

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

2 **3.16.1 Environmental Setting**

3 The wharf is currently accessed by ships coming from Mexico heading to the wharf via
 4 the Golden Gate and San Francisco and San Pablo Bays. The wharf is accessible from
 5 land via the Plant. Vehicles coming to the site via State Route 4 would likely exit at
 6 Hillcrest Avenue and take Hillcrest to Wilbur Avenue to the Plant on Minaker Drive.

7 **3.16.2 Regulatory Setting**

8 Federal and State laws and regulations pertaining to this issue area and relevant to the
 9 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)

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.

1 Local goals, policies, and/or regulations applicable to this issue area are listed below.

2 The Contra Costa Transportation Authority (CCTA) is a public agency formed in 1988
 3 that is responsible for Countywide transportation planning. Its mission is to deliver a
 4 comprehensive transportation system that enhances mobility and accessibility while
 5 promoting a healthy environment and strong economy. One of the CCTA's duties is to
 6 develop and implement the Congestion Management Plan, which identifies strategies
 7 necessary for the development of appropriate responses to transportation needs. The
 8 Congestion Management Plan includes the following:

- 9 • Traffic level of service (LOS) standards for State highways and principal arterials
 10 within the County;
- 11 • Multi-modal performance measures to evaluate current and future systems;
- 12 • A 7-year capital improvement program to maintain or improve the system or to
 13 mitigate any regional impacts of land use projects;
- 14 • A travel demand element that promotes transportation alternatives to the single-
 15 occupant vehicle.

16 The objectives of Antioch General Plan Section 7.3.2 (Vehicular Circulation Patterns)
 17 include promoting the design of roadways to optimize safe traffic flow within established
 18 roadway configurations by minimizing driveways and intersections, uncontrolled access
 19 to adjacent parcels, on-street parking, and frequent stops to the extent consistent with
 20 the character of adjacent land uses.

21 The San Francisco Bay Harbor Safety Plan (HSP) was formed to implement the
 22 OSPRA and to reduce vessel accidents and spills. The HSP requires reporting and
 23 monitoring of vessel traffic on Bay area waterways under a "Vessel Traffic Service,"
 24 regulates acceptable speed and routes, and requires communications underway.
 25 Vessel inspections and regulation enforcement are conducted by the USCG (federal)
 26 and the CDFW and include ensuring that tugboats are registered and that operating
 27 personnel are trained and certified.

1 **3.16.3 Impact Analysis**

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

8 **Less than Significant Impact.** Project site access for all materials and construction
9 equipment would be via barges that would be transported to the in-water Project area
10 by registered Harbor Tugboats. Consequently, during Project mobilization and
11 demobilization, and the anticipated 8-week demolition and construction period, there
12 would be an increase in barge and tugboat traffic in the Project area. This tugboat route
13 plan and schedule must be filed with the HSP for marine vessel traffic. There are no
14 traffic or transportation ordinances, plans or goals within the City of Antioch General
15 Plan relevant to the barge traffic.

16 Over the course of the Project there would be an estimated 274 hours of tugboat
17 operation. Tug trips pulling barges are estimated at approximately 12 hours per round
18 trip to/from the contractor's marine yard to carry materials and equipment to and from
19 the Project site. The type, number, and duration of use of these tugs and barges for
20 project construction would not impact the capacity for vessel traffic on the River.
21 Following Project construction, vessel traffic associated with facility operations would
22 return to pre-Project levels.

23 In addition to the marine traffic described above, an estimated seven project workers
24 would access the wharf work site each day using public roads that connect the Plant to
25 the city of Antioch. Project construction would generate fewer than 20 daily trips from
26 construction workers accessing the site. No truck deliveries to or from the Project area
27 are anticipated.

28 Haul trucks would transport treated timber pile debris (originating from the partial wharf
29 demolition) from the contractor's marine yard in Richmond to the Suisun City Landfill
30 would occur. After transport by barge from the Project site to the contractor's marine
31 yard, treated timber debris disposal trips would occur periodically during August,
32 September, and October of 2015. Approximately 21 truck trips would be needed to haul
33 all of the wood material to the landfill. Thus, there would be an average of less than one
34 Project-related haul truck trip per day during the total Project construction phase of 62
35 work days. All such debris haul truck trips to the Suisun City Landfill would be limited to
36 regularly used truck routes from the contractor's marine yard in Richmond, including
37 highways and freeways, and would not travel along local residential streets in Antioch.
38 The contractor will be subject to requirements of the County Hazardous Materials

1 Storage Ordinance. The contractor (under Applicant's oversight) will maintain all waste
2 management transactions, including transportation and disposal.

3 Aside from wood waste, all other liquid and solid waste (excess grout, metals, motor oils
4 and filters, solvents, antifreeze, and batteries, etc.) will also be collected in covered and
5 secured containers on the material barges and transported to the contractor's marine
6 yard for subsequent disposal or recycling. Any wastes that can be recycled will be
7 processed according to Contra Costa County rules and recordkeeping requirements.

8 This projected increase in daily road traffic in the Project area is minimal and well within
9 the traffic deviation allowance of the CCTA Congestion Management Plan and within
10 the objectives of the Antioch General Plan Vehicular Circulation Element (Chapter 7).
11 The Project would not affect mass transit, non-motorized travel, intersections, streets,
12 highways and freeways, pedestrian and bicycle paths.

13 The minor increase in vessel and vehicle traffic during Project construction would not
14 conflict with an applicable plan, ordinance or policy establishing measures of
15 effectiveness for the performance of the circulation system, resulting in a less than
16 significant impact.

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

21 **Less than Significant Impact.** As discussed under item **a)**, above, the Project would
22 generate fewer than 20 daily trips per day from construction workers during the 8-week
23 construction period, and no new trips after completion of construction. Therefore, the
24 Project would not result in any potential for significant impacts, either individually or
25 cumulatively, on any LOS standard or travel demand measures established by the
26 CCTA or city of Antioch to reduce congestion on local roads or highways.

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

29 **No Impact.** The Project activities would be limited to upgrading an existing low-lying
30 wharf, which would not change the air traffic patterns. There would be no impact.

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

33 **No Impact.** No changes to existing roadways would occur as a result of the Project in
34 the water, and the movement and operation of large equipment and any hazardous

1 materials would be performed in compliance with appropriate Federal, State, and local
2 regulations. There would be no impact.

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

4 **No Impact.** The Project would not affect emergency access. Project activities would not
5 change or otherwise adversely affect emergency access routes to and from the Project
6 area from Wilbur Avenue and upland areas. There would be no impact

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

10 **No impact.** The Project would not conflict, directly or indirectly, with adopted policies,
11 plans, or programs that support public transportation or alternate modes such as bicycle
12 or pedestrian facilities. The Project site and contractor's marine yard would be accessed
13 via barge on the San Joaquin River, and by workers arriving each day via existing
14 roadways. There would be no impact.

15 **3.16.4 Mitigation Summary**

16 The Project would not result in significant impacts to Transportation/Traffic; therefore,
17 no mitigation is required.