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4.16 TRANSPORTATION AND TRAFFIC

Would the Proposed Project:	Potentially Significant Impact	Less-than-Significant Impact with Mitigation 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?				✓
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 results 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?			✓	
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?			✓	

4.16.0 Introduction

This section describes the existing transportation and traffic conditions within the proposed San Diego Gas & Electric Company (SDG&E) TL674A Reconfiguration & TL666D Removal Project (Proposed Project) area and evaluates potential Proposed Project-related transportation and traffic impacts. A summary of existing roadways, transit and rail service, airports, and bicycle facilities is presented, as is a description of the regulatory setting for transportation and traffic. In addition, an analysis of transportation and traffic impacts that will result from the Proposed Project is provided. The Proposed Project spans, crosses, and will be located within several roadways, but will have less-than-significant impacts on transportation and traffic in the area and will not conflict with any adopted alternative transportation policies.

4.16.1 Methodology

Transportation and traffic data for the Proposed Project area was obtained primarily through relevant literature and Internet research, including a review of the following:

- the City of San Diego General Plan,
- the City of San Diego Municipal Code,
- the Community Plan for the City of Del Mar,
- the City of Del Mar Municipal Code,
- the City of San Diego Traffic Impact Study Manual,
- the County of San Diego General Plan, and
- the San Diego Association of Governments' (SANDAG's) 2030 San Diego Regional Transportation Plan.

4.16.2 Existing Conditions

Regulatory Background

Construction projects that cross public transportation corridors are subject to federal, state, and local encroachment permits. Permits are also required for activities that result in the use or obstruction of navigable airspace. The following subsections summarize transportation and traffic regulations that are applicable to the construction of electric facilities, such as the Proposed Project.

Federal

All airports and navigable airspace not administered by the Department of Defense are under the jurisdiction of the Federal Aviation Administration (FAA). Title 14, Section 77 of the Code of Federal Regulations (CFR) establishes the standards and required notification for objects affecting navigable airspace. In general, construction projects that exceed 200 feet above ground level—or that extend at a ratio greater than 100 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.

State

The use of California state highways for purposes other than normal transportation may require written authorization or an encroachment permit from the California Department of

Transportation (Caltrans). Caltrans has jurisdiction over the state's highway system and is responsible for protecting the public and infrastructure. Caltrans reviews all requests from utility companies that plan to conduct activities within its right-of-way (ROW). Encroachment permits may include conditions or restrictions that limit when construction activities can occur within or above roadways under the jurisdiction of Caltrans.

Local

The Proposed Project is not subject to local discretionary regulations because the California Public Utilities Commission has exclusive jurisdiction over the siting, design, and construction of the Proposed Project. The following analysis of local regulations relating to transportation and traffic is provided for informational purposes. SDG&E will obtain any applicable local ministerial encroachment permits for work in public roadways.

City of San Diego Municipal Code

Chapter 12, Article 9, Division 7: Public ROW Permits of the City of San Diego Municipal Code addresses the use of or encroachment into public ROWs for private uses. The city requires approval of a Public ROW Permit for the construction of privately owned structures or facilities within the public ROW.

City of San Diego General Plan

The Mobility Element of the City of San Diego General Plan provides measures for improving the efficiency of the city's transportation system and facilitates the long-term planning required to improve mobility through the development of a balanced, multi-modal transportation network, while minimizing potential environmental and neighborhood impacts. The Mobility Element is aimed at creating a system wherein each mode of transportation contributes to an overall goal of providing transit services that meet varied user needs, while implementing a strategy to reduce traffic congestion and provide increased transportation choices with consideration for varying land use types. The City of San Diego also utilizes a Traffic Impact Study Manual, which provides acceptable level of service (LOS) standards for the city, as well as triggers and guidelines for the preparation of traffic studies. For roadways and intersections in the urban areas of the city, the acceptable LOS standard is D, and the LOS standard in undeveloped areas is C.

City of Del Mar Municipal Code

Title 23, Section 28 of the City of Del Mar Municipal Code sets forth standards and procedures for reviewing requests to use or encroach into public ROWs. The City of Del Mar requires the receipt of an Access Permit for construction activities performed by a Public Utility (including SDG&E) within public ROWs. Access Permits are reviewed by the Public Works department following their submittal. The City of Del Mar utilizes guidelines prepared by the San Diego Traffic Engineers' Council and the local chapter of the Institute of Traffic Engineers for traffic impact studies. These guidelines establish a LOS target of LOS D as the minimum acceptable standard for roadway segments.

San Diego Association of Governments 2030 San Diego Regional Transportation Plan

SANDAG's 2030 San Diego Regional Transportation Plan was approved in October 2011 and provides guidance for the establishment of a coordinated transportation system for the greater San Diego area. The plan is intended to connect and improve the regional transportation network of freeways, public transit, and roadways.

Existing Roadway Network

The Proposed Project is located on lands within the City of San Diego and City of Del Mar that support a variety of uses, including agriculture, commercial, industrial, infrastructure, miscellaneous, public/quasi-public, recreation, residential, and vacant/undeveloped. Figure 3-1: Project Location Map in Chapter 3 – Project Description depicts the location of the Proposed Project area and the existing roadway network. Table 4.16-1: Roadways within the Vicinity of the Proposed Project Area provides a list of roadways where underground components will be installed, roadways that will be crossed by or adjacent to the Proposed Project, and roadways that may be used for construction access. This list also includes the number of lanes, LOS information (where available), and the allowable increase in traffic volume for each roadway per the City of San Diego Traffic Impact Study Manual and the County of San Diego Public Road Standards.

Railway

The Proposed Project does not cross or span any active or inactive railway lines. The nearest railway facility is located approximately 790 feet west of the Proposed Project. The North County Transit District's (NCTD's) Coaster and Caltrans/Amtrak's Pacific Surfliner provides passenger service along this railway. The Coaster service links the North County and the City of San Diego, and the NCTD operates more than 20 Coaster trains each weekday and 10 trains on Saturdays. The Coaster does not operate on Sundays. The Pacific Surfliner runs between five and seven trains on a daily basis and connects the City of San Luis Obispo to the Santa Fe Depot in the City of San Diego.

Airports

The Proposed Project is not located within three miles of any public airports or airstrips. The nearest airport—McClellan-Palomar Airport—is located approximately 10.4 miles northeast of the Proposed Project. The airport operates approximately 430 arrivals and departures daily along a single runway that measures approximately 4,900 feet long. The airport is operated by San Diego County.

Bus

Bus service to the Proposed Project area is provided by the San Diego Metropolitan Transit System (MTS) and the NCTD. Routes serving the immediate Proposed Project area include Routes 101 and 308, which are operated by NCTD's BREEZE bus line. The closest bus stop is the Via De La Valle and Flower Hill station, which is located on the same alignment as the TL674A reconfiguration on Via De La Valle in the City of San Diego. Route 308 provides 30 trips (15 eastbound and 15 westbound) each weekday to this bus stop.

Table 4.16-1: Roadways within the Vicinity of the Proposed Project Area

Roadway	Number of Lanes	Average Weekday Traffic Volume	LOS a.m./p.m. Peak	Allowable Increase in Volume/ Capacity Ratio	Crossed by or within the Proposed Project (Y/N)
Interstate (I-) 5 (at Villa De La Valle)	10	230,000	Not Applicable (NA)	NA	N
San Andres Drive	2-4	NA	NA	NA	N
Via De La Valle	6	41,500	B	0.06	Y
Jimmy Durante Boulevard	4	10,800	A	0.10	Y
San Dieguito Drive	2	NA	NA	NA	N
Racetrack View Drive	2	NA	NA	NA	Y
Racetrack View Court	2	NA	NA	NA	N
Minorca Cove	2	NA	NA	NA	N
Minorca Way	2	NA	NA	NA	N
Del Mar Heights Road	4	15,700	A	0.10	Y
Mango Drive	2	NA	NA	NA	Y
Mira Montana Place	2	NA	NA	NA	N
Via Nestore	2	NA	NA	NA	N
Portofino Drive	2	NA	NA	NA	N
Via Pisa	2	NA	NA	NA	N
Carmel Valley Road	4	13,300	A	0.10	Y
Sorrento Valley Road	2	NA	NA	NA	Y
Carmel Mountain Road	4	25,500	D	0.06	Y
I-5 (at Carmel Mountain Road)	12	230,000	NA	NA	Y

Source: City of San Diego 1998; SANDAG 2008; County of San Diego 2011; SANDAG 2013
Note: Average weekday traffic volume is measured from the cross street nearest to a Proposed Project component. LOS standards apply only to roadways designed to carry through traffic, not residential streets.

Trolley

MTS operates three trolley lines that connect the east and south county communities to downtown. The trolley does not provide service to the Proposed Project area.

Bicycle Facilities

The California Highway Design Manual defines three types of "bikeways" as follows:

- Class I Bike Path: Provides a physically separated ROW for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized
- Class II Bike Lane: Provides a striped lane for one-way bike travel on a street or highway
- Class III Bike Route: Provides for shared use with pedestrian or motor vehicle traffic

The Proposed Project will parallel or intersect several bike facilities within the City of San Diego and City of Del Mar. In the City of San Diego, the TL674A reconfiguration will cross Via De La Valle, which accommodates a Class II designated bike lane. Carmel Valley Road, Carmel Mountain Road, and a segment of Del Mar Heights Road also include designated Class II bike lanes and will all be crossed by the TL666D removal near their respective intersections with Portofino Drive, I-5, and Mango Drive. Sorrento Valley Road includes a designated Class II bike lane and becomes a bicycle/pedestrian-only path at the intersection with the TL666D removal. The City of San Diego considers this segment of Sorrento Valley Road a Class I bike path. The Sorrento Valley Pedestrian/Multi-Use Path is used as a bicycle path and continues from the northern end of Sorrento Valley Road. This path is parallel to the proposed activities associated with the C738 conversion. In addition, Jimmy Durante Boulevard, a portion of which straddles the boundaries of the City of San Diego and the City of Del Mar, accommodates a Class II bike lane. The TL666D removal will span Jimmy Durante Boulevard at several locations, oscillating between the City of San Diego and the City of Del Mar.

4.16.3 Impacts

Significance Criteria

According to Appendix G of the California Environmental Quality Act Guidelines, impacts to transportation and traffic will be considered significant if the Proposed Project:

- Results in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the circulation system
- Results in a conflict with an applicable congestion management program
- Results in a change in air traffic patterns
- Results in a substantial increase in hazards due to a design feature or incompatible uses
- Results in inadequate emergency access
- Conflicts with adopted policies, plans, or programs supporting alternative transportation

Question 4.16a – Circulation Plan or Policy Conflicts

Construction – No Impact

Construction of the Proposed Project will not result in a conflict with relevant circulation plans or policies establishing measures of effectiveness for the performance of the circulation system. No policies or requirements related to the Proposed Project were identified within the SANDAG 2030 San Diego Regional Transportation Plan or the Municipal Code and Community Plan for the City of Del Mar. In addition, no policies related to mass transit providers were identified that relate to the Proposed Project.

The Proposed Project will comply with Policy ME-A.5 of the Mobility Element of the City of San Diego General Plan. This policy states that adequate sidewalk widths and clear paths of travel should be provided for pedestrian usage, and obstructions and barriers that inhibit pedestrian circulation should be minimized. While temporary sidewalk closures may be required as part of the Proposed Project alternative, pedestrian walking routes around construction areas will be provided during any closures. Vaults and hand holes associated with the Proposed Project will be placed underground and any aboveground fixtures will be placed so that they do not obstruct pedestrian circulation in the area. Thus, the Proposed Project will be consistent with Policy ME-A.5, and there will be no impact.

Operation and Maintenance – No Impact

Operation and maintenance (O&M) activities for the Proposed Project will continue to be conducted in the same manner as they are prior to construction of the Proposed Project. As described in Chapter 3 – Project Description, the proposed underground duct banks within Via De La Valle will be installed parallel to existing facilities where O&M activities are currently being conducted. The removal of approximately six miles of 69 kilovolt (kV) power lines from TL666D will eliminate all future O&M activities associated with these facilities. The conversion of C510 and C738 will eliminate O&M requirements associated with approximately 4,530 feet of existing overhead distribution line. Although these conversions will introduce approximately 4,230 feet of new underground duct bank, SDG&E currently owns and operates existing underground distribution facilities in the vicinity of these Proposed Project components. Based on the removal of existing overhead facilities and the installation of Proposed Project components in areas already covered by existing O&M activities, post-construction O&M requirements in the Proposed Project area will be reduced. As a result, O&M of the Proposed Project will not conflict with any plan, policy, or ordinance related to circulation, and no impact will occur.

Question 4.16b – Congestion Management Program Conflict

Construction – Less-than-Significant Impact

It is anticipated that up to 50 workers will be employed at one component during peak construction of the Proposed Project, with approximately 125 personnel dispersed across the Proposed Project. When combined with the anticipated equipment and material deliveries, approximately 100 vehicle trips per day will be generated by the Proposed Project at one component during peak construction activities, and up to 260 trips will be required for all Proposed Project components. These trips will typically be dispersed across the approximately

seven-mile Proposed Project alignment, and will represent an increase of less than two percent in existing daily average traffic volumes. This insignificant change to traffic volume will not result in an increase to the volume/capacity ratio, as defined by the City of San Diego Traffic Impact Study Manual and the County of San Diego Public Road Standards. As such, the Proposed Project will not change any existing LOS during the approximately 12 months of construction, and impacts will be less than significant.

Temporary lane closures may be required in locations where the Proposed Project will span or be adjacent to roadways. In these locations, at least one lane of travel will always remain open during construction activities. These impacts will be short term and temporary, lasting up to one week in each location, and will only affect approximately 300 to 500 feet of a roadway at a time. Temporary lane closures along Via De La Valle, San Dieguito Drive, and Racetrack View Road will also be required during construction activities associated with the TL674A reconfiguration and C510 conversion. While the total duration of construction activities associated with these components will span approximately 3.5 months and five months, respectively, construction work will occur only at specific locations for a relatively short period of time. As such, lane closures will correspond with the location of construction activities.

In addition, lane closures within the City of San Diego will occur in accordance with the encroachment permit obtained prior to construction of the Proposed Project. Furthermore, SDG&E will follow standard practices associated with proper traffic management and comply with the requirements articulated in the Access Permit for construction activities necessitating lane closures within the City of Del Mar. As a result of their short duration and limited area of effect, impacts will be less than significant.

Operation and Maintenance – No Impact

As described in response to Question 4.16a, O&M activities will be reduced as part of the Proposed Project due to the TL666D removal. The new underground facilities will be operated and maintained in the same manner as the existing, adjacent facilities. As such, there will be no change to LOS, and no conflict with other congestion management plans or policies will result. Therefore, no impact will occur.

Question 4.16c – Air Traffic Changes

Construction – No Impact

Helicopters will be used to support the 69 kV conductors and pole removal process, and they are expected to require approximately five to 10 hours of operation. Helicopter use will be staged out of Montgomery-Gibbs Executive Airport, Gillespie Field Airport, or McClellan-Palomar Airport. Helicopter flights will generally be limited to SDG&E's existing ROW, to the greatest extent practical. In instances where departures from the ROW are necessary, helicopters will take the most direct and feasible path between the ROW and supporting landing zone. Aside from helicopter use, the Proposed Project will not involve the use of tall construction equipment that has the potential to affect air traffic patterns, particularly with the distance to the nearest airports.

The Proposed Project is not located within 20,000 feet of any airport facility. However, the Proposed Project will result in the installation of new steel poles that are as tall or that exceed the height of existing structures. Due to potential interferences with navigation signal receptions posed by the Proposed Project, an FAA Obstruction Evaluation, pursuant to Part 77 of the CFR, will be conducted prior to Proposed Project construction. Though not anticipated, should the poles be identified as a potential hazard, SDG&E will implement all recommendations included in the FAA evaluation. Therefore, the Proposed Project will not change air traffic patterns or increase safety risks, and no impact to air traffic will occur.

Operation and Maintenance – No Impact

As described in response to Question 4.16a, O&M activities will be reduced as part of the Proposed Project due to the TL666D removal. The new underground facilities will be operated and maintained in the same manner as the existing, adjacent facilities. As such, no impacts to air traffic patterns will result.

Question 4.16d – Increase in Hazards

Construction – Less-than-Significant Impact

Proposed Project construction activities largely involve the removal of existing 69 kV overhead facilities. As previously described in Question 4.16a, temporary disruptions to traffic will occur during Proposed Project construction. In locations where the Proposed Project spans existing roadways, temporary lane closures may be necessary during the conductor removal process. Additional lane closures will be required in the City of San Diego and the City of Del Mar for the installation of underground duct banks along Via De La Valle, San Dieguito Drive, and Racetrack View Road. These lane closures could increase hazards if appropriate safety measures (e.g., proper signage, orange cones, and flaggers) are not in place. To reduce the potential for hazards, SDG&E will obtain the required encroachment permit from the City of San Diego and Access Permit from the City of Del Mar and will implement the appropriate traffic control measures that are articulated within those permits and generally accepted for work within roadways. While there may be a limited increase in hazards due to obstructions implemented as part of the lane closures, the closures will be temporary and will be conducted in compliance with City of San Diego and City of Del Mar safety standards and requirements. Therefore, impacts will be less than significant.

The Proposed Project does not involve the design of new roadways and it does not cross any land used for agriculture; thus, no additional hazards will be created. The Proposed Project involves reducing the number of aboveground structures in the Proposed Project area, as well as relocating some facilities underground. None of the structures to be constructed will increase hazards to air traffic due to their distance from airports. Although two new 69 kV poles will be installed as part of the TL674A reconfiguration, the poles will be installed within the Del Mar Horsepark, away from Via De La Valle. Six new poles will also be installed as part of the C510 and C738 conversions, but will be located within an established power line corridor. As a result, no new hazards will be created.

Operation and Maintenance – No Impact

As described in response to Question 4.16a, O&M activities will be reduced as part of the Proposed Project due to the TL666D removal. The new underground facilities will be operated and maintained in the same manner as the existing, adjacent facilities. Therefore, the Proposed Project will not result in an increase in hazards, and no impact will occur.

Question 4.16e – Emergency Access Effects

Construction – Less-than-Significant Impact

Emergency access will not be directly impacted during construction because all streets will remain open to emergency vehicles at all times throughout construction. Although temporary lane closures will likely be necessary along Jimmy Durante Boulevard (where Fire Station 1 in the City of Del Mar is located), flaggers and/or other traffic controls will maintain ingress and egress routes while the 69 kV conductors are pulled across the roadway. Lane closures can also affect emergency access indirectly by increasing congestion and causing slower response times. To minimize delays in emergency response times, SDG&E will implement Applicant-Proposed Measure (APM-) TRA-01, which requires coordination with emergency service providers (i.e., the Del Mar Fire Department and the San Diego County Sheriff's Department) prior to construction activities. As a result, impacts to emergency services will be less than significant.

Operation and Maintenance – No Impact

In comparison to existing conditions, O&M activities will not generate additional traffic on roadways in the Proposed Project area. O&M activities will be conducted in the same manner as the existing facilities or will be eliminated for certain Proposed Project components. As such, no impacts on emergency vehicle access will occur during O&M activities for the Proposed Project.

Question 4.16f – Alternative Transportation Conflicts

Construction – Less-than-Significant Impact

Proposed Project construction may result in temporary disruptions to bicycle and pedestrian circulation along Via De La Valle, Carmel Valley Road, Sorrento Valley Road, and Sorrento Valley Pedestrian/Multi-Use Path. Construction activities associated with the TL674A reconfiguration may result in the temporary closure of the bicycle lane and sidewalk along portions of Via De La Valle. Bicycle and pedestrian access along one side of the street will remain open during construction activities, to the extent feasible. Further, SDG&E will coordinate with the City of San Diego regarding the design of temporary bicycle and pedestrian detours away from construction. Along Carmel Valley Road and Sorrento Valley Road, the TL666D removal may temporarily disrupt pedestrian and bicycle access. However, the use of flaggers and/or other traffic controls will be implemented to facilitate traffic flow. Because access along Via De La Valle, Carmel Valley Road, and Sorrento Valley Road will be largely maintained during Proposed Project construction activities, impacts to bicycle and pedestrian traffic will be less than significant. Sorrento Valley Pedestrian/Multi-Use Path may be closed for up to two months during the C738 conversion. Due to the short-term duration of the closure and adequate alternative bicycle and pedestrian options in the vicinity, impacts will be less than significant.

Construction activities associated with the TL674A reconfiguration will also temporarily disrupt bus travel along Via De La Valle intermittently for approximately 3.5 months over the course of the approximately 12 months of construction. It is anticipated that the Via De La Valle and Flower Hill bus stop will remain open during construction. To reduce the potential impacts to bus ridership, SDG&E will implement APM-TRA-02. This APM will require that SDG&E must coordinate with the NCTD on the planned construction activities along Via De La Valle, including the timing and duration of any disruptions to existing bus stops. In addition, SDG&E will post signs near any affected bus stops, notifying bus riders at least 14 days prior to any Proposed Project-related disruptions. With the incorporation of APM-TRA-02, impacts to alternative transportation will be less than significant.

Operation and Maintenance – No Impact

O&M activities associated with the Proposed Project will not conflict with pedestrian and bicycle access. O&M activities will be conducted in the same manner as the existing facilities or will be eliminated for certain Proposed Project components. As such, no impacts on alternative transportation circulation will occur during O&M activities for the Proposed Project.

4.16.4 Applicant-Proposed Measures

SDG&E has designed and incorporated the following APMs into the Proposed Project to avoid or minimize potential impacts to transportation and traffic:

- **APM-TRA-01:** At least 30 days prior to construction of the Proposed Project, SDG&E will coordinate with the Del Mar Fire Department and the San Diego County Sherriff's Department to inform them of the planned lane closures along Jimmy Durante Boulevard and to minimize potential disruptions to emergency vehicle response times.

- **APM-TRA-02:** At least 30 days prior to construction, SDG&E will coordinate with the NCTD on the planned construction activities, including the timing and duration of construction in the vicinity of existing bus stops along Via De La Valle. This coordination will include the identification of potential temporary relocation of bus stops in order to maintain service during construction. At least 10 days prior to the bus stop closure, SDG&E will post signs near any affected bus stops to notify bus riders of any potential modifications the standard bus schedule, alternate stops in the area, and a phone number to call to obtain more information.

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