

E.2.9 Transportation and Traffic

E.2.9.1 Environmental Setting

The BCD Alternative would replace the portion of the Interstate 8 Alternative found between MP 18-39.5 and MP I8-58 (18.5 miles). It would traverse north from the Interstate 8 Alternative near Boulevard for approximately 7 miles before turning west and continuing on for approximately 12 miles, where it would rejoin the Interstate 8 Alternative route north of Buckman Springs.

The roads that the BCD Alternative crosses are McCain Valley Road, Manzanita-Cottonwood Road, Canebrake Road, Old Mine Road, La Posta Truck Trail, Fred Canyon Road, Kitchen Creek Road, an unnamed street, and Sheephead Mountain Road.

Table E.2.9-1 lists the roads that could be impacted by construction and operation of the BCD Alternative. For many smaller or lightly traveled roads, the counties do not collect traffic data. Where data are unavailable, the table indicates this with the notation ND.

Table E.2.9-1. Public Roadways along the Alternative Route – BCD Alternative

| Roadway | Jurisdiction | Classification | Existing Lanes | Traffic Volumes | | Structure No. | Transmission Line Orientation |
|-------------------------|-------------------------|----------------|----------------|-----------------|-----|------------------------|-------------------------------|
| | | | | Year | ADT | | |
| Local Roadways | | | | | | | |
| McCain Valley Rd | San Diego County | Rural LC | 2 | -- | ND | BCD-4.2 & 5.9 | Overhead |
| Lost Valley Rd | San Diego County | None | 2 | -- | ND | BCD-7.6 | Overhead |
| Manzanita-Cottonwood Rd | San Diego County | None | 2 | -- | ND | BCD-8.8 | Overhead |
| Canebrake Rd | San Diego County | None | 2 | -- | ND | BCD-10.2 | Overhead |
| Old Mine Rd | San Diego County | None | 2 | -- | ND | BCD-12.2 | Overhead |
| La Posta Truck Trail | San Diego County | Collector | 2 | -- | ND | BCD-14.1 | Overhead |
| Fred Canyon Rd | San Diego County | None | 2 | -- | ND | BCD-15.9 | Overhead |
| Kitchen Creek Rd | San Diego County | None | 2 | -- | ND | BCD-16.9, 17.1, & 17.2 | Overhead |
| Sheephead Mountain Rd | San Diego County | None | 2 | -- | ND | BCD-19 | Overhead |
| Unnamed Street | San Diego County | None | 2 | -- | ND | BCD-11 | Overhead |
| Forest Route 15S24 | National Forest Service | None | -- | -- | ND | -- | Overhead |
| Forest Route 13S06 | National Forest Service | None | -- | -- | ND | -- | Overhead |
| Forest Route 13510 | National Forest Service | None | -- | -- | ND | -- | Overhead |
| Viejas Grande Rd | San Diego County | Collector | 2 | -- | ND | -- | Overhead |
| Dubois Truck Trail | San Diego County | None | 2 | -- | ND | -- | Overhead |
| Tule Springs Rd | San Diego County | Collector | 2 | -- | ND | -- | Overhead |
| Boulder Creek Rd | San Diego County | Collector | 2 | -- | 700 | -- | Overhead |

Source: California Department of Transportation; County of San Diego; County of Imperial; Linscott, Law & Greenspan Engineers.
N/A = Not applicable; ND = Data not available; ADT = Average Daily Traffic

Table E.2.9-2 lists the LOS for roadways impacted by the BCD Alternative. Traffic data are available for only one of these roads. Most are lightly used, and neither San Diego County nor Caltrans collect information about their use.

Table E.2.9-2. Public Roadways along the Alternative Route – BCD Alternative

| Roadway | Jurisdiction | LOS E Capacity | Existing | | | Existing & Proposed Project Construction-Related Traffic | | | |
|-------------------------|-------------------------|----------------|------------------|------------------|------------------|----------------------------------------------------------|-----|------|----------------|
| | | | ADT ^a | LOS ^b | V/C ^c | ADT | LOS | V/C | Δ ^d |
| McCain Valley Rd | San Diego County | — | ND | ND | ND | ND | ND | ND | ND |
| Lost Valley Rd | San Diego County | — | ND | ND | ND | ND | ND | ND | ND |
| Manzanita-Cottonwood Rd | San Diego County | — | ND | ND | ND | ND | ND | ND | ND |
| Canebrake Rd | San Diego County | — | ND | ND | ND | ND | ND | ND | ND |
| Old Mine Rd | San Diego County | — | ND | ND | ND | ND | ND | ND | ND |
| La Posta Truck Trail | San Diego County | — | ND | ND | ND | ND | ND | ND | ND |
| Fred Canyon Rd | San Diego County | — | ND | ND | ND | ND | ND | ND | ND |
| Kitchen Creek Rd | San Diego County | — | ND | ND | ND | ND | ND | ND | ND |
| Sheephead Mountain Rd | San Diego County | — | ND | ND | ND | ND | ND | ND | ND |
| Unnamed Street | San Diego County | — | ND | ND | ND | ND | ND | ND | ND |
| Local Roadways | | | | | | | | | |
| Forest Route 15S24 | National Forest Service | — | ND | ND | ND | ND | ND | ND | ND |
| Forest Route 13S06 | National Forest Service | — | ND | ND | ND | ND | ND | ND | ND |
| Forest Route 13510 | National Forest Service | — | ND | ND | ND | ND | ND | ND | ND |
| Viejas Grande Rd | San Diego County | — | ND | ND | ND | ND | ND | ND | ND |
| Dubois Truck Trail | San Diego County | — | ND | ND | ND | ND | ND | ND | ND |
| Tule Springs Rd | San Diego County | — | ND | ND | ND | ND | ND | ND | ND |
| Boulder Creek Rd | San Diego County | 16,200 | 700 | A | 0.04 | 1276 | A | 0.07 | 0.03 |

Source: California Department of Transportation; County of San Diego; County of Imperial; Linscott, Law & Greenspan Engineers.

ND = Data not available.

a. Average daily traffic.

b. Level of service.

c. Volume to capacity ratio.

d. Δ denotes an increase in delay due to project.

E.2.9.2 Environmental Impacts and Mitigation Measures

The BCD Alternative would not have no conflicts with railroad ROWs and operations (Impact T-6), no impacts on parking spaces (Impact T-7), and no conflicts with planned transportation projects (Impact T-8). The alternative does not cross a railroad, so there would be not conflict with a railroad ROW. It crosses a largely unpopulated area in which there are no parking spaces. Therefore, these potential impacts are not discussed further in this section.

Table E.2.9-3 summarizes the impacts of the BCD Alternative for transportation and traffic.

Table E.2.9-3. Impacts Identified – Alternatives – Traffic

| Impact No. | Description | Impact Significance |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| BCD Alternative | | |
| T-1 | Construction would cause temporary road and lane closures that would temporarily disrupt traffic flow | Class III |
| T-2 | Construction would temporarily disrupt the operation of emergency service providers | Class III |
| T-3 | Construction would temporarily disrupt bus transit services | Class III |
| T-4 | Construction would temporarily disrupt pedestrian and/or bicycle movement and safety | Class II |
| T-5 | Construction vehicles and equipment would potentially cause physical damage to roads in the project area | Class II |
| T-9 | Construction would generate additional traffic on the regional and local roadways | Class III |
| BCD South Option | | |
| T-10 | Construction of and presence of a tower within Caltrans ROW could create a safety hazard and would be incompatible with Caltrans regulations | Class II |

Construction Impacts

Impact T-1: Construction would cause temporary road and lane closures that would temporarily disrupt traffic flow (Class III)

The BCD Alternative would cross local roadways as an overhead transmission line. Construction of this alternative would potentially require roadways to temporarily be closed during construction activities. SDG&E has committed to implement T-APM-2a and T-APM-2b as part of the Proposed Project, which would require SDG&E to obtain permits and develop detour plans for any potential lane closures. Any project requirement to transport oversize or overweight loads also would require approval from Caltrans. Impacts due to lane closure along the BCD Alternative would be significant (Class II). To ensure that roads and highways are not unnecessarily impacted during construction, Mitigation Measure T-1a would constrain the time of closure, reducing the impact to less than significant.

Where the alternative would cross roads in CNF, the Forest Service would impose a number of conditions regarding roads, including development of a Project Road and Traffic Management Plan. The plan would identify all affected roads and provide for consultation with CNF regarding construction, upgrades, use, maintenance, and repair of roads. Similarly, on BLM land, that agency would also impose specific conditions on road development and closures.

Mitigation Measure for Impact T-1: Construction would cause temporary road and lane closures that would temporarily disrupt traffic flow

T-1a Restrict lane closures.

Impact T-2: Construction would temporarily disrupt the operation of emergency service providers (Class III)

Construction activity associated with the BCD Alternative would potentially interfere with emergency response by ambulance, fire, paramedic and police vehicles if roadways are blocked, lanes are closed or access to residences and businesses is restricted. Roadway segments that would be most impacted would be two-lane roadways (e.g., McCain Valley Road) that provide one lane of travel per direction. SDG&E has committed to implement T-APM-4a (Coordinate with emergency service providers) as part

of the Proposed Project. Implementation of T-APM-4a would reduce the potential for temporary disruptions of emergency service provider operations emergency service providers would be aware of any potential delays, lane closures, and/or roadway closures. Impacts to emergency would be less than significant (Class III).

Impact T-3: Construction would temporarily disrupt bus transit services (Class III)

Local school bus routes could potentially be impacted by the BCD Alternative. Construction would potentially cause transit and school bus schedule delays if roadways need to be shut down for prolonged length of time. SDG&E has committed to T-APM-5a as part of the Proposed Project, which requires SDG&E to consult with the transit systems and affected school districts at least one month prior to construction to coordinate construction activities; therefore, impacts to bus transit services are considered less than significant (Class III).

Impact T-4: Construction would temporarily disrupt pedestrian and/or bicycle movement and safety (Class II)

Pedestrian and bicycle movement would be affected by construction activities if pedestrians and bicyclists are unable to pass through the construction zone or if established pedestrian and bicycle route are blocked. Within this alternative segment there are designated pedestrian and bicycle routes that would be affected. SDG&E did not develop APMs for these pedestrian and/or bicycle movement impacts. Therefore, Mitigation Measure T-4a and WR-1b will be implemented to ensure this potential impact remains less than significant (Class II).

Mitigation Measure for Impact T-4: Construction would temporarily disrupt pedestrian and/or bicycle movement and safety

- T-4a** **Ensure pedestrian and bicycle movement and safety.**
- WR-1b** **Provide temporary detours for trail users.**

Impact T-5: Construction vehicles and equipment would potentially cause physical damage to roads in the project area (Class II)

There is a potential for unexpected damage to roadways by construction activities, construction vehicles, and transport of equipment along the BCD Alternative segment. Construction traffic or equipment movement would be considered a significant impact if there is an increase in the wear on roadways, resulting in noticeable deterioration of roadway surfaces or other features in the road ROW. SDG&E has not suggested any applicant proposed measures for damaged roads; therefore, Mitigation Measure T-5a will be implemented in order to ensure that the roads would be repaired and properly restored to the original condition (Class II).

Mitigation Measure for Impact T-5: Construction vehicles and equipment would potentially cause physical damage to roads in the project area

- T-5a** **Repair damaged roads.**

Impact T-9: Construction would generate additional traffic on the regional and local roadways (Class III)

Construction activities would temporarily increase of traffic on the regional and local roadways due to construction worker commute trips, project material and equipment deliveries, and hauling materials to construction sites. These additional trips would be temporary and would not cause in loads overall.

However, impacts could be substantial at specific locations. This would be a significant impact (Class II). To ensure that regional and local roadways are not unnecessarily impacted by additional traffic on urban and residential roadways, Mitigation Measure T-9a is required. It would reduce the impact to less than significant.

Mitigation Measure for Impact T-9: Construction would generate additional traffic on the regional and local roadways

T-9a Prepare Construction Transportation Management Plan.

Operational Impacts

BCD Alternative operations and maintenance would require infrequent use of a limited number of trucks for inspection and maintenance work. Helicopter inspections would also occur. There would be minimal effect on traffic, movement, emergency access, increased road hazards and/or the level of service on BCD Alternative roadways.

E.2.9.3 BCD South Option

This option would eliminate the westernmost 5 miles of the BCD Alternative, replacing them with an option that would run south from MP BCD-13.5 to join either the Interstate 8 Alternative (at MP I8-5 west of the La Posta Reservation) or the Modified Route D Alternative (at MP MRD-3.5). It would generally follow La Posta Truck Trail and La Posta Road. No other roads would be affected. Because La Posta Truck Trail would also be used to construct the BCD Alternative as described above, this option would have similar effects to those of the alternative. Impacts T-1 through T-9 would be the same as those described above for the BCD Alternative itself. However, one new impact would occur with this option, as discussed below.

Impact T-10: Construction of and presence of a tower within Caltrans ROW could create a safety hazard and would be incompatible with Caltrans regulations (Class II)

SDG&E's preliminary engineering for the BCD South Option would locate a transmission tower between the east- and west-bound lanes of traffic on the Interstate 8 Freeway. This is shown in Figure E.2.9-1. Construction of this tower would create safety hazards as vehicles and equipment entered and exited the high-speed freeway lanes. Also, the presence of the tower itself would be inconsistent with Caltrans restrictions on obstacles within controlled access highways. In order to eliminate this hazard, the southern portion of the BCD South Option has been re-designed to move it about one-half mile west to where the east- and westbound lanes of the freeway are closer together. Here the roadway can be spanned using towers outside of the ROW. The realignment would depart from the BCD South Option at approximately MP BCD-3.25, crossing to the west side of the canyon near the intersection of Thing Valley Road and Sandy Creek Lane. It would continue southwest and cross I-8 west of La Posta Road. It would intersect the Interstate 8 Alternative at approximately MP I8-51.8 and the Modified Route D Alternative at MP MRD-3.5, west of the La Posta Truck Trail. This route revision is presented in Mitigation Measure T-10b and illustrated in Figure E.2.9-1.

Mitigation Measure for Impact T-10: Construction of and presence of a tower within Caltrans ROW could create a safety hazard and would be incompatible with Caltrans regulations

T-10b Revise BCD South Option. Modify the BCD South Option as illustrated in Figure E.2.9-1 to eliminate the tower located within Caltrans ROW.

Impacts of Mitigation Measure T-10b

By moving the BCD South Option 0.5 mile west of where the transmission line would cross I-8 with the BCD South Option, the need for a tower in the center of the freeway ROW would be eliminated. With regard to transportation and traffic, this would reroute would have similar impacts as the BCD South Option, with the exception that construction of a tower in the center of the I-8 ROW would be eliminated. This would eliminate construction traffic acceleration/deceleration in the fast lane of traffic and would eliminate the need for materials to be hauled into the median. Likewise, there would be no need for maintenance vehicles to enter the median if the tower were eliminated. The same APMs and mitigation measures would apply to the reroute as apply to the BCD South Option.

Figure E.2.9-1. Mitigation Measure T-10, Mitigation Reroute for BCD South Option
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