

# PROPONENT'S ENVIRONMENTAL ASSESSMENT – ZAYO PRINEVILLE-TO-RENO FIBER OPTIC PROJECT

Transportation

## 5.17 TRANSPORTATION

This section describes the affected environment for transportation and traffic for the portion of the project that crosses California.

### 5.17.1 Environmental Setting

#### 5.17.1.1 Circulation System

Most of the ~~493.9~~<sup>194</sup> miles of the project area is parallel to US 395, which extends across portions of Modoc, Lassen, and Sierra Counties, except for 7.35 miles along Standish Buntingville Road (Lassen County Road A3) and 1.15 miles along Cummings Road, which are county roads between communities of Standish and Buntingville in Lassen County, California. Ancillary equipment such as ILAs, vaults, and line markers are also proposed. Staging areas used for vehicle parking and/or short-term placement of equipment, conduit, and cable would be located within or close to the right-of-way in previously disturbed areas such as the shoulder of a spur road. Offsite materials storage yards would be located at existing, leased industrial or commercial space in ~~Summer Lake, Lakeview,~~ Alturas, Termo, and/or Standish.

In Lassen County, US 395 is mostly a two-lane north-south principal arterial that connects the county to Reno, Nevada (139 miles). In Modoc County, US 395 is a two-lane paved route that runs in a north-south direction and connects the Lassen County line to the Oregon border (61 miles). In Sierra County, US 395 runs through the northeastern corner of the county (3 miles) and is functionally equivalent to the Lassen segment. The project is located in a largely rural area that is served by transit in specific routes but is mostly dependent on personal vehicles. It has limited pedestrian and bicycle facilities.

#### 5.17.1.2 Existing Roadways and Circulation

The project would be accessible using existing roadways and local arterials, generally limited to US 395 and along small portions of Standish Buntingville Road and Cummings Road, mentioned in the previous section. Construction would generally occur within the roadway right-of-way. Construction vehicles and equipment are expected to be staged or parked within project area rights-of-way, approved temporary construction easements such as material storage yards, or along the access roads.

LOS is a qualitative measure of the performance of a transportation system element. The LOS for traffic is designated A through F, with LOS A representing free-flowing conditions and LOS F representing severe traffic congestion.

~~Table 5.17-1~~<sup>Table 5.17-4</sup> provides the average annual daily traffic (AADT) and other operating conditions of the affected road segments in the project area obtained from the Caltrans Traffic Census Program for the most recent available year (Caltrans 2017a, 2017b). As shown in ~~Table 5.17-1~~<sup>Table 5.17-4</sup>, all the road segments currently operate at LOS B, C, and D under existing conditions, which is generally considered acceptable.



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**Table 5.17-1: Existing Level of Service**

Roadway Segment	Jurisdiction	Lanes	Facility Type	Average Annual Daily Traffic	Peak Hour Volume	Level of Service	Target LOS Threshold
US 395 MP 3.059 - Sierra/Lassen County Line	Sierra	4	Four-Lane Rural Highway	9,000	660	B	D
US 395 MP 4.615 - Junction SR 70 West	Lassen	2	Two-Lane Rural Highway	9,900	730	D	D
US 395 MP 29.840 - Garnier Road	Lassen	2	Two-Lane Rural Highway	6,800	560	C	D
US 395 MP 51.870 - Standish Road	Lassen	2	Two-Lane Rural Highway	6,200	430	C	D
US 395 MP 70.120 - Standish, County Road A-3	Lassen	2	Two-Lane Rural Highway	1,650	110	B	D
US 395 MP 3.216 - Likely, Jess Valley Road	Modoc	2	Two-Lane Rural Highway	1,150	260	B	D
US 395 MP 22.070 - Alturas, First Street	Modoc	2	Two-Lane Rural Highway	5,900	440	C	D
US 395 MP 28.285 - Junction SR 299 East	Modoc	2	Two-Lane Rural Highway	1,650	660	B	D
Source: Caltrans 2017a, b MP = mile post SR = state route US 395 = U.S. Highway 395							

**5.17.1.3 Transit and Rail Services**

Lassen Transit Service Agency provides the public transit system for Lassen County. It provides commuter route services operated by Lassen Rural Bus. The East and South County Bus Route use US 395. Modoc Transportation Agency Sage Stage uses US 395 to provide public transit services both within Modoc County and to nearby regional centers. No passenger rail service is available in Lassen and Modoc Counties. Sierra County has no public transit service within the project area.

**5.17.1.4 Bicycle Facilities**

According to the *Lassen Regional Transportation Plan* (Lassen County 2017) and *Lassen County Bikeway Master Plan* (Lassen County 2011), there are few designated bikeways in Lassen County. US 395 is classified as a Class III bike route, providing for shared use with pedestrian and motor vehicle



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traffic, with Share the Road signage placed along the highway. Many communities in Lassen County lack appropriate bicycle facilities and need improvements for gap closures, connectivity, and for Americans with Disabilities Act compliance. Similarly, according to the Modoc Regional Transportation Plan (Modoc County 2019) there is limited shoulder area to ride bicycles along most roadways in Modoc County. Roads within rural Modoc County communities are generally narrow and lack sidewalks. According to Draft US 395 Transportation Concept Report (Caltrans 2017c), the Modoc Line Trail located along US 395 is open to bicycles, pedestrians, equestrians, and off-highway vehicles, although portions of the trail are not yet complete. As noted in the Sierra County Regional Transportation Plan (Sierra County 2020), there are no designated bicycle routes in Sierra County, and the state highways have little to no shoulders.

### 5.17.1.5 Pedestrian Facilities

According to the Lassen Regional Transportation Plan (Lassen County 2017) and Lassen County Bikeway Master Plan (Lassen County 2011), US 395 is classified as a Class III bike route that provides for shared use with pedestrian and motor vehicle traffic, with Share the Road signage placed along the highway. Many communities in Lassen County lack appropriate pedestrian facilities, including sidewalks, signage and crosswalks. Similarly, according to the Modoc Regional Transportation Plan (Modoc County 2019) there is limited shoulder area to walk along most roadways in the Modoc County region. Roadways within rural Modoc communities are generally narrow and lack sidewalks. According to Draft US 395 Transportation Concept Report (Caltrans 2017c), the Modoc Line Trail located along US 395 is open to bicycles, pedestrians, equestrians, and off-highway vehicles, although portions of trail are not yet complete. As noted in the Sierra County Regional Transportation Plan (Sierra County 2020), the existing pedestrian circulation is a non-continuous network of limited sidewalks.

### 5.17.1.6 Vehicle Miles Traveled

Vehicle miles travelled (VMT) is a measure of vehicle activity that is annually reported as part of the Federal Highway Performance Monitoring System. California Public Road Data provides daily VMT estimates derived from these data. The most recent available year (Caltrans 2018) estimates of the daily VMT on the state highway system for Lassen, Modoc, and Sierra Counties is provided in [Table 5.17-2](#).

**Table 5.17-2: State Highway Vehicle Miles Travelled Estimates by County**

County	Daily Vehicle Miles Travelled (1,000)
Lassen	793.72
Modoc	214.99
Sierra	243.18

Source: Caltrans 2018



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## 5.17.2 Regulatory Setting

### 5.17.2.1 Federal

Title 23, Code of Federal Regulations, Highways

The USDOT sets policy regarding the placement of utility facilities within highway rights-of-way. Federal statutes specify requirements for facilities that receive federal assistance, including interstate freeways and U.S. highways, most state routes, and certain local roads. FHWA regulations require that each state develop its own policy regarding the accommodation of utility facilities within highway rights-of-way. Once FHWA has approved a state's policy, the state can approve any proposed utility installation without referral to FHWA unless it does not conform to the federally approved policy. Federal law does not directly control how states accommodate utilities within highway rights-of-way, but in determining whether a right-of-way on a federally aided highway should be used for accommodating a utility facility, the Secretary of Transportation must do the following: 1) ascertain the effect that accommodation of utilities would have on highway and traffic safety since no such use may be authorized or permitted that would adversely affect safety; 2) evaluate the direct and indirect environmental and economic effects of any loss of productive agricultural land or any impairment of its productivity that would result from disapproving accommodation of the utility facility; and 3) consider the environmental and economic effects together with any interference with or impairment of the use of the highway that would result from accommodation of the utility facility (23 USC Section 109[1]). In addition, 23 USC Section 116 requires that state transportation agencies ensure proper maintenance of highway facilities, which implies adequate control over non-freeway facilities such as utility facilities. Finally, 23 USC Section 123 specifies when federal funds can be used to pay for the costs of relocating utility facilities in connection with highway construction projects (McCarthy 2004).

Title 49, Code of Federal Regulations, Sections 171-177

Title 49 governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of vehicles carrying hazardous material. The administering agencies for Title 49 in California are the California Highway Patrol and the USDOT, Pipeline and Hazardous Materials Safety Administration. The project would conform to Title 49 by requiring vehicles that are used to transport any construction-related hazardous materials must use the required markings.

### 5.17.2.2 State

California Department of Transportation

Caltrans is one of several departments in California's Business, Transportation and Housing Agency. Caltrans' Right-of-Way and Asset Management Program, administered through Caltrans' district offices, is primarily responsible for acquisition and management of property required for state transportation purposes. Transportation purposes may include roads, mass transit and related facilities, airports, shops, maintenance stations, storage yards, material sites, and any other purpose that may be necessary for Caltrans operations (Caltrans 2008a). The responsibilities of the Right of Way and Asset Management Program include managing Caltrans' real property for transportation purposes, reducing the costs of



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operations, disposing of property no longer needed, and monitoring right-of-way activities on federally assisted local facilities.

As defined in Streets and Highways Code Section 660, an encroachment can be any tower, pole, pole line, pipe, pipeline, fence, billboard, stand, or building, or any structure or object of any kind or character that is within the right-of-way but not a part of the Caltrans facility. The authority for Caltrans to control encroachments within the state roadway is contained in the Streets and Highways Code beginning with Section 660.

Encroachments allow temporary or permanent use of roadway rights-of-way by a utility, a public entity, or a private party. Encroachments include all public and private utilities within state rights-of-way, such as communication, electric power, water, gas, oil, petroleum products, steam, sewer, drainage, irrigation, and similar facilities. Encroachments also include any temporary or permanent break in access or use of the roadway rights-of-way for grading, excavating, or filling or removing materials by public agencies, developers, or private individuals (Caltrans 2008b).

Encroachment permits are issued by Caltrans to other agencies or parties that perform construction activities within its rights-of-way. Typical projects performed by other agencies or parties that require encroachment permits include construction of roadway improvements and utility work. Under an encroachment permit, Caltrans requires the agency or party to implement an appropriate SWPPP. Caltrans retains ultimate responsibility for ensuring that the portion of the project within the Caltrans right-of-way is in compliance with federal, state, and local stormwater protection regulations.

Caltrans specifically has interest in projects that may structurally modify deck slabs (not including raised sidewalks or utility attachments), girders (not including utility attachments), bottom slabs of superstructures, columns and supporting foundations, and abutments and supporting foundations.

California Vehicle Code, Sections 13369, 15275, 15278

The California Vehicle Code addresses the licensing of drivers and the classification of license required for the operation of particular types of vehicles, requires a commercial driver's license to operate commercial vehicles, and requires an endorsement issued by the Department of Motor Vehicles to drive any commercial vehicle identified in Section 15278 of the California Vehicle Code. The administering agency for these statutes is the Department of Motor Vehicles. The project would comply with these Code Sections 13369, 15275, and 15278 by requiring that contractors and employees be properly licensed and endorsed when operating relevant vehicles.

California Vehicle Code, Section 35550

California Vehicle Code Section 35551 imposes weight guidelines and restrictions on vehicles traveling on freeways and highways. The section holds that "a single axle load shall not exceed 20,000 pounds. The load on any one wheel or wheels supporting one end of an axle is limited to 10,500 pounds. The front steering axle load is limited to 12,500 pounds." Furthermore, Section 35551 defines the maximum overall gross weight as 80,000 pounds and adds that, "the gross weight of each set of tandem axles shall not exceed 34,000 pounds." The administering agency for this statute is Caltrans. The project would comply



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with this Code Section by requiring compliance with weight restrictions and by requiring heavy haulers to obtain required permits prior to delivery of any heavy haul load.

#### California Vehicle Code, Section 35780

California Vehicle Code Section 35780 requires a Single-Trip Transportation Permit to transport oversized or excessive loads over state highways. The permit can be acquired through Caltrans. The project would comply with this Section 35780 by requiring that heavy haulers obtain a Single-Trip Transportation Permit for oversized loads for each vehicle prior to delivery of any oversized load.

#### California Streets and Highways Code, Section 117

Unless otherwise specified, the acquisition of any right-of-way over any real property for state highway purposes includes the right of Caltrans to issue, under Chapter 3 (commencing with Section 660), permits for any structures or fixtures necessary for telegraph, telephone, or electric power lines or of any ditches, pipes, drains, sewers, or underground structures located in the public rights-of-way. The administering agency for this statute is Caltrans. Project proponents would coordinate with Caltrans with regard to use of public rights-of-way.

#### California Streets and Highways Code, Sections 660, 670, 672, 1450, 1460, 1470, 1480 et seq.

This code defines highways and encroachments and requires encroachment permits for projects involving excavation in state highways and county and city streets. This law is generally enforced at the local level. The administering agencies for this regulation are Caltrans and Lassen, Modoc, and Sierra Counties. Project proponents or the construction contractor would apply for encroachment permits for any excavation in state and county roadways prior to construction.

#### California Manual on Uniform Traffic Control Devices, Part 6

This regulation requires a temporary traffic control plan be provided for, "continuity of function (movement of traffic, pedestrians, bicyclists, transit operations) and access to property/utilities" during any time that the normal function of a roadway is suspended. The administering agencies for this regulation are Caltrans and Lassen, Modoc, and Sierra counties. If applicable, a Traffic Control Plan would be prepared prior to the start of construction.

### 5.17.2.3 Local

The Lassen County Regional Transportation Plan (RTP) is developed by the Lassen County Transportation Commission which is the designated Regional Transportation Planning Agency (RTPA) for Lassen County. The Lassen County RTP guides transportation investments in Lassen County involving local, state and federal funding over the next 20 years. Lassen County's RTP must be updated every 4 years to be compliant with Caltrans' guidelines and to be eligible for many sources of funding.

The Modoc County RTP is a 20-year planning document developed by Modoc County Transportation Commission, which is the RTPA for the Modoc region. The goal of the Modoc County RTP is to provide a



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safe, balanced, coordinated, and cost-effective transportation system that conserves energy, preserves air quality, serves the needs of the region, and is consistent with local, state, and federal plans and programs. Modoc County's RTP includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and finances.

As Sierra County's RTPA, the Sierra County Transportation Commission is required by California law to adopt and submit an updated RTP to the California Transportation Commission and to Caltrans every 5 years. The purpose of the RTP is to provide a transportation vision for the region by identifying transportation related needs and issues with goals for the 10- and 20-year planning horizons.

#### 5.17.2.4 Significance Criteria

Caltrans is in the process of finalizing their updated guidelines to be used for analysis of projects on the state highway system. The new guidelines will go into effect for most state highway projects on September 15, 2020. The draft guidelines are currently out for public review and comment. For projects on the state highway system, Caltrans would be using "Induced Travel" to determine impacts, and this is only applicable to projects which increase the roadway's capacity. Therefore, evaluation of Induced Travel is not applicable to the proposed project. The new guidelines also refer to provision of a qualitative assessment of construction impacts.

Caltrans' Guide for the Preparation of Traffic Impact Studies (Caltrans 2002), which will be superseded upon adoption of the updated guidelines noted above, indicates that Caltrans generally endeavors to maintain the LOS of a state highway facility at the cusp of LOS C and D (Caltrans 2002). Lassen County uses a threshold of LOS D for minimum acceptable operation of its transportation facilities (Lassen County 1999). Sierra County and Modoc Counties do not have specified thresholds for state highway facilities within their counties.

Due to the current transition period between LOS and VMT as the measure of significance for impact analysis, for the purpose of this analysis, a target LOS threshold of D is also used to determine the significance of project impacts on traffic and transportation. The project would be considered to have a significant impact on traffic and transportation capacity and LOS if it would cause the operation of a transportation facility to worsen from LOS D or better to LOS E or F, or to substantially worsen conditions for facilities already operating at LOS E or F without the project.

#### Roadway Segment Analysis

Highway Capacity Manual, Sixth Edition (Transportation Research Board 2016) is a standard reference published by the Transportation Research Board; it defines LOS as a qualitative measure of the performance of an element of a transportation system. Traffic LOS is designated A through F, with LOS A representing free flow conditions and LOS F representing severe traffic congestion. LOS characteristics for roadway segments are presented in Table 5.17-3 ~~Table 5.17-3~~.



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**Table 5.17-3: Roadway Level of Service Descriptions**

Level of Service	Traffic Flow Description
A	Minimal or no vehicle delay
B	Slight delay to vehicles
C	Moderate vehicle delays, traffic flow remains stable
D	More extensive delays at intersections
E	Long queues create lengthy delays
F	Severe delays and congestion

Source: HCM 2016, Sixth Edition

Table 5.17-4 provides LOS and AADT volume thresholds for uninterrupted flow on rural highways. Since Caltrans and the Counties of Lassen, Modoc and Sierra do not specify AADT volume thresholds for uninterrupted flow on rural highways, the volume thresholds noted here are based on the Florida Department of Transportation Generalized Annual Average Daily Volumes for Florida’s Rural Undeveloped Area and Developed Areas with less than 5,000 population (FDOT 2012), a source commonly used by traffic engineers for analyses of this type. This is a modified Highway Capacity Manual based LOS table that was used in the analysis.

**Table 5.17-4: Roadway Level of Service for Uninterrupted Flow Highways**

Lanes	Median	A	B	C	D	E	F
2	Undivided	-	≤ 4,700	8,400	14,300	28,600	> 28,600
4	Divided	-	≤ 25,700	40,300	51,000	57,900	> 57,900

Source: FDOT 2012

**5.17.3 Impact Questions**

Would the project:	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>





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Would the project:	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Interfere with walking or bicycling accessibility?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**5.17.4 Impact Analysis**

This section describes the approach for evaluating transportation and traffic impacts. The analysis of transportation- and traffic-related impacts of the project during construction is based on the project characteristics, including type, location, trip generation, trip distribution, and duration of activities. The project would result in temporary construction activity with no ongoing operational changes to traffic generation or traffic patterns.

**a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

**Less Than Significant Impact.** The analysis of construction trip generation for the project is based on the project-generated ~~average daily traffic (ADT)~~ average daily traffic (ADT) during construction on a typical day. Heavy-vehicle trips are converted to passenger car equivalents (PCEs) for this impact analysis.

The project is expected to generate a total PCE volume of approximately 688 ADT during the entire period of construction based on the construction activity, vehicle trips, and schedule data provided by the applicant. Although the temporary traffic volume increases would be spread out over the entire project alignment, to present a conservative estimate of the potential impacts, the analysis considers a maximum of 700 PCE ADT during construction and considers the worst-case scenario for the impacts of construction traffic on each roadway segment based on 100 percent of construction impacts at any given location. ~~Table 5.17-5~~ Table 5.17-5 summarizes the results of the roadway segment analysis for the project.



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**Table 5.17-5: Existing Plus Construction Traffic Level of Service**

Roadway Segment	Jurisdiction	Lanes	Facility Type	Annual Average Daily Traffic	Peak Hour Volume	LOS	Target LOS Threshold
US 395 MP 3.059 - Sierra/Lassen County Line	Sierra	4	Four-Lane Rural Highway	9,700	660	A	D
US 395 MP 4.615 - Junction SR 70 West	Lassen	2	Two-Lane Rural Highway	10,600	730	D	D
US 395 MP 29.840 - Garnier Road	Lassen	2	Two-Lane Rural Highway	7,500	560	C	D
US 395 MP 51.870 - Standish Road	Lassen	2	Two-Lane Rural Highway	6,900	430	C	D
US 395 MP 70.120 - Standish, County Road A-3	Lassen	2	Two-Lane Rural Highway	2,350	110	B	D
US 395 MP 3.216 - Likely, Jess Valley Road	Modoc	2	Two-Lane Rural Highway	1,850	260	B	D
US 395 MP 22.070 - Alturas, First Street	Modoc	2	Two-Lane Rural Highway	6,600	440	C	D
US 395 MP 28.285 - Junction SR 299 East	Modoc	2	Two-Lane Rural Highway	2,350	660	B	D

Notes:

LOS = Level of Service

MP = mile post

SR = State Route

US 395 = U.S. Interstate 395

As noted above, construction vehicles associated with the project would cause a temporary and short-term increase in traffic due to the additional number of vehicles on the roads. This temporary traffic volume increase would be spread out over the entire project alignment, and the increased traffic levels during peak construction would remain within acceptable limits in the context of road capacities and LOS as shown in Table 5.17-5.

There are only a limited number of pedestrian and bicycle facilities in the project area and these would not be affected by the construction activity except for limited circumstances. The project would follow Caltrans’ guidelines for work area traffic control, which includes providing accommodations for pedestrians and bicyclists when applicable. Implementation of APM TRA-1 will ensure that traffic controls and other traffic safety measures are in place to maintain proper traffic flow during temporary construction



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activities. Therefore, the project construction would not cause a conflict with a program plan, ordinance, or policy related to the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and the impact would be less than significant.

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#### **b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

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**Less Than Significant Impact.** The project does not propose new housing, businesses, or other land use changes that would induce population growth in the area or result in a permanent increase of VMT. The project also would not add capacity to an existing or proposed new roadway. Construction of the project could result in a temporary increase in local traffic as a result of construction-related workforce traffic and material deliveries and construction activities occurring within the public right-of-way; however, these short-term construction related changes in VMT are not the subject of CEQA Guidelines Section 15064.3, subdivision (b). The primary impacts from the movement of construction trucks would include localized, short-term, and intermittent effects on traffic operations because of slower movements and the larger turning radii of the trucks compared to passenger vehicles. Potential increases in vehicle-trip generation as a result of project construction would vary based on the construction activity, location, equipment needs, and other factors as discussed above. However, once construction is completed, construction-related traffic would cease, and vehicle miles traveled levels would return to pre-project conditions. The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Therefore, impacts would be less than significant.

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#### **c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

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**No Impact.** There are no proposed changes or modifications to any geometric design features to alter any public roadways or intersections during the construction. The project would follow Caltrans guidelines for work area traffic control, which include providing for standard geometric design of any necessary temporary traffic control features. Also, there would be no incompatible uses introduced to the project area. Therefore, the project would not increase hazards due to geometric design features of roadways or incompatible uses. No impact would occur.

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#### **d) Result in inadequate emergency access?**

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**Less Than Significant Impact.** Emergency access routes would be maintained throughout project construction. Construction vehicles and equipment are anticipated to access project construction areas by using existing roadways, and work would generally occur within the roadway right-of-way. Construction vehicles and equipment are expected to be staged or parked within project area rights-of-way, approved temporary construction easements such as material storage yards, or alongside access roads. During and after construction, roads would continue to operate at the same acceptable LOS as the pre-project condition, with similar travel speeds and no capacity deficiencies. Therefore, the impact would be less than significant.



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### e) Create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations?

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**Less Than Significant Impact.** The project's construction related activity would be temporary and short-term and would be spread out over the entire project alignment, with differing activity occurring in localized and small areas at any given time. The construction activities would occur within the public right-of-way and immediately adjacent areas. The primary impacts from the movement of construction trucks would include short-term and intermittent effects on traffic operations because of slower movements and larger turning radii of the trucks compared to passenger vehicles. However, once construction is completed, construction-related traffic and activity would cease. As noted above, there are only a limited number of pedestrian and bicycle facilities in the project area and these would not be affected by the construction activity except for localized and brief circumstances. The project would follow Caltrans guidelines for work area traffic control, which include providing accommodations for pedestrians and bicyclists when applicable. The project construction, therefore, would not create any potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations, and the impact would be less than significant.

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### f) Interfere with walking or bicycling accessibility?

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**Less Than Significant Impact.** Many communities in the project area lack appropriate bicycle and pedestrian facilities, including sidewalks, signage and crosswalks. There is limited shoulder area to walk or ride a bicycle along most segments of the project area roadways. US 395 is classified as a Class III bike route, providing for shared use with pedestrian and motor vehicle traffic, with Share the Road signage placed along the highway. Implementation of APM TRA-1 will ensure that traffic controls and other traffic safety measures are in place to maintain proper traffic flow during temporary construction activities. The construction related activity would be temporary and short-term and would be spread out over the entire project alignment. The project construction activity would, therefore, not interfere with walking or bicycling accessibility, and the impact would be less than significant.

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### g) Substantially delay public transit?

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**Less Than Significant Impact.** The project's construction-related activity would be temporary and short-term and would be spread out over the entire project alignment, with differing activity occurring in localized and small areas at any given time. The primary impacts from the movement of construction trucks would include short-term and intermittent effects on traffic operations because of slower movements and the larger turning radii of the trucks compared to passenger vehicles. Access to adjoining properties would be maintained throughout the duration of construction activities. However, once construction is completed, construction-related traffic and activity would cease. The project construction would, therefore, not delay public transit, and the impact would be less than significant.

## 5.17.5 Draft Environmental Measures

### Applicant Proposed Measures



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## **APM TRA-1: Traffic Management Plan**

A Traffic Management Plan (TMP) shall be prepared to address heavy equipment and building material deliveries, potential street and/or lane closures, signing, lighting, and traffic control device placement. The applicant will obtain any necessary transportation and encroachment permits from Caltrans and the local jurisdictions, as required, and will implement temporary traffic controls as required to prevent congestion or traffic hazards during construction. Construction activities that are in, along, or cross local roadways will follow best management practices (BMPs) and local jurisdictional encroachment permit requirements, such as traffic controls in the form of signs, cones, and flaggers, to minimize impacts on traffic and transportation in the project area. When working on state highways, Zayo will follow traffic control guidelines outlined in the California Manual on Uniform Traffic Control Devices.



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