

# Section 3.15

### 3.15 TRAFFIC AND TRANSPORTATION

This section describes existing conditions and the potential traffic and transportation impacts associated with the construction and operation of the Proposed Project and alternatives.

#### 3.15.1 Existing Conditions

##### 3.15.1.1 Freeways and State Highways

Figure 3.15-1, Project Area Roadways, identifies the major roadways in the vicinity of the Proposed Project. Several freeways and state highways provide east/west and north/south regional connections to the project area. Key freeways and state highways in the vicinity of the Proposed Project include:

- **Interstate 10 (I-10).** I-10 provides regional access to Redlands, San Bernardino, and Los Angeles to the west, and to Beaumont, Banning, and the Coachella Valley to the east. In the vicinity of the Proposed Project, I-10 is a six-lane divided freeway.
- **State Route 60 (SR-60).** SR-60 provides regional access to Moreno Valley, Riverside, and Los Angeles to the west. SR-60 terminates at I-10 east of San Timoteo Canyon Road. In the vicinity of the project area, SR-60 is a four-lane divided freeway.
- **State Route 79 (SR-79).** SR-79 connects to I-10 and provides a regional connection to Murrieta and Temecula to the south.
- **State Route 243 (SR-243).** SR-243 connects to I-10 just north of the project area and to the Cahuilla and Santa Rosa Indian Reservations southeast of the project area.

##### 3.15.1.2 Local Roadways

Under existing conditions, the roadways located in the vicinity of the Proposed Project are generally either unpaved roadways or rural two-lane collector streets. Key roadways in the vicinity of the Proposed Project include:

- **San Bernardino Avenue.** San Bernardino Avenue is a two-lane roadway, running east/west within the City of Redlands.
- **San Timoteo Canyon Road.** San Timoteo Canyon Road is currently a two-lane undivided roadway in portions of Calimesa, Beaumont, and unincorporated Riverside County. East of SR-60, San Timoteo Canyon Road becomes Oak Valley Parkway in the City of Beaumont.
- **Beaumont Avenue.** Beaumont Avenue is currently a two-lane roadway within the City of Beaumont. South of I-10, Beaumont Avenue becomes SR-79.

- **Bryant Street.** Bryant Street runs northeast/southwest and is a four-lane roadway until it crosses Yucaipa Boulevard where it becomes a two-lane roadway.
- **Calimesa Boulevard.** Calimesa Boulevard provides a direct east/west connection to I-10 and runs adjacent to the freeway until it ends at Oak Glen Road.
- **Highland Springs Avenue.** Highland Springs Avenue provides a direct north/south connection to I-10 separating the Cities of Banning and Beaumont. Presently, Highland Springs Avenue is a two-lane undivided roadway to the south of I-10.
- **Live Oak Canyon Road.** Live Oak Canyon Roads provides a northeast/southwest connection to I-10 within the City of Beaumont.
- **Sunset Avenue.** Sunset Avenue provides a direct north/south connection to I-10 and is currently a two-lane undivided roadway.
- **San Gorgonio Avenue.** San Gorgonio Avenue provides a direct north/south connection to I-10 just to the west of the Banning Airport. San Gorgonio Avenue is presently a two-lane undivided roadway. South of Wesley Avenue, San Gorgonio Avenue becomes SR-243.

Figure 3.15-2, Zanja Substation and Mill Creek Communications Site Roadways, identifies the arterial roadways and local streets within the vicinity of the Zanja Substation. Zanja Substation is located in the northwestern portion of the City of Yucaipa. Small collector streets, which connect to Bryant Street, provide direct access to Zanja Substation. Access to the existing Mill Creek Communications Site is provided by an existing unpaved fire road, which connects to SR-38.

### 3.15.1.3 Transit and Rail Service

The Riverside Transit Agency (RTA) operates both local and regional services within Riverside County. RTA operates thirty-eight fixed-routes, five Commuter Link rail routes, and Dial-A-Ride services for residents in the region. In addition, RTA also coordinates with the municipal transit services provided by Corona, Beaumont, and Banning. In the vicinity of the Proposed Project, three RTA bus routes are operated. SR-31 connects Hemet Valley to Beaumont and Banning. SR- 35 connects Moreno Valley to Beaumont and Banning. SR-36 connects Redlands to Beaumont and Banning.

In the vicinity of the Proposed Project, commuter rail service is not presently offered. As noted earlier, adjacent to San Timoteo Canyon Road, the Union Pacific Railroad utilizes a railroad line for multiple freight train operations on a daily basis.

**3.15.1.4 Air Transportation**

The only airport in the project vicinity is the Banning Municipal Airport, which is located approximately 1.5 miles east of the Banning Substation. The Banning Municipal Airport is located to the south of I-10. The airport's only runway runs in an east/west direction parallel to I-10.

**3.15.2 Significance Criteria**

Impacts to traffic and transportation are considered potentially significant if the project would:

- Cause an increase in traffic which 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
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)

**3.15.3 Proposed Project Impacts**

Parking for routine maintenance of any of the components associated with the Proposed Project would be accommodated on substation sites or within SCE right-of-ways. During the construction of the Proposed Project, parking for construction workers would also be accommodated on the substation sites or within SCE right-of-ways. Overall, the Proposed Project would not result in inadequate parking capacity. Issues specific to each element of the Proposed Project are discussed below.

**3.15.3.1 Construction Impacts**

**3.15.3.1.1 El Casco Substation.** Access to the El Casco Substation would be provided via San Timoteo Canyon Road, which is located just north of the site. Union Pacific Railroad utilizes existing railroad lines to the north of the site. As San Timoteo Canyon Road

continues to the west of the site, it crosses the railroad line as well as the adjacent riparian area. At this point, the El Casco Substation would be connected to San Timoteo Canyon Road through existing unpaved roadways. Roadway improvements would not impact the riparian area or cross the existing railroad lines.

Traffic caused by the construction of El Casco Substation would be temporary, short-term, and minimal. Construction activities occurring at the substation site would temporarily generate up to 40 vehicular trips by workers commuting to the site on a daily basis. Additionally, the periodic movement of materials and construction equipment would temporarily generate an average of 4-5 truck trips on a daily basis for the duration construction. The traffic volumes that would be generated by activities associated with the construction at the El Casco Substation site would not significantly affect intersection or roadway operations in the area due to the limited number of trips that would be generated. Because the movement of heavy equipment and materials to various work sites and marshalling yards has the potential to cause temporary traffic delays, such activities would occur in off peak hours in order to avoid the AM and PM peak vehicular travel times on weekdays, to the extent possible. In addition, SCE would implement a traffic management plan approved by the local jurisdiction prior to commencing construction activities.

It is not anticipated that the construction of the El Casco Substation would require alterations to local roadways. However, if any work requires modifications or activities within the local road right-of-ways, 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.

Parking for construction workers would be accommodated on the substation site or within SCE right-of-ways. Therefore, construction of El Casco Substation would not result in inadequate parking capacity. In addition, construction of the substation would not increase hazards due to a design feature or incompatible uses, or result in a change in air traffic patterns.

Construction of the substation would be contained within the property boundaries, thereby leaving adjacent access dirt roads and San Timoteo Canyon Road unobstructed. Therefore, substation construction would not result in inadequate emergency access. Furthermore, construction would not impact programs supporting alternative transportation.

In summary, impacts to traffic and transportation due to the construction of the El Casco Substation would be less than significant.

**3.15.3.1.2 Southerly 115 kV Subtransmission Line Route.** The proposed southerly 115 kV subtransmission line route is generally situated in a rural area predominately served by unpaved roadways and rural collector streets. The proposed southerly 115 kV subtransmission line route would cross a number of these local roadways and a few arterial

roadways. These roadways generally provide north/south access to Interstate 10 to the north of the proposed line route. Specifically, roadways located within the Cities of Calimesa, Banning, and Beaumont, as well as Riverside County, would be utilized. Regional access to the area would likely be provided by use of the four freeways and state highways in the area. Various staging areas would be utilized along the proposed southerly 115 kV subtransmission line route to provide convenient storage and access for construction. If any work requires modifications or activities within local roadway right-of-ways, appropriate local permits would be obtained prior to the commencement of construction activities. This process would involve the preparation of appropriate management plans and provisions to ensure local streets are not damaged, or that damage is repaired.

The proposed southerly 115 kV subtransmission line route would cross SR-79, SR-60, and SR-243. As the potential routing of the 115 kV subtransmission lines across these state routes could cause traffic delays, encroachment permits would be obtained through the California Department of Transportation (CalTrans). Through coordination with CalTrans, measures would also be taken to minimize traffic delays.

Construction of the proposed southerly 115 kV subtransmission line route would also contribute to routine construction traffic on state highways and freeways. In the event that oversized loads or other special construction vehicles are utilized, appropriate permits and procedures would be followed to ensure that the equipment and materials are safely hauled and do not damage state or federal roadway facilities.

Construction worker trips and the transport of equipment and materials to various areas along the proposed southerly 115 kV subtransmission line route would utilize various local roadways in the vicinity of the project area. In general, construction activities along the proposed southerly 115 kV subtransmission line route would temporarily generate up to 10 vehicular trips on a daily basis. 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 are minimized. The anticipated traffic impacts associated with the construction activities along the proposed southerly 115 kV subtransmission line route are not expected to impact local roadways due to the remote nature of the areas where the line would be located.

Parking for construction workers would be accommodated on nearby substation sites or within SCE right-of-ways. Therefore, construction of the southerly 115 kV subtransmission line route would not result in inadequate parking capacity. In addition, construction of the 115 kV line would not increase hazards due to a design feature or incompatible uses, result in inadequate emergency access, or impact programs supporting alternative transportation. The potential impact associated with the construction of the 115 kV subtransmission line route in proximity to the Banning Municipal Airport, is assessed in Section 3.9, Land Use and Planning.

In summary, impacts to traffic and transportation due to the construction of the proposed 115 kV subtransmission line route would be less than significant.

**3.15.3.1.3 Banning Substation.** Modifications to the Banning Substation would occur within the substation boundaries and would not impact roadways in the immediate area. Additionally, the approximately 20 construction worker trips that would be generated in association with construction activities occurring at the Banning Substation would not impact traffic operations on roadways or intersections in the immediate area.

Parking for construction workers would be accommodated on the substation site or within SCE rights-of-way. Therefore, construction at Banning Substation would not result in inadequate parking capacity. In addition, construction at the substation would not increase hazards due to a design feature or incompatible uses, result in inadequate emergency access, result in a change in air traffic patterns, or impact programs supporting alternative transportation.

In summary, impacts to traffic and transportation due to the construction at Banning Substation would be less than significant.

**3.15.3.1.4 Zanja Substation.** Modifications to the Zanja Substation would occur within the existing substation boundaries and would not impact roadways in the immediate area. Additionally, the approximately 20 construction worker trips that would be generated in association with construction activities at the Zanja Substation would not impact traffic operations on roadways or intersections in the immediate area.

Parking for construction workers would be accommodated on the substation site or within SCE right-of-ways. Therefore, construction at Zanja Substation would not result in inadequate parking capacity. In addition, construction at the substation would not increase hazards due to a design feature or incompatible uses, result in inadequate emergency access, result in a change in air traffic patterns, or impact programs supporting alternative transportation.

In summary, impacts to traffic and transportation due to the construction at Zanja Substation would be less than significant.

**3.15.3.1.5 Mill Creek Communications Site.** Construction of the new 110-foot self supporting steel lattice antenna tower at the Mill Creek Communications Site would require direct access through an existing fire road but would not result in inadequate emergency access. Construction activities would generate a minimal numbers of trips and construction traffic would be short-term and temporary. Therefore, workers commuting and vehicles transporting equipment and materials to the site would not cause traffic impacts at the intersections or roadways in the area.

Parking for construction workers would be accommodated on the site or within SCE right-of-ways. Therefore, construction at Mill Creek Communications Site would not result in inadequate parking capacity. In addition, construction at the site would not increase hazards due to a design feature or incompatible uses, result in inadequate emergency access, result in a change in air traffic patterns, or impact programs supporting alternative transportation.

In summary, impacts to traffic and transportation due construction at Mill Creek Communications Site would be less than significant.

**3.15.3.1.6 Fiber Optic System.** The proposed fiber optic system would require the construction of 55 miles of fiber optic cable installed on overhead existing poles or towers and underground in existing conduits and substructures. The transportation system in the vicinity of the proposed fiber optic cable route is comprised of I-10, SR-60, and Riverside and San Bernardino County local roads. The proposed fiber optic system also runs adjacent to local streets in the Cities of Yucaipa, Beaumont, Banning, Calimesa, and Redlands. The proposed fiber optic system would cross I-10 in the City of Yucaipa and SR-60 in the City of Beaumont. Each of these crossings is on existing poles or towers. Portions of the proposed fiber optic system (approximately 8 miles) would be installed in underground conduits and structures. Table 3.15-1 shows the street crossings and city locations of the underground fiber optic cables. Figures 2-3.1 through 2-3.4 depict the proposed fiber optic system route.

**TABLE 3.15-1  
UNDERGROUND PORTIONS OF FIBER OPTIC ROUTE  
INTERSECTION CROSSINGS**

<b>Intersection Crossing</b>	<b>City</b>
East San Bernardino Avenue, west of SR-30	Redlands
Crafton Avenue and West Lugonia Avenue	West of City of Yucaipa
Crafton Avenue and East Colton	West of City of Yucaipa
Bryant Street and Oak Glen Road	City of Yucaipa

Traffic caused by construction of the proposed fiber optic system would be temporary, short term, and minimal. No new roads would be required for the installation of the system. The traffic volumes that would be generated by activities associated with the construction would not significantly affect intersection or roadway operations in the area due to the limited number of trips that would be generated. The construction of the fiber optic circuits would



utilize facilities that are either located in franchise areas or along existing access and spur roads.

The proposed fiber optic system would cross I-10 and SR-60. As the potential routing of the fiber optic lines across these state routes could cause traffic delays, encroachment permits would be obtained through Caltrans, as discussed in the southerly 115 kV subtransmission line route construction section above.

Construction worker trips and the transportation of equipment and materials to various areas along the proposed fiber optic system route would utilize various local roadways. The majority of the truck traffic would use major streets and would be scheduled for off-peak traffic hours. If any construction work would affect public streets, the same local permit process discussed for the construction of the proposed southerly 115 kV subtransmission line route above would also be implemented for the proposed fiber optic system route.

Parking for construction workers would be accommodated on nearby substation sites or within SCE right-of ways. The number of construction workers present along the fiber optic line would range from 4 to 8. Therefore, construction of the proposed fiber optic system would not result in inadequate parking capacity.

In summary, impacts to traffic and transportation due to the construction of the fiber optic system would be less than significant.

### **3.15.3.2 Operational Impacts**

**3.15.3.2.1 El Casco Substation.** Once construction of the new El Casco Substation is completed, the substation would operate as an unattended facility. Crews would occasionally access the site for periodic repairs and/or maintenance at the facility (approximately once a week). However, the periodic trips by maintenance crews traveling to the site would not cause traffic or transportation impacts at any of the intersections or roadways in the surrounding area. In addition, parking for routine maintenance would be accommodated on the substation site or within SCE right-of-ways.

In summary, impacts to traffic and transportation due to the operation of the El Casco Substation would be less than significant.

**3.15.3.2.2 Banning Substation.** Following the completion of the modifications to the Banning Substation, the substation would continue to operate as an unattended facility. Crews would occasionally access the site for periodic repairs and/or maintenance at the facility (approximately once a week). However, these periodic trips would not cause traffic or transportation impacts at any of the intersections or roadways in the surrounding area. In addition, parking for routine maintenance would be accommodated on the substation site or within SCE right-of-ways.

In summary, impacts to traffic and transportation due to the operation of the Banning Substation would be less than significant.

**3.15.3.2.3 Zanja Substation.** Following the completion of the modifications to the Zanja Substation, the substation would continue to operate as an unattended facility. Crews would occasionally access the site for periodic repairs and/or maintenance at the facility (approximately once a week). However, these periodic trips would not cause traffic or transportation impacts at any of the intersections or roadways in the surrounding area. In addition, parking for routine maintenance would be accommodated on the substation site or within SCE right-of-ways.

In summary, impacts to traffic and transportation due to the operation of the Zanja Substation would be less than significant.

**3.15.3.2.4 Southerly 115 kV Subtransmission Line.** Once completed and operational, the proposed 115 kV lines would not generate vehicular trips in the area on a consistent basis. Periodic maintenance or emergency repairs may be required occasionally as problems arise along this line (approximately once a month). However, the crews required for maintenance and repairs of this line would generate a very small number of trips.

In summary, impacts to traffic and transportation due to the operation of the southerly 115 kV subtransmission line route would be less than significant.

**3.15.3.2.5 Mill Creek Communications Site.** Once construction is completed at the Mill Creek Communications Site, the facility would continue to operate as an unattended facility. Occasional maintenance and/or repairs may be periodically required (approximately once a month). However, repair and maintenance crews traveling to this site would generate a very small number of trips. In addition, parking for routine maintenance would be accommodated on the site or within SCE right-of-ways.

In summary, impacts to traffic and transportation due to the operation of the Mill Creek Communications Site would be less than significant.

**3.15.3.2.6 Fiber Optic Cable System.** Operation and maintenance of the proposed fiber optic system would have negligible impacts on the ground transportation system (roadways and railroads) under normal circumstances because the inspection and maintenance activities would generate only a very small volume of vehicular traffic (one or two trucks).

If a major repair is required at a particular location, the temporary transportation impacts at the repair location would be similar to the construction impacts addressed above.

In summary, impacts to traffic and transportation due to the operation of the fiber optic system would be less than significant.

**3.15.3.3 Applicant Proposed Mitigation Measures**

Because impacts to traffic and transportation would be less than significant, no mitigation measures are required.

**3.15.4 Alternatives****3.15.4.1 Northerly 115 kV Subtransmission Line Route Alternative**

The northerly 115 kV subtransmission line route alternative crosses Interstate 10 in two locations. As a result, there could be potential traffic delays from construction activities occurring in these locations. SCE would be required to obtain encroachment permits from CalTrans in order to complete construction activities at the locations along the northerly 115 kV subtransmission line route alternative that cross Interstate 10. Through coordination with CalTrans, measures would be taken to minimize traffic delays along Interstate 10.

The northerly 115 kV subtransmission line route alternative would also require the use of the freeways and state routes in the area in order for workers to gain access to the work sites and to transport machinery and materials to various locations. In the event that oversized loads or other special construction vehicles are utilized, appropriate permits and procedures would be followed to ensure that the equipment and materials are safely hauled and do not damage state or federal roadway facilities.

Construction worker trips and the transport of equipment and materials to various areas along the northerly 115 kV subtransmission line route would utilize various local roadways in the vicinity of the project area. In general, the number of trips generated by the construction activities along the northerly 115 kV subtransmission line route alternative would be limited to approximately 40 construction workers. If any construction work would affect public streets, the local permit process would require the preparation and approval of a traffic management and/or detour plan to ensure that potential delays are minimized. The anticipated traffic impacts associated with the construction activities along the northerly 115 kV subtransmission line route are not expected to impact local roadways due to the remote nature of the areas where the line would be located.

Once completed and operational, the 115 kV lines along the northerly 115 kV subtransmission line route alternative would not generate vehicular trips in the area on a consistent basis. Periodic maintenance or emergency repairs may be required occasionally as problems arise (approximately once a month). However, the crews required for maintenance and repairs would generate a very small number of trips.

In summary, impacts to traffic and transportation due to the construction and operation of the subtransmission line route alternative would be less than significant.

**3.15.4.2 Site 38 (Alternate Site)**

The construction of the substation at Site 38 would generate temporary vehicular trips by way of worker trips and the transportation of materials and equipment to the site. Because the movement of heavy equipment and materials to various work sites and marshalling yards has the potential to cause temporary traffic delays, such activities would occur in off peak hours in order to avoid the AM and PM peak vehicular travel times on weekdays. It is not anticipated that the construction of the new substation at Site 38 would require alterations to local roadways. However, if any work requires modifications or activities within the local right-of-ways, 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.

The substation would also operate as an unattended facility if it were to be located at Site 38. Crews would occasionally access the site for periodic repairs and/or maintenance at the facility (approximately once a week). However, these periodic trips would not cause traffic or transportation impacts at any of the intersections or roadways in the surrounding area. In addition, parking for routine maintenance would be accommodated on the substation site or within SCE right-of-ways.

In summary, impacts to traffic and transportation due to the construction and operation of the substation at the Site 38 site alternative would be less than significant.