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

3.16.1 Environmental Setting

The Project site is located in unincorporated Contra Costa County, near the Concord Naval Weapons Station, Military Ocean Terminal, on the southern shore of the Suisun Bay. Contra Costa County plus Alameda and San Francisco Counties are integrated in a system of bridges, freeways, and roads as well as by ferries and trains. The Project site will be accessed by barge; however, a temporary shore base (location to be determined once a contractor has been selected) will act as the hub for handling, storing, and processing equipment and materials for disposal. An existing levee road, inaccessible to the public, will provide access by automobile for Project management observation, as well as for emergency evacuation purposes. The connected transportation corridors of the San Francisco Bay Area will serve the transport needs of the Project.

Suisun Bay is an important commercial and recreational waterway in the San Francisco Bay connecting the Sacramento-San Joaquin-Delta system to Carquinez Strait. The main 40-foot-deep shipping channel lies approximately 1,200 feet north of the Project site near the center of the Bay. One marina, McAvoy Harbor, that serves recreational boaters and fishermen, is located upstream 0.9 mile to the east of the Project site.

The major roadways that will potentially serve the Project are described below.

- **Interstate 80 (I-80)** is a transcontinental Interstate Highway connecting California and New York City. In the San Francisco Bay Area, I-80 connects downtown San Francisco to Sacramento. At its closest distance to the Project site (at the State Route 4 junction), the annual average daily traffic (AADT) is about 170,000 vehicles (Caltrans 2014).
- **Interstate 680 (I-680)** connects the communities of Benicia, Concord, Walnut Creek, Danville, Sunol, and San Jose. It is one of the busiest freeways in the East Bay, with a section between Interstate 580 (I-580) and the Benicia Bridge having up to 10 lanes. At the junction of I-680 and State Route 4, I-680's AADT is 129,000 vehicles (Caltrans 2014).
- **State Route 24 (SR-24)** runs west to east from Oakland to Walnut Creek, in Alameda and Contra Costa Counties. When SR-24 terminates and merges into I-680, its AADT is 183,000 vehicles (Caltrans 2014).
- **State Route 4 (SR-4)** extends from I-80 in Contra Costa County to State Route 89 in Alpine County. The route traverses east to west and is a one- to two-lane road near the Project site. The AADT of SR-4 near the Project area (at Willow Pass Road) is 148,000 vehicles (Caltrans 2014).

These highways and the arterial roads directly linked to them will likely be used for the duration of the Project by Project personnel as well as for materials transport. Secondary arterials, collector roads, and private roads may also be used for the purposes of the Project, though to a lesser extent.

Level of Service

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

During peak hours, the LOS for the above-described Interstate and State highways as well as major arterial roads are likely LOS E to F. All major highways in the San

Francisco Bay Area experience congested conditions during peak hours, and these conditions spill over to arterial roads. This can cause unacceptable LOS. Secondary arterials, collector roads, and private roads likely maintain acceptable operations, generally characterized as LOS D or better.

I-80, SR-4, and I-680 are the major regional transportation corridors in the vicinity of the Project site. Main routes for the Project will consist of Interstates, State highways, local county and city maintained roads, as well as the waterway on the Suisun Bay for barge transportation. Removal activities will be conducted from barges on the Suisun Bay. The contractor will load all equipment onto a light duty pick-up truck in San Francisco, and drive it approximately 40 miles to a contractor's yard within 10 miles by way of I-80, I-580, SR-24, I-680, and SR-4. There the equipment will be transferred to a work barge. The barge, pushed by a tugboat, will travel less than 10 miles west along the shoreline of Suisun Bay to the Project site.

The five Project workforce personnel will drive to a local marina within 10 miles of the Project site, to access water transport to the Project site. Trucks used for materials hauling to various landfills or treatment facilities will use various routes, depending on which landfills will be receiving the materials.

3.16.2 Regulatory Setting

Federal and State

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 Laws, Regulations, and Policies (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.

Local

The Contra Costa Transportation Authority (CCTA) is a public agency formed in 1988 responsible for County-wide transportation planning. Its mission is to deliver a comprehensive transportation system that enhances mobility and accessibility while promoting a healthy environment and strong economy. One of the CCTA's duties is to

develop and implement the Congestion Management Plan, which identifies comprehensive strategies necessary for the development of appropriate responses to transportation needs. The Congestion Management Plan includes the following:

- Traffic LOS standards for State highways and principal arterials within the County
- Multi-modal performance measures to evaluate current and future systems
- A 7 year capital improvement program to maintain or improve the system or to mitigate any regional impacts of land use projects
- A travel demand element that promotes transportation alternatives to the single-occupant vehicle.

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

3.16.3 Impact Analysis

Traffic impacts associated with the Project will be minimal and short-term. Removal activities will occur over a 2-week duration. There will be five Project personnel reporting to the site; however, if this Project did not occur, these workers would likely be traveling to another project site in the San Francisco Bay Area, so traffic volumes on a regional basis will not change. Additional trucks and other transport vehicles will cause a slight, temporary, increase in traffic while transporting waste materials between the construction yard and the landfills or treatment facilities for the duration of the Project. Travel to and from the local staging area to be sited at a nearby existing marina could also cause slight increases in traffic.

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?

Less than Significant. The Project will cause a minimal increase in traffic. There will be a temporary increase in the number of vehicle trips during the course of the Project.

Although the Project will require five crew members, their vehicle trips will not substantially increase traffic because if they were not assigned to this Project they would likely be assigned to a different project in the region. Therefore, they will have little to no impact on existing traffic load and capacity of the street system.

Waterborne trips will be minimal resulting in a temporary minor increase in vessel traffic in Suisun Bay. The barge will be mobilized to the site in accordance with USCG regulations, at the beginning of the Project, anchored at the site during the removal

activities, and then returned to its home berth at the end of the Project. Shallow draft work skiffs/utility vessels will transport workers to the site daily over the 2-week Project duration, and will be able to avoid the shipping channel altogether.

Truck trips will be required for hauling equipment and materials to landfill and recycling locations from the contractor's yard. The number of trips required for disposal should be minimal. HDPE piping and wood will be hauled on a barge from the Project area to the construction yard, where this waste will be processed and hauled to appropriate landfills or recycling centers. There should be no other truck trips, as the majority of the movement will be done by boat.

Primary impacts will potentially include intermittent minor decreases of roadway capacities during the course of the Project due to slower movements and larger turning radii of the trucks compared to passenger vehicles. The addition of these vehicles to the existing roadway system will not result in significant impact.

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. The Project will result in minor effects, either individually or cumulatively, on a short-term LOS standard established by the CCTA for designated roads or highways. This would be due to the hauling and delivery vehicle movement during the course of the Project (discussed above in ***a)***).

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

No Impact. The Project will not result in any changes to air traffic patterns.

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

e) Result in inadequate emergency access?

No Impact. The Project will not result in inadequate emergency access. Project activities will not change or otherwise adversely impact access routes within the Project

area. An existing levee access road, not open to the public, will be used should an injury or other emergency occur.

g) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The Project is not expected to conflict with adopted policies, plans, or programs that support alternative transportation. The Project site and contractor's yard will be accessed via existing roadways and the Suisun Bay. Project traffic on local roads will cease following completion of demolition activities, currently estimated to be completed within 2 weeks. No impact will occur.

3.16.4 Mitigation Summary

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