

4.17 TRAFFIC AND TRANSPORTATION

4.17.1 Proposed Antelope to Pardee 500 kV T/L Route

4.17.1.1 Freeways and State Highways

There are no state highways or freeways crossed by the proposed Segment 1, 500 kV T/L route.

Under the Alternative 1 alignment, there are also no state highways or freeways that would be crossed or be permanently affected by the T/L.

4.17.1.2 Transit and Rail Service

4.17.1.2.1 Lancaster and Nearby Areas. Local bus service is provided by the Antelope Valley Transit Authority (AVTA). AVTA operates 16 routes throughout the City of Lancaster and between Lancaster and Palmdale and nearby communities. All of the operations of the AVTA are to the east of the proposed transmission line route. The nearest current AVTA operations are Route 7, which extends westward to 60th Street W where it runs between Avenues H and L-8, and Route 5, which extends westward along Avenue L-12 to the Mayflower Gardens convalescent hospital and 67th Street W. The western extents of these routes are 2 and 1.5 miles, respectively, east of the Antelope Substation.

AVTA also operates a commuter bus service between the Lancaster Transfer Center, where connections with local service are available, and employment centers in Los Angeles. Service is provided along the following routes:

Route	Destination
785	Downtown Los Angeles
786	West LA/Century City
787	West San Fernando Valley

This commuter bus service uses SR 14, and none of the routes would be crossed by the proposed transmission line route.

The Amtrak and Metrolink station in Lancaster is at 44812 N. Sierra Highway, approximately 7 miles to the east of the Antelope Substation. Amtrak operates motor coaches that connect between Bakersfield and Palmdale. Metrolink is operated by the Southern California Regional Rail Authority, and offers commuter rail service to downtown Los Angeles, with stops at cities and communities between there and Lancaster. Neither of the

routes used by these services would be crossed by or affected by work in the proposed transmission line route, Segment 1 – Antelope to Pardee.

The Union Pacific Rail line is located approximately 10 miles east of the Antelope Substation, and east of SR 14 through Lancaster. This line carries freight traffic and the Metrolink commuter trains southward from Lancaster, as described above. Amtrak does not use this segment of rail line.

The discussions in the above paragraphs regarding the locations of transit and rail service also apply to the Alternative 1 alignment. For its first 1.2 miles west of the Antelope Substation, Alternative 1 has an alignment identical to the proposed route. In general terms, the Alternative 1 alignment is located 2-4 miles farther west than the proposed alignment, which makes it that much more remote from transit or rail service operations that might be affected.

4.17.1.2.2 Santa Clarita and Nearby Areas. Santa Clarita Transit (SCT) serves the City of Santa Clarita and nearby cities and unincorporated areas. The southern 7 miles of the proposed transmission line route are along existing R-O-W through developed, and developing, areas in Santa Clarita. The specific SCT routes in this area, close to the R-O-W, are summarized as follows:

SCT Route	Approx. PM of Proposed Line
3 and 7 (Saugus to Six Flags)	22.3 (& PM 23.0 near Route 7)
503 (Tamarack to SC Metrolink Station)	22.3
2 (Canyon Country - Whites Canyon to Val Verde)	24.0-24.5
502 (Commerce to SC Metrolink Station)	24.0-24.5

The Metrolink rail station in Santa Clarita is located at 22122 Soledad Canyon Road. The same commuter rail service described above for the Lancaster area passes through Santa Clarita and provides service to employment centers in the Los Angeles area. Although the rail service routes themselves are not located near the proposed T/L, some of the connecting bus service routes of SCT pass near the existing R-O-W.

The next Metrolink station to the south is at 24300 Railroad Avenue in the Newhall area. Amtrak bus service also connects this station with the passenger rail stations in Los Angeles to the south, and Bakersfield to the north. None of these bus routes are close to the existing transmission line R-O-W and proposed T/L route.

4.17.1.2.3 Los Angeles County Unincorporated Areas. The Los Angeles Metropolitan Transit Authority (MTA) provides transit bus service as far north as Sylmar, which is about

10 miles southeast of the southern terminus of the T/L route. The unincorporated areas of Los Angeles County north of this extent are served by the agencies and facilities described above. There are no Los Angeles MTA facilities or services in the area that would be affected by the proposed 500 kV T/L route or by the Alternative 1 alignment.

4.17.1.3 Air Transportation

In the Lancaster area, General William J. Fox Airfield is a regional general aviation airport owned by Los Angeles County, and operated under contract by American Airports Corporation. There is no scheduled air service at this airport, but charter service and pilot support services are available. It is located approximately 5 miles northeast of the Antelope Substation, which is the northerly terminus of Segment 1.

The joint use Palmdale/Airforce Plant 42 airport is located approximately 15 miles southeast of the northern end of Segment 1. No passenger air service occurs at this airport, and prior permission is required for its use by the public.

There are no other general aviation or larger airports near the proposed Segment 1 facilities.

The Alternative 1 alignment for Segment 1 is generally 2-4 miles west of the proposed Segment 1 route. This location places it that much further from airports in the area.

4.17.1.4 Local Roadways

4.17.1.4.1 Lancaster and Nearby Areas. The northern end of Segment 1 – Antelope to Pardee is in the western portion of the City of Lancaster and in the Los Angeles County unincorporated area. Between its start at the Antelope Substation, and its entrance to Angeles National Forest, the existing R-O-W and proposed route for the new T/L crosses roads as summarized below.

LOCAL ROADS WEST OF LANCASTER – PROPOSED ROUTE

Roadway	Description	Proposed Route Mile Marker¹
100 th Street	2-lanes	0.8 (crosses)
West Ave. K	2 lanes	1.7 (crosses)
110 th Street W	2 lanes	2.6 (close to)
Johnson Road	2 lanes	2.6 (close to)
Northside Drive	2 lanes	4.2 (crosses)
Elizabeth Lake Road	2 lanes	4.7 (crosses)

¹ Relative to road; refer to Figure 3-2 for mile marker locations.

These roadways are two lane rural roads, or rural collectors, generally carrying less than 2,000 Average Daily Trips (ADT). For the proposed T/L route, the following streets from the list above serve as collectors or to allow travel between Lancaster and other communities:

- 100th Street West
- W. Avenue K
- Elizabeth Lake Road

There are also a few other smaller and private roads in the general area that would be crossed by or be in the near vicinity of the proposed T/L route.

The initial 1.2 miles of the Alternative 1 alignment are identical to the proposed T/L route. Then, the Alternative 1 alignment continues due west for about 2.5 miles before turning to the southwest, and running roughly parallel to the proposed route. The local roadways in the Lancaster area that would be affected by the Alternative 1 alignment are summarized below:

LOCAL ROADS WEST OF LANCASTER – ALTERNATIVE 1

Roadway	Description	Alternative 1 Route Mile Marker¹
100 th Street West	2-lanes	0.8 (crosses)
110 th Street West	2 lanes	1.8 (crosses)
120 th Street West	2 lanes	3.8 (crosses)
130 th Street West	2 lanes	4.8 (crosses diagonal)
Johnson Road	2 lanes	5.6 (crosses)
Eliz. Lk. Rd.	2 lanes	6.0 (crosses diagonal s/o Pine Canyon Rd.)
Gunther Dr	2 lanes	6.1-6.2 (close by)
Kiptree Dr.	2 lanes	6.1-6.2 (close by)
(enters Angeles NF)		6.8

¹ Relative to road; refer to Figure 3-2 for mile marker locations.

The last two roads in the above list are residential streets at the southeast end of the Elizabeth Lake community, near the point where the Alternative 1 alignment would cross Elizabeth Lake Road. From the above list, the following roadways serve as collectors or provide routes between communities in the general area:

- 100th Street West
- 110th Street West
- Johnson Road
- Elizabeth Lake Road

4.17.1.4.2 Angeles National Forest. At approximately mile 5.7, the proposed T/L route would enter the Angeles National Forest. The proposed alignment follows an existing R-O-W through the forest. Many of the tower or pole locations along this R-O-W are accessed by small maintenance trails or spur roads that lead from forest service truck trails. Relatively larger roadways within the Angeles National Forest that would be crossed by, or in the vicinity of, the proposed T/L route are summarized below.

**LOCAL ROADS IN THE ANGELES NATIONAL
FOREST – PREFERRED ROUTE**

Roadway	Description	Proposed Route Mile Marker¹
Leona Divide Fire Road	2 lane	6.4 (crosses)
Spunky Canyon Truck Trail	narrow 2 lane	7.4 (crosses)
Spunky Canyon Road	2 lane paved	8.6 (crosses)
Pelton Road	2 lane	9.2 (crosses nw of Bouquet Res.)
USFS 6N18	narrow 2 lane	9.8 (crosses)
Del Sur Ridge Road	2 lane	11.2-11.7 (runs with)
Del Sur Ridge Road	2 lane	12.4 (crosses)
Del Sur Ridge Road	2 lane	14.3-15.0 (runs with)
Del Sur Ridge Road	2 lane	16-16.5 (runs with)

¹ Relative to road; refer to Figure 3-2 for mile marker locations.

The Leona Divide Fire Trail is one of the more formal and maintained truck trails within the Angeles National Forest. Spunky Canyon Road is an important connector road between the Green Valley residential area, Spunky Canyon Campground, and Bouquet Canyon Road to the southeast. Pelton Road and USFS 6N18 both access the western area of Bouquet Reservoir. The Del Sur Ridge Road is similar to the Leona Divide Fire Trail in that it is wider and generally better graded than other truck trails.

The Alternative 1 alignment also crosses Angeles National Forest lands, entering the northern Angeles National Forest boundary at mile 6.8. This route is along an existing LADWP T/L R-O-W. The route is generally located on the slopes north of San Francisco Canyon and then along City Highline Road. Roadways crossed by, or within 200 feet, of the Alternative 1 alignment are summarized below:

LOCAL ROADS IN THE ANGELES NATIONAL FOREST – ALTERNATIVE 1

Roadway	Description	Alternative 1 Route Mile Marker¹
Burns Fire Road (NF7N01)	2 lanes	6.7 (crosses)
Leona Div. Fr Rd. (NF6N04)	2 lanes	7.3 (crosses)
S. Portal Cn. (NF7N02)	??	10.6 (crosses)
SF Canyon Road	2 lane paved	12.4 (crosses)
Clear Creek Rd.	2 lanes	12.7 (near)
Pelton St.	2 lanes	12.8 (crosses)
Turbine Way	2 lanes	12.9-13.1 (cross &/or adjacent)
NF6N21 (bet. Turbine & HL)	2 lanes	13.2-13.4 (cross &/or adjacent)
Highline Rd. spur	??	13.4 (crosses)
City Highline Mty. Fr. Rd.	2 lane	14.4-19.7 (cross &/or adjacent)
NF5N27	2 lane	19.7 (crosses)
(exits NF land)		21.2

¹ Relative to road; refer to Figure 3-2 for mile marker locations.

4.17.1.4.3 Santa Clarita and Nearby Areas. Because of the growing nature of the development within the northern area of the City of Santa Clarita, any list of local City streets affected by the proposed project would quickly be out of date. In general terms, the existing SCE R-O-W and the proposed T/L route either crosses streets, or runs adjacent to them. In many of the instances where the R-O-W is adjacent to City streets, there is a row of homes between the two. The rear property line of the homes is typically the common boundary of the R-O-W. Often a cul-de-sac ends next to the R-O-W, then the back yards of the homes on the cul-de-sac back into the T/L corridor. The proposed T/L route and the Alternative 1 alignment re-join one another as they enter the City of Santa Clarita from the Angeles National Forest. So the following list of affected streets is common to both.

Local Streets and Roads in Santa Clarita – Proposed Route and Alternative 1.**Crossing Streets**

Pettinger Canyon Road
 Garnet Canyon Drive
 Tamarack Lane
 Seco Canyon Road
 San Francisquito Canyon Road
 Copper Hill Drive (at San Francisquito Canyon Road)
 McBean Parkway
 Copper Hill Drive (near Copperstone Drive)

Kelly Johnson Parkway
Rye Canyon Road
Brady Parkway

Adjacent Streets (or adjacent cul-de-sacs)

Placerview Trail
Rock Canyon Drive
Redwood Canyon Place
Horseshoe Circle
Majestic Court
Fig Court
Hazel Street
Coral Way
Red Cedar Place
Avocado Place
White Pine Place
Abbey Glen Place
Ashbrook Lane
Castillo Court
Valerio Lane
Memory Lane
Windrose Place
Ashwood Place
Shady Lane
Falcon Crest Place

Not all of these streets would be involved in or affected by work on the proposed project and, for most of the residences on these streets, the only notable effect would be a temporary increase in area traffic and the short term activity of construction as it moves along the R-O-W.

4.17.1.4.4 Modifications to Antelope 220 kV Substation. The Antelope Substation is located south of W. Avenue J, and east of 100th Street West, about 5 miles west of the center of Lancaster. The proposed modifications to the Antelope Substation include an expansion of the southern perimeter of the substation. There are no public roads in this area that would be permanently affected by the expansion.

The description presented herein for the Antelope Substation is also considered to be generally applicable to the proposed Primary Marshalling Yard.

4.17.2 Modifications to Pardee 220 kV Substation

The Pardee Substation is in the northwestern portion of Santa Clarita, along the northern edge of a developed industrial area. It is accessed via Rye Canyon Road and Newhall Ranch Road. Modifications within the substation would be contained within the existing substation property, and there are no roads in the area that would be permanently affected by the proposed minor modifications.