

1 **3.15 TRANSPORTATION/TRAFFIC**

<b>TRANSPORTATION/TRAFFIC – Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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 checked="" 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 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 **3.15.1 Environmental Setting**

3 The Project site is located in unincorporated Contra Costa County, near the town of Port  
 4 Costa, on the southeast side of the Carquinez Strait. The Carquinez Strait is bordered  
 5 by Contra Costa County on the south side and Solano County on the north side. These  
 6 counties plus Alameda and San Francisco Counties are integrated in a system of  
 7 bridges, freeways, and roads as well as by ferries and trains. The Project site would be  
 8 accessed by barge; however, a temporary shore base (location to be determined once a  
 9 Contractor has been selected) would act as the hub for handling, storing, and  
 10 processing equipment and materials for disposal. Temporary parking to provide access  
 11 for regulators and others monitoring the deconstruction, incidental non-hazardous

1 materials storage (not used for the deconstruction work on water) and sanitary facilities  
2 would also be provided at the former TXI property, located upland from the Project site.

3 The connected transportation corridors of the San Francisco Bay Area would serve the  
4 transport needs of the Project. The major roadways that would potentially serve the  
5 Project are described below.

- 6 • Interstate 80 (I-80) is a transcontinental Interstate Highway connecting California  
7 and New York City. In the San Francisco Bay Area I-80 connects downtown San  
8 Francisco to Sacramento. At its closest distance to the Project site (near the City  
9 of Crockett), the annual average daily traffic (AADT) is about 111,000 vehicles  
10 (California Department of Transportation [Caltrans] 2012).
- 11 • Interstate 680 (I-680) connects the communities of Benicia, Concord, Walnut  
12 Creek, Danville, Sunol, and San Jose. It is one of the busiest freeways in the  
13 East Bay, with a section between Interstate 580 and the Benicia Bridge having  
14 up to ten lanes. At the Contra Costa/Solano County line, I-680's AADT is 106,000  
15 vehicles (Caltrans 2012).
- 16 • Interstate 780 (I-780) connects I-80 and I-680 in Solano County. The AADT of I-  
17 780 is 55,000 vehicles (Caltrans 2012).
- 18 • State Route 4 (SR-4) extends from I-80 in Contra Costa County to State Route  
19 89 in Alpine County. The route traverses east to west and is a one- to two-lane  
20 road near the Project site. The AADT of SR-4 near the Project area (at McEwen  
21 Road) is 44,500 vehicles (Caltrans 2012).

22 These highways and arterial roads linked to them would likely be used for the duration  
23 of the Project by construction personnel as well as for materials transport. Secondary  
24 arterials, collector roads, and private roads could also be used for the Project, though to  
25 a lesser extent.

## 26 **Level of Service**

27 Level of Service (LOS) ratings are used as a grading system by traffic engineers to  
28 determine the effectiveness of transportation infrastructure. There are six levels used in  
29 North America, A (best) through F (worst), each indicating traffic flow and corresponding  
30 safe driving conditions of a given roadway. An LOS A indicates a free-flowing roadway  
31 with no delays while LOS F indicates that a roadway has a high level of congestion  
32 where traffic flows exceed design capacity and result in long delays.

33 During peak hours, the LOS for the above-described Interstate and State highways as  
34 well as major arterial roads is likely LOS E to F. All major highways in the San Francisco  
35 Bay Area experience congested conditions during peak hours, and these conditions spill  
36 over to arterial roads. This can cause unacceptable LOS. Secondary arterials, collector

1 roads, and private roads likely maintain acceptable operations and are generally  
 2 characterized as LOS D or better.

3 I-80, SR-4, and I-680 are the major regional transportation corridors in the Project  
 4 vicinity. Main routes for the Project would consist of Interstates, State highways, local  
 5 (county and city) maintained roads, and private roads. Deconstruction activities would  
 6 be conducted from barges on the Carquinez Strait; however, a temporary shore base  
 7 identified by the contractor selected to conduct the deconstruction would be needed for  
 8 handling, storing, and processing equipment and materials for disposal. Thus, traffic  
 9 resulting from the Project would be centered around the shore base. Additionally, the  
 10 proposed temporary parking and staging area at the former TXI property would be  
 11 accessed via secondary roads connecting the property to I-80 and SR-4, principally  
 12 Carquinez Scenic Drive, which is a narrow, winding two-lane road.

13 Project workforce personnel would drive to the contractor’s shore base to access water  
 14 transport to the Project site. Trucks used for materials hauling to various landfills or  
 15 treatment facilities would use various routes, depending on which landfills would be  
 16 receiving the materials. Therefore, the network of highways and roads would be used  
 17 for the Project, resulting in temporary minimal traffic increases.

18 **3.15.2 Regulatory Setting**

19 Federal and State laws and regulations pertaining to this issue area and relevant to the  
 20 Project are identified in Tables 1-2 and 3.15-1. Local goals, policies, and/or regulations  
 21 applicable to this issue area are listed below.

**Table 3.15-1. Federal and/or State Laws, Regulations, and Policies Potentially Applicable to the Project (Transportation/Traffic)**

U.S.	Ports and Waterways Safety Act	This Act provides the authority for the USCG’s program to increase vessel safety and protect the marine environment in ports, harbors, waterfront areas, and navigable waters, including by authorizing the Vessel Traffic Service, controlling vessel movement, and establishing requirements for vessel operation.
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.

22 Contra Costa Transportation Authority (CCTA). The CCTA is a public agency formed in  
 23 1988 responsible for County-wide transportation planning. Its mission is to deliver a  
 24 comprehensive transportation system that enhances mobility and accessibility while  
 25 promoting a healthy environment and strong economy. One of the CCTA’s duties is to  
 26 develop and implement the Congestion Management Plan (CMP), which identifies

1 comprehensive strategies necessary for the development of appropriate responses to  
2 transportation needs. The CMP includes the following: traffic LOS standards for State  
3 highways and principal arterials within the County; multi-modal performance measures  
4 to evaluate current and future systems; a seven-year capital improvement program to  
5 maintain or improve the system or to mitigate any regional impacts of land use projects;  
6 and a travel demand element that promotes transportation alternatives to the single-  
7 occupant vehicle.

8 No traffic or transportation objectives or goals within the Contra Costa County General  
9 Plan (2005) are relevant to the Project.

### 10 **3.15.3 Impact Analysis**

11 Traffic impacts associated with the Project would be minimal and short-term.  
12 Deconstruction and removal activities would occur over an up-to-5-month period. Eight  
13 to 12 construction personnel would report to the site depending on the stage of the  
14 Project. Additional trucks and other transport vehicles would cause a slight increase in  
15 traffic while transporting waste materials between the selected contractor's shore base  
16 and the landfills or treatment facilities for the duration of the Project. Travel to and from  
17 the former TXI property to observe the operations could also cause slight increases in  
18 traffic.

19 ***a) Cause an increase in traffic which is substantial in relation to the existing***  
20 ***traffic load and capacity of the street system (i.e., result in a substantial increase***  
21 ***in either the number of vehicle trips, the volume to capacity ratio on roads, or***  
22 ***congestion at intersections)?***

23 The Project would cause a minimal increase in traffic which may be substantial in  
24 relation to the existing traffic load and capacity of the street system. There would be a  
25 temporary increase in the number of vehicle trips during the course of the Project.

26 Although the Project would require eight to 12 crew members, their vehicle trips to a  
27 local marina to board the crew boat each morning would not substantially increase  
28 traffic because if they were not assigned to this Project they would likely be assigned to  
29 a different project in the region. Therefore, they would have little to no impact on  
30 existing traffic load and capacity of the street system.

31 However, Project-generated trips would occur to and from the contractor's temporary  
32 shore base that would be set up for vehicle, equipment, supply, and materials handling,  
33 storage, and processing. These vehicle trips could have a potentially significant impact on  
34 localized traffic and congestion in the region.

1 **Impact TT-1: Increased traffic and congestion on the existing street system due to**  
2 **deconstruction activities.**

3 **Less than Significant with Mitigation.** Heavy truck trips would be required for hauling  
4 equipment and materials to the selected contractor's existing shore base and to landfill  
5 and recycling locations from the contractor's shore facilities. The bulk of the trips would  
6 be due to disposal of materials retrieved from the wharf. Many tons of concrete, steel,  
7 and treated wood would be hauled on barges from the Project area to the contractor's  
8 shore base, where this waste would be processed and hauled to appropriate landfills or  
9 recycling centers. Several trucks would make multiple daily trips to and from the  
10 contractor's shore base once enough materials have accumulated at the shore base  
11 (likely at the midpoint of the Project). Other truck trips generated by the Project would  
12 be associated with the movement of equipment and materials to and from the  
13 contractor's shore facilities. A small number of trips could also involve Project staff  
14 access to the Project site via the former TXI property.

15 Primary impacts would potentially include intermittent decreases of roadway capacities  
16 during the course of the Project due to slower movements and larger turning radii of the  
17 trucks compared to passenger vehicles. The addition of these vehicles to already  
18 congested highways could result in potentially significant traffic impacts. The following  
19 mitigation measure would reduce this impact to less than significant.

20 **MM TT-1 Traffic Management Plan.** The Applicant shall prepare and implement a  
21 Traffic Management Plan approved by the California Department of Transportation  
22 and Contra Costa County. Truck activities shall be limited to off-peak weekday hours  
23 (9:00 a.m. to 3:00 p.m.). If authorized, truck operations could be extended to include  
24 weekday hours of 7:30 p.m. to 5:30 a.m. Appropriate haul routes shall be  
25 determined to minimize traffic load and congestion. Ridesharing shall be encouraged  
26 and appropriate signage and safety requirements shall be implemented at the shore  
27 base.

28 ***b) Exceed, either individually or cumulatively, a level of service standard***  
29 ***established by the county congestion management agency for designated roads***  
30 ***or highways?***

31 **Less than Significant with Mitigation.** The Project could potentially exceed, either  
32 individually or cumulatively, a short-term LOS standard established by the CCTA for  
33 designated roads or highways. This would be due to the hauling and delivery vehicle  
34 movement during the course of the Project (discussed above in (a)). However, **MM TT-1**  
35 would reduce any impacts to LOS standards to less than significant.

36 ***c) Result in a change in air traffic patterns, including either an increase in traffic***  
37 ***levels or a change in location that result in substantial safety risks?***

1 **No Impact.** The Project would not result in any changes to air traffic patterns.

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

4 **No Impact.** The Project would not substantially increase hazards due to a design  
5 feature or incompatible uses. No physical changes to existing roadways would occur as  
6 a result of the Project and movement and operation of large equipment, oversized  
7 loads, and hazardous materials would be conducted in compliance with appropriate  
8 Federal, State, and local regulations.

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

10 **No Impact.** The Project would not result in inadequate emergency access. Project  
11 activities would not change or otherwise adversely impact access routes within the  
12 Project area or temporary shore base.

13 **f) Result in inadequate parking capacity?**

14 **No Impact.** The Project would not result in inadequate parking capacity. Personnel  
15 parking would be provided at the selected contractor's shore base, a local marina, and  
16 the parking area on the former TXI property (for parties to observe the Project only). At  
17 the Project's peak, the maximum workforce demand would be for 12 spaces, while  
18 average parking demand would be for eight spaces. Project equipment and haul  
19 vehicles would be stored and loaded at the contractor's temporary staging area within  
20 its existing shore facilities. No additional demand for parking would occur once the  
21 Project is complete.

#### 22 **3.15.4 Mitigation Summary**

23 Implementation of the following measures would reduce Project-related to  
24 transportation/ traffic to less than significant.

- 25 • MM TT-1: Traffic Management Plan.