

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, ~~SR 164 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.

1 **4.14.1.2 Local Roadways**
2

3 Local roadways in the vicinity of the proposed project area are listed in Table 4.14-1. Table 4.14-1
4 also lists the intersections that would be ~~impacted~~ utilized by project-related traffic. Key
5 intersections and roadway segments were included in the analysis based on the proposed travel
6 routes for construction trips, existing traffic volumes, and comments received from Caltrans
7 regarding state operated roadways.
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Table 4.14-1 Local Roadways ~~Impacted~~ Utilized by Project-Related Traffic

Road	Description	Intersections Studied (Jurisdiction)
Potrero Grande Drive	<ul style="list-style-type: none"> • Five-lane principal arterial • Sidewalks present • Parking located on segment near project area 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Four-lane roadway • Sidewalks present • No parking on segment near project area 	<ul style="list-style-type: none"> • Via Campo/SR 60 EB on-ramp (Montebello) • Potrero Grande Drive/SR 60 WB off-ramp (Monterey Park)
Greenwood Avenue (Saturn Street)	<ul style="list-style-type: none"> • Two- to Four-lane minor arterial • Sidewalks present north of Potrero Grande Drive • No parking on segment near project area 	<ul style="list-style-type: none"> • Potrero Grande Drive (Monterey Park)
Hill Drive (Del Mar Avenue)	<ul style="list-style-type: none"> • Four-lane • Sidewalks present • Parking allowed north of Potrero Grande Drive 	<ul style="list-style-type: none"> • Potrero Grande Drive (unincorporated Los Angeles County) • Paramount Boulevard (unincorporated Los Angeles County)
Paramount Boulevard	<ul style="list-style-type: none"> • Four-lane principal arterial • Sidewalks present west side of the roadway • Parking present 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Four-lane principal arterial • Sidewalks present • Parking present 	<ul style="list-style-type: none"> • Walnut Grove Avenue (Rosemead) • SR 60 WB Ramps (Rosemead) • Montebello Town Center (Rosemead)
Neil Armstrong Street	<ul style="list-style-type: none"> • Two-lane local street • Sidewalks present • Parking present 	<ul style="list-style-type: none"> • Paramount Boulevard/SR 60 WB ramps (Montebello)
Town Center Street	<ul style="list-style-type: none"> • Four-lane local street • Sidewalks present • No parking on segment near project area 	<ul style="list-style-type: none"> • Paramount Boulevard/SR 60 WB ramps (Montebello)
Garfield Avenue	<ul style="list-style-type: none"> • Five-lane principal arterial • Sidewalks present • Parking present 	<ul style="list-style-type: none"> • Pomona Boulevard (Montebello) • Via Campo (Montebello)

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

Road	Description	Intersections Studied (Jurisdiction)
Via Campo	<ul style="list-style-type: none"> Five-lane arterial Sidewalks present on the south side of the road No parking on segment near project area 	<ul style="list-style-type: none"> Garfield Avenue (Montebello) Wilcox Avenue (Montebello) Markland Drive/SR 60 EB on-ramp (Montebello)
Wilcox Avenue	<ul style="list-style-type: none"> Two- to five-lane minor arterial Sidewalks No parking on segment near project area 	<ul style="list-style-type: none"> Pomona Boulevard (Montebello) Via Campo (Montebello)
Pomona Boulevard	<ul style="list-style-type: none"> Three-lane principal arterial Sidewalks present Parking present 	<ul style="list-style-type: none"> Garfield Avenue (Montebello) Wilcox Avenue (Montebello)
Montebello Town Center Drive	<ul style="list-style-type: none"> Two- to four-lane local street No sidewalks present No parking on segment near project area 	<ul style="list-style-type: none"> Montebello Boulevard/SR 60 EB ramps (Rosemead) San Gabriel Boulevard (Rosemead)
Montebello Boulevard	<ul style="list-style-type: none"> Four-lane minor arterial Sidewalks present Bicycle lanes present No parking on segment near project area 	<ul style="list-style-type: none"> Montebello Town Center Drive/SR 60 EB ramps (Rosemead)
Walnut Grove Avenue	<ul style="list-style-type: none"> Five-lane minor arterial Sidewalks present Parking present 	<ul style="list-style-type: none"> San Gabriel Boulevard (Rosemead)

Key:

EB Eastbound
SR State Route
WB Westbound

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2 **4.14.1.3 Existing Public Transit, Parking, Railroads, Air Transportation, and Pedestrian and Bicycle**
3 **Trails**

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5 **Public Transit**

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

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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.

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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

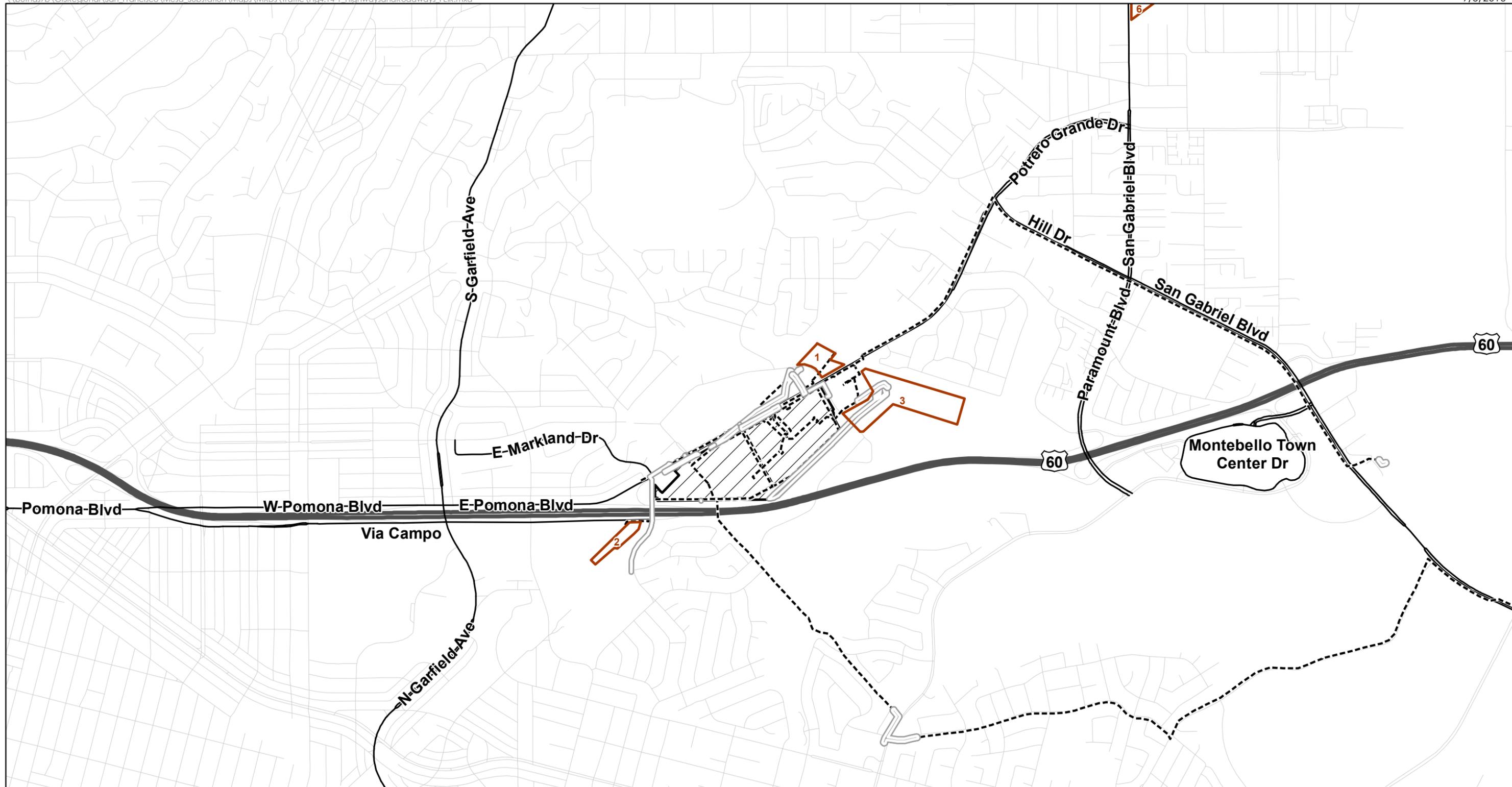
There are three airports located within 10 miles of proposed project components. The airports are listed in Table 4.14-3.

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

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

Sources: SCE 2016
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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1 **Pedestrian and Bicycle Trails**

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

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 8 **4.14.1.4 Volumes and Levels of Service**

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 10 **Methodology**

11 ***Level of Service Definition***

12 Current guidelines under California Environmental Quality Act (CEQA) for traffic impact analyses
 13 focus on analyzing the delay that vehicles experience at intersections and on roadway segments.
 14 That delay is measured using LOS. Senate Bill 743 requires changes to CEQA guidelines for how
 15 transportation impacts are addressed. Draft guidelines would remove the requirement for an LOS
 16 analysis and focus on vehicle miles traveled, vehicle miles traveled per capita, automobile trip
 17 generation rates, or automobile trips generated. These pending guidelines would place less
 18 emphasis on traffic congestion and more importance on how traffic would impact greenhouse gas
 19 emissions and promote multimodal networks and diverse land uses. Since construction related
 20 trips are temporary, multimodal decisions and changes to land use would not be impacted by the
 21 proposed project. Section 4.6 provides an analysis of greenhouse gas emissions. Further, several
 22 General Plans contain LOS goals. Therefore, LOS remains the most appropriate metric to identify
 23 the impacts of proposed project construction activities on roadway segments and intersections in
 24 the project study area.
 25

26 LOS is a qualitative measure that characterizes traffic congestion on a scale of A to F with LOS A
 27 representing a free-flow condition and LOS F representing extreme congestion. LOS standards can
 28 apply to either intersections or segments (a section of street between two intersections). Generally
 29 speaking, the LOS represents the ability of a roadway or an intersection to accommodate traffic.
 30 Table 4.14-5 provides the six LOS categories for signalized and unsignalized intersections.
 31

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

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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 4.14-7g.

Key:

SR State Route

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

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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

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5 **Emergency Services Access**

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

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10 **4.14.2 Regulatory Setting**

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12 **4.14.2.1 Federal**

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14 **Federal Aviation Administration**

15 ***Helicopter External-Load Operations***

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

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

30

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

9 10 **Airspace Restrictions**

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

- 16 • For airports with a runway greater than 3,200 feet (975 meters) in length, 1 vertical foot
17 (0.3 meters) for every 100 horizontal feet (30 meters) for a horizontal distance of 20,000
18 feet (6,096 meters).
- 19 • For airports with a runway 3,200 feet (975 meters) or less in length, 1 vertical foot (0.3
20 meters) for every 50 horizontal feet (15 meters) for a horizontal distance of 10,000 feet
21 (3,048 meters).
- 22 • For heliports, 1 vertical foot (0.3 meters) for every 25 horizontal feet (8 meters) for a
23 horizontal distance of 5,000 feet (1,524 meters).

24 25 **Occupational Health and Safety Administration**

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

34 35 **4.14.2.2 State**

36 37 **California Department of Transportation**

38 Caltrans is responsible for the oversight of state highways within California. Caltrans requires that
39 an encroachment permit be obtained for all work done within a state highway right-of-way (ROW).
40 Encroachment permits must also be obtained for transmission lines that span or cross any state
41 roadways (Caltrans 2015a). In addition, Caltrans has the authority to issue special permits for the
42 movement of vehicles/loads exceeding statutory limitations on the size, weight, and loading of
43 vehicles contained in Division 15 of the California Vehicle Code (California Law 2015). Completion
44 of a Transportation Permit application is required for requests for such special permits (Caltrans
45 2015b). Guidelines provided by Caltrans indicate LOS C as the minimum LOS target for basic
46 freeway segments and signalized intersections. Where state facilities currently operate below LOS

1 C, the existing measure of effectiveness should be maintained (i.e., density for freeway segments
2 and ramps, and control delay per vehicle for signalized intersections) (Caltrans 2002). Relevant
3 Caltrans transportation policies and ordinances and are presented in Table 4.14-8.
4

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

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

Policy	Description
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
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

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California Vehicle Code

California Vehicle Code section 23115(a) states:

No vehicle transporting garbage, swill, used cans or bottles, wastepaper, waste cardboard, ashes, refuse, trash or rubbish, or any noisome, nauseous, or offensive matter, or anything being transported for disposal or recycling shall be driven or moved upon any highway unless the load is totally covered in a manner that will prevent the load or any part of the load from spilling or falling from the vehicle.

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2 **4.14.2.3 Regional and Local**

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4 **Regional/Metropolitan Transportation Plan**

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

9
10 **Los Angeles County Congestion Management Program**

11 The Los Angeles County Congestion Management Program (CMP) identifies SR 60 as part of the
12 Congestion Management Program highway and road system. The LOS standard in the county is LOS
13 E, or the base year LOS if the LOS is already worse than LOS E. A significant impact is described as
14 one that would result in a degrading of traffic conditions to LOS F. Where the baseline traffic
15 conditions are already operating at LOS F, a significant impact would result if the project increases
16 traffic demand on a CMP roadway by two percent of capacity. Relevant transportation policies and
17 ordinances and are presented in Table 4.14-8.

18
19 **County and City General Plans**

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

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25 **4.14.3 Impact Analysis**

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27 **4.14.3.1 Methodology and Significance Criteria**

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29 **Significance Criteria**

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

- 32
- 33 a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness
34 for the performance of the circulation system, taking into account all modes of
35 transportation including mass transit and non-motorized travel and relevant components of
36 the circulation system, including but not limited to intersections, streets, highways and
37 freeways, pedestrian and bicycle paths, and mass transit;
 - 38 b) Conflict with an applicable congestion management program, including, but not limited to
39 level of service standards and travel demand measures, or other standards established by
40 the county congestion management agency for designated roads or highways;
 - 41 c) Result in a change in air traffic patterns, including either an increase in traffic levels or a
42 change in location that results in substantial safety risks;
 - 43 d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous
44 intersections) or incompatible uses (e.g., farm equipment);
 - 45 e) Result in inadequate emergency access;

- 1 f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or
2 pedestrian facilities, or otherwise decrease the performance or safety of such facilities; or
3 g) Result in inadequate parking that would result in a significant impact on the environment.
4

5 Methodology

6 The traffic impact analysis is included as Appendix K to this Environmental Impact Report (EIR).
7 The traffic analysis compares near-term baseline traffic conditions with project build-out
8 conditions. CEQA requires an EIR to describe the environmental setting for the project, which is
9 made up of the physical environmental conditions in the vicinity of the project. Environmental
10 conditions must be described as they exist at the time the NOP is released, and these existing
11 physical conditions “will normally constitute the baseline physical conditions by which a lead
12 agency determines whether an impact is significant” (CEQA Guidelines § 15125(a). The California
13 Supreme Court has interpreted CEQA’s provisions to give agencies significant discretion in
14 determining the appropriate “existing conditions” baseline and has held that lead agencies have
15 “discretion to decide, in the first instance, exactly how the existing physical conditions without the
16 project can most realistically be measured, subject to review, as with all CEQA factual
17 determinations, for support by substantial evidence” (See, e.g., *Neighbors for Smart Rail v.*
18 *Exposition Metro Line Constr. Auth.* (2013) 57 Cal.4th 439, 453; *Communities for a Better Env’t v.*
19 *South Coast Air Quality Mgmt. Dist.* (2010) 48 Cal.4th 310, 336).
20

21 The rule governing the date for establishing the baseline is not rigid and inflexible, and provides the
22 opportunity for lead agencies to deviate from the environmental setting if there is good reason to
23 do so. For analysis of traffic impacts of the proposed project, the use of a 2015 baseline would
24 significantly underrepresent the project’s significant impacts, because background growth will
25 significantly increase starting in 2016, which will also increase the project’s impacts on area
26 roadways and intersections. This is because each municipality in which project traffic impacts
27 would occur uses a significance threshold (seconds of delay) that varies based on the baseline
28 intersection LOS. As the baseline LOS worsens, which it will do between 2015 (time of NOP) and
29 2016, the significance threshold applied becomes more stringent (i.e., a higher baseline LOS allows
30 for a greater increase in delay before an impact becomes significant, while a lower baseline LOS
31 would have a lower threshold before an impact is significant). For this reason, adhering to a rigid
32 baseline of 2015 based on the date of the NOP would significantly underrepresent the impacts of
33 the project, contrary to one of the fundamental purposes of CEQA: to identify significant impacts
34 and propose mitigation measures to minimize significant effects. Therefore, a near-term baseline
35 was used in this analysis. Traffic conditions are defined as follows:
36

- 37 • **Existing traffic conditions:** Existing traffic conditions were obtained from new traffic
38 counts in 2015 for six intersections, and supplemented with existing traffic counts in the
39 Montebello Hills Specific Plan (2014) for two intersections, and the Monterey Park
40 Marketplace (2011) for seven intersections. Growth rates obtained from the Montebello
41 Hills Specific Plan were applied to the 2014 and 2011 traffic counts to account for increased
42 traffic and to be consistent with the new 2015 traffic counts. Together, these traffic counts
43 represent 2015 conditions.
- 44 • **Near-term baseline traffic conditions:** Baseline traffic conditions plus background
45 growth traffic anticipated for the starting year of each phase of the proposed project, as
46 follows:

- 1 - **Phase 1:** 2016
- 2 - **Phase 2:** 2018
- 3 - **Phase 3:** 2019

4 Growth Rates from the Montebello Hills Specific Plan were applied to the 2015 baseline
5 traffic conditions along with traffic generation estimates from previously approved or
6 pending projects in the project area to forecast near-term baseline traffic conditions for
7 2016, 2018, and 2019.

- 8 • **Project build-out conditions:** Near-term baseline traffic conditions and construction
9 traffic generated from proposed project construction activities.

10
11 Key assumptions used in the traffic analysis include:

- 12 • Approximately 10 percent of daily trips would occur during the AM peak hour (based on
13 anticipated work schedules and worker travel patterns);
- 14 • Approximately 40 percent of daily trips would occur during the PM peak hour (based on
15 anticipated work schedules and worker travel patterns);
- 16 • Trip generation for the proposed project was based on anticipated construction vehicles
17 and worker trips that would be needed for the various construction components to be
18 completed during each phase of the proposed project;
- 19 • Heavy vehicle trips were converted to passenger car equivalent trips using a multiplier of
20 2.0 for medium trucks and 3.0 for heavy trucks, as they are generally considered to have a
21 greater impact on traffic than passenger vehicles; and
- 22 • Approximately 10 percent of workers would carpool to the site, with an average vehicle
23 occupancy of two construction workers (based on anticipated work schedules and worker
24 travel patterns).

25
26
27 Anticipated construction worker and heavy vehicle trips were distributed to construction routes
28 near the project site; construction routes were based on existing traffic counts and anticipated
29 travel patterns. Different travel patterns are associated with on-site worker trips, off-site worker
30 trips, and the heavy vehicle trips. On-site construction worker trips were distributed to main
31 roadways near the proposed Mesa Substation site. Off-site construction worker trips were assumed
32 to primarily access Staging Yards 6 and 7 (referred to in the Traffic Study as the San Gabriel
33 Boulevard and the Santa Anita Avenue staging areas, respectively). Heavy vehicle traffic was
34 assumed to primarily access the proposed Mesa substation site via SR 60 from both the east and
35 westbound directions. Project build-out LOS was then calculated for study intersections based on
36 near-term traffic volumes and anticipated construction traffic volumes. LOS for existing conditions
37 and project build-out conditions was calculated using the ICU and Traffix 8 computer software. The
38 complete methodology is contained in the traffic study for the proposed project, which is included
39 in Appendix K.

40 **4.14.3.2 Applicant Proposed Measures**

41
42
43 There are no Applicant Proposed Measures associated with traffic and transportation for this
44 project.

45

1 **4.14.3.3 Impact Discussion**
2

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

8 *LESS THAN SIGNIFICANT WITH MITIGATION*
9

10 **Level of Service Overview**

11 The change in LOS between near-term conditions and near-term with project conditions was
12 considered significant if an intersection failed to meet the applicable jurisdiction’s significance
13 threshold, set forth in Table 4.14-9. The proposed Mesa Substation and other components in the
14 Main Project Area would be located within or cross unincorporated Los Angeles County and the
15 cities of Montebello, Monterey Park, and Rosemead. The significance threshold for intersections
16 was based on an increase in V/C that varies depending on baseline LOS. The significance threshold
17 for roadway segments was based on a decrease in speed of vehicular traffic that varies depending
18 on baseline LOS. The V/C and travel speed standards presented in Tables 4.14-9 and 4.14-10 and
19 are applied to the analysis of impacts on roadways presented in this section.
20

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

21

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

1
2 Impacts to LOS on segments of SR 60 are discussed under Impact TT-2 because SR 60 is part of the
3 CMP Highway and Roadway System.

4
5 In addition, jurisdictions have absolute LOS goals as detailed in Table 4.14-11. These thresholds are
6 applied to roadway segments and intersections. A comparison to LOS targets identified by
7 applicable jurisdictions is provided for context, but is not used as the sole determination of
8 significance where intersections fail to meet LOS targets without the proposed project. Rather, the
9 more precise significance criteria provided in Tables 4.14-9 and 4.14-10 were used to identify
10 significant impacts at intersections and road segments.

11

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.

12

13 **Construction**

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

15 Trips generated during construction of the proposed substation project are shown on Table
16 4.14-12. The traffic impact analysis assumed that construction of Phase I, Phase II, and Phase III of
17 the proposed project would commence in 2016, 2018, and 2019, respectively (Transpo Group
18 2015). The impacts of project-related construction traffic during the AM peak hour (7:30 to 8:30
19 a.m.) and the PM peak hour (4:00 to 5:00 p.m.) were evaluated based on analysis of near-term
20 traffic conditions plus project build out traffic conditions at the studied intersections.

21

Table 4.14-12 Phase I Construction Trip Generation

Project Component	Passenger Car Equivalent Trips		
	Daily Trips (one two-way)	AM Peak Hour (one-way)	PM Peak Hour (one-way)
On-site Construction Worker Vehicles	765 383	71	311
Off-site Construction Worker Vehicles	43 22	4	18
Medium Heavy Vehicles	532 266	52	52
Large Heavy Vehicles	804 402	72	72
<i>Phase I Total</i>	2,1441,072	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

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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~~1,072 (~~one~~two-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 ~~one~~ ~~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 Control 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.

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 (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 (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.

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-21 would require preparation and implementation of a Road and Lane Closure Traffic Control 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-21.

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. 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 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~~395 (one two-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 Round Trips (one two-way)	AM Peak Hour (one-way)	PM Peak Hour (one-way)
On-site Construction Worker Vehicles	455 <u>228</u>	45	183
Off-site Construction Worker Vehicles	26 <u>13</u>	3	10
Medium Heavy Vehicles	14 <u>7</u>	12	12
Large Heavy Vehicles	16 <u>8</u>	12	12
<i>Phase II Total</i>	789<u>395</u>	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/N/A ⁽¹⁾)	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.

1
2 Significant impacts would not occur at any intersection during the AM peak period. Significant
3 impacts would occur at four intersections during the PM peak period:

- 4
5
- 6 • Garfield Avenue/Pomona Boulevard (Montebello)
 - 7 • Garfield Avenue/Via Campo (Montebello)
 - 8 • Markland Drive/Via Campo – SR 60 EB On-Ramp (Montebello)
 - 9 • Paramount Boulevard/SR 60 WB Ramps – Neil Armstrong Street (Montebello)

10 Impacts at these intersections would be significant during Phase II.

11
12 MM TT-1 would require implementation of a ~~Peak Period Traffic Management Control~~ Plan to
13 reduce the impacts to the intersections. The Plan would be tailored to address the anticipated
14 impacts when more information is known about what measures would be feasible and effective,
15 based on specific equipment delivery schedules, actual worker trip origination locations, and the
16 construction contractor(s) constraints. With implementation of MM TT-1 the ~~Peak Period Traffic~~
17 ~~Management Plan~~, impacts to the intersections would be less than significant.

18
19 Road Segments

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

24
25 Phase II would involve stringing of the 220-kV transmission lines across Potrero Grande Drive and
26 SR 60 near Markland Drive. Line stringing would require temporary closure of Potrero Grande
27 Drive, which could cause substantial delays along Potrero Grande Drive. Resulting vehicle backups
28 and change in traffic patterns (e.g., drivers finding alternate routes) would be a significant impact.
29 MM TT-~~21~~ would require preparation and implementation of a ~~Road and Lane Closure~~ Traffic
30 Control Plan specific to duration and location of closures, once known, to reduce delays by
31 improving traffic flow during temporary closures. Impacts would be less than significant with MM
32 TT-~~21~~.

33
34 Driveway Operation and Queuing

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

42
43 A driveway would be established on East Markland Drive and would be used for emergency access
44 and minimal personal and light duty vehicle traffic only, totaling at most five percent (and usually
45 much less than five percent) of vehicles accessing the substation site. This low level of vehicles
46 would not result in any substantial queuing on East Markland Drive, and impacts on East Markland
47 Drive would be less than significant.

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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 ~~1,086,543~~ 105 (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 (one-way)	PM Peak Hour (one-way)
On-site Construction Worker Vehicles	295,148	29	119
Off-site Construction Worker Vehicles	179	2	7
Medium Heavy Vehicles	8442	8	8
Large Heavy Vehicles	690,345	66	66
<i>Phase III Total</i>	<u>105</u>	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

7
8

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 Control 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 ~~MM TT-1 the Peak Period Traffic Management Plan~~, impacts to the intersections would be less than significant.

29
30

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.

31
32
33
34

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/D)	No (No) (N/A ⁽¹⁾)	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 (E/D)	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 (E/D)	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

1
2 Phase III would involve stringing of the 500-kV transmission lines across Greenwood Avenue. Line
3 stringing would require temporary closure of Greenwood Avenue, which could cause substantial
4 delays along Greenwood Avenue. MM TT-21 would require preparation and implementation of a
5 ~~Road and Lane Closure~~ Traffic Control Plan to reduce delays. Impacts would be less than significant
6 with MM TT-21.
7

8 Driveway Operation and Queuing

9 Two driveways along Potrero Grande Drive (one at Greenwood and the existing substation
10 driveway) would be used to access the Mesa Substation site during Phase III. Project vehicles
11 traveling westbound on Potrero Grande Drive and making a left turn to access the site would queue
12 within the center turn lane due to the volume of vehicles. Potrero Grande Drive would operate at
13 LOS B at the existing driveway and would operate at LOS B at the proposed driveway near
14 Greenwood Avenue. Vehicles exiting the project site would queue within the project site. Impacts
15 on Potrero Grande Drive from driveway operations would be less than significant.
16

17 A driveway would be established on East Markland Drive and would be used for emergency access
18 and minimal personal vehicle traffic only, totaling at most five percent (and usually much less than
19 five percent) of vehicles accessing the substation site. This low level of vehicles would not result in
20 any substantial queuing on East Markland Drive, and impacts on East Markland Drive would be less
21 than significant.
22

23 **Telecommunications Routes**

24 Installation of the telecommunications lines would require one to two additional truck trips. These
25 trips would not measurably affect traffic or LOS. Therefore, impacts would be less than significant.
26

27 **South Area**

28 Work within the South Area would require lane reductions for a temporary period to complete
29 streetlight source undergrounding activities within Loveland Street. These activities would be short
30 term in duration, but could cause a significant impact to traffic flow.
31

32 MM TT-21 would require implementation of measures to ensure safe passage of vehicles through
33 the area during construction activities, such as signage and detour routes. Impacts would be less
34 than significant with mitigation.
35

36 **Existing Substations**

37 Minor modifications to existing substations would be expected to require 5 to 100 weekly trips at
38 each substation. The estimated weekly construction trips required at each substation are presented
39 in Table 4.14-19. The Laguna and Lighthipe substations could generate a greater amount of vehicle
40 trips than the other existing substation.
41

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

1
2 These substations are spread out across the region and trips would not be concentrated on a single
3 roadway. The additional 5 to 100 weekly trips to and from each substation would be spread out
4 throughout the work week (five days) and would therefore not measurably affect traffic or LOS. In
5 addition, work would occur for only a short duration at each substation. Therefore, impacts would
6 be less than significant.

7
8 **Staging Yards**

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

15
16 **Operation and Maintenance**

17 A 26-foot wide paved driveway at Greenwood Avenue would be provided for operation and
18 maintenance purposes of the new test and operations building; however, the proposed project
19 would not result in operational impacts because the proposed project would require approximately
20 the same number of employees during operations as ongoing operations of the existing
21 infrastructure. Maintenance activities for the transmission, subtransmission, and distribution lines
22 would occur on an as needed basis and maintenance of access roads would occur on an annual or as
23 needed basis. Maintenance activities would not require more trips than what operation and
24 maintenance currently requires. There would be no change compared to current operation and
25 maintenance and there would be no impact.

26
27 **Impact TT-2: Conflict with an applicable congestion management program including, but not limited**
28 **to, LOS standards and travel demand measures, or other standards established by the county**
29 **congestion management agency for designated roads or highways.**

30 *LESS THAN SIGNIFICANT WITH MITIGATION*

31
32 The Los Angeles County CMP describes a significant impact as one that would result in a degrading
33 of traffic conditions to LOS F on a CMP roadway. Where the baseline traffic conditions are already
34 operating at LOS F, a significant impact would result if the project increases traffic demand on a
35 CMP roadway by two percent of capacity.

36

1 **Construction**

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

3 As shown in Table 4.14-19 and detailed in Appendix K, implementation of the proposed Project
4 would not result in any CMP roadway LOS to degrade below LOS E during any phase of the project.
5 The segment of SR 60, west of Garfield Avenue, would already operate at LOS F during baseline
6 years in the westbound direction during AM peak periods. Table 4.14-20 contains an analysis of
7 capacity that shows the AM peak period westbound traffic on the segment of SR 60 west of Garfield
8 Avenue would increase by less than two percent of capacity. Impacts would be less than significant,
9 and no mitigation would be required.

10

11 ***Existing Substations***

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

14

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

15

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

21

22 ***Telecommunication Routes***

23 Telecommunications Route 2B would cross SR 60 but would be placed underground and cross
24 under the SR 60 underpass. It would not interrupt traffic on SR 60. Telecommunications Route 2A
25 would cross SR 60 overhead. SR 60 would need to be temporarily closed in order to install the fiber
26 optic cable across the roadway. The closure could cause a significant impact if it occurred during
27 peak hours or during daytime hours. MM TT-31 would require preparation of a Highway Closure
28 Traffic Control Plan, which would be written once specific information about closure duration is
29 known. The Plan would reduce impacts by, in part, limiting the time of the closure to outside of
30 peak traffic times. Impacts would be less than significant with mitigation.

31

32 ***Staging Yards***

33 Staging Yard 4 is located just north of the Goodrich Substation near I-210, which is a CMP roadway.
34 The additional daily three PCE peak hour trips would be negligible on I-210. Other staging areas
35 near the proposed substation would result in trips on SR 60. These trips were accounted for in the
36 analysis for the Mesa Substation, Transmission Lines, Subtransmission Lines, and Distribution
37 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

1

2

Operation and Maintenance

3

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.

10

11

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

12

LESS THAN SIGNIFICANT WITH MITIGATION

13

14

15

Construction

16

Helicopter Use

17

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.

24

25

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-

26

27

28

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

8
9 MM TT-42 would require submittal of a Helicopter Lift Plan to the FAA prior to such operations.
10 Impacts would be less than significant with implementation of the Helicopter Lift Plan, which
11 requires certain safety precautions.

12 13 ***Height of Structures and Equipment***

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

17
18 Construction activities on the power lines and at the substation may involve equipment that is over
19 200 (61 meters) feet in height, triggering FAA notification under 14 CFR 77. Tall structures may
20 pose a safety hazard to air traffic, which would be a significant impact. MM TT-53, which would
21 require SCE to obtain a no hazard determination from the FAA when notification under 14 CFR 77
22 is required, would be implemented to reduce impacts to less than significant.

23
24 Only the imaginary surface of El Monte Airport overlaps with project components. Structures, such
25 as cranes, greater than 190 feet (58 meters) in height would exceed the imaginary surface along
26 Telecommunications Route 3. Telecommunications Route 3 would not involve equipment that is
27 over 190 feet (58 meters). Other project components are greater than 20,000 feet (6,096 meters)
28 from other airports and, therefore would not fall within their imaginary slope. There would
29 therefore be no impact.

30 31 **Operation and Maintenance**

32 ***Helicopter Use***

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

36 37 ***Height of Structures***

38 The applicant would notify and consult with the FAA if any structure were to exceed 200 feet (61
39 meters) in height or to exceed the imaginary surface extending from runways as described in 14
40 CFR 77. Only structures at the Mesa Substation may exceed the 200-foot (61-meter) height; no
41 structures would exceed the imaginary surface of any airport. Tall structures may pose a safety
42 hazard to air traffic, which would be a significant impact. MM TT-53 would be implemented to
43 reduce impacts to less than significant.

1 **Impact TT-4: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous**
2 **intersections) or incompatible uses (e.g., farm equipment).**

3 *LESS THAN SIGNIFICANT WITH MITIGATION*

4
5 **Construction**

6 The proposed project would not require the construction of publicly accessible roads that would
7 present a substantially hazardous design feature such as sharp curves or dangerous intersections.
8 In addition, the proposed project would not introduce incompatible uses to area roadways (e.g.,
9 farm equipment). Construction activities could result in hazards due to access road design, traffic
10 flow changes from site ingress and egress, work in public roadways, and road damage.

11
12 **Access Roads**

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

17
18 **Driveways**

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

34
35 MM TT-6~~1~~ would require posting warning signs so that motorists can be prepared for slow trucks.
36 Impacts would be less than significant with the implementation of MM TT-6~~1~~, which would require
37 signage warning of slow trucks during delivery and exit hours.

38
39 **Work in Public Roadways**

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

1 **Road Damage**

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

7
8 The applicant would obtain the necessary permits from local jurisdictions prior to beginning
9 construction. Likewise, Caltrans has the discretionary authority to issue special permits for the
10 movement of vehicles/loads exceeding statutory limitations on the size, weight, and loading of
11 vehicles traveling on state roads.

12
13 The cities of Rosemead, Pasadena, Commerce and South El Monte restrict heavy truck traffic on
14 local roads, with exceptions for construction or installation or public utilities; therefore, the
15 applicant's heavy vehicles would be exempt from restrictions on local roads. The applicant would
16 obtain the necessary permits and would avoid local roads that prohibit other heavy truck traffic
17 when possible. Compliance with existing regulations, including applicable state and local
18 permitting requirements, would reduce significant impacts from hazards.

19 MM TT-7₁ would require that SCE repair road damage caused directly as a result of ground
20 disturbing activities (e.g., trenching within the road) as well as damage caused by project vehicle
21 traffic.

22
23 Impacts from oversize vehicles and work within existing roads would be less than significant with
24 implementation of MM TT-7₁ and compliance with existing regulations.

25
26 **Operation and Maintenance**

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

33
34 **Impact TT-5: Result in inadequate emergency access.**

35 *LESS THAN SIGNIFICANT WITH MITIGATION*

36
37 **Construction**

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

44
45 MM TT-8₁ would require coordination with local emergency services providers so that the local
46 emergency service providers can anticipate road closures and so that SCE is required to provide
47 emergency access. Impacts would be less than significant with mitigation.

1 **Operation and Maintenance**

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

7
8 **Impact TT-6: Conflict with adopted policies, plans or programs regarding public transit, bicycle, or
9 pedestrian facilities, or an otherwise decrease in the performance or safety of such facilities.**

10 *LESS THAN SIGNIFICANT WITH MITIGATION*

11
12 **Construction**

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

- 18
19
- 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:
 - 22 - **Metro 176** (Intersection of Paramount/ San Gabriel Boulevard);
 - 23 - **Metro 266** (Intersection of San Gabriel Boulevard, Rosemead Boulevard/ Durfee
24 Avenue);
 - 25 - **Foothill Transit 269** (Intersection of (Durfee Avenue and Santa Anita Avenue); and
 - 26 - **Montebello Bus Lines 20** (San Gabriel Boulevard at intersections with Paramount
27 Boulevard, Delta St, Rose Glen Avenue, and Walnut Grove Avenue) .
- 28

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

37
38 Implementation of MM TT-91 would require preparation of a ~~Public Transit, Pedestrian and~~
39 ~~Bicyclist~~ **Traffic Control** Plan that takes into account the location and duration of public transit stop
40 closures, sidewalk closures, and bike lane closures once known. The Plan would reduce the impacts
41 to less than significant through implementation of measures such as temporary transit stop
42 relocation.

1 **Operation and Maintenance**

2 The proposed project would not result in any impacts to public transit, pedestrians, or bicyclists
3 during operation. The project would not result in the permanent closure of any bus stops,
4 sidewalks, or bicycle paths. Maintenance activities that would occur outside access roads or
5 structure pads or require disturbance of public roadways would be infrequent and would not result
6 in significant safety impacts.

7
8 **Impact TT-7: Result in inadequate parking that would result in a significant impact on the environment**
9 *LESS THAN SIGNIFICANT WITH MITIGATION*

10
11 **Construction**

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

20
21 Construction of Telecommunications Route 3 could temporarily close the exit from the Whittier
22 Narrows park-and-ride lot to Durfee Avenue if the line stringing truck is located in front of the
23 driveway during stringing work. The other access point to the park-and-ride lot serves as an
24 entrance only; closure of the exit to Durfee Avenue would result in no safe vehicle exit from the lot,
25 as motorists could try to exit through the entrance on Santa Anita Avenue. This would be a
26 significant impact.

27
28 Implementation of MM TT-10 would require SCE to provide traffic control if the exit is closed for
29 Telecommunications Route 3 work. Impacts would be less than significant with mitigation.

30
31 Installation of the temporary 220-kV structure at the Goodrich Substation may result in the
32 temporary loss (up to two weeks) of up to 22 parking spaces in a parking lot at the Pasadena City
33 College Community Education Center immediately adjacent to and east of the Goodrich Substation.
34 Significant safety impacts could occur if the parking lot's full capacity is needed for the Pasadena
35 City College Community Education Center, but these parking spaces are unavailable as a result of
36 project construction. Street parking in adjacent neighborhoods is limited (parking is not allowed on
37 some streets while on other streets parking is time-limited), meaning that people may need to park
38 far away. MM TT-11 would be implemented to ensure SCE's work in the parking lot would not
39 result in safety impacts due to the temporary loss of parking spots. Impacts would be less than
40 significant after mitigation.

41
42 **Operation and Maintenance**

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

1
2 **4.14.3.4 Mitigation Measures**
3

4 **MM TT-1: Peak Period Traffic Management Plan.** SCE shall prepare and implement a Peak
5 Period Traffic Management Plan, which may be included in a larger Transportation Management
6 Plan for the project, and shall submit the Plan for CPUC review and approval at least 60 days prior
7 to the start of construction. ~~SCE shall submit the Peak Period Traffic Management Plan to the City of~~
8 ~~Montebello for review and comment, prior to submitting to the CPUC for review and approval at~~
9 ~~least 60 days prior to the start of construction.~~

10
11 The Plan shall identify specific measures that would reduce significant impacts to significantly
12 affected intersections during the AM or PM peak hours (and during the specified phase) to less than
13 significant levels, i.e., reduce the V/C increase resulting from the proposed project at each identified
14 intersection to at or below the applicable threshold.

15
16 Primary measures may include:

- 17
18 • ~~Limiting project-related heavy truck trips during peak hours (e.g., through scheduling~~
19 ~~deliveries outside of peak hours) so as to reduce trips occurring during peak hours; and~~
20 • ~~Limiting project construction worker vehicle trips during peak hours (e.g., through~~
21 ~~requiring carpooling) so as to reduce trips occurring during peak hours.~~
22

23 Specific measures would be dependent on the final construction schedule and residing location of
24 construction workers. Measures implemented as part of the plan shall not result in exceedance of
25 applicable thresholds as described in this document at other impacted intersections. The plan shall
26 also demonstrate that mitigation would not result in V/C to exceed thresholds at significantly
27 impacted and non-significantly impacted roads and intersections.
28

29 **MM TT-1: Traffic Control Plan.** SCE shall prepare and implement a Traffic Control Plan consistent
30 with the California Joint Utility Traffic Control Manual. SCE shall submit the Traffic Control Plan to
31 Caltrans, the City of Monterey Park, and the City of Montebello for review and comment prior to
32 submitting it to the CPUC for review and approval at least 60 days prior to the start of construction.
33 The Traffic Control Plan shall include at a minimum, measures to ensure that:

- 34
35 1. Significant impacts to affected intersections during the AM or PM peak hours (and during
36 the specified phase) are reduced to less than significant levels, i.e., reduce the V/C increase
37 resulting from the proposed project at each identified intersection to at or below the
38 applicable threshold. Primary measures may include:
39 • Limiting project-related heavy truck trips during peak hours (e.g., through
40 scheduling deliveries outside of peak hours) so as to reduce trips occurring during
41 peak hours; and
42 • Limiting project construction worker vehicle trips during peak hours (e.g., through
43 requiring carpooling) so as to reduce trips occurring during peak hours.
44
45 2. Significant impacts on SR 60, Greenwood Avenue, Loveland Street, and other nearby
46 roadways are reduced to less than significant levels, i.e., reduce excessive interruptions in
47 traffic flow resulting from temporary lane closures. Primary measures may include the
48 following:

- 1 • SCE shall follow recommended considerations of the California Manual on Uniform
2 Traffic Control Devices (CA MUTCD) latest edition, including proper signage,
3 avoiding abrupt changes in geometrics, reducing traffic volume by using alternate
4 routes scheduling work in off-peak hours, and complying with the Americans with
5 Disabilities Act of 1990; and
6 • No work shall occur in Caltrans ROW until Caltrans issues the encroachment permit
7 and approves the Traffic Control Plan.
8
- 9 3. Significant impacts on Potrero Grande Drive, East Markland Drive, and other nearby
10 roadways are reduced to less than significant levels, i.e., reduce hazards from slow moving
11 vehicles entering and exiting the substation site. Primary measures may include the
12 following:
 - 13 • SCE shall post slow truck warning signage at appropriate locations during truck
14 delivery and exit hours (e.g., along Potrero Grande Drive) when there is a possibility
15 for slow trucks to exit the substation site to warn drivers of slow trucks exiting the
16 substation site onto East Markland Drive and Potrero Grande Drive. Signage shall
17 adhere to the CA MUTCD.
- 18
- 19 4. Significant impacts to affected roadways used by overweight or oversized vehicles are
20 reduced to less than significant levels, i.e., repair to pre-project conditions any roads or road
21 infrastructure (e.g., curbs and medians) damaged by project-related vehicle traffic. SCE shall
22 comply with local permit conditions related to road damage to reduce impacts to less than
23 significant. Primary measures may include the following:
 - 24 • Documenting roadway conditions with photographs prior to the project along roads
25 identified for heavy vehicle use in the project's Traffic Impact Analysis; and
 - 26 • Taking photographs after the project and after any repairs that document
27 restoration of pre-project pavement conditions. Documentation of original
28 conditions and repair shall be submitted to the CPUC for review and verification
29 within 30 days of repair completion.
- 30
- 31 5. Significant impacts to local emergency service providers are reduced to less than significant
32 levels, i.e., maintain access for emergency service vehicles. Primary measures may include
33 the following:
 - 34 • Maintaining good public relations by assessing the needs of road users, abutting
35 property owners, and emergency service providers (law enforcement, fire fighters,
36 and medical medical) and cooperating with various news media;
 - 37 • SCE shall notify local emergency service providers (i.e., police departments,
38 ambulance services, and fire departments) of road closures at least one week prior
39 to the closure;
 - 40 • SCE shall notify the emergency service provider of the location, date, time, and
41 duration of closure; and
 - 42 • SCE shall also make provisions to maintain emergency vehicle access at all times in
43 coordination with local emergency service providers, such as keeping metal plates
44 available to cover open trenches.
- 45
- 46
- 47

1 6. Significant impacts to public transit, pedestrians, and bicyclists are reduced to less than
2 significant levels, i.e., maintain safe conditions for pedestrians and bicyclists during
3 construction of the proposed project. The project shall allow for safe vehicle, bicyclist, and
4 pedestrian passage through construction zones in consideration of basic safety principles to
5 route roadway users through construction zones using roadway geometrics and features
6 and traffic control devices comparable to normal roadway situation as possible. The Traffic
7 Control Plan's level of detail shall be appropriate to the complexity of the project work, and
8 primary measures may include:

- 9 • Notifying LA Metro and other public transit providers of construction along existing
10 public transit routes. SCE shall work with transit providers to temporarily relocate
11 transit stops during construction, if needed;
- 12 • Providing pedestrians with reasonably safe, convenient, and accessible paths that
13 replicate as nearly as possible the most desirable characteristics of the existing
14 paths (e.g., maintaining sidewalk and bicycle access on at least one side of affected
15 streets during construction);
- 16 • Laying out plans for notifications and a process for communication with affected
17 transit riders, pedestrians, and bicyclists prior to the start of construction. Advance
18 public notification shall include posting of notices and appropriate signage of
19 construction activities. The written notification shall include the construction
20 schedule, the exact location and duration of activities within each street (i.e., which
21 transit routes, bus stops, sidewalks, and bicycle routes would be affected on which
22 days and for how long), and a toll-free telephone number for receiving questions or
23 complaints;
- 24 • Posting detour signs during construction of alternative routes for pedestrians and
25 bicyclists, applying the CA MUTCD principles for proper marking, signing, and
26 flagging; and
- 27 • Installing steel plates over open trenches in inactive construction areas to maintain
28 existing bicycle and pedestrian access after construction hours.

29
30 7. Significant impacts to the Whittier Narrows park-and-ride lot are reduced to less than
31 significant levels, i.e., maintain safe entrance and egress from the Santa Anita Avenue
32 entrance. Primary measures may include the following:

- 33 • SCE shall coordinate with Los Angeles County and the Whittier Narrows Recreation
34 Area so that SCE can provide traffic control for two-way traffic at the Santa Anita
35 Avenue entrance to the Whittier Narrows park-and-ride lot during the Durfee
36 Avenue exit closure.

37
38 In addition, the Traffic Control Plan shall ensure that:

- 39 • Acceptable levels of operation for all transportation modes are provided and routine day
40 and night inspections of the plan's elements are implemented;
- 41 • Roadside safety is maintained during the life of the project to accommodate disabled
42 vehicles, run-off-the-road incidents, and emergency situations; and
- 43 • Appropriate field workers and management personnel receive training appropriate to the
44 job decisions each individual is required to make.

45

1 Specific measures would depend on the final construction schedule and residing location of
2 construction workers. Measures implemented as part of the plan shall not result in exceedance of
3 applicable thresholds as described in this document at other impacted intersections. The plan shall
4 also demonstrate that mitigation would not result in V/C to exceed thresholds at significantly
5 impacted and non-significantly impacted roads and intersections. Roadway, highway, and lane
6 closure plans shall be prepared and implemented as required and in coordination with the
7 applicable local and Caltrans jurisdictions. Appropriate advance notifications shall be made to the
8 affected jurisdictions and affected property owners; copies of all coordination and notification shall
9 be provided to the CPUC.

10
11 The plan shall describe locations and durations of:

- 12 • Full road closures
- 13 • Lane closures
- 14 • Bicycle lane closures
- 15 • Sidewalk or pedestrian path closures
- 16 • Transit stop closures
- 17 • Parking lot and Park-N-Ride lot closures

18
19 To the extent that compliance with applicable permit requirements, e.g., obtaining required
20 encroachment permits from Caltrans and/or other agencies with jurisdiction over work done
21 within roadways, would reduce identified significant traffic impact(s) consistent with the
22 performance standards set forth in MM TT-1, SCE may submit such permit(s) in lieu of addressing
23 that impact or impacts in the Traffic Control Plan, subject to review and approval by the CPUC prior
24 to the start of construction.

25
26 **MM TT-2: Road and Lane Closure Plan.** SCE shall develop a Road and Lane Closure Plan for the
27 proposed project that outlines how SCE will handle road and lane closures to allow for safe vehicle,
28 bicyclist, and pedestrian passage when road and lane closures occur. The Plan shall be prepared in
29 coordination with local jurisdictions where road and lane closures would occur. Upon
30 determination of the final construction schedule and precise locations and durations of road and
31 lane closures, the Plan shall describe locations and durations of:

- 32 • ~~Full road closures~~
- 33 • ~~Lane closures~~
- 34 • ~~Bicycle lane closures~~
- 35 • ~~Sidewalk or pedestrian path closures~~

36
37
38 Measures to be included in the Plan that would allow for safe vehicle, bicyclist, and pedestrian
39 passage shall adhere to the California Manual on Uniform Traffic Control Devices. Potential
40 measures include:

- 41 • ~~Signage directing motorists, pedestrians, and bicyclists to an efficient, safe detour around~~
42 ~~the closure~~
- 43 • ~~Flaggers and/or signage to halt traffic at road closures or direct traffic at lane closures and~~
44 ~~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. The applicant shall consult with the City of Monterey Park and the City of Montebello in development of the Highway Closure Plan and this plan shall be subject to review and comment by the City. No work shall occur in Caltrans right-of-way until Caltrans issues the encroachment permit and approves the Highway Closure Plan.~~

MM TT-42: 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-53: 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.

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

3
4 **MM TT-6: Slow Truck Warnings.** During truck delivery and exit hours, SCE shall post signage at
5 appropriate locations (e.g., along Potrero Grande Drive) when there is a possibility for slow trucks
6 to exit the substation site to warn drivers of slow trucks exiting the Substation site onto East
7 Markland Drive and Potrero Grande Drive. Signage shall adhere to the California Manual on
8 Uniform Traffic Control Devices.

9
10 **MM TT-7: Road Damage Repair.** SCE shall repair to pre-project conditions any roads damaged by
11 project vehicle traffic within 60 days of completion of construction. SCE shall document roadway
12 conditions with photographs prior to the project along roads identified for heavy vehicle use in the
13 project's Traffic Impact Analysis. SCE shall also take photographs after the project and after any
14 repairs that document restoration of pre-project pavement conditions. Documentation of original
15 conditions and repair shall be submitted to the CPUC for review and verification within 30 days of
16 repair completion.

17
18 **MM TT-8: Emergency Service Provider Notification.** SCE shall notify local emergency service
19 providers (i.e., police departments, ambulance services, and fire departments) of road closures at
20 least 1 week prior to the closure. SCE shall notify the provider of the location, date, time, and
21 duration of closure. SCE would also make provisions to maintain emergency vehicle access at all
22 times in coordination with local emergency service providers, such as keeping metal plates
23 available to cover open trenches.

24
25 **MM TT-9: Public Transit, Pedestrian, and Bicyclist Plan.** SCE shall develop and implement a
26 Public Transit, Pedestrian, and Bicyclist Plan with the goal of maintaining safe conditions for
27 pedestrians and bicyclists during construction of the proposed project. Safe conditions include
28 detours for closed sidewalks and closed bicycle lanes as well as relocation of transit stops to areas
29 not affected by construction activities. The control measures included in the Plan shall be based on
30 final plans for closures of sidewalks and bicycle lanes and transit stops. The measures shall be
31 consistent with those published in the California Joint Utility Traffic Control Manual (California
32 Inter-Utility Coordinating Committee 2010). The applicant shall consult with the City of Monterey
33 Park, and the City of Montebello in development of the Public Transit, Pedestrian, and Bicyclist Plan
34 and this plan shall be subject to review and comment by the Cities for activities within the Cities'
35 jurisdictions. The Plan should include, at a minimum, the measures listed below:

- 36
37
- 38 ● Notify LA Metro and other public transit providers of construction along existing public
39 transit routes. The applicant would work with transit providers to temporarily relocate
transit stops during construction, if needed.
 - 40 ● Provide pedestrians with reasonably safe, convenient, and accessible paths that replicate as
41 nearly as possible the most desirable characteristics of the existing paths (i.e., maintaining
42 sidewalk and bicycle access on at least one side of affected streets during construction).
 - 43 ● Layout plans for notifications and a process for communication with affected transit riders,
44 pedestrians, and bicyclists prior to the start of construction. Advance public notification
45 shall include posting of notices and appropriate signage of construction activities. The
46 written notification shall include the construction schedule, the exact location and duration
47 of activities within each street (i.e., which transit routes, bus stops, sidewalks, and bicycle

1 routes would be affected on which days and for how long), and a toll-free telephone number
2 for receiving questions or complaints.

- 3 • ~~Post detour signs during construction of alternative routes for pedestrians and bicyclists.~~
- 4 • ~~Install steel plates over open trenches in inactive construction areas to maintain existing~~
5 ~~bicycle and pedestrian access after construction hours.~~

6
7 **~~MM TT-10: Whittier Narrows Park and Ride Lot.~~** If proposed project work on
8 Telecommunications Route 3 would result in temporary closure of the Whittier Narrows park and
9 ride lot exit to Durfee Avenue, SCE shall coordinate with Los Angeles County and the Whittier
10 Narrows Recreation Area so that SCE can provide traffic control for two-way traffic at the Santa
11 Anita Avenue entrance to the Whittier Narrows park and ride lot during the Durfee Avenue exit
12 closure.

13
14 **MM TT-114: Pasadena City College Community Education Center Parking.** If proposed project
15 work at the Goodrich Substation would result in parking spot closures at the Pasadena City College
16 Community Education Center parking lot, SCE shall coordinate scheduled closures with the
17 Pasadena City College Community Education Center on the following and shall obtain a letter from
18 the Community Education Center that states:

- 19
- 20 • The dates of parking spot closures; and
- 21 • The number of parking spots that would be closed; and
- 22 • ~~That the Community Education Center concurs that there will be sufficient parking spots to~~
23 ~~accommodate SCE's work and the Community Education Center's parking needs.~~

24
25 SCE shall submit the letter documentation to the CPUC 30 days prior to Community Education
26 Center parking spot closure demonstrating coordination with the Pasadena City College Community
27 Center and concurrence from the Pasadena City College Community Education Center that there
28 will be sufficient parking spots to accommodate SCE's work and the Pasadena City College
29 Community Education Center's parking needs.
30

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