

5.17 Transportation and Traffic

This section presents the environmental setting and impact analysis for transportation facilities associated with the Proposed Project and alternatives. The purpose of this section is to assess the impacts of the Proposed Project and alternatives on traffic operations and other transportation modes in the surrounding area during construction, operation, and maintenance activities.

5.17.1 Setting

Environmental Setting

Streets and highways serve as the dominant system of transportation in Ventura County, and in the cities and communities within the county. Other transportation systems in the county and its communities include mass transit, bicycle routes, rail service, and air transportation. The discussions in the following sections are focused on geographical areas near components of the Proposed Project and alternatives (e.g., the City of Moorpark and City of Thousand Oaks) as well as areas through which Proposed Project- or alternative-related vehicles would travel (e.g., unincorporated portions of Ventura County).

Regional Roadways

The Proposed Project would be constructed and operated within two existing Southern California Edison (SCE) utility rights-of-way (ROWs) in the southeastern portion of Ventura County. The Proposed Project alignment is located between two incorporated cities (i.e., Moorpark and Thousand Oaks). Regional access to the study area is provided by State Route (SR) 23, U.S. Highway 101 (U.S. 101), and SR 118. Below are summary descriptions of each of these regional roadways. The northern portion of Proposed Project Segment 2 near Moorpark Substation would cross SR 118; the southern portion of Segment 2 would cross Santa Rosa Road. No other components of the Proposed Project cross a major street or highway.

SR 23 is a north-south state highway that connects the cities of Moorpark and Thousand Oaks. In the vicinity of the study area, SR 23 is a six-lane freeway (Moorpark Freeway) that changes to a four-lane (West Los Angeles Avenue), then a two-lane (Moorpark Avenue) surface highway. SR 23 between U.S. 101 and SR 118 has an annual average daily traffic (AADT) level that ranges from 65,000 to 107,000 vehicles (Caltrans, 2014). The AADT on four-lane SR 23 between Moorpark Freeway and Moorpark Avenue is about 30,500 vehicles (Caltrans, 2014).

U.S. 101 is a major west-east freeway that passes through the City of Thousand Oaks, with an interchange with SR 23. The AADT along U.S. 101 between Hampshire Road (east of SR 23) and North Wendy Drive (west of SR 23) ranges from 141,000 to 189,000 vehicles (Caltrans, 2014).

SR 118 is a west-east highway that passes through the City of Moorpark. It traverses the City of Moorpark (as West Los Angeles Avenue) and connects with SR 23 (as Ronald Reagan Freeway) near the west border of the City of Moorpark. From this connection, SR 118 overlaps with SR 23 and heads east towards the City of Simi Valley as Ronald Reagan Freeway. The AADT along

SR 118 (West Los Angeles Avenue) between Moorpark Substation and the SR 23 freeway ranges from 20,200 to 35,000 vehicles (Caltrans, 2014).

Santa Rosa Road is a west-east two-lane thoroughfare that bisects the Santa Rosa Valley. Santa Rosa Road connects the City of Camarillo with the City of Thousand Oaks. Santa Rosa Road is maintained by Ventura County and has an average weekday traffic level of 19,900 vehicles west of Moorpark Road (Ventura County, 2013).

Local Roadways

The local roadways that may be used to access the study area are generally two- to four-lane roads providing access to local and regional areas. Some of the roads would be affected during line stringing activities over the roads, while others would be used for access throughout the construction phase of the Proposed Project or an alternative.

Existing Levels of Service

The flow of vehicle traffic is frequently described using the level of service (LOS) scale, which is a measurement of operational characteristics of traffic flow on a roadway or at the intersection of roadways, based on traffic volumes and facility type. Traffic operations are assessed using grades ranging from LOS A to LOS F, with LOS A (free flow) representing the highest (best) level of service in terms of travel speed, delay, maneuverability, driver comfort, and convenience, and LOS F (forced or breakdown flow) representing the lowest (worst) level of service (Ventura County, 2009).

The 2009 Ventura County Congestion Management Plan (CMP) contains the following information regarding traffic on state, county, and local roadways in Ventura County (see **Table 5.17-1, Current Level of Service (LOS) At CMP-Monitored Intersections that May Be Used during Construction and Operations**, for current LOS conditions at CMP-monitored intersections in the Proposed Project area).

- **SR 23.** Traffic conditions on the freeway section have improved with the widening of the freeway in 2008. No LOS data is available; the CMP reports that the LOS is “likely OK” on the southern portion of SR 23.
- **U.S. 101.** From Westlake Boulevard / SR 23 (in the vicinity of the Thousand Oaks Service Center) to the North Wendy Drive exit (in the vicinity of Newbury Substation), U.S. 101 operates at LOS D, E, or F during both the a.m. and p.m. peak hours.
- **SR 118.** At its junction with SR 23, SR 118 operates at LOS D or E during both the a.m. and p.m. peak hours. West of its junction with SR 23 (in the vicinity of Moorpark Substation), SR 118 operates at LOS C (a.m. peak hours) and LOS E (p.m. peak hours).
- **County of Ventura.** All CMP-monitored intersections that may be traversed by vehicles that would be associated with the Proposed Project or an alternative operate at LOS D or better.
- **City of Moorpark.** All CMP-monitored intersections that may be used by vehicles that would be associated with the Proposed Project or an alternative operate at LOS D or better;

the intersection closest to Moorpark Substation (Tierra Rejada Road and SR 118) operates at LOS B throughout the day.

- **City of Thousand Oaks.** All CMP-monitored intersections that may be used by vehicles that would be associated with the Proposed Project or an alternative operate at LOS C or better; the intersections closest to Newbury Substation (Rancho Conejo Boulevard and West Hillcrest Drive) operate at LOS A or B throughout the day.

**TABLE 5.17-1
CURRENT LEVEL OF SERVICE (LOS) AT CMP-MONITORED INTERSECTIONS
THAT MAY BE USED DURING CONSTRUCTION AND OPERATIONS**

Intersection	Vicinity of or enroute to...	A.M. Peak	P.M. Peak
Hampshire Road and U.S. 101	Thousand Oaks Service Center	A	C
Borchard Road and U.S. 101	Newbury Substation	C	B
Rancho Conejo Boulevard and West Hillcrest Drive	Newbury Substation	A	B
Tierra Rejada Road and SR 118	Moorpark Substation	B	B
Tierra Rejada Road and SR 23	Moorpark Substation	A-C*	D
Tierra Rejada Road and Moorpark Road	Moorpark Substation	D	D

* Northbound SR 23 ramps operate at LOS A; southbound SR 23 ramps operate at LOS C.

SOURCE: Ventura County, 2009

Commercial Traffic

Commercial transportation of goods and materials in the area of the Proposed Project is largely accomplished by truck. SR 23 and SR 118 are part of the California Department of Transportation's (Caltrans') truck network and designated for the passage of large trucks. SR 23 and SR 118 have been designated by Caltrans as Terminal Access routes, meaning that large trucks (semi-truck/trailer combinations and trucks with double trailers) can travel these roadways. U.S. 101, the primary west-east highway in the area of the Proposed Project, is a National Network highway designated for the movement of commercial vehicles. No truck routes are designated by the City of Moorpark or the City of Thousand Oaks.

Mass Transit

Public transit/bus service in the vicinity of the Proposed Project is found at the northern and southern ends of the Proposed Project in the cities of Moorpark and Thousand Oaks. The Ventura Intercity Service Transit Authority operates bus service between the cities of San Buenaventura (Ventura) and Thousand Oaks and Moorpark, Moorpark City Transit operates two routes within that city, and Thousand Oaks Transit operates four routes within that city. None of these routes runs adjacent to or across any Proposed Project Segment. Unscheduled bus services are provided by Thousand Oaks Dial-A-Ride and Moorpark American's with Disabilities Act (ADA) and Senior Dial-A-Ride. Private bus services also operate in the area (Ventura County, 2009).

Bicycle Routes

Bikeways are found throughout the cities of Moorpark and Thousand Oaks. Bicycle facilities take different forms: bike paths are paved trails that are separated from the roadways (Class 1); bike lanes are lanes on roadways that are designated for use by bicycles by striping, pavement legends, and signs (Class 2); and bike routes are roadways that are designated for bicycle use, but do not have additional width for bicycle lanes (Class 3). No component of the Proposed Project or alternatives would cross a bikeway. The multipurpose trails on lands managed by the Conejo Open Space Conservation Agency (COSCA), through which Proposed Project Segments 3 and 4 would be routed, are used by mountain bikers.

Rail Service

An active rail line is located proximate to the northern side of Moorpark Substation. Freight rail service is provided by Union Pacific Railroad, which operates an average of up to 13 freight trains on its Coast Main Line each day. These include both through trains (moving through the area, but not stopping) and trains serving local customers. Passenger rail service is provided by Metrolink and Amtrak. Metrolink operates six passenger trains daily through the Proposed Project area, and Amtrak operates ten daily Pacific Surfliner trains (with stops in Moorpark) and two Coast Starlight long-distance trains (that do not stop in the Proposed Project area).

Air Transportation

There are two public-use airports in the general vicinity of the Proposed Project and alternatives: Camarillo Airport is located approximately 7 miles west of Segment 3, and Santa Paula Airport is located approximately 9.5 miles northwest of Segment 2.

SCE owns and operates a heliport located at Moorpark Substation. Three other privately-operated helipads are located about 1 mile east, 3 miles south, and 3 miles northeast of Newbury Substation.

Regulatory Setting

Federal

Hazardous Materials Transportation Act of 1974 (49 U.S.C. § 1801 et seq.)

This act directs the United States Department of Transportation (USDOT) to establish criteria and regulations regarding safe storage and transportation of hazardous materials. The Hazardous Materials Regulations promulgated by USDOT (49 CFR §171.1 et seq.) address transportation of hazardous materials, types of materials defined as hazardous, and the marking of vehicles transporting hazardous materials. Additionally, the Motor Carrier Safety Regulations (49 CFR §390.1 et seq.) specify safety considerations for the transport of hazardous materials over public roadways.

Federal Aviation Administration Regulations (14 CFR 77.9)

Federal Aviation Administration (FAA) regulation 14 CFR 77.9, Construction or alteration requiring notice, states in part: “If requested by the FAA, or if you propose any of the following

types of construction or alteration, you must file notice with the FAA....” The Section contains a list of the types of construction or alterations of existing structures for which a notice must be filed with the FAA. The Section also lists notice exemptions, including exemptions applicable to, among other things, certain objects that would be shielded by existing structures.

State

The California Vehicle Code contains statutes pertaining to licensing, size, weight, and load of vehicles operated on highways; safe operation of vehicles; and the transportation of hazardous materials. Caltrans is the administering agency which implements these vehicle-related laws through additional regulations and licensing activities. Caltrans manages the state’s highway and freeway system, provides inter-city rail services, permits public-use airports and special-use hospital heliports, and works with local agencies to improve mobility.

An encroachment permit must be obtained from a local Caltrans District 7 Office for all proposed activities for placement of encroachments within, under, or over the state highway ROWs. Some examples of work requiring an encroachment permit are utilities, excavations, and driveways. Only Caltrans has authority to approve and issue permits for activities on Caltrans’ ROW. Authority for Caltrans to control encroachments within the state highway ROWs is contained in the Streets and Highways Code Section 660 et seq.

Local

Per California Public Utilities Commission (CPUC)-adopted General Order (GO) 131-D, local jurisdictions are preempted from regulating electric power line projects, distribution lines, substations, or electric facilities constructed by public utilities subject to CPUC’s jurisdiction, but in locating such projects, the public utilities shall consult with local agencies regarding land use matters. As such, the following local regulations are included for informational purposes only.

Ventura County General Plan

The Ventura County General Plan contains a number of goals and policies related to transportation and traffic:

4.2.1 Goals

1. Facilitate the safe and efficient movement of persons and goods by encouraging the design, construction, and maintenance of an integrated transportation and circulation system consisting of regional and local roads, bus transit, bike paths, ridesharing, rail transit and freight service, airports, and harbors.
2. Facilitate the safe and efficient movement of persons and goods by designing, constructing, and maintaining a Regional Road Network and Local Road Network that is consistent with the county road standards and that will function at an acceptable Level of Service (LOS).
7. Promote the expansion of a safe, efficient, convenient, integrated, and economical community, intercommunity, and countywide bus transit system.

8. Encourage transit providers and the Ventura County Transportation Commission to increase ridership and meet the needs of the commuting public and the special transportation needs of the elderly, school children, low income, physically handicapped, other low mobility groups, and bicyclists.
9. Encourage the use of bicycling and ridesharing (e.g., carpooling, vanpooling, and bus pooling) as a percentage of total employee commute trips throughout the county in order to reduce vehicular trips and miles traveled and consequently vehicular emissions, traffic congestion, energy usage, and ambient noise levels.
10. In cooperation with the ten cities and the Ventura County Transportation Commission, plan a system of bicycle lanes and trails linking all county cities, unincorporated communities, and California State University—Channel Islands.

4.2.2 Policies

3. The minimum acceptable Level of Service (LOS) for road segments and intersections within the Regional Road Network and Local Road Network shall be as follows:
 - (a) LOS D for all County thoroughfares and Federal highways and State highways in the unincorporated area of the county, except as otherwise provided in subparagraph (b)
 - (b) LOS E for SR 33 between the northerly end of the Ojai Freeway and the City of Ojai, Santa Rosa Road, Moorpark Road north of Santa Rosa Road, SR 34 north of the City of Camarillo, and SR 118 between Santa Clara Avenue and the City of Moorpark
 - (c) LOS C for all County-maintained local roads
 - (d) The LOS prescribed by the applicable city for all Federal highways, State highways, city thoroughfares and city-maintained local roads located within that city, if the city has formally adopted General Plan policies, ordinances, or a reciprocal agreement with the County (similar to Policies 4.2.2-3 through 4.2.2-6) respecting development in the city that would individually or cumulatively affect the LOS of Federal highways, State highways, County thoroughfares and County-maintained local roads in the unincorporated area of the County.

At any intersection between two roads, each of which has a prescribed minimum acceptable LOS, the lower LOS of the two shall be the minimum acceptable LOS for that intersection (Ventura County, 2011).

Ventura County Transportation Commission

The Ventura County Transportation Commission (VCTC) is the designated Congestion Management Agency (CMA) for Ventura County responsible for coordinating land use, transportation planning, and air quality concerns associated with traffic congestion. The VCTC has prepared the Ventura County CMP to provide the resources necessary to positively affect traffic congestion throughout Ventura County. Among other things, the Ventura County CMP requires a local agency to prepare and submit a deficiency plan when the LOS on a road segment or at an intersection on the CMP network drops to LOS F (Ventura County, 2009).

Ventura County Code of Ordinances, Division 12, Highway Encroachments

Division 12 of the Ventura County Code of Ordinances contains the definitions of encroachments and the procedures for encroaching on a highway. Section 12152 notes that “[a]ll encroachments shall be planned and executed in such a manner that they will not unreasonably interfere with the safe and convenient travel of the general public.”

City of Moorpark General Plan

The Circulation Element of the City of Moorpark General Plan, adopted in 1992, addresses the circulation facilities needed to provide adequate roadway capacity, public transit services, and opportunities for other modes of transportation. The Circulation Element contains seven goals and numerous policies, including (City of Moorpark, 1992):

Goal 2: Provide a circulation system which supports existing, approved and planned land uses throughout the City while maintaining a desired level of service on all streets and at all intersections.

Policy 2.1: Level of service “C” shall be the system performance objective for traffic volumes on the circulation system. For roadways and interchanges already operating at worse than LOS C, the system performance objective shall be to maintain or improve the current level of service.

Goal 4: Provide a public transportation system which serves the needs of persons living in and/or working in the City of Moorpark.

Policy 4.1: Participation in a public transit system that provides a means of intra-city and inter-city transportation, as a logical alternative to automobile transportation, should be developed or maintained.

Goal 5: Provide a citywide system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school, and recreational use.

City of Thousand Oaks Plan

The City of Thousand Oaks has prepared a set of general goals and policies as they relate to transportation, including the following Circulation Policies (City of Thousand Oaks, 2012):

- A mass transit system to provide City and area-wide circulation and meet community needs should be maintained and enhanced.
- A variety of transportation modes should be encouraged.
- A City-wide system of pedestrian and bicycle facilities that provide safe, continuous accessibility to all residential, commercial and industrial areas, to the trail system and to the scenic bike route system shall be provided and maintained.
- The City shall maintain LOS C on all roads and at all intersections. Lower levels of service may be tolerated to preserve or enhance landscaping and aesthetic integrity.

5.17.2 Significance Criteria

According to Appendix G of the CEQA Guidelines, a project would result in significant transportation and traffic effects on the environment if it would:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that would result in substantial safety risks;
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- e) Result in inadequate emergency access; or
- f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

5.17.3 Applicant Proposed Measures

SCE has proposed the following applicant proposed measure (APM) to minimize impacts associated with transportation and traffic that could be caused by the Proposed Project (SCE, 2013). The impact analysis assumes that the APM would be implemented (i.e., part of the Proposed Project).

APM TRA-1: Traffic Control. Construction activities completed within public street ROWs may require the use of a traffic control service, and lane closures conducted in accordance with local ordinances and city permit conditions. Traffic control measures used are consistent with those published in the California Joint Utility Traffic Control Manual (California Inter-Utility Coordinating Committee 2010) or local jurisdictional requirements.

As discussed in Section 4.16, during the past activities, traffic control measures were not needed due to the location and type of work conducted. During future construction activities, SCE would implement recommendations contained in the CJUTCM, including consulting and coordinating with local jurisdictions, to ensure the safe and efficient transit of vehicles, bicyclists, and pedestrians through laydown/work areas.

5.17.4 Impacts and Mitigation Measures

Approach to Analysis

According to the CEQA Guidelines, a project would normally result in an impact to transportation and traffic if it would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. Occasional post-construction maintenance activities involving fewer than 15 vehicle trips (30 one-way trips) per month would briefly affect only local segments. Therefore, long-term operational impacts would be inconsequential, and the analysis presented herein focuses on temporary impacts during construction of the Proposed Project.

The duration of potentially significant impacts related to short-term disruption of traffic flow and increased congestion generated by construction vehicles, and/or loss of a travel lane to accommodate the construction work zone, would be limited to the period of time needed to complete construction of a Proposed Project component. Therefore, mitigation measures identified below focus on reducing the short-term construction effects of the Proposed Project. Short-term impacts associated with transportation and traffic would result from increases in traffic volumes, temporary loss of travel lanes, and potential safety effects.

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

Impact 5.17-1: Construction, operation, and maintenance could adversely affect traffic and transportation conditions. *Less than significant* (Class III)

Construction Impacts

Construction activities that would be associated with the Proposed Project would include the movement of light-, medium-, and heavy-duty vehicles (including oversize vehicles such as cranes) over U.S. 101, SR 23, and/or SR 118, and local roads maintained by the cities of Moorpark and Thousand Oaks, and Ventura County. Proposed Project-related vehicles and equipment would generally travel from local temporary staging yards or contractor yards to work sites in the morning, returning to their points of departure in the evening. Based on a conservative assumption of simultaneous construction activities, SCE has estimated that construction of the Proposed Project would generate a maximum of approximately 180 daily vehicle trips. The 180 daily vehicle trips would include commute trips by 70 workers (two per day between home and the work site), and 40 one-way construction truck trips per day (SCE, 2013). The actual number of daily vehicle trips may be lower depending on the final construction schedule, but the maximum number of daily vehicle trips is used here to ensure that potential impacts are not understated.

Proposed Project construction activities (e.g., stringing of conductor) would require temporary lane closures; closures may be necessary on Santa Rosa Road, Hitch Boulevard, and on West Los Angeles Avenue (SR 118). Temporary closure of travel lanes could adversely affect the performance of the circulation system, including but not limited to intersections, streets, highways and freeways, railroad tracks, pedestrian and bicycle paths, and mass transit. SCE would obtain encroachment permits from the local jurisdictions, Union Pacific Railroad, and Caltrans, as appropriate, for construction activities that would encroach within any public ROW or easement. In addition, pursuant to APM TRA-1, SCE would implement recommendations contained in the CJUTCM, including consulting and coordinating with local jurisdictions, to ensure the safe and efficient transit of vehicles, trains, bicyclists, and pedestrians through laydown and work areas.

The above-described construction-generated traffic would be temporary and therefore would not result in long-term degradation in operating conditions on area roadways. Proposed Project-generated truck trips would be spread over the course of the work day, and construction workers would commute to and from the worksite primarily before or after peak traffic hours. Proposed Project-generated traffic (trucks and worker vehicles) would increase the daily traffic volume on the U.S. 101, SR 23, and SR 118 freeways by no more than about 0.3 percent, which would not be substantial relative to existing traffic conditions, and Proposed Project traffic would not significantly disrupt traffic flow. While the increase in traffic volume on local roads (including the surface highway portions of SR 23 and SR 118) and at local intersections within the cities of Moorpark and Thousand Oaks and unincorporated Ventura County (including those identified in Table 5.17-1) would be noticeable, these local facilities would have sufficient carrying capacity to accommodate the added traffic during the construction period. The primary impact from construction truck traffic would be a temporary and intermittent reduction of roadway capacities due to the slower movements of trucks compared to passenger vehicles. Drivers could experience delays if they were traveling behind a construction truck.

Based on the number of vehicle trips generated by construction, and the implementation of recommendations contained in the CJUTCM, construction-related traffic would not conflict with any traffic plans, ordinances, or policies that establish measures of effectiveness for the performance of the circulation system. Therefore, the impact would be less than significant.

Operation and Maintenance Impacts

Components of the Proposed Project would be primarily unstaffed during operations. Electrical equipment would be remotely monitored and controlled by an automated system. However, SCE personnel would visit the Proposed Project components for routine or emergency repair or maintenance purposes, and infrastructure along the Proposed Project segments would be inspected at least once annually. The estimated number of vehicle trips associated with normal operation of the Proposed Project would be fewer than 15 per month; therefore, impacts to the current circulation system would be less than significant, and the Proposed Project would not create any inconsistency or conflict with an applicable plan, ordinance, or policy that establishes measures of effectiveness.

Mitigation: None required.

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

Impact 5.17-2: Operation and maintenance could cause traffic congestion. *Less than significant* (Class III)

The Proposed Project is located in Ventura County and the cities of Moorpark and Thousand Oaks. Both cities have established LOS standards, and the VCTC has adopted in the Ventura County CMP a minimum LOS standard of “E” for the CMP road network. The Ventura County CMP is intended to monitor and address long-term traffic impacts due to future development and that does not apply to temporary impacts associated with construction projects (like the Proposed Project), which are transitory in nature. As described above, components of the Proposed Project would be primarily unstaffed during operations. SCE personnel would visit Proposed Project components for routine or emergency repair or maintenance purposes, and infrastructure along the Proposed Project segments would be inspected at least once annually. The estimated number of vehicle trips associated with normal operation and maintenance of the Proposed Project would be fewer than 15 per month. That level of increased traffic would not alter an existing LOS or interfere with the performance standards of any applicable CMP or other standards established by the applicable jurisdiction. Therefore, the impact would be less than significant.

Mitigation: None required.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that would result in substantial safety risks.**

Impact 5.17-3: Changes in air traffic patterns and increased air traffic levels could result in safety risks. *Less than significant* (Class III)

Construction Impacts

As discussed in the setting, there are two public-use airports in the general vicinity of the Proposed Project: Camarillo Airport is located approximately 7 miles west of Segment 3, and Santa Paula Airport is located approximately 9.5 miles northwest of Segment 2. In addition, SCE owns and operates a heliport at Moorpark Substation, and there are three other privately-operated helipads located about 1 mile east, 3 miles south, and 3 miles northeast of Newbury Substation.

Federal Aviation Regulation (FAR) Part 77 regulates structure heights near airports through established threshold heights of protected air space. These surfaces are defined by horizontal

planes above specific ground elevations and or sloped planes at specific ratios. The overall intent of protected air space is to protect airplanes and structures from interface hazards.

All construction activities would be conducted in an existing utility ROW or easement where subtransmission and transmission structures already exist. The alignment of some of the Proposed Project infrastructure and terrain in the region requires Federal Aviation Administration (FAA) notification due to the height above ground of the conductor at certain locations. Marker ball spacing would be in accordance with FAA Advisory Circular AC 70/7460-1K, and markers would be spaced equally along the wire at intervals of approximately 200 feet or a fraction thereof (SCE, 2014). The specific number of marker balls required for each identified span would be based on FAA's determination for the Proposed Project. Per FAA guidance, marker balls would be displayed on the highest wire or by another means at the same height as the highest wire (SCE, 2014). The installation of new poles and infrastructure associated with the Proposed Project would therefore not result in a change in air traffic patterns, and would further not result in an associated safety risk.

Construction activities would result in a short-term increase in air traffic levels from the use of helicopters to install conductor, marker balls, and/or remove old infrastructure. SCE anticipates that a total of approximately 24 flight hours may be required over the entirety of the construction period (SCE, 2013). These flights would be conducted along portions of Proposed Project Segments 2 and 3, and would be coordinated with, and subject to, the regulations of the appropriate federal authorities, and thus would result in a less-than-significant impact to air traffic patterns. This minor increase in air traffic levels would not result in substantial safety risks because there is no evidence of existing air traffic congestion that would be exacerbated by the Proposed Project to a point where safety would be affected.

Project-related helicopter use would create a new air traffic pattern by adding flights to new destinations; however, there would be few trips total and they would not result in substantial safety risks to other pilots because the Proposed Project-related helicopter activities would occur in areas that are not commonly shared airspace. It also would not result in substantial safety risks to people on the ground. This impact would be less than significant.

Operation and Maintenance Impacts

During operations and maintenance, very infrequent helicopter overflights of the Proposed Project alignment may be conducted to inspect Proposed Project infrastructure; however, these flights would be coordinated with appropriate agencies and conducted in accordance with applicable regulations, and thus would result in a less-than-significant impact related to safety risks caused by increased air traffic levels.

Operation of the Proposed Project would also not change air traffic patterns or levels at public airports and helipad locations in the vicinity of the Proposed Project. Per FAA guidance, SCE would install marker balls on the highest conductor or by another means at the same height as the highest conductor, at intervals of approximately 200 feet or a fraction thereof (SCE, 2014). Marker balls provide a highly visible mechanical warning system for marking transmission lines

along a flight path during the day. As such, operation and maintenance of the Proposed Project would not obstruct flight paths or change air traffic patterns in a way that would result in safety risks. Impacts would be less than significant.

Mitigation: None required.

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

Impact 5.17-4: Traffic safety hazards could increase for vehicles, bicyclists, and pedestrians on public roadways. *Less than significant* (Class III)

The Proposed Project would not change the configuration (alignment) of area roadways, and would not introduce types of vehicles that are not already traveling on area roads. However, heavy equipment operating adjacent to or within a road ROW could increase the risk of accidents, as construction-related trucks on local and state roadways would interact with other vehicles. Potential conflicts could also occur between construction traffic and alternative modes of transportation (e.g., bicyclists and buses). However, as described in Impact 5.17-1, the level of increased traffic generated by the Proposed Project, spread over the course of each work day, would not be substantial. Traffic from operation and maintenance would also not create a substantial increase in traffic, introduce incompatible uses to area roadways, or result in an increase in safety hazards for vehicles, bicyclists, and pedestrians on public roadways. Therefore, impacts pertaining to a substantial increase in hazards due to a design feature or incompatible use would be less than significant.

Mitigation: None required.

e) Result in inadequate emergency access.

Impact 5.17-5: Construction activities could result in delays for emergency vehicles on roadways in the area. *Less than significant* (Class III)

All construction and maintenance activities at substations would be within the fencelines of the facilities. Associated activities and vehicles at the substations would not reduce the width of access roads or driveways, or block roads or driveways, and thus would not impair emergency access to substations.

Subtransmission-related construction activities in Project Segments 2 and 3 may require temporary closure of travel lanes on public roadways, private roads, and driveways, and would involve the movement of oversize vehicles that could affect emergency vehicle access to and through the Proposed Project construction areas. However, pursuant to APM TRA-1, SCE would

implement recommendations contained in the CJUTCM, including use of signage, flaggers, and coordination with relevant agencies and emergency responders. Vehicle movements along, and use of, access roads would be communicated to and coordinated with the appropriate agencies as necessary. Equipment placed on equipment pad/turnaround areas and drill pads would be situated or attended to facilitate adequate emergency vehicle access. Implementation of these measures would provide for efficient and safe transit of emergency vehicles through construction areas. SCE would also obtain the appropriate permits from the local jurisdictions, Union Pacific Railroad, and Caltrans, as applicable, for construction activities that would encroach upon any public ROW or easement. Therefore, the impact would be less than significant.

Mitigation: None required.

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

Impact 5.17-6: Alternative modes of transportation (public transit, bicycle or pedestrian) could be adversely affected. *Less than significant with mitigation (Class II)*

The Proposed Project would not directly or indirectly eliminate alternative transportation corridors or facilities pertaining to bicycle lanes or public transit, nor would it include changes in policies or programs that support modes of alternative transportation. Proposed Project construction activities in any given location would occur over a short time period, and would largely be conducted in rural areas with no public transit service, or bicycle.

Construction activities conducted in populated areas with public transit service, rail service, or bicycle facilities include equipment installation at Moorpark Substation and Newbury Substation, stringing of conductor in the vicinity of the two substations and across local roadways, and installation of subtransmission structures and wire at Newbury Substation. Work in these areas would be conducted on SCE-owned property, within existing public utility easements, or in a public ROW. SCE would obtain encroachment permits or other required agreements from the local jurisdictions, Union Pacific Railroad, and Caltrans, as appropriate, for construction activities that would encroach upon any public ROW, public easement, or a private ROW, such as the railroad. In cases where construction work may require temporary closure of travel lanes or oversize vehicle trips that could disrupt public transit, rail service, bicycle, or pedestrian traffic, pursuant to APM TRA-1 SCE would implement recommendations contained in the CJUTCM, including the use of signage, flaggers, and coordination with relevant agencies. This would ensure the safety of pedestrians and bicyclists on roadways, and that any performance-related impact to these facilities would be less than significant.

However, as discussed in Section 5.16, *Recreation*, the Proposed Project could temporarily impede pedestrian access to trails within the Conejo Canyons Open Space area. Direct effects would include construction equipment blocking access to trails for activities including tower

removal, foundation and pole installation, and conductor stringing within the Proposed Project alignment. For example, the proposed construction laydown area located at poles 35 and 36, the stringing site near pole 40, and other construction activities in Segment 3 could impede access to the Western Plateau Trail and/or Peninsula Loop Trail. Mitigation Measures 5.1-2a and 5.1-2b (described in Section 5.1, *Aesthetics*), would reduce potentially significant impacts related to decreasing the performance or safety of pedestrian facilities.

Mitigation: Implement Mitigation Measures 5.1-2a and 5.1-2b.

Significance after mitigation: Less than significant.

5.17.5 Alternatives

No Project Alternative 1

Under No Project Alternative 1, the construction, operation, and maintenance related impacts that would result under the Proposed Project, as discussed in Section 5.17.4, would not occur. There would be no increase in traffic volumes on roadways in the vicinity of the Proposed Project alignment under this alternative, nor would there be any change to the configuration and width of area roadways. Therefore there would be no effect on emergency access or alternative transportation corridors or facilities. No Project Alternative 1 would have no adverse effects on traffic and transportation conditions (No Impact).

No Project Alternative 2

Under No Project Alternative 2, the Proposed Project would not be constructed and the infrastructure already constructed for the Moorpark-Newbury 66 kV Subtransmission line would be removed, with the exception of the previously installed LWS poles and energized conductor. This Alternative would have similar impacts compared to the Proposed Project (though over a shorter period of time) because short-term increases in traffic on area roadways would be generated from construction activities over a period estimated to be about 5 months. There would be no traffic increases associated with long-term operation or maintenance under No Project Alternative 2.

As would be the case for the Proposed Project, pursuant to APM TRA-1, SCE would implement recommendations contained in the CJUTCM, including consulting and coordinating with local jurisdictions, to ensure the safe and efficient transit of vehicles, trains, bicyclists, and pedestrians through laydown and work areas. Therefore, construction-related traffic would not conflict with any traffic plans, ordinances, or policies that establish measures of effectiveness for the performance of the circulation system.

Construction activities would not result in a short-term increase in air traffic levels, as helicopters would not be used to remove infrastructure. If helicopters became necessary, SCE would coordinate with, and be subject to, the regulations of the appropriate federal authorities.

Associated increases in air traffic levels would not result in substantial safety risks because there is no evidence of existing air traffic congestion that would be exacerbated by this alternative to a point where safety would be affected.

This alternative would not change the configuration (alignment) of area roadways, and would not introduce types of vehicles that are not already traveling on area roads. Construction-related trucks on local and state roadways would interact with other vehicles and with alternative modes of transportation (e.g., bicyclists and buses); however, the level of increased traffic generated by this alternative, spread over the course of each work day, would be less than substantial.

The movement of oversize vehicles could affect emergency vehicle access to and through the construction areas. However, as would be the case for the Proposed Project, pursuant to APM TRA-1, SCE would implement recommendations contained in the CJUTCM, including use of signage, flaggers, and coordination with relevant agencies and emergency responders.

With implementation of Mitigation Measures 5.1-2a and 5.1-2b (see Section 5.1, *Aesthetics*, No Project Alternative 2 would not directly or indirectly eliminate alternative transportation corridors or facilities (e.g., bicycle lanes, bus routes/stops, pedestrian pathways, etc.), and would not include changes in policies or programs that support modes of alternative transportation.

For the above-described reasons, No Project Alternative 2 would result in less-than-significant traffic and transportation impacts regarding criteria a) through e) (Class III), and impacts under criterion f) would be less than significant with mitigation (Class II).

References – Transportation and Traffic

California Department of Transportation (Caltrans), 2014. 2013 Traffic Volumes on California State Highways. Available at: <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>.

City of Moorpark, (Various Dates). City of Moorpark General Plan. (Housing Element amended January 15, 2014, Noise amended 1998; Land Use last amended June 17, 2009; Safety adopted March 2001; Circulation adopted May 13, 1992; Open Space Element adopted August 4, 1986).

City of Thousand Oaks, 2012. Thousand Oaks General Plan, Goals and Policies. Available at: <http://www.toaks.org/government/depts/community/planning/general/goals.asp>, accessed July 21, 2014.

Southern California Edison (SCE), 2013. *Proponent's Environmental Assessment Moorpark-Newbury 66 kV Subtransmission Line Project*. Submitted to the Public Utilities Commission of the State of California, October 28, 2013. SCE, 2014. Response to CPUC Data Request No. 2, Question 8, August 15, 2014.

Ventura County, 2009. Congestion Management Plan Update. Available at: <http://www.goventura.org/?q=congestion-management-program-cmp>.

Ventura County, (Various dates) Ventura County General Plan. (Hazards and Land Use Appendices amended October 22, 2013; Resources Appendices [AQ, Water, Bio, Energy, Paleo, Scenic, Ag, etc.] and Goals/Policies last amended June 28, 2011; Public Facilities amended May 8, 2007).

Ventura County, 2013. 2013 Traffic Volumes on Ventura County Roadways, December 24, 2013.

This page intentionally left blank