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**4.16 TRAFFIC AND TRANSPORTATION**

Would the project:		Potentially Significant Impact	Less than Significant with Mitigation 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**4.16.1 Introduction**

This section of the PEA describes the existing conditions and potential project-related impacts to traffic and transportation in the vicinity of the Proposed Project. The analysis concludes that less than significant impacts related to traffic and transportation will occur. The Proposed Project’s potential effects on this resource were evaluated using the significance criteria set forth in Appendix G of the CEQA Guidelines. The conclusions are summarized in the checklist above, and discussed in more detail in Section 4.16.6.

## **4.16.2 Regulatory Setting**

### **4.16.2.1 Federal**

#### **Marine Corps Order (MCO) 11210.2D, Department of Defense Transportation Engineering Program**

All military installations are required to follow the Department of Defense Transportation Engineering Program (Departments of the Army, the Navy, the Air Force, the Marine Corps and the Defense Logistics Agency 2003), which provides that installation commanders will develop and maintain their roadways to nationally accepted standards and provide a safe driving environment for all drivers and passengers. MCO 11210.2D also provides that all installation traffic signals, signs, and pavement markings will be in substantial conformance to Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways. The Proposed Project's construction related traffic will use the MCB Camp Pendleton internal street network, which is subject to this MCO.

#### **Title 14 of the Code of Federal Regulations (CFR) Part 73**

Airspace above MCB Camp Pendleton is managed in accordance with the Federal Aviation Administration's (FAA) Special Use Airspace (SUA) program. The primary purpose of this program is to establish or designate airspace in the interest of national defense, security and/or welfare. SUA is airspace of defined dimensions wherein activities must be confined because of their nature, or wherein limitations may be imposed upon aircraft operations that are not a part of those activities. The types of SUA are Prohibited Areas, Restricted Areas, Military Operations Areas, Warning Areas, Alert Areas, Controlled Firing Areas, and National Security Areas (FAA 2013). There are four SUA Restricted Areas above MCB Camp Pendleton. A Restricted Area is a type of SUA established under Title 14 CFR Part 73 provisions, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. Restricted Areas are established to confine or segregate activities considered hazardous to nonparticipating aircraft. Examples of hazardous activities include firing of aircraft cannons, rockets, or missiles; aircraft delivery of aerial bombs; firing artillery; surface-to-air or surface-to-surface missile launches; or training aircrews at night in the use of night vision goggles with the external lights of the participating aircraft turned off. Section 21-1-8 of Joint Order 7400.2J (FAA 2013) establishes a joint-use policy whereby Restricted Areas and other types of SUA are released to the controlling agency and become available for use by nonparticipating aircraft when a specific SUA is not needed by the using agency for its designated purpose (for example, training exercises). During construction, helicopters will be used in MCB Camp Pendleton SUA to remove existing pole structures and to install new conductor.

### **4.16.2.2 State**

The California Department of Transportation (Caltrans) is the state agency responsible for the design, construction, maintenance, and operation of the California State Highway System, as well as elements of the Interstate Highway System that lie within the state's boundaries. The closest Caltrans facility is Interstate 5 (I-5), which is located approximately 0.15 mile to the south and west of the nearest segment of the Proposed Project (i.e., near the southwestern corner of SONGS Mesa). Caltrans' construction practices require temporary traffic control planning "when the normal function of the roadway, or a private road open to public travel, is suspended" (Caltrans 2012). Specifically, if it is determined that traffic restrictions and detours are needed on, or would affect, state highways, a Transportation Management Plan may be required of the project applicant for approval by Caltrans prior to construction. The Transportation Management Plan must be prepared in accordance with the California Manual on Uniform Traffic Control Devices (Caltrans 2012). Any project-related work within Caltrans rights-of-way

requires a ministerial encroachment permit from Caltrans. In addition, Caltrans requires that permits be obtained for transportation of oversized loads and transportation of certain materials, and for construction-related traffic disturbance. The Proposed Project's construction-related traffic will use Caltrans-managed facilities for regional access to the construction areas.

#### **4.16.2.3 Local**

As provided in CPUC General Order 131-D, the CPUC preempts local discretionary authority over the location and construction of electrical utility facilities. The following discussion of relevant local land use plans and policies that pertain to traffic and transportation is provided below for informational purposes.

#### **San Diego Association of Governments' (SANDAG) 2050 Regional Transportation Plan<sup>1</sup>**

The SANDAG 2050 Regional Transportation Plan (RTP) presents a transportation system designed to maximize transit enhancements, integrate biking and walking elements, and promote programs to reduce demand and increase efficiency (SANDAG 2011). One key theme of the 2050 RTP is to improve the connections between land use and transportation plans by using smart growth principles. The 2050 RTP includes a Sustainable Communities Strategy that integrates land use planning, housing development, protection of sensitive habitat and resources areas, and transportation planning. The Sustainable Communities Strategy also addresses how the San Diego region would meet or exceed state targets for per capita greenhouse gas emissions from passenger vehicles. Although the San Diego Region is exempt from the state Congestion Management Program (CMP), the 2050 RTP complies with federal congestion management regulations (i.e., 23 CFR 450.320). Transportation facilities providing access to the Proposed Project are subject to the requirements of the 2050 RTP, including congestion management requirements.

#### **Orange County Transportation Authority (OCTA) 2013 Orange County CMP**

The Orange County CMP (OCTA 2013) was prepared in response to the passage of the Proposition 111 gas tax increase in June 1990. This legislation requires that all urbanized areas in California (i.e., having a population of 50,000 or more) to adopt a CMP. The goals of the CMP are to support regional mobility and air quality objectives by reducing traffic congestion; to provide a mechanism for coordinating land use and development decisions; and to determine gas tax fund eligibility. The CMP establishes a system of roadways (i.e., the CMP Highway System), and a minimum performance standard of Level of Service (LOS) E. The nearest CMP Highway System element is the Ortega Highway (State Route 79) in San Juan Capistrano and unincorporated Orange County. Avenida Pico, a six-lane roadway that will provide access to the Talega Staging Yard, is not designated as an element of the CMP Highway System.

#### **City of San Clemente Centennial General Plan, Mobility and Complete Streets Element**

The Mobility and Complete Streets Element (City of San Clemente 2014) provides goals, objectives, and policies focused on moving people by multiple transportation modes, including both human-powered and

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<sup>1</sup> The Environmental Impact Report (EIR) for the SANDAG 2050 RTP was challenged and overturned by a court of appeal on November 24, 2014 finding that the EIR was deficient. SANDAG's petition for review of the decision was granted by the California Supreme Court on March 11, 2015. However, the applicability of the RTP is not anticipated to change as a result of the lawsuit.

motorized means, thereby providing safe, efficient, and convenient mobility choices. Applicable policies are summarized below.

- Consider federal, state, Orange County and City standards and guidelines for roadway design, maintenance and operation.
- Comply with OCTA requirements for arterial highways as determined through the Master Plan of Arterial Highways and Measure M. Maintain at least a LOS D<sup>2</sup> or better at all intersections, except where flexibility is warranted based on a multi-modal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets facilities.

Construction-related traffic will approach the Talega Staging Yard via Avenida Pico and other roadways in the City of San Clemente.

### **4.16.3 Existing Conditions**

#### **4.16.3.1 Existing Setting**

Motorists having business on MCB Camp Pendleton enter at one of several gates that have been established along the perimeter, and within the interior, of MCB Camp Pendleton. Two gates along the southern boundary of MCB Camp Pendleton (i.e., the Main Gate at Vandegrift Boulevard near (I-5), and the San Luis Rey Gate at Vandegrift Boulevard near Douglas Drive) accommodate traffic approaching MCB Camp Pendleton from the south. Other gates include the Cristianitos Gate, the San Onofre Gate, the Las Pulgas Gate, and the Naval Weapons Station Seal Beach Detachment Fallbrook Gate 1 (also called Fallbrook Gate) (Figure 4.16-1) (Marine Corps Community Services 2009).

#### **Roadways**

I-5 provides regional access to the Proposed Project and surrounding areas in MCB Camp Pendleton and the City of San Clemente. Portions of the Proposed Project within MCB Camp Pendleton are accessible from I-5 via interchanges at Cristianitos Road, Basilone Road, Las Pulgas Road, and Vandegrift Boulevard. These roadways, together with Stuart Mesa Road and San Mateo Road, comprise the primary internal circulation network at MCB Camp Pendleton. In addition to accommodating passenger vehicles and trucks, internal roadways on MCB Camp Pendleton also accommodate tracked and wheeled military vehicles on training exercises, which include the movement of units, supplies, and/or equipment. Segments of El Camino Real in particular are used for military training. Between I-5 and Basilone Road, Vandegrift Boulevard varies between a four-lane and six-lane cross-section. The other internal roadways provide two travel lanes (i.e., one in each direction).

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<sup>2</sup> LOS is a method used to rate the performance of streets, intersections, and other highway facilities. Developed by the Transportation Research Board (TRB), and documented various editions of the Highway Capacity Manual since 1965, LOS rates performance on a scale of A to F, with LOS A reflecting free flowing conditions and LOS F representing heavily congested conditions (TRB 2010).



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The northern segment of the Proposed Project in San Clemente may be approached from the I-5/Avenida Pico interchange. Between the Talega Substation access driveway and Camino la Pedriza, Avenida Pico provides two travel lanes. West of Camino la Pedriza, Avenida Pico widens to a six-lane cross-section. There is a small portion in the center of the Proposed Project alignment that crosses into San Clemente to the south of the San Mateo Substation and Staging Yard. Several existing pole structures in this area are adjacent to MCB Camp Pendleton. Access for power line removal activities at these pole structures will be via Cristianitos Road, El Camino Real, and an unpaved access road that runs along the western boundary of MCB Camp Pendleton. In this area, both Cristianitos Road and El Camino Real are two-lane roadways.

As shown in the Detailed Route Map (Appendix 3-A), there is a network of access roadways that provides access to the existing TL 695, TL 6971, and other power lines in the area. The purpose of these roadways is to provide vehicular access for construction, operation, and maintenance activities. In general, the access roadways are unpaved and are designed to accommodate a single travel lane. On February 11, 2015, MCB Camp Pendleton issued a Categorical Exclusion for the maintenance and repair of existing access roadways in MCB Camp Pendleton by SDG&E. This Categorical Exclusion covers the annual road grading activities.

Approximately 27 miles of unpaved dirt access roads have been identified for use during construction of the Proposed Project (refer to Appendix 3-A). In addition to the access roads shown in Appendix 3-A, the Proposed Project may also use other existing access roads as needed for construction on MCB Camp Pendleton and the City of San Clemente. This includes access roads that currently provide access to adjacent power lines. Existing recreational trails within the State Parks Lease Area cross access roads along the northern and western portion of the Proposed Project alignment.

### **Rail Service**

Existing rail service is provided along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor which runs through the western portion of MCB Camp Pendleton along an alignment that is parallel to and east of I-5. The LOSSAN rail corridor extends 351 miles from San Diego to San Luis Obispo, and accommodates both passenger rail service (i.e., North County Transit District [NCTD] COASTER and SPRINTER; Amtrak Pacific Surfliner; and Metrolink) and freight rail service (i.e., Union Pacific and BNSF) (SANDAG 2013). In San Clemente, there is an existing Amtrak station near Avenida Victoria and a Metrolink station near Avenida Estacion. NCTD's COASTER and SPRINTER commuter rail lines currently terminate at the Oceanside Transit Center, near South Tremont Street, to the south of MCB Camp Pendleton. However, NCTD is planning to extend COASTER service into MCB Camp Pendleton, and a new passenger rail station and three alternative station sites are being considered. Each of the three sites is located along the LOSSAN corridor in the southern portion of MCB Camp Pendleton (NCTD 2013).

### **Aviation Facilities**

Marine Corps Air Station (MCAS) Camp Pendleton is a military aviation facility located 12.7 miles to the east and south of the Proposed Project. MCAS Camp Pendleton provides a single runway that is located along the north side of Vandegrift Boulevard, to the west of Basilone Road. Helicopters are the primary aircraft that operate from MCAS Camp Pendleton.

Oceanside Municipal Airport (also known as the Bob Maxwell Memorial Field) is located approximately 16 miles to the southwest of the Proposed Project, northwest of State Route 76 and Foussat Road. This is

a general aviation airport featuring one runway and fuel services on a 43-acre parcel. The airport is operated and managed by Airport Property Ventures.

### **Bus Service**

NCTD's BREEZE service is a fixed-route bus system that operates in San Diego's North County and connects with other bus, trolley, and commuter rail services operated by NCTD, OCTA, Amtrak, Metrolink, and the San Diego Metropolitan Transit System. BREEZE routes 315, 392, and 395 provide service to MCB Camp Pendleton. The southern terminus of Route 315 is at the College Boulevard SPRINTER station. From there, the route extends northward along College Boulevard and Vandegrift Boulevard, and enters MCB Camp Pendleton at the San Luis Rey Gate. Route 315 then provides service to the administrative areas of MCB Camp Pendleton (i.e., the Mainside Area) before coming to the end of the line near the Vandegrift Boulevard/Basilone Road intersection. Route 315 operates 7 days a week with buses running generally once per hour. Route 392 provides service between the Oceanside Transit Center and the new Naval Hospital at MCB Camp Pendleton. The route moves northward along Coast Highway and enters MCB Camp Pendleton at the Del Mar Gate. From there, Route 392 moves eastward along Wire Mountain Road and provides service to the Naval Hospital and the Marine Corps Exchange. Route 392 operates Monday through Friday, and the buses run roughly every half-hour. Route 395 passes through the western portion of MCB Camp Pendleton, providing services between the Oceanside Transit Center and OCTA Routes 1 and 191 near the I-5/Cristianitos Road interchange. The route enters MCB Camp Pendleton via the Del Mar Gate and runs along segments of Basilone Road, Stuart Mesa Road, Las Pulgas Road, San Mateo Road and Cristianitos Road. Route 395 operates 7 days a week with headways varying between 1 and 3 hours, depending on the day of the week.

OCTA's Route 1 is a local fixed-route that extends from California State University Long Beach to Avenida Santa Margarita in San Clemente. Near the Proposed Project, Route 1 provides service along Cristianitos Road to the west of I-5. Route 1 is operated 7 days a week, with buses generally running every half-hour. Route 191 is classified by OCTA as a community and shuttle route, and runs from Saddleback College in Mission Viejo to its southern terminus near the I-5/Cristianitos Road interchange. Route 191 also provides service near the northern portion of the Proposed Project, operating along a segment of Avenida La Pata south of Avenida Pico. Route 191 runs 7 days a week and the headways vary between 30 and 60 minutes.

### **Pedestrian and Bicycle Facilities and Recreational Trails**

Near the Proposed Project, there are several recreational trails associated with the San Mateo Campground, a component of San Onofre State Beach. Portions of the MCB Camp Pendleton accommodate long-distance bicycle travel between Oceanside and San Clemente, including a segment that runs along a portion of the former U.S. Highway 101 (CPUC 2005). In San Clemente, sidewalks exist on both sides of Avenida Pico to the west of Camino La Pedriza. The Prima Deshecha trail runs parallel to and south of Avenida Pico. Pedestrians and bicyclists use this trail, along with trails extending eastward from the Richard T. Steed Memorial Park, for recreational purposes.

#### **4.16.4 Applicant Proposed Measures**

The Proposed Project will have a less than significant impact to traffic and transportation; therefore, no APMs are proposed.

#### 4.16.5 Potential Impacts

The Proposed Project includes reconductoring, removal of existing wood pole structures, and installation of new steel pole structures for the existing TL 695 and TL 6971 power lines. The operation and maintenance activities required for the power lines will not change from those currently required for the existing system; thus, no additional operation-related impacts related to traffic and transportation will occur. Furthermore, maintenance will decrease slightly due to the removal of wood pole structures and the installation of steel pole structures. Therefore, the impact analysis is focused on construction activities that are required to install the new conductor, remove the existing wood pole structures, install the new steel pole structures, and establish required access and temporary work areas, as described in Chapter 3.0, Proposed Project Description.

##### 4.16.5.1 Methodology

The analysis presented below is based on a review of relevant planning and engineering documents and data obtained from Internet research. Applicable documents include the City of San Clemente Centennial General Plan, Mobility and Complete Streets Element (City of San Clemente 2014) and MCO 11210.2D. Impacts to traffic and transportation were assessed based on the capacity of the transportation network to accommodate the Proposed Project's temporary traffic increase during construction.

##### 4.16.5.2 Significance Criteria

According to Section 15002(g) of the CEQA Guidelines, "a significant effect on the environment is defined as a substantial adverse change in the physical conditions which exist in the area affected by the proposed project." As stated in Section 15064(b) of the CEQA Guidelines, the significance of an activity may vary with the setting. The potential significance of project-related impacts on traffic and transportation were evaluated for each of the criteria listed in the checklist, as discussed below.

- a) **Would the project 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? *No Impact***

Construction activities will result in a temporary increase in traffic on the roadway network as the result of worker commuting trips, trips for the delivery of construction materials and equipment, and trips to remove excess pole structures, conductor, and other construction debris. Construction workers will typically drive to the staging yards to park their personal vehicles, organize into construction crews, and then proceed to the construction areas in off-road construction vehicles that are stored at the staging yards. During the peak of construction, the number of construction workers will involve approximately 29-36 people (Section 3.7.14, Construction Workforce and Equipment). Assuming one inbound trip and one outbound trip each day, construction worker commuting will add 58-72 trips to roadways that provide access to and from the Proposed Project. Given that construction worker trips would be temporary and would be dispersed along different routes based on the origin of the trips, construction worker commuting is not expected to have a significant effect of the capacity of the transportation system.

In areas where construction activities may affect traffic circulation, SDG&E will prepare and implement a Traffic Control Plan to ensure the efficient movement of vehicle traffic through or around construction areas. Roads that could potentially need traffic control due to adjacent pole structure work and helicopter incidental landing areas include Avenida Pico, Cristianitos Road, Chaisson Road, Basilone Road, Beach

Club Road, El Camino Real, and Mesa Road. Other roadways, including El Camino Real and Mesa Road, will require temporary traffic control due to the placement of stringing sites within a portion of the roadway. With the exception of Avenida Pico, all of these roadways are located within MCB Camp Pendleton.

Due to the relatively low volume and periodic nature of construction related traffic, impacts to the transportation network (including local roadways and regional facilities, including I-5) will not result in any conflict with plans, ordinances or policies establishing measures of effectiveness for the performance of the circulation system. Additionally, implementation of Traffic Control Plans, prepared by SDG&E in consultation with the city of San Clemente and MCB Camp Pendleton, will ensure that potential construction-related traffic impacts will not result in any such conflict. Therefore, there will be no impact.

The Proposed Project crosses the MCB Camp Pendleton boundary and into the City of San Clemente at the northern tip of the alignment and along the central portion of the segment. The northern segment, to the west of Talega Substation, and the nearby staging yard, are located along unpaved access roads, and therefore no traffic controls will be required. Where power lines will be removed to the south of San Mateo Substation, access for construction vehicles will be via an existing unpaved access road, and no traffic control would be needed for this segment. The construction traffic traveling to the work sites on I-5 will not present an impact, as they will include relatively few vehicles. Refer to the Detailed Route Map (Appendix 3-A) for additional information.

**b) Would the project 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? Less than Significant**

The Proposed Project will not have a direct impact as the temporary maximum increase of approximately 50-60 daily vehicle trips will not significantly increase congestion. Nor will the Proposed Project cause the roadways to experience a significant traffic-related impact. Moreover, the roadways most affected by the Proposed Project are on MCB Camp Pendleton. These roadways are not operated or maintained by any of the local jurisdictions that are subject to SANDAG's 2050 RTP and are therefore not subject to congestion management requirements. Moreover, given the comparatively light volume of construction traffic, and the distribution of these trips to various construction sites within MCB Camp Pendleton (e.g., staging yards, pole structure locations), the impact on roadways within MCB Camp Pendleton is expected to be relatively minor. Furthermore, to avoid potential conflicts on roadways, SDG&E will coordinate with MCB Camp Pendleton to ensure that construction activities do not interfere with training exercises. While Cristianitos Road and Avenida Pico are located in Orange County, neither roadway is designated in the OCTA CMP Highway System and therefore CMP performance standards are not applicable. Given these considerations, construction activities will not conflict with any relevant CMPs or any other standards established by the county congestion management agency. Therefore, the Proposed Project will have a less than significant impact relating to existing LOS standards or other adopted congestion management requirements.

**c) Would the project 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? Less than Significant**

Due to site conditions along portions of the TL 695 and TL 6971, a helicopter will be used in some areas for reconductoring, removing existing wood structures, and installing new steel structures during construction. Helicopter operators will coordinate with MCB Camp Pendleton and local air traffic control

and comply with relevant FAA regulations to prevent any adverse impacts due to increased air traffic (refer to Section 4.8, Hazards and Hazardous Materials for additional details). As a result, project-related impacts on air traffic patterns will be less than significant.

**d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? No Impact**

Construction of the Proposed Project will not necessitate any temporary or permanent modification to existing public roadways or other transportation facilities; therefore, there will be no increase in hazards due to any design feature. Furthermore, the Proposed Project will include temporary vehicle turnaround areas to facilitate the safe movement of construction vehicles to and through construction areas. Finally, the Proposed Project consists of the removal of existing wood structures and the installation of new steel structures within areas currently devoted to electric utilities, not within public roadways, and does not introduce any use or activity that does not currently occur under existing conditions.

As previously discussed, temporary road or lane closures may be required during construction to provide safety to the public and workers during construction. In addition, helicopter Incidental Landing Areas will be placed on the southern shoulder of Avenida Pico, and on a cul-de-sac at the eastern end of this roadway. SDG&E will ensure that proper safety measures are in place for those activities including proper signage, orange cones, and flaggers as part of the Traffic Control Plan. In addition, the Proposed Project will not require development of new circulation routes; therefore, no potentially hazardous roadway design features will result, and therefore the Proposed Project will have no impact.

**e) Would the project result in inadequate emergency access? No Impact**

During construction, all public streets will remain open to emergency vehicles at all times. SDG&E will prepare a Traffic Control Plan in areas where construction activities may temporarily affect traffic flow. As discussed in Section 4.12, Public Services, construction of the Proposed Project will not block or slow travel along local routes of ingress and egress to the existing fire and police facilities. Therefore, there will be no impact.

**f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? Less than Significant**

The Proposed Project will not alter any existing public transit, bicycle, or pedestrian facilities, it will not cause any conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities in the area. However, construction vehicles will cross existing recreational trails in the State Parks Lease Area. Impacts to pedestrians using these facilities would be temporary and intermittent. However, where feasible, temporary trail detours will be provided for trail users, and signs will be provided to direct trail users to the temporary trail detours. Therefore, the impact will be less than significant.

#### **4.16.6 References**

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