

NOTICE OF EXEMPTION

To:

Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of San Diego
1600 Pacific Highway, Suite 260
San Diego, CA 92101

From:

San Diego Association of Governments [Lead Agency]
401 B Street, Suite 800
San Diego, CA 92101

Project Applicant: San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101
619-699-7390

Project Title: Bayshore Bikeway Barrio Logan Phase 2: Intersection Improvements.

Project Location: City of San Diego, San Diego County.

Description of Specific Location, Nature, Purpose, and Beneficiaries of Project:

The Bayshore Bikeway Barrio Logan Phase 2 project (Project) is part of the larger planned Bayshore Bikeway, a 24-mile multi-use path extending around the San Diego Bay. The Project is located in the City of San Diego, County of San Diego, California. The work to be performed is along 28th Street between Harbor Drive and Main Street, and at the intersections of BNSF and MTS rail lines and Sampson Street, Cesar Chavez Parkway, and Schley Street. All work will be done in City of San Diego, Burlington Northern Santa Fe (BNSF), and Metropolitan Transit System (MTS) right-of-way, and the Project will be approved by all three entities and the appropriate license agreements and temporary construction easements obtained prior to construction.

The Project will improve the signaling systems for the MTS trolley line at three cross streets, Sampson Street, Schley Street, and 28th Street and for the BNSF rail line at 28th Street. The improvements include installing advanced railroad preemption devices, modifying approaches on the MTS system, and modifications to existing MTS Siemens S7 software. Improvements at the Schley Street location is limited to signal improvements only. Improvements at Sampson Street include signal improvements, signage, and pavement marking, including the placement of new railroad warning signage and new railroad pavement markings to comply with current standards. At Cesar Chavez Parkway, new roadway signage will be installed to make compliant with current standards. The Project will replace and install new railroad active warning systems and traffic pre-signals on 28th Street. The existing overhead railroad cantilever structure on southbound 28th Street near the MTS tracks will be removed.

Additional improvements include ADA compliant sidewalks and track crossings, wider medians, improved pavement markings, a chain-link fence to direct pedestrians and cyclists, signage, relocation of existing utilities, repaving, street lighting, modifications to an existing storm drain system on the west side of 28th Street and north of the BNSF track, and other similar improvements. Signage will be installed at the intersection of Harbor Drive and Cesar Chavez Parkway.

The lane configuration for northbound 28th Street at Main Street will be revised to enhance safety. The existing lane configuration includes a left turn lane, exclusive through lane, and shared through and “de facto” right turn. The proposed project would restripe the lanes to provide an exclusive right turn lane. The re-striping of the 28th Street northbound lane configuration will improve safety and circulation by reducing the occurrences of vehicles stopped on the BNSF and MTS tracks while approaching Main Street. The new exclusive right turn lane would be created by re-striping pavement delineation, adding/modifying signs, and removing approximately eight on-street parking spaces. Additionally, re-painting of existing striping is proposed for maintenance purposes and to make compliant with current standards.

A primary purpose of the Project is to improve the existing preemption system to provide sufficient time for pedestrians and cyclists to complete their movement across the intersection before vehicles are given the priority to clear the intersection ahead of an approaching trolley or train. It is anticipated that the construction of the Bayshore Bikeway will increase pedestrian and cyclist traffic through the Project intersections. The advanced preemption system will provide increased safety to all intersection users.

Name of Public Agency Approving Project: San Diego Association of Governments

Name of Public Agency Carrying out Project: San Diego Association of Governments

Exempt Status:

Categorical Exemption. State code number: Section 15301(c), 15302(c), and 15304(f)

CEQA does not apply to the Project pursuant to CEQA Guidelines Sections 15301 (Class 1 – Existing Facilities), 15302 (Class 2 – Replacement or Reconstruction), and/or 15304 (Class 4 – Minor Alterations to Land)

Reasons Why Exempt from CEQA


The table below explains the reasons why the proposed project qualifies for a Categorical Exemption pursuant to CEQA Guidelines Sections 15301, 15302, and/or 15304.

CEQA Exemption	Reasons Why Proposed Project Qualifies for Exemption
<i>Categorical Exemption, Section 15301(c)</i>	
<p><i>Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of “existing facilities” itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of use. Examples include but are not limited to:</i></p> <p><i>(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes);</i></p>	<p>The proposed project qualifies for a categorical exemption from CEQA. The proposed project involves safety improvements that would involve no expansion of current use.</p>
<i>Categorical Exemption, Section 15302(c)</i>	
<p><i>Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on</i></p>	<p>The proposed project qualifies for a categorical exemption from CEQA. The</p>

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<p><i>the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including but not limited to:</i></p> <p><i>(c) Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity</i></p>	<p>proposed project involves utility and facility improvements located on essentially the same site as the existing utilities and facilities. The proposed project would enhance existing utilities and facilities which would have substantially the same purpose following completion of the proposed project.</p>
<p>Categorical Exemption, Section 15304(f)</p>	
<p><i>Class 4 consists of minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry or agricultural purposes. Examples include, but are not limited to:</i></p> <p><i>(f) Minor trenching and backfilling where the surface is restored</i></p>	<p>The proposed project qualifies for a categorical exemption from CEQA. The proposed project involves minor trenching for utility and facility upgrades.</p>

Responsible Agency Contact Person: Keith Greer

Area Code/Telephone: 619-699-7390

Signature: 

Date: 12/4/2023

Title: Chief Executive Officer

Signed by Lead Agency