

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 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2 **3.16.1 Environmental Setting**

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

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

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

1 **3.16.2 Regulatory Setting**

2 The following Federal and State laws and regulations pertaining to this issue area and  
 3 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)**

<b>U.S.</b>	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.
<b>CA</b>	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.
<b>CA</b>	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.

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

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

8 **3.16.3 Impact Analysis (CEQA)**

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

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

19 **Less than Significant with Mitigation.** Vehicle traffic related to the Project is  
 20 anticipated to be primarily due to traffic related to construction activities during  
 21 Phases 1 through 3 of the Project. The Project is not intended or designed to  
 22 increase traffic that is substantial in relation to the existing traffic load and  
 23 capacity of the street system (i.e., result in a substantial increase in either  
 24 number of vehicle trips, volume to capacity ratio on roads, or congestion at  
 25 intersections), or exceed, either individually or cumulatively, a level of service  
 26 standard. There is no travel management plan within the Park. All posted speed  
 27 limits, road signs, and existing traffic laws would be obeyed.

1 During Phase 4 of the Project, sediment management may be required to ensure  
2 appropriate flows through the Project’s backwater area. This would be  
3 anticipated once every 10 to 15 years or as needed depending on River  
4 conditions. It is anticipated that this work would be conducted with dredging  
5 equipment as part of Reclamation’s dredging and bankline/levee maintenance  
6 activities.

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

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

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

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

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

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

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

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

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

34 **Less than Significant with Mitigation.** Activities associated with the Project  
35 would not impede existing emergency response plans for the Project area and/or  
36 other land uses in the Project vicinity. All vehicles and stationary equipment  
37 would be staged off of public roads and would not block emergency access  
38 routes.

1 Implementation of the Project has the potential to result in temporary road  
2 closures during construction of the water control structures at the northern  
3 and southern ends of the newly created open backwater channel (Figure 2.4-  
4 1). Although road closure would be temporary, to provide assurance that  
5 emergency and public access is not affected and would remain less than  
6 significant, the following **MM TT-2** would be incorporated into the Project:

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

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

### 21 **3.16.4 Environmental Consequences (NEPA)**

#### 22 **No Action Alternative**

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

#### 29 **Proposed Action (Project)**

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

35 During Phase 4 of the Project, sediment management may be required to ensure  
36 appropriate flows through the Project's backwater area. Minor impacts are anticipated  
37 during dredging operations because dredging activities would be temporary and would

1 be conducted once every 5 to 10 years or as needed depending on River conditions. To  
2 provide assurance that the impacts to transportation within navigable waters would  
3 remain minor, **MM TT-1** would be implemented.

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

## 10 **Cumulative Impacts**

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

### 16 **3.16.5 Mitigation Summary (CEQA Only)**

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

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