

5.17 TRAFFIC AND TRANSPORTATION**5.17.1 Significance Criteria**

This section addresses potential traffic and transportation-related effects associated with construction and operation of Segment 1 of the proposed Antelope Transmission Project. The proposed project would result in short-term traffic-related impacts during the construction phase. No long-term, operations phase impacts would be expected to occur. In accordance with Appendix G of the CEQA guidelines, project-related impacts relative to traffic and transportation would be considered potentially significant if they would result in the following:

- Generation of substantial additional vehicular movement
- Effects on existing parking facilities, or demand for new parking
- Substantial impact upon existing transportation systems
- Alterations to present patterns of circulation or movement of people and/or goods
- Alterations to waterborne, rail or air traffic
- Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians

5.17.2 Proposed Antelope to Pardee 500 kV T/L Route**5.17.2.1 Freeways and State Highways**

Since there are no state highways or freeways that would be directly affected by this project, there would be no direct effects from construction. It is not anticipated that any federal or state roadway encroachment permits would be necessary for this segment of the project. The only effects of the project on state highways or freeways would be that of routine construction traffic. In the event of oversized loads or other special considerations for construction vehicles, appropriate permits and procedures would be followed to ensure that the traffic is safe and does not damage state or federal roadway facilities.

5.17.2.2 Transit and Rail Service

5.17.2.2.1 Lancaster and Nearby Areas. Since the project components for Segment 1 are remote from transit and rail facilities in the Lancaster area, no effects would be anticipated from their direct construction.

The proposed project includes a primary marshalling yard that would be located adjacent to the Antelope Substation. It is currently anticipated that the majority of construction materials (e.g., 500 kV T/L tower components, conductor, and substation expansion components for the Antelope Substation) would be transported to Lancaster via trucks to the primary marshalling yard. It is also expected that the project would transport waste material, such as wood or metal from removed poles, to disposal or recycling sites via truck.

5.17.2.2.2 Santa Clarita and Nearby Areas. Some of the bus service routes of Santa Clarita Transit would be crossed by or in the vicinity of the proposed T/L route, and may be subject to short-term traffic effects during construction. Any construction activity that would involve use of areas within public street R-O-Ws would be reviewed through the local (City or County, depending on exact location) permit processes. These would include the preparation of traffic management plans and/or detour plans if necessary. Such temporary construction influences on local traffic are not uncommon, particularly in developing areas such as Santa Clarita, and are not considered significant effects.

5.17.2.2.3 Los Angeles County Unincorporated Areas. The Los Angeles Metropolitan Transit Authority (MTA) bus service does not extend northward into the areas that would be affected by the project, so no effects on MTA bus service or facilities are anticipated.

5.17.2.2.4 Air Transportation. No elements of Segment 1 for the project are near general aviation or larger airports; therefore, no adverse effects are anticipated. Work in some remote areas may involve the use of helicopters. Adherence to Federal Aviation Administration regulations and coordination with appropriate air traffic control authorities would serve to avoid any effects on other air transportation services, including USFS and LADWP (e.g., at Bouquet Reservoir) helicopter operations in the project area. The proposed 500 kV towers are substantially taller than the existing 66 kV towers to be replaced along the proposed route. However, no adverse effects on air traffic safety are expected due to the high visibility of the 500 kV T/L facilities.

5.17.2.3 Local Roadways

5.17.2.3.1 Lancaster and Nearby Areas. Construction work for Segment 1 of the project would involve the use of City of Lancaster and Los Angeles County roadways west of Lancaster. Marshalling yards and various staging areas would be chosen to provide convenient storage and access for construction work. If any work requires modifications or activities within local road R-O-Ws, then the appropriate local permits would be obtained. This process would involve the preparation of appropriate management plans and provisions to ensure local streets are not damaged, or that any damage is repaired.

In the general area west of Lancaster, some of the potentially affected roadways are arterial streets that connect other unincorporated communities. These include Elizabeth Canyon Road and Spunky Canyon Road. Both of these roads would be crossed by the T/L under the proposed route, and would be used by construction workers and traffic during work in these areas.

Alternative 1. Under Alternative 1, the major roadways serving unincorporated areas include Johnson Canyon Road and Elizabeth Lake Road, at the east end of the Elizabeth Lake community, and San Francisquito Canyon Road several miles southwest of the Green Valley community. The following two local residential streets are also very close to the Alternative 1 alignment as it crosses east of the Elizabeth Lake community: Gunther Drive and Kiptree Drive.

In general terms, traffic volumes on all of the streets in this area are relatively small. If any construction work would affect public streets, either the larger arterials or local residential streets, the local permit process would require the preparation and approval of a traffic management and/or detour plan to ensure that potential delays would be minimized and only short-term. For these reasons, the anticipated effects of construction of Segment 1 on local roadways are not expected to be significant.

5.17.2.3.2 Angeles National Forest. Existing truck trails and unpaved roadways within the Angeles National Forest would be used during construction and maintenance for the project. For the proposed alignment, the main roadways that would be affected are the Leona Divide Fire Road, the Spunky Canyon Road, Pelton Road, Road 6N18, and the Del Sur Ridge Road (refer to Figure 3-2).

For the Alternative 1 alignment, the main roadways that would be affected are the Burns Fire Road, the Leona Divide Fire Road, and Highline Road.

There are two major types of effects that can be anticipated on the National Forest Roads: re-grading existing access trails and spurs to tower locations, and potential damage from heavy construction traffic.

Because of facilities within the existing R-O-W, there are already many short service or access roads from the listed roadways to various tower and staging locations. It is the intent of SCE to use these existing access roads and trails whenever possible. This proposal would require re-grading of some of the access roads. The improvement of these side access roadways leading from the established truck trails within the forest may open up vehicular access to areas not intended by the USFS. SCE's Spur Road Restoration Plan is presented in Appendix J. The use of the unpaved USFS roads for heavy construction traffic may increase

the potential for erosion or cause other physical deterioration of these roadways. In addition to SCE's Spur Road Restoration Plan, applicant-proposed measures are presented in Section 5.17.3. With implementation of the specified measures, impacts to roadways in the Angeles National Forest would be expected to be less than significant.

5.17.2.3.3 Santa Clarita and Nearby Areas. Both the proposed 500 kV T/L alignment and the Alternative 1 alignment would cross over and be close to local residential and collector streets within the existing and developing areas of Santa Clarita. Construction activities would involve the use of City streets, and in some cases may necessitate temporary encroachments or other activities requiring specific permission from the City. The primary effect of construction would be temporary delays in local traffic. Depending on the specific location and nature of construction activities, it is also possible that some streets could be affected by overweight vehicles or other direct impacts.

5.17.3 Mitigation Measures

For all potential direct and indirect effects on highways and local roadways, whether from work on the Segment 1 T/L route (or Alternative 1) or from substation expansion/improvements, the following mitigation measures would be implemented to minimize impacts to roadway traffic and to reverse any damages.

5.17.3.1 General

APM Traffic-1. Construction activities would be designed to minimize work on or use of local streets.

APM Traffic-2. When local streets must be used for more than normal traffic purposes, an encroachment permit or similar authorization would be obtained from the County (or other agency, as applicable).

APM Traffic-3. Any construction or installation work requiring the crossing of a local street, highway, or rail line would incorporate the use of guard poles, netting, or similar means to protect moving traffic and structures from the activity.

APM Traffic-4. Any work requiring an encroachment permit would include preparation of a traffic control plan and other management plans to minimize effects on local streets.

APM Traffic-5. Any damage to local streets will be repaired, and the street system would be restored.

5.17.3.2 Angeles National Forest

APM Traffic-6. To the extent practical, existing access roads would be used during construction, and any re-grading of access trails would be the minimum necessary to provide safe access, and erosion control.

APM Traffic-7. Helicopter transport would be used for remote locations where roadway access is not feasible. Specific sites and the details of helicopter use would be determined in consultation with the USFS.

APM Traffic-8. Any damage to existing forest roads would be repaired.

APM Traffic-9. The design and use of any new roadways and access trails within the Angeles National Forest would be coordinated with the District and Forest Supervisor's office. The USFS may specify conditions under which use of the Angeles National Forest roads and lands may be permitted. These conditions may include restoring or blocking access at some service trails, and repairing any roadway damage or erosion damage caused by construction activities or traffic.