ECP/Right of Way Section (Brad Johnson)	CIP	H	
21	Camino Del Rio North Mitigation Site Class I Path	City of San Diego	City of San Diego	Feasibility Study needed		City of SD/ECP/Bike Program Section	CIP	M	
22	Camino Del Rio North Hike/Bike Trail	City of San Diego	City of San Diego	Feasibility Study needed		Private Property	Private Develop- ment	L	
23	Rancho Mission Road/Ward Road	City of San Diego		Feasibility Study needed		State Owned Land - Fish and Game Department and City of SD/ECP/Bike Program Section	Public Partnership	H	
24	Ward Road to San Diego Mission Road	City of San Diego	SDRPF	Feasibility Study needed		Private Property	Private Develop- ment	M	
25	Camino Del Rio South	City of San Diego	City of San Diego	Feasibility Study needed		State Owned Land - Fish and Game Department and City of SD/ECP/Bike Program Section	Public Partnership	M	
26	Grantville Redevelopment Area Class I Path	City of San Diego	City of San Diego	Will be moved forward on a project by project basis as redevelopment within Grantville occurs		Private Property	Private Develop- ment	L	
27	San Diego Mission Road to Friars Road	City of San Diego	City of San Diego	Needs a feasibility Study		Private Property	Private Develop- ment	L	
28	Santo Road to Tierrasanta Blvd.	City of San Diego		Needs a feasibility Study		Federal Land- Navy	Public Partnership	M	
29	Superior Mine Reclamation Plan Class I Path	City of San Diego	Superior Ready Mix	Will be moved forward as part of redevelopment of private land		Private Property	Private Develop- ment	L	
30	Admiral Baker to Tierrasanta Blvd.	City of San Diego		Needs a feasibility Study		Federal Land- Navy	Public Partnership	M	
31	Tierrasanta Blvd to Superior Mine Class I Path	City of San Diego	City of San Diego	Will be moved forward as part of redevelopment of private land		Private Property	Private Develop- ment	L	
32	Superior Mine To MTRP Class I Path	City of San Diego	Superior Ready Mix	Will be moved forward as part of redevelopment of private land		Private Property	Private Develop- ment	M	
33	MTRP Class I Path	City of San Diego	City of San Diego	Feasibilty Study Needed		City of SD/Park and Receation/ Open Space Section	CIP	H	
34	Tierrasanta Blvd to Calle De Vida	City of San Diego		Needs a feasibility Study		City of SD/Park and Receation/ Open Space Section	CIP	H	
35	Old Mission Dam to Mission Gorge Road Class I Path	City of San Diego	City of San Diego	Feasibilty Study Needed		City of SD/Park and Receation/ Open Space Section	CIP	M	
36	Father Junipero Serra to Mission Gorge Road	City of San Diego		Feasibilty Study Needed		City of SD/ECP/Bike Program Section	CIP	M	
37	Kumeyaay Lake Campground	City of San Diego		Needs a feasibility Study completed		City of SD/Park and Receation/ Open Space Section	CIP	M	
38	MTRP to West Hills Parkway	City of San Diego		Needs a feasibility Study completed		Private Property	Private Develop- ment	M	



Table 4: Summary of Planned or Proposed SDRT Facilities within Reach 1 (cont.)

39	Kumeyaay Lake East River Crossing	City of San Diego		Needs a feasibility Study completed		Private Property	Private Development	M	
40	MTRP Equestrian Staging Area to Mast Blvd	City of San Diego		Needs a feasibility Study completed		City of SD/Park and Recreation/Open Space Section	CIP	M	
41	Mast Blvd to West Hills Parkway	City of San Diego		Needs a feasibility Study completed		Private Property	Private Development	M	
42	West Carlton Oaks Golf Course Multi-Use Path	City of San Diego		Needs a feasibility Study completed		City of SD/ECP/Bike Program Section	CIP	H	
43	Carlton Oaks Golf Course to Carlton Oaks Drive Class I Path	City of San Diego	City of San Diego	Needs a feasibility Study completed		Private Property	Private Development	H	
45	Carlton Oaks Golf Course Class I Path and Multi-Use Trail	City of San Diego	City of San Diego, SDRPF	Needs a feasibility Study completed		City of SD/ECP/Bike Program Section	CIP	H	
SA-A	Environmental Trust/Mast Park Multi-Use Trail	City of Santee	City of Santee	100% Designed and Permitted and is preparing for construction	\$2,200,00 - The project is fully funded.	Carl Schmitz, 619-258-4100 ext. 175 schmitz@ci.santee.ca.us		H	3
SA-B	Town Center Community Park Multi-Use Trail	City of Santee	City of Santee	Under Construction	The project is fully funded.	Carl Schmitz, 619-258-4100 ext. 175 schmitz@ci.santee.ca.us	Public Partnership	H	2
44	West Hills Parkway to Carlton Oaks Golf Course	City of Santee	SDRPF	Contained within the City of Santee Bicycle Master Plan	\$470,000	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	Public Partnership	H	M
46	East Carlton Oaks Golf Course Class I Path and Multi-Use Trail	City of Santee	City of Santee, SDRPF	Contained within the City of Santee Bicycle Master Plan	\$450,000	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	Public Partnership	H	M
47	Unused Row Class I Path and Multi-Use Trail	City of Santee	City of Santee	Contained within the City of Santee Bicycle Master Plan	\$170,000	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	Public Partnership	H	5
48	Mast Park Southern Class I Bike Path	City of Santee	City of Santee	Contained within the City of Santee Bicycle Master Plan	\$200,000	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	Public Partnership	L	M
49	Mast Park to Town Center Community Park Class I Bike Path	City of Santee	City of Santee	Needs a feasibility Study completed	350000	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	Public Partnership	H	2
50	County of San Diego Parcel Class I Path and Multi-Use Trail	City of Santee	City of Santee, County of San Diego	Needs a feasibility Study completed	\$700,000	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	Public Partnership	H	2
51	RCP Brick & Block Class I Path and Multi-Use Trail	City of Santee	City of Santee	Contained within the City of Santee Bicycle Master Plan	\$350,000	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	Public/Private Partnership	H	1
52	Santee Town Center Class I Path	City of Santee	City of Santee	Contained within the City of Santee Bicycle Master Plan	\$1,900,000	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	Public Partnership	M	L
53	Santee Town Center to Town Center Park Non-Vehicular Bridge	City of Santee	City of Santee	Needs a feasibility Study completed	3000000	Carl Schmitz, 619-258-4100 ext. 175 schmitz@ci.santee.ca.us	Public Partnership	H	L
54	RCP to Magnolia Ave South	City of Santee		Needs a feasibility Study completed				H	
55	Magnolia Ave. North to Hanlon Walker	City of Santee		Needs a feasibility Study completed				H	
56	Hanlon Walker Property Multi-Use Path	City of Santee	City of Santee, SDRC	Contained within the City of Santee Bicycle Master Plan	\$2,100,000	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	Public/Private Partnership	H	1

San Diego River Trail
Gaps Analysis

Table 4: Summary of Planned or Proposed SDRT Facilities within Reach 1 (cont.)

CNTY-A	Lakeside Baseball Park to Lakeside River Park Multi-Use Path	County of San Diego	LPRC, County of San Diego	30% Designed and acquiring requisite permits	\$800,000 of Prop 40 funds have been committed by the SDRC for design, permitting and construction	Maryanne Vancio, COSD/DPR and Robin Rierdan, LRPC		H	
CNTY-B	Helix Water District Multi-Use Paths	County of San Diego	Helix Water District	Preliminary design for use in environmental processing	\$270,000,000 for the total project with sources likely including a mix of local, state and federal funds	Maryanne Vancio, COSD and Helix Water District		L	
CNTY-C	Hanson Pond East Multi-Use Path	County of San Diego	Endangered Habitats League	Acquisition of land currently in process		Maryanne Vancio, COSD; EHL and LRPC		M	
CNTY-D	El Monte County Park to Flume Multi-Use Trail	County of San Diego	County of San Diego	Construction Nearly Complete		Maryanne Vancio, COSD		H	
57	Channel Road to SR-67 Underpass	County of San Diego	County of San Diego, LPRC	Needs a feasibility Study completed		Maryanne Vancio, COSD; private property owners		H	
58	Ashwood Street to Helix Water District	County of San Diego		Needs a feasibility Study completed		Maryanne Vancio, COSD (DPR & DPW)		M	
59	El Monte Road to Flume	County of San Diego	SDRC	Needs a feasibility Study completed		Helix Water District and COSD/DPR		M	
60	Western Flume	County of San Diego	County of San Diego, Helix Water District, SDRC					H	
61	Helix Water District to El Monte County Park	County of San Diego	County of San Diego	Needs a feasibility Study completed				L	
62	Eastern Flume	County of San Diego	County of San Diego, SDRC			Maryanne Vancio; Helix Water District; private property owners		H	
63	Flume to El Monte Road	County of San Diego	County of San Diego, SDRC					H	
64	Flume to El Capitan Reservoir Parking Lot	County of San Diego	County of San Diego, SDRC			Maryanne Vancio; City of San Diego; Forest Service		M	
	Eastern El Monte Valley	County of San Diego	County of San Diego	Needs a feasibility study completed		Maryanne Vancio		L	



APPENDIX A

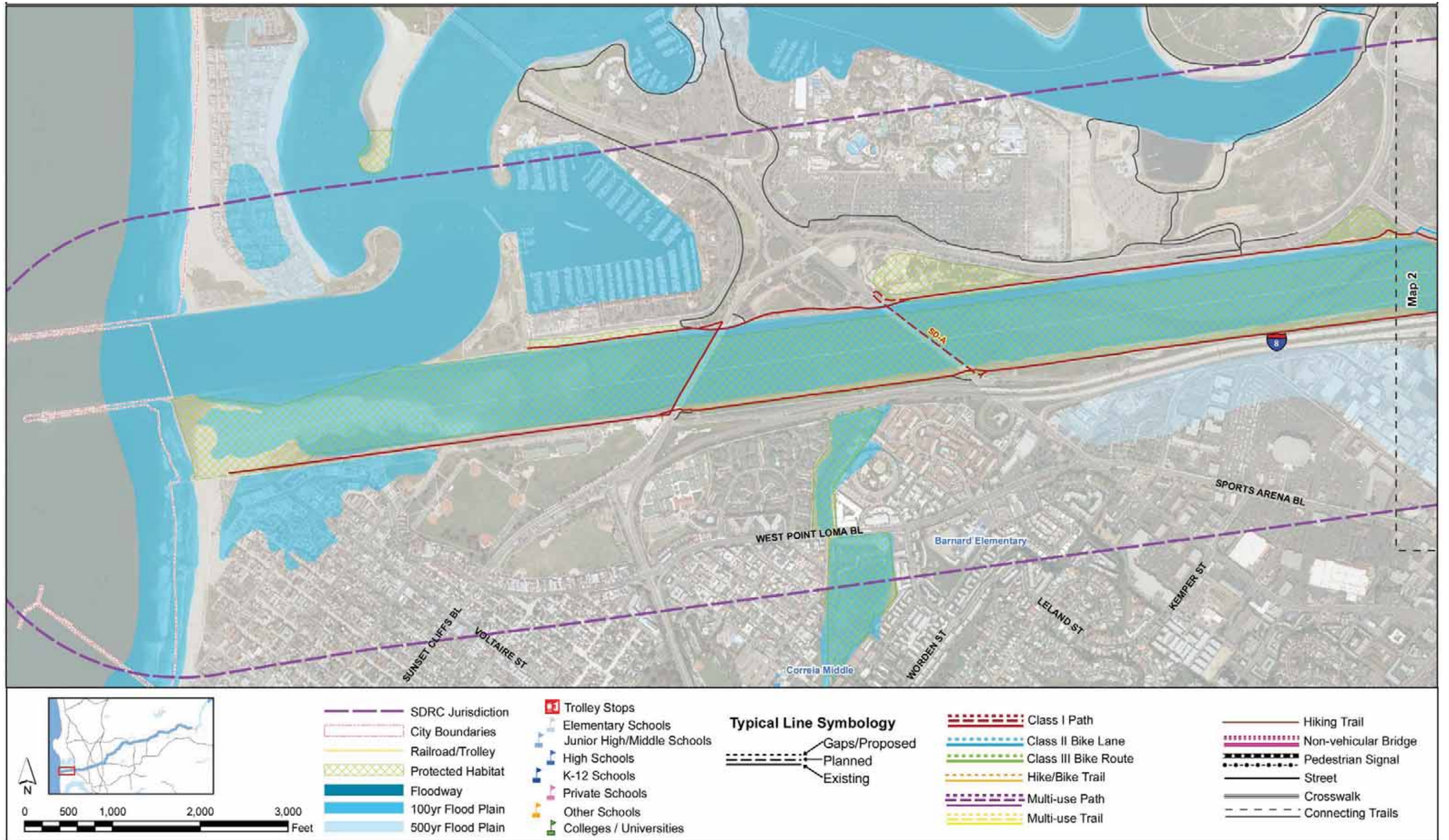
SDRT Reach 1- Ocean to the El Capitan Reservoir Planned and Proposed Segments

As mentioned previously, Reach 1: Ocean to the El Capitan Reservoir has the highest priority for planning and implementation of the SDRT. As such, a series of 13 more detailed maps were developed (Figures 1 - 13). The maps show all three trail statuses: existing, planned and proposed. Planned trail segments are also labeled with (SD) for the City of San Diego segments, (Sa) for the City of Santee segments, and (Cnty) for the County of San Diego segments, followed by an A-Z identifier. Proposed trail segments are labeled with a three digit numerical identifier beginning with 001 at the first proposed segment heading east from the ocean and incrementing up by one to each proposed segment proceeding east. Following the 13 maps is a matrix of summary information about each trail segment (Table 1) and then individual cut-sheets describing each planned or proposed trail segment in more detail.

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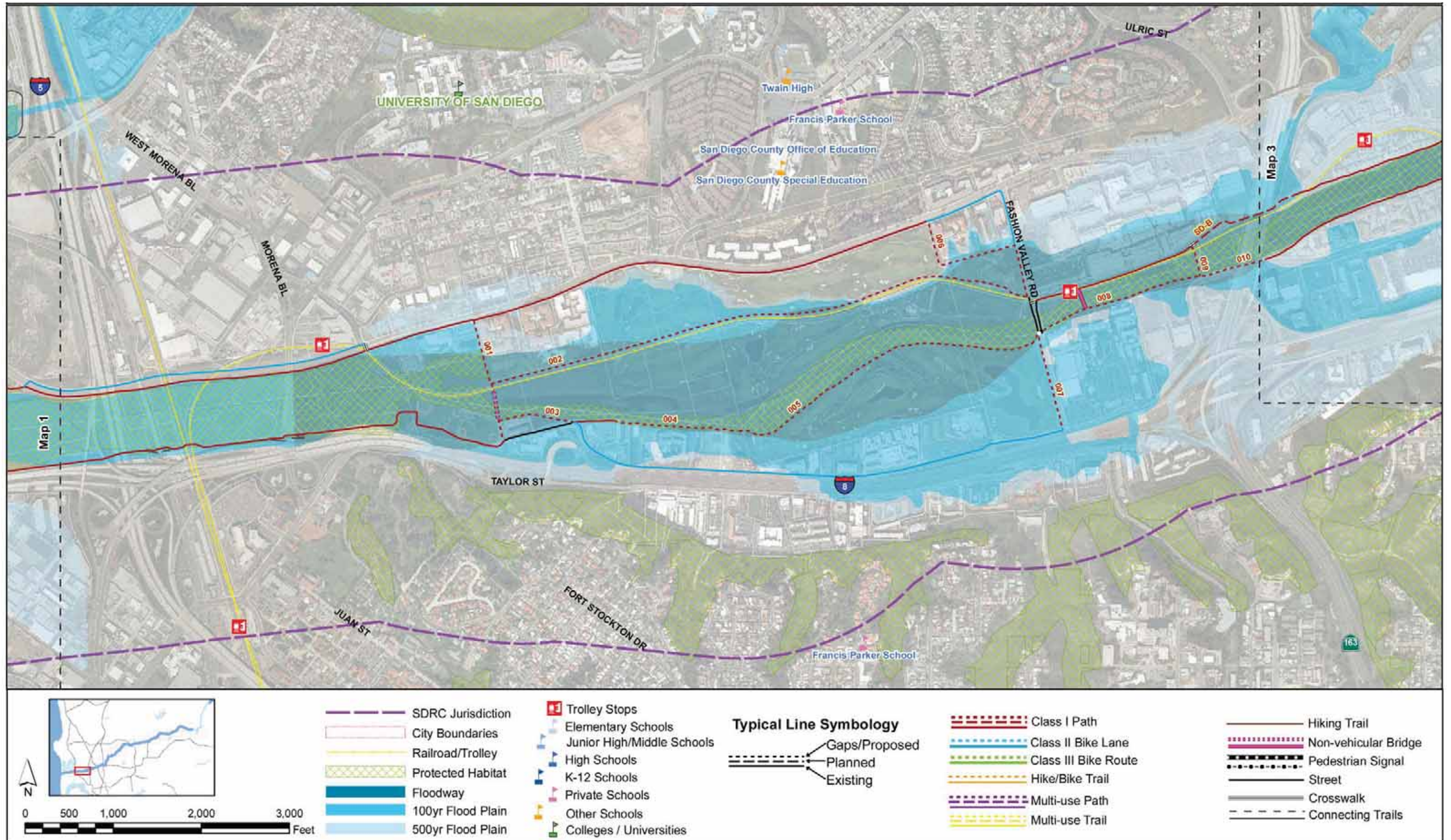
Figure 1: SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir - Ocean Beach/Estuary



Back of Figure 1



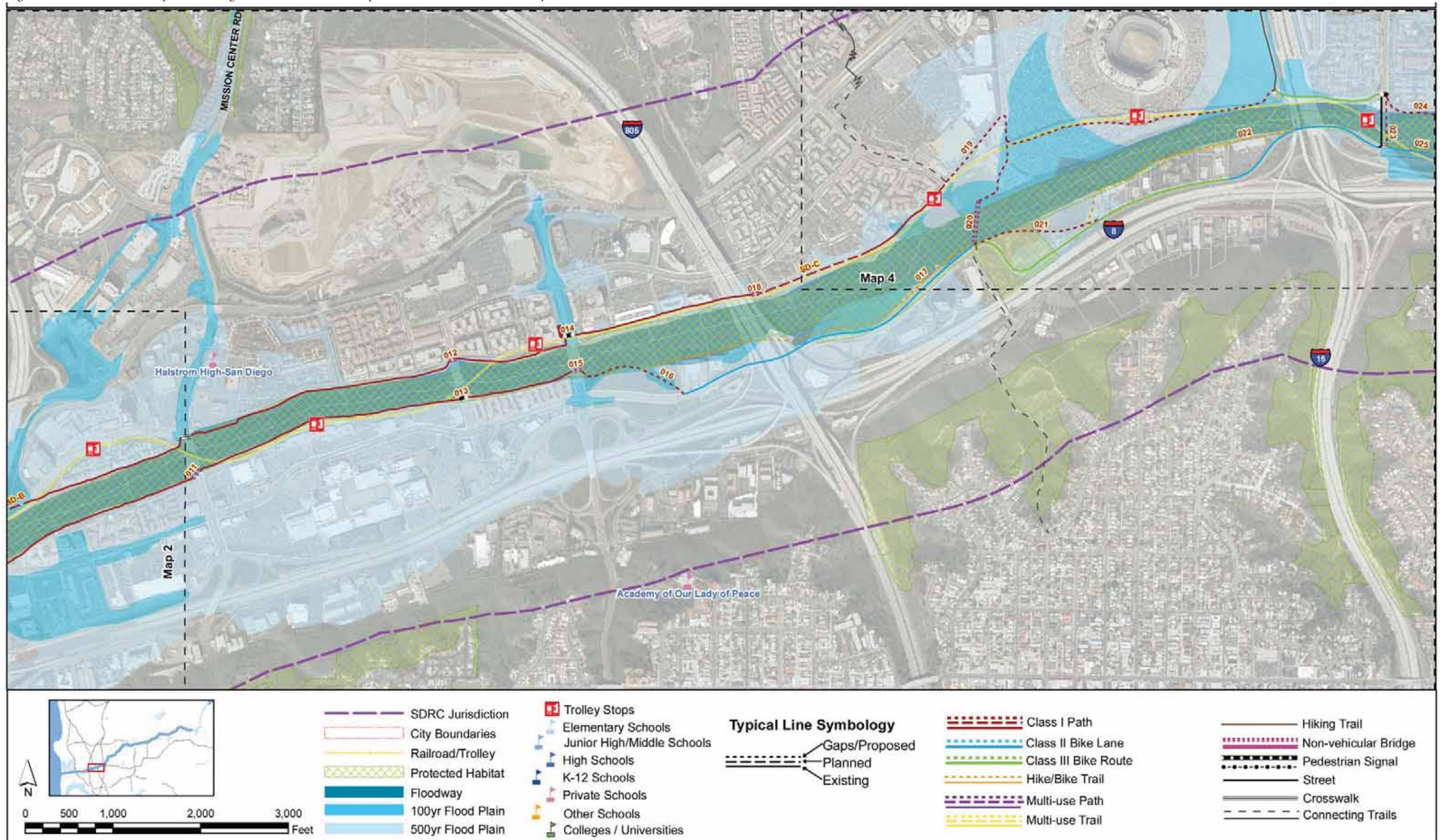
Figure 2: SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir - West Mission Valley



Back of Figure 2



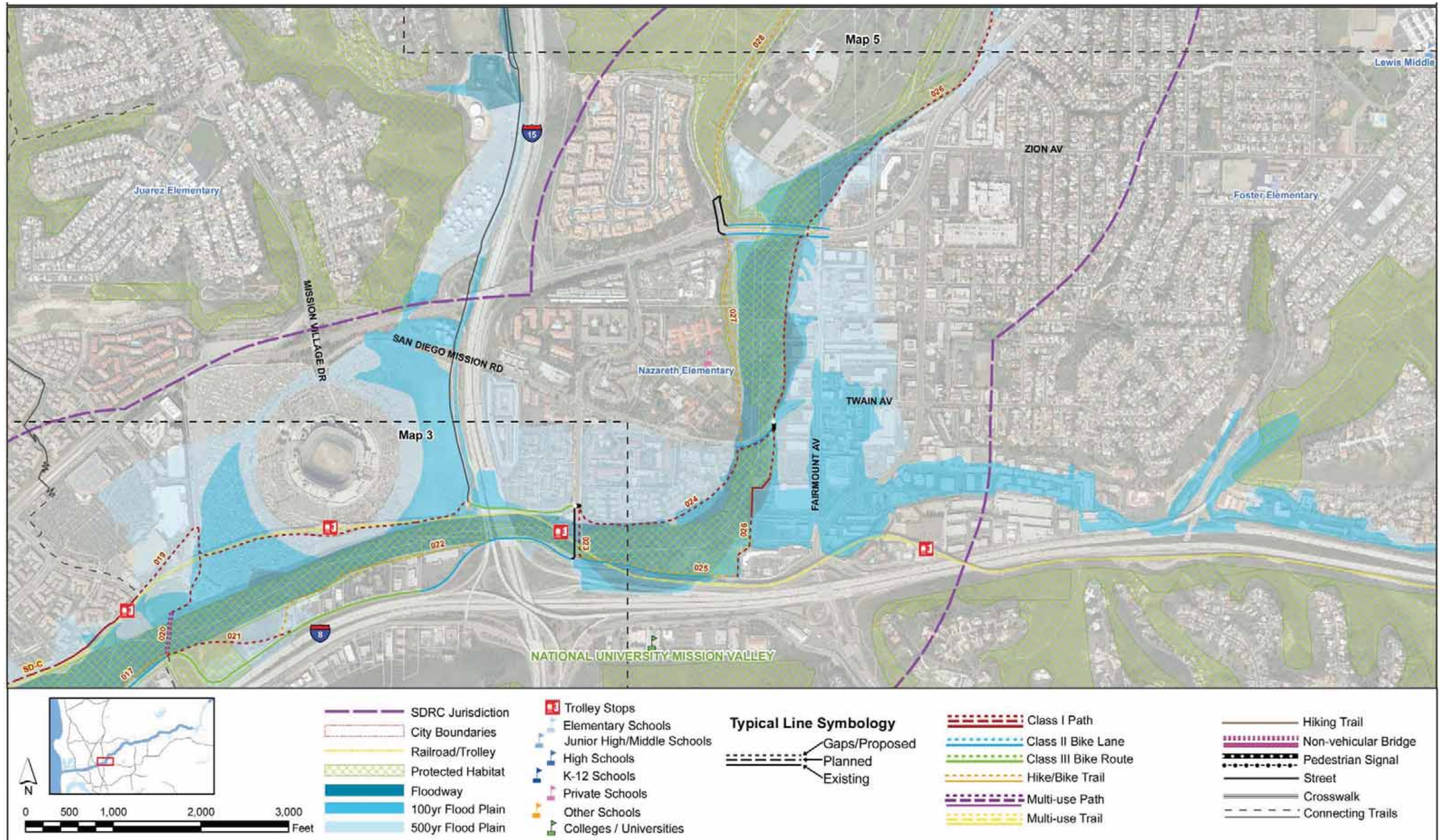
Figure 3: SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir - East Mission Valley



Back of Figure 3



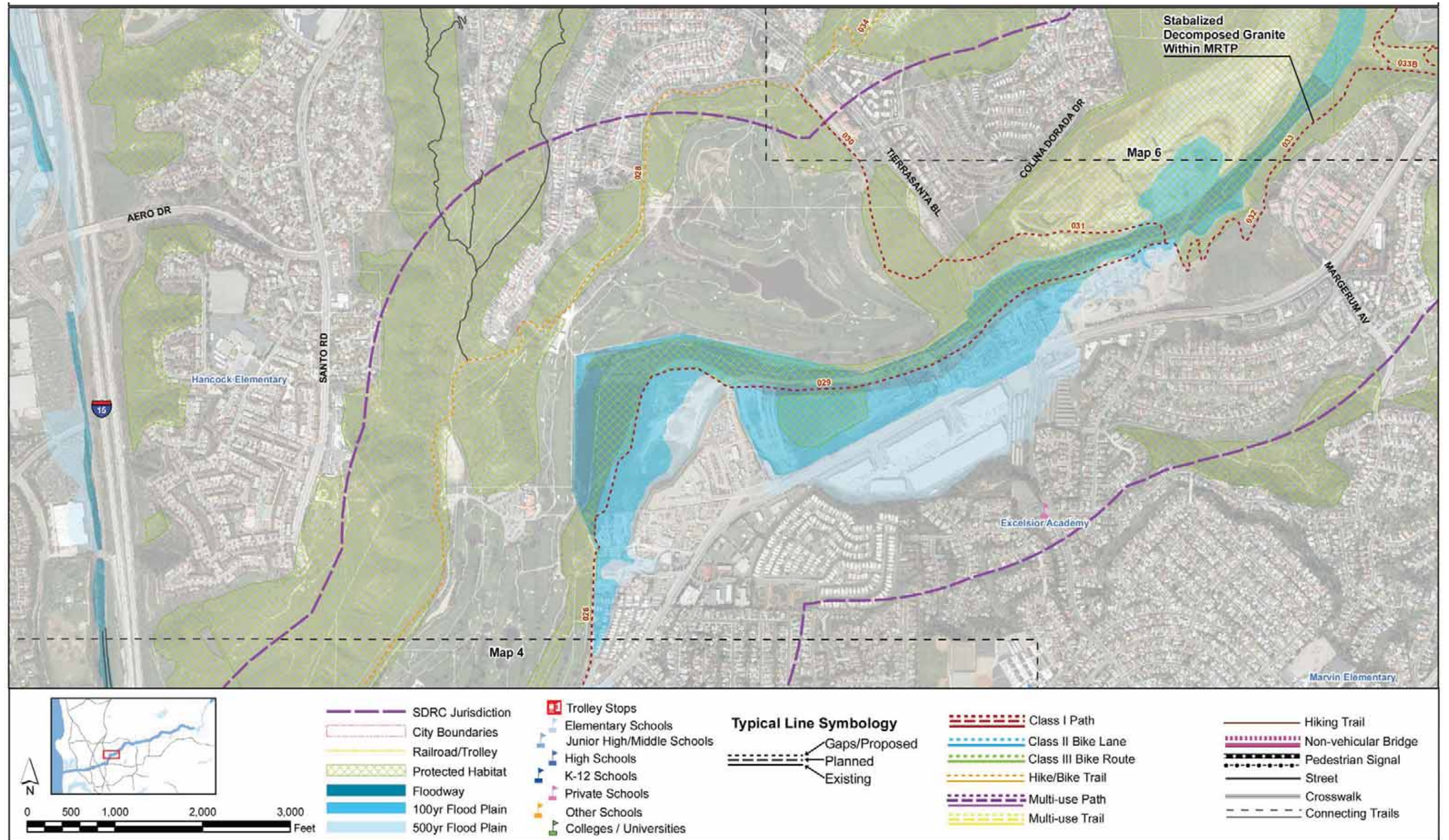
Figure 4: SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir - Grantville



Back of Figure 4



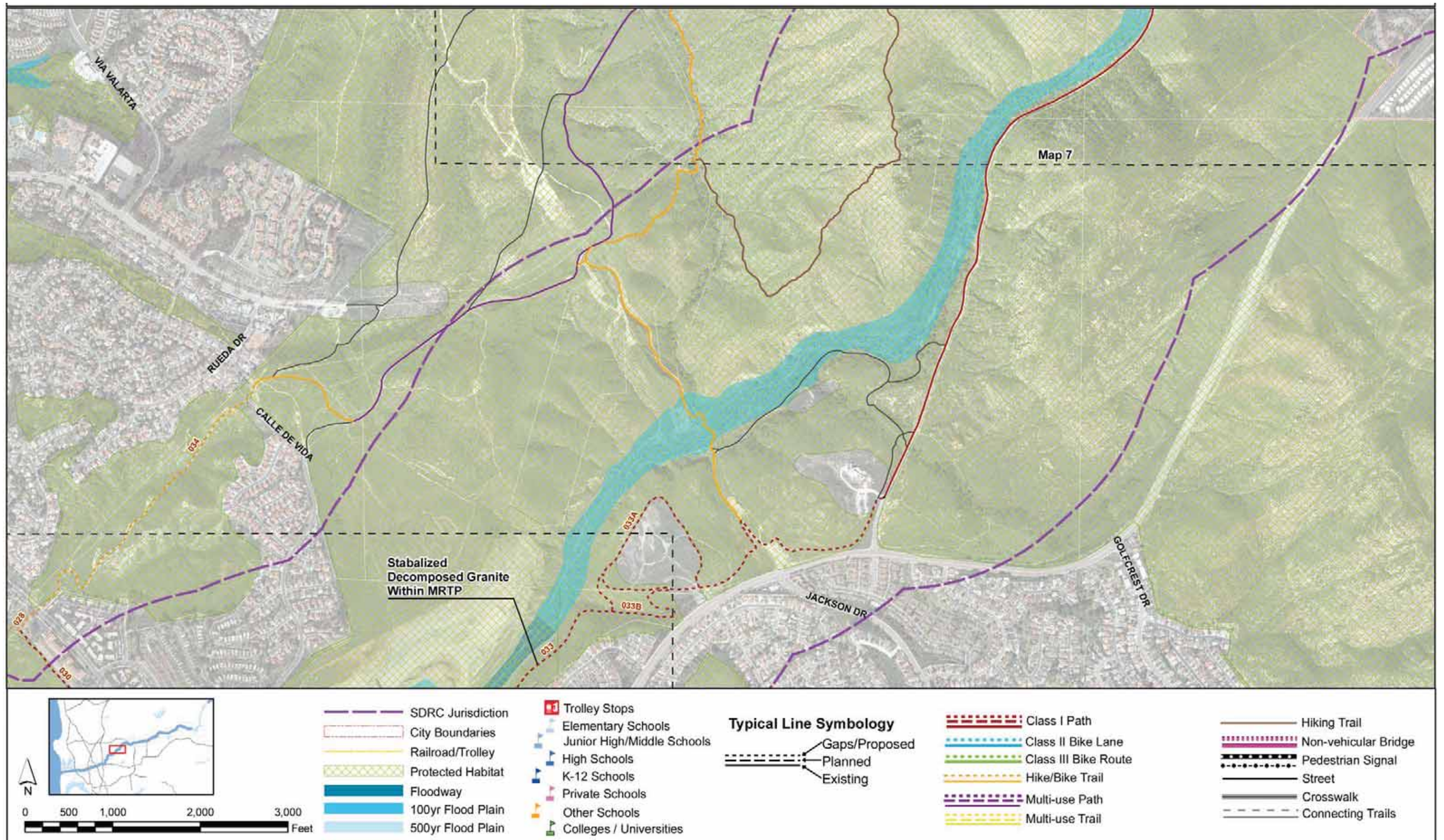
Figure 5: SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir - Superior Mine



Back of Figure 5



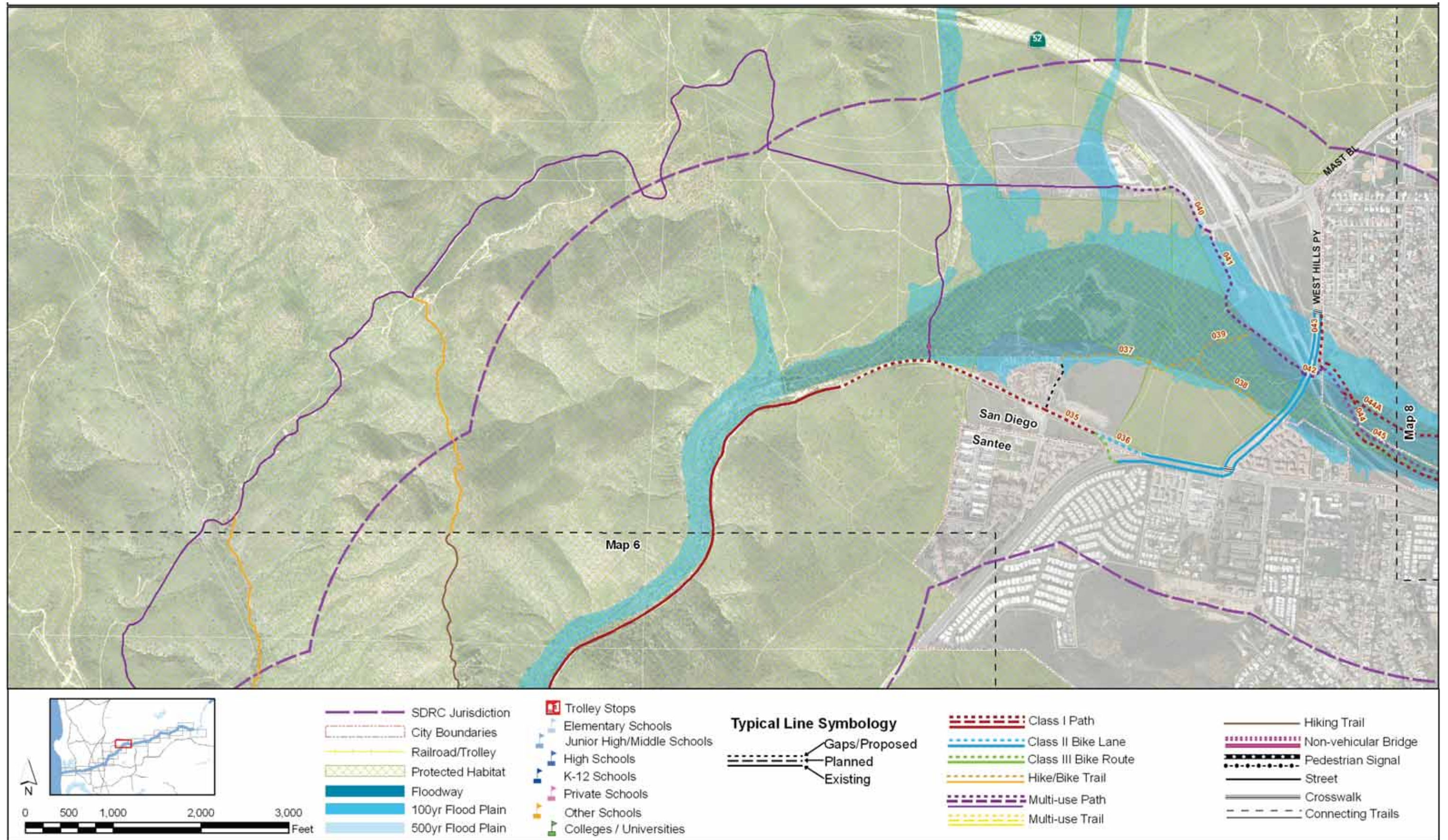
Figure 6: SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir - South MTRP



Back of Figure 6



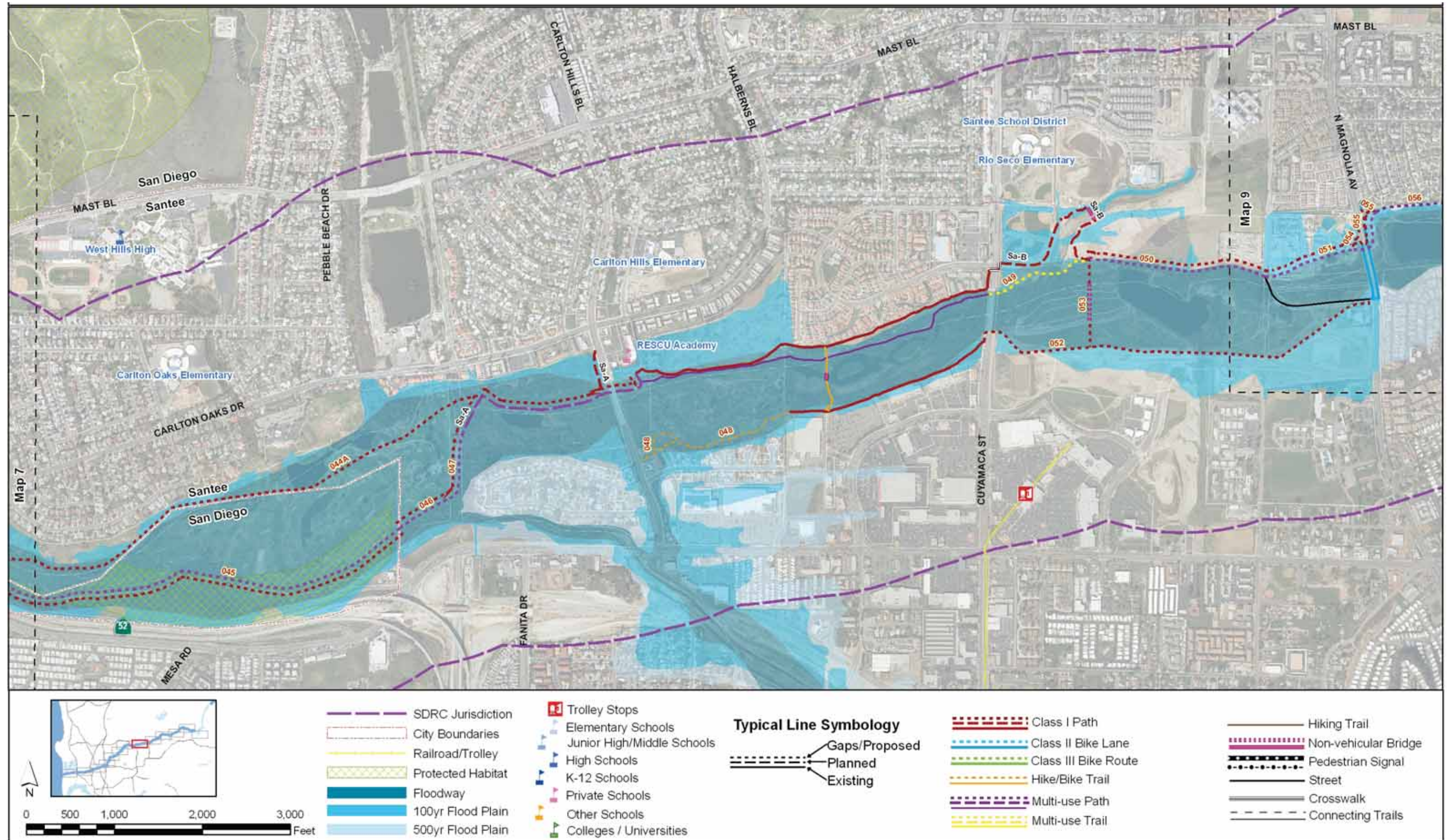
Figure 7: SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir - North MTRP



Back of Figure 7



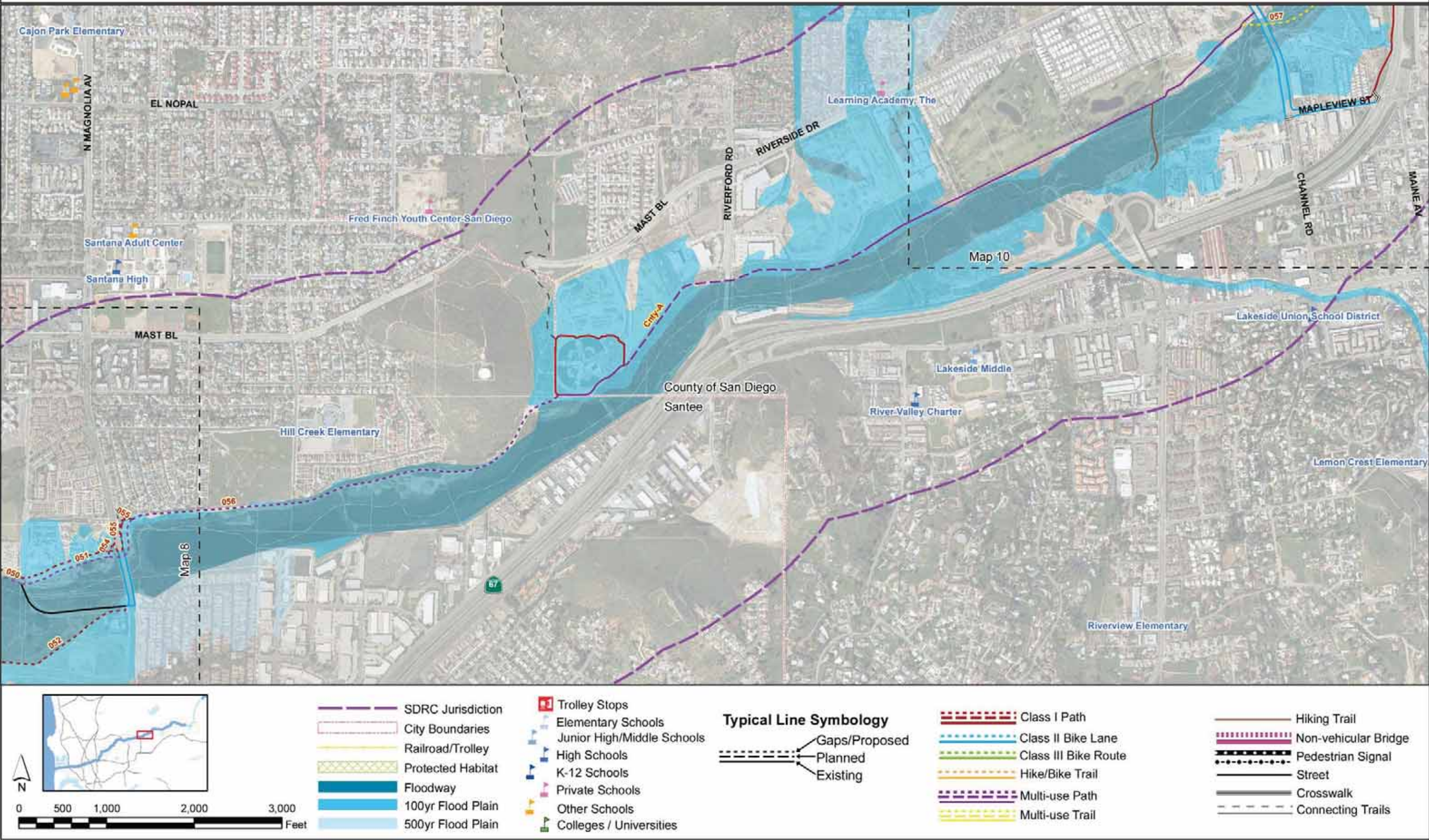
Figure 8: SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir - Santee



Back of Figure 8



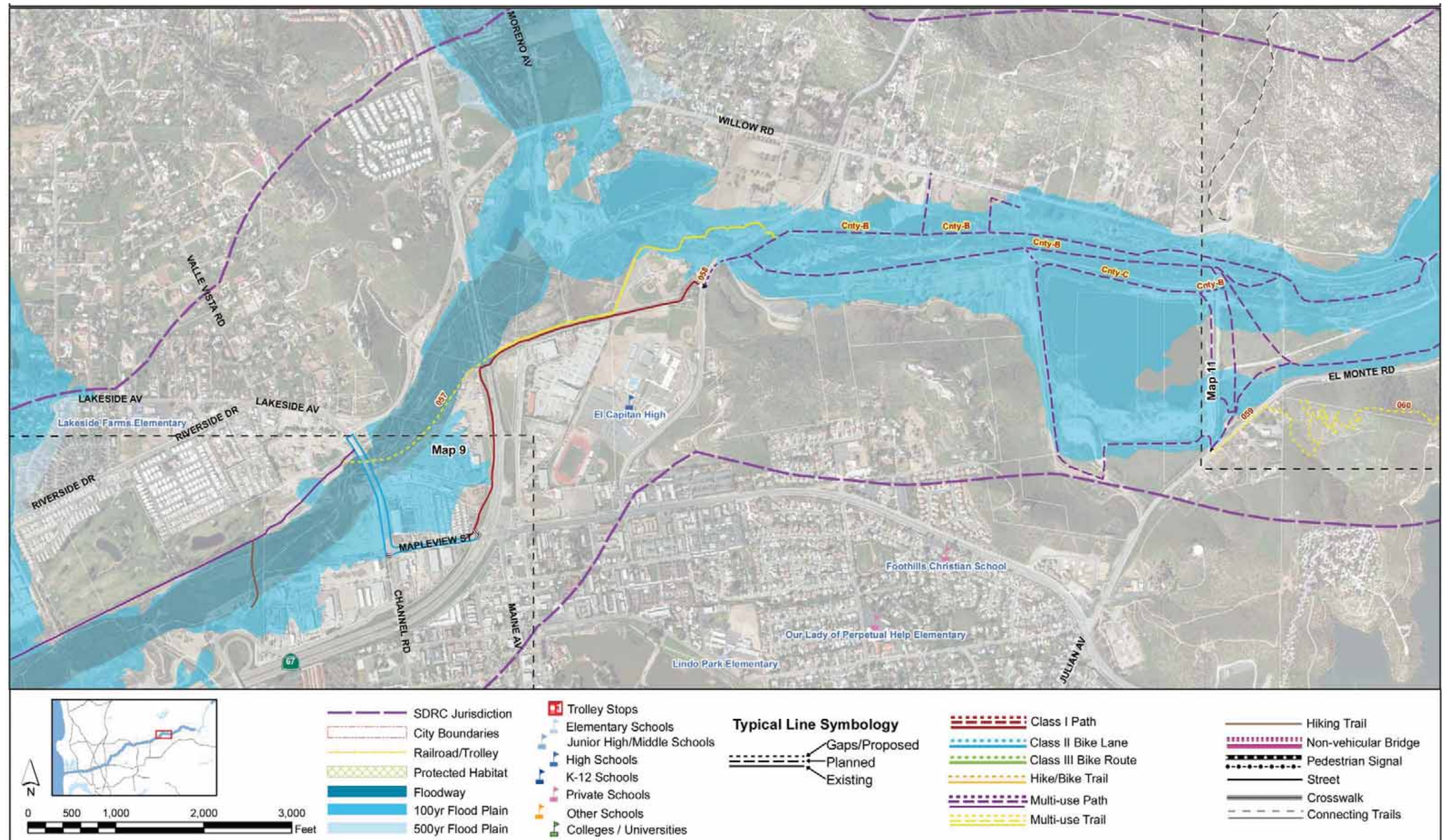
Figure 9: SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir - West Lakeside



Back of Figure 9



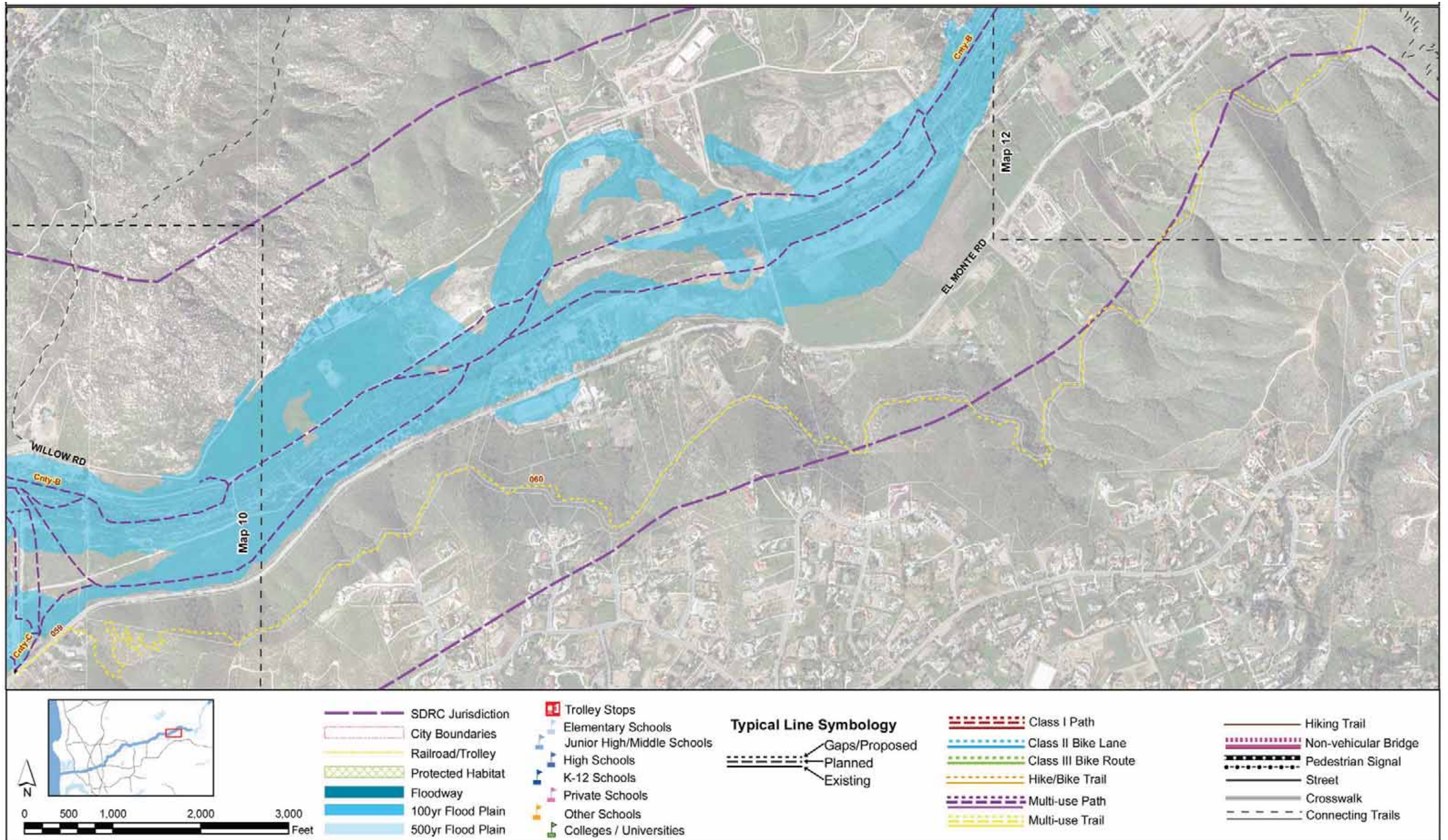
Figure 10: SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir - East Lakeside



Back of Figure 10



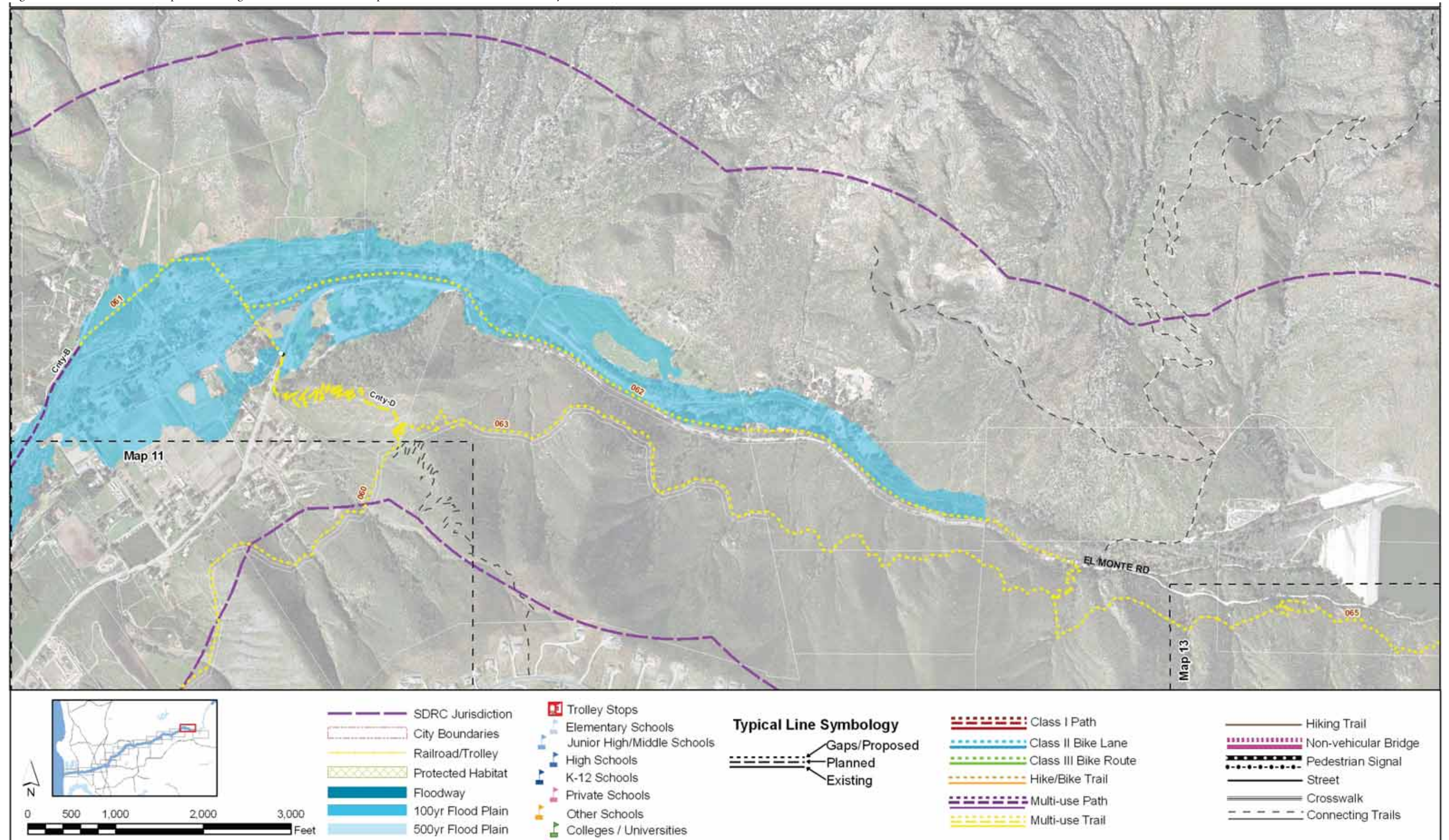
Figure 11: SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir - West El Monte Valley



Back of Figure 11



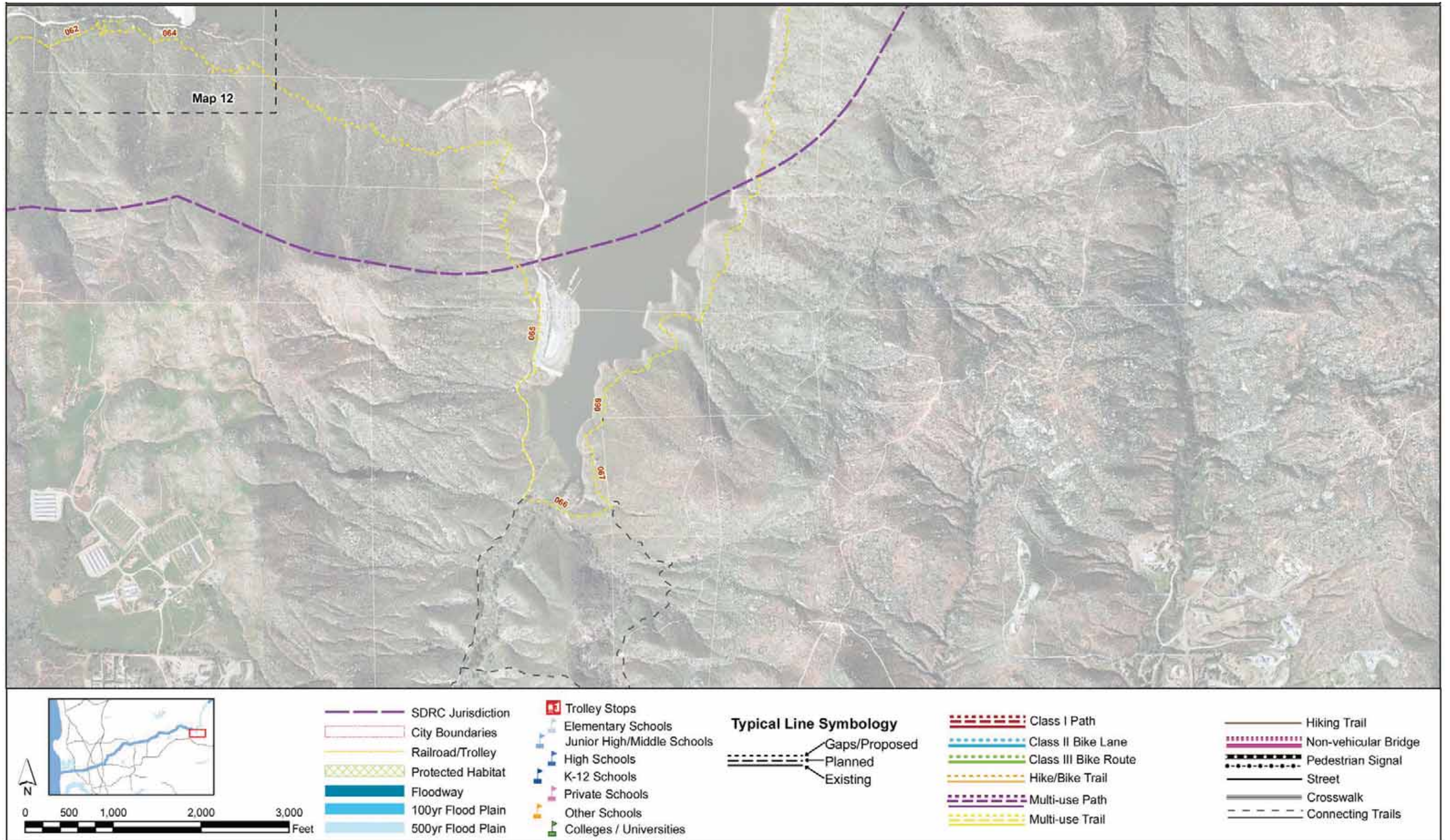
Figure 12: SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir - East El Monte Valley



Back of Figure 12



Figure 13: SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir - El Capitan Reservoir



Back of Figure 13



Table 1: Summary of SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir

ID	Name	Land Use Jurisdiction	Project Proponent(s)	Project Status	Funding Needs	Project Description	Point Lead (POC)	KTUA Priority	Jurisdiction Priority	Proposed Method to Implement Project	Timeline (FY)	Issues/ Concern/ Constraints
SD-A	West Mission Bay Drive Class I Path	City of San Diego	City of San Diego	CIP# 526430 - 45% Design and Environmental Permit	FY10 Budget \$33,333 from TransNet Fund. Design Cost \$ 8.3 Mil, Construction Cost \$110 Mil.	The City of San Diego is planning to add a Class I path to the eastern edge of the West Mission Bay Drive Bridge over the San Diego River. This path will connect to the Class I paths on both side of the river and provide another valuable river crossing to users of the San Diego River Trail. The project is currently in the design phase. Once completed, the project will move forward into the construction phase. Estimates costs for this project is \$118 Mil. CALTRANS will fund 80% of project. City will have to apply for other grants to come up with the 20%.	City of SD/ECP/Right of Way Section	H		CIP		\$1.3 Mil underfunded. Est Construction start date 2014.
SD-B	Hazard Center Drive Extension Class I Path	City of San Diego	City of San Diego/ Hazard Center Associates	95% Designed and Site Development Permit from DSD	The SDRC has committed \$1.2mil to the construction of this project.	The City of San Diego is planning the extension of Hazard Center Drive beneath State Route 163 to Fashion Valley Road. The project includes the extension of the northern FSDRIP Class I Path along the planned road and will connect to the existing Class I path beneath the trolley tracks. The project is at a 30% design level and currently in the permitting process. Once permits are obtained, the project will move forward into final design and then construction. The San Diego River Conservancy has pledged \$1.2mil of funds towards the construction of this project.	City of SD/ECP/Right of Way Section (Brad Johnson)	H		CIP		Hazard Ctr Road Project has the mitigation to remove a sensitive shrub which is in the way of the bike path but this project is on hold. The Bicycle Project will have to do the Mitigation which will take another 3 - 6 mos to process.
SD-C	River Run Class I Path	City of San Diego	River Run Apartments	Permit requirement for future redevelopment		As part of the redevelopment of the River Run Apartment Complex, the City of San Diego is requiring the development of a Class I path along the trolley tracks. This will be a westerly extension of the existing Class I path that begins at the Mission Valley Library and continues west along the trolley tracks in front of the Archstone complex. The time line for the redevelopment of the property and construction of the path is currently unknown.	Private Property	M		Private Development		
1	Sefton Field to Friars Road Class I Path and Non-Vehicular	City of San Diego	City of San Diego, SDRPF, SDRC	Feasibility Study completed, funding needed for design phase	\$470,000 to \$2.5 Million	The City of San Diego is proposing to add a Class I path and Bicycle/Ped bridge to connect Sefton Field to the Mission Valley YMCA and the Friars Road Class I path. This project will provide another valuable river crossing to users of the San Diego River Trail. A feasibility study has been completed which identified estimated costs at \$470,000 to \$2.5 Million. When fund becomes available, the next step is to move forward into preliminary design.	City of SD/ECP/Bike Program Section	H		CIP		
2	YMCA to Fashion Valley Road Along Trolley Tracks	City of San Diego	SDRPF	Feasibility Study needed		An opportunity may exist to develop a Class I path along the trolley tracks from the YMCA to Fashion Valley Road. Discussions with MTDB and the Riverwalk Golf Course are required to determine the feasibility of this alignment.	Private Property and MTDB	H		Public/ Private Partnership		
3	Sefton Field to AAA Class I Path	City of San Diego	City of San Diego	Feasibility Study needed		The City of San Diego is proposing to add a Class I path along the southern edge of the Metropolitan Transit District Boards' (MTDB) parcels to connect Sefton Field to the existing Class I path on the Automobile Club of Southern California's (AAA) parcel. This connection will eliminate the current shared street condition for pedestrians and cyclists using the Ocean Beach Bike Path and sidewalks and Class II bike lanes along Hotel Circle North. However, until GAP segment 004 and/or 005 are determined feasible and move forward, there will be no connectivity to the east of the AAA parcel, making this connection a lower priority.	Private Property	L		Private Development		
4	AAA to Riverwalk Golf Club	City of San Diego		Feasibility Study needed		An opportunity may exist to extend the Class I path on the AAA parcel east across the parcels occupied by Motel 6, Hanalei Resort, and the Town & Country Professional Center. However, until GAP segment 005 is determined feasible and moves forward, there will be no connectivity to the east, making this connection a lower priority. Segments 004 and 005 need to be planned in a coordinated manner.	Private Property	L		Private Development		
5	Riverwalk Golf Club	City of San Diego		Development per the approved Specific Plan		An opportunity exists as part of the future redevelopment of the Riverwalk Golf Course to create a Class I path along the south side of the river. This path would provide connectivity between Fashion Valley Road and GAP segment 004. However, until GAP segment 004 is determined feasible and moves forward, there will be no connectivity to the west, making this connection a lower priority. Segments 004 and 005 need to be planned in a coordinated manner.	Private Property	L		Private Development		

San Diego River Trail
Gaps Analysis

Table 1: Summary of SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir (cont.)

6	Friars Road to Fashion Valley Transit Center	City of San Diego		Feasibility Study needed		An opportunity may exist to extend the existing Class I path along Friars Road around the backside of the Mission Greens condominiums and along the western edge of Fashion Valley Road to the intersection of Avenida del Rio. Discussions with the River Run Golf Course and XXX will be required to determine if such a path is feasible.	Private Property	M		Private Development		
7	Hotel Circle North to Fashion Valley Transit Center	City of San Diego	City of San Diego	Feasibility Study needed		An opportunity may exist to create a Class I path along the west side of Fashion Valley Road from Hotel Circle North to the Fashion Valley Transit Center. Discussions with the Riverwalk Golf Course will be required to determine if such a path is feasible. It is contained with the City of San Diego Bicycle Master Plan.	City of SD/ECP/Bike Program Section	M		CIP		
8	Town & County Hotel to Avenida Del Rio	City of San Diego	City of San Diego, SDRPF, SDRC	Feasibility study is needed		An opportunity may exist to create a Class I path from Fashion Valley Road to Avenida del Rio on the south side of river behind the Town & Country Hotel, the Union Tribune, and other properties. Discussions with the landowners of these properties will be required to determine if such a path is feasible. Preliminary discussions have occurred with at least some of the land owners.	Private Property	L		Private Development		
9	Avenida Del Rio Class I Path	City of San Diego	City of San Diego	Feasibility Study needed		The City of San Diego is proposing to add a Class I path along the western edge of Avenida del Rio to provide connectivity between the planned extension of the southern First San Diego River Improvement Project (FSDRIP) Class I path along Camino de la Reina to the existing Class I path beneath the trolley tracks along Fashion Valley Mall and the planned extension of a Class I path along Hazard Center Drive. An existing widened sidewalk exists, but does not meet Class I standards. No feasibility study has been completed for this segment and will need to be the first step.	City of SD/ECP/Bike Program Section	L		CIP		
10	Camino De La Reina Class I Path	City of San Diego	City of San Diego	Feasibility Study needed		The City of San Diego is proposing to extend the southern portion of the FSDRIP Class I path along Camino de la Reina to the planned Class I path along the western edge of Avenida Del Rio. The existing widened sidewalk is separated from the vehicular traffic by a railing but still does not meet Class I standards. No feasibility study has been completed for this segment and will need to be the first step.	City of SD/ECP/Bike Program Section	M		CIP		
11	Mission Center Road Bicycle/Pedestrian Bridge	City of San Diego	City of San Diego	Feasibility Study complete, funding is needed for Design Phase	\$1,427,000	The City of San Diego is proposing to construct a bicycle/pedestrian bridge over Mission Center Road to provide continuous off-street access to the southern Class I path within FSDRIP. Currently, FSDRIP users either illegally cross Mission Center Road to continue along the path or travel south along Mission Center Road to the intersection at Camino de la Reina to use the cross walk, which can result in wrong way bicycle traffic in the Class II bike lane or bicycles using the sidewalk. A feasibility study has been completed. When funds become available, staff will move forward with the next step which is preliminary design.	City of SD/ECP/Bike Program Section	H		CIP		
12	Camino Del Este Bicycle/Pedestrian Bridge	City of San Diego	City of San Diego	Feasibility Study complete, funding is needed for Design Phase	\$1,526,000	The City of San Diego is proposing to construct a bicycle/pedestrian bridge over Camino del Este to provide continuous off-street access to the northern Class I path within FSDRIP. Currently, FSDRIP users either illegally cross Camino del Este to continue along the path or travel north along Camino del Este to the intersection at Rio San Diego Drive to use the cross walk, which can result in wrong way bicycle traffic in the Class II bike lane or bicycles using the sidewalk and pedestrians jaywalking. A feasibility study has been completed. When fund become available, staff will move forward to the next step which is preliminary design.	City of SD/ECP/Bike Program Section	H		CIP		
13	Camino Del Este Pedestrian Signal	City of San Diego	City of San Diego	Feasibility Study complete, funding is needed for Design Phase		The City of San Diego is proposing to construct a pedestrian signal (at-grade crossing) at Camino del Este to provide continuous off-street access to the southern Class I path within FSDRIP. Currently, FSDRIP users either illegally cross Camino del Este to continue along the path or travel south along Camino del Este to the intersection at Camino de la Reina to use the cross walk, which can result in wrong way bicycle traffic in the Class II bike lane or bicycles using the sidewalk. The completed feasibility study indicated that there is insufficient clearance with the elevated trolley tracks to construct a bridge, resulting in the recommendation for an at-grade crossing with pedestrian/bicycle activated flashers to temporarily stop vehicular traffic along Camino del Este. The next step is preliminary design, which is currently not scheduled.	City of SD/ECP/Bike Program Section	H		CIP		



Table 1: Summary of SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir (cont.)

14	Qualcomm Way Pedestrian Signal	City of San Diego	City of San Diego	Feasibility Study complete, funding is needed for Design Phase		The City of San Diego is proposing to construct a pedestrian signal (at-grade crossing) at Qualcomm Way to provide improved access for visitors at the Marriott to the northern Class I path within FSDRIP and to the Rio Vista Trolley Station. Currently, Marriott users either illegally cross Qualcomm Way to get to the path, find a circuitous path to the path along the trolley tracks over Qualcomm Way, or travel north along Qualcomm Way to the intersection at Rio San Diego Drive to use the cross walk, which can result in wrong way bicycle traffic in the Class II bike lane or bicycles using the sidewalk. Another option may be to construct a more direct ramp access to the trolley bridge through a landscaped area adjacent to the vehicular entrance. A feasibility study has not been completed and is the next step.	City of SD/ECP/Bike Program Section	L		CIP		
15	Qualcomm Way Bicycle/Pedestrian Bridge	City of San Diego	City of San Diego, San Diego River Park Foundation	Feasibility Study complete, funding is needed for Design Phase	\$1,754,000	The City of San Diego is proposing to construct a bicycle/pedestrian bridge over Qualcomm Way to provide connectivity between the southern Class I path within FSDRIP to the future Class I path within the proposed San Diego River Discovery Center. As proposed, FSDRIP users would have to either illegally cross Qualcomm Way to continue along the path or would have to travel south along Qualcomm Way to the intersection at Camino del Rio North to use the cross walk, which can result in wrong way bicycle traffic in the Class II bike lane or bicycles using the sidewalk. A feasibility study has not been completed and is the next step.	City of SD/ECP/Bike Program Section	M		CIP		
16	Discovery Center Class I Path	City of San Diego	San Diego River Park Foundation	Feasibility Study needed		As part of the development plans for the San Diego River Discovery Center, the San Diego River Park Foundation (SDRPF) is proposing a Class I path that would connect to the southern FSDRIP Path via a proposed non-vehicular bridge, and then continue through the site and terminate at Camino del Rio North near the U.S. Postal Service parcel. The mid-block termination of the Class I path is not ideal, but likely unavoidable as the San Diego River corridor is highly constrained by floodways, flood plains and MSCP Multi-Habitat Planning Areas (MHPAs) that may preclude a Class I path. The SDRPF has completed an initial feasibility study for the Discovery Center and is now searching for funding to move forward into preliminary design and permitting.	Private Property	H		Private Development		
17	Interstate 805 to Mission Center Parkway Hike/Bike Trail	City of San Diego	City of San Diego	Feasibility Study needed		The City of San Diego is proposing an unpaved hike/bike trail from the San Diego River Discovery Center east to the intersection of Camino del Rio North and Mission Center Road. A hike/bike trail is planned instead of a Class I path due to issues related to the floodway, 100-yr flood plain and MSCP MHPAs that constrain the type of improvements that are allowed. A feasibility study has not been completed and is the next step.	City of SD/ECP/Bike Program Section	M		CIP		
17A	Discovery Center to Interstate 805	City of San Diego	City of San Diego	Feasibility Study needed		The City of San Diego is proposing an unpaved hike/bike trail from the San Diego River Discovery Center east to the intersection of Camino del Rio North and Mission Center Road. A hike/bike trail is planned instead of a Class I path due to issues related to the floodway, 100-yr flood plain and MSCP MHPAs that constrain the type of improvements that are allowed. A feasibility study has not been completed and is the next step.	Private Property	M		Private Development		
18	Rio San Diego Drainage Channel Non-Vehicular Bridge	City of San Diego		Feasibility Study needed		An opportunity exists to extend the Class I path that runs along the southern edge of the parking lot under I-805 across a tributary drainage channel with a Non-vehicular Bridge to connect with the planned Class I path along the edge of the River Run Apartment complex. Coordination with Caltrans is required to determine if the project is feasible.	Cal Trans Property	M		Public Partnership		
19	Fenton Parkway to I-15 Class I Path	City of San Diego	City of San Diego, San Diego River Coalition	Feasibility Study needed		The City of San Diego is proposing a Class I path from the Mission Valley Library to the Qualcomm Stadium parking lot and on to Interstate 15. The path will extend the existing Class I path at Fenton Parkway behind the Mission Valley Library, IKEA and Lowes where it will traverse the slope down to the Qualcomm Stadium parking lot. Once in the parking lot the path will follow the outer edge along the San Diego River east to the Rancho Mission Road undercrossing to Interstate 15. A feasibility study has been conducted by the River Coalition. City will need to do a standard feasibility study.	City of SD/ECP/Bike Program Section	H		CIP		
20	Qualcomm to Mission Center Parkway Class I Path and Bicycle/Pedestrian Bridge	City of San Diego	City of San Diego, SDRC	Ready to move forward to preliminary design and permitting		The City of San Diego is proposing a Class I path and bicycle/pedestrian bridge that will connect from the intersection of Mission Center Road and Camino del Rio North across the San Diego River to the Chargers' practice field and on to the Class I path being planned along the edge of the stadium parking lot. A feasibility study has been conducted by XX and the project was included in the Tributary Canyons Trail Project recently completed on behalf of the SDRC. The City has reviewed the study and will take over leadership of the project. Preliminary design and permitting will be the next steps, but are currently not scheduled.	City of SD/ECP/Right of Way Section (Brad Johnson)	H		CIP		

San Diego River Trail
Gaps Analysis

Table 1: Summary of SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir (cont.)

21	Camino Del Rio North Mitigation Site Class I Path	City of San Diego	City of San Diego	Feasibility Study needed		As part of the City of San Diego Metropolitan Waste Water Departments' design of their Camino del Rio North (San Diego River) Mitigation Site, adequate space was reserved along the mitigation site to allow for a Class I path to be constructed at a future date and still allow for the potential re-alignment of Camino del Rio North. The City of San Diego is currently proposing non-Class I trail segments to the east and west of the site. So while the site can accommodate a Class I path a trail type that is consistent with those being planned to the east and west of the site may be a more appropriate trail facility through the site. Feasibility study needed.	City of SD/ECP/Bike Program Section	M		CIP		
22	Camino Del Rio North Hike/Bike Trail	City of San Diego	City of San Diego	Feasibility Study needed		The City of San Diego is proposing a hike/bike trail from the mitigation site to Interstate 15 along the backside of the existing office development. A hike/bike trail is planned instead of a Class I path due to issues related to the floodway, 100-yr flood plain and MSCP MHPAs that constrain the type of improvements that are allowed. Future redevelopment of the adjacent private parcels could provide an opportunity to provide a Class I path along the top of the slope. A feasibility study has not been completed and is the next step.	Private Property	L		Private Development		
23	Rancho Mission Road/Ward Road	City of San Diego		Feasibility Study needed		An opportunity may exist to create a Class I path along the eastern edge of Ward Road from the intersection with Rancho Mission Road south to Camino del Rio North. A pedestrian signal would be included as part of this project to get users safely across Ward Road. Discussions with XXX and the California Department of Fish and Game will be required to determine if the project is feasible across their properties.	State Owned Land - Fish and Game Department and City of SD/ECP/Bike Program Section	H		Public Partnership		
24	Ward Road to San Diego Mission Road	City of San Diego	SDRPF	Feasibility Study needed		An opportunity may exist to create a Class I path from Rancho Mission Road to San Diego Mission Road along the north side of the river within private property. Discussions with the private property owners will be required to determine if the project is feasible across their properties.	Private Property	M		Private Development		
25	Camino Del Rio South	City of San Diego	City of San Diego	Feasibility Study needed		An opportunity may exist to create an unpaved hike/bike trail along Camino del Rio South from Rancho Mission Road east for approximately 0.25 mile before turning north behind the commercial development. A hike/bike trail is proposed instead of a Class I path due to issues related to the floodway, 100-yr flood plain and MSCP MHPAs that constrain the type of improvements that are allowed. Discussions with the California Depart of Fish and Game will be required to determine if the project is feasible across their property.	State Owned Land - Fish and Game Department and City of SD/ECP/Bike Program Section	M		Public Partnership		
26	Grantville Redevelopment Area Class I Path	City of San Diego	City of San Diego	Will be moved forward on a project by project basis as redevelopment within Grantville occurs		The City of San Diego is proposing a Class I path as part of the Grantville Redevelopment Project. The path is intended to run along a reconfigured river corridor that provides improved flood protection, water quality, wildlife habitat, and recreational features. Most of this segment will be pieced together as individual redevelopment projects are processed through the City permitting process. Opportunities may arise on some of the private parcels to implement that path or a pedestrian/bicycle trail prior to the parcel redeveloping to provide added connectivity. The Redevelopment Plan for the Grantville Redevelopment Project was adopted by the City of San Diego on May 3, 2005. A follow-on Master Plan for Subarea A was awarded in 2008, and an EIR for the Master Plan in 2009. A scoping meeting for the EIR has not been held. The status of projects related to the Grantville Redevelopment Area can be found on the City of San Diego's website (http://www.sandiego.gov/redevelopment-agency/grantville.shtml).	Private Property	L		Private Development		
27	San Diego Mission Road to Friars Road	City of San Diego	City of San Diego	Needs a feasibility Study		An opportunity may exist to create a hike/bike trail from San Diego Mission Road northward along the western edge of the river to Friars Road. Discussions with XXX will be required to determine if the project is feasible.	Private Property	L		Private Development		
28	Santo Road to Tierrasanta Blvd.	City of San Diego		Needs a feasibility Study		An opportunity may exist to create a hike/bike trail from Santo Road northward along the western edge of the Admiral Baker Golf Course to a connection with Tierrasanta Blvd. Discussions with the Navy will be required to determine if the project is feasible.	Federal Land- Navy	M		Public Partnership		
29	Superior Mine Reclamation Plan Class I Path	City of San Diego	Superior Ready Mix	Will be moved forward as part of redevelopment of private land		Reclamation of the Superior Mine is being planned as a mixed used development currently known as River Park at Mission Gorge. Current plans show a Class I path traversing the entire site from west to east. The final alignment and configuration of the path will not be known until the development plan is approved by the City of San Diego. Once approved, the final improvements may not be implemented for a number years as the site is still operating as an active mine and concrete plant.	Private Property	L		Private Development		
30	Admiral Baker to Tierrasanta Blvd.	City of San Diego		Needs a feasibility Study		An opportunity may exist to create a Class I path from the Admiral Baker Golf Course to the southern end of Tierrasanta Blvd along the northern edge of the golf course. Discussions with the Navy will be required to determine if the project is feasible.	Federal Land- Navy	M		Public Partnership		



Table 1: Summary of SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir (cont.)

31	Tierrasanta Blvd to Superior Mine Class I Path	City of San Diego	City of San Diego	Will be moved forward as part of redevelopment of private land		The City of San Diego is proposing a Class I path connection from the proposed hike/bike trail to the Class I path being planned as part of the Superior Mine Reclamation/Development Plan (River Park at Mission Gorge). The path would not be implemented until the after the Superior Mine Path is developed, which is likely many years out. A previous effort by the City to extend a Class I path from the end of Tierrasanta Boulevard to Mission Gorge Road was cancelled due to concerns from the Tierrasanta Community.	Private Property	L		Private Development		
32	Superior Mine To MTRP Class I Path	City of San Diego	Superior Ready Mix	Will be moved forward as part of redevelopment of private land		Reclamation of the Superior Mine is being planned as a mixed used development currently known as River Park at Mission Gorge. Current plans show a Class I path at the eastern edge of the property connecting to an old road cut that exists within Mission Trails Regional Park (MTRP). The final alignment and configuration of the path will not be known until the development plan is approved by the City of San Diego. Once approved, there may be an opportunity to implement this section of path ahead of the rest of the planned development to provide an off-street connection with Mission Trails Regional Park.	Private Property	M		Private Development		
33	MTRP Class I Path	City of San Diego	City of San Diego	Feasibility Study Needed		The City of San Diego is proposing a Class I path, utilizing stabilized decomposed granite as an alternative paved surface, as a way of extending the Father Junipero Serra Class I Path from the MTRP Visitor Center west past the Jackson Drive parking lot and Deerfield BMX track and along an old road cut to the edge of MTRP, where it would connect to the future Class I path being planned within the Superior Mine site. Internal discussions between the City of San Diego Park & Recreation staff and MTRP Rangers have occurred, but a final agreement on the alignment has not been reached. Assessment of the path will be included in the upcoming MTRP Master Plan Update.	City of SD/Park and Recreation/ Open Space Section	H		CIP		
34	Tierrasanta Blvd to Calle De Vida	City of San Diego		Needs a feasibility Study		An opportunity may exist to create a hike/bike trail from Tierrasanta Blvd. to Calle de Vida by utilizing an SDG&E access road within their power line easement. Discussions with SDG&E will be required to determine if the project is feasible.	City of SD/Park and Recreation/ Open Space Section	H		CIP		
35	Old Mission Dam to Mission Gorge Road Class I Path	City of San Diego	City of San Diego	Feasibility Study Needed		The Father Junipero Serra Class I Path currently ends at the Old Mission Dam parking lot and path users are forced into a shared road condition to the parking lot near the Kumeyaay Lake Campground entrance and beyond to Mission Gorge Road. The City of San Diego is proposing an extension of the Class I path from the Old Mission Dam parking lot to Mission Gorge Road where coordination with the City of Santee is required to determine if a Class I path will continue along the north side of Mission Gorge Road or if pedestrians will be routed to sidewalks and cyclists to bike lanes. A feasibility study has not been completed and an assessment of the path will be included in the upcoming MTRP Master Plan Update.	City of SD/Park and Recreation/ Open Space Section	M		CIP		
36	Father Junipero Serra to Mission Gorge Road	City of San Diego		Feasibility Study Needed		An opportunity may exist to improve the connection from the proposed extension of the Class I multi-use path along Father Junipero Serra Road to Mission Gorge Road by the addition of Class III bike route markers and signage, as well as the improvement of the sidewalk along the north side of the road. Coordination between the City of San Diego and the City of Santee is required to ensure the pedestrian and bicycle improvements are consistently implemented along their shared City limits.	City of SD/ECP/Bike Program Section	M		CIP		
37	Kumeyaay Lake Campground	City of San Diego		Needs a feasibility Study completed		An opportunity may exist to designate a hike/bike trail from Father Junipero Serra Road through the edge of the Kumeyaay Lake Campground and along the existing dirt trail east to the edge of MTRP. This opportunity will be assessed during the upcoming MTRP Master Plan update process.	City of SD/Park and Recreation/ Open Space Section	M		CIP		
38	MTRP to West Hills Parkway	City of San Diego		Needs a feasibility Study completed		An opportunity may exist to create a hike/bike trail from the eastern boundary of MTRP to West Hills Parkway through the Midwest Television property. Discussion with Midwest Television will be required to determine if the project is feasible.	Private Property	M		Private Development		
39	Kumeyaay Lake East River Crossing	City of San Diego		Needs a feasibility Study completed		An opportunity may exist to create a hike/bike trail and river crossing within the Midwest Television property to connect the proposed Class I path and adjacent multi-use trail from Mast Blvd. to West Hills Parkway and the proposed hike/bike trails from the Kumeyaay Lake Campground to West Hills Parkway. Discussions with Midwest Television will be required to determine if the project is feasible.	Private Property	M		Private Development		
40	MTRP Equestrian Staging Area to Mast Blvd	City of San Diego		Needs a feasibility Study completed		An opportunity may exist to create a multi-use path from the existing equestrian staging area in Mission Trails Regional Park (MTRP) along the western edge of the park access road to the western end of Mast Blvd. This opportunity will be assessed during the upcoming MTRP Master Plan update process.	City of SD/Park and Recreation/ Open Space Section	M		CIP		
41	Mast Blvd to West Hills Parkway	City of San Diego		Needs a feasibility Study completed		An opportunity may exist to create a multi-use path from the end of Mast Blvd. southeast through the Midwest Television property to the West Hills Parkway bridge. Discussions with Midwest Television will be required to determine if the project is feasible.	Private Property	M		Private Development		

San Diego River Trail
Gaps Analysis

Table 1: Summary of SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir (cont.)

42	West Carlton Oaks Golf Course Multi-Use Path	City of San Diego		Needs a feasibility Study completed		An opportunity may exist to create a multi-use path under West Hills Parkway to connect the multi-use path proposed to through the Midwest Television property and the City of San Diego proposed Class I path and multi-use trail along the edge of the Carlton Oaks Golf Course. A feasibility study has not been completed and is the next step.	City of SD/ECP/Bike Program Section	H		CIP		
43	Carlton Oaks Golf Course to Carlton Oaks Drive Class I Path	City of San Diego	City of San Diego	Needs a feasibility Study completed		The City of San Diego is proposing a Class I path to connect from the intersection of Carlton Oaks Drive and West Hills Parkway to the Carlton Oaks Golf Course Class I path and multi-use trail. The path would begin at the sidewalk along West Hills Parkway and traverse down the slope between the road and the golf course until it connects with the Class I path and multi-use trail proposed to come under the West Hills Parkway Bridge and continue east along the edge of the golf course and river. A feasibility study has not been completed and is the next step.	Private Property	H		Private Development		
45	Carlton Oaks Golf Course Class I Path and Multi-Use Trail	City of San Diego	City of San Diego, SDRPF	Needs a feasibility Study completed		The City of San Diego is proposing a Class I path and multi-use trail within the Public Utility Department's (PUD) ownership from near the West Hills Parkway Bridge east to the city limits. The current alignment assumes the use of the existing dike between the golf course and the San Diego River as the path. If PUD moves forward with any kind of planned re-use of the site, then they have agreed that an alignment for the SDRT will be included in those efforts. A feasibility study has not been completed and is the next step.	City of SD/ECP/Bike Program Section	H		CIP		
SA-A	Environmental Trust/Mast Park Multi-Use Trail	City of Santee	City of Santee	100% Designed and Permitted and is preparing for construction	\$2,200,00 - The project is fully funded.	The City of Santee is planning a Class I path and multi-use trail to connect the planned Class I path and multi-use trail on the west to the existing Class I path and separate multi-use path within Mast Park to the east. Currently the City is actively pausing the final design and construction of this segment as a multi-use trail. This trail utilizes stabilized decomposed granite to comply with conservation easement restrictions. Equestrian use is prohibited per the conservation easement. The path will terminate near the intersection of Carlton Oaks Drive and Carlton Hills Boulevard. Construction is anticipated to be completed by spring 2011.	Carl Schmitz, 619-258-4100 ext. 175 schmitz@ci.santee.ca.us	H	3		2010-2011	The route is within the 100-year flood zone.
SA-B	Town Center Community Park Multi-Use Trail	City of Santee	City of Santee	Under Construction	The project is fully funded.	The City of Santee has planned a Class I path and multi-use trail to connect the existing Class I path and multi-use path within Mast Park on the west to the planned Class I path and multi-use trail on the County owned parcel to the east. The City is actively constructing a segment as a Class III bike route and multi-use path as part of Town Center Park. The Class III will begin near the park entrance at the intersection of Cuyamaca Street and River Park Drive and continue east along the road edge to a multi-use path, then over the tributary creek as part of a vehicular/pedestrian bridge crossing, and then south and east along the edge of the parking lot. Construction is scheduled for completion by September 2010.	Carl Schmitz, 619-258-4100 ext. 175 schmitz@ci.santee.ca.us	H	2	Public Partnership	2009-2010	An undercrossing or on-street crossing of Cuyamaca St. will need to be further studied.
44	West Hills Parkway to Carlton Oaks Golf Course	City of Santee	SDRPF	Contained within the City of Santee Bicycle Master Plan	\$470,000	An opportunity may exist to create a Class I path with an adjacent multi-use trail for equestrians below the West Hills Parkway bridge to the Carlton Oaks Golf Course. Discussions with land owners, the City of Santee , and the City of San Diego Transportation Department will be required to determine if the project is feasible.	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	H	M	Public Partnership	unk	It is in the 100-year flood zone. Must be coordinated with the Carlton Hills Golf Course and City of San Diego to connect with San Diego River Trail.
46	East Carlton Oaks Golf Course Class I Path and Multi-Use Trail	City of Santee	City of Santee, SDRPF	Contained within the City of Santee Bicycle Master Plan	\$450,000	The City of Santee is proposing a Class I path and multi-use trail to connect the City of San Diego planned Class I path and multi-use trail along the edge of the Carlton Oaks Golf Course on the west and to the planned Class I path and multi-use trail continuing to the east. A feasibility study has not been completed and is the next step. Must be coordinated with Caltrans since it travels along its mitigation site and is in the 100-year flood zone.	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	H	M	Public Partnership	unk	
47	Unused Row Class I Path and Multi-Use Trail	City of Santee	City of Santee	Contained within the City of Santee Bicycle Master Plan	\$170,000	The City of Santee is proposing a Class I path and multi-use trail to connect the planned Class I path and multi-use trail along the edge of the Carlton Oaks Golf Course on the west and to the planned Class I path continuing to the east through Mast Park West (formerly owned by the Environmental Trust). A feasibility study has not been completed and is the next step.	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	H	5	Public Partnership	unk	
48	Mast Park Southern Class I Bike Path	City of Santee	City of Santee	Contained within the City of Santee Bicycle Master Plan	\$200,000	The City of Santee is proposing a Class I bike path to connect the planned Class I path on the southern edge of Mast Park west to the existing Class I path north of Town Center area. A feasibility study has not been completed and is the next step.	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	L	M	Public Partnership	unknown	Part of a mitigation site east of Carlton Hills Blvd. Very tight space and landform constraints to route a trail north of the existing homes and south of the river.



Table 1: Summary of SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir (cont.)

49	Mast Park to Town Center Community Park Class I Bike Path	City of Santee	City of Santee	Needs a feasibility Study completed	350000	A Class I bike path is proposed to extend the existing multi-use path within Mast Park east along the northern edge of the river to connect to the proposed Class I path and multi-use trail continuing east through the County of San Diego owned parcel. A feasibility study has not been completed and is the next step.	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	H	2	Public Partnership	unknown	The parcels that the route travels through is not City owned and will need to be acquired. The route is within the 100-year flood zone
50	County of San Diego Parcel Class I Path and Multi-Use Trail	City of Santee	City of Santee, County of San Diego	Needs a feasibility Study completed	\$700,000	The City of Santee is proposing a Class I path and multi-use trail to connect the planned Class I path within Town Center Park and multi-use trail along the northern edge of the river on the west to the planned Class I path and multi-use trail through the RCP Brick & Block plant to the east. The City will need to collaborate with the County of San Diego in the planning and design of this segment as they are the underlying land owner. A feasibility study has not been completed and is the next step.	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	H	2	Public Partnership	unknown	The parcels that the route travels through is not City owned and will need to be acquired. The route is within the 100-year flood zone
51	RCP Brick & Block Class I Path and Multi-Use Trail	City of Santee	City of Santee	Contained within the City of Santee Bicycle Master Plan	\$350,000	The City of Santee is proposing a Class I path and multi-use trail to connect the proposed Class I path and multi-use trail within County of San Diego property on the west and to the proposed multi-use path through the Hanlon Walker property to the east. The City's Bicycle Master Plan shows the route running through the RCP Brick & Block manufacturing yard and utilizing the existing under-crossing at Magnolia Drive. This alignment is likely difficult, if not impossible, while the RCP plant is operating and alternative routes within this area are being proposed as part of this plan. A feasibility study has not been completed and is the next step.	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	H	1	Public/Private Partnership	unk	The route is within the 100-year flood zone and utilizing the road which will need to be coordinated with current land owners.
52	Santee Town Center Class I Path	City of Santee	City of Santee	Contained within the City of Santee Bicycle Master Plan	\$1,900,000	The City of Santee is proposing a Class I path to connect the existing Class I path along the southern edge of Mast Park to Magnolia Avenue on the east. The path is intended to be implemented as part of the future development of the property. An undercrossing or on-street crossing of Cuyamaca St. will need to be further studied. This segment ends on Magnolia Ave. and users must travel north on Magnolia Ave. for a short distance to connect back with the planned bike path on the north side of the river. The route is within the 100-year flood zone.	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	M	L	Public Partnership	unk	
53	Santee Town Center to Town Center Park Non-Vehicular Bridge	City of Santee	City of Santee	Needs a feasibility Study completed	3000000	The City of Santee is proposing a non-vehicular bridge to connect the proposed Class I path within the future Santee Town Center development site to the Town Center Community Park on the north side of the river. Preliminary discussions with the U.S. Army Corps of Engineers have raised concerns regarding channel scour and flood conveyance. These concerns will need to be fully addressed for this segment to move forward.	Carl Schmitz, 619-258-4100 ext. 175 schmitz@ci.santee.ca.us	H	L	Public Partnership	unk	Environmental and engineering challenges due to its location. Funding.
54	RCP to Magnolia Ave South	City of Santee		Needs a feasibility Study completed		An opportunity may exist to create a Class I path connection from the west side of Magnolia Ave to the proposed Class I path and multi-use trail to avoid conflicts with the active RCP Brick & Block Plant. Discussions with and coordination between the City of Santee, the property owner, and RCP Brick & Block will be required to determine if the project is feasible.		H				
55	Magnolia Ave. North to Hanlon Walker	City of Santee		Needs a feasibility Study completed		An opportunity may exist to create a Class I path connection from the east side of Magnolia Ave to the proposed Class I path and multi-use trail and path to avoid conflicts with the active RCP Brick & Block Plant. Discussions with and coordination between the City of Santee, the property owner, and RCP Brick & Block will be required to determine if the project is feasible.		H				
56	Hanlon Walker Property Multi-Use Path	City of Santee	City of Santee, SDRC	Contained within the City of Santee Bicycle Master Plan	\$2,100,000	The San Diego River Conservancy is seeking to acquire the Hanlon Walker properties. Once acquired, a multi-use path will be planned to connect the planned Class I path and multi-use trail within RCP Brick & Block plant on the west and to the existing multi-use path through the Lakeside Baseball Park within the County to the east. A feasibility study has been completed and the next step would be to develop 30 percent design drawings and acquire requisite permits.	Minjie Mei, 619-258-4100 ext. 189 mmei@ci.santee.ca.us	H	1	Public/Private Partnership	unk	The route is within the 100-year flood zone and utilizing the road which will need to be coordinated with current land owners.
CNTY-A	Lakeside Baseball Park to Lakeside River Park Multi-Use Path	County of San Diego	LPRC, County of San Diego	30% Designed and acquiring requisite permits	\$800,000 of Prop 40 funds have been committed by the SDRC for design, permitting and construction	The Lakeside River Conservancy is planning a multi-use path to connect from the Lakeside Baseball Park on the west to the existing multi-use path on the east. The path is currently being designed to comply with resource agency comments in order to obtain the requisite permits. They hope to have permits by summer 2010.	Maryanne Vancio, COSD/DPR and Robin Rierdan, LRPC	H			unk	Disconnect with Lakeside Land's property
CNTY-B	Helix Water District Multi-Use Paths	County of San Diego	Helix Water District	Preliminary design for use in environmental processing	\$270,000,000 for the total project	The Helix Water District is planning nearly five miles of multi-use paths around the perimeter of their proposed El Monte Valley Mining, Reclamation, and Groundwater Recharge Project with multiple river crossings included. Construction of the project is expected to being in 2013 and take place over a 10 year period. Continued access to a perimeter trail will occur throughout the project.	Maryanne Vancio, COSD and Helix Water District	L			5-10 years	Discretionary Permit approval process

San Diego River Trail
Gaps Analysis

Table 1: Summary of SDRT Planned & Proposed Trail Segments - Ocean to the El Capitan Reservoir (cont.)

CNTY-C	Hanson Pond East Multi-Use Path	County of San Diego	Endangered Habitats League	Acquisition of land currently in process		The Endangered Habitats League is in the process of acquiring the Hanson Pond property. Once acquired, a multi-use path is planned as a loop around the pond. A feasibility study has been completed and the next step would be to develop 30 percent design drawings and acquire requisite permits.	Maryanne Vancio, COSD; EHL and LRPC	M					COSD/DPR has a conservation easement which allows a trail
CNTY-D	El Monte County Park to Flume Multi-Use Trail	County of San Diego	County of San Diego	Construction Nearly Complete		The County of San Diego, Department of Parks and Recreation has constructed a multi-use trail from the southwest corner of El Monte Park up the slope to the east until it connects with the historic flume. The trail is not officially open to the public until fencing is installed and the staging area on the south side of El Monte Road is completed.	Maryanne Vancio, COSD	H					
57	Channel Road to SR-67 Underpass	County of San Diego	County of San Diego, LRPC	Needs a feasibility Study completed		An opportunity may exist to create a multi-use trail from Channel Road to the SR-67 Underpass. Discussions with XX will be required to determine if the project is feasible.	Maryanne Vancio, COSD; private property owners	H					
58	Ashwood Street to Helix Water District	County of San Diego		Needs a feasibility Study completed		An opportunity may exist to add a pedestrian signal and multi-use path across Ashwood Street from the end of the existing Class I path within Cactus County Park to the planned multi-use path within the Helix Water District's property.	Maryanne Vancio, COSD (DPR & DPW)	M					
59	El Monte Road to Flume	County of San Diego	SDRC	Needs a feasibility Study completed		An opportunity may exist to create a multi-use trail from the Hanson Pond proposed path across El Monte Valley Road via a pedestrian signal and through the Helix Water District historic pump house facilities and up the ridgeline to connect to the bench cut for the historic flume. Preliminary discussions with Helix Water District have occurred and the feasibility for an alignment up the slope has been assessed. However, additional coordination with Helix Water District is required to determine how the trail would route through or around the historic pump station facilities. Additionally, discussions with the County of San Diego will be required to determine if a road crossing is feasible.	Helix Water District and COSD/DPR	M					
60	Western Flume	County of San Diego	County of San Diego, Helix WD, SDRC			An opportunity may exist to convert the historic flume alignment into a multi-use trail. The western portion of the Flume Trail would run from the top of the ridge overlooking the historic pump station westward to the tunnel near El Monte County Park. The Helix Water District, County of San Diego, and San Diego River Conservancy have been coordinating on various aspects of this project for the last several years.		H					
61	Helix Water District to El Monte County Park	County of San Diego	County of San Diego	Needs a feasibility Study completed		An opportunity may exist to create a multi-use trail connection from the eastern end of the Helix Water District property along and across the river to the planned equestrian staging area and continuing east to the reservoir. Access to El Monte County Park from the staging area will be provided via crosswalk. Discussions with several private property owners will be required to determine if an alignment is feasible.		L					
62	Eastern El Monte Valley	County of San Diego	County of San Diego	Needs a feasibility study completed		As part of the Regional Trail Plan the County of San Diego is proposing the SDRT to extend east from El Monte County Park along the river to the base of the dam at the El Capitan Reservoir. The alignment will require coordination with multiple private land owners to determine if the route is feasible.	Maryanne Vancio	L					
63	Eastern Flume	County of San Diego	County of San Diego, SDRC			An opportunity may exist to convert the historic flume alignment into a multi-use trail. The eastern portion of the Flume Trail would run from the tunnel near El Monte County Park east until the historic flume intersects with El Monte Road near the El Capitan Reservoir Dam. The Helix Water District, County of San Diego, and San Diego River Conservancy have been coordinating on various aspects of this project for the last several years.	Maryanne Vancio; Helix Water District; private property owners	H					
64	Flume to El Monte Road	County of San Diego	County of San Diego, SDRC			An opportunity may exist to create a multi-use trail from the historic flume down to El Monte Road just west of the gate used by the City of San Diego to seasonally restrict access to the El Capitan Reservoir. The preliminary alignment shown on the map was mapped using GPS during a reconnaissance hike.		H					
65	Flume to El Capitan Reservoir Parking Lot	County of San Diego	County of San Diego, SDRC			"An opportunity may exist to create a multi-use trail from the eastern terminus of the historic flume eastward towards the boat ramp at the El Capitan Reservoir. The San Diego River Conservancy has been coordinating with the City of San Diego and the County of San Diego to determine the trails feasibility. The preliminary alignment shown on the map was mapped using GPS during a reconnaissance hike." "	Maryanne Vancio; City of San Diego; Forest Service	M					



SD-A: WEST MISSION BAY DRIVE CLASS I PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

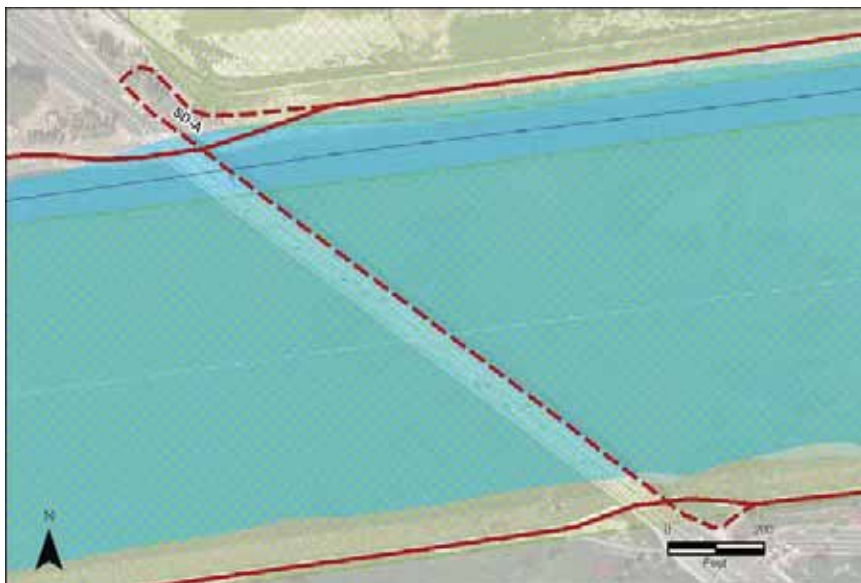
CIP# 526430 - 45% Design and Environmental Permit

FUNDING NEEDS:

FY10 Budget \$33,333 from TransNet Fund. Design Cost \$ 8.3 Mil, Construction Cost \$110 Mil.

PROJECT DESCRIPTION:

The City of San Diego is planning to add a Class I path to the eastern edge of the West Mission Bay Drive Bridge over the San Diego River. This path will connect to the Class I paths on both side of the river and provide another valuable river crossing to users of the San Diego River Trail. The project is currently in the design phase. Once completed, the project will move forward into the construction phase. Estimates costs for this project is \$118 Mil. CALTRANS will fund 80% of project. City will have to apply for other grants to come up with the 20%.



San Diego River Trail Gaps Analysis

SD-B: HAZARD CENTER DRIVE EXTENSION CLASS I PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego/ Hazard Center Associates

PROJECT STATUS:

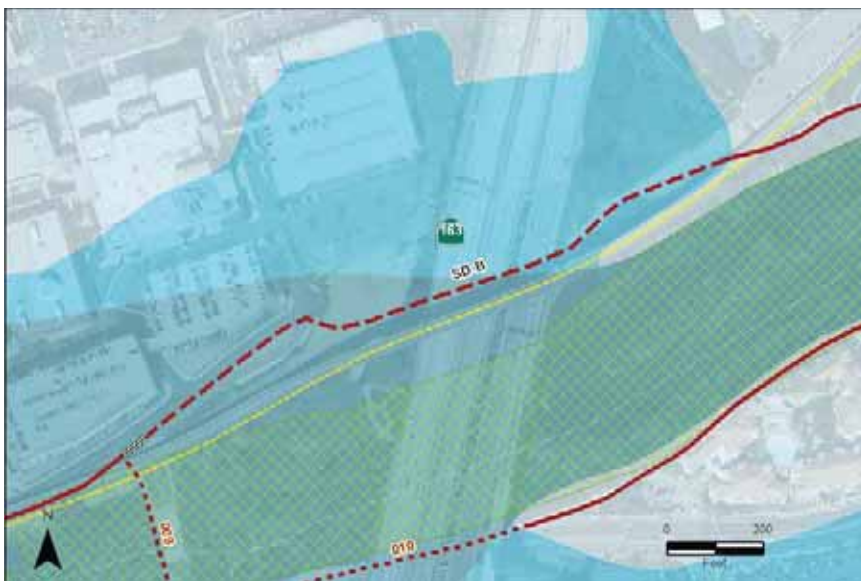
95% Designed and Permits

FUNDING NEEDS:

The SDRC has committed \$1.2mil to the construction of this project.

PROJECT DESCRIPTION:

The City of San Diego is planning the extension of Hazard Center Drive beneath State Route 163 to Fashion Valley Road. The project includes the extension of the northern FSDRIP Class I Path along the planned road and will connect to the existing Class I path beneath the trolley tracks. The project is at a 30% design level and currently in the permitting process. Once permits are obtained, the project will move forward into final design and then construction. The San Diego River Conservancy has pledged \$1.2mil of funds towards the construction of this project.





SD-C: RIVER RUN CLASS I PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

River Run Apartments

PROJECT STATUS:

Permit requirement for future redevelopment

FUNDING NEEDS:

unknown

PROJECT DESCRIPTION:

As part of the redevelopment of the River Run Apartment Complex, the City of San Diego is requiring the development of a Class I path along the trolley tracks. This will be a westerly extension of the existing Class I path that begins at the Mission Valley Library and continues west along the trolley tracks in front of the Archstone complex. The time line for the redevelopment of the property and construction of the path is currently unknown.



San Diego River Trail Gaps Analysis

SA-A: ENVIRONMENTAL TRUST/MAST PARK CLASS I PATH AND MULTI-USE TRAIL

LAND USE JURISDICTION:

City of Santee

PROJECT PROPONENT:

City of Santee

PROJECT STATUS:

100% Designed and Permitted and is preparing for Construction

FUNDING NEEDS:

\$2,200,00 - The project is fully funded.

PROJECT DESCRIPTION:

The City of Santee is planning a Class I path and multi-use trail to connect the planned Class I path and multi-use trail on the west to the existing Class I path and separate multi-use path within Mast Park to the east. Currently the City is actively pausing the final design and construction of this segment as a multi-use trail. This trail utilizes stabilized decomposed granite to comply with conservation easement restrictions. Equestrian use is prohibited per the conservation easement. The path will terminate near the intersection of Carlton Oaks Drive and Carlton Hills Boulevard. Construction is anticipated to be completed by spring 2011.





SA-B: TOWN CENTER COMMUNITY PARK CLASS I PATH AND MULTI-USE TRAIL

LAND USE JURISDICTION:

City of Santee

PROJECT PROPONENT:

City of Santee

PROJECT STATUS:

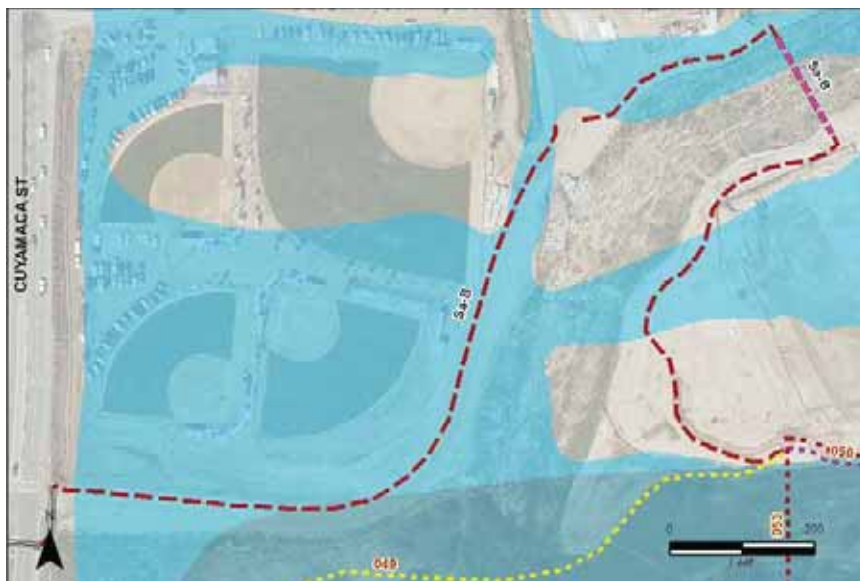
Under Construction

FUNDING NEEDS:

The project is fully funded

PROJECT DESCRIPTION:

The City of Santee has planned a Class I path and multi-use trail to connect the existing Class I path and multi-use path within Mast Park on the west to the planned Class I path and multi-use trail on the County owned parcel to the east. The City is actively constructing a segment as a Class III bike route and multi-use path as part of Town Center Park. The Class III will begin near the park entrance at the intersection of Cuyamaca Street and River Park Drive and continue east along the road edge to a multi-use path, then over the tributary creek as part of a vehicular/pedestrian bridge crossing, and then south and east along the edge of the parking lot. Construction is scheduled for completion by September 2010.



San Diego River Trail Gaps Analysis

CNTY-A: LAKESIDE BASEBALL PARK TO LAKESIDE RIVER PARK MULTI-USE PATH

LAND USE JURISDICTION:

County of San Diego

PROJECT PROPONENT:

Lakeside River Park Conservancy / County of San Diego

PROJECT STATUS:

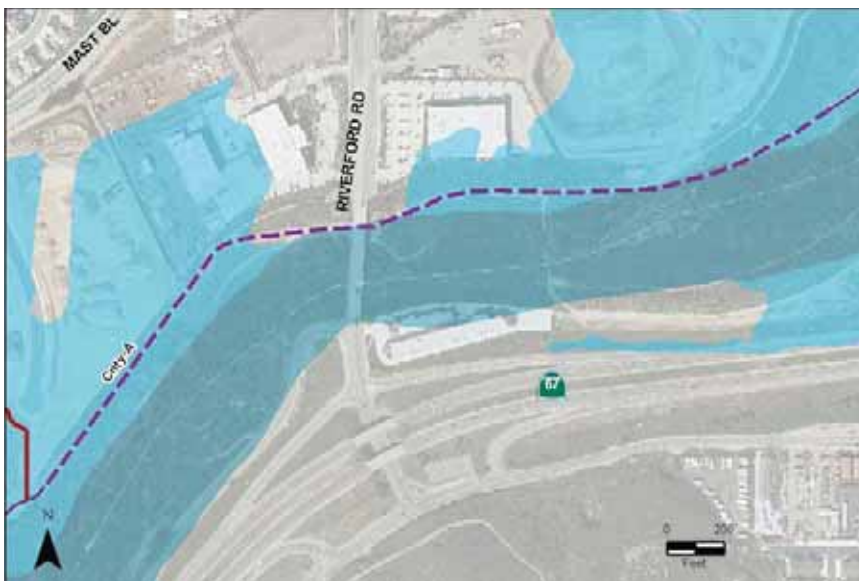
30% Designed and acquiring requisite permits

FUNDING NEEDS:

\$800,000 of Prop 40 funds have been committed by the SDRC for design, permitting and construction

PROJECT DESCRIPTION:

The Lakeside River Conservancy is planning a multi-use path to connect from the Lakeside Baseball Park on the west to the existing multi-use path on the east. The path is currently being designed to comply with resource agency comments in order to obtain the requisite permits. They hope to have permits by summer 2010.





CNTY-B: HELIX WATER DISTRICT MULTI-USE PATHS

LAND USE JURISDICTION:

County of San Diego

PROJECT PROPONENT:

Helix Water District

PROJECT STATUS:

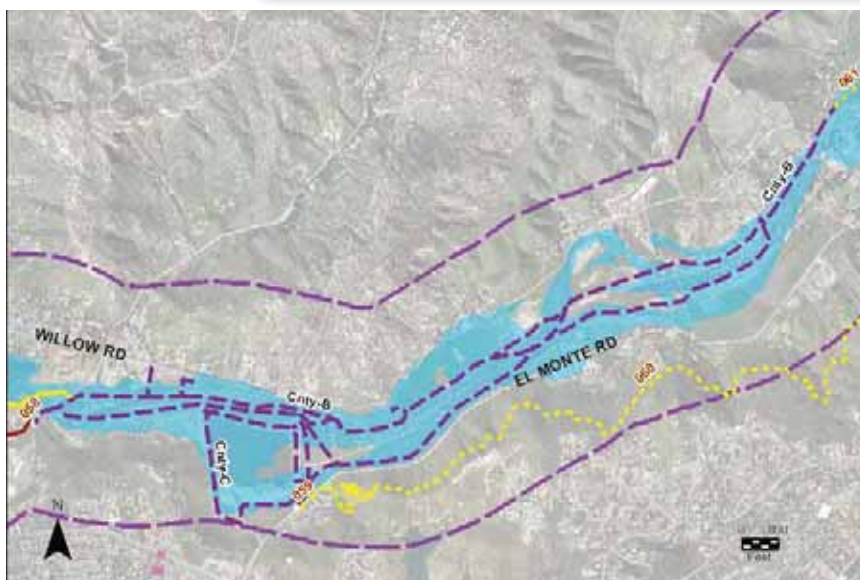
Preliminary design for use in environmental processing

FUNDING NEEDS:

\$270,000,000 for the total project with sources likely including a mix of local, state and federal funds

PROJECT DESCRIPTION:

The Helix Water District is planning nearly five miles of multi-use paths around the perimeter of their proposed El Monte Valley Mining, Reclamation, and Groundwater Recharge Project with multiple river crossings included. Construction of the project is expected to begin in 2013 and take place over a 10 year period. Continued access to a perimeter trail will occur throughout the project.



San Diego River Trail Gaps Analysis

CNTY-C: HANSON POND EAST MULTI-USE PATH

LAND USE JURISDICTION:

County of San Diego

PROJECT PROPONENT:

Endangered Habitats League

PROJECT STATUS:

Acquisition of land currently in process

FUNDING NEEDS:

unknown

PROJECT DESCRIPTION:

The Endangered Habitats League is in the process of acquiring the Hanson Pond property. Once acquired, a multi-use path is planned as a loop around the pond. A feasibility study has been completed and the next step would be to develop 30 percent design drawings and acquire requisite permits.





**CNTY-D: EL MONTE COUNTY PARK TO
FLUME MULTI-USE TRAIL**

LAND USE JURISDICTION:

County of San Diego

PROJECT PROPONENT:

County of San Diego

PROJECT STATUS:

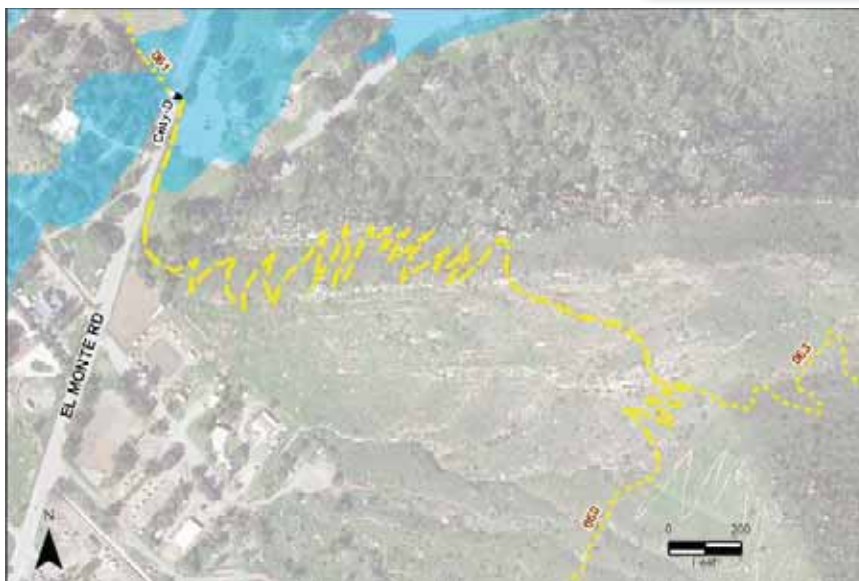
Under Construction

FUNDING NEEDS:

unknown

PROJECT DESCRIPTION:

The County of San Diego, Department of Parks and Recreation has constructed a multi-use trail from the southwest corner of El Monte Park up the slope to the east until it connects with the historic flume. The trail is not officially open to the public until fencing is installed and the staging area on the south side of El Monte Road is completed.



San Diego River Trail Gaps Analysis

001: SEFTON FIELD TO FRIARS ROAD CLASS I PATH AND NON-VEHICULAR BRIDGE

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego, San Diego River Park Foundation , SDRC

PROJECT STATUS:

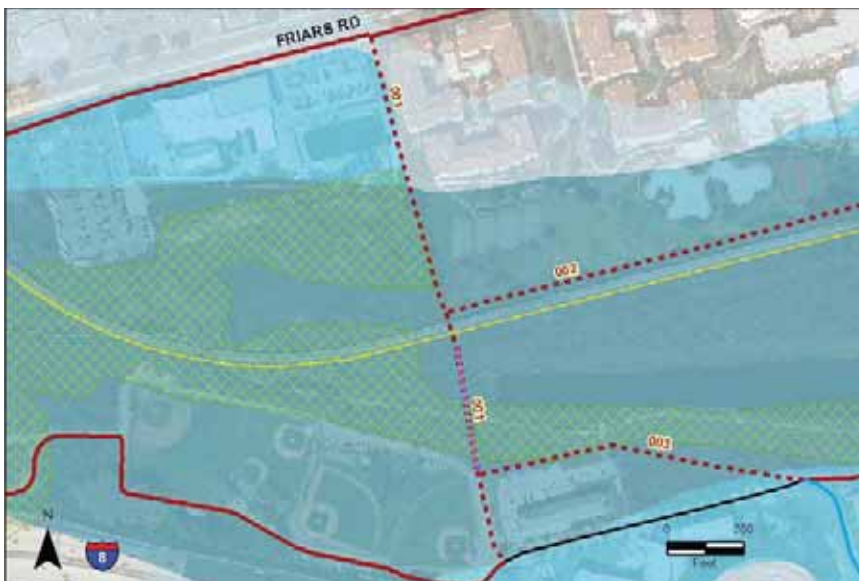
Feasibility Study completed, funding needed for design phase

FUNDING NEEDS:

\$470,000 to \$2.5 Million

PROJECT DESCRIPTION:

The City of San Diego is proposing to add a Class I path and non-vehicular bridge to connect Sefton Field to the Mission Valley YMCA and the Friars Road Class I path and provide another valuable river crossing to users of the San Diego River Trail. A feasibility study has been completed which identified estimated costs. The next step is to move forward into preliminary design.





002: YMCA TO FASHION VALLEY ROAD ALONG TROLLEY TRACKS

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

San Diego River Park Foundation

PROJECT STATUS:

Feasibility Study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to develop a Class I path along the trolley tracks from the YMCA to Fashion Valley Road. Discussions with MTDB and the Riverwalk Golf Course are required to determine the feasibility of this alignment.



San Diego River Trail Gaps Analysis

003: SEFTON FIELD TO AAA CLASS I PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

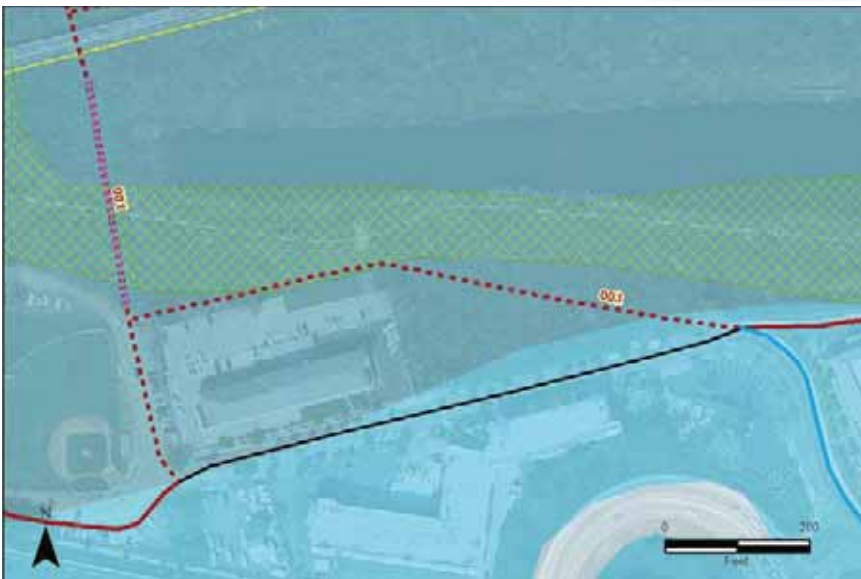
Feasibility Study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

The City of San Diego is proposing to add a Class I path along the southern edge of the Metropolitan Transit District Boards' (MTDB) parcels to connect Sefton Field to the existing Class I path on the Automobile Club of Southern California's (AAA) parcel. This connection will eliminate the current shared street condition for pedestrians and cyclists using the Ocean Beach Bike Path and sidewalks and Class II bike lanes along Hotel Circle North. However, until GAP segment 004 and/or 005 are determined feasible and move forward, there will be no connectivity to the east of the AAA parcel, making this connection a lower priority.





004: AAA TO RIVERWALK GOLF CLUB

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

PROJECT STATUS:

Feasibility Study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to extend the Class I path on the AAA parcel east across the parcels occupied by Motel 6, Hanalei Resort, and the Town & Country Professional Center. However, until GAP segment 005 is determined feasible and moves forward, there will be no connectivity to the east, making this connection a lower priority. Segments 004 and 005 need to be planned in a coordinated manner.



San Diego River Trail Gaps Analysis

005: RIVERWALK GOLF CLUB

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

PROJECT STATUS:

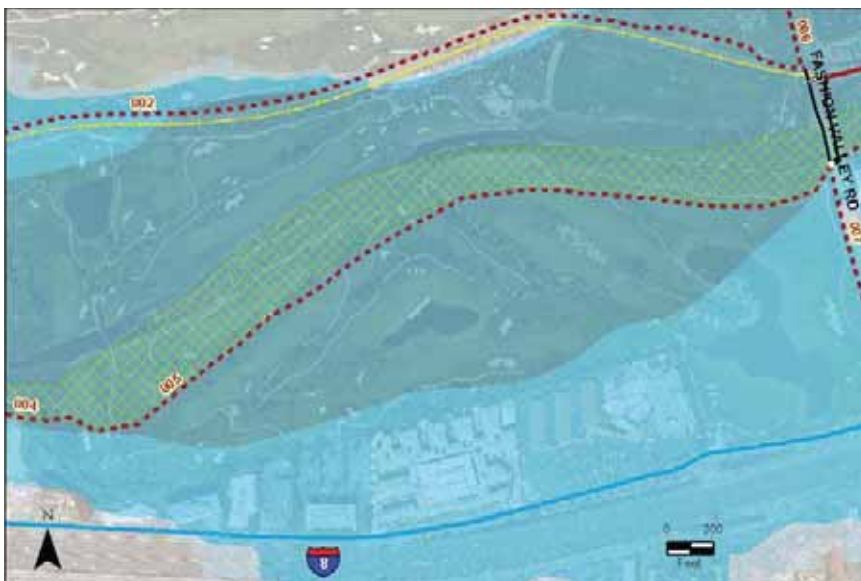
Development per the approved Specific Plan

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity exists as part of the future redevelopment of the Riverwalk Golf Course to create a Class I path along the south side of the river. This path would provide connectivity between Fashion Valley Road and GAP segment 004. However, until GAP segment 004 is determined feasible and moves forward, there will be no connectivity to the west, making this connection a lower priority. Segments 004 and 005 need to be planned in a coordinated manner.





006: FRIARS ROAD TO FASHION VALLEY TRANSIT CENTER

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

PROJECT STATUS:

Feasibility Study needed

FUNDING NEEDS:

Unknwon

PROJECT DESCRIPTION:

An opportunity may exist to extend the existing Class I path along Friars Road around the backside of the Mission Greens condominiums and along the western edge of Fashion Valley Road to the intersection of Avenida del Rio. Discussions with the River Run Golf Course and Mission Greens will be required to determine if such a path is feasible.



San Diego River Trail Gaps Analysis

007: HOTEL CIRCLE NORTH TO FASHION VALLEY TRANSIT CENTER

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

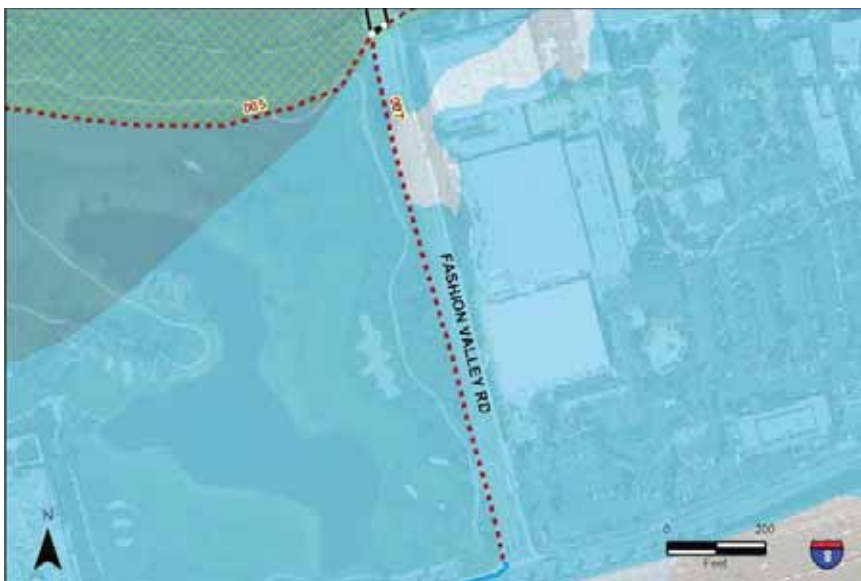
Contained with the City of San Diego Bicycle Master Plan/Feasibility Study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a Class I path along the west side of Fashion Valley Road from Hotel Circle North to the Fashion Valley Transit Center. Discussions with the Riverwalk Golf Course will be required to determine if such a path is feasible.





008: TOWN & COUNTY HOTEL TO AVENIDA DEL RIO

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego, San Diego River Park Foundation, SDRC

PROJECT STATUS:

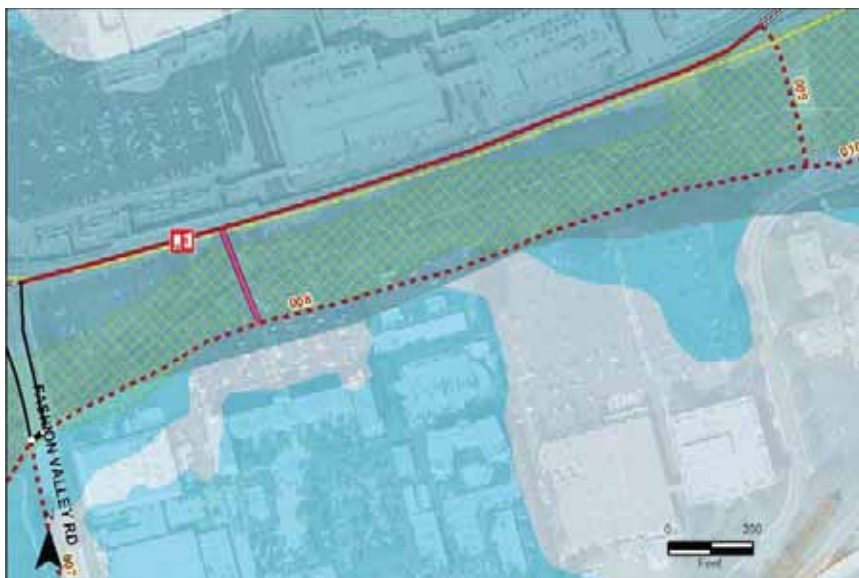
Preliminary discussions have occurred with at least some of the land owners, but a feasibility study is needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a Class I path from Fashion Valley Road to Avenida del Rio on the south side of river behind the Town & Country Hotel, the Union Tribune, and other properties. Discussions with the landowners of these properties will be required to determine if such a path is feasible.



San Diego River Trail Gaps Analysis

009: AVENIDA DEL RIO CLASS I PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

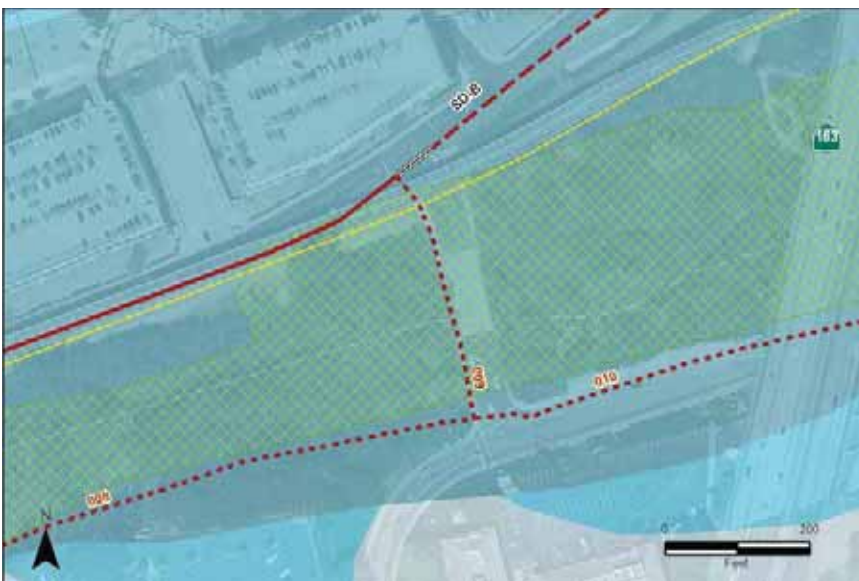
Feasibility Study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

The City of San Diego is proposing to add a Class I path along the western edge of Avenida del Rio to provide connectivity between the planned extension of the southern First San Diego River Improvement Project (FSDRIP) Class I path along Camino de la Reina to the existing Class I path beneath the trolley tracks along Fashion Valley Mall and the planned extension of a Class I path along Hazard Center Drive. An existing widened sidewalk exists, but does not meet Class I standards. No feasibility study has been completed for this segment and will need to be the first step.





010: CAMINO DE LA REINA CLASS I PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

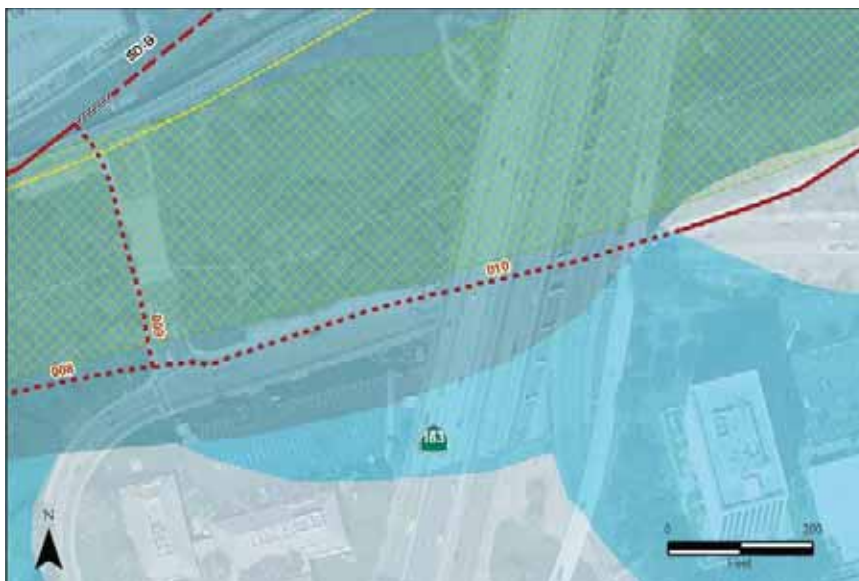
Feasibility Study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

The City of San Diego is proposing to extend the southern portion of the FSDRIP Class I path along Camino de la Reina to the planned Class I path along the western edge of Avenida Del Rio. The existing widened sidewalk is separated from the vehicular traffic by a railing but there is still room for improvement to fully meet Class I standards. No feasibility study has been completed for this segment and will need to be the first step.



011: MISSION CENTER ROAD NON-VEHICULAR BRIDGE

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

Feasibility Study complete, funding is needed for Design Phase

FUNDING NEEDS:

\$1,427,000

PROJECT DESCRIPTION:

The City of San Diego is proposing to construct a bicycle/pedestrian bridge over Mission Center Road to provide continuous off-street access to the southern Class I path within FSDRIP. Currently, FSDRIP users either illegally cross Mission Center Road to continue along the path or travel south along Mission Center Road to the intersection at Camino de la Reina to use the cross walk, which can result in wrong way bicycle traffic in the Class II bike lane or bicycles using the sidewalk. A feasibility study has been completed. When funds become available, staff will move forward with the next step which is preliminary design.





012: CAMINO DEL ESTE NON-VEHICULAR BRIDGE

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

Feasibility Study complete, funding is needed for Design Phase

FUNDING NEEDS:

\$1,526,000

PROJECT DESCRIPTION:

The City of San Diego is proposing to construct a bicycle/pedestrian bridge over Camino del Este to provide continuous off-street access to the northern Class I path within FSDRIP. Currently, FSDRIP users either illegally cross Camino del Este to continue along the path or travel north along Camino del Este to the intersection at Rio San Diego Drive to use the cross walk, which can result in wrong way bicycle traffic in the Class II bike lane or bicycles using the sidewalk and pedestrians jaywalking. A feasibility study has been completed. When fund become available, staff will move forward to the next step which is preliminary design.



013: CAMINO DEL ESTE PEDESTRIAN SIGNAL

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

Feasibility Study complete, funding is needed for Design Phase

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

The City of San Diego is proposing to construct a pedestrian signal (at-grade crossing) at Camino del Este to provide continuous off-street access to the southern Class I path within FSDRIP. Currently, FSDRIP users either illegally cross Camino del Este to continue along the path or travel south along Camino del Este to the intersection at Camino de la Reina to use the cross walk, which can result in wrong way bicycle traffic in the Class II bike lane or bicycles using the sidewalk. The completed feasibility study indicated that there is insufficient clearance with the elevated trolley tracks to construct a bridge, resulting in the recommendation for an at-grade crossing with pedestrian/bicycle activated flashers to temporarily stop vehicular traffic along Camino del Este. The next step is preliminary design, which is currently not scheduled.





014: QUALCOMM WAY PEDESTRIAN SIGNAL

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

Feasibility Study complete, funding is needed for Design Phase

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

The City of San Diego is proposing to construct a pedestrian signal (at-grade crossing) at Qualcomm Way to provide improved access for visitors at the Marriott to the northern Class I path within FSDRIP and to the Rio Vista Trolley Station. Currently, Marriott users either illegally cross Qualcomm Way to get to the path, find a circuitous path to the path along the trolley tracks over Qualcomm Way, or travel north along Qualcomm Way to the intersection at Rio San Diego Drive to use the cross walk, which can result in wrong way bicycle traffic in the Class II bike lane or bicycles using the sidewalk. Another option may be to construct a more direct ramp access to the trolley bridge through a landscaped area adjacent to the vehicular entrance. A feasibility study has not been completed and is the next step.



015: QUALCOMM WAY NON-VEHICULAR BRIDGE

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego, San Diego River Park Foundation

PROJECT STATUS:

Feasibility Study complete, funding is needed for Design Phase

FUNDING NEEDS:

\$1,754,000

PROJECT DESCRIPTION:

The City of San Diego is proposing to construct a bicycle/pedestrian bridge over Qualcomm Way to provide connectivity between the southern Class I path within FSDRIP to the future Class I path within the proposed San Diego River Discovery Center. As proposed, FSDRIP users would have to either illegally cross Qualcomm Way to continue along the path or would have to travel south along Qualcomm Way to the intersection at Camino del Rio North to use the cross walk, which can result in wrong way bicycle traffic in the Class II bike lane or bicycles using the sidewalk. A feasibility study has not been completed and is the next step.





016: DISCOVERY CENTER CLASS I PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

San Diego River Park Foundation

PROJECT STATUS:

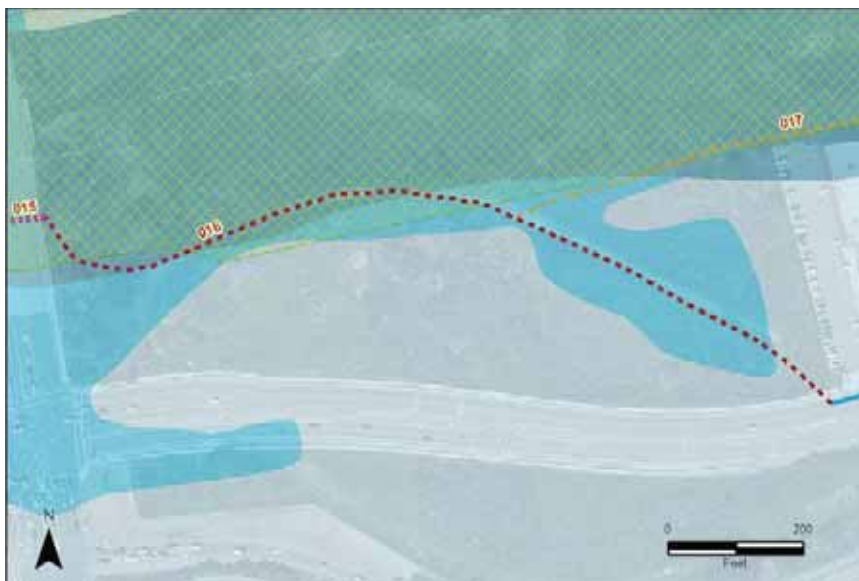
Feasibility Study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

As part of the development plans for the San Diego River Discovery Center, the San Diego River Park Foundation (SDRPF) is proposing a Class I path that would connect to the southern FSDRIP Path via a proposed non-vehicular bridge, and then continue through the site and terminate at Camino del Rio North near the U.S. Postal Service parcel. The mid-block termination of the Class I path is not ideal, but likely unavoidable as the San Diego River corridor is highly constrained by floodways, flood plains and MSCP Multi-Habitat Planning Areas (MHPAs) that may preclude a Class I path. The SDRPF has completed an initial feasibility study for the Discovery Center and is now searching for funding to move forward into preliminary design and permitting.



San Diego River Trail Gaps Analysis

017: DISCOVERY CENTER TO MISSION CENTER PARKWAY HIKE/BIKE TRAIL

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

Feasibility Study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

The City of San Diego is proposing an unpaved hike/bike trail from the San Diego River Discovery Center east to the intersection of Camino del Rio North and Mission Center Road. A hike/bike trail is planned instead of a Class I path due to issues related to the floodway, 100-yr flood plain and MSCP MHPAs that constrain the type of improvements that are allowed. A feasibility study has not been completed and is the next step.





018: RIO SAN DIEGO DRAINAGE CHANNEL NON-VEHICULAR BRIDGE

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

PROJECT STATUS:

Feasibility Study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity exists to extend the Class I path that runs along the southern edge of the parking lot under I-805 across a tributary drainage channel with a Non-vehicular Bridge to connect with the planned Class I path along the edge of the River Run Apartment complex. Coordination with Caltrans is required to determine if the project is feasible.



San Diego River Trail Gaps Analysis

019: FENTON PARKWAY TO I-15 CLASS I PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego, San Diego River Coalition

PROJECT STATUS:

Feasibility Study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

The City of San Diego is proposing a Class I path from the Mission Valley Library to the Qualcomm Stadium parking lot and on to Interstate 15. The path will extend the existing Class I path at Fenton Parkway behind the Mission Valley Library, IKEA and Lowes where it will traverse the slope down to the Qualcomm Stadium parking lot. Once in the parking lot the path will follow the outer edge along the San Diego River east to the Rancho Mission Road undercrossing to Interstate 15. A feasibility study has been conducted by the River Coalition. City will need to do a standard feasibility study.





020: QUALCOMM TO MISSION CENTER PARKWAY CLASS I PATH AND NON-VEHICULAR BRIDGE

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego, SDRC

PROJECT STATUS:

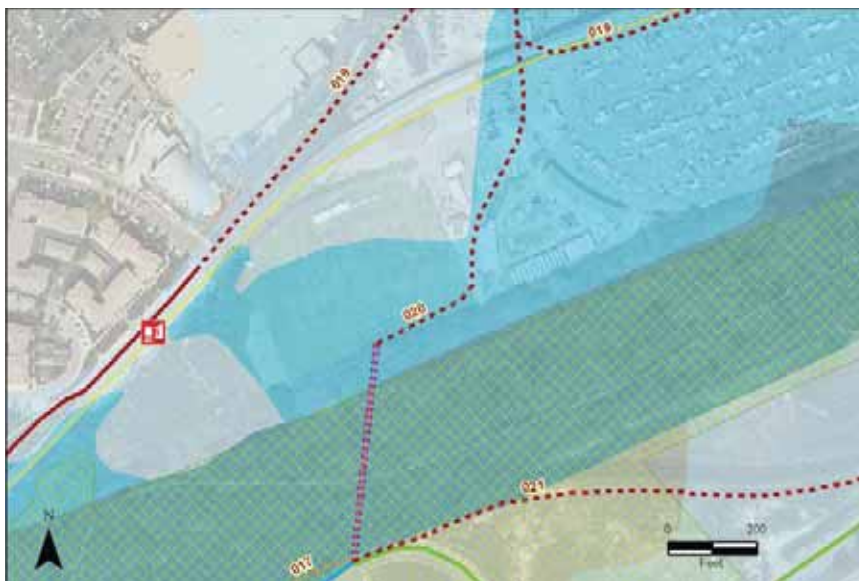
Ready to move forward into preliminary design and permitting

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

The City of San Diego is proposing a Class I path and bicycle/pedestrian bridge that will connect from the intersection of Mission Center Road and Camino del Rio North across the San Diego River to the Chargers' practice field and on to the Class I path being planned along the edge of the stadium parking lot. A feasibility study has been conducted and the project was included in the Tributary Canyons Trail Project recently completed on behalf of the SDRC. The City has reviewed the study and will take over leadership of the project. Preliminary design and permitting will be the next steps, but are currently not scheduled.



San Diego River Trail Gaps Analysis

021: CAMINO DEL RIO NORTH MITIGATION SITE CLASS I PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

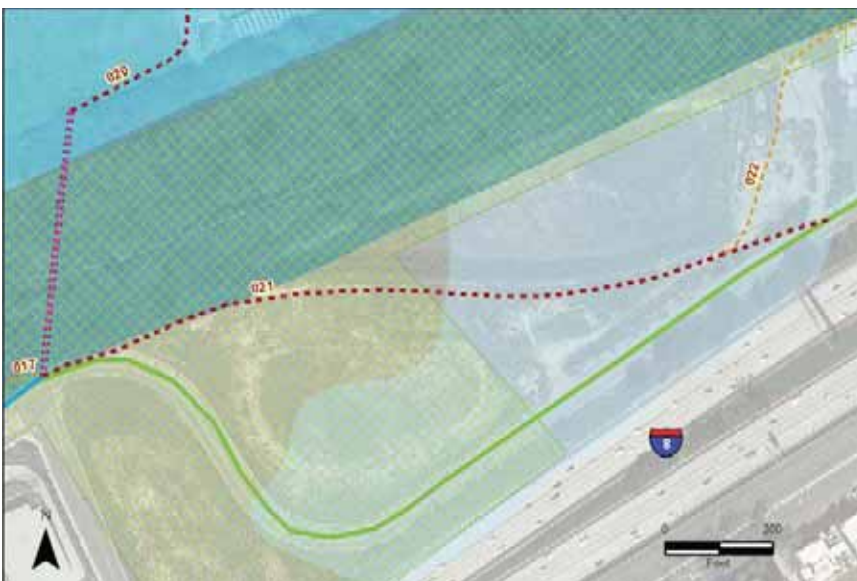
Feasibility Study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

As part of the City of San Diego Metropolitan Waste Water Departments' design of their Camino del Rio North (San Diego River) Mitigation Site, adequate space was reserved along the mitigation site to allow for a Class I path to be constructed at a future date and still allow for the potential re-alignment of Camino del Rio North. The SDRPF is currently using this space for the River Garden which has created a series of trails that could potentially function as hike/bike trails. The City of San Diego is currently proposing non-Class I trail segments to the east and west of the site. So while the site can accommodate a Class I path a trail type that is consistent with those being planned to the east and west of the site may be a more appropriate trail facility through the site. A feasibility study is needed.





022: CAMINO DEL RIO NORTH HIKE/BIKE TRAIL

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

Feasibility Study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

The City of San Diego is proposing a hike/bike trail from the mitigation site to Interstate 15 along the backside of the existing office development. A hike/bike trail is planned instead of a Class I path due to issues related to the floodway, 100-yr flood plain and MSCP MHPAs that constrain the type of improvements that are allowed. Future redevelopment of the adjacent private parcels could provide an opportunity to provide a Class I path along the top of the slope. A feasibility study has not been completed and is the next step.



San Diego River Trail Gaps Analysis

023: RANCHO MISSION ROAD / WARD ROAD

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

PROJECT STATUS:

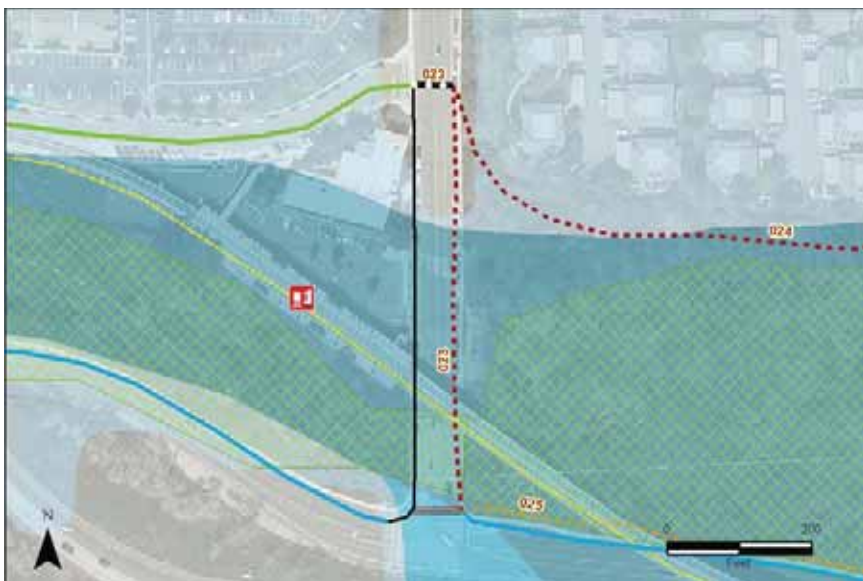
Feasibility Study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a Class I path along the eastern edge of Ward Road from the intersection with Rancho Mission Road south to Camino del Rio North. A pedestrian signal would be included as part of this project to get users safely across Ward Road. Discussions with the private property owners and the California Department of Fish and Game will be required to determine if the project is feasible across their properties.





024: WARD ROAD TO SAN DIEGO MISSION ROAD

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

San Diego River Park Foundation

PROJECT STATUS:

Feasibility Study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a Class I path from Rancho Mission Road to San Diego Mission Road along the north side of the river within private property. Discussions with the private property owners will be required to determine if the project is feasible across their properties.



San Diego River Trail Gaps Analysis

025: CAMINO DEL RIO SOUTH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

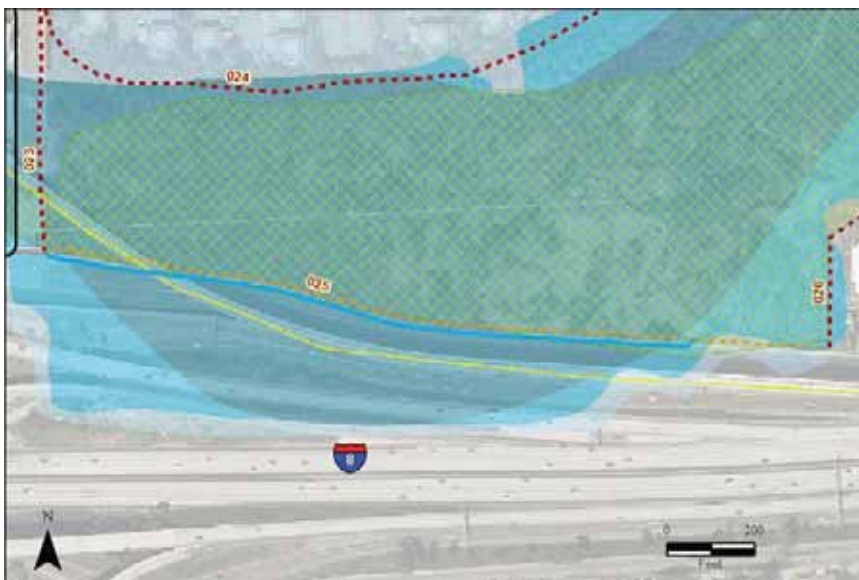
Feasibility Study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create an unpaved hike/bike trail along Camino del Rio South from Rancho Mission Road east for approximately 0.25 mile before turning north behind the commercial development. A hike/bike trail is proposed instead of a Class I path due to issues related to the floodway, 100-yr flood plain and MSCP MHPAs that constrain the type of improvements that are allowed. Discussions with the California Department of Fish and Game will be required to determine if the project is feasible across their property.





026: GRANTVILLE REDEVELOPMENT AREA CLASS I PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

Will be moved forward on a project by project basis as redevelopment within Grantville occurs

FUNDING NEEDS:

Unknown, may be completed with predominantly private funding

PROJECT DESCRIPTION:

The City of San Diego is proposing a Class I path as part of the Grantville Redevelopment Project. The path is intended to run along a reconfigured river corridor that provides improved flood protection, water quality, wildlife habitat, and recreational features. Most of this segment will be pieced together as individual redevelopment projects are processed through the City permitting process. Opportunities may arise on some of the private parcels to implement that path or a pedestrian/bicycle trail prior to the parcel redeveloping to provide added connectivity. The Redevelopment Plan for the Grantville Redevelopment Project was adopted by the City of San Diego on May 3, 2005. A follow-on Master Plan for Subarea A was awarded in 2008, and an EIR for the Master Plan in 2009. A scoping meeting for the EIR has not been held. The status of projects related to the Grantville Redevelopment Area can be found on the City of San Diego's website (<http://www.sandiego.gov/redevelopment-agency/grantville.shtml>).



San Diego River Trail Gaps Analysis

027: SAN DIEGO MISSION ROAD TO FRIARS ROAD

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

Needs a feasibility Study

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a hike/bike trail from San Diego Mission Road northward along the western edge of the river to Friars Road. Discussions with the property owner will be required to determine if the project is feasible.





028: SANTO ROAD TO TIERRASANTA BLVD

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

PROJECT STATUS:

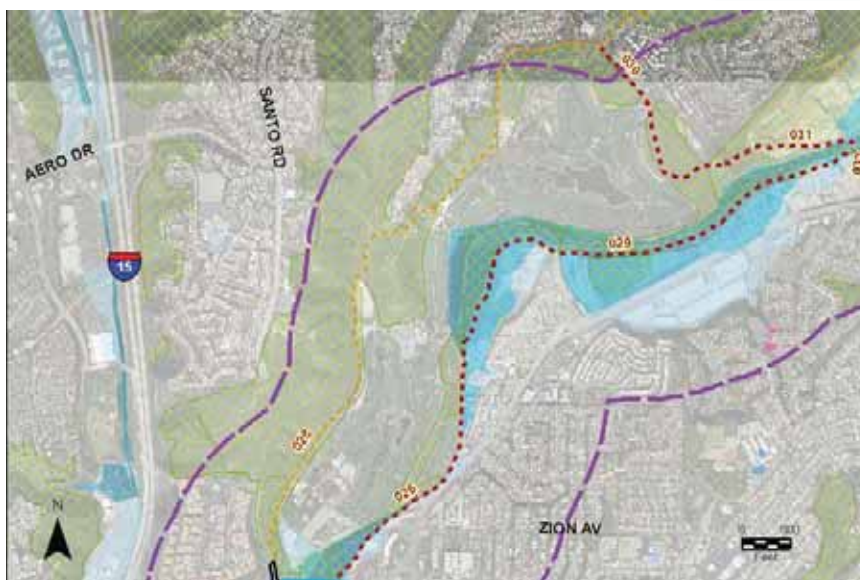
Needs a feasibility Study

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a hike/bike trail from Santo Road northward along the western edge of the Admiral Baker Golf Course to a connection with Tierrasanta Blvd. Discussions with the Navy will be required to determine if the project is feasible.



San Diego River Trail Gaps Analysis

029: SUPERIOR MINE RECLAMATION PLAN CLASS I PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

Superior Ready Mix

PROJECT STATUS:

Will be moved forward as part of redevelopment of private land

FUNDING NEEDS:

The project will be funded with private development funds

PROJECT DESCRIPTION:

Reclamation of the Superior Mine is being planned as a mixed used development currently known as River Park at Mission Gorge. Current plans show a Class I path traversing the entire site from west to east. The final alignment and configuration of the path will not be known until the development plan is approved by the City of San Diego. Once approved, the final improvements may not be implemented for a number years as the site is still operating as an active mine and concrete plant.





030: ADMIRAL BAKER TO TIERRASANTA BLVD

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

PROJECT STATUS:

Needs a feasibility study completed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a Class I path from the Admiral Baker Golf Course to the southern end of Tierrasanta Blvd along the northern edge of the golf course. Discussions with the Navy will be required to determine if the project is feasible.



San Diego River Trail Gaps Analysis

031: TIERRASANTA BLVD TO SUPERIOR MINE CLASS I PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

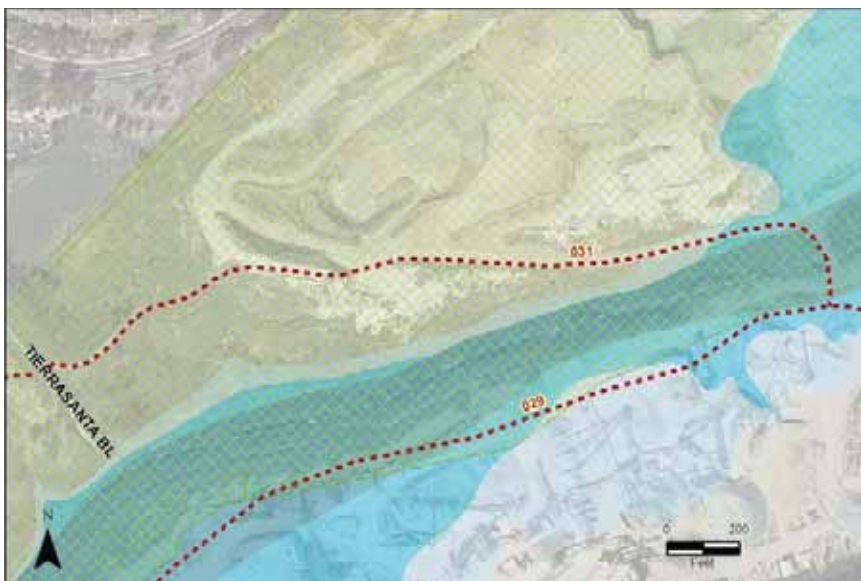
Will be moved forward as part of redevelopment of private land

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

The City of San Diego is proposing a Class I path connection from the proposed hike/bike trail to the Class I path being planned as part of the Superior Mine Reclamation/Development Plan (River Park at Mission Gorge). The path would not be implemented until the after the Superior Mine Path is developed, which is likely many years out. A previous effort by the City to extend a Class I path from the end of Tierrasanta Boulevard to Mission Gorge Road was cancelled due to concerns from the Tierrasanta Community.





032: SUPERIOR MINE TO MTRP CLASS I PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

Superior Ready Mix

PROJECT STATUS:

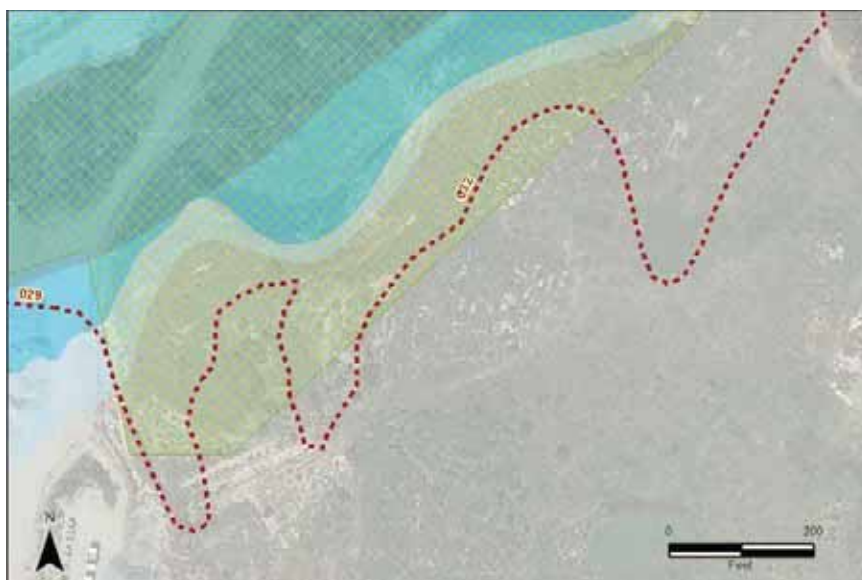
Will be moved forward as part of redevelopment of private land

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

Reclamation of the Superior Mine is being planned as a mixed used development currently known as River Park at Mission Gorge. Current plans show a Class I path at the eastern edge of the property connecting to an old road cut that exists within Mission Trails Regional Park (MTRP). The final alignment and configuration of the path will not be known until the development plan is approved by the City of San Diego. Once approved, there may be an opportunity to implement this section of path ahead of the rest of the planned development to provide an off-street connection with Mission Trails Regional Park.



San Diego River Trail Gaps Analysis

033: MTRP CLASS I PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

Feasibility Study Needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

The City of San Diego is proposing a Class I path, utilizing stabilized decomposed granite as an alternative paved surface, as a way of extending the Father Junipero Serra Class I Path from the MTRP Visitor Center west past the Jackson Drive parking lot and Deerfield BMX track and along an old road cut to the edge of MTRP, where it would connect to the future Class I path being planned within the Superior Mine site. Internal discussions between the City of San Diego Park & Recreation staff and MTRP Rangers have occurred, but a final agreement on the alignment has not been reached. Assessment of the path will be included in the upcoming MTRP Master Plan Update.





034: TIERRASANTA BLVD TO CALLE DE VIDA

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

PROJECT STATUS:

Feasibility Study Needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a hike/bike trail from Tierrasanta Blvd. to Calle de Vida by utilizing an SDG&E access road within their power line easement. Discussions with SDG&E will be required to determine if the project is feasible.



San Diego River Trail Gaps Analysis

035: OLD MISSION DAM TO MISSION GORGE ROAD CLASS I PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

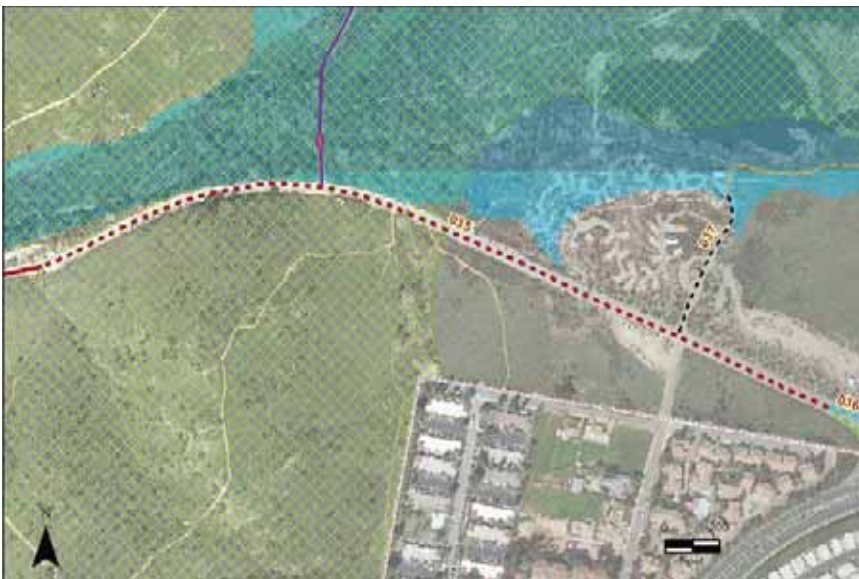
Feasibility Study Needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

The Father Junipero Serra Class I Path currently ends at the Old Mission Dam parking lot and path users are forced into a shared road condition to the parking lot near the Kumeyaay Lake Campground entrance and beyond to Mission Gorge Road. The City of San Diego is proposing an extension of the Class I path from the Old Mission Dam parking lot to Mission Gorge Road where coordination with the City of Santee is required to determine if a Class I path will continue along the north side of Mission Gorge Road or if pedestrians will be routed to sidewalks and cyclists to bike lanes. A feasibility study has not been completed and an assessment of the path will be included in the upcoming MTRP Master Plan Update.





036: FATHER JUNIPERO SERRA TO MISSION GORGE ROAD

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

PROJECT STATUS:

Feasibility Study Needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to improve the connection from the proposed extension of the Class I multi-use path along Father Junipero Serra Road to Mission Gorge Road by the addition of Class III bike route markers and signage, as well as the improvement of the sidewalk along the north side of the road. Coordination between the City of San Diego and the City of Santee is required to ensure the pedestrian and bicycle improvements are consistently implemented along their shared City limits.



037: KUMEYAAY LAKE CAMPGROUND

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

PROJECT STATUS:

Feasibility Study Needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to designate a hike/bike trail from Father Junipero Serra Road through the edge of the Kumeyaay Lake Campground and along the existing dirt trail east to the edge of MTRP. This opportunity will be assessed during the upcoming MTRP Master Plan update process.





038: MTRP TO WEST HILLS PARKWAY

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

PROJECT STATUS:

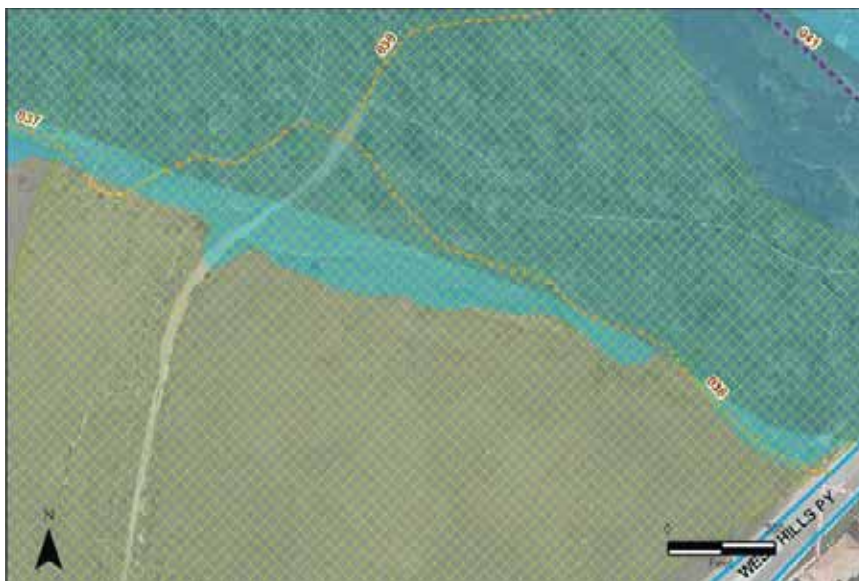
Feasibility Study Needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a hike/bike trail from the eastern boundary of MTRP to West Hills Parkway through the Midwest Television property. Discussion with Midwest Television will be required to determine if the project is feasible.



San Diego River Trail Gaps Analysis

039: KUMEYAAY LAKE EAST RIVER CROSSING

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

PROJECT STATUS:

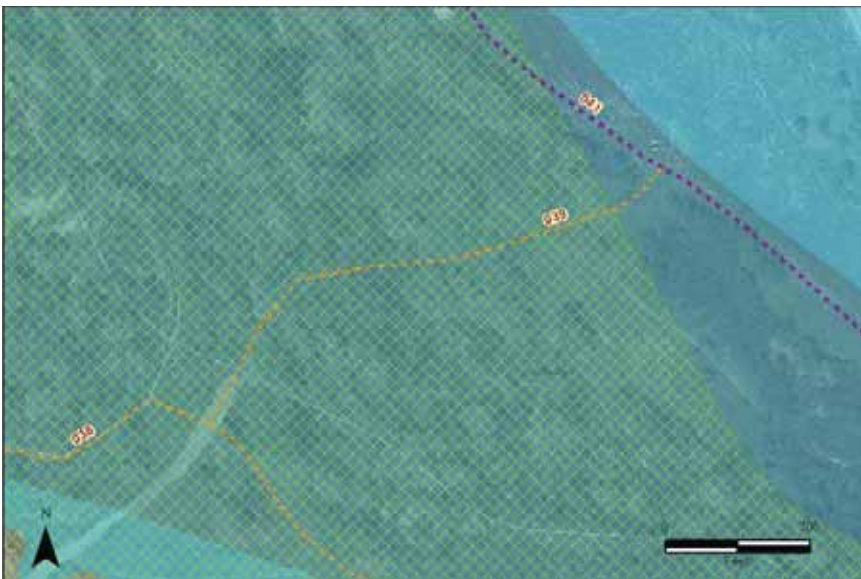
Feasibility Study Needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a hike/bike trail and river crossing within the Midwest Television property to connect the proposed Class I path and adjacent multi-use trail from Mast Blvd. to West Hills Parkway and the proposed hike/bike trails from the Kumeyaay Lake Campground to West Hills Parkway. Discussions with Midwest Television will be required to determine if the project is feasible.





040: MTRP EQUESTRIAN STAGING AREA TO MAST BLVD

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

PROJECT STATUS:

Feasibility Study Needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a multi-use path from the existing equestrian staging area in Mission Trails Regional Park (MTRP) along the western edge of the park access road to the western end of Mast Blvd. This opportunity will be assessed during the upcoming MTRP Master Plan update process.



San Diego River Trail Gaps Analysis

041: MAST BLVD TO WEST HILLS PARKWAY

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

PROJECT STATUS:

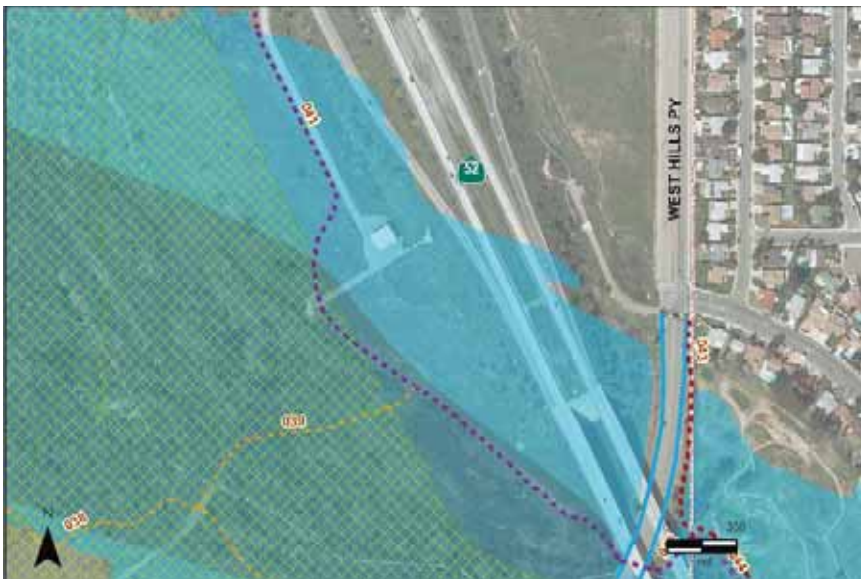
Needs a feasibility study completed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a multi-use path from the end of Mast Blvd. southeast through the Midwest Television property to the West Hills Parkway bridge. Discussions with Midwest Television will be required to determine if the project is feasible.





042: WEST CARLTON OAKS GOLF COURSE MULTI-USE PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

PROJECT STATUS:

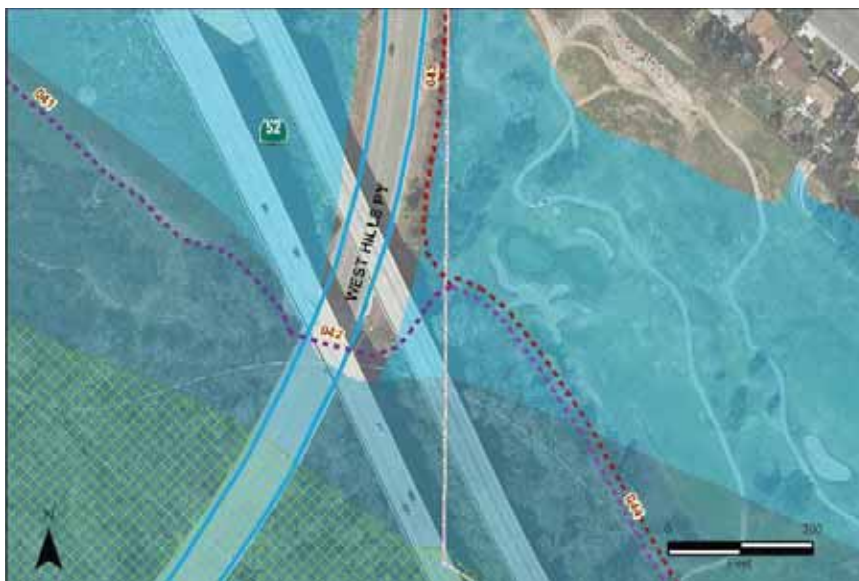
Feasibility Study Needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a multi-use path under West Hills Parkway to connect the multi-use path proposed through the Midwest Television property and the City of San Diego proposed Class I path and multi-use trail along the edge of the Carlton Oaks Golf Course. A feasibility study has not been completed and is the next step.



San Diego River Trail Gaps Analysis

043: CARLTON OAKS GOLF COURSE TO CARLTON OAKS DRIVE CLASS I PATH

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego

PROJECT STATUS:

Feasibility Study Needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

The City of San Diego is proposing a Class I path to connect from the intersection of Carlton Oaks Drive and West Hills Parkway to the Carlton Oaks Golf Course Class I path and multi-use trail. The path would begin at the sidewalk along West Hills Parkway and traverse down the slope between the road and the golf course until it connects with the Class I path and multi-use trail proposed to come under the West Hills Parkway Bridge and continue east along the edge of the golf course and river. A feasibility study has not been completed and is the next step.





044: WEST HILLS PARKWAY TO CARLTON OAKS GOLF COURSE

LAND USE JURISDICTION:

City of Santee

PROJECT PROPONENT:

San Diego River Park Foundation

PROJECT STATUS:

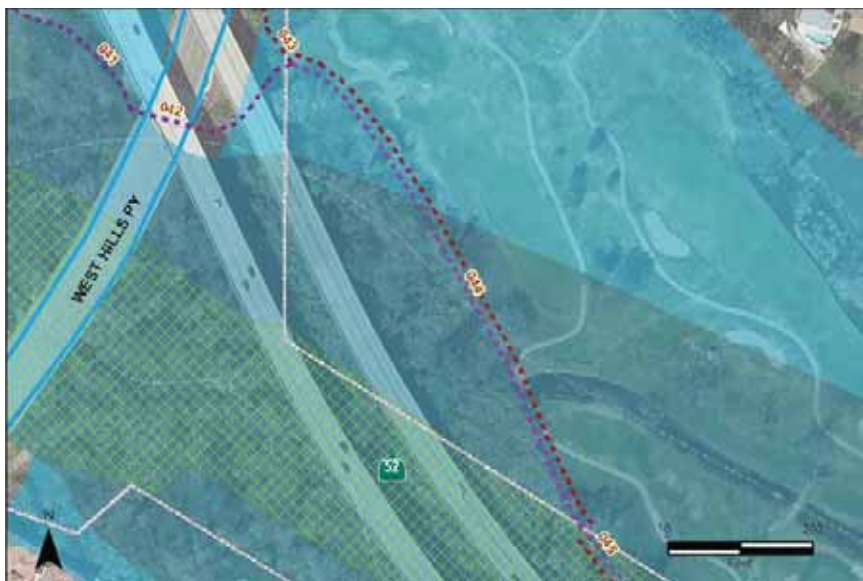
Contained within the City of Santee Bicycle Master Plan

FUNDING NEEDS:

\$470,000

PROJECT DESCRIPTION:

An opportunity may exist to create a Class I path with an adjacent multi-use trail for equestrians below the West Hills Parkway bridge to the Carlton Oaks Golf Course. Discussions with land owners, the City of Santee , and the City of San Diego Transportation Department will be required to determine if the project is feasible.



San Diego River Trail Gaps Analysis

045: CARLTON OAKS GOLF COURSE CLASS I PATH AND MULTI-USE TRAIL

LAND USE JURISDICTION:

City of San Diego

PROJECT PROPONENT:

City of San Diego, San Diego River Park Foundation

PROJECT STATUS:

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

The City of San Diego is proposing a Class I path and multi-use trail within the Public Utility Department's (PUD) ownership from near the West Hills Parkway Bridge east to the city limits. The current alignment assumes the use of the existing dike between the golf course and the San Diego River as the path. If PUD moves forward with any kind of planned re-use of the site, then they have agreed that an alignment for the SDRT will be included in those efforts. A feasibility study has not been completed and is the next step.





046: EAST CARLTON OAKS GOLF COURSE CLASS I PATH AND MULTI-USE TRAIL

LAND USE JURISDICTION:

City of Santee

PROJECT PROPONENT:

City of Santee, San Diego River Park Foundation

PROJECT STATUS:

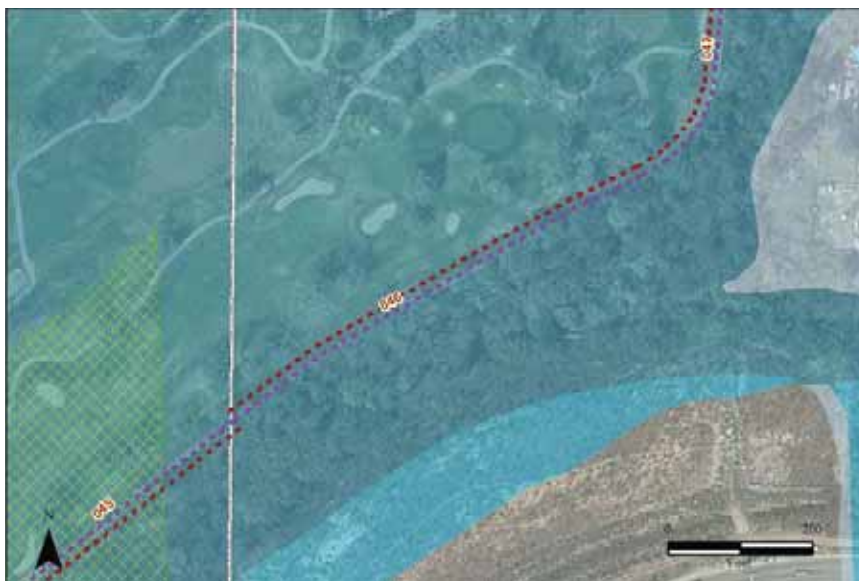
Contained within the City of Santee Bicycle Master Plan

FUNDING NEEDS:

\$450,000

PROJECT DESCRIPTION:

The City of Santee is proposing a Class I path and multi-use trail to connect the City of San Diego planned Class I path and multi-use trail along the edge of the Carlton Oaks Golf Course on the west and to the planned Class I path and multi-use trail continuing to the east. A feasibility study has not been completed and is the next step.



047: FANITA PARKWAY UNUSED ROW CLASS I PATH AND MULTI-USE TRAIL

LAND USE JURISDICTION:

City of Santee

PROJECT PROPONENT:

City of Santee

PROJECT STATUS:

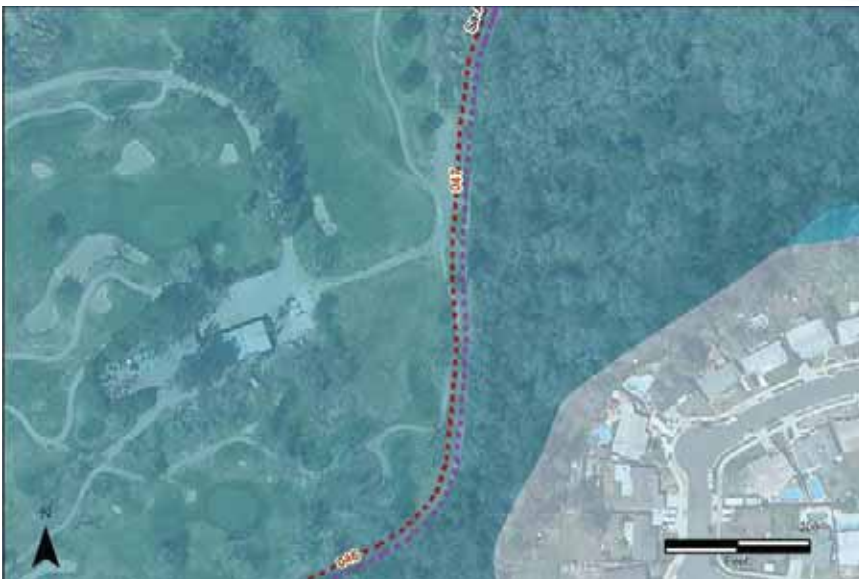
Contained within the City of Santee Bicycle Master Plan

FUNDING NEEDS:

\$170,000

PROJECT DESCRIPTION:

The City of Santee is proposing a Class I path and multi-use trail to connect the planned Class I path and multi-use trail along the edge of the Carlton Oaks Golf Course on the west and to the planned Class I path continuing to the east through Mast Park West (formerly owned by the Environmental Trust). A feasibility study has not been completed and is the next step.





048: MAST PARK SOUTHERN HIKE/BIKE TRAIL

LAND USE JURISDICTION:

City of Santee

PROJECT PROPONENT:

City of Santee

PROJECT STATUS:

Contained within the City of Santee Bicycle Master Plan

FUNDING NEEDS:

\$200,000

PROJECT DESCRIPTION:

The City of Santee is proposing a Class I bike path to connect the planned Class I path on the southern edge of Mast Park west to the existing Class I path north of Town Center area. A feasibility study has not been completed and is the next step.



San Diego River Trail Gaps Analysis

049: MAST PARK TO TOWN CENTER COMMUNITY PARK MULTI-USE TRAIL

LAND USE JURISDICTION:

City of Santee

PROJECT PROPONENT:

PROJECT STATUS:

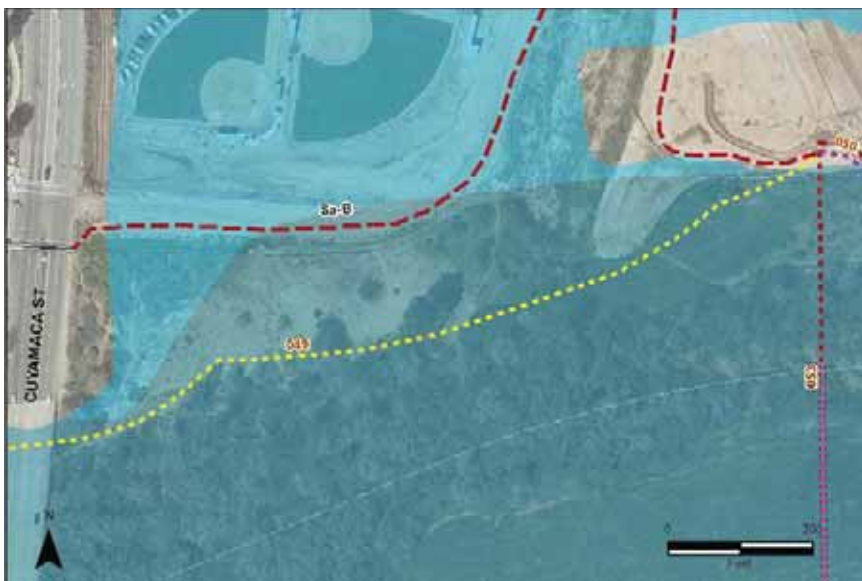
Needs a feasibility study completed

FUNDING NEEDS:

\$350,000

PROJECT DESCRIPTION:

A Class I bike path is proposed to extend the existing multi-use path within Mast Park east along the northern edge of the river to connect to the proposed Class I path and multi-use trail continuing east through the County of San Diego owned parcel. A feasibility study has not been completed and is the next step.





050: COUNTY OF SAN DIEGO PARCEL CLASS I PATH AND MULTI-USE TRAIL

LAND USE JURISDICTION:

City of Santee

PROJECT PROPONENT:

City of Santee, County of San Diego

PROJECT STATUS:

Needs a feasibility study completed

FUNDING NEEDS:

\$700,000

PROJECT DESCRIPTION:

The City of Santee is proposing a Class I path and multi-use trail to connect the planned Class I path within Town Center Park and multi-use trail along the northern edge of the river on the west to the planned Class I path and multi-use trail through the RCP Brick & Block plant to the east. The City will need to collaborate with the County of San Diego in the planning and design of this segment as they are the underlying land owner. A feasibility study has not been completed and is the next step.



San Diego River Trail Gaps Analysis

051: RCP BRICK & BLOCK CLASS I PATH AND MULTI-USE TRAIL

LAND USE JURISDICTION:

City of Santee

PROJECT PROPONENT:

City of Santee

PROJECT STATUS:

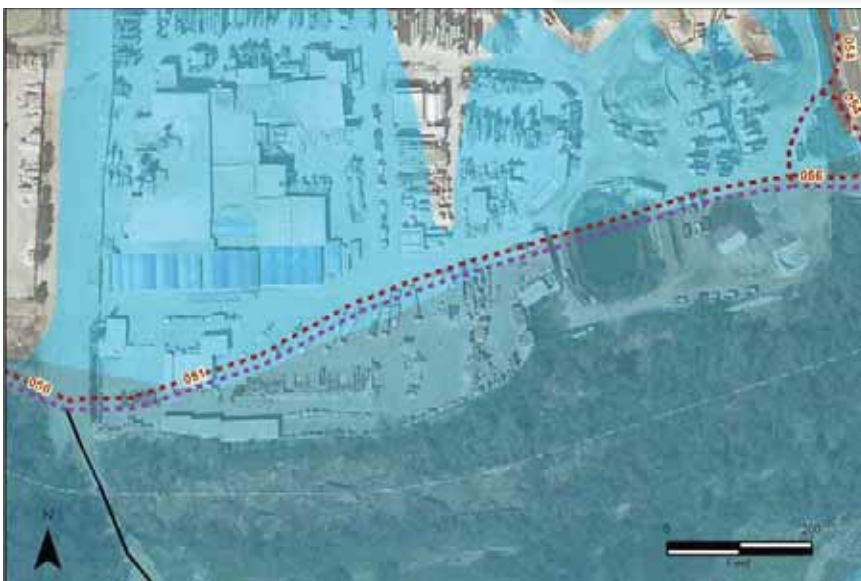
Contained within the City of Santee Bicycle Master Plan

FUNDING NEEDS:

\$350,000

PROJECT DESCRIPTION:

The City of Santee is proposing a Class I path and multi-use trail to connect the proposed Class I path and multi-use trail within County of San Diego property on the west and to the proposed multi-use path through the Hanlon Walker property to the east. The City's Bicycle Master Plan shows the route running through the RCP Brick & Block manufacturing yard and utilizing the existing under-crossing at Magnolia Drive. This alignment is likely difficult, if not impossible, while the RCP plant is operating and alternative routes within this area are being proposed as part of this plan. A feasibility study has not been completed and is the next step.





052: SANTEE TOWN CENTER CLASS I PATH

LAND USE JURISDICTION:

City of Santee

PROJECT PROPONENT:

City of Santee

PROJECT STATUS:

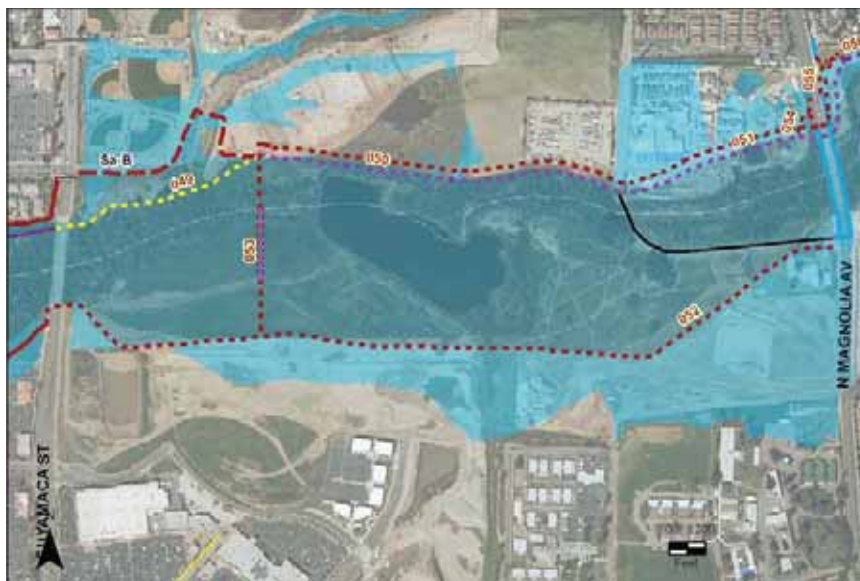
Contained within the City of Santee Bicycle Master Plan

FUNDING NEEDS:

\$1,900,000

PROJECT DESCRIPTION:

The City of Santee is proposing a Class I path to connect the existing Class I path along the southern edge of Mast Park to Magnolia Avenue on the east. The path is intended to be implemented as part of the future development of the property.



San Diego River Trail Gaps Analysis

053: SANTEE TOWN CENTER TO TOWN CENTER COMMUNITY PARK NON-VEHICULAR BRIDGE

LAND USE JURISDICTION:

City of Santee

PROJECT PROPONENT:

City of Santee

PROJECT STATUS:

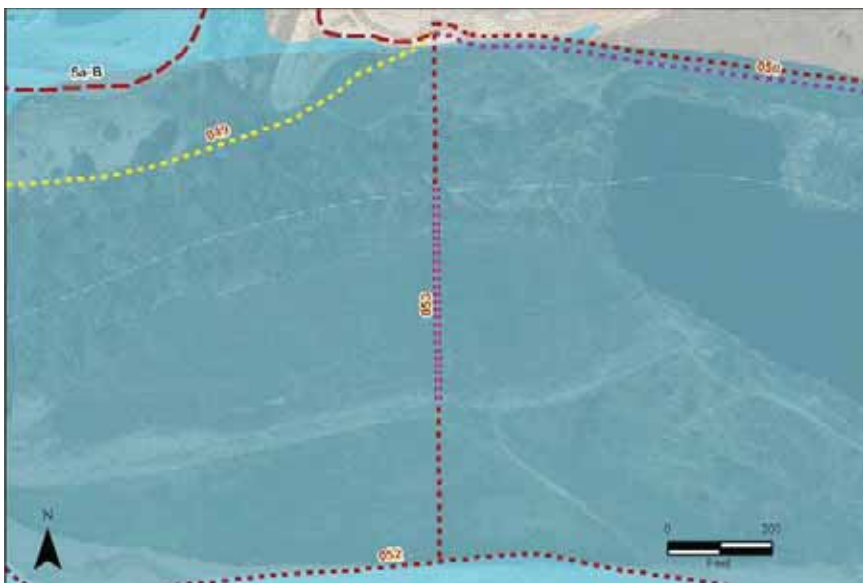
Feasibility study needed

FUNDING NEEDS:

\$3,000,000

PROJECT DESCRIPTION:

The City of Santee is proposing a non-vehicular bridge to connect the proposed Class I path within the future Santee Town Center development site to the Town Center Community Park on the north side of the river. Preliminary discussions with the U.S. Army Corps of Engineers have raised concerns regarding channel scour and flood conveyance. These concerns will need to be fully addressed for this segment to move forward.





054: RCP TO MAGNOLIA AVE SOUTH

LAND USE JURISDICTION:

City of Santee

PROJECT PROPONENT:

PROJECT STATUS:

Feasibility study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a Class I path connection from the west side of Magnolia Ave to the proposed Class I path and multi-use trail to avoid conflicts with the active RCP Brick & Block Plant. Discussions with and coordination between the City of Santee, the property owner, and RCP Brick & Block will be required to determine if the project is feasible.



San Diego River Trail Gaps Analysis

055: MAGNOLIA AVE NORTH TO HANLON WALKER

LAND USE JURISDICTION:

City of Santee

PROJECT PROPONENT:

PROJECT STATUS:

Feasibility study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a Class I path connection from the east side of Magnolia Ave to the proposed Class I path and multi-use trail and path to avoid conflicts with the active RCP Brick & Block Plant. Discussions with and coordination between the City of Santee, the property owner, and RCP Brick & Block will be required to determine if the project is feasible.





056: HANLON WALKER PROPERTY MULTI-USE PATH

LAND USE JURISDICTION:

City of Santee

PROJECT PROPONENT:

City of Santee, SDRC

PROJECT STATUS:

Contained within the City of Santee Bicycle Master Plan

FUNDING NEEDS:

\$2,100,000

PROJECT DESCRIPTION:

The San Diego River Conservancy is seeking to acquire the Hanlon Walker properties. Once acquired, a multi-use path will be planned to connect the planned Class I path and multi-use trail within RCP Brick & Block plant on the west and to the existing multi-use path through the Lakeside Baseball Park within the County to the east. A feasibility study has been completed and the next step would be to develop 30 percent design drawings and acquire requisite permits.



San Diego River Trail Gaps Analysis

057: CHANNEL ROAD TO SR-67 UNDERPASS

LAND USE JURISDICTION:

County of San Diego

PROJECT PROPONENT:

County of San Diego, Lakeside River Park Conservancy

PROJECT STATUS:

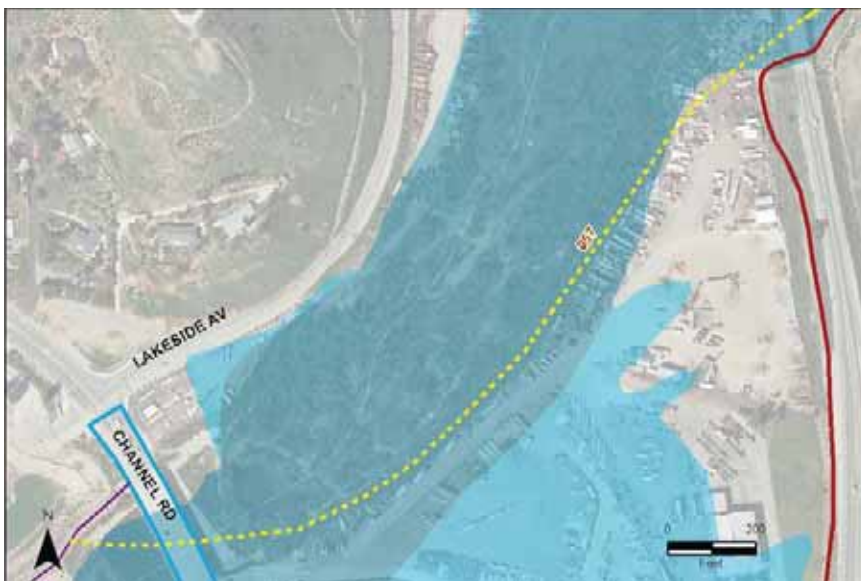
Feasibility study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a multi-use trail from Channel Road to the SR-67 Underpass. Discussions with the land owner will be required to determine if the project is feasible.





058: ASHWOOD STREET TO HELIX WATER DISTRICT

LAND USE JURISDICTION:

County of San Diego

PROJECT PROPONENT:

PROJECT STATUS:

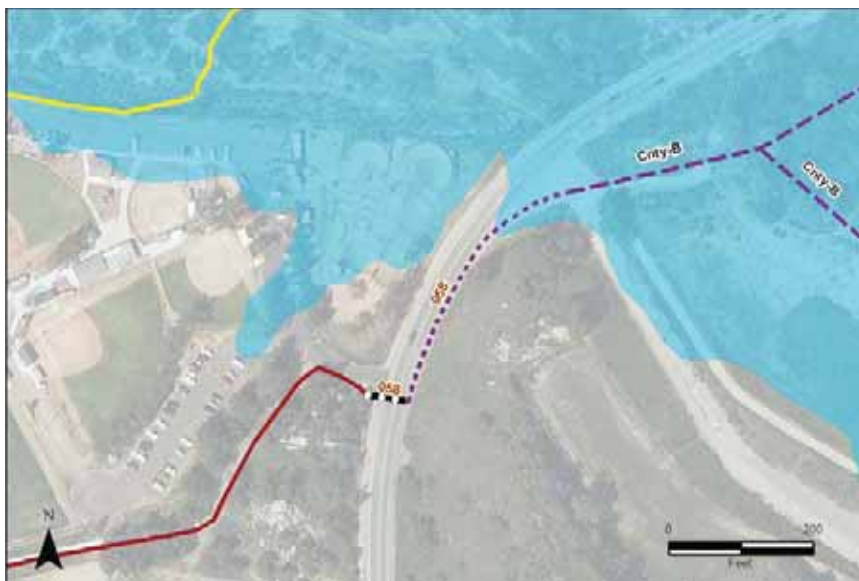
Needs a feasibility study completed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to add a pedestrian signal and multi-use path across Ashwood Street from the end of the existing Class I path within Cactus County Park to the planned multi-use path within the Helix Water District's property.



San Diego River Trail Gaps Analysis

059: EL MONTE ROAD TO FLUME

LAND USE JURISDICTION:

County of San Diego

PROJECT PROPONENT:

SDRC

PROJECT STATUS:

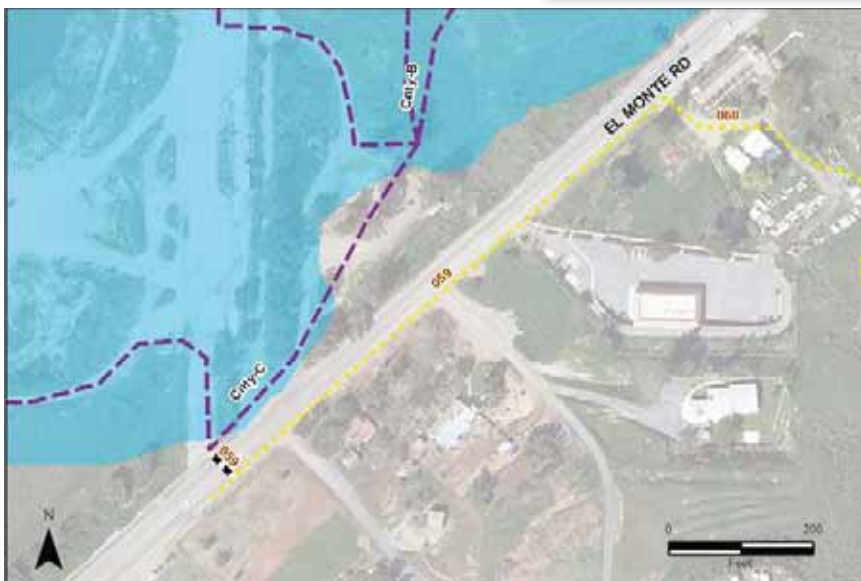
Feasibility study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a multi-use trail from the Hanson Pond proposed path across El Monte Valley Road via a pedestrian signal and through the Helix Water District historic pump house facilities and up the ridgeline to connect to the bench cut for the historic flume. Preliminary discussions with Helix Water District have occurred and the feasibility for an alignment up the slope has been assessed. However, additional coordination with Helix Water District is required to determine how the trail would route through or around the historic pump station facilities. Additionally, discussions with the County of San Diego will be required to determine if a road crossing is feasible.





060: WESTERN FLUME

LAND USE JURISDICTION:

County of San Diego

PROJECT PROPONENT:

County of San Diego, Helix Water District, SDRC

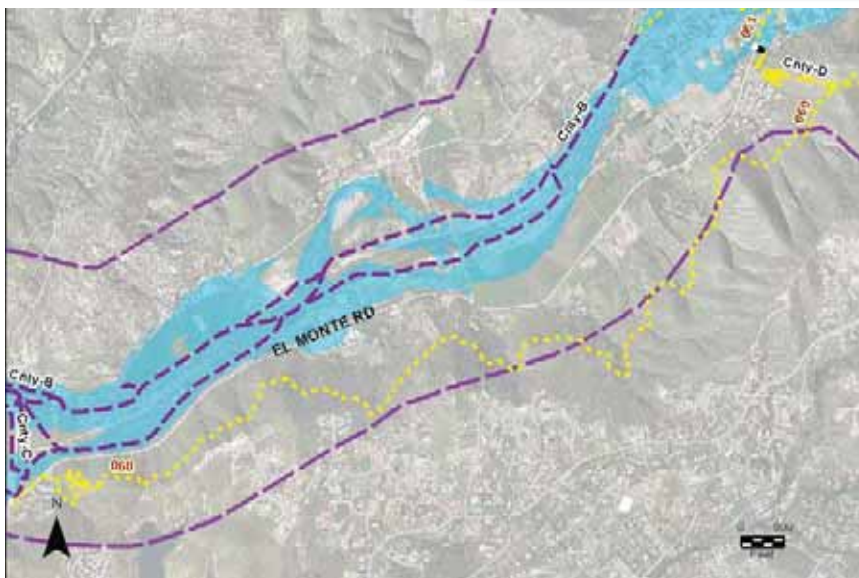
PROJECT STATUS:

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to convert the historic flume alignment into a multi-use trail. The western portion of the Flume Trail would run from the top of the ridge overlooking the historic pump station westward to the tunnel near El Monte County Park. The Helix Water District, County of San Diego, and San Diego River Conservancy have been coordinating on various aspects of this project for the last several years. Additional XXXX is still required in order to move this project forward.



San Diego River Trail Gaps Analysis

061: HELIX WATER DISTRICT TO EL MONTE COUNTY PARK

LAND USE JURISDICTION:

County of San Diego

PROJECT PROPONENT:

County of San Diego

PROJECT STATUS:

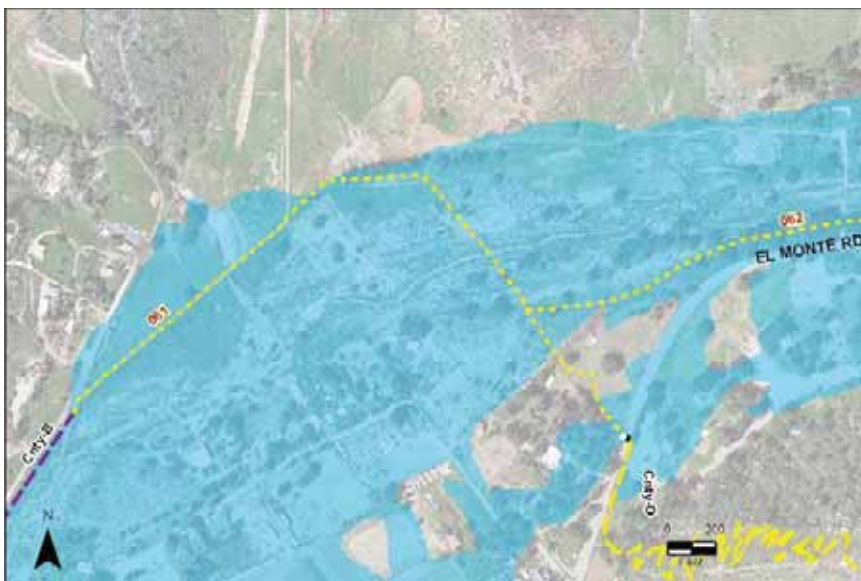
Feasibility study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a multi-use trail connection from the eastern end of the Helix Water District property along and across the river to the planned equestrian staging area and continuing east to the reservoir. Access to El Monte County Park from the staging area will be provided via crosswalk. Discussions with several private property owners will be required to determine if an alignment is feasible.





062: EL MONTE COUNTY PARK TO EL CAPITAN RESERVOIR

LAND USE JURISDICTION:

County of San Diego

PROJECT PROPONENT:

County of San Diego

PROJECT STATUS:

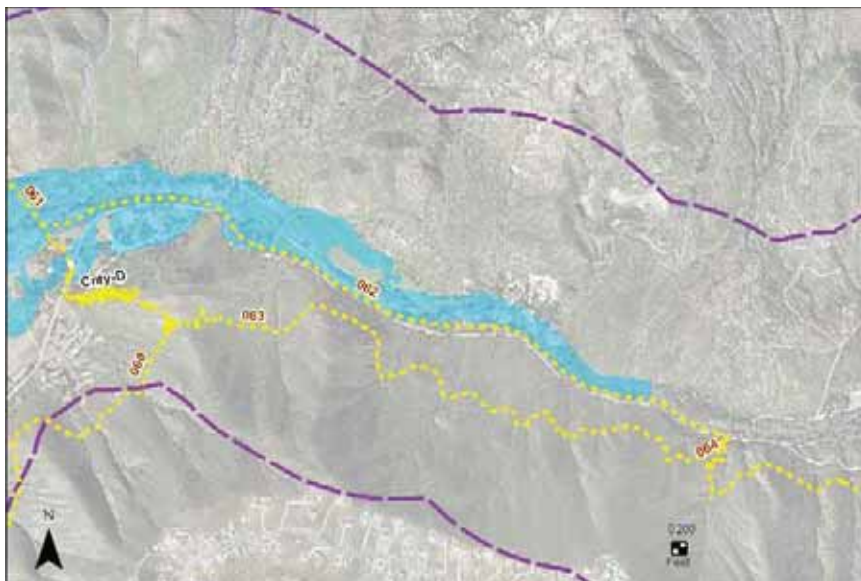
Feasibility study needed

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a multi-use trail connection from the El Monte County Park eastward along the river towards the El Capitan reservoir. Discussions with several private property owners will be required to determine if an alignment is feasible.



San Diego River Trail Gaps Analysis

063: EASTERN FLUME

LAND USE JURISDICTION:

County of San Diego

PROJECT PROPONENT:

County of San Diego, SDRC

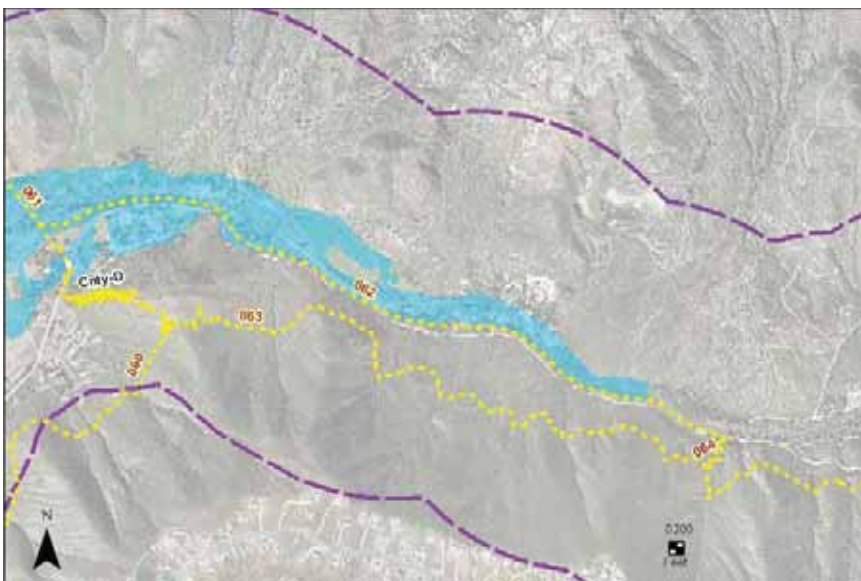
PROJECT STATUS:

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to convert the historic flume alignment into a multi-use trail. The eastern portion of the Flume Trail would run from the tunnel near El Monte County Park east until the historic flume intersects with El Monte Road near the El Capitan Reservoir Dam. The Helix Water District, County of San Diego, and San Diego River Conservancy have been coordinating on various aspects of this project for of the last several years.





064: FLUME TO EL MONTE ROAD

LAND USE JURISDICTION:

County of San Diego

PROJECT PROPONENT:

County of San Diego, SDRC

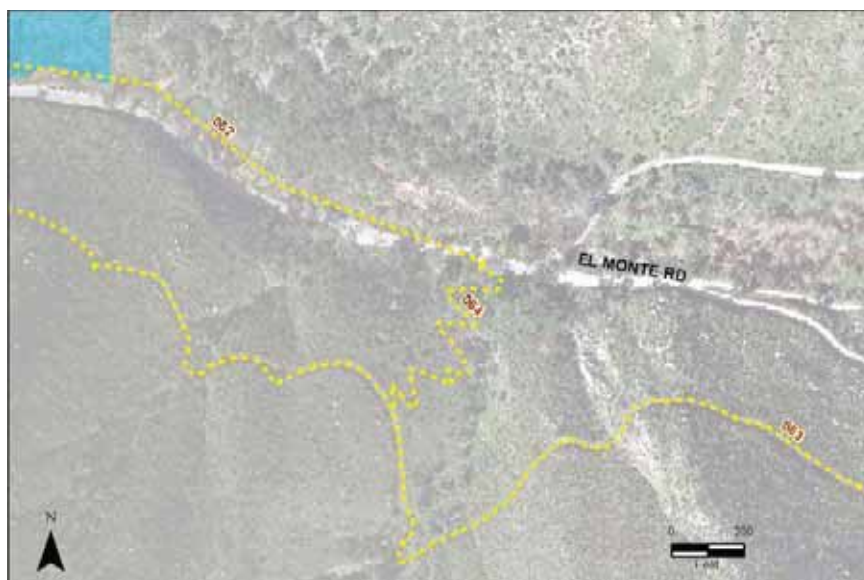
PROJECT STATUS:

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a multi-use trail from the historic flume down to El Monte Road just west of the gate used by the City of San Diego to seasonally restrict access to the El Capitan Reservoir. The preliminary alignment shown on the map was mapped using GPS during a reconnaissance hike.



San Diego River Trail Gaps Analysis

065: FLUME TO EL CAPITAN RESERVOIR PARKING LOT

LAND USE JURISDICTION:

County of San Diego

PROJECT PROPONENT:

County of San Diego, SDRC

PROJECT STATUS:

FUNDING NEEDS:

Unknown

PROJECT DESCRIPTION:

An opportunity may exist to create a multi-use trail from the eastern terminus of the historic flume eastward towards the boat ramp at the El Capitan Reservoir. The San Diego River Conservancy has been coordinating with the City of San Diego and the County of San Diego to determine the trails feasibility. The preliminary alignment shown on the map was mapped using GPS during a reconnaissance hike.

