4.15 Transportation and Traffic

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project:				
a) Cause increased traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☒	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county or city congestion management agency for designated road 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) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Regional Setting

The MGSF properties are situated amongst the major central Los Angeles freeway system including State Route (SR) 60 (0.5 mi to north), Interstate 5 (I-5)(3 mi to south) and I-605 (3 mi to east) and the major arterials of Whittier Boulevard (SR72, 1 mi to south) and

Rosemead Boulevard (SR19, 2 mi to east). These routes and arterials form the major commuter network and routes serving Montebello, Monterey Park and the MGSF properties. They also serve to connect the predominately residential Montebello and Monterey Park communities with the Los Angeles employment centers.

Roadway and intersections are rated at varying levels of service (LOS) as outlined in Table 4.15-1:

Table 4.15-1: Roadway and Intersection Criteria

	Description	**V/C or ICU[1]**
LOS A	LOS "A" conditions are characterized by free flow operations. Vehicles are unimpeded in their ability to maneuver within the traffic stream, and stopped delay at intersections is minimal.	0-0.6
LOS B	LOS "B" conditions are characterized by travel speeds which are within 70% of free flow operational speeds. Vehicles are slightly restricted in their ability to maneuver within the traffic stream, and stopped delay at intersections is not bothersome to most drivers.	0.61-.07
LOS C	LOS "C" conditions are characterized as stable operations. The ability to maneuver and change lanes is somewhat restricted, and travel speeds may drop to 50% of free flow speeds. Some queuing typically occurs at signalized intersections, however all vehicles clear the intersection on all or nearly all cycles.	0.71-0.8
LOS D	LOS "D" conditions are characterized by high density traffic flows. Travel speeds may range as low as 40% of free flow operational speeds. Vehicles are restricted in their ability to maneuver within the traffic stream, and one or more vehicles may not clear the intersection within a single signal cycle on a regular basis.	0.81-0.9
LOS E	LOS "E" conditions are characterized as operations at or near capacity. There is little or no freedom to maneuver within traffic stream. Comfort and convenience levels are low, and driver frustration is generally high. Operations at this level are generally unstable, with even minor disturbances or disruptions resulting in the breakdown of operations and substantially increased delays. The failure of vehicles to clear an intersection in a single cycle is a regular occurrence.	0.91-1.00
LOS F	LOS "F" conditions represent forced breakdown flow. The traffic volume approaching location exceeds the capacity of the system at that location. Intersections often become the focal point for roadway system failure. Operations are characterized by extensive queues and long delays. Some or all vehicles fail to clear the intersection during every signal cycle.	>1.00

SOURCE: Highway Research Board, "Highway Capacity Manual," Special Report 87, 1965

[1] V/C stands for Volume/Capacity ratio, ICU stands for Intersection Capacity Utilization.

The general levels of service (LOS) in the Project area are generally good; typically in the range of LOS A to LOS B. Beverly and Montebello Boulevards operate at LOS C and LOS D during the morning peak hour. The capacity is unknown and would require a traffic engineer to conduct a survey in order to obtain the necessary data (Chambers 2000).

Local Setting

The MGSF properties are served by a system of local roadways that provide varying levels of service. Table 4.15-2 identifies the roadways that serve the various MGSF properties:

Table 4.15-2: Roadways Serving the MGSF Properties

Main Facility and Monterey Park Lots	Howard Avenue (south, 2-lanes) Jefferson Boulevard (east, 4-lanes)
East Site	Montebello Boulevard (east, 4-lanes) Jefferson Boulevard (north, 2-lanes)
Townsite Lots-East	Avenida La Merced Poplar/Lincoln Avenue
Townsite Lots-Central	Victoria Avenue Maple Avenue

The OII Landfill immediately north of the Main Facility interrupts the roadway system in and around the Main Facility and East Site. Montebello Boulevard is the only north-south roadway connector across these areas to the Pomona Freeway along almost 3 mi of the freeway.

Montebello Boulevard is designated as a Major Road, and Howard Avenue and Jefferson Boulevard are designated as Secondary Roads in the City of Montebello General Plan. Major and Secondary Roads are designed to connect major living areas to working, shopping and recreational areas in and around the community. In Montebello they also serve as through- and commuter- traffic routes. Controlled access, signalization and road dividers characterize both road types. Major Roads are generally 80 to 120 feet wide, and Secondary Roads are generally 60 to 84 feet wide.

Victoria Avenue is designated as a Collector Road. Collector Roads are designed to serve local residential areas by taking traffic from local streets to primary and secondary routes. They are 60 to 70 feet wide and generally have neither dividers nor controlled access.

Table 4.15-3 illustrates recent roadway traffic counts for selected roadways in the Project area.

Table 4.15-3: Selected Roadway Traffic Counts

Roadway	1989-1998
Lincoln Avenue	11,900
Montebello Boulevard	28,100
Howard Avenue	1900
Jefferson Boulevard	1400
Victoria Street	1100

SOURCE: Michael Ho (City of Montebello, Personal Communication 2000)

Local traffic circulation becomes concentrated at the major intersections of Lincoln / Montebello and Wilcox / Lincoln, the former being more congested and at a lower level-of-service than the former.

Main Facility traffic is mainly associated with employees, facility deliveries, and maintenance vehicles. Fewer than 40 employees are required for the Main Facility's operation. SCG employees are at the site between 5 and 7 days per week, and the deliveries are generally limited to daily U.S. Mail and package delivery services. Most employees are based at the Main Facility and visit wells sites on the Townsite Lots and the East Site approximately once per week.

The Main Facility and all well sites have sufficient off-street parking capacity for all current and past uses.

REGULATORY SETTING

The City of Montebello maintains local roadways and integrates roadway planning and service with adjacent communities. The city of Monterey Park does not maintain Jefferson Boulevard adjacent to the Monterey Park Lots. Montebello strives to maintain roadways and intersections at levels of service equal to LOS C or better.

ENVIRONMENTAL IMPACTS

Recovery of cushion gas and decommissioning of the MGSF is expected to result in little or no significant effects upon the local or regional transportation system, as discussed in the following analysis of potential environmental effects.

Significance Criteria

The criteria to assess a level of significance for potential environmental impacts associated with transportation is predicated on the checklist questions above and reiterated below:

- Cause increased traffic which is substantial in relation to the existing traffic load and capacity of the street system
- Exceed, either individually or cumulatively, a level of service standard established by the county or city congestion management agency for designated road or highways
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks

- Substantially increase hazards due to a design feature or incompatible uses
- Result in inadequate emergency access
- Result in inadequate parking capacity
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)

Decommissioning and Sale

Checklist Question a) During the course of well abandonment, equipment removal, building demolition and site clean up at the Main Facility; there is the potential for a changed type of trip generation from passenger vehicles and light duty trucks to larger truck traffic associated with those types of activities. Depending on the pace of decommissioning it is possible that there could be a short-term temporary increase in overall MGSF trip generation. The combination of changed vehicle types and a potential short-term increase in generation could result in a significant environmental impact, which can be mitigated to a less than significant level by the following mitigation measure.

Mitigation Measure 4.15-1

SCG shall work with the City of Montebello to determine if the proposed decommissioning activities will result in increased traffic. SCG shall prepare a Project traffic management plan to moderate truck circulation within the area and to the nearest major arterial roads if required by the City.

Checklist Questions b), d) - f) Recovery of cushion gas is an activity that represents no change from current MGSF operation, with the exception that there is no injection of gas into the reservoir. Trip generation by MGSF personnel should remain generally comparable to existing generation as the initial phases of recovery and decommissioning begin. It is anticipated that as the overall MGSF gas recovery and decommissioning progresses the number of personnel regularly required on site will decline, with a corresponding decrease in trip generation. The project should result in a minor reduction in MGSF personnel generated vehicular trips, which will in turn result in a minor decrease of vehicles on local roadways.

Well abandonment on the Townsite Lots may generate minor congestion for about two weeks for each site and is therefore considered less than significant.

Checklist Questions c) The proposed project will have no effect on area airports.

Checklist Questions g) Implementation of the proposed project will not conflict with any adopted policies, plans, or programs supporting alternative transportation.

Future Development

Following all of the gas recovery and decommissioning process, the 24 individual lots that comprise the MGSF properties will be available for development consistent with existing General Plan and zoning ordinance regulations of the cities of Montebello and Monterey Park. With the exception of the Monterey Park Lots, all of the remaining lots are designated by the City of Montebello for the development of one single family home per lot. Those 22 homes would represent a total additional vehicular trip generation of 220

trips per day, with 22 of those trips occurring during the peak hour. Those 22 trips represent a reduction from the MGSF's operating trip generation of more than 30. This reduction represents a less than significant impact over existing conditions.

The two Monterey Park Lots are designated by the City for industrial development. That type of development would normally be expected to generate vehicular trips at a rate greater than that of the existing property's use as part of the MGSF. Practical development potential for the two lots cannot be readily projected without further site-specific studies due to the combination of the lots' topography and the potential biological resources to be found there. Because of the considerable constraints placed on development of the two lots, the development potential, and the subsequent potential for the generation of significant numbers of new vehicular trips, is considered low.