

4.3 TRANSPORTATION, TRAFFIC, AND CIRCULATION

4.3.1 Introduction and Background

This section analyzes the proposed Plan's potential impacts to transportation, traffic, and circulation. The existing circulation and transportation system serving the Plan Area is composed of a series of separate modes or types of passenger travel and good movement. In each alternative, existing roadways are considered acceptable land uses and would not be removed.

While the construction of planned roadways is a Covered Activity, the design, siting, and construction of these planned roadways would be subject to guidelines outlined in the Conservation Goals and Objectives in the proposed MSHCP. Transportation impacts would generally occur where the use or improvement of existing roadways or construction of planned roadways would be constrained by the Plan, resulting in reduced levels of service, increased congestion, or reduced access. This transportation section provides an analysis of the Plan Alternatives on these impact areas.

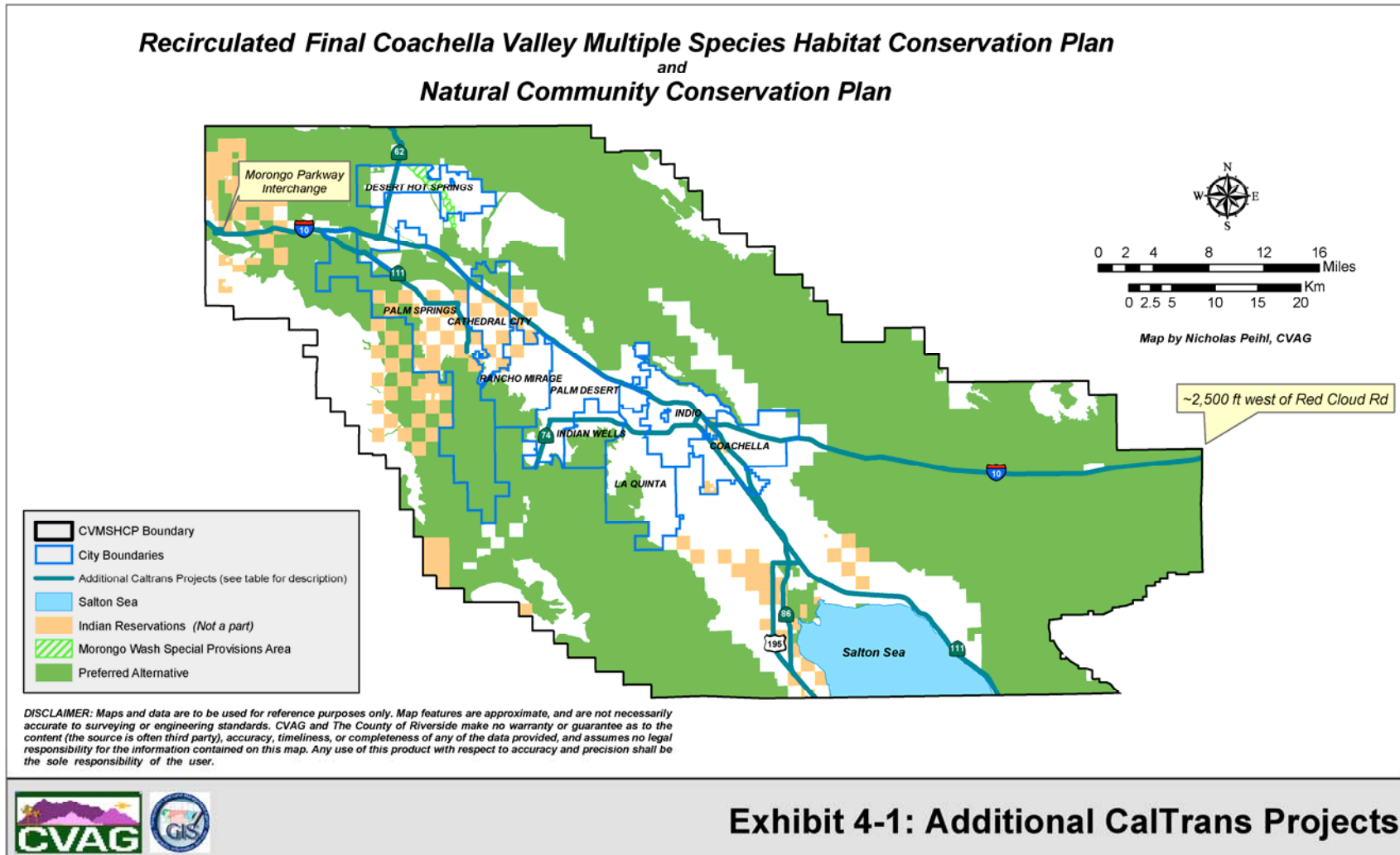
Roadway Projects

The roadway system in the Plan Area is under the jurisdiction of a variety of State and local agencies, including:

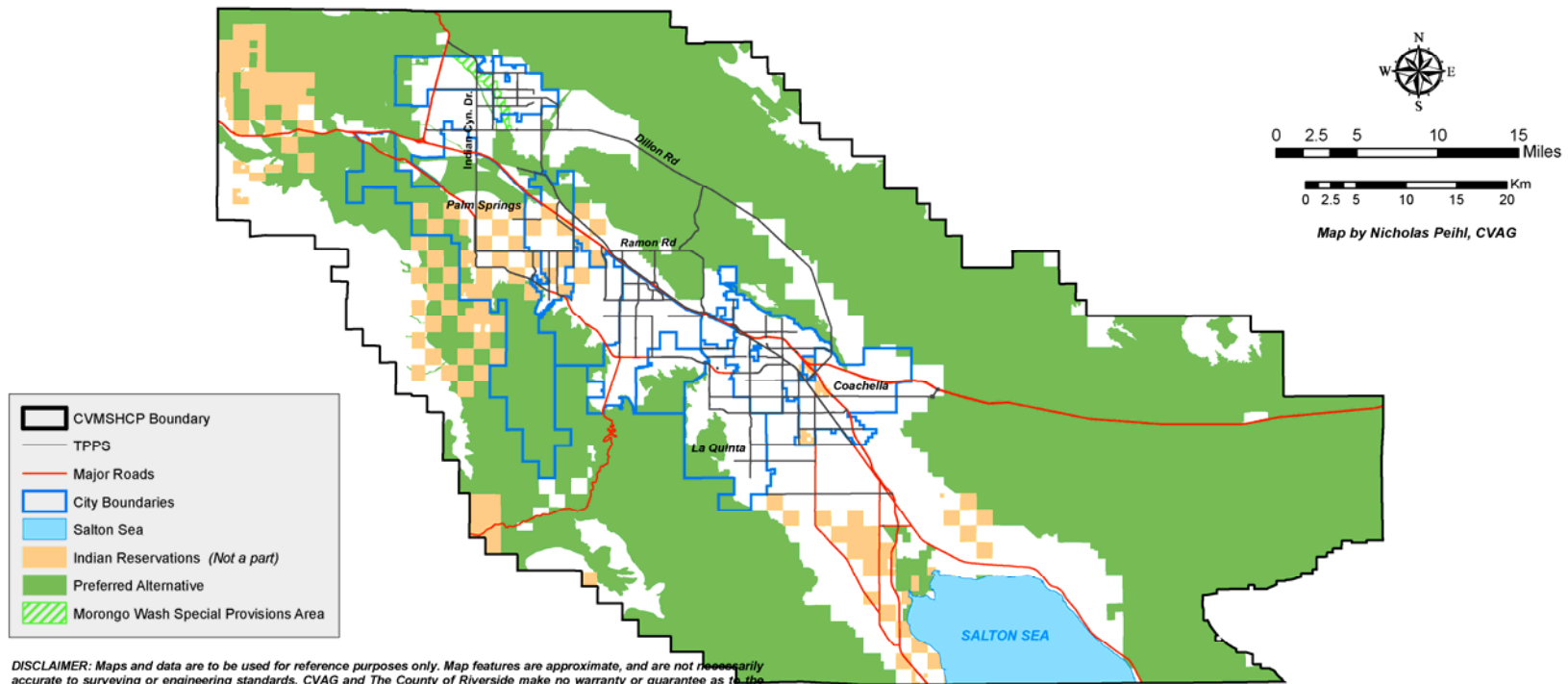
- California Department of Transportation (Caltrans)
- County of Riverside
- The nine Valley cities of Palm Springs, Desert Hot Springs (which is not a Permittee), Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, and Coachella.

In addition, the Federal Highway Administration (FHWA) provides an oversight role for Federal highways such as I-10, and federally funded roadway projects. FHWA also provides federal funding for most State and Local transportation projects. As a condition for receiving federal funding, FHWA ensures that all federal requirements have been met by the implementing agency. CVAG provides interagency coordination for jurisdictions in the Valley. Finally, local Native American Tribes have jurisdiction over their own reservation lands and roadways.

Collectively, the above agencies are herein described as the "Roadway Agencies." Caltrans, the County, CVAG, and the Cities of Palm Springs and Cathedral City all have identified roadway improvement projects as Covered Activities in this Plan. *Exhibit 4-1* shows Caltrans projects in the Coachella Valley. *Exhibit 4-2a* shows local transportation projects in the Coachella Valley.



**Recirculated Final Coachella Valley Multiple Species Habitat Conservation Plan
 and
 Natural Community Conservation Plan**



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Exhibit 4-2a: Regional Roads (TPPS)

Exhibit 4-2a

The list of “Covered Activities” included in the proposed Plan includes several classes of projects anticipated over the 75-year Permit Term. Covered Activities include:

Interchange Improvements: The set of planned Interstate 10 (I-10) interchange improvements between Banning Pass and the Salton Sea, as identified by Caltrans, FHWA, the County, CVAG, and the Cities. The I-10 interchange improvements also include improvements to local arterials in the vicinity of these interchanges providing “logical termini” for the proposed interchange improvements (i.e., widening of the arterial roadways approaching the interchanges).

Long Term Caltrans Improvements to State Highway Corridors: Additional anticipated future improvements to the State Highway network (Including I-10, State Route (SR) 62, SR74, SR86, SR86S and SR111) that Caltrans has identified as potential needs within the proposed 75 year Permit terms.

Local Arterial Improvements in Cities: The improvements along arterial highways identified by the Cities of Cathedral City and Palm Springs would likely impact Listed Species, such as Coachella Valley milkvetch, desert tortoise, and Coachella Valley fringe-toed lizard.

Local Arterial Improvements Identified by the County: Improvements identified by Riverside County in unincorporated County Areas as well as within the incorporated cities

Local Arterial Improvements Identified by CVAG: Improvements identified by CVAG in both incorporated and unincorporated areas.

The project descriptions of all of these improvements are contained in Appendix K of this document. Section 3.3 also provides a summary of the transportation projects/activities proposed for coverage under the Plan.

Airports within the Plan Area

The Coachella Valley is served by three major airports: Palm Springs International Airport in Palm Springs, Bermuda Dunes Airport in La Quinta, and Thermal Airport in Coachella. None of these Airports are located in the proposed Conservation Areas. Airport access roadways that affect Conservation Areas are addressed as part of the roadway analysis. Chiraco Summit Airport is a privately owned field near Chiraco Summit on I-10. This airfield is located in an area excluded from the Conservation Areas. No “Covered Activities” are included for Airports.

Railroads within the Plan Area

The Coachella Valley is served by the Union Pacific Railroad (UPRR), which enters the Valley from the west through the San Geronio Pass, generally parallels I-10 through the Valley center, and then parallels SR 111 from Indio to the east shore of the Salton Sea, where it then continues towards Yuma. The UPRR is a major transcontinental railway carrying extensive freight operations as well as Amtrak Passenger Trains.

The UPRR tracks cross several Conservation Areas: (from west to east): Cabazon, Snow Creek/Windy Point, SR 111, I-10 (adjacent), Whitewater Floodplain, and Coachella Valley Stormwater Channel and Delta Conservation Area. The expansion/operation of the UPRR through the Coachella Valley was addressed in a Biological Opinion by the USFWS in 2003¹.

The Eagle Mountain Railroad Line is a spur off the main UPRR tracks near Salton Sea State Park, and traverses the Mecca Hills/Orocopia Mountains Conservation Area, the Dos Palmas Conservation Area, and the Desert Tortoise and Linkage Conservation Area, on its way to the proposed Eagle Mountain Landfill. The upgrade and operation of this facility is the subject of a separate Biological Opinion dated January 6, 1992 addressing the landfill operation. No “Covered Activities” are included for Railroads.

4.3.2 Thresholds of Significance/Criteria for Determining Significance for CEQA Analysis

The proposed Plan and the Alternatives would have a significant effect on transportation, traffic, and circulation, if they:

- a. Substantially conflict with existing Federal, State, regional or local roadways, rail lines and airports, and regional accessibility (40 CFR 1502.16).
- b. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads, or congestion at intersections).
- c. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roadways or highways.
- d. Result in inadequate emergency access.
- e. 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.

¹ Biological Opinion: "Endangered Species Consultation on the Proposed Union Pacific Railroad Track Upgrade, Yuma Subdivision - Phase II, Riverside County, California". Prepared by the US Fish & Wildlife Service. 2002.

- f. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- g. Result in inadequate parking capacity.
- h. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

4.3.3 Project Impacts to Transportation, Traffic, and Circulation

Each of the Roadway Agencies has adopted performance criteria for planning the roadway network under its jurisdiction. Generally, such performance criteria call for the roadway links and intersections to operate at Level of Service (LOS) "D" or better, with the method of calculation generally based upon the Caltrans Highway Design Manual, and the Caltrans Traffic Manual. In addition, each of the Roadway Agencies has developed standard plans for roadways that are designed to ensure that the facility operates in a safe manner. Riverside County and the Coachella Valley cities have each developed General Plans for areas under their jurisdiction, including Circulation Elements describing the existing and planned network of major roadways and each roadway's characteristics (ultimate right-of-way, paved width, number of lanes, etc). The combined circulation elements of the County and the Cities are herein referred to as the "Composite Arterial Highway Plan."

For purposes of this analysis, a significant impact to transportation caused by implementation of the proposed Plan would be one that caused a roadway link in the Composite Arterial Highway Plan to operate below the Level of Service Standards for the buildout for the jurisdiction where the facility is located. Note that deficiency must be "caused" by implementation of the proposed Plan for it to be considered an impact. Deficiencies that would exist without implementation of the Plan are not a result of the "Project" and are not considered a Significant Impact. Significant impacts are also considered based upon substantial conflicts with other transportation systems, including railroads and airports, or the creation of inadequate emergency access as a result of the Plan.

Proposed Action/Preferred Alternative

Many of the key elements of the existing and planned Coachella Valley circulation network, including Interstate 10, the Union Pacific Railroad lines, State Routes (SR) 62, 74, 86, 86S and 111, other roadways identified in the Local Permittees' Circulation Elements, except as noted below, and many local highways such as Indian Avenue, Gene Autry Trail and Dillon Road, already traverse or are immediately adjacent to areas that may be conserved pursuant to the proposed MSHCP. Conservation would therefore not impact these existing transportation

facilities. Numerous links of the proposed covered roadways are already operating at an inadequate level of service, and such overcapacity conditions are expected to worsen if these roadways are not improved. Implementation of the Proposed Action/Preferred Alternative would result in a significant adverse impact for CEQA analysis purposes to Circulation and Transportation if such establishment precluded the needed improvement to transportation facilities.

To avoid this impact, the Proposed Action/Preferred Alternative provides Take Authorization for improvements to the proposed "Covered Roadways" listed in Section 3 and Sections 7.2 and 7.3 of the proposed Plan. The Proposed Action/Preferred Alternative incorporates Conservation Area design and impact avoidance/minimization measures, which address development, improvement, and operation and maintenance of the proposed Covered Activities, including roadways. These roadways were also assessed in consultation with the Wildlife Agencies. The proposed Plan would facilitate the improvement of such roadways, both in and out of the Conservation Areas, by providing Take Authorization for construction of planned roads that are Covered Activities and maintenance of existing and future roads. The incorporation of the roadway system plan into the overall planning and design of the integrated Plan provides for and facilitates the development of needed transportation system improvements.

The Proposed Action/Preferred Alternative conflicts with certain roads in the County that could be limited or precluded through Reserve Assembly. These roads are not Covered Activities under the Plan. It should be noted that implementation of the Proposed Action/Preferred Alternative would not preclude the County from seeking approval of these roadway segments through the MSHCP Plan amendment process. The Plan amendment process would allow the County to seek Take Authorization for these activities.

The City of Desert Hot Springs' General Plan Circulation Element roadways would not be Covered Activities under the Plan because the City is not a Permittee. Implementation of the Proposed Action/Preferred Alternative would not preclude the City from seeking approval of roadway projects through the local land use and capital improvement plan process. If these projects impact listed species, separate consultations with the Wildlife Agencies shall be required pursuant to state and federal Endangered Species Acts. Whether the Proposed Action/Preferred Alternative would impact the City of Desert Hot Springs' ability to plan, permit, and implement planned circulation element or other local roadways is speculative because the ability to implement such roadways depends on many variables (e.g., timing, presence of environmental constraints, funding opportunities, local/regional priorities). These variables would likely fluctuate and influence local roadway project planning independent of the MSHCP.

The roads that are proposed to receive Take Authorization under the Plan provide for 4 lane arterials at intervals from 0.5 miles to 1.5 miles. This is typical of the street grid system throughout the urban portions of the Plan area and is, therefore, deemed adequate for the circulation system in this area. It is also noted that land use intensity in this area would be reduced somewhat by the establishment of the MSHCP Reserve System, thus reducing traffic demand. For these reasons, the lack of Take Authorization for these roads under the proposed Plan is not considered to be a significant impact for CEQA analysis purposes.

The proposed Plan also would not provide Take Authorization for the extension of Rio Del Sol through the Indio Hills between approximately Vista Chino and 20th Avenue, or for the extension of 22nd Avenue through in the Indio Hills between Rio Del Sol and Sky Ridge. Both roads are delineated in the Circulation Element of the County General Plan. Because there is approximately an 8-mile interval between the closest existing north-south arterials in the Indio Hills, the lack of Take Authorization for the Rio Del Sol road project is considered a potential impact of the Proposed Action/ Preferred Alternative on Transportation. It is important to note, however, that establishment of the MSHCP Reserve System would limit future Development in a portion of the area that would be served by the road, thus further reducing potential impacts to some degree.

It should also be noted that the subject portion of Rio del Sol is designated as a “Collector” in the County General Plan and is designed for relatively slow speed (25-30 mph) and relatively low volumes. “Collector” roadways provide within and between neighborhoods and typically serve short trips. The County General Plan 2003 update identified buildout traffic on the subject portion of Rio del Sol at between 4,300 and 4,500 average daily trips.² Tables 4.16.11 and 4.16.12 indicate that none of the relatively low traffic volumes assigned to this roadway comes from implementation of the General Plan. Therefore, it appears that failure to construct this roadway will not have a significant adverse effect on the roadway circulation system in the Plan Area. Nonetheless, implementation of the Proposed Action/Preferred Alternative would not preclude the County from seeking approval of the Rio del Sol extension through the MSHCP Plan amendment process. The Plan amendment process would allow the County to seek Take Authorization for this activity.

It is also important to note that formidable obstacles exist to the County’s ability to construct the extension of Rio Del Sol Road even in the absence of constraints imposed by the Preferred Alternative. The proposed alignment of the extension of Rio del Sol traverses BLM managed land in an Area of Critical Environmental Concern (ACEC) established in conjunction with

² “Draft Environmental Impact Report for the Riverside County General Plan”. Prepared by the Riverside County Planning Department. August 2002.

implementation of the CVFTL HCP. BLM would have to consult with USFWS under section 7 of the FESA in order to issue a right of way to the County for construction of the proposed road.

Furthermore, the alignment traverses land owned by the Center for Natural Lands Management, which purchased the land with State grant funds to protect habitat for the federally Listed, CVFTL and Coachella Valley milkvetch, and to protect the sand source/transport system for the CVFTL Preserve. The inability to construct the extension of 22nd Street Avenue in the Indio Hills is not regarded as a significant impact because the Plan would reduce or shift Development out of the area serviced by the proposed extension, thus potentially ameliorating the need for the extension. Further, 20th Avenue provides adequate circulation for the Development that may occur outside the Willow Hole Conservation Area.

The implementation of the Proposed Action/Preferred Alternative would also indirectly affect the circulation system by limiting Development within the Conservation Areas, thus limiting the traffic generation in these areas. This indirect effect would, in theory, reduce traffic volumes on the overall circulation network. As a practical matter, the trips that would have been generated in the Conservation Areas would have been relatively limited given the underlying land uses.

Some of the Development in the Conservation Areas reduced or shifted due to acquisition of lands for conservation from willing sellers would likely shift to other areas in the Coachella Valley. This potential shifting of Development is not expected to be significant because the anticipated trips that would have been generated from the Conservation Areas were relatively low given the land use designations. With a shift in the location of Development, the alternative could have the result of a net reduction in regional trip generation. In fact, any resulting intensification of land use may have the indirect benefit of encouraging the use of mass transit, and is consistent with “Smart Growth” policies endorsed by many urban planners. No levels of service on any designated major roadway would be affected. Emergency access would not be constrained because the proposed Plan provides Take Authorization for emergency access and activities in the MSHCP Reserve System.

The Proposed Action/Preferred Alternative would not place lands in conservation, which would conflict with or hinder the operation of local or regional roadways or associated facilities. Neither would it result in a substantial increase in traffic volumes, volume to capacity ratios or applicable policies plans or programs supporting alternative transportation systems on or serving roadway segments or intersections. Emergency access would not be significantly affected nor would the Alternative affect design features of any roadway that resulted in the creation of a hazardous condition. Neither railroads nor airports in the Plan Area would be affected by this Alternative.

Public Lands Alternative

The Public Lands Alternative would have fewer impacts to transportation than the Proposed Action/Preferred Alternative because it proposes no acquisition of new lands, thus fewer acres within the proposed Reserve System in the Coachella Valley.

Core Habitat with Ecological Processes Alternative

This Alternative is similar to the Proposed Action/Preferred Alternative with variations in the land proposed for Conservation. Therefore, it would have similar transportation impacts, including the less than significant impact of not providing Take Authorization for the extension of Rio del Sol Road through the Indio Hills. (See discussion under the Proposed Action/Preferred Alternative.)

Enhanced Conservation Alternative

This Alternative would expand the Conservation Areas beyond those identified in the Proposed Action/Preferred Alternative where roads are currently planned or exist. The additional lands would be primarily in the Desert Hot Springs, Palm Desert, and Rancho Mirage areas. As a result, this Alternative would have greater transportation impacts than the Preferred Alternative. The expanded Conservation Areas under this Alternative would affect major roadways in the following Conservation Areas.

Mission Creek and Morongo Wash: Additional conservation lands comprised of the alluvial plain created by Mission Creek would be added along the east and west sides of the Mission Creek Wash, and extend east to the Big Morongo Wash. The Alternative would substantially increase the length of major east-west roadways, including 8th Street that would pass through a proposed Conservation Area. Even though the City of Desert Hot Springs is not a Permittee, regional transportation facilities that traverse this Conservation Area would require application of avoidance and minimization measures in a substantially greater fashion compared to any other alternative and would increase costs associated with both roadways in this area, regardless of whether they are proposed Covered Activities. To the extent this alternative required the preservation of broader flood plains, roads within these areas would be either exposed to flooding or would be substantially more expensive to construct as all-weather facilities.

Willow Hole and Thousand Palms Conservation Areas: The Alternative adds conservation lands in several portions of this Conservation Area, including north of 20th Avenue in the western portion of the existing Desert Dunes golf course and associated Seven Palms Valley Ranch property, and extending south along the east side of Palm Drive to I-10. A variety of local and arterial roads would cross greater expanses of proposed Conservation Areas. Community Facility

Districts established to maintain local roads in the B-Bar-H Ranch area could be restricted in their maintenance activities and could conceivably be constrained in constructing new roads if this Development were not consistent with applicable Conservation Area Goals and Objectives.

Lands planned for commercial Development east of Palm Drive and within the Cathedral City Sphere-of-Influence are substantial traffic generators. The Enhanced Conservation Alternative would create a substantial incompatibility on existing and planned arterial roadways in this area, including Palm Drive, Varner Road, and a future frontage road planned immediately north of I-10 and east of Palm Drive.

Overall, the lands conserved in this portion of the Plan Area would create new and potentially significant incompatibilities with and would limit or preclude expansion of essential roadways in this area.

The Enhanced Conservation Alternative would add a long, narrow strip of land proposed for inclusion in the Conservation Area between I-10 and Varner Road, extending from Date Palm Drive east to the Varner Road/Rio del Sol intersection. Sandwiched between these two roadways, the isolation of this strip could require extensive avoidance and minimization measures along Varner Road to provide a functional Conservation Area connected to surrounding Conservation Area. Such measures could be prohibitively expensive to construct.

Big Dune (Palm Springs Sand Ridge) South of I-10: The Palm Springs Sand Ridge (referred to as the "Big Dune" in the Plan) formed prior to the construction of the Union Pacific Railroad lines and later I-10. This Alternative includes the portion of Big Dune/Palm Springs Sand Ridge that extends east from Date Palm Drive to Gerald Ford Drive (extended). The western-most portions of these lands are within the City of Cathedral City and include Agua Caliente Indian Reservation lands that are not subject to the Plan; however, arterial and other major roadways are depicted on these lands on the Cathedral City General Plan and anticipated for construction by the City and the Tribe. The remaining lands are under the jurisdiction of Riverside County, and the cities of Rancho Mirage and Palm Desert.

The western-most portions of the Conservation Area proposed under this alternative are still vacant, however, major roadways planned for Development that would be significantly impacted by this Alternative are discussed below:

- Vista Chino Extended: would extend from Date Palm Drive to Ramon Road just west of Bob Hope Drive (extended). This entire alignment, which is essential to providing adequate circulation, and I-10 connectivity in this area, would be precluded.

- Ramon Road, Bob Hope Drive & Bob Hope Drive/I-10 Interchange: These partially constructed facilities would also be precluded or significantly constrained. The potentially affected portion of Ramon Road is an Urban Arterial Roadway that is projected to carry 45,800 to nearly 60,000 vehicles per day.³ Current traffic volumes for the subject portion Ramon Road are approximately 25,000 vehicles per day⁴ and are a major impediment to wildlife movement.
- The planned Bob Hope Drive/I-10 interchange is a facility of the highest regional priority and is meant to replace or augment the existing Ramon Road/I-10 interchange. Plans for this new facility would result in the northerly extension of Bob Hope Drive to I-10, with associated ramps and site disturbance. Both north and south of I-10, this Alternative's conservation lands would directly conflict with and could limit or preclude the development of the Bob Hope Drive /I-10 interchange.
- Dinah Shore Drive: Under this Alternative, Dinah Shore Drive between Los Alamos Drive and Bob Hope Drive would constrain the widening on the north side of this east-west roadway. East of Bob Hope Drive, this Alternative would constrain roadway widening on the north and south, and continuing east would preclude or significantly constrain this roadways extension to Cook Street in Palm Desert. This roadway currently carries more than 20,000 vehicles per day, with long-term volumes planned at between 37,000 and 46,000 vehicles per day.⁵
- Monterey Avenue: South of I-10, this north-south major arterial would be bounded for more than two miles by conservation lands on the east and west. Planned as a six-lane roadway, Monterey Avenue is an essential link between urban development south of I-10 and the interstate. Constraints on its construction to ultimate design standards would have a significant adverse effect on regional transportation for CEQA analysis purposes.
- Gerald Ford Drive: This east-west arterial is partially constructed as a four-lane divided roadway and would be bounded on the north and south by Conservation Areas under the Enhanced Conservation Alternative. Buildout of the road would be constrained or might be precluded by this Alternative.

³ Circulation Element of the Cathedral City General Plan. Adopted July 31, 2002.

⁴ "City of Palm Desert General Plan Traffic Study", prepared by Urban Crossroads, Inc. September 5, 2003.

⁵ Ibid.

- Portola Avenue and Cook Street: North of Frank Sinatra Drive, these two north-south roadways would be bounded by conservation lands on the east and west. This Alternative would limit completion of Portola Avenue, which is planned to ultimately provide an essential interchange with I-10. Cook Street is partially built out north of Frank Sinatra Drive and its completion would be constrained, if not precluded, under the Enhanced Conservation Alternative.

As illustrated in the above analysis, this Alternative would conflict with the transportation plans of local, State, regional and Federal agencies, and would significantly impact regional accessibility. With the capacity of existing and proposed roadways being limited or eliminated, implementation of this alternative would cause substantial adverse increases in traffic on remaining arterial roads. Some roadways would necessarily carry traffic volumes in excess of acceptable volume to capacity ratios, including those established by the County Congestion Management Plan. Commensurate with the degree to which this Alternative constrains continued Development of the regional arterial network, emergency access would also be affected.

No Action/No Project Alternative

The No Action/No Project Alternative would result in no Plan being implemented and thus would not have any direct adverse impacts to transportation. However, none of the proposed Covered Activities would receive Take Authorization, and each roadway project that would result in Take would need to obtain individual Take Authorization. Over time, additional species may become Listed, further exacerbating the problems in implementing planned transportation improvements. Thus, transportation could suffer under this Alternative. Therefore, this Alternative could result in an indirect adverse impact to transportation.

Table 4-2 summarizes transportation-related impacts by alternative.

TABLE 4-2
Summary of Transportation-Related Impacts by Alternative

| Alternative | Potential Adverse Impacts to Transportation |
|--|---|
| Proposed Action/Preferred Alternative | No |
| Public Lands Alternative | No |
| Core Habitat with Ecological Processes Alternative | No |
| Enhanced Conservation Alternative | Yes |
| No Project/No Action Alternative | Yes (Potential Indirect) |

4.3.4 Transportation-, Traffic-, and Circulation-Related Mitigation Measures

Proposed Action/Preferred Alternative

This Alternative would not result in a significant impact to existing or planned transportation networks in the Plan Area. The proposed extension of a portion of Rio Del Sol would not receive coverage under the Plan by this alternative, however, this is a small (“Collector”) roadway with limited projected volumes. Development in this road’s service area could also be reduced by the implementation of this alternative. No mitigation measures are required.

Public Lands Alternative

This Alternative would not have significant impacts on transportation, traffic, or circulation and thus, no mitigation is required.

Core Habitat with Ecological Processes Alternative

This Alternative would not have significant impacts on transportation, traffic, or circulation and thus, no mitigation is required.

Enhanced Conservation Alternative

This Alternative would result in significant impacts on transportation, traffic or circulation for CEQA analysis purposes. The impacts of this Alternative to local, regional, State and Federal roadways cannot be effectively mitigated. The transportation network that has been planned and is being constructed in the Plan Area is based upon the existing land use pattern. Only by making major modifications to the Enhanced Conservation Alternative in areas in conflict with the transportation network, including amending Conservation Area boundaries to the extent that they resemble the Proposed Action/Preferred Alternative, could the impacts be mitigated to below a level of significance for CEQA analysis purposes.

No Action/No Project Alternative

This Alternative would not have significant direct impacts on transportation, traffic or circulation; however, it could result in significant indirect impacts. No feasible mitigation measures have been identified.

4.3.5 Levels of Significance after Mitigation for CEQA Analysis

Proposed Action/Preferred Alternative

No significant adverse impacts on transportation, traffic or circulation would result from this Alternative for CEQA analysis purposes.

Public Lands Alternative

No significant adverse impacts on transportation, traffic or circulation would result from this Alternative for CEQA analysis purposes.

Core Habitat with Ecological Processes Alternative

No significant adverse impacts on transportation, traffic or circulation would result from this Alternative for CEQA analysis purposes.

Enhanced Conservation Alternative

Significant adverse impacts on transportation, traffic, or circulation would occur with the implementation of this Alternative for CEQA analysis purposes.

No Action/No Project Alternative

No significant adverse direct impacts on transportation, traffic, or circulation would result from this Alternative; however, significant adverse indirect impacts could result from the absence of a Plan for CEQA analysis purposes.

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