

1 **3.16 TRANSPORTATION/TRAFFIC**

| TRANSPORTATION/TRAFFIC – Would the Project: | Potentially Significant Impact | Less Than Significant with Mitigation | 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 type="checkbox"/> | <input checked="" 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 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

2 **3.16.1 Environmental Setting**

3 The Project area is located 2 miles east-northeast of Niland, Imperial County, in the
 4 central basin of the Colorado Desert. Niland is a small community on the southeast side
 5 of the Salton Sea, approximately 80 miles southeast of Palm Springs and 19 miles north
 6 of Brawley. The area is 3.5 miles away from Imperial County Road 111. Beal Road is
 7 the only road that provides access to the School Lands parcels.

8 **3.16.2 Regulatory Setting**

9 State laws and regulations pertaining to this issue area and relevant to the Project are
 10 identified in Table 3.16-1.

1 **Table 3.16-1. Laws, Regulations, and Policies (Transportation/Traffic)**

| | | |
|----|-------------------------|--|
| CA | California Vehicle Code | Chapter 2, Article 3 of the Vehicle Code defines the powers and duties of the California Highway Patrol, which has enforcement responsibilities for the vehicle operation and highway use in the State. |
| CA | Other | The California Department of Transportation is responsible for the design, construction, maintenance, and operation of the California State Highway System and the portion of the Interstate Highway System in California. |

2 At the local level, the ICDPW administers the Imperial County Circulation and Scenic
 3 Highways Element, which is prepared in conformance with General Plan statutes and
 4 Guidelines and modified population and transportation projections.

5 **3.16.3 Impact Analysis**

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

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

16 **c) Result in a change in air traffic patterns, including either an increase in traffic**
 17 **levels or a change in location that results in substantial safety risks?**

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

20 **No Impact.** As provided in the environmental setting, the Project is located in a very
 21 rural area of Imperial County and is 3.5 miles away from a major road (Imperial County
 22 Road 111). Only one road provides access to the area (Beal Road). Therefore, traffic
 23 circulation, congestion management, air traffic patterns, and transportation design
 24 features would not be impacted by the proposed sale of the School Lands parcels.

25 **e) Result in inadequate emergency access?**

26 **No Impact.** The proposed sale of School Lands will not result in inadequate emergency
 27 access. Currently emergency vehicles have access to the School Lands parcels via
 28 Beal Road and past emergency response activities have not been affected by limited
 29 access (Anglin 1997).

1 ***f) Conflict with adopted policies, plans or programs regarding public transit,***
2 ***bicycle, or pedestrian facilities, or otherwise decrease the performance or safety***
3 ***of such facilities?***

4 **No Impact.** The proposed sale of School Lands will not conflict with adopted policies,
5 plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise
6 decrease the performance or safety of such facilities.

7 **3.16.4 Summary**

8 Based upon the above considerations, no impacts to transportation or traffic are
9 expected to occur as a result of the proposed sale of School Lands. The proposed
10 purchasers of the School Lands parcels plan to continue the existing uses (current
11 baseline conditions) associated with the respective parcels. The Project does not
12 include any construction or ground-disturbing activities. Any other uses and potential
13 impacts are too speculative for evaluation.