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4.14 TRANSPORTATION AND TRAFFIC

| Would the project: | | Potentially Significant Impact | Potentially Significant Unless APMs Incorporated | Less than Significant Impact | No Impact |
|--------------------|--|-------------------------------------|--|-------------------------------------|-------------------------------------|
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. | Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. | Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. | Result in inadequate emergency access? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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 supporting alternative transportation (e.g. bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4.14.1 Introduction

This section of the PEA describes the existing conditions and potential project-related impacts to transportation and traffic as a result of short- and long-term conditions associated with the implementation of the Proposed Project.

Construction generated traffic would be minimal and in most cases limited in duration. Operation and maintenance traffic generation would be the same as that of the existing facilities the Proposed Project would be altering or replacing, so the only material traffic impacts would be during construction.

A significant short-term impact that cannot be fully mitigated has been identified where construction of underground transmission lines within Transmission Line Segment 2 (Rancho San Juan) would cause disruption of traffic and reduction in Level of Service (LOS). However,

APMs TR-1, TR-2, and TR-3 will be implemented in order to reduce other potentially significant impacts associated with construction traffic and emergency vehicle access to a level less than significant. Thus, all impacts except those caused by underground transmission line construction of Segment 2 would be reduced to a level less than significant.

4.14.2 Methodology

Traffic and roadway data for this analysis was collected from online searches, aerial photos, and the circulation element of the general plans for the cities of San Juan Capistrano and San Clemente. The study area includes roadways where construction activities would take place and where roadways would be used by project-related traffic, such as for access, for the Proposed Project. The existing roadway conditions, including traffic volume counts and peak hour LOS in Orange County, were obtained through Caltrans and the Orange County Transportation Authority (OCTA). Additional information was gathered during site visits and communications with engineering and planning staff of SDG&E. Existing approximate roadway LOS was calculated using traffic count data and stated road capacities. Road capacity values were obtained from general plan documents for the County of Orange and the cities of San Juan Capistrano and San Clemente.

Calculated LOS values were obtained by dividing the existing average daily traffic (ADT) by the roadway capacity to achieve the volume-to-capacity (v/c) value. LOS was then defined as outlined in Table 4.14-1, Level of Service Calculation Values. Roadway capacity values used in the LOS calculations were derived from the respective general plan circulation/transportation elements for each jurisdictional agency.

Table 4.14-1: Level of Service Calculation Values

| Level of Service | Volume-to-Capacity |
|------------------|--------------------|
| A | 0.0 to 0.60 |
| B | 0.61 to 0.70 |
| C | 0.71 to 0.80 |
| D | 0.81 to 0.90 |
| E | 0.91-01.00 |
| F | Above 1.0 |

Source: Highway Capacity Manual (1985)

4.14.3 Existing Conditions

4.14.3.1 Regulatory Setting

Construction projects that cross public transportation corridors are subject to requirements for local, state, and federal encroachment permits. Use or obstruction of navigable air space also requires permits. The following summarizes transportation and traffic regulations that are applicable to the construction of electric facilities, such as the Proposed Project.

Federal

All airports and navigable airspace not administered by the Department of Defense are under the jurisdiction of the FAA. Federal Regulation Title 14 Section 77 establishes the standards and

required notification for objects affecting navigable airspace. In general, construction projects exceeding 200 feet in height above ground level or extending at a ratio greater than 50 to one (horizontal to vertical) from a public or military airport runway less than 3,200 feet long out to a horizontal distance of 20,000 feet are considered potential obstructions, and require notification to the FAA. In addition, the FAA requires a Helicopter Lift Plan for operating a helicopter within 1,500 feet of residential dwellings.

State

The use of California state highways for other than normal transportation purposes may require written authorization or an encroachment permit from the Caltrans. Caltrans has jurisdiction over the state's highway system and is responsible for protecting the public and infrastructure. Caltrans reviews all requests from utility companies that plan to conduct activities within its ROW. Encroachment permits may include conditions or restrictions that limit when construction activities can occur within or above roadways under the jurisdiction of Caltrans.

Local

Southern California Association of Governments (SCAG)

SCAG recently approved its 2012-2013 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), with the goal of increasing mobility for the region's residents and visitors. The RTP/SCS commits to reducing emissions from transportation sources, and includes a host of improvements to the region's multimodal transportation system including interchange improvements to close critical gaps in the highway network and various improvements in arterial roadways.

City of San Juan Capistrano

The stated overall purpose of the *City of San Juan Capistrano General Plan Circulation Element* is to “provide a safe, efficient and adequate circulation system for the City.” The following are potentially relevant policies from the Circulation Element.

Policy 1.1: Provide and maintain a City circulation system that is in balance with the land uses in San Juan Capistrano.

Policy 1.5: Improve existing arterial system that serves regional circulation patterns in order to reduce local congestion (Ortega Highway at I-5).

Policy 2.1: Encourage the increased use and expansion of public transportation opportunities.

Policy 3.1: Provide and maintain an extensive trails network that supports bicycles, pedestrians, and horses and is coordinated with those networks of adjacent jurisdictions.

Policy 4.4: Apply creative traffic management approaches to address congestion in areas with unique problems, such as schools, businesses with drive-through access, and other special situations.

Title 5, Chapter 29, Section 2 of the city San Juan Capistrano Municipal Code prohibits the landing of helicopters within the corporate boundaries of the City and requires a permit from the City Manager for any use of helicopters to load, unload, or haul materials within the city limits.

City of San Clemente

The stated general goal of the *City of San Clemente General Plan Circulation Element* is to provide a transportation system that supports the city of San Clemente’s land use goals and plans and provides for safe, efficient travel throughout the city of San Clemente. The following are relevant objectives from the Circulation Element.

Objective 4.3: Comply with adopted performance standards for acceptable levels of service.

Policy 4.3.2: Maintain city-wide level of service for links not to exceed LOS “C” for primary arterials, secondary arterials, and local streets; not to exceed LOS “D” for major arterials; and not to exceed LOS “E” for commercial facilities.

Objective 4.8: Pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Objective 4.10: Promote new development that is designed in a manner which facilitates provision or expansion of transit service, provides on-site commercial/recreational facilities to discourage midday travel, and provides on-site circulation.

Objective 4.12: Promote the safety of bicycles and pedestrians by adhering to city-wide standards and practices.

Chapter 12.20, Encroachment Permits, of the city of San Clemente Municipal Code governs the use of or encroachment into public ROWs for private uses. The city of San Clemente requires an encroachment permit for a project that is either wholly within or partially within public easements, ROW, etc.

Orange County Transportation Authority

The OCTA is the main public transportation and transit provider for the county of Orange, operating approximately 80 bus lines throughout the county as well as some nearby communities in the surrounding counties of Los Angeles, San Bernardino, and Riverside. It also is Orange County's designated Congestion Management Agency (CMA), responsible for conformance monitoring and biennial updating of the Congestion Management Program, which was most recently updated in 2011.

Orange County

The stated primary goal of the *Orange County General Plan* Transportation Element is to,

...develop an integrated transportation system consisting of a blend of transportation modes capable of meeting the need to move people and goods by private and public means with maximum efficiency, convenience, economy, safety, and comfort and a system that is consistent with other goals and values of the County and the region.

The following are potentially relevant goals and objectives from the Transportation Element.

Circulation Plan - Goal 1: provide a circulation plan that supports land use policies of the County.

Circulation Plan - Objective 1.2: Establish a circulation plan designed to serve as part of a balanced transportation system (auto, rail, transit, bus, truck, bicycle, pedestrian, etc.).

Bikeway Plan - Goal 1: Develop and implement a bikeway plan that maximizes the opportunities for non-motorized vehicle transportation, and meets the recreation and local transportation needs of the residents of Orange County's unincorporated areas.

4.14.3.2 Local Transportation System Overview

The major regional vehicular access to the Proposed Project area is provided via I-5 and SR-74. Other arterial and collector roadways affected by the Proposed Project include: Calle San Diego, Avenida De La Vista, Camino Capistrano, Junipero Serra Road, Rancho Viejo Road, Golf Club Drive, San Juan Creek Road, Calle Saluda Avenida La Pata, Oso Road, Calle Santa Rosalia, Call Bonita, Via Priorato, Carril de Maderas, Calle de la Rosa, Sundance Drive, Calle Arroyo, Juliana Farms Road, La Pata Avenue, Vista Montana, Via Pomplona, Avenida Vista Hermosa, and Avenida Pico.

The traffic conditions of roads within the vicinity of the Proposed Project differ, therefore LOS varies according to congestion and volume at any given time. Roadway congestion ranges from LOS A (least congested) to LOS F (most congested) and measures roadway traffic flow efficiency. In general, both the *City of San Juan Capistrano General Plan* and the *City of San Clemente General Plan* specify that intersection LOS A through D are acceptable, but LOS E and F are not adequate unless exempted. For example, the city of San Clemente has exempted the intersection of the I-5 and Avenida Pico from this general citywide traffic circulation goal. LOS E and F represent situations where the roadway capacity has been equaled by the traffic volume (LOS = 1.0). For roadway segments, the city of San Clemente has the goal of LOS C for smaller capacity roadways and LOS D for larger capacity roadways (such as Avenida Pico within the Proposed Project area).

Vehicle transportation is presently the primary mode of travel and the roadway system is established using a classification system that establishes hierarchical roadway designations. Table 4.14-2, Existing Average Daily Trips for Affected Roadways, outlines traffic counts for

arterial roadways affected by the Proposed Project and outlines calculated approximate average daily LOS values for each of these roadways. Affected roadways are defined as any roadway where construction activities would take place (e.g. trenching, stringing) and where roadways would be utilized by project-related traffic such as construction access. Existing traffic count data was used from the cities of San Clemente and San Juan Capistrano as well as from Caltrans. Generally, traffic data was only available for arterial roads, and not for collector roads. Collector roads are not generally used for through traffic (i.e. they transport vehicles from arterial roads to end point destinations [such as residences]). Traffic on collector roads is generally low due to limited scope of utilization.

Table 4.14-2: Existing Average Daily Trips for Affected Roadways

| Roadway | Jurisdiction/ Location | Average Daily Traffic (ADT) | Calculated Existing LOS |
|---------------------|--|------------------------------------|--------------------------------|
| Junipero Serra Road | San Juan Capistrano | 13,300 | C |
| Camino Capistrano | San Juan Capistrano | 11,300-14,300 | A-C ¹ |
| Rancho Viejo Road | San Juan Capistrano | 9,400-13,300 | A |
| Calle Arroyo | San Juan Capistrano | 6,800 | B |
| San Juan Creek Road | San Juan Capistrano | 3,500-10,800 | A |
| La Pata Avenue | San Juan Capistrano and Unincorporated Orange County | 3,000-5,000 | A |
| Avenida la Pata | San Clemente | 4,000-9,000 | A |
| Avenida Pico | San Clemente and Unincorporated Orange County | 8,000-43,000 | A-C |
| Calle Saluda | San Clemente | 3,000-4,000 | A |
| SR-74 | Caltrans and City of San Juan Capistrano | 24,000-46,000 | A-F |
| I-5 | Caltrans | 231,000-271,000 (each direction) | F |

Notes:

¹Where a range of ADT values is given, the LOS is calculated for both the high and low ADT values given. The LOS is then represented as a range where the LOS changes from the high to low ADT value. Where ADT values were available for multiple segments for a given roadway, ADT values are given for those segments closest to the Proposed Project area.

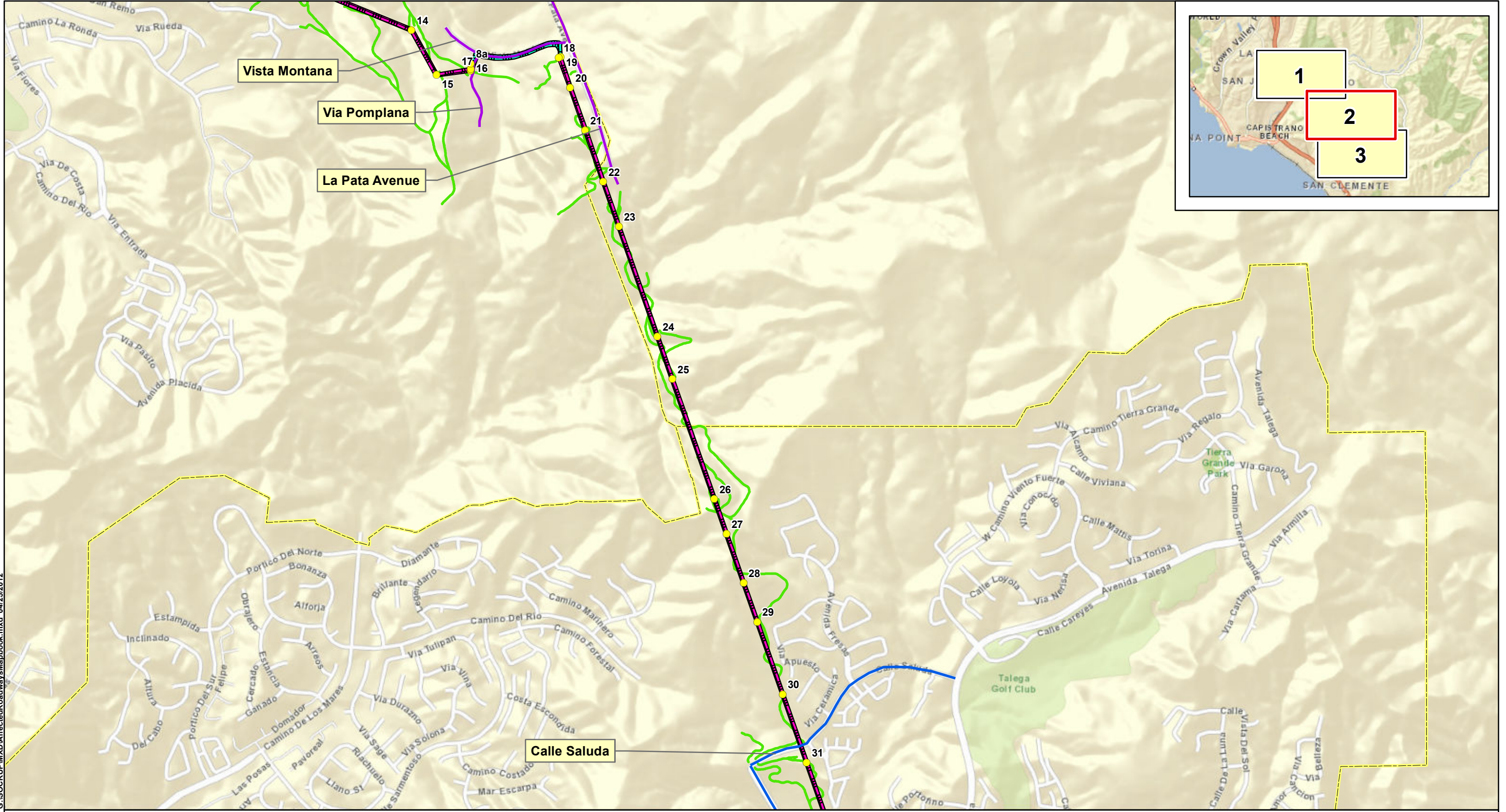
Source: Caltrans, County of Orange, cities of San Juan Capistrano and San Clemente Engineering Divisions

4.14.3.3 Freeways and State Routes

The only freeway in the Proposed Project vicinity is I-5 and the only State Route is the Ortega Highway (SR-74). Locations are shown in Figure 4.14-1, Affected Roadways Map.

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BACK OF FIGURE 4.14-1 (SHEET 1)



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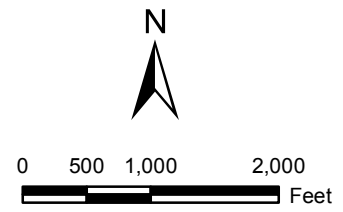
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 Created By: TRC
 Date: 4/25/2012

SDG&E is providing this map with the understanding that the map is not survey grade.

- Legend**
- Affected Arterial Roadways *
 - Affected Collector Roadways
 - SDG&E Access Roads
 - Proposed New Transmission Line - Overhead
 - Proposed New Transmission Line - Underground

- Capistrano and Talega Substations
- Proposed Pole Locations
- County Boundary
- City Boundary

*The Proposed Project will also affect I-5 and SR-74



South Orange County Reliability Enhancement Project

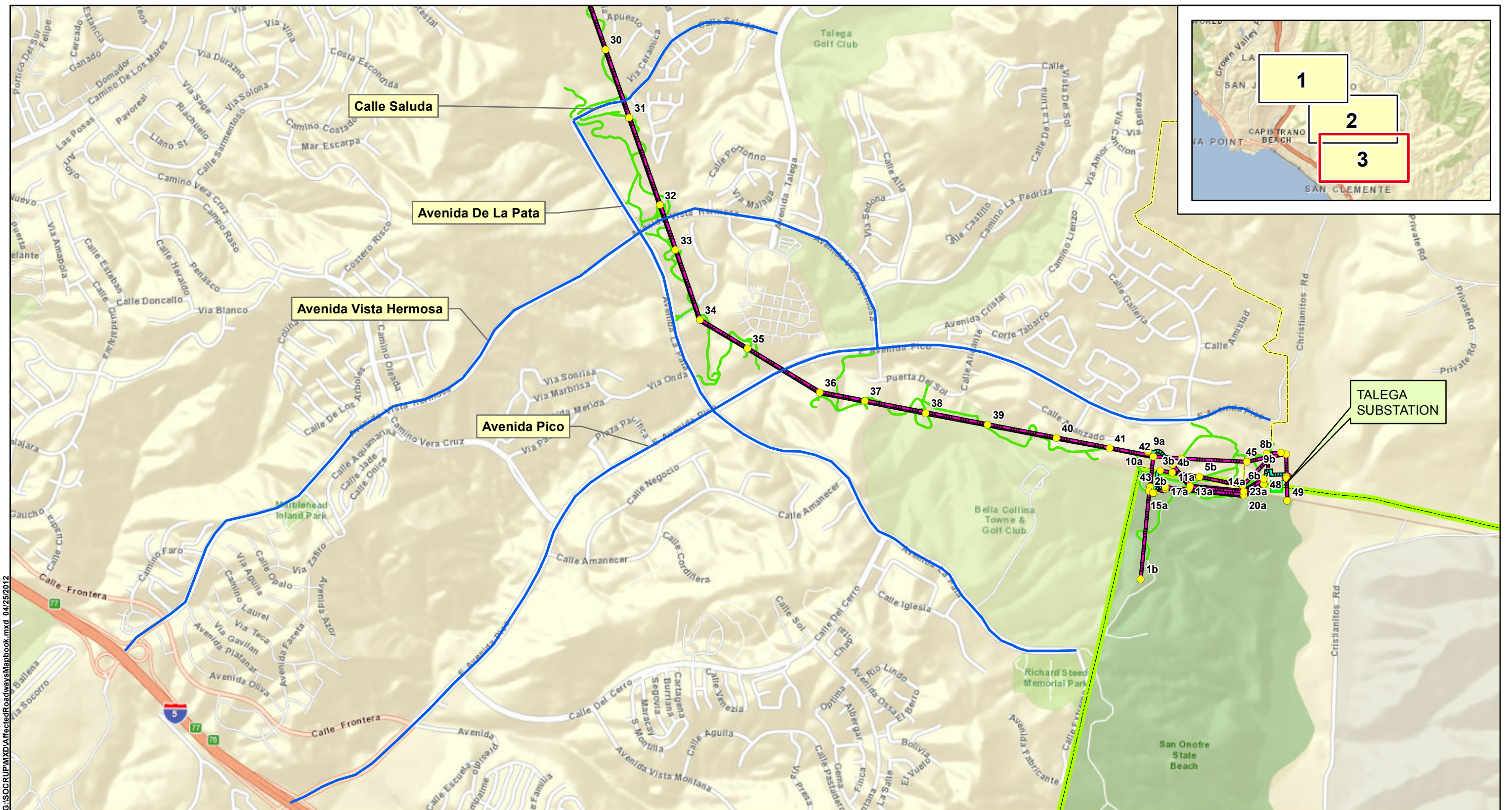
Affected Roadways Map

Figure 4.14-1



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BACK OF FIGURE 4.14-1 (SHEET 2)



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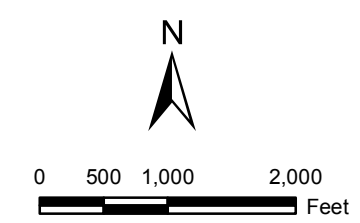
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 Created By: TRC
 Date: 4/25/2012

SDG&E is providing this map with the understanding that the map is not survey grade.

- Legend**
- Affected Arterial Roadways *
 - Affected Collector Roadways
 - SDG&E Access Roads
 - Proposed New Transmission Line - Overhead
 - Proposed New Transmission Line - Underground

- Capistrano and Talega Substations
- Proposed Pole Locations
- County Boundary
- City Boundary

*The Proposed Project will also affect I-5 and SR-74



South Orange County Reliability Enhancement Project

Affected Roadways Map

Figure 4.14-1



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I-5 (San Diego Freeway)

I-5 is a major north-south route that crosses through Orange County and continues beyond state boundaries in both directions, operating on eight- to ten-lanes in the Proposed Project area. The existing 138kV transmission line traverses over I-5 directly between Junipero Serra Road and Ortega Highway. Caltrans reported a 2010 average traffic flow of 231,000 to 265,000 vehicles per day (southbound traffic) and 246,000 to 271,000 vehicles per day (northbound traffic) where the transmission lines would cross I-5 (between Pole Nos. 4 and 5).

SR-74 (Ortega Highway)

SR-74, also called Ortega Highway, spans from Palm Dessert in Riverside County westward to San Juan Capistrano in Orange County. It is a two- to six-lane east-west highway that ends at Camino Capistrano, west of I-5. The line spans over the highway at the intersection of Ortega Highway and Belford Drive in San Juan Capistrano, 0.65 mile east of I-5. Caltrans reported an average of 39,200 vehicles per day on the freeway at recording points from the entrance of Ortega Highway into Orange County and to its terminus in San Juan Capistrano. The city of San Juan Capistrano reported up to 46,000 vehicles per day between Rancho Viejo Road and Del Obispo. The city of San Juan Capistrano has designated this area a “Traffic Operation Hot Spot” denoting that traffic within this area is consistently not compliant with the city of San Juan Capistrano’s LOS goals. The intersection of I-5 and SR-74 is the only CMP designated roadway in the study area.

4.14.3.4 Arterial Roads

An arterial road is a major or main route with traffic capacity just below that of highways. Arterial roads are designed to transfer traffic between neighborhoods and communities, and have intersections with collector and other arterial streets. Arterial roads that intersect the Proposed Project area as well as arterial roads that would be utilized by the Proposed Project related traffic are described below (starting with at the roads at the northwest end of the Proposed Project area) and the locations are shown in Figure 4.14.1.

Junipero Serra Road

Junipero Serra Road is a two- to four-lane, east-west arterial west of I-5 in the city of San Juan Capistrano. It is the connector street between Camino Capistrano and Rancho Viejo Road to I-5. The road dead-ends shortly after crossing these two roads. The proposed transmission lines would not intersect Junipero Serra Road directly, however, construction access to the Capistrano Substation would be granted from Junipero Serra Road.

Camino Capistrano

Camino Capistrano is a major two- to six-lane arterial that runs parallel to I-5 in San Juan Capistrano, veering towards the west coastline and eventually ending at the intersection of Coast Highway/El Camino Road. The proposed transmission line would intersect Camino Capistrano where it extends westward to Avenida De La Vista. In addition, all access to the Capistrano Substation, Pole Nos. 1 through 4, and Pole Nos. 1a through 7a would be granted from Camino Capistrano. Camino Capistrano has approximately 11,000 to 14,000 vehicles per day in the vicinity of the Capistrano Substation site.

Rancho Viejo Road

Rancho Viejo Road is a four-lane arterial in San Juan Capistrano that runs adjacent to the I-5. It connects to several minor arterials in the Proposed Project area and also provides access to Golf Club Drive. The proposed transmission line would cross over Rancho Viejo Road adjacent to an existing golf course, at Pole No. 5.

Golf Club Drive

Golf Club Drive is a two- to four-lane arterial in San Juan Capistrano that connects the Marbella Country Club area and residential neighborhoods to Rancho Viejo Road. The proposed transmission line would cross over Golf Club Drive just south of the Marbella Vista Street intersection, between Pole Nos. 5 and 6.

San Juan Creek Road

San Juan Creek Road is a two- to three-lane arterial in San Juan Capistrano east of San Juan Hills Golf Club. It connects to Camino Capistrano shortly after passing I-5 from the east. The proposed transmission line would cross over San Juan Creek Road just west of the Juliana Farms Road intersection, between Pole Nos. 10 and 11.

Calle Saluda

Calle Saluda is a two-lane east-west arterial in San Clemente that connects to Avenida La Pata where it terminates. The proposed transmission line would cross over Calle Saluda near its intersection with Corte Almansa.

Avenida La Pata

Avenida La Pata is a four- to six-lane paved arterial that begins at Calle Saluda in the city of San Clemente. The road is parallel to the proposed transmission line (Segment 3) and never crosses it. However, Avenida La Pata would provide construction access to multiple new 230kV structure sites.

Avenida Vista Hermosa

Avenida Vista Hermosa is a four-lane east-west arterial in San Clemente that steers south as it approaches I-5. It is considered a major street within the Talega master planned community. The proposed transmission line would cross over Avenida Vista Hermosa just east of the Avenida La Pata intersection.

Avenida Pico

Avenida Pico is a major six-lane arterial within the Talega and Rancho San Clemente Specific Plans in San Clemente. Avenida Pico intersects the Avenida La Pata and Avenida Vista Hermosa arterials. The orientation of the road is east-west and shifts south as it heads towards I-5. The proposed transmission line would cross over Avenida Pico approximately 0.25 miles east of Avenida la Pata. Avenida Pico would be utilized for the Proposed Project related construction, operation and maintenance access. Existing ADT for Avenida Pico ranges from

high (46,000 trips at the intersection with I-5) to low (only 8,000 trips near the Talega Substation). ADT on Avenida Pico shows a steady decline from the I-5 interchange east to its terminus immediately adjacent to the Talega Substation.

4.14.3.5 Collector Roads

A collector road has a lower traffic capacity than any other type. Collector roads function as connecting road links between arterial roads and local roads to lead traffic throughout communities and occasionally to freeways. Figure 4.14-1 depicts the collector roads that intersect the Proposed Project area as well as those collector roads that would be utilized by the Proposed Project related traffic. Descriptions of each affected collector are included below, starting with at the collector roads at the northwest end of the Proposed Project area.

Oso Road

Oso Road is a two lane, undivided collector street within the city of San Juan Capistrano. Oso Road connects Camino Capistrano (to the east) and Avenida De La Vista, before dead-ending to the west approximately 700 feet from the intersection with Camino Capistrano. The Proposed Project would not result in any new facilities within or adjacent to Oso Road, but construction traffic may utilize Oso Road in order to access to 138kV underground transmission lines within Segment 1 of the Proposed Project.

Avenida De La Vista

Avenida De La Vista is a two-lane, undivided collector street within the city of San Juan Capistrano. The roadway extends from Oso Road to the north, to where it dead ends approximately one mile south, after it intersects with Calle La Purisima. The proposed transmission lines would not intersect Avenida De La Vista but new circuit structures would be placed along the eastern roads edge.

Calle San Diego

Calle San Diego is a two-lane, undivided collector street that extends from Avenida De La Vista, approximately 680 feet south, to where it intersects Calle San Antonio, in the city of San Juan Capistrano. The proposed transmission lines would extend through Calle San Diego (in an underground position), passing through existing SDG&E ROW through a residential community.

Calle Santa Rosalia

Calle Santa Rosalia is a two-lane north-south collector street that lies between Camino Capistrano and I-5 in a residential neighborhood. It is perpendicular to the underground portion of the transmission line.

Calle Bonita

Calle Bonita is an approximately 0.16 mile, two-lane east-west collector that connects Calle Santa Rosalia to Camino Capistrano in San Juan Capistrano. The road is parallel to the proposed transmission line, a short distance from the Capistrano Substation. Calle Bonita would be utilized to access Pole No. 4.

Via Priorato

Via Priorato is an approximately 0.2-mile, two-lane road that runs north-south. It runs adjacent to Pole No. 4 and is contained entirely within a residential community development adjacent to Rancho Viejo Road in the city of San Juan Capistrano. Via Priorato would be utilized to access Pole No. 6.

Carril de Maderas

Carril de Maderas is an approximately 0.2-mile, two-lane road that runs north-south. It connects Via Priorato to Calle de la Rosa and is contained entirely within a residential community development adjacent to Rancho Viejo Road in the city of San Juan Capistrano. Carril de Maderas would be utilized to access Pole No. 6.

Calle de la Rosa

Calle de la Rosa is an approximately 0.45-mile, two-lane road that runs in a general east-west direction. It connects Carril de Maderas to Rancho Viejo Road in the city of San Juan Capistrano. Calle de la Rosa would be utilized to access Pole No. 6.

Sundance Drive

Sundance Drive is an approximately 0.3-mile long, two-lane road that runs north-south. This street branches off of Ortega Highway into a residential community. The proposed transmission line spans over the road halfway between Ortega Highway and the first turn at Summerfield Lane.

Calle Arroyo

Calle Arroyo is a two-to-four lane road that connects to Sundance Drive near Pole Nos. 8 and 9 in the city of San Juan Capistrano. Calle Arroyo would be utilized to access Pole No. 9.

Juliana Farms Road

Juliana Farms Road is a private street located along San Juan Creek Road, in the city of San Juan Capistrano. Juliana Farms Road would be utilized by certain construction equipment to access Pole Nos. 11 through 13.

La Pata Avenue

La Pata Avenue is a two- to three-lane north-south collector serving as the continuation of Antonio Parkway. The name change occurs as the road intersects Ortega Highway in unincorporated Orange County. La Pata is the access route to the Rancho San Juan development, the San Juan Hills High School, and later becomes a private dirt road as it reaches the Prima Deshecha Landfill. The road then runs parallel to the transmission line (Segment 3) as it approaches San Clemente where the name Avenida La Pata is adopted.

Vista Montana

Vista Montana is an approximately 0.3-mile, two-lane road that connects La Pata Avenue to San Juan Hills High School and Via Pomplona near Pole Nos. 14 through 17, in the city of San Juan Capistrano. Vista Montana would also be utilized to access Pole Nos. 18, 19, and 8a.

Via Pomplona

Via Pomplona is a 0.2-mile private road that connects to Vista Montana in the city of San Juan Capistrano. Via Pomplona would have small sections of new 230kV undergrounds transmission line installed within the roadway and would also be utilized for access to Pole Nos. 8a, 16, and 17.

4.14.3.6 Airports

No airports, either public or private, are located within two miles of the Proposed Project. The closest Airport is John Wayne Airport, which is located approximately 15 miles north of the existing Capistrano Substation site.

4.14.3.7 Public Transportation

Orange County Transportation Authority

As mentioned above, the OCTA is the main public transportation and transit provider for the county of Orange. OCTA operates approximately 80 bus lines throughout the county, as well as some nearby communities in the surrounding counties of Los Angeles, San Bernardino, and Riverside. Metrolink is the rail system in Southern California used to connect residential neighborhoods to employment and recreational areas. The Proposed Project spans and runs along multiple bus routes and a Metrolink route in Orange County. Tables 4.14-3, OCTA Bus Routes with the Proposed Project Area, 4.14-4, OCTA Bus Stops Potentially Affected by the Proposed Project, and 4.14-5, Metrolink Rail Train Routes within the Proposed Project Area provide detailed information about bus and rail facilities within the Proposed Project area. It should also be noted that there is a bus stop in front of the Capistrano Substation, as part of Route 91, along Camino Capistrano just north of Calle Bonita.

Table 4.14-3: OCTA Bus Routes within the Proposed Project Area

| City | Roadway | Route(s) |
|---------------------|-----------------------|-----------------|
| San Juan Capistrano | Camino Capistrano | 1, 91 |
| San Juan Capistrano | Rancho Viejo Road | 191, 212, 216 |
| San Juan Capistrano | Junipero Serra Road | 91, 212, 216 |
| San Clemente | Avenida Vista Hermosa | 693 |
| San Clemente | Avenida Pico | 191, 193, 693 |

Source: OCTA Bus System Maps & Schedules, 2011

Table 4.14-4: OCTA Bus Stops Potentially Affected by the Proposed Project

| City | Roadway | Route and Location |
|---------------------|-------------------|-------------------------------------|
| San Juan Capistrano | Camino Capistrano | 91 (east side of Camino Capistrano) |
| San Juan Capistrano | Camino Capistrano | 91 (west side of Camino Capistrano) |

Source: OCTA Bus System Maps & Schedules, 2011, Google Earth, 2012

Table 4.14-5: Metrolink Rail Train Routes within the Proposed Project Area

| City | Roadway |
|---------------------|-------------------|
| San Juan Capistrano | Camino Capistrano |

Source: OCTA Metrolink Rail OC Station Maps, 2011.

City of San Juan Capistrano Bike Paths

The city of San Juan Capistrano has numerous designated hiking/ equestrian /mountain biking trails within the Proposed Project area as well as some planned trails. Existing trails within the Proposed Project area include the Juliana Farms Trail, the San Juan Creek Trail, the Tar Farms Trail, and the La Mancha Trail. The proposed trails within the Proposed Project area include the Whispering Hills Trail East and West, the Prima Deshecha Trail, the Caballo Trail, and the Belford Marbella Trail. However, there are no designated paved bike paths within the Proposed Project area. There is one paved path that is utilized for bike traffic that runs through El Camino Real Park, west of the existing Capistrano Substation site.

City of San Clemente Bike Paths

The city of San Clemente has three levels of paved bike paths within the city, as follows:

- Class I – off-road paved bike paths.
- Class II – on-road striped bike lanes.
- Class III – On-road shared-lane signed bike routes.

There are Class I and Class II bike routes located on both Avenida Pico and Avenida La Pata within the Proposed Project area.

In addition to the paved bike routes listed above, the city of San Clemente also has many combined use, unpaved trails. Specifically, the Prima Deshecha North, Prima Deshecha South, and the Foster Ridgeline Trails are within the immediate vicinity of the Proposed Project.

4.14.4 Potential Impacts

The Proposed Project involves the construction of new poles and facilities that represent replacement or upgrades of existing poles and facilities. The Proposed Project would involve construction activities that would temporarily increase existing traffic and affect a limited number of existing roadways due to installation of underground transmission line. Due to the fact that the transmission lines and substations included as part of the Proposed Project are replacements/upgrades, operation and maintenance activities (especially those involving traffic generation) would mirror the current operation and maintenance conditions. Therefore, the

traffic analysis herein is focused on potential construction-related impacts to traffic and transportation.

4.14.4.1 Significance Criteria

Standards of impact significance were derived from Appendix G of the *CEQA Guidelines*. Under these guidelines, the Proposed Project could have a potentially significant impact to transportation and traffic 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 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.

4.14.4.2 Question 14a - 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?

Construction – Significant and Potentially Significant Short Term Impacts

Impacts to LOS from Construction-Related Traffic (Less than Significant Impact)

The most common method of measuring conflicts with the circulation system is by means of determining if a project would impact the roadway's Level of Service, or LOS. Impacts to other modes of transportation are discussed more fully in response to Question 14f, below.

Construction activities related to the Proposed Project would result in a negligible increase in daily vehicle trips on roadways that would be utilized for construction access. Access routes to each construction location are shown in Table 4.14-6, Construction Access Routes, and Table 4.14-7, Construction Generated Average Daily Trips, outlines the average daily trips associated with the construction of each distinct Proposed Project component.

Table 4.14-6: Construction Access Routes

| Proposed Project Construction Site | Access Route |
|--|--|
| Capistrano Substation and Poles Nos. 1-3, 6a and 7a | I-5 to Junipero Serra Road to Camino Capistrano |
| Pole No. 4 | I-5 to Junipero Serra Road to Camino Capistrano to Calle Bonita Road |
| Pole No. 5 | I-5 to SR 74 to Rancho Viejo Road |
| Pole No. 6 | I-5 to SR 74 to Rancho Viejo Road to Calle de la Rosa to Carril de Maderas to Via Priorato |
| Pole No. 7 | I-5 to SR 74 to unpaved SDG&E access road |
| Pole No. 8 | I-5 to SR 74 to Sundance Drive to unpaved SDG&E access road |
| Pole No. 9 | I-5 to SR 74 to Sundance Drive to Calle Arroyo to SDG&E access road |
| Pole Nos. 10 through 15 | I-5 to San Juan Creek Road to unpaved SDG&E access road |
| Segment 2 underground and Pole Nos. 16 through 19 | I-5 to SR 74 to La Pata Avenue to Vista Montana |
| Pole Nos. 20 through 25 | I-5 to SR 74 to La Pata Avenue to unpaved SDG&E access road |
| Pole Nos. 25 through 31 | I-5 to Avenida Pico to Avenida La Pata to Calle Saluda to unpaved SDG&E access road |
| Pole Nos. 32 through 35 | I-5 to Avenida Pico to Avenida La Pata to unpaved SDG&E access road |
| Pole Nos. 36 through 49, 9a through 23a, and 1b through 9b | I-5 to Avenida Pico to unpaved SDG&E access road |
| Talega Substation | I-5 to Avenida Pico to substation |
| Source: SDG&E | |

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Table 4.14-7: Construction Generated Average Daily Trips

| Proposed Project Component | Duration of Construction Activities (months) | Affected Roadways | Construction Generated ADT¹ |
|--|---|--|---|
| San Juan Capistrano Substation Construction | | | |
| Lower yard demolition and site development (grading) | 5 | I-5, Junipero Serra Road, and Camino Capistrano | 34 |
| Substation construction (lower yard – 138/12kV) | 20 | | 32 |
| Relay testing, energization, and cutover (138/12kV substation) | 8 | | 8 |
| Upper yard demolition and site development (grading) | 5 | | 36 |
| Substation construction (upper yard – 230kV) | 15 | | 32 |
| Relay testing, energization, and cutover (230kV substation) | 7 | | 6 |
| Talega Substation Construction | | | |
| Substation construction | 9 | I-5 and Avenida Pico | 20 |
| Relay testing, energization, and cutover | 2 | | 10 |
| Transmission Line Construction | | | |
| 138kV San Juan Capistrano getaways (Pole Nos. 1a – 7a and new underground) and 230kV Pole Nos. 1 through 3 | 14 | I-5, Junipero Serra Road, Camino Capistrano, Oso Road, Avenida de la Vista, and Calle San Diego | 16 |
| 230kV Segment 1 construction (230kV Pole Nos. 4 – 15) | 17 | I-5, Junipero Serra Road, Camino Capistrano, Calle Bonita, Rancho Viejo Road, SR-74, Carril de Maderas, Via Priorato, Sundance Drive, San Juan Creek Road, Calle Arroyo, Juliana Farms Road, La Pata Avenue, and Vista Montana | 28 |

Table 4.14-7 (cont.): Construction Generated Average Daily Trips

| Proposed Project Component | Duration of Construction Activities (months) | Affected Roadways | Construction Generated ADT¹ |
|--|---|---|---|
| Segment 2 (underground construction and Pole Nos. 16 – 19 and 8a) | 11 | I-5, Junipero Serra Road, Rancho Viejo Road, SR-74, La Pata Avenue, and Vista Montana | 20 |
| Segment 3 (Pole Nos. 20 – 41) | 11 | I-5, Junipero Serra Road, Rancho Viejo Road, SR-74, La Pata Avenue, Avenida Pico, and Avenida La Pata | 26 |
| 69/138kV Segment 4 (Pole Nos. 9a – 23a, and 1b – 9b) and 69 and 138kV underground | 13 | I-5 and Avenida Pico | 36 |
| 230kV Segment 4 (Pole Nos. 42 – 49) | 8 | I-5 and Avenida Pico | 24 |
| Cumulative ADT Values² | | | |
| San Juan Capistrano Substation: 1. 138/12kV (Lower Yard) Substation Construction 2. San Juan Capistrano Substation Relay Testing | 6 month overlap | I-5, Junipero Serra Road, and Camino Capistrano | 40 |
| San Juan Capistrano Substation: 1. 230kV (Upper Yard) Substation construction 2. Relay Testing | 3 month overlap | I-5, Junipero Serra Road, and Camino Capistrano | 38 |
| 1. Talega Substation construction & relay testing 2. 69/138kV Segment 4 construction | 2 month overlap | I-5 and Avenida Pico | 66 |
| 1. Talega Substation construction 2. 69/138kV Segment 4 construction | 6 month overlap | I-5 and Avenida Pico | 56 |

Table 4.14-7 (cont.): Construction Generated Average Daily Trips

| Proposed Project Component | Duration of Construction Activities (months) | Affected Roadways | Construction Generated ADT ¹ |
|---|--|--|---|
| <ol style="list-style-type: none"> 1. Talega Substation relay testing 2. 230kV Segment 3 construction 3. 230kV Segment 4 construction | 2 month overlap | I-5 and Avenida Pico | 60 |
| <ol style="list-style-type: none"> 1. 230kV Segment 1 construction (Pole Nos. 14 and 15 only) 2. Segment 2 construction 3. Segment 3 construction (Pole Nos. 20 – 25 only) | 6 month overlap | I-5, Junipero Serra Road, Rancho Viejo Road, SR-74, and La Pata Avenue | 72 |
| <ol style="list-style-type: none"> 1. San Juan Capistrano Substation grading and site development 2. 138kV San Juan Capistrano getaways | 5 month overlap | I-5, Junipero Serra Road, and Camino Capistrano | 50 |
| <ol style="list-style-type: none"> 1. San Juan Capistrano 138/12kV Substation (lower yard) relay testing 2. 230kV Segment 1 construction (Pole Nos. 1-4 only) 3. 138kV Segment 1 construction (Pole Nos. 4a-7a) | 6 month overlap | I-5, Junipero Serra Road, and Camino Capistrano | 50 |
| <p>Notes:</p> <p>¹Average Daily Trips are calculated by taking the total number of vehicle trips (for all vehicles combined) required and dividing by the approximate number of construction days. ADT values given include trips associated with the hauling of waste and materials, such as haul trucks and cement trucks.</p> <p>²These ADT values represent where different phases of construction (such as San Juan Capistrano Substation construction and 138kV getaways construction) overlap with respect to location (i.e. affected roadways) and construction schedule.</p> | | | |

Three road segments that would be used for the Proposed Project have been specifically designated by either the city of San Juan Capistrano or the city of San Clemente due to special conditions or existing traffic-related congestion problems. Table 4.14-8, Existing Traffic Congestion Problem Areas and Designated Special Land Use Areas, outlines those roadway segments or special land uses that either city has designated as a potential area of concern with respect to traffic and circulation.

Table 4.14-8: Designated Traffic Congestion Problem Areas and Special Land Use Areas

| City | Affected Roadway | Identified Problem or Special Land Use | Proposed Project Component Affected |
|--|--|--|--|
| San Juan Capistrano | SR-74 (between Rancho Viejo Road and Del Obispo) | High ADT (up to 46,000) and LOS of F | San Juan Capistrano Substation and a portion of Transmission Line Segment 1 |
| | Camino Capistrano (near Junipero Serra Road and Oso Road and near SR-74 and La Zanja Street) | Schools ¹ | San Juan Capistrano Substation and a portion of Transmission Line Segment 1 |
| | Vista Montana at La Pata Avenue | School ² | Transmission Line Segment 2 |
| San Clemente | Avenida Pico (at interchange with I-5) ² | Substandard Intersection LOS (below D) | Construction of Talega Substation and Transmission Line Segments 3 (partial) and 4 |
| <p><i>Notes:</i></p> <p>¹There are two schools (JSerra Catholic High School and Saddleback Valley Christian School) located just north of the existing Capistrano Substation site, along Camino Capistrano and one school (Serra High School) south of the existing Capistrano Substation site.</p> <p>²San Juan Hills High School is located at the terminus of Vista Montana, near the intersection with La Pata Avenue.</p> <p>³While the Pico/I-5 interchange is identified within the San Clemente Circulation Element as having LOS problems, the southbound off ramps are exempted from the standard of LOS D for intersections.</p> | | | |

In general, the increases in ADT outlined in Table 4.14-7 (maximum construction generated ADT of approximately 72 two way trips [36 vehicles]), when compared to the existing roadway ADT (3,000 to 271,000), represent an insignificant increase in traffic volume that would not have a significant detrimental impact on existing LOS for any roadway affected by the Proposed Project. The majority of the daily traffic trips would be generated from the construction crew traveling to and from the construction site and, during some phases of construction, from waste and concrete hauling. Grading and site development activities at the San Juan Capistrano Substation site and at certain pole sites would result in additional daily trips for the removal of soil and old equipment. The construction equipment would be kept onsite during construction activities and, therefore, would not generate daily traffic trips.

Although the amount of construction-related traffic is minimal compared to the overall capacity of the majority of the roadways in the Proposed Project area, others factors could affect traffic flow within the Proposed Project vicinity. Specifically, the following factors can create significant adverse impacts on traffic:

- The length of time that construction activities would be impacting roadways; and
- The locations of specific special land uses (such as schools) that can create short term traffic delays on roadway segments that otherwise have acceptable LOS.

Specifically, construction activities would occur for approximately four years at the San Juan Capistrano Substation, with anticipated construction generated ADT ranging from eight trips to 36 trips. In addition, during short portions of construction (up to six months) construction generated ADT would get as high as 50 trips per day. Immediately north of the Capistrano Substation site is the Saddleback Valley Christian School, which includes an early childhood center, elementary school, junior high school, and high school and the JSerra Catholic High School. Access to all of these schools is provided via Camino Capistrano, which already experiences a high amount of pedestrian and vehicular traffic during the school year (September to June), especially during the mornings (the schools start at 7:45 AM to 8:30 AM) and afternoons (the schools end from 2:25 PM to 3:00 PM). Therefore, the addition of construction-related traffic along Camino Capistrano during the school year and especially during the morning and afternoon peak periods would reduce the performance of this roadway for the duration of construction activities. In order to avoid impacts associated during the specific times periods, APM TR-1 will be implemented. APM TR-1 would ensure that construction workers working at the San Juan Capistrano Substation would arrive and depart work at hours that would avoid school-generated traffic. Workers would arrive before 7:30 AM and depart after 3:30 PM. APM TR-1 would reduce the overload between this school-related traffic and construction-related traffic.

Another potential impact could arise where construction generated traffic would combine with areas of existing sub-standard LOS. There are two roadway segments where existing LOS reaches F: SR-74 (between Del Obispo [west of I-5] and La Novia [east of I-5] and along the I-5 itself. While congestion on the I-5 can be significant due to high volumes of traffic, the construction generated daily trips would not substantially increase ADT on the I-5. Although because the I-5 is the primary regional north-south transportation route use of the I-5 cannot feasibly be avoided, the impacted section of SR-74 can be largely avoided by construction-related traffic. The largest problem area for SR-74 is at the I-5 interchange, where ADT can reach 46,000, and this is the area highlighted in the CMP. Implementation of the APM TR-2, which requires construction traffic associated with the San Juan Capistrano Substation and the 138kV getaways to avoid the SR-74 off-ramp from I-5 would ensure that construction traffic does not access the San Juan Capistrano Substation site or any other associated construction areas in the vicinity of the substation by way of the SR-74 off ramp. Construction traffic would access these areas by way of the Junipero Serra Road exit to the north. Construction traffic associated with the San Juan Capistrano Substation and adjacent areas would generate so few additional trips (approximately 50 trips per day maximum) along the alternate route when compared to the existing traffic volumes (9,400 to 14,300 ADT) and would not be likely to have a substantial adverse affect on existing average daily LOS (A-C). Implementation of APM TR-1, as outlined above, would ensure that construction-related traffic does not overlap with localized school-related congestion near the intersection of Camino Capistrano with Oso Road and Junipero Serra Road. Therefore, impacts resulting from construction generated ADT would be less than significant.

Impacts from Construction of Underground Transmission Lines within Roadways (Potentially Significant Short Term Impact)

Segments 1 and 2 of the Proposed Project include installation of new underground transmission lines within existing roadways, which would require partial closure of the affected roadways during construction. Table 4.14-9, Lane Closures and Duration of Construction, outlines the roadways that would have lane closures due to construction of the underground transmission lines.

The significance of potential impacts to traffic and circulation due to the construction within roadways was evaluated considering the following factors:

1. Duration of construction activities within the roadways,
2. The LOS of the affected roadway, and
3. Presence of specific land uses (such as schools) which can create localized traffic congestion.

Table 4.14-9: Lane Closures and Duration of Construction

| Project Component & Segment | Roadway(s) Affected | Duration of Construction (Months) | Source(s) of Localized Traffic Congestion |
|---|----------------------------|---|---|
| New 138kV underground transmission lines west of San Juan Capistrano Substation (Segment 1) | Camino Capistrano | 1.5 months | JSerra High School and Saddleback Valley Christian School |
| | Calle San Diego | 2 weeks | None |
| New 230kV underground transmission lines south of San Juan Hills High School (Segment 2) | Vista Montana | 8 months total (two separate 4 month stretches) | San Juan Hills High School, Rancho San Juan Development |
| | Via Pomplona | 2 months | |
| Source: SDG&E | | | |

However, traffic control plans would be prepared (and approved by the city of San Juan Capistrano) for all work conducted within roadways within the city of San Juan Capistrano. The approved traffic control plans would describe lane closures and other methods for reducing adverse construction-related traffic impacts and require SDG&E to coordinate in advance with emergency service providers to avoid restricting movements of emergency vehicles, to ensure that emergency vehicle access is maintained and that impacts to traffic flow are minimized. However, short-term significant impacts to traffic flow could still occur where localized traffic congestion events coincide with the required lane closures. Segment 2 of the Proposed Project would meet this criterion. Vista Montana provides access to the San Juan Hills High School, which creates a localized traffic congestion situation when students are arriving and departing from school. Since construction of Segment 2 would have to occur during the school year, short-term significant impacts to traffic circulation on Vista Montana would occur. Construction of Segment 2 may not be able to occur during the summer months due to increased demand for

electric energy during this time. Construction of Segment 2 may require one of the three existing 138kV transmission lines to be de-energized during construction. All three existing 138kV transmission lines may be required to be energized during the summer months (June through September) in order to meet demand. However, implementation of the approved traffic control plans would ensure that this impact is mitigated to the greatest extent practical, although it would remain significant and not fully mitigated.

Operation & Maintenance – No Impact

Because operation and maintenance of the Proposed Project would occur in the same or essentially the locations as they occur today under baseline, existing conditions, there would not be any new impacts resulting from operation and maintenance of the Proposed Project. SDG&E does not anticipate that any additional trips beyond those currently required for operation and maintenance of the existing facilities. As a result, there would be no long-term increase in traffic and, therefore, no long-term impact. Also refer to Section 4.14.5.7 for impacts relating to pedestrian and bicycle paths and mass transit.

4.14.4.3 Question 14b – 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 highway?

Construction – Less Than Significant Impact with Incorporation of APMs

There is only one CMP-designated arterial and intersection in the Proposed Project study area, I-5 at SR-74. As discussed in Section 4.14.4.2 above, construction would generate so few additional trips in that area compared to the existing volume that the Proposed Project would not result in any significant impact. Furthermore, construction traffic would be directed to avoid the I-5/SR-74 interchange and utilize less impacted access points (refer to APM TR-2). As also discussed above, operations and maintenance would be the same as the existing conditions and therefore the Proposed Project would not generate any significant impacts on traffic over that already taking place with the existing conditions.

Besides the official CMP designated intersection discussed above, however, there also are road segments that the city of San Juan Capistrano or the city of San Clemente have designated as having special conditions or existing traffic congestion issues. As previously discussed in Section 4.14.4.2, the Proposed Project would result in significant short-term impacts to traffic circulation on Vista Montana during construction of Segment 2 (Rancho San Juan). Potential impacts relating to construction generated traffic combining with existing traffic congestion to create or exacerbate significant conflicts with acceptable LOS would be less than significant with implementation of APMs TR-1 and TR-2 for all other roadways.

Operation & Maintenance – No Impact

As described previously in Section 4.14.4.2, because operation and maintenance of the Proposed Project would occur in the same or essentially the locations as occur today under baseline, existing conditions, there would not be any new impacts resulting from operation and maintenance of the Proposed Project. As a result, there would be no long-term impacts to the

existing LOS standards or other adopted traffic control standards as a result of operations and maintenance of the Proposed Project.

4.14.4.4 Question 14c – Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

Construction – No Impact

As described in Section 3.6.6, Helicopter Usage during Transmission Line Construction, helicopters may be used as a construction tool during the stringing of overhead conductor cable and other transmission line construction activities associated with the Proposed Project for proposed Pole Nos. 11 through 14 (refer to Figure 3-7). Helicopter flight would generally be limited to within SDG&E's existing easement and adjacent areas. Helicopters would only be utilized during daylight hours. Transmission line work would temporarily increase air traffic and encroach on navigable air space during construction; however, SDG&E or its contractor would coordinate flight patterns with local air traffic control and the FAA, prior to construction to prevent any adverse impacts due to increased air traffic. In addition, helicopter utilization would be compliant with applicable usage permits including a requirement for preparation of a Helicopter Lift Plan in compliance with FAA, Caltrans requirements, and Section 5-29.02 of the San Juan Capistrano Municipal Code. As a result, no impact to air traffic is anticipated.

The John Wayne Airport is the closest airport to the Proposed Project and is located approximately 15 miles northwest of the Capistrano Substation. The Proposed Project is not subject to airport land use approvals because of its distance from John Wayne Airport. In addition, none of the Proposed Project components or equipment used to construct the Proposed Project would be taller than 200 feet. Therefore, no FAA clearance would be required and no impact would occur.

Operation & Maintenance – No Impact

Because operation and maintenance of the Proposed Project would occur in the same or essentially the locations as they occur today under baseline, existing conditions, there would not be any new impacts resulting from operation and maintenance of the Proposed Project. SDG&E does not anticipate that helicopter use beyond that currently required for their existing facilities would be necessary to operate or maintain the Proposed Project. As a result, there would be no impact to air traffic due to the operation and maintenance of the Proposed Project.

4.14.4.5 Question 14d – Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Construction – Less than Significant Impacts

Construction of the Proposed Project would not result in any permanent modification to existing public roadways. As previously discussed, temporary road or lane closures may be required to provide safety to the public and workers during certain activities. Road closures and encroachment into public roadways could increase hazards if appropriate safety measures are not in place, such as proper signage, safety cones, and flaggers. However, SDG&E would be

required to obtain encroachment permits in order to complete work with roadways. The encroachment permits would include traffic control plans that would ensure work is completed in a safe manner, in accordance with applicable local regulations. Therefore, impacts would be less than significant.

Operation & Maintenance – No Impact

Because operation and maintenance of the Proposed Project would occur in the same or essentially the locations as they occur today under baseline, existing conditions, there would not be any new impacts resulting from operation and maintenance of the Proposed Project. Access for the operation and maintenance activities would be provided from existing public roads and a newly constructed spur road located on SDG&E-owned property. Because SDG&E's access roads are not accessible to the public, no new transportation hazards would result from operation and maintenance of the Proposed Project. As a result, there would be no impact.

4.14.4.6 Question 14e – Result in inadequate emergency access?

Construction – Less Than Significant Impact with Implementation of APMs

Emergency access would not be directly impacted during construction because all streets would remain open to emergency vehicles throughout construction. Increased vehicle traffic during construction and temporary lane closures during the undergrounding of new underground trench packages would occur. Although this can impact emergency access, the increase in increased vehicle traffic during construction would be minor and is not expected to significantly affect response times, and construction within public roadways would be conducted pursuant to approved traffic control plans that would ensure emergency vehicle access is preserved during construction activities. In addition, to ensure that emergency response access is maintained, SDG&E will coordinate with all of the local emergency response agencies during all construction within roadways (APM TR-3). Thus, impacts would be less than significant.

Operation & Maintenance – No Impact

As discussed previously, because operation and maintenance of the Proposed Project would occur in the same or essentially the locations as they occur today under baseline, existing conditions, there would not be any new impacts resulting from operation and maintenance of the Proposed Project. Therefore, no impacts to emergency vehicle access would occur as a result of operation and maintenance of the Proposed Project.

4.14.4.7 Question 14f – Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Construction – No Impact

Construction of the Proposed Project would occur almost exclusively within existing SDG&E ROW areas and on SDG&E-owned land. The Proposed Project would not involve any activities that would conflict with transportation policies, plans, or programs, including bus transportation in the area. However, as described earlier, there is a bus stop in front of the existing Capistrano Substation site as part of Route 91, along Camino Capistrano. However, construction of the San

Juan Capistrano Substation would not restrict the utilization of this bus stop. Therefore, there would be no impact.

Operation & Maintenance – No Impact

Because operation and maintenance of the Proposed Project would occur in the same or essentially the locations as they occur today under baseline, existing conditions, there would not be any new impacts resulting from operation and maintenance of the Proposed Project. Rail, bus, and bicycle traffic are not affected by current operation and maintenance activities, and there would be no change to these activities as a result of the Proposed Project. Therefore, no impact would occur.

4.14.5 Applicant Proposed Measures

The only potential significant impacts associated with traffic and transportation for the Proposed Project are 1) construction traffic combining with existing traffic congestion or high traffic land uses to create unacceptable reduction in LOS and/or traffic flow, 2) significant reduction in LOS as a result of construction activities (e.g. trenching for underground transmission lines) within public roadways, 3) impacts to one existing bus stop, and 4) impacts to emergency response access. In order to ensure that potential traffic and transportation impacts 1, 3, and 4 are less than significant (and to ensure that impacts associated with traffic impact No. 2 are minimized to the greatest extent practicable), the following APMs will be incorporated by SDG&E during the construction of the Proposed Project

TR-1 Construction generated traffic associated with the San Juan Capistrano Substation and construction of the 138kV getaways (new underground cable packages and new Pole Nos. 1a through 7a) would avoid the start and ending time for the Saddleback Valley Christian School and the JSerra Catholic High School. Workers would arrive at construction sites by 7:30 AM and would not leave prior to 3:30 PM.

TR-2 Construction generated traffic associated with the San Juan Capistrano Substation and construction of the 138kV getaways (new underground cable packages and new Pole Nos. 1a through 7a) would avoid the SR-74 off ramp from I-5. Avoidance of the SR-74 and I-5 interchange would ensure that construction generated traffic would not exacerbate existing conditions on the stretch of road between the intersections of SR-74 and Rancho Viejo Road and SR-74 and Del Obispo.

TR-3 SDG&E will coordinate with local emergency response agencies during all construction within existing roadways. Coordination with local emergency response agencies (such as Orange County Sheriff's Department and Orange County Fire Authority) would ensure that impacts to emergency access are less than significant.

4.14.6 References

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