5.16 Transportation and Traffic

5.16.1 Environmental Setting

Regional Access

Regional access to the project area's roadway network is via Interstate Highway 5 (I-5), which runs from the United States–Mexico border in the south and links the cities of Del Mar and San Diego to Solana Beach and more distant points north. A portion of I-5 is directly within the project area, where the TL666D utility corridor intersects the highway between Sorrento Valley Road (exit 30) and Carmel Mountain Road (exit 32). Approximately 640 feet of existing 12-kilovolt (kV) overhead line spans 12 lanes of traffic to connect to an existing underground alignment on the east side of I-5.

Local Streets and Roadway Network

Local roads within the cities of San Diego and Del Mar constitute the existing roadway network in the proposed project area, as shown in Figure 5.16-1. The proposed project would be located within existing right-of-way (ROW) portions of the following local streets where its underground components would be installed or that would serve as access roads to work areas adjacent to the proposed project:

- Carmel Mountain Road
- Carmel Valley Road
- Del Mar Heights Road
- I-5 (at Carmel Mountain Road)
- I-5 (at Villa De La Valle)
- Jimmy Durante Boulevard
- Mango Drive
- Minorca Cove
- Minorca Way
- Mira Montana Place
- Portofino Drive
- Racetrack View Drive
- Racetrack View Court
- San Andreas Drive
- San Dieguito Drive
- Via De La Valle
- Via Nestore
- Via Pisa

Public Transit

Rail

The proposed project would not cross or span any active railway line. The nearest passenger rail service is located approximately 790 feet west of the TL666D corridor. The North County Transit District's (NCTD's) Coaster and California Department of Transportation (Caltrans)/Amtrak's Pacific Surfliner operate passenger rail services along this corridor. The Coaster links North County and the city of San Diego with more than 20 trains operating during the workweek and an additional 10 trains on Saturdays. The Pacific Surfliner runs multiple trains daily between San Luis Obispo and San Diego.

Bus

The San Diego Metropolitan Transit System and the NCTD provide bus service within the cities of Del Mar and San Diego. NCTD operates 30 daily runs (15 eastbound and 15 westbound Monday through

Friday) of route 308, which provides access to the project area from Via De La Valle near the northeastern portion of the proposed project's reconfiguration of TL674A. The nearest bus stop on Route 308 adjacent to the TL674A alignment is at the Via De La Valle and Flower Hill station. These bus routes are shown on Figure 5.16-1. There are no transit bus stops or bus routes in the eastern portion of the project alignment.

NCTD's BREEZE bus route 101 operates parallel to the project alignment on Camino del Mar and North Torrey Pines Road, which is not on street segments where SDG&E would conduct work in the ROW for the proposed project.

Aviation

The nearest airport to the proposed project is McClellan-Palomar Airport, located approximately 10.4 miles northeast of the proposed TL674A component. San Diego County operates McClellan-Palomar Airport, which accommodates approximately 430 daily arrivals and departures from a single 4,900-foot-long runway. The proposed project would be outside of any potential imaginary slope extending from this runway, as defined by the Federal Aviation Administration (FAA) (14 Code of Federal Regulation [CFR] 77).

Bicycle Facilities

Caltrans characterizes *bikeways* in three groups as follows:

- ***Class I Bikeway (Bike Path).*** *A Class I Multi Use Path provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow minimized.*
- ***Class II Bikeway (Bike Lane).*** *A Class II Bike Lane provides a striped lane for one-way bike travel on a street or highway.*
- ***Class III Bikeway (Bike Route).*** *A Class III Bike Route is a signed shared roadway that provides for shared use with pedestrians or motor vehicle traffic, typically on lower volume roadways. There is nothing different about the roadway, only that it has signs posted identifying it as a bike route.* (Caltrans 2016)

Several bicycle facilities exist within the project area. In the city of San Diego, the proposed TL674A reconfiguration alignment would run along Via De La Valle, which accommodates a Class II designated bicycle lane. Carmel Valley Road, Carmel Mountain Road, and a segment of Del Mar Heights Road also function as designated Class II bicycle lanes and would intersect the TL666D utility corridor near its intersections with Portofino Drive, I-5, and Mango Drive. Sorrento Valley Road functions as a designated Class II bicycle lane and transforms into a Class I bicycle/pedestrian-only pathway at the intersection with the TL666D corridor. 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 would parallel the construction activities associated with converting the existing C738 overhead power line to an underground configuration as part of the proposed project. Furthermore, Jimmy Durante Boulevard, which is partially within the city of San Diego and the city of Del Mar, is functionally a Class II bicycle facility in both places. The TL666D removal would span Jimmy Durante Boulevard at several locations, oscillating between the city of San Diego and the city of Del Mar. These bicycle routes are depicted in Figure 5.16-1.

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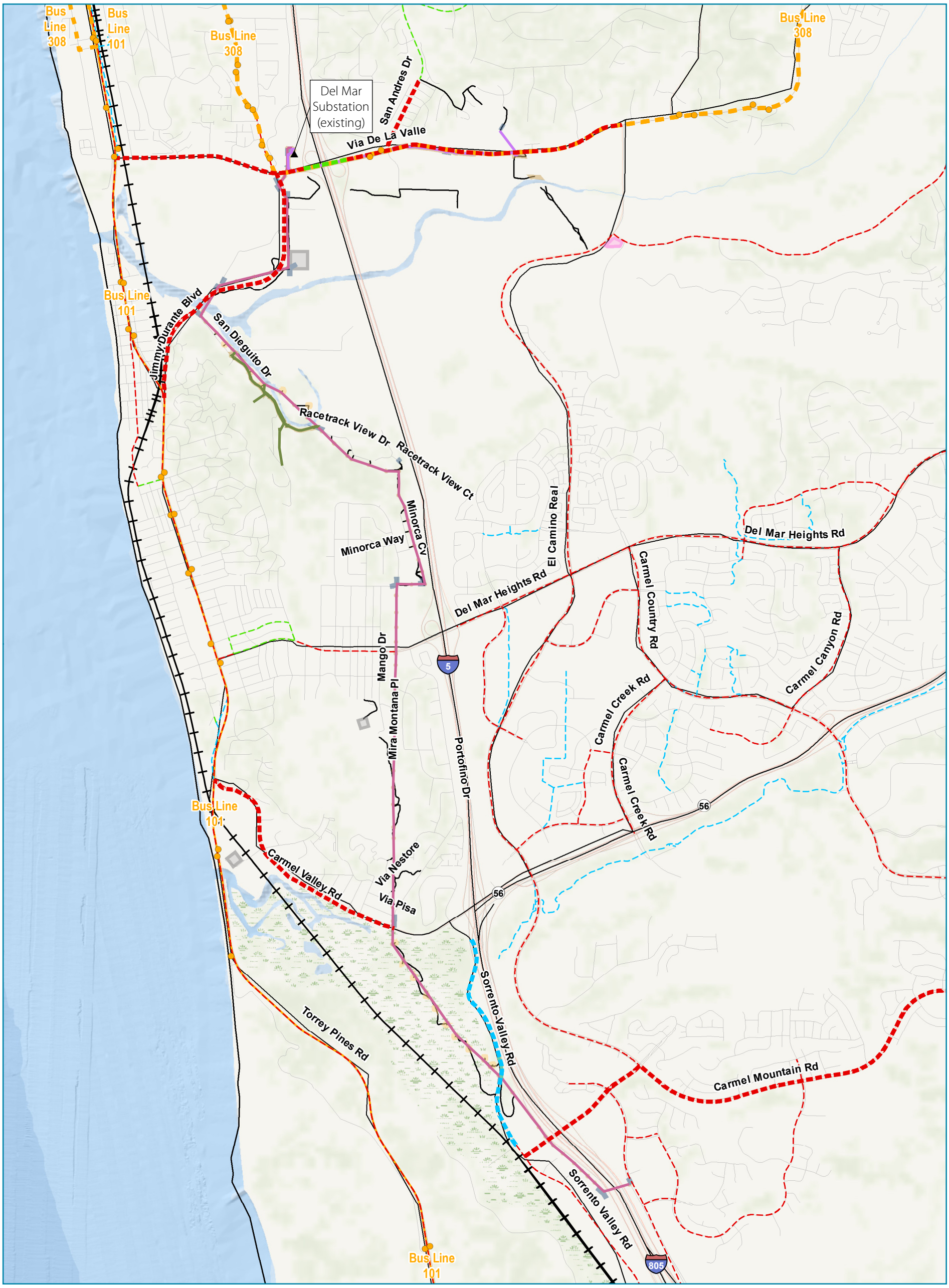

Routes Crossed by the Proposed Project
- Class 1: Multi-Use Path
- Class 2: Bike Lane
- Class 3: Bike Route
- Bus Line 308

Routes not Crossed by the Proposed Project
- Class 1: Multi-Use Path
- Class 2: Bike Lane
- Class 3: Bike Route
- Bus Routes

- Del Mar Substation (existing)
- Transit Stops
- Railroad

Proposed Project Components
- C510 Conversion
- C738 Conversion
- TL666D Removal
- TL674A Reconfiguration
- Access Roads

- Drop Zone
- Fly Yard
- Staging Yard
- Stringing Site
- Work Area

Sources: San Diego Gas and Electric (SDG&E) 2018; Earth Systems Research Institute (ESRI) 2018; SANDAG Technical Services - GIS 2015, 2017, 2018

Figure 5.16-1
Bikeways and Transportation in the Proposed Project Vicinity
TL674A Reconfiguration and TL666D Removal
San Diego County, California
June 2018

N
0 0.25 0.5 Miles
0 0.5 1 Kilometers

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5.16.2 Regulatory Setting

Construction projects that cross transportation corridors are subject to federal, state, and local conditions in 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

Federal Aviation Administration

The FAA, an agency that is part of the U.S. Department of Transportation, is responsible for regulating civil aviation, including the oversight of air traffic and aeronautical obstructions. All airports and navigable airspace not administered by the U.S. Department of Defense are under the jurisdiction of the FAA.

The FAA requires applicants to submit a Notice of Proposed Construction or Alteration and receive approval prior to ground disturbance associated with a project. Title 14 Section 77.13 defines an aviation obstruction as any equipment at or in excess of 200 feet above the ground that would exceed an imaginary surface extending outward and upward from applicable airport runways at slopes of 100:1 within 20,000 feet of an applicable runway, 50:1 within 10,000 feet of an applicable runway, and 25:1 within 5,000 feet of an applicable runway (FAA 2011). The FAA also has restrictions on helicopter flights carrying external loads in congested areas (e.g., city, town, or open-air assembly of people). Helicopter flights with external loads in congested areas require the applicant/operator to submit a "Congested Area Plan" to the FAA (14 CFR Part 133.33) (FAA 2013).

State

California Department of Transportation

Caltrans is responsible for overseeing state highways within California. Caltrans requires that an encroachment permit be obtained for all work done within a state highway ROW. Encroachment permits must also be obtained for transmission lines that span any state roadway (Caltrans 2018). In addition, Caltrans has the discretionary authority to issue special permits for the movement of vehicles or loads exceeding statutory limitations on the size, weight, and loading of vehicles contained in California Vehicle Code.[1] Completion of a Transportation Permit application is required for requests ~~for~~ of such special permits (DMV 2015).

Since the California Public Utilities Commission has exclusive jurisdiction over the siting, design, and construction of the proposed project, it is not subject to local discretionary regulations. Caltrans reviews all requests from utility companies that plan to conduct activities within its ROW. Furthermore, encroachment permits may include conditions that limit when construction activities can occur within or above roadways under the jurisdiction of Caltrans.

Relevant transportation policies and ordinances are presented in Table 5.16-1.

[1] see State of California Vehicle Code, Chapters 1–5, Division 15.

Table 5.16-1 Relevant Transportation Policies and Regulations

Policy/Regulation	Description
California Department of Transportation	
Work in state ROW	An applicant must obtain an encroachment permit for all proposed activities related to the placement of encroachments within, under, or over the state highway ROW.[a] The applicant must obtain a special permit to operate a vehicle or combination of vehicles or special mobile equipment of a size or weight of vehicle or load exceeding the maximum limitations on state highways. Maximum limitations are generally as follows: width = 102 inches, height = 14 feet, length = 75 feet, weight = 80,000 lbs.[b]
City of San Diego	
Work in public ROW	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.[c]
General Plan Mobility Element	Policy ME-A.5: 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.[d]
City of Del Mar	
Work in public ROW	Municipal Code Title 23, Section 28: The City of Del Mar requires the receipt of an Access Permit for construction activities performed by a Public Utility within public ROWs. The Public Works Department reviews Access Permits following submittals. 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.[e]

Sources:
[a] California Department of Transportation, Encroachment Permits (Caltrans 2018)
[b] California Vehicle Code § 35100-35111; 35250-35252; 35400-35414; and 35550-35558. Streets and Highways Code § 670-695
[c] City of San Diego Municipal Code (City of San Diego 2018)
[d] City of San Diego General Plan Mobility Element (City of San Diego 2015)
[e] City of Del Mar Municipal Code (City of Del Mar 2003)
Key:
lbs pounds
ROW right-of-way

Environmental Quality: Transit Oriented Infill Projects, Judicial Review Streamlining for Environmental Leadership Projects et al. (Senate Bill 743)

Adopted in 2013, California Senate Bill (SB) 743 represents a new paradigm in transportation planning across the state. The law changes how transportation impacts are measured in the review of plans and projects under the California Environmental Quality Act (CEQA). SB 743 eliminates automobile delay—typically measured by traffic level of service (LOS)—as the analytical metric used to determine the significance of transportation impact.

The State's Office of Planning and Research (OPR) has issued guidelines for jurisdictions to consider using a Vehicle Miles Traveled (VMT) metric instead. VMT measures the amount and distance people drive by personal vehicle to a destination. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. The new measurement metric is intended to better address~~es~~ a number of important state goals, including:

- Reducing greenhouse gas emissions;

- Developing multimodal transportation networks (i.e., networks that serve a variety of users including pedestrians, bicyclists, transit riders and drivers); and
- Promoting diversity of land uses (i.e., neighborhoods and cities with housing, jobs, shops and services in close proximity to each other).

To determine whether VMT impacts are significant, the Office of Planning and Research generally recommends a threshold of 15 percent below the VMT per capita of the surrounding region and/or city. The OPR acknowledges that this threshold is intended to achieve general consistency with both the Caltrans statewide target for VMT reduction (15 percent by 2020) and the urban regional targets for greenhouse gas emissions reductions established under SB 375 (13 to 16 percent for passenger vehicles by 2035).

Local

San Diego General Plan Mobility Element

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 aims to create a system where 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 (City of San Diego 2015). Relevant policies include:

> ***ME-A.5.*** *Provide adequate sidewalk widths and clear path of travel as determined by street classification, adjoining land uses, and expected pedestrian usage.*
>
> *a. Minimize obstructions and barriers that inhibit pedestrian circulation.*

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 requires the receipt of an Access Permit for construction activities performed by a Public Utility (including SDG&E) within public ROWs. The Public Works Department reviews Access Permits following their submittal.

5.16.3 Environmental Impacts and Assessment

Applicant Proposed Measures

The applicant has incorporated the following measures (APMs) into the proposed project to specifically minimize or avoid impacts to transportation, circulation, and traffic during the proposed project's construction period. A list of all project APMs is included in Table 4-9 in Section 4.0, "Project Description."

> **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 Sheriff'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 of the proposed project, SDG&E will coordinate with the North County Transit District 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.

Significance Criteria

CEQA guidelines for traffic impact analysis are under revision by the OPR to reflect the use of a VMT metric as opposed to level of service (LOS), consistent with provisions in SB 743. The OPR developed preliminary discussion draft guidelines for the use of VMT in CEQA impact analysis. In 2017, OPR prepared a *Technical Advisory on Evaluating Transportation Impacts in CEQA*, which contains the OPR's technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures (OPR 2017). The proposed project represents a modification to the existing local electrical distribution network. The proposed project is not considered a new land use and therefore would not generate or contribute substantial new vehicle trips to the transportation network.

The proposed project would generate vehicle trips associated with construction activities over the approximately 12-month construction period. The number of daily construction trips distributed to project area roadways would vary based on the specific types of construction activity scheduled on a given day. Where existing models or methods are not available to estimate a particular project's VMT, a lead agency may analyze the project's [VMT] qualitatively. Further, "[f]or many projects, a qualitative analysis of construction traffic may be appropriate." (OPR 2017)

The proposed project's potential transportation and circulation effects are evaluated in light of the thresholds of significance in Table 5.16-2 from Appendix G of the CEQA Guidelines' transportation section.

Table 5.16-2 Transportation and Traffic Checklist

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?	☐	☐	☒	☐

Table 5.16-2 Transportation and Traffic Checklist

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

a. Would the project 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?

Project construction would encroach on sidewalks and other pedestrian pathways, which could limit or restrict pedestrian access and use of these spaces while machinery or construction crews are working in the area. Policy ME-A.5 of the Mobility Element of the City of San Diego General Plan 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. Construction of the proposed project would result in temporary sidewalk closures; however, alternative pedestrian walking routes around construction areas would be identified and provided. Vaults and hand holes would be placed underground, and any aboveground fixtures would be placed so that they would not obstruct pedestrian circulation in the project area. Moreover, given that construction work would be temporary and highly localized, impacts associated with temporary closure or limitations to publicly accessible sidewalks or pedestrian pathways would not represent a substantial alteration of the physical transportation system or affect its long-term use. Thus, the proposed project's construction activities would not conflict with relevant circulation plans or policies such as Policy ME-A.5 establishing measures of effectiveness for the performance of the circulation system, and impacts would be less than significant.

The proposed project's operation and maintenance activities would be similar to those currently under existing conditions except for in those areas where facilities would be removed, maintenance, inspection

and repair work (which currently necessitates vehicle trips and crew access to towers in the field) would be reduced or eliminated. Future operation and maintenance needs would continue to comply with applicable plans, policies, and ordinances that establish measures of effectiveness for the performance of the circulation system. Therefore, impacts under this criterion would be less than significant.

Significance: Less than Significant.

b. Would the project conflict with an applicable congestion management program including, but not limited to, LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

CEQA guidelines for traffic impact analysis are being revised by the California OPR to reflect the use of VMT metrics rather than LOS, consistent with SB 743. As discussed under "Significance Criteria," above, an analysis of congestion management is no longer determined by the use of the LOS standards and delay is no longer considered to constitute a significant effect on the environment.

This analysis examines VMT impacts qualitatively during peak construction periods by using the maximum daily construction employee, truck, and delivery counts to evaluate a worst-case scenario. The proposed project would not involve land use changes that generate vehicle trips and would create a permanent source of traffic or alter VMT in the area. Project trips would entail home to worksite journeys (two trip ends daily) and construction vehicle trips from one of four staging areas (staging/fly yards) to a work site that would be located in one of the four utility corridors described in ~~Section~~ Chapter 4.0, "Project Description."

Up to 50 workers would be employed at one component during peak construction of the proposed project, with up to 125 personnel dispersed across and active in the project area. To minimize traffic disruptions, the construction activities would start at 7:00 a.m., meaning workers would commute locally to and from the job site before the morning peak commute period, and complete their shifts before the evening peak commute period would begin (5:00 p.m.). Employees and personnel would also be encouraged to car pool to construction staging yards (accessible via San Dieguito Road, El Camino Real, and Old El Camino Real, Jimmy Durante Boulevard, Mira Montana Place, Carmel Valley Road, and Torrey Pines Road) where crews could park off-street at the beginning of the morning shift.

The goals of San Diego's Mobility Management programs are to reduce traffic congestion and enhance mobility. The number of proposed project construction trips would fluctuate throughout the expected 12 months of construction, with an average of approximately 100 vehicle trips per day during peak activity. Generally, the more intensive construction work would be completed along Via De La Valle, Jimmy Durante Boulevard, and San Dieguito Drive. Therefore, construction trucks and equipment entering temporary work areas from these roadways could cause temporary increases in traffic (and the likelihood for intermittent delay) during construction.

The majority of underground work areas, stringing sites, 69-kV line removal, and guard structure installation sites would occur on or would be accessible from the following streets (with lane capacity and configuration shown parenthetically): Via De La Valle (single travel lane in each direction); Jimmy Durante Boulevard (two travel lanes in each direction); Racetrack View Drive (single travel lane in each

direction); and San Dieguito Drive (single travel lane in each direction). Lane closures along Via De La Valle, Racetrack View Drive, and San Dieguito Drive (single lane in each direction) could cause congestion and delay along portions of these roadways where vehicles would be held in queue while opposing traffic would use the non-affected travel lane in a contra-flow direction to divert around construction crews and work areas. The applicant indicates that intensive construction activities would be scheduled during non-peak commute hours to minimize vehicle queuing on these roadways to the extent feasible.

SDG&E would also coordinate with the cities of San Diego and Del Mar to acquire the necessary encroachment, traffic control, and access permits for construction work in the public right of way prior to construction. Issuance of these permits may require developing a traffic control plan to reduce potential temporary and intermittent impacts associated with construction. The traffic control plan would include measures to allow for safe vehicle passage and adherence to the California Manual on Uniform Traffic Control Devices, as well as avoiding queuing by trucks on Via De La Valle, Jimmy Durante Boulevard, and San Dieguito Drive entering temporary work areas. SDG&E's construction crew and contractors would be required to adhere to all conditions set forth in the encroachment and traffic control permits that would be addressed in the traffic control plan. As such, given the temporary nature of the project it would not conflict with relevant circulation plans or policies establishing measures of effectiveness for performance of the circulation system. This impact would be less than significant.

For reasons previously stated, maintenance of project circuitry over the long-term is not expected to conflict with relevant circulation plans or policies establishing measures of effectiveness for the performance of the circulation system. Activities during operation and maintenance would continue to be conducted in the same manner as prior to construction, albeit it with lesser frequency and intensity, and there would be no impact.

Significance: Less than Significant.

c. Would the project 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?

FAA Title 14 Section 77.13 states that an aviation obstruction would be created if any equipment is positioned such that it would be more than 200 feet above the ground or exceeds an imaginary surface extending outward and upward from applicable airport runways at the following slopes: 100:1 within 20,000 feet, 50:1 within 10,000 feet, and 25:1 within 5,000 feet. The proposed project would not involve the use of tall construction equipment with the potential to affect air traffic patterns by way of an aviation obstruction. The proposed project would result in the installation of new steel poles to heights of 85 feet above ground surface, which would not be considered obstructions and would be located at a distance from the nearest airport where imaginary surfaces and vector restrictions would not apply per the FAA definition.

To reduce the possibility of project-related interferences with navigation signal reception during construction, the applicant, pursuant to Part 77 of the CFR, would conduct an FAA Obstruction Evaluation prior to commencing with project construction. Although not anticipated, should poles be

identified as a potential hazard, SDG&E would implement all recommendations included in the FAA evaluation.

Helicopters would be employed for up to 10 days to support the removal process of the 69-kV conductors and poles in areas where access limitation would prevent the use of ground-based crews for removal. Wood poles may potentially be removed and transported offsite by flatbed truck or helicopter for disposal at an approved facility. If helicopters are used during transport of wood poles, the applicant would adhere to the FAA regulations that restrict helicopter flights carrying external loads in congested areas (e.g., city, town, or open-air assembly of people) which is included in a Congested Area Plan that SDG&E would submit to the FAA (14 CFR Part 133.33).

The helicopters used for the proposed project would be staged out of local airports (e.g., Montgomery-Gibbs Executive Airport, Gillespie Field Airport, or McClellan-Palomar Airport). Generally, the helicopter flights would be limited to SDG&E's existing ROW. However, in instances where departures from the ROW are necessary, helicopters would take the most direct and feasible route between the ROWs and supporting landing zones at construction fly yards to minimize safety risks.

FAA regulations also require coordination with local air traffic control for operation in controlled airspace, and specify requirements for pilot qualifications, aircraft worthiness, and FAA-approved practices and equipment, where applicable. FAA regulations, including coordinating with air traffic control, would prevent conflicts with civilian air traffic and avoid safety risks to local residential communities from temporary helicopter use, which would be less than significant in its use during project construction.

After implementation of the proposed project, normal operation of the local electrical grid would not require helicopter use. Therefore, no long-term air traffic impacts associated with project operation and maintenance would occur.

Significance: Less than Significant.

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

Project construction would not include design features, activities or incompatible uses that would substantially increase hazards on publicly accessible roads in the project vicinity. The project would not alter the design of public streets or introduce incompatible land uses that would substantially increase hazards. During the proposed project's construction period, construction work could temporarily impact normal roadway operations associated with truck and equipment movement from staging areas to specific work locations along affected streets.

Work in Public Roadways

SDG&E would install temporary guard structures or take other measures (e.g., temporary halting traffic) along roadways to delineate a safe path of travel for vehicles around work sites and crew and to prevent conductors from falling onto motorists. The installation of guard structures may require a temporary

closure of the travel lane nearest the location where guard structures would be installed in order to ensure crew work zones area safely set back from moving vehicles.

Lane closures also would be required for the installation of underground duct banks along Via De La Valle, San Dieguito Drive, Jimmy Durante Boulevard, and Racetrack View Drive. This could result in impacts to motorists and to construction crews if appropriate safety measures are not in place. SDG&E would be required to obtain a Traffic Control Permit before starting construction or repair of curbs, gutters, sidewalks, commercial and residential driveways, roadway surfaces, retaining walls, culverts, streetlight(s) or other work of any nature in the County right-of-way. Standard conditions for issuing traffic control permits include providing safe work areas for workers within the public right-of-way (ROW) while maintaining a safe and efficient flow of traffic for all road users including motorists, bicyclists, and pedestrians. Thus, compliance with the encroachment and construction permit conditions from the City of San Diego and Access Permit from the City of Del Mar require implementation of measures that would avoid potential hazards associated with temporary lane closures and as such, this impact would be less than significant.

Del Mar Substation Work Area Access

SDG&E personnel and construction crew members would typically meet and park personal vehicles at one of the project's staging area/fly yards. From these locations, crew trucks and other vehicles would travel to and park within the existing Del Mar Substation parking lot. However, some temporary parking south of the Del Mar Substation along Via De La Valle may be required depending on construction activities occurring each day. The additional temporary parking would allow for safe maneuvering of equipment and material deliveries into the substation during peak construction periods.

While the actual number and type of vehicles required for the proposed circuit breaker removal and replacement at Del Mar Substation would vary depending on daily construction activities, it is anticipated that a maximum of approximately 12 vehicles would be onsite at one time. Vehicle access to the Del Mar Substation would occur from west-bound travel along Via De La Valle (a paved public roadway characterized in the San Diego General Plan Mobility Element as a two-lane community collector with continuous turning lanes in the project area) and turning right into SDG&E's existing private driveway located perpendicular from Via De La Valle. The street segment that continues north of Via De La Valle from Jimmy Durante Boulevard is a paved roadway that would not be used during construction. Proper signage would be implemented near SDG&E's private driveway to alert drivers, cyclist, and pedestrians along Via De La Valle of ongoing construction activities at the nearby substation side. As detailed in the applicant's traffic control plan, SDG&E may use flaggers and implement other measures during peak traffic times to ensure safe ingress and egress of construction vehicles and equipment from-and-to Via De La Valle. Implementation of signage and other safety measures outlined in SDG&E's traffic control plan would avoid potential hazards associated with access to the Del Mar Substation and, as such, this impact would be less than significant.

Changes in Traffic Flow

Installation of temporary guard structures adjacent to Del Mar Heights, Jimmy Durante Boulevard, San Dieguito Drive, Racetrack View Drive, Via De La Valle, Carmel Valley Road, and Carmel Mountain Road could require temporary lane closures. The temporary lane closures could intermittently disrupt

normal traffic flow and increase traffic volume relative to normal operating capacity on affected roadway segments, which could potentially conflict with emergency vehicle access and circulation. In light of this, **APM TRA-01**, SDG&E would coordinate with the Del Mar Fire Department and the San Diego County Sheriff's Department to inform them of the planned lane closures along Jimmy Durante Boulevard at least 30 days prior to construction of the proposed project. Thus, SDG&E would make provisions to ensure that emergency vehicle access would be maintained at all times in coordination with both San Diego and Del Mar's fire, police and sheriff departments, such as allowing for bypass of slow vehicle traffic during lane closures.

In addition, SDG&E's traffic control plan may require notifying emergency service providers of the location, date, time, and duration of lane closures. The traffic control plan, as part of acquiring the necessary encroachment, traffic control, and access permits prior to construction, would facilitate alternative access route planning so that service providers would not be substantially or adversely affected by the traffic and congestion on primary access streets during construction. Although changes in traffic flow ~~would~~ and temporary and intermittent congestion along affected area streets would still occur, **APM TRA-01** and a SDG&E's traffic control plan would minimize potential disruptions to emergency vehicle access, circulation and response times during construction, resulting in a less than significant impact.

As noted above, operation and maintenance activities would be reduced as part of the proposed project associated with the removal of TL666D. The proposed project's underground facilities associated with the reconfiguration of TL674A would operate in the same manner as existing facilities and would not result in substantial increases in hazards in the project vicinity. Therefore, the proposed project would not result in an increase in hazards, and no impact would occur.

Significance: Less than Significant.

e. Would the project result in inadequate emergency access?

Construction of the proposed project would require stringing, conductor removal, and guard structure installation, trenching, and installing and removing poles adjacent to roadways. Lanes could be closed temporarily at Via De La Valle, Jimmy Durante Boulevard, Racetrack view drive, and San Dieguito Drive to reduce potential hazards to vehicle traffic during construction activities. SDG&E may use flaggers to temporarily hold traffic for brief periods, while the overhead line is installed at road crossings. Traffic control would typically be utilized for small roadway crossings.

I-5 is a county-designated evacuation route. The project route between Pole 105 and Pole 106 crosses over an I-5 overpass along Via De La Valle, where a new 69-kV underground power line would be installed. The new line would also be installed across two I-5 on-ramps and one I-5 off-ramp. Additionally, the proposed project would involve the removal of an existing 69-kV overhead power line, which currently crosses I-5, as part of the proposed TL666D removal.

Crossing I-5 would be conducted pursuant to Caltrans' approved methods, which could include traffic control, guard structures, netting, or any combination of these methods; these approved methods would be outlined within the encroachment permit issued by Caltrans for all highway crossings. SDG&E would acquire encroachment permits and road crossing approvals, if required, and would implement the

requirements of these authorizations, including implementation of any special guard structure procedures, as directed by each authorizing agency.

A Del Mar Fire Department fire station is located on Jimmy Durante Boulevard at the Del Mar fairgrounds. Thus, the fire station is situated adjacent to the project's TL666D circuit, where the removal of a 69-kV line would potentially require a road closure or work along road shoulders that could temporarily and intermittently affect normal roadway operations. Consequently, a road closure on Jimmy Durante Boulevard could impair the fire department's ability to respond in a timely manner to an emergency, which could significantly impact emergency service response if provisions addressing construction-period contingencies were not implemented.

As discussed in **APM TRA-01**, SDG&E would coordinate with the Del Mar Fire Department and the San Diego County Sheriff's Department to ensure that both the police and fire departments are notified of planned lane closures along Jimmy Durante Boulevard at least 30 days prior to the commencement of construction of the proposed project. Therefore, SDG&E would make provisions to maintain emergency vehicle access at all times in coordination with the Cities of San Diego's and Del Mar's Fire Departments, the City of San Diego's Police Department, and the City of San Diego's Sheriff's Department, such as allowing for bypass of slow vehicle traffic during lane closures. SDG&E's traffic control plan would ensure that service providers would be able to account for the entirety of streets affected by temporary construction closures. In addition to planning alternative access routing and for other contingencies in advance of construction that could reduce potential conflicts arising from intermixing of construction traffic and reduced roadway capacity on Via De La Valle, Jimmy Durante Boulevard, Racetrack View Drive, and San Dieguito Drive. Although changes in traffic flow may still temporarily occur, APM TRA-01 and SDG&E's traffic control plan, as well as encroachment permit conditions set forth by applicable agencies (City of Del Mar, City of San Diego, and Caltrans), would minimize potential disruptions to emergency vehicle access to the extent feasible during construction.

Operation and maintenance of the proposed project would not necessitate lane or road closures. Once construction of the proposed project is complete, emergency access and vehicle circulation would function across the regional roadway network as it had prior to the temporary and intermittent construction period conditions near work areas. Thus, no impact would occur during operation and maintenance.

Significance: Less than Significant.

f. Would the project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or an otherwise decrease in the performance or safety of such facilities?

Construction activities would occur on roads that are used for public transit, bicycle travel, and pedestrian travel. Construction would 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. A temporary closure of the bicycle lane and sidewalk along portions of Via De La Valle would result from construction activities associated with the TL674A Reconfiguration. However, bicycle and

pedestrian access along one side of the street would remain open during construction activities, to the extent feasible.

Additionally, SDG&E would coordinate with the City of San Diego regarding designing and implementing temporary bicycle and pedestrian detours away from construction for the streets within the city. Removal of TL666D may temporarily disrupt pedestrian and bicycle access; however, the use of flaggers, signage, and/or other traffic control measures under SDG&E's traffic control plan would be implemented to facilitate the flow of traffic. Impacts to bicycle and pedestrian traffic would be less than significant since access along Via De La Valle, Carmel Valley Road, and Sorrento Valley Road would largely be maintained during construction of the proposed project.

The Sorrento Valley pedestrian/Multi Use Path may be closed for up to two months during the C738 Conversion. However, per **APM REC-1** (see Section 5.15, "Recreation"), SDG&E would post signage at Sorrento Valley/Multi-Use Path access points at least four weeks prior to construction activities. Signage would notify users of the impending construction activities, construction impacts (e.g., increased noise and dust), the affected locations, and the estimated duration of necessary temporary access restrictions. Due to short-term duration of closures and adequate alternative bicycle and pedestrian routes in the vicinity, impacts would be less than significant.

The reconfiguration of TL674A would also temporarily disrupt bus travel along Via De La Valle intermittently for approximately 3.5 months over the course of the approximate 12 months of construction. The Via De La Valle and Flower Hill bus stop on route 308 would likely be affected during construction of the proposed project. Further, implementation of **APM TRA-02** would minimize potential impacts to bus ridership. Per **APM TRA-02**, at least 30 days prior to construction, SDG&E would coordinate construction activities, including the timing and duration of construction near existing bus stops along Via De La Valle with the North County Transit District. Coordination would allow for identification of potential temporary relocation of the Flower Hill bus stop on route 308 during construction of the TL674A, if necessary. Further, 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. **APM TRA-02** would ensure that adequate levels of transit service would be maintained; thus, impacts would be less than significant.

Operation and maintenance of the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, nor would it decrease the performance or safety of such facilities. Existing transit routes and bus stops, bike lanes, and pedestrian access would return to their existing conditions prior to implementation of the proposed project. Thus, no impact would occur.

Significance: Less than Significant.

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