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5.16 TRANSPORTATION AND TRAFFIC

Would the project:		Potentially Significant Impact	Potentially Significant Unless APMs Incorporated	Less than Significant Impact	No Impact
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5.16.1 Introduction

This section of the PEA describes the existing conditions and potential short- and long-term Proposed Project-related impacts to transportation and traffic. A summary of the existing roadways, transit services, airports, and bicycle facilities, as well as a description of the regulatory setting for transportation and traffic, are presented. Also, an analysis of transportation and traffic impacts that would result from the Proposed Project is provided. Construction-generated traffic would be minimal and limited in duration. Operation and maintenance traffic generation would be virtually the same as that of the existing facilities the Proposed Project would be altering or replacing. The following analysis concludes that, although existing traffic conditions will be temporarily affected by project construction, project-related impacts on traffic and transportation will be less than significant.

5.16.2 Methodology

Traffic and roadway data and other transportation system information for this analysis was obtained from maps, literature searches, aerial photographs, EIRs for projects in the surrounding area, and the Mobility Element of the *City of San Diego General Plan* and *San Diego County General Plan*. The study area includes roadways where construction activities would take place and roadways likely be used for access to Proposed Project areas resulting in project-related traffic. Existing approximate roadway Level of Service (LOS) was obtained either from past analyses, existing planning documents, and/or calculations using traffic count data and stated road capacities. Traffic count data was obtained from published spreadsheets compiled by the SANDAG, the City of San Diego, and County of San Diego. Road capacity values were obtained from the Final 2008 Congestion Management Program Update or the *City of San Diego Street Design Manual*.

Calculated LOS values were obtained by dividing the existing average daily traffic (ADT) by the roadway capacity to achieve the volume-to-capacity (V/C) value. LOS was then defined as outlined in Table 5.16-1, Level of Service Calculation Values.

Table 5.16-1: Level of Service Calculation Values

Level of Service	Volume-to-Capacity
A	0.0 to 0.60
B	0.61 to 0.70
C	0.71 to 0.80
D	0.81 to 0.90
E	0.91-01.00
F	Above 1.0
Source: Transportation Research Board, 1985	

5.16.3 Existing Conditions

5.16.3.1 Regulatory Background

Construction projects that cross public transportation corridors (including public streets, railways, dedicated bike lanes, and other public transit) are subject to requirements for local and State agency encroachment permits. Use or obstruction of navigable air space also requires permits. The following summarizes transportation and traffic regulations that are applicable to the construction, operation and maintenance of the Proposed Project.

Federal

Federal Aviation Administration

All airports and navigable airspace not administered by the United States Department of Defense are under the jurisdiction of the Federal Aviation Administration (FAA). Federal Regulation Title 14 Section 77 establishes the standards and required notification for objects affecting navigable airspace. In general, projects involving features exceeding 200 feet in height above ground level or extending at a ratio greater than 50 to one (horizontal to vertical) from a public or military airport runway less than 3,200 feet long out to a horizontal distance of 20,000 feet are considered potential obstructions, and require notification to the FAA. In addition, the FAA requires a Congested Area Plan (or CAP) for operating a helicopter (with external load) near residential dwellings. An airspace obstruction analysis was conducted by SDG&E to determine FAA noticing requirements for the Proposed Project. The Proposed Project structures were determined to result in No Hazard to air navigation.

Transportation of Hazardous Materials

The U.S. Department of Transportation (USDOT) and Caltrans are the administrating agencies for the following regulations:

- Title 49 Code of Federal Regulations Sections 171 through 177 (49 CFR 171–177) governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.
- 49 CFR 350-399 and Appendices A through G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways.
- 49 CFR 397.9, the Hazardous Materials Transportation Act of 1974, directs USDOT to establish criteria and regulations for the safe transportation of hazardous materials.

State

Caltrans has jurisdiction over the state's highway system and is responsible for protecting the public and infrastructure. The use of California state highways for other than normal transportation purposes may require written authorization or an encroachment permit from Caltrans. Caltrans reviews all requests from utility companies that plan to conduct activities within its ROWs. Encroachment permits may include conditions or restrictions, such as limits to when construction activities can occur within or above roadways under Caltrans jurisdiction. Caltrans is also the administrating agency for regulations related to traffic safety, including the licensing of drivers, weight and load limitations, transportation of hazardous and combustible materials, and the safe operation of vehicles.

Local

Because the CPUC has exclusive jurisdiction over project siting, design, and construction, the Proposed Project is not subject to local discretionary regulations. This section includes a summary of local transportation policies, plans or programs for informational purposes and to assist with CEQA review.

San Diego Association of Governments

SANDAG serves as the regional planning agency for all of San Diego County. SANDAG is responsible for planning and allocating local, state, and federal funds for the region's transportation network. State law and the California Transportation Commission require SANDAG to adopt a 20-year regional transportation plan every four years, which considers improvements to freeways, state highways, transit, and regional bicycle and pedestrian routes. SANDAG prepares and administers a number of key plans (outlined below) that relate to regional transportation infrastructure and planning: Regional Transportation Plan and Congestion Management Program (CMP).

These plans are generally utilized to identify and address current and projected future transportation planning and congestion management through traffic monitoring, traffic mitigation, transportation system planning, specific transportation project identification and funding, and transportation system management. The Regional Transportation Plan and CMP generally address large-scale transportation planning and projects and do not generally address small-scale construction project planning.

Congestion Management Program 2008 Update

The CMP Update (SANDAG, 2008) designates certain major roadways (freeways, highways, and primary arterials) for monitoring and corrective action. Within the Proposed Project area, the following are CMP system roadways: Interstate (I)-5 Freeway (a CMP Freeway) and I-15 Freeway (another CMP Freeway).

Pursuant to the 2008 CMP Update, the LOS standard is that all CMP system roadways operate at a minimum of LOS E, unless the CMP designated roadway in question had a lower LOS when the CMP system was originally designated.¹ Any roadway segments that do not meet the minimum LOS standard are considered deficient and are subject to Deficiency Plan requirements. It is SANDAG's current policy that any roadway segment operating at an LOS of F, even if it is grandfathered, be subject to Deficiency Plan requirements.

San Diego County

San Diego County requires that the placement of any structures on, over, or under county roads obtain an encroachment permit to be approved by the Department of Public Works as required by San Diego County Code of Regulatory Ordinances Section 71.

The *San Diego County General Plan*, Mobility Element proposes policies and goals to achieve a balanced multimodal transportation system with sufficient capacity to support uses and development in the Land Use Element.

¹ These roadways are often referred to as being "grandfathered".

The *County of San Diego General Plan* does not contain any policies that apply generally to construction projects.

City of San Diego

The stated purpose of the *City of San Diego General Plan*, Mobility Element is to “improve mobility through development of a balanced, multi-modal transportation network.” The Mobility Element is focused on the current and future relief of traffic congestion, mainly through detailed planning and coordination between transportation and land use planning both at the local and regional level. The Mobility Element goals and policies address traffic congestion through planning policy and design guidelines that generally do not apply to construction-related projects like the Proposed Project that do not result in permanent transportation system demands.

Metropolitan Transit System

The Metropolitan Transit System (MTS) provides transit services within the City of San Diego, including some parts of the Proposed Project area. The MTS provides bus services, light rail services, and full rail services (including freight). The MTS has a service territory of approximately 570 square miles within the urbanized portions of San Diego County and provides services to approximately three million people. Additional information regarding MTS's services within the City of San Diego is provided in Section 5.16.3.7.

Public Utility Standards

California Joint Utility Traffic Control Manual

The *California Joint Utility Traffic Control Manual* provides standards and principles to consider when constructing in a road. The document states it is the responsibility of the contractor performing work on, or adjacent to, a road to implement traffic control devices and procedures to ensure the safe passage of motorists, bicyclists, and pedestrians. It should be noted that this manual does not establish a legal standard, rather, it should be used for information and guidance.

5.16.3.2 Local Transportation System Overview

The major regional vehicular access to the Proposed Project area is provided via I-5 and I-15.

Roadway congestion is expressed using a scale that ranges from LOS A (least congested) to LOS F (most congested). In general, the standard minimum acceptable LOS for roadways within the City and County of San Diego is D, with LOS of E or F not acceptable unless exempted. LOS E and F represent situations where the roadway capacity approximately equals the traffic volume (LOS approaches or exceeds 1.0 – See Table 5.16-1). For freeways and highways, the minimum acceptable LOS is typically LOS E.²

² Freeways and highways within the Proposed Project area are designated within the (San Diego) 2008 CMP Update and are subject to different LOS standards according the CMP guidelines.

Private vehicle transportation is presently the primary mode of travel and the roadway system is classified by hierarchical roadway designations. For the purposes of this analysis, roadway classifications have been simplified to the following:

- Freeways and Highways;
- Arterial Roadways; and
- Collector Streets.

The general size and function of each of these is further described below. Table 5.16-2, Existing Average Daily Trips and LOS for Key Project Area Major Roadways, outlines traffic counts for freeways and highways; arterial roadways; and large collector streets in the immediate vicinity of the Proposed Project and outlines calculated or published ADT and LOS values for each of these roadways. Existing traffic count data and published LOS values were obtained from Caltrans, SANDAG³ and the City of San Diego. Where LOS was calculated from ADT, roadway capacities were derived from the *City of San Diego Street Design Manual*. Table 5.16-2 only includes freeways and highways, arterial roadways, and large collector streets which could either be utilized for construction traffic or subject to intensive traffic control due to installation of underground cable or otherwise directly affected during construction.

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³ SANDAG published values sourced from other entities such as Caltrans and the City of San Diego.

Table 5.16-2: Existing Average Daily Trips for Key Project Area Major Roadways

Roadway Segment	General Classification (number of lanes)	Jurisdiction/ Location	Average Daily Traffic (ADT)¹	Published or Calculated Existing LOS²
I-15: Carmel Mnt. Road – Pomerado Road	CMP Freeway (8 – 14 lanes)	Caltrans	211,000 – 225,000	F
Camino Del Sur: Carmel Valley Road – Caminito Lazanja	4 Lane Major	City of San Diego	11,985	A
Camino Del Sur: Via Verrazano – Via Azul	4 Lane Major	City of San Diego	10,113	A
Camino Del Sur: San Dieguito Road – Paseo Del Sur	4 Lane Major	City of San Diego	10,467	A
Camino Del Sur: Casey Glen – Old Course Road	4 Lane Major	City of San Diego	12,239	A
Camino Del Sur: Four Gee Road – Rancho Bernardo Road	4 Lane Major	City of San Diego	21,229	A
Camino Del Norte: Dove Canyon Road – Camino San Bernardo ³	6 Lane Primary Arterial	County of San Diego	29,800	A
Camino Del Norte: Bernardo Center – Paseo Montanoso	6 Lane Primary Arterial	County of San Diego	41,600	B
Camino Del Norte: I-15 – Carmel Mtn	6 Lane Primary Arterial	County of San Diego	45,600	B
Camino San Bernardo: Camino Del Norte – Rancho Bernardo Road	4 Lane Major	County of San Diego	3,200	A
Rancho Bernardo: Camino San Bernardo – Matinal Road	4 Lane Major	City and County of San Diego	28,400	B
Rancho Bernardo: Broken Bow Court – Matinal Road	4 Lane Major	City of San Diego	27,045	B
Rancho Bernardo: Via Tazon – W Bernardo Drive	4 Lane Major	City of San Diego	30,115	B
Rancho Bernardo: W Bernardo Drive - I-15	6 Lane Primary Arterial	City of San Diego	44,536	B
Notes:				
¹ ADT values given are the most current year (from range of 2006-2014) and correspond with each listed roadway at the listed cross street. Where ADT values were available for multiple segments for a given roadway, ADT values are given for those segments closest to the Proposed Project area.				
² Where published LOS values are used, LOS values represent only segments in the vicinity of the Proposed Project. LOS values for CMP system freeways and arterials were taken from the CMP, and correspond to roadway segments, such as the I-15 between the Carmel Mountain Road and Pomerado Road.				
³ The values for this segment were taken from a segment of Camino Del Norte directly east of Camino San Bernardo. Sources: CALTRANS, 2014; City of San Diego Public Works Department, 2015; SANDAG, 2010; City of San Diego <i>Street Design Manual</i> ; San Diego County <i>Street Design Manual</i>				

5.16.3.3 Freeways and Highways

Freeways and highways are designed to carry the highest volume of traffic, and typically connect large populated areas, including cities, utilizing design that completely separates the freeway or highway from lower designated streets and roads through utilization of grade separation and on-and off-ramps. Freeways and highways allow for continuous movement and do not utilize stop lights or signs. The major freeways and highways in the Proposed Project vicinity are the I-15 and I-5. Locations and proximity to the Proposed Project location are shown in Appendix 3-C.

5.16.3.4 Arterial Roadways

An arterial road is a major or main route with traffic capacity just below that of highways. Arterial roads are designed to transfer traffic between neighborhoods, communities, and even cities, and have intersections (stop lights) with collector and other arterial streets. Arterial roads are sometimes sub-divided into major arterials and prime arterials, but simply they are defined as arterials within this analysis. Key arterial roadways that intersect the Proposed Project area as well as arterial roads that could be utilized by the Proposed Project-related traffic are listed below and the locations are shown in Appendix 3-C:

- Camino Del Sur
- Camino Del Norte
- Rancho Bernardo Road
- Camino San Bernardo
- 4S Ranch Parkway
- Bernardo Center Drive
- Carmel Valley Road
- Pomerado Road
- Espola Road
- Dove Canyon Road

5.16.3.5 Collector Streets

A collector street has a lower traffic capacity than any other road type, and for the purposes of this analysis, includes local streets. Collector streets function as connecting road links between arterial roads and local streets to lead traffic throughout communities and occasionally to freeways. Local streets generally connect collector streets with adjacent parcels (end uses). There are numerous collector streets within the Proposed Project area, including (but not limited to) the following collector roads that either intersect the Proposed Project alignment or that could be utilized by the Proposed Project related traffic (collector streets are depicted on Appendix 3-B):

- West Bernardo Road
- Via Del Campo
- Matinal Road
- Coastwood Road
- Goldentop Road
- Paseo Lucido
- Dove Canyon Road
- Camino San Bernardo
- Thormint Road
- Saintsbury Road
- Tallus Glen
- Babcock Street
- 4 Gee Road
- Coyote Bush Drive
- Artesian Road

5.16.3.6 Airports

There are numerous airports within the City of San Diego, including (but not limited to) the San Diego International Airport, MCAS Miramar, Brown Field, and Montgomery Field. There are also airports within San Diego County, including Ramona Airport, Gillespie Field, and McClellan-Palomar Airport. In relation to the Proposed Project, the closest public airports are Ramona Airport (approximately 22 miles east of the Artesian Substation) and Montgomery Field (approximately 20 miles southwest of the Artesian Substation). MCAS Miramar is a military airfield not open to public or private operations. Gillespie Field, Ramona Airport, and McClellan-Palomar Airport are municipal airports owned by San Diego County.

5.16.3.7 Public Transportation

Bus Lines

Bus services in the Proposed Project area are provided by MTS. MTS operates 93 fixed route bus lines within the City of San Diego and surrounding areas (3,241 square mile service territory) with a fleet of over 4,500 buses.

There are eleven bus routes within the Proposed Project area, as outlined in Table 5.16-3, Bus Lines within the Proposed Project Area. All bus destinations lie near the Bernardo Substation and a majority use the I-15 freeway.

Table 5.16-3: Bus Lines within the Proposed Project Area

Proposed Project Segment	Roadway/ Route	Bus Line(s)
Bernardo Substation and Getaway	I-15	237, 921, 235, 110, 20, 944, 270 280, 290
	Pomerado Road	945, 945A
Rancho Carmel Substation	Camino Del Norte	20
	Carmel Mountain Road	20
	Pomerado Road	945, 945A
Source: MTS Regional Transit Map, 2014		

Trolley and Light Rail Lines

MTS operates trolley and light rail transit services within the City of San Diego. MTS operates three trolley lines and one light rail line that include over 55 miles of track and over 53 stations. There are no trolley routes or light rail lines within the Proposed Project area.

Bicycle Facilities

Bicycle facilities within the City of San Diego are developed and maintained according to the City’s *Bicycle Master Plan*. The *Bicycle Master Plan* includes network maps, policies, and facility

design elements relating to the creation and maintenance of the City’s bicycle transportation system. Within the City of San Diego, there are generally three types of bikeways, as follows:

- Class I (Bike Paths): Provides for non-motorized modes of transportation only. Bike paths provide paved ROWs completely separated from streets, roads, and highways.
- Class II (Bike Lanes): Provides paved access for bikes on the outer edge of existing roadways and highways. The bike lane is usually only demarcated by painting or striping and is not accessible to pedestrians.
- Class III (Bike Routes): Provides paved access for bikes in the common area accessible to pedestrian and motorized traffic. Bike access is denoted only by signage and no physical barrier is provided between bike and other allowable traffic.

Table 5.16-4, Designated Bikeways within the Proposed Project Area, lists the designated bikeways that intersect, or are located immediately adjacent to the Proposed Project alignment. The location (street) and designated class are listed, as appropriate.

Table 5.16-4: Designated Bikeways within the Proposed Project Area

Proposed Project Segment	Bikeway Location	Bikeway Class Designation
69kV Reconductor	Camino Del Sur	Class II (Bike Lane)
	Camino Del Norte	Class II (Bike Lane)
Artesian Substation and Getaways	Camino Del Sur	Class II (Bike Lane)
Carmel Valley Staging Yard	Carmel Valley Road	Class II (Bike Lane)
	Camino Del Sur	Class II (Bike Lane)
Rancho Carmel Substation	Camino Del Norte	Class II (Bike Lane)
Bernardo Substation and Getaways	Rancho Bernardo Road	Class II (Bike Lane)
Sources: City of San Diego, 2013; County of San Diego, 2008; iCommute, 2015.		

5.16.4 Potential Impacts

The Proposed Project would involve reconductoring a segment of an existing overhead double-circuit 69kV power line, expanding the existing Artesian Substation, and installing new underground getaways and other modifications at the existing Artesian, Rancho Carmel, and Bernardo Substations. All proposed overhead facilities would be located within existing SDG&E ROW or fee owned property, and proposed underground facilities would be located within existing ROW or within existing franchise position (city/county streets). The Proposed Project would involve construction activities that would temporarily increase existing traffic on local roads, affect three existing roadways due to installation of underground getaways, and affect other roadways during stringing of new conductor. Due to the fact that the transmission lines, power lines and

substations included as part of the Proposed Project utilize existing utility alignments, structures, and a franchise position, operation and maintenance activities for the Proposed Project (especially those generating traffic) would largely mirror current operation and maintenance conditions. Therefore, the traffic analysis herein is focused on potential construction-related impacts to traffic and transportation.

5.16.4.1 Significance Criteria

Standards of impact significance were derived from Appendix G of the *CEQA Guidelines*⁴. Under these guidelines, the Proposed Project could have a potentially significant impact to transportation and traffic if it would:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks;
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- e) Result in inadequate emergency access; or
- f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

5.16.4.2 Question 16a - Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Construction – Less than Significant Impact

Impacts to LOS from Construction-Related Traffic

The CMP, City of San Diego, and County of San Diego have articulated acceptable LOS standards for roadways within the Proposed Project area. These LOS standards can constitute a measure of the existing performance of the circulation system, against which the Proposed Project's effects can be measured. Impacts to LOS would be considered potentially significant if the Proposed

⁴ Additional explanation for the implementation of the significance criteria are provided at the beginning of each impact subsection. For example, the first paragraph of Section 5.16.4.2 includes a description of the specific LOS thresholds for the applicable agencies and roadways affected by the Proposed Project.

Project construction caused a roadway segment, either directly (e.g. from increased trips) or indirectly (from loss of roadway capacity due to lane closures), to operate at an unacceptable LOS. Within the City and County of San Diego, LOS A through D are generally considered acceptable for developed areas. For CMP roadways and highways subject to the CMP 2008 Update, LOS of E is also considered acceptable. For roadway segments that already operate at an unacceptable LOS, the Project would be considered to have a potentially significant impact on said roadway if Project-related ADT caused a significant increase in the V/C ratio for the roadway. Consistent with City of San Diego standards of significance, a significant increase in V/C is 0.02 for roadway segments operating at an LOS of E and 0.01 for roadway segments operating at an LOS of F.

Construction of the Proposed Project would result in minor, temporary increases in ADT along road segments where construction personnel, equipment, and other construction-related trips would access work areas (refer to Appendix 3-B for all work areas and roadways within the Proposed Project area).

Due to the nature of transmission and power line construction, multiple work areas are needed and construction traffic is largely spread out among existing roadways and SDG&E access roads. Traffic-generating construction activities related to the Proposed Project would consist of the daily arrival and departure of construction workers to each work site; trucks hauling equipment and materials to the work sites; and the hauling of excavated spoils from, and import of new fill to, certain work sites. The number of daily trips generated by Proposed Project construction would vary by work area and task type. Table 5.16-5, Construction Personnel Daily Trips for Major Tasks summarizes the anticipated number of construction workers needed for each of the major Proposed Project construction phases and the anticipated number of daily trips per phase. For construction within environmentally sensitive areas (e.g., those containing biological, cultural, or other resources), monitoring may be required, typically during clearing and grading activities. Where excavation is occurring, trips can also be generated for the import or export of soil. Other construction trips may be generated from materials delivery, inspectors and foreman, as well as SDG&E construction oversight personnel. Due to the relatively small size of the Proposed Project alignment and the nature of the existing roadway system in the Proposed Project area, potential effects on roadway LOS were analyzed assuming that all Proposed Project-related trips could occur on a single roadway where that roadway could represent a common travel route for multiple project elements (such as Camino Del Sur and Camino Del Norte). This analysis is considered to be conservative as actual trips would be distributed along the alignment.

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Table 5.16-5: Construction Personnel Daily Trips for Major Tasks

Proposed Project Construction Phase	Estimated No. of Workers	Estimated No. of Vehicles¹	Estimated No. of Daily Trips²
Phase 1(a): Eastern Parcel Demolition	8	8	16
Phase 1(b): Eastern Parcel Site Development	14	14	28
Phase 1(c): Eastern Parcel Below Grade Work	12	12	24
Phase 1(d): Eastern Parcel Above Grade Work	18	18	36
Phase 1(e): Wiring and Relay Testing	5	5	10
Phase 2(a): Western Parcel Demo	12	12	24
Phase 2(b): Western Parcel Site Development	14	14	28
Phase 2(c): Access Road and Retention Basin	14	14	28
Phase 2(d): Western Parcel Below Grade Work	10	10	20
Phase 2(e): Western Parcel Above Grade Work	18	18	36
Phase 2(f): Wiring and Relay Testing	5	5	10
Phase 3: Bernardo Substation Modifications	19	19	38
Phase 4: Rancho Carmel Substation Modifications	8	8	16
Phase 5: New 230kV Loop-in to Artesian	13	13	26
Phase 6(a): Artesian 69kV Getaways - Trenching	12	12	24
Phase 6(b): Artesian 69kV Getaways - Pulling	4	4	8
Phase 7(a): Bernardo 69kV Getaways - Trenching	12	12	24
Phase 7(b): Bernardo 69kV Getaways - Pulling	4	4	8
Phase 8: R. Carmel 69kV Getaway - Pulling	4	4	8
Phase 9: Distribution Line Upgrades	14	14	28
Phase 10(a): 69kV Pier Foundations	4	4	8
Phase 10(b): 69kV Pole Installations	8	8	16
Phase 10(c): 69kV Stringing	5	5	10
Notes:			
¹ To be conservative each worker was assumed to correspond to one vehicle. During actual construction, workers would carpool during major construction tasks.			
² Trips listed are one way.			

Construction workers typically meet at construction staging yards before mobilizing to construction sites, often in varying locations, in order to complete safety-related tailgates and

planning activities. Therefore, the highest level of combined worker traffic would often occur at the construction staging yards. In addition, the construction workday typically starts at 7am, and thus the vast majority of work trips occur prior to the AM peak hours (7-9 am).

Equipment brought to each structure or substation site during construction (a drill rig, for example) would also generate trips. However, equipment would typically remain at each site until work was complete (typically no more than a few days for overhead construction and minor substation upgrades, but up to multiple months for major substation construction [i.e. Artesian Substation]) and thus construction equipment would typically not represent a daily source of trips.

Construction trips are also generated by the hauling of waste and materials to and from a construction site. For example, during foundation construction cement trucks will travel to and from the site to deliver cement. Table 5.16-6 outlines typical hauling trips associated with applicable construction activities. Table 5.16-7, Daily Trips at Construction Peak, outlines the potential peak project trips. It is important to note that this peak is only related to the generation of construction trips, and does not overlap with peak work force (as discussed in PEA Section 5.13), or maximum daily emissions (as described in PEA Section 5.3).

Table 5.16-6: Construction Hauling Daily Trips for Major Tasks¹

Proposed Project Construction Activity¹	Estimated No. of Trips²	Adjusted No. of Trips³
Phase 1: Eastern Parcel Demo, Site Prep, Below Grade	28	84
Phase 2: Western Parcel Demo, Site Prep, Below Grade Construction	14	42
Phase 2: Access Road and Detention Basin	16	48
Phase 6 and 7: 69kV Substation Getaways (trenching)	15	45
Phase 10(a): Overhead Structures - Foundations	1 ⁴	3
<u>Notes:</u>		
¹ Due to the nature of some equipment, it is not expected that all equipment would require transportation to and from work areas; therefore, equipment delivery is not considered in these calculations. Therefore, certain tasks would not be anticipated to have daily hauling trips, such as above ground construction, stringing, pulling, testing, and wiring.		
² Haul trips listed in this table are two-way trips.		
³ Due to the size and greater effect on traffic that larger vehicles (such as hauling and cement trucks) have, a passenger car equivalent (or PCE) was applied to such trips. A PCE of 3 was used.		
⁴ This value is rounded up from approximately 0.5; therefore, it is not expected that a trip will be required every day during the installation of overhead structures.		

Table 5.16-7: Daily Trips at Construction Peak¹

Proposed Project Construction Activity	No. of Worker Trips² (one-way)	No. of Hauling Trips³ (two-way)
Phase 1(d): Eastern Parcel Above Ground Construction	36	0
Phase 1(e): Wiring and Relay Testing	10	0
Phase 6(b): Artesian 69kV Getaway – Cable Pulling	8	0
Phase 7(a): Bernardo 69kV Getaway – Trenching and Conduit Installation	24	45
Phase 10(c): 69kV Stringing	10	0
<i>Subtotals</i>	88	45
Grand Total (one-way)⁴	178	
Notes:		
¹ The peak of construction was defined as approximately September 2019, where the following tasks could overlap: Phase 1(d), Phase 1(e), Phase 6(b), Phase 7(a), and Phase 10(c).		
² To be conservative each worker was assumed to correspond to one vehicle. During actual construction, workers would carpool during major construction tasks.		
³ Due to the size and greater effect on traffic that larger vehicles (such as hauling and cement trucks) have, a passenger car equivalent (or PCE) was applied to such trips. A PCE of 3 was used to be conservative.		
⁴ The total values in this table represent the maximum amount of trips that would occur at any stage of the construction process.		

On a worst case day, approximately 178 total daily trips (88 one-way worker trips to various staging yards and work sites and 45 two-way [90 one-way] trips for hauling) could occur. Of those 178 daily one-way trips, approximately 46 trips would be directly to the Artesian Substation site, approximately 42 would be trips to a staging yard, and the hauling trips would to and from the excavation site (in this case the Bernardo Substation 69kV getaway trenching). As shown within Table 5.16-8, Project Traffic Effects on LOS, the anticipated additional traffic resulting from construction of the Proposed Project would not result in a deterioration of LOS on any of the potentially affected roadways. While the local freeway (I-15) that could be utilized for construction-related traffic currently experiences unacceptable LOS F along some segments in the Proposed Project vicinity, the additional traffic resulting from the Proposed Project would not represent a significant increase in the total ADT or V/C ratio, and as such would not be anticipated to create a significant impact on level of service. For example, existing ADT on the I-15 is in the range of 211,000 to 225,000, of which Proposed Project-related traffic would represent a less than a 0.08 percent increase. This corresponds to a change in V/C of approximately 0.0011, which would be less than the 0.005 allowable change for freeways operating at LOS F⁵. Impacts would therefore be less than significant. As stated above, it is important to note that the majority of project-related trips (especially those on local freeways from workers traveling to the Proposed

⁵ Per City of San Diego Significance Determination Thresholds, a project would result in a significant impacts if project ADT were to result in greater than a 0.005 increase in V/C for freeways operating at LOS F.

Project location) would avoid the morning peak hours as the typical construction work day begins at 7am, prior to the start of the morning peak traffic hours.

Table 5.16-8: Project Traffic Effects on LOS

Roadway Segment	Existing Average Daily Traffic (ADT) ¹	Published or Calculated Existing LOS ²	ADT with Project Traffic	Calculated LOS with Project Traffic
I-15: Carmel Mnt. Road – Pomerado Road	211,000 – 225,000	F	211,178 – 225,178	F
Camino Del Sur: Carmel Valley Road – Caminito Lazanja	11,985	A	12,163	A
Camino Del Sur: Via Verrazano – Via Azul	10,113	A	10,291	A
Camino Del Sur: San Dieguito Road – Paseo Del Sur	10,467	A	10,645	A
Camino Del Sur: Casey Glen – Old Course Road	12,239	A	12,417	A
Camino Del Sur: Four Gee Road – Rancho Bernardo Road	21,229	A	21,407	B
Camino Del Norte: Dove Canyon Road – Camino San Bernardo ³	29,800	A	29,978	A
Camino Del Norte: Bernardo Center – Paseo Montanoso	41,600	B	41,778	B
Camino Del Norte: I-15 – Carmel Mtn	45,600	B	45,778	B
Camino San Bernardo: Camino Del Norte – Rancho Bernardo Road	3,200	A	3,378	B
Rancho Bernardo: Camino San Bernardo – Matinal Road	28,400	B	28,578	B
Rancho Bernardo: Broken Bow Court – Matinal Road	27,045	B	27,223	B
Rancho Bernardo: Via Tazon – W Bernardo Drive	30,115	B	30,293	B
Rancho Bernardo: W Bernardo Drive - I-15	44,536	B	44,174	B

Notes:

¹ADT values given are the most current year (from range of 2006-2014) and correspond with each listed roadway at the listed cross street. Where ADT values were available for multiple segments for a given roadway, ADT values are given for those segments closest to the Proposed Project area.

²Where published LOS values are used, LOS values represent only segments in the vicinity of the Proposed Project. LOS values for CMP system freeways and arterials were taken from the CMP, and correspond to roadway segments, such as the I-15 between the Carmel Mountain Road and Pomerado Road.

³The values for this segment were taken from a segment of Camino Del Norte directly east of Camino San Bernardo. Sources: CALTRANS, 2014; City of San Diego Public Works Department, 2015; SANDAG, 2010; City of San Diego *Street Design Manual*; San Diego County *Street Design Manual*

Impacts to LOS from Construction of Underground Getaways within Roadways

Construction of the Proposed Project that would directly impact traffic involves the installation of two small sections of underground power line near the Artesian and Bernardo substations (i.e. substation getaways). Construction of underground utilities affects traffic by reducing the capacity of a given roadway by closing a portion of the roadway for construction. For example, if one lane on a four-lane road is closed during construction, the effective capacity of the roadway is reduced. Therefore, a roadway can have an acceptable LOS during existing conditions, but suffer a reduction in LOS (potentially to unacceptable levels) due to the loss of roadway capacity. Capacities for each road during the underground construction phase were obtained by treating the lanes as equal parts to the total existing capacity and then dividing by the appropriate number to simulate the appropriate number of lanes closed. With respect to the Proposed Project, it is anticipated that only one lane will be closed at a time when installing the underground lines. As shown above in Table 5.16-9, Effects of Underground Construction on LOS, and described below, the change in LOS would result in a -less-than-significant impact as the affected roadways would still operate at an acceptable LOS.

The underground getaway near the Artesian Substation will connect the substation to cable pole structures located on the north side of Camino Del Sur. The underground lines will be installed primarily within (under) Camino Del Sur. A portion of the two of the lines will also be installed within Babcock Street (refer to Appendix 3-B). Camino Del Sur's current LOS rating (A) would be temporarily reduced during this portion of construction to an LOS of B as shown in Table 5.16-9. The second underground getaway, located near the Bernardo Substation, would be installed along Rancho Bernardo Road. This section of Rancho Bernardo Road (from Camino San Bernardo to Matinal Road) currently has an LOS rating of B, and would be temporarily reduced to an LOS rating of D during underground construction (refer to Table 5.16-9). Because underground construction is not anticipated to cause LOS to degrade to an unacceptable level (LOS of E or F⁶), impacts to traffic circulation would be less than significant.

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⁶ Within the City and County of San Diego, LOS of E and F are considered unacceptable. Therefore, if the Proposed Project caused a roadway to operate at an unacceptable LOS, the effect would be considered significant.

Table 5.16-9: Effects of Underground Construction on LOS

Street Segment	Classification	Capacity (LOS D) ¹	Existing			Existing + Project				
			ADT ²	V/C	LOS	ADT	Revised Classification	Capacity (LOS D) ³	V/C	LOS
Camino Del Sur: Four Gee Road – Rancho Bernardo Road ⁴	4 Lane Urban Major	35,000	21,229	0.47	B	21,407	3 Lane Urban Major	26,250	0.63	C
Rancho Bernardo: Camino San Bernardo – Matinal Road	4 Lane Urban Major	35,000	28,400	0.63	C	28,578	3 Lane Urban Major	26,250	0.84	D

Notes:
¹ Capacities based on City of San Diego *Street Design Manual*.
² ADT values given are the most current year (from range of 2006-2014) and correspond with each listed roadway along the listed street segment.
³ Lanes were treated as equal parts to a whole (i.e. each lane of a four lane street accounts for 25% of the total capacity). This allowed for estimating a four lane road with one lane closed as 75% of its original capacity.
⁴ The values for this segment were taken from a segment of Camino Del Norte directly east of Camino San Bernardo.
 Sources: CALTRANS, 2014; City of San Diego Public Works Department, 2015; SANDAG, 2010; City of San Diego *Street Design Manual*; San Diego County *Street Design Manual*.

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In addition, traffic control plans would be prepared (and approved by the City and County of San Diego, as needed) for all work conducted within or along Camino Del Sur and Rancho Bernardo Road requiring traffic control (i.e., lane closures). Encroachment permits (or equivalent) would be required for all work in a City or County roadway ROW. The approved traffic control plans would describe lane closures and other methods for minimizing adverse construction-related traffic impacts. A Superload (Oversize) load permit will be prepared for transportation of the 230/69kV transformers to the site.

Operation & Maintenance – Less than Significant Impact

Operation and maintenance of the Proposed Project would be virtually the same as operation and maintenance of existing facilities. The expanded Artesian Substation, existing Bernardo and Rancho Carmel Substations, and the power and transmission lines will operate unstaffed (with minimal maintenance) and all operations and maintenance will occur on facilities within SDG&E ROW, franchise position, and SDG&E fee-owned property.

Operation and maintenance of the new 230kV transmission line connection to the expanded Artesian Substation would be included as part of the operation and maintenance of the existing 230kV transmission line, and no additional trips would be required. Therefore, the new 230kV connection would have no effect on traffic circulation and no impacts would occur.

Operation and maintenance of the reconductored 69kV power lines would decrease slightly because the new conductor, insulators, and a few new structures would require less maintenance than the existing equivalent equipment. Therefore, no impacts to traffic circulation would occur.

Operation and maintenance activities at the expanded Artesian Substation would be similar to existing operation and maintenance activities, but would increase slightly due to the increase in substation equipment and facilities. Maintenance inspections and work on circuit breakers occur every 3 years for a minor one-day check and every 10 years for a major overhaul. Table 5.16-10, Substation Inspection and Maintenance Trips, outlines the typical equipment and traffic trips that would be generated from the slight increase in substation operation and maintenance activities at the Artesian Substation site. The new 230/69kV transformers will also require an electrical test every 5 years (lasting 1 day) and a tap changer inspection every 7 years (lasting 1-2 days). All other operation, maintenance, and inspection activities at the Artesian Substation site would be similar to existing activities. Therefore, over a 10-year period, the Artesian Substation site would experience approximately 7 additional maintenance events with daily traffic increases ranging from 6 to 10 daily trips for each of those events. The addition of these trips would not cause a significant deterioration of LOS on any existing roadway and would also not constitute a significant decrease in the V/C ratio on the I-15 freeway (which currently operated at an unacceptable LOS of F). Therefore, it is not anticipated that the operation and maintenance of the expanded Artesian Substation will increase traffic on a perceptible level (in terms of average daily traffic) after construction is completed. Impacts, if any, would be less than significant.

Table 5.16-10: Substation Inspection and Maintenance Trips

Substation Activity	Required Equipment	Generated Daily Trips (2 way)	Max Daily Trips with PCE ²
Minor Circuit Breaker Inspection & Maintenance (230kV) ¹	<ul style="list-style-type: none"> • 1 crew truck • 1 bucket truck • 1 pickup truck 	6	10
Major Circuit Breaker Inspection & Maintenance (230kV)	<ul style="list-style-type: none"> • 1 crew truck • 1 bucket truck • 1 pickup truck 	6	10
230kV Transformer Electrical Test	<ul style="list-style-type: none"> • 1 crew truck • 1 assist truck • 1 pickup truck • 1 relay van • 1 bucket truck 	10	14
Tap Changer Inspection	<ul style="list-style-type: none"> • 1 crew truck • 1 assist truck • 1 pickup truck • 1 relay van • 1 bucket truck 	10	14
<p><u>Notes:</u></p> <p>¹ 230kV inspection and maintenance activities are shown as a worst case because the 230kV activities require additional equipment (when compared to the 69kV activities) and therefore would result in additional daily traffic.</p> <p>² PCE of 1 was used for crew trucks, assist trucks, pickup trucks, and relay vans; PCE of 3 was used for all other (larger) equipment to be conservative.</p>			

The new underground getaways at the Artesian and Bernardo Substations will require periodic maintenance and access to approximately five underground vaults. Access to these vaults could result in short-term changes to traffic along Camino Del Sur, Babcock Street, and Rancho Bernardo Road. Each visit would typically involve one crew truck and potentially one traffic control vehicle. Therefore, each vault inspection could require four trips per day⁷. Visits to these vaults would be very infrequent (once per three years) and only last one day per visit. The vault inspection activities would be conducted pursuant to City and County of San Diego encroachment permit requirements, including traffic control measures. As a result, impacts would be less than significant.

⁷ Assumes a PCE factor of 1 for the crew truck and traffic control support vehicle.

5.16.4.3 Question 16b – Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highway?

Construction – Less than Significant Impact

As outlined in Section 5.16.3.1, in the 2008 CMP Update, the LOS standard is that all CMP system roadways operate at a minimum of LOS E. Therefore, if the Proposed Project were to cause a CMP roadway to operate at an LOS of F, the impact would be considered significant.

As noted in the discussion for Question 16a, the CMP 2008 Update includes one freeway (the I-15) within the Proposed Project vicinity within the CMP system that currently operates at LOS F, which is considered unacceptable per the CMP. The Proposed Project's construction-related traffic could result in a minimal (less than 0.05 percent), temporary increase in the existing daily traffic on the I-15 in the Proposed Project area. However, the majority of potential Proposed Project-related traffic on the I-15 (worker trips) would avoid the AM peak hours because the standard work day starts at 7am. Furthermore, increases in ADT from Proposed Project construction would be temporary and are not anticipated to result in any permanent effect on the CMP system or prescribed corrective measures. Therefore, construction activities would not conflict with any relevant CMPs or any other standards within the Proposed Project area and impacts would be less than significant.

Operation & Maintenance – Less than Significant Impact

Operation and maintenance of the Proposed Project would be virtually the same as operation and maintenance of existing facilities. The expanded Artesian Substation, existing Bernardo and Rancho Carmel Substations, and the distribution, power and transmission lines would operate unstaffed (with minimal maintenance) and all operations and maintenance will occur on facilities within SDG&E ROW, franchise position, and SDG&E fee-owned property.

Operation and maintenance of the new 230kV transmission line connection to the expanded Artesian Substation would be included as part of the ongoing (existing) operation and maintenance of the existing 230kV transmission line, and no additional trips would be required. Therefore, the new 230kV connection would have no effect on the CMP or any CMP-designated roadway.

Operation and maintenance of the reconductored 69kV power lines would decrease slightly because the new conductor, insulators, and few new and replacement structures would require less maintenance than the existing equivalent equipment. Therefore, no impacts on the CMP or any CMP-designated roadway would occur.

Operation and maintenance activities at the expanded Artesian Substation would be similar to existing operation and maintenance activities, but would increase slightly due to the increase in substation equipment and facilities. Maintenance inspections and work on circuit breakers occur every 3 years for a minor one day check and every 10 years for a major overhaul. The new 230/69kV transformers will require an electrical test every 5 years (lasting 1 day) and a tap changer inspection every 7 years (lasting 1-2 days). All other operation, maintenance, and inspection activities at the Artesian Substation site would be similar to existing activities. Therefore, over a 10 year period, the Artesian Substation site would experience approximately 7 additional

maintenance events. Therefore, it is not anticipated that the operation and maintenance of the expanded Artesian Substation will increase traffic on a perceptible level (in terms of average daily traffic) after construction is completed. Impacts to the CMP or any CMP designated roadway, if any, would be less than significant.

Therefore, overall Proposed Project impacts to the CMP and CMP designated roadways would be less than significant.

5.16.4.4 Question 16c – Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

Construction and Operation & Maintenance – No Impact

None of the Proposed Project structures or equipment used to construct the Proposed Project are anticipated to be taller than 200 feet and based upon preliminary analysis. An airspace obstruction analysis was conducted by SDG&E to determine FAA noticing requirements for the reconducted overhead power line and new 230kV substation and transmission line connection. The Proposed Project structures were determined to result in No Hazard to Air Navigation. Therefore, no impacts to air traffic would occur.

With respect to air traffic, operation and maintenance of the Proposed Project would occur in the same or essentially the same locations as they occur today under baseline, existing conditions. SDG&E does not anticipate that helicopter use beyond that currently required for their existing facilities would be necessary to operate or maintain the Proposed Project. As a result, there would be no impact to air traffic due to the operation and maintenance of the Proposed Project.

5.16.4.5 Question 16d – Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Construction – Less than Significant Impact

Construction of the Proposed Project would not result in any permanent modification to existing public roadways or other transportation infrastructure. Proposed Project work within and above public road ROWs (e.g. installation of underground substation getaways in public streets and stringing conductor over public streets) could increase hazards if appropriate safety measures are not in place, such as guard structures, proper signage, safety cones, flaggers, and other traffic control measures. However, SDG&E utilizes guard structures and other safety procedures for conductor stringing over roadways to ensure that risk of hazard is minimized (refer to Sections 3.7 for a detailed description of typical construction activities and safety measures for work within and above public streets). In addition, SDG&E would be required to obtain encroachment permits in order to complete work within or over roadways, as applicable pursuant to local regulations. The encroachment permits would include detailed, project-specific traffic control plans that would ensure work is completed in a safe manner, in accordance with applicable local regulations, including proper signage, safety cones, flaggers, and other traffic control measures, as necessary. Because traffic control plans are project and location specific (i.e. based on the exact location of work), these plans are not drafted or reviewed/approved by the local agency until final engineering is completed. With traffic control plans meeting jurisdictional requirements for traffic safety, the

work would not be incompatible with traffic or substantially increase traffic hazards. Impacts would be less than significant.

Operation & Maintenance – No Impact

Operation and maintenance of the Proposed Project would be virtually the same as operation and maintenance of existing facilities. The expanded Artesian Substation, existing Bernardo and Rancho Carmel Substations, and the power and transmission lines will operate unstaffed (with minimal maintenance) and all operations and maintenance will occur on facilities within SDG&E ROW, franchise position, and SDG&E fee-owned property. The ongoing operation and maintenance would not create any new unsafe conditions which could result in a substantial increase in hazard to the public or the environment. Therefore, no impacts would occur.

The new underground substation getaways at the Artesian and Bernardo Substations will require periodic maintenance and access to approximately five underground vaults located within public streets. Access to these vaults could result in short-term disruption of traffic along Camino Del Sur, Babcock Street, and Rancho Bernardo Road. However, access to these vaults would be infrequent (once per three years), only last one day per visit, and be conducted pursuant to City and County of San Diego encroachment permit requirements, including traffic control measures. As a result, there would not be a substantial increase in hazards, and no impacts would occur.

5.16.4.6 Question 16e – Result in inadequate emergency access?

Construction – Less Than Significant Impact

As described in response to Questions 16a and 16b, construction would temporarily increase vehicle traffic and would result in temporary lane closures during the installation of the new underground power line getaways. Although this can affect emergency access, the increase in vehicle traffic during construction would be minor, and is not expected to significantly affect response times. Construction within public roadways would be conducted pursuant to approved traffic control plans that would ensure emergency vehicle access is preserved during construction activities; therefore, impacts would be less than significant.

Operation & Maintenance – No Impact

Operation and maintenance of the Proposed Project would be virtually the same as operation and maintenance of existing facilities. As described above, the only new operation and maintenance activities would occur at the expanded Artesian Substation site and at the underground vaults located along the new underground substation 69kV power line getaways. The slight increase in substation operation and maintenance activities would not be expected to have any effect on emergency access. The new underground getaways vaults will require periodic maintenance and access, and access to these vaults could result in short-term changes to traffic along existing public roadways. However, visits to these vaults would be infrequent (once per three years), only last one day per visit, and would be conducted pursuant to City and County of San Diego encroachment permit requirements, including traffic control measures. Emergency access would be preserved. Therefore, no impacts are anticipated to occur.

5.16.4.7 Question 16f – Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation?

Construction – Less than Significant Impact

Construction of the Proposed Project is not anticipated to impact public transit as there are no public transit routes or facilities within or adjacent to the Proposed Project features or work areas (refer to Section 5.16.3.7).

Construction of the underground getaways would require four Class II bike lanes to be temporarily closed and bicycles detoured along Camino Del Sur and Rancho Bernardo Road. Trenching and installation of the Artesian Substation underground getaway is expected to take two weeks while the Bernardo getaway will take approximately four weeks. It is important to note that while construction in each of these areas could last 2 to 4 weeks, the portion of the work affecting the bike lanes would only be a fraction of that time. The Artesian getaway consists of three separate lines. One line travels perpendicular to Camino Del Sur and along the median before cutting across Camino Del Sur again and entering the substation expansion site; this line intersects two bike lanes. The other two cut across Babcock Street and travel north – one travels along the median and the other travels on the east side where there is no bike lane. These two lines extend to the north side of Camino Del Sur after intersecting two Class II bike lanes. Although both these lines intersect a bike lane as they leave the substation expansion site, this bike lane is not incorporated in the San Diego Bicycle Master Plan. The Bernardo getaway has two lines that extend from the north side of Rancho Bernardo Road. One line travels along the median while the other travels along the bike lane. No bus routes will be impacted as a result of construction of the Proposed Project. SDG&E would conduct all construction activities pursuant to adopted traffic control plans including detours for cyclists and pedestrians when bike lanes or sidewalks must be closed. This results in a less than significant impact.

Operation & Maintenance – Less than Significant Impact

Operation and maintenance of the Proposed Project would be virtually the same as operation and maintenance of existing facilities. The new underground getaways vaults will require periodic maintenance and access, and access to these vaults could result in short-term changes to traffic along existing public roadways. However, visits to these vaults would be infrequent (once per three years), only last one day per visit, and would be conducted pursuant to City and County of San Diego encroachment permit requirements, including traffic control measures. Therefore, less than significant impacts are anticipated to occur.

5.16.5 Applicant Proposed Measures

The Proposed Project has no potentially significant impacts relating to transportation and traffic that are not avoided through compliance with existing laws and regulations. Therefore, no APMs are required.

5.16.6 Detailed Discussion of Significant Impacts

Based on the preceding analysis, no significant impacts relating to transportation and traffic are anticipated from the Proposed Project.

5.16.7 References

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