

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XV. TRANSPORTATION / TRAFFIC— Would the project:</b>				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## SETTING

The pipeline generally traverses the UPRR right-of-way between Chevron’s Richmond Refinery and the Pittsburg Pumping Plant. Along the way, the pipeline crosses two major interstate highways, numerous arterials, local roads, rail right-of-way, and bikeways. The conditions of these travel paths are greatly influenced by the employment centers in Contra Costa County, Alameda County, and San Francisco with the major highways and arterials tending to be congested during morning and late afternoon commute periods.

### **INTERSTATE HIGHWAYS**

#### **Interstate 80/Carquinez Bridge**

Interstate 80 (I-80) is a major six-lane, north-south freeway that traverses the cities of Richmond, Pinole, Hercules, Martinez, and western Contra Costa County. The pipeline crosses the I-80 right-of-way at the south end of the Carquinez Bridge. I-80 provides a direct route to Sacramento to the north, and San Francisco and Oakland to the south. Caltrans reported an existing average daily traffic volume of approximately 109,000 vehicles per day (vpd) using I-80 at the Carquinez Bridge in 1999, with peak-hour traffic averaging 8,200 vehicles.

### **Interstate 680**

Interstate 680 (I-680) is a major six-lane, north-south freeway that traverses the City of Martinez and central Contra Costa County. I-680 provides a direct route to Concord, Walnut Creek, and San Jose to the south, and Benicia and Fairfield to the north. The pipeline crosses the I-680 right-of-way near the Waterfront Road onramp/offramp in Martinez. Average daily traffic at this interchange was 98,000 vpd in 1999, with peak-hour traffic averaging 7,800 vehicles.

### **State Route 4**

State Route (SR) 4 is a four-lane freeway extending east from I-80 in Hercules through Contra Costa County. Average daily traffic east of I-80 was approximately 27,000 vpd, increasing to approximately 73,000 vpd west of I-680.

### **ROADS**

The existing pipeline crosses or runs within approximately 26 road rights-of-way (not including the interstates previously mentioned). Although several of these roads are arterials or collector roads, most are low speed, low capacity roadways that only provide circulation within neighborhoods and access to adjacent land.

The Hercules Pump Station is located adjacent to San Pablo Avenue. San Pablo Avenue is a six-lane divided arterial in the project vicinity.

### **Richmond to I-80**

Between Chevron's Richmond Refinery and I-80, the pipeline traverses the cities of Richmond, Hercules, Pinole, and unincorporated areas of Contra Costa County. The pipeline enters into 17 road rights-of-way, including five major arterial and collector roads:

- Richmond Parkway – a north-south arterial that provides access between I-580 and I-80 in Richmond
- San Pablo Avenue/Parker Avenue – a north-south arterial that provides access through the cities of Richmond, San Pablo, Pinole, and Hercules
- Market Street – an east-west collector road that provides access from western Richmond to San Pablo Avenue
- Parr Boulevard – an east-west collector road that provides access from the Richmond Parkway to Giant Road in San Pablo
- Tennent Avenue – a north-south arterial that provides access between western Hercules and Pinole to I-80

### **I-80 to I-680**

Between I-80 and I-680 the pipeline traverses unincorporated areas of Contra Costa County and the City of Martinez. The pipeline enters into four road rights-of-way, including one major arterial road, Marina Vista, in Martinez. Marina Vista is a two-way, east-west arterial road that provides access between I-680 and downtown Martinez.

### **I-680 to the Pittsburg Pumping Plant**

Between I-680 and the Pittsburg Pumping Plant, the pipeline traverses unincorporated areas of Contra Costa County, the cities of Martinez and Pittsburg, and the U.S. Naval Weapons Station (Port Chicago). The pipeline enters into five road rights-of-way, including three major arterial roads:

- Waterfront Road – an east-west arterial road that provides access between I-680 and the U.S. Naval Weapons Station (Port Chicago)
- Port Chicago Highway – a north-south and east-west road that provides access between Highway 4 and the U.S. Naval Weapons Station
- Willow Pass Road/West 10<sup>th</sup> Street – an east-west arterial that provides access between Port Chicago Highway and western Pittsburg

### **Proposed 4,000-Foot Pipeline Replacement Section**

The proposed 4,000-foot pipeline replacement section would cross or be located in parts of Berrellessa Street, Embarcadero, Ferry Street, North Court Street and Joe DiMaggio Drive in the City of Martinez. In the project vicinity, Berrellessa Street is a two-lane roadway providing access across the UPRR tracks and, terminating at the Martinez Regional Shoreline Park. Embarcadero is a two-lane local roadway extending approximately one-quarter mile west from Berrellessa Street, parallel to and north of the UPRR tracks. Ferry Street is a two-lane roadway that provides access across the UPRR railroad tracks, terminating just east of Alhambra Creek. The maximum posted speed limit on Ferry Street north of the UPRR tracks ranges between 10 and 15 miles per hour (mph). North Court Street extends east and north of Ferry Street, providing access through the Martinez Regional Shoreline and terminates at the Martinez Marina. The maximum posted speed limit on North Court Street is 25 mph. Joe DiMaggio Drive is a two-lane roadway extending east from North Court Street through Martinez Waterfront Park, terminating at Joe DiMaggio Fields. The maximum posted speed limit on Joe DiMaggio Drive is 15 mph.

Access between the 4,000-foot replacement section project vicinity from SR 4 is made via Alhambra Avenue, Berrellessa Street, Escobar Street and Marina Vista, or from I-680, via Marina Vista and Escobar Street. These streets are all designated routes in the City of Martinez. South of Marina Vista, Alhambra Avenue and Berrellessa Street operate as a two-way couplet (Berrellessa Street one-way southbound and Alhambra Avenue one-way northbound). West of its connection with Escobar Street, Marina Vista and Escobar Street operate as a two-way couplet

(Marina Vista one-way westbound and Escobar Street one-way eastbound). East of Escobar Street, Marina Vista is a four-lane divided arterial.

Table XV-1, below, presents available daily traffic volumes on roadways in the vicinity of the 4,000-foot pipeline replacement project.

**TABLE XV-1  
DAILY TRAFFIC VOLUMES ON ROADWAYS IN THE  
VICINITY OF THE 4,000-FOOT PIPELINE REPLACEMENT**

Roadway	Location	Daily Traffic Volume
Ferry Street	north of UPRR tracks	2,510 (two-way)
North Court Street	north of Ferry Street	1,650 (two-way)
Marina Vista	west of Escobar Street	3,860 (one-way westbound)
	west of I-680	10,200 (two-way)
Escobar Street	east of Ferry Street	4,600 (two-way)
Berrellessa Street	south of Escobar Street	3,100 (one-way southbound)
Alhambra Avenue	south of Escobar Street	3,100 (one-way northbound)

SOURCE: Martinez Public Works Department, 24-hour counts, 1988-1996.

***RAIL***

The majority of the pipeline parallels the UPRR. The UPRR is one of the largest railroads in North America, operating in the western two-thirds of the United States. The UPRR system serves 23 states, linking every major West Coast and Gulf Coast port. Average daily train traffic on the UPRR line within the pipeline corridor is approximately 20 freight trains between Richmond to Martinez, and seven trains per week between Martinez and Pittsburg. Approximately 14 commuter trains per day also use the UPRR rail system.

Two railroad lines carry freight within the pipeline vicinity. The UPRR line (which extends beyond the county) is a high-speed double track between Richmond and Martinez, and carries the most freight traffic of all the railroad corridors in Contra Costa County. The Burlington Northern and Santa Fe (BNSF) railroad corridor roughly parallels the UPRR line between Richmond and Hercules. The BNSF then turns inland toward Martinez where it again closely parallels the UPRR to Pittsburg.

***BIKEWAYS***

The pipeline crosses approximately 10 bikeways in Contra Costa County. County bikeways include both on-road and off-road paths that are maintained by the county, the various cities, and the East Bay Regional Park District. All of these bikeways are primarily utilized by recreational users and are not widely used for commute purposes.

In the vicinity of the 4,000-foot pipeline replacement section, Alhambra Avenue, Escobar Street and Marina Vista contain Class II bike lanes. Ferry Street contains Class II bike lanes north of the UPRR tracks and Class III bike lanes south of the UPRR tracks.

### ***PUBLIC TRANSPORTATION***

#### **Alameda Contra Costa Transit District (AC Transit)**

The pipeline route crosses numerous Alameda Contra Costa Transit District's bus routes. AC Transit is the primary public bus system serving 13 cities and adjacent unincorporated communities within 390 square miles along the eastern shores of San Francisco and San Pablo bays. The pipeline crosses approximately five AC Transit bus routes on public streets in Richmond and El Sobrante.

In the vicinity of the replacement pipeline project, the County Connection operates Route 128-Downtown Shuttle Service along Ferry Street, North Court Street and Joe DiMaggio Drive. Other County Connection routes that extend through downtown include Routes 108, 116, 118, and 308.

#### **Amtrak**

Amtrak operates trains that provide daily intercity rail passenger service to parts of Contra Costa County. Amtrak trains run along the UPRR lines between Oakland and Martinez into the Sacramento Valley. A combination of UPRR and BNSF tracks run from Martinez to the Central Valley and points south. Passenger stations are located at 401 Ferry Street in Martinez, and 16th at MacDonald Avenue in Richmond.

#### **Bay Area Rapid Transit District (BART)**

BART is the primary public mass transit system in Contra Costa County. BART is a 95-mile, rapid transit system serving over 3 million people in Alameda, Contra Costa, San Francisco, and northern San Mateo counties. The pipeline does not cross, and does not run adjacent to, any BART tracks or stations.

#### **Central Contra Costa Transit Authority (County Connection)**

The County Connection provides public bus services within central Contra Costa County. The County Connection serves the cities of Clayton, Concord, Danville, Lafayette, Martinez, Moraga, Orinda, Pleasant Hill, San Ramon, Walnut Creek, and unincorporated areas of the central county. Within the area of the Pipeline, the County Connection serves only the City of Martinez. No bus routes cross the pipeline.

### **Western Contra Costa Transit Authority (WestCAT)**

WestCAT has bus routes through Pinole, Hercules, and El Sobrante and operates demand-response Dial-a-Ride service in Pinole, Hercules, Rodeo, and Crockett. WestCAT supports the Martinez Link express bus service, which connects western Contra Costa County with Martinez. The pipeline crosses only one WestCAT bus route on San Pablo Avenue in Rodeo.

### ***PLANS AND POLICIES***

The general plans of the cities of Richmond, Pinole, Martinez, and Pittsburg contain no relevant transportation plans or policies.

### **Contra Costa County**

The *Contra Costa County General Plan* contains the following relevant policies:

- Goal 5-V. To protect the existing railroad right-of-way in the county for continued railroad use, utility corridors, roads, transit facilities, trails and other public purposes.
- Policy 5-73. Encroachments into railroad right-of-way by urban uses that would impact current rail operations or preclude future use of the corridors for trails or other public purposes shall be limited.

### **City of Hercules**

The City of Hercules General Plan discusses the possibility of building a new rail station. However, no specific plans for the station are proposed in the document:

- Policy g. Major transmission and fuel lines should be reviewed to ensure compatibility with affected General Plan elements.

## **TRANSPORTATION/TRAFFIC IMPACT DISCUSSION**

### ***CONSTRUCTION***

- a) **Construction Vehicle Trip Generation.** A 4,000-foot replacement section of the pipeline would be constructed in Martinez by SPBPC. It is assumed that the replacement pipeline section would be constructed using standard trenching and boring methods. Traffic-generating construction activities related to pipeline replacement installation would consist of the daily arrival and departure of construction workers to each work site; trucks hauling equipment and materials to the work site; and the hauling of excavated spoils from, and import of new fill to, each work site. Based on estimates of manpower per task, it is estimated there would be up to 15 personnel at any one time along the alignment site during construction. Assuming that each worker would travel in his/her own vehicle to and from the site, and that some midday trips would occur, this would result in up to about 20 worker vehicle round trips per day (40 one-way trips).

It is assumed the trench size for open-cut installation would be approximately three feet wide by seven feet deep. It is expected that open trench construction would occur at approximately 100 linear feet per workday, depending on location and conditions. Material excavated from the trench would be stockpiled and could be used as backfill, if of proper quality. However, as a worst-case assumption, for purposes of this analysis, it is assumed that all excavated trench spoils would be hauled off-site, and replaced with imported engineered fill. Using an average haul load of 10 cubic yards (CY) per truck, and assuming no backhauling, this would amount to up to 16 truck haul round trips (32 one-way trips) generated per work day. Accounting for the delivery of pipe and other construction components (which would be shipped on demand to the project site throughout the construction period), the total number of off-site construction truck trips would be approximately 20 round trips (40 one-way trips) per work day.

The proposed pipeline alignment would parallel Joe DiMaggio Drive east of North Court Street, North Court Street between Joe DiMaggio Drive and Ferry Street, and Ferry Street north of the UPRR tracks, and would parallel or be constructed in Embarcadero, west of Berrellesa Street. It would cross three roadways: Berrellesa Street, Ferry Street and North Court Street. The estimated construction right-of-way width, within which all construction activity would occur, would be 50 feet (a 15 to 20-foot permanent easement plus an additional 30-foot temporary easement).

**Impact XV.1: Pipeline installation activities would temporarily disrupt existing transportation and circulation patterns in the vicinity. Impacts would include direct disruption of traffic flows and street operations. Lane blockages or street closures during pipeline installation would result in a reduction in travel lanes. Thus, the replacement pipeline installation within or across streets would reduce the number of, or the available width of, travel lanes on roads, resulting in temporary disruption of traffic flows and increases in traffic congestion this impact would be potentially significant but can be reduced to less than significant with the following mitigation measures:**

**Mitigation Measure XV.1a: Prior to commencing construction activities, SPBPC shall obtain and comply with local and state road encroachment permits, and railroad encroachment permits. SPBPC shall submit all local and state road encroachment permits obtained for the replacement section in Martinez to the CPUC mitigation monitor for review. The CPUC's mitigation monitor shall monitor compliance with these permits during construction activities.**

**Mitigation Measure XV.1b: Prior to commencing construction activities, the construction contractor shall prepare a traffic control plan in accordance with professional engineering standards prior to construction. As appropriate, traffic control plans shall include the following requirements:**

- **Identify all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.**
- **Develop circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.**
- **Schedule truck trips outside of peak morning and evening commute hours.**
- **Limit lane closures during peak hours to the extent possible.**
- **Use haul routes minimizing truck traffic on local roadways to the extent possible.**
- **Include detours for bicycles and pedestrians in all areas potentially affected by project construction.**
- **Open trenches subject to vehicular or pedestrian traffic would be covered at the end of each workday with metal plates capable of accommodating traffic.**
- **Install traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.**
- **Safety fencing would be installed, where needed, to protect pedestrians from construction areas.**
- **At a minimum, the UPRR safety and engineering guidelines would be maintained when installing pipeline within the railroad right-of-way. All construction crews and project personnel would be trained on UPRR safety guidelines prior to commencing work in the railroad right-of-way.**
- **Construction vehicles and equipment would not cross the tracks except at established public crossings or as specified by UPRR.**
- **Develop and implement access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, ask affected jurisdictions to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.**
- **Store construction materials only in designated areas.**
- **Coordinate with local transit agencies for temporary relocation of routes or bus stops in works zones, as necessary.**



- **All roads disturbed during construction would be restored to their preconstruction condition pursuant to franchise agreements with the City of Martinez.**

**The traffic control plan shall be submitted to applicable jurisdictions for review and approval.**

**Significance after mitigation: Less than significant.**

- b) Construction-generated traffic would be temporary and therefore would not result in any long-term degradation in operating conditions or level of service on any project roadways. The primary off-site impacts from the movement of construction trucks would include short-term and intermittent lessening of roadway capacities due to slower movements and larger turning radii of the trucks compared to passenger vehicles. The majority of the proposed pipeline construction is within relative proximity to major arterials, state routes and freeways. The use of these routes would minimize the project's effects on traffic flow in the vicinity of the project sites.

As discussed under Construction Vehicle Trip Generation, above, installation of the replacement pipeline could generate up to 20 off-site construction worker vehicle round-trips (40 one-way trips) and 20 off-site truck round trips (40 one-way trips) per day. Traffic would temporarily increase by three percent or less on Ferry Street, Escobar Street, Marina Vista, Alhambra Avenue and Berrellessa Avenue south of Escobar Street. These project-generated trips would not be substantial relative to background traffic conditions, and would fall within the daily fluctuations of traffic for these roadways. The traffic generated by construction activities would be felt the most on Berrellessa Avenue north of the UPRR tracks, Embarcadero; however, given the very low existing traffic activity on these roadways, the temporary increase in trips would not substantially affect traffic flow and operations. The temporary increase in daily traffic on freeways serving the project area, including SR 4 and I-680, would be imperceptible (0.1 percent increase).

Level of service standards for roadways that are part of county Congestion Management Program (CMP) networks are intended to regulate long-term traffic increases from operation of new development, and do not apply to temporary construction projects. As such, the proposed project would not exceed level-of-service standards established by the applicable Congestion Management Agency for designated CMP roadways.

**Impact XV.2: Construction-generated traffic could cause a temporary impact to operating conditions or level of service on local roadways.**

Following the restrictions of **Mitigation Measure XI.1a**, hours of construction are Monday through Saturday, 7 a.m. to 7 p.m. Most project-related hauling and deliveries would be dispersed throughout the day, thus lessening the effect on peak-hour traffic. Project truck traffic occurring weekdays during the hours of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.

would coincide with peak-period traffic, and therefore, would have the greatest potential to impede traffic flow.

As specified under **Mitigation Measure XV.1a**, above, SPBPC shall obtain all necessary local and state road encroachment permits, and railroad encroachment permits, prior to construction and would comply with all the applicable conditions of approval. As specified under **Mitigation Measure XV.1b**, the construction contractor would prepare a traffic control plan in accordance with professional engineering standards prior to construction. Examples of specific requirements that shall be included in the traffic control plan are identified under **Mitigation Measure XV.1b**.

**Mitigation Measure: Implement Mitigation Measures XV.1a and XV.1b.**

**Significance after mitigation: Less than significant.**

- c) There would be no impact to air traffic patterns or increase in safety risks as a result of the proposed project.
- d) Heavy equipment operating adjacent to or within a road right-of-way would increase the risk of accidents. Construction-generated trucks on project area roadways would interact with other vehicles. Potential conflicts also could occur between construction traffic and bicyclists and pedestrians, particularly in the urban areas and residential neighborhoods.

**Impact XV.3: Heavy equipment operating adjacent to or within a road right-of-way could increase the risk of accidents.**

As specified under **Mitigation Measure XV.1a**, above, SPBPC would obtain all necessary local and state road encroachment permits, and railroad encroachment permits, prior to construction and would comply with all the applicable conditions of approval. As specified under **Mitigation Measure XV.1b**, the construction contractor would prepare a traffic control plan in accordance with professional engineering standards prior to construction, including compliance with roadside safety protocols, so as to reduce the risk of accident. Examples of specific requirements that shall be included in the traffic control plan are identified under **Mitigation Measure XV.1b**. Thus, implementation of **Mitigation Measures XV.1a and XV.1b** would ensure temporary increases in the potential for accidents would be mitigated to a less than significant level.

**Mitigation Measure: Implement Mitigation Measures XV.1a and XV.1b.**

**Significance after mitigation: Less than significant.**

- e) As discussed in items a) & b) above, the proposed project would have temporary effects on traffic flow, particularly with routes within road right of ways. Pipeline installation within

or across streets and temporary reduction in travel lanes could result in delays for emergency vehicle access in the vicinity of the work sites.

**Impact XV.4: Pipeline installation within or across streets and temporary reduction in travel lanes could result in delays for emergency vehicle access in the vicinity of the work sites.**

As specified under **Mitigation Measure XV.1a**, SPBPC would obtain all necessary local and state road encroachment permits, and railroad encroachment permits, prior to construction and would comply with all the applicable conditions of approval. As specified under **Mitigation Measure XV.1b**, the construction contractor shall prepare a traffic control plan in accordance with professional engineering standards prior to construction. The traffic control plan shall require the construction contractor to establish methods for maintaining traffic flow in the project vicinity and minimizing disruption to emergency vehicle access to land uses along the alignment. Specific requirements that shall be included in the traffic control plan are identified under Mitigation Measure XV.1b. Implementation of **Mitigation Measures XV.1a and XV.1b** would ensure potential impacts associated with temporary effects on emergency access would be mitigated to a less than significant level.

**Mitigation Measure: Implement Mitigation Measures XV.1a and XV.1b.**

**Significance after mitigation: Less than significant.**

- f) The proposed project will create limited new, temporary parking demand for construction workers and construction vehicles as crews move along the installation alignment. As discussed in item a) and b) above, the project would not generate a substantial number of construction workers at any one location along the alignment; therefore, the amount of parking required would not be significant. Construction along the alignment could also temporarily prevent access to off-street parking adjacent to the alignment, including Waterfront Park and Joe DiMaggio Fields. However, given the proposed rate of new pipeline installation, impacts to access to parking would be relatively brief at any one location along the alignment.

**Impact XV.5: Construction of the 4,000-foot replacement section could temporarily prevent access to off-street parking adjacent to the alignment, including Waterfront Park and Joe DiMaggio Fields.**

As specified under **Mitigation Measure XV.1a**, above, SPBPC would obtain all necessary local and state road encroachment permits, and railroad encroachment permits, prior to construction, and would comply with all the applicable conditions of approval. As specified under **Mitigation Measure XV.1b**, the construction contractor shall prepare a traffic control plan in accordance with professional engineering standards prior to

construction. The traffic control plan shall require the construction contractor to establish methods for minimizing construction effects on parking. Examples of specific requirements that shall be included in the traffic control plan are identified under **Mitigation Measure XV.1b**. Implementation of **Mitigation Measures XV.1a and XV.1b** would ensure potential impacts associated with potential temporary displacement of on-street parking would be mitigated to a less than significant level.

**Mitigation Measure: Implement Mitigation Measures XV.1a and XV.1b.**

**Significance after mitigation: Less than significant.**

- g) The proposed project will have no lasting impact on demand for alternative transportation or on alternative transportation facilities. However, pipeline construction could disrupt access to bus stops along the alignment, and slow bus movements, including for County Connection Route 128 which travels along Ferry Street, North Court Street and Joe DiMaggio Drive. Bus routes on streets may need to be temporarily detoured, and bus stops temporarily relocated.

**Impact XV.6: Pipeline construction could disrupt access to bus stops along the alignment, and slow bus movements, including for County Connection Route 128 which travels along Ferry Street, North Court Street and Joe DiMaggio Drive. Bus routes on streets may need to be temporarily detoured, and bus stops temporarily relocated.**

As specified under **Mitigation Measure XV.1a** above, SPBPC would obtain all necessary local and state road encroachment permits, and railroad encroachment permits, prior to construction and would comply with all the applicable conditions of approval. As specified under **Mitigation Measure XV.1b**, the construction contractor would prepare a traffic control plan in accordance with professional engineering standards prior to construction. The traffic control plan shall require the construction contractor to establish methods for minimizing construction effects on transit service. Examples of specific requirements that shall be included in the traffic control plan are identified under **Mitigation Measure XV.1b**. Implementation of **Mitigation Measures XV.1a and XV.1b** would ensure potential impacts associated with temporary disruptions to transit service would be mitigated to a less than significant level.

**Mitigation Measure: Implement Mitigation Measures XV.1a and XV.1b.**

**Significance after mitigation: Less than significant.**

## OPERATION

- a-g) Operation of the proposed project would not change existing transportation facilities nor would it create a substantial increase in new traffic. Therefore, operations would not result in any impacts to transportation and traffic. Operation of the Hercules Pump Station would require between one to two workers daily to operate the facility. Occasional maintenance at the Hercules Pump Station and along the pipeline alignment would be required, which would generate temporary sources of traffic. However, this would be infrequent and of limited duration, and therefore, would not result in any long-term traffic impacts.

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