4.14 Traffic and Transportation

This section describes the environmental and regulatory setting and discusses impacts associated with the construction and operation of the Mesa 500-kilovolt (kV) Substation Project (proposed project) proposed by Southern California Edison Company (SCE, or the applicant) with respect to traffic and transportation.

During scoping, the California Department of Transportation (Caltrans) commented on traffic-related impacts. Specifically, Caltrans stated that a traffic study for the proposed project should discuss impacts on State Routes (SRs) 60 and 164, as well as on all significantly impacted streets, crossroads, and controlling intersections; traffic volume counts; Level of Service (LOS); and construction traffic ingress and egress. Caltrans also requested a truck/traffic construction management plan and a discussion of appropriate mitigation measures focused on alleviating construction/truck traffic impacts. Other comments raised by the agency included a comment that coordination may be needed for the Metro Eastside Transit Corridor Phase 2 Project, having a proposed route in the Mesa Substation Project vicinity.

Comments received from the City of Monterey Park during the scoping period related to traffic and transportation noted that a traffic plan will be required as part of the City's permitting process and that any road damage would have to be repaired to American Public Works Association Greenbook standards. Additionally, the city noted that it preferred that trucks coming out of the Mesa Substation site use off-peak hours and that the truck route be kept in the east direction rather than west.

Comments related to the Metro Eastside Transit Corridor Project were taken into consideration in preparation of Section 6.0, "Cumulative Impacts and Other CEQA Considerations." There would be no impact to SR 164; therefore, the Metro Eastside Transit Corridor Project is not discussed further in this analysis. All other comments are addressed in this section.

4.14.1 Environmental Setting

The transportation network in the proposed project region is comprised of interstate highways, state highways, and local roads; public transit; railroads; airports; and pedestrian and bicycle facilities within unincorporated Los Angeles County and the cities of Monterey Park, Montebello, Rosemead, South El Monte, Commerce, Bell Gardens and Pasadena. Figure 4.14-1 shows the highways and other roads that could be used during the proposed project.

4.14.1.1 Interstate Highways and State Routes

A number of major highways serve the project area vicinity, including Interstate 5 (I-5) (Golden State Freeway), I-10 (Christopher Columbus Transcontinental Highway), I-210 (Foothill Freeway), I-605 (San Gabriel River Freeway), and I-710 (Long Beach Freeway). SR 60 (Pomona Freeway), which travels east–west, is the closest highway to the project area, located just south of the Mesa Substation site.

4.14.1.2 Local Roadways

Local roadways in the vicinity of the proposed project area are listed in Table 4.14-1. Table 4.14-1 also lists the intersections that would be impacted by project-related traffic. Key intersections and roadway segments were included in the analysis based on the proposed travel routes for construction trips, existing traffic volumes, and comments received from Caltrans regarding state operated roadways.

Table 4.14-1 Local Roadways Impacted by Project-Related Traffic

Road	Description	Intersections Studied (Jurisdiction)
Potrero Grande Drive	• Five-lane principal arterial • Sidewalks present • Parking located on segment near project area	• Markland Drive/SR 60 WB off-ramp (Monterey Park) • Greenwood Avenue (Saturn Street) (Monterey Park) • Hill Drive (Del Mar Avenue) (unincorporated Los Angeles County) • Segment (non-intersection) between Markland Drive and Greenwood Avenue (Monterey Park)
Markland Drive	• Four-lane roadway • Sidewalks present • No parking on segment near project area	• Via Campo/SR 60 EB on-ramp (Montebello) • Potrero Grande Drive/SR 60 WB off-ramp (Monterey Park)
Greenwood Avenue (Saturn Street)	• Two- to Four-lane minor arterial • Sidewalks present north of Potrero Grande Drive • No parking on segment near project area	• Potrero Grande Drive (Monterey Park)
Hill Drive (Del Mar Avenue)	• Four-lane • Sidewalks present • Parking allowed north of Potrero Grande Drive	• Potrero Grande Drive (unincorporated Los Angeles County) • Paramount Boulevard (unincorporated Los Angeles County)
Paramount Boulevard	• Four-lane principal arterial • Sidewalks present west side of the roadway • Parking present	• Hill Drive (Del Mar Avenue) (unincorporated Los Angeles County) • Neil Armstrong Street/SR 60 WB ramps (Montebello) • Town Center Drive/SR 60 EB Ramps (Montebello)
San Gabriel Boulevard	• Four-lane principal arterial • Sidewalks present • Parking present	• Walnut Grove Avenue (Rosemead) • SR 60 WB Ramps (Rosemead) • Montebello Town Center (Rosemead)
Neil Armstrong Street	• Two-lane local street • Sidewalks present • Parking present	• Paramount Boulevard/SR 60 WB ramps (Montebello)
Town Center Street	• Four-lane local street • Sidewalks present • No parking on segment near project area	• Paramount Boulevard/SR 60 WB ramps (Montebello)
Garfield Avenue	• Five-lane principal arterial • Sidewalks present • Parking present	• Pomona Boulevard (Montebello) • Via Campo (Montebello)

Table 4.14-1 Local Roadways Impacted by Project-Related Traffic

Road	Description	Intersections Studied (Jurisdiction)
Via Campo	• Five-lane arterial • Sidewalks present on the south side of the road • No parking on segment near project area	• Garfield Avenue (Montebello) • Wilcox Avenue (Montebello) • Markland Drive/SR 60 EB on-ramp (Montebello)
Wilcox Avenue	• Two- to five-lane minor arterial • Sidewalks • No parking on segment near project area	• Pomona Boulevard (Montebello) • Via Campo (Montebello)
Pomona Boulevard	• Three-lane principal arterial • Sidewalks present • Parking present	• Garfield Avenue (Montebello) • Wilcox Avenue (Montebello)
Montebello Town Center Drive	• Two- to four-lane local street • No sidewalks present • No parking on segment near project area	• Montebello Boulevard/SR 60 EB ramps (Rosemead) • San Gabriel Boulevard (Rosemead)
Montebello Boulevard	• Four-lane minor arterial • Sidewalks present • Bicycle lanes present • No parking on segment near project area	• Montebello Town Center Drive/SR 60 EB ramps (Rosemead)
Walnut Grove Avenue	• Five-lane minor arterial • Sidewalks present • Parking present	• San Gabriel Boulevard (Rosemead)

Key:
EB Eastbound
SR State Route
WB Westbound

4.14.1.3 Existing Public Transit, Parking, Railroads, Air Transportation, and Pedestrian and Bicycle Trails

Public Transit

Regional public transit service is provided by the Los Angeles County Metropolitan Transportation Authority (Metro). Services provided by Metro include fixed route bus, light rail, and paratransit. Additional local bus service near the project is provided by the Cities of Bell Gardens, Commerce, Montebello, and Monterey Park. Transit routes near the project are shown in Table 4.14-2.

Table 4.14-2 Bus Routes within the Proposed Project Area

Transit Agency	Bus Route	Location	Adjacent Project Components
Metro	Local 176	Paramount Boulevard in City of Montebello	Mesa 500-kilovolt Substation, Telecommunications Route 1
Metro	Local 266	Rosemead Boulevard in Los Angeles County	Telecommunications Route 3
Foothill Transit	269	Santa Anita Avenue in Los Angeles County	Telecommunications Route 3

Table 4.14-2 Bus Routes within the Proposed Project Area

Transit Agency	Bus Route	Location	Adjacent Project Components
Montebello Bus Lines	20	Hill Drive, San Gabriel Boulevard, and Montebello Boulevard in the City of Montebello	Telecommunications Route 1

Source: Los Angeles County Metropolitan Transportation Authority 2015, City of Commerce n.d., City of Monterey Park n.d., City of Montebello n.d.

Parking

The Whittier Narrows park-and-ride lot is located adjacent to Telecommunications Route 3, northeast of the intersection of Santa Anita Avenue and Durfee Avenue; it has 365 parking spaces. The Pasadena City College Community Education Center parking for the center's staff and handicap visitors is located within the proposed project area for work in the North Area associated with the temporary 220-kV loop-in at Goodrich Substation.

Railroads

Metro Link provides commuter service near the proposed project via the San Bernardino Line along I-10 (Caltrans 2008). The nearest urban transit rail line to the proposed project is the Metro Gold; the closest station is approximately 1.7 miles from Telecommunications Route 1. Rail lines serving industrial properties are adjacent to and east of Staging Yard 5 and the proposed replacement of an LST in the South Area. These rail lines have an at-grade crossing with Corvette Street. Adjacent and north of Staging Yard 5 is the Union Pacific Railroad.

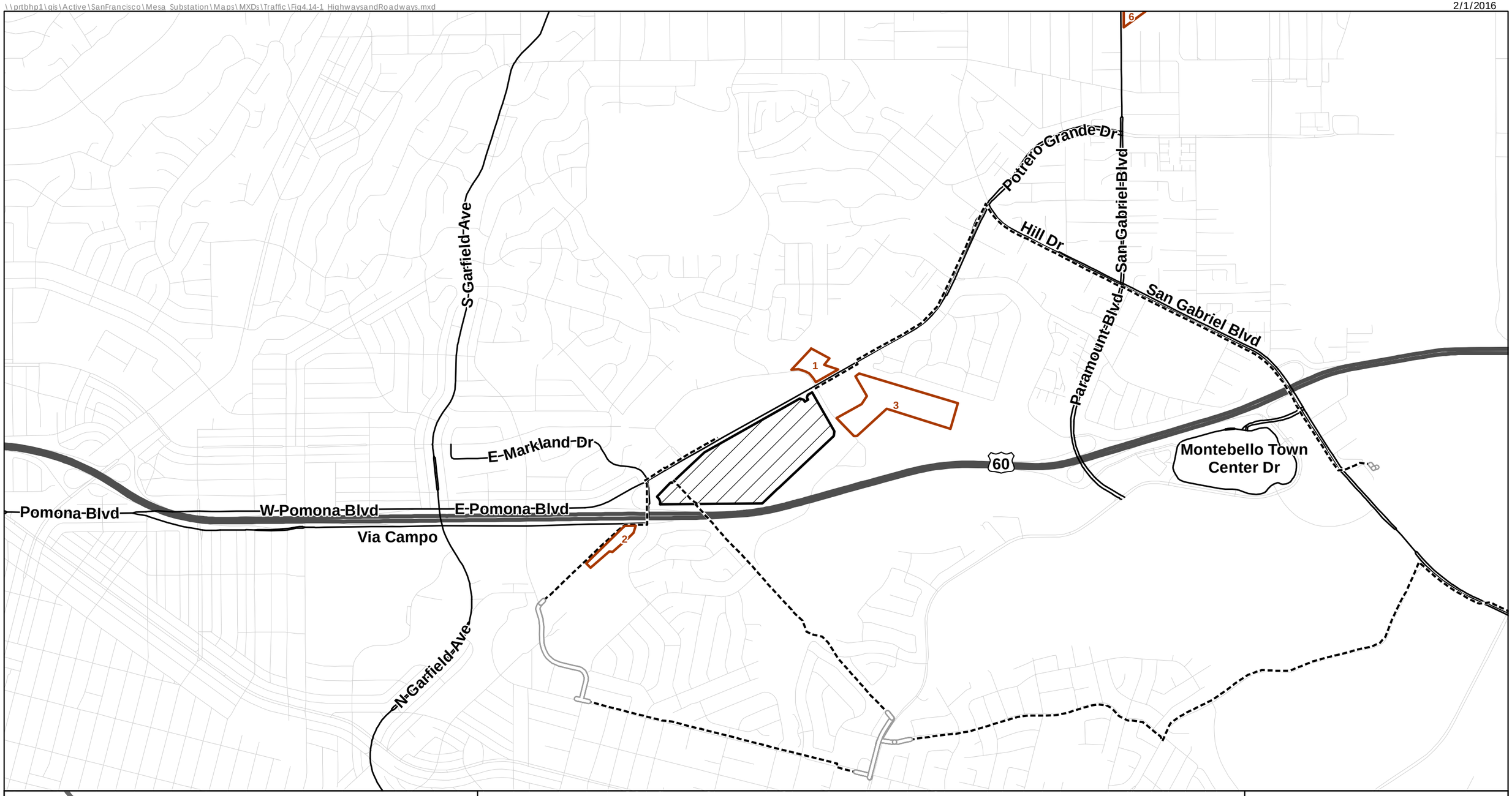
Air Transportation

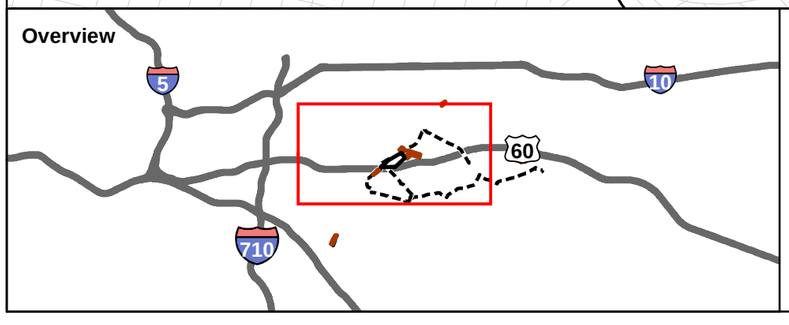
There are three airports located within 10 miles of proposed project components. The airports are listed in Table 4.14-3.

Table 4.14-3 Airports within 10 Miles of Proposed Project Components

City	Facility Name	Public/ Private	Length of Longest Runway	Distance to Project	Nearest Project Component
El Monte	El Monte Airport	Public	3,995	3.2	Telecommunications Route 1
Compton	Compton Airport	Public	3,323	7.5	Proposed Distribution Line Conversion
Long Beach	Long Beach Airport	Public	10,003	10	Proposed Distribution Line Conversion

Source: FAA 2015





- Telecommunications route
- Manholes, vaults, and underground construction
- Staging yard
- Proposed Mesa Substation
- Project Traffic Roads
- Project Traffic Highways

Sources: SCE 2015
Basemap: ESRI Media Kit 2010

0 5,000 Feet

Figure 4.14-1
Highways and Major Roadways in the Project Study Area
Mesa Substation
Los Angeles County, CA

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Pedestrian and Bicycle Trails

In addition to major roadways with sidewalks presented in Table 4.14-1, sidewalks are present on most of the local roadways within the study area. Bike lanes and paths are present near multiple project components. Bicycle facilities that would be crossed by project components are presented in Table 4.14-4.

Table 4.14-4 Bicycle Facilities Near Project Components

Location	Street	Type	Project Component Crossed
Los Angeles County (Unincorporated)	Crosses Durfee Avenue at SR 19	County Maintained Bike Path (Rio Hondo Bike Path)	Telecommunications Route 3
Los Angeles County (Unincorporated)	North of Durfee Avenue	Non-County Maintained Bike Path (Whittier Narrows Bike Path)	Telecommunications Route 3
Rosemead, Montebello	Del Mar/Hill Drive/ San Gabriel Boulevard	Proposed Bike Lane	Telecommunications Routes 1 and 3

4.14.1.4 Volumes and Levels of Service

Methodology

Level of Service Definition

Current guidelines under California Environmental Quality Act (CEQA) for traffic impact analyses focus on analyzing the delay that vehicles experience at intersections and on roadway segments. That delay is measured using LOS. Senate Bill 743 requires changes to CEQA guidelines for how transportation impacts are addressed. Draft guidelines would remove the requirement for an LOS analysis and focus on vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. These pending guidelines would place less emphasis on traffic congestion and more importance on how traffic would impact greenhouse gas emissions and promote multimodal networks and diverse land uses. Since construction related trips are temporary, multimodal decisions and changes to land use would not be impacted by the proposed project. Section 4.6 provides an analysis of greenhouse gas emissions. Further, several General Plans contain LOS goals. Therefore, LOS remains the most appropriate metric to identify the impacts of proposed project construction activities on roadway segments and intersections in the project study area.

LOS is a qualitative measure that characterizes traffic congestion on a scale of A to F with LOS A representing a free-flow condition and LOS F representing extreme congestion. LOS standards can apply to either intersections or segments (a section of street between two intersections). Generally speaking, the LOS represents the ability of a roadway or an intersection to accommodate traffic. Table 4.14-5 provides the six LOS categories for signalized and unsignalized intersections.

Table 4.14-5 Level of Service Criteria (Signalized and Unsignalized Intersections)

Level of Service (LOS)	Description
LOS A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
LOS B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
LOS C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
LOS D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
LOS E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand
LOS F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: Transpo Group 2015

Level of Service Calculation

Key intersections and roadway segments were included in the analysis based on the proposed travel routes for construction trips, existing traffic volumes, and comments received from Caltrans regarding state-operated roadways. LOS was calculated for key intersections and road segments during the AM and PM peak hours. The peak hours typically represent the highest volumes of traffic during the day. The intersections were evaluated using Intersection Capacity Utilization (ICU) and the Highway Capacity Manual (HCM) (Transportation Research Board 2010) operations method of analysis for signalized and unsignalized intersections. A midblock analysis of the five roadway segments on Potrero Grande Drive and SR 60 was conducted using the Highway Capacity Software Multi-lane Highways module and is consistent with HCM 2010 methodology. Control delay represents the delay that vehicles experience when slowing in advance of an intersection, time spent stopped at the intersection, and time spent accelerating to desired speed, and was used to define the LOS for signalized and unsignalized intersections.[1]

Existing Levels of Service

Table 4.14-6 presents intersection LOS and average volume to capacity ratio (V/C) results for the key intersections within the proposed Mesa Substation project area.

[1] Unsignalized intersections include all-way stop-controlled intersections and one-way and two-way stop controlled intersections.

Table 4.14-6 Existing Peak Hour Intersection Levels of Service

Intersection	Level of Service			
	AM	Meets Goal?[1]	PM	Meets Goal? [1]
Monterey Park				
1. Markland Drive/Potrero Grande Drive/SR 60 WB Off-Ramp	A	Yes	B	Yes
2. Greenwood Avenue – Saturn Street)/Potrero Grande Drive	A	Yes	A	Yes
Montebello				
3. Garfield Avenue/Pomona Boulevard	D	Yes	D	Yes
4. Garfield Avenue/Via Campo	C	Yes	F	No
5. Wilcox Avenue/Pomona Boulevard	C	Yes	B	Yes
6. Wilcox Avenue/Via Campo	C	Yes	C	Yes
7. Markland Drive/Via Campo – SR 60 EB On-Ramp	B	Yes	D	Yes
8. Paramount Boulevard/SR 60 WB Ramps – Neil Armstrong Street	A	Yes	C	Yes
9. Paramount Boulevard/SR 60 EB Ramps – Town Center Drive	A	Yes	C	Yes
Unincorporated Los Angeles County				
10. Del Mar Avenue (Hill Drive)/Potrero Grande Drive	B	Yes	B	Yes
11. Paramount Boulevard/Hill Drive	A	Yes	B	Yes
Rosemead				
12. SR 60 EB Ramps – Montebello Boulevard/Montebello Town Center	B	Yes	C	Yes
13. Walnut Grove Avenue/San Gabriel Boulevard	B	Yes	C	Yes
14. San Gabriel Boulevard/SR 60 WB Ramps	D	Yes	E	No
15. San Gabriel Boulevard/Montebello Town Center	B	Yes	D	Yes

Source: Transpo Group 2015
Note:
[1] LOS goals are contained in Table 4.14-7.
Key:
SR State Route

Table 4.14-7 presents LOS for the key roadway segments within the proposed Mesa Substation project area.

Table 4.14-7 Existing Peak Hour Roadway Segment Levels of Service

Roadway Segment	LOS A.M.		LOS P.M.	
	Eastbound	Westbound	Eastbound	Westbound
A. Potrero Grande Drive between Markland Drive and Greenwood Avenue	A	A	A	A
B. SR 60, west of Garfield Avenue	D	F	E	E
C. SR 60, Garfield Avenue to Paramount Boulevard	C	D	C	D
D. SR 60, Paramount Boulevard to San Gabriel Boulevard	C	D	C	D
E. SR 60, east of San Gabriel Boulevard	C	D	C	D

Source: Transpo Group 2015
Key:
SR State Route

Emergency Services Access

Emergency services currently access the proposed project sites via public roads. The proposed Mesa Substation site area is accessed from an existing driveway on Potrero Grande Drive. The North Area is accessed from East Foothill Boulevard.

4.14.2 Regulatory Setting

4.14.2.1 Federal

Federal Aviation Administration

Helicopter External-Load Operations

The Federal Aviation Administration (FAA) administers the Federal Aviation Regulations (Title 14 of the Code of Federal Regulations [CFR]). CFR Title 14, Part 133 establishes regulations for Rotorcraft External-Load Operations. All operators of rotorcraft (helicopters) with external loads, including the pilot, mechanics, and ground crew, must be certified Rotorcraft External-Load Operators pursuant to 14 CFR Part 133. The helicopters used must also be certified. Rotorcraft External-Load Operator Certificates are valid for 24 months. Operators are permitted to conduct external-load operations over densely populated areas or areas congested with structures and objects with FAA approval of a Congested Area Plan (United States Government Printing Office 2015).

For the proposed project, all Congested Area Plans would be approved by the Los Angeles Flight Standards District Office. Site inspections of Congested Area Plan operational areas, including emergency landing areas, are generally completed by an FAA inspector for new plans or sites with which the inspector is not familiar (FAA 2015).

Holders of Rotorcraft External-Load Operator Certificates are inspected two to three times per year regardless of whether a Congested Area Plan is in operation. FAA inspectors conduct Ramp Inspections and Base Inspections as specified in 14 CFR Part 133. During Ramp Inspections, the attaching means and retraining device for external loads and pilots and personnel approved to operate the attaching means are inspected. Personnel proficiency with external-load operations may be observed. A ramp inspection is generally an on-site surveillance of an actual external-load operation. During Base Inspections, operator records are inspected and interviews may be conducted (United States Government Printing Office 2015).

Airspace Restrictions

FAA regulation 14 CFR 77 requires notification of any construction or alteration that would result in a structure being greater than 200 feet (61 meters) above ground level from its base or that would exceed a specified height from an imaginary slope from the nearest runway. The imaginary slope described below is measured from the nearest point of the nearest runway to the proposed structure (United States Government Printing Office 2015):

- For airports with a runway greater than 3,200 feet (975 meters) in length, 1 vertical foot (0.3 meters) for every 100 horizontal feet (30 meters) for a horizontal distance of 20,000 feet (6,096 meters).
- For airports with a runway 3,200 feet (975 meters) or less in length, 1 vertical foot (0.3 meters) for every 50 horizontal feet (15 meters) for a horizontal distance of 10,000 feet (3,048 meters).
- For heliports, 1 vertical foot (0.3 meters) for every 25 horizontal feet (8 meters) for a horizontal distance of 5,000 feet (1,524 meters).

Occupational Health and Safety Administration

The Occupational Safety and Health Administration administers Occupational Safety and Health Standards (CFR Title 29) that establish regulations for safety in the workplace and construction safety. CFR Title 29, Parts 1910.183 and 1926.551 establish regulations for helicopter use during construction. Briefings about the plan of operation for the pilot and ground personnel are required prior to each day of helicopter operation. Cargo hooks used for securing helicopter external loads must be tested electrically and mechanically prior to each day of operation. In addition, the standards address weight limitations, static charge dissipation, and signal systems between air and ground crews.

4.14.2.2 State

California Department of Transportation

Caltrans is responsible for the oversight of state highways within California. Caltrans requires that an encroachment permit be obtained for all work done within a state highway right-of-way (ROW). Encroachment permits must also be obtained for transmission lines that span or cross any state roadways (Caltrans 2015a). In addition, Caltrans has the authority to issue special permits for the movement of vehicles/loads exceeding statutory limitations on the size, weight, and loading of vehicles contained in Division 15 of the California Vehicle Code (California Law 2015). Completion of a Transportation Permit application is required for requests for such special permits (Caltrans 2015b). Guidelines provided by Caltrans indicate LOS C as the minimum LOS target for basic freeway segments and signalized intersections. Where state facilities currently operate below LOS

C, the existing measure of effectiveness should be maintained (i.e., density for freeway segments and ramps, and control delay per vehicle for signalized intersections) (Caltrans 2002). Relevant Caltrans transportation policies and ordinances and are presented in Table 4.14-8.

Table 4.14-8 Relevant State and Local Transportation Policies and Ordinances

Policy	Description
Caltrans	
Work in public ROW	An encroachment permit must be obtained for all proposed activities related to the placement of encroachments within, under, or over the State highway rights-of-way.[1]
Oversize Vehicles	A special permit must be obtained to operate or move a vehicle or combination of vehicles or special mobile equipment of a size or weight of vehicle or load exceeding the maximum limitations on State highways. Maximum limitations are generally as follows: Width = 102", Height = 14', Length = 75', Weight = 80,000 lbs.[1]
Target LOS Standard	LOS C[2]
Los Angeles County	
Target LOS Standard	LOS D[3]
Congestion Management Program	SR 60 is part of the Congestion Management Program highway and road system. Target LOS for Congestion Management Program Roadways is LOS E.[4]
City of Montebello	
Work in public ROW	A permit is required from the Director of Public Works before conducting any work in a public street, such as excavation, grading, and construction of sidewalks, driveways, or approaches.[5]
Oversize Vehicles	A special permit must be obtained from public works to operate or move a vehicle, or combination of vehicles, or special mobile equipment of size or weight of vehicle or load exceeding the maximum specified in the California Vehicle Code.[5]
Target LOS Standard	LOS D[6]
City of Monterey Park	
Work in public ROW	A permit from the city engineer is required before excavation or installation of utilities in a public street or right-of-way.[7]
Oversize Vehicles	A permit from the street superintendent is required to drive an oversize, overweight or overloaded vehicle on a city street. [7]
Access Driveways	Driveways intersecting with a public right-of-way must be provided with adequate sight distance clearance satisfactory to the City Engineer.[7]
Access Driveways	Driveways on arterial streets must be 200 feet (61 meters) apart. When an individual property cannot meet this standard, driveway access may be granted if limited to right turns only, in and out, subject to approval of the City.[7]
Existing Traffic Concerns	The general plan identified Potrero Grande Drive between Markland Drive and Arroyo Drive as a potential traffic hotspot where the city will need to focus special attention to improve traffic flow, reduce non-local trips through residential neighborhoods, and best accommodate truck traffic.[8]
Target LOS Standard	LOS D [9]
City of Rosemead	
Oversize Vehicles	Vehicles exceeding a gross weight of over 6,000 pounds are prohibited from using streets, except where a permits has already been obtained for the construction or alteration of a building or the vehicle is owned by a public utility while used in the construction, installation, or repair of any public utility.[10]
Target LOS Standard	LOS D [11]

Table 4.14-8 Relevant State and Local Transportation Policies and Ordinances

Policy	Description
City of Pasadena	
Oversize Vehicles	Vehicles exceeding a gross weight of over 6,000 pounds are prohibited from using public streets not designated as truck route, except where a permits has already been obtained for the construction or alteration of a building or the vehicle is owned by a public utility while used in the construction, installation, or repair of any public utility.[12]
City of Commerce	
Oversize Vehicles	Vehicles exceeding a gross weight of over 6,000 pounds are prohibited from using public streets not designated as truck route, except where a permits has already been obtained for the construction or alteration of a building or the vehicle is owned by a public utility while used in the construction, installation, or repair of any public utility.[13]
City of South El Monte	
Oversize Vehicles	Vehicles exceeding a gross weight of over 6,000 pounds are prohibited from using public streets not designated as truck route, except where a permits has already been obtained for the construction or alteration of a building or the vehicle is owned by a public utility while used in the construction, installation, or repair of any public utility.[14]

Sources:
1 California Streets and Highways Code (California Law 2015)
2 Guide for the Preparation of Traffic Impact Studies (Caltrans 2002)
3 Los Angeles General Plan 2035 (Los Angeles County 2015)
4 Congestion Management Program (Los Angeles County Metropolitan Transportation Authority 2010)
5 City of Montebello Municipal Code (Municode 2015a)
6 City of Montebello traffic analysis from the Montebello Hills Specific Plan Recirculated Draft EIR (AECOM 2014) (states that worsening operations to LOS E or F would result in a significant impact)
7 City of Monterey Park Municipal Code (Qcode 2015)
8 City of Monterey Park General Plan (City of Monterey Park 2001)
9 City of Monterey Park Traffic Impact Study Guidelines (City of Monterey Park 2006)
10 City of Rosemead Municipal Code (Municode 2015b)
11 City of Rosemead General Plan Update (City of Rosemead 2010)
12 City of Pasadena Municipal Code (Municode 2015c)
13 City of Commerce Municipal Code (Municode 2015d)
14 City of South El Monte Municipal Code (Municode 2015e)

Key:
LOS Level of Service
ROW right-of-way
SR State Route

4.14.2.3 Regional and Local

Regional/Metropolitan Transportation Plan

The regional transportation plan outlines general transportation goals for Los Angeles County and surrounding counties in addition to proposed transportation investments to meet those goals. The plan does not contain any specific goals relevant to the proposed project (Southern California Association of Governments 2012).

Los Angeles County Congestion Management Program

The Los Angeles County Congestion Management Program (CMP) identifies SR 60 as part of the Congestion Management Program highway and road system. The LOS standard in the county is LOS E, or the base year LOS if the LOS is already worse than LOS E. A significant impact is described as one that would result in a degrading of traffic conditions to LOS F. Where the baseline traffic conditions are already operating at LOS F, a significant impact would result if the project increases

traffic demand on a CMP roadway by two percent of capacity. Relevant transportation policies and ordinances and are presented in Table 4.14-8.

County and City General Plans

Local plans and municipal codes were reviewed for and generally include goals and policies for each municipality to facilitate the safe and efficient movement of traffic, and minimize heavy truck traffic in residential neighborhoods. Relevant transportation policies and ordinances are presented in Table 4.14-8.

4.14.3 Impact Analysis

4.14.3.1 Methodology and Significance Criteria

Significance Criteria

The significance criteria were defined based on the checklist items in Appendix G of the CEQA Guidelines. An impact is considered significant if the project would:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;

c) 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;

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

e) Result in inadequate emergency access;

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities; or

g) Result in inadequate parking that would result in a significant impact on the environment.

Methodology

The traffic impact analysis is included as Appendix K to this Environmental Impact Report (EIR). The traffic analysis compares near-term baseline traffic conditions with project build-out conditions. CEQA requires an EIR to describe the environmental setting for the project, which is made up of the physical environmental conditions in the vicinity of the project. Environmental conditions must be described as they exist at the time the NOP is released, and these existing physical conditions "will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant" (CEQA Guidelines § 15125(a). The California Supreme Court has interpreted CEQA's provisions to give agencies significant discretion in determining the appropriate "existing conditions" baseline and has held that lead agencies have "discretion to decide, in the first instance, exactly how the existing physical conditions without the

project can most realistically be measured, subject to review, as with all CEQA factual determinations, for support by substantial evidence" (See, e.g., *Neighbors for Smart Rail v. Exposition Metro Line Constr. Auth.* (2013) 57 Cal.4th 439, 453; *Communities for a Better Env't v. South Coast Air Quality Mgmt. Dist.* (2010) 48 Cal.4th 310, 336).

The rule governing the date for establishing the baseline is not rigid and inflexible, and provides the opportunity for lead agencies to deviate from the environmental setting if there is good reason to do so. For analysis of traffic impacts of the proposed project, the use of a 2015 baseline would significantly underrepresent the project's significant impacts, because background growth will significantly increase starting in 2016, which will also increase the project's impacts on area roadways and intersections. This is because each municipality in which project traffic impacts would occur uses a significance threshold (seconds of delay) that varies based on the baseline intersection LOS. As the baseline LOS worsens, which it will do between 2015 (time of NOP) and 2016, the significance threshold applied becomes more stringent (i.e., a higher baseline LOS allows for a greater increase in delay before an impact becomes significant, while a lower baseline LOS would have a lower threshold before an impact is significant). For this reason, adhering to a rigid baseline of 2015 based on the date of the NOP would significantly underrepresent the impacts of the project, contrary to one of the fundamental purposes of CEQA: to identify significant impacts and propose mitigation measures to minimize significant effects. Therefore, a near-term baseline was used in this analysis. Traffic conditions are defined as follows:

- **Existing traffic conditions:** Existing traffic conditions were obtained from new traffic counts in 2015 for six intersections, and supplemented with existing traffic counts in the Montebello Hills Specific Plan (2014) for two intersections, and the Monterey Park Marketplace (2011) for seven intersections. Growth rates obtained from the Montebello Hills Specific Plan were applied to the 2014 and 2011 traffic counts to account for increased traffic and to be consistent with the new 2015 traffic counts. Together, these traffic counts represent 2015 conditions.
- **Near-term baseline traffic conditions:** Baseline traffic conditions plus background growth traffic anticipated for the starting year of each phase of the proposed project, as follows:
  - **Phase 1:** 2016
  - **Phase 2:** 2018
  - **Phase 3:** 2019

  Growth Rates from the Montebello Hills Specific Plan were applied to the 2015 baseline traffic conditions along with traffic generation estimates from previously approved or pending projects in the project area to forecast near-term baseline traffic conditions for 2016, 2018, and 2019.
- **Project build-out conditions:** Near-term baseline traffic conditions and construction traffic generated from proposed project construction activities.

Key assumptions used in the traffic analysis include:

- Approximately 10 percent of daily trips would occur during the AM peak hour (based on anticipated work schedules and worker travel patterns);

- Approximately 40 percent of daily trips would occur during the PM peak hour (based on anticipated work schedules and worker travel patterns);
- Trip generation for the proposed project was based on anticipated construction vehicles and worker trips that would be needed for the various construction components to be completed during each phase of the proposed project;
- Heavy vehicle trips were converted to passenger car equivalent trips using a multiplier of 2.0 for medium trucks and 3.0 for heavy trucks, as they are generally considered to have a greater impact on traffic than passenger vehicles; and
- Approximately 10 percent of workers would carpool to the site, with an average vehicle occupancy of two construction workers (based on anticipated work schedules and worker travel patterns).

Anticipated construction worker and heavy vehicle trips were distributed to construction routes near the project site; construction routes were based on existing traffic counts and anticipated travel patterns. Different travel patterns are associated with on-site worker trips, off-site worker trips, and the heavy vehicle trips. On-site construction worker trips were distributed to main roadways near the proposed Mesa Substation site. Off-site construction worker trips were assumed to primarily access Staging Yards 6 and 7 (referred to in the Traffic Study as the San Gabriel Boulevard and the Santa Anita Avenue staging areas, respectively). Heavy vehicle traffic was assumed to primarily access the proposed Mesa substation site via SR 60 from both the east and westbound directions. Project build-out LOS was then calculated for study intersections based on near-term traffic volumes and anticipated construction traffic volumes. LOS for existing conditions and project build-out conditions was calculated using the ICU and Traffix 8 computer software. The complete methodology is contained in the traffic study for the proposed project, which is included in Appendix K.

4.14.3.2 Applicant Proposed Measures

There are no Applicant Proposed Measures associated with traffic and transportation for this project.

4.14.3.3 Impact Discussion

Impact TT-1: Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
LESS THAN SIGNIFICANT WITH MITIGATION

Level of Service Overview

The change in LOS between near-term conditions and near-term with project conditions was considered significant if an intersection failed to meet the applicable jurisdiction's significance threshold, set forth in Table 4.14-9. The proposed Mesa Substation and other components in the Main Project Area would be located within or cross unincorporated Los Angeles County and the cities of Montebello, Monterey Park, and Rosemead. The significance threshold for intersections was based on an increase in V/C that varies depending on baseline LOS. The significance threshold

for roadway segments was based on a decrease in speed of vehicular traffic that varies depending on baseline LOS. The V/C and travel speed standards presented in Tables 4.14-9 and 4.14-10 and are applied to the analysis of impacts on roadways presented in this section.

Table 4.14-9 Traffic Impact Intersection Significance Criteria (V/C)

Existing Level of Service	Existing Intersection Capacity Utilization Value	Significance Threshold (increase in Intersection Capacity Utilization value)
Los Angeles County		
C	0.700 – 0.800	Equal to or greater than 0.04
D	0.801 – 0.900	Equal to or greater than 0.02
E, F	0.901 or greater	Equal to or greater than 0.01
City of Montebello		
A, B	0.00 – 0.690	Equal to or greater than 0.05
C	0.700 – 0.790	Equal to or greater than 0.03
D	0.800 – 0.890	Equal to or greater than 0.02
E, F	0.9 or greater	Equal to or greater than 0.005
City of Monterey Park		
A, B	0.00 – 0.700	Equal to or greater than 0.06
C	0.701 – 0.800	Equal to or greater than 0.04
D	0.801 – 0.900	Equal to or greater than 0.02
E, F	0.901 or greater	Equal to or greater than 0.01
City of Rosemead		
F	1.0 or greater	Equal to or greater than 0.02

Source: Transpo Group 2015

Table 4.14-10 Traffic Impact Road Segment Significance Criteria (Speed)

Existing Level of Service	Significance Threshold(Percent Decrease in Speed)
City of Monterey Park	
A	Equal to or greater than 3.5
B	Equal to or greater than 3.0
C	Equal to or greater than 2.5
D	Equal to or greater than 2.0
E	Equal to or greater than 1.5
F	Equal to or greater than 1.0

Source: City of Monterey Park 2006

Impacts to LOS on segments of SR 60 are discussed under Impact TT-2 because SR 60 is part of the CMP Highway and Roadway System.

In addition, jurisdictions have absolute LOS goals as detailed in Table 4.14-11. These thresholds are applied to roadway segments and intersections. A comparison to LOS targets identified by applicable jurisdictions is provided for context, but is not used as the sole determination of significance where intersections fail to meet LOS targets without the proposed project. Rather, the more precise significance criteria provided in Tables 4.14-9 and 4.14-10 were used to identify significant impacts at intersections and road segments.

Table 4.14-11 Traffic Impact Significance Criteria (LOS)

Jurisdiction	Absolute Level of Service Goal
Los Angeles County(1)	LOS E
Montebello(2)	LOS D
Monterey Park(3)	LOS D
Rosemead(4)	LOS D

Notes:
(1) Standard is derived from Los Angeles County General Plan Update Draft EIR.
(2) Standard is derived from the City of Montebello's traffic analysis in the Montebello Hills Specific Plan Recirculated Draft EIR, which states impacts would be significant if LOS is reduced to LOS E or if LOS E or below is worsened.
(3) Monterey Park Traffic Impact Study Guidelines state that LOS D or below is considered "sub-standard."
(4) City of Rosemead General Plan sets LOS D as a minimum goal.

Construction

Mesa Substation, Transmission Lines, Subtransmission Lines, and Distribution Lines

Trips generated during construction of the proposed substation project are shown on Table 4.14-12. The traffic impact analysis assumed that construction of Phase I, Phase II, and Phase III of the proposed project would commence in 2016, 2018, and 2019, respectively (Transpo Group 2015). The impacts of project-related construction traffic during the AM peak hour (7:30 to 8:30 a.m.) and the PM peak hour (4:00 to 5:00 p.m.) were evaluated based on analysis of near-term traffic conditions plus project build out traffic conditions at the studied intersections.

Table 4.14-12 Phase I Construction Trip Generation

Project Component	Passenger Car Equivalent Trips		
	Daily Trips (one-way)	AM Peak Hour	PM Peak Hour
On-site Construction Worker Vehicles	765	71	311
Off-site Construction Worker Vehicles	43	4	18
Medium Heavy Vehicles	532	52	52
Large Heavy Vehicles	804	72	72
Phase I Total	**2,144**	**199**	**453**

Source: Transpo Group 2015
Note: AM peak hour = 7:30 a.m. to 8:30 a,m.; PM peak hour = 4:00 p.m. to 5:00 p.m

Phase I

Phase I would generate trips due to worker vehicles, equipment delivery, soil import and export, and other similar activities. Trips would vary throughout the 18-month-long Phase I. At peak activity levels, Phase I of the proposed Mesa Substation would generate up to 2,144 (one-way) daily passenger car equivalent (PCE) trips, as shown in Table 4.14-12.

Intersections

As shown in Table 4.14-13, significant impacts would occur at three intersections during the AM peak hour:

- Garfield Avenue/Pomona Boulevard (Montebello)
- Garfield Avenue/Via Campo (Montebello)
- Markland Drive/Via Campo – SR 60 EB On-Ramp (Montebello)

Additionally, significant impacts would occur at five intersections during the PM peak hour:

- Garfield Avenue/Pomona Boulevard (Montebello)
- Garfield Avenue/Via Campo (Montebello)
- Wilcox Avenue/Pomona Boulevard (Montebello)
- Markland Drive/Via Campo – SR 60 EB On-Ramp (Montebello)
- Paramount Boulevard/SR 60 WB Ramps – Neil Armstrong Street (Montebello)

Impacts to LOS at these intersections would be significant during Phase I.

Mitigation Measure (MM) TT-1 would require implementation of a Peak Period Traffic Management Plan to reduce the impacts to the intersections. Implementation of the Peak Period Traffic Management Plan would reduce V/C increase resulting from the proposed project to at or below the applicable threshold; therefore, impacts to the intersections would be less than significant.

Road Segments

As shown in Table 4.14-14, the proposed project would not affect LOS on the studied segment of Potrero Grande Drive, and no change in speed would occur. There would be no impact due to additional traffic generation.

Phase I would involve relocation of the Metropolitan Water District of Southern California (MWD) water pipeline under Potrero Grande Drive. Relocation of the MWD water pipeline may require temporary closure of Potrero Grande Drive, which could cause substantial delays along Potrero Grande Drive and would be a significant impact.

MM TT-2 would require preparation and implementation of a Road and Lane Closure Plan to reduce delays. The Plan would be prepared once specific closure locations and durations are known in order to address those specific closures. Impacts would be less than significant with MM TT-2.

Table 4.14-13 Peak Hour Intersection Operation During Construction of Phase I (V/C)

Intersection	AM Peak Hour (7:30 a.m. – 8:30 a.m.)				PM Peak Hour (4:00 p.m. – 5:00 p.m.)			
	Near-Term Baseline V/C (LOS)	With Project V/C Increase (LOS)	V/C Threshold (LOS Target)	Exceeds V/C Threshold? (LOS Target)	Near-Term Baseline V/C (LOS)	With Project V/C Increase (LOS)	V/C Threshold (LOS Target)	Exceeds V/C Threshold? (LOS Target)
Monterey Park								
Markland Drive/Potrero Grande Drive/SR 60 WB Off-Ramp	0.643 (B)	0.049 (B)	0.06 (D)	No (No)	0.821 (D)	0.019 (D)	0.02 (D)	No (No)
Greenwood Avenue – Saturn Street/Potrero Grande Drive	0.492 (A)	0.020 (A)	0.06 (D)	No (No)	0.608 (B)	0.056 (B)	0.06 (D)	No (No)
Montebello								
Garfield Avenue/Pomona Boulevard	0.888 (D)	0.006 (D)	0.02 (D)	**Yes** (No)	0.913 (E)	0.034 (E)	0.005 (D)	**Yes** (N/A[1])
Garfield Avenue/Via Campo	0.762 (C)	0.017 (C)	0.03 (D)	**Yes** (No)	1.085 (F)	0.012 (F)	0.005 (D)	**Yes** (N/A[1])
Wilcox Avenue/Pomona Boulevard	0.738 (C)	0.006 (C)	0.03 (D)	No (No)	0.732 (C)	0.034 (C)	0.03 (D)	**Yes** (No)
Wilcox Avenue/Via Campo	0.807 (D)	0.013 (D)	0.02 (D)	No (No)	0.846 (D)	0.007 (D)	0.02 (D)	No (No)
Markland Drive/Via Campo – SR 60 EB On-Ramp	0.717 (C)	0.039 (C)	0.03 (D)	**Yes** (No)	0.986 (E)	0.039 (E)	0.005 (D)	**Yes** (N/A[1])
Paramount Boulevard/SR 60 WB Ramps – Neil Armstrong Street	0.801 (D)	0.002 (D)	0.02 (D)	No (No)	1.236 (F)	0.012 (F)	0.005 (D)	**Yes** (N/A[1])
Paramount Boulevard/SR 60 EB Ramps – Town Center Drive	0.438 (A)	0.002 (A)	0.05 (D)	No (No)	0.865 (D)	0.009 (D)	0.02 (D)	No (No)

Table 4.14-13 Peak Hour Intersection Operation During Construction of Phase I (V/C)

Intersection	AM Peak Hour (7:30 a.m. – 8:30 a.m.)				PM Peak Hour (4:00 p.m. – 5:00 p.m.)			
	Near-Term Baseline V/C (LOS)	With Project V/C Increase (LOS)	V/C Threshold (LOS Target)	Exceeds V/C Threshold? (LOS Target)	Near-Term Baseline V/C (LOS)	With Project V/C Increase (LOS)	V/C Threshold (LOS Target)	Exceeds V/C Threshold? (LOS Target)
Unincorporated Los Angeles County								
Del Mar Avenue (Hill Drive)/Potrero Grande Drive	0.635 (B)	0.032 (B)	N/A (E)	No (No)	0.647 (B)	0.030 (B)	N/A (E)	No (No)
Paramount Boulevard/Hill Drive	0.606 (B)	0.011 (B)	N/A (E)	No (No)	0.748 (C)	0.029 (C)	0.04 (E)	No (No)
Rosemead								
SR 60 EB Ramps – Montebello Boulevard/ Montebello Town Center	0.685 (B)	0.014 (B)	N/A (D)	No (No)	0.730 (C)	0.032 (C)	N/A (D)	No (No)
Walnut Grove Avenue/San Gabriel Boulevard	0.738 (C)	0.001 (C)	N/A (D)	No (No)	0.785 (C)	0.016 (D)	N/A (D)	No (No)
San Gabriel Boulevard/SR 60 WB Ramps	0.825 (D)	0.016 (D)	N/A (D)	No (No)	0.941 (E)	0.023 (E)	N/A (D)	No (N/A[1])
San Gabriel Boulevard/Montebello Town Center	0.724 (C)	0.013 (C)	N/A (D)	No (No)	0.900 (E)	0.033 (E)	N/A (D)	No (N/A[1])

Source: Transpo Group 2015

Notes: Exceedance of Significance Criteria is based on criteria listed in Table 4.14-9.

(1) Intersection was operating below the applicable LOS goal during near-term baseline.

Key:

EB eastbound
LOS Level of Service
N/A not applicable
SR State Route
WB westbound
V/C volume to capacity ratio

Table 4.14-14 Peak Hour Segment Operation During Construction of Phase I (Miles Per Hour)

Segment	Near-Term Baseline LOS (Speed[1])	Project Build-Out LOS (Speed[1])	Threshold (Percent Decrease in Speed)	Exceeds Threshold? [1]	Near-Term Baseline LOS (Speed[1])	Project Build-Out LOS (Speed[2])	Threshold (Percent Decrease in Speed)	Exceeds Threshold?
	AM Peak Hour Eastbound				AM Peak Hour Westbound			
Potrero Grande Drive (Markland Drive to Greenwood Avenue)	A (50.0)	A (50.0)	3.5	No	A (55.0)	A (55.0)	3.5	No
	PM Peak Hour Eastbound				PM Peak Hour Westbound			
Potrero Grande Drive (Markland Drive to Greenwood Avenue)	B (50.0)	B (50.0)	3.0	No	A (55.0)	A (55.0)	3.5	No

Source: Transpo Group 2015
Notes:
[1] Exceedance of Threshold is based on criteria listed in Table 4.14-10.
[2] Speed equals Average Passenger Car Speed in miles per hour
Key:
AM peak hour 7:30 a.m. to 8:30 a.m.
PM peak hour 4:00 p.m. to 5:00 p.m.

Driveway Operation and Queuing

Two driveways along Potrero Grande Drive would be used to access the Mesa Substation site during Phase I: the existing substation driveway and a temporary driveway established on Potrero Grande Drive near its intersection with Atlas Avenue. Project vehicles traveling westbound on Potrero Grande Drive and making a left turn to access the site would queue within the turn lane due to the volume of vehicles. Poterero Grande Drive would operate at LOS A at the existing driveway and would operate at LOS B at the proposed driveway across from Atlas Avenue during Phase I. Vehicles exiting the project site would queue within the project site. Impacts on Potrero Grande Drive from driveway operations would be less than significant.

A driveway would be established on East Markland Drive and would be used for emergency access and minimal personal and light duty vehicle traffic only, totaling at most five percent (and usually much less than five percent) of vehicles accessing the substation site. This low level of vehicles would not result in any substantial queuing on East Markland Drive, and impacts on East Markland Drive would be less than significant.

Phase II

Phase II would generate fewer trips compared to Phase I. Trips would vary throughout the 9-month-long Phase II. At peak activity levels, Phase II of the proposed Mesa Substation would generate up to 789 (one-way) daily PCE trips, as shown in Table 4.14-15.

Table 4.14-15 Phase II Construction Trip Generation

Project Component	Passenger Car Equivalent Trips		
	Daily Trips (one-way)	AM Peak Hour	PM Peak Hour
On-site Construction Worker Vehicles	455	45	183
Off-site Construction Worker Vehicles	26	3	10
Medium Heavy Vehicles	140	12	12
Large Heavy Vehicles	168	12	12
Phase II Total	**789**	**79**	**217**

Source: Transpo Group 2015
Note: AM peak hour = 7:30 a.m. to 8:30 a.m.; PM peak hour = 4:00 p.m. to 5:00 p.m.

Intersections

Less traffic would be generated under Phase II compared to Phase I. The traffic analysis (see Appendix K) found all intersections experiencing less than significant impacts during Phase I would therefore also experience less than significant impacts during Phase II. As such, only intersections that experienced a significant impact under Phase I are shown in Table 4.14-16 for Phase II.

Table 4.14-16 Peak Hour Intersection Operation During Construction of Phase II (V/C)

Intersection	AM Peak Period (7:30 a.m. – 8:30 a.m.)				PM Peak Period (4:00 p.m. – 5:00 p.m.)			
	Near-Term Baseline V/C (LOS)	With Project V/C Increase (LOS)	V/C Threshold (LOS Goal)	Exceeds V/C Threshold (LOS Threshold)?	Near-Term Baseline V/C (LOS)	With Project V/C Increase (LOS)	V/C Threshold (LOS Goal)	Exceeds V/C Threshold (LOS Threshold)?
Montebello								
Garfield Avenue/Pomona Boulevard	0.9 (E)	0.002 (E)	0.005 (D)	No (Yes)	0.926 (E)	0.017 (E)	0.005 (D)	**Yes** (N/A[1])
Garfield Avenue/Via Campo	0.781 (C)	0.006 (C)	0.03 (D)	No (No)	1.113 (F)	0.007 (F)	0.005 (D)	**Yes** (N/A[1])
Markland Drive/Via Campo – SR 60 EB On-Ramp	0.732 (C)	0.016 (C)	0.03 (D)	No (No)	1.009 (F)	0.019 (F)	0.005 (D)	**Yes** (N/A[1])
Paramount Boulevard/SR 60 WB Ramps – Neil Armstrong Street	0.813 (D)	0 (D)	0.02 (D)	No (No)	1.25 (F)	0.006 (F)	0.005 (D)	**Yes** (N/A[1])

Source: Transpo Group 2015
Notes: Exceedance of Significance Criteria is based on criteria listed in Table 4.14-9.
[1] Intersection was operating below the applicable LOS goal during near-term baseline.
Key:
EB eastbound
V/C volume to capacity ratio
WB westbound.

Significant impacts would not occur at any intersection during the AM peak period. Significant impacts would occur at four intersections during the PM peak period:

- Garfield Avenue/Pomona Boulevard (Montebello)
- Garfield Avenue/Via Campo (Montebello)
- Markland Drive/Via Campo – SR 60 EB On-Ramp (Montebello)
- Paramount Boulevard/SR 60 WB Ramps – Neil Armstrong Street (Montebello)

Impacts at these intersections would be significant during Phase II.

MM TT-1 would require implementation of a Peak Period Traffic Management Plan to reduce the impacts to the intersections. The Plan would be tailored to address the anticipated impacts when more information is known about what measures would be feasible and effective, based on specific equipment delivery schedules, actual worker trip origination locations, and the construction contractor(s) constraints. With implementation of the Peak Period Traffic Management Plan, impacts to the intersections would be less than significant.

Road Segments

Less traffic would be generated under Phase II compared to Phase I. The traffic analysis (see Appendix K) found the proposed project would not affect LOS on the studied segment of Potrero Grande Drive under near-term conditions, and no change in speed would occur. There would be no impact.

Phase II would involve stringing of the 220-kV transmission lines across Potrero Grande Drive and SR 60 near Markland Drive. Line stringing would require temporary closure of Potrero Grande Drive, which could cause substantial delays along Potrero Grande Drive. Resulting vehicle backups and change in traffic patterns (e.g., drivers finding alternate routes) would be a significant impact. MM TT-2 would require preparation and implementation of a Road and Lane Closure Plan specific to duration and location of closures, once known, to reduce delays by improving traffic flow during temporary closures. Impacts would be less than significant with MM TT-2.

Driveway Operation and Queuing

Two driveways along Potrero Grande Drive would be used to access the Mesa Substation site during Phase II: the existing substation site driveway and a driveway established near Potrero Grande Drive's intersection with Atlas Avenue. Project vehicles traveling westbound on Potrero Grande Drive and making a left turn to access the site would queue within the turn lane due to the volume of vehicles. The existing Potrero Grande Drive would operate at LOS A at the existing driveway and would operate at LOS B at the proposed driveway across from Atlas Avenue during Phase II. Impacts on Potrero Grande Drive from driveway operations would be less than significant.

A driveway would be established on East Markland Drive and would be used for emergency access and minimal personal and light duty vehicle traffic only, totaling at most five percent (and usually much less than five percent) of vehicles accessing the substation site. This low level of vehicles would not result in any substantial queuing on East Markland Drive, and impacts on East Markland Drive would be less than significant.

Phase III

Phase III would generate fewer trips compared to Phase I. Trips would vary throughout the 24-month-long Phase III. At peak activity levels, Phase III of the proposed Mesa Substation would generate up to 1,086 (one-way) daily PCE trips, as shown in Table 4.14-17.

Table 4.14-17 Phase III Construction Trip Generation

Project Component	Passenger Car Equivalent Trips		
	Daily Trips (one-way)	AM Peak Hour	PM Peak Hour
On-site Construction Worker Vehicles	295	29	119
Off-site Construction Worker Vehicles	17	2	7
Medium Heavy Vehicles	84	8	8
Large Heavy Vehicles	690	66	66
Phase III Total	**1,086**	**105**	**200**

Source: Transpo Group 2015
Note: AM peak hour = 7:30 AM to 8:30 AM; PM peak hour = 4:00 PM to 5:00 PM

Intersections

Since less traffic would be generated under Phase III compared to Phase I, the only intersections that would experience a significant impact under Phase III (see Appendix K for the full traffic analysis) are shown in Table 4.14-18.

Significant impacts would not occur at any intersection during the AM peak period. Significant impacts would occur at four intersections during the PM peak period:

- Garfield Avenue/Pomona Boulevard (Montebello)
- Garfield Avenue/Via Campo (Montebello)
- Markland Drive/Via Campo – SR 60 EB On-Ramp (Montebello)
- Paramount Boulevard/SR 60 WB Ramps – Neil Armstrong Street (Montebello)

Impacts at these intersections would be significant during Phase III.

MM TT-1 would require implementation of a Peak Period Traffic Management Plan to reduce the impacts to the intersections. The Plan would be tailored to address the anticipated impacts when more information is known about what measures would be feasible and effective, based on specific equipment delivery schedules, actual worker trip origination locations, and the construction contractor(s) constraints. With implementation of the Peak Period Traffic Management Plan, impacts to the intersections would be less than significant.

Road Segments

Less traffic would be generated under Phase III compared to Phase I. The traffic analysis (see Appendix K) found that the proposed project would not affect LOS on the studied segment of Potrero Grande Drive under near-term conditions, and no change in speed would occur. There would be no impact.

Table 4.14-18 Peak Hour Intersection Operation During Construction of Phase III (V/C)

Intersection	AM Peak Period (7:30 a.m.– 8:30 a.m.)				PM Peak Period (4:00 p.m.– 5:00 p.m.)			
	Near-Term Baseline V/C (LOS)	With Project V/C Increase (LOS)	V/C Threshold (LOS Threshold)	Exceeds V/C Threshold (LOS Threshold)?	Near-Term Baseline V/C (LOS)	With Project V/C Increase (LOS)	V/C Threshold (LOS Threshold)	Exceeds V/C Threshold (LOS Threshold)?
Montebello								
Garfield Avenue/Pomona Boulevard	0.907 (E)	0.004 (E)	0.005 (E)	No (No)	0.932 (E)	0.014 (E)	0.005 (D)	**Yes** (N/A[1])
Garfield Avenue/Via Campo	0.79 (C)	0.009 (C)	0.03 (C)	No (No)	1.127 (F)	0.005 (F)	0.005 (D)	**Yes** (N/A[1])
Markland Drive/Via Campo – SR 60 EB On-Ramp	0.744 (C)	0.015 (C)	0.03 (C)	No (No)	1.02 (F)	0.017 (F)	0.005 (D)	**Yes** (N/A[1])
Paramount Boulevard/SR 60 WB Ramps – Neil Armstrong Street	0.818 (D)	0.002 (D)	0.02 (D)	No (No)	1.257 (F)	0.005 (F)	0.005 (D)	**Yes** (N/A[1])

Source: Transpo Group 2015
Note: Exceedance of Significance Criteria is based on criteria listed in Table 4.14-9.
[1] Intersection was operating below the applicable LOS goal during near-term baseline.
Key:
EB eastbound
V/C volume to capacity ratio
WB westbound

Phase III would involve stringing of the 500-kV transmission lines across Greenwood Avenue. Line stringing would require temporary closure of Greenwood Avenue, which could cause substantial delays along Greenwood Avenue. MM TT-2 would require preparation and implementation of a Road and Lane Closure Plan to reduce delays. Impacts would be less than significant with MM TT-2.

Driveway Operation and Queuing

Two driveways along Potrero Grande Drive (one at Greenwood and the existing substation driveway) would be used to access the Mesa Substation site during Phase III. Project vehicles traveling westbound on Potrero Grande Drive and making a left turn to access the site would queue within the center turn lane due to the volume of vehicles. Potrero Grande Drive would operate at LOS B at the existing driveway and would operate at LOS B at the proposed driveway near Greenwood Avenue. Vehicles exiting the project site would queue within the project site. Impacts on Potrero Grande Drive from driveway operations would be less than significant.

A driveway would be established on East Markland Drive and would be used for emergency access and minimal personal vehicle traffic only, totaling at most five percent (and usually much less than five percent) of vehicles accessing the substation site. This low level of vehicles would not result in any substantial queuing on East Markland Drive, and impacts on East Markland Drive would be less than significant.

Telecommunications Routes

Installation of the telecommunications lines would require one to two additional truck trips. These trips would not measurably affect traffic or LOS. Therefore, impacts would be less than significant.

South Area

Work within the South Area would require lane reductions for a temporary period to complete streetlight source undergrounding activities within Loveland Street. These activities would be short term in duration, but could cause a significant impact to traffic flow.

MM TT-2 would require implementation of measures to ensure safe passage of vehicles through the area during construction activities, such as signage and detour routes. Impacts would be less than significant with mitigation.

Existing Substations

Minor modifications to existing substations would be expected to require 5 to 100 weekly trips at each substation. The estimated weekly construction trips required at each substation are presented in Table 4.14-19. The Laguna and Lighthipe substations could generate a greater amount of vehicle trips than the other existing substation.

Table 4.14-19 Existing Substation Construction Trip Generation

Substation	Weekly Vehicle Trips	Duration
Vincent	50	2 weeks
Pardee	50	2 weeks
Walnut	50	2 weeks
Laguna Bell	Phase 1: 100 Phase 2: 25	Phase 1: 4 weeks Phase 2: 3 weeks
Lighthipe	Phase 1: 100 Phase 2: 25	Phase 1: 4 weeks Phase 2: 3 weeks
Others	5	Minimal Duration

These substations are spread out across the region and trips would not be concentrated on a single roadway. The additional 5 to 100 weekly trips to and from each substation would be spread out throughout the work week (five days) and would therefore not measurably affect traffic or LOS. In addition, work would occur for only a short duration at each substation. Therefore, impacts would be less than significant.

Staging Yards

During the AM peak hour, one truck trip (3 passenger car equivalent trips) to the staging yards would occur, and no trips would occur during the PM peak hour. Trips associated with the staging yards were included in the traffic analysis for the Mesa Substation, Transmission Lines, Subtransmission Lines, and Distribution Lines. Trips to and from the staging yards would not measurably affect traffic or LOS at other intersections not included in the analysis. Impacts to these other intersections would be less than significant.

Operation and Maintenance

The proposed project would not result in operational impacts because the proposed project would require approximately the same number of employees during operations as ongoing operations of the existing infrastructure. Maintenance activities for the transmission, subtransmission, and distribution lines would occur on an as needed basis and maintenance of access roads would occur on an annual or as needed basis. Maintenance activities would not require more trips than what operation and maintenance currently requires. There would be no change compared to current operation and maintenance and there would be no impact.

Impact TT-2: Conflict with an applicable congestion management program including, but not limited to, LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
LESS THAN SIGNIFICANT WITH MITIGATION

The Los Angeles County CMP describes a significant impact as one that would result in a degrading of traffic conditions to LOS F on a CMP roadway. Where the baseline traffic conditions are already operating at LOS F, a significant impact would result if the project increases traffic demand on a CMP roadway by two percent of capacity.

Construction

Mesa Substation, Transmission Lines, Subtransmission Lines, and Distribution Lines

As shown in Table 4.14-19 and detailed in Appendix K, implementation of the proposed Project would not result in any CMP roadway LOS to degrade below LOS E during any phase of the project.

The segment of SR 60, west of Garfield Avenue, would already operate at LOS F during baseline years in the westbound direction during AM peak periods. Table 4.14-20 contains an analysis of capacity that shows the AM peak period westbound traffic on the segment of SR 60 west of Garfield Avenue would increase by less than two percent of capacity. Impacts would be less than significant, and no mitigation would be required.

Existing Substations

Construction activities at existing substations expected to generate more than five weekly trips are located adjacent or in close proximity to the following CMP roadways.

- Goodrich: I-210
- Pardee: I-5
- Vincent: SR 14
- Walnut: SR 60
- Laguna Bell: I-5 and I-710
- Lighthape: SR 91

Work at other substations would generate about five weekly trips. Construction traffic would be expected to utilize CMP roadways to access the Substation sites. Construction of project components at the Substation sites would generate minimal traffic (5 to 100 trips per week). This level of traffic, even if it occurs during peak period, would be negligible on CMP roadways compared to existing traffic volumes and, therefore, impacts would be less than significant.

Telecommunication Routes

Telecommunications Route 2B would cross SR 60 but would be placed underground and cross under the SR 60 underpass. It would not interrupt traffic on SR 60. Telecommunications Route 2A would cross SR 60 overhead. SR 60 would need to be temporarily closed in order to install the fiber optic cable across the roadway. The closure could cause a significant impact if it occurred during peak hours or during daytime hours. MM TT-3 would require preparation of a Highway Closure Plan, which would be written once specific information about closure duration is known. The Plan would reduce impacts by, in part, limiting the time of the closure to outside of peak traffic times. Impacts would be less than significant with mitigation.

Staging Yards

Staging Yard 4 is located just north of the Goodrich Substation near I-210, which is a CMP roadway. The additional daily three PCE peak hour trips would be negligible on I-210. Other staging areas near the proposed substation would result in trips on SR 60. These trips were accounted for in the analysis for the Mesa Substation, Transmission Lines, Subtransmission Lines, and Distribution Lines.

Table 4.14-20 SR 60 Peak Hour Roadway Segment Operation During Construction

Roadway Segment	AM Peak Hour (7:30 a.m. to 8:30 a.m.)				PM Peak Hour (4 p.m. to 5 p.m.)				Exceeds Significance Criteria?
	Eastbound		Westbound		Eastbound		Westbound		
	Near-term LOS	With Project LOS	Near-term LOS	With Project LOS	Near-term LOS	With Project LOS	Near-term LOS	With Project LOS	
Phase I									
West of Garfield Avenue	D	D	F (See Table 4.14-21)		E	E	E	E	No
Garfield Avenue to Paramount Boulevard	C	C	D	D	C	D	D	D	No
Paramount Boulevard to San Gabriel Boulevard	C	C	D	D	C	C	D	D	No
East of San Gabriel Boulevard	C	C	D	D	C	C	D	D	No
Phase II									
West of Garfield Avenue	D	D	F (See Table 4.14-21)		E	E	E	E	No
Garfield Avenue to Paramount Boulevard	C	C	D	D	D	D	D	D	No
Paramount Boulevard to San Gabriel Boulevard	C	C	D	D	C	C	D	D	No
East of San Gabriel Boulevard	C	C	D	D	C	C	D	D	No

Table 4.14-20 SR 60 Peak Hour Roadway Segment Operation During Construction

Roadway Segment	AM Peak Hour (7:30 a.m. to 8:30 a.m.)				PM Peak Hour (4 p.m. to 5 p.m.)				Exceeds Significance Criteria?
	Eastbound		Westbound		Eastbound		Westbound		
	Near-term LOS	With Project LOS	Near-term LOS	With Project LOS	Near-term LOS	With Project LOS	Near-term LOS	With Project LOS	
Phase III									
West of Garfield Avenue	D	D	F (See Table 4.14-21)		E	E	E	E	No
Garfield Avenue to Paramount Boulevard	C	C	D	D	D	D	D	D	No
Paramount Boulevard to San Gabriel Boulevard	C	C	D	D	C	C	D	D	No
East of San Gabriel Boulevard	C	C	D	D	C	C	D	D	No

Note:
EB eastbound
LOS Level of Service
WB westbound

Table 4.14-21 SR 60 West of Garfield AM Westbound Increase in Capacity During Construction

Construction Phase	Total AM Peak Hour Capacity (pc/h)[1]	Project AM Peak Hour Trips on WB SR 60 (PCE)[2]	Increase in Demand (percent of capacity)	Threshold (percent)	Exceeds Threshold?
Phase 1	9,000	31	0.3	2	No
Phase 2	9,000	6	0.1	2	No
Phase 3	9,000	19	0.2	2	No

Notes:
[1] Based on the capacity of a basic freeway segment under base conditions from HCM 2010, assumes free flow speed of 55 mph for conservative analysis: 2,250 (passenger car/hour/ lane) X 4 westbound lanes = 9,000 (passenger cars per hour).
[2] Transpo Group 2015
Assumed vehicles traveling westbound on SR 60 during AM peak hour are exiting project site
Assumed only heavy and medium construction vehicles exiting project site during AM peak hour
Assumed 50 percent of heavy and medium construction vehicles exiting project site would travel westbound on SR 60.
Key:
PCE passenger car equivalent
WB westbound

Operation and Maintenance

There would be no operational impacts as the proposed Mesa Project would require approximately the same number of employees during operations as ongoing operations of the existing infrastructure. Maintenance activities for the transmission, subtransmission, and distribution lines would occur on an as needed basis and maintenance of access roads would occur on an annual or as needed basis. Maintenance activities would not be anticipated to require more than is required for current operation and maintenance and, therefore, there would be no impact during operation of the project.

Impact TT-3: 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
LESS THAN SIGNIFICANT WITH MITIGATION

Construction

Helicopter Use

Helicopters would be used to support the conductor stringing activities along some sections of the proposed overhead 500-kV and 220-kV transmission features, which would occur during Phase II in the Main Project Area. Helicopter fueling, takeoff, and landing areas would be limited to established helicopter landing areas (e.g., facilities at El Monte and Chino Airport), proposed staging areas, storage and maintenance sites, and ground locations in close proximity to conductor pulling, tensioning, and splice sites, and/or within previously disturbed areas near construction sites, and on access or spur roads within the applicant's ROW.

Flight paths would be determined by the applicant's helicopter contractor immediately prior to construction. The applicant would coordinate with, and obtain approvals from, the FAA Flights Standards District Office to implement an operating plan for helicopter use for the proposed project. The FAA requires that all pilots, crew members, and helicopters involved with external-

load operations (e.g., wire stringing) be certified pursuant to 14 CFR 133 (External-Load Operations). Pursuant to FAA and Occupational Safety and Health Administration requirements, briefings must be completed prior to each day of helicopter operation regarding the plan of operation for the pilot and all ground personnel. Additionally, cargo hooks used for securing helicopter external loads must be tested electrically and mechanically prior to each day of operation. Flights in close proximity to residences or congested areas would result in significant safety impacts.

MM TT-4 would require submittal of a Helicopter Lift Plan to the FAA prior to such operations. Impacts would be less than significant with implementation of the Helicopter Lift Plan, which requires certain safety precautions.

Height of Structures and Equipment

The applicant would notify and consult with the FAA if any structure or equipment (e.g., crane) were to exceed 200 feet (61 meters) in height or to exceed the imaginary surface extending from runways as described in 14 CFR 77.

Construction activities on the power lines and at the substation may involve equipment that is over 200 (61 meters) feet in height, triggering FAA notification under 14 CFR 77. Tall structures may pose a safety hazard to air traffic, which would be a significant impact. MM TT-5, which would require SCE to obtain a no hazard determination from the FAA when notification under 14 CFR 77 is required, would be implemented to reduce impacts to less than significant.

Only the imaginary surface of El Monte Airport overlaps with project components. Structures, such as cranes, greater than 190 feet (58 meters) in height would exceed the imaginary surface along Telecommunications Route 3. Telecommunications Route 3 would not involve equipment that is over 190 feet (58 meters). Other project components are greater than 20,000 feet (6,096 meters) from other airports and, therefore would not fall within their imaginary slope. There would therefore be no impact.

Operation and Maintenance

Helicopter Use

Helicopter use during operations would be infrequent and similar to current operations in the area for inspection activities. These limited operations would not significantly affect air traffic volume or safety in the area. Impacts would be less than significant.

Height of Structures

The applicant would notify and consult with the FAA if any structure were to exceed 200 feet (61 meters) in height or to exceed the imaginary surface extending from runways as described in 14 CFR 77. Only structures at the Mesa Substation may exceed the 200-foot (61-meter) height; no structures would exceed the imaginary surface of any airport. Tall structures may pose a safety hazard to air traffic, which would be a significant impact. MM TT-5 would be implemented to reduce impacts to less than significant.

Impact TT-4: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
LESS THAN SIGNIFICANT WITH MITIGATION

Construction

The proposed 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. In addition, the proposed project would not introduce incompatible uses to area roadways (e.g., farm equipment). Construction activities could result in hazards due to access road design, traffic flow changes from site ingress and egress, work in public roadways, and road damage.

Access Roads

Most of the access roads constructed to accommodate construction of the proposed project would be left in place for maintenance access and are not expected be accessible to the public. Roads would be designed to avoid hazardous features for the safety of operation and maintenance crews, as described in Section 2.3.3.1 "Access and Spur Roads." Impacts would be less than significant.

Driveways

To provide access to the substation site during substation construction activities, the applicant would construct two new driveways from Potrero Grande Avenue and would utilize the existing driveway from Potrero Grande Avenue. The existing driveway on Potrero Grande Avenue would remain during all Phases of the project. A second driveway on Poterero Grande Avenue would be located across from Atlas Avenue during Phases I and II. The driveway across from Atlas Avenue would be replaced by a third driveway (800 feet east of the existing driveway) in Phase III. The third driveway, near Greenwood Avenue, would become the permanent primary access point for the project. An additional driveway would be constructed from East Markland Drive, but would be used for limited access, including emergencies and up to 5 percent (typically much less) of traffic in the form of personal and light duty vehicles. The access roads from these driveways would be graded flat to a width of approximately 30 feet (9 meters) to allow for safe operation of construction equipment and delivery and removal of materials to and from the site. Safety issues may occur as many large, slow trucks enter and exit the substation site into faster traffic (the speed limit is 45 miles per hour on Potrero Grande Drive and is unposted on East Markland Drive). This would result in a significant impact due to a substantial increase in hazards.

MM TT-6 would require posting warning signs so that motorists can be prepared for slow trucks. Impacts would be less than significant with the implementation of MM TT-6, which would require signage warning of slow trucks during delivery and exit hours.

Work in Public Roadways

Installation of the proposed 220-kV lines, 500-kV line, and telecommunications lines would require roadway crossings during installation. During installation of the proposed 220-kV and 500-kV overhead lines, SCE would install temporary guard structures or take other measures (e.g., temporary halting of traffic) along roadways in order to prevent conductor from falling onto motorists, bicyclists, and pedestrians. Hazards impacts would therefore be less than significant.

Road Damage

Construction of the proposed project would require the use of overweight or oversized vehicles for the delivery of construction equipment and materials, which could increase hazards. Trenching for undergrounded elements, such as the street light source line, would also require removing existing asphalt. Oversize vehicles and trenching can shorten the life of the pavement and eventually lead to rutting and cracking. Impacts would be significant.

The applicant would obtain the necessary permits from local jurisdictions prior to beginning construction. Likewise, Caltrans has the discretionary authority to issue special permits for the movement of vehicles/loads exceeding statutory limitations on the size, weight, and loading of vehicles traveling on state roads.

The cities of Rosemead, Pasadena, Commerce and South El Monte restrict heavy truck traffic on local roads, with exceptions for construction or installation or public utilities; therefore, the applicant's heavy vehicles would be exempt from restrictions on local roads. The applicant would obtain the necessary permits and would avoid local roads that prohibit other heavy truck traffic when possible. Compliance with existing regulations, including applicable state and local permitting requirements, would reduce significant impacts from hazards.
MM TT-7 would require that SCE repair road damage caused directly as a result of ground disturbing activities (e.g., trenching within the road) as well as damage caused by project vehicle traffic.

Impacts from oversize vehicles and work within existing roads would be less than significant with implementation of MM TT-7 and compliance with existing regulations.

Operation and Maintenance

Project operation would not require construction of roads or driveways. Operation and maintenance activities would be comparable to those currently occurring, with maintenance occurring in generally the same locations. Some slow trucks may exit from the substation site, but the volume of trucks would be comparable to current volume. Heavy truck traffic would be limited such that it would not cause a difference over current conditions with regards to pavement degradation. Safety impacts would be less than significant.

Impact TT-5: Result in inadequate emergency access.
LESS THAN SIGNIFICANT WITH MITIGATION

Construction

Relocation of the MWD water pipeline within Potrero Grande Drive and places where the components of the proposed Mesa Project span a road may require a lane closure during Horizontal Directional Drilling activities. Installation of telecommunications and power lines along roadways, including SR 60, would also require temporary road or lane closures where lines cross roadways and where crews are working. Closure of roadways or lanes would significantly impact emergency access.

MM TT-8 would require coordination with local emergency services providers so that the local emergency service providers can anticipate road closures and so that SCE is required to provide emergency access. Impacts would be less than significant with mitigation.

Operation and Maintenance

The project would not result in the permanent closure of any roads or lanes and no temporary road or lane closures are planned during operations. Maintenance activities that would occur outside access roads or structure pads or require disturbance of public roadways would be infrequent and comparable to current operations and maintenance activities. Impacts would be less than significant.

Impact TT-6: Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or an otherwise decrease in the performance or safety of such facilities.
LESS THAN SIGNIFICANT WITH MITIGATION

Construction

Construction activities and construction traffic would take place on roads that are also used by public transit routes, bicyclists (including on designated bike lanes), and pedestrians. Transit, pedestrian, and bicycle circulation may temporarily be affected by construction activities, including utility pole installation and wire stringing or the relocation of the MWD water line along Potrero Grande Drive. Facilities that may be temporarily closed during construction activities include:

- Bike paths, as identified in Table 4.14-4
- Sidewalks present on local streets and those identified in Table 4.14-1; and
- Bus stops for the following routes:
  - **Metro 176** (Intersection of Paramount/ San Gabriel Boulevard);
  - **Metro 266** (Intersection of San Gabriel Boulevard, Rosemead Boulevard/ Durfee Avenue);
  - **Foothill Transit 269** (Intersection of (Durfee Avenue and Santa Anita Avenue); and
  - **Montebello Bus Lines 20** (San Gabriel Boulevard at intersections with Paramount Boulevard, Delta St, Rose Glen Avenue, and Walnut Grove Avenue) .

The proposed project would only affect pedestrian and bicycle facilities temporarily during construction in the vicinity of the affected facility. Impacts would occur for a relatively short period at any one location as utility structures or fiber optic cable is installed incrementally along the proposed routes. Closure of sidewalks, bike lanes, and bus stops could pose a safety hazard to pedestrians and bicyclists if they attempt to find an alternate way of passage or bus stop. Closure of sidewalks, bike lanes, and bus stops could also reduce performance of transit, bicycle, and pedestrian facilities. Impacts to public transit riders, pedestrians, and bicyclists would be temporary, but would significantly affect safety during construction.

Implementation of MM TT-9 would require preparation of a Public Transit, Pedestrian and Bicyclist Plan that takes into account the location and duration of public transit stop closures, sidewalk closures, and bike lane closures once known. The Plan would reduce the impacts to less than significant through implementation of measures such as temporary transit stop relocation.

Operation and Maintenance

The proposed project would not result in any impacts to public transit, pedestrians, or bicyclists during operation. The project would not result in the permanent closure of any bus stops,

sidewalks, or bicycle paths. Maintenance activities that would occur outside access roads or structure pads or require disturbance of public roadways would be infrequent and would not result in significant safety impacts.

Impact TT-7: Result in inadequate parking that would result in a significant impact on the environment

LESS THAN SIGNIFICANT WITH MITIGATION

Construction

Construction of project components would not require on-street parking. On-site vehicle parking for construction workers and construction equipment would be accommodated within staging areas or the ROW for the transmission, subtransmission, distribution, and telecommunications. The proposed relocation of the MWD waterline may require lane closures that could temporarily limit on-street parking on Potrero Grande Drive nearby. Copious off-street parking is available at buildings near the proposed waterline relocation, and on-street parking would continue to be available on nearby sections of Potrero Grande Drive. Parking impacts would not result in a significant impact on the environment.

Construction of Telecommunications Route 3 could temporarily close the exit from the Whittier Narrows park-and-ride lot to Durfee Avenue if the line stringing truck is located in front of the driveway during stringing work. The other access point to the park-and-ride lot serves as an entrance only; closure of the exit to Durfee Avenue would result in no safe vehicle exit from the lot, as motorists could try to exit through the entrance on Santa Anita Avenue. This would be a significant impact.

Implementation of MM TT-10 would require SCE to provide traffic control if the exit is closed for Telecommunications Route 3 work. Impacts would be less than significant with mitigation.

Installation of the temporary 220-kV structure at the Goodrich Substation may result in the temporary loss (up to two weeks) of up to 22 parking spaces in a parking lot at the Community Education Center immediately adjacent to and east of the Goodrich Substation. Significant safety impacts could occur if the parking lot's full capacity is needed for the Community Education Center, but these parking spaces are unavailable as a result of project construction. Street parking in adjacent neighborhoods is limited (parking is not allowed on some streets while on other streets parking is time-limited), meaning that people may need to park far away. MM TT-11 would be implemented to ensure SCE's work in the parking lot would not result in safety impacts due to the temporary loss of parking spots. Impacts would be less than significant after mitigation.

Operation and Maintenance

The proposed project would not result in any impacts to parking during operation. Construction of the project would not result in the permanent removal of any on-street parking spaces. Operation of the proposed project would require approximately the same number of employees as the existing infrastructure and, therefore, no change in parking demand is expected. Maintenance activities would be similar to current operation and maintenance activities. There would be no environmental impact from impacts to parking.

4.14.3.4 Mitigation Measures

MM TT-1: Peak Period Traffic Management Plan. SCE shall prepare and implement a Peak Period Traffic Management Plan, which may be included in a larger Transportation Management Plan for the project, and shall submit the Plan for CPUC review and approval at least 60 days prior to the start of construction.

The Plan shall identify specific measures that would reduce significant impacts to significantly affected intersections during the AM or PM peak hours (and during the specified phase) to less than significant levels, i.e., reduce the V/C increase resulting from the proposed project at each identified intersection to at or below the applicable threshold.

Primary measures may include:

- Limiting project-related heavy truck trips during peak hours (e.g., through scheduling deliveries outside of peak hours) so as to reduce trips occurring during peak hours; and
- Limiting project construction worker vehicle trips during peak hours (e.g., through requiring carpooling) so as to reduce trips occurring during peak hours.

Specific measures would be dependent on the final construction schedule and residing location of construction workers. Measures implemented as part of the plan shall not result in exceedance of applicable thresholds as described in this document at other impacted intersections. The plan shall also demonstrate that mitigation would not result in V/C to exceed thresholds at significantly impacted and non-significantly impacted roads and intersections.

MM TT-2: Road and Lane Closure Plan. SCE shall develop a Road and Lane Closure Plan for the proposed project that outlines how SCE will handle road and lane closures to allow for safe vehicle, bicyclist, and pedestrian passage when road and lane closures occur. The Plan shall be prepared in coordination with local jurisdictions where road and lane closures would occur. Upon determination of the final construction schedule and precise locations and durations of road and lane closures, the Plan shall describe locations and durations of:

- Full road closures
- Lane closures
- Bicycle lane closures
- Sidewalk or pedestrian path closures

Measures to be included in the Plan that would allow for safe vehicle, bicyclist, and pedestrian passage shall adhere to the California Manual on Uniform Traffic Control Devices. Potential measures include:

- Signage directing motorists, pedestrians, and bicyclists to an efficient, safe detour around the closure
- Flaggers and/or signage to halt traffic at road closures or direct traffic at lane closures and to allow traffic to pass when construction is halted

- Requirements for notifications and a process for communication with affected residents and landowners prior to the start of construction.
- Emergency service providers would be notified of the timing, location, and duration of construction activities.
- Requirement that emergency vehicle access is maintained at all times.

The Road and Lane Closure Plan can be included as part of a Transportation Management Plan for the project.

MM TT-3: Highway Closure Plan. SCE shall prepare a Highway Closure Plan to include in its encroachment permit application for crossings of SR-60 that require closure or partial closure of SR-60. The Highway Closure Plan shall:

- Specify that partial and complete closures of SR-60 are prohibited during peak and daytime (5 a.m. to 10 p.m.) hours.
- Require that SCE adhere to Caltrans' requirements regarding signage to notify motorists of the impending closure.
- Map potential detours for SR-60 traffic.

The measures in the plan shall minimize delays to SR-60 traffic. No work shall occur in Caltrans right-of-way until Caltrans issues the encroachment permit and approves the Highway Closure Plan.

MM TT-4: Helicopter Lift Plan. SCE's helicopter contractor shall coordinate with FAA and obtain FAA-required approvals for helicopter operations. SCE's contractor's submittal shall include a Helicopter Lift Plan for operations within 1,500 feet (457 meters) of a congested area or within 1,500 feet (457 meters) of residences in compliance with 14 CFR 133.33, which requires that flights be conducted so emergency landings and release of external load can be accomplished without safety risks to people or property when operating over congested areas. Measures may include:

- Designating who is responsible for equipment inspections
- Communication procedures
- Establishment of exclusion zones where pedestrians will not be allowed
- Training of personnel in safety requirements and procedures

The Plan and record of FAA approval shall be provided to the CPUC prior to commencing helicopter operations.

MM TT-5: FAA No-Hazard Determination. SCE shall obtain a determination of no-hazard from the FAA when notification under 14 CFR 77 is required for:

- Use of construction equipment, such as cranes; and
- Installation of structures, such as lattice steel towers.

SCE shall provide documentation of the FAA finding to the CPUC prior to the use of equipment or installation of structures that require notification under 14 CFR 77.

MM TT-6: Slow Truck Warnings. During truck delivery and exit hours, SCE shall post signage at appropriate locations (e.g., along Potrero Grande Drive) when there is a possibility for slow trucks to exit the substation site to warn drivers of slow trucks exiting the Substation site onto East Markland Drive and Potrero Grande Drive. Signage shall adhere to the California Manual on Uniform Traffic Control Devices.

MM TT-7: Road Damage Repair. SCE shall repair to pre-project conditions any roads damaged by project vehicle traffic within 60 days of completion of construction. SCE shall document roadway conditions with photographs prior to the project along roads identified for heavy vehicle use in the project's Traffic Impact Analysis. SCE shall also take photographs after the project and after any repairs that document restoration of pre-project pavement conditions. Documentation of original conditions and repair shall be submitted to the CPUC for review and verification within 30 days of repair completion.

MM TT-8: Emergency Service Provider Notification. SCE shall notify local emergency service providers (i.e., police departments, ambulance services, and fire departments) of road closures at least 1 week prior to the closure. SCE shall notify the provider of the location, date, time, and duration of closure. SCE would also make provisions to maintain emergency vehicle access at all times in coordination with local emergency service providers, such as keeping metal plates available to cover open trenches.

MM TT-9: Public Transit, Pedestrian, and Bicyclist Plan. SCE shall develop and implement a Public Transit, Pedestrian, and Bicyclist Plan with the goal of maintaining safe conditions for pedestrians and bicyclists during construction of the proposed project. Safe conditions include detours for closed sidewalks and closed bicycle lanes as well as relocation of transit stops to areas not affected by construction activities. The control measures included in the Plan shall be based on final plans for closures of sidewalks and bicycle lanes and transit stops. The measures shall be consistent with those published in the California Joint Utility Traffic Control Manual (California Inter-Utility Coordinating Committee 2010).The Plan should include, at a minimum, the measures listed below:

- Notify LA Metro and other public transit providers of construction along existing public transit routes. The applicant would work with transit providers to temporarily relocate transit stops during construction, if needed.
- Provide pedestrians with reasonably safe, convenient, and accessible paths that replicate as nearly as possible the most desirable characteristics of the existing paths (i.e., maintaining sidewalk and bicycle access on at least one side of affected streets during construction).
- Layout plans for notifications and a process for communication with affected transit riders, pedestrians, and bicyclists prior to the start of construction. Advance public notification shall include posting of notices and appropriate signage of construction activities. The written notification shall include the construction schedule, the exact location and duration of activities within each street (i.e., which transit routes, bus stops, sidewalks, and bicycle routes would be affected on which days and for how long), and a toll-free telephone number for receiving questions or complaints.
- Post detour signs during construction of alternative routes for pedestrians and bicyclists.

- Install steel plates over open trenches in inactive construction areas to maintain existing bicycle and pedestrian access after construction hours.

MM TT-10: Whittier Narrows Park-and-Ride Lot. If proposed project work on Telecommunications Route 3 would result in temporary closure of the Whittier Narrows park-and-ride lot exit to Durfee Avenue, SCE shall coordinate with Los Angeles County and the Whitter Narrows Recreation Area so that SCE can provide traffic control for two-way traffic at the Santa Anita Avenue entrance to the Whittier Narrows park-and-ride lot during the Durfee Avenue exit closure.

MM TT-11: Community Education Center Parking. If proposed project work at the Goodrich Substation would result in parking spot closures at the Community Education Center parking lot, SCE shall coordinate scheduled closures with the Community Education Center and shall obtain a letter from the Community Education Center that states:

- The dates of parking spot closures;
- The number of parking spots that would be closed; and
- That the Community Education Center concurs that there will be sufficient parking spots to accommodate SCE's work and the Community Education Center's parking needs.

SCE shall submit the letter to the CPUC 30 days prior to Community Education Center parking spot closure.