

D.12 Transportation and Traffic

D.12.1 Environmental Setting for the Proposed Project

The Proposed Project traffic would directly or indirectly affect transportation and traffic systems in its vicinity. Table D.12-1 provides the names of the affected roadway segments, the general roadway classifications, the number of lanes, and daily traffic volumes. The table also indicates the orientation of the proposed transmission line to the roads. Additionally, bus routes and bike lanes traverse the alignment, as do off-road trails and paths. Two air fields located within three miles of the proposed alignment have also been identified.

Major study area roadways that would be potentially affected by the Proposed Project are described below in Section D.12.1.1. Transit and rail service is described in Section D.12.1.2. Air transport in the project area is discussed in Section D.12.1.3, and bicycle facilities are described in Section D.12.1.4. Section D.12.2 describes the regulatory setting for transportation and traffic. Section D.12.3 provides analysis of transportation and traffic impacts resulting from the Proposed Project. Sections D.12.4 and D.12.5 include analysis of the alternatives, and Section D.12.6 includes mitigation monitoring and reporting information.

D.12.1.1 Existing Roadway Network

The roadway network that could potentially be affected by the Proposed Project includes the streets and highways that would be crossed by the transmission line as well as the streets and highways that run parallel to transmission ROW. Roadways that may be affected by the Proposed Project are described below and listed in Table D.12-1.

Interstate 8 (I-8) is a four- to eight-lane freeway primarily running east-west from the San Diego area eastward to the California-Arizona border and beyond. Within the project area, I-8 is constructed as a four-lane divided roadway, providing two lanes of travel in each direction with a posted speed limit of 65 mph. Local interchanges are provided at Los Coches Road and Lake Jennings Park Road. The Proposed Project would include an overhead crossing of I-8 just west of Lake Jennings Park Road. The peak directions of travel along I-8 are westbound during the morning peak period and eastbound during the evening peak period. Average daily traffic in 2002 on I-8 between Los Coches Road and Lake Jennings Park Road was 73,000 trips.

Interstate 15 (I-15) is an eight-lane freeway primarily running north-south from the San Diego area eastward to the California-Nevada border and beyond. Within the project area, I-15 is currently constructed as an eight-lane divided roadway, providing four lanes of travel in each direction with a posted speed limit of 65 mph. Local interchanges are provided at Aero Drive and Friars Road. The Proposed Project would include an overhead crossing of I-15 just north of Friars Road. The peak directions of travel along I-15 are southbound during the morning peak period and northbound during the evening peak period. Average daily traffic in 2002 on I-15 between Aero Drive and Friars Road was 216,000 trips.

Table D.12-1. Summary of Roadway Characteristics Along Proposed Route

Roadway	Jurisdiction	Classification	Lanes	Traffic Volume		Transmission Line Orientation
				Year	Daily	
I-8	Caltrans	Freeway	8	2002	73,000	Overhead
I-15	Caltrans	Freeway	8	2002	216,000	Overhead
SR 52	Caltrans	State Route	5	2002	74,000	Overhead
SR 67	Caltrans	Major Arterial	2	2002	30,500	Overhead
SR 94	Caltrans	Major Arterial	2	2002	20,600	Overhead
Business Route 8	S.D. County	Major Arterial	2	2002	10,800	Overhead
Clairemont Mesa Boulevard	S.D. City	Major Arterial	4	N/A	N/A	Overhead
Dehesa Road	S.D. County	Major Arterial	2	2001	11,700	Overhead
El Monte Road	S.D. County	Light Collector	2	2002	2,800	Overhead
Hillsdale Road	S.D. County	Collector	2	2002	5,400	Overhead
La Cresta Road	S.D. County	Collector	2	2003	7,900	Overhead
Lake Jennings Park Road	S.D. County	Major Arterial	2	2001	13,500	Overhead
Magnolia Avenue	Santee	Major Arterial	4	N/A	N/A	Overhead
Oak Creek Drive	S.D. County	Light Collector	2	2002	2,600	Overhead
Steele Canyon Road	S.D. County	Collector	2	2002	14,800	Overhead
Summit Avenue	Santee	Unclassified	2	N/A	N/A	Overhead
Tierrasanta Boulevard	San Diego	Major Arterial	4	N/A	N/A	Overhead
Wildcat Canyon Road	S.D. County	Rural Collector	2	2002	14,800	Overhead
Willow Glen Drive	S.D. County	Major Arterial	2	2002	8,300	Overhead
Willow Road	S.D. County	Light Collector	2	N/A	N/A	Overhead

Sources: County of San Diego and City of Santee Traffic Records, Caltrans, 2002.

State Route 52 (SR 52) is a four- to six-lane freeway primarily running east-west from I-5 eastward where it terminates at State Route 125. Within the project area, SR 52 is constructed as a five-lane divided roadway, with a posted speed limit of 65 mph. Local interchanges are provided at Santo Road and Mast Boulevard. The Proposed Project would include an overhead crossing of SR 52 between Santo Road and Mast Boulevard along the Mission Trails Regional Park. The peak directions of travel along SR 52 are westbound during the morning peak period and eastbound during the evening peak period. Average daily traffic in 2002 on SR 52 between Santo Road and Mast Boulevard was 74,000 trips.

State Route 67 (SR 67) is a four-lane freeway primarily running east-west from I-8 eastward where the freeway terminates at Mapleview Street. SR 67 becomes a Major Arterial from Mapleview Street and proceeds northward towards Ramona. Within the project area, SR 67 is constructed as a two-lane undivided roadway, providing one lane of travel in each direction with a posted speed limit of 50 mph. SR 67 is signalized at Willow Road. The Proposed Project would include an overhead crossing of SR 67 just north of Willow Road. The peak direction of travel along SR 67 is southbound during the morning peak period and northbound during the evening peak period. Average daily traffic in 2002 on SR 67 between Vigilante Road and Willow Road was 23,000 trips.

State Route 94 (SR 94) is an eight-lane freeway primarily running east-west from I-5 eastward where the freeway terminates at Avocado Boulevard in the community of Rancho San Diego. From Avocado Boulevard eastward to Campo Road, SR 94 becomes a Major Arterial and is currently constructed as a four-lane undivided roadway, providing two lanes of travel in each direction with a posted speed limit

of 50 mph. South of Jamacha Road, SR 94 narrows to a two-lane undivided roadway, providing one lane of travel in each direction with a posted speed limit of 50 mph. East of Steele Canyon Road, SR 94 continues as a two-lane undivided roadway with a two-way left-turn lane (TWLTL) median. The Proposed Project would include an overhead crossing of SR 94 just west of Steele Canyon Road. The peak direction of travel along SR 94 is westbound during the morning peak period and eastbound during the evening peak period. Average daily traffic in 2002 on SR 94 between SR 54 and Steele Canyon Road was 20,600 trips.

Business Route 8 is classified as Major Arterial in the County of San Diego Circulation Element. Business Route 8 is currently constructed as a two-lane undivided roadway west of Lake Jennings Park Road providing one lane of travel in each direction. Business Route 8 is signalized at Lake Jennings Park Road. Within the project area, Business Route 8 provides bike lanes and bus stops, while curbside parking is prohibited. The Proposed Project would include an overhead crossing of Business Route 8 just west of Lake Jennings Park Road. Business Route 8 is part of the County of San Diego's bicycle network system.

Clairemont Mesa Boulevard is classified as Major Arterial in the local City of San Diego Community Plan. Clairemont Mesa Boulevard is currently constructed as a four-lane divided roadway providing two lanes of travel in each direction. Within the project area, Clairemont Mesa Boulevard provides bike lanes and bus stops, although curbside parking is prohibited. The Proposed Project would include an overhead crossing east of the Clairemont Mesa Boulevard terminus, just east of Rueda Drive. Clairemont Mesa Boulevard is part of the County of San Diego's bicycle network system.

Dehesa Road is classified as Major Arterial in the County of San Diego Circulation Element. Dehesa Road is currently constructed as a narrow, winding, two-lane undivided roadway, providing one lane of travel in each direction. Dehesa Road is signalized at Willow Glen Drive and has a posted speed limit of 45 mph. Within the project area, Dehesa Road does not provide bike lanes or bus stops and curbside parking is prohibited. The Proposed Project would include an overhead crossing of Dehesa Road just west of Willow Glen Drive. Average daily traffic in 2001 on Dehesa Road between Springtime Way and Willow Glen Drive was 10,800 trips. Dehesa Road is part of the County of San Diego's bicycle network system.

El Monte Road is classified as a Light Collector Road in the County of San Diego Circulation Element. El Monte Road is currently constructed as a winding, two-lane undivided roadway, providing one lane of travel in each direction. El Monte Road is stop sign controlled at Lake Jennings Park Road and has a posted speed limit of 40 mph. Within the project area, El Monte Road does not provide bike lanes or bus stops and curbside parking is prohibited. The Proposed Project would include an overhead crossing of El Monte Road just east of the Lake Jennings Park Road/El Monte Road intersection. Average daily traffic in 2002 on El Monte Road east of Lake Jennings Park Road was 2,800 trips. El Monte Road is part of the County of San Diego's bicycle network system.

Hillsdale Road is classified as a Collector Road in the County of San Diego Circulation Element. Hillsdale Road is currently constructed as a two-lane undivided roadway, providing one lane of travel in each direction. Hillsdale Road is stop sign controlled at Willow Glen Drive and has a posted speed limit of 45 mph. Within the project area, Hillsdale Road provides bike lanes, but does not provide bus stops or allow curbside parking. The Proposed Project would include an overhead crossing of Hillsdale Road just west of the Willow Glen Drive/Hillsdale Road intersection. Average daily traffic in 2002 on Hillsdale Road between Vista Grande Road and Willow Glen Drive was 5,400 trips. Hillsdale Road is part of the County of San Diego's bicycle network system.

La Cresta Road is classified as a Collector Road in the County of San Diego Circulation Element. La Cresta Road is currently constructed as a two-lane undivided roadway with a TWLTL median from Westward Ho Circle to Coyote Ridge. East of Coyote Ridge, La Cresta Road changes from a two-lane roadway to a three-lane undivided roadway. The addition of the third lane functions as a passing lane and alternates from an eastbound to westbound passing lane and then back to an eastbound passing lane upon reaching La Cresta Boulevard in the community of Crest. The posted speed limit along La Cresta Road ranges between 45 and 55 mph with curbside parking prohibited and bike lanes provided. Within the project area, the Proposed Project would include an overhead crossing of La Cresta Road. Average daily traffic in 2003 on La Cresta Road between Forester Creek Road and Mountain View Road was 7,900 trips. La Cresta Road is part of the County of San Diego's bicycle network system.

Lake Jennings Park Road is classified as Major Arterial in the County of San Diego Circulation Element. Lake Jennings Park Road is currently constructed as a two-lane undivided roadway from I-8 northward to Jack Oak Road, providing one travel lane in each direction. From Jack Oak Road to El Monte Road, Lake Jennings Park Road changes to a three-lane undivided roadway providing one travel lane in the north direction and two travel lanes in the south direction. Within the project area, Lake Jennings Park Road provides bike lanes while curbside parking is prohibited. The Proposed Project would include an overhead crossing of Lake Jennings Park Road just south of the El Monte Road/Lake Jennings Park Road intersection. Average daily traffic in 2002 on Lake Jennings Park Road between El Monte Road and Jack Oak Road was 13,200 trips. Lake Jennings Park Road is part of the County of San Diego's bicycle network system.

Magnolia Avenue is classified as Major Arterial in the City of Santee Circulation Element. North of Princess Joann Road, Magnolia Avenue is classified as a Collector Road. North of Mast Boulevard, Magnolia Avenue is currently constructed as a four-lane divided roadway providing two travel lanes in each direction. Within the project area, Magnolia Avenue provides bike lanes and bus stops with curbside parking generally prohibited. The Proposed Project would include an overhead crossing north of the Magnolia Avenue terminus, just north of Princess Joann Road. Magnolia Avenue is part of the County of San Diego's bicycle network system.

Oak Creek Drive is classified as a Light Collector Road in the County of San Diego Circulation Element. Oak Creek Drive is currently constructed as a two-lane undivided roadway, providing one travel lane in each direction. Within the project area, Oak Creek Drive does not provide bike lanes or bus stops and curbside parking is prohibited. The Proposed Project would include an overhead crossing of Oak Creek Drive just south of the Oak Creek Drive/Eucalyptus Hills Drive intersection. Average daily traffic in 2002 on Oak Creek Drive between Eucalyptus Hills Drive and Palm Row Drive was 2,600 trips.

Steele Canyon Road is classified as a Collector Road in the County of San Diego Circulation Element. Steele Canyon Road is currently constructed as a two-lane undivided roadway, providing one travel lane in each direction. Steele Canyon Road is signalized at SR 94 and Willow Glen Drive and has a posted speed limit of 50 mph. Within the project area, Steele Canyon Road does not provide bike lanes or bus stops and curbside parking is prohibited. The Proposed Project would include an overhead crossing of Steele Canyon Road just north of the Steele Canyon Road/Jamul Drive intersection. Average daily traffic in 2002 on Steele Canyon Road between Willow Glen Drive and Jamul Drive was 14,800 trips.

Summit Avenue is an unclassified roadway within the City of Santee. Summit Avenue is currently constructed as a two-lane undivided roadway, providing one travel lane in each direction. Within the project area, Summit Avenue does not provide bike lanes or bus stops, and curbside parking is prohibited. The Proposed Project would include an overhead crossing north of the Summit Avenue terminus, just north of the Princess Joann Road/Summit Avenue intersection.

Tierrasanta Boulevard is classified as Major Arterial in the local City of San Diego Community Plan. Tierrasanta Boulevard is currently constructed as a four-lane divided roadway providing two travel lanes in each direction. Within the project area, Tierrasanta Boulevard provides bike lanes and bus stops, although curbside parking is prohibited. The Proposed Project would include an overhead crossing east of the Tierrasanta Boulevard terminus, east of Colina Dorada. Tierrasanta Boulevard is part of the County of San Diego's bicycle network system.

Wildcat Canyon Road is classified as a Rural Collector in the County of San Diego Circulation Element. Wildcat Canyon Road is currently constructed as a winding, two-lane undivided roadway, providing one lane of travel in each direction. Wildcat Canyon Road has a posted speed limit of 50 mph and does not provide bus stops or curbside parking. The Proposed Project would include an overhead crossing of Wildcat Canyon Road just north of Willow Road. Average daily traffic in 2002 on Wildcat Canyon Road in the project area was 14,800 trips. Wildcat Canyon Road is part of the County of San Diego's bicycle network system.

Willow Glen Drive is classified as Major Arterial in the County of San Diego Circulation Element. Willow Glen Drive is currently constructed as a two-lane undivided roadway, providing one travel lane in each direction. Willow Glen Drive is signalized at Steele Canyon Road and Dehesa Road and has a posted speed limit of 45 mph. Within the project area, Willow Glen Drive does not provide bus stops and curbside parking is prohibited. The Proposed Project would include an overhead crossing of Willow Glen Drive just northeast of Steele Canyon Road. Average daily traffic in 2002 on Willow Glen Drive in the project area was 8,300 trips. Willow Glen Drive is part of the County of San Diego's bicycle network system.

Willow Road is classified as a Light Collector on the County of San Diego Circulation Element. West of Marguerite Canyon Road, Willow Road is currently unpaved and does not provide bike lanes or bus stops. The Proposed Project would include an overhead crossing of Willow Road west of the Willow Road/Marguerite Canyon Road intersection.

D.12.1.2 Transit and Rail Service

The Metropolitan Transit System (MTS) provides transit service to the project area. MTS services approximately 570 square miles. Based on the current transit service provided throughout San Diego, five MTS bus routes were determined to be potentially affected by the project. Table D.12-2 details the affected bus routes in the project area. No heavy or light rail system will be impacted by the project, since no systems traverse the project area.

Table D.12-2. MTS Bus Routes in the Project Area

Route	Description	Intersection or Overlap with Project
864	Connects El Cajon to Alpine	Route includes Business Route 8 between Los Coches Road and Lake Jennings Park Road.
870	Connects El Cajon / Santee to Kearny Mesa	Route includes SR 52 between Santo Road and Mast Boulevard.
878	Northeast Rural Bus System to Julian	Route includes SR 67 between SR 78 and Fletcher Parkway.
879	Northeast Rural Bus System to Ranchita	Route includes SR 67 between SR 78 and Fletcher Parkway.
894	Southeast Rural Bus System to Campo	Route includes SR 94 between SR 54 and Lyons Valley Road.

Sources: MTS website, 2003.

D.12.1.3 Air Transportation

Within the project area, no major airports or air fields intersect or overlap with the project. However, two air fields, Gillespie Field and Montgomery Field, are within three miles of the project area.

Gillespie Field is located in the northeast corner of the City of El Cajon just west of SR 67 and north of I-8 approximately three miles from the impacted project area. Gillespie Field is a general aviation field accommodating various types of aircraft with the exception of airliners and jumbo jets. In addition, the airport is home to flight schools, repair and maintenance shops, aircraft storage, food and beverage services, fuel, instrument and avionics shops, rental cars, and aircraft sales and rental services.

Montgomery Field is situated in the City of San Diego between SR 163 and I-15 approximately three miles from the impacted project area. Montgomery Field is similar to Gillespie Field in that it is a general aviation field accommodating various types of aircraft with the exception of airliners and jumbo jets. In addition, the airport is home to flight schools, repair and maintenance shops, aircraft storage, food and beverage services, fuel, instrument and avionics shops, rental cars, and aircraft sales and rental services.

D.12.1.4 Bicycle Facilities

Many of the roadways in the project area have either striped bicycle lanes or are a part of the County of San Diego Circulation Element bicycle network system. In addition, there are several bicycle routes and paths throughout the project area, such as Mission Trails Regional Park, that are off limits to motor vehicles.

D.12.2 Applicable Regulations, Plans, and Standards

Construction of the Proposed Project could potentially affect access, traffic flows, curbside parking and transit routes on public streets and highways. Therefore, it will be necessary for SDG&E and/or the construction contractor to obtain encroachment permits or similar legal agreements from the public agencies responsible for each affected roadway or other transportation ROW. Such permits are needed for ROWs that would be crossed by the transmission line as well as for where transmission line construction activities would require the use of public right-of-way for a parallel installation. For the Proposed Project or any of the alternatives, these encroachment permits would be issued by Caltrans, the County of San Diego, the City of San Diego, or other affected agencies.

The project, including all helicopter construction activities, would also be required to comply with all appropriate regulations of the Federal Aviation Administration (FAA).

D.12.3 Environmental Impacts and Mitigation Measures

A transmission line is more likely to affect the transportation facilities during construction than during operation, because there is typically only a minimal amount of surface activity required to operate a transmission line (on average, fewer than one vehicle trip per day). Consequently, the transportation analysis is devoted to the potential impacts during the construction phase.

With regard to aviation impacts, these impacts could occur during both construction and operation of a transmission line project because these impacts are caused by physical impediments to the navigable airspace. However, according to the guidelines of the FAA, construction of the Proposed Project could potentially have a significant impact on aviation activities if a structure, crane, or wire were to be positioned such that it would be more than 200 feet above the ground or if an object would penetrate the imaginary surface extending outward and upward from a public or military airport runway or a helipad. The Proposed Project would not be located within the air space of a public or military airport runway or helipad. Because the maximum height of a crane used in construction would be less than 150 feet, and the maximum height of a transmission tower is about 130 feet, these project components would not extend into navigable airspace. Therefore, there would be no aviation impacts associated with the Proposed Project or alternatives.

D.12.3.1 Definition and Use of Significance Criteria

The Proposed Project would be located in the County of San Diego, with portions of the project ROW located within the unincorporated areas of San Diego County and the Cities of San Diego and Santee. The significance criteria are based on the CEQA checklist in Appendix G of the CEQA Guidelines and the significance criteria established by each affected jurisdiction. Transportation or traffic impacts would be significant if construction of the project would:

- Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways;
- 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;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access;
- Result in inadequate parking capacity; or
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The San Diego County General Plan Public Facilities Element (1998) defines a substantial increase in traffic as one that would significantly impact congestion on roads that currently, or as the result of the project, operate at an unsatisfactory Level of Service (LOS E or F).

Level of Service standards are also defined by the City of San Diego, as in Table D.12-3. If project traffic causes the threshold to be exceeded, then the project may be considered to have a significant impact. Feasible mitigation would then be necessary to return the impact to a LOS D or better. No specific criteria are set forth by the City of Santee.

Table D.12-3. City of San Diego Traffic Impact Significance Thresholds

Level of Service with Project	Allowable Increase Due to Project Impacts*				
	Freeways V/C	Roadway Segments		Intersections Delay (sec.)	Ramp Metering Delay (min.)
		V/C	Speed (mph)		
E** & F**	0.01	0.02	1	2	2***

Notes:

* If a Proposed Project's traffic impacts exceeds the values shown in the table, then the impacts are deemed "significant." The project applicant shall identify "feasible mitigations" to achieve LOS D or better.

** The acceptable Level of Service (LOS) standard for roadways and intersections in San Diego is LOS D. However, for undeveloped locations, the goal is to achieve LOS C.

*** The impact is only considered significant if the total delay exceeds 15 minutes.

Delay = Average stopped delay per vehicle measured in seconds

V/C = Volume to Capacity Ratio (capacity at LOS E should be used)

Speed = Arterial speed measured in miles per hour for Congestion Management Program (CMP) analyses

When these criteria are applied to the near-term analyses, a calculated impact is considered a direct impact (or project impact). When applied to the long-term analyses, the calculated impact is considered a cumulative impact.

Source: City of San Diego

D.12.3.2 Project Protocol

Table D.12-4 shows the Project Protocol (PP) proposed by SDG&E to reduce project impacts related to transportation and traffic.

Table D.12-4. Project Protocol – Transportation and Traffic

PP No.	Description
59	If suitable park and ride facilities are available in the project vicinity, construction workers would be encouraged to carpool to the job site to the extent feasible. The ability to develop an effective carpool program for the project would depend upon the proximity of carpool facilities to the job site, the geographical commute departure points of construction workers, and the extent to which carpooling would not adversely affect worker show-up time and the project's construction schedule.

Source: SDG&E, PEA, 2002.

D.12.3.3 Proposed Miguel-Mission 230 kV #2 Project

Impacts of Transmission Line Construction

Construction of the overhead transmission line portion of the Proposed Project would include crossing public access roadways, highways and freeways along each portion of the project route. Table D.12-5 shows that construction activities related to the Proposed Project would generate approximately 200 average daily trips (ADT)

with 10 inbound and 10 outbound trips during the morning peak hour (7:00 to 8:00 a.m.) and 10 inbound and 10 outbound trips during the evening peak hour (4:00 to 5:00 p.m.). Table D.12-6 summarizes the average daily LOS designations for each of the impacted roadways.

Table D.12-5. Trip Generation During Construction

Vehicles	ADT	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
100	200	10	10	10	10

Table D.12.6. Roadway Level of Service Operations

Roadway	Jurisdiction	Existing			Existing + Project Construction Traffic		
		ADT ²	V/C ³	LOS ⁴	ADT	V/C	LOS
Business Route 8	S.D. County	7,500	0.46	D	7,700	0.48	D
Clairemont Mesa Boulevard	S.D. City	Transmission construction does not cross roadway					
Dehesa Road	S.D. County	11,700	0.72	E	11,900	0.73	E
El Monte Road	S.D. County	2,800	0.17	B	3,000	0.19	B
Hillsdale Road	S.D. County	5,400	0.33	C	5,600	0.35	C
La Cresta Road	S.D. County	7,900	0.49	D	8,100	0.50	D
Lake Jennings Park Road	S.D. County	13,500	0.83	E	13,700	0.85	E
Magnolia Avenue	Santee	Transmission construction does not cross roadway					
Oak Creek Drive	S.D. County	2,600	0.16	B	2,800	0.17	B
Steele Canyon Road	S.D. County	14,800	0.43	B	15,000	0.44	B
Summit Avenue	Santee	Transmission construction does not cross roadway					
Tierrasanta Boulevard	San Diego	Transmission construction does not cross roadway					
Wildcat Canyon Road	S.D. County	14,800	0.91	E	15,000	0.93	E
Willow Glen Drive	S.D. County	8,300	0.51	D	8,500	0.52	D
Willow Road	S.D. County	Transmission construction does not cross roadway					

Notes:

1. Roadway Capacities based on City of San Diego or County of San Diego LOS table.
2. ADT – Average Daily Volume.
3. V/C – Volume to Capacity ratio.
4. LOS – Level of Service.

As shown in Table D.12-6, the existing street segment operations are currently operating at LOS D or better, with the exception of Dehesa Road, Lake Jennings Park Road and Wildcat Canyon Road, which are currently operating at LOS E. With the addition of project traffic, street segment LOS operations would continue to operate at LOS D or better with the exception of Dehesa Road, Lake Jennings Park Road and Wildcat Canyon Road, which would continue to operate at LOS E. It should be noted that the project would increase the volume to capacity (V/C) ratio by a maximum of 0.02 for street

segments operating at LOS E. Based on this information, capacity-related impacts are discussed below, although they would likely be minor. Other impacts related to the crossing of public access roads and highways are also discussed below.

Impact T-1: Construction Would Result in Temporary Road and Lane Closures

Table D.12-1 shows the streets, highways, and freeways that the Proposed Project would cross. According to the Project Description, it would be necessary to halt through traffic during stringing operations over public access roads and Caltrans facilities. In addition, delivery of large equipment and materials via truck would also require temporary closures. Temporary closures of this nature would likely occur for only up to a few minutes at a time. However, such closures could increase traffic levels and constrain circulation in the area, resulting in potentially significant impacts. Implementation of the following mitigation measures would reduce this impact to a less than significant level (Class II).

Mitigation Measures for Impact T-1, Construction Would Result in Temporary Road and Lane Closures

T-1a Prepare traffic control plans. Prior to the start of construction, SDG&E shall submit traffic control plans to all agencies with jurisdiction of public roads that would be affected by construction activities. The traffic control plans shall define the locations of all roads that would need to be temporarily closed due to construction activities, including hauling of oversized loads by truck and conductor stringing activities.

T-1b Restrict time of lane closures. SDG&E shall restrict all necessary lane closures or obstructions on major roadways associated with overhead construction activities to off-peak periods to mitigate traffic congestion and delays. Lane closures must not occur between 6:00 and 9:00 a.m. and between 3:30 and 6:30 p.m., or as directed by the appropriate jurisdictional agency.

Impact T-2: Construction Would Generate Additional Traffic

Construction of the Proposed Project would generate additional traffic on the regional and local roadways. Construction worker commute trips, project equipment deliveries and hauling materials such as support towers and poles, concrete, fill, and excavation spoils would increase traffic volumes in the project area. At any single location, this impact would be short-term, as crews would move over the entire 35-mile ROW over two years. As shown in Table D.12-6, most roadways affected by the project would experience LOS D or better operations with the addition of project traffic. The three exceptions are Dehesa Road, Lake Jennings Park Road and Wildcat Canyon Road, which are calculated to continue to operate at LOS E operations. The V/C ratio increase caused by the project at these locations would be very small. Because impacts related to project construction traffic would be temporary, they would not cause an increase that would be substantial in relation to the existing traffic load. As a result, the impact of construction traffic on the regional and local roadways would be less than significant (Class III), and no mitigation measures are required.

Impact T-3: Construction Would Cause Physical Impacts to Roads and Sidewalks

The Proposed Project is not expected to cause any physical damage to public roads or sidewalks beyond that planned for trenching and excavation operations in specified areas. However, there is the potential for unexpected damage by vehicles and equipment to occur. This would be potentially significant, but would be reduced to less than significant levels with implementation of Mitigation Measure T-3a (Class II).

Mitigation Measure for Impact T-3, Construction Would Cause Physical Impacts to Roads and Sidewalks

T-3a Repair damaged roadways. If damage to roads and sidewalks occurs, SDG&E shall coordinate repairs with the affected public agencies to ensure that any impacts to area roads are adequately repaired. Roads disturbed by construction activities or construction vehicles shall be properly restored to ensure long-term protection of road surfaces. Care shall be taken to prevent damage to roadside drainage structures. Roadside drainage structures and road drainage features (e.g., rolling dips) shall be protected by regrading and reconstructing roads to drain properly. Said measures shall be incorporated into an access agreement/easement with the applicable governing agency prior to construction.

Impact T-4: Construction Would Interfere with Pedestrian/Bicycle Circulation and Safety

Pedestrian and bicycle circulation could be affected by transmission line construction activities if pedestrians and bicyclists were unable to pass through the construction zone or if established pedestrian and bike routes are blocked. Additionally, since there may be disruption to bicycle routes or paths, sidewalks, shoulders, and pedestrian crossings, pedestrians and bicyclists may enter the affected streets and highways and risk a vehicular-related accident. This would be a potentially significant impact, but would be reduced to less than significant levels with implementation of Mitigation Measure T-4a (Class II).

Mitigation Measure for Impact T-4, Construction Would Interfere with Pedestrian/Bicycle Circulation and Safety

T-4a Pedestrian and bicycle circulation and safety. Where construction will result in temporary closures of sidewalks and other pedestrian facilities, SDG&E shall provide temporary pedestrian access, through detours or safe areas along the construction zone. Any affected pedestrian facilities and the alternative facilities or detours that shall be provided will be identified in the Traffic Management Plan (TMP). Where construction activity will result in bike route or bike path closures, appropriate detours and signs shall 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.

Impact T-5: Construction Would Interfere with Emergency Response

Overhead construction activities could potentially interfere with emergency response by ambulance, fire, paramedic, and police vehicles. Potential roadway segments that would be most impacted would be two-lane roadways, which provide one lane of travel per direction. These roadway segments would include Business Route 8, Clairemont Mesa Boulevard, Dehesa Road, El Monte Road, Hillsdale Road, Lake Jennings Park Road, Oak Creek Drive, Steele Canyon Road, Summit Avenue, and Willow Glen Drive. The loss of a lane and the resulting increase in congestion could lengthen the response time required for emergency vehicles passing through the construction zone. Moreover, there is a possibility that emergency services may be needed at a location where access is temporarily blocked by the construction zone. This would be a potentially significant impact, but would be reduced to less than significant levels with implementation of Mitigation Measure T-5a (Class II).

Mitigation Measure for Impact T-5, Construction Would Interfere with Emergency Response

T-5a Ensure emergency response access. SDG&E shall coordinate in advance with emergency service providers to avoid restricting movements of emergency vehicles. Police departments, fire departments, ambulance services, and paramedic services shall be notified in advance by SDG&E of the proposed locations, nature, timing, and duration of any construction activities and advised of any access restrictions that could impact their effectiveness. At locations where access to nearby property is blocked, provision shall be ready at all times to accommodate emergency vehicles, such as plating over excavations, short detours, and alternate routes in conjunction with local agencies. Traffic control plans (Mitigation Measure T-1a) shall include details regarding emergency services coordination and procedures, and copies shall be provided to all relevant service providers. Documentation of coordination with service providers shall be provided to the CPUC prior to the start of construction.

Impact T-6: Construction Would Cause a Loss of Parking

Construction activities may result in short-term elimination of a limited amount of parking spaces immediately adjacent to the construction ROW. Construction could potentially impact two roadway segments of Clairemont Mesa Boulevard. Local residents of adjacent apartments currently utilize curbside parking along Clairemont Mesa Boulevard as additional parking. To address this, SDG&E has committed to PP-59 (see Table D.12-4), which encourages construction workers to use park and ride facilities in the project vicinity, and to carpool to the job site to the extent feasible. The ability to develop an effective carpool program for the project would depend upon the proximity of carpool facilities to the job site, the geographical commute departure points of construction workers, and the extent to which carpooling would not adversely affect worker show-up time and the project's construction schedule. With these measures in place, the impact would be less than significant, and additional mitigation measures are not required (Class III).

Impacts of Transmission Line Operations

As discussed in the introduction to Section D.12.3 above, impacts during transmission operation would not be notable.

D.12.3.4 Future 230 kV Circuit within Miguel-Mission ROW

Construction of an additional future 230 kV circuit would involve repetition of a portion of the construction procedures of the Proposed Project. Since construction of an additional circuit would generate traffic similar to the Proposed Project and result in impacts identified for the Proposed Project (T-1 through T-5), implementation of the previously identified mitigation measures (T-1a, T-1b, T-3a, T-4a, and T-5a) would be appropriate to reduce the impacts to a less than significant level (Class II). PP-59 would reduce loss of parking issues to an adverse but less than significant level (Class III)

As shown in the introduction to the discussion of transportation and traffic impacts, impacts during transmission operation would not be notable.

D.12.4 Project Alternatives

D.12.4.1 Jamacha Valley 138 kV/69 kV Underground Alternative

Environmental Setting

This alternative route would involve relocation of the existing 138 kV and 69 kV circuits to an underground corridor for approximately 3.5 miles along the length of Willow Glen Drive, from the location where the road is crossed by the ROW to the intersection of Willow Glen Drive and Dehesa Road. The underground circuits would then connect to a new cable pole to be installed west-northwest of Singing Hills Memorial Park where it would reconnect with the existing overhead ROW. This option would involve trenching along Willow Glen Drive (a two-lane Major Arterial) for installation of the underground circuit.

Environmental Impacts and Mitigation Measures

This alternative would have short-term impacts due to the underground construction along Willow Glen Drive. Portions of the two-lane arterial would likely need to be temporarily closed while the underground conduit is installed (Impact T-1). Impacts would be significant, but Mitigation Measures T-1a and T-1b would reduce impacts to a less than significant level (Class II).

With regard to physical impacts to roads and sidewalks, Willow Glen Drive and Dehesa Road would be trenched during the installation of the 138 kV/69 kV circuits. This would be potentially significant, but would be reduced to less than significant levels with the implementation of Mitigation Measure T-3a (Class II).

Construction-generated traffic along Willow Glen Drive could also disrupt circulation, pedestrian and bicycle circulation, public transit operations, and emergency response access (Impacts T-4 and T-5). As with the Proposed Project, to reduce the construction impacts, Mitigation Measures T-4a and T-5a, which provide traffic control and provisions for pedestrian and bicycle safety and ensure emergency response access, would be appropriate for reducing these impacts to less than significant levels (Class II).

Trenching through the Willow Glen Drive ROW would also be likely to temporarily restrict access to properties along the 3.5-mile underground segment. This would be an impact not previously identified for the Proposed Project, and is described below.

Impact T-7: Underground Construction Would Restrict Access to Properties

If construction would occur in the outer lane and/or shoulders of roads, access to driveways would temporarily be blocked by the construction zone, thereby affecting access and parking for any adjacent residences, businesses, or other uses. The precise location of the underground facilities and staging areas would need to be determined if this alternative is approved, but any segment of Willow Glen Drive, generally between Steele Canyon Road and Dehesa Road could be temporarily affected. Some driveways and neighborhood entries could be blocked, especially near the intersections of Willow Glen Drive with Hillsdale Road, Pine Glen Lane, Willow Bend Drive, and West Village Lane. Access to the Hanson Aggregates facility near Oak Drive could also be temporarily disrupted. Without proper coordination, this would be a potentially significant (Class II) impact. Impacts associated with restricted access to properties during construction along the underground transmission line ROW would be mitigated to less than significant levels with implementation of Mitigation Measures T-7a and T-7b.

Mitigation Measures for Impact T-7, Underground Construction Would Restrict Access to Properties

- T-7a Provide continuous access to properties.** SDG&E or its construction contractor shall provide at all times the ability to quickly lay a temporary steel plate trench bridge upon request in order to ensure driveway access to businesses and residences, and shall provide continuous access to properties when not actively constructing the underground cable alignment.
- T-7b Coordinate with businesses.** If private parking lots serving businesses or institutions would be effectively blocked during construction, SDG&E shall either make prior arrangements with the business owner(s) to provide alternative parking within reasonable walking distance (i.e., no more than 1,000 feet), or shall coordinate the construction schedule so as to prevent disrupting the functions of the business(es).

Comparison to Proposed Project

Implementation of this alternative would result in a significant amount of additional construction impacts within public road ROWs compared to the Proposed Project's overhead alignment, which would have little direct effect on roadways. This alternative would cause a much greater likelihood of disrupting travel on Willow Glen Drive, and it would cause an additional potentially significant impact by restricting access to properties along the underground route.

Comparison to Proposed Project with Future Circuit

Implementation of this alternative would result in a significant amount of additional underground construction impacts within public road ROWs compared to the Proposed Project with the future circuit, which would have little direct effect on roadways. This alternative would cause a much greater likelihood of disrupting travel on Willow Glen Drive, and it would cause an additional potentially significant impact by restricting access to properties along the underground route.

D.12.4.2 Jamacha Valley Overhead A Alternative

Environmental Setting

Section D.12.1 describes the general transportation setting along this alternative route because it would be within the same ROW as the Proposed Project in Jamacha Valley. This alternative would not involve the underground installation of existing circuits.

Environmental Impacts and Mitigation Measures

Construction of the 138 kV and 69 kV circuits on new steel mono-poles on the east side of the ROW from a point near the Herrick Center (Steele Canyon Road and Jamul Drive) to the intersection of the Miguel-Mission ROW and Hillsdale Road would require short-term construction activities similar to the activity associated with installing the new 138 kV steel poles of the Proposed Project. As with the Proposed Project, this alternative would have the potential to adversely impact transportation and traffic through temporary road closures and additional construction traffic. Also, as with the Proposed Project, all construction related impacts (Impacts T-1 through T-6) could be reduced to less than significant levels through implementation of recommended Mitigation Measures T-1a, T-1b, T-3a, T-4a, and T-5a (Class II/Class III). Because there would be no underground construction with this alternative, impacts related to restricting access to properties would not occur (Impact T-7).

Comparison to Proposed Project

Implementation of this alternative would not result in any additional construction traffic, and all transportation and traffic impacts would be similar to those of the Proposed Project.

Comparison to Proposed Project with Future Circuit

Compared to the Proposed Project with future circuit, implementation of this alternative with the future circuit would not result in any additional construction traffic, and all transportation and traffic impacts would be similar to those of the Proposed Project with future circuit.

D.12.4.3 Jamacha Valley Overhead B Alternative

Environmental Setting

The Jamacha Valley Overhead B Alternative would result in the addition of two steel mono-pole structure alignments and one lattice structure along the Miguel-Mission ROW in Jamacha Valley. At a point near the Herrick Center, the existing 138 kV/69 kV lattice towers would be removed and the existing 138 kV/69 kV circuits would be relocated to new steel mono-pole structures on the west side of the ROW. The new 230 kV circuit would be placed on new steel pole structures between the existing steel lattice structures and the new poles for the 138 kV and 69 kV circuits. This alternative would involve the installation of approximately 19 steel mono-poles to accommodate the relocated 138 kV/69 kV circuits through Jamacha Valley.

Environmental Impacts and Mitigation Measures

Relocation of the existing 138 kV/69 kV circuit to new steel mono-pole structures on the west side of the ROW and removal of the lattice structures in addition to the construction of the new 230 kV circuit on new steel mono-pole structures would result in greater short-term construction activities and duration than the Proposed Project. As with the Proposed Project, this alternative would have the potential to adversely impact transportation and traffic through temporary road closures and additional construction traffic. Also, as with the Proposed Project, all construction related impacts (Impacts T-1 through T-6) could be reduced to a less than significant level through implementation of recommended Mitigation Measures T-1a, T-1b, T-3a, T-4a, and T-5a (Class II/Class III). Because there would be no underground construction with this alternative, impacts related to restricting access to properties would not occur (Impact T-7).

Comparison to Proposed Project

Compared to the Proposed Project, construction of additional poles under this alternative would result in greater construction activity and duration, which would have somewhat greater construction impacts on traffic and transportation in Jamacha Valley. Operational traffic and transportation impacts would be similar.

Comparison to Proposed Project with Future Circuit

Compared to the Proposed Project with future circuit, implementation of this alternative with the future circuit would have somewhat greater construction traffic activity and duration in Jamacha Valley. Operational impacts would be similar to those of the Proposed Project with future circuit.

D.12.4.4 City of Santee 138 kV/69 kV Underground Alternative

Environmental Setting

This alternative would be located along an access road, Magnolia Avenue, and Princess Joann Road. These roadways provide access to a residential neighborhood. Numerous residences (approximately 50) are located on either side of the route.

Environmental Impacts and Mitigation Measures

This alternative would have short-term impacts due to the underground construction along Magnolia Avenue and Princess Joann Road. Portions of these roads would likely need to be temporarily closed while the underground conduit is installed (Impact T-1). Impacts would be significant, but Mitigation Measures T-1a and T-1b would reduce impacts to less than significant levels (Class II).

With regard to physical impacts to roads and sidewalks, an access road, Magnolia Avenue, and Princess Joann Road would be trenched during the installation of the 138 kV/69 kV circuits. This would be potentially significant, but would be reduced to less than significant levels with the implementation of Mitigation Measure T-3a (Class II).

Construction-generated traffic along Magnolia Avenue and Princess Joann Road could disrupt pedestrian and bicycle circulation and emergency response access (Impacts T-4 and T-5). As with the Proposed Project, to reduce the construction impacts, Mitigation Measures T-4a and T-5a would provide traffic control and provisions for pedestrian and bicycle safety; and ensure that emergency response access would be appropriate for reducing these impacts to less than significant levels (Class II).

Trenching through the neighborhood streets would also be likely to temporarily restrict access to numerous residences (Impact T-7), although implementation of appropriate measures (Mitigation Measures T-7a and T-7b) would reduce this impact to less than significant levels (Class II).

Comparison to Proposed Project

Implementation of this alternative would result in additional construction within public road ROWs compared to the Proposed Project's overhead alignment, which would have little direct effect on roadways. This alternative would cause a much greater likelihood of disrupting travel on Magnolia Avenue and Princess Joann Road, and it would cause an additional potentially significant impact by restricting access to properties along the underground route.

Comparison to Proposed Project with Future Circuit

Implementation of this alternative with future circuit would result in a significant amount of additional underground construction impacts within public road ROWs compared to the Proposed Project with the future circuit, which would have little direct effect on roadways. This alternative would cause a much greater likelihood of disrupting travel on Magnolia Avenue and Princess Joann Road, and it would cause an additional potentially significant impact by restricting access to properties along the underground route.

D.12.4.5 City of Santee 230 kV Overhead Northern ROW Boundary Alternative

Environmental Setting

Section D.12.1 describes the general transportation setting along this alternative route because it would be along the northern boundary of the existing ROW, within which the Proposed Project would also be located. This alternative would not involve the underground installation of existing circuits, but would involve the construction of an additional crossover mono-pole at each endpoint of this alternative.

Environmental Impacts and Mitigation Measures

Construction of this alternative adjacent to the Proposed Project along the northern boundary of the ROW from the water tanks due east of the eastern end of Princess Joann Road to a point approximately 800 feet northwest of the western end of Princess Joann Road would require short-term construction activities similar to the activity related to installing the new steel poles of the Proposed Project. An additional 230 kV steel mono-pole would be added to allow crossover of the circuits at the two endpoints. As with the Proposed Project, this alternative would have the potential to adversely impact transportation and traffic through temporary road closures and additional construction traffic. Also, as with the Proposed Project, all construction related impacts (Impacts T-1 through T-6) could be reduced to a less than significant level through implementation of recommended Mitigation Measures T-1a, T-1b, T-3a, T-4a, and T-5a (Class II/Class III). Because there would be no underground construction with this alternative, impacts related to restricting access to properties would not occur (Impact T-7).

Comparison to Proposed Project

The construction of two additional crossover mono-poles would result in slightly greater construction activity, but this impact would have a minor increase in transportation and traffic effects in comparison to the Proposed Project. Therefore, compared to the Proposed Project, construction of the 230 kV poles near the northern edge of the ROW under this alternative would have similar (Class II/Class III) construction impacts as well as similar operational impacts (Class III).

Comparison to Proposed Project with Future Circuit

Compared to the Proposed Project with the additional 230 kV circuit, this alternative (also with an additional 230 kV circuit) would have both similar (Class II/Class III) construction and operational impacts (Class III) on traffic and transportation.

D.12.5 Environmental Impacts of the No Project Alternative

Under the No Project Alternative, the proposed transmission line would not be constructed; therefore, no direct or cumulative related or operational traffic impacts would occur. The No Project Alternative scenario includes the possibility that new power plants would need to be constructed to compensate for existing transmission system limitations and anticipated loads. Although new power plants may be necessary in the San Diego area, their location and schedule for development cannot be predicted. Construction of new power plants would potentially result in traffic and transportation impacts. However, specific potential impacts and associated mitigation measures would have to be assessed at the time the other power plants are proposed.

D.12.6 Mitigation Monitoring, Compliance, and Reporting Table

Table D.12-7 shows the mitigation monitoring, compliance, and reporting program for Transportation and Traffic.

Table D.12-7. Mitigation Monitoring Program – Transportation and Traffic

IMPACT T-1	Construction Would Result in Temporary Road and Lane Closures (Class II)
MITIGATION MEASURE	T-1a: Prepare traffic control plans. Prior to the start of construction, SDG&E shall submit traffic control plans to all agencies with jurisdiction of public roads that would be affected by construction activities. The traffic control plans shall define the locations of all roads that would need to be temporarily closed due to construction activities, including hauling of oversized loads by truck and conductor stringing activities.
Location	All locations where temporary road or lane closures would be required
Monitoring / Reporting Action	Review documentation of: SDG&E coordination with affected public agencies; and SDG&E conformation to all required conditions.
Effectiveness Criteria	Traffic flows would be generally maintained without severe congestion
Responsible Agency	CPUC and the applicable local jurisdictions
Timing	Prior to and during construction
MITIGATION MEASURE	T-1b: Restrict time of lane closures. SDG&E shall restrict all necessary lane closures or obstructions on major roadways associated with overhead construction activities to off-peak periods to mitigate traffic congestion and delays. Lane closures must not occur between 6:00 and 9:00 a.m. and between 3:30 and 6:30 p.m., or as directed by the affected agency.
Location	All locations where temporary road or lane closures would be required
Monitoring / Reporting Action	Review documentation of: SDG&E coordination with affected public agencies; and SDG&E conformation to all required conditions.
Effectiveness Criteria	Traffic flows would be generally maintained without severe congestion
Responsible Agency	CPUC and the applicable local jurisdictions
Timing	Prior to and during construction
IMPACT T-3	Construction Would Cause Physical Impacts to Roads and Sidewalks (Class II)
MITIGATION MEASURE	T-3a: Repair damaged roadways. If damage to roads and sidewalks occurs, SDG&E shall coordinate repairs with the affected public agencies to ensure that any impacts to area roads are adequately repaired. Roads disturbed by construction activities or construction vehicles shall be properly restored to ensure long-term protection of road surfaces. Care shall be taken to prevent damage to roadside drainage structures. Roadside drainage structures and road drainage features (e.g., rolling dips) shall be protected by regrading and reconstructing roads to drain properly. Said measures shall be incorporated into an access agreement/easement with the applicable governing agency prior to construction.
Location	Roads used to access the construction sites and roads in which the transmission line is buried
Monitoring / Reporting Action	Review documentation that SDG&E obtained permits for construction within each road ROW prior to construction; and that each affected roadway has been satisfactorily restored and/or constructed within 30 days of roadway damage.

Table D.12-7. Mitigation Monitoring Program – Transportation and Traffic

Effectiveness Criteria	Restoration/maintenance of roads to pre-construction conditions as determined by the affected public agency.
Responsible Agency	CPUC, affected local jurisdictions, and Caltrans
Timing	After construction is completed on each affected roadway
IMPACT T-4	Construction Would Interfere with Pedestrian/Bicycle Circulation and Safety (Class II)
MITIGATION MEASURE	T-4a: Pedestrian and bicycle circulation and safety. Where construction will result in temporary closures of sidewalks and other pedestrian facilities, SDG&E shall provide temporary pedestrian access, through detours or safe areas along the construction zone. Any affected pedestrian facilities and the alternative facilities or detours that shall be provided will be identified in the Traffic Management Plan (TMP). Where construction activity will result in bike route or bike path closures, appropriate detours and signs shall 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.
Location	All locations where closures of sidewalks and other pedestrian facilities are expected during construction of the project
Monitoring / Reporting Action	Review and approve TMP for identified affected pedestrian facilities and the alternative facilities or detours that will be provided
Effectiveness Criteria	No interference with pedestrian/bicycle circulation
Responsible Agency	CPUC and the applicable local jurisdictions
Timing	Prior to and during construction
IMPACT T-5	Construction Would Interfere with Emergency Response (Class II)
MITIGATION MEASURE	T-5a: Ensure emergency response access. SDG&E shall coordinate in advance with emergency service providers to avoid restricting movements of emergency vehicles. Police departments, fire departments, ambulance services, and paramedic services shall be notified in advance by SDG&E of the proposed locations, nature, timing, and duration of any construction activities and advised of any access restrictions that could impact their effectiveness. At locations where access to nearby property is blocked, provision shall be ready at all times to accommodate emergency vehicles, such as plating over excavations, short detours, and alternate routes in conjunction with local agencies. Traffic control plans (Mitigation Measure T-1a) shall include details regarding emergency services coordination and procedures, and copies shall be provided to all relevant service providers. Documentation of coordination with service providers shall be provided to the CPUC prior to the start of construction.
Location	Entire route
Monitoring / Reporting Action	Review SDG&E notification and coordination with emergency service providers.
Effectiveness Criteria	The construction activities would not totally preclude access to any area emergency vehicles.
Responsible Agency	CPUC and the applicable local jurisdictions
Timing	Prior to and during construction
IMPACT T-7	Underground Construction Would Restrict Access to Properties (Class II)
MITIGATION MEASURE	T-7a: Provide continuous access to properties. SDG&E or its construction contractor shall provide at all times the ability to quickly lay a temporary steel plate trench bridge upon request in order to ensure driveway access to businesses and residences, and shall provide continuous access to properties when not actively constructing the underground cable alignment.

Table D.12-7. Mitigation Monitoring Program – Transportation and Traffic

Location	Jamacha Valley 138 kV/69 kV Underground Alternative and City of Santee 138 kV/69 kV Underground Alternative; Underground portions of route
Monitoring / Reporting Action	Construction monitor to inspect construction site(s) weekly, with monthly inspection report filed with CPUC.
Effectiveness Criteria	Field verification of compliance and lack of complaints by residents. Continued access to properties is maintained.
Responsible Agency	CPUC and the applicable local jurisdictions
Timing	During construction
MITIGATION MEASURE	T-7b: Coordinate with businesses. If private parking lots serving businesses or institutions would be effectively blocked during construction, SDG&E shall either make prior arrangements with the business owner(s) to provide alternative parking within reasonable walking distance (i.e., no more than 1,000 feet), or shall coordinate the construction schedule so as to prevent disrupting the functions of the business(es).
Location	Jamacha Valley 138 kV/69 kV Underground Alternative and City of Santee 138 kV/69 kV Underground Alternative; Underground portions of route
Monitoring / Reporting Action	Construction monitor to inspect construction site(s) weekly, with monthly inspection report filed with CPUC.
Effectiveness Criteria	Field verification of compliance and lack of complaints by residents. Continued access to properties is maintained.
Responsible Agency	CPUC and the applicable local jurisdictions
Timing	During construction

D.12.7 References

SANTEC/ITE Guidelines for Traffic Impact Studies (TIS) in the San Diego Region – *Table 2 Roadway Classifications, Level of Service (LOS) and Average Daily Traffic (ADT)*. March 2000.

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