

D.12 Transportation and Traffic

D.12.1 Environmental Setting

The transportation system in the project region is comprised of interstate highways, state highways, and local roads within Riverside County, Lake Elsinore, and Perris. The relatively sparsely populated region, when compared to urban regions closer to Los Angeles, is linked to Los Angeles and Orange County principally by Interstate 10 (I-10 or San Bernardino Freeway), Interstate 15 (I-15 or Corona Freeway), and State Route 74 (Highway 74 or Ortega Highway). Interstate 215 (I-215 or Escondido Freeway) provides an eastern bypass to areas northeast of I-15.

D.12.1.1 Valley-Ivyglen 115 kV Subtransmission Line

Below is a description of the major roadways in the project region (also illustrated in Figure D.12-1).

Highways

Interstate 15. I-15 traverses through the City of Lake Elsinore in a generally north-south direction along the east side of Lake Elsinore. To the north, I-15 connects with State Route 91 (Riverside Freeway), State Route 60 (Pomona Freeway), and I-10 in the City of Riverside. To the south, I-15 is the link to San Diego County. I-15 is currently three lanes in each direction within the project area.

Interstate 215. I-215 runs north to south through the project area connecting the City of Perris to the City of Riverside to the north and Sun City to the South. I-215 widens to four lanes south of Redlands Avenue in the City of Perris and remains four lanes throughout the project area (City of Perris 2003).

State Route 74. Highway 74 traverses in a generally east/west direction. Highway 74 connects the project area with the coast, terminating in the city of San Juan Capistrano. Within the project area, highway 74 heads east from the City of Lake Elsinore and connects with I-215. Highway 74 is the link to Perris and Hemet and has been widened to a four-lane divided roadway through most of the project region (north of I-15 toward Perris) to accommodate recent development along the area (City of Perris 2005).

Existing Public Transit Systems, Rail, and Air Transport

Fixed-route transit services and demand response (dial-a-ride) transit services are provided by the Riverside Transit Agency (RTA). RTA operates 40 fixed bus routes and demand responsive services within a 2,500-square mile area of western Riverside County. RTA's fixed routes have been designed to establish transportation connections between all cities and unincorporated communities in western Riverside County, including Lake Elsinore and Perris (City of Lake Elsinore 2006).

Park and Ride. The Riverside County Transportation Commission provides free park and ride sites to encourage residents to carpool or use alternative forms of transportation. Several park and ride lots exist within the region (City of Lake Elsinore 2006).

Railroads. There are currently no passenger railroad services within the project region. The Union Pacific (UP) and the Burlington Northern Santa Fe (BNSF) Railroads provide freight service in Riverside County, connecting the County with major markets within California and other destinations north and east. The BNSF line from Riverside traverses the City of Perris along I-215 in the north and transitions

southeast along Case Road. Currently the rail line provides significant goods movement through Riverside to distribution centers north of Perris (City of Perris 2004).

Air Transportation. Perris Valley Airport is a privately owned, public-use airport located near the corner of Ethanac Road and Goetz Road in Perris. This facility provides five, 100-foot long runways, and handles approximately 68 aircraft operations per day. The airport serves as home to Ultralight Plane Rides and the Perris Valley Skydiving Company (City of Perris 2004). It is located approximately 1.1 miles north of the proposed subtransmission line route. Skylark Airport is located within the City of Lake Elsinore, in the vicinity of the southern terminus of Lake Elsinore. This airport provides glider and skydiving opportunities for the community and surrounding region. The runway surface of Skylark Airport consists of gravel and sand. As such, this surface generally does not include optimal conditions for frequent and convenient airport operations (City of Lake Elsinore 2006). Skylark Airport is located approximately 4.9 miles from the proposed subtransmission line route.

Major Roadways and Arterials

Major roadways and arterials along the proposed subtransmission line route are described below.

Riverside County

Murrietta Road. Murrietta Road is a two-lane road running north and south on the western side of I-215. It is used primarily as a residential thoroughfare in Riverside County.

City of Lake Elsinore

Central Avenue/Highway 74. Highway 74 turns into Central Avenue/Highway 74 in the City of Lake Elsinore. It is four lanes wide and connects Highway 74 to I-15 and downtown Lake Elsinore. Central Avenue intersects Collier Avenue.

Collier Avenue/Highway 74. Collier Avenue is a four-lane road until it intersects Riverside Drive/Highway 74. Collier Avenue becomes two lanes and continues to I-15 at Nichols Road.

Lake Street. Lake Street from I-15 to Lakeshore Drive is a two-lane undivided roadway. Lake Street is a major access route to northern areas of Lake Elsinore from I-15.

Temescal Canyon Road

Temescal Canyon Road is a two-lane frontage road that roughly follows I-15 as it heads northwest from the City of Lake Elsinore toward the community of Glen Ivy.

Roads in the Warm Springs Community

Conard Avenue/Rostrata Avenue/Mermack Avenue/Stonehouse Road. These are two lane roads that provide access to a low-density residential community. They are narrow roads with Stonehouse being the narrowest. There is an existing 12 kV distribution line along these roads.

City of Perris

Ethanac Road. Ethanac Road is an east-west thoroughfare connecting I-215 to Goetz Road. It is two lanes along the proposed subtransmission line route.

Insert 1 of 2

Figure D.12-1 Highways and Major Roadways in the Project Study Area

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Insert 2 of 2

Figure D.12-1 Highways and Major Roadways in the Project Study Area

Goetz Road. Goetz Road is the northern extension of Railroad Canyon Road. It is two lanes throughout the proposed subtransmission line route and connects the City of Lake Elsinore to I-215 and the City of Perris (County of Riverside 2003a).

Level of Service

The majority of the roadways and highways along the proposed subtransmission line route operate at Level of Service (LOS) C or better, meaning that motorists on most roadways do not experience substantial delays, even during peak travel hours. Table D.12-1 identifies LOS criteria. Table D.12-2 describes the Project's relationship to local roadways and identifies the LOS of roadways at segment crossings, or where the proposed subtransmission line would be located adjacent to major roadways in the area.

Table D.12-1 Level of Service Criteria

LOS Level	Description	V/C or ICU
LOS A	LOS "A" conditions are characterized by free flow operations. Vehicles are unimpeded in their ability to maneuver within the traffic stream and stopped delay at intersections is minimal.	0-0.60
LOS B	LOS "B" conditions are characterized by travel speeds which are within 70% of free flow operational speeds. Vehicles are slightly restricted in their ability to maneuver within the traffic stream and stopped delay at intersections is not bothersome to most drivers.	0.61-0.70
LOS C	LOS "C" conditions are characterized as stable operations. The ability to maneuver and change lanes is somewhat restricted, and travel speeds may drop to 50% of free flow speeds. Some queuing typically occurs at signalized intersections; however, all vehicles clear the intersection on all or nearly all cycles.	0.71-0.80
LOS D	LOS "D" conditions are characterized by high-density traffic flows. Travel speeds may range as low as 40% of free flow operational speeds. Vehicles are restricted in their ability to maneuver within the traffic stream, and one or more vehicles may not clear the intersection within a single signal cycle on a regular basis.	0.81-0.90
LOS E	LOS "E" conditions are characterized as operations at or near capacity. There is little or no freedom to maneuver within the traffic stream. Comfort and convenience levels are low, and driver frustration is generally high. Operations at this level are generally unstable, with even minor disturbances or disruptions resulting in the breakdown of operations and substantially increased delays. The failure of vehicles to clear an intersection in a single cycle is a regular occurrence.	0.91-1.00
LOS F	LOS "F" conditions represent forced breakdown flow. The traffic volume approaching location exceeds the capacity of the system at that location. Intersections often become the focal point for street system failure. Operations are characterized by extensive queues and long delays. Some or all vehicles fail to clear the intersection during every signal cycle.	>1.00

Source: Transportation Research Board 2006

Notes 1 V/C is the Volume/Capacity ratio; ICU is the Intersection Capacity Utilization

Table D.12-2 Proposed Segments and Related Roadway LOS

Segment	Roadway	Relationship	LOS
E-1	I-215 at Ethanac Road	Would cross the roadway on overhead poles approximately 2.1 miles west of the Valley Substation	B
	Murietta Road at Ethanac	Would cross the roadway on overhead poles approximately 0.25 miles south of Ethanac Road	A
	Goetz at Ethanac	Would cross Goetz Road on overhead poles approximately 0.25 miles south of Ethanac Road	A
	Highway 74 at Ethanac	Would cross Highway 74 on overhead poles	C

Table D.12-2 Proposed Segments and Related Roadway LOS

Segment	Roadway	Relationship	LOS
C-1	Highway 74 Ethanac to Conrad Ave	Would run adjacent to the western side of the roadway for approximately 3.5 miles	C
C-3	Residential Roadways	The route would run adjacent and would cross several residential roadways along the segment	N/A
C-6	I-15 at Nichols Road	Would cross I-15	C
W-1	Lake Road	Would cross Lake Road near Coal Road underground	B
W-4	Horsethief Canyon Road	Would cross Horsethief Canyon Road on overhead poles approximately 0.25 miles south of I-15	A
W-8	I-15 at Indian Truck Trail	Would cross I-15 at Indian Truck Trail on overhead poles	C
W-10	I-15 at Temescal Canyon Road	Would cross the roadway at Temescal Canyon Road	C

Source: City of Perris 2005, City of Lake Elsinore 2006, and Caltrans 2006

D.12.1.2 Telecommunications System

The telecommunications system infrastructure would follow the proposed subtransmission line route with the exception of portions of the line that would be installed in underground conduit near the Valley, Ivyglen, and proposed Fogarty Substations. Therefore, the environmental setting for the telecommunications system mirrors that of the proposed subtransmission line with respect to Transportation and Traffic.

D.12.1.3 Fogarty Substation

Major roadways and arterials in the project area are described below.

Lake Street is an urban arterial (6 lanes/120 foot ROW) that is oriented primarily north from its intersection with Lakeshore Drive to the I-15 interchange at the northern extremity of the City of Lake Elsinore. Lake Street lies approximately 4,000 feet west of the proposed Fogarty Substation and is separated from the site by hill terrain comprising portions of the Murdock Alberhill Ranch.

Lakeshore Drive is classified as an urban arterial (6 lanes/120 foot ROW) and from its intersection with Lake Street (approximately one mile southeast of the proposed Fogarty Substation) it passes southeasterly through the City of Lake Elsinore on the north side of Lake Elsinore.

Terra Cotta Road is designated as a secondary roadway with a planned four lanes within a 90 foot wide ROW that extends north from Lakeshore Drive (3,400 feet southwest of the site) to Coal Avenue and Nichols Road (approximately 400 feet north of the site). The portion of Terra Cotta Road that abuts the western side of the proposed Fogarty Substation currently consists of a two lane dirt road. With the buildout of the Murdock Alberhill Ranch, the northerly Terra Cotta Road connection to Nichols Road will be improved (up to the Specific Plan boundary) to a Secondary Highway Standard with a 114 foot wide ROW and a 62 foot curb-to-curb pavement width.

Coal Road is a restricted access, unpaved ranch road that runs northwest and southeast, across the Murdock Alberhill Ranch, connecting Lake Street to the western terminus of Coal Avenue (a local westerly dirt road extension of Nichols Road). Terra Cotta Road connects at the south side of the intersection between Coal Road and Coal Avenue. With the buildout of the Murdock Alberhill Ranch, Coal Road will be abandoned and re-named as a westerly extension of Nichols Road. The course of Nichols Road across the Murdock Alberhill Ranch to Lake Street will be improved to Major Highway standards with a 116 foot wide ROW.

Nichols Road provides the most direct connection northeasterly to Interstate 15 from the proposed Fogarty Substation. Approximately 1,200 feet of Nichols Road is paved southwest of the street's on- and off-ramp connections with Interstate 15. From the paved end of Nichols Road the street continues westerly approximately 4,800 feet as a two-lane dirt road via Nichols Road and Coal Avenue to Terra Cotta Road. With the development of the Murdock Alberhill Ranch, Nichols Road will be improved to Major Highway standards with a 116 foot wide ROW between the I-15 Freeway and Lake Street.

D.12.1.4 Valley-Ivyglen Substation Improvements

The Valley Substation is located west of Menifee Road between McLaughlin and Pinacate/Mathews Road. The nearest quantified LOS intersection is SR 74 and Trumble Road with LOS A. The Ivyglen Substation is located on Temescal Canyon Road west of Campbell Ranch Road. The nearest quantified LOS intersection is I-15 at Temescal Canyon Road with LOS C.

D.12.2 Applicable Regulations, Plans, and Standards

D.12.2.1 State

Caltrans

The California Department of Transportation (Caltrans) is responsible for the oversight of state highways within California. Caltrans requires that all work done within a state highway ROW receive an encroachment permit from Caltrans. Encroachment permits must also be obtained for transmission lines that span or cross any state roadways.

Congestion Management Plan

A Congestion Management Plan (CMP) was enacted by the state legislature in 1989 to improve traffic congestion in California's urbanized areas. Under the program, regional agencies are designated within each county to prepare and administer the CMP. The agency charged with administering the CMP in Riverside County is the County Transportation Commission. The County's Transportation Commission adopted the County's CMP in November 1992 (County of Riverside 2003a). The CMP includes the following roadways along the proposed subtransmission line route:

- Interstate 15
- Interstate 215
- Highway 74

The CMP mandates that a biennial assessment of these routes be conducted to assess their LOS and traffic volumes. The three roads included in the Riverside County CMP have retained a constant LOS of C or better along the proposed route (County of Riverside 2003a).

Scenic Routes

Caltrans has identified I-15 and Highway 74 as eligible state scenic highways, but neither is officially designated. For the purposes of environmental analysis, eligible scenic highways are analyzed as official state highways because they possess the same aesthetic qualities and could become officially designated with funding. An analysis of the potential visual impacts of the Project on the eligible State and County scenic highway corridors (I-15 and SR-74) is found in Section D.3 Visual Resources.

D.12.2.2 Regional and Local

The County of Riverside (2003a), the City of Lake Elsinore (1990), and the City of Perris (2005) General Plans all include a Circulation Element. The Circulation Element is designed to provide a blueprint for construction and maintenance of a transportation network within Riverside County and the respective cities. The road network is based upon development permitted by the Land Use Element in each General Plan and existing and planned development in the affected areas. The element addresses the County and cities' plans to upgrade streets, arterials, regional bikeways, public transportation, rail service, and air service. The goals, objectives, and policies for circulation are contained in the respective General Plans.

Riverside County

The Riverside County General Plan, Circulation Element, outlines the following policies that will potentially impact the Project:

Policy C 3.8 requires all construction projects to restrict heavy-duty truck use in residential and community centers and requires the use of established truck routes whenever possible.

Policy C 1.4 requires that project equipment utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.

Policy C 2.1 requires that the project maintains target Levels of Service (LOS "C") along all County maintained roads and conventional state highways. As an exception, LOS "D" may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Urban Expressways, conventional state highways or freeway ramp intersections. LOS "E" may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities. (AI 3)

City of Lake Elsinore

The City of Lake Elsinore is currently updating their General Plan and is expected to have several policies related to transportation that would be applicable to the project. Currently, the City of Lake Elsinore's General Plan (1990) identifies the need for a Traffic Impact Analysis program to be implemented as part of the Circulation Element. Upon completion, this program would be used to determine the impacts of development projects on the current circulation system. Until completion, the City of Lake Elsinore will rely on the above mentioned Riverside County General Plan, Circulation Element, to determine project level impacts on the circulation system of Lake Elsinore.

City of Perris

The City of Perris General Plan, Circulation elements outlines the following policies that will potentially be impacted by the project:

Policy II.A requires that the project maintains a Levels of Service of LOS "D" along all City maintained roads (including intersections) and LOS "D" along I-215 and SR 74 (including intersections with local streets and roads). An exception to the local road standard is LOS "E", at intersections of any Arterials and Expressways with SR 74, the Ramona-Cajalco Expressway or at I-215 freeway ramps.

Policy V.A. states that the City of Perris will limit truck traffic in residential and commercial areas to designated truck routes; limit construction, delivery, and truck through-traffic to designated routes;

and distribute maps of approved truck routes to City traffic officers. Policy C2.1.5: Ensure compliance with the County's Congestion Management Plan.

D.12.3 Project Impacts and Mitigation

D.12.3.1 Significance Criteria

For the purposes of the following evaluation, the Project would cause a significant impact on transportation and traffic if it would:

- Cause an increase in traffic that is substantial in relation to the existing traffic loads and capacity of the street system
- 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)

Potential impacts are discussed according to the significance criteria above. Each impact is categorized according to the following classifications:

Class III – Less than significant impact without mitigation measures

Class II – Less than significant impact after mitigation measures are implemented

Class I – Significant impact and no feasible mitigation measures are available

D.12.3.2 Applicant Proposed Measures

The following Applicant Proposed Measures (APMs) are relevant to current traffic and transportation conditions found along the proposed subtransmission line route. These measures were submitted as part of the Project to reduce impacts to traffic and transportation during project construction and operation. These APMs will be monitored along with any proposed mitigation measures by the CPUC.

TRANS-APM 1: The Applicant would coordinate with Caltrans, the County of Riverside Transportation Department, the City of Lake Elsinore, and the City of Perris to schedule construction activities that may affect traffic. The Applicant will prepare a Traffic Management Plan in consultation with Caltrans, County, and City staff to minimize effects of road crossings and construction adjacent to roads.

TRANS-APM 2: If lane closures are required, the Applicant would comply with best management practices established by the Work Area Protection and Traffic Control Manual (California Joint Utility Control Committee 1996). These measures might include the use of cones, flagmen, detours, or performance of construction at night if work requires equipment or personnel operation within the road right-of-way.

TRANS-APM 3: The Applicant would limit the number of trips required by encouraging carpooling.

TRANS-APM 4: Trucks would use designated truck routes whenever possible.

TRANS-APM 5: The Applicant would encourage parking in areas that would not have adverse impacts to existing parking availability.

D.12.3.3 Impacts Analysis

The Project would cause short-term, temporary construction-related impacts where the proposed subtransmission line route crosses roadways and where construction would be conducted within a road right-of-way (ROW). Operational impacts would be negligible as the Project would require minimal maintenance and would not require more than a few vehicles for operation and maintenance activities. The analysis therefore focuses on the short-term construction impacts on traffic and transportation as further described below.

Construction Impacts

Traffic impacts related to construction of the proposed subtransmission line, substation improvements, and installation of the telecommunications line would be similar in most cases and are discussed together below, except where impacts are specific to a particular component of the Project. Most potential impacts would be the result of the proposed subtransmission line construction because it would require the greatest number of workers and would cross or be located adjacent to several roadways throughout the project route.

Impact TRANS-1: Traffic and Level of Service

Construction of the Project would result in a temporary, minor increase in traffic volumes on the regional and local roadways that provide access to the construction zones. Traffic would be generated by construction worker commute trips and equipment deliveries. Hauling materials, such as poles, concrete, conductor, excavation spoils, and removed poles, would temporarily increase existing traffic volumes along the proposed subtransmission line route.

The Applicant estimates that during the 18 month construction period the daily workforce would be comprised of 56 workers on a peak day of construction (i.e., if all aspects of the Project were being constructed simultaneously). It is assumed that the workers would drive to the construction work areas and park personal vehicles at one of the Applicant's existing substations. Workers would drive or ride in project vehicles to work areas along the proposed subtransmission route. Workers would be dispersed along the route and would not typically all be working at the same place at any one time. Only minimal traffic increases would occur along the route. Construction-related truck traffic would also be dispersed throughout the workday. Therefore, construction traffic would not result in a substantial impact on traffic conditions along the route. The impacts of construction traffic from up to 56 passenger vehicles would not be significant (Class III).

The majority of the impacted roads and intersections, as listed in Table D.12-2, are currently rated "A" and "B" with only a few at level "C." The daily workforce of 56 workers during construction is not expected to cause the LOS of any intersections to exceed standards. Implementation of TRANS-APM-1 would reduce short-term traffic impacts through the implementation of a Traffic Management Plan. Therefore, the short-term impacts on LOS would be less than significant (Class III).

- Additional impacts to local roads and intersections would result from the importation of up to 50,000 cubic yards of imported fill that would be required during construction of the Fogarty Substation Site. The applicant has yet to determine the origin of the fill material and the capacity of the trucks that would be used to transport the fill to the site. For the purpose of this report, it is assumed that the transportation of the 50,000 cubic yards of fill material will require approximately 2,500 separate truck trips ($50,000 \text{ cy} \div 20 \text{ cy for each truck} = 2,500 \text{ total trucks}$). The addition of 2,500 trucks would be temporary during construction only and is not expected to significantly impact the road network (Class III).

Impact TRANS-2: Roadway Closure

Construction of the Project could result in roadway closures at locations where the construction activities, especially subtransmission line stringing, would be located within the ROWs of public streets and highways. Segment E-1 would require subtransmission line stringing activity over I-215 and Highway 74. I-15 would be crossed twice (Segments C-6 and W-8). Stringing activities would also occur at several different County and City roadways (see Table D.12-2). There would be a possibility that roadway closures would be required over transportation routes during line stringing activities. Roadway closures would likely be limited to a few minutes at a time.

The Applicant would obtain an encroachment permit or similar authorization from the applicable agency with jurisdiction at locations where the construction activities would occur within or above the public road ROW. The encroachment permit would be obtained prior to conducting work within or above a ROW. The specific requirements of the applicable transportation agency may require traffic safety measures at encroachment locations, including detouring all traffic off the roadway at the construction location or implementation of a controlled continuous traffic break while stringing operations are performed. Encroachment permits would also restrict road closures to off-peak periods to avoid excessive traffic congestion, where necessary. The specific agency requirements would be included as stipulations in the required encroachment permits. Compliance with the encroachment permit conditions (such as those measures described above) would ensure that potential impacts associated with short-term road closures are less than significant. Additionally, compliance with TRANS-APM-2 would ensure that short-term road closure impacts remain at less than significant levels (Class III).

Impact TRANS-3: Air Traffic

The Project would not result in a change in air traffic patterns or air traffic levels although wires can present an aviation hazard for low-flying Forest Service aircraft. As noted in D.8 Hazards and Public Safety, Riverside County contracts with the California Department of Forestry and Fire Protection (CDF) to provide aerial protection against wildfires. The Project is located entirely within high risk fire zones. The CDF Riverside Air Attack Base operates out of Ryan Field in Hemet, California, approximately ten miles east of the Valley Substation. Correspondence with Fire Chief John Winder confirmed that the installation of TSPs, LDS poles, and wires would not create a significant hazard for low-flying aircraft. Local Air Attack firefighters create and maintain hazard maps outlining power lines in the region and visually sight and avoid lines during flight by locating poles. No mitigation measures are required (Class III).

Impact TRANS-4: Design Hazards

The Project would not require the construction of publicly accessible roads that would present a substantially hazardous design feature such as sharp curves or dangerous intersections. All Project access roads would be restricted from public access, yet designed to avoid hazardous features for the safety of operation and maintenance crews. No impact on the construction of roads would result (Class III).

Impact TRANS-5: Emergency Response

Construction activities would not interfere with emergency response by ambulance, fire, paramedic, and police vehicles at locations where subtransmission line stringing activity would occur over I-215 and I-15, and the County and city roads identified in Table D.12-2. The temporary road and lane closures associated with construction activities could lengthen the response time required for emergency vehicles passing through the construction zone. Impacts would be less than significant (Class III).

Impact TRANS-6: Parking

The Applicant would provide parking for workers at the Valley and Ivyglen Substations. The Project would not cause significant impacts to parking along the project route. Workers would be encouraged to carpool to work as specified in the Applicant Proposed Measures. The Project is estimated to require a maximum of 56 workers. Impacts to parking would not be a significant impact because of the relatively rural location of the substations and ample parking at most locations in the cities of Lake Elsinore and Perris. Adherence to TRANS-APN-5 would further reduce parking impacts (Class III).

Impact TRANS-7: Pedestrians and Bicycles

Pedestrian and bicycle circulation, a mode of alternative transportation, could be affected by construction activities, such as pole installation and subtransmission line stringing at locations where pedestrians and bicyclists would be unable to pass through the construction zone. This impact could occur in or near residential areas where roads that may be used by pedestrians and/or bicyclists could be temporarily blocked during construction. Roadways would likely be blocked for only a few minutes at a time. In addition, pedestrians and bicyclists would likely be able to take short detours around blocked roads and construction areas. Construction activities would not be expected to impede pedestrian or bicyclist movement in these remote areas where no suitable alternative routes would be available. Impacts would be less than significant (Class III).

Impact TRANS-8: Damage to Roadways

Heavy trucks and other equipment used during construction activities for the Project could potentially cause physical damage and/or deterioration of the surface on the roadways that would provide access to the Project facilities. The impacts would be potentially significant, but reduced to less than significant levels with the implementation of mitigation measure (MM) TRANS-8a (Class II).

Mitigation Measures for Impact TRANS-8

MM TRANS-8a: Repair roadways damaged by construction activities. If roadways, sidewalks, medians, curbs, shoulders, or other such features are damaged by the Project's construction activities, as determined by the CPUC Environmental Monitor or the affected public agency, the Applicant shall coordinate repairs with the affected public agencies and ensure that any such damage is repaired to the pre-construction condition within 30 days from the end of the construction period.

D.12.4 Cumulative

The cumulative context for transportation and traffic is the same as the roadway network for the Project discussed above in environmental setting. The Project would not result in significant transportation and traffic impacts to this roadway network that could not be mitigated. The Project's potential impacts would occur only during the construction period and therefore would be temporary. These impacts are considered less than significant. Potential damage to roadways would be mitigated to a less than significant level. Although the traffic levels on the area's roadway network are heavy, this Project would

not substantially contribute to cumulative transportation and traffic impacts due to the fact that they are temporary.