3.16 TRANSPORTATION/TRAFFIC

<table>
<thead>
<tr>
<th>TRANSPORTATION/TRAFFIC – Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>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?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>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?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>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?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>e) Result in inadequate emergency access?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>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?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

3.16.1 Environmental Setting

The Project is within an area that is currently operated as a regional Park that supports boating, camping, RV spaces, cabin sites and similar recreational vehicles during peak use weekends and holidays.

The Project area is surrounded by a local paved access road where Park visitors can access the boating and camping areas, RV spaces, and OHV trails within the designated site (Figure 2.2-1). This road may also be accessed by emergency response personnel and County staff for Park maintenance and operations.

In addition to the roads, the adjacent Park areas are accessed via the River and the Park Moabi Channel. Boats and other watercrafts access boat slips, launch areas, and the River banks.
3.16.2 Regulatory Setting

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

Table 3.16-1. Federal and/or State Laws, Regulations, and Policies Potentially Applicable to the Project (Transportation/Traffic)

<table>
<thead>
<tr>
<th>U.S.</th>
<th>California</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ports and Waterways Safety Act</td>
<td>California Vehicle Code</td>
<td>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.</td>
</tr>
</tbody>
</table>

The following goals and policies related to transportation/traffic are from the San Bernardino County 2007 General Plan:

- Chapter III. Circulation and Infrastructure Element – Section D. Countywide Goals and Policies of the Circulation and Infrastructure Element

3.16.3 Impact Analysis (CEQA)

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?

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?

Less than Significant with Mitigation. Vehicle traffic related to the Project is anticipated to be primarily due to traffic related to construction activities during Phases 1 through 3 of the Project. The Project is not intended or designed to increase traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either number of vehicle trips, volume to capacity ratio on roads, or congestion at intersections), or exceed, either individually or cumulatively, a level of service standard. There is no travel management plan within the Park. All posted speed limits, road signs, and existing traffic laws would be obeyed.
During Phase 4 of the Project, sediment management may be required to ensure appropriate flows through the Project’s backwater area. This would be anticipated once every 10 to 15 years or as needed depending on River conditions. It is anticipated that this work would be conducted with dredging equipment as part of Reclamation’s dredging and bankline/levee maintenance activities.

For purposes of this analysis, on-water navigation of boats was considered a form of transportation. If not properly submerged, the dredge pipe (to be used for required periodic maintenance) could interfere with boat traffic, creating a potentially significant impact. To provide assurance that impacts to transportation within navigable waters would remain less than significant, MM TT-1 would be implemented.

**MM TT-1: Placement of Dredge Pipe in Navigable Waters.** The dredge pipe used to move dredge material across the River shall be submerged at a depth where no obstruction to the navigable waters would occur, as follows:

- At least 10 feet from the bottom of the River if there is no obstruction to the navigable waterway.
- If there is still obstruction, the pipe shall be laid at the bottom of the River to ensure there is no obstruction.

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?**

**No Impact.** The Project would not affect air traffic patterns at any airport or airstrip as no airport facilities are located in the vicinity of the site.

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

**No Impact.** The Project does not propose any changes to the existing roadway alignment or lane configurations that would result in sharp curves or dangerous intersections.

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

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?**

**Less than Significant with Mitigation.** Activities associated with the Project would not impede existing emergency response plans for the Project area and/or other land uses in the Project vicinity. All vehicles and stationary equipment would be staged off of public roads and would not block emergency access routes.
Implementation of the Project has the potential to result in temporary road closures during construction of the water control structures at the northern and southern ends of the newly created open backwater channel (Figure 2.4-1). Although road closure would be temporary, to provide assurance that emergency and public access is not affected and would remain less than significant, the following MM TT-2 would be incorporated into the Project:

**MM TT-2: Traffic Plan During Construction.** A traffic plan shall be developed to ensure emergency and public access within the proposed Project Area is not affected. The Traffic Plan shall include, but is not limited to, the following:

- Not involve any long-term increase in traffic that would conflict with adopted policies, plans, or programs supporting alternative transportation or obstruct current access within and around the Project area;
- Provide an ingress and egress to the Project area;
- Ensure traffic and safety signed are posted appropriately;
- Provide trained personnel to ensure the implementation of the Traffic Plan; and
- Ensure coordination and communication with local emergency response agencies.

### 3.16.4 Environmental Consequences (NEPA)

**No Action Alternative**

The No Action Alternative would have no impacts related to Transportation/Traffic. The Project would not be implemented and the Park would continue to be operated as a regional Park with activities as boating, camping, and limited stay mobile housing within the Park boundaries. Additional open backwater habitat would not be constructed and the level of visitation and recreational activities within the Park would remain at its current level.

**Proposed Action (Project)**

The Project would result in a temporary increase in traffic related to construction and other vehicles traveling to the Project area during Phases 1 through 3. After construction, there would be occasional vehicles traveling to the Project area for operation and maintenance purposes. This occasional travel is not expected to result in a measurable increase in Park traffic.

During Phase 4 of the Project, sediment management may be required to ensure appropriate flows through the Project’s backwater area. Minor impacts are anticipated during dredging operations because dredging activities would be temporary and would
be conducted once every 5 to 10 years or as needed depending on River conditions. To provide assurance that the impacts to transportation within navigable waters would remain minor, MM TT-1 would be implemented.

The Project would have minimal impacts to transportation because construction traffic would be managed in accordance with Park requirements and there would be no measurable increase in long-term traffic. In addition, the design of the Project would not alter the exiting roadway alignment. Although temporary road closures may be anticipated, MM TT-2 would be implemented to avoid effects on emergency and public access on the existing roadways.

**Cumulative Impacts**

The analysis area for potential cumulative impacts related to Transportation/Traffic was defined as the Project area since no cumulative impacts are anticipated outside the Project area. Less than significant impacts are anticipated within the area of analysis and no cumulative impacts are anticipated to transportation because the Project is not designed to encourage increased traffic within the Project area.

**3.16.5 Mitigation Summary (CEQA Only)**

Implementation of the following mitigation measures would reduce the potential for Project-related impacts to Transportation/Traffic to less than significant.

- MM TT-1: Placement of Dredge Pipe in Navigable Waters
- MM TT-2: Traffic Plan During Construction