

1 **3.15 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 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 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"/>
g) Create a potential navigation hazard with marine traffic?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2 **3.15.1 Environmental Setting**

3 The Project area is located on the northwestern shore of County) and in the Bay. The
 4 Project area does not include any roads, mass transit, bicycle trails, or pedestrian
 5 facilities (see Figures 2-1 and 1-3). The Bay also has an active and varied marine traffic
 6 since it is part of the larger San Francisco Bay (see Figure 1-1). A major ship channel is
 7 located approximately 5,500 feet to the northwest of the Project area. Recreational
 8 boating also occurs throughout the Bay.

1 The County shares the border of the Bay with three other Counties (Marin, Sonoma and
2 Solano). These Counties plus Alameda and San Francisco Counties are linked via
3 bridges, freeways, ferries and trains. The connected transportation corridors of the Bay
4 Area would serve the transport needs of the Project. Interstate 80 (I-80) and SR-4 are
5 the major regional transportation corridors within vicinity of the Project area. The access
6 routes for the Project would consist of Interstates, State highways, local county- and
7 city-maintained roads, and private roads. Almost all Project activities would occur from
8 barges on the Bay (see Figure 1-2).

9 The UPRR railroad tracks are located to the east of the onshore work area, and an
10 informal walking (trample) path exists to the east of the railroad tracks (see Figure 2-1).
11 No ferry terminals, marinas, or other transportation facilities are located within the
12 immediate vicinity of the Project area. As described in Section 2, a tug would tow the
13 Project work barges to the Project area; the barges would be attended by a tug and a
14 work skiff. The work skiff may also be used as a crew boat, or a separate boat may be
15 used to shuttle the crew onto and off the barge.

16 The storage, processing and hauling of equipment and materials would occur at an
17 onshore facility, most likely either in at Mare Island in the city of Vallejo, or in the city of
18 Alameda at Alameda Point. Travel to and from these locations would occur primarily on
19 Interstate and State highways. Project traffic to the Vallejo shore facilities could travel
20 on I-80, SR 37, Nimitz and Railroad Avenues and G and 15th Streets. Travel to the
21 Alameda location would be via I-880 to Park Street to Clement Avenue.

22 Project workforce personnel (up to 12 workers may be required for the Project at any
23 one time) would likely drive to local municipal marinas where they would access water
24 transport to the Project area. Two potential marina locations include the Vallejo
25 Municipal Marina and the Crockett Marina. The Vallejo facility could be accessed via SR
26 37 to Sonoma Boulevard to Tennessee Street or via I-880 to Tennessee Street.
27 Workers traveling to the Crockett Marina would use I-880 to Parker Avenue to San
28 Pablo Boulevard.

29 **3.15.2 Regulatory Setting**

30 Federal and State laws and regulations pertaining to this issue area and relevant to the
31 Project are identified in Table 3-1. Local goals, policies, and/or regulations applicable to
32 this issue area are summarized below.

33 The city of Hercules Circulation Element states that the two circulation objectives are (1)
34 provide for the movement of people and commodities in the City; and (2) plan for the
35 preservation and enhancement of visual qualities as viewed from designated scenic
36 routes. Two scenic routes within the City, SR-4 and San Pablo Ave, have been

1 designated as City Scenic Routes; however, both of these are outside the Project area
2 as discussed in Section 3.1 Aesthetics. Level of Service D or better is the City-wide
3 standard for traffic operating conditions during peak hours on residential streets and
4 intersections.

5 **3.15.3 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 **No Impact.** The Project would not conflict with any applicable plans, ordinances or
13 policies establishing measures of effectiveness for the performance of the circulation
14 system. Traffic associated with the Project would be limited to a small number of daily
15 worker commute trips (up to 12 workers may be required for the Project at any one
16 time), and a total of up to six return truck trips to haul cut sections of pipe to the
17 appropriate recycling or disposal facility (see Section 2.6.2). No performance standards
18 have been established for navigation in the Bay. The Project would occur away from
19 any routinely-traveled ship channels and would require a maximum of two barges and
20 one tugboat at any time. While the onshore work would occur within the UPRR ROW,
21 the Project would not affect operations of the UPRR. An authorization would be
22 obtained from UPRR to conduct the onshore work within the ROW. The overall level of
23 transportation activity associated with the Project would be very limited, and would not
24 affect the performance of any mode or route of transportation.

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

29 **Less than Significant Impact.** The Project would not conflict with any applicable
30 congestion management programs. Traffic associated with the Project would be limited
31 to a small number of daily worker commute trips (up to 12 workers may be required for
32 the Project at any one time), and a total of up to six return truck trips to haul cut sections
33 of pipe to the appropriate recycling or disposal facility. Truck traffic from the contractor's
34 shore-based facility is addressed by facility permits. No standards have been
35 established for congestion management in the Bay. The Project would occur away from
36 any routinely-traveled ship channels and would require a maximum of two barges and
37 one tugboat at any time. The level of transportation activity associated with the Project
38 would be quite small, and would not increase congestion.

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

3 **No Impact.** The Project would not affect air traffic patterns.

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

6 **No Impact.** The Project does not include any design features affecting any roads.

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

8 **No Impact.** The Project would not affect emergency access. Offshore activities would
9 not affect emergency access, and all onshore work would be conducted on the shore
10 side of the railroad tracks (see Figure 2-1); no roads or other emergency access are
11 located in this area.

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

15 **No Impact.** No public transit, bicycle or pedestrian facilities are located in this area;
16 therefore, Project activities would not affect these forms of transportation. All onshore
17 work would be conducted from the shore side of the railroad tracks (see Figure 2-1).

18 **g) Create a potential navigation hazard with marine traffic?**

19 **Less than Significant with Mitigation.** The Project would involve the presence of
20 barges (both for the removal and cutting activities as well as the hauling away of the
21 pipeline sections to the contractor's shore-based marine facilities as discussed in
22 Section 2.5) and ancillary equipment necessary to perform the pipeline removal
23 activities. While the Project is expected to last no more than 3 weeks, it is possible that
24 the presence of Project-related equipment and personnel in the Bay could affect other
25 marine traffic in the Project vicinity if those other vessel operators were not made aware
26 of the Project. To minimize conflict and potential hazard posed by the presence of
27 project equipment and personnel, the Applicant has agreed to implement the following
28 mitigation measure:

29 **MM TRA-1: U.S. Coast Guard (USCG) Notification.** Two (2) weeks prior to
30 commencing Project activities in the Bay, the Applicant shall notify the USCG of
31 the start date so that the USCG can issue a notice to mariners alerting other
32 marine vessel operators to the potential navigation hazard posed by the Project's
33 marine equipment and personnel.

1 With implementation of **MM TRA-1**, other vessel operators and users of the Bay would
2 receive notification of the presence of the Project-related equipment, and the navigation
3 hazard would be reduced to a less than significant level.

4 **3.15.4 Mitigation Summary**

5 Implementation of the following mitigation measure would reduce the Project-related
6 impacts to less than significant.

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- MM TRA-1: U.S. Coast Guard (USCG) Notification.