

# Chapter 13—Transportation/Traffic

## 13.1 Introduction

This chapter describes existing conditions, potential Project-related impacts, and mitigation measures for transportation and circulation issues in the Project Area. The Project will not conflict with any adopted transportation policies. Although existing traffic conditions will be temporarily affected by Project construction, all impacts will be less than significant or mitigated to a less-than-significant level.

### 13.1.1 Methodology

Traffic data and other transportation system information were obtained from site visits, maps, literature searches, aerial photos, and personal communications with state and local government personnel.

## 13.2 Existing Conditions

The roadway network affected by the Proposed Project is located throughout northern and central San Mateo County. The transportation system is composed of an interconnected network of federal, state, city, and county roads; local and regional transit systems; local bikeways; and rail right-of-ways. Table 13-1 summarizes the characteristics of the roadways described subsequently.

TABLE 13-1  
Summary of Study Area Roadway Characteristics

Roadway	Jurisdiction	Classification	Lanes	Traffic Volume		Physical Relationship to Transmission Line
				Daily	Peak Hour	
<b>State Facilities (Segment 1)</b>						
Interstate 280	Caltrans	Freeway	8 to 10	109,000 to 134,000	13,700	Overhead crossings (5)
Interstate 380	Caltrans	Freeway	6 to 10	128,000 to 158,000	10,500	Under freeway
State Route 35 (Skyline Boulevard)	Caltrans	Arterial	2	12,800 to 22,000	3,100	Overhead crossing
State Route 82 (El Camino Real)	Caltrans	Arterial	4 to 6	22,000 to 54,000	2,800	Transverse trench
State Route 92	Caltrans	Arterial/Freeway	2 to 4	19,000 to 143,000	6,700	Overhead crossing
<b>Other Roadways (Segment 1)</b>						
Edgewood Road	San Mateo County	Arterial	2	20,300	N/A	Overhead crossing

TABLE 13-1  
Summary of Study Area Roadway Characteristics

Roadway	Jurisdiction	Classification	Lanes	Traffic Volume		Physical Relationship to Transmission Line
				Daily	Peak Hour	
Bunker Hill Drive	San Mateo County	Local	2	5,500	N/A	Overhead crossing
Crystal Springs Road	San Mateo County	Arterial	2	2,300	N/A	Overhead crossing
Hayne Road	Hillsborough	Local	2	N/A	N/A	Overhead crossing
San Bruno Avenue (West of El Camino)	San Bruno	Arterial	4	18,900	N/A	Longitudinal trench
<b>Other Roadways (Segment 2)</b>						
San Bruno Avenue (East of El Camino)	San Bruno	Arterial	4	19,900	N/A	Longitudinal trench
Huntington Avenue	South San Francisco	Arterial/Collector	2	N/A	N/A	Nearby underground
South Spruce Avenue	South San Francisco	Minor Arterial	4	18,200	N/A	Transverse trench
West Orange Avenue	South San Francisco	Minor Arterial	2	10,800	N/A	Transverse trench
Chestnut Avenue	South San Francisco	Major Arterial	8	14,100	N/A	Transverse trench
<b>Other Roadways (Segment 3)</b>						
McClellan Drive	Colma	Unclassified	2	0 (not built)	0	Longitudinal trench
Hillside Boulevard	Colma	Arterial	2 to 4	15,000 to 20,000	1900	Longitudinal trench
<b>Other Roadways (Segment 4)</b>						
Hoffman Street	Daly City	Collector	2	N/A	N/A	Longitudinal trench
Orange Street	Daly City	Collector	2	1,000 to 6,000	N/A	Longitudinal trench
<b>Other Roadways (Segment 5)</b>						
Guadalupe Canyon Parkway	Brisbane, San Mateo County. Daly City	Arterial	4	11,600	N/A	Longitudinal trench
Bayshore Boulevard	Brisbane	Arterial	4	21,500	N/A	Longitudinal trench

## 13.2.1 Freeways and State Highways

The facilities described in this subsection are maintained by California Department of Transportation (Caltrans). All are located within Segment 1. Except for State Route 82 (El Camino Real), the transmission line will be installed above these facilities.

### 13.2.1.1 Interstate 280

Interstate (I) 280 is an eight- to ten-lane freeway running primarily north-south through San Francisco, San Mateo, and Santa Clara counties. I-280 serves as a major commuter route between the peninsula and South Bay and, along with U.S. 101, is a major north-south corridor on the peninsula. The freeway provides connections to U.S. 101 in San Francisco and I-880 and I-680 in San Jose. I-280 also provides access to State Route 1 in San Francisco, State Route 92, the San Mateo Bridge, and the Dumbarton Bridge. The peak directions of travel along I-280 are southbound during the morning peak period and northbound during the evening peak period. Average daily traffic volumes in 2001 on I-280 in the Project Area averaged from 109,000 to 134,000 vehicles. The Proposed Project includes five overhead crossings of the freeway, near the Edgewood Road, State Route 92, Hayne Road, and Trousdale Drive interchanges. This state route is designated as a scenic corridor by Caltrans.

### 13.2.1.2 Interstate 380

I-380 is a six- to ten-lane freeway between I-280 and State Route 101. It originates at I-280 in South San Francisco and extends approximately two miles eastward to Highway 101. It is mainly used by commuters and travelers destined for San Francisco International Airport. Average traffic volumes in 2001 in the Project Area averaged between 128,000 and 158,000 vehicles daily.

### 13.2.1.3 State Route 35

State Route 35, also known as Skyline Boulevard, is a two-lane arterial roadway that originates at Highway 101 in San Francisco, merges with I-280 in San Bruno, and diverges at the Bunker Hill Drive exit before extending south to Los Gatos. This route is designated as a scenic corridor by Caltrans. Regionally, the route serves as a bypass of I-280 after the Bunker Hill exit for travelers heading south from San Mateo to San Jose. Daily traffic volumes in San Mateo County, measured in 2001, range from approximately 12,800 to 22,000 vehicles.

### 13.2.1.4 State Route 82

State Route 82, also known as El Camino Real, originates at I-280 in Daly City and extends south to San Jose. State Route 82 is a major arterial; the number of lanes varies along the route, but is generally four to six lanes. Regionally, the route serves as a bypass of Highway 101 for travelers heading south from I-280 to San Jose. Daily traffic volumes in San Mateo County, measured in 2001, range from approximately 22,000 to 54,000 vehicles.

### State Route 92

State Route 92, a two-lane arterial roadway from State Route 1 near Half Moon Bay to I-280 and a four-lane freeway beginning at I-280 in San Mateo to the San Mateo Bridge, is a major commuter route to and from the East Bay. From State Route 1 to State Route 280 near Crystal Springs Lake, State Route 92 is designated as a scenic corridor by Caltrans.

Regionally, the route serves as a major connector from the peninsula to the East Bay. Daily traffic volumes in San Mateo County, measured in 2001, range from approximately 19,000 to 143,000 vehicles. The Proposed Project includes an overhead, transverse crossing of State Route 92, east of I-280. At this point, State Route 92 is a four-lane freeway with average daily traffic volumes of approximately 82,000 vehicles.

### 13.2.2 Other Roadways

The following roadways, organized by Project segment, are maintained by local cities and San Mateo County. Many of the roadways will only be affected by a single transverse crossing (generally between intersections); others will require longitudinal trenching along a section of roadway, as described.

#### 13.2.2.1 Segment 1

This segment includes both overhead and underground construction. The affected roadways include:

- **Edgewood Road**—An overhead transverse crossing will occur over Edgewood Road east of I-280. Edgewood Road is under San Mateo County jurisdiction in the Project vicinity. The affected section is along the western edge of Edgewood County Park in San Mateo County. Edgewood Road in the Project Area is a two-lane roadway with shoulders and no median. It is designated as a scenic route by San Mateo County. The average daily traffic volume, measured in 2000, is 20,300 vehicles.
- **Bunker Hill Drive**—An overhead transverse crossing will occur over Bunker Hill Drive near the I-280 on- and off-ramps. Bunker Hill Drive, in the Project vicinity, is in a primarily residential area under San Mateo County jurisdiction. This section of Bunker Hill Drive is a two-lane roadway with shoulders and no median. The average daily traffic volume, measured in 1997, is 5,500 vehicles.
- **Crystal Springs Road**—An overhead transverse crossing will occur over Crystal Springs Road east of I-280. Crystal Springs Road in the Project vicinity is a two-lane roadway, with narrow shoulders and no median, under San Mateo County jurisdiction. The facility is designated as a scenic route by San Mateo County. The average daily traffic volume, measured in 2000, on Crystal Springs Road is 2,300 vehicles.
- **Hayne Road**—An overhead transverse crossing will occur over Hayne Road between I-280 and Black Mountain Road. Hayne Road in the Project vicinity is under the City of Hillsborough's jurisdiction. This section is in a primarily residential area and has two wide lanes and no shoulders or median. The average daily traffic volume for Hayne Road is not available.
- **San Bruno Avenue (West of El Camino Real)**—Longitudinal trenching will occur on San Bruno Avenue from the transition station to SR 82 (El Camino Real). San Bruno in the vicinity of the Project is under City of San Bruno's jurisdiction and is classified as an arterial street in the *1984 City of San Bruno General Plan*, and is designated as a scenic route. The land use is mainly residential with some commercial. This section of San Bruno Avenue is a four-lane roadway, with a combination of raised and paved medians, left turn bays at intersections, and no parking on either side. The pavement

condition varies from fair to good; a resurfacing project is planned for the near future. According to the General Plan, San Bruno becomes heavily congested between Cherry Avenue and I-280. It is used for access to I-101 and San Francisco International Airport. The average daily traffic volume, measured in 1993, on San Bruno Avenue west of El Camino Real is 18,900 vehicles.

### 13.2.2.2 Segment 2

This segment requires underground construction, including both transverse and longitudinal trenching. The affected roadways include:

- **San Bruno Avenue (East of El Camino Real)**—Longitudinal trenching will occur on San Bruno Avenue from El Camino Real to BART right-of-way (ROW) near Huntington Avenue. San Bruno Avenue in the Project vicinity is under City of San Bruno’s jurisdiction and is classified as an arterial street in the *1984 City of San Bruno General Plan*. Land use is mainly residential with some commercial. San Bruno Avenue is a four-lane roadway with a combination of raised and paved medians, left turn bays at intersections, six-foot shoulders, and parallel parking on both sides. San Bruno Avenue is heavily used to access I-101 and San Francisco International Airport. The pavement on this section of San Bruno Avenue was recently resurfaced. The average daily traffic volume, measured in 1993, is 19,900 vehicles.
- **Huntington Avenue**—Underground construction for the majority of Segment 2 will occur directly east of Huntington Avenue, although some construction activities will indirectly affect Huntington Avenue. This section is located in a primarily residential area under the City of South San Francisco’s jurisdiction, with two wide lanes and no shoulders or median. The average daily traffic volume is not available.
- **South Spruce Avenue**—Along the BART ROW, an underground transverse crossing will occur on South Spruce Avenue east of Huntington Avenue. South Spruce Avenue in the Project vicinity is under the City of South San Francisco’s jurisdiction and is classified as a minor arterial in the *1999 South San Francisco General Plan*. This section of South Spruce Avenue consists of offices, light manufacturing, and residential land uses. South Spruce Avenue east of Huntington Avenue is a four-lane roadway with shoulders and no median. The pavement is in fairly good condition. The average daily traffic volume, measured in 1997, is 18,200 vehicles.
- **West Orange Avenue**—Along the BART ROW, an underground transverse crossing will occur on West Orange Avenue west of Memorial Avenue. West Orange Avenue in the Project vicinity is under the City of South San Francisco’s jurisdiction and classified as a minor arterial in the *1999 South San Francisco General Plan*. This section is in a residential area of the city and consists of two wide lanes and parallel parking on both sides. The pavement is in fairly good condition. The average daily traffic volume, measured in 1997, is 10,800 vehicles.
- **Chestnut Avenue**—Along the BART ROW, an underground transverse crossing will occur on Chestnut Avenue between Antoinette Lane and El Camino Real. Chestnut Avenue in the Project vicinity is under the City of South San Francisco’s jurisdiction and classified as a major arterial in the *1999 South San Francisco General Plan*. This section of Chestnut Avenue consists of commercial, residential, and recreational land uses, and is a

newly paved eight-lane roadway with a raised median. The average daily traffic volume, measured in 1997, on Chestnut Avenue east of El Camino Real is 15,100 vehicles.

### 13.2.2.3 Segment 3

This segment requires underground construction, with longitudinal trenching. The affected roadways include:

- **McLellan Drive**—This roadway does not currently exist; construction is expected to begin in the next several months. When constructed, it will extend west from Hillside Boulevard to El Camino Real. It will be bordered by a residential neighborhood to the south and the Holy Cross Cemetery to the north.
- **Hillside Boulevard**—Longitudinal trenching will occur along Hillside Boulevard from the proposed McLellan Drive to Hoffman Street. This section of Hillside Boulevard is under the Town of Colma's jurisdiction. Hillside Boulevard is classified as an arterial roadway and a scenic corridor in the *1999 Town of Colma General Plan*. The land use in this section of Hillside Boulevard consists mostly of cemeteries on the east and west side of the roadway, with some adjacent open space. The lane configuration on Hillside Boulevard varies from a two-lane roadway with parking on both sides to four-lane roadway with parking on neither side. There are shoulders, bike lanes, and both raised and paved medians. The pavement is in fairly good condition. The peak-hour traffic volume, measured in 1998, is 1,905 vehicles per hour; the estimated average daily traffic volume is 15,000 to 20,000 vehicles.

### 13.2.2.4 Segment 4

Segment 4 will require underground construction, with longitudinal trenching on existing roadways. Segment 4 includes the following affected roadways:

- **Hoffman Street**—Longitudinal trenching will occur along Hoffman Street from Hillside Boulevard to Orange Street. Hoffman Street in the Project vicinity is under Daly City's jurisdiction. Hoffman Street is classified as a collector street in the *1999 Daly City General Plan*. The land use in this section of Hoffman Street is mainly residential, with multi-family housing along the north side and the Oliver Memorial Park Cemetery along the south side. Hoffman Street is a two-lane roadway with no medians and parallel parking on both sides. Most parking spaces are occupied, especially at the southwest end where the residential density is highest. The pavement is in fairly good condition. The average daily traffic volume is not available.
- **Orange Street**—Longitudinal trenching will occur along Orange Street from Hoffman Street to Guadalupe Canyon Parkway. Orange Street in the Project vicinity is under Daly City's jurisdiction and is classified as a collector street in the *1999 Daly City General Plan*. The land use in this section of Orange Street is mainly residential, including a mix of single- and multi-family housing. Orange Street is a two-lane roadway with no medians and parallel parking on both sides. The pavement is in fairly good condition. According to the General Plan, the average weekday traffic volume is 1,000 to 6,000 vehicles per day.

### 13.2.2.5 Segment 5

This segment requires underground construction, with longitudinal trenching. The affected roadways include:

- **Guadalupe Canyon Parkway**—Longitudinal trenching would occur along Guadalupe Canyon Parkway from Orange Street to Bayshore Boulevard. Guadalupe Canyon Parkway between Bayshore Boulevard and the eastern Daly City limit is under the City of Brisbane’s jurisdiction. The section between the eastern and western Daly City limit goes through San Bruno Mountain County Park and is under San Mateo County jurisdiction. The remaining portion is under Daly City’s jurisdiction. Guadalupe Canyon Parkway is classified as an arterial roadway in the *1994 City of Brisbane General Plan*. The land use in this section is open space. Guadalupe Canyon Parkway is a four-lane roadway with a combination of raised and paved medians. The pavement is in good condition, having been recently resurfaced. The average daily traffic volume, measured in 2001, is 11,600 vehicles.
- **Bayshore Boulevard**—Longitudinal trenching will occur along Bayshore Boulevard from Guadalupe Canyon Parkway to the Martin Substation, located at the northwest corner of the Bayshore Boulevard/Geneva Avenue intersection. Bayshore Boulevard is under the City of Brisbane’s jurisdiction and classified as an arterial roadway in the *1994 City of Brisbane General Plan*. The land use in this section is mainly industrial and open space. Bayshore Boulevard is a four-lane roadway with raised and painted medians, turn bays at intersections, and both narrow and wide shoulders. The pavement appears to be in need of repair; this road serves a high volume of trucks. The average daily traffic volume on this section, measured in 2001, is 21,500 vehicles.

### 13.2.3 Transit and Rail Service

Transit service in San Mateo County is provided by BART, Caltrain, and San Mateo County Transit District (SamTrans).

BART is an 81-mile-long automated rapid transit system serving over three million people in four Bay Area counties, including Alameda, Contra Costa, San Francisco, and northern San Mateo. There are two BART stations currently open near the Project Area: Colma and Daly City. The average combined weekday ridership at the Colma and Daly City stations is about 25,000 people. The BART-SFO Extension Project is currently underway and is scheduled to be completed at the end of the year. This Project includes 8.7 miles of new rail track and four new stations located in South San Francisco, San Bruno, San Francisco International Airport, and Millbrae.

Caltrain provides commuter rail service between San Francisco and Gilroy via San Jose and continuing bus service to Santa Cruz. Average daily ridership is approximately 25,000 people at 26 stations in the Bay Area in 1999. There are currently six stations in San Mateo County. The Caltrain tracks are predominantly east of the Project Area following I-101, except near the San Bruno Station where the tracks run adjacent to Huntington Avenue and cross San Bruno Avenue.

SamTrans provides service from San Mateo County to Palo Alto and Downtown San Francisco. It serves approximately 60,244 people per weekday. Table 13-2 shows bus routes in the Project vicinity.

TABLE 13-2  
SamTrans Bus Routes in Project Vicinity

Route	Description	Frequency
32	Connects El Camino Real to Airport Boulevard. Route includes Chestnut Avenue (El Camino Real to West Orange Avenue) and West Orange Avenue (Chestnut Avenue to Grand Avenue).	Runs weekdays and Saturdays with 30-minute headways during the weekday peak periods and one-hour headways on Saturdays and weekday off-peak periods.
34	Connects Tanforan Shopping Center to Geneva Avenue. Route includes Bayshore Boulevard (Guadalupe Canyon Parkway to Geneva Avenue) and South Spruce Avenue (Baden Avenue to Huntington Avenue).	Runs only on weekdays, with three northbound and three southbound buses that have one-hour headways.
40	Connects Pacific Manor to Tanforan Shopping Center. Route includes San Bruno Avenue (Huntington Avenue to Cherry Avenue).	Runs weekdays and weekends, with 35- to 40-minute headways during the weekdays and one-hour headways during the weekend.
41	Connects Shelter Creek/Jenevein to Tanforan Shopping Center. Route includes San Bruno Avenue (Huntington Avenue to 3rd Avenue).	Runs only on weekdays, with 30-minute headways all day.
130	Connects Daly City BART to South San Francisco. Route includes Hoffman Street (Orange Street to Abbott Avenue), Orange Street, and Hillside Boulevard (Sylvan Street to John Daly Boulevard).	On weekdays, runs on 20-minute headways during the peak periods and 30-minute headways during the off-peak period. On Saturdays, runs on 30-minute headways from about 8:00 a.m.-12:00 p.m. and the headway varies between 30 minutes and an hour thereafter until 5:30 p.m.
193	Connects Daly City BART to Stonestown Shopping Center. Route includes San Bruno Avenue (El Camino Real to Airport Boulevard).	Runs every day with one-hour headways.
292	Connects downtown San Francisco to Hillsdale Shopping Center. Route includes Bayshore Boulevard (Guadalupe Canyon Parkway to Geneva Avenue).	Runs every day with one-hour headways.
397	Connects downtown San Francisco to Palo Alto Caltrain. Route includes Bayshore Boulevard (Guadalupe Canyon Parkway to Geneva Avenue).	Runs every day with 20- to 30-minute headways during weekdays. On weekends, runs at 30-minute headways until 6:00 p.m. and 30-minute to one-hour headways thereafter.

Based on the [www.samtrans.com](http://www.samtrans.com) website in July 2002.

### 13.2.4 Air Transportation

The San Francisco International Airport is located in South San Francisco approximately 6 miles east of the Project Area. The airport is a major regional passenger and cargo air terminal and the seventh most active commercial airfield in the world.



### 13.2.5 Bike Facilities

There are bicycle lanes, bicycle routes, and bikeways on the roadways throughout the Project Area. A complete discussion of these facilities, and the Project impacts, is included in Chapter 5, Land Use, Recreation, and Agricultural Resources.

## 13.3 Potential Impacts

### 13.3.1 Significance Criteria

Standards of significance were developed by first considering the standards provided in Appendix G of the revised CEQA Guidelines. However, those guidelines are focused on the impacts of completed projects on transportation facilities. Since this Project will have negligible impacts on transportation once it is completed, a more appropriate assessment of the impacts focuses on construction-related impacts.

To that end, the criteria used are based on the CEQA guidelines, modified to focus on construction impacts. The criteria are listed below, along with a reference to the related CEQA guidelines:

- **Traffic Flow and Access** (addresses CEQA (a) traffic and transportation criteria and (b)—increases in traffic and cumulative standards).
  - The installation of the transmission line within, adjacent to, or across a roadway would reduce the number of, or the available width of, one or more travel lanes during the peak traffic periods, resulting in a substantial disruption to traffic flow and/or a substantial increase in traffic congestion.
  - Construction activities would restrict access to or from adjacent land uses and there would be no suitable alternative access.
  - A major roadway (arterial or collector classification) would be closed to through traffic as a result of construction activities and there would be no suitable alternative route available.
  - An increase in vehicle trips associated with construction workers or equipment would result in a substantial disruption to traffic flow and/or a substantial increase in traffic congestion on the roadways in the Project vicinity.
- **Air Traffic** (addresses CEQA criterion (c)—air traffic patterns).
  - Construction activities or the operation of the Proposed Project would interfere with or extend into navigable airspace and could potentially have an impact on aviation activities within the restricted area of a designated airport or helipad.
- **Safety** (addresses CEQA criterion (d)—hazards and incompatible uses).
  - Construction activities or the operation of the Proposed Project would result in safety problems for vehicular traffic, pedestrians, transit operations, or trains.

- **Emergency Access** (addresses CEQA criterion (e)—emergency access).
  - Construction activities of the Proposed Project would restrict the movement of emergency vehicles, and there would be no reasonable alternative access routes available.
- **Parking** (addresses CEQA criterion (f)—parking capacity).
  - Construction activities or staging activities would increase the demand for and/or reduce the supply of parking spaces, and there would be no provisions for accommodating the resulting parking deficiencies.
- **Alternative Transportation** (addresses CEQA criterion (g)—alternative transportation).
  - Construction activities would disrupt bus or rail service and there would be no suitable alternative routes or stops.
  - Construction activities within, adjacent to, or across from a railroad ROW would result in temporary disruption of rail traffic.
  - Construction activities would impede pedestrian movements or bike trails in the construction area and there would be no suitable alternative pedestrian/bicycle access routes.

### 13.3.2 Construction Impacts

The methods used to construct the Proposed Project will result in a variety of impacts to transportation facilities in the Project Area. The most substantial impacts to transportation facilities in the Project Area will be to the roadways in the transmission line alignment. The methods used to construct the Proposed Project fall into three general categories that may affect roadways:

- Longitudinal trenching along a section of roadway
- Transverse trenching across a roadway or intersection
- Overhead transmission line installation, transverse to the roadway

All three of these methods may result in temporary traffic disruption from road and lane closures. Longitudinal trenching may also result in temporary restricted access to nearby neighborhoods.

Traffic impacts from truck trips to and from the Project sites during construction will be insignificant. For the overhead transmission line segments, there will only be a small number of trucks required at each site for pole and tower placement, and line stringing. Estimated truck trips include an average of six concrete truck trips per day for several months during overhead construction, and periodic delivery of pole and tower segments, conductor spools, hardware and equipment. For all of the underground segments, the expected total average workforce is between 150 and 250 crew members for 11 to 12 months, dispersed over the five segments. The maximum number of workers on any segment at peak time will be 80 crew members. Equipment for underground construction will vary; the average will be 15 to 45 pieces of equipment on any one segment, with a maximum of 75. The resulting number of daily truck trips will be somewhat less, as most equipment will not be moved each day.

This level of project-related traffic is negligible when added to the existing daily traffic on the area roadways. Given the Project location, commuters to the work sites likely will be evenly drawn from the peninsula, South Bay, and East Bay locations. Most will use regional roadways, including U.S. 101, I-280, State Route 92, and El Camino Real. Some workers may be able to use the accessible transit system in the area. Overall construction traffic will be an inconsequential addition to these major facilities, so increased vehicle trips would result in less-than-significant impacts.

The subsections below describe potential impacts to the transportation facilities, delineated by segment.

### 13.3.2.1 Segment 1

This segment includes installation of both overhead lines (with several crossings of freeways and local roads) and underground lines (along San Bruno Avenue).

The installation of the overhead line would include crossings of the following facilities:

- I-280 (several locations)
- State Route 92
- Bunker Hill Drive
- Crystal Springs Road
- Hayne Road
- Edgewood Road
- Skyline Boulevard (State Route 35)

**Impact 13.1: Traffic Flow and Access Impacts to Segment 1.** Impacts on traffic flow in Segment 1 may result from overhead line installations as well as underground construction. The discussion below outlines the impacts and mitigation for both overhead installation (on freeways and other streets) and underground installation. With mitigation, these impacts can be reduced to a less-than-significant level.

For overhead installation on freeways, helicopters will be needed. Because traffic on the freeways must be stopped when a loaded helicopter is within a specified distance of the roadway, this work has the potential to cause traffic disruption. To ensure that the impacts are less than significant, work will be performed according to the encroachment permit from Caltrans and in coordination with the California Highway Patrol (CHP). In general, Caltrans and CHP require “rolling traffic breaks” to be set up on local freeways during utility-helicopter load-transport operations. The roadblocks are typically required to occur at daybreak on Sunday mornings, during low-volume traffic times. Detours would be provided around the roadblocks. The schedule for roadblocks would be posted in advance at freeway on-ramps and on freeway-alert signs. To the extent possible, PG&E would notify local traffic broadcast services of the closures.

On local roads, the overhead line installation and transportation of the towers will require temporarily closing the road to through traffic, for approximately 10 minutes at a time. Closures will occur in non-peak traffic periods and will be conducted under the permit requirements set forth by local agencies. Consistent with PG&E standard construction procedures, lane closures will be avoided to the extent possible to minimize obstructions of local circulation patterns. The potential impact from lane closures would be less than

significant because of the low traffic flow and short closure periods. Further mitigation is not required.

Underground construction on San Bruno Avenue will cause temporary disruptions to Project Area roadways as described below:

- **Lane width reductions**—Temporary lane closures during construction will reduce the number of lanes on San Bruno Avenue. Trenching, duct installation, concrete pouring, backfilling, and paving would necessitate lane closures. Trenches will be plated during non-work hours. Road closures would occur at the splice vault locations during cable pulling and splicing operations.

Impacts will be greatest at major intersections, especially at the I-280/San Bruno Avenue interchange. At this location, trenching will occur in the westbound left turn lanes, restricting access to southbound I-280. Other critical intersections will be El Camino Real (State Route 82) and Glenview Drive. At these locations, PG&E will develop traffic diversion plans (in coordination with the affected cities and Caltrans) to ensure access and prevent excessive congestion.

PG&E will follow the traffic diversion plans as prescribed by the encroachment permit that will be obtained from the City of San Bruno and Caltrans. Collectively, these lane closures are anticipated to last approximately five months for trenching and paving, plus occasional short-term closures for other activities. The temporary lane closures, increased traffic disruption, and access restrictions in the Project Area will create a potential short-term circulation impact. Implementation of Mitigation Measures 13.1 and 13.3 will reduce this impact to a less-than-significant level.

- **Increased Traffic Volumes**—Approximately 10 to 20 pieces of equipment, with a maximum of 30, will be needed on a daily basis during underground construction. Along with dump trucks and concrete trucks for trenching operations, there will be a maximum of 20 to 30 truck trips per day to and from the Project site. (These trucks will be spread over one or more areas within the segment.) Truck trips will also occur as part of the construction of the transition station on the Caltrans parcel near San Bruno and Skyline Boulevard. This temporary slight increase in traffic volume will not reduce the level of service on roadways or result in traffic disruption. Impacts would be less than significant.
- **Access Restrictions**—Driveway access for residents and property owners will be maintained as much as possible. Short-term, temporary access restrictions to some land along San Bruno Avenue may be unavoidable during construction. With implementation of Mitigation Measures 13.5 and 13.6, impacts will be less than significant.

There is one residence facility (the Hillcrest Juvenile Home) and one school (Robertson School) in the vicinity of Segment 1. Access to these facilities will not be affected by construction, so no impacts are expected.

**Impact 13.2: Air Traffic Impacts in Segment 1.** The overhead portion of this segment is approximately three miles from the nearest airport facility, San Francisco International Airport (SFO). The underground facilities are within approximately one mile of SFO.

Neither the overhead nor underground construction will have any impact on air traffic. There will be no penetration of airspace requiring referral to the Federal Aviation Administration (FAA), and the transmission line will not affect airport runway clearance. Air traffic impacts would be less than significant.

**Impact 13.3: Safety Impacts in Segment 1.** By their nature, construction activities have the potential to cause safety problems for vehicular traffic, pedestrians, transit operations, and trains. For overhead transmission line installation, helicopter operations can introduce safety risks and cause distractions for drivers. For underground installation, there will be open trenches in travel paths, presenting hazards for vehicles and pedestrians. However, PG&E will follow its standard safety practices, including installing appropriate barriers between work zones and transportation facilities, posting adequate signs, and using proper construction techniques. PG&E is a member of the California Joint Utility Traffic Control Committee, which in 1996 published the *Work Area Protection and Traffic Control Manual*. The traffic control plans and associated text in this manual conform to the guidelines established by the federal and state Departments of Transportation. PG&E will follow the recommendations in this manual regarding basic standards for the safe movement of traffic on highways and streets in accordance with Section 21400 of the California Vehicle Code. With these practices (e.g., work zone barriers and signing), safety impacts will be less than significant and will not require further mitigation.

**Impact 13.4: Emergency Access in Segment 1.** Routes for emergency vehicles will be maintained as much as possible throughout Project construction, but both overhead and underground construction activities may occasionally cause delays for emergency vehicles on roadways in the Project Area. PG&E will coordinate any lane closures with emergency service providers as directed by the Transportation Management Plan (TMP) for the Project. Access restrictions would cause a less-than-significant impact with implementation of Mitigation Measure 13.4.

**Impact 13.5: Parking in Segment 1.** Parking is not permitted along San Bruno Avenue in this segment. Parking impacts would be less than significant.

**Impact 13.6: Alternative Transportation in Segment 1.** Construction trenching activities on San Bruno Avenue may result in temporary sidewalk closure. There are no bicycle lanes on San Bruno Avenue, but trenching and plating activities may make travel more hazardous for bicycles. Implementation of Mitigation Measure 13.8 will reduce these impacts to a less-than-significant level.

Transit operations along San Bruno Avenue (SamTrans bus route 40) could be affected during underground construction of the transmission line. Potential impacts include scheduling delays and bus stop closures. In addition, school bus routes may be affected by construction activities. Implementation of Mitigation Measure 13.5 will reduce these impacts to a less-than-significant level.

### 13.3.2.2 Segment 2

This segment includes installation of underground lines along San Bruno Avenue from El Camino Real to the BART ROW near Huntington Avenue, and the BART ROW from San Bruno Avenue to the proposed McLellan Drive.

Installation of underground lines along the BART ROW include crossings at the following roadways:

- Chestnut Avenue
- West Orange Avenue
- South Spruce Avenue
- Forest Lane

**Impact 13.7: Traffic Flow and Access Impacts to Segment 2.** Underground trenching on San Bruno Avenue and the crossings along the BART ROW will cause temporary disruptions to Project Area roadways as described below. PG&E will restore all streets pursuant to its permit conditions with the City of San Bruno, South San Francisco, and Caltrans (for the intersection of El Camino Real and San Bruno Avenue). The specific impacts are:

- **Lane width reductions**—Temporary lane closures during construction will reduce the number of lanes on San Bruno Avenue, Chestnut Avenue, West Orange Avenue, South Spruce Avenue, and Forest Lane. Trenching, duct installation, concrete pouring, backfilling, and paving would necessitate lane closures. Trenches will be plated during non-work hours. Road closures would occur at the splice vault locations during cable pulling and splicing operations. Impacts would be greatest along San Bruno Avenue, where there will be longitudinal trenching.

PG&E will follow traffic diversion plans as prescribed by the encroachment permit that will be obtained from the cities of San Bruno, and South San Francisco, and Caltrans. The trenching and paving activities in Segment 2 (mostly along the BART ROW) will occur over a period of eight to eleven months; there will be occasional short-term closures for other activities. Most of the trenching activities will not cause lane closures on public roads; occasional lane closures will last for one week or less. The temporary lane closures, increased traffic disruption, and access restrictions in the Project Area will create a potential short-term circulation impact. Implementation of Mitigation Measures 13.1 through 13.4 will reduce this impact to a less-than-significant level.

- **Increased Traffic Volumes**—Approximately 40 to 50 pieces of equipment, with a maximum of 75, will be needed on a daily basis during underground construction. Along with dump trucks and concrete trucks for trenching operations, there will be a maximum of 40 to 50 truck trips per day to and from the Project site (mostly along the BART ROW). This temporary slight increase in traffic volume will not reduce the level of service on roadways or result in traffic disruption. Impacts would be less than significant.
- **Access Restrictions**—Driveway access for residents and property owners will be maintained as much as possible. Short-term, temporary restrictions to some land along San Bruno Avenue may be unavoidable during construction. With implementation of Mitigation Measures 13.5 and 13.6, impacts will be less than significant.

There are two schools (Los Cerritos Elementary School and South San Francisco High School), a day care center (Head Start of South San Francisco), and a recreation center (South San Francisco Boys and Girls Club) in the vicinity of Segment 2. Access to these

facilities (via West Orange Avenue, Mission Street, Evergreen Drive, and El Camino Real) will not be affected by construction, so no traffic-related impacts are expected.

**Impact 13.8: Air Traffic Impacts in Segment 2.** At its closest point, this segment is approximately one mile from the nearest airport (SFO), but the construction is all trenching for underground installation of transmission lines. This underground construction will not have any impact on air traffic. There will be no penetration of airspace requiring referral to the FAA, and no transmission line to affect airport runway clearance. Air traffic impacts would be less than significant.

**Impact 13.9: Safety Impacts in Segment 2.** By their nature, construction activities have the potential to cause safety problems for vehicular traffic, pedestrians, transit operations, and trains. For underground installation, there will be open trenches in the travel paths, presenting hazards for vehicles and pedestrians. However, PG&E will follow its standard safety practices in the *Work Area Protection and Traffic Control Manual*, including installing appropriate barriers between work zones and transportation facilities, posting adequate signs, and using proper construction techniques. With these practices, safety impacts will be less than significant and will not require further mitigation.

**Impact 13.10: Emergency Access in Segment 2.** Routes for emergency vehicles will be maintained as much as possible throughout Project construction, but both overhead and underground construction activities may occasionally cause delays for emergency vehicles on roadways in the Project Area. PG&E will coordinate any lane closures with emergency service providers as directed by the TMP for the Project. Access restrictions would cause a less-than-significant impact with implementation of Mitigation Measure 13.4.

**Impact 13.11: Parking in Segment 2.** Parking along San Bruno Avenue, Chestnut Avenue, West Orange Avenue, South Spruce Avenue, and Forest Lane will not be permitted in construction areas. On San Bruno Avenue, the area is mostly residential with off-street parking, so there is a relatively small need for on-street parking. On the other roadways (with transverse trenching), the construction zone will only cover a small area, so a minimal number of spaces will be affected. Overall impacts to parking will be less than significant.

**Impact 13.12: Alternative Transportation in Segment 2.** Construction trenching activities on San Bruno Avenue may result in temporary sidewalk closures. There are no bicycle lanes on San Bruno Avenue, but trenching and plating activities may make travel more hazardous for bicycles. Implementation of Mitigation Measure 13.8 will reduce these impacts to a less-than-significant level. On the other streets (where transverse trenching will occur), impacts to pedestrians and bicycles will be minimal.

Transit operations along San Bruno Avenue, South Spruce Avenue, and West Orange Avenue could be affected during underground construction of the transmission line. Five SamTrans bus routes (routes 32, 34, 40, 41, and 193) and Caltrain may be affected. In addition, school bus routes may be affected by construction activities. Potential impacts include scheduling delays and bus stop closures. Implementation of Mitigation Measure 13.5 will reduce these impacts to a less-than-significant level.

### 13.3.2.3 Segment 3

This segment includes installation of underground lines along the proposed McLellan Drive from El Camino Real to Hillside Boulevard, and along Hillside Boulevard from McLellan Drive to Hoffman Street.

Impact 13.13: Traffic Flow and Access Impacts to Segment 3. Underground construction on the proposed McLellan Drive and Hillside Boulevard will cause temporary disruptions to Project Area roadways as described below. PG&E will restore all streets pursuant to its permit conditions with the Town of Colma. The specific impacts are as follows:

- **Lane width reductions**—Temporary lane closures during construction will reduce the number of lanes on McLellan Drive and Hillside Boulevard. Trenching, duct installation, concrete pouring, backfilling, and paving would necessitate lane closures. Trenches will be plated during non-work hours. Road closures would occur at the splice vault locations during cable pulling and splicing operations. Impacts on McLellan Drive are unknown because the facility has not yet been built, but it is expected that the facility will be two lanes, with sufficient right-of-way for four lanes. Hillside Boulevard also has a wide cross-section.

PG&E will follow traffic diversion plans as prescribed by the encroachment permit that will be obtained from the Town of Colma. Collectively, these lane closures are anticipated to last approximately two to three months for trenching and paving plus occasional short-term closures for other activities. The temporary lane closures, increased traffic disruption, and access restrictions in the Project Area will create a potential short-term circulation impact. Implementation of Mitigation Measures 13.1 through 13.4 will reduce this impact to a less-than-significant level.

- **Increased Traffic Volumes**— Approximately 20 pieces of equipment will be needed on a daily basis during underground construction. Along with dump trucks and concrete trucks for trenching operations, there will be a maximum of 20 to 30 truck trips per day to and from the Project site. (These trucks will be spread over one or more areas within the segment.) This temporary slight increase in traffic volume will not reduce the level of service on roadways or result in traffic disruption. Impacts would be less than significant.
- **Access Restrictions**—Driveway access for residents and property owners will be maintained as much as possible. Short-term, temporary access restrictions to some land may be unavoidable during construction. With implementation of Mitigation Measures 13.5 and 13.6, impacts will be less than significant. There is only one school in the vicinity, El Camino High School; it would not be affected by construction in Segment 3. There are no hospitals or emergency service providers that would be affected by construction.

Impact 13.14: Air Traffic Impacts in Segment 3. This segment is several miles from the nearest airport facility (SFO), and the construction is all trenching for underground installation of transmission lines. This underground construction will not have any impact on air traffic. There will be no penetration of airspace requiring referral to the FAA, and no transmission line to affect airport runway clearance. Air traffic impacts would be less than significant.



**Impact 13.15: Safety Impacts in Segment 3.** By their nature, construction activities have the potential to cause safety problems for vehicular traffic, pedestrians, transit operations, and trains. For underground installation, there will be open trenches in the travel paths, presenting hazards for vehicles and pedestrians. However, PG&E will follow its standard safety practices in the *Work Area Protection and Traffic Control Manual*, including installing appropriate barriers between work zones and transportation facilities, posting adequate signs, and using proper construction techniques. With these practices, safety impacts will be less than significant and will not require further mitigation.

**Impact 13.16: Emergency Access in Segment 3.** Routes for emergency vehicles will be maintained as much as possible throughout Project construction, but both overhead and underground construction activities may occasionally cause delays for emergency vehicles on roadways in the Project Area. PG&E will coordinate any lane closures with emergency service providers as directed by the TMP for the Project. Access restrictions would cause a less-than-significant impact with implementation of Mitigation Measure 13.4.

**Impact 13.17: Parking in Segment 3.** Because McClellan Drive has not been built, the parking impacts to this facility are unknown. Parking along Hillside Boulevard from McLellan Drive to Hoffman Street is only allowed in some areas, and most of the roadway borders on cemetery fences, so the demand for parking is minimal. Overall impacts to parking will be less than significant.

**Impact 13.18: Alternative Transportation in Segment 3.** Because McClellan Drive has not been built, the bicycle and pedestrian impacts to this facility are unknown. Pedestrian activity on Hillside Boulevard is minimal, so the impacts would be less than significant. Bike lanes along Hillside Boulevard may be affected during underground construction of the transmission line. Potential impacts include partial bike lane closures. Implementation of Mitigation Measure 13.8 will reduce these impacts to a less-than-significant level.

There are no transit routes along Segment 3; so the impacts to transit would be less than significant.

#### 13.3.2.4 Segment 4

This segment includes installation of underground lines on Hoffman Street and Orange Street.

**Impact 13.19: Traffic Flow and Access Impacts to Segment 4.** Underground construction on Hoffman Street and Orange Street will cause temporary disruptions to Project Area roadways as described below. PG&E will restore all streets pursuant to its permit conditions with the City of Daly City. Specific impacts are:

- **Lane width reductions**—Temporary lane closures during construction will reduce the number of lanes on Hoffman Street and Orange Street. Trenching, duct installation, concrete pouring, backfilling, and paving would necessitate lane closures. Trenches will be plated during non-work hours. Road closures would occur at the splice vault locations during cable pulling and splicing operations. Both of the facilities in Segment 4 have two-lane cross-sections, so full closures (in one direction) and one-way traffic control will be required. Traffic volumes are relatively low on these streets, so delays

should be no more than a few minutes. Also, alternative routes are available on local roads in this area.

PG&E will follow traffic diversion plans as prescribed by the encroachment permit that will be obtained from the City of Daly City. Collectively, these lane closures are anticipated to last approximately four months for trenching and paving, plus occasional short-term closures for other activities. The temporary lane closures, increased traffic disruption, and access restrictions in the Project Area will create a potential short-term circulation impact. Implementation of Mitigation Measures 13.1 through 13.4 will reduce this impact to a less-than-significant level.

- **Increased Traffic Volumes**— Approximately 20 pieces of equipment will be needed on a daily basis during underground construction. Along with dump trucks and concrete trucks for trenching operations, there will be a maximum of 20 to 30 truck trips per day to and from the Project site. (These trucks will be spread over one or more areas within the segment.) This temporary slight increase in traffic volume will not reduce the level of service on roadways or result in traffic disruption. Impacts would be less than significant.
- **Access Restrictions**—Driveway access for residents and property owners will be maintained as much as possible. Short-term, temporary access restrictions to some residences may be unavoidable during construction. With implementation of Mitigation Measures 13.5 and 13.6, impacts will be less than significant.

There are three schools (Thomas R. Pollicita Middle School, Colma School, and Susan B. Anthony Elementary School) in the vicinity of Segment 4. Access to Colma School and Susan B. Anthony Elementary School (via Abbot Avenue) will not be affected by construction; so no traffic-related impacts are expected. Thomas R. Pollicita Middle School is on East Market Street near Hillside Boulevard, although the playing fields back up to Orange Street. Construction activities should not directly impact school access, and implementation of Mitigation Measures 13.5 and 13.6 will reduce any traffic-related impacts to a less-than-significant level.

**Impact 13.20: Air Traffic Impacts in Segment 4.** This segment is several miles from the nearest airport facility (SFO), and the construction is all trenching for underground installation of transmission lines. This underground construction will not have any impact on air traffic. There will be no penetration of airspace requiring referral to the FAA, and no transmission line to affect airport runway clearance. Air traffic impacts would be less than significant.

**Impact 13.21: Safety Impacts in Segment 4.** By their nature, construction activities have the potential to cause safety problems for vehicular traffic, pedestrians, transit operations, and trains. For underground installation, there will be open trenches in travel paths, presenting hazards for vehicles and pedestrians. However, PG&E will follow its standard safety practices in the *Work Area Protection and Traffic Control Manual*, including installing appropriate barriers between work zones and transportation facilities, posting adequate signs, and using proper construction techniques. With these practices, safety impacts will be less than significant and will not require further mitigation.

**Impact 13.22: Emergency Access in Segment 4.** Routes for emergency vehicles will be maintained as much as possible throughout Project construction, but both overhead and

underground construction activities may occasionally cause delays for emergency vehicles on roadways in the Project Area. PG&E will coordinate any lane closures with emergency service providers as directed by the TMP for the Project. Access restrictions would cause a less-than-significant impact with implementation of Mitigation Measure 13.4.

**Impact 13.23: Parking in Segment 4.** Both Hoffman Street and Orange Street are residential neighborhoods with on-street parking. Parking use is highest on Hoffman Street near Hillside Boulevard, where there are multi-family residences with high demands for on-street parking. Construction activities on both streets will require prohibition of parking on one side of the street (with flaggers for one-way operations). Construction activities, while short-term, will cause impacts to residents who park their vehicles on Hoffman Street. Parking impacts would be less than significant with implementation of Mitigation Measures 13.3 and 13.7.

**Impact 13.24: Alternative Transportation in Segment 4.** Construction trenching activities on Hoffman Street and Orange Street may result in temporary sidewalk closures in these residential neighborhoods. There are no bicycle lanes on these streets, but trenching and plating activities could make travel more hazardous for bicycles. Implementation of Mitigation Measure 13.8 will reduce these impacts to a less-than-significant level.

Transit operations along Hoffman Street and Orange Street (SamTrans bus route 130) could be affected during underground construction of the transmission line. Since only one lane will be available for two-way traffic, buses will experience delays. In addition, school bus routes may be affected by construction activities. Potential impacts include scheduling delays and bus stop closures. Implementation of Mitigation Measure 13.5 will reduce these impacts to a less-than-significant level.

### 13.3.2.5 Segment 5

This segment includes installation of underground lines on Guadalupe Canyon Parkway and Bayshore Boulevard.

**Impact 13.25: Traffic Flow and Access Impacts to Segment 5.** Underground construction on Guadalupe Canyon Parkway and Bayshore Boulevard will cause temporary disruptions to Project Area roadways as described below. PG&E will restore all streets pursuant to its permit conditions with the Cities of Daly City and Brisbane, and San Mateo County. Specific impacts are:

- **Lane width reductions**—Temporary lane closures during construction will reduce the number of lanes on Guadalupe Canyon Parkway and Bayshore Boulevard. Trenching, duct installation, concrete pouring, backfilling, and paving would necessitate lane closures. Trenches will be plated during non-work hours. Road closures would occur at the splice vault locations during cable pulling and splicing operations. Both of the facilities in Segment 5 have four-lane cross-sections, so access will be maintained with a single lane in one travel direction.

PG&E will follow traffic diversion plans as prescribed by the encroachment permit that will be obtained from the Cities of Daly City and Brisbane, and San Mateo County. Collectively, these lane closures are anticipated to last approximately five months for trenching and paving plus occasional short-term closures for other activities. The

temporary lane closures, increased traffic disruption, and access restrictions in the Project Area will create a potential short-term circulation impact. Implementation of Mitigation Measures 13.1 through 13.4 will reduce this impact to a less-than-significant level.

- **Increased Traffic Volumes**— Approximately 25 to 30 pieces of equipment, with a maximum of 60, will be needed on a daily basis during underground construction. Along with dump trucks and concrete trucks for trenching operations, there will be a maximum of 20 to 30 truck trips per day to and from the Project site. (These trucks will be spread over one or more areas within the segment.) The trips will occur along a variety of locations on Bayshore Boulevard and Guadalupe Canyon Parkway. This temporary slight increase in traffic volume will not reduce the level of service on roadways or result in traffic disruption. Impacts would be less than significant.
- **Access Restrictions**— Driveway access for property owners will be maintained as much as possible. Short-term, temporary access restrictions may be unavoidable during construction. With implementation of Mitigation Measures 13.5 and 13.6, impacts will be less than significant.

There are two specific facilities, JFK Elementary School and the Hampton Home (for assisted living and Alzheimer care) that are accessed using East Market Street and Guadalupe Canyon Parkway. Construction activities may cause temporary access restrictions to this school and medical care center. If possible, construction activities should be scheduled when the school is not in session, to minimize construction-related impacts. If construction occurs on school days, roadways in the vicinity of the school should not be closed during the beginning and end of the school day. Implementation of Mitigation Measures 13.5 and 13.6 will reduce any impacts to a less-than-significant level.

**Impact 13.26: Air Traffic Impacts in Segment 5.** This segment is several miles from the nearest airport facility (SFO), and the construction is all trenching for underground installation of transmission lines. This underground construction will not have any impact on air traffic. There will be no penetration of air space requiring referral to the FAA, and no transmission lines to affect airport runway clearance. Air traffic impacts would be less than significant.

**Impact 13.27: Safety Impacts in Segment 5.** By their nature, construction activities have the potential to cause safety problems for vehicular traffic, pedestrians, transit operations, and trains. For underground installation, there will be open trenches in the travel paths, presenting hazards for vehicles and pedestrians. However, PG&E will follow its standard safety practices in the *Work Area Protection and Traffic Control Manual*, including installing appropriate barriers between work zones and transportation facilities, posting adequate signs, and using proper construction techniques. With these practices, safety impacts will be less than significant and will not require further mitigation.

**Impact 13.28: Emergency Access in Segment 5.** Routes for emergency vehicles will be maintained as much as possible throughout Project construction, but both overhead and underground construction activities may occasionally cause delays for emergency vehicles on roadways in the Project Area. PG&E will coordinate any lane closures with emergency

service providers as directed by the TMP for the Project. Access restrictions would cause a less-than-significant impact with implementation of Mitigation Measure 13.4.

**Impact 13.29: Parking in Segment 5.** Parking is only allowed in a few places on Guadalupe Canyon Parkway and Bayshore Boulevard. Where it is permitted, parking is plentiful and any temporary restrictions on parking from construction activities would be less than significant and would not require mitigation.

**Impact 13.30: Alternative Transportation in Segment 5.** There is limited pedestrian activity on Guadalupe Canyon Parkway and Bayshore Boulevard, so the impacts to pedestrians would be less than significant. Guadalupe Canyon Parkway does not have bicycle lanes, but is used for recreational bicycles, as it passes through San Bruno Mountain County Park. Trenching and plating activities could make travel more hazardous for bicycles. Implementation of Mitigation Measure 13.8 will reduce these impacts to a less-than-significant level.

Transit operations along Bayshore Boulevard could be affected during underground construction of the transmission line. SamTrans bus routes (34, 292, and 397) may be affected. In addition, school bus routes may be affected by construction activities. Potential impacts include scheduling delays and bus stop closures. Implementation of Mitigation Measure 13.5 will reduce these impacts to a less-than-significant level.

### 13.3.3 Operation Impacts

Project operations will not affect traffic, circulation, or the level of service on Project roadways. Project operations will not cause emergency access restrictions or affect parking capacity. The Project's design features will not increase roadway hazards. Because the Project is not located within 1,000 feet of SFO, air traffic patterns will not be affected by the placement of new structures or power lines. In addition, because the Project does not directly or indirectly affect alternative transportation, it does not have the potential to conflict with adopted policies, plans, or programs supporting alternative transportation.

Operation of the substations will not impact transportation or circulation because the substations will be unmanned facilities. While there will be occasional operations and maintenance activities, the Proposed Project will not increase the number of trips on roadways. Mitigation measures are not required.

## 13.4 Mitigation Measures

### 13.4.1 Construction Mitigation Measures

The following mitigation measures are will be implemented to reduce the construction impacts from the Project.

**Mitigation 13.1: Roadway Capacity Maintenance.** PG&E will maintain the maximum possible amount of travel lane capacity on roads during non-construction periods and will provide traffic control (using flags) at all construction sites.

**Mitigation 13.2: Work Zone Minimization.** During construction, PG&E will limit the work zone to a width that, at a minimum, maintains alternate one-way traffic flow past the

construction zone. Alternatively, PG&E will post detour signs on alternate access streets, where available, in the event that complete temporary street closures are required. Detour plans would be submitted to the cities and Caltrans as part of the permit requirements.

**Mitigation 13.3: Traffic Control During Lane Closures.** Required permits for temporary lane closures will be obtained from the City of San Bruno, Town of Colma, Daly City, City of South San Francisco, City of Hillsborough, San Mateo County, and Caltrans. Before obtaining roadway encroachment permits from the cities and counties, PG&E will submit a TMP, subject to the local jurisdiction's review and approval. As part of the TMP, traffic control measures and construction vehicle access routes will be identified. The TMP will also include discussion of haul routes, limits on the length of open cuts, and resurfacing requirements. The TMP will address work zone hours; construction of the underground portion of the transmission line will occur between 8:00 a.m. and 5:00 p.m., Monday through Friday, unless otherwise permitted by the local jurisdiction.

All property owners and residents on streets where construction will occur will be notified prior to the start of construction. Advance public notification will include postings of notices and appropriate signs.

**Mitigation 13.4: Emergency Service Provisions.** All construction activities will be coordinated with local law enforcement and fire protection agencies. Emergency service providers will be notified of the timing, location, and duration of construction activities.

**Mitigation 13.5: Coordination With School Bus Routes and Transit Services.** PG&E will consult with the San Mateo County Unified School District at least one month prior to construction to coordinate construction activities adjacent to school bus stops. If necessary, school bus stops will be temporarily relocated or buses will be rerouted until construction in the vicinity is complete. PG&E will also consult with SamTrans and Caltrain at least one month prior to construction to reduce potential interruption of transit services.

**Mitigation 13.6: Access Restriction Provisions.** As part of a TMP for the Project, PG&E will identify all access restrictions expected to occur during construction. PG&E will develop a plan for notifying the affected businesses, homes, and other facilities, and prepare a plan to ensure adequate access at all times. This plan may involve alternate access, detours, or other temporary mitigations.

**Mitigation 13.7: Parking Impact Provisions.** As part of the TMP, PG&E will develop for residential areas a notification process for temporary parking impacts and appropriate sign postings. PG&E will minimize the length of any temporary parking restrictions, develop appropriate sign postings, and specify the process for communicating with affected residents.

**Mitigation 13.8: Pedestrian Facility Provisions.** Where construction will result in temporary closures of sidewalks and other pedestrian facilities, PG&E will provide temporary pedestrian access, through detours or safe areas along the construction zone. Any affected pedestrian facilities and the alternative facilities or detours that will be provided will be identified in the TMP. Where construction activity will result in bike lane closures, appropriate detours and signs will be provided. Where trenching will affect bicycle travel on streets without bicycle facilities, requirements for plates to cover trenches will be in accordance with the permit requirements of the local jurisdiction.

## 13.4.2 Operations Mitigation Measures

Because no potentially significant impacts have been identified, mitigation measures are not required for operations

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