

SCH #2010031115

SAN DIEGO REGIONAL BICYCLE PLAN

**FINAL Initial Study/
Mitigated Negative Declaration**

May 2010



401 B Street, Suite 800 • San Diego, CA 92101-4231 • (619) 699-1900

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PREFACE

This is a Final Initial Study/Mitigated Negative Declaration (IS/MND), prepared pursuant to the California Environmental Quality Act (CEQA), addressing potential environmental consequences of the implementation of the San Diego Regional Bicycle Plan. The Draft IS/MND was circulated for public review for a 30 day period that concluded on April 26, 2010.

Comment letters were received from the following agencies:

- The County of San Diego
- The Department of Fish and Game
- The Department of Toxic Substances Control
- The California Department of Transportation
- The California Public Utilities Commission

The Draft IS/MND was provided to the State Clearinghouse and documentation regarding its distribution of the document is included as well.



County of San Diego

ERIC GIBSON
DIRECTOR

DEPARTMENT OF PLANNING AND LAND USE

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April 26, 2010

Chris Kluth
SANDAG
401 B Street, Suite 800
San Diego, CA 92101
Sent via email to ckl@sandag.org

COMMENTS ON THE MITIGATED NEGATIVE DECLARATION FOR THE SAN DIEGO REGIONAL BICYCLE PLAN

The County of San Diego has received and reviewed the Mitigated Negative Declaration for the San Diego Regional Bicycle Plan dated March 25, 2010, and appreciates this opportunity to comment. In response to the document the County, has comments that identify issues that may have an affect on the unincorporated lands of San Diego County.

County Department of Planning and Land Use (DPLU) and Department of Public Works (DPW) staff has completed its review and has the following comments regarding the content of the above documents:

GENERAL COMMENTS

1. The County has reviewed the portion of the Regional Bicycle Plan located in the unincorporated portions of the County to determine if it is consistent with the Draft Mobility Element proposed by the County General Plan Update (GPU). The attached table identifies the segments that are included on the GPU Mobility Element. When the Regional Bicycle Plan is adopted, the County will amend its General Plan Mobility Element to indicate the County Mobility Element road segments that are part of the Regional Bicycle Transportation Plan to ensure adequate right-of-way is reserved.

Response to Comments

Response to County of San Diego Department of Planning and Land Use letter (dated April 26, 2010)

Comment 1

This comment has been received and noted. No response is necessary.

TRAFFIC AND TRANSPORTATION

Traffic / Transportation Planning staff has reviewed the Preliminary Draft San Diego Regional Bicycle Plan prepared by SANDAG and dated March 19, 2010. The following are our comments regarding the Plan:

2. The Regional Bicycle Plan (RBP) should list the criteria used in selecting the bicycle corridors and facilities. The RBP (Pg. 2) only provides a cursory statement identifying the selection process for the bicycle network.
3. The Regional Transportation Plan strives for a multimodal regional transportation network. Regionally significant arterials as shown on the Regional Arterial System of the current 2030 Regional Transportation Plan (RTP) are identified in the RTP. Bicycle facilities located along regionally significant arterials should be considered for inclusion in the RBP. (see attached Figure 6.6 from 2030 RTP)
4. The County has an adopted Bicycle Transportation Plan/Bicycle Master Plan. Bike facilities identified in the document should be considered for inclusion in the Bicycle Regional Plan, especially those that are located along regionally significant arterials. These would include roads such as South Mission Road in Fallbrook, Lake Jennings Road in Lakeside, Dye Road in Ramona, and Valley Center Road in Valley Center.
5. The RBP provides a brief synopsis of the project prioritization process and the demand-based criteria. On page 28, the RBP includes additional criteria for the prioritization process. Many jurisdictions have prepared and adopted Bicycle Master Plans that were based upon an assessment of bicycle needs and demands. Compliance with adopted Bicycle Master Plans should also be considered as a prioritization factor. Compliance with adopted Bicycle Master Plans is a requirement for many Bicycle Facility Grants.
6. The Regional Bicycle Plan should provide a discussion of the potential for cycling within smart growth opportunity areas in the unincorporated area. While separated by large distances to other regional smart growth areas, the unincorporated area contains smart growth defined rural village centers such as Ramona, Alpine, Valley Center, Fallbrook, Lakeside, etc. which have the potential for increased bicycle usage, with enhanced facilities.

If you have any questions or comments, please contact Bob Goralka, DPW, at (858) 874-4202 or via email at robert.goralka@sdcounty.ca.gov.

Comment 2

While a specific comment on the analysis in the IS/MND is not provided, it should be noted that Sections 3.3 and 3.4 of the Regional Bike Plan provide additional information on the corridor alignment and facilities classification process. During the development of the Regional Bicycle Plan a technical memorandum entitled "Proposed Regional Bicycle Corridor Alignments and Classifications & Regional Bicycle-Related Programs" was prepared, which provides a full discussion on this topic.

Comment 3

While a specific comment on the analysis in the IS/MND is not provided, it should be noted that the corridor alignments included in the Regional Bike Plan are based on the adopted Regional Bikeway Network from the 2030 RTP and were updated utilizing criteria to optimize connections between smart growth opportunity areas. Future updates to the Regional Bicycle Plan may consider adding corridors to the Regional Bicycle Network.

Comment 4

While a specific comment on the analysis in the IS/MND is not provided, it should be noted that the corridor alignments included in the Regional Bike Plan are based on the adopted Regional Bikeway Network from the 2030 RTP and were updated utilizing criteria to optimize connections between smart growth opportunity areas. Future updates to the Regional Bicycle Plan may consider adding corridors to the Regional Bicycle Network.

Comment 5

The Regional Bicycle Network could be considered a subset of the combined local bicycle networks and is comprised primarily of routes that are already a part of a local network.

Comment 6

While a specific comment on the analysis in the IS/MND is not provided, it should be noted that, unless expressly prohibited, all roadways should provide appropriate accommodations for bicyclists. SANDAG funds local bicycle plans, and through competitive grants provides funding opportunities to local jurisdictions for the design and construction of enhanced facilities.

April 26, 2010

The County of San Diego appreciates the opportunity to continue to participate in the environmental review process for this project. We look forward to receiving future environmental documents related to this project or providing additional assistance at your request. If you have any questions regarding these comments, please contact LeAnn Carmichael at (858) 694-3739 or email at leann.carmichael@sdcounty.ca.gov.

Sincerely,



ERIC GIBSON, Director
Department of Planning and Land Use

cc: Megan Jones, CAO Staff Officer, DCAO, (via email)
Trish Boaz, Chief, County Department of Parks and Recreation, (via email)
Nael Areigat/ John Thomas/Lee Shick/ Ed Sinsay/ Kenneth Brazell, Project
Manager, Department of Public Works, (via email)
Bob Goralka, Department of Public Works, Transportation Division, (via email)
LeAnn Carmichael, Land Use/Environmental Planning Manager, Department of
Planning and Land Use (via email)
Priscilla Jaszkwiaik, Administrative Secretary, Department of Planning and
Land Use, (via email)



California Natural Resources Agency
 DEPARTMENT OF FISH AND GAME
 South Coast Region
 4949 Viewridge Avenue
 San Diego, CA 92123
 (858) 467-4201
<http://www.dfg.ca.gov>

ARNOLD SCHWARZENEGGER, Governor
 JOHN MCCAMMAN, Director



April 26, 2010

Chris Kluth
 San Diego Association of Governments (SANDAG)
 401 B Street, Suite 800
 San Diego, CA 92101

Subject: Comments on the Mitigated Negative Declaration for the San Diego Regional Bicycle Plan, San Diego County, California (SCH# 2010031115)

Dear Mr. Kluth:

The Department of Fish and Game (Department) has reviewed the above-referenced draft Mitigated Negative Declaration (MND) for the San Diego Regional Bicycle Plan. The San Diego Association of Governments (SANDAG) is the lead agency. The comments provided herein are based on information provided in the MND, our knowledge of sensitive and declining vegetation communities in the County of San Diego, and our participation in regional conservation planning efforts.

The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA; Sections 15386 and 15381, respectively) and is responsible for ensuring appropriate conservation of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (CESA; Fish and Game Code Section 2050 *et seq.*) and other sections of the Fish and Game Code. The Department also administers the Natural Community Conservation Planning (NCCP) Program.

The MND indicates that the proposed bicycle plan is conceptual in nature and consists of an inter-connected network of bicycle corridors, support facilities, and programs. The proposed network is located throughout 19 local jurisdictions within San Diego County. CEQA documentation for some components of the network (e.g., the San Luis River Trail) have already been completed. Some segments of the network will require subsequent CEQA review. The Department will provide further recommendations when the associated CEQA documents are circulated for these portions of the project.

- 1 | According to the MND, the plan's recommended infrastructure improvements include over 200 miles of proposed bike transit corridors in the form of lanes, paths, and routes, most of which are proposed in existing developed areas and are not within sensitive biological resource areas. However, the MND indicates that several of the proposed Class I bike path alignments are adjacent to or within sensitive biological resource areas that may support candidate, sensitive, or special status species. Impacts to biological resources are to be evaluated on a project-by-project basis.
- 2 | The draft MND does not indicate whether any Class I bike paths are proposed to lie within or adjacent to regional NCCP preserve areas. The Department requests that the final MND identify

Conserving California's Wildlife Since 1870

Response to Department of Fish and Game letter (dated April 26, 2010)

Comment 1

This comment has been received and noted. Section 4(a) of the IS/MND acknowledges that, per Section 6.4 of the Regional Bicycle Plan, as projects are designed, impacts to biological resources will be evaluated on a project-by-project basis. Further, the IS/MND requires the implementation of Mitigation Measures Biology-1, 2, and 3 to reduce any potential impacts to a level less than significant. Mitigation Measure Biology-1 specifically requires that project proponents design trails to avoid impacts to candidate, sensitive, or special status species.

Comment 2

Section 4 of the IS/MND has been revised to include Figure 6 which illustrates the regional preserve area boundaries, as they relate to the proposed Regional Bicycle Plan network. While construction of Class I Bike Paths may occur within or adjacent to regional NCCP preserve areas, it should be noted that trails, including Class I Bike Paths, are considered to be a compatible land use within NCCP preserve areas.

- 2 | any trail segments that may be proposed for inclusion within NCCP preserve areas and include a map showing preserve boundaries and adjacency of the trail segments to these areas.

3 | Trails are considered a compatible land use within NCCP preserve areas. However, if trail segments are to be situated within NCCP preserve areas, trail placement should be designed to be compatible with the overarching strategies of the encompassing regional plan. For example, general management directives within the City of San Diego Multiple Species Conservation Program Subarea Plan include guidelines for limiting trails to the least sensitive areas of the Multi-Habitat Planning Area (MHPA) preserves, minimizing trail widths, particularly in core areas or wildlife corridors, installing appropriate signage and fencing to direct public use away from sensitive areas, etc. Subsequent CEQA analysis for any Class I trail segments that lie within preserve areas should include minimization and mitigation measures from the encompassing regional NCCP plan.

- 4 | The County Trails Plan (CTP) provides rigorous guidelines for trail alignment, design, use, and maintenance. Design of trails within biological open space should be consistent with the Biological Design Criteria of the CTP.

5 | Class I bike paths are not anticipated to be located within riparian areas; however, once designed, paths may involve wetland crossings. The Department has regulatory authority with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1600 *et seq.* of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA or SAA) Agreement is required. The Department's issuance of an LSA or SAA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a responsible agency. The Department as a responsible agency under CEQA may consider the local jurisdiction's (lead agency) Negative Declaration or Environmental Impact Report for the project. To minimize additional requirements by the Department pursuant to Section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA or SAA. A Lake and Streambed Alteration Agreement notification form may be obtained by writing to the Department of Fish and Game, 4949 Viewridge Avenue, San Diego, California 92123-1662 or by calling (858) 636-3160, or by accessing the Department's web site at <http://www.dfg.ca.gov/1600>.

6 | The Department recommends avoidance of direct impacts to listed plants to the extent possible. If any segment of the proposed network has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project, a CESA Permit (Section 2081 of the Fish and Game Code) is required. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to a project and mitigation measures may be required to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of a 2081 permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a 2081 permit.

Comment 3

Section 4(a) of the IS/MND acknowledges that, per Section 6.4 of the Regional Bicycle Plan, as projects are designed, impacts to biological resources will be evaluated on a project-by-project basis. Mitigation Measure Biology-1 requires that path alignments (e.g., Class I trail segments) shall be designed to avoid and minimize impacts to sensitive habitat communities. Alternative alignments may be identified during the design phase to reduce impacts to sensitive biological resources. While it is anticipated that trails will be consistent with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other approved local, regional, or state habitat conservation plans, Mitigation Measure Biology-1 and the analysis in Biology (e) has been revised for clarification of this commitment.

Comment 4

This comment has been received and noted. As stated in Section 4(e), at the time of project design and issuance of grading permit or other municipal permit, individual network segments would be reviewed by project proponents and the municipalities in which individual segments are proposed, to ensure consistency with local policies or ordinances protecting biological resources. This would include consistency with the County Trails Plan.

Comment 5

Section 4(b) of the IS/MND acknowledges that implementation of certain project features, such as Class I bike paths, have the potential to result in impacts to riparian and other sensitive natural communities (e.g., jurisdictional wetlands). Due to the conceptual nature of Regional Bicycle Plan and that a significant portion of the proposed Regional Bicycle Plan relates to policy guidance, which by definition is not site-specific, all potential impacts to stream or riparian resources cannot be identified at this time. Section 6.4 of the Regional Bicycle Plan requires subsequent environmental review on a project-by-project basis and as projects are designed, impacts to biological resources, including riparian and other sensitive natural communities, will be evaluated at that time. In addition, Mitigation Measure Biology-4 requires that if riparian habitats or jurisdictional wetlands are identified during infrastructure project development, they must be avoided, if

Chris Kluth
April 26, 2010
Page 3 of 3

We appreciate the opportunity to comment on the referenced DEA. Questions regarding this letter and further coordination on these issues should be directed to Meredith Osborne at (858) 636-3163.

Sincerely,



Edmund Pert
Regional Manager
South Coast Region

cc: Meredith Osborne, DFG, San Diego

possible. If impacts cannot be avoided, impacted areas shall be replaced with like quality or better quality habitat at a ratio required by the resource agencies with the goal of no net loss to wetlands. In addition, specific language has been added to Mitigation Measure Biology-4 to clarify that project applicants may be required to obtain permits (e.g. LSA or SAA) for impacts to riparian habitat/wetlands.

Comment 6

The California Endangered Species Act (CESA) Section 2081 Take Permit has been added to the list of potential permits that may be required for individual project segment implementation as provided in Section II of the IS/MND. In addition, Section 6.4 of the Regional Bicycle Plan requires subsequent environmental review on a project-by-project basis. As projects are designed, impacts to biological resources will be evaluated. The IS/MND requires the implementation of Mitigation Measure Biology-1, which states that all future projects be designed, in consultation with CDFG, to avoid impacts to candidate, sensitive, or special status species.



Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maziar Movassaghi, Acting Director
5796 Corporate Avenue
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Arnold Schwarzenegger
Governor

April 13, 2010

Mr. Chris Kluth
Regional Bicycle and Pedestrian Program Planner
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401 B Street, Suite 800
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NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
FOR THE SAN DIEGO REGIONAL BICYCLE PLAN PROJECT (SCH # 2010031115),
SAN DIEGO COUNTY

Dear Mr. Kluth:

The Department of Toxic Substances Control (DTSC) has received your submitted draft Initial Study (IS) and proposed draft Mitigated Negative Declaration (MND) for the above-mentioned project. The following project description is stated in your document: "The Regional Bicycle Plan contains goals and recommendations that are regional in scope and provides a planning framework to guide local and regional decision making. The network in the Regional Bicycle Plan is conceptual in nature and consists of an interconnected network of bicycle corridors, support facilities and programs. The Regional Bicycle Plan is a complementary document to the 2030 RTP, The RTP for the San Diego region, entitled 2030 San Diego Regional Transportation Plan, Pathways for the future, envisions a regional transit system that would be people's first choice for many trips. The proposed project is located throughout the 19 local municipalities in the region. The project occurs primarily on or adjacent to public streets, which are designated for transportation uses. Surrounding properties may be designated Residential, Commercial, Industrial, Open Spaces and Agriculture, Education, Institutional, Military Transportation and Utilities, and Undeveloped". DTSC has the following comments:

- 1) The MND should identify the mechanism to initiate any required investigation and/or remediation for any site in the Project area that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents. Please see comment No. 8 below for more information.

♻️ Printed on Recycled Paper

[Response to Department of Toxic Substances Control letter
\(dated April 13, 2010\)](#)

Comment 1
[Section 7\(d\) of the IS/MND acknowledges that implementation of certain features of the Regional Bicycle Plan may occur in locations listed as hazardous materials sites. Mitigation Measure Hazards-1 identifies the construction of Class I bike paths or any other network improvement projects requiring grading as the mechanism that would trigger the requirement for further hazardous materials record searches, investigations, and reviews. Mitigation Measure Hazards-1 also requires that if a hazardous materials site is identified, a qualified hazardous materials expert shall make recommendations for avoidance of any potential impacts or an alternative path alignment shall be identified.](#)

For all identified sites, the MND should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the pertinent regulatory agencies:

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
 - EnviroStor: A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
 - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) All environmental investigations, sampling and/or remediation for the site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found should be clearly summarized in a table.
- 3) If buildings or other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should be conducted for the presence of other related hazardous chemicals, lead-based paints or products,

Comment 2

Comment has been received and noted. Environmental investigations will be conducted on a project-specific basis, based on the requirement for further hazardous materials record searches and reviews as stated in Mitigation Measure Hazards-1.

Comment 3

Please see response to Comment 2.

mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.

- 4) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. If it is found necessary, a study of the site and a health risk assessment overseen and approved by the appropriate government agency and a qualified health risk assessor should be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 5) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 6) If during construction/demolition of the project, the soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented.
- 7) If the site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.
- 8) DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies which would not be considered responsible parties under CERCLA, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

Comment 4

Please see response to Comment 2.

Comment 5

Comment has been received and noted. As discussed in Section 7 (a&b) of the IS/MND, all handling and management of hazardous materials and waste would be regulated and would strictly adhere to local, state, and federal health and safety requirements.

Comment 6

Please see response to Comment 5.

Comment 7

As discussed in Section 7(d) of the IS/MND, a majority of the proposed bikeways would be created within the rights-of-way of public streets and developed areas. However, Class I bike lanes are not located on roadways and may involve grading. There is a potential that the paths could be proposed in a location listed as a hazardous materials site, including sites used for agricultural, livestock, or related activities. Environmental investigations will be conducted on a project-specific basis based on the requirement for further hazardous materials record searches and reviews as stated in Mitigation Measure Hazards-1.

Comment 8

Comment has been received and noted.

Mr. Chris Kluth
April 13, 2010
Page 4 of 4

If you have any questions regarding this letter, please contact Mr. Rafiq Ahmed, Project Manager, at rahmed@dtsc.ca.gov, or by phone at (714) 484-5491.

Sincerely,



Greg Holmes
Unit Chief
Brownfields and Environmental Restoration Program - Cypress Office

cc: Governor's Office of Planning and Research
State Clearinghouse
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CEQA Tracking Center
Department of Toxic Substances Control
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CEQA# 2860

DEPARTMENT OF TRANSPORTATION

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April 26, 2010

11-SD-VAR
 San Diego Regional Bicycle Plan
 Preliminary Draft MND
 SCH 2010031115

Mr. Chris Kluth
 SANDAG
 401 'B' Street, Suite 800
 San Diego, CA 92101

Dear Mr. Kluth:

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the Preliminary Draft Initial Study / Mitigated Negative Declaration (MND) for the San Diego Association of Governments' (SANDAG) San Diego Regional Bicycle Plan (Plan), located throughout the 19 local jurisdictions in San Diego County. Caltrans would like to submit the following comments:

Caltrans congratulates SANDAG for their efforts to create a Regional Bicycle Plan that will improve the safety and mobility of the bicycling public. The Plan provides a blueprint for a regional bicycle network that will close existing gaps while enhancing current bicycle facilities. The Plan is an important component of the Regional Transportation Plan (RTP) and integral to the implementation of several important initiatives and laws including: Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006; Senate Bill 375 (SB 375), Redesigning Communities to Reduce Greenhouse Gases; Assembly Bill 1358 (AB 1358), the Complete Streets Act; SANDAG's TransNet Policy 31, Rule 21; and Caltrans Deputy Directive 64-R1 (DD-64-R1), Complete Streets – Integrating the Transportation System.

1 While Caltrans views the Plan as a vital step in improving the mobility of active transportation users, there are locations identified in the Plan within Caltrans right-of-way that propose bicycle facilities that are not yet included in the Caltrans Highway Design Manual (HDM). In these instances, it may be necessary to modify the proposed treatment to a bicycle facility standard that is included in Chapter 1000 of the HDM or to pursue an experimental exemption on a site-by-site basis. Additionally, in certain locations under Caltrans jurisdiction, there may not be sufficient space to accommodate a bicycle facility type that is recommended in the Plan due to road width constraints. Caltrans will work with SANDAG and local agencies to create regionally acceptable bicycle facilities as we endeavor to accommodate bicyclists on the State Highway System as directed under DD-64-R1.

2

Caltrans appreciates the ongoing opportunity to work with SANDAG to build the proposed regional bicycle network. In the 2010 Regional Bicycle Plan, SANDAG staff and their consultants have created a vision for the region's bicycle users that is sure to be an example for other regions throughout California and the Nation to base their regional bicycle plans on. If you

"Caltrans improves mobility across California"

Response to Department of Transportation letter (dated April 26, 2010)

Comment 1

This comment has been received and noted. While a specific comment on the analysis in the IS/MND is not provided, it is noted here that as individual projects move forward, SANDAG will work with Caltrans to ensure that bicycle facilities located within Caltrans rights-of-way conform to the standard that is included in Chapter 1000 of the Caltrans Highway Design Manual (HDM) or work to pursue an exemption on a site-by-site basis.

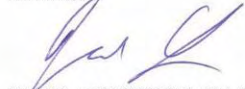
Comment 2

This comment has been received and noted. While a specific comment on the analysis in the IS/MND is not provided, it is noted here that there may be areas within Caltrans rights-of-way that do not provide adequate space to accommodate bicycle facilities as proposed in the Regional Bicycle Plan. As individual projects move forward, SANDAG will work with Caltrans to identify these areas and modify the design of individual planned segments as necessary.

Mr. Chris Kluth
April 26, 2010
Page 2

have further questions, please contact Connery Cepeda, Community Planning Liaison, at 619-688-6968, or Seth Cutter, Bicycle and Pedestrian Coordinator, at 619-688-2597.

Sincerely,



JACOB ARMSTRONG, Chief
Development Review Branch

"Caltrans improves mobility across California"

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

April 15, 2010

Chris Kluth
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Mr. Kluth:

Re: SCH# 2010031115; -San Diego Regional Bicycle Plan

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal-Mitigated Negative Declaration* from the State Clearinghouse for the regional bicycle plan. SANDAG's regional plan will provide the framework for future development of the county's bicycle network. RCES recommends that the plan include language to consider impacts and mitigation measures addressing safety issues when any bicycle system development proposals are adjacent to, near or over the railroad right-of-way.

For example, the creation of a bike path adjacent to or over a highway-rail crossing would greatly change the characteristics of a crossing and the crossing would need to be evaluated to mitigate any possible safety impacts the bike path might have on the crossing.

Please provide RCES staff with any proposed bike paths adjacent to, near or over highway-rail crossings.

If you have any questions in this matter, please contact Laurence Michael, Utilities Engineer at 213-576-7076, ldi@cpuc.ca.gov, or me at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

**Response to California Public Utilities Commission letter
(dated April 26, 2010)**

Comment 1

The Regional Bicycle Plan includes design measures, such as signage, dedicated lanes, and other features, that would clearly separate traffic flow in roadway and railroad rights-of-way from bike flows. Additionally, Mitigation Measure Transportation-1 would be implemented to ensure that adequate design features be recommended and incorporated on the individual project-specific level to allow for design of safe facilities, including those that may proposed bicycle facilities adjacent to, near, or over highway-rail crossings. Additionally, an encroachment permit from the California Public Utilities Commission Rail Crossing Engineering Section has been added to the list of State and Federal permits that may be required for individual project segment implementation included in Section II of the IS/MND.

Comment 2

The following bike paths are proposed adjacent to, near, or over highway-rail crossing: The Inland Rail Trail, Coastal Rail Trail, and the Bayshore Bikeway. These individual projects are at different stages in their development and project-specific environmental review is required for individual projects. CEQA documentation for some these has already been completed or may be in progress.

From Supervisor Cox:

p. 33 of the MND, the last sentence in Section e should read, “Therefore no conflicts with local policies or ordinances are anticipated.”

[Response to Supervisor Cox Comment](#)

[Comment 1](#)

[Comment Noted. This has been corrected in the final document.](#)

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|

ENVIRONMENTAL CHECKLIST FORM

I. PROJECT INFORMATION

- 1. Project Title: San Diego Regional Bicycle Plan
- 2. Lead Agency Name and Address: San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101-4231
- 3. Contact Person and Phone Number: Chris Kluth
(619) 699-1952
- 4. Project Location: San Diego County
- 5. Project Sponsor's Name: Same as lead agency
- 6. General Plan Designation: The project occurs primarily on or adjacent to public streets, which are designated for transportation uses. Surrounding properties may be designated Residential, Commercial, Industrial, Open Space and Agriculture, Education, Institutional, Military Transportation and Utilities, and Undeveloped.
- 7. Zoning: Primarily occurs on public streets and public rights-of-way throughout 19 local municipalities in the San Diego Region

II. INTRODUCTION

Introduction and Regulatory Guidance

SANDAG is the lead agency under the California Environmental Quality Act (CEQA) and is responsible for preparing and adopting this Initial Study/Mitigated Negative Declaration (IS/MND). Individual projects may be the responsibility of a given municipality in which the projects reside. Project-specific environmental review will be required for individual projects.

Under CEQA, the lead agency is the public agency with primary responsibility over approval of the proposed plan. SANDAG is the lead agency for the proposed San Diego Regional Bicycle Plan. SANDAG has prepared this IS/MND to determine the environmental effects of approval of the proposed plan in compliance with CEQA. The purpose of this document is to determine whether significant environmental impacts would occur with approval of the plan and to present to decision makers and the public the environmental effects of the proposed plan. As disclosed in the analysis contained herein, the potential environmental effects of the proposed project can be addressed through the implementation of several mitigation measures. With the adoption of these measures, it has been determined that the project would not cause significant impacts to the environment. This disclosure document is being made available to the public for review and comment. The IS/MND was available for a 30-day public review period from March 25, 2010 to April 23, 2010.

Comments should be addressed to:

Chris Kluth
Regional Bicycle and Pedestrian Program
SANDAG
401 B Street, Suite 800
San Diego, CA 92101
(619) 699-1952

E-mail comments may be addressed to ckl@sandag.org. If you have questions regarding the proposed IS/MND, please call Chris Kluth at (619) 699-1952. If you wish to send written comments (including via e-mail), they must be postmarked by April 23, 2010.

After comments are received from the public and reviewing agencies, SANDAG may adopt the MND and approve the proposed San Diego Regional Bicycle Plan.

A copy of the IS/MND is available for public review at the following locations:

- (1) SANDAG
401 B Street, Suite 800
San Diego, CA 92101
www.sandag.org/
- (2) San Diego Public Library (Central Library)
820 E. Street
San Diego, CA 92101

- (3) San Diego Public Library (City Heights Branch)
3795 Fairmount Avenue
San Diego, CA 92105
- (4) San Diego Public Library (College/Rolando Branch)
6600 Montezuma Road
San Diego, CA 92115
- (5) San Diego Public Library (Kensington/Normal Heights Branch)
4121 Adams Avenue
San Diego, CA 92116
- (6) San Diego Public Library (North Park Branch)
3795 31st Street
San Diego, CA 92104
- (7) San Diego Public Library (University Heights Branch)
4193 Park Boulevard
San Diego, CA 92103

In addition, a copy of the IS/MND has been submitted to the County of San Diego Library system, San Diego Community College District Library, San Diego State University Library, and Serra Cooperative Library System.

Summary of Findings

Individual projects may be at different stages in their development. CEQA documentation for some of the proposed network components has already been completed or may be in progress. The proposed bicycle network is conceptual in nature and, as described in Section 6.3 of the Regional Bicycle Plan, will undergo further project-specific environmental review.

Chapter VI of this document contains the evaluation and discussion of potential environmental impacts of the approval of the proposed San Diego Regional Bicycle Plan (Regional Bicycle Plan). Based on the issues evaluated in this chapter, it was determined that the proposed project would have no impact related to the following issue areas:

- Agricultural Resources
- Population and Housing

Impacts of the proposed project were determined to be less than significant for the following issue areas:

- Land Use and Planning
- Mineral Resources
- Recreation
- Global Warming

Impacts of the proposed project were determined to be less than significant with mitigation incorporation for the following issue areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Public Services
- Transportation and Traffic
- Utilities and Service Systems

Permits and Discretionary Actions

This document is a programmatic document to evaluate potential environmental impacts of approval of the proposed Regional Bicycle Plan. Future permitting requirements may be identified during project-specific analysis for individual plan components (e.g., design and construction of a proposed bicycle network segment). The following is a list of state and federal permits that may be required for individual projects. Projects will also be required to obtain local permits from the municipality in which the improvements are proposed. An exhaustive list of local permits was not generated for the 19 municipalities that the proposed Regional Bicycle Plan covers. Rather, as network segments are designed and implemented, those individual projects would be reviewed under the appropriate local agency project review process. This list may not be comprehensive. As projects are designed, additional permits beyond those identified below may be required.

List of State and Federal Permits That May Be Required for Individual Project Segment Implementation

Permit/Approval Required	Responsible Agent
Clean Water Act Section 404 Permit	U.S. Army Corps of Engineers
Clean Water Act Section 401 Certification	Regional Water Quality Control Board
State Fish and Game Code Section 1602 Streambed Alteration Agreement	California Department of Fish and Game
Compliance with Construction Activities Storm Water General Permit	State Water Resources Control Board
Federal Endangered Species Act Section 7 or Section 10(a) Take Permit	U.S. Fish and Wildlife Service
California Endangered Species Act Section 2081 Take Permit	California Department of Fish and Game
Encroachment permit for projects within the highway s -rights-of-way	Caltrans District 11
Encroachment permit for projects within the railroad rights- of-way	California Public Utilities Commission Rail Crossing Engineering Section

Subsequent Environmental Review

The network in the Regional Bicycle Plan is conceptual in nature and consists of an interconnected network of bicycle corridors, support facilities and programs. As a result, subsequent environmental review will necessarily occur during project-specific analysis of individual plan components (e.g., design and construction of each proposed bicycle network segment). For those individual proposed segments where mitigation is necessary to avoid or reduce environmental impacts to a less than significant level, alternative alignments of the segment may be analyzed to determine the best segment location to avoid or reduce impacts, while still conforming to the Regional Bicycle Plan. Because the Regional Bicycle Plan network is conceptual, an alternative alignment for any segment that avoids or reduces significant environmental impacts may become the selected alignment for implementing the Regional Bicycle Plan.

III. PROJECT DESCRIPTION

Introduction

The Regional Bicycle Plan contains goals and recommendations that are regional in scope and provides a planning framework to guide local and regional decision making. As a large and complex region where many trips are interjurisdictional, the San Diego region requires a complete and integrated network of bikeways and support facilities to increase bicycling trips. While bicycle planning and policy making are primarily focused at a local level, the development of the Regional Bicycle Plan provides an opportunity to improve coordination and connectivity between jurisdictions and with SANDAG. The Regional Bicycle Plan also provides guidance to local decision makers on the design of bicycle facilities, development of programs, and for prioritizing improvement projects. The Plan outlines the necessary steps for a phased implementation strategy where the prioritization of projects and detailed financing options will be undertaken in a subsequent effort that coincides with the update to the Regional Transportation Plan (RTP) in 2050.

Project Location and Setting

The proposed project is located throughout the 19 local municipalities in the region: Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and unincorporated areas within the County of San Diego (Figure 1).

The land uses adjacent to the proposed project alignment include developed with mixes of commercial, office, park, institutional, residential development of varying densities, and open space.

Background and Need for the Proposed Project

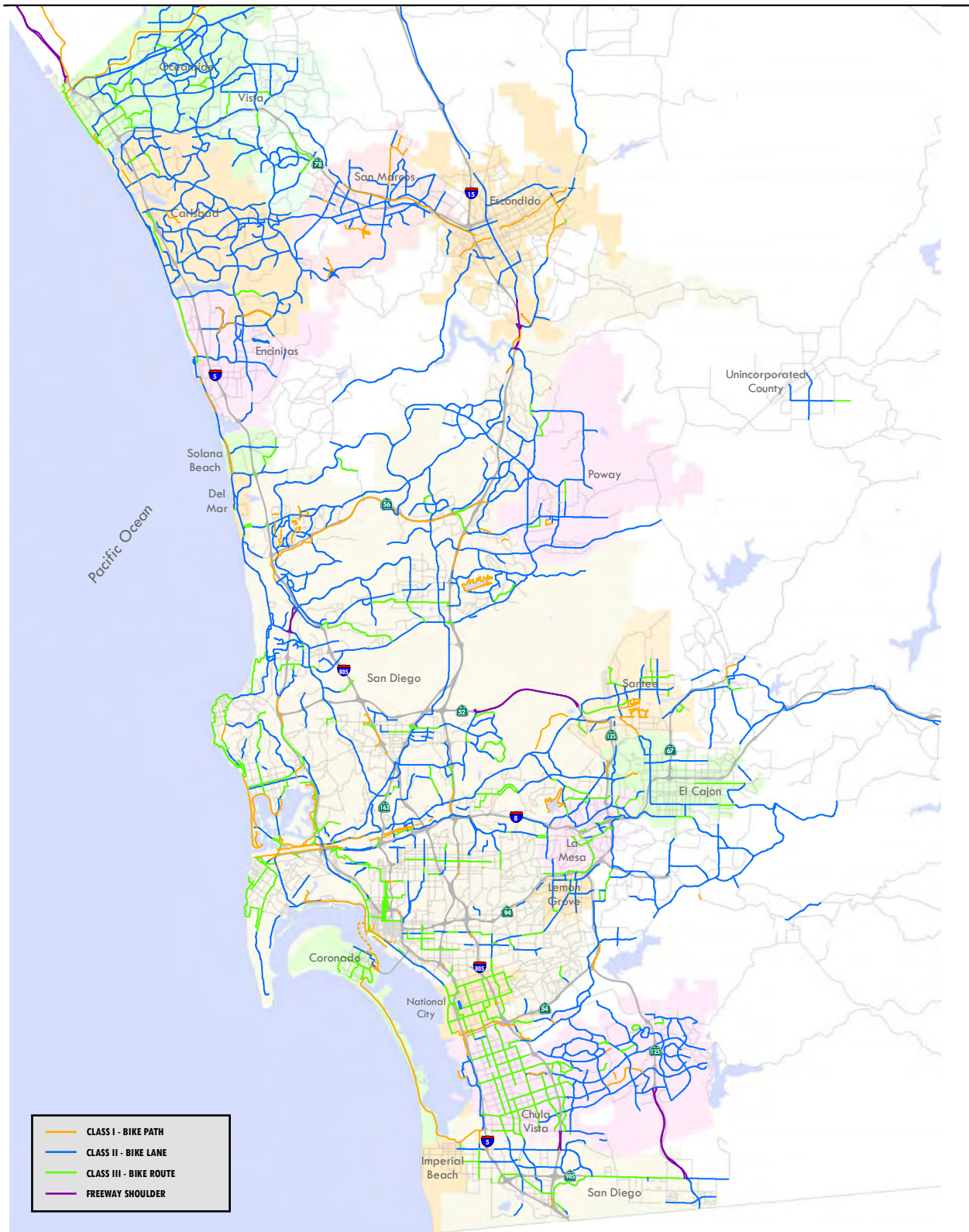
Since early 2008, SANDAG has been working on the Regional Bicycle Plan. The network selection and classification process included extensive public outreach, consultation with the Bicycle-Pedestrian Working Group (BPWG) composed of local jurisdiction representatives, and geographic information system (GIS) mapping and modeling to refine the network and proposed bicycle facilities.

The Regional Bicycle Plan is a complementary document to the 2030 RTP, The RTP for the San Diego region, entitled 2030 San Diego Regional Transportation Plan, Pathways for the Future, envisions a regional transit system that would be people's first choice for many trips. The RTP is the transportation component of the Regional Comprehensive Plan (RCP) (SANDAG 2004). The RCP establishes a vision for transportation in the region. A part of this vision is a transportation system that makes walking, biking, and using transit more convenient and desirable options. The Regional Bicycle Plan provides a long-range blueprint to advance the bicycling component of the RCP vision.

Project Goals and Objectives

The proposed project is intended to achieve the following interrelated goals:

1. Significantly Increase Levels of Bicycling throughout the San Diego Region
2. Improve Bicycling Safety through Education and Enforcement
3. Encourage the Development of Complete Streets



Source: Alta Planning + Design, March 2010

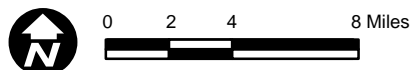


Figure 1
Local and Regional Bicycle Facilities in San Diego County

4. Support Reductions in Greenhouse Gas Emissions
5. Improve Bicycling Safety through Education and Enforcement
6. Increase Community Support for Bicycling

The following objectives have been identified to achieve those goals listed above:

1. Improve the connectivity and quality of the regional bicycle network
2. Provide policy direction and funding to assist local jurisdictions with bicycle planning and project implementation
3. Support bicycle-transit integration to improve access to major employment and other activity centers and to encourage multimodal travel for longer trip distances
4. Ensure the provision of convenient and secure bicycle parking and support facilities regionwide
5. Institutionalize Complete Streets¹ principles in roadway planning, design, and maintenance policies
6. Increase education, encouragement, enforcement, and performance monitoring and evaluation programs

Project Characteristics

The Regional Bicycle Plan provides a vision for a distinctive regional bicycle system, including facility classifications, alternative alignments, and recommendations for systemwide improvements. The Regional Bicycle Plan outlines a range of recommendations to facilitate accomplishing the regional goals of increasing the number of people who bike and frequency of bicycle trips for all purposes, encouraging the development of Complete Streets, improving safety for bicyclists, and increasing public awareness and support for bicycling in the San Diego region. The recommendations include bicycle infrastructure improvements and bicycle-related programs, implementation strategies, policies and design guidelines. Key components of the Regional Bicycle Plan are outlined below.

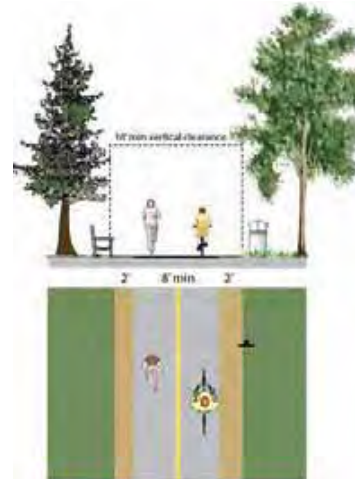
Proposed Bicycle Infrastructure Improvements

The Regional Bicycle Plan presents an interconnected network of bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a greater number of the region's residents and visitors. The Regional Bicycle Plan would enable residents to bicycle with greater safety, directness, and convenience within and between major regional destinations and activity centers. The regional network consists of regionally significant bicycle facilities, including standard bikeways and innovative facilities and programs such as bicycle boulevards, bicycle parking, and a regional bike sharing program. The network includes Class I bike paths, Class II bike lanes, and Class III bike routes (Figure 2a). The network also has two facility types that are not defined as bikeways by the California Department of Transportation (Caltrans)—bicycle boulevards and cycle tracks (Figure 2b). These facilities will serve as demonstration projects to study their potential to

¹ In 2008 California passed the Complete Streets Act, joining several states and local governments who have adopted a variety of policies to achieve complete streets. Implementing Complete Streets legislation requires educating professionals whose work directly or indirectly impacts the roadway environment. Achieving 'Complete Streets' requires shifting the paradigm of roadway planning and design away from preference to motorists and toward an approach that accommodates all forms of travelers, including bicyclists, pedestrians, transit riders, children, older people, disabled people, and motorists.

Class I - Bike Path

Bike paths are bikeways that are physically separated from vehicular traffic. Also termed shared-use paths, bike paths accommodate bicycle, pedestrian, and other non-motorized travel. Paths can be constructed in roadway right-of-way or independent right-of-way. Bike paths provide critical connections in the region where roadways are absent or are not conducive to bicycle travel.



Class II - Bike Lanes

Bike lanes are defined by pavement markings and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Within the regional corridor system, bike lanes should be enhanced with treatments that improve safety and connectivity by addressing site-specific issues. Such treatments include innovative signage, intersection treatments, and bicycle loop detectors.



Class III - Bike Routes

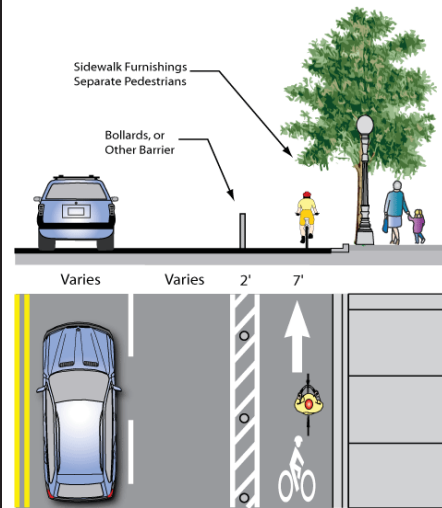
Bike routes are located on shared roadways that accommodate vehicles and bicycles in the same travel lane. Established by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand. Within the regional corridor system, bike routes should be enhanced with treatments that improve safety and connectivity by addressing site-specific issues.



Figure 2a
Regional Corridor Classification System

Cycle Tracks

A cycle track is a hybrid type bicycle facility that combines the experience of a separated path with the on-street infrastructure of a conventional bike lane. Cycle tracks are bikeways located in roadway right-of-way but separated from vehicle lanes by physical barriers or buffers. Cycle tracks provide for one-way bicycle travel in each direction adjacent to vehicular travel lanes and are exclusively for bicycle use. **Cycle tracks are not recognized by Caltrans Highway Design Manual as a bikeway facility.** Development of cycle track on segments of the regional corridor system is proposed as experimental, pilot projects.



Bicycle Boulevards

Bicycle boulevards are local roads or residential streets that have been enhanced with traffic calming and other treatments to facilitate safe and convenient bicycle travel. Bicycle boulevards accommodate bicyclists and motorists in the same travel lanes, typically without specific vehicle or bicycle lane delineation. These roadway designations prioritize bicycle travel above vehicular travel. The treatments applied to create a bike boulevard heighten motorists' awareness of bicyclists and slow vehicle traffic, making the boulevard more conducive to safe bicycle and pedestrian activity. Bicycle boulevard treatments include signage, pavement markings, intersection treatments, traffic calming measures and can include traffic diversions. **Bicycle boulevards are not defined as bikeways by Caltrans Highway Design Manual however the basic design features of bicycle boulevards comply with Caltrans standards.**

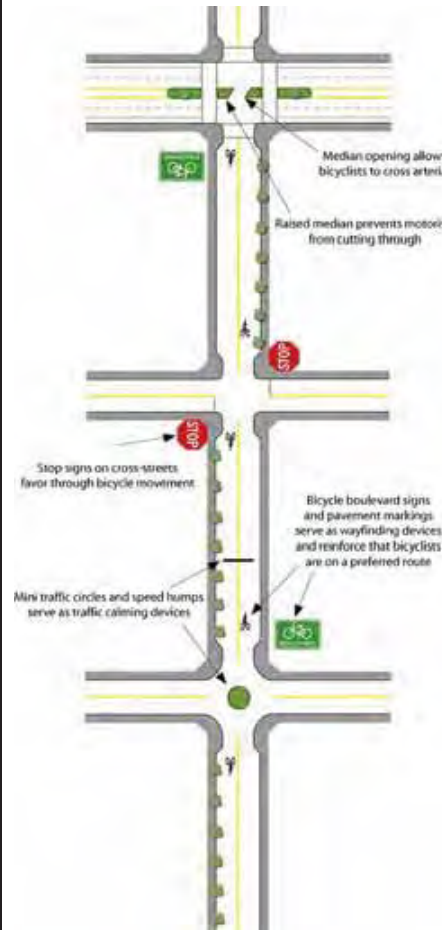


Figure 2b
Regional Corridor Classification System

provide greater safety and comfort to bicyclists. While bike lanes, bike routes, bicycle boulevards, and cycle tracks are all associated with or directly adjacent to roadways, Class I bike paths are typically independent of roadways.

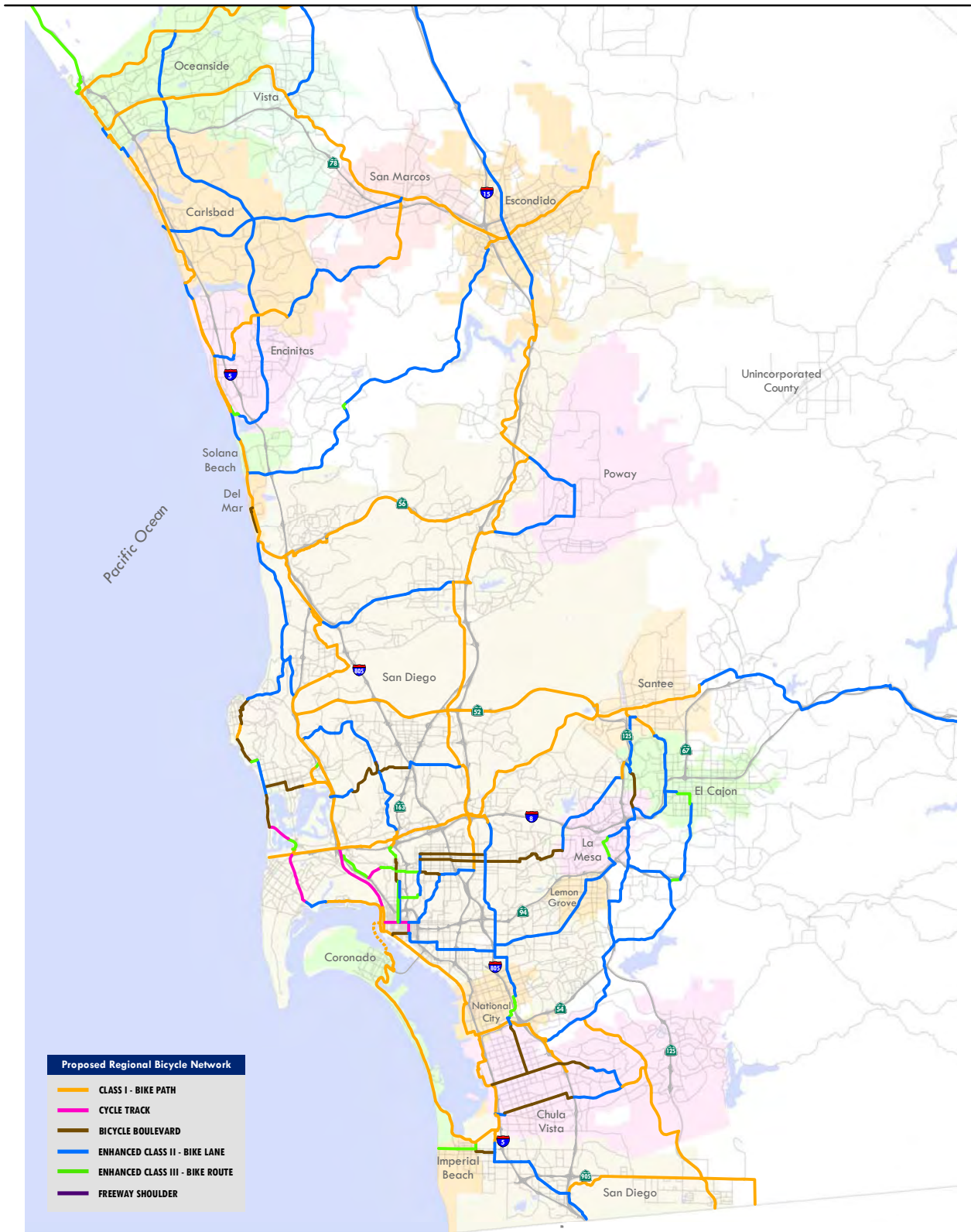
~~The regional bicycle network is one of two bicycle network alternatives developed to reflect varying future funding scenarios. The preferred regional bicycle network is based on region-wide bicycle system need without consideration of short-term fiscal constraints. The –alternative “revenue constrained network” assumes a funding scenario in which only currently known federal, state, and local transportation revenues are available and,–supplemented with additional resources that are anticipated to become available through 2050. Two alternative networks were developed to reflect varying future funding scenarios: a Revenue Constrained scenario and an Unconstrained Revenue scenario. The network alignments associated with each of the two funding scenarios are identical; however, facility types vary. For example, a particular regional corridor may include bike paths along several segments under the an Unconstrained unconstrained Revenue revenue scenario, and bicycle lanes along the same segments under the a Revenue revenue Constrained constrained scenario. The bicycle network associated with the unconstrained Revenue revenue Constrained scenario is proposed as the preferred network in the Regional Bicycle Plan (Figure 3) and is described in further detail in Chapter 3 of the Regional Bicycle Plan This preferred network includes 507-515 miles of bicycle path-facilities with 275-4 of those miles currently unbuilt. The 214-275 miles of proposed future improvements are detailed in Table 1 and depicted in Figure 4. The remaining 293-240 miles are existing facilities. The preferred network is similar to the network proposed in the 2030 RTP but includes an additional six–seven corridors and some realignment of previously proposed corridors, as shown in Figure 3.~~

To enhance the utility of the regional bicycle network, this plan also includes provisions for secure and convenient bicycle parking and support facilities that encourage utility bicycling and multimodal trip taking.

Recommended Programs

The Regional Bicycle Plan describes five categories of bicycle-related programs: education, marketing/public awareness, encouragement, enforcement, and monitoring and evaluation that are essential facets of the overall bicycle system envisioned for the San Diego region. This plan identifies six regional program priority recommendations from the categories described below to ensure that the region’s bicycle programming is comprehensive. The six regional bicycle program priorities are:

- A Complete Streets training program for professionals whose work impacts the bicycling environment, including planners, engineers, and policy makers.
- Education
- Marketing/Public Awareness
- Bike to Work Month activities that build on the enthusiasm of Bike to Work Day and broaden the impact of this popular event. (Marketing/Public Awareness Program)
- A regional Bike Sharing Program that furnishes key regional destinations, transit centers, and major activity centers with public on-demand bicycles and facilities. (Encouragement)
- An annual monitoring and evaluation program that gauges the effectiveness of the region’s approach to bicycle planning and implementation by measuring bicycle and pedestrian activity levels and identifying behavioral and attitudinal changes of roadway users. (Monitoring and Evaluation)



Source: Alta Planning + Design, March 2009



Figure 3
Proposed Bicycle Network

**Table 1
Facility Types for the Revenue Constrained Regional Bicycle Network**

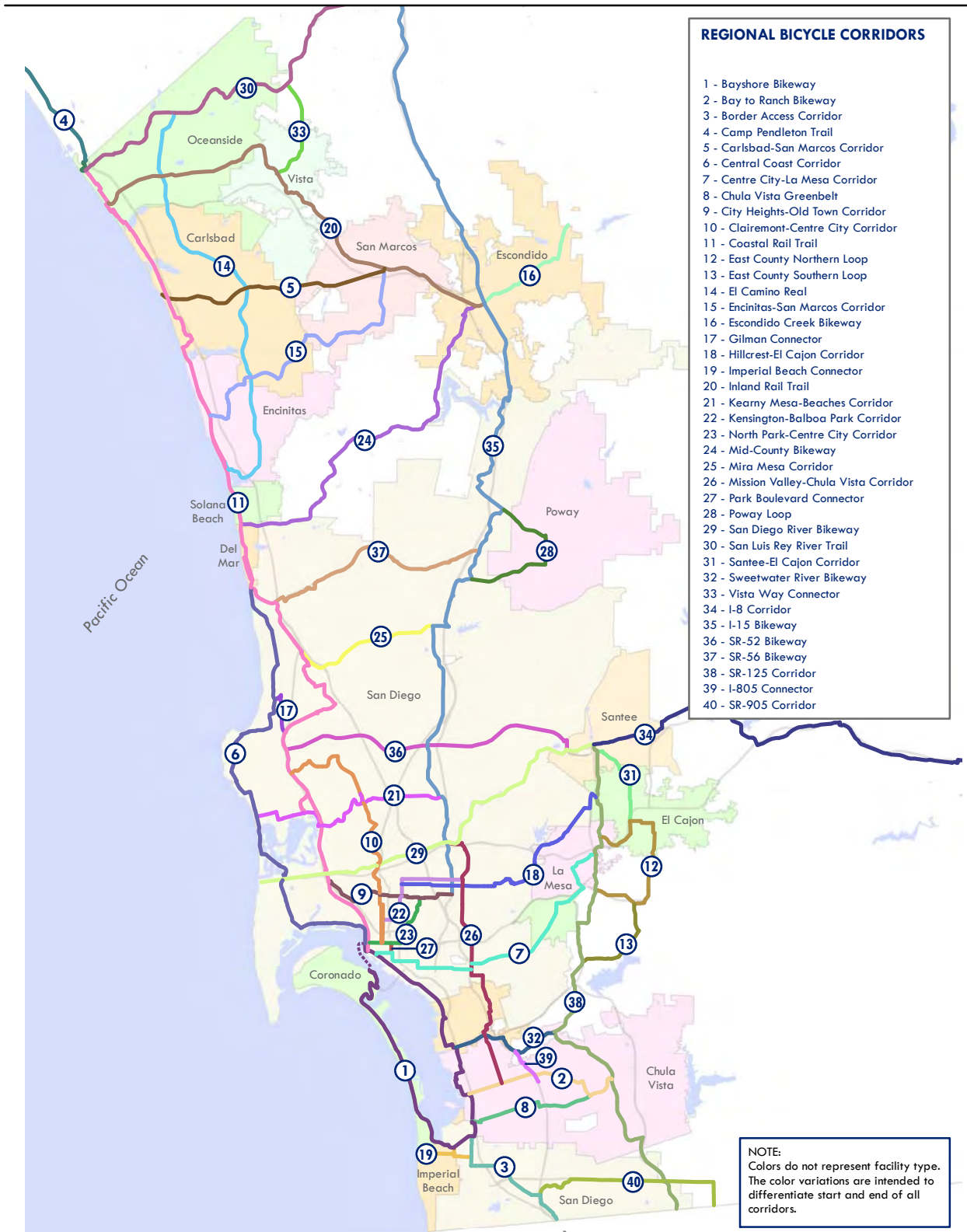
Name	Beginning	End	Total Miles	Miles of Unbuilt Facility						
				Unbuilt Miles	Class I	Class II ³	Class II ⁴	Class III	Bike Blvd	Cycle Track
Bayshore Bikeway	Central Coast Corridor	Central Coast Corridor	23.8	119.2	119.2	0	0	0	0	0
Bay to Ranch Bikeway	Bayshore Bikeway	Chula Vista Greenbelt Otay River	7.46 0	4.89	0	0	0.7	0	4.19	0
Border Access Corridor (Preferred Alternative)	Bayshore Bikeway	San Ysidro Border Crossing, San Diego	6.43	3.14	0	0	3.14	0	0	0
Camp Pendleton Trail	Northern boundary of County of San Diego	San Luis Rey River Trail, Oceanside	18.9	18.1	0	0	0	18.1	0	0
Carlsbad - San Marcos Corridor	Coastal Rail Trail, Carlsbad	Inland Rail Trail, San Marcos	10.3	0.7	0	0.7	0	0	0	0
Central Coast Corridor	Coastal Rail Trail, Del Mar	Bayshore Bikeway, San Diego	22.1	8.53	0	0	1.57	0.143	3.89	3.19
Centre City - La Mesa Corridor	Bayshore Bikeway, San Diego	SR-125 Corridor	13.76	7.3	0	0	6.86	0.7	0.7	0
Chula Vista Greenbelt Otay River (Preferred Alternative)	Bayshore Bikeway, San Diego	SR-125 Corridor, Chula Vista	5.77 4	3.8	0	0	0.8	0	3.0	0
City Heights - Old Town Corridor	Coastal Rail Trail	I-15 Bikeway	6.24	5.5	0	0	1.32 2.9	2.6	0.9	0.79
Clairemont - Centre City Corridor	Coastal Rail Trail	North Park - Centre City Corridor	13.9	7.75	0.98	0	4.2	1.54	1.1	0
Coastal Rail Trail	San Luis Rey River Trail, Oceanside	Bayshore Bikeway, San Diego	44.32 9	34.02 9.7	299.52	0	04.2	0	1.2	34.1
East County Northern Loop	SR-125 Corridor, La Mesa	SR-125 Corridor, County of San Diego	9.2	3.7	0	2.34 7	0.6	1.4	0	0
East County Southern Loop	East County Northern Loop, El Cajon	SR-125 Corridor, County of San Diego	4.32	1.19	0	0	1.19	0	0	0
El Camino Real	San Luis Rey River Trail, Oceanside	Coastal Rail Trail, Encinitas	20.0	3.8	0	3.2	0	0.6	0	0
Encinitas - San Marcos Corridor	Coastal Rail Trail, Encinitas	Inland Rail Trail, San Marcos	13.32	4.21 3	4.19	0.14	0.9	0	0	0
Escondido Creek Bikeway	I-15 Bikeway, Escondido	Valley Centre Rd, Escondido	5.98	2.31 6	2.39 6	0	4.0	0	0	0
Gilman Connector	Central Coast Corridor, San Diego	Coastal Rail Trail	2.0	0	0	0	0	0	0	0
Hillcrest - El Cajon Corridor	Kensington - Balboa Park Corridor	SR-125 Corridor	11.5	6.87	0	0.44	0.2	0	6.4	0

Name	Beginning	End	Total Miles	Miles of Unbuilt Facility						
				Unbuilt Miles	Class I	Class II ¹	Class II ²	Class III	Bike Blvd	Cycle Track
Imperial Beach Connector	Seacoast Drive, Imperial Beach	Border Access	2.64	2.43	0	0	0	1.5 2.3	0.99	0
Inland Rail Trail	Coastal Rail Trail, Oceanside	I-15 Bikeway, Escondido	20.7	14.84	14.84	0	0	0	0	0
Kearny Mesa - Beaches Corridor (Preferred Alternative)	Central Coast Corridor, Pacific Beach	I-15 Bikeway, San Diego	10.4	8.47 3	1.60 3	1.0 3	0	0	5.87	0
Kensington - Balboa Park Corridor	Clairemont - Centre City Corridor	Mission Valley - Chula Vista Corridor	5.3	4.3	0	0.7	3.1 7.6	0	2.60	0
North Park - Centre City Corridor	City Heights - Old Town Corridor	Coastal Rail Trail	3.7	1.54	0	0.1	0.5 4	0	0	1.09
Mid-County Bikeway Corridor	Coastal Rail Trail, Del Mar	Inland Rail Trail	17.32	4.65 9	0	0.5 5	4.0 4	0.2	0	0
Mira Mesa Corridor	Coastal Rail Trail, San Diego	I-15 Bikeway	6.55 9	1.84	0.7	1.14	0	0	0	0
Mission Valley - Chula Vista Corridor	San Diego River Bikeway, San Diego	Bay to Ranch Bikeway, Chula Vista	12.5	10.38 2	0.7	2.16 4	4.2 0.6	1.2	2.10	0
Park Boulevard Connector	North Park - Centre City Corridor	Centre City - La Mesa Corridor	0.4	0.4	0	0	0.4	0	0	0.4
Poway Loop	I-15 Bikeway, San Diego	I-15 Bikeway, San Diego	6.9	0	0	0	0	0	0	0
San Diego River Bikeway	Voltaire St, San Diego	SR-125 Corridor, Santee	17.94 7	10.78 5	10.7 8.5	0	0	0	0	0
San Luis Rey River Trail	Coastal Rail Trail, Oceanside	I-15 Bikeway, County of San Diego	18.4	10.73	10.7 0	0	0.1 0.3	0	0	0
Santee - El Cajon Corridor	El Cajon Northern Loop, El Cajon	I-8 Corridor, Santee	3.98	0.28	0.8	0	0.2	0	0	0
Sweetwater River Bikeway	Bayshore Bikeway, National City	SR-125 Corridor, Chula Vista	5.2	0.62 2	0.6	0	0.1 6	0	0	0
Vista Way Connector	San Luis Rey River Trail	Inland Rail Trail	4.6	2.5	0	2.59	0.2 5	0	0	0
I-8 Corridor	SR-125 Corridor	Japatul Valley Rd, County of San Diego	25.04	9.94 4	6.0	0	3.9 4.4	0	0	0
I-15 Bikeway	Northern boundary of County of San Diego	City Heights - Old Town Corridor	55.0	24.24 4.3	23.5 2.9	0.7	0.4 5	0.4	0	0
SR-52 Bikeway	Coastal Rail Trail, San Diego	San Diego River Bikeway, San Diego	13.57	13.54 3	13.5 0	0.4 2	0.1	0	0	0
SR-56 Bikeway	Coastal Rail Trail, San Diego	I-15 Bikeway, San Diego	10.78	1.20 4	1.20 4	0	0	0	0	0

Name	Beginning	End	Total Miles	Miles of Unbuilt Facility						
				Unbuilt Miles	Class I	Class II ¹³	Class II ¹⁴	Class III	Bike Blvd	Cycle Track
SR-125 Corridor	San Diego River Bikeway, Santee	Otay Mesa Border Crossing, San Diego	25.14 8	15.67 4	11.1 0	0	2.9 6.4	0.4	1.60	0
I-805 Connector	Sweetwater River Bikeway	Telegraph Canyon Road, Chula Vista	1.8	1.8	1.8	0	0	0	0	0
SR-905 Corridor	Border Access Corridor, San Diego	Future SR-11 Border Crossing, County of San Diego	9	9.07 2	09.0	0	7.2 0	0	0	0
			515.5 07.3	275.2 244.2	153. 959. 7	13.0 27.3	38. 66 8	27. 23 4	34.2 48.3	8.34 .4

¹³ Class II with constraints.

¹⁴ Class II without constraints.



Source: Alta Planning + Design, March 2010

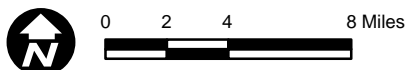


Figure 4
Updated Regional Bicycle Network

The regional priority programs are based upon an assessment of the region's program deficiencies and needs determined through extensive public outreach, direction from the BPWG, comparisons with national model programs, and an analysis of the probable effectiveness of each program within the San Diego context.

NOTE: The above project description has been revised (as shown in strike out underline and in revised Figures 1 through 6), since public notice of its availability of the draft MND, pursuant to CEQA Guidelines Section 15072, but prior to adoption. However, changes to the project description were not determined to result in changes to the environmental analysis or new significant environmental effects. Therefore, per CEQA Guidelines Section 15073.5 (c), recirculation of this MND is not required.

IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The summary of environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Less Than Significant With Mitigation Incorporated" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input checked="" type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Geology/Soils
<input checked="" type="checkbox"/> Hazards & Hazardous Materials	<input checked="" type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Land Use/Planning
<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Population/Housing
<input checked="" type="checkbox"/> Public Services	<input type="checkbox"/> Recreation	<input checked="" type="checkbox"/> Transportation/Traffic
<input checked="" type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Global Warming	<input checked="" type="checkbox"/> Mandatory Findings of Significance

V. DETERMINATION

On the basis of the initial evaluation that follows:

- The proposed project is exempt from CEQA pursuant to the general exemption (CEQA Guidelines, 15061 (b)(3)), a statutory exemption, and/or a categorical exemption, and that if a categorical exemption, none of the exceptions to the exemption apply. A NOTICE OF EXEMPTION will be prepared.
- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental document is required. FINDINGS consistent with this determination will be prepared.

Signature

Rob Rundle, Principal Regional Planner

Date

For: San Diego Association of Governments

VI. EVALUATION OF ENVIRONMENTAL IMPACTS

This section evaluates the potential environmental effects of the proposed project using the environmental checklist from the State CEQA Guidelines as amended. The definitions of the response column headings include:

- A. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- B. "Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).
- C. "Less Than Significant Impact" applies where the project creates no significant impacts, only less than significant impacts.
- D. "No Impact" applies where a project does not create an impact in that category. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

1. Aesthetics

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The Regional Bicycle Plan addresses bicycle trends and improvements throughout the region, from the cities of Oceanside and Escondido in the north to Imperial Beach and Chula Vista in the south. The San Diego region is an area of abundant and varied scenic resources. The varied topography of the county contributes greatly to the overall quality of the existing visual setting. In general terms, the county is characterized by four topographical provinces or regions: coastal plain, foothills, mountains, and desert.

In addition to the topographic visual resources, there are numerous golf courses, city and community parks, and large, primarily undeveloped landholdings such as Camp Pendleton and MCAS Miramar that contribute to the scenic quality of the county. The wide range of visual features in the San Diego region helps to define communities, provide visual relief from urban development, and provide recreational opportunities. San Diego's natural features (e.g., beaches, bays, lagoons, canyons, valleys, mountains, and deserts) contribute significantly to the quality of life within the region.

Scenic Highways

The San Diego region includes several designated or eligible scenic highways on the State Master Plan. The highways in the San Diego region that are officially designated or identified as eligible scenic highways by Caltrans are listed in Table 2.

Rapid growth throughout the county is diminishing scenic resources, especially those adjacent to major transportation corridors. The County of San Diego has identified numerous scenic highways in the Scenic Highway Element of the County General Plan.

**Table 2
List of Caltrans Designated or Eligible Scenic Highways
in the San Diego Region**

Officially Designated	
SR-75	San Diego-Coronado Bay Bridge and the Silver Strand extending from Avenida del Sol in Coronado south to Imperial Beach city limit
SR-78	From west to east boundary of Anza Borrego State Park
SR-163	From north to south boundary of Balboa Park
SR-125	From I-8 south to SR-94
Eligible for Scenic Designation	
I-5	From the international border near Tijuana to SR-75 (Palm Avenue) at the south end of San Diego Bay and from San Diego opposite Coronado to SR-74 near San Juan Capistrano (Orange County)
I-8	From Sunset Cliffs Boulevard to SR-98 near Coyote Wells (Imperial County)
SR-52	From I-5 east of La Jolla to SR-67 near Santee

Eligible for Scenic Designation	
SR-75	I-5 in Palm City to I-5 in San Diego
SR-76	From I-5 near Oceanside to SR-79 near Lake Henshaw
SR-78	From SR-79 near Santa Ysabel to SR-86 passing Julian
SR-79	From I-8 near Descanso to SR-78 near Julian and from S-78 near Santa Ysabel to SR-371 near Aguanga (Riverside County)
SR-94	From SR-125 near Spring Valley to I-8 west of Jacumba
SR-163	From Ash Street to I-8
SR-209	From Point Loma to I-5

Source: Caltrans 2007

Discussion

a. Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A significant portion of the Regional Bicycle Plan relates to policy guidance, which by definition is not site specific, and therefore would have no impact on scenic vistas or resources.

As the proposed bicycle network improvements identified in the Regional Bicycle Plan span the region, it can be anticipated that these routes may be adjacent to or within scenic views, vistas, or resources. However, the project would primarily involve improvements in or adjacent to existing roadways to allow bicycle transit (Class II and III facilities). Class I bike paths do not always follow existing roadways and may occur in open space or other scenic areas. Bicycle paths involve only paved or unpaved pathways and minimally intrusive infrastructure and are not expected to have an adverse effect on a scenic vista. Bicycle paths would allow for additional public access to any scenic vistas within the vicinity of the path. Additionally, the proposed project would not involve construction of any new structures at a scale that could obstruct any views or alter a current viewshed (i.e., downtown skyline, Balboa Park, bays, oceans, lagoons, and mountains). Therefore, impacts to scenic vistas are considered less than significant.

Construction of individual network segments could result in view impairment due to placement of construction equipment, removal of landscaping, temporary signage, and construction staging areas. However, bicycle network construction would be linear in nature and in many cases may not involve grading or other disruptive construction activity (e.g., some lanes and routes may only involve lane restriping to accommodate bicycle traffic). Any view impairment during construction would be temporary and is therefore considered less than significant.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact With Mitigation. There are a number of designated or eligible state scenic highways throughout the San Diego region, as described in Table 1 above. No new bicycle routes are proposed along officially designated scenic highways. New bicycle routes are proposed along portions of highways eligible for listing. Along I-5, the Coastal Rail Trail is included in the regional network. In addition, the SR-52 Bikeway extends from I-5 to east of I-15 where it connects with an existing bike route. However, improvements to these scenic highways

would not result in construction of structures that would impede views. Construction of individual bicycle network segments may encroach into landscaped areas adjacent to roadways and may result in the removal of trees. It is not anticipated to result in the removal of buildings or other large structures, as the bicycle network segments are likely to follow existing highway corridors/easements. Removal of mature trees and landscaping along an officially designated or eligible scenic highway would be considered a significant visual impact. However, with implementation of Mitigation Measure Aesthetics-1, requiring avoidance and/or replacement of mature trees, impacts to aesthetics would be reduced to less than significant.

Creation of bike routes is not anticipated to result in the removal of historic structures. Impacts to cultural resources, including historic features that may be present adjacent to highways, is discussed further in Section 5 of this chapter.

Mitigation Measure

Aesthetics-1: Removal of mature trees for the purpose of bike network development shall be minimized to the greatest extent practicable. Any mature trees that must be removed shall be replaced at a minimum 1:1 ratio with like or acceptable substitute, as determined by the lead agency.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. Implementation of the proposed project would not result in a substantial change in the visual character or land use of a given site. The majority of the bicycle network segments being proposed follow existing transit corridors and roadways. Roadway improvements to accommodate bicycle traffic would not degrade the existing visual character or quality of a site and its surroundings. Class I bicycle paths are proposed along the San Luis Rey River and San Diego River that do not follow existing roadway alignments. These Class I bicycle paths are proposed in biologically sensitive open space areas. These bicycle paths would be minimally intrusive (low to the ground without structures) and would not degrade the existing visual character of these areas and would allow for increased public viewing of these scenic open space areas.

A component of the plan is signage for bicycle routes. This signage is needed for public safety, would be primarily located on existing traffic routes, and is not anticipated to change the visual character or quality of an area.

The visual character of sites would be altered during construction activities; however, this would be temporary. Therefore, visual impacts related to visual character or quality of the site or its surroundings are considered less than significant.

d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Less Than Significant Impact With Mitigation. The Regional Bicycle Plan does not make recommendations for lighting of bicycle network segments. No lighting in addition to that already existing along roadways would be necessary for Class II and Class III facilities. In areas where no roadway is associated with a Class I bicycle path, lighting may be used as required for safety. The majority of the proposed bicycle network is associated with urban centers and existing

road networks and is not anticipated to result in a new source of substantial light or glare. Stationary lighting for Class I bicycle paths within or adjacent to natural areas would be limited to that required for safety. Should an individual bicycle path propose stationary lighting adjacent to or within an open space area, potentially significant impacts from light or glare may result. However, with implementation of Mitigation Measure Aesthetics-2, impacts related to light and glare would be reduced to less than significant.

Mitigation Measure

Aesthetics-2: Lighting of Class I bicycle paths adjacent to open space areas shall be limited to that required for safety. Lighting shall be directed away from open space areas and onto the bicycle path itself. Individual network segments directly within open space areas shall be designed without night lighting to prevent any impact from light or glare on adjacent biological resources.

2. Agricultural Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</p>				
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b. Conflict with existing zoning for agricultural use or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Regional Bicycle Plan identifies a comprehensive network of bicycle facilities and programs throughout the San Diego region and focuses on urban transit corridors. The Farmland Mapping and Monitoring Program (FMMP) of California maps identify potentially significant agricultural

resources by mapping agricultural land uses throughout the State of California. Lands may be categorized as urban/built-up, other land, grazing land, farmlands of local importance, farmlands of statewide importance, unique farmland, and prime farmland. As shown in Figure 5, the majority of the region's agricultural resources occur to the north and east of central San Diego. The majority of the bicycle network segments fall within areas mapped as urban and built-up lands.

Discussion

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. A significant portion of the Regional Bicycle Plan relates to policy guidance, which by definition is not site specific, and therefore would have no impact on agricultural resources. The Regional Bicycle Plan involves a regional program for bicycle infrastructure and focuses on regional corridors for bicycle transit. The majority of the proposed regional network follows existing roadways and occurs in developed or urban/built-up lands. Class II and III bicycle lanes and routes would be constructed within existing road rights-of-way or adjacent to roadways. Class I bike paths would be constructed outside of road rights-of-way or adjacent to them. No bike paths are proposed through lands mapped by the FMMP as Prime, Unique, or of Statewide Importance. Therefore, no direct impacts to agricultural resources are anticipated. In addition, the project would not introduce a new adjacent use that could be incompatible with the current uses. Therefore, no impacts to prime farmland, unique farmland, or farmland of statewide importance would result from Regional Bicycle Plan approval.

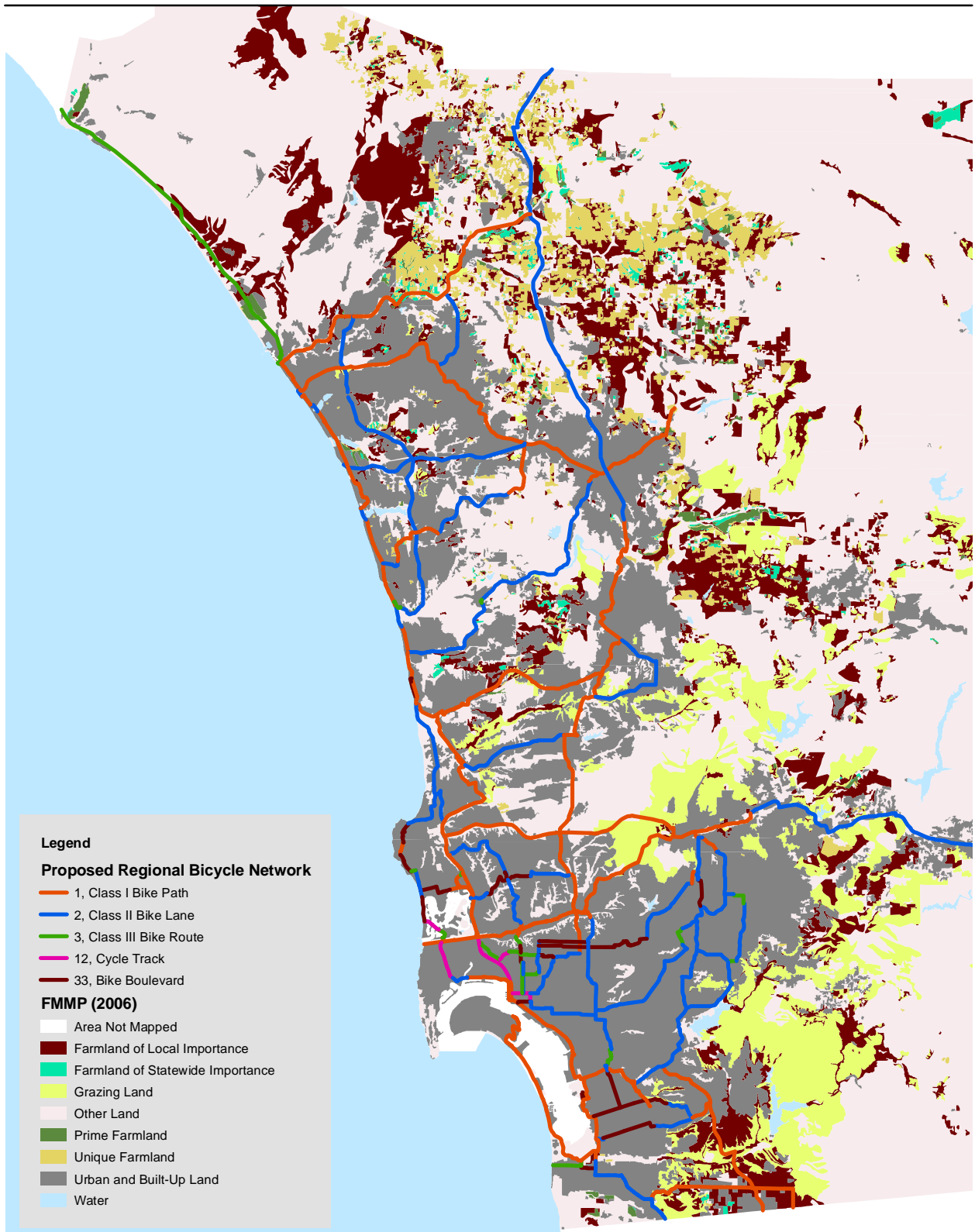
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. The proposed project is a bicycle master plan and does not involve activities that by nature would conflict with agricultural operations. Upon review of mapped Williamson Act Contract lands, the San Luis Rey River Trail is the only path proposed directly adjacent to Williamson Act Contract lands. A bicycle trail in this area is not anticipated to conflict with agricultural operations at this site. No other bicycle routes are proposed within or directly adjacent to Williamson Act contract lands, and therefore no impact to Williamson Act lands is anticipated with Regional Bicycle Plan approval.

Although the proposed bicycle network occurs along existing transit corridors and within urban/built-up lands, it is possible for bicycle network segments to be proposed within or adjacent to areas zoned for agricultural use. Bicycle transit by nature is not anticipated to conflict with or prohibit agricultural operations in these locations. Therefore, no conflict with existing zoning for agricultural use or a Williamson Act contract is anticipated with Regional Bicycle Plan approval.

c. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

No Impact. The proposed bicycle network primarily follows existing traffic corridors and would not change the existing environment such that it would result in the conversion of Farmland to non-agricultural uses. As described above, bicycle transit by nature is not anticipated to result in conversion of Farmland to non-agricultural use. Therefore no impact in the form of conversion of farmland to non-agricultural use is anticipated with Regional Bicycle Plan approval.



Legend

Proposed Regional Bicycle Network

- 1, Class I Bike Path
- 2, Class II Bike Lane
- 3, Class III Bike Route
- 12, Cycle Track
- 33, Bike Boulevard

FMMP (2006)

- Area Not Mapped
- Farmland of Local Importance
- Farmland of Statewide Importance
- Grazing Land
- Other Land
- Prime Farmland
- Unique Farmland
- Urban and Built-Up Land
- Water

Source: SanGIS 2009

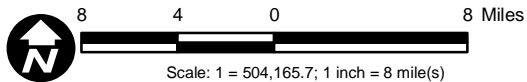


Figure 5
FMMP

SANDAG Regional Bicycle Plan MND

Path: P:\2010\10280142_SANDAG_Bicycle\6.0 GIS\6.3 Layout\v2\FMMP_v2.mxd, 05/04/10, LeeJ

3. Air Quality

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The geographic area of the Regional Bicycle Plan is within the San Diego Air Basin (SDAB), the boundaries of which are coincident with San Diego County. The agency responsible for administering state and federal air quality laws and regulating sources of air pollution in the county is the San Diego Air Pollution Control District (SDAPCD).

As required by the federal Clean Air Act, the U.S. Environmental Protection Agency (USEPA) sets and maintains federal standards for air pollutants, known as the National Ambient Air Quality Standards (NAAQS). The state of California sets and maintains California Ambient Air Quality Standards (CAAQS) that are equal to or more restrictive than the NAAQS and include pollutants not included in the NAAQS.

Areas are classified as either "attainment" or "nonattainment" areas for each pollutant based on whether the NAAQS and CAAQS have been achieved. Attainment classifications for the SDAB are shown in Table 3.

**Table 3
Attainment Status for the San Diego Air Basin**

Pollutant	Attainment Status	
	Federal	State
O ₃ – 1-Hour	-- ¹	Nonattainment Serious
O ₃ – 8-hour	Nonattainment - Basic ²	
PM ₁₀	Attainment	Nonattainment
PM _{2.5}	Attainment	Nonattainment
CO	Attainment - Maintenance	Attainment
NO ₂	Attainment	Attainment
SO ₂	Attainment	Attainment
Pb	Attainment	Attainment

Sources: USEPA 2010; ARB 2007

O₃ – ozone; PM₁₀ – particulate material equal to or less than 10 microns in diameter; PM_{2.5} - particulate material equal to or less than 2.5 microns in diameter; CO – carbon monoxide; NO₂ – nitrogen dioxide; SO₂ – sulfur dioxide; Pb – lead.

1. Repealed by law in June 2005.

2. Formally classified as Subpart 1.

Discussion

a. Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. A significant portion of the Regional Bicycle Plan relates to policy guidance, which by definition is not site specific, and therefore would have no impact on air quality. The applicable air quality plan for the SDAB is the Regional Air Quality Strategy (RAQS), which is prepared by the SDAPCD. The RAQS establishes the plans and control measures designed to attain the state air quality standards for ozone. The RAQS is part of the California State Implementation Plan for attaining the ozone NAAQS. There are no air quality plans for particulate pollutants. Plans are not required for pollutants for which the SDAB is in attainment.

The RAQS contains pollutant emission budgets that are based upon existing and planned development in the region. Projects that conflict with the RAQS are those that would change land uses or take other actions resulting in pollutant emissions that are greater than anticipated by the RAQS. The pollutants might be generated on the project site; by vehicle trips generated by the proposed project; or by changes in vehicle trip parameters, such as average trip distance or average speed.

The intent of the proposed Regional Bicycle Plan is to emphasize multimodal transit by making bike travel more attractive and increasing the number of bicycle riders. One of the benefits of an increase in bicycle transit is a potential reduction in number of vehicle trips and therefore a reduction in vehicle emissions. Therefore, the proposed project would not conflict with the RAQS, and there would be no impact from Regional Bicycle Plan approval.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. A significant portion of the Regional Bicycle Plan relates to policy guidance, which by definition is not site specific, and therefore would have no impact on air quality. The Regional Bicycle Plan makes recommendations for bicycle infrastructure improvement projects. Implementation of the proposed bicycle network improvements would include potential construction activities at each of the proposed bike corridors. The principal sources of pollutant emissions during construction are fugitive dust and construction equipment engine exhaust. Fugitive dust includes particulate matter equal to or less than 10 microns in diameter (PM₁₀) and particulate matter equal to or less than 2.5 microns in diameter (PM_{2.5}). As shown in Table 3, the SDAB is currently in nonattainment for the California PM₁₀ and PM_{2.5} standards. Release of these pollutants during construction activities leads to dust deposits on buildings, vehicles, and plants. In construction equipment exhaust, the principal pollutants of concern are those that result in ozone formation. These pollutants are volatile organic compounds (VOCs) and oxides of nitrogen (NO_x). VOCs are not a criteria pollutant and do not have any federal or state standards. NO₂ is a criteria pollutant and does have federal and state standards; however, as shown in Table 3, the SDAB is in attainment for NO₂.

Fugitive dust is generally created during pavement, curb, and sidewalk demolition and transfer of sand and gravel and similar materials. The anticipated construction work associated with the proposed bicycle infrastructure improvements does not include extensive grading of undeveloped land or vehicle travel on unpaved roads. Therefore, the quantity of particulate pollutant emissions would not be substantial. Similarly, the relative size of these bicycle improvements would limit both the number of pieces of construction equipment required and the duration of use, and the quantity of ozone-forming emissions would not be substantial. Therefore, the construction activities of the bicycle infrastructure improvements would not violate any air quality standard nor contribute substantially to an existing or projected air quality violation; the impact would be less than significant.

The Regional Bicycle Plan emphasizes multimodal transit, and by increasing bicycle trips could potentially reduce vehicle trips and thereby reduce vehicle emissions. Therefore, the operational activities of the proposed Regional Bicycle Plan would not contribute substantially to an existing or projected air quality violation. The impact would be less than significant and potentially beneficial.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. The SDAB is in nonattainment under federal or state designation for ozone, PM₁₀, and PM_{2.5}. As described in the previous two sections, both short-term and long-term pollutant increases would not be substantial, and long-term emissions could potentially be decreased from existing conditions. The quantities of emissions would not be cumulatively considerable. Therefore, the impact would be less than significant.

d. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact With Mitigation Incorporated. While regional particulate emissions would be relatively small, as described above, there is the potential to expose persons and property to short-term concentrations of dust and particulates. This exposure could result from project construction occurring in busy commercial areas with considerable pedestrian and vehicle traffic and may be considered significant. With implementation of Mitigation Measure Air Quality-1 below, potential impacts associated with Regional Bicycle Plan approval would be reduced to less than significant.

Mitigation Measure

Air Quality-1: The Project Contractor shall prevent dust exposure to persons or property by implementation of one or more of the following measures to prevent visible dust plumes from extending beyond the boundary of the construction area and into public space:

- Physically separate the source and receptors with a solid barrier that would prevent the transmission of dust
- Physically separate the source and receptors by creation of a buffer zone and pedestrian and vehicle detours
- Wet areas to prevent the generation of dust plumes.
- Minimize land disturbance.
- Minimize unnecessary vehicular and machinery activities.
- Revegetate disturbed land.

e. Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The proposed Regional Bicycle Plan would not locate or relocate people close to a source of objectionable odors. In addition, the operation of the proposed bicycle infrastructure improvements would not introduce objectionable odors. Construction activities associated with the infrastructure improvements may generate temporary odors from asphalt installation, painting, or other typical construction tasks. While these odors may not be desirable, they would not occur in an intensity or duration to be considered substantially objectionable. Therefore impacts are considered less than significant.

4. Biological Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The influences of climate, topography, and soils combine to determine the character of the biological environment of any region. Each of these factors varies greatly throughout the region, resulting in a diversity of vegetation communities, which include coastal wetlands, grasslands, vernal pools, sage scrubs, chaparrals, riparian woodlands, oak woodlands, coniferous forests, and creosote bush scrub. At least 50 different plant communities are known to occur (Oberbauer 1991).

Three general physiographic subregions are found within the San Diego region: coastal, montane, and desert. The coastal subregion occurs at elevations generally below 3,500 feet. It encompasses that area along the immediate coastline of the Pacific Ocean as well as the more easterly mesa and interior foothills. The montane subregion occurs at elevations above 3,500 feet to a maximum of 6,500 feet and includes the major mountain systems of the peninsular range that occur in the county: San Ysidro, Cuyamaca, Volcan, Laguna, and Vallecitos. The Colorado Desert subregion is found to the east of the montane subregion at elevations from sea level to approximately 3,000 feet.

The San Diego region contains numerous habitats and species that are considered to be sensitive by state and federal agencies, affected local jurisdictions, and conservation organizations.

For the purposes of this document, sensitive species are those that are listed, are proposed for listing, or are candidates for listing as threatened or endangered by the U.S. Fish and Wildlife Service (USFWS) or by the California Department of Fish and Game (CDFG) as endangered, threatened, or rare or those species within the California Native Plant Society's *Inventory of Rare and Endangered Vascular Plants of California* (Skinner and Pavlik 1994), or those species otherwise identified as sensitive in local conservation planning documents. Sensitive habitat types are those identified by the California Natural Diversity Database in its *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986) or considered endangered, threatened, or rare by state and federal resource agencies, local jurisdictions, or specialists.

Discussion

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact With Mitigation. The proposed Regional Bicycle Plan involves both a regional network of recommended infrastructure improvements and a series of programs aimed at increasing bicycle transit in San Diego. A significant portion of the proposed Regional Bicycle Plan relates to policy guidance, which by definition is not site specific, and would therefore have no impact on biological resources. The recommended infrastructure improvements include over 200 miles of proposed bike transit corridors in the form of lanes, paths, and routes. While Class II lanes and Class III routes would be developed in existing street rights-of-way or adjacent to rights-of-way, Class I bike paths are separated from vehicle travel. The majority of the lanes and routes are proposed in existing developed areas and are not within sensitive biological resource areas. Several of the proposed Class I bike path alignments are adjacent to or within sensitive biological resource areas (e.g., San Luis Rey River Trail and San Diego River Trail).

Construction of these Class I bike paths may result in impacts to sensitive vegetation communities that may support candidate, sensitive, or special status species. Bike path alignments as shown in the Regional Bicycle Plan are conceptual in nature. Per Section 6.4 of the Regional Bicycle Plan, as projects are designed, impacts to biological resources will be evaluated on a project-by-project basis. In the case of the San Luis Rey River Trail, CEQA documentation has been completed as a part of the County of San Diego San Luis Rey River Park Master Plan (County of San Diego 2008). Alternative alignments may be identified during

the design phase to reduce impacts to sensitive biological resources. At this regional planning phase, potential impacts to candidate, sensitive, or special status species remain significant. However, with implementation of Mitigation Measures Biology-1, 2, and 3 below, impacts would be reduced to less than significant

Mitigation Measures

Biology 1: A biological resources report shall be prepared for all infrastructure improvement projects with paths/lanes/routes proposed in natural vegetated areas. The biological resources report shall identify any sensitive biological resources within the proposed path alignments and make recommendations for avoidance and minimization of impacts to those resources identified. Projects shall be designed to minimize impacts to biological resources. Projects within or adjacent to sensitive biological resource areas shall incorporate the following design features:

- Existing trails shall be used whenever possible.
- Path alignments shall be designed to avoid and minimize impacts to sensitive habitat communities. Alternative alignments may be identified during the design phase to reduce impacts to sensitive biological resources [and to ensure placement of trails is consistent with the adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other approved local, regional, or state habitat conservation plans.](#)
- Projects shall be designed, in consultation with USFWS and CDFG, to avoid impacts to candidate, sensitive, or special status species.
- Reduction in path width shall be considered in sensitive biological resource areas.
- Paths shall be designed to avoid impacts to wildlife corridors and nursery sites (e.g., no fencing shall be proposed in natural areas, paths shall not bisect critical wildlife movement corridors, etc).
- Use of decomposed granite, unpaved trail, or equivalent pervious trail surface shall be considered.
- No nighttime lighting shall be proposed (operational or construction) in sensitive biological resource areas.

Biology-2: Projects shall incorporate the following measures during construction:

- Construction noise measures shall be identified to reduce construction noise to within regulatory standards.
- Construction shall be scheduled to avoid or minimize impacts to wildlife (e.g., avoid breeding season for sensitive species).

Biology-3: Infrastructure improvement projects shall be required to mitigate for any unavoidable impacts to sensitive habitats with replacement in-kind for loss of habitats, at ratios consistent with regional and local guidelines (e.g. approved Multiple Species Conservation Program [MSCP], City and County guidelines), but at no less than 1:1.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

Less Than Significant Impact With Mitigation. As described above, a significant portion of the proposed Regional Bicycle Plan relates to policy guidance, which by definition is not site specific, and would therefore have no impact on riparian habitat or other sensitive natural community. Proposed infrastructure improvements consist of Class I, II, and III facilities. While Class II and III facilities are associated with existing roadways and developed areas and are not likely to have impacts on riparian or other sensitive natural habitats, Class I bike paths are proposed through areas known to contain sensitive natural and riparian habitats (e.g., San Luis Rey River and San Diego River). While path alignments are conceptual in nature, and alternative alignments may be identified during the design phase of a proposed segment, development of Class I bike paths has the potential to result in significant impacts to riparian and other sensitive natural communities. With implementation of Mitigation Measures Biology-1, 2, and 3 above and Biology 4 below, impacts to riparian habitats and other sensitive natural communities are considered less than significant.

Mitigation Measure

Biology-4: If riparian habitats or jurisdictional wetlands are identified during infrastructure project development, these resources shall be avoided, if possible. If riparian habitats or jurisdictional wetlands cannot be avoided, [consultation with the appropriate resource agencies² would be required to determine if additional permits \(e.g., Lake and Streambed Alteration Agreement, 401 Water Quality Certification, or U.S. Army Corps of Engineers 404 Permit\) are necessary.](#) If impacted areas [cannot be avoided, they](#) shall be replaced with like quality or better quality habitat at a ratio required by the resource agencies³ with the goal of no net loss to wetlands.

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less Than Significant Impact With Mitigation. As described in b. above, a significant portion of the proposed Regional Bicycle Plan relates to policy guidance, which by definition is not site specific, and would therefore have no impact on federally protected wetlands. Proposed infrastructure improvements consist of Class I, II, and III facilities. While Class II and III facilities are associated with existing roadways and developed areas and are not likely to have impacts on federally protected wetlands, Class I bike paths are proposed through areas known to have federally protected wetlands in the vicinity (e.g., San Luis Rey River and San Diego River). While paths are identified in the vicinity of federally protected wetlands, paths are not anticipated to be located within wetland areas. However, once designed, paths may involve

² Resource Agencies with regulatory authority over wetlands include California Department of Fish and Game, Regional Water Quality Control Board, and the U.S. Army Corps of Engineers.

wetland crossings. While path alignments are conceptual in nature, and alternative alignments may be identified during the design phase of a proposed segment, development of Class I bike paths has the potential to result in significant impacts to federally protected wetlands. With implementation of Mitigation Measures Biology-1, 2, 3, and 4 above, potential impacts to federally protected wetlands are considered less than significant.

d. *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

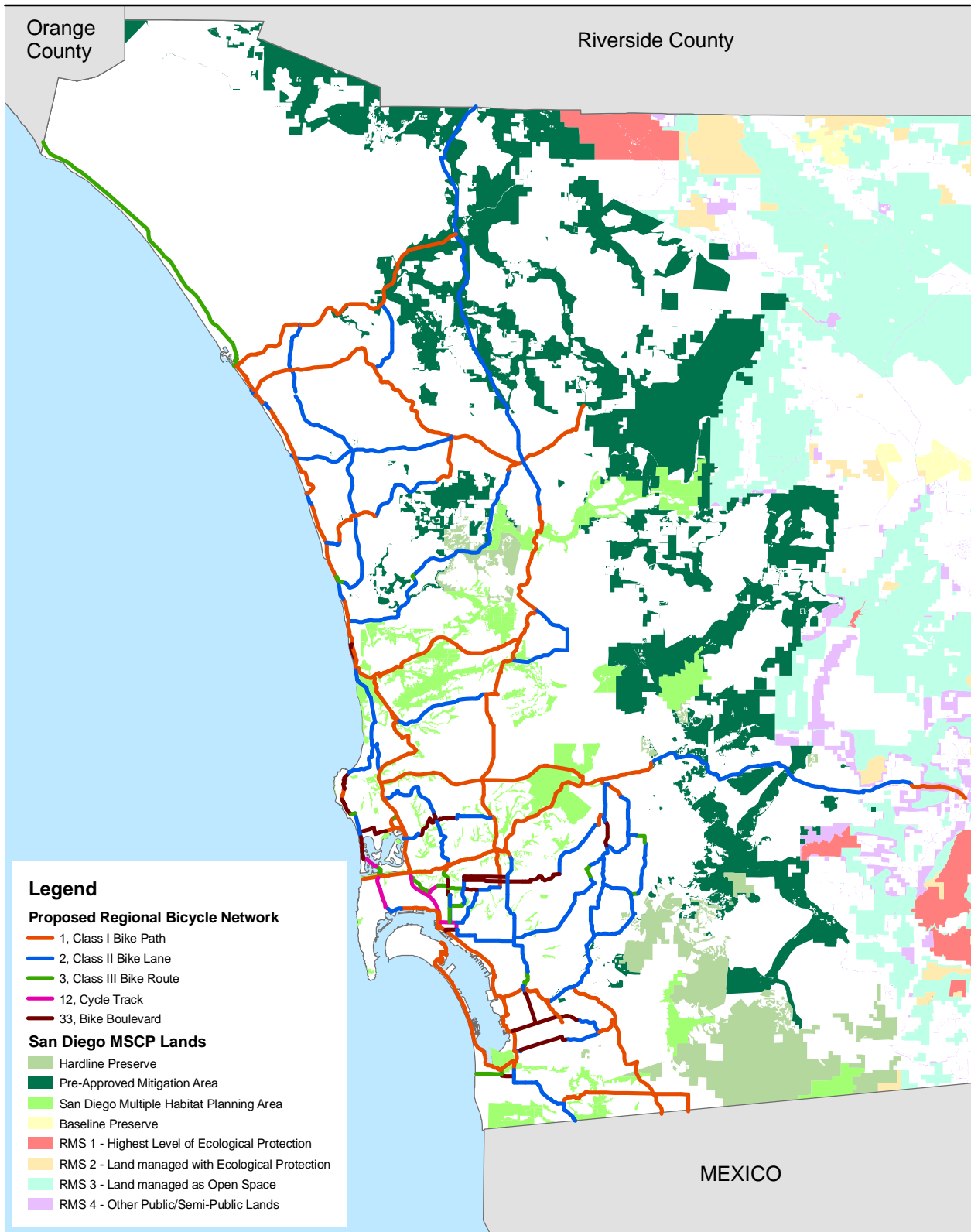
Less Than Significant Impact With Mitigation. As described above, a significant portion of the proposed Regional Bicycle Plan relates to policy guidance, which by definition is not site specific, and would therefore have no impact on established wildlife corridors or nursery sites. Proposed infrastructure improvements consist of Class I, II, and III facilities. While Class II and III facilities are associated with existing roadways and developed areas and are not likely to have impacts on wildlife corridors, Class I bike paths may be proposed through areas identified as wildlife movement corridors in regional planning documents. Bicycle paths are not anticipated to impede wildlife movement, as they are paved or unpaved paths with minimal to no surface structures. However, at this regional planning level, and without design of individual facilities, impacts to wildlife corridors and nursery sites remain significant. With implementation of Mitigation Measure Biology-1, requiring consideration of wildlife corridors and nursery sites during design of bicycle paths, impacts are considered less than significant.

e. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No Impact. As described above, a significant portion of the proposed Regional Bicycle Plan relates to policy guidance, which does not conflict with local policies or ordinances protecting biological resources. At this planning level phase, no conflicts have been identified with local policies or ordinances. At the time of project design and issuance of grading permit or other municipal permit, individual network segments would be reviewed by project proponents and the municipalities in which individual segments are proposed, to ensure consistency with local policies or ordinances protecting biological resources. Therefore, no conflicts with local policies or ordinances are anticipated.

f. *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

Less Than Significant Impact With Mitigation. As described above, a significant portion of the proposed Regional Bicycle Plan relates to policy guidance, which does not conflict with local, regional, or state habitat conservation plans protecting biological resources. Proposed infrastructure improvements consist of Class I, II, and III facilities. While Class II and III facilities are associated with existing roadways and developed areas, Class I bike paths may be proposed within or adjacent to established preserve areas as identified within local and regional planning documents (e.g., [MHCP], Multiple Habitat Conservation Plan, [NCCP] Natural Communities Conservation Program). Figure 6 illustrates the regional preserve area boundaries as they relate



Source: SanGIS 2009

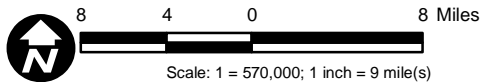


Figure 6
Preserve Lands

[to the proposed Regional Bicycle Plan network. It should be noted that trails, including Class I bike paths, are considered to be a compatible land use within preserve areas. Therefore, a](#)At this planning level phase, no conflicts have been identified with these plans. With implementation of Mitigation Measure [Biology-1 and Biology-3](#), requiring consistency with local and regional planning documents (e.g., [MHCP], Multiple Habitat Conservation Plan, [\[NCCP\] Natural Communities Conservation Program](#)), no conflicts with local, regional, or state habitat conservation plans are anticipated.

5. Cultural Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The Regional Bicycle Plan covers the 19 municipalities within the San Diego region, from the cities of Oceanside and Escondido in the north to Imperial Beach and Chula Vista in the south and to Santee and unincorporated areas of San Diego County in the east. The proposed project will follow either within or adjacent to established transit corridors. As the project covers a large area, a broad overview of the prehistory and history of the region is discussed below.

The sequence of human occupation of coastal southern California begins in the Paleoindian period (11,500 to 8,500 years before present [B.P.]), a time in which adaptations were formerly believed to be focused on the hunting of large game but are now recognized to represent more generalized hunting and gathering, with considerable emphasis on marine resources (Erlandson and Colten 1991; Jones 1991). The following period, the Archaic (8500–1300 B.P.) is traditionally seen as encompassing both a coastal and an inland focus, with the coastal Archaic represented by the shell middens of the La Jolla complex and the inland Archaic represented by the Pauma complex. The Late Prehistoric period (1300–200 B.P.) is marked by the appearance of small projectile points indicating the use of the bow and arrow, the common use of ceramics, and the replacement of inhumations with cremations.

During the Spanish period (1769–1821), the San Diego region was subject to exploration and the establishment of permanent Spanish settlements. San Diego Presidio and the missions at San Diego and San Luis Rey were built and occupied during this period. Water has always been an important resource in the semiarid San Diego region and water projects began in the Spanish period with the construction of Padre (Mission) Dam and its appurtenant 6-mile flume. Agriculture and livestock

grazing formed the basis of the economy. Aboriginal lifeways were increasingly modified, as more and more of the local natives came under the influence of the missions.

Many Spanish practices survived into the early part of the Mexican period (1821–1848). The secularization of the missions in 1834 brought notable changes to the land ownership in the region. Large tracts of land were granted to families and individuals. Cattle ranching was a major economic focus.

The American period (1848–present) began when Mexico ceded California to the United States as part of the Treaty of Guadalupe Hidalgo. While some of the previous land claims were validated, much of the land that was once part of the ranchos became available for settlement. Population movement into California was an outgrowth of several events, including the discovery of gold, the conclusion of the Civil War, the passage of the Homestead Act, and the construction of connecting railways, as well as both World War I and II. Urbanization and rural development, after European contact, also resulted in construction of historic features and landscapes.

Discussion

a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Less Than Significant Impact With Mitigation. Historic resources are those dating after European contact. These resources may include subsurface features such as wells, cisterns, or privies. Other historic remains include artifact concentrations, building foundations, or remnants of structures. Historic resources can have a surface component, a subsurface component, or both. Historic resources are nonrenewable and, as such, they cannot be replaced. The destruction, disturbance, or alteration of a historic resource can cause an irreversible loss of information about the history of California and/or the United States in general and the region, specifically. Landscape features such as plantings of Queen Palms (circa 1915) along Sixth Avenue in Balboa Park may also be considered historic resources and be identified in general or community plans. A significant portion of the Regional Bicycle Plan relates to policy guidance, which by definition is not site specific, and therefore would have no impact to historic resources. The Regional Bicycle Plan makes recommendations for bicycle infrastructure improvements. In general, the construction of bike paths and lanes as currently designed would involve only marginal subsurface grading in undeveloped areas and is not anticipated to impact historic resources. Alternative routes, which deviate from the current design plan, may be identified during specific design of a network segment, and these alternatives could be implemented to reduce impacts to historical resources. See Section 6.4 of the Regional Bicycle Plan for additional detail. Should infrastructure improvement projects in undeveloped areas require substantial grading, there is a potential for significant impacts to historical resources. With implementation of Mitigation Measure Cultural-1, impacts would be reduced to less than significant.

Mitigation Measure

Cultural-1 Prior to ground-disturbing activities, a literature and archival records search shall be conducted to identify known historical and archaeological resources within the project area. A historical survey shall be conducted to identify any previously unknown historical resources within the project area. All historical resources shall

be avoided. If historical resources are identified adjacent to the project area, construction activities near these resources shall be monitored by a qualified historian/archaeologist. If historical resources are discovered during construction, construction activities shall stop until a qualified expert can assess the find.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact With Mitigation. Archaeological resources include prehistoric and historic locations or sites where human actions have resulted in detectable changes to the area. This can include changes in the soil, as well as the presence of physical cultural remains. Archaeological resources can have a surface component, or a subsurface component, or both. Archaeological resources are nonrenewable and, as such, they cannot be replaced. The destruction, disturbance, or alteration of an archaeological resource causes an irreversible loss of information about the prehistory of California in general and San Diego region specifically. A significant portion of the Regional Bicycle Plan relates to policy guidance, which by definition is site not site specific, and therefore would have no impact on archaeological resources. The construction of bike network segments would involve only marginal subsurface grading in undeveloped areas and is not anticipated to impact archaeological resources. Alternative routes, which deviate from the current network alignment, may be identified during project-specific design, and these alternatives could be implemented to reduce impacts to archaeological resources. See Section 6.4 of the Regional Bicycle Plan for additional detail. Should projects in undeveloped areas require substantial grading, there is a potential for significant impacts to archaeological resources. With implementation of Mitigation Measure Cultural-1 above, impacts would be reduced to less than significant

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation. Portions of the region are underlain by geologic formations with no, low, or marginal paleontological resource potential and sensitivity and are unlikely to contain important fossils. However, geologic formations of high and moderate sensitivity (e.g., Bay Point Formation, Friars Formation, Lindavista Formation, Mission Valley Formation, Otay Formation, Pomerado Conglomerate, river/stream deposits, San Diego Formation, Scripps Formation, and Torrey Sandstone), which do have the potential to contain unique paleontological resources (i.e., fossils), are also present within the region (Deméré and Walsh 1993). Paleontological resources are nonrenewable and, as such, they cannot be replaced. The destruction, disturbance, or alteration of a paleontological resource causes an irreversible loss of information about prehistoric life on Earth. In general, construction of bike paths and lanes would involve only marginal subsurface grading in undeveloped areas and is not anticipated to impact paleontological resources. Alternative alignment of individual network segments, which deviate from the proposed network alignment, may be identified during project-specific design, and these alternatives could be implemented to reduce impacts to paleontological resources. See Section 6.4 of the Regional Bicycle Plan for additional detail. Should projects in undeveloped areas require substantial grading, there is a potential for significant impacts to paleontological resources. With implementation of Mitigation Measure Cultural-2, impacts would be reduced to less than significant.

Mitigation Measure

Cultural-2: Prior to ground-disturbing activities, a paleontological records search shall be conducted by the Lead Agency to identify any known paleontological resources within the project area and to determine potential sensitivity. Areas that are identified as moderate to high sensitivity will be monitored by a qualified paleontologist. If paleontological resources are discovered during construction, construction activities shall stop until a qualified paleontologist can assess the find.

d. Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact With Mitigation. A significant portion of the Regional Bicycle Plan relates to policy guidance, which by definition is not site specific, and therefore would have no impact on cultural resources. Human remains have been previously identified in association with prehistoric and historic sites within the region. Therefore, the possibility of human remains in the area is present and would be a potentially significant impact if found. However, the recommended infrastructure improvements primarily involve the extension or integration of bike facilities with existing roadways. In areas where Class I bike paths may be proposed outside of existing road rights-of-way, the paths would be integrated into the natural environment with minimal grading. The project does not include any substantial or extensive grading, and while construction may involve marginal subsurface grading, implementation of Mitigation Measure Cultural-3 would reduce impacts to less than significant.

Cultural-3: In the unlikely event that human remains are encountered during ground-disturbing activities, potentially destructive activities in the vicinity of the find shall be stopped and the County Coroner and the Bureau of Land Management will be notified. All parties involved will ensure that any such remains are treated in a respectful manner and that all applicable state and federal laws are followed. If human remains of Native American origin, associated grave goods, or objects of cultural patrimony are discovered on federal property, the provisions of the Native American Graves Protection and Repatriation Act will be followed.

6. Geology and Soils

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Seismic Activity

Several earthquake fault zones exist in and around the San Diego region. The dominant trend of faulting in southern California is northwest-southeast. In the Transverse Ranges, however, east-west- to northeast-trending faults predominate, including a nearly east-west striking segment of the San Andreas fault. Historically, most of the recorded earthquakes and recorded fault breaks occurred as a result of rupture along the faults in the San Andreas system, which suggests that most of the accumulating strain energy is being released along these breaks.

San Andreas fault is outside the county limits but poses a potential hazard to the San Diego region. It extends a total of 650 miles from Baja California to the California coast north of San Francisco. In the vicinity of the San Diego region, the San Andreas fault follows the east side of Coachella and Imperial valleys. The nearest inhabited sections of San Diego region are 30 miles away.

The San Jacinto fault is the largest of the active faults in San Diego region. The fault extends 125 miles from Imperial Valley to San Bernardino. The maximum probable earthquake expected to occur along the San Jacinto fault would be a magnitude of 7.5 to 7.8 on the Richter scale.

The Elsinore fault represents a serious earthquake hazard for most of the populated areas of the San Diego region. This fault is approximately 135 miles long, located approximately 40 miles from downtown San Diego. This fault can register large earthquakes in the range of magnitude 6.9 to 7.0 on the Richter scale with a recurrence interval of approximately 100 years.

The Rose Canyon fault zone is an active offshore/onshore fault capable of generating an earthquake of magnitude 6.2 to 7.0 on the Richter scale. The fault zone lies partially offshore as part of the Newport/Inglewood fault zone and parallels the northern San Diego County coastline within approximately 2 to 6 miles until coming ashore near La Jolla Shores. The onshore segment trends through Rose Canyon, through Old Town San Diego, and appears to die out in San Diego Bay (Abbott 1989).

The La Nación fault zone and the Sweetwater fault run parallel to the Rose Canyon fault zone and the San Diego Bay approximately 5 miles inland from the bay. These faults are considered potentially active (County of San Diego 1991).

The major offshore fault zones are the San Clemente, San Diego Trough, and Coronado Bank.

San Diego region faces the potential for substantial damage associated with seismic and geologic activity (County of San Diego 1991). Earthquake faults occur in and through the urban areas of the region, increasing the potential of earthquake damage on structures and potentially endangering the safety of the area's inhabitants. Most damage from earthquake activity results from ground movement, causing ground shaking, surface fault rupture, landslides and mudslides, liquefaction, and tectonic subsidence or uplift.

Landslides

Landslides in the San Diego region generally occur in sedimentary rocks such as sandstone, siltstone, mudstone, and claystone. When these fine-grained rocks are exposed to the erosional actions of air

and water, they often turn into clay. Seams of saturated clays can be responsible for landslides even on gentle slopes.

Areas of the county that have experienced sliding are commonly underlain by the Ardath Shale, Friars, Mission Valley, San Diego, and Otay rock formations. The Ardath Shale Formation extends from Torrey Pines State Park to Mission Bay and is composed of a bentonite-rich clay. The Friars Formation occurs from Mission Valley to beyond Rancho Bernardo. The formation is composed of expandable clays with properties similar to those of bentonite. The Mission Valley Formation is found from Mission Valley to Rancho Bernardo. The San Diego Formation occurs throughout the coastal mesas from Mission Valley southward to the Mexican border. The Otay Formation is found in the southwestern portion of the San Diego region and is composed of slide-resistant sandstone with occasional thin interbedding of bentonite clay (County of San Diego 1973).

Discussion

a.i Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. A significant portion of the Regional Bicycle Plan relates to policy guidance, which by definition is not site specific, and therefore would have no impact related to rupture of a known earthquake fault. Several faults traverse the region, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. The recommended infrastructure improvements do not include construction of structures, and development of any infrastructure improvements would conform to applicable regulatory guidelines and would involve primarily extension or integration of bike facilities with existing roadways; therefore, significant impacts related to earthquakes are not anticipated. During the design phase of individual network segments, projects would be reviewed by the municipalities in which they are proposed to ensure design in conformance with applicable regulatory guidance and therefore impacts related to earthquakes would be less than significant.

a.ii Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less Than Significant Impact. The region is located in seismically active southern California and is likely to be subjected to moderate to strong seismic ground shaking. Seismic shaking at the site could be generated by events on any number of known active and potentially active faults in the region, including the Rose Canyon, Elsinore, and San Jacinto fault zones. Faulting in the region generally comprises a number of northwest-trending, predominantly right-lateral strike-slip faults at the boundary between the Pacific and North American tectonic plates. An earthquake along any of these known active fault zones could result in severe ground shaking and consequently cause injury and/or property damage along the proposed regional bike corridors. A significant portion of the Regional Bicycle Plan relates to policy guidance, which by definition is not site specific, and therefore would result in no impacts related to seismic ground shaking. The recommended infrastructure improvements do not include construction of major structures, and development of any infrastructure improvements would conform to applicable regulatory guidelines and would involve primarily extension or integration of bike facilities with

existing roadways; therefore, significant impacts related to seismic ground shaking are not anticipated. During the design phase of individual network segments, projects would be reviewed by the municipalities in which they are proposed to ensure design in conformance with applicable regulatory guidance; therefore, impacts related to seismic ground shaking would be less than significant.

a.iii Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is the phenomenon whereby soils lose shear strength and exhibit fluid-like flow behavior. Severe or extended liquefaction can result in significant effects to surface and subsurface facilities through the loss of support and/or foundation integrity. Loose, granular soils are most susceptible to these effects, with liquefaction generally restricted to saturated or near-saturated soils at depths of less than 100 feet. The recommended infrastructure improvements do not include construction of structures, and development of any infrastructure improvements would conform to applicable regulatory guidelines and would primarily involve extension or integration of bike facilities with existing roadways; therefore, significant impacts related to earthquakes are not anticipated. During the design phase of individual network segments, projects would be reviewed by the municipalities in which they are proposed to ensure design in conformance with applicable regulatory guidance; therefore, impacts related to seismic-related liquefaction would be less than significant.

a.iv Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from landslides?

Less Than Significant Impact. The majority of the recommended network improvements follow existing transit corridors and roadways. Development of proposed network improvements would be subject to conformity with applicable regulatory guidelines and would involve primarily extension or integration of bike facilities with existing roadways. All projects would adhere to State of California design standards, as well as all design standards, grading, and construction practices, to avoid or reduce geologic hazards. Individual infrastructure improvement projects would be reviewed by the municipalities to ensure design in conformance with applicable regulatory guidance, and impacts related to landslides would be less than significant.

b. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Erosion potential of the proposed activities is considered low, due to the minimal grading anticipated with the proposed expansion of bicycle network facilities. Improvements would occur following existing transit corridors or roadways. Short-term grading and construction activities would be required to comply with existing National Pollutant Discharge Elimination System (NPDES) requirements and compliance with the General Construction Activity Storm Water Permit would be required for projects with over 1 acre of ground disturbance. Compliance with the General Construction Activity Storm Water Permit would include the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which incorporates Best Available Technology (BAT) and/or best conventional pollutant control technology (BCT) through the use of best management practices (BMPs).

Implementation of a General Construction Activity Storm Water Permit would avoid or reduce potential short-term erosion and sedimentation impacts. Therefore, impacts in relation to erosion or loss of topsoil would be less than significant.

- c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

Less Than Significant Impact. The recommended infrastructure improvements do not include construction of structures, and development of network improvements would conform with applicable regulatory guidelines and would involve primarily extension or integration of bike facilities with existing roadways; therefore, significant impacts related to landslide, lateral spreading, subsidence, liquefaction, or collapse are not anticipated. During the design phase of individual network segments, projects would be reviewed by the municipalities in which they are proposed to ensure design in conformance with applicable regulatory guidance and therefore impacts related would be less than significant.

- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Less Than Significant Impact. Expansive soils are generally high in clays or silts that shrink or swell with variation in moisture. The recommended infrastructure improvements are primarily located in urban developed areas along existing developed road rights-of-way, which were designed and built in compliance with local grading codes and road standards that take into account potential impacts due to expansive soils. In cases where bike paths may be proposed outside of existing road rights-of-way, paths would be integrated into the natural environments with minimal grading. In addition, the Regional Bicycle Plan does not make recommendations for the construction of any large structures that would be subject to damage by expansive soils. Therefore, impacts related to expansive soils would be less than significant.

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

No Impact. No wastewater disposal systems involving the use of septic tanks, leach fields, or alternative sewage disposal systems that depend upon appropriate soil regimes are proposed. No associated impacts from wastewater disposal systems would occur.

7. Hazards and Hazardous Materials

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Hazardous materials and wastes are defined and regulated in the United States by federal, state, and local regulations, including those administered by U. S, Environmental Protection Agency, the U.S. Occupational Safety and Health Administration, and the U.S. Department of Transportation. In general, a hazardous material is any item or agent (biological, chemical, or physical) that has the potential to cause harm to humans, animals, or the environment, either by itself or through interaction with other factors. A hazardous waste is a waste with properties that make it dangerous or capable of having a harmful effect on human health or the environment.

Transportation-related use of hazardous materials poses a risk to residents in San Diego County in several ways. Actual transport of hazardous materials via truck, rail, and other modes involves a degree of risk of accident and release. The use of hazardous materials and the generation of hazardous waste in the construction and maintenance of the transportation system are other avenues of risk or exposure. Finally, the past disposal of hazardous materials and/or wastes in a manner that creates residual contamination of soil and/or groundwater can be a source of risk when such sites are disturbed in the course of future transportation projects or associated development.

The proposed regional network is primarily located on existing public streets and road rights-of-way throughout the San Diego region. The proposed bicycle network improvements would pass through urbanized areas as well as less developed areas, intermixed with wildlands. As site-specific developments are proposed, more specific environmental review of hazardous sites can be assessed. Per Section 6.4 of the Regional Bicycle Plan, during the design phase of an individual segment, alternative alignments may be identified that deviate from the plan to reduce impacts due to hazards and hazardous materials.

Discussion

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. A significant portion of the Regional Bicycle Plan relates to policy guidance, which by definition is not site specific and therefore would have less than significant impacts on the routine transport, use, or disposal of hazardous materials.

The Regional Bicycle Plan provides a planning framework for bicycle networks on public streets and public rights-of-way throughout the San Diego County region. Operation of the expanded bicycle network would not involve the routine use, transport, and/or disposal of hazardous materials. Therefore, no long-term operational impacts related to hazardous materials are anticipated.

Limited transport, storage, use, and disposal of hazardous materials would occur during construction of recommended infrastructure improvements (e.g., the use of fuels, solvents, and lubricating fluids for the fueling and servicing of construction equipment). However, construction would be short term and the handling of hazardous materials would be regulated by local, state, and federal health and safety requirements. Therefore, impacts are considered less than significant.

- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Less Than Significant Impact. A significant portion of the Regional Bicycle Plan relates to policy guidance, which by definition is not site-specific, and therefore would have less than significant impact on the release of hazardous materials into the environment.

Construction of the proposed regional network improvements would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The use of construction-related hazardous materials such as fuels, solvents, and lubricating fluids could potentially result in adverse environmental impacts through accidental discharges associated with storage, vehicle operation (e.g., refueling), or maintenance.

Impacts would be avoided or adequately minimized with the implementation of regulatory requirements, industry standards, and BMPs. Construction activities would be required to comply with existing regulatory requirements related to hazardous waste disposal and short-term water quality impacts related to erosion/sedimentation (i.e., acquisition of an NPDES General Construction Activity Storm Water Permit and implementation of a SWPPP). As stated above, implementation of the proposed bicycle network improvements would not result in any long-term operational impacts. As a result, potential impacts to worker and/or public health and safety are considered less than significant.

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

No Impact. There may be schools within 0.25 mile of a proposed bicycle network improvement segment; however, bicycles travelling in the designated bikeways would not transport hazardous material substances and no operational impacts are anticipated. Any potential construction-related impact would be avoided through implementation of regulatory requirements, industry standards, and BMPs. Therefore, no impacts to schools from hazardous materials emission are anticipated.

- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Less Than Significant Impact With Mitigation. A majority of the proposed bikeways would be created within the rights-of-way of public streets and developed areas. However, Class I bike lanes are not located on roadways and may involve grading and there is a potential that the paths could be proposed in a location listed as a hazardous materials site. Therefore, implementation of Mitigation Measure Hazards-1 would reduce any potential impact to less than significant.

Mitigation Measure

Hazards-1: In addition to the implementation of regulatory requirements, industry standards, and BMPs, a hazardous materials review shall be required for construction of Class I bike paths or any other network improvement projects requiring grading. This review shall include a hazardous materials records search for the proposed facility location. If a hazardous materials site is identified, a qualified hazardous materials expert shall make recommendations for avoidance of any potential impacts or an alternative path alignment shall be identified.

- e. ***For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?***

No Impact. Implementation of the proposed network improvements in the Regional Bicycle Plan would not result in a safety hazard for people residing or working in the project areas. The region is served by a total of 11 general aviation airports, 4 military airports, 27 civil heliports (7 on public airports), and 8 military helicopter facilities (4 on military airports) (SANDAG 2003). As the proposed bikeways would occur in public streets and rights-of-way throughout 19 local municipalities in San Diego County, recommended network improvements may be located within 2 miles of a public airport. However, construction and operation of bicycle network facilities in the vicinity of an airport would not expose people to safety risks associated with the public airport operations and no impact would occur.

- f. ***For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

No Impact. Lake Wohlford and Pauma Valley are two private airports located within San Diego County. The proposed bicycle network is not located in the vicinity of these private airstrips. Therefore, construction and operation of proposed regional network improvements would not expose people to safety risks associated with private airport operations and no impact would occur.

- g. ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less Than Significant Impact With Mitigation. A significant portion of the Regional Bicycle Plan relates to policy guidance, which by definition is not site specific, and therefore would have no impact on emergency response plans or emergency evacuation plans.

The recommended infrastructure improvements at a planning level would not impair or physically interfere with any adopted emergency response or evacuation plans within San Diego County. In general, access to all major roads would be maintained during construction of the proposed project and bike lanes on the roadways and road rights-of-way would not impede the progress of emergency vehicles. However, during the design of recommended network segments there is a potential for conflict with plans through design of an incompatible bicycle facility or interruption of traffic during construction. With the implementation of Mitigation

Measure Hazards-2 requiring consultation with emergency services personnel during design, impacts would be less than significant.

Mitigation Measure

Hazards-2: During design, the project proponent shall coordinate design of network segments, and any required construction detours, with local fire and police departments to ensure compatibility with emergency response plans and to maintain continued access for emergency vehicles.

h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less Than Significant Impact With Mitigation. The majority of the recommended bicycle network improvements would be located in public streets and rights-of-way. However, some of the proposed bike paths traverse through open space and wildlands. No habitable structures are proposed by the Regional Bicycle Plan; however, there is a potential risk from fire to people utilizing bike paths through open space areas. People using paths would be mobile and are not likely to utilize the paths with warning of a fire in the vicinity. Although most emergency fire response teams have protocols to protect people from wildland fires in open space areas, implementation of Mitigation Measure Hazards-3 would ensure a less than significant impact.

Mitigation Measure

Hazards-3: Prior to the development of bicycle network segments or trail construction in open spaces, the project proponent shall contact the local fire department to ensure emergency procedures are in place for closure of the network paths in the event of wildland fires.

8. Hydrology and Water Quality

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area, structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant	Less Than Significant Impact	No Impact
		With Mitigation Incorporated		
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The proposed project would occur throughout the 19 municipalities of San Diego County. The proposed project area lies in the South Coast Basin, which drains west toward the Pacific Ocean. The South Coast Basin supports 11 major watersheds or hydrologic units within the San Diego Hydrologic Region. This area is governed by the San Diego Regional Water Quality Control Board (SDRWQCB). Surface waters in the San Diego region include the ocean shoreline, bays, lagoons, lakes, reservoirs, streams, and rivers.

As development and urban in-fill has notably increased in the region, impervious hardscape surfaces continue to increase. Precipitation is forced to run off urbanized surfaces and cannot infiltrate or percolate vegetated or earth surfaces as it naturally would. Development affects the quantity and quality of water resources, and increases flooding. Without attenuating peak flows from large impervious surfaces and providing opportunity for runoff percolation, pollutant loads and the frequency of flooding will increase, which can impact roadways and vehicular circulation (SANDAG 2007).

Discussion

a. Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact With Mitigation. Potential water quality impacts associated with implementation of the recommended infrastructure improvements would include short-term construction-related erosion/sedimentation and storm water runoff. The short-term water quality impacts related to erosion/sedimentation would be less than significant based on conformance with existing regulatory requirements (i.e., acquisition of an NPDES General Construction Activity Storm Water Permit (SWRCB 2009-0009-DWQ) and implementation of a SWPPP). The individual network improvement projects would comply with NPDES guidelines for municipal storm water runoff in accordance with the SDRWQCB Order No. R9-2007-0001 (Municipal Stormwater Permit), which requires that pollutant discharges and runoff from development are reduced to the maximum extent practicable. The guidelines also require that receiving water quality objectives are not violated throughout the life of the project through implementation of source control and structural postconstruction BMPs (Caltrans 2003).

Class I bike lanes are constructed separate from the roadway and may involve additional grading and paving activities. Implementation of the required BMPs and Mitigation Measure

Hydrology-1 would ensure that water quality impacts associated with the construction of these facilities would be less than significant.

Mitigation Measure

Hydrology-1: Permeable design features shall be used in the development of Class I bike paths (e.g., decomposed granite) in unpaved areas. Where groundwater quality is a concern, permeable bike path designs shall incorporate pretreatment measures and underdrains. Designs shall be developed in compliance with the Municipal Stormwater Permit and shall be required to maintain preproject hydrology. As such, any increase in runoff due to additional paved (nonpermeable) surfaces would be mitigated and treated through low-impact development (LID), site design, and structural BMPs, as outlined in the Municipal Stormwater permit, County Standard Urban Storm Water management Plan (SUSMP), and local SUSMPs for each respective municipality. These required measures shall be finalized as the proposed network segment design is finalized.

- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?***

Less Than Significant Impact With Mitigation. The recommended infrastructure improvements would not substantially deplete groundwater supplies or interfere with groundwater recharge. The majority of proposed network facilities (Class II and III) would occur on existing public streets or road rights-of-way, which have impervious surfaces and low absorption rates. The Regional Bicycle Plan makes recommendations for Class I bike paths, which are constructed separate from the roadway and would not significantly impact local groundwater recharge. Implementation of Mitigation Measure Hydrology-1 would ensure that the proposed project would not impact groundwater supplies within the region.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?***

Less Than Significant Impact With Mitigation. The recommended network improvements would not substantially alter the existing drainage pattern of a site and would not alter the course of a stream or river. The Class II and III facilities would be associated with existing roadways. Class I bike paths may be located in the vicinity of a river or stream (e.g., San Luis Rey River and San Diego River). The proposed Class II and III facilities would mostly require restriping of the roadways and would not change existing on-site drainage facilities. Swales or trench drains may also help convey runoff into the drainage inlets. The runoff would then be conveyed into the existing municipal storm water drainage system. Additionally, the proposed project must comply with existing regulatory requirements (i.e., acquisition of an NPDES General Construction Activity Storm Water Permit and implementation of a SWPPP). The proposed project would comply with NPDES guidelines for municipal storm water runoff in accordance with the Municipal Stormwater Permit, which requires that pollutant discharges and runoff from development are reduced to the maximum extent practicable. Implementation of

Mitigation Measure Hydrology-1 would help off-road Class I bike paths reduce runoff to preproject levels through the use of pervious surfaces and LID, site design, or structural BMPs, as needed. As such, water quality impacts related to erosion/sedimentation, runoff rates and quantities, and/or flooding would be less than significant.

- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?**

Less Than Significant Impact With Mitigation. The recommended infrastructure improvements would not substantially alter the existing drainage pattern of the site or vicinity, alter the course of a stream or river, or increase the amount of surface runoff to result in flooding. A majority of the proposed Class II and III facilities would include restriping of the roadway; therefore, on-site surface runoff would be collected in existing drainage facilities and conveyed into the existing municipal storm water drainage system. In the instance where new paved bike paths are constructed outside of public streets or road rights-of-way, there is potential for change in drainage patterns. Therefore, implementation of Mitigation Measure Hydrology-1 would ensure that runoff is reduced from offroad paths to pre-project levels through the use of pervious surfaces or adequate LID, site design, or structural BMPs. Additionally, each project must comply with the San Diego Municipal Storm Water Permit (RWQCB Order No. 2001-01; NPDES No. CAS0108758) (Caltrans 2003). As such, water quality impacts related to erosion/sedimentation, runoff rates and quantities, and/or flooding would be less than significant.

- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Less Than Significant Impact With Mitigation. Because no substantial net increase of impervious surfaces would occur upon construction of the proposed regional network, there would be a minor increase in runoff volumes. Without mitigation, the proposed project could result in additional sources of and increased volume of polluted runoff; however, the potential for water quality and quantity impacts would be addressed through implementation of Mitigation Measure Hydrology-1 and compliance with the requirements of the San Diego Municipal Storm Water Permit (R9-2007-001) (RWQCB 2007). Therefore, water quality impacts related to storm water capacity and/or polluted runoff would be less than significant.

- f. Otherwise substantially degrade water quality?**

Less Than Significant Impact With Mitigation. In complying with the Municipal Stormwater Permit and General Construction Activity Stormwater Permit, and with incorporation of Mitigation Measure Hydrology-1, the proposed infrastructure improvements would not substantially degrade water quality. Implementation of standard BMPs during construction, and adequate postconstruction BMPs (LID, site design, or structural), would reduce potential water quality impacts to less than significant. Typical BMPs would include the prevention of erosion and sedimentation; provide comprehensive employee training at the construction site; and implement proper waste management, vehicle maintenance, and material use and storage. Additionally, implementation of mitigation, compliance with the requirements of the San Diego Municipal Storm Water Permit (R9-2007-001; NPDES No. CAS0108758), acquisition of an NPDES General Construction Activity Storm Water Permit, implementation of a SWPPP, and use of

construction BMPs would ensure that potential water quality impacts would be less than significant.

g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project does not involve construction of housing; therefore, no impact would occur.

h. Place within a 100-year flood hazard area, structures which would impede or redirect flood flows?

Less Than Significant Impact. Based on Federal Emergency Management Agency (FEMA) maps, most of the proposed bikeways lie in areas determined to be outside of the Zone A 100-year and Zone X 500-year floodplain (County of San Diego 2009b). The proposed bicycle network is at grade and does not include any substantial grading or fill that would impede or redirect water flow. Project implementation would comply with FEMA regulations, and impacts related to flooding would be less than significant.

i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact With Mitigation. As discussed above in Items 8(g) and (h), the proposed project involves only at-grade bike facilities. Most of the proposed project is not within the 100-year and 500-year floodplains. However, the proposed project identifies bikeways that would be located adjacent to dams and rivers that may expose people to flood risk. In addition to compliance with federal, state, and local regulations, the implementation of Mitigation Measure Hydrology-2 would ensure a less than significant impact.

Mitigation Measure

Hydrology-2: Prior to the development of network segments or path construction in areas adjacent to dams and rivers, the project proponent shall contact the local police and fire department to ensure emergency procedures are in place for closure of trails in the event of levee or dam failure.

j. Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. The Regional Bicycle Plan covers regional bicycle facilities within the 19 municipalities of San Diego County. This includes coastal municipalities, which have the potential to be inundated in the event of a large catastrophic tsunami. Although the likelihood of such an event is very low, the Southern California region is still considered a seismically active region.

The proposed network improvements may be in proximity to large reservoirs or other surface waters. Therefore, the project may be subject to inundation impacts from seiches. Additionally, the project site may be subject to impacts related to inundation by mudflow based on the location and topography in the project area. Mudflows are the most common disaster in San Diego and forest fires may contribute to the potential for mudflows. The path of a mudflow is determined by local topography and will typically follow existing drainage patterns. The recommended network improvements would construct minimal structures in mostly urbanized areas and, therefore, would not result in impacts related to inundation by seiche, tsunami, or mudflow.

9. Land Use and Planning

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

SANDAG includes the 19 municipalities of the region. SANDAG’s RCP brings together local and regional plans throughout the region to provide a comprehensive planning framework for the San Diego region. The proposed project alignment traverses a variety of land uses, which include residential, commercial, industrial, institutional, park, and open space. Pursuant to the State Coastal Act, the coastal policies and guidelines are based on the general plans of the local jurisdictions located within the state Coastal Zone. Regional Habitat Conservation Plans such as the MSCP and the MSHCP span across jurisdictional boundaries within the region to preserve native vegetation communities and species’ habitats. CDFG’s Natural Community Conservation Planning (NCCP) Program identifies and provides for the regional protection of plants, animals, and their habitats throughout the entire state with a focused conservation effort on the coastal sage scrub communities in Southern California (CDFG 2010).

Discussion

a. Physically divide an established community?

No Impact. Implementation of the recommended infrastructure improvements would not change existing land uses. The project involves a network of bicycle routes that would allow for better regional and local access by community members. No new roads, structures, or other improvements would be developed that would divide or separate neighborhoods or physically divide an established community. Therefore, no associated land use impacts would occur.

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed project would implement a regional bicycle transportation framework that would be consistent with applicable goals and guidelines of agencies with jurisdiction over proposed bicycle route locations. The Regional Bicycle Plan is a complementary document to the RTP, and the recommendations contained in the SANDAG RCP and RTP are to “provide safe, attractive places to walk or ride a bike” and to “connect all major communities in the region with convenient and attractive bikeways.” Table 4 summarizes each of the land use plans and its goals, objectives, or policies that are relevant to the proposed project. The proposed project is consistent with these goals and guidelines because it would provide a regional bikeway network with the intent to connect communities and encourage an alternate mode of transportation. The designated bike lanes provide bicyclists with a safer, convenient, and more direct access to destinations throughout the region. The proposed project would not result in impacts related to conflicts with adopted land use plans.

**Table 4
Applicable Planning Documents**

Plan	Relevant Policy/Goal/Objective
SANDAG RTP – Mobility 2030 (April 2003)	<ul style="list-style-type: none"> • Envision an intercommunity bikeway network that is a combination of Class I bike paths (multiuse trail), Class II bike lanes, and Class III bike routes. • Connect all major communities in the region with convenient and attractive bikeways. • Ensure that all high demand corridors within the region are covered. • Provide good bike access to existing and future transit systems.
SANDAG RCP (July 2004)	<ul style="list-style-type: none"> • Where wide, busy streets or the steep terrain make pedestrian or bicycle access difficult, separate trails or bikeways should be provided. • Create incentives that will make it more desirable to ride transit, carpool, or vanpool during peak hours, or bike or walk to work or school. • Improve safety of auto, pedestrian, bike, etc. • Enhance pedestrian and bike connections to transit stations.
San Diego County General Plan – Circulation Element (July 1994)	<ul style="list-style-type: none"> • Provide for the safe and convenient use of bicycles throughout San Diego County for recreation and as a viable alternative to the automobile as a form of local transportation. • Utilize public property, such as utility and drainage easements, parks, and lightly traveled roads, whenever possible, for construction of bikeways. • Provide continuous bikeways, affording safe and convenient community-wide accessibility while preserving the natural environment to the greatest extent practical. • Encourage commuter bicycling as a means to reduce air pollution, energy consumption, and traffic congestion. • Locate bikeways along designated scenic highways wherever possible. • Connect cultural facilities, recreation areas, commercial areas, and educational facilities by bikeways.

Plan	Relevant Policy/Goal/Objective
	<ul style="list-style-type: none"> • Separate bicycles and automobiles whenever it is economically and physically possible to do so with either a bike lane or bike path. • Provide a circulation system for the County and a connecting link between population centers and recreational and scenic areas.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

Less Than Significant Impact. The Regional Bicycle Plan spans multiple conservation planning areas including the San Diego MSCP and MSHCP planning areas which identify areas for open space and habitat conservation. However, the majority of the proposed project would restripe or widen existing public streets or rights-of-way for Class II and III bike lanes and routes and construct Class I bike paths adjacent to the public roadways. In certain cases, bike paths may be proposed within open space areas proposed for conservation under the MSCP or MSHCP. Implementation of Mitigation Measure Biology-3 requires projects to mitigate for any unavoidable impacts to sensitive habitats with replacement in-kind for loss of habitats, at ratios consistent with regional and local guidelines (e.g., MSCP or MSHCP), but not less than 1:1. Therefore, the proposed project would not conflict with policies of the MSCP or MSHCP. In addition, the project does not conflict with the conservation goals of the CDFG’s NCCP. As such, impacts related to conflict with an adopted habitat conservation plan would be less than significant.

10. Mineral Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Mineral resources located in San Diego region serve various public, commercial, scientific, and recreational purposes. Mineral resources are used in both private developments and public projects. Local extraction sites are valuable assets used to help facilitate the continual growth of the region. Locally important mineral resources in the region include construction materials, rocks that can be

used for dimension stones, and also minerals of historical significance including precious metals and gemstones.

Surface Mining and Reclamation Act

Under the State of California's Surface Mining and Reclamation Act, the California Department of Conservation, Division of Mines and Geology, and the State Mining and Geology Board are responsible for administration of a mineral lands inventory process termed classification designation. Areas are classified on the basis of geologic factors, without regard to existing land use and land ownership. The areas are categorized into four Mineral Resource Zones (MRZs):

- **MRZ-1:** An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- **MRZ-2:** An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- **MRZ-3:** An area containing mineral deposits, the significance of which cannot be evaluated.
- **MRZ-4:** An area where available information is inadequate for assignment to any other MR zone.

Of the four categories, lands classified as MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are designated by the Mining and Geology Board as being "regionally significant." Such designations require that a lead agency's land use decisions involving designated areas be made in accordance with its mineral resource management policies and that it consider the importance of the mineral resource to the region or California as a whole, not just to the lead agency's jurisdiction.

Mineral Land Classification

The area covered by the Regional Bicycle Plan is located within the Western San Diego County Production Consumption (P-C) Region (California Department of Conservation 2000). The Western San Diego County P-C Region makes up one-third of the westernmost area of the county. It encompasses (1) the entire metropolitan area of San Diego County; (2) areas that are expected to become urbanized within the next 10–30 years; and (3) any resource areas that currently provide or are expected to provide in the future, aggregate material to these urbanized and urbanizing areas. In 1982 and 1996, the California Department of Conservation, Division of Mines and Geology identified all potential and existing areas of construction aggregate resources in the P-C Region. Greatest concern was given to materials suitable for use in Portland Cement Concrete (PCC), such as high-quality sand, gravel, and crushed rock, because the materials specifications for PCC are more restrictive than most and therefore scarcer.

In general, the high-quality mineral resource areas within the area, categorized as MRZ-2, are concentrated along major drainages such as the Otay River, the Tijuana River, the San Diego River, Carroll Canyon, and the San Dieguito River (City of San Diego 2007). In addition, several quarries with PCC-grade aggregate are located within the project area, including Rosemary's Mountain Quarry located in northern San Diego County just east of the intersection of I-15 and SR-76; the San

Marcos and the Twin Oaks Valley Road National Quarries located in San Marcos; the TTT Quarry in Lakeside; and the Hester's Granite Quarry in the Valle de Oro (County of San Diego 2009b).

Discussion

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Less Than Significant Impact. The Regional Bicycle Plan makes recommended infrastructure improvements that would include improvements and modifications to the regional bicycle network, which is located primarily within the existing public rights-of-way traversing multiple jurisdictions throughout the San Diego region. The recommended network features (e.g., bike paths, bike lanes, bike routes, etc.), if implemented, would traverse areas that have been designated as significant MRZs (MRZ-2), as well as potentially cross areas that have been determined as suitable for aggregate production. However, there are no operational mineral resource recovery sites in the proposed network area whose operations or accessibility would be affected by the construction or operation of the proposed project. Further, implementation of network improvements would not involve changes to the existing land use designations and would not place new structures in a manner that would preclude ability to recover a known mineral resource or prevent future resource extraction. Therefore, approval of the Regional Bicycle Plan would result in less than significant impacts related to the loss of availability of known mineral resources that would be considered valuable to the region or the residents of California.

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Less Than Significant Impact. As stated above, the recommended improvements do not include land use changes or recommend placement of structures in a manner that would preclude ability to recover a locally important mineral resource or prevent future resource extraction. Furthermore, because the proposed network would be primarily located within existing roadway rights-of-way, it would not have any effect on the ability to recover known mineral resources. Therefore, impacts related to locally important mineral resource recovery sites would be less than significant.

11. Noise

Issues	Less Than Significant			
	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The draft Regional Bicycle Plan includes bicycle improvements throughout the region, from the cities of Oceanside and Escondido in the north to Imperial Beach and Chula Vista in the south. There are 19 municipalities within the project area, and projects will be required to comply with the noise ordinances of the area in which they occur. The proposed project improvements include improving the number and classification of bike corridors, and bike support facilities (e.g., bike parking). The bike corridors of the Plan are along a variety of roadway types and adjacent land uses, some of which would be noise-sensitive uses (e.g., residences).

The dominant source of noise in the project area is vehicle traffic on project roadways with varying average daily traffic (ADT) volumes and speed limits, which establish the average daytime noise

level at a distance of 50 feet from the center line of a roadway. Bike activity in the project area produces noise levels that are minimal compared to ambient noise levels, and not audible over vehicle traffic on roadways along which the bike corridors are established.

Discussion

The proposed project would generate noise from construction of the proposed bike network improvements, which could include new bike facilities and/or widening of existing facilities. These improvements could include roadway and parking area grading and paving, possible curb and pavement breaking, installation of cycle tracks, parking facilities, bike corridor signage, and bike lane markings.

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction

Less Than Significant Impact With Mitigation. Construction noise can be a substantial, although temporary, source of noise. Construction noise is a concern when it occurs near sensitive receptors, especially at night. Construction noise would be regulated by each municipality within the project area. Most noise ordinances prescribe the hours for construction activities, and these hours typically prohibit construction activities on Sundays and holidays and between 7:00 p.m. and 7:00 a.m. on weekdays. It is also typical for noise ordinances to provide an average construction noise level threshold, and this is typically 75 dBA. The majority of the proposed network improvements follow existing roadways and consist of linear paths/lanes/routes. Therefore, it is not anticipated that construction would remain in one place for an extended period of time.

The principal sources of noise during construction would be the diesel engines of construction equipment and the tools used to remove curbs, paving, and similar features, such as concrete saws, jackhammers, and hoe-rams. Based on the anticipated construction equipment to be used for this project, the average daily construction noise level is anticipated to be less than the typical noise ordinance construction thresholds. Therefore, no persons would be exposed to project construction noise levels in excess of the applicable standards established in noise ordinances, and construction noise impacts would be less than significant.

Short-term construction noise levels from jackhammers and concrete saws could create a potentially significant impact at receptors in proximity to the pavement breaking and cutting activity, which generate noise levels higher than typical construction equipment. Adoption of the mitigation measures stated below would reduce this impact to less than significant.

Mitigation Measures

Noise-1: If jackhammer use is required in proximity to pedestrians, residents, or open businesses, the quietest jackhammer suitable to perform the work shall be used. If the selected equipment is the Atlas Copco Model TEX P90S model with an elongated effective muffler casing or bellows of greater than 15 inches in length, Chicago Pneumatic CP 1240 with muffler, or equivalent model with muffler, then

no additional noise mitigation is required. If larger or noisier equipment is required, then a portable noise barrier shall be used. The barrier shall have no gaps or holes and shall be high enough to block the line of sight between the equipment and nearby receptors. The barrier shall be made of ¾-inch plywood, acoustical blankets, or similar material with a minimum Sound Transmission Class (STC) rating of 30.

Noise-2: If concrete saw use is required in proximity to pedestrians, residents, or open businesses, then a portable noise barrier shall be used. The barrier shall have no gaps or holes and shall be high enough to block the line of sight between the equipment and nearby receptors. The barrier shall be made of ¾-inch plywood, acoustical blankets, or similar material with a minimum STC rating of 30.

Noise-3: Construction staging areas shall be located as far from sensitive receptors as possible.

Operations

The operation of the proposed project is intended to result in increased bicycle traffic on the existing and proposed bike network corridors, and at the proposed bike parking facilities. The increased bike traffic would generate minimal noise levels compared to ambient noise levels, which would not be audible over vehicle traffic noise on roadways along which the bike corridors are established. Since noise intensity is logarithmic (nonlinear), doubling the energy of a noise source (e.g., traffic volume) does not double the noise level of the source, but instead increases the noise level by 3 dBA. This increase of 3 dBA is barely detectable to the human ear. The bike traffic volumes of the proposed project are not anticipated to double, and would not be a noticeable increase in ambient noise levels due to the noise levels from vehicle traffic on roadways which the bike corridors share. The Regional Bicycle Plan emphasizes multi-modal transit, and could potentially result in the reduction of vehicle traffic. Therefore, the proposed project would result in a less-than-significant operational noise impact.

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Heavy construction equipment operations can cause groundborne vibration, which, if in proximity to structures, can cause structural damage. The heaviest equipment, such as pile drivers or large bulldozers, can generate vibrations of 0.089 to 1.52 inches per second peak particle velocity (PPV) at a distance of 25 feet. It is not anticipated that any of this heaviest equipment would be used on the proposed project. The equipment with the greatest vibration potential that may be used on the proposed project is a jackhammer, with a source level of 0.035 inches per second PPV at 25 feet. There are no applicable city, state, or federal standards for vibration. The Federal Transit Administration recommends maximum limits of 0.2 inches per second PPV for fragile buildings and 0.12 inches per second PPV for very fragile buildings. It is not anticipated that jackhammer operations would be closer than 15 feet to buildings, and vibration would not exceed 0.2 inches per second PPV. Therefore, the vibration impact to buildings would be less than significant.

For people passing within 25 feet of the operations, vibration from jackhammer use would be perceptible, but not excessive, and the exposure to vibration would be transient. The impact would be less than significant.

- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Less Than Significant Impact. Ambient noise levels in the vicinity of proposed network improvements result from vehicle traffic traveling along the project route and adjacent roadways. Bike noise is a very small component of roadway noise. Implementation of the recommendations in the Regional Bicycle Plan would result in an increase in bike traffic, and a corresponding increase in bike traffic noise; however, increase in the overall noise level along the bike corridor would be negligible, and not audible when considered with vehicle traffic noise. The changes in ambient noise levels would be imperceptible, and the impact would be less than significant.

- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Less Than Significant Impact With Mitigation. See discussion of construction noise in Item 11(a) above.

- e. For a project located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

Less Than Significant Impact. The project includes bike corridors within the airport land use plan of a public airport. The majority of the project includes work in or adjacent to existing roadways, and is linear in nature. No structures are proposed as part of the proposed project. Due to the linear nature of the project, construction is not anticipated to be in one place for an extended period of time, and construction workers would not be exposed to excessive noise levels for an extended period of time. Therefore, construction noise impacts would be less than significant.

- f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. Lake Wohlford and Pauma Valley are two private airports located within San Diego County. The proposed regional network improvements are not located in the vicinity of a private airstrip. Therefore, no impacts are anticipated.

12. Population and Housing

Issues	Potentially Significant Impact	Less Than Significant	Less Than Significant Impact	No Impact
		With Mitigation Incorporated		
Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Regional Bicycle Plan involves a network of bicycle paths/lanes/routes that are planned regionally. The majority of the alignment follows existing vehicle routes and will provide for additional commute options.

Regional growth projections are provided by SANDAG's *2030 Regional Growth Forecast Update* ("Regional Growth Forecast") (SANDAG 2006). The Regional Growth Forecast provides estimates and forecasts of population and housing units for the region for the period between 2006 and 2030. The Regional Growth Forecast is available for review on file at SANDAG and online at www.sandag.org.

According to the forecast, the population of the region is projected to increase by 971,739 persons or approximately 32 percent between 2004 and 2030 to 3,984,753 persons (see Table 5). The number of housing units is projected to increase by approximately 24 percent within the region during the 2006–2030 period.

**Table 5
Projections for the Region, 2004 and 2030**

	Total Population		Total Housing Units	
	2004	2030	2004	2030
The Region	3,013,014	3,984,753	1,095,077	1,386,227

Source: SANDAG 2006

Discussion

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

No Impact. The Regional Bicycle Plan does not include recommendations for the development of housing and implementation of the Regional Bicycle Plan would not directly induce population growth. The approval of the Regional Bicycle Plan would not provide substantial new employment that would foster migration. Development of bicycle facilities may make an area more desirable to an individual or group of individuals. However, it is not anticipated to result in substantial indirect population growth in an area. No impacts related to population growth inducement would occur.

- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

No Impact. The recommended infrastructure improvements would occur primarily within existing road rights-of-way and would not affect existing housing or displace any residents. No impacts are anticipated.

- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

No Impact. The recommended infrastructure improvements would occur primarily within existing road rights-of-way and would not affect existing housing or displace any residents. No impacts are anticipated.

13. Public Services

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:</p>				
Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Regional Bicycle Plan spans 19 municipalities throughout the region. The proposed network traverses residential, commercial, institutional, park, and open space areas currently served by existing public services, including fire and police protection, schools, and parks. Various fire departments and police stations throughout the region would provide any fire and/or emergency medical service or police service associated with the proposed project. The approval of the Regional Bicycle Plan would not increase the demand for public services, including fire and police protection, schools, parks, or other public services; therefore, no impacts related to the provision of adequate public services would occur.

Discussion

a. Fire protection?

Less Than Significant Impact With Mitigation. Implementation of the proposed project would not generate population growth as the majority of the recommended network improvements would be located in public streets and rights-of-way. The approval of the Regional Bicycle Plan would increase the number of bicycles on the roadway. An increase in bicyclists on the roadway has the potential to result in an increase in bicycle related emergencies necessitating fire department response. However, the Regional Bicycle Plan makes recommendations and identifies policy guidance for bicycle safety, including share the road

signs and appropriate facility design. Therefore, impacts on fire protection services are considered less than significant.

Additionally, some of the proposed bike paths traverse through open space and wildlands adjacent to urbanized areas. Although most emergency fire response teams have protocols to protect people from wildland fires, implementation of Mitigation Measure Hazards-3 would ensure a less than significant impact.

b. Police protection?

Less Than Significant Impact. Implementation of the proposed project would not generate population growth as the majority of the bikeways would be located in public streets and rights-of-way. The proposed project would increase the number of bicycles on the roadway. An increase in bicyclists on the roadway has the potential to result in an increase in bicycle related emergencies necessitating police protection. However, the Regional Bicycle Plan makes recommendations and identifies policy guidance for bicycle safety, including share the road signs and appropriate facility design. Therefore, impacts on police protection services are considered less than significant.

c. Schools?

No Impact. The proposed project would not generate students; therefore, it would not increase the demand for schools in the area.

d. Parks?

No Impact. The proposed project could increase access to parks to a minimal degree, potentially increasing demand for park and recreation services, but it is unlikely that any such increase would be large enough to require facility upgrades or increased services. Therefore, no impact is anticipated.

e. Other public facilities?

No Impact. SDG&E would provide electric facilities to the network improvements as necessary. The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered SDG&E facilities. The proposed project would not increase the demand for electricity and gas facilities.

14. Recreation

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The area covered under the Regional Bicycle Plan traverses portions of all the individual jurisdictions within the region as well as areas within the unincorporated area of San Diego County (19 total municipalities). Within the San Diego region, a wide variety of recreational opportunities are provided by cooperative efforts among federal agencies, state agencies, local agencies and jurisdictions, tribal entities, school districts, and private entities. These include such parks, camping grounds, hiking area, golfing, trails, equestrian centers, swimming facilities, boating, recreational vehicle parks, and off-road vehicle use areas. When possible, these recreational opportunities are coordinated with appropriate agencies, community groups, and nonprofit organizations to ensure consistency and compatibility with surrounding land uses and to ensure appropriate levels of necessary infrastructure. This is done through the discretionary review process and interjurisdictional cooperation. Many jurisdictions have requirements that park and recreation facilities be provided based upon park space per capita.

The Regional Bicycle Plan makes recommendations that include improvements and modifications to the regional bicycle network throughout the San Diego region both to encourage bicycling as a transportation option as well as enhance connections for recreational bicyclists to local and regional activity centers, transit facilities, and other regional nonmotorized systems.

Discussion

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

Less Than Significant Impact. As described in Section 12, Population and Housing, the approval of the Regional Bicycle Plan would not induce population growth. While the recommended infrastructure improvements may result in the increased use of existing parks and

other recreational facilities due to increased accessibility of these facilities by bicycle along the existing and proposed bicycle network, the increase in use of existing parks and recreational facilities would be throughout the San Diego region and would not be concentrated on a particular facility. In addition, the project does not propose any residential uses that may increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity. Therefore, increased access and use would not result in the substantial physical deterioration of existing parks and recreational facilities. The approval of the Regional Bicycle Plan would have less than significant impacts related to the use of recreational facilities and resources.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. The Regional Bicycle Plan includes recommendations for improvements and modifications to the existing regional bicycle network, located primarily within the existing public rights-of-way throughout the San Diego region. The majority of the proposed regional network follows existing roadways and occurs in developed or urban/built up lands. However, the proposed infrastructure improvements may result in the construction of recreational facilities in the form of bicycle network improvements. Recreational facilities anticipated are limited to the proposed bicycle network, as described throughout this document. No additional recreational facilities are proposed as a part of the Regional Bicycle Plan.

15. Transportation/Traffic

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

SANDAG's RTP, adopted in April 2003, establishes goals and policies to meet the regional transportation demands of the San Diego region. In addition to motorized vehicle traffic, the RTP aims to improve transit and alternate modes of transportation. A regional bicycle network is incorporated into the plan as an alternate means to conveniently connect all major communities of the region and to future transit systems.

Traffic- and transportation-related impacts are major concerns throughout the region. As population throughout the region grows, traffic also increases. As a means of measuring and evaluating traffic congestion the concept of "Level of Service" (LOS) is used. LOS describes

operational conditions on a transportation facility and is a general overall measurement of service conditions such as speed and travel time, freedom to maneuver, traffic interruption, and comfort and convenience. LOS A represents the best operating conditions while LOS F represents the worst. LOS is used primarily to assess how an increase in vehicular traffic may affect congestion. Evaluations are made to assess the potential for traffic related impacts from alternative transportation modes, including bicycles.

The Regional Bicycle Plan identifies a regional bicycle network that runs north and south along the coast and inland with east and west connections throughout the entire county. Class I bike paths are proposed adjacent to the following major freeways: I-8, I-15, SR-52, SR-56, SR-125, [I-805](#), and SR-905. Class II and III bike lanes and routes would require the restriping or widening of existing public streets and rights-of-way. Per section 6.4 of the Regional Bicycle Plan, during the design stage of individual projects the alignments of corridor segments may be modified to avoid or reduce impacts to traffic.

Discussion

- a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?***

Less Than Significant Impact With Mitigation. The approval of the Regional Bicycle Plan and implementation of recommended bicycle infrastructure improvements would not cause a substantial increase in traffic in relation to the existing traffic load and street capacity as it would encourage alternate means of transportation and potentially decrease traffic congestion. The proposed project would have a beneficial impact to traffic as it aims to reduce motorized traffic demand through the improvement of bike accessibility throughout the region. Construction of the proposed network improvements would be short term and have less than significant impacts to traffic. Class I bike paths would be separate and constructed adjacent to the roadway. As such, no impacts to traffic would occur. Class II and III bike lanes and routes would require either widening or restriping of existing public streets and rights-of-way, potentially impacting traffic. This widening or restriping to accommodate bicycle facilities may change lane configuration or the capacity for vehicles on the roadway. Per section 6.4 of the Regional Bicycle Plan, during the design stage of individual projects the alignments of corridor segments may be modified to avoid or reduce impacts to traffic. The implementation of Mitigation Measure Transportation-1 would mitigate the potential impacts associated with traffic to less than significant.

Mitigation Measure

Transportation-1: A traffic study shall be prepared by the project proponent during design of a proposed network improvement, to adequately assess and mitigate the potential impacts associated with traffic. The traffic study shall include assessment of existing Levels of Service (LOS) and shall evaluate the feasibility of accommodating the proposed bike lane or route within the existing roadway so that it does not impact safety, traffic service levels, or parking capacity. Adequate design features shall be recommended and

incorporated into the project to allow for a safe facility, adequate traffic service levels and no or acceptable reductions in parking.

b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact With Mitigation. As discussed above, the proposed project would potentially alleviate traffic congestion by encouraging the use of a safer, more convenient regional bicycle network. Class I bike paths would be separate from the motorized traffic and would not impact vehicle traffic. Class II and III bike lanes and routes would involve the restriping or widening of public streets and rights-of-way and may have potentially significant impacts to traffic levels of service. Per section 6.4 of the Regional Bicycle Plan, during design of individual planned segments, the alignments of corridor segments may be modified to avoid or reduce impacts. In addition, with the implementation of Mitigation Measure Transportation-1, the potential impacts would be less than significant.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The proposed project does not include any aviation components and, therefore, would not affect air traffic patterns. No associated traffic impacts would occur.

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact With Mitigation. The proposed project would not substantially increase hazards due to a design feature or incompatible uses. Class I bike paths would be separate from the roadway and would have no impact to traffic. Class II and III bike lanes and routes would require either widening or restriping of existing public streets and rights-of-way. A component of the Regional Bicycle Plan is policy guidance and design features to increase awareness of cyclists on the road and increase safety. The Regional Bicycle Plan includes design measures, such as signage, dedicated lanes, and other features, that would clearly separate traffic flow in roadways and railroad rights-of-way from bike flows. Additionally, Mitigation Measure Transportation-1 would be implemented to ensure less than significant impacts related to traffic hazards.

e. Result in inadequate emergency access?

Less Than Significant With Mitigation. See Mitigation Measure Hazards-2 requiring coordination with local fire and police during design of recommended network segments. Emergency vehicle access to all major roads would be maintained during construction of any recommended network improvements (i.e., restriping and road widening). Operation of the completed bicycle network improvements on the roadways and road rights-of-way would not impede the progress of emergency access, as non-motorized vehicles would have a separate lane that could be accessed by emergency vehicles. Accordingly, impacts to emergency access would be less than significant.

f. Result in inadequate parking capacity?

Less Than Significant Impact With Mitigation. One of the goals of the Regional Bicycle Plan is to improve traffic congestion by reducing the number of motor vehicles and increasing the use of alternative modes of transportation. As a result of the increase in bicycle transit, vehicle parking demand would potentially decrease. In addition, the Regional Bicycle Plan emphasizes the need for bicycle parking facilities and bicycle lockers at regional transit stations. The accommodation of Class II and III facilities within the roadway has the potential to result in significant impacts to roadside parking through a reduction in shoulder width or restriping, which could remove parking spaces (Traffic-2). However, the implementation of Mitigation Measure Transportation-1 would reduce impacts to parking capacity to less than significant.

g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The approval of the Regional Bicycle Plan would promote the use of alternative modes of transportation by increasing accessibility of bicycle routes throughout the region. As stated in the County's General Plan Public Facilities Element, Objective 4, there are policies that aim to reduce the demand on the road system through increased public use of alternate forms of transportation and other means (County of SD, 2009a). The proposed project would not conflict with applicable local, state, or federal land use plans, policies, or regulations. Operation of the proposed project would not conflict, but support the adopted policies, plans, or programs involving alternative transportation. No associated impacts to traffic would occur.

16. Utilities and Service Systems

Issues	Less Than		Less Than Significant Impact	No Impact
	Potentially Significant Impact	Significant With Mitigation Incorporated		
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Regional Bicycle Plan network improvements are focused on urban areas that are served by existing utilities and service systems, including solid waste collection and disposal, wastewater and storm water collection and treatment, and water facilities. The proposed project consists of bicycle route network improvements and modifications that would not affect the demand for utilities and service systems.

Discussion

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The Regional Bicycle Plan involves a regional program for bicycle infrastructure and focuses on regional corridors for bicycle transit. The majority of the proposed regional network follows existing roadways and occurs in developed or urban/built-up lands. No restrooms or other facilities that would generate wastewater are proposed. The proposed network improvements would not generate additional wastewater, require any alteration of existing sewer systems or septic tanks, or affect wastewater treatment facilities. Therefore, no exceedance of the wastewater treatment requirements of the RWQCB would occur.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. No new water delivery or wastewater collection and treatment facilities would be required to serve the proposed bicycle network improvements. The majority of the proposed regional network follows existing roadways and occurs within public right-of-way of the existing street system. The project would not create a need for additional water or wastewater services. Minimal water use will be required during construction of proposed network improvements and it is possible that some of the network improvements, as they are designed, will include additional landscaping (e.g. street trees). This minimal demand for water during construction, and potential increase in landscaping along network corridors, is not expected to result in a significant increased demand for water. The minimal demand for water service would not require any new or expanded facilities. Associated impacts would be less than significant.

c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The proposed network improvements would not substantially alter existing drainage patterns. Whenever possible, on-site surface runoff would be collected in existing drainage facilities, such as concrete curb, gutter, and drainage inlets, and conveyed into the existing municipal storm water drainage system. Where existing curb, gutter, and/or inlets would be removed to accommodate the new bicycle paths/routes/lanes, similar facilities would be constructed at nearby locations. While drainage patterns in some places may change due to this potential reconfiguration of the aforementioned features, storm water would continue to flow to the respective storm water and sewer system. No new storm water or sewer treatment systems will be required with implementation of the recommended infrastructure improvements. The minor alterations or improvements to curb and gutter have been considered in the environmental analysis in this document for the network improvements themselves. Therefore, impacts related to construction of new storm water drainage facilities or expansion of existing facilities are considered less than significant.

- d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

Less Than Significant Impact. The approval of the Regional Bicycle Plan would not result in the need for new or expanded entitlements. The Regional Bicycle Plan makes recommendations for programs and network improvements for bicyclists that are not anticipated to result in a need for additional water resources. Minimal water use will be required during construction of proposed facilities and it is possible that some of the network improvements, as they are designed, will include additional landscaping (e.g. street trees), however this minimal demand for water during construction and potential increase in landscaping is not expected to result in a significant increased demand for water. Therefore, impacts related to water supply are considered less than significant.

- e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

No Impact. The approval of the Regional Bicycle Plan or implementation of recommended infrastructure improvements would not generate wastewater and therefore would not affect the applicable wastewater treatment provider. No impact related to wastewater treatment capacity would occur.

- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

No Impact. Solid waste associated with the approval of the Regional Bicycle Plan and recommended network improvements would be solely related to construction of network improvements; there would be minimal solid waste associated with implementation of the bicycle network improvements. The amounts of solid waste generated by bicyclists associated with the proposed project would be negligible and thus would not significantly impact regional landfills. No impact related to landfill capacity or solid waste would occur.

- g. Comply with federal, state, and local statutes and regulations related to solid waste?**

No Impact. As stated in Item 16(f), impacts related to solid waste are limited to the anticipated disposal of solid waste temporarily during construction. Proposed network improvements would be required to comply with all applicable federal, state, and local statutes and regulations related to solid waste disposal during construction. Therefore, no associated impacts would occur.

17. Global Warming

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Global climate change is defined as a change in the climate that is attributed directly or indirectly to human activity that alters the composition of the global atmosphere, and that is in addition to natural climate variability observed over comparable time periods. Human-caused emissions of greenhouse gases (GHGs) exceeding natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of Earth's climate.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Similarly, impacts of GHGs are borne globally, as opposed to localized air quality effects of criteria air pollutants and hazardous air pollutants.

Human-related emissions of GHGs contributing to global climate change are attributable in large part to activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. If viewed apart from the GHG emissions produced by activities elsewhere in the world, the mass of GHG emissions generated by an individual project such as the proposed project would be so minute that the concentration of GHGs in the atmosphere would essentially remain the same.

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Global Warming Solutions Act of 2006. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012.

Discussion

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than significant Impact. A significant portion of the Regional Bicycle Plan relates to policy guidance which by definition is not site-specific. The Regional Bicycle Plan makes recommendations for bicycle infrastructure improvement projects. Implementation of the proposed bicycle network improvement projects would include potential construction activities at each of the proposed bike corridors. The anticipated construction work associated with the proposed bicycle infrastructure improvements would not include extensive grading of undeveloped land or vehicle travel on unpaved roads. Therefore, the quantity of GHG emissions would not be substantial. Construction emissions would be finite and temporary and would not hinder the State's ability to attain the GHG reductions outlined in AB 32.

The intent of the proposed Regional Bicycle Plan is to emphasize multi-modal transit by making bike travel more convenient and desirable, and increasing the number of bicycle riders. An increase in bicycle transit would lead to a potential reduction in vehicle trips and associated vehicle miles traveled (VMT). Replacing vehicular trips with bicycle trips has a measurable impact on reducing human-generated GHGs in the atmosphere that contribute to climate change. Fewer vehicle trips and VMT translates into fewer mobile source pollutants, such as carbon dioxide, being released into the air. Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2004, accounting for 38% of total GHG emissions in the state (ARB 2009). Therefore, providing transportation options that reduce VMT is an important component of reducing GHG emissions and is part of the solution to California's GHG reduction goals under AB 32.

Thus, the proposed project would not generate GHG emissions that have a significant impact on the environment. The impact would be less than significant.

b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant Impact. As discussed under a. above, the project would replace on-road vehicle trips with bicycle trips and would help reduce mobile-source related GHG emissions. A project such as the proposed project is part of the solution to California's GHG reduction goals and would aid the implementation of AB 32. In addition, construction emissions associated with the proposed improvements would be finite and temporary and would not hinder the State's ability to attain the GHG reductions outlined in AB 32. The project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The impact would be less than significant.

18. Mandatory Findings of Significance

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the project have impacts that are individually limited, but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?**

Less Than Significant Impact With Mitigation. The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population

to drop below self-sustaining levels, or threaten to eliminate a plant or animal community. With implementation of mitigation measures identified to avoid, minimize, and if necessary mitigate impacts to biological resources, impacts to biological resources would be avoided or reduced to less than significant. The proposed project would not eliminate important examples of the major periods of California history or prehistory. Construction of the proposed bicycle network would only involve minimal subsurface grading in undeveloped areas, and is not anticipated to affect cultural or historic resources.

Mitigation measures designed to minimize construction-related environmental effects to aesthetics, air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, noise, and traffic are listed in Sections 1, 3, 4, 5, 7, 11, and 15. No operational impacts related to the proposed project are anticipated.

b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

No Impact. The proposed project would occur mostly within or adjacent to existing roads and would achieve long term goals for regional bicycle infrastructure. With approval and future implementation of the Regional Bicycle Plan, air quality may be improved with commuters electing to bike as an alternative mode of transportation. Mitigation measures designed to reduce air quality impacts during the construction phase would not jeopardize or conflict long-term goals for the SDAB and long-term pollutant emissions would not be considerable and could be decreased with project implementation.

c. Does the project have impacts that are individually limited, but cumulatively considerable (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

No Impact. Potential impacts to biological resources and cultural resources have been identified with the proposed project. However, with the mitigation measures proposed, which focus on avoidance and minimization of impacts to resources, and with consistency of mitigation with regional planning documents, such as the MSCP and MHCP, these impacts are not considered cumulatively considerable.

As discussed under Air Quality, both short-term and long-term pollutant emissions would not be considerable and the potential increase in long-term emissions from transportation sources could be reduced. The quantities of emissions would not be cumulatively considerable. As discussed under Traffic, the project would not cause a substantial increase in traffic as it would encourage alternate transportation and could reduce potential increase in the total number of vehicle trips and reduce congestion. Traffic impacts during construction would be short-term.

d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact. As discussed in this IS/MND, the proposed project would not cause any substantial adverse environmental effects on humans. Please refer to specific discussions under Aesthetics, Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Noise, and Transportation/Traffic.

FISH AND GAME DETERMINATION

Based on the information above, there is no evidence that the project has a potential for a change that would adversely affect wildlife resources or the habitat upon which the wildlife depends. The presumption of adverse effect set forth in 14 CCR 753.3(d) has been rebutted by substantial evidence.

Yes (Certificate of Fee Exemption)

No (Pay fee)

The following mitigation measures are required to reduce environmental impacts of the proposed project.

Aesthetics-1: Removal of mature trees for the purpose of bike network development shall be minimized to the greatest extent practicable. Any mature trees that must be removed shall be replaced at a minimum 1:1 ratio with like or acceptable substitute, as determined by the lead agency.

Aesthetics-2: Lighting of Class I bicycle paths adjacent to open space areas shall be limited to that required for safety. Lighting shall be directed away from open space areas and onto the bicycle path itself. Individual network segments directly within open space areas shall be designed without night lighting to prevent any impact from light or glare on adjacent biological resources.

Air Quality-1: The Project Contractor shall prevent dust exposure to persons or property by implementation of one or more of the following measures to prevent visible dust plumes from extending beyond the boundary of the construction area and into public space:

- Physically separate the source and receptors with a solid barrier that would prevent the transmission of dust
- Physically separate the source and receptors by creation of a buffer zone and pedestrian and vehicle detours
- Wet areas to prevent the generation of dust plumes.
- Minimize land disturbance.
- Minimize unnecessary vehicular and machinery activities.
- Revegetate disturbed land.

Biology 1: A biological resources report shall be prepared for all infrastructure improvement projects with paths/lanes/routes proposed in natural vegetated areas. The biological resources report shall identify any sensitive biological resources within the proposed path alignments and make recommendations for avoidance and minimization of impacts to those resources identified. Projects shall be designed to minimize impacts to biological resources. Projects within or adjacent to sensitive biological resource areas shall incorporate the following design features:

- Existing trails shall be used whenever possible.
 - Path alignments shall be designed to avoid and minimize impacts to sensitive habitat communities. Alternative alignments may be identified during the
-

design phase to reduce impacts to sensitive biological resources and to ensure placement of trails is consistent with the adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other approved local, regional, or state habitat conservation plans.

- Projects shall be designed, in consultation with USFWS and CDFG, to avoid impacts to candidate sensitive or special status species.
- Reduction in path width shall be considered in sensitive biological resource areas.
- Paths shall be designed to avoid impacts to wildlife corridors and nursery sites (e.g., no fencing shall be proposed in natural areas, paths shall not bisect critical wildlife movement corridors, etc).
- Use of decomposed granite, unpaved trail, or equivalent pervious trail surface shall be considered.
- No nighttime lighting shall be proposed (operational or construction) in sensitive biological resource areas.

Biology-2: Projects shall incorporate the following measures during construction:

- Construction noise measures shall be identified to reduce construction noise to within regulatory standards.
- Construction shall be scheduled to avoid or minimize impacts to wildlife (e.g., avoid breeding season for sensitive species).

Biology-3: Infrastructure improvement projects shall be required to mitigate for any unavoidable impacts to sensitive habitats with replacement in-kind for loss of habitats, at ratios consistent with regional and local guidelines (e.g. approved Multiple Species Conservation Program [MSCP], City and County guidelines), but at no less than 1:1.

Biology-4: If riparian habitats or jurisdictional wetlands are identified during infrastructure project development, these resources shall be avoided, if possible. If riparian habitats or jurisdictional wetlands cannot be avoided, consultation with the appropriate resource agencies⁴ would be required to determine if additional permits (e.g., Lake and Streambed Alteration Agreement, 401 Water Quality Certification, or U.S. Army Corps of Engineers 404 Permit) are necessary. If impacted areas cannot be avoided, they shall be replaced with like quality or better quality habitat at a ratio required by the resource agencies⁵ with the goal of no net loss to wetlands.

Cultural-1 Prior to ground-disturbing activities, a literature and archival records search shall be conducted to identify known historical and archaeological resources within the project area. A historical survey shall be conducted to identify any previously unknown historical resources within the project area. All historical resources shall

⁴ Resource Agencies with regulatory authority over wetlands include California Department of Fish and Game, Regional Water Quality Control Board, and the U.S. Army Corps of Engineers.

be avoided. If historical resources are identified adjacent to the project area, construction activities near these resources shall be monitored by a qualified historian/archaeologist. If historical resources are discovered during construction, construction activities shall stop until a qualified expert can assess the find.

Cultural-2: Prior to ground-disturbing activities, a paleontological records search shall be conducted by the Lead Agency to identify any known paleontological resources within the project area and to determine potential sensitivity. Areas that are identified as moderate to high sensitivity will be monitored by a qualified paleontologist. If paleontological resources are discovered during construction, construction activities shall stop until a qualified paleontologist can assess the find.

Cultural-3: In the unlikely event that human remains are encountered during ground-disturbing activities, potentially destructive activities in the vicinity of the find shall be stopped and the County Coroner and the Bureau of Land Management will be notified. All parties involved will ensure that any such remains are treated in a respectful manner and that all applicable state and federal laws are followed. If human remains of Native American origin, associated grave goods, or objects of cultural patrimony are discovered on federal property, the provisions of the Native American Graves Protection and Repatriation Act will be followed.

Hazards-1: In addition to the implementation of regulatory requirements, industry standards, and BMPs, a hazardous materials review shall be required for construction of Class I bike paths or any other network improvement projects requiring grading. This review shall include a hazardous materials records search for the proposed facility location. If a hazardous materials site is identified, a qualified hazardous materials expert shall make recommendations for avoidance of any potential impacts or an alternative path alignment shall be identified.

Hazards-2: During design, the project proponent shall coordinate design of network segments, and any required construction detours, with local fire and police departments to ensure compatibility with emergency response plans and to maintain continued access for emergency vehicles.

Hydrology/Water Quality

Hydrology-1: Permeable design features shall be used in the development of Class I bike paths (e.g., decomposed granite) in unpaved areas. Where groundwater quality is a concern, permeable bike path designs shall incorporate pretreatment measures and underdrains. Designs shall be developed in compliance with the Municipal Stormwater Permit and shall be required to maintain preproject hydrology. As such, any increase in runoff due to additional paved (nonpermeable) surfaces would be mitigated and treated through low-impact development (LID), site design, and structural BMPs, as outlined in the Municipal Stormwater permit, County Standard Urban Storm Water management Plan (SUSMP), and local

SUSMPs for each respective municipality. These required measures shall be finalized as the proposed network segment design is finalized.

Hydrology-2: Prior to the development of network segments or path construction in areas adjacent to dams and rivers, the project proponent shall contact the local police and fire department to ensure emergency procedures are in place for closure of trails in the event of levee or dam failure.

Noise

Noise-1: If jackhammer use is required in proximity to pedestrians, residents, or open businesses, the quietest jackhammer suitable to perform the work shall be used. If the selected equipment is the Atlas Copco Model TEX P90S model with an elongated effective muffler casing or bellows of greater than 15 inches in length, Chicago Pneumatic CP 1240 with muffler, or equivalent model with muffler, then no additional noise mitigation is required. If larger or noisier equipment is required, then a portable noise barrier shall be used. The barrier shall have no gaps or holes and shall be high enough to block the line of sight between the equipment and nearby receptors. The barrier shall be made of ¾-inch plywood, acoustical blankets, or similar material with a minimum Sound Transmission Class (STC) rating of 30.

Noise-2: If concrete saw use is required in proximity to pedestrians, residents, or open businesses, then a portable noise barrier shall be used. The barrier shall have no gaps or holes and shall be high enough to block the line of sight between the equipment and nearby receptors. The barrier shall be made of ¾-inch plywood, acoustical blankets, or similar material with a minimum STC rating of 30.

Noise-3: Construction staging areas shall be located as far from sensitive receptors as possible.

Transportation/Traffic

Transportation-1: A traffic study shall be prepared by the project proponent during design of a proposed network improvement, to adequately assess and mitigate the potential impacts associated with traffic. The traffic study shall include assessment of existing Levels of Service (LOS) and shall evaluate the feasibility of accommodating the proposed bike lane or route within the existing roadway so that it does not impact safety, traffic service levels, or parking capacity. Adequate design features shall be recommended and incorporated into the project to allow for a safe facility, adequate traffic service levels and no or acceptable reductions in parking.

VIII. INITIAL STUDY/NEGATIVE DECLARATION DISTRIBUTION LIST

Federal Agencies

Mr. Tom Reed, U S Fish & Wildlife Service
Ms. Michelle Matson, U S Army Corps of Engineers
CAPT Keith Hamilton, U S Navy NAVFACENCOM
Mr. Michael Fridgen, U S Navy Real Estate BLTL
CAPT James Wink, U S Navy NAVFACENCOM
Ms. Susanah Aguilera, U S Navy NAVFACENCOM
Ms. Sheila Donovan, U S Navy NAVFACENCOM

Mr. Steve Juarez, State of California Dept of Fish & Game, South Coast Region
Mr. David Mayer, State of California Dept of Fish & Game, South Coast Region
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Hon. Jerry Sanders, City of San Diego
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Mr. Chuck Spagnola, APCD
Mr. Michael Kulis, SD County Regl Airport Authority
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APPENDIX A
SAN DIEGO REGIONAL BICYCLE PLAN